

Colorado Transportation Commission

Schedule & Agenda

March 19-20, 2025
12:00 p.m.

Transportation Commission Workshops

Wednesday, March 19, 2025

Time	Topic	Speaker
12:00 p.m.	Joint Workshop and Lunch with CTIO- SB 184 Joint Service Update	Diane Barrett (special advisor to the Governor), Del Walker (HNTB), Tom Rousakis (EY)
1:00 p.m.	Grand Valley MPO GHG Transportation Report	Darius Pakbaz, Dana Brosig (GVMPPO)
1:30 p.m.	Budget Workshop <ul style="list-style-type: none"> FY 25 Budget Supplement & Budget Amendment FY 26 Final Budget 	Jeff Sudmeier, Bethany Nicholas
2:30 p.m.	Break	None
2:45 p.m.	Bridge & Tunnel Enterprise Workshop <ul style="list-style-type: none"> BTE Series 2025A Revenue Bond Transaction Summary Workshop 	Patrick Holinda
3:15 p.m.	Statewide Plan Update <ul style="list-style-type: none"> Status of Current Planning Cycle TC Telephone Town Halls Statewide Plan Survey 	Darius Pakbaz, Marissa Gaughan
4:00 p.m.	Safe Routes to School (SRTS) Program and Approval of Grant Awards from the SRTS Advisory Committee	Darius Pakbaz, Medora Bornhoft
4:30 p.m.	Region 1 Debris and Cleanup Update	Jessica Myklebust
4:45 p.m.	Adjournment	None

Transportation Commission Meeting

Thursday, March 20, 2025

Time	Topic	Speaker
8:00 a.m.	Commission Breakfast	None
9:00 a.m.	Call to Order, Roll Call	Herman Stockinger
9:05 a.m.	Public Comments	Various
9:15 a.m.	Comments of the Chair and Commissioners	Commissioners
9:25 a.m.	Executive Director's Management Report	Shoshana Lew
9:30 a.m.	Chief Engineer's Report	Keith Stefanik
9:35 a.m.	CTIO Director's Report	Piper Darlington
9:40 a.m.	Legislative Update	Emily Haddaway
9:45 a.m.	STAC Report	Gary Beedy

9:50 a.m.	<p>Act on Consent Agenda:</p> <p>Proposed Resolution #1: Approve the Regular Meeting Minutes of February 20, 2025</p> <p>Proposed Resolution #2: IGA Approval >\$750,000</p> <p>Proposed Resolution #3: Disposal _5 and 5B and PE4_SH119 & 52_Boulder</p> <p>Proposed Resolution #4: Disposal Parcels 24A-EX, 24B-EX, 24C-EX, 24D-EX, W Dartmouth & Galapago St, Englewood</p> <p>Proposed Resolution #5: US6 Devolution to the City of Glenwood Springs</p> <p>Proposed Resolution #6: STIP Policy Amendment #4, US 50 “SHIFT” Passing Lanes</p> <p>Proposed Resolution #7: Repeal Policy Directive 1260.0 CDOT Training & Development Policy</p>	<p>Herman Stockinger</p> <p>Lauren Cabot</p> <p>Heather Paddock</p> <p>Jessica Myklebust</p> <p>Jason Smith</p> <p>Darius Pakbaz, Jamie Collins</p> <p>Anjanette Sagona and Anna Mariotti</p>
9:55 a.m.	Discuss and Act on Proposed Resolution #8: FY 2025-26 CTIO-CDOT Fee for Service Intra Agency Agreement	Piper Darlington
10:00 a.m.	Discuss and Act on Proposed Resolution #9: 6th Budget Supplement of FY 25	Jeff Sudmeier and Bethany Nicholas
10:05 a.m.	Discuss and Act on Proposed Resolution #10: 6th Budget Amendment of FY 25	Jeff Sudmeier and Bethany Nicholas
10:10 a.m.	Discuss and Act on Proposed Resolution #11: Final FY2025-26 CDOT Budget Allocation Plan for Adoption	Jeff Sudmeier and Bethany Nicholas
10:25 a.m.	Recognition for CDOT staff for assisting law enforcement during a high-speed pursuit on I-70	Shawn Smith
10:40 a.m.	Other Matters	None
10:45 a.m.	Adjournment	None

The Bridge and Tunnel Enterprise Board of Directors Meeting

Thursday, March 20, 2025

Time	Topic	Speaker
10:45 a.m.	Call to Order and Roll Call	Herman Stockinger
10:50 a.m.	Public Comments	Various
10:55 a.m.	<p>Act on Consent Agenda</p> <ul style="list-style-type: none"> Proposed Resolution #BTE1: to Approve the Regular Meeting Minutes of November, 2024 	Herman Stockinger
11:00 a.m.	Discuss and Act on Proposed Resolution #BTE2: BTE Series 2025A Revenue Bond Transaction Parameters	Patrick Holinda

11:05 a.m.	Discuss and Act on Proposed Resolution #BTE3: BTE 5th Budget Supplement FY2024-25	Patrick Holinda
11:10 a.m.	Discuss and Act on Proposed Resolution #BTE4: Final FY2025-26 BTE Budget Allocation Plan for Adoption	Katie Carlson
11:15 a.m.	Adjournment	None

The Fuels Impact Enterprise Board of Directors Meeting

Thursday, March 20, 2025

Time	Topic	Speaker
11:20 a.m.	Call to Order and Roll Call	Herman Stockinger
11:25 a.m.	Public Comments	Various
11:30 a.m.	Act on Consent Agenda <ul style="list-style-type: none"> Proposed Resolution #FIE: to Approve the Regular Meeting Minutes of September, 2024 	Herman Stockinger
11:35 a.m.	Discuss and Act on Proposed Resolution #FIE2: Final FY2025-26 FIE Budget Allocation Plan for Adoption	Darius Pakbaz
11:40 a.m.	Adjournment	None

Information Only

- Project Budget/Expenditure Memo (Jeff Sudmeier)
- January 2025 Division of Accounting and Finance Year-End Close Processes and Statutory Violations Internal Audit Report (Frank Spinelli)
- October 16, 2024 Audit Review Committee meeting minutes (Frank Spinelli)
- DRCOG Letter on FY 26-29 TIP and the GHG Planning Standard (Darius Pakbaz)
- March 2025 TC Grants Memo (Anna Dunn & Leslie Welch)



COLORADO

Department of Transportation

Transportation Commission Memorandum

To: The Transportation Commission

From: Paul DesRocher, Director of DTR; Maux Sullivan, Assistant Director, Passenger Rail,

Date: Thursday, March 19, 2025

Subject: Mobility Committee - Joint Service Update

Purpose

To provide an overview of Joint Service Legislative Report

Action

Informational

Background

In the spring of 2024, the Colorado General Assembly adopted Senate Bill 24-184. The Bill contains a legislative mandate to CDOT (including CTIO and CTE), the Regional Transportation District (RTD) and the Front Range Passenger Rail District (FRPRD) to work together to implement the completion of construction and operation of the Northwest Fixed Guideway Corridor, including an extension of the corridor to Fort Collins as the first portion of Front Range Passenger Rail. This presentation outlines the content of that plan, as submitted to the Colorado State Legislature on March 1, 2025.

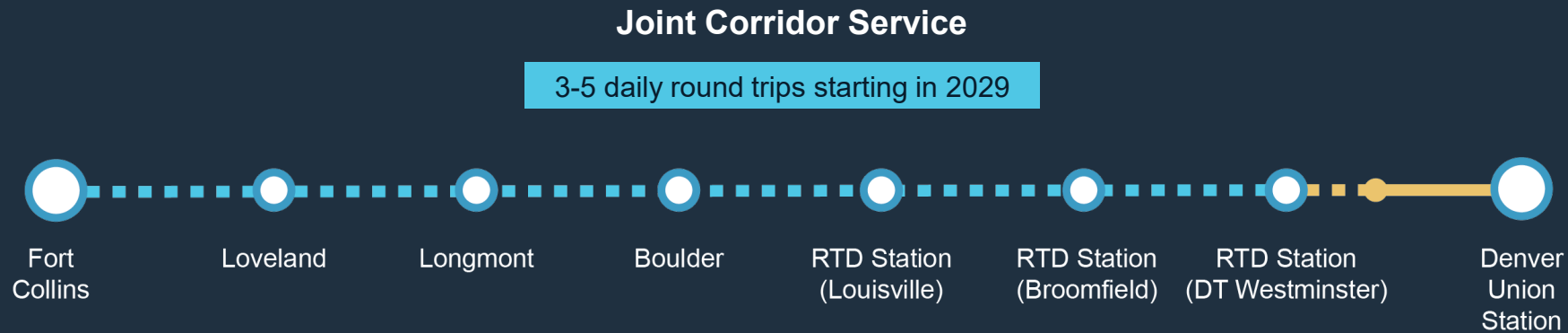
Next Steps

All parties will continue to collaborate on more in depth analysis of this proposal to advance Joint Service implementation, providing regular updates to the Transportation Commission along the way.

Attachments

Joint Service TC Overview

Lowest Cost Option for Joint Service Starter Service (2/28/2025)



This information is preliminary and subject to change with additional host railroad coordination.

Starter Joint Service Base Investment Assumptions

Reductions maintain the following service characteristics:

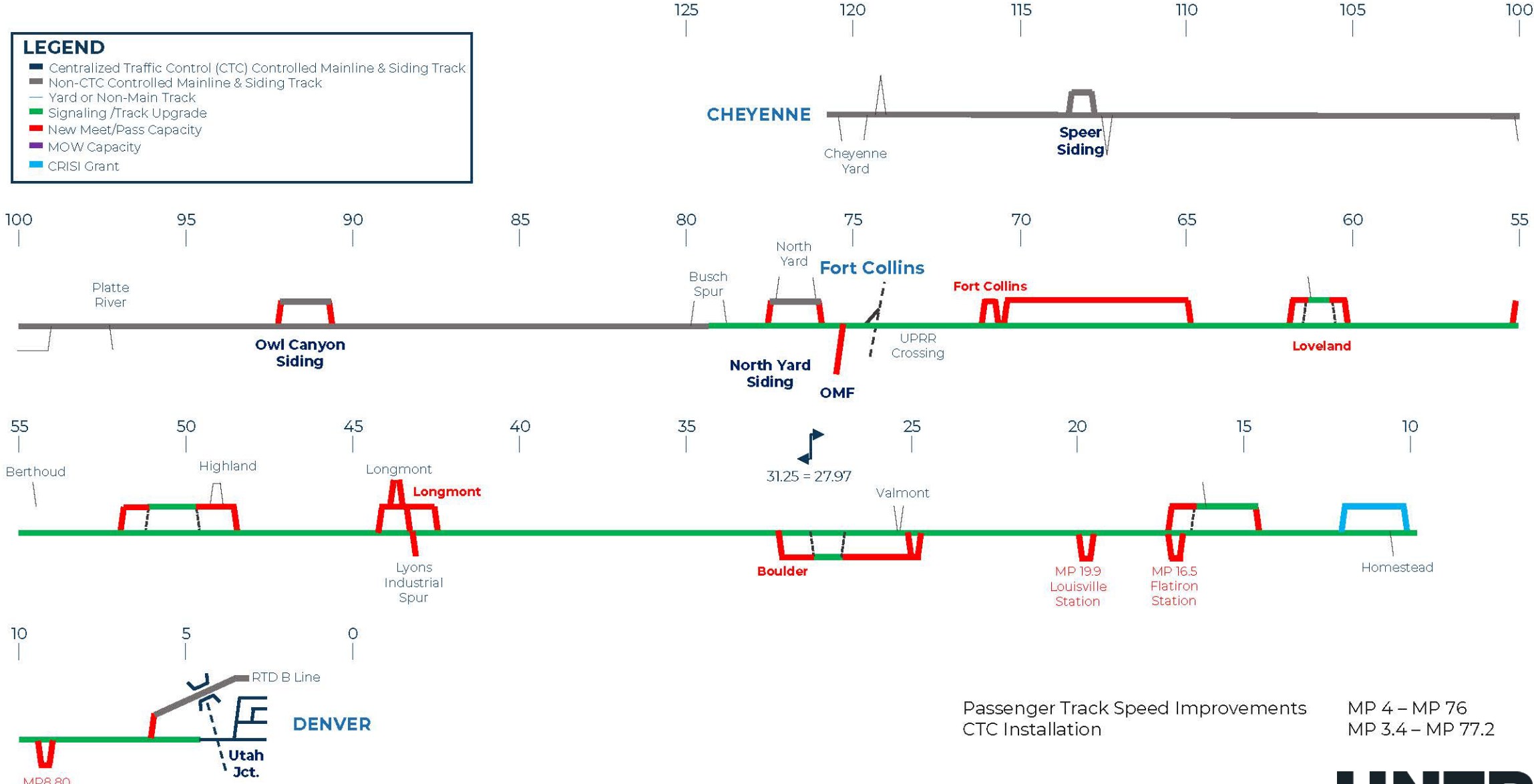
- 8 stations identified in Joint Service Plan
- Proposed infrastructure has the goal of holding BNSF freight railroad operations harmless from proposed passenger operations and protects passenger operations On-time Performance (OTP) and will require additional coordination
- Implements FRA-required Positive Track Control (PTC) signaling system
- Proposed 3 Round Trip (RT) revenue operating capacity
(5-car train consist = 1 locomotive, 3 coach cars, 1 non-powered controlling unit (NPCU))
 - *Per Train Consist = 200 seats*
 - *Daily (3RT) = 1,200 seats*
 - *Yearly (7 days per week) = 445,000 seats*

North End: 3 RT - Preliminary

BNSF Front Range Subdivision

LEGEND

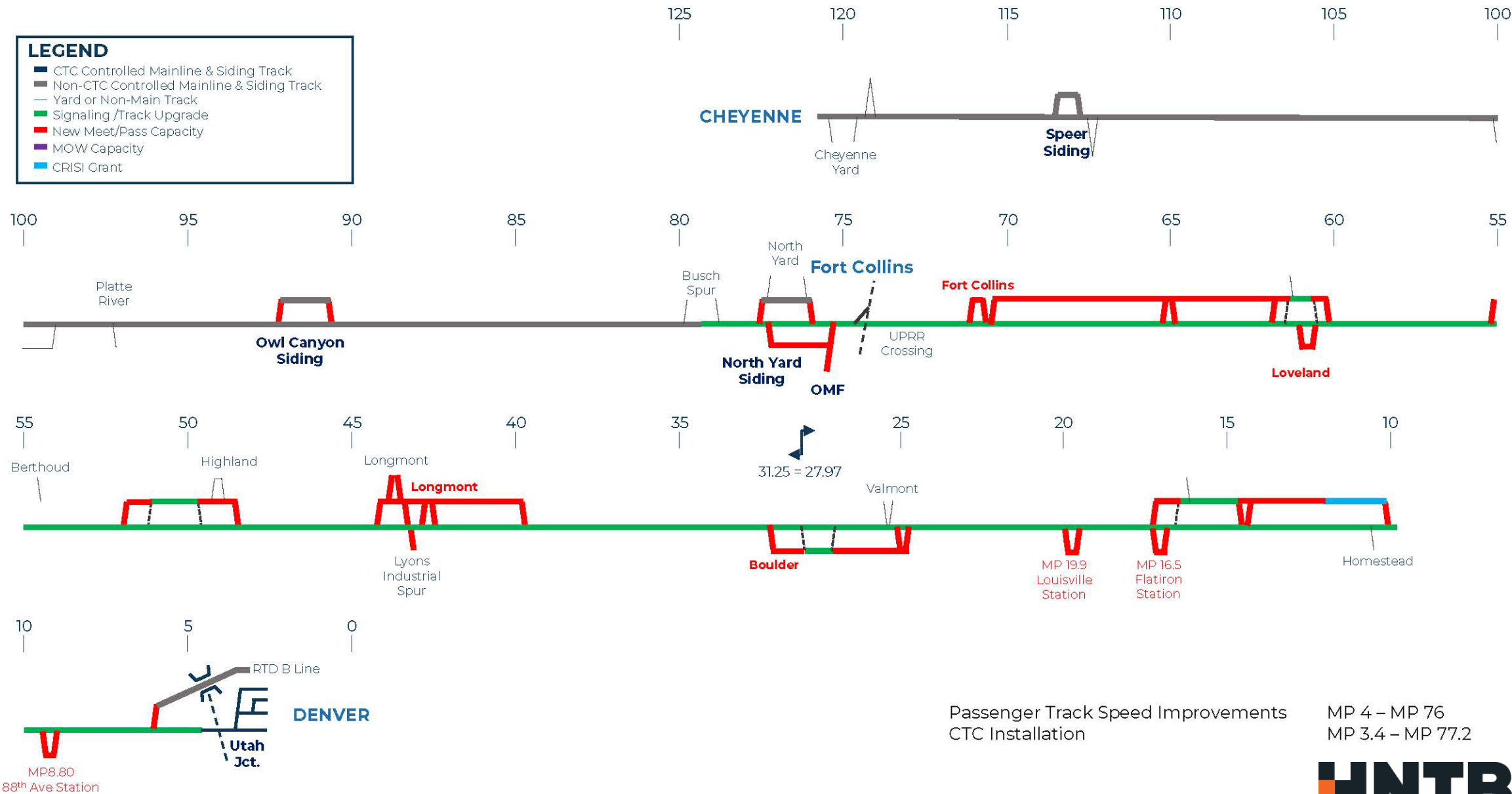
- Centralized Traffic Control (CTC) Controlled Mainline & Siding Track
- Non-CTC Controlled Mainline & Siding Track
- Yard or Non-Main Track
- Signaling /Track Upgrade
- New Meet/Pass Capacity
- MOW Capacity
- CRISI Grant



Passenger Track Speed Improvements
CTC Installation
MP 4 – MP 76
MP 3.4 – MP 77.2

North End: 5 RT - Preliminary

BNSF Front Range Subdivision



Passenger Track Speed Improvements
CTC Installation
MP 4 – MP 76
MP 3.4 – MP 77.2

Cost Savings Overview & Process

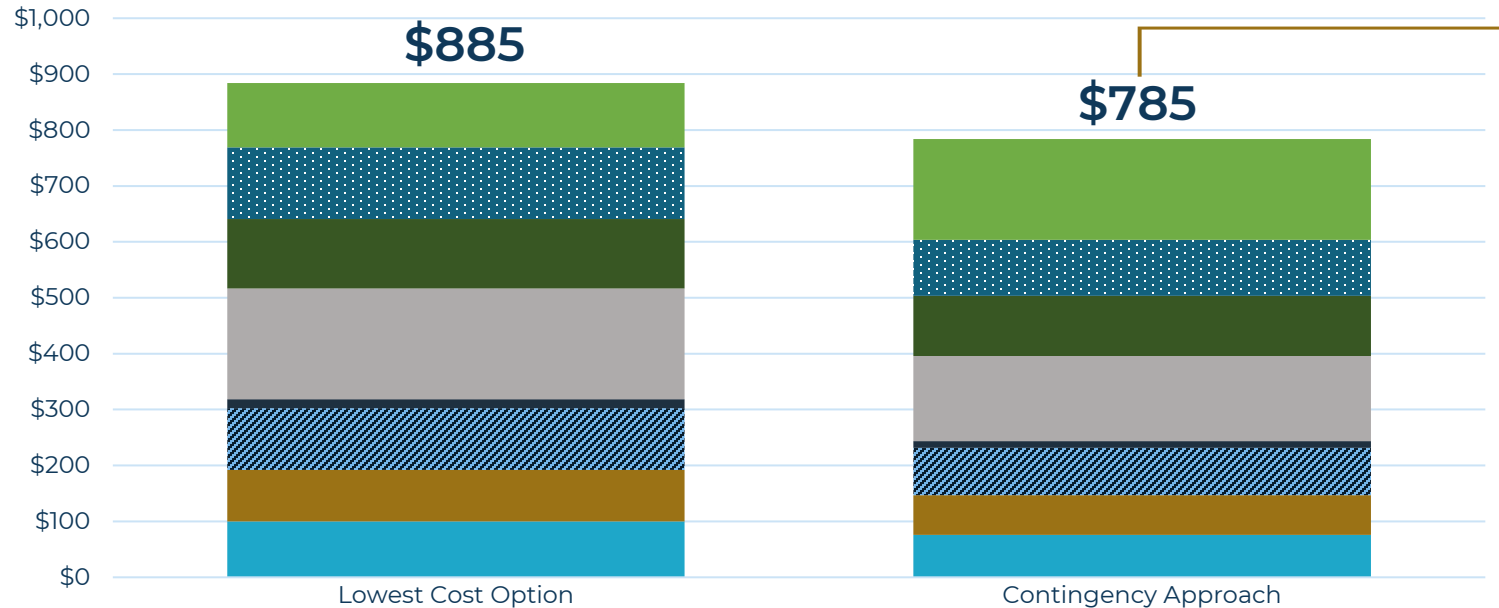
**Lowest Cost
Option
\$885M**

Revised estimate
focused on cost
reductions

**Contingency
Approach
\$785M**

Revised estimate with
bottom line only
contingency

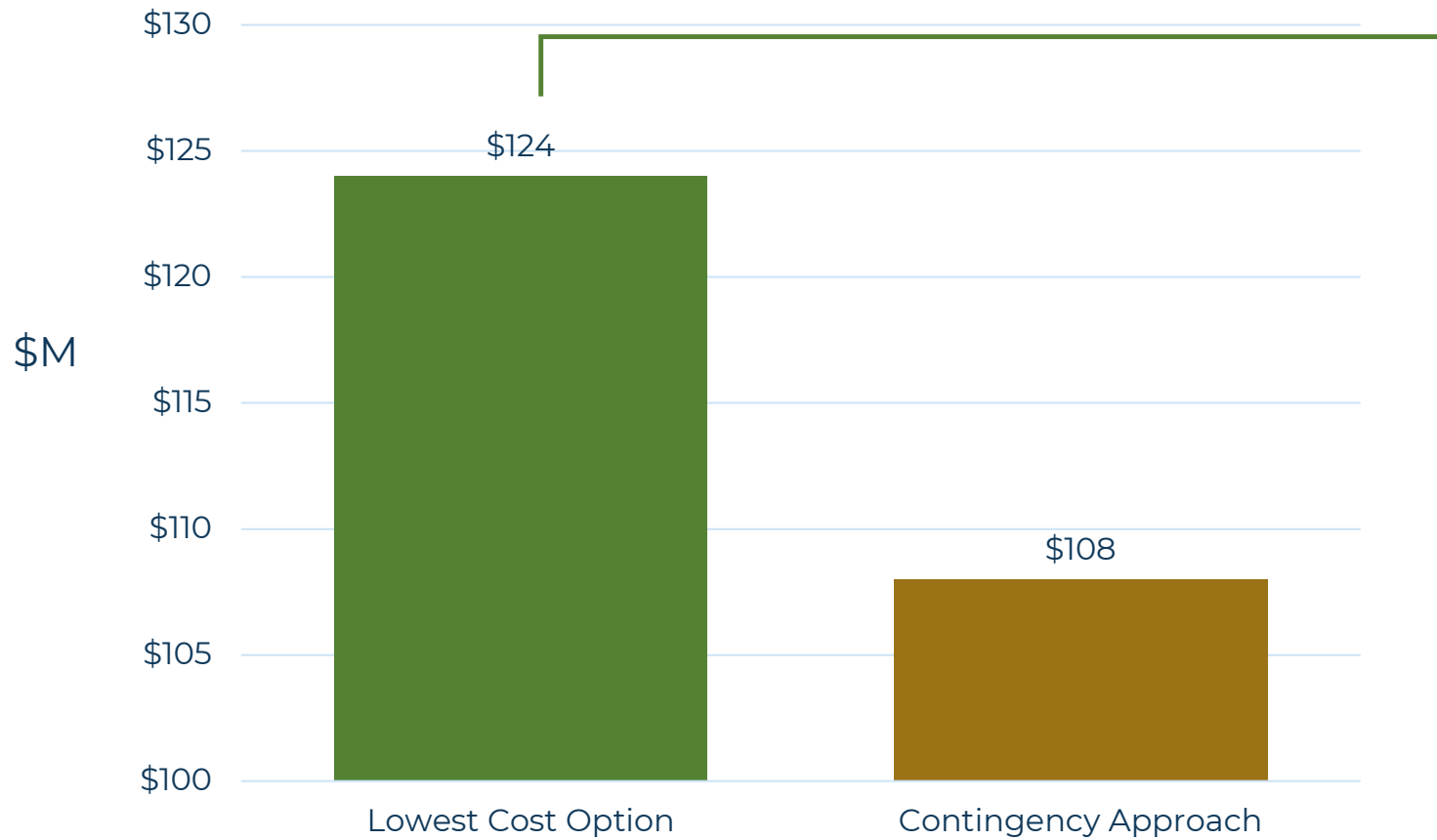
Totals (in \$M, including contingency allocation)



Contingency Approach

- Removed line-item contingency
- Added 30% contingency to bottom line (including professional services)

Vehicles (in \$M)



- Vehicle count and consist reflect service operations
- Applied recent industry spare vehicle practice

Stations, Terminals, Intermodals (in \$M)



- Assumed essential amenities

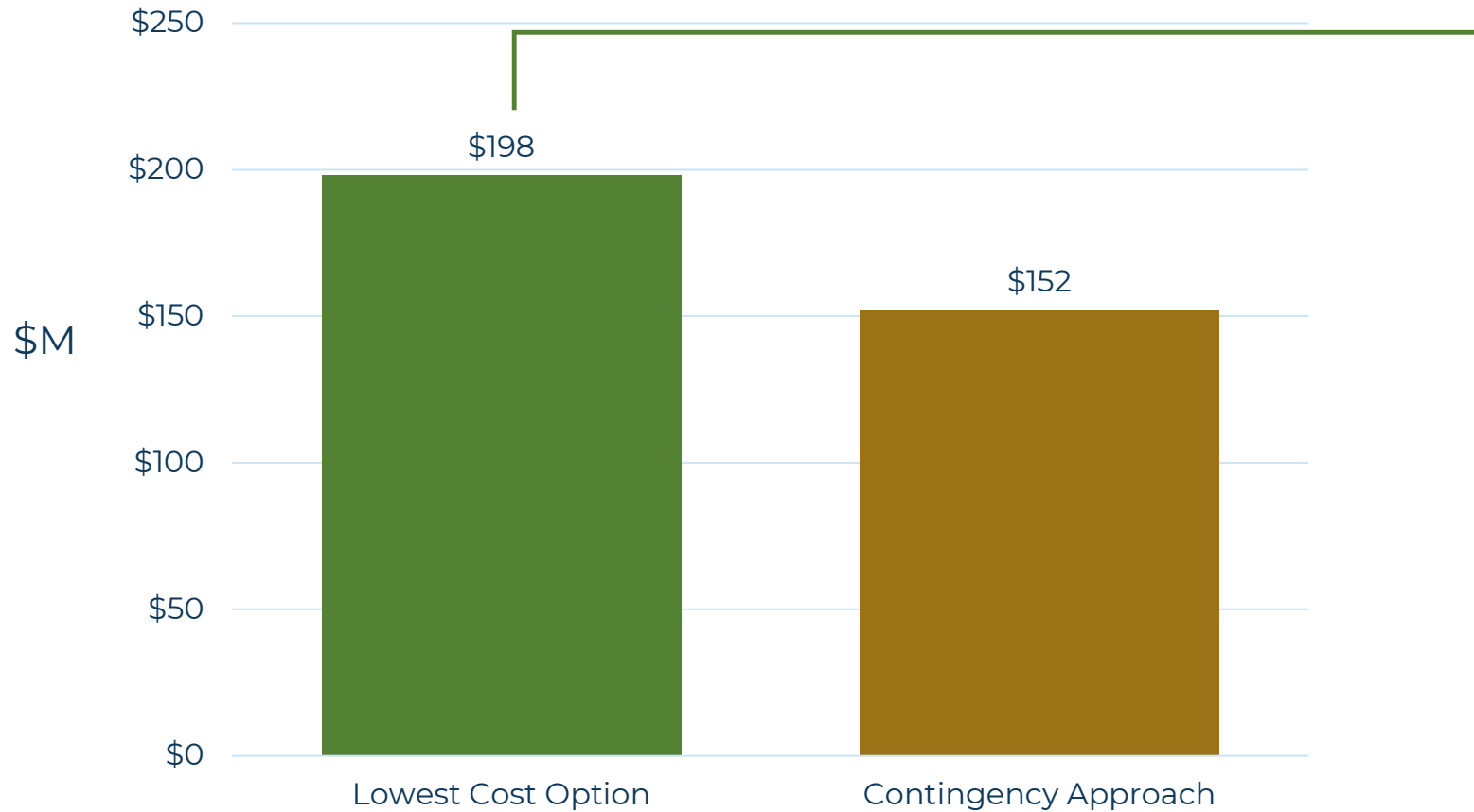
Note: The state is pursuing additional funding options for station developments

Support Facilities: Yards, Shops, Admin Buildings (in \$M)



- Identified efficiencies based on industry cost, per SME
- Additional cost savings opportunity: Maintenance facility provided by operator

Communications and Signaling (in \$M)



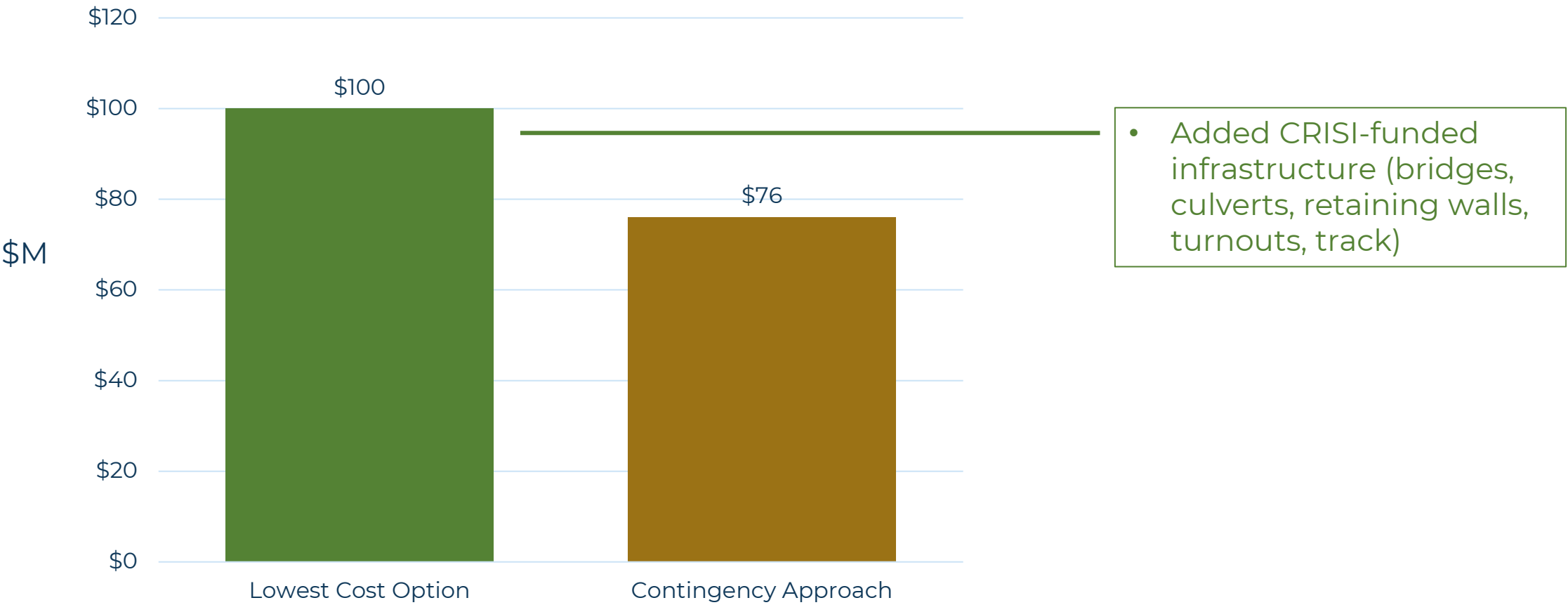
- Rebalanced signal cost and communications (reduced fiber) for a net savings

Site Work, ROW, Land, Existing Improvements (in \$M)

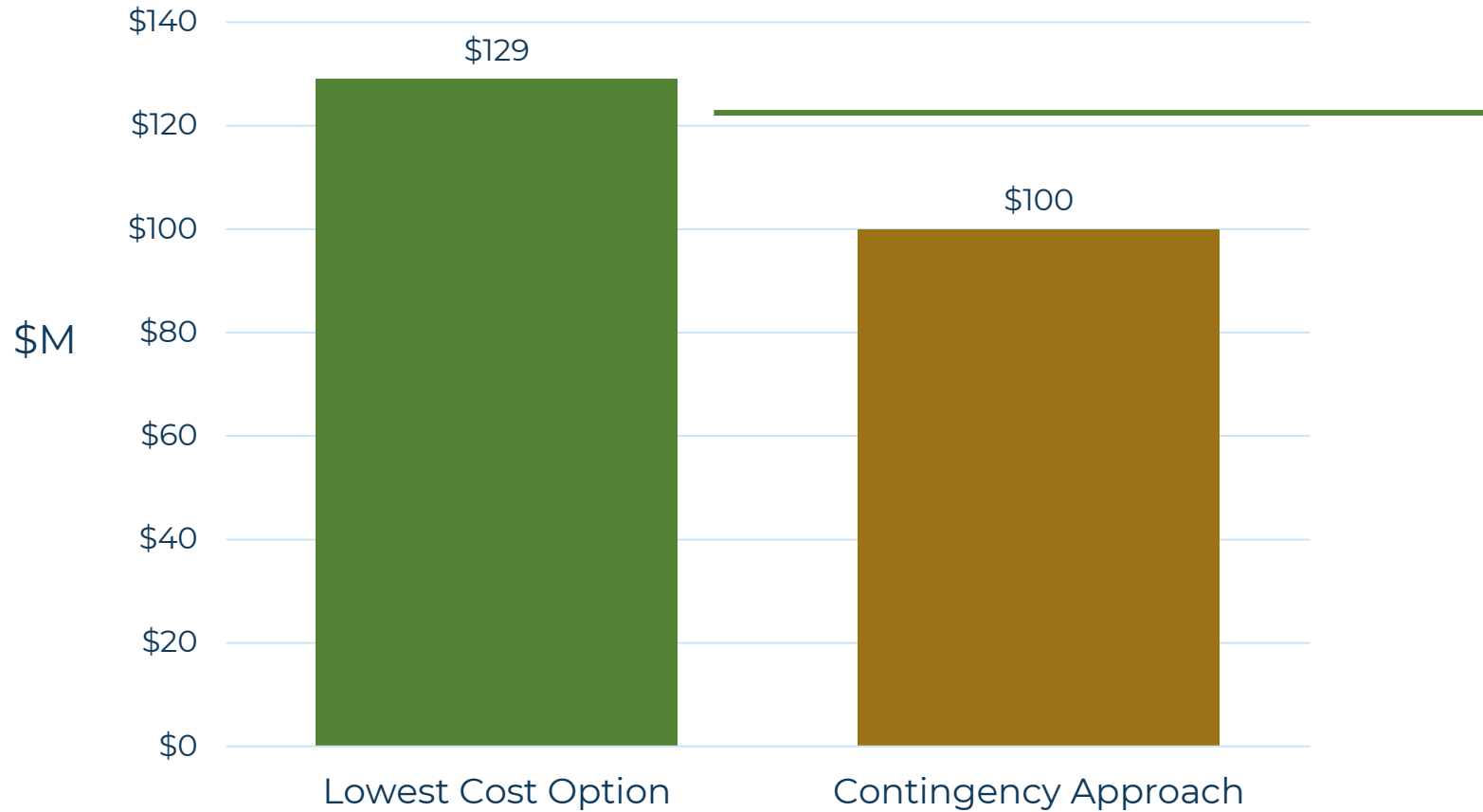


- Additional earthwork and environmental due to addition of Homestead Siding due to CRISI

Track Structures and Track (in \$M)



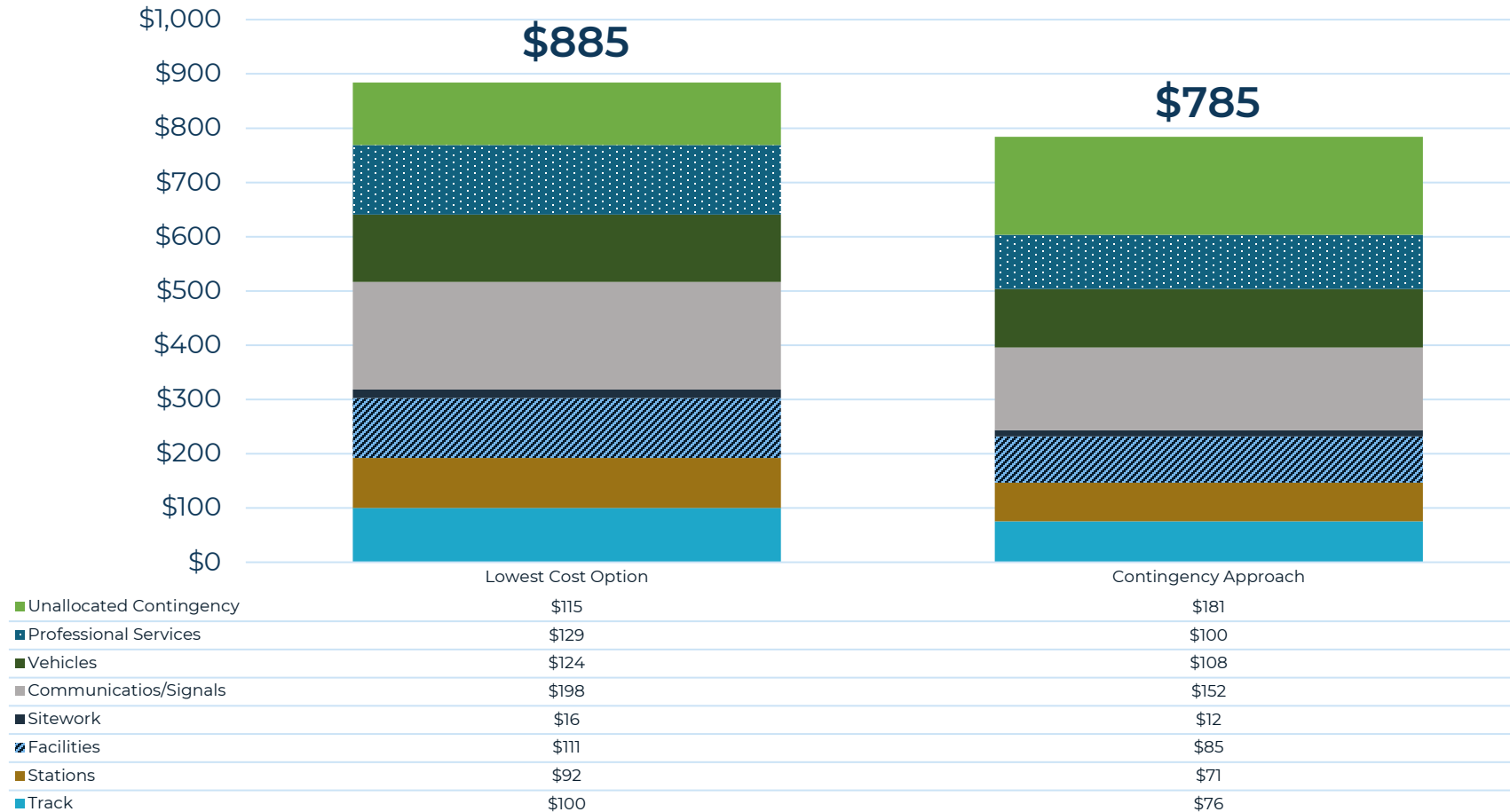
Professional Services (in \$M)



- Reduced NEPA from 4% to 3%
- Overall cost reduced when construction cost reduced

Summary

(\$M, including contingency allocation)



Note: These numbers represent a 3-roundtrip operations analysis that is based on real freight data for this corridor but has not been negotiated with BNSF.



SUBJECT TO CHANGE - RELIANCE RESTRICTED

SB-184 Preliminary Financial Analysis

Front Range Passenger Rail Project

February 28, 2025



Agenda

1. Introduction
2. Key Service Assumptions
3. Planning-Level Capital Costs
4. Planning-Level Operating Costs
5. Capital & Operating Funding Sources
6. Preliminary Scenario Output



1. Introduction

SB-184 Legislation

- ▶ Requires a report concerning a plan to begin providing Front Range Passenger Rail Service no later than January 1, 2029, to the legislative bodies and Governor. The report shall include an assessment of whether additional revenue is needed to support such service and, if so, recommended sources of such funding.
- ▶ The plan should seek to implement construction and operation of the RTD's Northwest Fixed Guideway Corridor, including an extension of the corridor to Fort Collins as the first phase of Front Range Passenger Rail Service.

Financial Analysis

- ▶ Information contained in this presentation has been prepared to help inform the SB-184 Legislative Report and should be considered preliminary pending additional technical analysis and project definition. Initial results are intended to support discussion of potential financing scenarios and provide input to future decision-making.
- ▶ The financial analysis underlying information in this presentation is based on **delivering and operating FRPR starter service** from Denver Union Station to Fort Collins. It aggregates available project cost and revenue information supplied by Colorado Department of Transportation (CDOT), Regional Transportation District (RTD), and external project consultants.

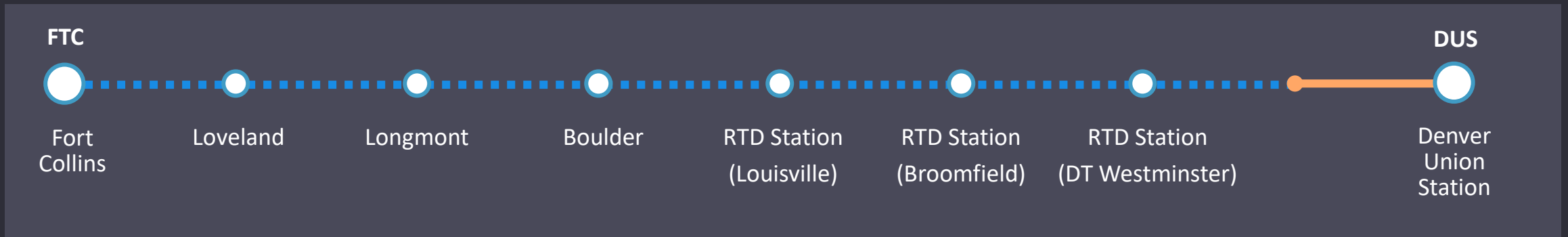
Analysis outputs are generally dependent on the maturity and accuracy of the technical analysis supplying the model inputs as well as the funding assumptions used therein. The project is at an early stage of planning and design, and therefore the model outputs are subject to refinement.



2. Key Service Assumptions

Joint Corridor Service

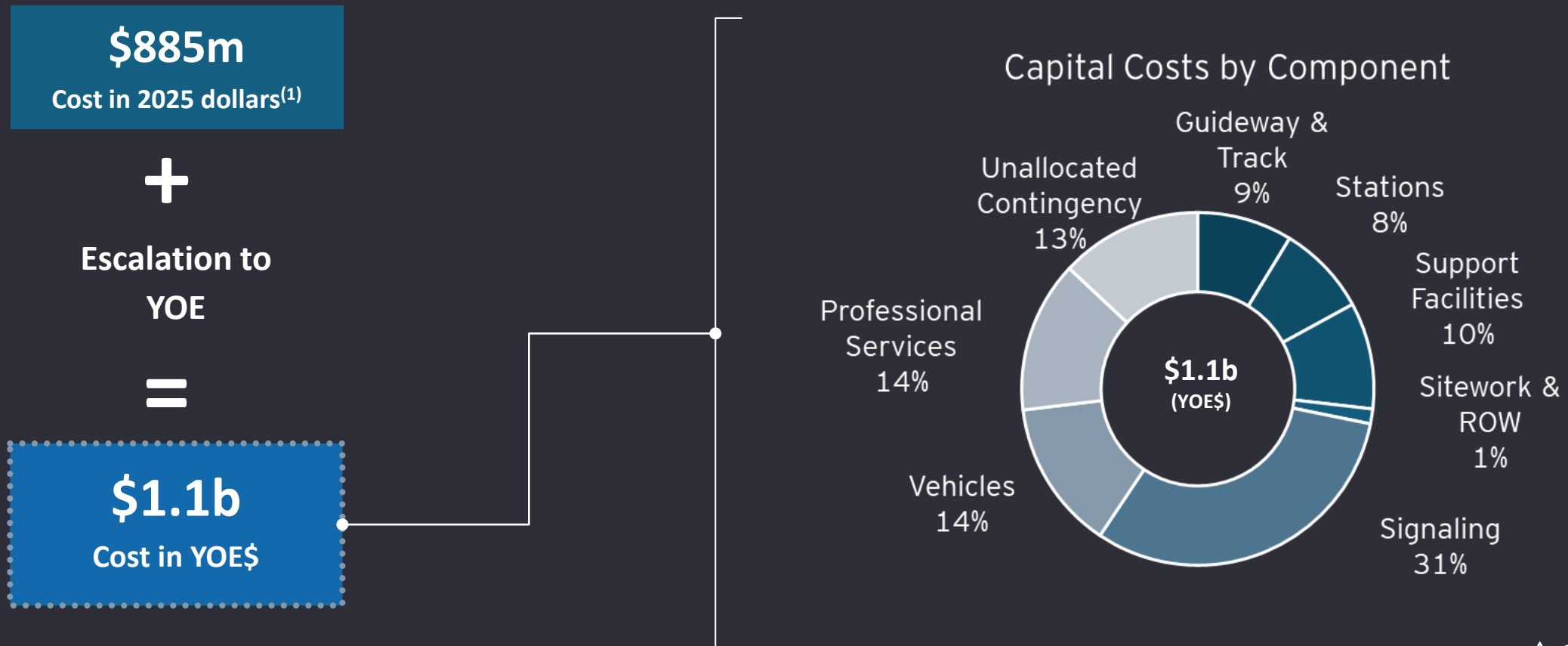
Analysis assumes 3 round trips commencing in 2029



- ▶ Joint Corridor Service seeks to implement construction and operation of the Northwest Fixed Guideway Corridor plus an extension to Fort Collins as a first phase of FRPR service.
- ▶ The Joint Service model reflects a cost-effective starter service in 2029 utilizing available revenues, contingent on future policy determinations

3. Planning-Level Capital Costs (3 Round Trips)

- ▶ **Construction Uses:** total capex is estimated at \$1.1 billion in year-of-expenditure (YOE) dollars for a 3 round trip scenario. Escalated costs are derived from provided spending curves and an inflation assumption of 4% p.a.⁽¹⁾
- ▶ **Stations:** includes full build of generic, medium-sized stations; corridor comprises service at 5 stations plus 3 new RTD stations.

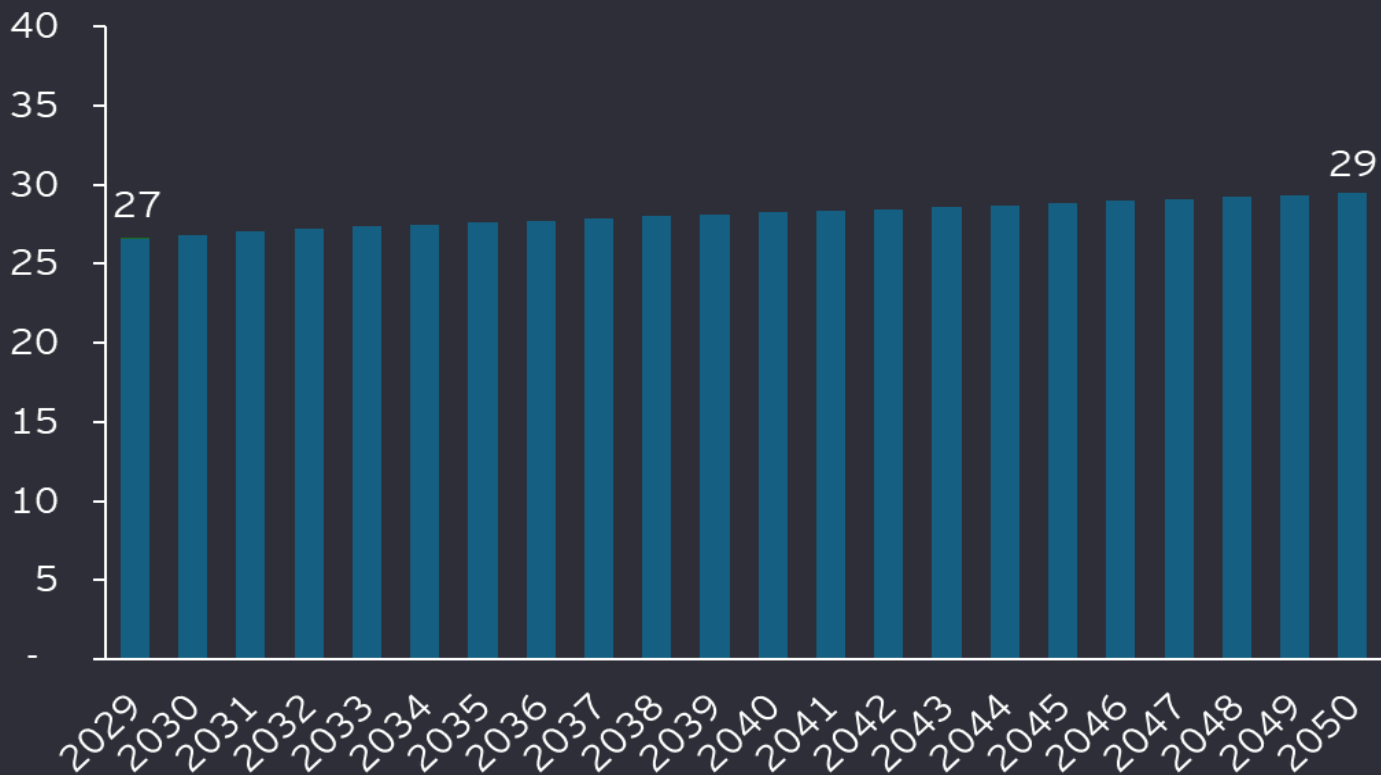


(1) Source: HNTB

4. Planning-Level Operating Cost Estimates (3 Round Trips)

► Annual O&M estimates range from \$27m to \$29m (2022\$) between 2029 and 2050.

Projected Operating Costs, 2029-2050 (2022\$, Millions)



O&M costs include:

- Fuel & power
- Train & engine crew labor
- Fleet maintenance
- Route advertising
- Fare collection
- Station maintenance
- Insurance
- Overhead costs
- Host railroad fees
- Managing agency administrative costs



5. Capital & Operating Funding Sources

Capital funding for FRPR is anticipated to come from six primary sources:

1. CRISI grant - **\$66.4m (awarded)**
2. State matching funds - **\$27.9m (awarded)**
3. SB-184 fee revenue
4. SB-230 fee revenue
5. External financing proceeds (secured by SB-184 revenues)
6. RTD capital contribution

Operations funding is anticipated to come from four primary sources:

1. SB-184 fee revenue
2. SB-230 fee revenue
3. RTD operating contribution
4. Farebox and ancillary revenue

This analysis does not include proceeds from future federal grants; however, such programs may be considered as a supplement to identified state and local sources.

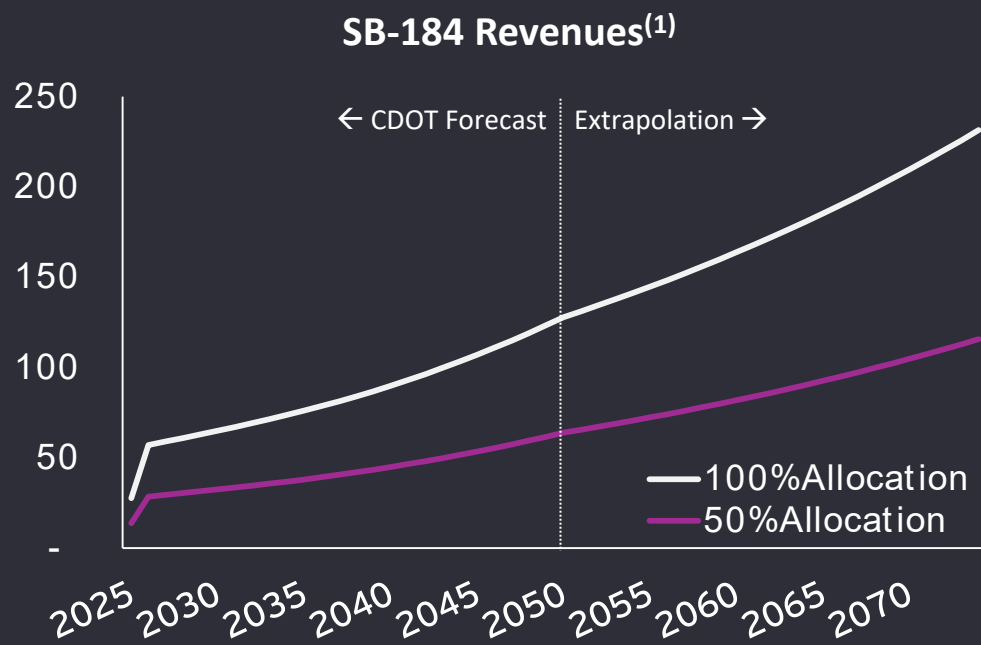
Funding Source	Capital	O&M
CRISI Grant	✓	X
State Match	✓	X
SB-184	✓	✓
SB-230	✓	✓
External Financing	✓	X
Farebox & Ancillary	X	✓
RTD Contribution	✓	✓
Other Potential Sources	Capital	O&M
Federal Grants	■	■

- ✓ Source included/eligible use
- X Source excluded/ineligible use
- Potential future source



5. SB-184 & SB-230 Revenue Forecast

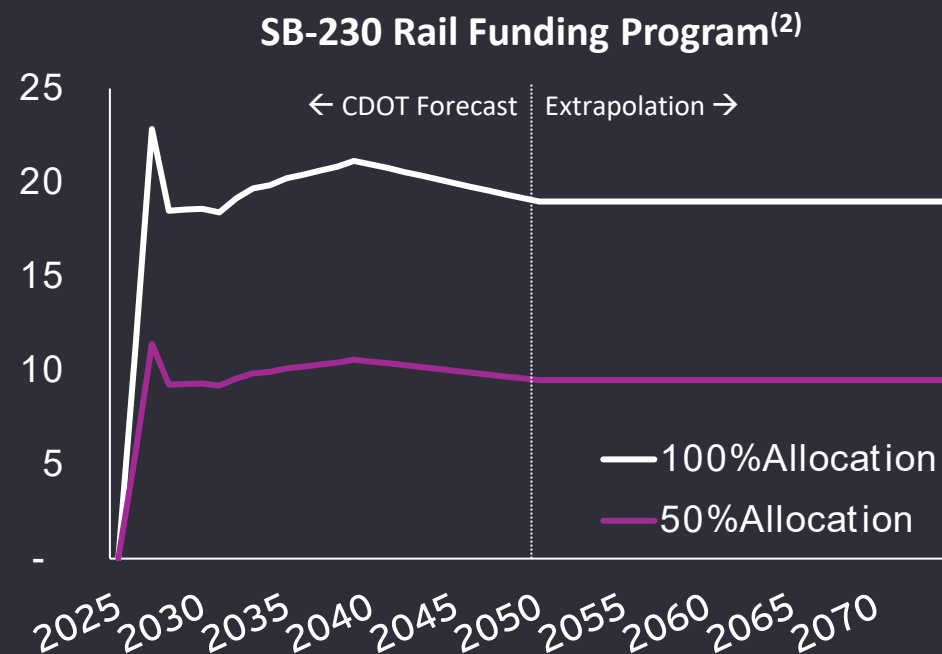
SB-184 and SB-230 revenues are subject to allocation across multiple projects. The following charts illustrate revenues from each source at 100% and 50% allocation levels.



SB-184 imposes a daily rental car fee up to \$3 commencing on January 1, 2025, adjusted annually for inflation. Receipts are estimated at \$57m in FY26, growing to \$110m by FY50.

(1) Source: CDOT forecast through 2050; assumes CPI thereafter.

(2) Source: CDOT forecast through 2050; assumes level revenue thereafter.

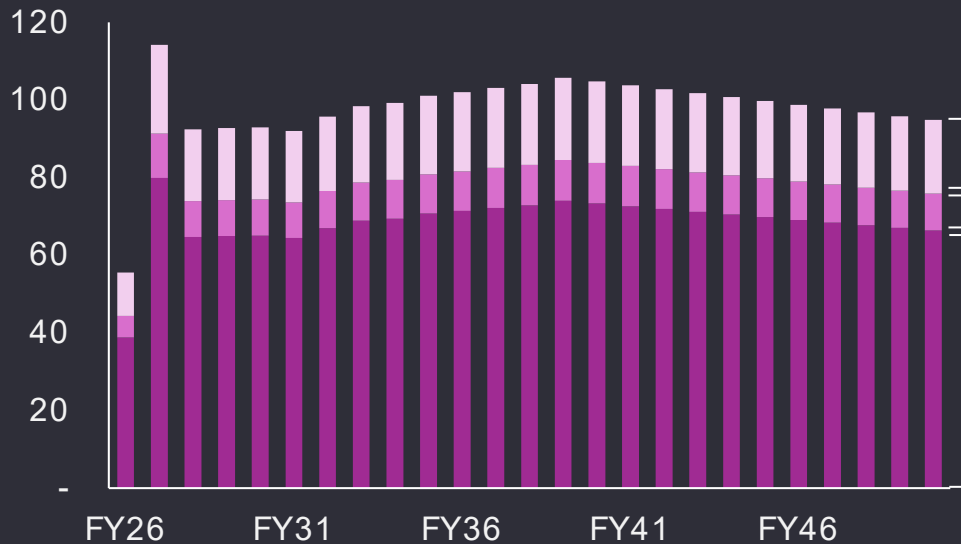


SB-230 imposes an incremental oil and gas production fee, commencing on July 1, 2025, to be allocated to a Clean Transit Enterprise (CTE) Sub Fund, 20% of which will be dedicated to the Rail Funding Program.

5. SB-230 Clean Transit Enterprise Fund

SB-230 stipulates revenue within the Clean Transit Enterprise (CTE) Sub Fund shall be allocated to three separate programs at fixed percentages – 20%, 10%, 70% to Rail Funding, Local Transit Grants, and Local Operations, respectively.

Clean Transit Enterprise Fund Forecast (\$M)



- Rail Funding Program Cash Fund
- Local Transit Grant Program Cash Fund
- Local Transit Operations Cash Fund

Rail Funding Program Cash Fund

- ▶ Established to fund passenger rail projects and service
- ▶ Priority given to projects with matching funding from other sources, such as FISA and federal grants

20%

Local Transit Grant Program Cash Fund

- ▶ Increase transit ridership and service, particularly in transit-reliant communities.
- ▶ Program shall incentivize use of matching funds.

10%

Local Transit Operations Cash Fund

- ▶ Expand transit service, increase transit frequency, and improve system-wide transit network connectivity.
- ▶ Prioritize transit service improvements in communities with high transit propensity

70%

5. RTD Financial Snapshot

As a key project partner, this analysis assumes RTD will provide cost sharing support in the form of one-time capital and ongoing operating contributions. While specific amounts are subject to future agreement between project parties, future financial contributions from RTD may be available from the following sources:

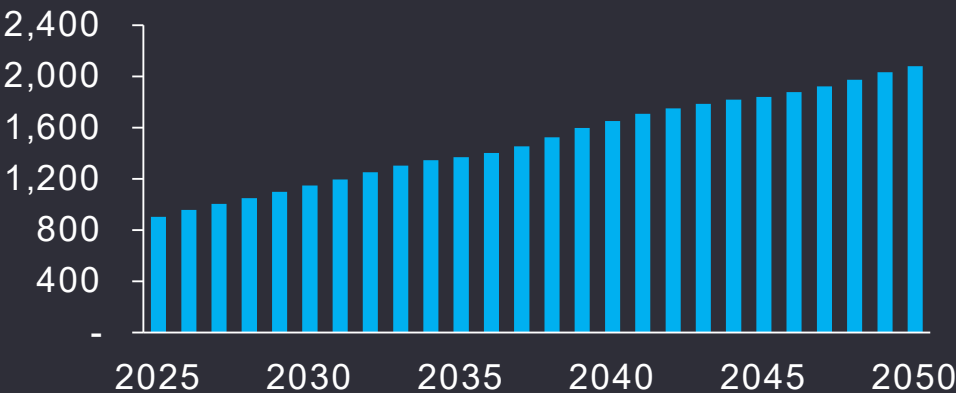
RTD Sales & Use Tax Projection

- ▶ Forecast includes 0.6% Base System and 0.4% FasTracks tax components.
- ▶ Combined annual tax receipts of **\$903m** in 2025, increasing to **\$2,080m** by 2050 (effectively doubling over 25-year horizon).
- ▶ Forecast shows a compound annual growth rate (CAGR) of 3.4% p.a. between 2025 and 2050.

FasTracks Debt Capacity

- ▶ Long-term debt secured by the FasTracks sales tax is subject to three voter-mandated constraints:
 - ▶ Total principal amount capped at \$3.48m
 - ▶ Maximum annual debt service of \$309m
 - ▶ Total debt service limit of \$7.13b
- ▶ In addition, RTD financial policies require a minimum net DSCR of 1.20x on a system-wide basis, further constraining near-term debt service capacity.

RTD Sales and Use Tax Projection (\$M)

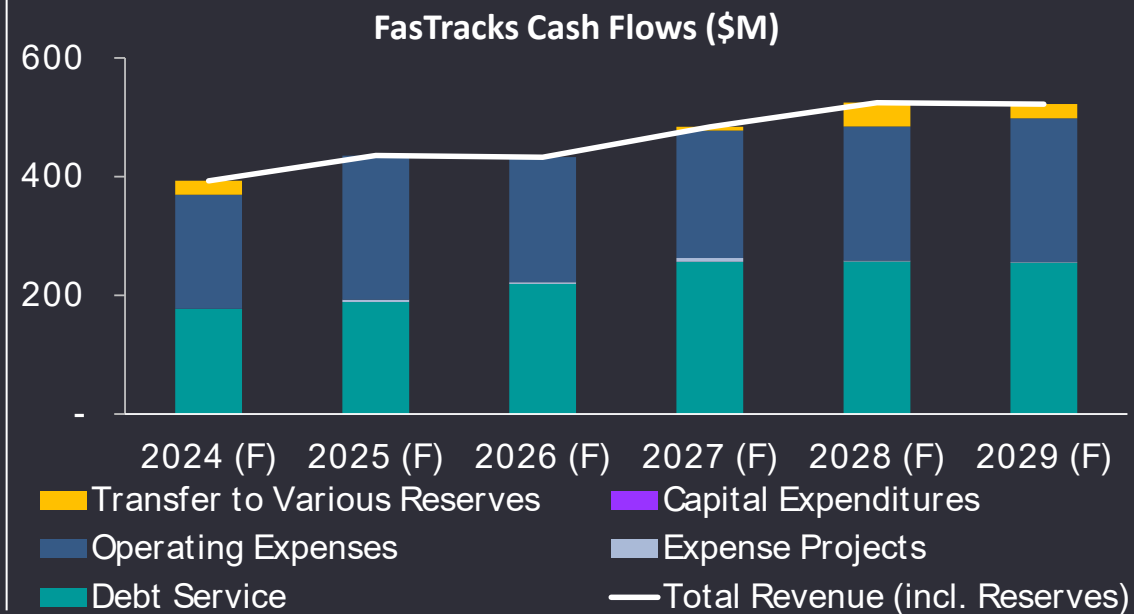
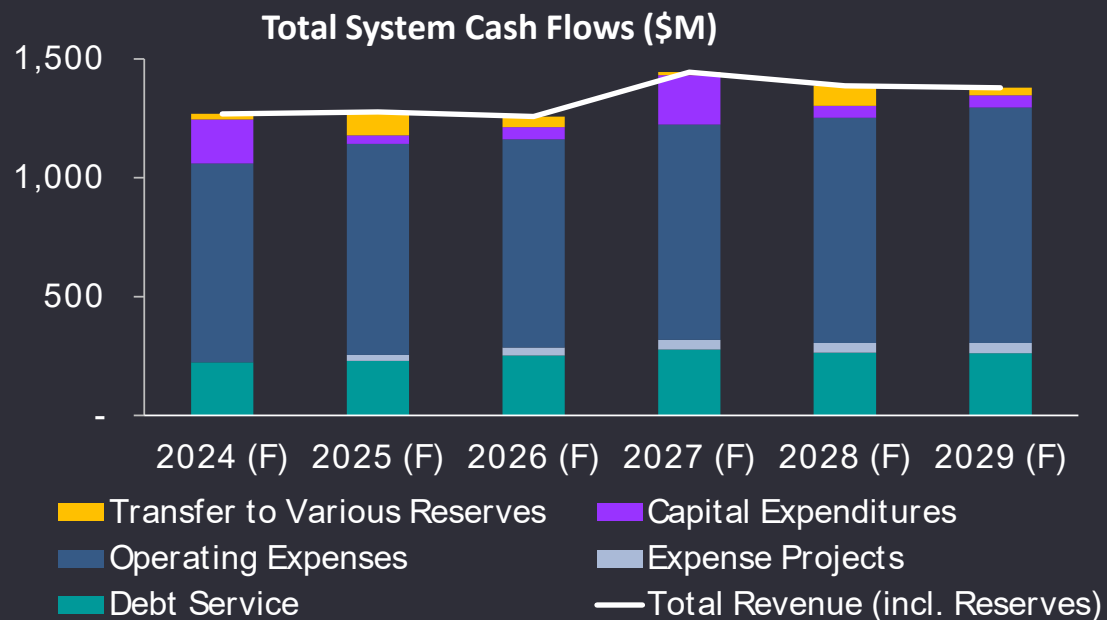


FasTracks Debt Capacity	\$M
Total Principal Limit ⁽¹⁾	3,477
Aggregate Principal Issued ⁽¹⁾	3,169
Remaining Principal Capacity (est.)	308

(1) Source: COPs Official Statement, Series 2024



5. RTD Five-Year Financial Forecast

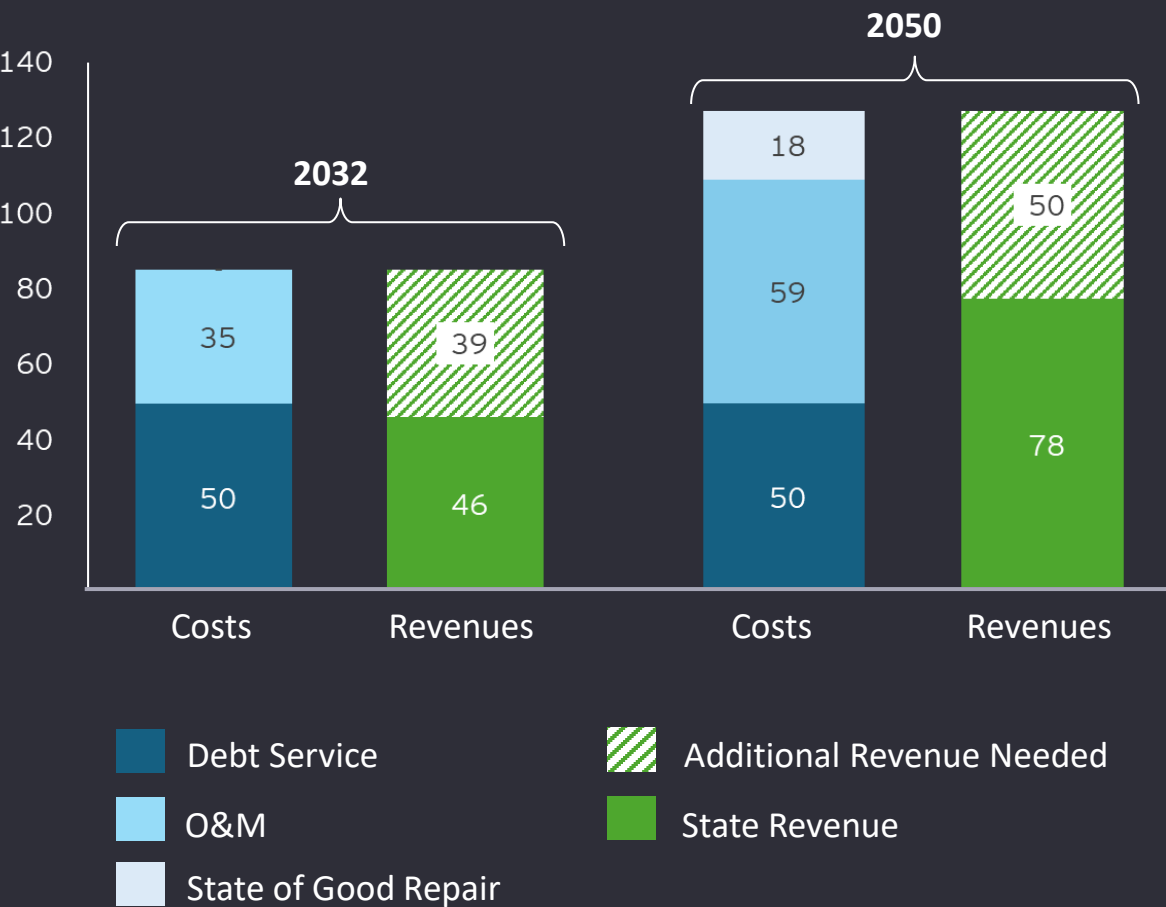


Projected Reserve Balances (\$M)

	2024F	2025F	2026F	2027F	2028F	2029F
Annual Deposits to Reserves (Operating, Capital, FISA)	24	98	44	13	85	32
Annual Draws on Unrestricted Reserve	(12)	(84)	(33)	(182)	(86)	(35)
Operating Reserve	196	218	226	233	240	249
Capital Replacement Reserve	185	261	298	298	335	335
FasTracks Internal Savings Account (FISA)	190	190	190	196	236	260
Unrestricted Reserve	422	338	305	123	37	4
Aggregate Reserve Balance	994	1,008	1,019	850	849	848

6. Preliminary Scenario Output – 3 Round Trips

2032 & 2050 Costs & Revenues (YOE, \$M)



Scenario Assumptions

- ▶ State revenues:
 - ▶ SB-184 & SB-230 Rail Program Funding
 - ▶ Farebox, food & beverage, ancillary revenues
- ▶ Cost estimates include:
 - ▶ Preliminary allocation for state of good repair (SOGR) to be refined with further analysis of asset rehabilitation needs
- ▶ Funding sources could include:
 - ▶ CRISI grant and state match
 - ▶ SB-184 and SB-230 revenues
 - ▶ Financing secured by state revenues
 - ▶ RTD capital and/or operating contribution



Questions?





COLORADO
Department of Transportation

Transportation Commission Memorandum

To: State of Colorado Transportation Commission.

CC: Shoshana Lew, Executive Director, CDOT.

Herman Stockinger, Deputy Executive Director, CDOT.

Sally Chafee, Chief of Staff, CDOT.

Darius Pakbaz, Director, Division of Transportation Development

From: Dana Brosig, GVMPO Director

Date: March 6, 2025

Subject: GVMPO 2050 Range Transportation Plan (2050 RTP)
Compliance with Greenhouse Gas Planning Standard.

Purpose

The Grand Valley Metropolitan Planning Organization (GVMPO) has been designated as the Metropolitan Planning Organization (MPO) for the Grand Valley Urbanized Area, as outlined in Chapter 23, Section 134 of the Code of Federal Regulations.

The GVMPO is in attainment for air quality conformity and per these regulations, is required to develop a regional transportation plan that is no more than 5 years old and has a horizon year no less than 20 years into the future.

As required by SB21-260, GVMPO must comply with State of Colorado Rule 2 CCR 601-22 that outlines emission reduction levels for the GVMPO area for the 2030, 2040, and 2050 analysis years.

Action

Anticipated acceptance of the GVMPO Greenhouse Gas (GHG) Report at the April 2025 Transportation Commission Meeting.

Background

Per SB21-260 and the state GHG rule, the GVMPO 2050 RTP must comply with the rule's emission reduction levels for the GVMPO area for the 2030, 2040, and 2050 analysis years. The rule requires GVMPO to prepare and submit a GHG Transportation Report (attached) to the Transportation Commission.

The MCRTM underwent significant enhancements for the 2050 RTP, specifically tailored to align with Colorado's GHG modeling guidelines. Funded by a \$200,000 grant from CDOT and implemented by Cambridge Systematics, these improvements included three key updates: 1) the integration of PopGen2, a population synthesizer currently used by CDOT in their model; 2) the incorporation of LOCUS, a proprietary location-based services dataset that is based on the science of travel behavior and

provides expanded and well-validated travel flows; and 3) the change from a mode split model to a mode choice model that includes all person trips—auto trips, non-motorized trips, and transit trips. With this, the transit system was also modeled in the updated MCRTM.

Changes from the baseline model to the updated model include:

1. Increased work from home rates as supported by ACS data; and
2. Increased walking and bike speeds to reflect the increased use in e-scooters and e-bikes. The increase in speeds also are reflective of the local investment in multimodal infrastructure, changes in land-use, incentive programs, and affordable housing projects.
3. Updated socioeconomic data based on current trends and input from local planning departments.

With these changes in travel behavior and local government investments since the 2045 RTP, GVMPO was able to achieve these reductions through the Mesa County Regional Travel Model (MCRTM) and therefore, a Mitigation Action Plan is not required for compliance.

Next Steps

The Transportation Commission is anticipated to accept the GVMPO Greenhouse Gas (GHG) Report at the April 17, 2025 Meeting. The Grand Valley Regional Transportation Commission is anticipated to adopt the 2050 Grand Valley Regional Transportation Plan at its April 28 2025, meeting.

Attachments

- GVMPO draft GHG Transportation Report.
- Presentation for Transportation Commission Workshop

2050 Regional Transportation Plan Greenhouse Gas Report – Grand Valley

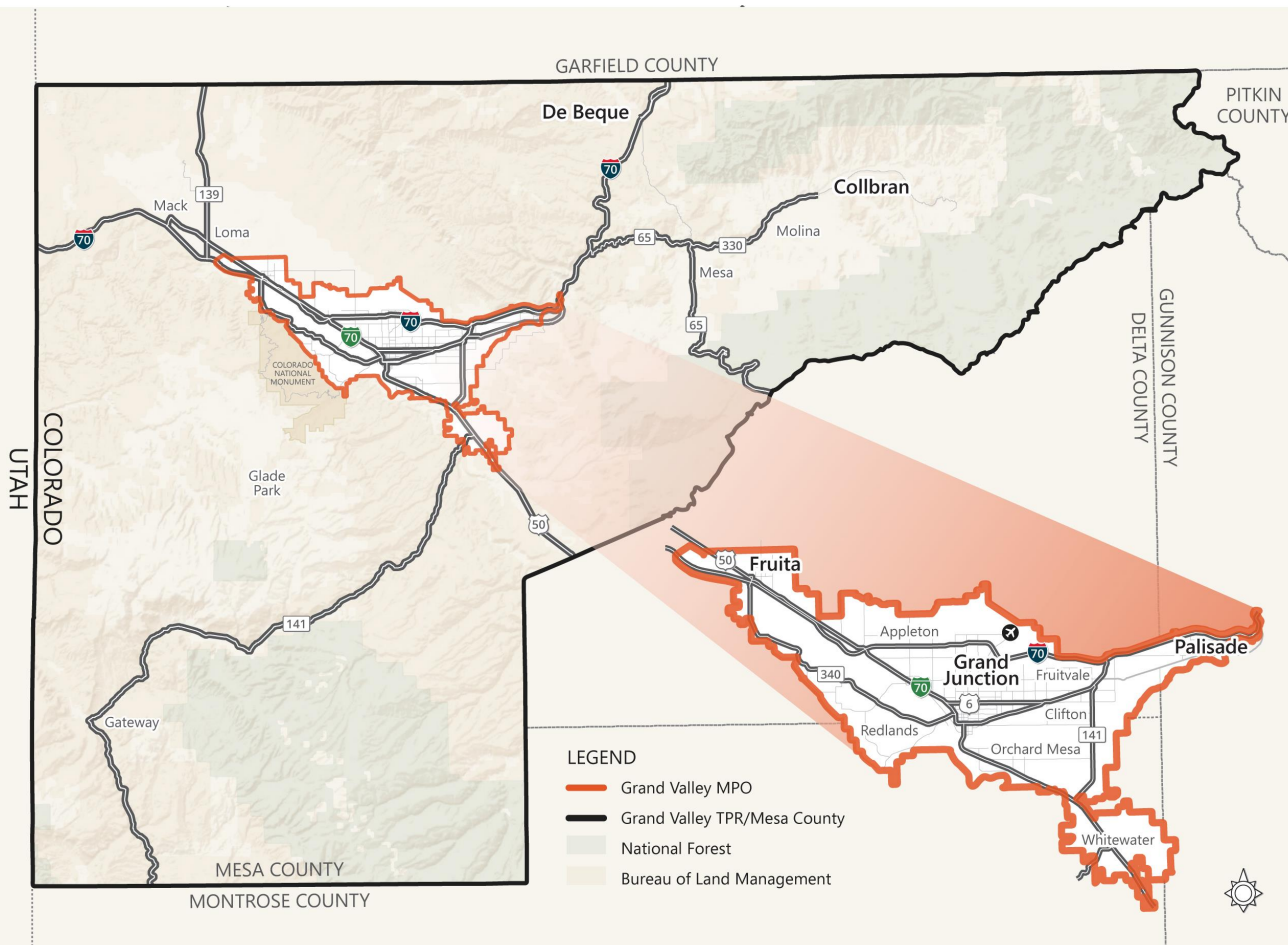
Transportation Commission Workshop
March 19, 2025



MOVING SWIFTLY TO 2050
Grand Valley Regional Transportation Plan



Grand Valley Overview



Grand Valley Metropolitan Planning Organization (GVMPO)

- 141,500 residents (2020)
- 128 square miles

Areas Covered

- Unincorporated Mesa County
- City of Grand Junction
- City of Fruita
- Town of Palisade

Purpose of the Regional Transportation Plan

A 25-year long-range vision for the Grand Valley's transportation system ensuring:

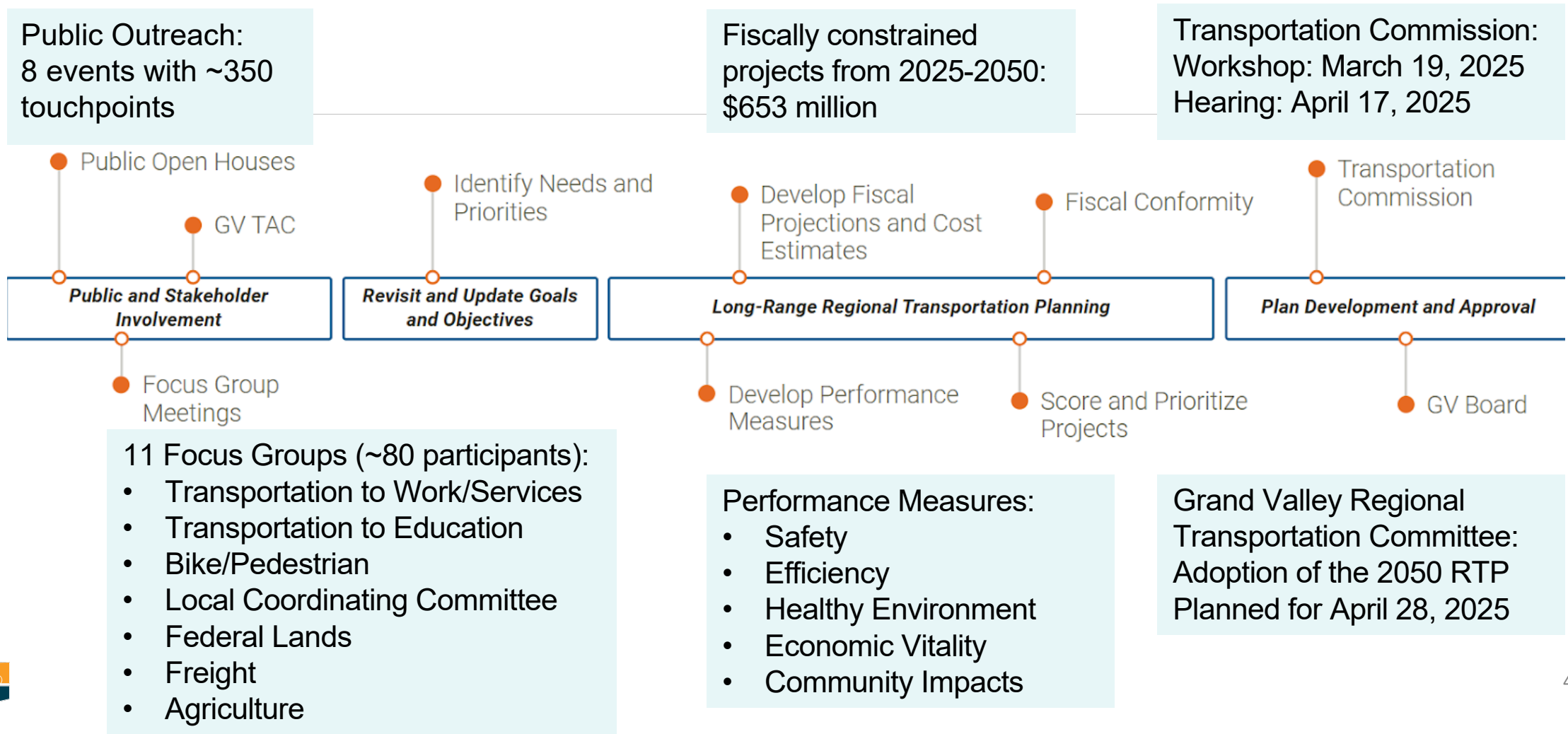
- The efficient movement of people and goods
- Support for future growth and development
- Future investments and strategies will address the transportation service and infrastructure needs in the region, through a fiscally constrained plan



2050 Regional Transportation Plan (RTP) Vision

Communities in the Grand Valley will be connected through a safe and accessible transportation system that is designed, built, and maintained for users of all ages, and abilities who drive, walk, bike, roll, take transit, deliver freight, or travel by other modes.

2050 RTP Process



What's Changed Since the 2045 RTP?

Regional Travel Demand Model

	Baseline Assumptions	2030 Compliance	2040 Compliance	2050 Compliance
GVMPO Work from Home	9% (2018 ACS= 8.7%)	15% (2023 ACS= 14.6%)	16%	17%
GVMPO Modeled walk/bike speed	3 mph/ 12mph	4 mph/ 13 mph	5 mph/ 13.7 mph	5 mph/ 14.3 mph

- Population Control Totals- Reduced for all model runs to new projections from State Demographer
- Socioeconomic Data
 - Baseline- Model at time of 2045 RTP Amendment #1
 - Compliance Years- Worked with planning departments and control total to update land use based on current projects and future trends

What's Changed Since the 2045 RTP?

Local Government Initiatives: Plan Updates

Regional Transportation Planning Office

- North Avenue Enhanced Transit Corridor Study (2022)
- Mesa County Safety Action Plan (2024)
- Grand Junction Mobility Hub Site Equity Analysis (2022)

Mesa County

- Mesa Together: Mesa County Master Plan (2023)
- Mesa County Design Standards (2020)

Grand Junction

- One Grand Junction Comprehensive Plan (2020)
- Zoning & Development Code (2021)
- Pedestrian and Bicycle Plan (2023)
- Electric Vehicle Readiness Plan (2023)
- Transportation and Engineering Design Standards (2023)
- Sustainability and Adaptation Plan (2024)

Fruita

- Fruita in Motion, Comprehensive Plan (2020)
- Fruita Circulation Plan (2022)

Palisade

- Palisade Game Plan, Comprehensive Plan (2022)

- Local plans updated since the 2045 RTP include a greater focus on:
 - Denser, more-compact land-use
 - Multimodal transportation
 - Improved transit service and amenities
 - Protecting vulnerable road users



What's Changed Since the 2045 RTP?

Local Government Initiatives: Transportation

- Development in multimodal transportation systems funded by federal, state, local, and private (developer) funds. Since the 2045 RTP:
 - Completed: 21.75 miles
 - In design: 13 miles
 - Under construction: 4.15 miles
- City of Grand Junction considering new Active Transportation Impact Fees (April 2025)
- E-scooter pilot project: 185,200 rides since May 2023. Transitioning to a permanent program in 2025
- Increased usage of personal e-bikes due to state and local rebate programs, improvement in technology, increased options and decreased costs and improved multimodal infrastructure



What's Changed Since the 2045 RTP?

Local Government Initiatives: Transportation



24 Road and G Road

Cost: \$12.8 million

Timeline: 02/2023 to 04/2024

Description: 24 Road was widened, a roundabout was installed, and safe routes were provided for pedestrians and cyclists to access Community Hospital, Canyon View Park, and other businesses



Four Canyons Parkway

Cost: \$10 million

Timeline: 02/2024 to 01/ 2025

Four Canyons Parkway is a new connector providing a complete street alternative for all modes of transportation



North Avenue Enhanced Transit Corridor

Cost: \$6 million

Timeline: Construction in 2026
A 1-mile detached path on the east end of North Avenue will provide safe transportation for pedestrians and cyclists to transit, human services, health care, and businesses

What's Changed Since the 2045 RTP?

Local Government Initiatives: Land Use

Changes in land-use due to local planning documents, local government investment in infrastructure, incentives, and affordable housing projects

- The **City of Grand Junction Comprehensive Plan** established growth tiers and incentive areas to promote infill development
- The **City of Grand Junction Zoning and Development Code** established mixed-use zones to “encourage infill and redevelopment of commercial, residential, and mixed-use development within surrounding uses” and also implemented parking reduction incentives near transit stops
- The **Mesa Together: Mesa County Master Plan** analyzed “areas of stability and change” in order to prevent sprawl and preserve rural character
- Many efforts by local governments are partnering in/incentivizing high density affordable housing developments

What's Changed Since the 2045 RTP?

Land Use Assumptions

2050

Household Density Comparison: Baseline to Updated Model

Households per Sq Mile

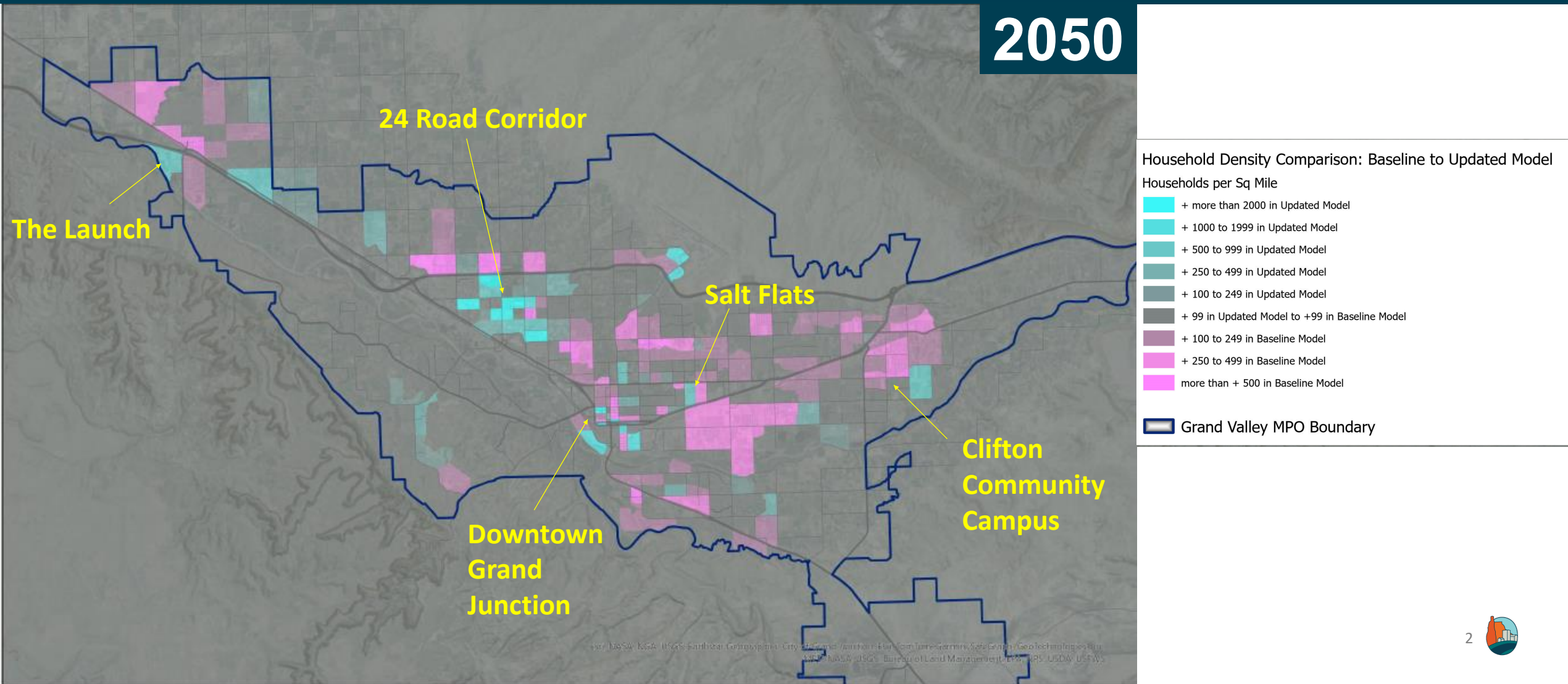
- + more than 2000 in Updated Model
- + 1000 to 1999 in Updated Model
- + 500 to 999 in Updated Model
- + 250 to 499 in Updated Model
- + 100 to 249 in Updated Model
- + 99 in Updated Model to +99 in Baseline Model
- + 100 to 249 in Baseline Model
- + 250 to 499 in Baseline Model
- more than + 500 in Baseline Model

Grand Valley MPO Boundary

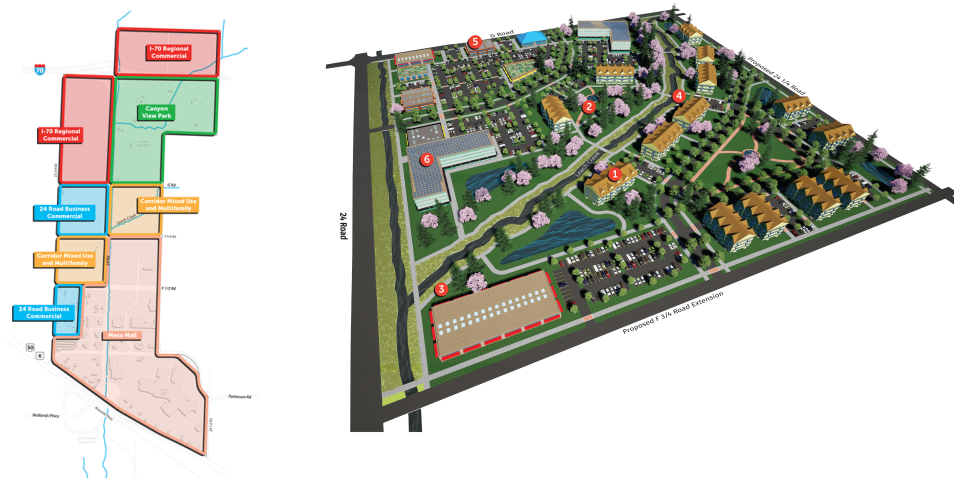


What's Changed Since the 2045 RTP?

Land Use Assumptions



Local Government Initiatives: Land Use – 24 Road Corridor



24 Road Corridor Subarea

A subarea described in the City of Grand Junction Comprehensive Plan, has seen significant development of high density housing. The 24 Road Corridor Design Standards will ensure this area will develop with a well connected system of multi-use paths and pedestrian oriented development



The Current

At 54 units, this is the first of several phases of an affordable housing project on 15 acres near 24 Road and F ¾ Road. This project is managed by the Grand Junction Housing Authority

What's Changed Since the 2045 RTP?

Local Government Initiatives: Land Use – Downtown Grand Junction



The Junction

Recently opened, this 256 unit apartment building is located in the heart of downtown, after receiving a \$2.4 million incentive package from the City of Grand Junction



The Terminal

A mixed use development at the site of the former Greyhound terminal, includes artist studios and creative spaces with 106 residential units, 30 of which will be affordable

What's Changed Since the 2045 RTP?

Local Government Initiatives: Land Use – Grand Junction



Dos Rios

A mixed use development located between downtown and the Colorado River, this area is beginning to see significant development, including Crawford Row, a 56 unit attached townhome project



The Salt Flats

The City of Grand Junction recently purchase a 21.78 acre site that can facilitate up to 500 housing units. 70% of the units must be affordable

What's Changed Since the 2045 RTP?

Local Government Initiatives: Land Use – Other Locations



The Launch

A public private partnership located in Fruita to create a mixed-use development on 40 acres along the Colorado river



Clifton Community Campus

Includes a community center, childcare, and library. While not a residential project, the Clifton Community Campus demonstrates Mesa County's commitment to encourage the Clifton area to develop as a more complete neighborhood with services and amenities near housing

Baseline Plan/Updated Plan Comparison

Socioeconomic Data and Person Trip Mode Share

	Updated Plan 2023	Baseline Plan 2030 (A)	Updated Plan 2030 (B)	2030 Diff. (B)-(A)	Baseline Plan 2040 (C)	Updated Plan 2040 (D)	2040 Diff. (D)-(C)	Baseline Plan 2050 (E)	Updated Plan 2050 (F)	2050 Diff. (F)-(E)
Population	159,373	167,598	168,056	458	192,224	193,039	815	208,673	208,915	242
Households	69,556	75,083	75,083	0	82,888	82,888	0	86,702	86,702	0
Population Employed	88,182	87,693	87,987	294	99,105	99,583	478	106,896	106,240	-656
Vehicle: Drive Alone	54.5%	56.4%	53.5%	-2.9%	56.4%	51.2%	-5.2%	56.4%	51.0%	-5.4%
Vehicle: Shared Ride (2+ People)	35.0%	33.5%	32.5%	-1.0%	33.8%	31.3%	-2.5%	33.9%	31.6%	-2.3%
Walk	8.2%	7.8%	11.8%	4.0%	7.6%	15.4%	7.8%	7.5%	15.2%	7.7%
Bicycle	2.0%	2.0%	1.9%	-0.1%	1.9%	1.8%	-0.1%	1.9%	1.9%	0.0%
Transit	0.3%	0.3%	0.3%	0.0%	0.3%	0.3%	0.0%	0.3%	0.3%	0.0%

Baseline Plan/Updated Plan Comparison

Vehicle and Transit Data: Typical Weekday






	Updated Plan 2023	Baseline Plan 2030 (A)	Updated Plan 2030 (B)	2030 Diff. (B)-(A)	Baseline Plan 2040 (C)	Updated Plan 2040 (D)	2040 Diff. (D)-(C)	Baseline Plan 2050 (E)	Updated Plan 2050 (F)	2050 Diff. (F)-(E)
Vehicle Miles Traveled (VMT)	4,536,865	5,300,642	5,098,197	-202,445	6,111,406	5,737,049	-374,357	6,747,391	6,308,408	-438,983
VMT per Capita	28.5	31.6	30.3	-1.3	31.8	29.7	-2.1	32.3	30.2	-2.1
Average Vehicle Speed (mph)	34.2	33.5	33.8	0.3	32.8	33.5	0.7	33.2	33.2	0.0
Average Vehicle Trip Length (mi)	7.3	7.3	7.3	0.0	7.4	7.4	0.0	7.6	7.6	0.0
Vehicle Hours Traveled (VHT)	133,832	160,027	151,578	-8,449	189,841	172,096	-17,745	214,345	191,053	-23,292
Transit Trips (Linked)	1,850	2,166	2,316	150.0	2,345	2,761	416.0	2,455	2,857	402

Greenhouse Gas Emission Results

Regional Areas	2030 Reduction Level	2040 Reduction Level	2050 Reduction Level
Baseline Plan: 2045 RTP	0.306	0.212	0.126
Updated Plan: 2050 RTP	0.286	0.188	0.111
GVMPO Reduction from Baseline Plan	0.021	0.024	0.015
GVMPO Required Reductions 2 CCR 601-22	0.02	0.02	0.01
Pass/Fail	Pass	Pass	Pass

Continued Efforts to Reduce GHG

Though compliance was achieved, the GVMPO and partner governments will continue to seek opportunities to reduce GHG emissions. These efforts may include:

-  Increasing frequency of transit service
-  Conducting a funding sustainability study for transit and multimodal transportation system
-  Seeking funding for a Travel Demand Management program
-  Applied for a Zero Emission Vehicle Transition Plan for Grand Valley Transit
-  Funding received for regionally significant multimodal corridors



Thank You!



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2025

Grand Valley Metropolitan Planning Organization Greenhouse Gas Transportation Report



REGIONAL TRANSPORTATION PLANNING OFFICE

Grand Valley MPO • Grand Valley TPR • Grand Valley Transit

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Acronyms and Abbreviations

2050 RTP	Moving Swiftly to 2050: Grand Valley 2050 Regional Transportation Plan
ACS	American Community Survey
APCD	Air Pollution Control Division
CDOT	Colorado Department of Transportation
GHG	Greenhouse Gas
GHG Planning Standard	Greenhouse Gas Transportation Planning Standard
GVMPO	Grand Valley Metropolitan Planning Organizations
GVRTC	Grand Valley Regional Transportation Committee
LOCUS	Location Based Services Data (Cambridge Systematics)
MCRTM	Mesa County Regional Travel Model
MMT	Million Metric Tonnes
MOVES3	Environmental Protection Agency's Motor Vehicle Emission Simulator
MPO	Metropolitan Planning Organization
QCEW	Quarterly Census of Employment and Wages
RTP	Regional Transportation Plan
SB	Senate Bill
SDO	Colorado State Demography Office
SED	Socioeconomic Dataset
TAZ	Traffic Analysis Zone
TC	Transportation Commission

Introduction

This chapter documents the actions taken by the Grand Valley Metropolitan Planning Organizations (GVMPO) to incorporate regional greenhouse gas (GHG) reduction strategies into the planning and modeling of the Moving Swiftly to 2050: the Grand Valley 2050 Regional Transportation Plan (2050 RTP). This chapter satisfies the requirements of Colorado's Greenhouse Gas (GHG) Transportation Planning Standard (GHG Planning Standard) for MPOs to develop a GHG Transportation Report (Report) as outlined in the Code of Colorado Regulations ([2 CCR 601-22](#)).

To ensure compliance, the GVMPO used the Mesa County Regional Travel Model (MCRTM) and the Environmental Protection Agency's Motor Vehicle Emission Simulator (MOVES3) air quality model.

The planning measures, modeling methods, and emissions analysis results documented in this report demonstrate that the 2050 RTP meets these regulations. The analysis concludes that no additional GHG Mitigation Measures, nor Mitigation Action Plan, are currently needed for the GVMPO to satisfy the rule's transportation GHG reduction requirements.

The Grand Valley Regional Transportation Committee (GVRTC) will consider adopting this GHG Transportation Report at their regular monthly meeting on April 28, 2025.

Background

Colorado Greenhouse Gas Requirements

In June 2021, the Colorado legislature passed *Senate Bill (SB) 21-260 titled "Sustainability of the Transportation System."* The bill, which created new sources of funding for transportation, also directed the Colorado Transportation Commission (TC) to adopt implementing guidelines and procedures for addressing GHG emissions in transportation planning.

Subsequently, the TC adopted the "Rules Governing Statewide Transportation Planning Process and Transportation Planning Regions" (2 CCR 601-22) in December 2021.

These rules address the GHG reduction requirements outlined in SB21-260 by setting GHG reduction targets for the Colorado Department of Transportation (CDOT) and each Colorado Metropolitan Planning Organization (MPO) across multiple forecast years. CDOT, working with Cambridge Systematics, used the Energy Emissions Reduction and Policy Analysis Tool to develop the initial GHG baseline estimates and reduction targets, which are shown in **Table 1**.

Table 1: GHG Transportation Planning Reduction Levels in MMT of CO₂e

Regional Areas	2025 Reduction Level (MMT)	2030 Reduction Level (MMT)	2040 Reduction Level (MMT)	2050 Reduction Level (MMT)
Denver Regional Council of Governments (DRCOG)	0.27	0.82	0.63	0.37
North Front Range Metropolitan Planning Organization (NFRMPO)	0.04	0.12	0.11	0.07
Pikes Peak Area Council of Governments (PPACG)	N/A	0.15	0.12	0.07
Grand Valley Metropolitan Planning Organization (GVMPO)	N/A	0.02	0.02	0.01
Pueblo Area Council of Governments (PACOG)	N/A	0.03	0.02	0.01
CDOT/Non-MPO	0.12	0.36	0.30	0.17
Total	0.43	1.50	1.20	0.70

Source: Rules Governing Statewide Transportation Planning Process and Transportation Planning Regions (2 CCR 601-22)

The GHG Planning Standard requires CDOT and the MPOs to model GHG emissions from transportation projects included in their plans and take steps to reduce GHG emissions compared to what would be expected under previously adopted 2045 Regional Transportation Plan (Baseline Plan). The GVMPO has specific GHG reduction targets in three forecast years: 2030, 2040, and 2050. Currently, the 2050 RTP is the

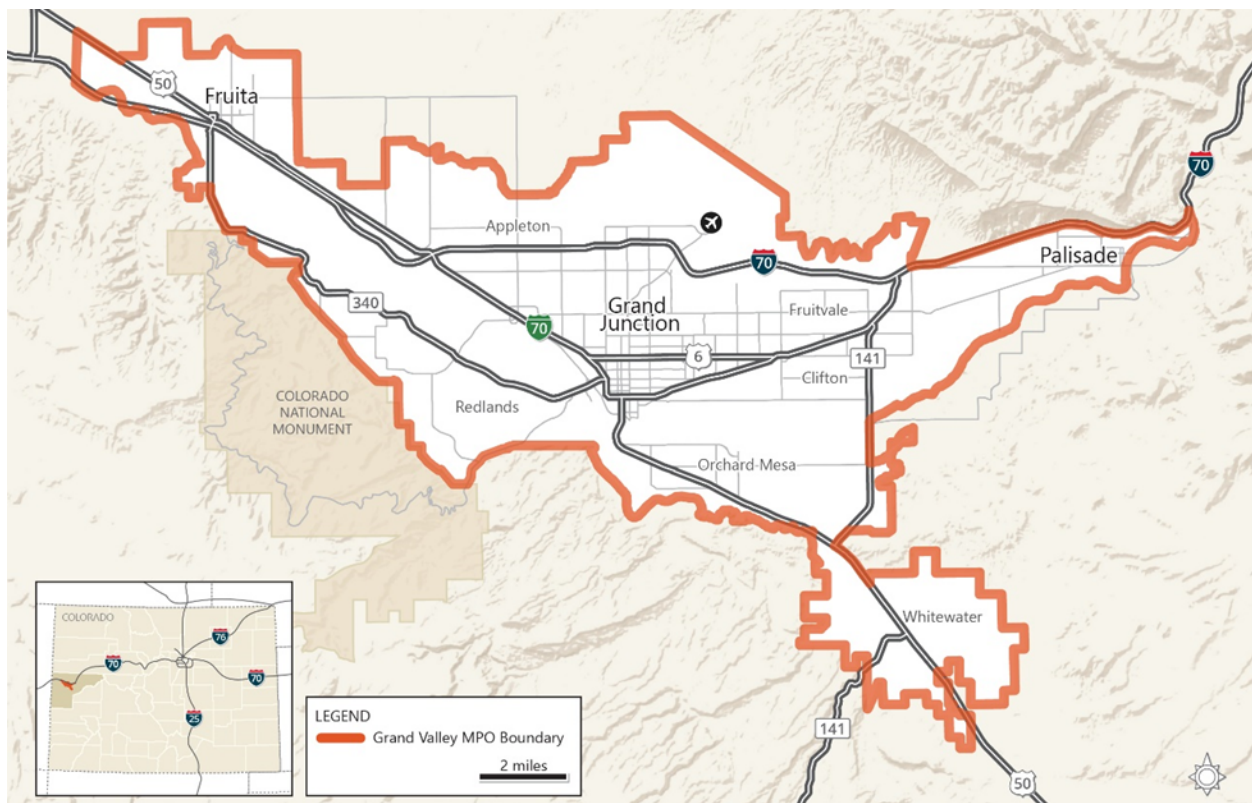
only applicable planning document used to model future GHG emission reductions and demonstrate compliance with the rule.

Planning Area

The GVMPO provides regional planning and programming services for the multimodal transportation systems (automobile, transit, biking, walking, freight, and rail). Following federal guidelines, the GVMPO collaborates regularly with local, state, and federal governments to ensure transportation projects and plans are comprehensive and coordinated. The GVMPO boundary (see **Figure 1**) covers the urban areas of Mesa County, including Grand Junction, Fruita, and Palisade.

The GVMPO's GHG analysis focuses specifically on the transportation network and projects within its boundaries. Transportation projects outside the five MPOs are evaluated separately by CDOT, who incorporates them into their statewide modeling to meet GHG reduction targets for non-MPO areas of the state.

Figure 1: GVMPO Boundary (2015)



The Regional Transportation Plan and Mesa County

Regional Travel Model

Every five years since 1985, the GVMPO has updated its Regional Transportation Plan (RTP), which looks ahead at least 20 years. The RTP sets the region's transportation vision and goals, assesses the current transportation system, and identifies strategies to effectively use public funds to achieve those goals. It provides a framework for decision-makers to consider the broader social, economic, and environmental effects of transportation and land-use choices. All regionally significant transportation projects within the GVMPO boundary must be included in the RTP.

A important tool used to develop the RTP is the Mesa County Regional Travel Model (MCRTM). This model takes into account factors like where people live and the density of housing, where people work, and how people choose to travel (i.e. car, walk, bike, bus). It analyzes how changes in population, employment, and land use affect the transportation network. Proposed projects for the RTP are then incorporated into the MCRTM to see how they impact future travel and whether they help achieve the plan's goals such as reducing GHG emissions. The MCRTM ultimately provides estimates of future traffic volumes, average travel speeds, and typical travel patterns.

The MCRTM underwent significant enhancements for the 2050 RTP, specifically tailored to align with Colorado's GHG modeling guidelines. Funded by a \$200,000 grant from CDOT and implemented by Cambridge Systematics, these improvements included three key updates: 1) the integration of PopGen2, a population synthesizer currently used by CDOT in their model; 2) the incorporation of LOCUS, a proprietary location-based services dataset that is based on the science of travel behavior and provides expanded and well-validated travel flows; and 3) the change from a mode split model to a mode choice model that includes all person trips—auto trips, nonmotorized trips, and transit trips. With this, the transit system was also modeled in the updated MCRTM.

Grand Valley Greenhouse Gas Emissions Analysis

Since the GVMPO is in attainment for national air quality standards, this is the first time the GVMPO conducted a GHG analysis.

This analysis compares GHG emissions for the GVMPO “Baseline Plan” and “Updated Plan.” The results, shown in **Table 2**, detail the GHG emissions for both plans across the various compliance years in million metric tonnes (MMT). The table highlights the “GVMPO Reductions,” which represent the difference in emissions between the two plans.

In addition to the emissions data, **Table 2** shows the GHG Reduction Levels established in the GHG Planning Standard for GVMPO for each compliance year. The 2050 RTP meets or exceeds the required GHG Reduction Levels in each of the three compliance years, demonstrating compliance with the GHG Planning Standard.

Baseline Plan = 2045 RTP

Adopted by the GVRTC in February 2020; Amended by the GVRTC in September 2022 (2045 RTP Amendment #1); and Extended until the adoption of the 2050 RTP via Resolution 2025-003 in January 2025.

Updated Plan = 2050 RTP

Expected to be adopted by the GVRTC in April 2025.

Table 2: GVMPO GHG Emission Results, Million Metric Tonnes (MMT)

Regional Areas	2030 Reduction Level	2040 Reduction Level	2050 Reduction Level
Baseline Plan: 2045 RTP	0.306	0.212	0.126
Updated Plan: 2050 RTP	0.286	0.188	0.111
GVMPO Reduction from Baseline Plan	0.021	0.024	0.015
GVMPO Required Reductions 2 CCR 601-22	0.02	0.02	0.01
Pass/Fail	Pass	Pass	Pass

Note: Some numbers in this chart may not add correctly due to rounding.

Source: Mesa County Regional Travel Model and 2 CCR 601-22

Baseline Plan Model and Updated Plan Model

Model Network

Using the MCRTM, the GHG analysis of the Baseline Plan model includes the transportation and transit network and roadway improvements as identified in Appendix A of the 2045 RTP and 2045 RTP Amendment #1. These projects were assigned to one of three periods based on their anticipated year of completion. As the original Baseline Plan model was for 2025, 2035 and 2045 (versus 2030, 2040, and 2050), adjustments were made in order to compare the Baseline Plan model with the Updated Plan model. Although transit was not initially modeled in the 2045 RTP, it was incorporated into the Baseline Plan model for comparison purposes. Given the lack of transit expansion projects in the 2045 RTP and minimal changes to the transit system between the Baseline Plan and Updated Plan, the modeled transit service remains consistent between the Baseline and Updated Plan models. Similarly, the 2045 RTP primarily focused on safety and asset management for roadway projects, with limited capacity expansion projects. Active transportation projects, which were not financially constrained or modeled in the 2045 RTP, are also not included in the Baseline Model.

The GHG analysis of the Updated Plan includes the existing transportation and transit network and roadway improvements identified in the 2050 RTP. The updated project list for the 2050 RTP can be found in **Appendix F** and corresponds to the project list in the 2050 RTP.

Socioeconomic Data

The original Baseline Plan model's socioeconomic dataset (SED) used the latest available household projections from the Colorado State Demography Office (SDO) for its household control totals. These projections anticipated that Mesa County would have 67,475 households by 2025, 81,602 households by 2035, and 96,767 households by 2045. However, when it came time to develop SED for the Updated Plan, the SDOs projections had been revised, significantly reducing the anticipated number of households in Mesa County to 70,765 by 2030, 77,984 by 2040, and 81,406 by 2050.

In order to compare GHG emissions, both the Baseline and Updated Plan models require the use of socioeconomic datasets with the same household and employment control totals, interim/horizon years, and TAZ (Traffic Analysis Zone) structure.

Therefore, the development of the Baseline SED required modifications to the 2045 SED. These included converting socioeconomic data from the 2045 TAZ structure to the 2050 TAZ structure, and also reducing total household and employment growth to match the new control totals in a manner that maintained the same geographic pattern and order of development for the years 2030, 2040, and 2050.

Socioeconomic data used in the MCRTM was developed through a manual process using ArcGIS Pro software. This process incorporates the latest available data from a variety of sources. The model base year incorporates Mesa County parcel data, Quarterly Census of Employment and Wages (QCEW) data, local government employment data, school enrollment data, and 2022 5-year American Community Survey (ACS) data. Forecasts for future years build on the base year and incorporate data, plans, and other information sources related to known and anticipated future development. These forecasts are done in coordination with local planning departments in partner jurisdictions, and are bound to household and employment control totals based on projections from the Colorado State Demography Office.

The GVMPO boundary geospatial data used in the GHG analysis was refined during the GHG emissions analysis process by GVMPO staff. The geospatial data used to depict the GVMPO boundary when it was adopted in 2015 was not intended to be used for detailed geospatial analysis. Inconsistencies on the edges of the GVMPO boundary were cleaned up in order to more accurately incorporate roadways segments. GVMPO staff updated the geospatial boundary, and shared and confirmed these updates with the Statewide Model Coordination Group and CDOT staff. Documentation of this process can be found in **Appendix C**.

Additional Model Changes Between Baseline and Updated Model

The Updated Plan model reflects changes in the community that were not anticipated by the Baseline Plan model at the time of its adoption. These changes reflected the following, which are summarized in **Table 3** and expanded upon in subsequent sections and in the Transportation Commission Presentation in **Appendix I**:

- Updated work-from-home rates to reflect changes in behavior due to the effects of the COVID-19 pandemic and technological advancements;
- Changes in development patterns with an increase in infill and high-density housing to reflect known and anticipated development projects in the region, as well as updated planning documents that further encourage these development patterns;
- Updated local planning documents and design standards were adopted that will further expand multimodal networks and improve design standards of multimodal facilities;
- New multimodal infrastructure funded, designed and constructed; and,
- Adoption of electric bikes and scooters increased the use of active transportation.

Table 3: GVMPO Model Changes between Baseline Model and Update Model

	Baseline Assumptions	2030 Compliance	2040 Compliance	2050 Compliance
Work from home	9%	15%	16%	17%
Walk/bike speed	3 mph/ 12 mph	4 mph/ 13 mph	5 mph/ 13.7 mph	5 mph/ 14.3 mph
Population control totals	Reduced for all model runs to new projections from State Demographer	Reduced for all model runs to new projections from State Demographer	Reduced for all model runs to new projections from State Demographer	Reduced for all model runs to new projections from State Demographer
Socioeconomic Data (SED)	Model at time of 2045 RTP Amendment #1 September 2022	Worked with planning departments and control total to update land use based on current projects and future trends	Worked with planning departments and control total to update land use based on current projects and future trends	Worked with planning departments and control total to update land use based on current projects and future trends

Source: American Community Survey (ACS)

Work from Home

The COVID-19 pandemic and the accompanying technological advances changed working conditions and related travel behaviors for many across the nation. While GVMPO did not see the same degree of migration to telework as many other urban areas, there was still an increase in those that were working from home. It is important to know what “work at home” does not just include telework, or office workers working remotely. It can also include part time workers, self-employed small businesses, home offices, flexible/hybrid working schedules and people who work alternative schedules such as three 12-hour shifts a week. The changes in travel pattern changes are reflected in the Travel Demand Model.

The Baseline Plan model assumes that 9% of the workforce works from home. This was confirmed with 2018 ACS 1-Year estimates showing 8.7% workers 16 and over worked from home. The Updated Plan model reflects an observed increase in post-pandemic work from home levels, based on 2023 ACS estimates showing that 14.6% of the region's workforce works from home. Based on this, the Updated Plan model assumes a 15% work from home rate in 2030, and that this trend continues to grow 1% every 10 years to 16% by 2040 and 17% by 2050.

Increased Walk/Bike Speed

The MCRTM is a mode-choice model, used to analyze and predict the choices that individuals make in selecting the transportation modes for particular types of trips. Walk or bike modes are given an operational travel speed in the model which is used to help determine an individual's likelihood of using that mode for travel. Historically and in the Baseline Plan model, 3 mph was used for the walk speed and 12 mph for the bike speed. These speeds were increased incrementally in the Updated Plan model as shown in the table above. The increase in these speeds represent the following changes:

- The electrification of active modes of transportation including e-bikes and e-scooters. There has been a marked increase in the number of e-bikes sold and used in the community. This has been supported by state and local rebate programs supporting the purchasing of e-bikes for low-income and the general population. Additionally, the City of Grand Junction launched an e-scooter pilot program in May 2023 and has seen a total of 185,200 trips since that time. This pilot program is anticipated to become an enduring contract with current e-scooter vendors. Electrification of active modes not only increases the speed of these modes, it also makes these modes more attractive.
- The increase in speed also reflects additional priority being given to active modes through state and local policy, funding, and infrastructure. Local governments have adopted a variety of plans as listed in **Chapter 1: Introduction and Plan**

Overview. Additionally, the City of Grand Junction recently updated their design standards to include road sections that support their Complete Streets Policy.

- Since the adoption of the 2045 RTP, local governments have invested in active transportation infrastructure, using local funds and pursuing a variety of state and federal funding. A total of 13 miles of significant active transportation projects are under design, 4.15 miles are under construction and 21.75 miles have been completed since the 2045 RTP. A full list of these projects can be found in **Appendix H**. These investments not only increase the efficiency in using active transportation, they also open up opportunities for new users.

Model Validation and Calibration

The MCRTM was calibrated using data from the 2010 NFRMPO Household Survey, LOCUS location-based services data, and the Grand Valley Transit On-Board Transit Survey, 2023. Validation involves testing the MCRTM predictive capabilities. Validation tests include quantifying the model's ability to replicate observed conditions and performing sensitivity tests. Additional detail on model calibration and validation is available in the MCRTM Technical Report found at <https://www.mesacounty.us/departments-and-services/rtpo/rtp>.

Model Output Summary

Key inputs and outputs from the MCRTM for the three compliance years for the Baseline Plan and the Updated Plan are provided in **Table 4**. The table identifies demographic data and travel forecasts for all of Mesa County.

Compared to the Baseline Plan, the Updated Plan has a slight increase in combined walking and biking trips, a slight decrease in vehicle trips, and a slight decrease in the number of Vehicle Miles Traveled and Vehicle Hours Traveled reflecting changes described above. Additionally, there is a negligible increase in transit ridership which reflects the fact that transit service was not increased between the Baseline Plan and Updated Plan.

Table 4: Modeling Summary, Updated Plan

	Updated Plan 2023	Baseline Plan 2030 (A)	Updated Plan 2030 (B)	2030 Diff. (B)-(A)	Baseline Plan 2040 (C)	Updated Plan 2040 (D)	2040 Diff. (D)-(C)	Baseline Plan 2050 (E)	Updated Plan 2050 (F)	2050 Diff. (F)-(E)
Socioeconomic Data										
Population	159,373	167,598	168,056	458	192,224	193,039	815	208,673	208,915	242
Households	69,556	75,083	75,083	0	82,888	82,888	0	86,702	86,702	0
Population Employed	88,182	87,693	87,987	294	99,105	99,583	478	106,896	106,240	-656
Lane Miles by Roadway Type										
Interstate	534	534	534	0	534	534	0	534	534	0
Expressway	175	175	180	5	175	184	9	175	191	16
Principal Arterial	162	167	173	6	167	173	6	167	173	6
Minor Arterial	365	365	364	-1	365	366	1	365	366	1
Collector	677	692	679	-13	697	682	-15	705	688	-17
Ramps	40	40	40	0	40	40	0	40	40	0

	Updated Plan 2023	Baseline Plan 2030 (A)	Updated Plan 2030 (B)	2030 Diff. (B)-(A)	Baseline Plan 2040 (C)	Updated Plan 2040 (D)	2040 Diff. (D)-(C)	Baseline Plan 2050 (E)	Updated Plan 2050 (F)	2050 Diff. (F)-(E)
Centroid Connectors	5,402	5428	5,432	4	5,428	5,432	4	5,435	5,437	2
Total Lane Miles	7,354	7,401	7,402	1	7,406	7,411	5	7,421	7,429	8
Person Trip Mode Share										
Vehicle: Drive Alone	54.5%	56.4%	53.5%	-2.9%	56.4%	51.2%	-5.2%	56.4%	51.0%	-5.4%
Vehicle: Shared Ride (2+ People)	35.0%	33.5%	32.5%	-1.0%	33.8%	31.3%	-2.5%	33.9%	31.6%	-2.3%
Walk	8.2%	7.8%	11.8%	4.0%	7.6%	15.4%	7.8%	7.5%	15.2%	7.7%
Bicycle	2.0%	2.0%	1.9%	-0.1%	1.9%	1.8%	-0.1%	1.9%	1.9%	0.0%
Transit	0.3%	0.3%	0.3%	0.0%	0.3%	0.3%	0.0%	0.3%	0.3%	0.0%
Vehicle and Transit Data: Typical Weekday										
Vehicle Miles Traveled (VMT)	4,536,865	5,300,642	5,098,197	-202,445	6,111,406	5,737,049	-374,357	6,747,391	6,308,408	-438,983
VMT per Capita	28.5	31.6	30.3	-1.3	31.8	29.7	-2.1	32.3	30.2	-2.1
Average Vehicle Speed (mph)	34.2	33.5	33.8	0.3	32.8	33.5	0.7	33.2	33.2	0.0

	Updated Plan 2023	Baseline Plan 2030 (A)	Updated Plan 2030 (B)	2030 Diff. (B)-(A)	Baseline Plan 2040 (C)	Updated Plan 2040 (D)	2040 Diff. (D)-(C)	Baseline Plan 2050 (E)	Updated Plan 2050 (F)	2050 Diff. (F)-(E)
Average Vehicle Trip Length (mi)	7.3	7.3	7.3	0.0	7.4	7.4	0.0	7.6	7.6	0.0
Vehicle Hours Traveled (VHT)	133,832	160,027	151,578	-8,449	189,841	172,096	-17,745	214,345	191,053	-23,292
Transit Trips (Linked)	1,850	2,166	2,316	150.0	2,345	2,761	416.0	2,455	2,857	402

Source: Mesa County Regional Travel Model

MOVES3 Conversion Tool

The MOVES modeling was conducted by the Colorado Air Pollution Control Division (APCD) who generated GHG emissions rates in grams of CO₂eq/VMT for each individual hour of the day (24hrs). Emission rates were further disaggregated by speed, vehicle type, and road type. APCD used the MOVES emissions rates in conjunction with a GHG compliance area's predicted total daily on-road travel activity for each compliance year within a database platform to calculate predicted total annual GHG emissions (MMT/yr) to verify whether an area can demonstrate compliance with GHG emission reductions stated in 2 CCR 601-22. To accurately calculate total daily and annual GHG emissions, it is necessary for the GHG database to assign individual hourly volumes and speeds (24hrs/day) at the link level from the travel model's daily output. Additional details on how these individual hourly volumes and speeds were assigned can be found in **Appendix B**.

GVMPO staff used the training and MOVES3 conversion tool provided by APCD to calculate GHG emissions from each model run. Model runs were conducted for all compliance years in both the Baseline Plan model and Updated Plan model. GVMPO staff then exported each run's network, created subsets of the model network to include only links that are within the GVMPO boundary and recalculated segment lengths. After completing these steps, staff imported network attribute tables from each run into their corresponding Microsoft Access database, edited and ran queries, and exported the results. Excel documents provided by APCD were used for post-processing final GHG emissions calculations, and scenario comparisons. Additional documentation on the MOVES3 model can be found in **Appendix A**.

Table 2 above shows the resulting GHG emissions calculated using this conversion tool and demonstrates compliance with 2 CCR 601-22 for all compliance years.

Public Participation

The GVMPO Public Participation Plan guides the public participation activities for all plans and programs. The 2050 RTP included two phases of public participation with the first phase involving more significant stakeholder outreach through social media, focus

groups, a survey, public open houses, and pop-up events as described in the forthcoming **Chapter 2: Public and Stakeholder Engagement**. This first phase also included an interactive map of proposed prioritized and aspirational roadway projects which allowed the public to provide specific input on each project. These comments helped inform which projects became fiscally constrained in the 2050 RTP.

The second round of public engagement will be held in March 2025 to present the findings from the 2050 RTP process and draft documents. The draft document will be available at gv2050rtp.com. Additionally, a public and virtual open house will be held to present the key findings from the plan.

The GVRTC will entertain adoption of the 2050 RTP which will include this report at their regular monthly meeting on April 28, 2025. A summary of public comments submitted during the public comment period will be presented and the public is encouraged to attend.

Continued Efforts to Reduce Greenhouse Gas

Although compliance was achieved, the GVMPO and partner governments will continue to seek opportunities to reduce GHG emissions. These efforts may include:

- **Increase frequency of transit service:** Multimodal and Mitigation Options Fund funding has been identified for a pilot project to increase frequency on one bus route. Additionally, SB24-230: Oil and Gas Production Fees, passed in 2024, will infuse additional funding into transit systems across Colorado in order to increase service. The amount and impact to GVT is currently unknown.
- **Funding a sustainability study:** GVMPO has received funding through CDOT to conduct a study that investigates different funding options to support alternative transportation options including Grand Valley Transit, active transportation infrastructure construction and maintenance, and school busing.

- **Travel Demand Management:** GVMPO plans to seek funding to develop programs that reduce the number of single-occupancy vehicles through carpool or vanpool programs.
- **Zero-Emission Vehicles:** GVMPO has applied for Zero Emission Vehicle Transition Planning funds for plans, studies, and/or analyses to prepare for and accelerate the deployment of zero-emission transit vehicles and support the infrastructure, facilities, training, and organizational investments necessary to make such deployments successful.
- **Regionally Significant Multimodal Corridors:** Mesa County recently received \$22M in RAISE funding to reconstruct Orchard Avenue as a Complete Street. Additionally, the City of Grand Junction has received funding and is working on the design for a detached multimodal path on 1.5 miles of North Avenue.

Appendix A: MOVES3 Model Description

MEMORANDUM

TO: Ms. Marissa Gaughan, CDOT Multimodal Planning Branch Manager

FROM: Dale Tischmak and Jake Fritz

DATE: January 21, 2022

SUBJECT: DRAFT MOVES3 Greenhouse Gas Modeling Methodology (117429-32)

Introduction

This document summarizes the methodology used to calculate greenhouse gas (GHG) emissions for the CDOT Statewide Travel Demand Model (TDM). Previous GHG modeling to support CDOT was conducted by APCD. This methodology replicates APCD's modeling process as best as possible.

For more information about GHG modeling using MOVES, see the *Using MOVES for Estimating State and Local Inventories of On-road Greenhouse Gas Emissions and Energy Consumption* guidance document linked to in the references (i.e., EPA 2016).

The process begins with generating emission rates using the EPA's Motor Vehicle Emission Simulator version 3.0.1 (MOVES3). The emission rates are multiplied by the vehicle miles traveled from the TDM. The result is an emissions inventory. A series of data engineering steps are required to prepare the rates and VMT into desirable and compatible formats.

MOVES3 Run Specifications

The run specification (RunSpec) parameters outlined below were used to calculate GHG emission rates with MOVES. They are consistent with APCD's process to calculate GHG emissions.

The four modeled years 2025, 2030, 2040, and 2050 used the same run specifications except for where specified (e.g., the year being modeled). Each of the four modeled years has six related run specifications to separate the emission rates by vehicle type, as described in the On-road Vehicles section.

Scale

The "Scale" parameters define the model type (on-road or non-road), domain/scale, and calculation type.

Model Type

On-road was the model type selected. This estimates emissions from motorcycles, cars, buses, and trucks that operate on roads.

Non-road/off-network emissions were not included. These emissions are from equipment used in applications such as recreation, construction, lawn and garden, agriculture, mining, etc. and are outside of the scope of this analysis.

Domain/Scale

MOVES allows users to analyze mobile emissions at various scales: National, County, and Project. While the County scale is necessary to meet statutory and regulatory requirements for SIPs and transportation conformity, either the County or National scale can be used for GHG inventories. EPA recommends using the

County scale for GHG analysis. The County scale allows the user to enter county-specific data through the County Data Manager. Providing local data significantly improves the precision of the modeling results (EPA 2016).

The County scale was used.

Calculation Type

MOVES has two calculation types - Inventory (total emissions in units of mass) or Emissions Rates (emissions per unit of distance for running emissions or per vehicle for starts and hotelling emissions) in a look-up table format must be post-processed to produce an inventory. Either may be used to develop emissions estimates for GHGs (EPA 2016).

The Emission Rates calculation type was used.

Time Span

The “Time Span” parameters define the years, months, days, and hours that emissions are calculated.

When Emission Rates is chosen, users may choose to approach the selection of options in the Time Spans Panel differently than when running MOVES in Inventory mode. For example, when modeling running emission rates, instead of entering a diurnal temperature profile for 24 hours, users can enter a range of 24 temperatures in increments that represent the temperatures over a period of time. By selecting more than one month and using a different set of incremental temperatures for each month, users could create a table of running emission rates by all the possible temperatures over an entire season or year (EPA 2016).

When using Emission Rates instead of Inventory, the time aggregation level is automatically set to Hour and no other selections are available. Pre-aggregating time does not make sense when using Emission Rates and would produce emission rates that are not meaningful (EPA 2016). However, the year, month, and day must still be specified and will affect the emission rates calculated.

The time span parameters specified below were also used because the TDM outputs represent an annual average weekday.

Years

The County scale in MOVES allows only a single calendar year in a RunSpec. Users who want to model multiple calendar years using the County scale will need to create multiple RunSpecs, with local data specific to each calendar year, and run MOVES multiple times (EPA 2016).

The years used were 2025, 2030, 2040, and 2050. Emission rates for each of these years were calculated separately. This accounts for information such as a changing age distribution of vehicles and their corresponding fuel efficiency.

Months

MOVES allows users to calculate emissions for any or all months of the year. If the user has selected the Emission Rates option, the Month can be used to input groups of temperatures as a shortcut for generating rate tables for use in creating inventories for large geographic areas (EPA 2016).

The months used were January and July to match the process described by APCD. These represent winter and summer months and generally the extremes in annual weather conditions. This accounts for changes in fuel efficiency between warm and cold temperatures throughout the year. The arithmetic averages of emission rates from January and July were used for the final emissions inventory.

Days

Weekdays and weekend days can be modeled separately in MOVES. MOVES provides the option of supplying different speed and VMT information for weekdays and weekend days to allow the calculation of separate emissions estimates by type of day (EPA 2016).

The days used were weekdays to match the TDM output data. These represented the emission rates for an average weekday. The results were escalated later to approximate a full year.

Hours

The hours used were all 24 hours of the day (i.e., clock hours of 1 AM, 2 AM, 3 AM, etc.). These represent the emission rates for individual hours of a day. This accounts for changes in fuel efficiency between warm and cold temperatures throughout the day.

Geographic Bounds

The “Geographic Bounds” parameter defines the county(s) used. For a county-scale run, only one county can be selected per RunSpec. The county used was Adams County, Colorado. The county defines input parameters such as the meteorology data used to estimate emission rates.

On-road Vehicles

MOVES describes vehicles by a combination of vehicle characteristics (e.g., passenger car, passenger truck, light commercial truck, etc.) and the fuel that the vehicle is capable of using (gasoline, diesel, etc.). The [Panel] is used to specify the vehicle types included in the MOVES run (EPA 2016).

The “On-road Vehicles” parameter defines the source types (i.e., vehicle types) and their fuels (gasoline, diesel, electricity, etc.). All combinations of vehicle types and fuels available in MOVES3 were used to calculate the emission rates. APCD’s process, which was being followed, assigns TDM mileage based on a modified HPMS category. To calculate aggregate emission rates for each HPMS category (i.e., merging all of the relevant source types and fuel types), each of the six HPMS categories used a separate RunSpec. It is important to note that APCD’s modified HPMS category does not match the MOVES HPMS types for source types 21, 31, and 32. When this methodology document refers to HPMS categories, it is generally referring to APCD’s HPMS categories. The figure below illustrates the HPMS categories.

	A	B	C	D	E
1	sourceTyp	sourceTypeName	HPMSVtypeID	HPMSVtypeName	HPMS from APCD
2	11	Motorcycle	10	Motorcycles	10
3	21	Passenger Car	25	Light Duty Vehicles	20
4	31	Passenger Truck	25	Light Duty Vehicles	30
5	32	Light Commercial Truck	25	Light Duty Vehicles	30
6	41	Other Buses	40	Buses	40
7	42	Transit Bus	40	Buses	40
8	43	School Bus	40	Buses	40
9	51	Refuse Truck	50	Single Unit Trucks	50
10	52	Single Unit Short-haul Truck	50	Single Unit Trucks	50
11	53	Single Unit Long-haul Truck	50	Single Unit Trucks	50
12	54	Motor Home	50	Single Unit Trucks	50
13	61	Combination Short-haul Truck	60	Combination Trucks	60
14	62	Combination Long-haul Truck	60	Combination Trucks	60

Road Type

The Road Type Panel is used to define the types of roads that are included in the run. MOVES defines five different road types as shown in Table 3-1. Generally, all road types should be selected including Off-Network. Selection of road types in the Road Type Panel determines the road types that will be included in the MOVES run results (EPA 2016).

Table 3-1: MOVES Road Types

Roadtypeid	Road type	Description
1	Off-Network	Locations where the predominant activity is vehicle starts, parking and idling (parking lots, truck stops, rest areas, freight or bus terminals)
2	Rural Restricted Access	Rural highways that can be accessed only by an on-ramp
3	Rural Unrestricted Access	All other rural roads (arterials, connectors, and local streets)
4	Urban Restricted Access	Urban highways that can be accessed only by an on-ramp
5	Urban Unrestricted Access	All other urban roads (arterials, connectors, and local streets)

All road types available in MOVES3 were used.

Pollutants and Processes

The Pollutants and Processes Panel allows users to select from various pollutants, types of energy consumption, and associated processes of interest. In MOVES, a pollutant refers to particular types of pollutants or precursors of a pollutant but also includes energy consumption choices. Processes refer to the mechanism by which emissions are released, such as running exhaust or start exhaust. Users should select all relevant processes associated with a particular pollutant to account for all emissions of that pollutant. Generally, for this project, that includes running emissions.

The CO₂ Equivalent pollutant is the sum of the global warming potential of other greenhouse gases expressed as a unit of CO₂ (EPA 2016) and CO₂ Equivalents (CO₂e) is the pollutant of interest for these GHG calculations. MOVES requires several other prerequisite pollutants for CO₂e; however, only the emission rates for CO₂e were needed for this project.

General Output

The “General Output” parameters define the output database, units, and activity.

Output Database

Results from the six related HPMS RunSpecs for a single emissions year can be stored in a single output database for convenience. The RunSpecs must have the same units and aggregation (EPA 2016). A different output database is needed for each year of emission rate calculations. A consistent and informative naming convention for all output databases is very valuable.

One output database was used for each year modeled (i.e., 2025, 2030, 2040, and 2050). Each output database contained results for six RunSpecs, where each RunSpec represented a different APCD HPMS type. The naming convention FHU used was as follows:

[firm]_[pollutant]_[year][region]_[description]_[database type]

[firm] = The company or agency performing the analysis.

[pollutant] = The pollutant(s) of interest.

[year] = The year that emission rates were generated for.

[region] = The geographic area that emission rates were generated for.

[description] = An abbreviated description of relevant notes for the RunSpec.

[database type] = Whether the database was an input or output database.

For example, the database “fhu_ghg_2025sw_wev_in” represented an input database for greenhouse gases, the year 2025, the Statewide Transportation Plan, with electric vehicles, and was performed by FHU.

Units

Users are free to choose any of the mass unit selection options but should generally choose a unit whose magnitude is appropriate for the parameters of the RunSpec (EPA 2016).

The units used for models were grams for mass, joules for energy, and miles for distance.

Activity

MOVES allows the user to select multiple activity output options (e.g., distance traveled, population, etc.). For Emission Rate calculations, distance and population are reported automatically, but the values in the output are intermediate steps in the rate calculation and do not represent the true activity (EPA 2016).

When calculating emission rates (as opposed to emission inventories), MOVES selects the activities hoteling hours, population, and starts without the option of changing them.

Output Emissions Detail

This panel allows the user to select the amount of detail provided in the output database. Certain selections on this panel are made by the MOVES software and cannot be changed, based on selections made on earlier panels. The more boxes checked on this panel, the more detail and segregation provided in the MOVES output database. More detail generally is not helpful for this process so no optional selections should be checked on this panel. For example, if Source Use Type were selected on this panel, emission rates for each of the MOVES vehicle Source Use Type categories would be reported in the output database, which would defeat the purpose of performing MOVES calculations based on consolidated HPMS category.

No optional aggregation selections were made on this panel. Source type detail was captured via the six HPMS RunSpecs for each year modeled, as described in the On-road Vehicles section. Since multiple source types were used for HPMS 30, 40, 50, and 60, emission rates were aggregated for into HPMS categories. That is, emission rates for MOVES source types 31 and 32 were aggregated into the HPMS 30 RunSpec, etc.

Input Database/County Data Manager

After completing the RunSpec, the next step is to supply MOVES with data to create an input database that is the basis for the emission rate calculations. When using the County scale, the County Data Manager (CDM) is used to create an input database and populate it with local data. Modelers can either rely on MOVES default information or local data that the user inputs, as is appropriate for the goals of the MOVES modeling. The data contained in the MOVES default database are typically not the most current or best available for any specific county. Therefore, with the exception of fuels, EPA recommends using local data for MOVES for GHG analyses when available to improve the accuracy of GHG emissions estimates. However, the MOVES default data (county level) may be the only or best source of that data readily available. Also consider that data consistency may be more important than data perfection for some GHG analyses. At a minimum, EPA strongly

encourages the use of local VMT and vehicle population data. EPA believes these inputs have the greatest impact on the quality of results. However, if local data are not available, MOVES default data may be useful for some inputs without affecting the quality of the results (EPA 2016).

In Emissions Rates mode, a full gamut of input data must be provided, described below, for MOVES to run. Some of these inputs actually do not affect the ultimate emission rates (they would affect inventory mode output) but reasonable inputs in the CDM should be used for general data integrity. As a general rule, users should input accurate activity for the scenario being modeled regardless of whether MOVES is being used in Inventory or Emissions Rates mode (EPA 2016).

The “Create Input Database” parameters define the region-specific inputs such as distributions of road types, vehicle age distributions, and meteorology data. The parameters specified in RunSpecs pre-populate the input database with default data for some of the parameters. However, region-specific data should be used when available and not all parameters have default data.

One comprehensive input database was created for each year modeled. Each of the six HPMS RunSpecs for that year used that single input database and were saved to a single output database. The input data were entered with the MOVES County Data Manager window, as specified below.

Age Distribution

A typical vehicle fleet includes a mix of vehicles of different ages, referred to as Age Distribution in MOVES. MOVES covers a 31 year range of vehicle ages, with vehicles 30 years and older grouped together. MOVES allows the user to specify the fraction of vehicles in each of 30 vehicle ages for each of the 13 source types in the model. For estimating on-road GHG emissions, EPA recommends and encourages states to develop age distributions that are applicable to the area being analyzed (EPA 2016).

APCD has developed a vehicle age distribution, and it was used for each year modeled.

Average Speed Distribution

This input is more important for Inventory than Emission Rates. Vehicle power, speed, and acceleration have a significant effect on vehicle emissions, including GHG emissions. MOVES models those emission effects by assigning activity to specific drive cycles. The Average Speed Distribution Importer in MOVES calls for a speed distribution in VHT in 16 speed bins, by each road type, source type, and hour of the day included in the analysis. EPA urges users to develop the most detailed local speed information that is reasonable to obtain. However, EPA acknowledges that average speed distribution information may not be available at the level of detail that MOVES needs (EPA 2016).

The Emission Rates option in MOVES will produce a table of emission rates by road type for each speed bin. Total running emissions are then quantified outside of MOVES by multiplying the emission rates by the VMT for each source type in each vehicle speed category. Users should supply an appropriate speed distribution to produce the necessary emission rates (EPA 2016).

APCD uses MOVES default data for all years in emission rate mode for their GHG models. This was used for each year modeled. Since emission rates were calculated (as opposed to emission inventories), the average speed distribution used in MOVES will not change the emission rates calculated. The speeds are accounted for in the TDM data.

Fuel

Entering this input data into MOVES involves four tables – called FuelFormulation, FuelSupply, FuelUsageFraction, and AVFT (alternative vehicle fuels and technology) – that interact to define the fuels used in the area being modeled.

- The FuelSupply Table identifies the fuel formulations used in a region (the regionCounty Table defines which specific counties are included in these regions) and each formulation's respective market share;
- The FuelFormulation Table defines the properties (such as RVP, sulfur level, ethanol volume, etc.) of each fuel;
- The FuelUsageFraction Table defines the frequency at which E-85 capable (flex fuel) vehicles use E-85 vs. conventional gasoline; and
- The AVFT Table is used to specify the fraction (other than the default included in the sampleVehiclePopulation Table) of fuel types capable of being used (such as flex fuel vehicles) by model year and source type.

In general, users should review/use the default fuel formulation and fuel supply data provided in MOVES, with important exceptions noted below. EPA strongly recommends using the default fuel properties for a region unless a full local fuel property study exists.

The GHG effects of changes in the fuel mix used by vehicles can be modeled in MOVES. AVFT can be used to change the fraction of future vehicles using gasoline, diesel, CNG and electricity. These changes will be reflected in MOVES GHG emission rates.

The FuelUsageFraction Table allows the user to change the frequency at which E-85 capable vehicles use E-85 fuel vs. conventional fuel, when appropriate. MOVES contains default estimates of E-85 fuel usage for each county in the U.S. In most cases, users should rely on the default information.

The AVFT Table allows users to modify the fraction of vehicles using different fuels and technologies in each model year. In other words, the Fuel Tab allows users to define the split between diesel, gasoline, ethanol, CNG, and electricity, for each vehicle type and model year. For transit buses, the default table assumes that gasoline, diesel, and CNG buses are present in the fleet for most model years. If the user has information about the fuel used by the transit bus fleet in the county modeled, the user should be sure it is reflected in the AVFT Table (EPA 2016). *****NOTE:** This tab can be critically important in CDOT's GHG calculations. This is where electric vehicle percentages, etc. are defined. This tab may vary among CDOT's scenarios and should not be overlooked.***

APCD uses MOVES default data for fuel supply, fuel formulation, and fuel usage fraction for all years in their GHG models. For AVFT, APCD uses custom inputs that includes electric vehicles for all years. These were used for each year modeled.

Meteorology

Ambient temperature and relative humidity data are important inputs for estimating on-road GHG emissions with MOVES. Ambient temperature and relative humidity are important for estimating GHG emissions from motor vehicles as these affect air conditioner use. MOVES requires a temperature (in degrees Fahrenheit) and relative humidity (in terms of a percentage, on a scale from 0 to 100) for each hour selected in the RunSpec. EPA recommends that users input the average daily temperature profile for each month if they are modeling all 12 months. Temperature assumptions used for estimating on-road GHG emissions should be based on the latest available information. The MOVES database includes default monthly temperature and humidity data for every county in the country. These default data are based on average monthly temperatures for each county from the National Climatic Data Center for the period from 2001 to 2011. These national defaults can be used for a GHG inventory, or more recent data can be used (EPA 2016).

If the Emission Rate calculation type is chosen in the RunSpec, users can enter a different temperature and humidity for each hour of the day to create an emission rate table that varies by temperature for running emissions processes. Emission rates for all running processes that vary by temperature can be post-processed outside of MOVES to calculate emissions for any mix of temperatures that can occur during a day. This creates

the potential to create a lookup table of emission rates by temperature for the range of temperatures that can occur over a longer period of time such as a month or year from a single MOVES run (EPA 2016).

MOVES default meteorology data was used for all years. The county used was Adams County, Colorado for the months of January and July. Emission rates were post-processed to average winter and summer emission rates.

Road Type Distribution

MOVES does not have default data for this input, so it must be developed. The fraction of VMT by road type varies from area to area and can have a significant effect on GHG emissions from on-road mobile sources. EPA expects states to develop and use their own specific estimates of VMT by road type (EPA 2016).

If the Emission Rates option is used, MOVES will automatically produce a table of running emission rates by road type. Running emissions would then be quantified outside of MOVES by multiplying the emission rates by the VMT on each road type for each source type in each speed bin. In that case, data entered using the Road Type Distribution Importer is still required, but is not used by MOVES to calculate the rate. However, road type distribution inputs are important for Emission Rates runs involving non-running processes, because they are used by MOVES to calculate the relative amounts of running and non-running activity, which in turn affects the rates for the non-running processes (EPA 2016).

APCD uses a custom road type distribution for all years in their GHG models. This was used for each year modeled. Since emission rates were calculated (as opposed to emission inventories), the road type distribution used in MOVES will not change the emission rates calculated. The road types are accounted for in the TDM.

Source Type Population

MOVES does not have default data for this input, so it must be developed. APCD uses a custom source type distribution for all years in their GHG models. These data were used for each year modeled. The source type populations used in MOVES will not change the emission rates calculated. However, source population data are still needed as inputs for an emission rates MOVES run.

Vehicle Type VMT

MOVES does not have default data for this input, so it must be developed. EPA believes VMT inputs have the greatest impact on the results of a state or local GHG or energy consumption analysis. Regardless of calculation type, MOVES requires VMT as an input. MOVES can accommodate whatever VMT data is available: annual or average daily VMT, by HPMS class or MOVES source type. Therefore, there are four possible ways to enter VMT, allowing users the flexibility to enter VMT data in whatever form they have. EPA recommends that the same approach be used in any analysis that compares two or more cases (e.g., the base year and a future year) in a GHG analysis (EPA 2016).

The Output Emission Detail panel determines the detail with which MOVES will produce emission rates for running emissions, such as by source type and/or road type in terms of grams per mile. Total emissions are quantified outside of MOVES by multiplying the emission rates by the VMT for each source type and road type. However, users will still need to enter data using the Vehicle Type VMT Importer that reflects the VMT in the total area where the lookup table results will be applied. This is necessary because MOVES uses the relationship between source type population and VMT to determine the relative amount of time vehicles spend parked vs. running (EPA 2016).

APCD uses HPMS as the source type and annual as the time span for their GHG models. This was used for each year modeled. Since emission rates were calculated (as opposed to emission inventories), the VMT used in MOVES will not change the emission rates calculated. The VMT values are in the TDM data. However, VMT data are still needed as inputs for an emissions rate MOVES run.

Inspection/Maintenance Program

If a model is examining any nonattainment/maintenance areas, an inspection and maintenance (I/M) program may apply. I/M program inputs should be those used for SIP and conformity analyses and are generally available as defaults within MOVES. However, if a user is modeling CO₂, N₂O, and/or elemental carbon emissions only, or modeling area where no I/M program applies, the user should check the box on this tab (EPA 2016).

APCD uses the check box for “No I/M Program” for the Statewide Transportation Plan, since there is not a statewide emissions program that applies in these areas. This was used for each year modeled.

Others

APCD assumes MOVES default values for the starts, hoteling, idle, retrofit data, and generic tabs. This was left as is for each modeled year.

Output Database

When a RunSpec is executed in MOVES, the results are stored in the output database specified in the “General Output” parameters. HeidiSQL (or equivalent software) can be used to view and export the calculated emission rates.

MOVES Rate per Distance Table

The critical table in the output database with the calculated emission rates was the “rateperdistance” table. It contained emission rates for each combination of month, hour, pollutant, road type, speed bin, and vehicle type as specified in the RunSpec. The MOVESScenarioID field was the mechanism used by FHU to identify the HPMS source type.

The table was filtered to include only CO₂e (i.e., pollutant ID 98) emission rates and exported to a comma-separated value (CSV) file. Because the table included emission rates for both January and July, and MOVES speed bins are not discrete speeds in miles per hour, post-processing of the emission rates was required to calculate emission inventories.

Processed Emission Rates

APCD provided several Access databases with calculation tools for processing the MOVES and TDM data. These Access databases are the basis for the post-MOVES data processing. The instructions contained below provide a narrative of what occurs, but these actions are already built into the Access databases.

The MOVES rate per distance output table needed to be manipulated to produce emission rates that could be related to the calculated vehicle speeds for road links in the TDM data. The emission rates for January and July needed to be averaged to create composite emission rates. The emission rates for the 16 speed bins (which cover 5 MPH ranges) in MOVES were linearly interpolated to provide emission rates for every mile per hour speed from 1 to 75, which is how speed data are presented in the TDM data.

The resulting table includes a total of 43,776 unique emission rates. That is, an emission rate for each combination of:

- MOVES Road Types 2-5
- HPMS Types 10/20/30/40/50/60
- Hours 1-24
- Speeds 1-75

Processing Annual Average Emission Rates

For each year/rate per distance table (i.e., this process must be repeated for 2025, 2030, 2040, and 2050):

- Filter to include only CO₂e (pollutant ID 98) emission rates
- There were unique emission rates for each combination of:
 - Road type
 - HPMS type
 - Speed Bin
 - Hour
 - Month
- To get the average emission rates per year, each combination of road type, HPMS type, average speed bin, and hour were summed and divided by two (to average the corresponding emission rates for January and July)
- Seasonally averaged emission rate = (Winter Rate + Summer Rate)/2

Interpolating Emission Rates from Speed Bin to Integer Speeds

After seasonally averaging the emission rates, these rates were used to interpolate (linearly) between speed bins to get an emission of rate for every mile per hour for the speeds of 1 to 75 miles per hour. In general, the process used was:

- For adjacent speed bins, subtract the lower bin number emission rate from the higher bin number emission rate and divide by five to calculate a per mile per hour change in the emission rate (NOTE: emission rates generally decrease with increased speed)
- Add the appropriate emission rate change to the lower bin avgBinSpeed value to interpolate each mile per hour emission rate between the avgBinSpeed values
- For reference, the table below illustrates the MOVES speed bins
- Example for interpolating emission rate of 11 mph:
 - Speed per mph = 11 mph
 - Speed of Lower Speed Bin = 10 mph
 - Number of Speeds per Speed Bin = 5 (= 2.5 for speed bin 1; = 5 for all other speed bins)
 - ER of Lower Speed Bin = 4055 g/m (dummy data)
 - ER of Upper Speed Bin = 3421 g/m (dummy data)
 - $4055 + (3421 - 4055) * (11 - 10)/5 = 3928$

avgSpeedBinID	avgBinSpeed	avgSpeedBinDesc
1	2.5	speed < 2.5mph
2	5	2.5mph <= speed < 7.5mph
3	10	7.5mph <= speed < 12.5mph
4	15	12.5mph <= speed < 17.5mph
5	20	17.5mph <= speed < 22.5mph
6	25	22.5mph <= speed < 27.5mph
7	30	27.5mph <= speed < 32.5mph
8	35	32.5mph <= speed < 37.5mph
9	40	37.5mph <= speed < 42.5mph
10	45	42.5mph <= speed < 47.5mph
11	50	47.5mph <= speed < 52.5mph
12	55	52.5mph <= speed < 57.5mph
13	60	57.5mph <= speed < 62.5mph
14	65	62.5mph <= speed < 67.5mph
15	70	67.5mph <= speed < 72.5mph
16	75	72.5mph <= speed

Processed TDM

The TDM data are usually presented as an ESRI polyline shapefile format with each traffic link represented as one record (feature) and attributed with distances, total volumes, volumes per time period, and speeds per time period. A series of post-processing steps were performed to relate the relevant TDM data with the appropriate MOVES emission rates, as described below. The first step described below was done using ArcGIS. The other steps were done using the tools in the Access databases.

The resulting table includes aggregated VMT for each combination of:

- MOVES Road Types 2-5
- HPMS Types 10/20/30/40/50/60
- Hours 1-24
- Speeds 2.5-75

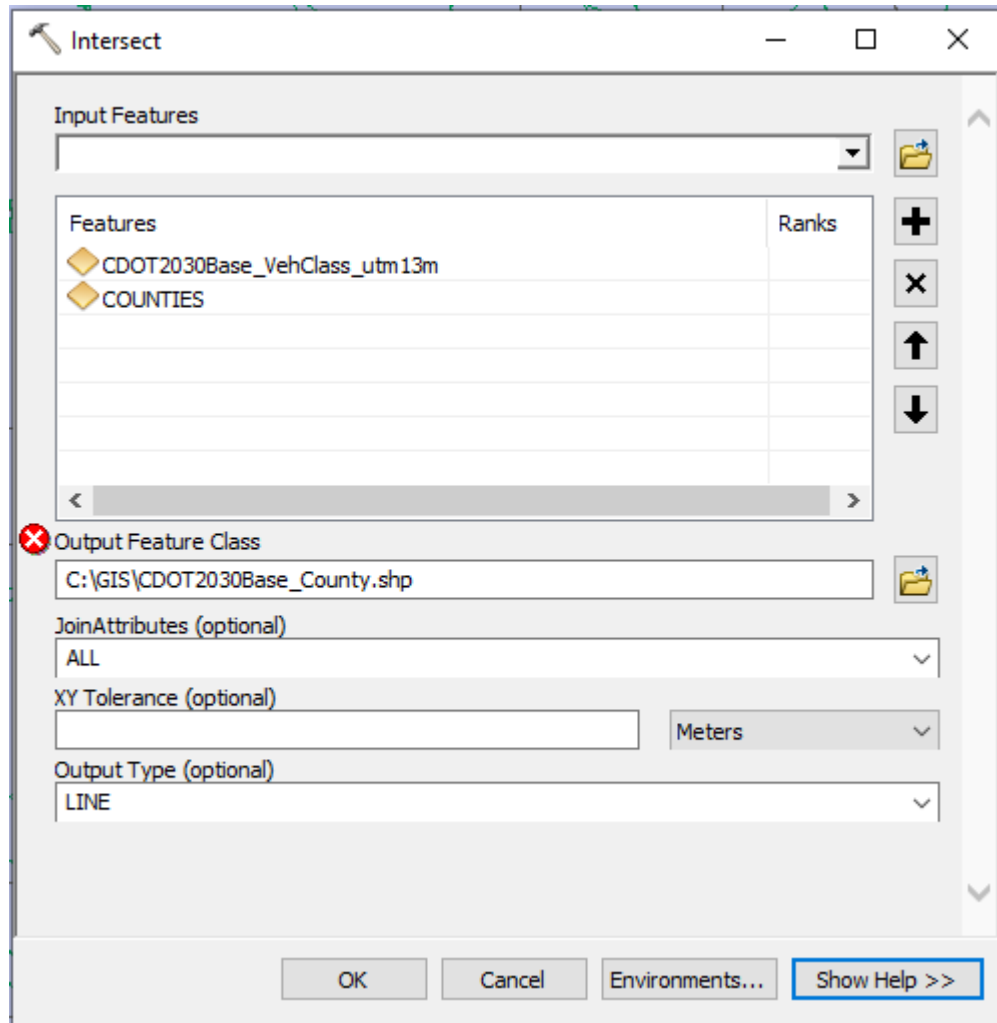
This process provides respective county names for each link to aggregate VMT by geography/region.

Attribute TDM with County Name

The first step was to attribute each link with the county name. The county information was necessary because it was used later in the process to filter VMT (and thus, on-road emissions inventory) by geography/region (e.g., MPO or non-MPO traffic). Performing this step later in the process would require significant modifications to the process.

The ArcGIS geoprocessing tool “Intersect” was used to attribute the TDM shapefile with county names for each roadway link (feature). The Input Features were the TDM shapefile and CDOT’s “COUNTIES” shapefile that can be downloaded from OTIS. Unnecessary fields in the counties shapefile were deleted, so that the fields remaining were FID, Shape*, COUNTY, and CO_FIPS. The Output Feature Class name and file path could change, depending on the user’s preference. The Join Attributes parameter was set to “ALL” which kept attributes from both input features. The Output Type parameter was set to “LINE” which set the output feature class to be the geometry of the TDM shapefile. The Environment was defaults except for the Output

Coordinate System. That was set to the projected coordinate system, “GRS_1980_UTM_Zone_13N” which matched the TDM shapefile’s coordinate system.



The resulting output feature class had the same geometry and attributes as the TDM shapefile except for the following changes:

- Each link was attributed with the county name and FIPS number.
- Links within multiple counties were split (divided) into separate features at the county line(s). In these cases:
 - Both features still had the same attributes except for the county name and FIPS.
 - The distance attribute in the “DIST” field was now invalid since the feature was split.

To account for changes in distances for links that were in multiple counties, a new field “cntyMiles” was added to the output feature class. The geoprocessing tool “Calculate Geometry” was used on the “cntyMiles” field to calculate the distance of each link in miles. The “cntyMiles” field, rather than the “DIST” field, was used later in Access to calculate VMT.

The resulting attribute table was saved as a CSV file and used in the following steps.

Access Database

The TDM CSV file from the step above was imported into an Access database. The remaining post-processing steps were performed in this Access database, as described below.

Speeds

The TDM speeds were in floating decimal format and rounded to the nearest integer. Speeds less than 2.75 mph were rounded to 2.5 mph. This was because emission rates for speeds of 2.5 mph or less were the same, as described in the Processed Emission Rates section.

Time Periods

The TDM model provides aggregated data for 10 blocks of time for a day, not hour by hour—see the "name" column below. The data for these TDM periods were recategorized/interpolated into data for discrete clock hours 1-24 based on methodology from APCD.

The PeriodHour24 table below was used to split the TDM data for different time periods (AMI, PM2, OPI, etc.) into 24 clock hour time periods. VMT was calculated for each combination of integer speed (2.5 – 75mph), interstate (yes or no), road functional class (1-8), rural (yes or no), periodCog (1-10), and county.

The periodCog 1-10 were related to hours 1-24 as shown in the "hour" column. That provided a VMT per clock hour for each combination of speed and functional class. This was used to relate the VMT to fractions of VMT by HPMS per functional class and hour.

The cVMT was divided by the number of "periods" corresponding with each clock hour to calculate the VMT.

Interval	periodCog	name	hour	hrsT	periods
11:00 PM - 6:30AM	7	Op1.bin	1	7.5	7
11:00 PM - 6:30AM	7	Op1.bin	2	7.5	7
11:00 PM - 6:30AM	7	Op1.bin	3	7.5	7
11:00 PM - 6:30AM	7	Op1.bin	4	7.5	7
11:00 PM - 6:30AM	7	Op1.bin	5	7.5	7
11:00 PM - 6:30AM	7	Op1.bin	6	15	7
6:30-7:00 AM	1	Am1.bin	7	1	1
7:00-8:00 AM	2	Am2.bin	8	1	1
8:00-9:00 AM	3	Am3.bin	9	1	1
9:00 AM - 11:30 AM	8	Op2.bin	10	2.5	2.5
9:00 AM - 11:30 AM	8	Op2.bin	11	2.5	2.5
	9	Op3.bin	12	3.5	7
	8	Op2.bin	12	2.5	5
11:30 AM - 3:00 PM	9	Op3.bin	13	3.5	3.5
	9	Op3.bin	14	3.5	3.5
	9	Op3.bin	15	3.5	3.5
3:00-5:00 PM	4	Pm1.bin	16	2	2
3:00-5:00 PM	4	Pm1.bin	17	2	2
5:00-6:00 PM	5	Pm2.bin	18	1	1
6:00-7:00 PM	6	Pm3.bin	19	1	1
7:00-11:00 PM	10	Op4.bin	20	4	4
7:00-11:00 PM	10	Op4.bin	21	4	4
7:00-11:00 PM	10	Op4.bin	22	4	4
7:00-11:00 PM	10	Op4.bin	23	4	4
11:00 PM - 6:30AM	7	Op1.bin	24	7.5	7

Fraction of VMT by HPMS

Once VMT was calculated for each road functional class and clock hour, the fractions of VMT by HPMS for each corresponding functional class and clock hour were applied. This calculated the VMT for HPMS 10-60. The fractions used were from APCD and were consistent with their methodology.

NAA?	Weld?	Rural?	FC	Hr	10f	20f	30f	40f	50f	60f
-1 W	R	1		1	1.12494375281236E-03	0.442984079764564	0.408981870287873	8.24958752062397E-04	3.60606876834793E-03	0.14247807867434
-1 W	R	1		2	6.50325162581291E-04	0.418107821883677	0.388118179039889	1.40070035017509E-03	5.57032759041272E-03	0.186152645973265
-1 W	R	1		3	1.1907462009526E-03	0.402448608970853	0.376594285267901	1.9278748015423E-03	8.86488378110699E-03	0.208973600977645
-1 W	R	1		4	1.88772529102432E-03	0.400795540811441	0.375296865809669	3.5956672209987E-03	8.74568726325532E-03	0.209678513603612
-1 W	R	1		5	1.27600843728028E-03	0.438002933384539	0.406922735865401	8.59352621025494E-04	5.91653137282429E-03	0.14702243831893
-1 W	R	1		6	9.86892049192773E-04	0.462978652961131	0.429325812630245	1.88521686320158E-03	5.20852159466524E-03	9.96149039015637E-02
-1 W	R	1		7	8.56477631797771E-04	0.47063947538398	0.437825973989187	1.19740562115417E-03	7.50554404406707E-03	8.19751233298142E-02

Road Types

The TDM used roadway functional classes that were recategorized to MOVES road types. That allowed the road types from the TDM to be related to the emission rates.

DRCOG Facility	FHWA facility type	rural?	FHWA	Urban	MOVESrt	fhwaRT	fcCode	Intestate
1	Principal Arterial - Interstate	-1 R	R		2	1 1		1
1	Principal Arterial - Interstate	-1 R	R		2	1 1		0
1	Principal Arterial - Interstate	0 N	U		4	11 1		0
1	Principal Arterial - Interstate	0 N	U		4	11 1		1
2	Principal Arterial - Other	-1 N	R		3	2 2		0
2	Principal Arterial - Other Freeways or Expressway	0 N	U		4	12 2		0
3	Principal Arterial - Other	-1 N	R		3	2 3		0
3	Principal Arterial - Other	0 N	U		5	14 3		0
4	Minor Arterial	-1 N	R		3	6 4		0
4	Minor Arterial	0 N	U		5	16 4		0
5	Major Collector	-1 N	R		3	7 5		0
5	Collector	0 N	U		5	17 5		0
6	Principal Arterial	-1 R	R		2	1 1		0
6	Principal Arterial	0 N	U		4	11 1		0
8	Local System	-1 N	R		3	9 7		0
8	Local System	0 N	U		5	19 7		0

Filter by Geography/Region

The statewide GHG inventory was filtered to contain VMT for all counties in Colorado except for the nine-county region in the ozone non-attainment area. The nine counties excluded were Adams, Arapahoe, Boulder, Broomfield, Denver, Douglas, Jefferson, Larimer, and Weld. The statewide results were subdivided further into Pikes Peak area and the rest of the state.

Emissions Inventory

The processed emission rates table and the processed VMT table were related by road type, HPMS type, hour, and speed. This relate was used to multiply the emission rate (g/mi) by the VMT (mi) to get a total in grams of CO₂e for an average weekday. The formula used was:

- CO₂e (g/day) = SUM(Emission Rate (g/mi) * VMT (mi))
- CO₂e (MMt/day) = CO₂e (g/day) * 1 (MMt) / 1e+12 (g)
- CO₂e (MMt/year) = CO₂e (MMt/day) * 338 (TDM weekdays/calendar year)

The calculated emissions inventory was for on-road emissions. Non-road emissions were not included in this calculation.

References

EPA. 2016. *Using MOVES for Estimating State and Local Inventories of On-road Greenhouse Gas Emissions and Energy Consumption*. June. <https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=PI00OW0B.pdf>

**Appendix B: GVMPO GHG
Emissions Modeling
Memorandum: Methodology for
Assigning Individual Hourly
Volumes and Speeds from
GVMPO's Travel Model in the**

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COLORADO Department of Transportation

GVMPO GHG Emissions Modeling Memorandum

To: Transportation Commission of Colorado

From: Sabrina Williams, Scott Ramming

Date: February 13, 2025

Subject: Methodology for Assigning Individual Hourly Volumes and Speeds from GVMPO's Travel Model in the GHG Emissions Database.

Background:

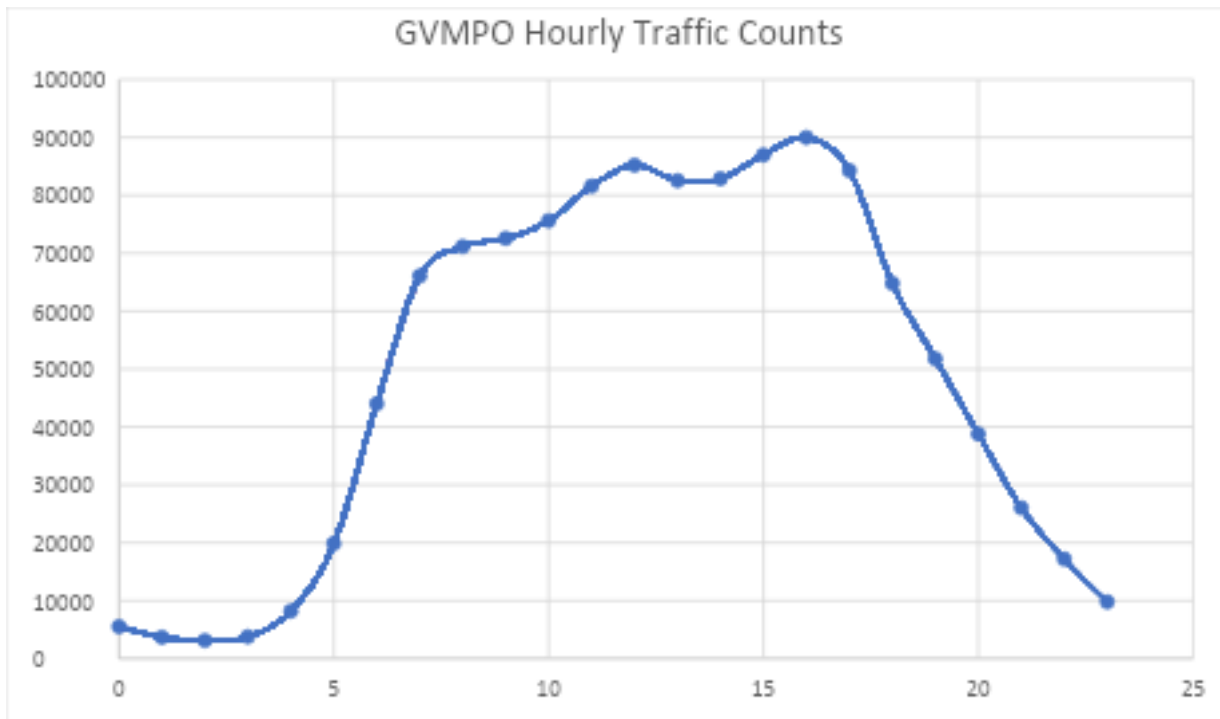
The MOVES modeling conducted by APCD generated greenhouse gas (GHG) emissions rates in grams of CO₂eq/VMT for each individual hour of the day (24hrs) that is further disaggregated by speed, vehicle type, and road type. APCD uses the MOVES emissions rates in conjunction with a GHG compliance area's predicted total daily on-road travel activity for each compliance year within a database platform to calculate predicted total annual GHG emissions (million metric tonnes, MMT/yr) to verify whether an area can demonstrate compliance with GHG emission reductions stated in 2 CCR 601-22. To accurately calculate total daily and annual GHG emissions it is necessary for the GHG database to assign individual hourly volumes and speeds (24hrs/day) at the link level from the travel model's daily output. Most travel models for GHG compliance areas in Colorado do not use 24 time periods that facilitate this individual hourly assignment. Therefore, GHG compliance areas with fewer than 24 time periods, in consultation with CDOT and APCD, need to develop a mutually agreed upon process for the assignment of individual hourly volumes and speeds within the GHG database that interacts with the travel model output to calculate GHG emissions.

GVMPO has a 4-step travel model that includes a 1-hour AM peak period from 8:00 AM to 9:00 AM, a 1-hour PM peak period from 4:30 PM to 5:30 PM, and a 22-hour off-peak period from 9:00 AM to 4:30 PM and 5:30 PM to 8:00 AM. Thus, it is necessary to disaggregate the 22-hour off-peak period into individual hourly speeds and volumes at the link level for the purposes of GHG emissions calculations. Similarly the half-hour-offset PM peak period is split between the individual clock hours (that is, 4:00 to 4:59 PM and 5:00 to 5:59 PM) in which the MOVES emissions rates are created and output.

Methodology

The Grand Valley Metropolitan Planning Organization (GVMPO) actively engaged with CDOT's Travel Modeling Unit and APCD to coordinate on a process for assignment of

individual hourly volumes and speeds from their travel model's off-peak period. All agencies agreed that the use of hourly traffic counts used in the GVMPO's travel model validation was the most appropriate dataset for this purpose. The hourly travel counts are plotted below:



The visual representation of GVMPO count data indicates a high variability in individual hourly volumes during the 22-hour off-peak period, with noticeably increased travel activity during the daytime hours from 9:00 AM to 4:30 PM (7.5 hours) as compared to the nighttime hours of 5:30 PM to 8:00 AM (13.5). Based on the count data it was determined that use of a simple hourly average of the travel model's predicted off-peak volumes would not be most representative of realistically expected travel behavior. The large variability in count data during the off-peak period was also determined to indicate that individual hourly speeds would likely not agree between the daytime and nighttime off-peak hours at the link level. Additionally, the predicted average speeds at the link level from the travel model output for the full 22-hour off-peak period would not be accurate for the purposes of emissions calculations as speeds during the daytime off-peak hours are likely lower than during the nighttime off-peak hour speeds (when lower volumes means operating speeds approach free-flow). This is particularly important as GHG emissions rates are highly sensitive to vehicle speeds, with lower speeds resulting in higher associated GHG emissions rates until vehicles reach speeds of approximately 50-60 mph at which point emissions rates begin to increase. Thus, use of a 22-hour average speed would likely result in an underestimation of GHG emissions during the daytime off-peak hours, as well as a likely overestimation of GHG emissions from the nighttime off-peak hours. Further, because of the non-linear nature of congested traffic speeds (relative to volumes) and emissions rates (relative to operating speeds), it would not be

reasonable to assume that the overestimation during daytime hours simply offsets the overestimation during nighttime hours.

To facilitate an accurate assignment of individual hourly volumes and speeds, the hourly count data was further numerically analyzed as follows:

Hour	Count	%	Peak	OP sum	OP %
12:00 AM	5501	0.5%		0.5%	0.54%
1:00 AM	3676	0.3%		0.3%	0.36%
2:00 AM	3122	0.3%		0.3%	0.31%
3:00 AM	3775	0.3%		0.3%	0.37%
4:00 AM	8203	0.7%		0.7%	0.81%
5:00 AM	19833	1.7%		1.7%	1.95%
6:00 AM	43999	3.7%		3.7%	4.33%
7:00 AM	66061	5.6%		5.6%	6.50%
8:00 AM	71139	6.1%	100.0%		0.0%
9:00 AM	72554	6.2%		6.2%	7.13%
10:00 AM	75622	6.4%		6.4%	7.44%
11:00 AM	81582	6.9%		6.9%	8.02%
12:00 PM	85204	7.2%		7.2%	8.38%
1:00 PM	82525	7.0%		7.0%	8.11%
2:00 PM	82874	7.1%		7.1%	8.15%
3:00 PM	86979	7.4%		7.4%	8.55%
4:00 PM	89995	7.7%	50.0%	3.8%	4.42%
5:00 PM	84271	7.2%	50.0%	3.6%	4.14%
6:00 PM	64781	5.5%		5.5%	6.37%
7:00 PM	51775	4.4%		4.4%	5.09%
8:00 PM	38790	3.3%		3.3%	3.81%
9:00 PM	26036	2.2%		2.2%	2.56%
10:00 PM	17175	1.5%		1.5%	1.69%
11:00 PM	9769	0.8%		0.8%	0.96%
		100%	Total	86.5%	100.0%

In this table, the column labeled % indicates what fraction each hours count represents of the total 24-hour count. The **Peak** column represents what percentage of the AM or PM peak hour occurs during each clock hour. Since GVMPO's PM peak hour is 4:30 to 5:30 pm, it is split evenly between the 4 PM and 5 PM clock hours. The

OP sum column represents the percentage of the daily count that occurs during each clock hour. Since half of the 4 PM hour's 7.7% of the daily count occurs during the PM peak hour, the remaining half (3.8% of the daily count after rounding) occurs during the 22-hour off-peak period. The total of the OP sum column, 86.5%, indicates that the remaining 13.5% of travel occurs during the two peak hours. In the **OP%** column, the OP sum column is normalized to sum to 100% (by dividing each hourly percentage by 86.5%) to create factors to convert the 22-hour off-peak period volumes to hourly volumes.

The analysis of the count data was supportive of the assumption that during the daytime off-peak hours, the individual hourly volumes and speeds would be in better agreement with the AM and PM peak period predicted travel activity that had a similar level of counts than the nighttime off-peak period hours that had noticeably fewer counted vehicles during these hours. Based on the count data, GVMPO, CDOT and APCD agreed to assign individual hourly volumes and speeds within the GHG database during the off-peak period at the link level as shown below (note that the travel model provides outputs for links in both the AB and BA direction for each period, with the reverse/"wrong way" direction volumes equal to zero for one-way links.

GVMPO Individual Hourly Volume and Speed Assignments at the Link Level Within the GHG Database				
Hour	AB Direction		BA Direction	
	Volume	Speed	Volume	Speed
12:00 AM	OP AB Flow*OP%	FreeFlow	OP BA Flow*OP%	FreeFlow
1:00 AM	OP AB Flow*OP%	FreeFlow	OP BA Flow*OP%	FreeFlow
2:00 AM	OP AB Flow*OP%	FreeFlow	OP BA Flow*OP%	FreeFlow
3:00 AM	OP AB Flow*OP%	FreeFlow	OP BA Flow*OP%	FreeFlow
4:00 AM	OP AB Flow*OP%	FreeFlow	OP BA Flow*OP%	FreeFlow
5:00 AM	OP AB Flow*OP%	FreeFlow	OP BA Flow*OP%	FreeFlow
6:00 AM	OP AB Flow*OP%	FreeFlow	OP BA Flow*OP%	FreeFlow
7:00 AM	OP AB Flow*OP%	FreeFlow	OP BA Flow*OP%	FreeFlow
8:00 AM	AM AB Flow	AM AB SPD	AM BA Flow	AM BA SPD
9:00 AM	OP AB Flow*OP%	(AM_AB_SPD+PM_AB_SPD)/2	OP BA Flow*OP%	(AM_BA_SPD+PM_BA_SPD)/2
10:00 AM	OP AB Flow*OP%	(AM_AB_SPD+PM_AB_SPD)/2	OP BA Flow*OP%	(AM_BA_SPD+PM_BA_SPD)/2
11:00 AM	OP AB Flow*OP%	(AM_AB_SPD+PM_AB_SPD)/2	OP BA Flow*OP%	(AM_BA_SPD+PM_BA_SPD)/2
12:00 PM	OP AB Flow*OP%	(AM_AB_SPD+PM_AB_SPD)/2	OP BA Flow*OP%	(AM_BA_SPD+PM_BA_SPD)/2
1:00 PM	OP AB Flow*OP%	(AM_AB_SPD+PM_AB_SPD)/2	OP BA Flow*OP%	(AM_BA_SPD+PM_BA_SPD)/2

2:00 PM	OP AB Flow*OP%	$(AM_AB_SPD + PM_AB_SPD) / 2$	OP BA Flow*OP%	$(AM_BA_SPD + PM_BA_SPD) / 2$
3:00 PM	OP AB Flow*OP%	$(AM_AB_SPD + PM_AB_SPD) / 2$	OP BA Flow*OP%	$(AM_BA_SPD + PM_BA_SPD) / 2$
4:00 PM	$(PM_AB_Flow) * 0.5 + (OP_AB_Flow) * 0.5 * OP\%$	$AM_AB_SPD / 4 + 3 * PM_AB_SPD / 4$	$(PM_BA_Flow) * 0.5 + (OP_BA_Flow) * 0.5 * OP\%$	$AM_BA_SPD / 4 + 3 * PM_BA_SPD / 4$
5:00 PM	$(PM_AB_Flow) * 0.5 + (OP_AB_Flow) * 0.5 * OP\%$	$(PM_AB_SPD + AB_FreeFlowSpd) / 2$	$(PM_BA_Flow) * 0.5 + (OP_BA_Flow) * 0.5 * OP\%$	$(PM_BA_SPD + BA_FreeFlowSpd) / 2$
6:00 PM	OP AB Flow*OP%	FreeFlow	OP BA Flow*OP%	FreeFlow
7:00 PM	OP AB Flow*OP%	FreeFlow	OP BA Flow*OP%	FreeFlow
8:00 PM	OP AB Flow*OP%	FreeFlow	OP BA Flow*OP%	FreeFlow
9:00 PM	OP AB Flow*OP%	FreeFlow	OP BA Flow*OP%	FreeFlow
10:00 PM	OP AB Flow*OP%	FreeFlow	OP BA Flow*OP%	FreeFlow
11:00 PM	OP AB Flow*OP%	FreeFlow	OP BA Flow*OP%	FreeFlow

Note: The 4 PM speed calculation reflects half of the volume (from 4:00 to 4:29/30 PM) traveling at the daytime speed, which is the average of the AM and PM peak hour speeds, averaged with the other half of the volume traveling at the PM peak speed.

Individual Hourly Volume Assignment

For the AM peak period occurring during a single hour of the day from 8:00 AM to 9:00 AM, the total predicted hourly volumes were applied at the link level without further travel model output data manipulation. For the PM peak period occurring from 4:30 PM to 5:30 PM that spans two individual hours of the day, a 50% weighting coefficient was applied to the both the peak and off-peak hourly assigned volumes at the link level that were then summed together for the individual hours representing 4:00 PM to 6:00 PM. As shown in the equations, rather than performing a simple average of the 22-hour total predicted volumes, the percentage of observed off-peak hourly counts for GVMPO was applied to the total predicted 22-hour off-peak travel volumes to assign individual hourly off-peak volumes at the link level.

Individual Hourly Speed Assignment

For the AM peak period occurring during a single hour from 8:00 AM to 9:00 AM, the average predicted hourly speeds were assigned at the link level without further travel model output manipulation. For the PM peak period that occurs from 4:30 PM and 5:30 PM and spans two individual hours of the day, the individual hourly speeds at the link level occurring from 4:00 PM to 5:00 PM were assigned a 25% weighting of the AM peak period predicted average speed and a 75% weighting of the PM peak period predicted average speed with greater weighting assigned to the PM peak period predicted speed to represent a total equal weighting between the speeds assigned at the link level during the partial daytime offpeak hour of 4:00 PM to 4:30 PM and the partial PM peak hour of 4:30 PM to 5:00 PM. The individual hourly speeds at the link level occurring from 5:00 PM to 6:00 PM were assigned a 50% weighting of the predicted hourly PM peak period average speed and a 50% weighting of the nighttime offpeak speed assignment of average hourly speed = free flow to represent an equal weighting between the partial PM peak hour of 5:00 to 5:30 PM and the partial nighttime peak hour of 5:30 PM to 6:00 PM. Further detail on the assignment of individual hourly speeds during the 22-hour offpeak period is provided below.

Professional judgement was used to assume that during the daytime offpeak individual hours occurring from 9:00 AM to 4:30 PM, speeds at the link level were likely to largely agree with the predicted speeds during the AM and PM peak periods as the count data indicated volumes would also be similar. To represent individual hourly volumes and speeds at the link level during the daytime offpeak hours an average of the AM peak period predicted speed and

the PM peak period predicted average speed were assigned at the link level. Similarly, professional judgement was used to analyze the observed count data during the nighttime offpeak hours from 5:30 PM to 8:00 AM and a determination was made that given the low overall percentage of counts observed during these nighttime hours in relation to the total observed offpeak hourly travel counts speeds were unlikely to be reduced by congestion and were assigned the free flow speeds as defined in their travel model to represent the individual hourly speeds during the nighttime offpeak hours.

Conclusion

GVMPO coordinated with CDOT and APCD to develop an agreed upon process for assigning individual hourly volumes and speeds at the link level that is appropriate for the purposes of calculating GHG emissions for the GHG compliance area. All agencies involved had familiarity with GVMPO's travel model platform, reviewed the travel counts used in the analysis for the individual hourly assignments and reached consensus that the methodology described in this memo should result in an accurate depiction of individual hourly daily travel activity in the area required for use in the GHG database. The result of this process is a table housed within the GHG database containing the equations provided in this memo, that interacts with the travel model output table, as well as the MOVES GHG emissions rates that result in prediction of annual GHG emissions for the GVMPO GHG compliance area to determine whether the GHG reduction targets established in CDOT's GHG rule have been met.

Appendix C: Overview of Coordinated Modeling Approaches for Compliance with GHG Rule



REGIONAL TRANSPORTATION PLANNING OFFICE

Grand Valley MPO • Grand Valley TPR • Grand Valley Transit

Memorandum

To: Erik Sabina, Division of Transit and Rail Deputy Director
Colorado Department of Transportation

Sabrina Williams, GHG Program Modeler
Colorado Department of Transportation

Scott Ramming, Professional Engineer II
Colorado Department of Transportation

From: Andrew Gingerich
Mesa County Regional Transportation Planning Office

Date: February 19, 2025

Subject: Overview of Coordinated Modeling Approaches for Compliance with GHG Rule
(2 CCR 601-22)

Summary

Grand Valley Metropolitan Planning Organization (GVMPO) has completed its efforts to model Greenhouse Gas (GHG) emissions within the MPO boundary in order to comply with 2 CCR 601-22, referred to herein as the GHG Rule. As various modeling challenges arose throughout this process, GVMPO coordinated closely with Colorado Department of Transportation (CDOT) as well as members of the Statewide Model Coordination Group (SMCG) on the most appropriate ways to proceed. This memo provides an overview these approaches including:

- Work from home and walking/biking model parameters between Baseline and Updated Models
 - Adjustments to the Baseline Model socioeconomic dataset to incorporate recent projections from the State Demography Office
 - Refinement of the GVMPO boundary shapefile for accurate correspondence with travel model links
-

Work from Home and Walking/Biking Speeds

Specific active transportation projects are not included in the Mesa County Regional Travel Model (MCRTM). Yet there are several bicycle and pedestrian-related changes that have occurred in recent years which were not anticipated when the previous 2045 RTP Model (Baseline Model) was adopted in February 2020 and later amended in August 2022. These changes have improved and will continue to improve bicycle and pedestrian travel in the region. They include:

- The electrification of active modes (e-bikes and e-scooters),
- Increased investment in active transportation infrastructure
- Updated plans, policies, and design documents that enhance bicycle and pedestrian infrastructure

GVMPO represented these changes in the MCRTM by increasing walking and biking speed parameters in the Updated Model (expected to be adopted April 2025) from speeds used historically and in the Baseline Model. GVMPO used the same speeds for the Updated Model that CDOT used in the Statewide Travel Demand Model, which took the same approach to this issue.

Changes in work from home rates have also occurred since the previous 2045 RTP Model was adopted, accelerated by the COVID-19 Pandemic. GVMPO represented these changes in the MCRTM by setting the Non-Commute Share parameters in the Baseline and Updated Models. This was based on 2018 and 2023 American Community Survey 1-Yr estimates, with a modest increase anticipated in the following decades.

	Baseline Assumptions	2030 Compliance	2040 Compliance	2050 Compliance
Work from home	9%	15%	16%	17%
Walk/bike speed	3 mph/ 12 mph	4 mph/ 13 mph	5 mph/ 13.7 mph	5 mph/ 14.3 mph

These approaches to walking/biking speeds and work from home rates were discussed with the SMCG on October 30, 2024 where no objections were raised, as other MPOs have taken similar approaches to modeling these aspects of their regional transportation systems.

Adjustments to the Baseline Model Socioeconomic Dataset

GVMPO develops its socioeconomic datasets (SEDs) through a manual, GIS-based process incorporating information on current and upcoming development projects, local government plans and policies, and interviews with local government staff. Updated projections from the State Demography Office (SDO) resulted in slower household and job growth in Mesa County than the SDO projections used in the previous 2045 RTP Model. Because of this, if GVMPO were to use the population and employment numbers from the previous 2045 RTP Model in the creation of the Baseline Model, it would result in much greater population and employment numbers compared to the Updated Model. This is an issue not just for GVMPO, but for all MPOs attempting to comply with the GHG Rule.

GVMPO discussed this issue at length with CDOT staff and also in a meeting with SMCG on September 11, 2024. The guidance from CDOT to MPOs resulting from these conversations was that in order to have a truer comparison of emissions based on land use and transportation projects, the Baseline Model and Updated Model SEDs should be developed using the same control totals based on the most recent SDO projections. However, following this guidance required GVMPO to modify the previous 2045 RTP Model SED to match the current control totals from the SDO in the development of the Baseline Model SED. Relatedly, the development of the Baseline Model also required converting the previous 2045 RTP Model interim and horizon years (2025, 2035, and 2045) to the interim and horizon years in Table 1 of the GHG Rule (2030, 2040, 2050). Finally, converting to the most recent Traffic Analysis Zone structure was also required. These conversions were made concurrently, as manual adjustments to household and employment numbers and locations were required for each effort.

In order for the Baseline Model to reflect land use patterns anticipated as of January 30, 2022, it was important the land use patterns from the previous 2045 RTP model serve as the basis for developing the Baseline Model. In order to achieve this, when making modifications to meet the current SDO control totals GVMPO scaled households and employment levels specifically in those areas anticipated to grow in the previous 2045 RTP model, and also in the progression that development was anticipated to occur. This resulted in a Baseline Model with the same number of household and employment in Mesa County as the Updated Model, while at the same time preserving the overall development pattern from the previous 2045 RTP Model to the greatest extent possible.

Refinement of the MPO Boundary Shapefile

While the MCRTM model area includes the entirety of Mesa County, The Grand Valley MPO (GVMPO) is only responsible for modeling GHG emissions within the MPO boundary in order to comply the GHG Rule. Doing so requires the creation a subset of the model network including all regionally significant roadways with the MPO Boundary.

In attempting to create this subset, GVMPO discovered an issue with the existing MPO boundary shapefile. This shapefile was created without regard for the precise locations of the MCTRM roadway network. GVMPO Staff believe that this shapefile was created only for the purposes of creating map exhibits of the MPO boundary, and that it lacks the accuracy necessary to be used in creating "clipped" subset of the MCRTM roadway network segments within MPO boundary. Furthermore, there are several segments in the MCRTM network that go in and out of the MPO boundary shapefile that GVMPO Staff believe should logically also be included in the subset for GHG modeling purposes.

In order to proceed with creating a subset of MCRTM links that should reasonably be included within the MPO boundary, GVMPO coordinated with CDOT staff and presented the issue the SMCG on December 6, 2024 to determine the best approach forward. From these conversations, GVMPO Staff refined the current MPO boundary shapefile based on existing documentation (i.e. the map included with the Grand Valley Regional Transpiration Committee resolution updating the boundary in 2014), producing a representation of the GVMPO boundary that better corresponds with MCRTM networks outputs. GVMPO also identified a small number of model links that straddled the MPO boundary and should logically be included within the MPO subset of the MCTRTM network. This resulted in updated shapefiles that can be used in repeatable selection and link-splitting procedures to create a subset of the MCRTM network for use in analysis of GHG emissions within the GVMPO.

Appendix D: APCD Verification



COLORADO

Department of Public Health & Environment

February 24, 2025

Grand Valley Metropolitan Planning Organization
525 S 6th Street, 2nd Floor, Grand Junction, CO 81501

Subject: Greenhouse Gas Transportation Report as required by the Colorado Greenhouse Gas Pollution Reduction Planning Rule

Per 2 CCR 601-22, Rules Governing Statewide Transportation Planning Process and Transportation Planning Regions, the Colorado Department of Public Health and Environment (CDPHE), Air Pollution Control Division (Division), is respectfully submitting our verification of the Grand Valley Metropolitan Planning Organization (GVMPO) Transportation Greenhouse Gas Report associated with the 2050 Regional Transportation Plan.

Thank you for the opportunity for CDPHE to review and verify the GVMPO Transportation Greenhouse Gas Report for the GVMPO boundary area.

Based on the analysis of the report, supporting datasets, and information provided, we can verify that the report and data inputs address the requirements of the Colorado Greenhouse Gas Pollution Reduction Planning Rule. The submitted package describes the baseline and compliance transportation demand modeling (TDM) runs and how they meet the Rule requirements. The submitted package describes how the TDM model was deployed and how emissions were calculated. The Report includes a summary table of the MOVES database outputs for each base and action analysis year. The Division finds the outputs to be mathematically correct.

The Division would like to thank the GVMPO for providing the necessary data files and Report. The Division would also like to thank Dale Wells who performed the verification analysis and Megan Carroll who performed QA from the Division, and Sabrina Williams and Scott Ramming of CDOT for their efforts in validating the results.

Sincerely,

Michael Ogletree
Director, Air Pollution Control Division
Colorado Department of Public Health and Environment

CC:

Christopher Laplante, CDOT

Elizabeth Rollins, CDOT

Darius Pakbaz, CDOT

Erik Sabina, CDOT

Scott Ramming, CDOT

Sabrina Williams, CDOT

Dale Wells, APCD

Kevin Briggs, APCD

Erick Mattson, APCD

Dana Brosig, GVMPO

Andrew Gingerich, GVMPO

Rachel Peterson, GVMPO

Appendix E: TC Resolution*

Section to be added following final approval of the document.

Appendix F: Chapter 1: Introduction and Plan Overview

Chapter 1 Introduction and Overview

The Grand Valley: The Hub of Western Colorado

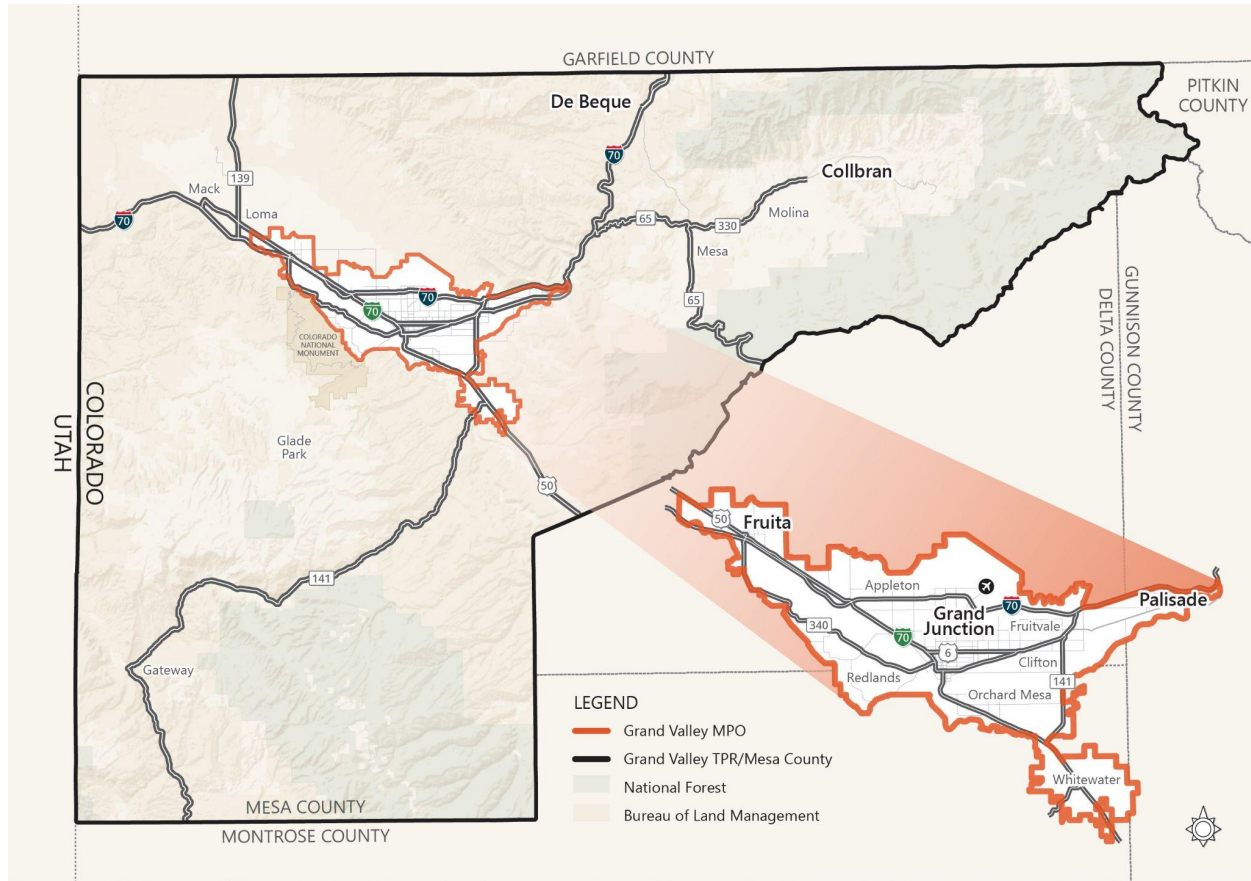
The Grand Valley region, a vibrant destination and major regional hub on Colorado's Western Slope, is a crossroads for both people and freight. The Grand Valley is synonymous with Mesa County, the state's fourth largest and eleventh most populous county. Mesa County sits at the confluence of two major rivers, connecting Grand Valley communities that offer unique charm from downtown centers and world-class travel destinations to significant agriculture, recreation, and natural beauty. The Grand Valley's interconnected transportation systems are essential, connecting businesses to markets, enhancing quality of life, and providing access to the region's many attractions for both residents and visitors.

The Regional Transportation Planning Office (RTPO)

When it comes to planning for the future of transportation in Mesa County, the Regional Transportation Planning Office (RTPO) plays a critical role. The RTPO is the designated agency that oversees:

- Grand Valley Transit (GVT)
- Grand Valley Metropolitan Planning Organization (MPO)
- Grand Valley Transportation Planning Region (TPR)

The RTPO serves Mesa County and brings together local, state, and federal partners, along with community members, to plan the future of transportation. The work of the RTPO is guided by the Grand Valley Regional Transportation Committee (GVRTC) and is supported by a Technical Advisory Committee (TAC).



	Grand Valley TPR	Grand Valley MPO	GVT
Key Roles of the RTPO	One of 15 regions in Colorado that has a voice on statewide transportation policy, plans, and issues	A regional planning and programming organization that is federally required for 50,000+ people	The public transit and paratransit service provider connecting the Grand Valley
Population	155,702 (2020)	~141,500 (2020)	~117,500 (2020)
Square Miles	3,341	128	69
Established	1992	1982	2000
Areas of Service	All of Mesa County, including Collbran and DeBeque.	Grand Junction, Fruita, Palisade, and the urban portions of unincorporated Mesa County	Grand Junction, Fruita, Palisade, and the urban portions of unincorporated Mesa County

Moving Swiftly to 2050: About the Grand Valley Regional Transportation Plan (2050 RTP)

Vision and Goals

Moving Swiftly to 2050: the Grand Valley 2050 Regional Transportation Plan is a 25-year vision for transportation infrastructure and investment in Mesa County. This regional plan covers the entirety of Mesa County, including Grand Junction, Fruita, Palisade, Collbran, and De Beque. Required by federal regulations and updated every five years, Moving Swiftly to 2050: the Grand Valley Regional Transportation Plan (2050 RTP) addresses current and future transportation needs considering demographic, land use, technological, and economic changes. The development of the 2050 RTP was data-driven and collaborative, considering robust input from the community and stakeholders.

This Plan Ensures:

1. That the vision, goals, and priorities reflect the desires of the community.
2. The region is in compliance with Federal regulations in order to qualify for Federal transportation funding.
3. That projects (roadway, multimodal, etc.) are appropriately prioritized and fiscally constrained for implementation.
4. That data used to inform the process is up to date and accurate to support the decision making process.

The 2050 RTP used a performance-based approach, aligning investments with national and state goals for safety, mobility, condition, and performance while also striving to improve safety, travel efficiency, promote a healthy environment, advance the economy, and ensure equitable transportation outcomes. Vision and Goal statements serve as a guide for future decisions about priorities, investments, trade offs, and phasing. Shaped by public and stakeholder input during the development of the 2050 RTP, the **vision** for transportation in the Grand Valley is:

Communities in the Grand Valley will be connected through a safe and accessible transportation system that is designed, built, and maintained for users of all ages, and abilities who drive, walk, bike, roll, take transit, deliver freight, or travel by other modes.

The five **goals** developed for the 2050 RTP are designed to direct transportation investments and activities on how to reach the region's transportation vision:

- **Safety:** Improve safety for all users of the region's transportation system.
- **Efficiency:** Enhance system performance for all modes.
- **Health and Environment:** Incorporate health and environmental considerations into transportation planning and decisions.
- **Economy and Fiscal Responsibility:** Invest in transportation systems that support the economic health of the region.
- **Equity:** Advance equity through transportation planning and improvements.

Additional information about the vision and goals can be found in **Chapter 9**.

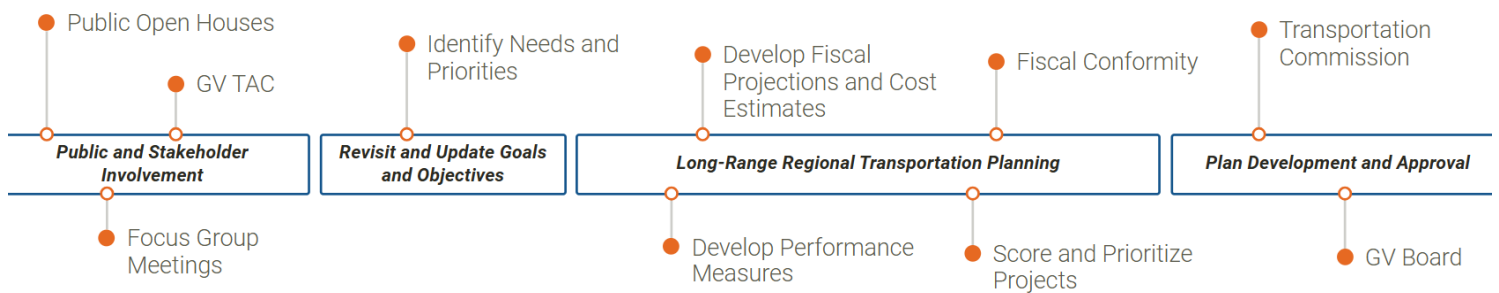


Figure 1.2 RTP Planning Process

Key Regional Issues

Through a collaborative process that included analysis and conversations with stakeholders and the community, the following key regional issues emerged:

Provide viable alternative transportation options beyond personal vehicles. The Grand Valley has the foundation for a strong network of bicycle and pedestrian facilities, an extensive trail network, and 11 Grand Valley Transit routes. However, there are gaps in the network that currently prevent walking and biking from being a comfortable and seamless experience for users of all ages and abilities. Transit service, where provided, will need additional investment to make service more frequent and reliable.

Consider the fiscal responsibility of investments. Community members and stakeholders emphasized the importance of maintaining existing infrastructure—roads, bridges, trails, and sidewalks—before considering significant new investments. With limited funding, this approach ensures the long-term health of the system.

Support quality community growth. There is widespread agreement that the way we build our cities and transportation systems can substantially impact the livability of communities and the economic development prospects of the region. However, the priorities as identified by community members and stakeholders varied. Some believe that multimodal connections are an essential component of supporting quality communities and economic diversification. Others view basic improvements to roads and reducing congestion as key to advancing quality development in the region. What is clear is that balanced transportation improvements that enable people and goods to move safely and efficiently throughout the region will support future growth.

Updates Since the 2045 Regional Transportation Plan

The Evolving Landscape of Transportation Planning

Connecting Planning Efforts

Throughout the region, several local partners updated their planning efforts, policy changes, and initiatives. These updates shape the future, addressing everything from

housing and transportation to economic development and sustainability. The Colorado Department of Transportation has also updated several documents and policies. The 2050 RTP builds upon these guiding documents, working to align regional transportation planning with these local and statewide efforts.

Regional Transportation Planning Office

- North Avenue Enhanced Transit Corridor Study (June 2022)
- Mesa County Safety Action Plan (November 2024)

Mesa County

- Mesa Together: Mesa County Master Plan (May 2023)
- Mesa County Design Standards (December 2020)

Grand Junction

- One Grand Junction Comprehensive Plan (December 2020)
- Zoning & Development Code (December 2021)
- Pedestrian and Bicycle Plan (April 2023)
- Electric Vehicle Readiness Plan (September 2023)
- Transportation and Engineering Design Standards (December 2023)
- Sustainability and Adaptation Plan (July 2024)

Fruita

- Fruita in Motion, Comprehensive Plan (February 2020)
- Fruita Circulation Plan (January 2022)

Palisade

- Palisade Game Plan, Comprehensive Plan (February 2022)

Colorado Department of Transportation

- Strategic Transportation Safety Plan (April 2020)
- 2045 Statewide Transportation Plan (May 2020)
- 10-Year Plan (Adopted May 2020, Updated November 2024)
- 2045 Statewide Transit Plan (August 2020)
- Greenhouse Gas (GHG) Pollution Reduction Roadmap (January 2021)

- GHG Transportation Report (September 2022)
- Colorado Freight and Passenger Rail Plan (February 2024)

Increase in Transportation Investment at the Federal and State Levels

Both the federal government and Colorado have demonstrated a commitment to improving transportation infrastructure. At the federal level, new resources for transportation projects like the Infrastructure Investment and Jobs Act (IIJA) and the Inflation Reduction Act (IRA) have supported projects across the country and here in the Grand Valley. Similarly, Colorado has prioritized transportation investments, increasing funding for projects that expand transportation options.

Effects of the COVID-19 Pandemic on Transportation

- **Remote Work:** The rise of remote work led to lasting changes, with many people continuing to work from home or relocating to Mesa County and working remotely.
- **Grand Valley Transit Ridership:** More information on the impacts can be found in **Chapter 8**.
- **Supply Chain Disruptions:** Shortages and delays in obtaining buses, necessary bus parts, and other important transportation materials needed for construction.
- **Inflation:** The post-COVID economic landscape brought inflation, affecting the cost of construction projects.
- **Public Lands:** Access to public lands by residents and visitors has been important to Mesa County for years; however, during the COVID-19 pandemic, visitation began to rise at unprecedented rates causing challenges to public lands and putting stress on local transportation facilities.

Implementation of the 2045 Grand Valley Regional Transportation Plan

Progress has been made in implementing the previous transportation plan, resulting in tangible improvements for the Grand Valley. These accomplishments demonstrate a commitment to enhancing the region's transportation network and lay a foundation for future improvements.

Constructed Project Spotlight



US 6 and 20 Road Intersection

2045 Project Number: 4

Cost: \$3.7 million

Timeline: April 2023 - December 2023

Description: This project added a signalized intersection at US 6 and 20 Road. 20 Road was also realigned to eliminate the offset alignment and upgrade the railroad crossing. These improvements were designed to address the historically high number of crashes at this location.



I-70B: 1st Street and Grand Avenue Intersection

2045 Project Number: 5

Cost: \$13.5 million

Timeline: May 2021 - May 2022

Description: This project improves the I-70B:1st Street and Grand Avenue intersection by widening the roadway, consolidating access points, enhancing street connections, and making improvements to the bike and pedestrian facilities.



E Road Phase 2A and 2B

2045 Project Number: 95

24 Road and G Road

2045 Project Number: 27 and 36

Cost: \$12.8 million

Timeline: February 2023 - April 2024

Description: 24 Road is one of the City of Grand Junction's most trafficked roads and is a major trucking route. It was widened to five lanes, a two-lane roundabout was installed at 24 Road and G Road, and safe routes were provided for pedestrians accessing Community Hospital, Canyon View Park, and other businesses.

Cost: \$7.2 million

Timeline: October 2020 - Fall 2023

Description: E Road improvements are a top priority for Mesa County. Phase 2A of the E Road project, between 31 Road and Agape Way, included a complete rebuild and widening of the street. The project was completed in Fall 2023 which also added a new sidewalk and significant improvements to utilities were made. Phase 2B, completed at the end of 2023, included the replacement of the bridge over Lewis Wash and the completion of the intersection of 31 Road. You should include that in the update also.

Appendix G: 2050 RTP Fiscally Constrained Project List

Implementing Jurisdiction(s)	Facility Type	Project Name (Road)	Extent 1	Extent 2	Cost	Fiscally Constrained 2025-2029	Fiscally Constrained 2030-2039	Fiscally Constrained 2040-2050
CDOT, Palisade	Intersection	US 6 and Elberta Avenue	37 1/10 Road	Iowa Avenue	\$13,500,000	\$13,500,000		
CDOT, Grand Junction	Corridor	I-70 B (Phase 6)	Road Avenue	3rd Street	\$26,400,000	\$26,400,000		
CDOT	Corridor	I-70B (Phase 7)	3rd Street	6th Street	\$19,000,000	\$19,000,000		
CDOT	Corridor	US 6 & 50	20 Road	I-70 Exit 26 (22 Road)	\$20,000,000	\$21,854,540		
CDOT	Corridor	US 6 & 50	18 Road	20 Road	\$30,000,000		\$41,527,016	
CDOT	Corridor	I-70B (Phase 8)	6th Street	Main Street	\$75,000,000		\$50,000,000	\$90,000,000
CDOT	Corridor	CO-141 (32 Road)	D Road	B ½ Road	\$12,000,000			\$22,323,535
CDOT, Mesa County	Corridor	I-70B	29 Road	32 Road	\$15,000,000			\$27,904,419
Mesa County, Grand Junction	Corridor	Orchard Avenue (E 1/2 Road)	29 ½ Road	Warrior Way	\$21,000,000	\$22,947,267		
Mesa County	Corridor	32 ½ Road	E Road	Front Street	\$5,000,000	\$6,009,999		

Implementing Jurisdiction(s)	Facility Type	Project Name (Road)	Extent 1	Extent 2	Cost	Fiscally Constrained 2025-2029	Fiscally Constrained 2030-2039	Fiscally Constrained 2040-2050
Mesa County	Intersection	West Salt Wash Bridge	N/A	N/A	\$4,500,000	\$4,917,272		
Mesa County	Corridor	E Road	Green Acres Street	33 Road	\$5,500,000	\$6,009,999		
Mesa County	Corridor	E ½ Road	32 Road	33 Road	\$10,000,000		\$13,842,339	
Mesa County	Corridor	31 ½ Road	E Road	I-70 B	\$5,500,000		\$7,613,286	
Mesa County, Grand Junction	Corridor	E Road (Phase 4)	30 Road	31 Road	\$6,000,000		\$8,305,403	
Mesa County	Intersection	32 Road Loop	N/A	N/A	\$10,000,000		\$13,842,339	
Mesa County	Corridor	F ¼ Road	32 Road	I-70B Frontage Road	\$4,000,000		\$5,536,935	
Mesa County, Fruita	Corridor	17 Road	W. Sunset Drive	K ¾ Road	\$2,000,000		\$2,768,468	
Mesa County, Grand Junction	Corridor	H Road	25 Road	26 Road	\$10,000,000		\$3,800,000	\$14,802,946
Mesa County, Grand Junction	Corridor	31 Road	Patterson Road	F ½ Road	\$5,000,000			\$9,301,473
Mesa County	Corridor	32 Road	F Road	F ½ Road	\$5,000,000			\$9,301,473
Mesa County	Corridor	33 Road	UPRR Tracks	I-70	\$6,000,000			\$11,161,767

Implementing Jurisdiction(s)	Facility Type	Project Name (Road)	Extent 1	Extent 2	Cost	Fiscally Constrained 2025-2029	Fiscally Constrained 2030-2039	Fiscally Constrained 2040-2050
Mesa County	Corridor	F ½ Road	30 ¾ Road	32 Road	\$7,500,000			\$13,952,209
Grand Junction	Corridor	Four Canyons/F ½ Parkway	24 ½ Road	25 Road	\$13,800,000	\$15,000,000		
Grand Junction	Intersection	Horizon Drive and G Road (27 ½ Road)	N/A	N/A	\$4,000,000	\$4,000,000		
Grand Junction	Corridor	26 ½ Road	Horizon Drive	Summer Hill Way	\$12,000,000	\$13,100,000		
Grand Junction	Corridor	B ½ Road	29 Road	29 ¾ Road	\$6,000,000	\$5,500,000		
Grand Junction	Corridor	D ½ Road	29 ¼ Road	30 Road	\$6,000,000	\$5,000,000		
Grand Junction	Corridor	24 ½ Road	F ¼ Road	G ¼ Road	\$5,800,000	\$6,300,000		
Grand Junction	Corridor	Patterson Road	28 1/4	30 Road	\$1,000,000	\$1,092,727		
Grand Junction	Corridor	25 Road	I-17B	Patterson Road	\$15,000,000		\$20,763,508	
Grand Junction	Corridor	Patterson Road	US6&50	28 ¼ Road	\$1,000,000		\$1,384,234	
Grand Junction	Corridor	24 ½ Road	Patterson Road	F ¼ Road	\$1,700,000		\$2,353,198	

Implementing Jurisdiction(s)	Facility Type	Project Name (Road)	Extent 1	Extent 2	Cost	Fiscally Constrained 2025-2029	Fiscally Constrained 2030-2039	Fiscally Constrained 2040-2050
Grand Junction	Corridor	Four Canyons/F ½ Parkway	Patterson Road	F ¼ Road	\$2,500,000			\$3,667,634
Grand Junction	Intersection	29 Road and D Road	N/A	N/A	\$5,000,000			\$9,301,473
Grand Junction	Corridor	F ½ Road	29 ½ Road	Broken Spoke Road	\$6,000,000			\$11,161,767
Grand Junction	Corridor	F ½ Road	30 Road	30 ¾ Road	\$6,000,000			\$11,161,767
Grand Junction	Corridor	F ½ Road	28 Road	29 Road	\$6,000,000			\$11,161,767
Grand Junction	Intersection	G Road and 26 Road	N/A	N/A	\$3,400,000			\$6,325,002
Grand Junction	Intersection	G Road and 27 Road	N/A	N/A	\$2,000,000			\$3,720,589
Fruita	Corridor	Wildcat Avenue (J Road)	J 3/10 Road	19 Road	\$7,000,000	\$7,000,000		
Fruita	Corridor	19 Road	J Road	US6&50	\$9,200,000	\$9,200,000		
Fruita	Corridor	Fremont Street	US 6	Ottley Avenue	\$10,500,000		\$14,534,456	
Fruita	Corridor	19 Road	K Road	J Road	\$1,000,000		\$1,384,234	\$1,860,295

Implementing Jurisdiction(s)	Facility Type	Project Name (Road)	Extent 1	Extent 2	Cost	Fiscally Constrained 2025-2029	Fiscally Constrained 2030-2039	Fiscally Constrained 2040-2050
Fruita	Corridor	W. Ottley Avenue	US 6	Juniper Street	\$1,750,000			\$3,255,516
Fruita	Corridor	J 2/10 Road	Cottonwoods	19 ½ Road	\$5,400,000			\$10,045,591
Fruita	Corridor	K Road	Fremont Street	19 Road	\$2,000,000			\$3,720,589
Fruita	Corridor	Wildcat Avenue	19 Road	19 ½ Road	\$3,500,000			\$6,511,031
Total					\$455,950,000	\$188,593,616	\$187,655,416	\$280,640,843

Appendix H: Active Transportation Projects Completed Since 2045 RTP

Jurisdiction	Facility Type	Road/Path Name	Extent 1	Extent 2	Project length (mi)	Status	Year of Completion	Cost
City of Fruita	Sidewalk	Ottley Avenue (north side)	Brandon Dr	19 Rd	0.3	Completed	2024	Development
City of Fruita	Shared-use Path	Ironwheel along Independent Ranchman's Canal	Iron Dr	Fremont St	0.6	Construction	2023	Development
City of Fruita	Bike Lane, Shared-use Path, Shoulders	Wayfinding	Fruita	Fruita		Completed	2022	\$55,000.00
City of Fruita	Sidewalk	Fremont St	Myers Ln	K.4 Rd	0.15	Completed	2020	\$400,000.00
City of Fruita	Shared-use Path	K.4 Rd	Pine St	Fremont St	0.5	Completed	2020	\$200,000.00
City of Fruita	Sidewalk	K.4 Rd	Fremont St	Starr School Drain	0.25	Completed	2024	Development
City of Fruita	Shared-use Path	Village at Country Creek North	Pine St	Snowdrop Ct	0.1	Completed	2021	Development

Jurisdiction	Facility Type	Road/Path Name	Extent 1	Extent 2	Project length (mi)	Status	Year of Completion	Cost
City of Fruita	Sidewalk, Bike Lane	19 Road	Highway 6	J Road	0.75	Construction	2025	\$6,000,000.00
City of Grand Junction	Bike Lane	Redlands Pkwy Bike lanes	Junior Service League	C340 Roundabout	1.6	Completed	2024	\$300,000.00
City of Grand Junction	Shared-use Path	Riverfront Trail Replacements	Bananas	C340 Roundabout	2.8	Completed	2024	\$700,000.00
City of Grand Junction	Bike Lane	H Rd	26	26 1/2	0.5	Completed	2021	\$100,000.00
City of Grand Junction	Shared-use Path	Monument Trail	D Rd	Lunch Loop Trailhead	1.6	Completed	2020	\$1,600,000.00
City of Grand Junction	Shared-use Path	Monument Trail Phase 2	Lunch Loop Trailhead	Jurassic Flats	1.6	Construction	2025	\$1,600,000.00
City of Grand Junction	Bike Lane	S. Camp Rd	S. Broadway	Rimrock Rd.	2	Completed	2020	\$400,000.00
City of Grand Junction	Bike Lane, Shared-use Path	Tiara Rado - S. Broadway	Desert Hills Rd	Rado Dr	0.5	Completed	2024	\$800,000.00

Jurisdiction	Facility Type	Road/Path Name	Extent 1	Extent 2	Project length (mi)	Status	Year of Completion	Cost
City of Grand Junction	Shared-use Path	The Eddy	Eagle Rim Bridge	The Eddy	0.25	Completed	2023	Development
City of Grand Junction	Shared-use Path	Riverfront Trail / C 1/2 Rd. Gap	The Eddy	29 Rd	1.6	Design		\$300,000.00
City of Grand Junction	Bike Lane	4th St	Ute Ave	North Ave.	0.8	Completed	2025	\$85,000.00
City of Grand Junction	Bike Lane	5th St	Ute Ave	Ouray Ave.	0.5	Completed	2025	\$85,000.00
City of Grand Junction	Bike Lane	5th St	North Ave.	Orchard Ave.	0.5	Completed	2024	\$2,000.00
City of Grand Junction	Shared-use Path	Leach Creek Trail	Four Canyons	G Rd	0.5	Completed	2023	\$700,000.00
City of Grand Junction	Bike Lane, Shared-use Path	Four Canyons	24 Rd	24 1/2 Rd	0.5	Completed	2024	\$10,000,000.00
City of Grand Junction	Bike Lane, Shared-use Path	Four Canyons	24 1/2 Rd	Patterson Rd	1	Construction	2025	\$15,000,000.00
City of Grand Junction	Bike Lane, Sidewalk	G Rd	23 1/2 Rd	24 1/2 Rd	1	Completed	2024	\$4,000,000.00

Jurisdiction	Facility Type	Road/Path Name	Extent 1	Extent 2	Project length (mi)	Status	Year of Completion	Cost
City of Grand Junction	Sidewalk	24 Rd	City Market	I70 Roundabouts	1.3	Completed	2023	
City of Grand Junction	Bike Lane, Shared-use Path	26 1/2 Rd	Horizon Dr.	Summer Hill Way	2	Design		
City of Grand Junction	Bike Lane, Shared-use Path	B 1/2 Rd	29 Rd	30 Rd	1	Design		
City of Grand Junction	Bike Lane, Shared-use Path	D 1/2 Rd	29 1/4 Rd	30 Rd	0.75	Design		
City of Grand Junction	Bike Lane, Shared-use Path	F 1/2	30 Rd	Thunder Mountain		Design		
City of Grand Junction	Bike Lane, Shared-use Path	Crosby Ave	W. Main St	American Way	0.8	Design		
City of Grand Junction	Shared-use Path	North Ave.	28 3/4 Rd	I70B	1	Design		
Mesa County	Bike Lane, Sidewalk	Orchard Ave	29 Rd	Normandy Dr	0.4	Completed	2020	\$1,500,000.00
Mesa County	Bike Lane, Sidewalk	E Rd	31 Rd	Agape Way	0.9	Completed	2022	\$3,000,000.00

Jurisdiction	Facility Type	Road/Path Name	Extent 1	Extent 2	Project length (mi)	Status	Year of Completion	Cost
Mesa County	Bike Lane, Sidewalk	F.5 Rd	Lois St	Sun King Way	0.3	Completed	2021	\$700,000.00
Mesa County	Shoulders	I-70B	Highline Canal	32-1/2 Rd	0.5	Completed	2021	\$1,800,000.00
Mesa County	Sidewalk	D-1/4 Rd	32 Rd	32-1/2 Rd	0.5	Completed	2021	\$450,000.00
Mesa County	Shoulders	N. River Rd	Hwy 6	G-7/10 Rd	0.7	Completed	2021	\$580,000.00
Mesa County	Shoulders	22 Rd	I Rd	J Rd	1	Completed	2022	\$1,200,000.00
Mesa County	Bike Lane, Sidewalk	S Camp Rd	Monument Rd	Rimrock Rd	0.6	Completed	2023	\$750,000.00
Mesa County	Sidewalk, Shoulders	S Broadway	Rado Dr	Desert Hills Rd	0.3	Completed	2023	\$800,000.00
Mesa County	Bike Lane, Sidewalk	1st St	Front St	Grand Ave	0.2	Completed	2023	\$800,000.00
Mesa County	Bike Lane, Sidewalk	32-1/2 Rd	E Rd	Friendship Dr	0.1	Construction	2025	\$3,000,000.00
Mesa County	Bike Lane, Sidewalk	D-3/4 Rd	E Chukar Way	W Chukar Way	0.1	Construction	2025	\$500,000.00
CDOT	Sidewalk, Shared-use Path	I-70B	29 Rd	32 Rd	3	Design	2032	

Jurisdiction	Facility Type	Road/Path Name	Extent 1	Extent 2	Project length (mi)	Status	Year of Completion	Cost
CDOT	Shared-use Path	US 6 Fruita	20 Rd	18 Rd	2	Design	2028	
CDOT/Palisade	Sidewalk	US 6	37 Rd	37 1/4 Rd	0.25	Completed	2024	\$400,000.00
Town of Palisade	Shared-use Path	N. Elberta	First St	Grande River Dr	0.35	Design	2025	
Town of Palisade	Sidewalk	Palisade Old Town	Fourth St	Seventh St	0.45	Completed	2025	
Town of Palisade	Shared-use Path	Hwy 6 Roundabout and Frontage	Elberta	Iowa	0.5	Design	2025	

Appendix I: TC Presentation*

Section to be added following final approval of the document.



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Transportation Commission Memorandum

To: The Transportation Commission

From: Jeff Sudmeier, Chief Financial Officer

Bethany Nicholas, Deputy Chief Financial Officer

Date: March 19, 2025

Subject: FY 2025-26 Final Annual Budget Allocation Plan

Purpose

To present the FY 2025-26 Final Annual Budget Allocation Plan for Transportation Commission (TC) adoption.

Action

The Division of Accounting and Finance (DAF) is requesting that the TC adopt the FY 2025-26 Final Annual Budget Allocation Plan.

FY 2025-26 Final Annual Budget Allocation Plan

The FY 2025-26 Final Annual Budget Allocation Plan is available on the [Department's website](#). The FY 2025-26 Final Annual Budget totals \$2,202.6 million (including the CDOT enterprises) and allocates:

- \$806.0 M to capital construction programs
- \$430.9 M to maintenance and operations programs
- \$373.7 M to suballocated programs
- \$193.2 M to multimodal and mobility programs
- \$201.2 M to administration and agency operations
- \$197.6 M to debt service, contingency reserve, and other programs

The FY 2025-26 Final Revenue Allocation Plan is balanced, with all flexible revenue allocated. Revenues specific to a program that are considered inflexible (i.e., FAST Act and State mandated programs such as safety education and Aeronautics) have been automatically adjusted based on the FY 2025-26 Revenue Forecast. Asset Management programs are funded according to the FY 2025-26 Asset Management Planning Totals, approved by the TC in September 2022. All other program revenues are flexible and are initially set based on the FY 2024-25 budget amounts as adopted by the TC in March 2024 (and subsequently amended), and then modified through the work plan budget and decision item processes.



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Changes from the Draft Final Budget

Since the TC reviewed the Final Budget in February 2025, staff made minor updates to revenue and allocations for several budget lines. For example, the allocations across the Maintenance Program Areas (lines 23 through 32) were updated to reflect the anticipated need in FY 2025-26 for each program area, as projected by the Maintenance Levels of Service program.

The most notable change was to the Administration line (Line 67) which increased by \$1.5 million to account for increases to statewide common policies that were adopted by the Joint Budget Committee (JBC) during figure setting. This reduced the remaining surplus of state funds that were allocated to the TC Program Reserve Fund in the Commission Reserve Funds line (Line 73). Staff anticipates further changes with statewide common policies in the coming weeks, and will likely submit a Budget Amendment in July 2025 to incorporate any final impacts.

Update on CDOT's Legislative Budget

The JBC conducted figure setting for CDOT on February 6, 2025. During this meeting, the JBC members voted on amounts for each of CDOT's appropriated lines in the budget, and also voted on the decision items and the budget amendment that were submitted November 1 and January 31, respectively.

R-01 Multimodal Options Fund (MMOF) Spending Authority

This request included two components:

1. The Department requested that the JBC sponsor legislation to continuously appropriate the MMOF. If that was not approved, the Department requested an increase in cash fund spending authority of \$50.4 million in FY 2025-26 to align with the forecasted fund balance. The JBC denied the request for continuous spending authority, and delayed action on the spending authority for the MMOF pending additional information from the Department.
2. The Department also requested one additional year of roll forward authority for the SB 21-260 American Rescue Plan Act (ARPA) appropriation that lapses in FY 2024-25.

The JBC delayed action and requested the Department to provide additional information.

R-02 Continuous Spending Authority for Clean Transit Enterprise (CTE) Cash Fund

Similar to the MMOF request above, the CTE requested that the JBC sponsor legislation to



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continuously appropriate the CTE Cash Fund. The JBC denied this request. As a follow up, the Department is requesting an increase in spending authority to provide access to the balance in the CTE Cash Fund and cover prior year grant awards, and action on that request is pending.

BA-01 Decision Item Modifications

This budget amendment was submitted January 31, 2025 to modify R-03 and R-04 from the original November 1 Budget Request. The budget amendment proposed that the R-04 Reductions to the Road Safety Surcharge be reduced from the original proposal so the revenue impact is decreased from \$65.1 million to \$21.8 million. The Road Safety Surcharge fee reductions would be limited to FY 2025-26 and FY 2026-27, and would adjust the FASTER formula to hold cities and counties harmless.

Additionally, CDOT BA-01 proposed that the General Fund Transfers to the State Highway Fund be reduced by a total of \$64.0 million in FY 2025-26 and \$49.5 million in FY 2026-27. To maintain the original intended transfers over time laid out in SB21-260, the updated request increases transfers in FY 2032-33 by \$50.0 million.

The JBC voted to draft legislation to reduce General Fund transfers and the Road Safety Surcharge fee; however, they proposed deeper cuts than what the Department proposed in BA-01. They proposed to eliminate the entire General Fund transfer in FY 2025-26, and then to reverse the schedule of transfers to ramp the funding back over time beginning in FY 2026-27. They also voted for a Road Safety Surcharge fee reduction of \$5.50 across all weight categories instead of the \$3.70 reduction proposed in BA-01, resulting in a reduction of \$32.7 million in FASTER revenue in FY 2025-26 instead of \$21.8 million. The fee reduction would be permanent instead of limited to two fiscal years as the Department requested, but the fee would be restored in years where overall revenue is projected to fall below the TABOR cap.

The JBC invited the Department to meet and discuss the impacts of the revised proposals, and to provide more information about the MMOF, cash fund sources and balances, and more. The follow-up meeting was held on March 3, 2025. The Department will have an opportunity to formally request that the JBC reconsider their decisions during a process called “comebacks” in mid-March.

The Revenue Allocation Plan continues to reflect the reductions proposed in BA-01, and the increased spending authority requested for the MMOF in R-01. Staff will continue to provide updates on legislative proposals, and will incorporate the impacts of any adopted legislation into the budget via Budget Amendment in July 2025.

Estimated FY 2024-25 Roll Forwards

The Revenue Allocation Plan now includes estimated roll-forwards for FY 2024-25 to



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provide the complete budget that is available for planning and programming in FY 2025-26. For most programs, the estimated amounts are calculated using a straight-line projection methodology with year-to-date encumbrances through January 2025. The roll forward budget from FY 2024-25 that is available in FY 2025-26 is currently estimated at \$1,647.4 million, for a total FY 2025-26 budget of \$3,833.8 million for CDOT and the enterprises. This amount will be updated after the end of the fiscal year to reflect final year-end amounts. The majority of rolled forward funds are programmed and committed but have not yet been budgeted or encumbered in contracts. As projects proceed to advertisement later this fiscal year and into next fiscal year, funds will be budgeted and encumbered.

Options and Recommendations

Pursuant to Section 43-1-113 (9)(c), C.R.S., the TC is required to adopt a Final Annual Budget Allocation Plan for the upcoming fiscal year by April 15. DAF requests TC adoption of the FY 2025-26 Final Annual Budget Allocation Plan. Options include:

1. Adopt the FY 2025-26 Final Annual Budget Allocation Plan by resolution. (Staff Recommendation)
2. Request additional changes to the FY 2025-26 Final Annual Budget Allocation Plan prior to April 15, 2025.

Next Steps

Upon Adoption, the FY 2025-26 Final Annual Budget Allocation Plan will be delivered to the Governor on or before April 15, 2025. The TC has the authority to amend the budget after this date. The budget may also be changed according to the revised common policy or other legislatively approved changes.

Attachments

Attachment A - FY 2025-26 Revenue Allocation Plan
Attachment B - Presentation

Fiscal Year (FY) 2025 -26 Revenue Allocation Plan							
Line	Budget Category / Program	A. Rollforward from FY 2024-25*	B. FY 2024-25 Final Allocation Plan	C. FY 2025-26 Final Allocation Plan	FY 2025-26 Total Final Available Budget (A+C)	Directed By	Funding Source
1	Colorado Department of Transportation (CDOT)						
2	Capital Construction	\$617.8 M	\$717.0 M	\$612.0 M	\$1,229.8 M		
3	Asset Management	\$179.5 M	\$423.5 M	\$398.3 M	\$577.8 M		
4	Surface Treatment	\$25.0 M	\$229.0 M	\$229.7 M	\$254.7 M	TC	FHWA / SH / SB 09-108
5	Structures	\$40.0 M	\$63.4 M	\$60.9 M	\$100.9 M	TC	FHWA / SH / SB 09-108
6	System Operations	\$8.0 M	\$27.3 M	\$25.9 M	\$33.9 M	TC	FHWA / SH
7	Geohazards Mitigation	\$6.0 M	\$9.7 M	\$8.1 M	\$14.1 M	TC	SB 09-108
8	Permanent Water Quality Mitigation	\$0.5 M	\$6.5 M	\$6.5 M	\$7.0 M	TC	FHWA / SH
9	Emergency Relief	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	FR	FHWA
10	10 Year Plan Projects - Capital Asset Management	\$100.0 M	\$87.7 M	\$67.2 M	\$167.2 M	TC / FR	FHWA
11	Safety	\$81.5 M	\$132.0 M	\$121.8 M	\$203.3 M		
12	Highway Safety Improvement Program	\$30.0 M	\$43.1 M	\$41.0 M	\$71.0 M	FR	FHWA / SH
13	Railway-Highway Crossings Program	\$0.0 M	\$3.8 M	\$3.5 M	\$3.5 M	FR	FHWA / SH
14	Hot Spots	\$1.5 M	\$2.7 M	\$2.7 M	\$4.2 M	TC	FHWA / SH
15	FASTER Safety	\$41.0 M	\$75.2 M	\$67.4 M	\$108.4 M	TC	SB 09-108
16	Americans with Disabilities Act Compliance	\$9.0 M	\$7.2 M	\$7.2 M	\$16.2 M	TC	FHWA / SH
17	Mobility	\$356.8 M	\$161.5 M	\$91.9 M	\$448.7 M		
18	Regional Priority Program	\$42.0 M	\$50.0 M	\$50.0 M	\$92.0 M	TC	FHWA / SH
19	10 Year Plan Projects - Capital Mobility	\$300.0 M	\$87.7 M	\$19.3 M	\$319.3 M	SL	FHWA / SB 21-260
20	Freight Programs	\$14.8 M	\$23.8 M	\$22.6 M	\$37.4 M	FR	FHWA / SH / SL
21	Maintenance and Operations	\$40.2 M	\$405.1 M	\$419.9 M	\$459.1 M		
22	Asset Management	\$32.2 M	\$368.5 M	\$384.2 M	\$415.4 M		
23	Maintenance Program Areas	\$1.0 M	\$297.9 M	\$312.8 M	\$312.8 M		
24	Roadway Surface	\$0.0 M	\$41.7 M	\$41.7 M	\$41.7 M	TC	SH
25	Roadside Facilities	\$0.0 M	\$23.8 M	\$24.3 M	\$24.3 M	TC	SH
26	Roadside Appearance	\$0.0 M	\$11.9 M	\$8.6 M	\$8.6 M	TC	SH
27	Structure Maintenance	\$0.0 M	\$6.0 M	\$6.3 M	\$6.3 M	TC	SH
28	Tunnel Activities	\$0.0 M	\$6.0 M	\$4.8 M	\$4.8 M	TC	SH
29	Snow and Ice Control	\$0.0 M	\$92.3 M	\$103.8 M	\$103.8 M	TC	SH
30	Traffic Services	\$0.0 M	\$77.4 M	\$81.8 M	\$81.8 M	TC	SH
31	Materials, Equipment, and Buildings	\$0.0 M	\$20.9 M	\$21.4 M	\$21.4 M	TC	SH
32	Planning and Scheduling	\$0.0 M	\$17.9 M	\$20.0 M	\$20.0 M	TC	SH
33	Express Lane Corridor Maintenance and Operations	\$2.6 M	\$12.7 M	\$13.2 M	\$15.8 M	TC	SH
34	Property	\$0.0 M	\$22.7 M	\$22.8 M	\$22.8 M	TC	SH
35	Capital Equipment	\$28.6 M	\$23.3 M	\$23.4 M	\$52.0 M	TC	SH
36	Maintenance Reserve Fund	\$0.0 M	\$12.0 M	\$12.0 M	\$12.0 M	TC	SH
37	Safety	\$1.0 M	\$12.2 M	\$11.4 M	\$12.4 M		
38	Strategic Safety Program	\$1.0 M	\$12.2 M	\$11.4 M	\$12.4 M	TC	FHWA / SH
39	Mobility	\$7.0 M	\$24.4 M	\$24.4 M	\$31.4 M		
40	Real-Time Traffic Operations	\$0.0 M	\$14.4 M	\$14.4 M	\$14.4 M	TC	SH
41	Intelligent Transportation System Investments	\$7.0 M	\$10.0 M	\$10.0 M	\$17.0 M	TC	FHWA / SH
42	Multimodal and Mobility Programs	\$181.4 M	\$57.1 M	\$56.9 M	\$238.3 M		
43	Mobility	\$181.4 M	\$57.1 M	\$56.9 M	\$238.3 M		
44	Innovative Mobility Programs	\$15.4 M	\$9.3 M	\$9.4 M	\$24.8 M	TC	FHWA / SH
45	National Electric Vehicle Program	\$0.0 M	\$14.5 M	\$14.5 M	\$14.5 M	FR	FHWA
46	10 Year Plan Projects - Multimodal	\$106.7 M	\$19.5 M	\$9.6 M	\$116.3 M	TC	FHWA / SB 21-260
47	Rail Program	\$9.7 M	\$0.0 M	\$0.0 M	\$9.7 M	SL	SL
48	Bustang	\$49.6 M	\$13.7 M	\$23.3 M	\$72.9 M	TC	SB 09-108 / Fare Rev. / SB 21-260
49	Suballocated Programs	\$479.1 M	\$327.5 M	\$358.8 M	\$837.9 M		
50	Aeronautics	\$24.4 M	\$57.4 M	\$56.1 M	\$80.5 M		
51	Aviation System Program	\$24.4 M	\$57.4 M	\$56.1 M	\$80.5 M	AB	SA
52	Highway	\$165.0 M	\$155.4 M	\$148.6 M	\$313.6 M		
53	Surface Transportation Block Grant - Urban	\$80.0 M	\$66.9 M	\$63.8 M	\$143.8 M	FR	FHWA / LOC
54	Congestion Mitigation and Air Quality	\$50.0 M	\$53.8 M	\$51.4 M	\$101.4 M	FR	FHWA / LOC
55	Metropolitan Planning	\$0.0 M	\$12.1 M	\$11.4 M	\$11.4 M	FR	FHWA / FTA / LOC
56	Off-System Bridge Program	\$35.0 M	\$22.5 M	\$22.0 M	\$57.0 M	TC / FR	FHWA / SH / LOC
57	Transit and Multimodal	\$289.7 M	\$114.7 M	\$154.2 M	\$443.9 M		
58	Recreational Trails	\$1.0 M	\$1.6 M	\$1.6 M	\$2.6 M	FR	FHWA
59	Safe Routes to School	\$4.5 M	\$3.1 M	\$3.1 M	\$7.6 M	TC	FHWA / LOC
60	Transportation Alternatives Program	\$38.0 M	\$22.8 M	\$21.8 M	\$59.8 M	FR	FHWA / LOC
61	Transit Grant Programs	\$108.6 M	\$53.9 M	\$43.0 M	\$151.6 M	FR / SL / TC	FTA / LOC / SB 09-108
62	Multimodal Options Program - Local	\$103.9 M	\$16.4 M	\$68.2 M	\$172.1 M	SL	SB 21-260
63	Carbon Reduction Program - Local	\$12.0 M	\$9.9 M	\$9.4 M	\$21.4 M	FR	FHWA / LOC
64	Revitalizing Main Streets Program	\$21.7 M	\$7.0 M	\$7.0 M	\$28.7 M	SL / TC	SB 21-260
65	Administration & Agency Operations	\$3.0 M	\$128.0 M	\$138.8 M	\$141.8 M		
66	Agency Operations	\$3.0 M	\$77.5 M	\$83.8 M	\$86.8 M	TC / AB	FHWA / SH / SA / SB 09-108
67	Administration	\$0.0 M	\$48.8 M	\$53.3 M	\$53.3 M	SL	SH
68	Project Initiatives	\$0.0 M	\$1.7 M	\$1.7 M	\$1.7 M	TC	SH
69	Debt Service	\$89.6 M	\$44.5 M	\$44.5 M	\$134.1 M		
70	Debt Service	\$89.6 M	\$44.5 M	\$44.5 M	\$134.1 M	DS	SH

71	Contingency Reserve	\$60.0 M	\$15.0 M	\$18.9 M	\$78.9 M		
72	Contingency Fund	\$20.0 M	\$15.0 M	\$15.0 M	\$35.0 M	TC	FHWA / SH
73	Commission Reserve Funds	\$40.0 M	\$0.0 M	\$3.9 M	\$43.9 M	TC	FHWA / SH
74	Other Programs	\$37.3 M	\$34.6 M	\$38.9 M	\$76.2 M		
75	Safety Education	\$25.0 M	\$16.0 M	\$19.5 M	\$44.5 M	TC / FR	NHTSA / SL
76	Planning and Research	\$2.0 M	\$17.7 M	\$18.2 M	\$20.2 M	FR	FHWA / SH
77	State Infrastructure Bank	\$10.3 M	\$0.9 M	\$1.2 M	\$11.5 M	TC	SIB
78	Total - CDOT	\$1,508.4 M	\$1,728.8 M	\$1,688.7 M	\$3,196.1 M		

79	Colorado Bridge & Tunnel Enterprise (BTE)						
80	Capital Construction	\$27.4 M	\$109.8 M	\$110.6 M	\$138.0 M		
81	Asset Management-BTE	\$27.4 M	\$109.8 M	\$110.6 M	\$138.0 M		
82	10-Year Plan Projects	\$17.1 M	\$72.8 M	\$62.7 M	\$79.8 M	BTE Board	SB 09-108, SB 21-260
83	Safety Critical and Asset Management Projects	\$10.3 M	\$37.0 M	\$48.0 M	\$58.3 M	BTE Board	SB 09-108, SB 21-260
84	Maintenance and Operations	\$0.3 M	\$2.1 M	\$2.4 M	\$2.7 M		
85	Asset Management-BTE	\$0.3 M	\$2.1 M	\$2.4 M	\$2.7 M		
86	Maintenance and Preservation	\$0.3 M	\$2.1 M	\$2.4 M	\$2.7 M	BTE Board	SB 09-108
87	Administration & Agency Operations	\$4.3 M	\$2.4 M	\$2.2 M	\$6.5 M		
88	Agency Operations-BTE	\$4.3 M	\$2.4 M	\$2.2 M	\$6.5 M	BTE Board	SB 09-108, SB 21-260
89	Debt Service	\$0.8 M	\$49.3 M	\$66.2 M	\$67.0 M		
90	Debt Service-BTE	\$0.8 M	\$49.3 M	\$66.2 M	\$67.0 M	BTE Board	FHWA / SH
91	Total - Bridge & Tunnel Enterprise (BTE)	\$32.8 M	\$163.5 M	\$181.4 M	\$214.2 M		

92	Colorado Transportation Investment Office (CTIO)						
93	Capital Construction	\$51.0 M	\$0.0 M	\$83.3 M	\$134.3 M		
94	Mobility	\$51.0 M	\$0.0 M	\$83.3 M	\$134.3 M		
95	Capital Construction-CTIO	\$51.0 M	\$0.0 M	\$83.3 M	\$134.3 M	CTIO Board	Tolls / Managed Lanes Revenue
96	Maintenance and Operations	\$3.0 M	\$123.4 M	\$8.7 M	\$11.7 M		
97	Asset Management	\$3.0 M	\$123.4 M	\$8.7 M	\$11.7 M		
98	Express Lanes Operations	\$3.0 M	\$123.4 M	\$8.7 M	\$11.7 M	CTIO Board	Tolls / Managed Lanes Revenue
99	Multimodal and Mobility Programs	\$18.8 M	\$0.0 M	\$57.0 M	\$75.8 M		
100	Rail Projects	\$18.8 M	\$0.0 M	\$57.0 M	\$75.8 M	CTIO Board	SB 24-230
101	Administration & Agency Operations-CTIO	\$3.0 M	\$4.1 M	\$57.6 M	\$60.6 M		
102	Agency Operations-CTIO	\$3.0 M	\$4.1 M	\$57.6 M	\$60.6 M	CTIO Board	Tolls / Fee for Service / SB 24-230
103	Debt Service-CTIO	\$0.0 M	\$0.0 M	\$29.1 M	\$29.1 M		
104	Debt Service-CTIO	\$0.0 M	\$0.0 M	\$29.1 M	\$29.1 M	CTIO Board	Tolls / Managed Lanes Revenue
105	Total - Colorado Transportation Investment Office (CTIO)	\$75.8 M	\$127.4 M	\$235.7 M	\$311.5 M		

106	Clean Transit Enterprise (CTE)						
107	Multimodal and Mobility Programs	\$0.0 M	\$16.6 M	\$66.1 M	\$66.1 M		
108	Mobility	\$0.0 M	\$16.6 M	\$66.1 M	\$66.1 M		
109	Zero Emissions Transit Grant Program	\$0.0 M	\$16.6 M	\$11.3 M	\$11.3 M	CTE Board	SB 21-260
110	Local Transit and Rail Grant Programs	\$0.0 M	\$0.0 M	\$54.8 M	\$54.8 M	CTE Board	SB 24-230
111	Administration & Agency Operations	\$0.0 M	\$1.6 M	\$2.3 M	\$2.3 M		
112	Agency Operations-CTE	\$0.0 M	\$0.6 M	\$1.1 M	\$1.1 M	CTE Board	SB 21-260/SB 24-230
113	Contingency Reserve-CTE	\$0.0 M	\$1.0 M	\$1.3 M	\$1.3 M	CTE Board	SB 21-260
114	Debt Service	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M		
115	Debt Service-CTE	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	CTE Board	SB 21-260
116	Total - Clean Transit Enterprise (CTE)	\$0.0 M	\$18.1 M	\$68.5 M	\$68.5 M		

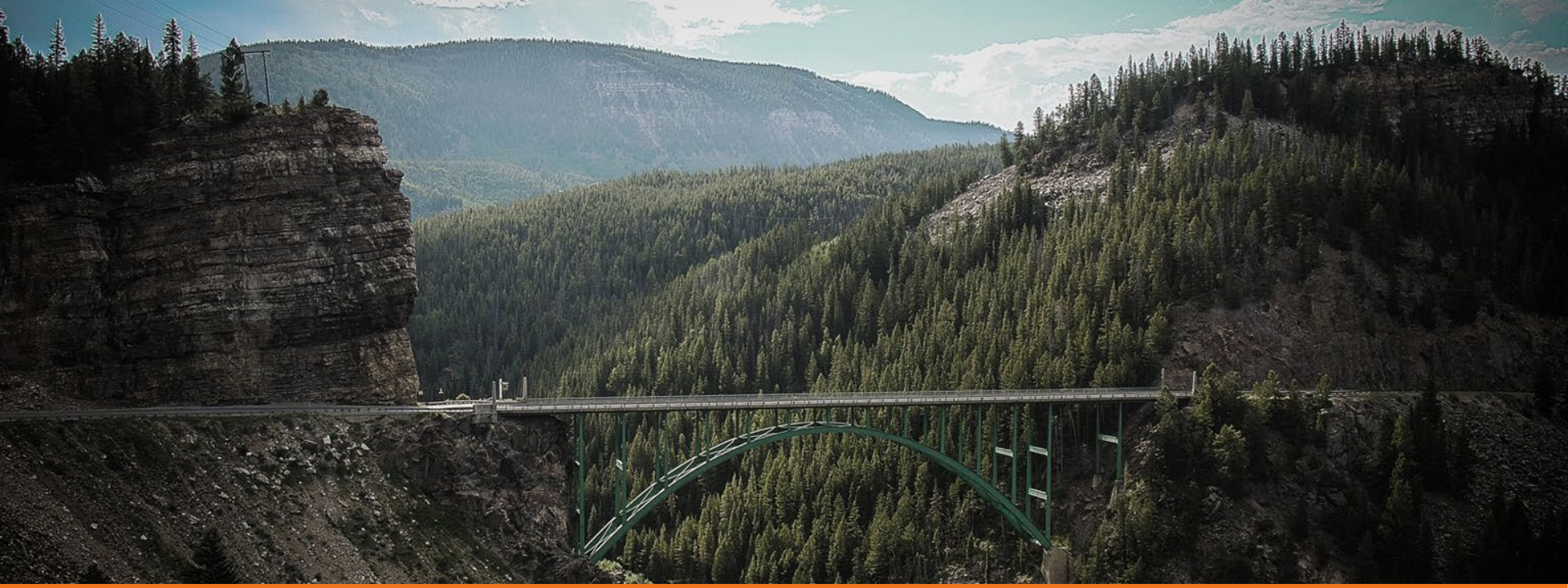
117	Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)						
118	Multimodal and Mobility Programs	\$29.9 M	\$10.7 M	\$13.2 M	\$43.1 M		
119	Mobility	\$29.9 M	\$10.7 M	\$13.2 M	\$43.1 M		
120	NAAPME Projects	\$29.9 M	\$10.7 M	\$13.2 M	\$43.1 M	NAAPME Board	SB 21-260
121	Administration & Agency Operations	\$0.3 M	\$0.2 M	\$0.2 M	\$0.5 M		
122	Agency Operations-NAAPME	\$0.1 M	\$0.2 M	\$0.2 M	\$0.3 M	NAAPME Board	SB 21-260
123	Contingency Reserve-NAAPME	\$0.2 M	\$0.0 M	\$0.0 M	\$0.2 M	NAAPME Board	SB 21-260
124	Debt Service	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M		
125	Debt Service-NAAPME	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	NAAPME Board	SB 21-260
126	Total - Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)	\$30.2 M	\$10.9 M	\$13.4 M	\$43.6 M		

127	Fuels Impact Enterprise (FIE)						
128	Suballocated Programs	\$0.0 M	\$14.8 M	\$14.9 M	\$14.9 M		
129	Highway	\$0.0 M	\$14.8 M	\$14.9 M	\$14.9 M		
130	Fuels Impact Grants	\$0.0 M	\$14.8 M	\$14.9 M	\$14.9 M	FIE Board	SB 23-280
131	Administration & Agency Operations	\$0.2 M	\$0.2 M	\$0.1 M	\$0.3 M		
132	Agency Operations-FIE	\$0.1 M	\$0.2 M	\$0.1 M	\$0.2 M	FIE Board	SB 23-280
133	Contingency Reserve-FIE	\$0.1 M	\$0.0 M	\$0.0 M	\$0.1 M	FIE Board	SB 23-280
134	Debt Service	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M		
135	Debt Service-FIE	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	FIE Board	SB 23-280
136	Total - Fuels Impcat Enterprise (FIE)	\$0.2 M	\$15.0 M	\$15.0 M	\$15.2 M		
137	Total - CDOT and Enterprises	\$1,647.4 M	\$2,063.8 M	\$2,202.6 M	\$3,833.8 M		

* Roll forward budget is budget from a prior year that hasn't been committed to a project or expended from a cost center prior to the close of the fiscal year.

Key to Acronyms:
AB = Aeronautics Board
BEB = Bridge Enterprise Board
CTB = Clean Transit Board

DS = Debt Service
FR = Federal
HPTEB = High Performance Transportation Enterprise Board
LOC = Local
M = millions in dollar amount
NAAPMEB = Nonattainment Area Air Pollution Mitigation Enterprise Board
SA = State Aviation
SB = Senate Bill
SH = State Highway
SIB = State Infrastructure Bank
SL = State Legislature
TC = Transportation Commission



COLORADO

Department of Transportation

March 2025 Budget Workshop FY26 Final Annual Budget



Agenda

Fiscal Year 2026 (FY26) Final Annual Budget Allocation Plan:

- FY26 Sources and Uses
- FY26 Final Budget Allocation Plan
 - Narrative and Appendices
 - Revenue Allocation Plan
- Update - Legislative Budget
- Estimated FY25 Roll Forwards
- Timeline and Next Steps



Fire engine at Eisenhower-Johnson memorial tunnel



Sources of CDOT Funding - FY 2025-26

Federal Programs

\$804.2 million - 36.5%

18.4 cents per gallon paid at the pump, Federal General Fund

Highway Users Tax Fund

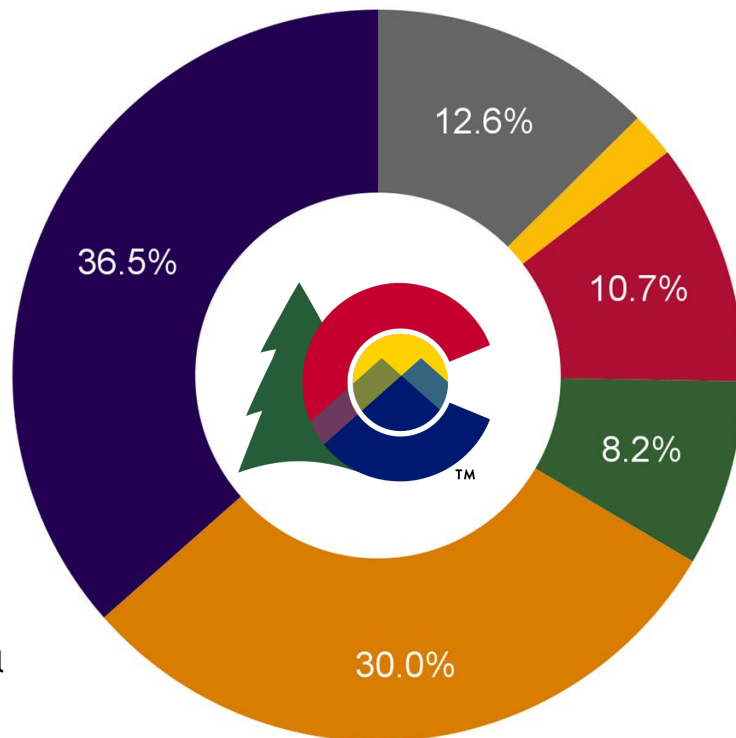
\$660.8 million - 30.0%

Fuel Taxes and Fees, vehicle registrations, traffic penalty revenue, FASTER, Retail Delivery Fee

Bridge & Tunnel Enterprise

\$181.4 million - 8.2%

FASTER fees, Bridge Impact Fee, Retail Delivery Fees



Other State Funds

\$277.0 million - 12.6%

Aviation fuel taxes, appropriated special programs, miscellaneous revenue, Clean Transit Enterprise, Nonattainment Enterprise, Clean Fuels Enterprise

Legislative Initiatives

\$43.5 million - 2.0%

General Fund Transfers to the State Highway Fund, Capital Development Committee funds

Colorado Transportation Investment Office

\$235.7 million - 10.7%

Toll and enforcement revenue, Congestion Impact Fee



Uses of CDOT Funding - FY 2025-26

Multimodal Services

\$193.2 million - 8.8%

Innovative Mobility, NEVI, 10-Year Plan Projects (Transit), Rail Commission, Bustang

Administration and Agency Operations

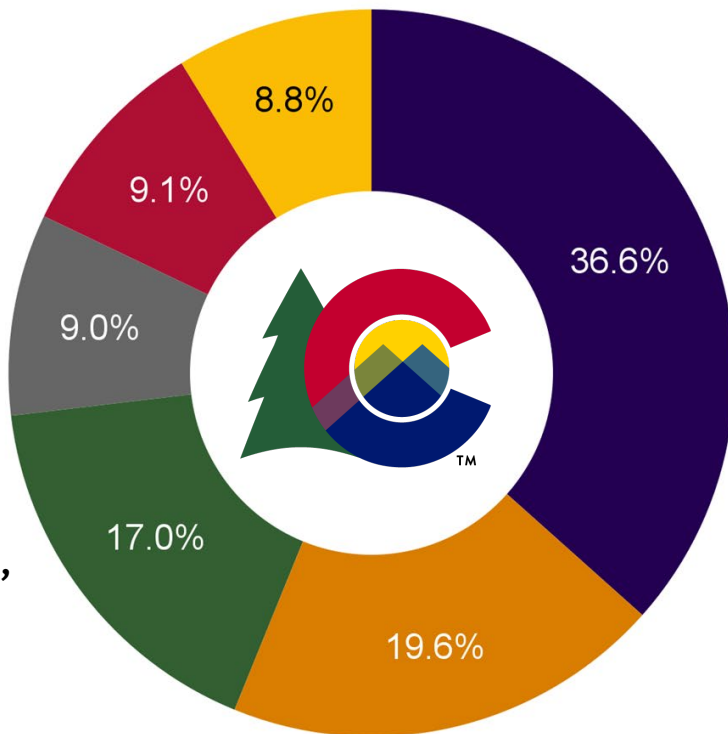
\$201.2 million - 9.1%

Appropriated Administration budget, agency operations and project initiatives

Other Programs, Debt Service, Contingency Funding

\$197.6 million - 9.0%

State safety education, planning and research, State Infrastructure Bank, Debt Service, Contingency and Reserve funds



Capital Construction

\$806.0 million - 36.6%

Asset Management, Safety Programs, 10-Year Plan projects, Regional Priority Program

Maintenance and Operations

\$430.9 million - 19.6%

Maintenance Program Areas, Strategic Safety Program, Real-time Traffic Operations, ITS Investments

Suballocated Programs

\$373.7 million - 17.0%

Aeronautics funding, sub allocated federal programs, Revitalizing Main Streets

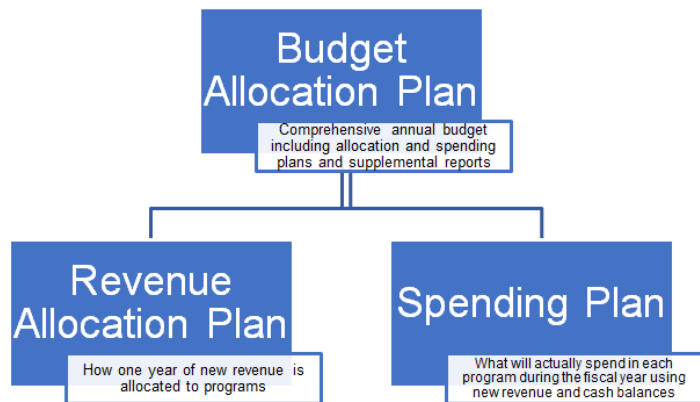


Narrative and Other Budget Appendices



CDOT Final Budget Allocation Plan

Fiscal Year 2025-26



Review the Narrative and Revenue Allocation Plan on CDOT's Website:

<https://www.codot.gov/business/budget/cdot-budget>

- Appendix A - Revenue Allocation Plan
- Appendix B - Spending Plan
- Appendix C - Open Projects & Unexpended Project Balances
- Appendix D - Planned Projects
- Appendix E - Total Construction Budget
- Appendix F - Project Indirects & Construction Engineering
- Appendix G - CDOT Personnel Report
- Appendix H - Update on 10 Year Plan



FY 2025-26 Revenue Allocation Plan

FY 2025-26 Revenue Allocation Plan

Line	Budget Category / Program	A. Estimated Rollforward from FY 2024-25*	B. FY 2024-25 Final Allocation Plan	C. FY 2025-26 Final Allocation Plan	FY 2025-26 Total Final Available Budget (A+C)	Directed By	Funding Source
1	COLORADO DEPARTMENT OF TRANSPORTATION						
2	Capital Construction	\$617.8 M	\$717.0 M	\$612.0 M	\$1,229.8 M		
3	Asset Management	\$179.5 M	\$423.5 M	\$398.3 M	\$577.8 M		
4	Surface Treatment	\$25.0 M	\$229.0 M	\$229.7 M	\$254.7 M	TC	FHWA / SH / SB 09-108
5	Structures	\$40.0 M	\$63.4 M	\$60.9 M	\$100.9 M	TC	FHWA / SH / SB 09-108
6	System Operations	\$8.0 M	\$27.1 M	\$25.9 M	\$33.9 M	TC	FHWA / SH
7	Geohazards Mitigation	\$6.0 M	\$9.7 M	\$8.1 M	\$14.1 M	TC	SB 09-108
8	Permanent Water Quality Mitigation	\$0.5 M	\$6.5 M	\$6.5 M	\$7.0 M	TC	FHWA / SH
9	Emergency Relief	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	FR	FHWA
10	10 Year Plan Projects - Capital Asset Management	\$100.0 M	\$87.7 M	\$67.2 M	\$167.2 M	TC / FR	FHWA
11	Safety	\$81.5 M	\$132.0 M	\$121.8 M	\$203.3 M		
12	Highway Safety Improvement Program	\$30.0 M	\$43.1 M	\$41.0 M	\$71.0 M	FR	FHWA / SH
13	Railway-Highway Crossings Program	\$0.0 M	\$3.8 M	\$3.5 M	\$3.5 M	FR	FHWA / SH
14	Hot Spots	\$1.5 M	\$2.7 M	\$2.7 M	\$4.2 M	TC	FHWA / SH
15	FASTER Safety	\$41.0 M	\$75.2 M	\$67.4 M	\$108.4 M	TC	SB 09-108
16	Americans with Disabilities Act Compliance	\$9.0 M	\$7.2 M	\$7.2 M	\$16.2 M	TC	FHWA / SH
17	Mobility	\$356.8 M	\$161.5 M	\$91.9 M	\$448.7 M		
18	Regional Priority Program	\$42.0 M	\$50.0 M	\$50.0 M	\$92.0 M	TC	FHWA / SH
19	10 Year Plan Projects - Capital Mobility	\$300.0 M	\$87.7 M	\$19.3 M	\$319.3 M	SL	FHWA / SB 21-260
20	Freight Programs	\$14.8 M	\$23.8 M	\$22.6 M	\$37.4 M	FR	FHWA / SH / SL
21	Maintenance and Operations	\$40.2 M	\$405.1 M	\$419.9 M	\$459.1 M		
22	Asset Management	\$32.2 M	\$368.5 M	\$384.2 M	\$415.4 M		
23	Maintenance Program Areas	\$1.0 M	\$297.9 M	\$312.8 M	\$312.8 M		
24	Roadway Surface	\$0.0 M	\$41.7 M	\$41.7 M	\$41.7 M	TC	SH
25	Roadside Facilities	\$0.0 M	\$23.8 M	\$24.3 M	\$24.3 M	TC	SH
26	Roadside Appearance	\$0.0 M	\$11.9 M	\$8.6 M	\$8.6 M	TC	SH
27	Structure Maintenance	\$0.0 M	\$6.0 M	\$6.3 M	\$6.3 M	TC	SH
28	Tunnel Activities	\$0.0 M	\$6.0 M	\$4.8 M	\$4.8 M	TC	SH
29	Snow and Ice Control	\$0.0 M	\$92.3 M	\$103.8 M	\$103.8 M	TC	SH
30	Traffic Services	\$0.0 M	\$77.4 M	\$81.8 M	\$81.8 M	TC	SH
31	Materials, Equipment, and Buildings	\$0.0 M	\$20.9 M	\$21.4 M	\$21.4 M	TC	SH
32	Planning and Scheduling	\$0.0 M	\$17.9 M	\$20.0 M	\$20.0 M	TC	SH
33	Express Lane Corridor Maintenance and Operations	\$2.6 M	\$12.7 M	\$13.2 M	\$15.8 M	TC	SH
34	Property	\$0.0 M	\$22.7 M	\$22.8 M	\$22.8 M	TC	SH
35	Capital Equipment	\$28.6 M	\$23.3 M	\$23.4 M	\$52.0 M	TC	SH
36	Maintenance Reserve Fund	\$0.0 M	\$12.0 M	\$12.0 M	\$12.0 M	TC	SH
37	Safety	\$1.0 M	\$12.2 M	\$11.4 M	\$12.4 M		
38	Strategic Safety Program	\$1.0 M	\$12.2 M	\$11.4 M	\$12.4 M	TC	FHWA / SH
39	Mobility	\$7.0 M	\$24.4 M	\$24.4 M	\$31.4 M		
40	Real Time Traffic Operations	\$0.0 M	\$14.4 M	\$14.4 M	\$14.4 M	TC	SH
41	Intelligent Transportation System Investments	\$7.0 M	\$10.0 M	\$10.0 M	\$17.0 M	TC	FHWA / SH
42	Multimodal and Mobility Programs	\$181.4 M	\$57.1 M	\$56.9 M	\$238.3 M		
43	Mobility	\$181.4 M	\$57.1 M	\$56.9 M	\$238.3 M		
44	Innovative Mobility Programs	\$15.4 M	\$9.2 M	\$9.4 M	\$24.8 M	TC	FHWA / SH
45	National Electric Vehicle Program	\$0.0 M	\$14.5 M	\$14.5 M	\$14.5 M	FR	FHWA
46	10 Year Plan Projects - Multimodal	\$106.7 M	\$19.5 M	\$9.6 M	\$116.3 M	TC	FHWA / SB 21-260
47	Rail Program	\$9.7 M	\$0.0 M	\$0.0 M	\$9.7 M	SL	SL
48	Bursting	\$49.6 M	\$13.3 M	\$21.3 M	\$70.9 M	TC	SB 09-108 / Fare Rev. / SB 21-260
49	Suballocated Programs	\$479.1 M	\$327.5 M	\$358.8 M	\$837.9 M		
50	Aeronautics	\$24.4 M	\$57.4 M	\$56.1 M	\$80.5 M		
51	Aviation System Program	\$24.4 M	\$57.4 M	\$56.1 M	\$80.5 M	AB	SA
52	Highway	\$146.0 M	\$158.4 M	\$146.6 M	\$303.6 M		
53	Surface Transportation Block Grant - Urban	\$80.0 M	\$66.9 M	\$63.8 M	\$143.8 M	FR	FHWA / LOC
54	Connection Mitigation and Air Quality	\$50.0 M	\$53.8 M	\$51.4 M	\$101.4 M	FR	FHWA / LOC

- Balanced using December 2024 revenue forecast
 - Includes proposals submitted with the BA-01 Budget Amendment, submitted Jan 31, 2025
- Flexible revenue allocated based on FY25 budget amounts adopted by TC in March 2024 (and subsequently amended), with some adjustments to balance
- Inflexible revenue automatically adjusted based on FY26 revenue forecast
- The FY26 Revenue Allocation Plan reflects:
 - \$1,688.7 million for CDOT programs
 - \$513.9 million for transportation enterprises
 - \$2,202.6 million total CDOT and enterprises



Status of Legislative Budget Proposals

- A Budget Amendment, [BA-01 Decision Item Modifications](#), was submitted to the legislature on January 31, 2025 to modify decision items R-03 and R-04.
- The total reduction in revenue and transfers will result in \$85.8 million less in FY 2025-26 and \$71.7 million less in FY 2026-27 available for the Department when compared to current law.
- The proposed fee reduction may change depending on the revenue projections in OSPB's March forecast.
- In total, BA-01 *reduces the impacts of the original November 1 Budget Request by approximately \$18.0 million in FY 2025-26 and \$19.0 million in FY 2026-27*. As noted, BA-01 also *limits the reduction to the Road Safety Surcharge to two fiscal years, instead of imposing a permanent reduction*.

Proposal	FY26 Nov 1, 2024 Decision Item	FY26 Jan 31, 2025 Amendment	FY27 Nov 1, 2024 Decision Item	FY27 Jan 31, 2025 Amendment
R-03 General Fund Transfer Reduction	-\$39.0 M	-\$64.0 M	-\$24.5 M	-\$49.5 M
R-04 Road Safety Surcharge Reduction	-\$65.1 M	-\$21.8 M	-\$66.2 M	-\$22.2 M
Net Impact	-\$104.1 M	-\$85.8 M	-\$90.7 M	-\$71.7 M



Update from Figure Setting

The Joint Budget Committee held its figure setting meeting for CDOT on February 6, 2025:

- The JBC voted to draft legislation that would eliminate the \$100 M General Fund transfer to the State Highway Fund in FY 26, and reverse the schedule of transfers beginning in FY 27 (see next slide).
- The JBC voted to draft legislation that would reduce the Road Safety Surcharge Fee by \$5.50 across all weight categories, instead of \$3.70 as requested by CDOT. The fee reduction would be permanent, instead of two fiscal years as proposed by CDOT in BA-01.

Proposal	FY26 CDOT BA-01	FY26 JBC Proposal	FY27 CDOT BA-01	FY27 JBC Proposal
R-03 General Fund Transfer Reduction	-\$64.0 M	-\$100.0 M	-\$49.5 M	-\$17.5 M
R-04 Road Safety Surcharge Reduction	-\$21.8 M	-\$32.7 M	-\$22.2 M	-\$33.3 M
Net Impact	-\$85.8 M	-\$132.7 M	-\$71.7 M	-\$50.8 M



Proposed General Fund Transfers to the SHF

Proposal	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	Cumulative
Current Law	\$100.0 M	\$100.0 M	\$100.0 M	\$100.0 M	\$100.0 M	\$82.5 M	\$82.5 M	\$82.5 M	\$0.0 M	\$747.5 M
CDOT R-03	\$100.0 M	\$61.0 M	\$75.0 M	\$100.0 M	\$100.0 M	\$100.0 M	\$100.0 M	\$100.0 M	\$11.0 M	\$747.5 M
CDOT BA-01	\$100.0 M	\$36.0 M	\$50.5 M	\$100.0 M	\$100.0 M	\$100.0 M	\$100.0 M	\$100.0 M	\$61.0 M	\$747.5 M
JBC Proposal	\$100.0 M	\$0.0 M	\$82.5 M	\$82.5 M	\$82.5 M	\$100.0 M	\$100.0 M	\$100.0 M	\$100.0M	\$747.5 M
Difference Between BA-01 and JBC Proposal	\$0.0 M	(\$36.0 M)	\$32.0 M	(\$17.5 M)	(\$17.5 M)	\$0.0 M	\$0.0 M	\$0.0 M	\$39.0M	\$0.0 M

The JBC proposal is based on LLS NO. 25-0889 and assumes the schedule of General Fund transfers would be reversed, with a \$0 transfer in FY26, and ramping up to \$100.0 M in FY33 to keep the cumulative total the same as current law.



CDOT Actions and Next Steps

- CDOT was invited to meet with the JBC to respond to their proposals, explain the impacts, and to answer the members' questions on March 3, 2025.
- The Department's presentation focused on the impacts of the JBC proposals, and also provided additional information on CDOT's revenue sources and cash balances, the status of the Multimodal Options fund, and more.
- The Department will have an opportunity to formally request that the JBC reconsider their decisions in mid-March during a process called "comebacks".
- The Department will continue to monitor these proposals, and any other legislative proposals that are introduced during session, and keep the TC updated as needed.
- The final impacts of any adopted proposals will be incorporated into the FY 26 budget via Budget Amendment in July 2025.



Estimated FY 2024-25 Roll Forwards

FY 2025-26 Revenue Allocation Plan

Line	Budget Category / Program	A. Estimated Rollforward from FY 2024-25*
1	COLORADO DEPARTMENT OF TRANSPORTATION	
2	Capital Construction	\$617.8 M
3	Asset Management	\$179.5 M
4	Surface Treatment	\$25.0 M
5	Structures	\$40.0 M
6	System Operations	\$8.0 M
7	Geohazards Mitigation	\$6.0 M
8	Permanent Water Quality Mitigation	\$0.5 M
9	Emergency Relief	\$0.0 M
10	10 Year Plan Projects - Capital Asset Management	\$100.0 M
11	Safety	\$81.5 M
12	Highway Safety Improvement Program	\$30.0 M
13	Railway-Highway Crossings Program	\$0.0 M
14	Hot Spots	\$1.5 M
15	FASTER Safety	\$41.0 M
16	Americans with Disabilities Act Compliance	\$9.0 M
17	Mobility	\$356.8 M
18	Regional Priority Program	\$42.0 M
19	10 Year Plan Projects - Capital Mobility	\$300.0 M
20	Freight Programs	\$14.8 M
21	Maintenance and Operations	\$40.2 M
22	Asset Management	\$32.2 M
23	Maintenance Program Areas	\$1.0 M
24	Roadway Surface	\$0.0 M
25	Roadside Facilities	\$0.0 M
26	Roadside Appearance	\$0.0 M
27	Structure Maintenance	\$0.0 M
28	Tunnel Activities	\$0.0 M
29	Snow and Ice Control	\$0.0 M
30	Traffic Services	\$0.0 M
31	Materials, Equipment, and Buildings	\$0.0 M
32	Planning and Scheduling	\$0.0 M
33	Express Lane Corridor Maintenance and Operations	\$2.6 M
34	Property	\$0.0 M
35	Capital Equipment	\$28.6 M
36	Maintenance Reserve Fund	\$0.0 M
37	Safety	\$1.0 M
38	Strategic Safety Program	\$1.0 M
39	Mobility	\$7.0 M
40	Real-Time Traffic Operations	\$0.0 M
41	Intelligent Transportation System Investments	\$7.0 M
42	Multimodal and Mobility Programs	\$181.4 M
43	Mobility	\$181.4 M
44	Innovative Mobility Programs	\$15.4 M
45	National Electric Vehicle Program	\$0.0 M
46	10 Year Plan Projects - Multimodal	\$106.7 M
47	Rail Program	\$9.7 M
48	Bustang	\$49.6 M

Total roll forwards from FY 2024-25:

- **CDOT \$1,508.4 million**
 - \$506.7 million is 10 Year Plan Projects lines
 - \$479.1 million is Suballocated Programs
- **BTE \$32.8 million**
 - Funds from the recent bond issuance for larger future year projects that are planned in FY26-FY27.
- **CTIO \$75.8 million**
 - Revenue collected by the new SB 24-184 congestion impact fee, Toll Lanes, and the Safety Enforcement Program.
- **NAAPME \$30.2 million**
 - The program is currently soliciting its first round of grant applications and expects to distribute funds in early FY26.

Total CDOT and Enterprises \$1,647.4 million

The majority of rolled forward funds are programmed and committed but have not yet been budgeted or encumbered in contracts. As projects proceed to advertisement later this fiscal year and into next fiscal year, funds will be budgeted and encumbered.



Timeline and Next Steps

DAF will continue to address the following items for the FY 2025-26 Final Annual Budget:

- April 2025: The approved FY 2025-26 Final Annual Budget Allocation Plan will be submitted to the Governor's Office and legislature.
- The final impacts of legislative proposals will be incorporated into the budget via Budget Amendment in July 2025.
- The Administration Line and any other legislatively appropriated budget lines will be adjusted via Budget Amendment in July 2025 to reflect the final spending authority approved by the legislature.



Light Rail bridge over 6th Avenue with view of downtown



Transportation Commission Memorandum

To: The Transportation Commission
From: Jeff Sudmeier, Chief Financial Officer
Date: March 20, 2025
Subject: SIB Account Transfer

Purpose

To request approval of a transfer from the Statewide Infrastructure Bank (SIB) Highway account to the SIB Aviation account.

Action

The Division of Accounting and Finance (DAF) is requesting that the Transportation Commission (TC) approve a temporary transfer of highway SIB account funds to the aviation SIB account in the amount of \$3,725,000 to provide enough funds in the aviation account to accommodate a \$6,500,000 loan for improvement projects at the Grand Junction Regional Airport.

Background

The Aeronautics Division anticipates a SIB loan request from the Grand Junction Regional Airport (GJT) Authority in the amount of \$6,500,000 for the construction of a 350 space parking lot, including drainage improvements, and a covered parking area with solar panels including a battery system that will be used for electric vehicle chargers. These projects, which CDOT staff has determined are eligible for SIB funding under both the aviation and highway SIB programs, include:

1. Construction of a new 350-space parking lot south of the airport's existing lots, along with completion of drainage improvements needed for this lot and the future lots on the airport's master development plan. Estimated construction cost/SIB loan request: \$4.5 million. Expected construction: Q2-Q3 2025.
2. Construction of covered, close-in parking in front of the airport terminal with solar panels that can serve as a direct power source for the terminal (with a battery) and also provide power to Xcel. Electric vehicle chargers will also be added. The airport is currently working with a general contractor, engineers, and planners on this design. The current total cost estimate for this portion is about \$5 million, but the airport believes it will be eligible for significant credits. While the plans are still being developed and costs will likely be higher, the airport believes that a \$2 million SIB loan to help fund this portion of the project would

permit them to move forward. Estimated SIB loan request: \$2 million. Expected construction: Q3-Q4 2025.

Currently, the aviation SIB account holds a balance of \$1,494,368. The Colorado Aeronautical Board (CAB) is expected to authorize this SIB loan during their April 16th meeting. By that time, the aviation SIB account will have received an additional \$1,286,673 in loan payments. The Aeronautics Division would like to request a transfer of \$3,725,000 from the highway SIB account to provide sufficient funds for this loan request. Currently there is \$ 4,914,828 available in the Highway SIB Account. After this transfer, there would be \$1,189,828 remaining. Please see Table 1 below.

Table 1: GJT Loan Request Financial Details

Current Highway SIB Account Balance	\$ 4,914,828
Current Aviation SIB Account Balance	\$1,494,368
Total Loan Payments to Aviation SIB Prior to April 16th	\$1,286,673
Transfer from the Highway SIB Account	\$3,725,000
Total Available for GJT Loan	\$6,506,041

Subsequent to this transfer, all SIB loan payments to the Aviation account will be immediately transferred to the Highway account until the entire \$3,725,000 has been returned. It is anticipated that the entire amount will be transferred back to the Highway account by February of 2026. Table 2 provides the details.

Table 2: Schedule to Return Funds to the Highway SIB Account

June 2025 First transfer	\$914,070.11
July 2025 Second transfer	\$1,202,413.68
Oct 2025 Third Transfer	\$961,930.94
Jan 2026 Final Transfer	\$646,585.27

Next Steps

March 2025 - Staff will perform all necessary actions for the approved transfer of funds from the SIB Highway account to the Aviation account and subsequent transfers from the Aviation account back to the Highway account as funds become available.

Attachments

N/A



COLORADO

Department of Transportation

March 2025 Budget Workshop FY 2024-25 Budget Amendment



Agenda

Agenda:

- FY25 Budget Amendment Background
- Budget Amendment Summary:
 - Statewide Infrastructure Bank Transfer - Highway to Aviation Account



Cargo Plan



FY25 Budget Amendment Background

SIB Loan Request: Grand Junction Airport Project Request

Project Totals	Amount
350 Space Parking Lot	\$4.5 Million
Covered Parking Area with Solar Panels	\$2 Million
Total SIB Loan Request	\$6.5 Million

Both projects qualify for either Aviation or Highway SIB Loans



FY25 Budget Amendment Background (Cont)

Aviation SIB Account Details

Aviation Account Funding Information	Amount
Current Aviation SIB Account Balance	\$1.5 Million
Expected Aviation SIB Account Payment	\$1.3 Million
Total Available for GJT Loan Request	\$2.8 Million
Shortfall	\$3.7 Million



Budget Amendment Details

Budget Amendment Request:

Transfer \$3.7 Million from Highway SIB Account to Aviation Account

SIB Highway Account	Balance
Current Highway SIB Account Balance	\$4.9 Million
Highway SIB Account Balance After Transfer	\$1.2 Million

The \$3.7 Million will be transferred back from the Aviation to the Highway Account by February of 2026



Next Steps



Next Steps:

- Staff will perform the necessary budget actions to make these transfers.



COLORADO

Department of Transportation

Bridge and Tunnel Enterprise Board of Directors Memorandum

To: The Bridge and Tunnel Enterprise Board of Directors
From: Patrick Holinda, Bridge and Tunnel Enterprise Manager
Katie Carlson, Bridge and Tunnel Enterprise Financial Manager
Jeff Sudmeier, Chief Financial Officer
Date: March 20, 2025

Subject: Bridge and Tunnel Enterprise Infrastructure Revenue Bonds Series 2025A

Purpose

Request approval from the Bridge and Tunnel Enterprise (“BTE” or the “Enterprise”) Board of Directors (“Board”) to move forward with the Colorado Bridge and Tunnel Enterprise Infrastructure Revenue Bonds, Series 2025A (“Series 2025A Bonds”) issuance.

Action

Staff is requesting approval from the Board of the attached Approving Resolution for the Colorado Bridge and Tunnel Enterprise Series 2025A Bonds. This resolution provides approval staff to proceed with the transaction if parameters related to the size and final maturity date of the bonds are met. The resolution also grants the Enterprise Director or any member of the Enterprise Board the authority to determine the specific terms of the bonds and execute and deliver Bond Documents on behalf of the Enterprise.

Background

The Enterprise completed the first tranche of its Infrastructure Revenue Bonds (“IRBs”) in Spring 2024, which generated approximately \$163 million in project funds to support CDOT with the funding and delivery of the 10-Year Plan and the US 50 Blue Mesa Bridges Emergency Response Project. The bond proceeds from this transaction are now fully budgeted. Additionally in December 2024, BTE successfully refinanced the outstanding Series 2010A Build America Bonds to address a debt service bottleneck that occurred in FY2041 due to the Central 70 Note, which has availability payments that increase annually through fiscal year 2052. Through this refinancing, BTE has reduced this bottleneck increasing structuring flexibility and capacity for future financings needed to deliver BTE’s capital plan, increased near-term pay-go program revenues, and programmatic risk reduction through the flattening of BTE’s debt service profile.

Details

As previously discussed at the January 2025 and February 2025 BTE financing workshops, the timing and scale of several key strategic projects have created a funding gap of approximately

\$240 million to \$250 million, which BTE is planning to address through the issuance of the Series 2025A Bonds. This would result in timely completion of projects and would manage program cash flows from FY2025 to FY2027. Due to its Enterprise status, BTE is authorized to issue revenue bonds and enter into agreements with governmental and non-governmental entities for loans or grants. Following the issuance of the Series 2024A and Series 2025A IRBs, the need for a final bond issuance in calendar year 2026 or 2027 will be assessed based on project needs in future fiscal years.

Staff has provided the Board with the Approving Resolution that will delegate the authority to staff for debt issuance within certain not to exceed parameters related to costs and financing term. The parameters include a maximum par amount of the Series 2025A Bonds not to exceed \$250 million and a final maturity of December 1, 2055, providing flexibility to account for potential changes in market conditions between the approval of this resolution and bond pricing.

Board approval of the resolution also provides approval of the Bond Documents as well as approval to use and distribute the Preliminary Official Statement and grants the Enterprise Director any member of the Enterprise Board the authority to determine the specific terms of the bonds and execute and deliver Bond Documents. Bond Documents and the Preliminary Official Statement can be found at [the Series 2025A IRB page on the BTE website](#). Additional information on these documents and structuring for the transaction, which was presented to the Board during the February 2025 workshop, can be found in the attached workshop materials.

Pending approval of the resolution, the financing schedule contemplates issuing and closing on the Series 2025A Bonds in April 2025, allowing for the timely allocation of the funds needed to advance several BTE funded strategic projects.

Next Steps

1. Staff will continue to work with the underwriting syndicate, its Municipal Advisor, and Bond Counsel to prepare all necessary financing documents.
2. Staff will continue to evaluate and refine structuring considerations to balance overall debt service costs with pay-go targets and identify the appropriate parameters.
3. Staff will work with its Municipal Advisor to finalize the structuring of the Series 2025A Bonds based on the ratings received and bond insurance bids ahead of the March Board Meeting.



COLORADO

Department of Transportation

Statewide Bridge and Tunnel Enterprise Series 2025A Revenue Bond Transaction Summary

March 2025

1. Key Financing Documents
2. Transaction Updates and Overview
3. Transaction Structure
4. Other Considerations
5. Proposed Parameters
6. Progress for the Series 2025 IRBs





Key Financing Documents

Preliminary Official Statement (POS) :
Disclosure document released 7 to 10 days prior to the sale of the Bonds. The POS contains preliminary information on the terms and conditions of the bond sale including the purpose, security features, and discloses economic, financial and legal information on CDOT/BTE applicable to the issue.

NEW ISSUE — BOOK-ENTRY ONLY

RATINGS: See "RATINGS" herein

In the opinion of Kutak Rock LLP, Bond Counsel to BTE, under existing laws, regulations, rulings and judicial decisions and assuming the accuracy of certain representations and continuing compliance with certain covenants, interest on the Series 2025A Bonds is excluded from gross income for federal income tax purposes, and is not a specific preference item for purposes of the federal alternative minimum tax on individuals. Bond Counsel is further of the opinion that, under existing Colorado statutes, the Series 2025A Bonds and the transfer of and income from the Series 2025A Bonds is exempt from all taxation and assessments in the State of Colorado. See "TAX MATTERS" herein.

**§[PAR]
COLORADO BRIDGE AND TUNNEL ENTERPRISE
Senior Infrastructure Revenue Bonds
Series 2025A**

Dated: Date of Delivery

Due: December 1, as shown on inside front cover

The Colorado Bridge and Tunnel Enterprise Senior Infrastructure Revenue Bonds, Series 2025A (the "Series 2025A Bonds") are being issued by the Colorado Statewide Bridge and Tunnel Enterprise, formerly known as the Colorado Bridge Enterprise ("BTE"), a government-owned business within the Colorado Department of Transportation ("CDOT"), for the purposes of (a) paying the costs of certain Designated Bridge Projects throughout the State of Colorado (the "State"), (b) paying the premium for the 2025A Bond Insurance Policy and (c) paying the costs of issuing the Series 2025A Bonds. See "PLAN OF ADVANCE." The Series 2025A Bonds are being issued pursuant to the Master Trust Indenture, dated as of April 16, 2024 (the "Master Infrastructure Indenture"), by and between BTE and Zions Bancorporation, National Association, as trustee (the "Trustee"), and a 2025A Supplemental Trust Indenture, to be dated as of [April 1], 2025 (the "2025A Supplemental Infrastructure Indenture," and together with the Master Infrastructure Indenture, the "Infrastructure Indenture"), by and between BTE and the Trustee.

The Series 2025A Bonds are special, limited obligations of BTE payable solely from and secured by a pledge of and lien on the IRB Trust Estate, which consists of IRB Revenues and certain other amounts deposited in the Bridge Special Fund. A substantial part of the IRB Revenues will consist of: (a) the Bridge Surcharges imposed by BTE upon the registration of certain vehicles in the State that remain after the payment of debt service on the Series 2019A/24B Bonds, the payment of amounts due under the Central 70 Note and the payment of debt service on any 2010 Indenture Refunding Bonds, and (b) provided the Impact Fees Pledge Condition is satisfied, the BTE Impact Fees and (c) provided the Retail Delivery Fees Pledge Condition is satisfied, the BTE Retail Delivery Fees. As of the date of this Official Statement, neither the Impact Fees Pledge Condition nor the Retail Delivery Fees Pledge Condition has been satisfied, and, therefore, neither the BTE Impact Fees nor the BTE Retail Delivery Fees are pledged to, or are available to make debt service payments on, the Series 2025A Bonds. The owners of the Series 2025A Bonds may not look to any other revenues or funds of BTE or to any revenues or funds of CDOT or the State for payment of the Series 2025A Bonds, and the Series 2025A Bonds shall not be deemed or construed as creating an indebtedness of CDOT or the State within the meaning of the State Constitution or laws of the State concerning or limiting the creation of indebtedness by the State, or a pledge of the taxing powers, faith, or credit of the State or any political subdivision of the State. BTE has no taxing powers. The Series 2025A Bonds will be issued with a pledge of and lien on the IRB Trust Estate on parity with the Series 2024A Bonds, which as of March 1, 2025, were outstanding in the aggregate principal amount of \$150,000,000, and any additional IRB Senior Bonds issued in the future. See "SECURITY AND SOURCES OF PAYMENT FOR THE SERIES 2025A BONDS."

The Series 2025A Bonds will be issued as fully registered bonds in the name of Cede & Co., as registered owner and nominee of The Depository Trust Company ("DTC"), New York, New York. Individual purchases and sales of the Series 2025A Bonds may be made in book-entry form only in denominations of \$5,000 and integral multiples thereof. Interest on the Series 2025A Bonds will be payable on June 1 and December 1, commencing on [June/December] 1, 2025. So long as the Series 2025A Bonds are held by DTC, the principal of and interest on the Series 2025A Bonds will be payable by wire transfer to DTC, which in turn will be required to remit such principal and interest to the DTC participants for subsequent disbursement to the beneficial owners of the Series 2025A Bonds, as more fully described herein. See "APPENDIX H—BOOK-ENTRY-ONLY SYSTEM."

Maturity Schedule on Inside Front Cover

The Series 2025A Bonds are subject to optional and mandatory sinking fund redemption prior to maturity. See "THE SERIES 2025A BONDS—Redemption of Series 2025A Bonds."

[Bond Insurance – to be determined]

The purchase and ownership of Series 2025A Bonds involve investment risk and may not be suitable for all investors. This cover page contains certain information for general reference only. It is not intended to be a summary of the security or terms of the Series 2025A Bonds. Investors are advised to read the entire Official Statement, including any portion hereof included by reference, to obtain information essential to

¹ Preliminary; subject to change.
4890-6535-1652.1



Key Financing Documents

Supplemental Bond Indenture: Contract between CDOT/BTE and the Trustee (Zion's Bank) where certain revenues are pledged as repayment of the Bonds, establishing the trust estate (security for repayment).

2025A SUPPLEMENTAL TRUST INDENTURE

by and between

Colorado Statewide Bridge and Tunnel Enterprise

and

Zions Bancorporation, National Association
as Trustee

Authorizing and Relating to

Colorado Bridge and Tunnel Enterprise
Senior Infrastructure Revenue Bonds
Series 2025A

Dated as of April [], 2025



Key Financing Documents

Bond Parameters Resolution: The formal authorization to issue the New Money Bonds, adopted by the BTE Board of Directors. Gives authority to selected officials of CDOT/BTE to execute any documents, such as the Bond Purchase Agreement.

The Parameters Resolution will be presented to the BTE Board at this month's Board meeting for approval.

Proposed Resolution #BE-25-

Approving Certain Matters with Respect to the Colorado Bridge and Tunnel Enterprise Senior Infrastructure Revenue Bonds, Series 2025A

Approved by the Bridge and Tunnel Enterprise Board of Directors on March 21, 2024.

Whereas, the Colorado General Assembly originally created the Colorado Statewide Bridge and Tunnel Enterprise (the "Enterprise") as the "Colorado Statewide Bridge Enterprise" pursuant to the Funding Advancements for Surface Transportation and Economic Recovery Act of 2009, title 43, article 4, part 8, Colorado Revised Statutes, as amended (as so amended, "FASTER"), as a government-owned business within the Colorado Department of Transportation ("CDOT"), with the original purpose of accelerating the repair and reconstruction of deficient bridges further defined as structures that are "poor" (referred to in FASTER as "Designated Bridges"), and, to finance expenditures relating thereto, with the authority to impose a Bridge Surcharge (as defined in FASTER); and

Whereas, in furtherance of such statutory purpose, the Enterprise entered into a Master Trust Indenture dated as of December 15, 2010 (the "2010 Master Indenture") with Wells Fargo Bank, N.A., as trustee (as succeeded by Zions Bancorporation, National Association, in such capacity, the "2010 Indenture Trustee"), and: (a) a 2010 Supplemental Trust Indenture dated as of December 15, 2010 between the Enterprise and the 2010 Indenture Trustee, pursuant to which the Enterprise issued its Revenue Bonds, Senior Taxable Build America Series 2010A (the "Series 2010A Senior Bonds"); (b) a 2017 Supplemental Trust Indenture dated as of December 21, 2017 between the Enterprise and the 2010 Indenture Trustee, pursuant to which the Enterprise issued its First Tier Subordinate Revenue Note (Central 70 Project) and made certain amendments to the 2010 Master Indenture; (c) a 2019 Supplemental Trust Indenture dated as of December 3, 2019 between the Enterprise and the 2010 Indenture Trustee, pursuant to which the Enterprise issued its Senior Revenue Refunding Bonds, Series 2019A, for the purpose of refunding a portion of the Series 2010A Senior Bonds; and (d) a 2024 Supplemental Trust Indenture dated as of April 16, 2024 between the Enterprise and the 2010 Indenture Trustee, executed in connection with the execution and delivery of the IRB Master Indenture (as defined below) pursuant to which the Enterprise made certain exclusions from the trust estate established by the 2010 Master Indenture and made certain directions to the 2010 Indenture Trustee to facilitate the pledge of the IRB Trust Estate (as defined below) and the issuance of obligations pursuant to the IRB Master Indenture; and (e) a 2024B Supplemental Trust Indenture dated as of December 19, 2024 between the Enterprise and the 2010 Indenture Trustee, pursuant to which the Senior Revenue Refunding Bonds, Series 2024B, for the purpose of refunding a the remaining Series 2010A Senior Bonds (the 2010 Master Indenture, the supplemental trust indentures referred to above in this recital, and any future supplemental trust indentures executed pursuant to the 2010 Master Indenture are referred to herein collectively as the "2010 Indenture," and the obligations of the Enterprise referred to above in this recital and any additional obligations issued by the Enterprise pursuant to the 2010 Indenture are referred to collectively herein as the "2010 Indenture Obligations"); and

Whereas, subsequent to the original enactment of FASTER, the Colorado General Assembly has enacted certain amendments to FASTER, including in SB 21-260 and HB 23-1276, pursuant to which the Enterprise was renamed as the "Colorado Statewide Bridge and Tunnel Enterprise," and its lawful purposes were expanded to include the completion of Preventative Maintenance Bridge Projects and Tunnel Projects in addition to Designated Bridge Projects (as each such term is defined in FASTER); and



Transaction Updates

- The rating process with Moody's, S&P, and Kroll has concluded and BTE received final ratings for various structuring options this week.
- Bond insurance bids were solicited from both Assured Guaranty and Build America Mutual.
- The final draft of the financing documents (Preliminary Official Statement, Indenture, and Parameters Resolution) are complete.
- Subject to BTE Board Approval of the Parameters Resolution, the Preliminary Official Statement will be posted March 21st.



Transaction Overview¹

- The Series 2025A bonds (IRB) are the second of three contemplated tranches totaling an estimated \$400 million-\$500 million in par that will be used to fund the CDOT 10-year Plan
- Issue bonds to generate a project fund of \$225 million over a 30-year term
- Issuance size is based on construction funding needs in calendar year 2025
- The majority of the bond proceeds are expected to be budgeted to the CDOT 10-Year Plan within a month of closing (pending budget supplement approval)
 - I-70 Floyd Hill Construction Package #4
- Bonds will be issued with a 9-year par call (12/1/2034) to align with the call date of the Series 2024A Infrastructure Revenue Bonds.



Transaction Structure¹

- The new money transaction was structured to provide BTE with the additional capacity necessary to deliver its capital program while still meeting the Enterprise's Additional Bonds Test (ABT)
 - 1.50x MADS coverage based on a 12-month historical IRB revenue test
- Interest only payments through fiscal year 2029
- “Modified wrap” structure, with principal beginning to amortize in fiscal year 2030 - 2051, with approximately 50% of principal amortized between fiscal year 2052 - 2055
 - Par call will provide BTE with the option to refinance this issuance in the future for savings and/or restructuring purposes



Series 2025A Financing Statistics¹

FYE June 30	Principal	Interest	Debt Service
2026	-	12,198,843	12,198,843
2027	-	11,006,475	11,006,475
2028	-	11,006,475	11,006,475
2029	-	11,006,475	11,006,475
2030	2,855,000	10,935,100	13,790,100
2031	2,710,000	10,795,975	13,505,975
2032	2,855,000	10,656,850	13,511,850
2033	3,000,000	10,510,475	13,510,475
2034	3,150,000	10,356,725	13,506,725
2035	3,310,000	10,195,225	13,505,225
2036	3,480,000	10,025,475	13,505,475
2037	3,665,000	9,846,850	13,511,850
2038	3,845,000	9,659,100	13,504,100
2039	4,040,000	9,461,975	13,501,975
2040	4,255,000	9,254,600	13,509,600
2041	4,470,000	9,036,475	13,506,475
2042	4,705,000	8,807,100	13,512,100
2043	4,945,000	8,565,850	13,510,850
2044	5,200,000	8,312,225	13,512,225
2045	5,465,000	8,045,600	13,510,600
2046	5,740,000	7,765,475	13,505,475
2047	6,045,000	7,463,294	13,508,294
2048	6,370,000	7,137,400	13,507,400
2049	6,715,000	6,793,919	13,508,919
2050	7,075,000	6,431,931	13,506,931
2051	7,755,000	6,042,644	13,797,644
2052	22,010,000	5,233,800	27,243,800
2053	26,525,000	3,899,088	30,424,088
2054	28,025,000	2,398,963	30,423,963
2055	29,605,000	814,138	30,419,138
Total:	\$207,815,000	\$253,664,518	\$461,479,518

Series 2025A

- **Use of Proceeds:** Proceeds from the sale of the Bonds will be used to finance designated bridge projects
- **Amortization Structure:** The Bonds are expected to be structured with a 30-year term.
- **Optional Call Date:** It is expected that the Bonds will be sold with a 12/1/2034 par call.

Financing Information

- **Project Fund:** \$225.0 million
- **Total Repayment:** \$461.4 million
- **Max Annual Debt Service:** \$30.4 million
- **Final Maturity:** December 1, 2054

Underwriting Syndicate

- **Senior:** JP Morgan
- **Co-Senior:** Jefferies
- **Co:** Loop, Piper Sandler, RBC, Siebert Williams Shank

¹ Preliminary; Subject to change.



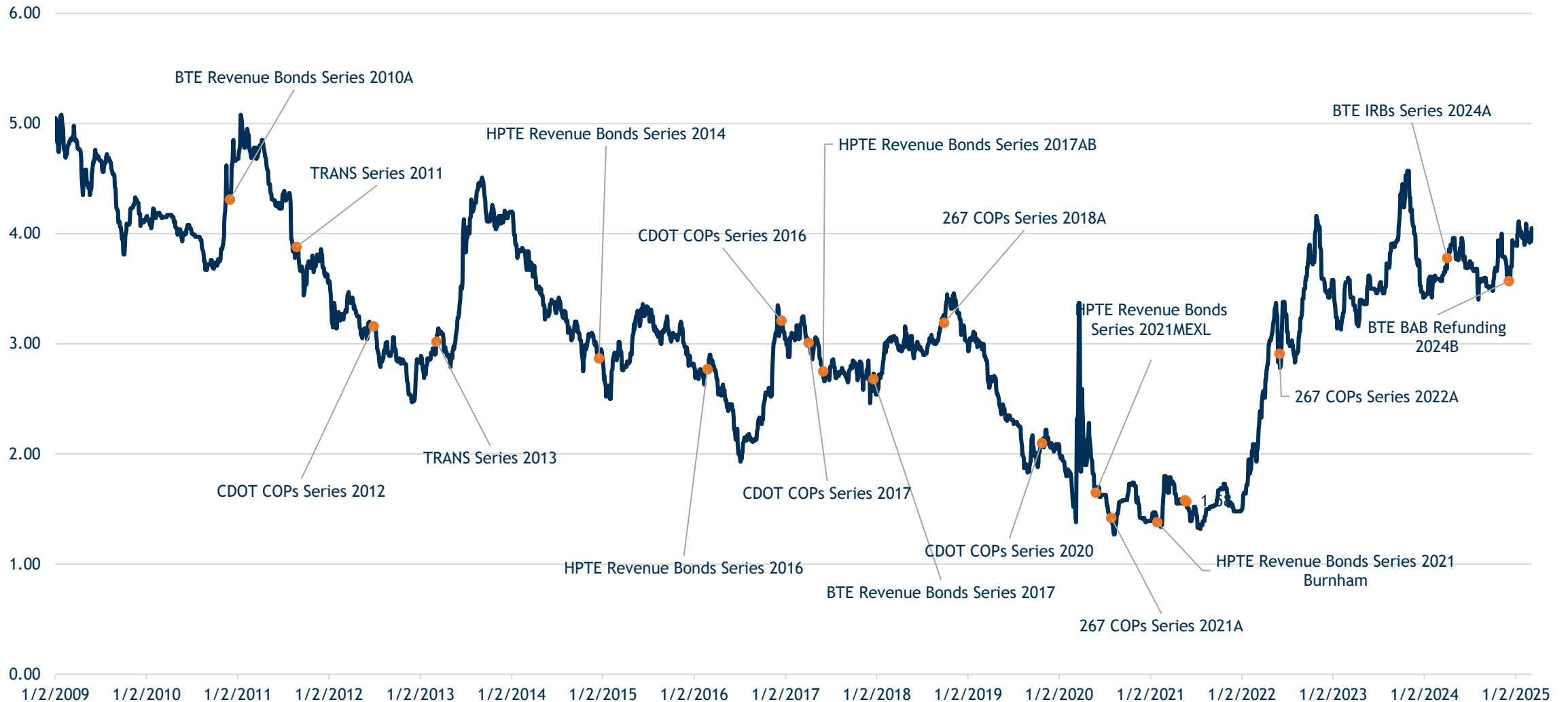
Other Considerations

- Bond insurance
 - Both bond insurers carry “AA” ratings and would wrap the underlying credit, resulting in lower borrowing costs
 - BTE will be evaluating the breakeven premium necessary to ensure lower debt service costs offset the cost of the insurance policy
- Interest rates
 - While interest rates have increased over the past several years, municipal interest rates remain within a 10-year historical average
- Timing
 - Aligns with BTE’s timing of expenditures for calendar year 2025 construction projects



30-Year Municipal Market Data (MMD) with CDOT/CTIO/BTE Bond Sales

30-Year MMD Yield
January 2, 2009 - February 16, 2024





Proposed Parameters

- **Maximum Par Amount: \$250,000,000**
 - Allows for flexibility to issue discount bonds and generate \$225 million project fund
- **Final Maturity: no later than December 1, 2055**
 - Allows for 1 additional year of “cushion” to extend the bonds from the proposed debt service schedule



Progress for the Series 2025 IRBs

- The timeline below outlines the key steps that have been completed since November 2024, and general timing for the issuance. Events involving the Board have been **bolded** and underlined.

November	December	January	February	March	April
<ul style="list-style-type: none">Draft of POS and financing documents distributedDocument reviewRating agency callsBTE Board adopts parameters resolution for Series 2024 Refunding	<ul style="list-style-type: none">Due diligence callPost preliminary official statementPricingFinal official statement postedClosing	<ul style="list-style-type: none">BTE Workshop for Series 2025 IRBs	<ul style="list-style-type: none">Draft of POS and financing documents distributedDocument reviewRating agency calls	<ul style="list-style-type: none">BTE Board adopts parameters resolution for Series 2025 IRBsDue diligence callPost preliminary official statement	<ul style="list-style-type: none">PricingFinal official statement postedClosingFunds needed for construction



COLORADO

Department of Transportation

Transportation Commission Memorandum

To: Transportation Commission (TC)
From: Darius Pakbaz, Director, Division of Transportation Development; Marissa Gaughan, DTD Multimodal Planning Branch Manager
Date: March 19, 2025

Subject: Statewide Planning Update

Purpose

To provide the Transportation Commission with an update about the Statewide Plan public engagement opportunities and vision for the next 10-Year Plan.

Action

Informational Item for the Commission. No formal action is requested at this time.

Background

CDOT staff is continuing work associated with the development of the long-range Statewide and Regional Transportation Plans. The next major steps in the planning process include:

- Public Engagement Opportunities
 - Transportation Commissioner Telephone Town Halls: CDOT will implement nine telephone town hall events to allow the public to learn and participate in the long-range plan development process by speaking directly to the Transportation Commissioners from their area.
 - Public Survey: In conjunction with the telephone town halls, CDOT will launch a public survey to obtain the thoughts and opinions of the traveling public. The survey will feature questions around the Policy Directive 14 themes of advancing transportation safety, fixing our roads, and sustainably increasing transportation choice.
- Vision for the next 10-Year Plan for fiscal years 2027 - 2036
 - CDOT's 10-Year Plan considers the goals, focus areas, and priorities from the long-range planning process and identifies strategic projects that best support that collective vision over the next decade. The vision for the next 10-Year Plan is to make strategic, high-quality investments to improve safety, fix our roads, and sustainably increase transportation choice.

- CDOT will use planning tools, such as CDOT's online Data Visualizer tool that is available on the CDOT website, to help make informed decisions about 10-Year Plan priorities. The Data Visualizer is an online, interactive tool that can be used to look at a variety of data sources in one place to inform planning.
- Current planning funding estimates for delivery of 10-Year Plan projects is between \$200 million and \$250 million annually, for the first four years of the plan. Strategic funding sources for the 10-Year Plan include:
 - General Fund Transfers;
 - Highway Users Tax Fund (HUTF) funding;
 - Incremental formula funding from the Infrastructure Investment and Jobs Act (IIJA);
 - Incremental National Highway Performance Program (NHPP) funding;
 - Bridge Formula Program;
 - Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT) funding;
 - A portion of National Highway Freight Program (NHFP) funding.
- Work to develop the new 10-Year plan covering FYs 2027-2036 that will include:
 - Evaluation of “out” years and unfunded projects in the current 10-Year Plan;
 - Identification of new projects (from regional planning processes & asset management needs);
 - Revised funding scenarios;
 - Updated project pipeline.

Next Steps

Staff anticipates frequent statewide plan updates throughout the year at key decision points. Major next steps include:

- Commissioner Telephone Town Halls and Survey - April - May 2025
- Discussions with Metropolitan Planning Organizations (MPOs), rural Transportation Planning Regions (TPRs), and local partners on plan development - Ongoing
- Statewide Plan public comment period - Summer 2025
- 2050 Statewide Plan adoption - August 2025
- 10-Year Plan public comment period - Fall 2025
- Greenhouse Gas (GHG) Transportation Report - November 2025
- Adoption of next 10-Year Plan - December 2025

Attachments

Statewide Planning Update Presentation



Statewide Planning Update March 19, 2025



Statewide Planning Update: Discussion Topics

- Statewide Plan Public Engagement Opportunities
 - Draft Telephone Town Hall Schedule
 - Public Survey
- Vision for the next 10-Year Plan
- Next Steps & Questions

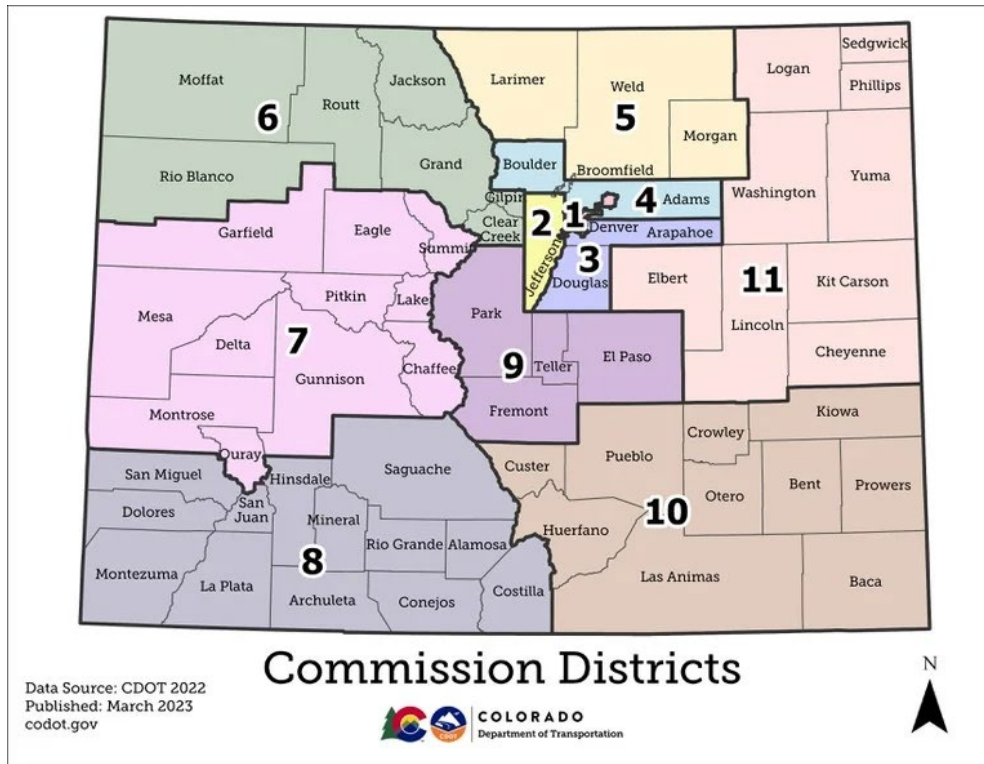


Transportation Commissioner Telephone Town Halls

- As a part of the development of the 2050 Statewide and Regional Transportation Plans, CDOT will implement nine Telephone Town Hall events to allow the public to learn and participate in the plan development process by speaking directly to Colorado Transportation Commissioners from their area.
- Telephone Town Halls are forums where the public can speak directly to transportation decision-makers, ask questions and receive answers.



Transportation Commissioner Town Halls Features



- The ability for CDOT to call both mobile phones and landlines
- The possibility of having an online video simulcast
- A web registration page with instructions on how to share participation links and information with interested friends, family, neighbors, colleagues, etc.
- Spanish language interpretation and simulcasting



2050 Statewide Plan Town Hall Goals

- Allow the traveling public to ask questions and obtain answers directly from Colorado's Transportation Commissioners
- Ensure the public has a voice in the planning process and make sure CDOT is hearing from a wide variety of stakeholders from all parts of the state
- Allow Colorado's traveling public to provide direct input on statewide transportation priorities and obtain additional information on the 2050 Statewide and Regional Transportation Plan development process.



Draft Telephone Town Hall Schedule

Transportation Commission District	Counties	Date	Time
Denver North	Northern Metro Denver Communities	April 1, 2025	5:30 pm to 7:00 pm
Denver South	Southern Metro Denver Communities	April 3, 2025	5:30 pm to 7:00 pm
District 5	Larimer, Weld, Morgan	April 8, 2025	5:30 pm to 7:00 pm
District 6	Clear Creek, Gilpin, Grand, Jackson, Moffat, Routt, Rio Blanco	April 10, 2025	5:30 pm to 7:00 pm
District 7	Chaffee, Delta, Eagle, Garfield, Gunnison, Lake, Mesa, Montrose, Ouray, Pitkin & Summit	April 22, 2025	5:30 pm to 7:00 pm
District 8	Alamosa, Archuleta, Conejos, Costilla, Dolores, Hinsdale, La Plata, Mineral, Montezuma, Rio Grande, Saguache, San Miguel, & San Juan	April 24, 2025	5:30 pm to 7:00 pm
District 9	El Paso, Fremont, Park, & Teller	April 29, 2025	5:30 pm to 7:00 pm
District 10	Baca, Bent, Crowley, Custer, Huerfano, Kiowa, Las Animas, Otero, Prowers & Pueblo	May 1, 2025	5:30 pm to 7:00 pm
District 11	Cheyenne, Elbert, Kit Carson, Lincoln, Logan, Phillips, Sedgwick, Washington, & Yuma	May 6, 2025	5:30 pm to 7:00 pm



Statewide Transportation Survey

- Another method CDOT will use to obtain the thoughts and opinions of the traveling public.
- Questions from the Statewide Transportation Survey will center around the Policy Directive 14 themes of advancing transportation safety, fixing our roads, and sustainably increasing transportation choice.
- Additionally, the survey will include a priority funding question that will allow participants to allocate a hypothetical budget to various transportation options.



Vision for the next 10-Year Plan

Vision

Over the next decade, we will make strategic, high-quality investments to improve safety, fix our roads, and sustainably increase transportation choice.

Desired Outcomes:

- ✓ Fix Our Roads
- ✓ Make transportation safer
- ✓ More Transportation Choice
- ✓ Complete Projects (Projects that consider the needs of people and places and use context-sensitive solutions to improve access, mobility, and safety)
- ✓ Quality over Quantity
- ✓ Accountable and Transparent





Policy Directive PD-14 Goals

Guiding Principles for Plan Development & Implementation



Advancing Transportation Safety

No matter where you're going or how you're getting there, Colorado is committed to providing you a safe and efficient transportation network so you arrive at your destination safely.



Fix Our Roads

Prioritize strategic investments in Colorado's highways to improve infrastructure conditions.



Sustainably Increase Transportation Choice

Provide alternatives to single occupancy vehicle travel that increase choices and reduce air pollution from transportation.



Advancing Transportation Safety

Advancing Transportation Safety

No matter where you're going or how you're getting there, Colorado is committed to providing you a safe and efficient transportation network so you arrive at your destination safely.

Performance Measures

- Fatalities and Serious Injuries
- Vulnerable Road Users

- Reduce the number of traffic-related fatalities and serious injuries.
 - 50% reduction by 2037
- Reduce the number of traffic-related fatalities and serious injuries involving Vulnerable Road Users.
 - 50% reduction by 2037





Fix Our Roads

Prioritize strategic investments in Colorado's highways to improve infrastructure conditions.

Performance Measures

- Bridge Condition
- Pavement Condition

Pavement Condition

- Interstate Pavement in Poor Condition (FHWA Metric)
 - At or Below 1% (by 2037)
- State Highway System Pavement Drivability Life (DL)
 - At or above 80% High/Moderate DL (by 2037)

Bridge Condition

- National Highway System (NHS) Bridges in Poor Condition
 - At or below 5% Poor (Maintain through 2037)
- State Highway System (SHS) Bridges in Poor Condition
 - At or below 5% Poor (Maintain through 2037)





Sustainably Increase Transportation Choice

Sustainably Increase Transportation Choice

Provide alternatives to single occupancy vehicle travel that increase choices and reduce air pollution from transportation.

Performance Measures

- Statewide Transit
- Clean Transportation

Statewide Transit

- Collaborate with stakeholders, including local partners and rail operators, to expand statewide transit and rail services.
 - Increase revenue service miles by 66.7 million (83%) by 2037
- Reduce Vehicle Miles Traveled (VMT) per Capita
 - Achieve a 1% annual reduction in VMT per capita.

Clean Transportation

- Reduce Greenhouse Gas (GHG) emissions from the transportation sector in-line with the Colorado GHG Pollution Reduction Roadmap.
 - 60% Reduction of Carbon Dioxide Equivalent (CO₂e) by 2037 (from 2005 baseline)





Goal Achievement through 10-Year Plan

Achieve goals through a strategic pipeline of projects and prioritize projects that meet policy outcomes.



Advancing Transportation Safety

- Targeted, safety-focused investments
- Address LOSS III/IV locations, meaning locations with high or moderate potential for crash reduction

Identify co-benefits - best project(s) that achieves multiple goal areas.



Fix Our Roads

- Address poor assets and those expected to become poor over the next decade on the State Highway System
- “Worst-First” approach
- Support preventative maintenance

Crosswalk regional goals into PD-14 to find alignment when possible.



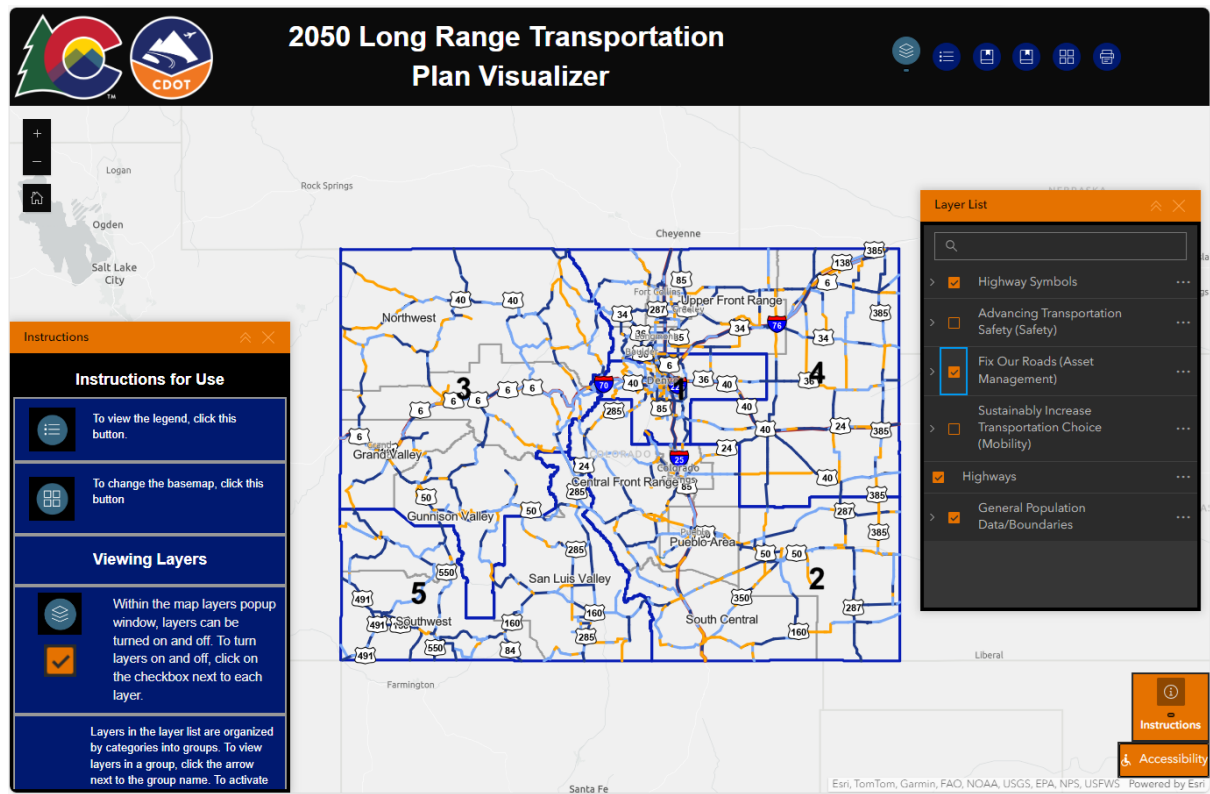
Sustainably Increase Transportation Choice

- Alternatives to Single Occupancy Vehicle (SOV) travel
- Addresses transit system gaps
- Projects that improve air quality, reduce vehicle miles traveled (VMT) and support neighborhood centers

Ensure disproportionately impacted communities realize economic benefits from projects, consistent with TC Guiding Principles.



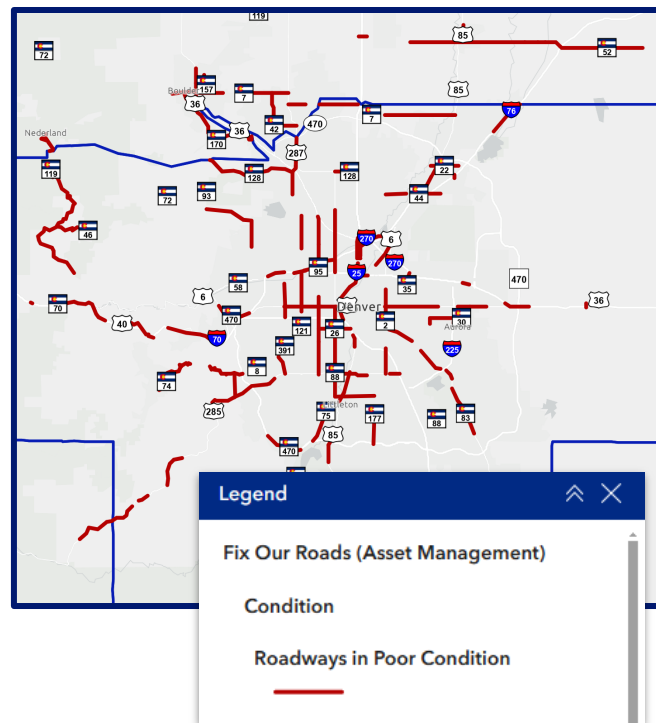
Planning Tools: Data Visualizer



- Online, interactive tool that can be used to look at a variety of data sources in one place to inform planning.
- The following slides contain some examples relevant to the **Fix Our Roads** goals from the Data Visualizer.
- The tool allows users to zoom in and out to specific highways and areas of the state.
- [Link to Data Visualizer](#)



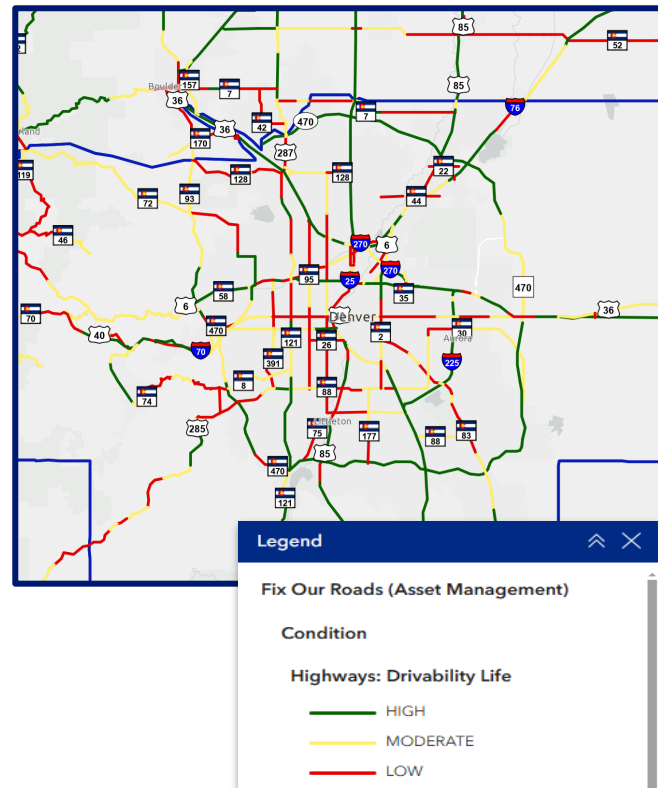
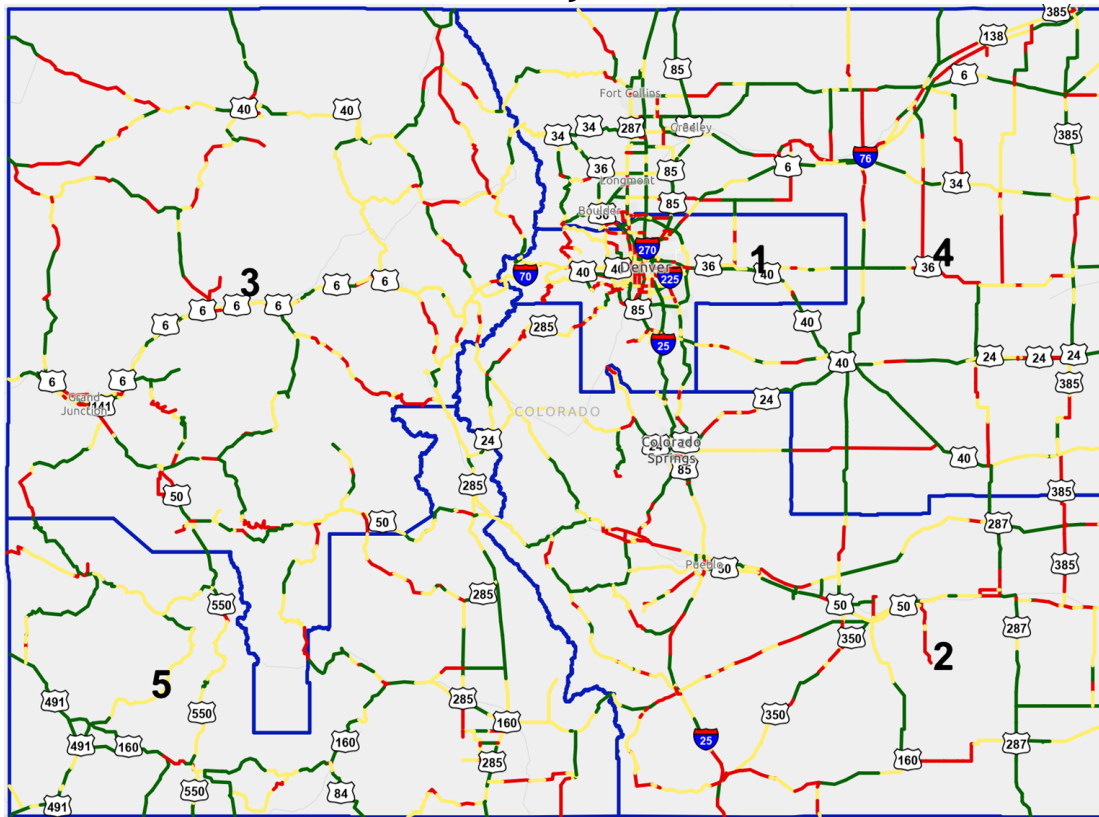
“Poor” State Highways based on the federal definition and national performance metrics.





Examples from Data Visualizer: DL for State Highways (2023)

Drivability Life Conditions for State Highway System





Funding for the 10-Year Plan

- Current planning funding estimates for delivery of 10-Year Plan projects is between **\$200 million and \$250 million annually**, for first four years of the plan.
- Strategic funding sources for the 10-Year Plan include:
 - General Fund Transfers
 - Highway Users Tax Fund (HUTF) funding
 - Incremental formula funding from the Infrastructure Investment and Jobs Act (IIJA)
 - Incremental National Highway Performance Program (NHPP) funding
 - Bridge Formula Program
 - Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT) funding
 - A portion of National Highway Freight Program (NHFP) funding



10-Year Plan Regional Distribution Targets

- Part of program distribution for the 2045 Planning Process
- TC Resolution 19-02-11
- Based on historic and current planning formulas for equitable statewide funding distribution.
- Other programmatic distributions were previously based on requirements within SB17-267.

10-Year Plan Distribution Targets:

- Region 1 - 34.23%
- Region 2 - 18.97%
- Region 3 - 15.07%
- Region 4 - 23.87%
- Region 5 - 7.86%



Transition Between Plans

Current 10-Year Plan FY 2019-2027

2019-2022

4-Year Prioritized Plan #1

2023-2026

4-Year Prioritized Plan #2

2027+

The “Out”
Years

- Developed in 2019
- Revised in 2022 (GHG Planning Standard)
- Projects selected as part of 2045 Statewide Plan Process

Refresh Cycle to “New” Plan:

Evaluate current “out” years projects (FY 2027+)

Identify new projects (from planning process & asset management needs)

Revised funding scenarios

Updated project pipeline

- Development Slated for 2025
- Adoption in Dec. 2025
- Replaces “Out” Years with new four-year prioritized plan

“New” 10-Year Plan FY 2027-2036

2027-2030

4-Year Prioritized Plan #1

2031+

The “Out” Years

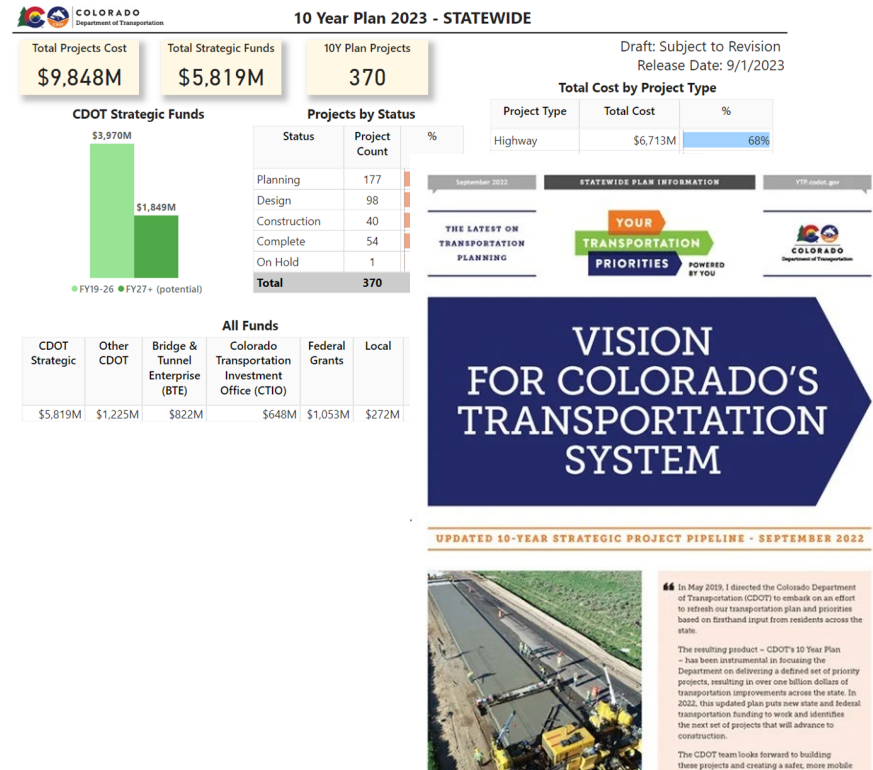
4-Year Prioritized Plan #2 to be developed in 2029-30 for FY31-34



Accountability & Transparency

Accountability Efforts compliant with Statute

- 10-Year Plan Accountability Dashboard - Updated Monthly
- Quarterly 10-Year Plan Report with project status updates
- Annual 10-Year Plan Report, included in the Department's Budget Submission
- Annual Department Accomplishments Report
- Management of Plan and Project Change Control Process in PMWeb
- Project Fact Sheets
- Project Websites



10-Year Plan Information: [Link to 10-Year Plan webpage](#)



10-Year Plan Development Timeline

- 2025 will transition from long-range statewide plan development and outreach to updating the 10-Year Plan.
- Expected adoption of next 10-Year Plan in December 2025, to take effect starting in July 2026.

This is the transition from the public outreach process to plan development

Winter 2024-25	Spring 2025	Summer 2025	Fall 2025	Winter 2025-26
Planning Partner Coordination GHG Baseline Determination Continued Public Outreach TPR Plan Development	Needs Determination Development of Regional TPR Plans Analysis of current 10-Year Plan projects Identification of new/revised needs based on statewide goals and priorities	Project Selection Analysis of projects to meet statewide goals. Selection of proposed projects to 10-Year Plan Cost Analysis of Projects MPO Coordination	Prioritization and Funding Prioritizing selected 10-Year Projects for the four-year prioritized plan Determining funding sources Master Plan Document Development	Adoption Present Plan(s) to Transportation Commission Public Comment Period Finalize GHG Analysis and GHG Report for the Plan(s) **Adoption of 10-Year Plan/GHG Report/4 Year Prioritized Plan at December 2025



Next Steps & Questions

- Commissioner Telephone Town Halls and Survey - April - May 2025
- Discussions with MPOs, TPRs, and local partners on plan development - Ongoing
- Statewide Plan public comment period - Summer 2025
- 2050 Statewide Plan adoption - August 2025
- 10-Year Plan public comment period - Fall 2025
- GHG Transportation Report - November 2025
- Adoption of next 10-Year Plan - December 2025

Contact:

Darius Pakbaz

Director - Division of Transportation Development

darius.pakbaz@state.co.us



COLORADO

Department of Transportation

Transportation Commission Memorandum

To: Colorado Transportation Commission

From: Darius Pakbaz, Director, Division of Transportation Development

Medora Bornhoft, Main Streets & Active Transportation Section Manager, CDOT DTD

Date: March 19, 2025

Subject: Safe Routes to School (SRTS) Program and Fiscal Year 2025 and Fiscal Year 2026 Grant Awards

Purpose

This memo summarizes information about the list of Safe Routes to School (SRTS) projects recommended for funding for Fiscal Years 2025 (FY 25) and 2026 (FY 26).

Action

Informational only in March; anticipate requesting TC approval of SRTS grant awards in April.

Background

Pursuant to 43-1-1604 C.R.S., which states that the Commission shall award grants under the Safe Routes to School program, CDOT staff is presenting the list of proposed grant awards for FY2025 and FY2026 as recommended by the SRTS Advisory Committee established in state statute.

Requests for applications were announced in August 2024 and were due on November 4, 2024. 23 applications were submitted with a total request for funding of \$13,200,256. The number of applications received this cycle were nearly double the number received in FY 23/FY 24. To qualify for these funds, applicants must be a political subdivision of the state. These funds must be used to benefit children in grades K - 12th and projects must be within a two-mile radius of the identified school.

New for this grant cycle was the expansion of eligibility from K - 8th grades to K - 12th grades. In addition, the SRTS Advisory Committee increased the maximum award from \$750,000 to \$1M. A total of \$8.8M was available to award, composed of annual allocations of \$2.5M per year, project savings, and unawarded funds from the FY 23/ FY24 grant cycle. Any funds not awarded in this grant cycle will remain in the program and will be carried over to the next award cycle.

The SRTS Advisory Committee met in January 2025 for project selection and reconvened in February to make final recommendations. The Committee recommended twelve projects for funding, totaling \$7,739,664. Projects normally

require a 20% cash match; however, projects that meet certain eligibility requirements will receive 100% of the project costs from CDOT. Eligible for 100% match are projects that meet the criteria established in the Multimodal Transportation Options Fund (MMOF) matrix. Eight applications were eligible for 100% funding. Four projects recommended for 100% funding are: Canon City, LaVeta School District, Paonia and Cedaredge, all infrastructure projects. The total for projects funded at 100% is \$3,136,159. The remaining projects will contribute 20% of the CDOT project total.

Attachment A shows the project list that was scored by the SRTS Advisory Committee. One of the 23 applications received was disqualified before review as the applicant was not a political subdivision of the state therefore does not appear on this list. Projects not recommended for funding were due to a variety of reasons including requests for funding outside of SRTS project scope making them ineligible, inadequate project plan development in order to make an informed decision and/or not providing required elements of the grant application.

Next Steps

Staff will discuss the FY25 and FY26 recommended awards with the Statewide Transportation Advisory Committee (STAC) on April 3, 2025. Staff will seek approval of the recommended awards from the Transportation Commission at the April 2025 TC meeting.

If the Transportation Commission approves the list of projects recommended for funding, staff will proceed with notifying grantees, program the projects into the Statewide Transportation Improvement Program (STIP), and initiate the procurement process.

Attachments

Attachment A: FY 25 and FY 26 SRTS Project List

Attachment B: SRTS Program and FY25-FY26 Grant Awards Presentation



COLORADO

Department of Transportation

Safe Routes to School (SRTS) Program and FY25-FY26 Grant Awards

Darius Pakbaz, Director of the Division of Transportation Development
Medora Bornhoft, Main Streets & Active Transportation Section Manager

Colorado Transportation Commission | 3/19/2025



What is Safe Routes to School?

Safe Routes to School (SRTS) is a movement and a program to make school travel - including walking, biking, rolling, and scooting - safe, convenient, and fun for children of all abilities, genders, and races.





Benefits

- Community connectedness
- Climate benefits and cleaner air
- Improved academic performance
- Enhanced traffic safety
- Increased safety from crime
- Solutions for school transportation dilemmas
- Cost savings for households and education budgets
- Student health benefits





Colorado SRTS Program

- Grant funding to local communities
- [SRTS community engagement tool kit](#)
- [School Crossing Guard Training materials](#)
- Walk and Roll (Fall) Bike and Roll (Spring) to School Days
- [Free webinar series](#)
- Community of Practice cohort



Walk and Roll poster and sticker design, 2024



CSRTS Grant Funding

- From 2005 through 2023, 573 applications were received from all regions of the state requesting more than \$80 million in funding.
- 141 infrastructure projects and 147 non-infrastructure projects were awarded \$36,303,932.
- View all funded projects on the [CSRTS interactive map](#).



Lyons, Colorado, Pedestrian Bridge



Examples of Safe Routes to School Projects

Infrastructure Projects

- Crossing improvements
- Sidewalk construction
- Bike lanes
- Trails
- Speed reduction
- Curb extensions
- Arrival and dismissal redesign
- Demonstration Projects

Non-Infrastructure Projects

- Walk and Roll to School Day
- Walking School Bus
- Bike Train
- Pedestrian and Bicycle Safety instruction
- Walking field trips
- Integrating safety education in communications



SRTS Advisory Committee

Composition

- Educators
- Parents
- Bicyclists
- Pedestrians
- Metropolitan Planning Organizations
- Rural Transportation Planning Regions
- Law enforcement personnel

Authorities

- CRS 43-1-1601 et seq.
- 2 CCR 601-19
- TC Resolution TC-15-9-8



Project Evaluation

- Project addresses both pedestrians and bicyclists
- Identification of problem and action plan
- Pre- and post- evaluation of student travel tally and parent survey
- Educational component
- Project partnership, including from school principals



Eagle Valley Elementary School



Recommended Infrastructure Awards, FY25-FY26

Applicant	Project Title	Recommended Award	CDOT Region
Canon City	13th Street Corridor and Area Pedestrian Safety Upgrades	\$1,000,000	2
City and County of Denver	Stanley British Primary School Pedestrian Safety Improvements	\$838,045	1
La Veta School District	Safe Walking and Biking Access to New PK-12 School Site	\$875,625	2
Town of Paonia	Safe Pathways for Paonia	\$872,825	3
City of Lakewood	Safe Routes to School Stober Elementary Sidewalk Project	\$793,450	1
Town of Basalt	Confluence Park Safe Routes to School Project	\$573,200	3
City of Fort Collins	Irish Elementary Roadway Improvements for Bicyclists and Pedestrians	\$835,000	4
Town of Cedaredge	Cedaredge Elementary School Safe Sidewalk to School	\$387,709	3
Town of Lyons	Lyons Safe Routes to School - 3rd Avenue and Stickney	\$758,012	4
Town of Johnstown	Elwell Elementary	\$368,953	4



Recommended Non-Infrastructure Awards, FY25-FY26

Applicant	Project Title	Recommended Award	CDOT Region
City and County of Denver	Denver Safe Routes Walk.Bike.Roll.Lead	\$258,825	1
Town of Windsor	Windsor-Severance Safe Routes to School Initiative	\$178,021	4

Next Steps

- April STAC - Discussion
- April TC - Approval



Bike racks outside Hutchinson Elementary School



Thank You

Medora Bornhoft
Main Streets and Active Transportation Section Manager
medora.bornhoft@state.co.us | 303-757-9760



Safe Routes to School FY 2025 and 2026 Recommended Projects as Put Forth by SRTS Committee on 2.10.25

Infrastructure

Applicant	Project Title	Recommended for Funding (Y/N)	Total CDOT Project Cost	Amount of SRTS Funding	20% Cash Match	Region
Canon City	13th Street Corridor and Area Pedestrian Safety Upgrades	Y	\$1,000,000	\$1,000,000	NA	2
City and County of Denver	Stanley British Primary School Pedestrian Safety Improvements	Y	\$1,047,556	\$838,045	\$209,511	1
La Veta School District	Safe Walking and Biking Access to New PK-12 School Site	Y	\$875,625	\$875,625	NA	2
Paonia	Safe Pathways for Paonia	Y	\$872,825	\$872,825	NA	3
City of Lakewood	Safe Routes to School Stober Elementary Sidewalk Project	Y	\$991,813	\$793,450	\$198,363	1
Town of Basalt	Confluence Park Safe Routes to School Project	Y	\$716,500	\$573,200	\$143,300	3
City of Ft Collins	Irish Elementary Roadway Improvements for Bicyclists and Pedestrians	Y	\$1,043,750	\$835,000	\$208,750	4
Town of Cedaredge	Cedaredge Elementary School Safe Sidewalk to School	Y	\$387,709	\$387,709	NA	3

Applicant	Project Title	Recommended for Funding (Y/N)	Total CDOT Project Cost	Amount of SRTS Funding	20% Cash Match	Region
Town of Lyons	Lyons Safe Routes to School - 3rd Avenue and Stickney	Y	\$947,514	\$758,012	\$189,503	4
Town of Johnstown	Elwell Elementary	Y	\$461,191	\$368,953	\$92,238	4
Town of Estes Park	Safe Routes to School Community Drive Multi Use Trail Project	N	\$956,535	\$765,228	\$191,307	4
Town of Palisade	Highway 6 Connecting Community Multi-Modal Paths	N	\$140,000	\$140,000	NA	3
City of Fruita	Wildcat Avenue Pedestrian Improvement Project	N	\$1,250,000	\$1,000,000	\$250,000	3
Routt County Road and Bridge	US 40 and Brandon Circle Safe Crossing Design	N	\$250,000	\$200,000	\$50,000	3
City of Englewood	Walkin' and Rollin' to Clayton	N	\$741,042	\$592,834	\$148,209	1
Monument	Extended Safe Routes to Monument	N	\$229,186	\$229,186	NA	2
Town of Ignacio	Ignacio Sidewalk Improvements	N	\$940,636	\$752,509	\$188,127	5

Total Recommended for Infrastructure Funding: \$7,302,819



Safe Routes to School FY 2025 and 2026 Recommended Projects as Put Forth by SRTS Committee on 2.10.25

Non-Infrastructure

Applicant	Project Type	Recommended for Funding (Y/N)	Total CDOT Project Cost	SRTS Funding	20% Cash Match	Region
City and County of Denver	Denver Safe Routes Walk.Bike.Roll.Lead	Y	\$323,531	\$258,825	\$64,706	1
Town of Windsor	Windsor-Severance Safe Routes to School Initiative	Y	\$222,526	\$178,021	\$44,505	4
Poudre School District	Jaguares Ciclismo: Irish Bicycle Education Program	N	\$52,786	\$42,229	\$10,557	4
Center Consolidated Schools	Center Safe Routes to Schools	N	\$441,282	\$441,282	NA	5

Applicant	Project Type	Recommended for Funding (Y/N)	Total CDOT Project Cost	SRTS Funding	20% Cash Match	Region
City of Durango	Mini Durango Traffic Garden: A Mobile, Interactive Education Tool for Promoting Safe Cycling and Pedestrian Practices	N	\$103,753	\$83,002	\$20,751	5

Total recommended for non-infrastructure funding: \$436,846



COLORADO
Department of Transportation

Transportation Commission Memorandum

To: Transportation Commission

From: Jessica Myklebust, Region 1 RTD

Date: February 26, 2025

Subject: Illegal Dumping and Homeless Encampment Clean up Services TC Contingency Request

Purpose

To present results of TC contingency funding from FY 22 to support Region 1 Teams with debris and clean up.

Action

No action, informational only.

Background

In 2022, Region 1 determined that due to the challenges, safety, and morale of Region 1 professional maintainers, it was in the best interest to have an external service support. CDOT has engaged an outside contractor to support cleanup of homeless encampment sites and illegal dumping areas. Sites often contain biohazardous materials (e.g. needles and other drug paraphernalia), propane tanks, garbage, human waste, constructed temporary shelters, furniture, appliances, motors, bicycles, mattresses, and other dumped items. Sites requiring clean up may occur in or on structures, bridges, roadways, open areas, vegetated ground cover, abandoned structures, or tent shelters. Some sites require Occupational Safety and Health Administration (OSHA) designated confined space entry including inside bridge girders or underground.

Clean up of the sites is challenging for Region 1 maintainers, and the utilization of an outside contractor has proven incredibly beneficial from a morale, health, and safety perspective. Additionally, this outside contractor allows CDOT maintainers to be available to safety critical work - such as guardrail repairs, pothole patching etc. as the maintainers do not have to support homeless camp cleanup.

Next Steps

Region 1 Section 5 has utilized the full \$1 M dollars previously designated by the TC in 2022 and would like to present the results of the program and support from TC.

Attachments

Describe any attached files.



COLORADO

Department of Transportation

Region 1 Camp Clean-up Transportation Commission

March 19, 2025



History of the CDOT Maintenance HCC Team

In 2019, Region 1 initiated the Homeless Camp Clean-up Team, which was originally comprised of CDOT Maintenance personnel and DOJ work release crews. This Team was responsible for addressing complaints and organizing clean up operations.

Following several incidents involving hazardous materials, specifically needles and unknown liquids, and the resulting diversion of maintenance workers from critical highway repair, CDOT management concluded that engaging a contractor with expertise in hazardous material mitigation would be a more effective approach.

In 2022, \$1 Million of funding was requested and approved by the Transportation Commission to facilitate the implementation of new contractor services. This funding allowed CDOT Maintenance forces to resume their main task of highway maintenance and preservation to our assets.





Specialty Team: HCC and Tree Team

- Deputy Maintenance Superintendent: Mark Kyrimis
- LTC OPS: Matthew Franklin
- TM III, HCC Liaison: Anthony Rossi
- TM II: John Fraser and Dominic Cruz
- TM I: David, Bernie, Khyber, Roscoe, Julius





Planning for Camp clean-ups

1. We receive the complaints through CDOT customer service line or through communications from law enforcement, local agencies, and CDOT maintenance leadership.
2. We verify complaints through our Real Property App, C-plan and GIS maps from either our internal mapping or the local agency to verify if it is CDOT ROW and/or property.
 - a. The team assesses the level of urgency to prioritize the clean-ups. We have two categories, a **24** hour posting and **7** day posting for cleaning.
 - b. **24hrs** - This posting is due to unsafe and/or dangerous encampments. This could be for both the traveling public and the individual experiencing homelessness.
 - c. **7 Day** - Standard notification delineates a protocol where individuals experiencing homelessness located within CDOT ROW are positioned in an area that does not pose a safety concern to themselves or the traveling public. This procedure affords individuals adequate time to collect their personal belongings and vacate the premises. Simultaneously, CDOT will collect essential information to facilitate the coordination of resources from local agencies and our contracted cleaning crews to address the specified location effectively.



Planning for Camp Clean-ups Continued

3. Schedule with CDOT current contractors, Environmental Hazmat Services or Cleaning Guys.
4. Coordinate with local authorities to assist and provide overwatch for safety.
5. Commence cleaning of the area and removing contaminated items.
6. To mitigate return of these individuals all areas that are maintained by CDOT are posted with no Trespassing signs to deter future encampments and allow local authorities to enforce CRS 18-4-502 (Criminal Trespassing).



6th and Wadsworth CDOT Vacant Lot
Cost:\$6745 per occurrence



Effectiveness of Cleaning CDOT Right-of-Way

The effectiveness of keeping CDOT ROW clean can be assessed from several perspectives:

- **Safety:** A clean ROW reduces hazards for motorists and pedestrians. Debris, litter, and overgrowth can obstruct visibility and create dangerous situations. Protection of CDOT's critical assets is paramount to the longevity of our transportation system.
- **Environmental Impact:** Maintaining cleanliness helps prevent pollution and protects local ecosystems. Items like plastic waste can harm wildlife and degrade natural landscapes.



I/76 and Clear Creek
Cost: \$5,464.25



Effectiveness of Cleaning CDOT Right of Way

- **Public Health:** A clean environment can contribute to better public health by reducing pests and vermin that thrive in littered areas.
- **Economic Benefits:** Clean ROW can promote tourism and local businesses, as attractive landscapes are inviting to visitors.
- **Community Pride:** Efforts to keep the ROW clean foster a sense of community involvement and pride, encouraging residents to take care of their surroundings.
- Overall, the effectiveness of these efforts hinges on consistent maintenance, community involvement, and public awareness campaigns to ensure long-term cleanliness and safety.



Hwy 6 and 56th ave / Sand creek
Cost: \$8250.00

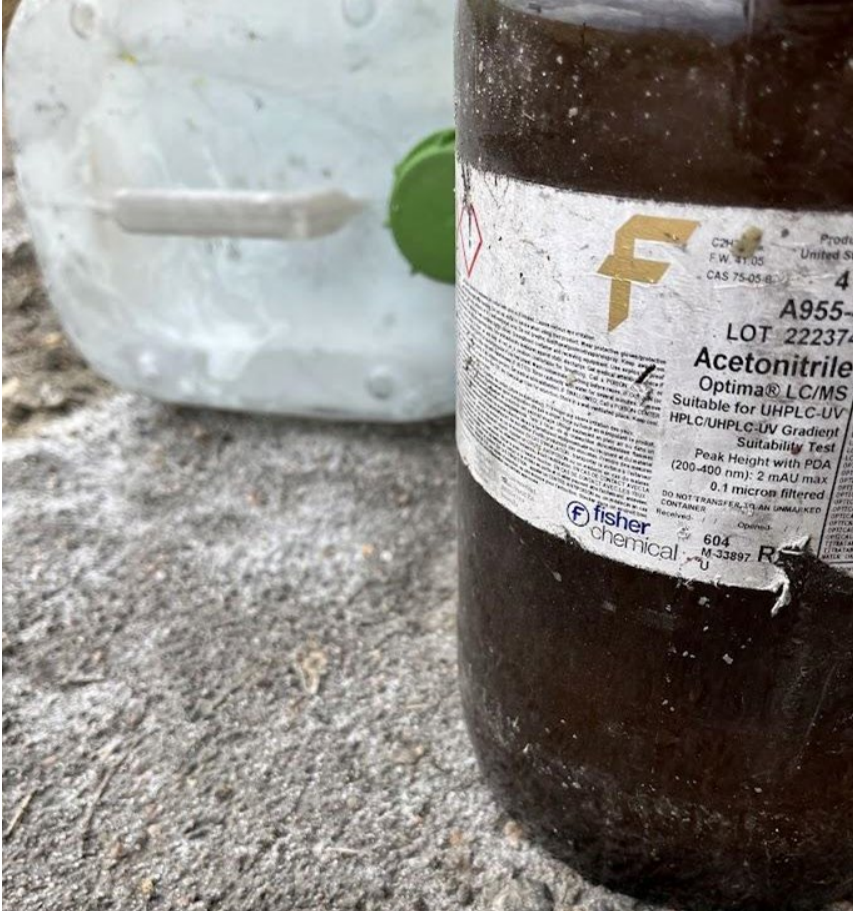


CDOT and Local Support Agency

- CDOT does not operate a dedicated unhoused outreach team.
- CDOT does work with multiple local agencies to coordinate with various organizations within the local agencies that are adjacent to our ROW to support those in need.
- This could include but not limited to; outreach programs (navigators), Park Rangers, Street Engagement Teams (S.E.T), City Streets personnel and local law enforcement to address homelessness in CDOT ROW.



Hazardous Materials Removal



- Plastic bottles with human waste
- Buckets with human waste
- Burn pits
- Paints and other aerosol devices
- Hypodermic needles
- Stockpiles of materials including 55 gal unmarked drums, batteries, propane tanks and electrical wiring.
- Drug manufacturing waste

Items removed from Meth Lab in Bridge Structure at Hwy 36/ I-270 over I-25
Cost: \$14225.78



Cost of Clean-Ups The Past 5 Years

Type of Clean Up	CDOT Maintenance Clean-ups	Contractor Clean-ups	IGA Clean-Ups
Description	Camps that are completed by CDOT personal before contracting was initiated	CDOT Contractor Performed Camps (\$1,000,000 TC Funds)	IGAs Performed by outside entities (Aurora, Arvada, Adams)
Duration	July 1 st 2019- Present	August 2022-February 2025	July 1 st 2021- Present
Amount	11,207.66 or 800 Truck Loads	660 Tons or 47 Truck Loads	N/A
Cost	\$834,968.21	Spent: \$972,620.23 Remaining: \$29,563.35 (Pending final invoicing)	\$211,444.91
Number of Camps	415 Camps	221 Camps	68 camps

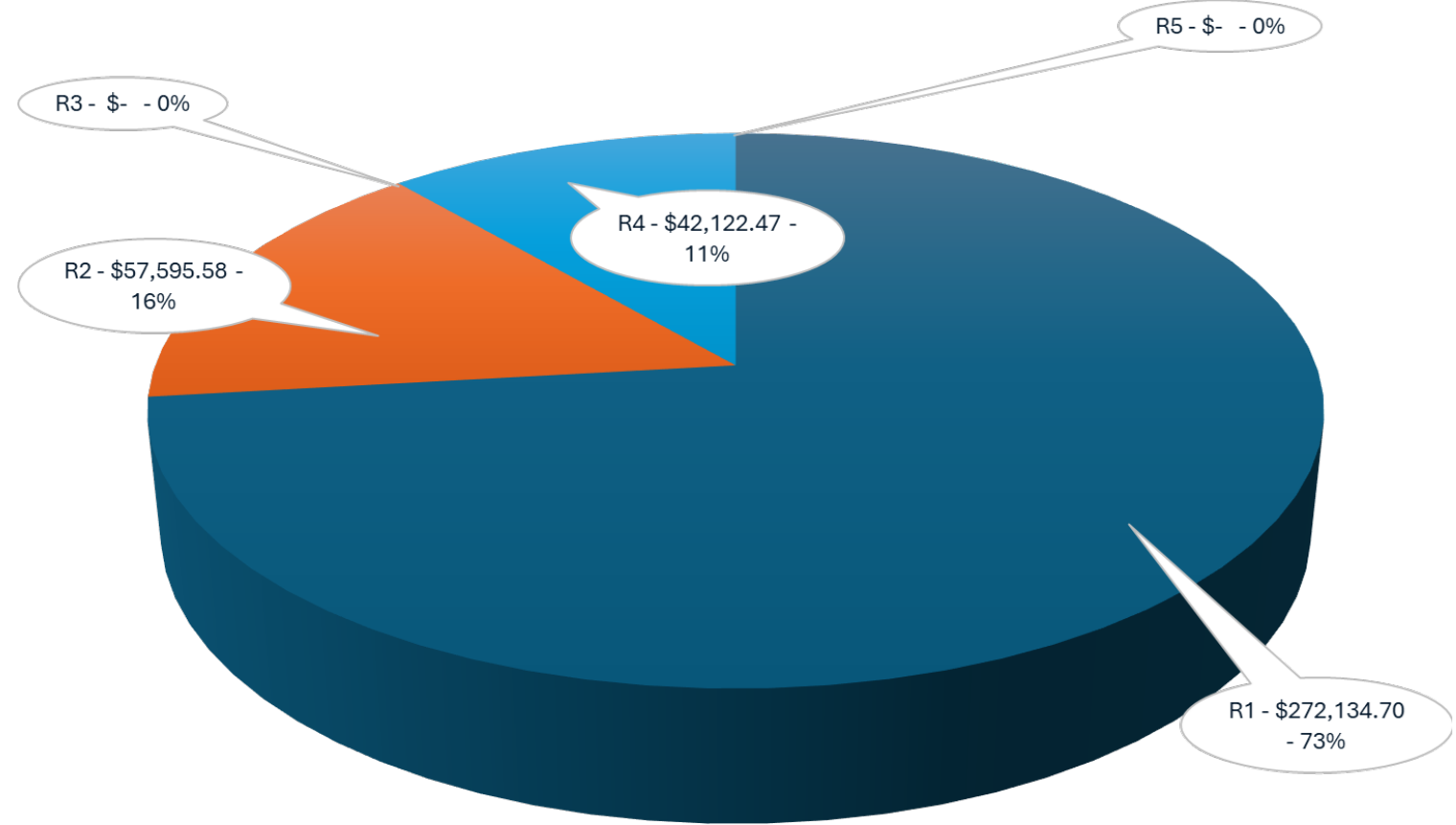


Statewide HCC Expenditures for FY24

Region 1 Section 5 had 73%* of all homeless related work completed in FY24.

This time and material could have been utilized for road preservation and maintenance.

* Does not include IGA expenditures



■ 1 ■ 2 ■ 3 ■ 4 ■ 5



Before and After: I-76 WB and I-25 Interchange Pump House Clean Up



Cost: \$4568.00



Before and After: SB I-25 at 8th Ave



Cost: \$3278.98



Before and After: I-25 and 44th



Cost: \$8425.76



Road Hazards and Debris Removal

- CDOT uses Colorado Correctional Industries (CCI) program. This program gives parolees an opportunity at transitioning into the workforce. This team removes trash and debris from our ROW
- Roadway debris removal is accomplished by Maintenance crews and our 518 Debris Team. This Team utilizes heavy equipment (snow plow trucks and/or truck mounted attenuators equipped with plows) to remove debris from the highway.

For hazmat removal and disposal there are several vendors that Region 1 uses:

- Rocky Mountain Tire Recycling. They charge a fee of .25¢ per pound
- Mile High propane exchange
- Our contractors, Environmental Hazmat Services and The Cleaning Guys, use special contracts to remove waste from the roadway and is our vendor for hazmat spills



HWY 58 and I-70 Flyover



LOCAL NEWS

Homeless camp with kitchen, shelves, closet rods found inside bridge over I-70

by: Ashley Michels

Posted: Mar 10, 2023 / 04:28 PM MST
Updated: Mar 10, 2023 / 04:28 PM MST

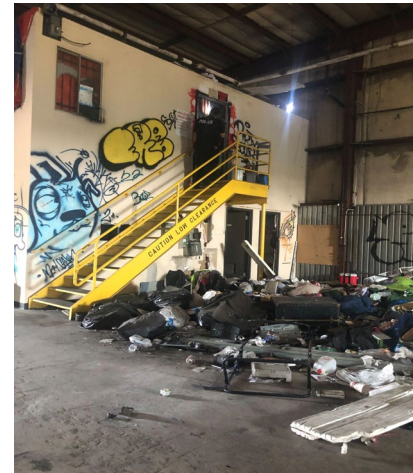
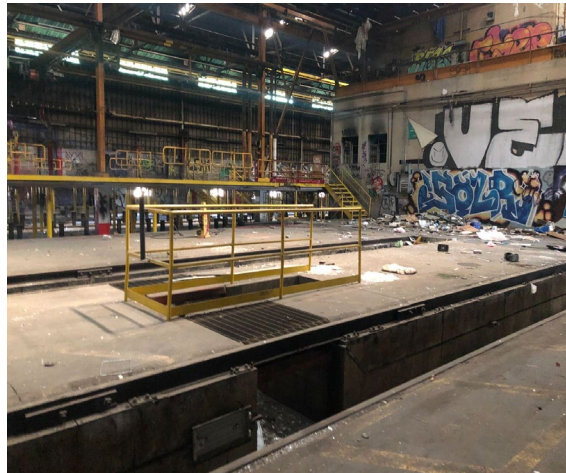
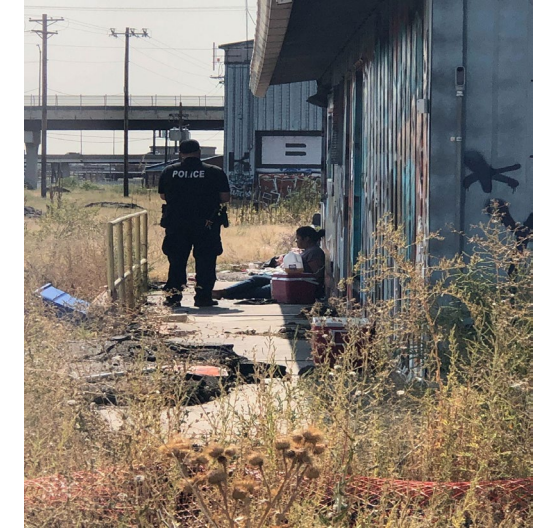
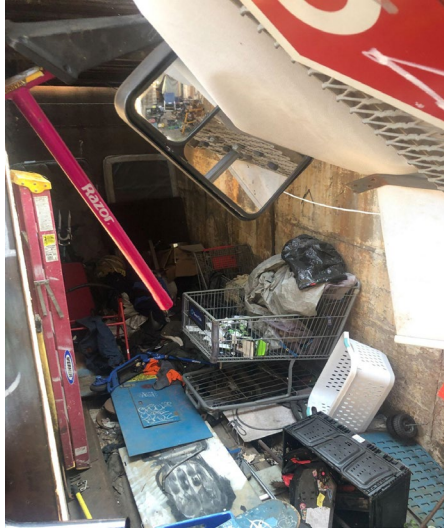


Contractor
Cost: \$18,762





Before and After: Burnham Yard Mitigation



- Due to the massive undertaking and size of the property, Region 1 contracted the cleanup
- Cost \$49,456



Thank You!

Transportation Commission (TC) Notes

February 19 - 20, 2025

Workshops

Wednesday, February 19, 2025

1:00 pm - 5:00 pm

Transportation Commission Workshops

Floyd Hill Funding and Project Update - Jessica Myklebust, Piper Darlington, and Kurt Kionka

Purpose and Action:

To update the Transportation Commission (TC) on the progress of the I-70 Floyd Hill Project and request additional funding to complete the I-70 Floyd Hill Project. The requested action is the approval of Proposed Resolution #9 approving the February Budget Supplement and Proposed Resolution #10 approving the commitment and advancement of additional 10-Year Plan Strategic Project funds to the I-70 Floyd Hill Project.

It has been under construction since July 2023, and three construction packages are underway. Eastbound I-70 will be complete by the end of 2027 and Westbound I-70 will be complete by the end of 2028, with finishing landscape and ancillary touches completed in 2029. Project elements and benefits include improving travel time reliability and reducing the bottleneck that occurs at the top of Floyd Hill during peak travel times by adding a third travel lane between Homestead Rd. and Idaho Springs. In addition, a missing 2-lane frontage road connection will be constructed between US-6 and Central City Parkway. Additionally, the on-ramp from US-6 will be extended, allowing trucks more space to get up to speed. Other benefits include enhanced wildlife connectivity and fencing and the installation of two permanent air quality monitors.

This project is being delivered in a CMCG (Construction Manager/General Contractor) method, where it is priced out as construction progresses allowing for unforeseen issues and opportunities to be taken into account as they come up. 2020 estimated project cost was \$700 million based on 20% conceptual design. 2025 cost to deliver as scoped is now \$905 million, and while there have been significant cost savings (\$140 million) and received a \$100 million INFRA grant in 2022, there is a need to determine how to fully fund the project and keep construction moving forward.

Recommended solution for 10-year plan funding shortfalls:

I-25 Interchange Reconstruction at Speer and 23rd will not utilize all of its funding allocated in the NEPA screening stage, so it has been proposed to shift \$10 million from this project to

Floyd Hill. Two other projects along the I-70 corridor that may have out-year funding available for appropriation are the I-70 and Kipling Interchange and the I-70 Climbing Lane from Bakerville to the Eisenhower Tunnel. By shifting these projects to the next iteration of the 10-year plan, funds can essentially be borrowed from the out-years of these projects to be utilized in the Floyd Hill project.

Discussion:

- Commissioner Ridder outlined his concerns about the uncertainty around past cost estimates and the large increase in project cost. Significant cost increases have been incurred because of supply chain issues and increased material costs. Commissioner Ridder pointed to the potential future tariffs further increasing material costs and made a point that these costs may continue to rise and funding may continue to fall short.
 - It was noted by CDOT staff that Aall steel being used for Floyd Hill is American, and the price is currently locked in, and so as long as construction keeps moving forward, the price of the steel will not continue to rise significantly. Other material costs may rise but not at a concerning rate.
 - There has been an increase in the hours and days that the MEXL lanes are allowed to be open, which will help to bring in more revenue.
- Commissioner Cook requested that there be some form of outreach to stakeholders in the Kipling Interchange project, as it has been 10 years since the Planning and Environmental Linkage (PEL) study was done on Kipling Boulevard. Commissioner Cook also asked for clarification on how the MEXL lanes will integrate into the normal traffic lanes and existing express lanes, particularly when the express lanes are open but the MEXL lanes are closed.
 - It was explained that there will be multiple merge points that allow plenty of time for users to decide to merge out of the express lanes into the MEXL lanes or into the standard traffic lanes.
- Commissioner Parsons asked about the status of the INFRA grant and if there was risk of losing it with the current administration changes.
 - CDOT has obligated \$20 million of the \$30 million in the third package and it is being spent. Based upon conversations with FHWA, this is not going to stop. At the end of March, \$80 million of the INFRA grant will be allocated to the final package of this project. Although there is a grant agreement in place for the full \$100 million, only this \$80 million has been obligated. There are concerns over the ability to obligate these funds within the necessary time period, but CDOT has not yet seen any interruptions in their ability to obligate grants with agreements and allocate those that have been obligated. The grants that are likely to see issues are those that have been awarded but do not have an executed contract.

Budget Workshop - Jeff Sudmeier, Bethany Nicholas, and Julie Constan

FY 25 Budget Supplement & Budget Amendment (include TC Contingency Funding for Bridge Repair in Region 5)

Purpose and Action:

- Request from Region 5 for \$4.1 million in TC Contingency Reserve Funds, as well as federal reimbursement, for a bridge repair on CO 141. A temporary repair has been completed but they are asking for funding to complete a permanent repair before spring runoff begins.
- Request from Region 1 and CDOT DTR to reallocate \$2.2 million from the Castle Rock Mobility Hub project to the Lone Tree Mobility Hub project to make up for a budget shortfall due to higher than expected bid prices. The Castle Rock Mobility Hub is still in the planning phase, and thus not moving forward.
- Request to reallocate \$10 million from I-25 interchange reconstruction at Speer Boulevard to the Floyd Hill project as an advancement of FY27+ funds.
- Request from Region 3 to utilize \$19 million in savings from three completed projects to fund phases one and two of the I-70 Exit 203 project, which will advance phase two of this project out of the FY27+ period so that both phases of the project can be advertised and delivered as a single project.

Discussion:

- None.

FY 26 Budget Update

Purpose and Action:

The FY26 draft budget was brought to the TC in November for approval and now the final proposed budget is ready for review and approval. The final budget has been updated based on the latest quarterly revenue updates and legislative changes. The overall total revenue available for allocation by CDOT and the enterprises is \$2.2 billion. CDOT is expecting \$83.3 million of revenue coming from Federal funding, which has not changed significantly since the draft budget meeting in November.

CDOT is forecasting \$66.8 from the Highway User Tax Fund, which is about \$30 million higher than the proposed budget, and it includes a reduction of \$12.8 million based on the adjusted revenue forecast as well as a \$43.3 million increase due to changes to the FASTER fees. The Bridge and Tunnel Enterprise forecast is \$181 million, which is a slight decrease from the draft budget. CTIO is forecasted to have \$238.2 million, which is \$53 million higher than the draft budget, due to adjusted revenue forecasts. Other state funds have been forecasted at \$277.5 million, including special programs, the other enterprises, and some miscellaneous revenue. Revenue from legislative initiatives is forecasted at \$43.5 million, which is about \$25 million lower than the draft budget.

Proposed Funding allocations include:

- Multimodal Services - \$193 million (9%)
- Administration and Agency Operations - \$202 million (9%)
- Other Programs, Debt Service, Contingency Funding - \$200 million (9%)

- Capital Construction - \$805 million (36.5%)
- Maintenance and Operations - \$431 million (20%)
- Suballocated Programs - \$374 million (17%)

The revenue allocation plan was balanced using the December 2024 revenue forecast

CDOT is projecting higher expenditures, \$2.6 billion, than what is allocated in the annual revenue, as we are continuing to spend down onetime funding from previous years.

The governor's November budget request was reviewed, which included a reduction in the FASTER road safety surcharge and decreased general fund transfers. CDOT has been looking to find ways to modify these reductions and change the initial proposal, making these reductions less impactful on the CDOT budget. One option is to limit the reduction to the road safety surcharge to a two year period rather than a permanent change.

The proposed reduction to the road safety surcharge would be cut by two thirds from a \$65 million annual impact (growing over time) to a \$22 million impact only in FY26 and FY27. However, the proposed reduction to general fund transfer would be increased by \$25 million per year. The net result on the budget is \$15 million more in funding in FY26 and \$19 million more in FY27 than the original proposal. There will likely not be updates on this proposal's status until the end of the legislative session.

General fund allocations: \$15 million to contingency, \$10 million to Bustang operations, with the remainder going to the 10-Year Plan.

There would be a \$25 million reduction to the 10-Year Plan in FY26, but this would result in a commensurate increase in later years as general fund transfers are pushed out.

Review and adoption of the budget will occur at the March TC meeting, so that the budget can be submitted to the Governor's office by April 15th. The Governor will sign approval by the end of June so that funds will be available for expenditure when the new FY begins in July.

Discussion:

- Vice Chair Adams asked if we are still at normal asset management levels.
 - The proposed changes would ensure asset management funding is less impacted, although the slight tradeoff in this proposal is that 10-Year Plan funding is more impacted by budget reductions. Because of this, projects should be able to continue without delay as funding is spread over multiple years in the future.

Bridge & Tunnel Enterprise (BTE) Workshop - Patrick Holinda & Katie Carlson

BTE Series 2025A Bond Transaction

Purpose and Action:

Staff prepared this workshop to provide the Bridge and Tunnel Enterprise (BTE or the Enterprise) Board of Directors (Board) a briefing on a proposed financing structure for the contemplated Series 2025A BTE Infrastructure Revenue Bond (IRB) transaction. No approval

action is being requested this month. Staff requests Board feedback on ongoing Enterprise planning activities in advance of a request to approve the Series 2025A Bond transaction in March 2025.

BTE evaluated its commitments to the 10-Year Plan and determined that there would be a funding gap of \$450 million if all projects were to progress on schedule. BTE is looking to eliminate this gap, fund projects in a timely manner, and maintain a positive BTE cash-flow (typically \$25 million cash flow over a four year horizon) while maintaining a pay-as-you-go structure through three transactions.

BTE is exploring two financial options to assume principal amortization starting in 2029, which allows BTE to navigate a potential choke point in the program with project delivery peaking in the next few years.

Structure #1: IRB Bonds

- Provides level principal amortization and debt service payments through the 30-year term with the exception of the first four years.
- This scenario, under current market conditions, would result in a total gross debt service of just over \$426 million.
- If future Debt Service Payments are discounted to \$225 million, the Net Present Value Debt Service is just over \$215 million with a 30-year term, with a final maturity in FY55 and a maximum annual aggregate Debt Service of \$9.5 million.

Structure #2: 30-Year Modified W Scenario

- Advertises \$2 million in principal annually until FY51 and then backloading the remainder of the principal amortization from FY52 to FY55. This essentially pays off some existing debt obligations in the 2051-2052 timeframe and then backloads principal after paying off prior obligations.

BTE recommends moving forward the with Scenario #2 due to the ability to refinance in the future.

Discussion:

- It was clarified that both scenarios have a park call option to refinance built into them.
- The timeline for this transaction is aggressive, as construction expenditures are expected to begin in May. This month, BTE is merely looking for feedback before returning with finalized documents in March.
- The Modified W Scenario does not add to the principal, it just shifts when it is paid.
- Currently, about the third of the program is dedicated to Debt Service.

Draft Final BTE FY 25-26 Budget Allocation Plan

Purpose and Action:

This month the Bridge and Tunnel Enterprise Board of Directors (Board) is being presented with a Statewide Bridge and Tunnel Enterprise fiscal year (FY) 2025-26 Final Annual Budget Allocation Plan for Special Revenue Fund (C.R.S 43-4-805(3)(a) 538) (Fund 538) for review and comment. The Board is being asked to review and comment on the FY 2025-26 Final Annual

Budget Allocation Plan and BTE staff will return next month seeking the Board's approval and adoption of this budget.

Discussion:

- None.

Right of Way Condemnation Authorization Request - Keith Stefanik

Purpose and Action:

CDOT Region 4 seeks condemnation authorization of three temporary easements and one utility easement necessary for Project Number NHPP 0253-285. CDOT is requesting the TC to approve a resolution, in accordance with Colorado Revised Statute §43-1-208, granting approval to CDOT to initiate and conduct condemnation proceedings. Discussion:

- None.

Traffic Incident Management: Incident Response Team and Safety Patrol - Bob Fifer

Purpose and Action:

This workshop was informational regarding the background and purpose of the Incident Response Program. This program focuses on our most congested and crash-prone highways, primarily within Region1. No action is required at this time. Discussion:

- There is one notable gap in Safety Patrol service, which will be filled when funding is available.
- Safety Patrol also intervenes in wildlife related incidents if necessary.

Audit Review Committee - Frank Spinelli

The Audit Review Committee (ARC) Members:

Eula Adams, Chair, District 3

Rick Ridder, District 6

Hannah Parsons, District 9

Meeting Notes

Approval of the October 2024 ARC Meeting Minutes:

- Action: A motion was raised and seconded to approve the October 16, 2024 minutes and DAF's latest internal audit of year-end close processes, and the motion passed.

DAF's Statutory Violation Process and Process Improvement Discussion included:

- Streamlining the year-end calendar

- Increasing the cruel materiality threshold to \$5,000, which has already been implemented, Require vendors and recipients to submit invoices in a timely manner,
- Pay all or most vendors electronically,
- Attach the subrecipient too to the shopping cart that is part of ERP system
- Review incorrect diagnostic reports in a more timely manner, among other things.
- A-codes, used for reporting and data management between SAP and other software, should be reviewed and decommissioned if no longer relevant.

The 2025-2026 Risk Assessment identified some areas for intervention that included:

- The outdated nature of SAP
- Too much reliance of some departments on consultants
- An inefficient contract procurement process

Top risk factors going into the next year include:

- Procurement and contracting processes,
- Staffing and succession planning,
- Employee cross-training ,
- Employee instructions/procedures/manuals, technology, etc.

The 2026 internal audit will focus on:

- Capital Assets, part of which will follow up on audit recommendations made in the 2017 and 2018 audits.
- Alternative back up audits will be on HR operations or the procurement and contracting process, specifically with regard to engineering.

Another ongoing audit involves:

- Emergency response protocol
- There is also an audit with an outstanding recommendation through OSA, which has been granted an extension to June of 2025.

Action: A motion to approve the proposed audit and alternative topics was raised and seconded. The motion passed.

Discussion:

- There were concerns raised about the language used here, and the specific definition of the word audit was clarified in this setting to clear up meaning in the future. There seemed to be a slight disconnect between the risk assessment and the recommended actions, so that it is not entirely clear if the Commission or management has undertaken the recommended actions or addressed concerns outlined in the audit. During the audit process, the identified concerns arose from either a test or were experienced in past audits and are again being brought to light. There was a request to focus on crisp and concise language, especially with public exposure.
- It was pointed out that when doing a risk assessment audit, there is no interest in seeing anything new. This is one of the reasons that these assessments are not quite yet true audits, as they are just harkening back to things that have been previously identified and are being worked on.

Transportation Commission Regular Meeting

February 20, 2025

Call to Order, Roll Call

10 of 11 Transportation Commissioners were present: Chair: Terry Hart, Vice Chair: Eula Adams, Yessica Holguin, Mark Garcia, Karen Stuart, Rick Ridder, Todd Masters, Hannah Parsons, Todd Masters, and Cecil Gutierrez. Commissioner Bowman was excused.

Public Comments

- Jack Buchanan, property owner, commented on the property ownership consent agenda item along US 40 along I-70 in Evergreen. Mr. Buchanan desires to purchase ROW from CDOT, in order to spread out access points to the property. Grades are an issue, as the strips on the south side need more fill to be at grade with the highway. There are some beetle infested trees that need to be removed. Drainage is another issue. El Rancho restaurant is across the street. The desire is to move the building and they need property strips purchased to do so.
- Kathryn Moss, an El Rancho area resident noted that the right-of-way parcels are a living strip of land. That they continue to have scenic value. CDOT guidance regarding scenic beauty preservation was quoted. Ms. Moss is against the purchase requested along US 40. Disposal of this parcel is inconsequential to I-70. A request was made to CDOT to consider disposing of the parcels independently vs. together.
- Matt Shear, Eagle County Commissioner and Vice Chair of I-70 Coalition provide comments regarding crashes and incidents that occur that contribute to delays in traffic. Encouraged support for Resolution 11 to keep incident response services operational.
- Jeff Thromodsgaard, Colorado Springs Chamber of Commerce and Economic Development, and Vice President of Local Affairs, noted that Colorado roads are in poor condition. Roads provide a competitive edge for economic development. I-25 projects are very helpful and commendable, and we support high impact transportation projects. Recently improvements demonstrated the positive effects of projects. Overall widening, accel and decel lanes, of the highway have been important. However, too many improvements are focused on benefiting a few vs. millions impacted.
- Bobbie Daniel, Mesa County Commissioner, balancing budget priorities and lower density areas rely on the roads. Understand funding challenges. Strategic investment from the state is required. Many roads in need of investment. Expressing concerns for roadway conditions. Key corridors in rural areas serve the entire state. Rural infrastructure competes with urban facilities. Consider the unique challenges rural areas face.
- Lisa Hough, Adams County Regional Economic Partnership, speaking on behalf of Adams County. Ms Hough thanked Commissioner Stuart for support. Roadways are in poor condition and are a concern. Traffic congestion costs 54 hours to delay to Colorado residents. Five interstates serve the Adams County area. Safe transportation to the local hospital is a concern. I-270 is a major concern, and appreciated CDOT's

work on York Street Bridge. Projects with the best return on investment (ROI) should be a key consideration.

- Longinos Gonzalez Jr., Ed. D., observed the growing gridlock occurring on roadways. 2025 trip report shows losses of \$11 billion due to poor road condition. Roads are in disrepair and need expansion. Businesses struggle with supply chain delays. Public safety is compromised along with emergency response access. Money is not spent where it is needed the most. Need to serve those who use roads daily.

Comments of the Chair and Commissioners

- Commissioner Masters - Travel on Colorado highways has been tragic as we lost five CSP cars, and lives. People are traveling too fast for the roadway conditions. CDOT does a good job of keeping the roads clear. Encouraged drivers to be cautious.
- Commissioner Holguin thanked CDOT maintenance crews and operators for keeping us safe, as they have sacrificed their time with family to clear the roads. The Commissioner attended the DRCOG RTC meeting yesterday. 2025 Federal Safety targets were overviewed, and we are not trending in the right direction in the metro area. How do we go about reaching the targets with fiscal constraints. Serious investment is needed to address safety concerns.
- Commissioner Cook echoed other comments of Commissioners. Attended a Town Hall JeffCo-hosted meeting. An I-270 public meeting was attended as well. This week, the Commissioner attended the DRCOG RTC, and CTIO Board meeting. This month was about CDOT employees at WTS, where CDOT was awarded Best Employer and Person of the Year was Heather Paddock, CDOT Region 4 Transportation Director. Also attended the latest intern report out that shared impressive work conducted. The internship program benefits interns and CDOT. For example, one intern held a degree in biology that the intern utilized in relation to their project. Safety on the roads in bad weather is important to maintain. A video presented by Bob Fifer, demonstrated how to move people out of crash areas quickly, to avoid secondary crashes.
- Commissioner Parsons - Attended the PPACG MPO meeting this month, where they were adopting the long-range transportation plan. The Commissioner thanked the people making public comments on the budget and roadway condition concerns. She conveyed to commenters to please carry your messages to your Colorado General Assembly members and advocate strongly for roadway funds.
- Commissioner Garcia echoed Commissioners Holguin's and Parsons' comments, and also thanked public commenters. The Commissioner attended the Southwest TPR meeting last week. At this TPR meeting they went through MMOF projects and the 10-Year Plan. We have substantial funding challenges. We have limited funding, and need to do the best that we can.
- Commissioner Ridder observed significant snow received over the holiday weekend. The I-70 tunnel was struck by snow and traffic. Traveling from Denver to Steamboat Springs yesterday, he noticed the roads were clear, and was impressed by how quickly the roads were cleared. This time of year a high level of wildlife is out and about. Be aware of wildlife during your travels.
- Commissioner Stuart thanked the people who came today for public comments. The Statewide Plan is another opportunity for providing public comments, and she noted the upcoming telephone town halls and the online statewide survey that is under

development. We will post notices of these events. It is important for the public to inform CDOT and the TC on what projects they want to see implemented.

- Commissioner Gutierrez concurred with Commissioner Masters' comments. While driving through construction zones, people need to slow down, as once there is a crash, a delay results. Please observe speed limits posted to keep safe.
- Commissioner Vice Chair Adams expressed appreciation for all of the other Commissioner comments, and thanked CDOT staff, especially the maintenance workers. We are challenged by national and local changes. We will have to do the best we can. We do have a voice and have to be heard. More insights into what we need to focus on, take to state, and federal levels is important. The Commissioner noted he often asks about how we are improving with addressing roadway conditions, and the status of our rank nationally. We need to continue to be diligent regarding this matter.
- Commission Chair Hart also supported the other Commissioners' comments. Safety is one of the issues we work on constantly and also the traffic problems. Looking for newer ways to increase safety and address traffic congestion. Need to practice Move Over policy to keep safe. Chair Hart thanked CDOT staff for their work. It has been a rough winter so far, in terms of the need for clearing the roads. Funding issue, we are in the midst of updating our statewide plan, we want very much to hear from the public. Please pay attention to notices forthcoming for town halls and other ways to provide your input. Folks are facing a very difficult circumstance, with the increase in travel demand and population growing, with funding decreasing at state and federal levels. Commissioner Hart expressed gratitude for the public and the comments from other Commissioners.

Executive Director's Management Report - Shoshana Lew

- We are dealing with severe weather conditions. Maintenance crews are very appreciated for their good work during rough conditions.
- Weather forecasting and avalanche mitigation work is impressive with CDOT coordinating with the Colorado Avalanche Information Center. We are expecting another dose of weather this evening.
- CDOT's Women's Transportation Seminar (WTS) awards were well-deserved and CDOT received an affirmation of two key projects being worked on. The US 50 Bridge project and the Loveland Mobility Hub projects were recognized. Employer of the Year went to CDOT, and Heather Paddock, Region 4 Transportation Director, was awarded Person of the Year.
- Request to restore CDOT budget, and CDOT received some of it and it was a very big accomplishment and effort, working to get money in our budget now. We are continuing to urge the Joint Budget Committee (JBC) to mitigate cuts as the session continues. We are holding CDOT less harmless comparatively for now. This work will continue during the legislative session.
- As we work through the 10-Year Plan, it was a good idea and lots of progress has been made to date. CDOT needs to evaluate the trade offs of expansion vs. maintenance of the system. Need to make a distinction between these two concepts during time of competition for dollars.

Chief Engineer's Report - Keith Stefanik

- Chief Engineer Stefani thanked TC members for safety comments. CDOT needs to continue to focus on safety.
- National Engineers Week is this week and all the engineers were thanked and recognized for their contributions to CDOT.
- Regions are conducting their winter conferences, where they sit down for a day or two to go through items and coordinate internally throughout the organization. Still working on these and then focusing on applying what folks learn in their every-day activities.
- Recognized CDOT staff helping keep roads open and safe, along with DMO, TIM and maintenance staff, who are all greatly appreciated.

Colorado Transportation Investment Office (CTIO) Director's Report - Piper Darlington

- The CTIO Board meeting and workshops on budget occurred recently.
- A CDOT Division of Transit and Rail (DTR) presentation from Paul Desrocher, DTR Director, on the Mountain Rail project was provided at the CTIO Board meeting.
- An action item taken was CTIO being briefed on the Intergovernmental Agency Agreement (IAA) sponsorship.
- CTIO develops an annual report which is a requirement for the previous year - for 2024. The report is available online and CTIO is printing hardcopies for the CTIO Board. Any Commissioners interested in a hard copy, please let Herman Stockinger know.

Legislative Update - Emily Haddaway

- Budget overview covered by Director Lew for coordination with the JBC.
- Engaging regarding repealed fees for funding transportation. Including the Retail delivery fee - CDOT testified against the repeal.
- Also FASTER fee for rental car, rideshare of SB 21-260, and road usage fee from SB 21-260 were all repealed.
- Commercial Motor Vehicle (CMV) bills - Transportation and Energy - supported by CDOT - independent vendors to seek permits from CDOT to assist chain up and alternate traction devices. Can't sell chains but can assist with installation.
- Autonomous commercial vehicles bill - requires ACV to have a driver with a CDL present at all times of operation. Autonomous vehicle task force and CDOT opposed this bill, due to potential implications for autonomous attenuators and already having a framework to protect any unsafe vehicles from entering Colorado roadways.
- The Paratransit bill had its first hearing and the CDOT-led paratransit task force was removed from the bill.
- A transit reform bill was introduced, with the first hearings scheduled within the next few weeks.

- A best value design build bill had a definition change for best value in state statute - CDOT is working on collaboration to refine it to make the bill more acceptable.

FHWA Division Administrator Report - John Cater

- FHWA is also talking about safety today - fatalities in 2022 were 754 and broke a record. In 2023 the rate dropped down to 716, and for 2024 preliminary numbers are 683, with this trending downward. Still much higher than other years historically. There is still a lot more work to do for safety.
- The Strategic Highway Safety Plan (SHSP) is developed and approved every 5 years. The SHSP is currently in the process of being developed and a draft plan will be completed soon, and adoption is anticipated by the end of May 2025. It proposes how to target our resources.

Statewide Transportation Advisory Committee (STAC) Report - Gary Beedy, STAC Chair

- STAC met on February 6, 2025
- Updates on legislation and budget were similar to today's reports.
- Strategic Governor's Vision 2035
 - Emphasis is on transit - goals are lofty and would require a lot of investment.
 - Looking at service miles vs. attracting riders for transit.
 - But some goals focus on maintenance of the system
 - Lacks investment in the highway system which was a concern for STAC.
- 2050 Statewide Plan update and regional transportation plan development that feed into the 2050 SWP.
 - STAC is to receive an opportunity to review the draft 2050 SWP survey to ensure questions are appropriate, and is anticipated to be released in spring.
 - STAC also covered telephone town halls planned for spring of this year.
- Comments from the public to preserve our system were appreciated. Two I-70 East bridges - bridge deck condition issues still not addressed - many potholes - this problem was raised several years ago.
- Need to determine how CDOT can move faster to rehab bridge decks in need of repair.

Discuss and Act on Consent Agenda - Herman Stockinger

- Proposed Resolution #1: Approve the Regular Meeting Minutes of January 16, 2025 - Herman Stockinger
- Proposed Resolution #2: IGA Approval >\$750,000 - Lauren Cabot
- Proposed Resolution #3: Disposal Parcels 29-C-EX and 1- EX, El Rancho - Jessica Myklebust

- Proposed Resolution #4: Disposal Parcels 203, 204, 205, 206, and 207-EX, Silverplume - Jessica Myklebust
- Proposed Resolution #5: Approval of CDOT Maintenance Projects Between \$150k-\$300k - Shawn Smith
- Proposed Resolution #6: MMOF Match Reduction Request - Darius Pakbaz

A motion by Commissioner Cook was raised to approve, and seconded by Commissioner Adams and passed with one negative vote.

**Discuss and Act on Proposed Resolution #7: Right of Way
Condemnation Authorization Request- Front Range Holdings LLC -
Keith Stefanik**

A motion by Commissioner Holguin was raised to approve, and seconded by Commissioner Gutierrez, and passed unanimously.

**Discuss and Act on Proposed Resolution #8: Right of Way
Condemnation Authorization Request- WCR 34 & HWY 25-220 LLC -
Keith Stefanik**

A motion by Commissioner Masters was raised to approve, and seconded by Commissioner Gutierrez, and passed unanimously.

**Discuss and Act on Proposed Resolution #9: 5th Budget Supplement of
FY 25 - Jeff Sudmeier and Bethany Nicholas**

A motion by Commissioner Garcia was raised to approve, and seconded by Commissioner Ridder, and passed unanimously.

**Discuss and Act on Proposed Resolution #10: Commitment of
Additional 10-Year Plan Funds to Floyd Hill Project -Jeff Sudmeier and
Bethany Nicholas**

A motion by Commissioner Masters was raised to approve, and seconded by Commissioner Holguin, and passed unanimously.

**Discuss and Act on Proposed Resolution #11: Courtesy Patrol
Intra-Agency Agreement Between CTIO & CDOT - Piper Darlington**

A motion by Commissioner Stuart was raised to approve, and seconded by Commissioner Cook, and passed unanimously.

Discuss and Act on Proposed Resolution #12: Request for Express Approval - Proposed Public Private Initiative Agreement with National Renewable Solution ("NRS") - Bob Fifer

A motion by Vice Chair Adams was raised to approve, and seconded by Commissioner Masters, and passed unanimously.

Recognition for CDOT staff for assisting law enforcement during a high-speed pursuit on I-70 - Shawn Smith

Moved this item to the March 2025 meeting to conduct this recognition in person.

Adjournment

The meeting was adjourned at approximately 10:30 am.

The next Transportation Commission meetings, workshops and regular meeting will be held on Wednesday, March 19, 2025 and Thursday, March 20, 2025 respectively.



COLORADO
Department of Transportation

Transportation Commission Memorandum

To: Transportation Commission

From: Lauren Cabot

Date: March 5, 2025

Subject: Intergovernmental Agreements over \$750,000.00

Purpose

Compliance with CRS §43-1-110(4) which requires intergovernmental agreements involving more than \$750,000 must have approval of the Commission to become effective. In order stay in compliance with Colorado laws, approval is being sought for all intergovernmental agencies agreements over \$750,000 going forward.

Action

CDOT seeks Commission approval for all IGAs contracts identified in the attached IGA Approved Projects List each of which are greater than \$750,000. CDOT seeks to have this approval extend to all contributing agencies, all contracts, amendments, and option letters that stem from the original project except where there are substantial changes to the project and/or funding of the project.

Background

CRS §43-1-110(4) was enacted in 1991 giving the Chief Engineer the authority to negotiate with local governmental entities for intergovernmental agreements conditional on agreements over \$750,000 are only effective with the approval of the commission.

Most contracts entered into with intergovernmental agencies involve pass through funds from the federal government often with matching local funds and infrequently state money. Currently, CDOT seeks to comply with the Colorado Revised Statutes and develop a process to streamline the process.

Next Steps

Commission approval of the projects identified on the IGA Project List including all documents necessary to further these projects except where there are substantial changes to the project and/or funding which will need re-approval. Additionally, CDOT will present to the Commission on the Consent Agenda every month listing all the known projects identifying the region, owner of the project, project number, total cost of the project, including a breakdown of the funding source and a brief description of the project for their approval. CDOT will also present any IGA Contracts which have already been executed if there has been any substantial changes to the project and/or funding.

Attachments

IGA Approved Project List



COLORADO
Department of Transportation

Transportation Commission Memorandum

To: The Transportation Commission

From: Keith Stefanik, P.E. Chief Engineer

Date: March 5, 2025

Subject: Parcels 5 and 5B and Permanent Easement 4, Boulder County

Purpose

The purpose of this memorandum is to provide the Transportation Commission with the necessary supporting documents including legal descriptions and maps to declare Parcels 5 and 5B and Permanent Easement 4 (PE 4), as excess property.

Action

In accordance with Colorado Revised Statute (C.R.S) 43-1-210(5), the Department of Transportation is authorized, subject to approving resolution of the Transportation Commission, to dispose of any property or interest which, in the opinion of the Chief Engineer, is no longer needed for transportation purposes. CDOT Region 4 is requesting the Transportation Commission adopt a resolution to declare Parcels 5 and 5B and PE 4 of CDOT Project No. NH 1191-016 as excess property and allow for their disposal.

Background

CDOT acquired Parcels 5 and 5B and PE 4 in 2007 as part of CDOT Project # NH 1191-016 for the construction of State Highways 119 and 52. Parcels 5 and 5B and PE 4 consist of the entire original portions of Parcels 5 and 5B and PE 4 acquired for Project # NH 1191-016 and are located east of SH119 and north of SH52 in Boulder County.

Parcels 5 and 5B and PE 4 together contain 76,342 Sq Ft (1.753 acres) (+/-) and are located outside of the right of way necessary for SH 119 and 52. CDOT Region 4 has determined that their disposal will not affect the operation, use, maintenance or safety of the highway facility.

Details

Parcels 5 and 5B, together containing 62,540 Sq Ft (1.44 acres) (+/-) of land, were purchased as an alternative access for the proposed construction of a raised intersection east of SH119 and north of SH52 that was never constructed.

CDOT Region 4 has determined that Parcels 5 and 5B are of use to more than one owner or potential owner and pursuant to Colorado Revised Statutes (C.R.S.) 43-1-10(5)(a)(IV)(A) when a parcel that is no longer needed for transportation purposes and is of use to more than one owner or potential owner “any political subdivision of this state including but not limited to any state agency, city or town, or county located within the boundaries of the property or interest therein shall have first right of refusal to purchase or exchange such property or interest at the fair market value”.

Pursuant to C.R.S. 43-1-10(5)(a)(IV)(B) if no political subdivision exercises its first right of refusal, CDOT will dispose of Parcels 5 and 5B at fair market value with the funds disbursed in accordance with Chapter 7 of the CDOT Right-of-Way Manual; and,

CDOT Region 4 has determined that PE 4 is only of use to the underlying fee owner and pursuant to C.R.S. 43-1-210(5)(a)(III) when an easement is no longer needed for transportation purposes, the underlying fee owner shall have first right of refusal to acquire said property at fair market value.

The underlying fee owner desires to exercise their right of refusal to acquire PE 4, containing 13,802 Sq Ft (0.316 acres) (+/-), and CDOT would like to sell PE 4 at fair market value to the underlying fee owner.

CDOT will be relieved of maintenance responsibilities and liability associated with these parcels. CDOT will also obtain revenue from the disposal of Parcels 5 and 5B and PE 4 that will be applied to future transportation projects in accordance with Chapter 7 of the CDOT Right-of-Way Manual.

Next Steps

Upon approval of the Transportation Commission, pursuant to C.R.S. 43-1-210, 23 CFR 710.403, and 23 CFR 710.409, CDOT will dispose of Parcels 5 and 5B and PE 4 together containing 76,342 Sq Ft (1.753 acres) (+/-) of land that is no longer needed for transportation purposes.

Attachments

Legal Description with Exhibit

EXHIBIT A
PROJECT NUMBER: NH 1191-016
PARCEL NUMBER: 5
PROJECT CODE: 13930
DATE: October 4, 2005

LEGAL DESCRIPTION

A tract or parcel of land No. 5 of the Department of Transportation, State of Colorado, Project No. NH 1191-016 containing 1.288 acres, more or less, in Outlot B, Boulder Tech Center, Replat B, also lying in the southwest quarter of Section 36, Township 2 North, Range 70 West, of the Sixth Principal Meridian, in Boulder County, Colorado, said tract or parcel of land being more particularly described as follows:

Beginning at a point on the west line of the southwest quarter of Section 36, from which the southwest corner of the southwest quarter of said Section 36 bears S. 0°19'21" W., a distance of 268.97 feet;

1. Thence along the west line of the southwest quarter of Section 36, N. 0°19'21" E., a distance of 65.25 feet;
2. Thence s. 89°40'50" E., a distance of 86.76 feet;
3. Thence S. 66°31'06" E., a distance of 72.91 feet;
4. Thence along the arc of a curve to the left having a radius of 10.00 feet, a distance of 13.38 feet, (the chord of said arc bears N. 75°09'44" E., a distance of 12.40 feet;
5. Thence along the arc of a curve to the right having a radius of 495.00 feet, a distance of 187.35 feet, (the chord of said arc bears N. 47°44'18" E., a distance of 186.23 feet;
6. Thence N. 58°34'53" E., a distance of 205.17 feet to the southwesterly right of way line of West Dry Creek Parkway(October 2005);
7. Thence along said southwesterly right of way line, along the arc of a curve to the left having a radius of 280.00 feet, a distance of 90.40 feet, (the chord of said arc bears S. 30°53'34" E., a distance of 90.00 feet;
8. Thence S. 58°34'53" w., a distance of 204.34 feet;
9. Thence along the arc of a curve to the left having a radius of 405.00 feet, a distance of 285.83 feet, (the chord of said arc bears S. 38°21'45" W., a distance of 279.94 feet;
10. Thence N. 72°18'28" W., a distance of 87.79 feet to the existing north right of way line of S.H. 52 (October, 2005);
11. Thence departing said existing north right of way line, N. 23°03'40" E., a distance of 87.67 feet;
12. Thence N. 66°31'06" W., a distance of 72.91 feet;
13. Thence S. 86°01'26" W., a distance of 60.97 feet, more or less, to the TRUE POINT OF BEGINNING.

The above described parcel contains 1.288 acres (56107 square feet), more or less.

Basis of Bearings: All bearings are based on a line connecting the southwest corner of Section 36, T. 2 N., R. 70 W. 6th P.M. (2 1/2" alum. cap in range box- LS 2149) and the south quarter corner Section 36 (2" alum. cap marked "+" as recorded) as bearing N.89° 41' 49" E.

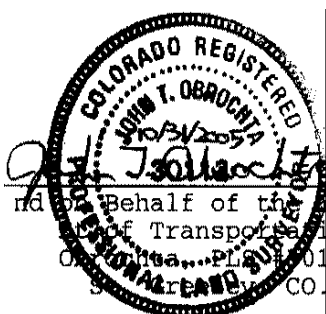


EXHIBIT "A"
PROJECT NUMBER: NH 1191-016
PARCEL NUMBER: 5B
PROJECT CODE: 13930
DATE: October 31, 2005

LEGAL DESCRIPTION

A tract or parcel of land No. SB of the Department of Transportation, State of Colorado, Project No. NH 1191-016 containing 0.148 acres, more or less, in Outlot B, Boulder Tech Center, Replat B, also lying in the southwest quarter of Section 36, Township 2 North, Range 70 West, of the Sixth Principal Meridian, in Boulder County, Colorado, said tract or parcel of land being more particularly described as follows:

Beginning at a point on the west line of the southwest quarter of Section 361 from which the southwest corner of the southwest quarter of said Section 36 bears S. 0°19'21" W., a distance of 268.97 feet;

1. Thence N. 86°01'26" E., a distance of 60.97 feet;
2. Thence S. 66°31'06" E., a distance of 72.91 feet;
3. Thence S. 23°03'40" W., a distance of 87.67 feet to the existing north right of way line of S.H. 52 (October, 2005);
4. Thence along said right of way line, N. 38°10'19" W., a distance of 108.00 feet;
5. Thence continuing along said right of way line, N. 89°45'19" W., a distance of 26.72 feet to point on the west line of the southwest quarter of Section 36;
6. Thence along said west line, N. 0°19'21" E., a distance of 20.47 feet, more or less, to the TRUE POINT OF BEGINNING.

The above described parcel contains 0.148 acres (6433 square feet), more or less.

Basis of Bearings: All bearings are based on a line connecting the southwest corner of Section 36, T. 2 N., R. 70 W. 6th P.M. (2 1/2" alum. cap in range box- LS 2149) and the south quarter corner Section 36 (2" alum. cap marked "+" as recorded) as bearing N. 89° 41' 49" E.

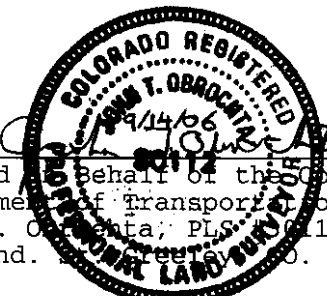

For and on behalf of the Colorado
Department of Transportation
John T. Obrecht, P.E. License No. 12112
1420 2nd. Street, Suite 80631
JTO, Region 4, Checked By:

EXHIBIT A
PROJECT NUMBER: NH 1191-016
PERMANENT EASEMENT NUMBER: PE-4
PROJECT CODE: 13930
DATE: October 3, 2005

LEGAL DESCRIPTION

A permanent easement No. PE-4 of the Department of Transportation, State of Colorado, Project No. NH 1191-016 containing 0.317 acres, more or less, in the southeast quarter of Section 35, Township 2 North, Range 70 West, of the Sixth Principal Meridian, in Boulder County, Colorado, said permanent easement being more particularly described as follows:


Beginning at the intersection of the west right of way line of 71st Street and the north right of way line of S.H. 52 (October, 2005), from which the southeast corner of the southeast quarter of said Section 35 bears S. 5°11'36" E., a distance of 280.89 feet;

Thence along said existing north right of way line of S.H. 52 the following 4 courses:

1. Thence N. 87°58'56" w., a distance of 90.53 feet;
2. Thence along the arc of a curve to the right having a radius of 1850.00 feet, a distance of 74.00 feet, (the chord of said arc bears N. 55°39'26" W., a distance of 74.00 feet;
3. Thence N. 51°29'56" W., a distance of 295.30 feet;
4. Thence N. 49°48'44" W., a distance of 99.18 feet to the existing southeasterly right of way line of Burlington Northern & Santa Fe Railroad (October, 2005);
5. Thence along said existing southeasterly right of way line, N. 39°57'47" E., a distance of 10.02 feet;
6. Thence s. 51°59'52" E., a distance of 424.16 feet;
7. Thence N. 45°52'13" E., a distance of 82.50 feet;
8. Thence s. 44°07'12" E., a distance of 58.53 feet;
9. Thence s. 89°40'15" E., a distance of 18.11 feet to the west right of way line of 71st Street (October, 2005);
10. Thence along said existing west right of way line, S. 0°19'21" W., a distance of 54.62 feet, more or less, to the TRUE POINT OF BEGINNING.

The above described permanent easement contains 0.317 acres (13802 square feet), more or less for the maintenance of a detention pond and the construction of an access road.

Basis of Bearings: All bearings are based on a line connecting the southwest corner of Section 36, T. 2 N., R. 70 W. 6th P.M. (2 1/2" alum. cap in range box- LS 2149) and the south quarter corner Section 36 (2' alum. cap marked "+" as recorded) as bearing N. 89° 41' 11" E.


For and on Behalf of the Colorado
Department of Transportation
John T. O'Brien, P.E., License No. 120112
1420 2nd. Street, Suite 80631
JTO, Region 4, Checked By:



Region 4
Address: 1420 2nd Street
Greeley, CO 80631
Phone: (970) 350-2153 FAX: (970) 350-2178

Right of Way Plans Unit: David Mantych, PLS

Sheet Revisions					

12/17/2005	Revised TE 5B and Proposed drainage
6/8/2006	Spelling correction PF 4, text fixed Parcel 5

6/6/2006	Spelling correction PE 4, text fixed Parcel 5

Sheet Revisions

XXXXX

Sheet Revisions

XXXXX

Right of Way Plans

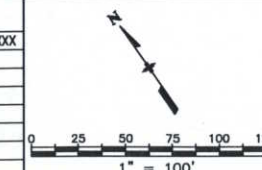
Plan Sheet

Project Number: NH 1191-016

Project Location: SH 119: At SH 52 (Mineral Road)

Project Location:

Project Code:	Last Mod. Date	Subset Sheets	Sheet No.	Total No. of Sheets
13930	6-8-2006	6 of 7	10	19



T. 2 N., R. 70 W.,
6th Principal Meridian
SW 1/4
SEC. 36

LINE	BEARING	DISTANCE	LINE	BEARING	DISTANCE
L4	N 87°58'56" W	90.53'	L10	S 86°01'26" W	60.97'
L5	S 0°19'21" W	54.62'	L11	N 89°45'19" W	26.72'
L6	S 66°31'06" E	72.91'	L12	N 0°19'21" E	20.47'
L7	N 72°18'28" W	87.79'	L18	S 44°07'21" E	58.53'
L8	S 23°03'40" W	87.67'	L19	S 89°40'50" E	18.11'
L9	N 66°31'06" W	72.91'			

CURVE	RADIUS	LENGTH	CHORD (B&L)
C1	1850.00'	74.00'	N 55°39'26" W 74.00'
C3	10.00'	13.38'	N 75°09'44" E 12.40'
C4	280.00'	90.40'	S 30°53'34" E 90.00'

74.00'
12.40'
90.00'

OUTLOT 'B'

BOULDER TECH CENTRE

REPLAT 'B'

END ROW PROJECT NH 1191-016
STA. 132+ 00.00 (SH 52)

St. Julien Partners
Gunbarrell LLC
1401 Walnut St.
Suite 303
Boulder, CO 80302-5531
Rec # 1922430

SRO Properties LLP
2729 S. Lakeridge Tr.
Boulder, CO 80302
Rec # 2153572
(PARCEL 5 & PE 5 TO BOULDER COUNTY)

SE 1/4
SEC. 35

EASEMENT E-3 AS SHOWN ON CDOT
ROW PLANS S-SG 0030(13) —

—EASEMENT E-16 AS SHOWN ON
CDOT ROW PLANS S-SG 0030(13)

City of Boulder
1777 Broadway
Boulder, CO 80302
Rec # 1523766

STATE SEE SHEET 1



COLORADO

Department of Transportation

Transportation Commission Memorandum

To: The Transportation Commission

From: Keith Stefanik, P.E. Chief Engineer

Date: March 5, 2025

Subject: Parcels 24A-EX, 24B-EX, 24C-EX, and 24D-EX, SH85 & Dartmouth, Englewood, Arapahoe County

Purpose

The purpose of this memorandum is to provide the Transportation Commission with the necessary supporting documents including legal descriptions and maps to declare Parcels 24A-EX, 24B-EX, 24C-EX, and 24D-EX, acquired for Project No. IXFU 085-2(24) / FCU 085-2(51) as excess property.

Action

In accordance with Colorado Revised Statute (C.R.S) 43-1-210(5), the Department of Transportation is authorized, subject to approving resolution of the Transportation Commission, to dispose of any property or interest which, in the opinion of the Chief Engineer, is no longer needed for transportation purposes. CDOT Region 1 is requesting the Transportation Commission adopt a resolution to declare Parcels 24A-EX, 24B-EX, 24C-EX, and 24D-EX of CDOT Project No. IXFU 085-2(24) / FCU 085-2(51) as excess property and allow for their disposal.

Background

CDOT acquired Parcels 23 and 24 as a part of CDOT Project # IXFU 085-2(24) / FCU 085-2(51) for the construction of US 85 (formerly SH85) in 1988 and 1989 respectively.

Parcels 24A-EX, 24B-EX, 24C-EX, and 24D-EX are portions of Parcels 23 and 24 and are located between W. Dartmouth Ave and S Galapago St on the northeast corner of US85 and W. Dartmouth Ave in Englewood.

In 2021, via approving resolution TC2021-04-04, the Transportation Commission declared Parcels 24RevA-EX and 24RevB-EX as excess, however, the parcels were never disposed of and since then, CDOT Region 1 has determined that it would be in the public interest to divide Parcels 24RevA-EX and 24RevB-EX into four parcels, 24A-EX, 24B-EX, 24C-EX, and 24D-EX.

Parcels 24A-EX, 24B-EX, 24C-EX, and 24D-EX together contain 7,399 Sq Ft (0.17 Acres) (+/-) that are located outside of the right of way necessary for US85. CDOT Region 1 has determined that their disposal will not affect the operation, use, maintenance or safety of the highway facility. of land.

Details

Parcels 24B-EX and 24C-EX contain 5,354 Sq Ft (0.123 acres) (+/-) of S. Huron Street that is maintained by the City of Englewood as a public street. To continue to maintain this portion of S. Huron St as a public street, CDOT desires to convey Parcels 24B-EX and 24C-EX to the City of Englewood for nominal value.

Title 23, Code of Federal Regulations (CFR), part 710.403(e) allows CDOT to convey property for nominal value if the property is used for social, environmental, economic or nonproprietary governmental use.

The City of Englewood desires to exercise its right of refusal to acquire the Parcels 24B-EX and 24C-EX of right of way, which are no longer needed for transportation purposes. C.R.S. 43-1-210(5)(a)(IV) allows any state agency, city or town, or county located within the boundaries of the property to have first right of refusal to acquire the property.

Furthermore, if the 5,354 Sq Ft (0.123 acres) (+/-) to be conveyed to the City of Englewood ever ceases to be used for social, environmental, economic or nonproprietary governmental use, pursuant to 23 CFR 710.409(d), the deed shall include a reversion clause stating that the subject parcels shall revert to CDOT.

The remaining two parcels, 24A-EX and 24D-EX have both been encroached on by each respective adjacent property owner and it is CDOT's desire to sell Parcels 24A-EX and 24D-EX at fair market value to each respective adjacent property owner.

CDOT Region 1 has determined that Parcels 24A-EX and 24D-EX are of use only to each respective adjacent property owner and pursuant to C.R.S. 43-1-210(5)(a)(III) when a parcel that is no longer needed for transportation purposes has value to only one adjacent owner, that owner shall have first right of refusal to acquire said property.

Each adjacent property owner desires to exercise their right of refusal to acquire Parcels 24A-EX and 24D-EX and CDOT would like to sell Parcels 24A-EX and 24D-EX at fair market value to each respective adjacent property owner in compliance with C.R.S. 43-1-210(5)(a).

CDOT will be relieved of maintenance responsibilities and liability associated with these parcels. CDOT will also obtain revenue from the sale of the parcels 24A-EX and 24D-EX that will be applied to future transportation projects in accordance with Chapter 7 of the CDOT Right-of-Way Manual.

Next Steps

Upon approval of the Transportation Commission, pursuant to C.R.S. 43-1-210, 23 CFR 710.403, and 23 CFR 710.409, CDOT will dispose of Parcels 24A-EX, 24B-EX, 24C-EX, and 24D-EX together containing 7,399 Sq Ft (0.169 Acres) (+/-) of land that is no longer needed for transportation purposes.

Attachments

Legal Description with Exhibit

CDOT PARCEL NUMBER: 24A-EX

CDOT ROW PROJECT: IXFU 085-2(24) / FCU 085-2(51)

Date: December 5, 2024

DESCRIPTION

A parcel of land of the Department of Transportation, State of Colorado, situated in the Northwest Quarter of Section 34, Township 4 South, Range 68 West of the Sixth Principal Meridian, in Arapahoe County, Colorado, and containing portions of Lots 25, 26, 27, 28, 29 & 30 in Block 1 of Taylors Addition, a subdivision plat filed in the Arapahoe County Clerk and Recorder's office at Plat Book 2, Page 13, more particularly described as follows:

Commencing at the Northeast corner of Lot 30 of said Taylors Addition subdivision; thence S 00°01'10" E, along the East line of said Lot 30, a distance of 62.59 feet; thence N 88°13'38" W, a distance of 4.93 feet to a point at the existing back of sidewalk on the west side of Galapago St. (July 2024), said point being on the southerly boundary line of CDOT Remainder Parcel 24R as described in Book 6155 Page 570 of the Arapahoe County Clerk and Recorder records, and being the Point of Beginning;

Thence continuing along said southerly boundary line N 88°13'38" W, a distance of 3.38 feet;

Thence N 00°36'34" E, a distance of 8.49' feet;

Thence along the arc of a curve to the left with a radius of 39.50 feet, a central angle of 90°00'19", an arc length of 62.05 feet, and a chord bearing N 44°23'17" W, a distance of 55.86 feet;

Thence N 89°23'21" W, a distance of 85.01 feet;

Thence N 68°23'13" E, a distance of 11.95 feet;

Thence along the arc of a curve to the right with a radius of 45.50 feet, a central angle of 22°32'26", an arc length of 17.90 feet, and a chord bearing N 77°56'18" E, a distance of 17.80 feet;

Thence N 89°33'36" E, a distance of 49.75 feet;

Thence along the arc of a curve to the right with a radius of 55.00 feet, a central angle of 45°25'12", an arc length of 43.60 feet, and a chord bearing S 71°33'50" E, a distance of 42.47 feet;

Thence S 49°34'07" W, a distance of 6.17 feet;

Thence S 37°19'13" E, a distance of 8.94 feet;

Thence N 67°03'45" E, a distance of 0.38 feet;

Thence along the arc of a curve to the right with a radius of 52.00 feet, a central angle of 37°39'36", an arc length of 34.18 feet, and a chord bearing S 13°55'38" E, a distance of 33.57 feet to the Point of Beginning.

The above parcel contains approximately 1,040 sq. ft. (0.024 acres).

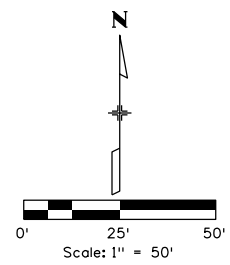
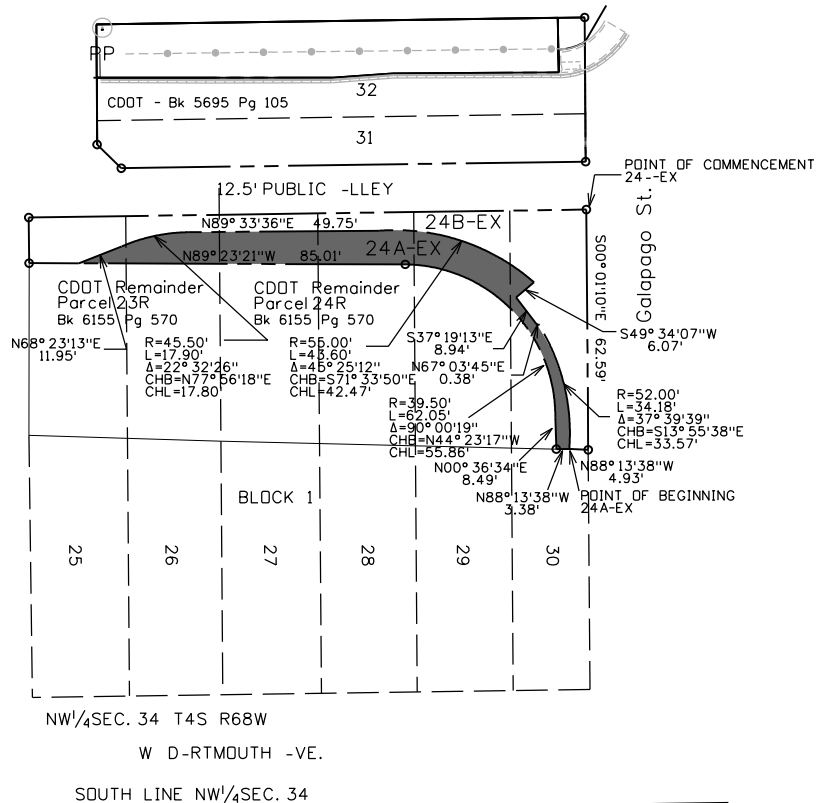
Basis of Bearings: S 00°02'12" W along the West line of the Northwest Quarter of said Section 34. All bearings herein being relative thereto.

Prepared by:
Shannon D. Hart, PLS 38210
For and on the behalf of the
Colorado Department of Transportation
18500 East Colfax Ave.
Aurora, CO 80011



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Exhibit A



Print Date: 12/05/2024	PROPERTY MANAGEMENT DISPOSAL 24A-EX		Project No./Code
File Name: 24A-EX			#####
Horiz. Scale: 1" = 50'			
Vert. Scale: N/A			#####
Unit Information: CDOT R1 ROW	Detailer:	Region: 1	Sheet Number 3
Unit Leader: SDH	Sheet Subset:	Unit Leader: SDH	
		Sheet: 1 of 1	

CDOT PARCEL NUMBER: 24B-EX

CDOT ROW PROJECT: IXFU 085-2(24) / FCU 085-2(51)

Date: December 5, 2024

DESCRIPTION

A parcel of land of the Department of Transportation, State of Colorado, situated in the Northwest Quarter of Section 34, Township 4 South, Range 68 West of the Sixth Principal Meridian, in Arapahoe County, Colorado, and containing portions of Lots 25, 26, 27, 28, 29 & 30 in Block 1 of Taylors Addition, a subdivision plat filed in the Arapahoe County Clerk and Recorder's office at Plat Book 2, Page 13, more particularly described as follows:

Beginning at the Northeast corner of Lot 30 of said Taylors Addition subdivision;

Thence S 00°01'10" E, along the East line of said Lot 30, a distance of 62.59 feet;

Thence N 88°13'38" W, a distance of 4.93 feet to a point at the existing back of sidewalk on the west side of Galapago St. (July 2024);

Thence along the arc of a curve to the left with a radius of 52.00 feet, a central angle of 37°39'39", an arc length of 34.18 feet, and a chord bearing N 13°55'38" W a distance of 33.57 feet;

Thence S 67°03'45" W a distance of 0.38 feet;

Thence N 37°19'13" W a distance of 8.94 feet;

Thence N 49°34'07" E a distance of 6.07 feet;

Thence along the arc of a curve to the left with a radius of 55.00 feet, a central angle of 45°25'12", an arc length of 43.60 feet, and a chord bearing N 71°33'50" W a distance of 42.47 feet;

Thence S 89°33'36" W a distance of 49.75 feet;

Thence along the arc of a curve to the left with a radius of 45.5 feet, a central angle of 22°32'26", an arc length of 17.90 feet, and a chord bearing S 77°56'18" W a distance of 17.80 feet;

Thence S 68°23'13" W a distance of 11.95 feet to a point on the northerly line of the Colorado Department of Transportation Remainder Parcel 23R as described at Book 6153, Page 570 as filed in the Arapahoe County Clerk and Recorder's office;

Thence along said northerly boundary N 89°23'21" W, a distance of 12.98 feet to a point on the West line of Lot 25 of said Block 1;

Thence N 00°01'49" E, along the West line of said Lot 25, a distance of 11.90 feet to the Northwest corner of said Lot 25;

Thence N 89°36'38" E, along the North line of Lots 30 through 25, inclusive of said Block 1, a distance of 145.26 feet to the Point of Beginning.

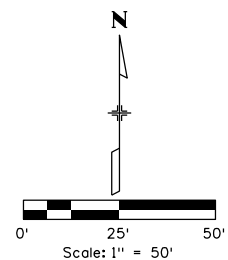
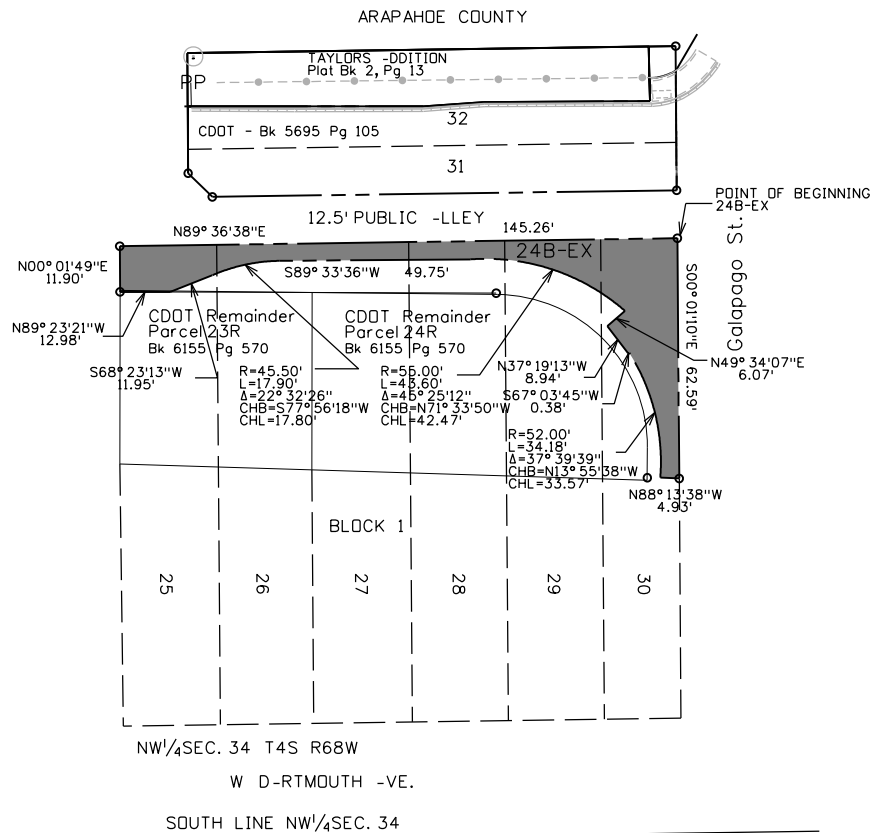
The above parcel contains approximately 1,603 sq. ft. (0.037 acres).


Basis of Bearings: S 00°02'12" W along the West line of the Northwest Quarter of said Section 34. All bearings herein being relative thereto.

Prepared by:
Shannon D. Hart, PLS 38210
For and on the behalf of the
Colorado Department of Transportation
18500 East Colfax Ave.
Aurora, CO 80011

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Exhibit A



Print Date: 12/05/2024	PROPERTY MANAGEMENT DISPOSAL 24B-EX		Project No./Code
File Name: 24B-EX			#####
Horiz. Scale: 1" = 50'			#####
Vert. Scale: N/A			Sheet Number 3
Unit Information: CDOT R1 ROW	Detailer:		
Unit Leader: SDH	Sheet Subset:		
		Region: 1	
		Unit Leader: SDH	
		Sheet: 1 of 1	

CDOT PARCEL NUMBER: 24D-EX

CDOT ROW PROJECT: IXFU 085-2(24) / FCU 085-2(51)

Date: December 5, 2024

DESCRIPTION

A parcel of land of the Department of Transportation, State of Colorado, situated in the Northwest Quarter of Section 34, Township 4 South, Range 68 West of the Sixth Principal Meridian, in Arapahoe County, Colorado, and containing a portion of Lot 32 in Block 1 of Taylors Addition, a subdivision plat filed in the Arapahoe County Clerk and Recorder's office at Plat Book 2, Page 13, more particularly described as follows:

Beginning at the Northeast corner of Lot 32 of said Taylors Addition subdivision;

Thence S 00°01'10" E, along the East line of said Lot 32, a distance of 6.39 feet;

Thence along the arc of a curve to the right with a radius of 15.00 feet, a central angle of 27°25'32", an arc length of 7.18 feet, with a chord bearing S 73°59'49" W, a distance of 7.16 feet;

Thence S 89°19'32" W, a distance of 122.24 feet to a point on the West line of said Lot 32;

Thence N 00°01'36" E, along the said West line of Lot 32, a distance of 7.76 feet to the Northwest corner of said Lot 32;



Thence N 89°10'44" E, along the north line of said Lot 32, a distance of 127.22 feet to the Point of Beginning;

The above parcel contains approximately 1,005 sq. ft. (0.023 acres).

Basis of Bearings: S 00°02'12" W along the West line of the Northwest Quarter of said Section 34. All bearings herein being relative thereto.

Prepared by:
Shannon D. Hart, PLS 38210
For and on the behalf of the
Colorado Department of Transportation
18500 East Colfax Ave.
Aurora, CO 80011



Print Date:	12/05/2024	PROPERTY MANAGEMENT DISPOSAL 24D-EX			Project No./Code	
File Name:	24D-EX				#####	
Horiz. Scale:	1" = 50'					
Vert. Scale:	N/A		 	Region:	1	#####
Unit Information:	CDOT R1 ROW	Detailer:		Unit Leader:	SDH	
Unit Leader:	SDH	Sheet Subset:			Sheet:	1 of 1

CDOT PARCEL NUMBER: 24D-EX

CDOT ROW PROJECT: IXFU 085-2(24) / FCU 085-2(51)

Date: December 5, 2024

DESCRIPTION

A parcel of land of the Department of Transportation, State of Colorado, situated in the Northwest Quarter of Section 34, Township 4 South, Range 68 West of the Sixth Principal Meridian, in Arapahoe County, Colorado, and containing a portion of Lot 32 in Block 1 of Taylors Addition, a subdivision plat filed in the Arapahoe County Clerk and Recorder's office at Plat Book 2, Page 13, more particularly described as follows:

Beginning at the Northeast corner of Lot 32 of said Taylors Addition subdivision;

Thence S 00°01'10" E, along the East line of said Lot 32, a distance of 6.39 feet;

Thence along the arc of a curve to the right with a radius of 15.00 feet, a central angle of 27°25'32", an arc length of 7.18 feet, with a chord bearing S 73°59'49" W, a distance of 7.16 feet;

Thence S 89°19'32" W, a distance of 122.24 feet to a point on the West line of said Lot 32;

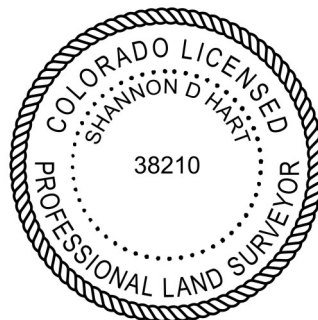
Thence N 00°01'36" E, along the said West line of Lot 32, a distance of 7.76 feet to the Northwest corner of said Lot 32;

Thence N 89°10'44" E, along the north line of said Lot 32, a distance of 127.22 feet to the Point of Beginning;

The above parcel contains approximately 1,005 sq. ft. (0.023 acres).

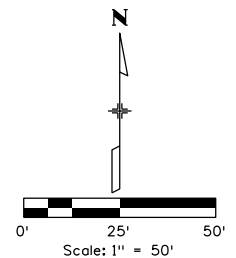
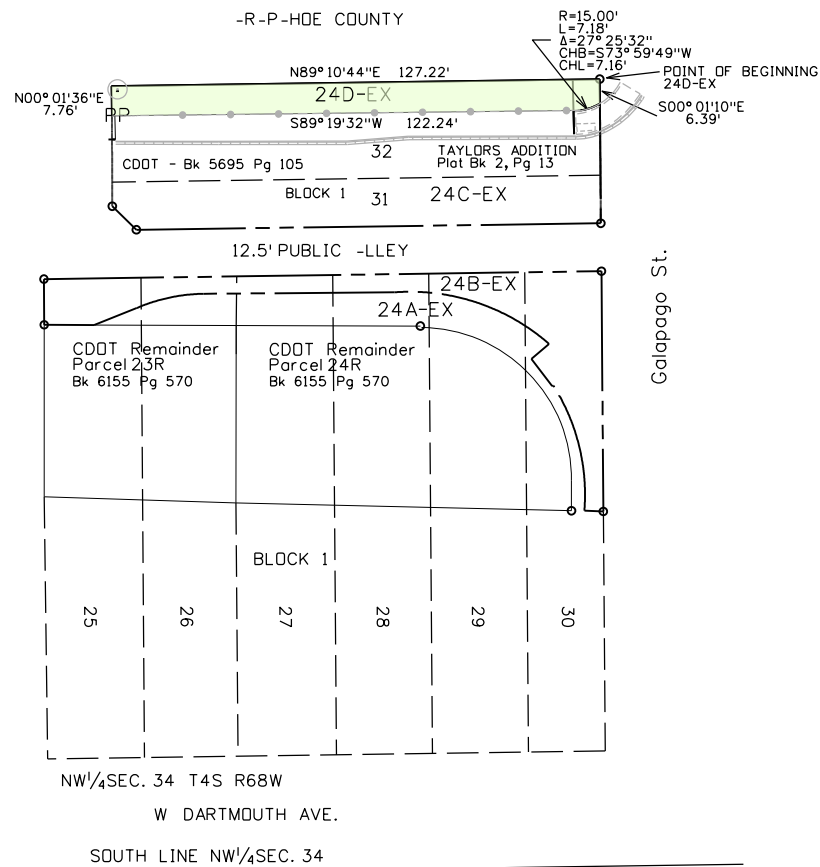
Basis of Bearings: S 00°02'12" W along the West line of the Northwest Quarter of said Section 34. All bearings herein being relative thereto.


Prepared by:
Shannon D. Hart, PLS 38210
For and on the behalf of the
Colorado Department of Transportation
18500 East Colfax Ave.
Aurora, CO 80011



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Exhibit A



Print Date:	12/05/2024	PROPERTY MANAGEMENT DISPOSAL 24D-EX		Project No./Code	
File Name:	24D-EX			#####	
Horiz. Scale:	1" = 50'				
Vert. Scale:	N/A				
Unit Information:	CDOT R1 ROW	Detailer:		Region: 1	
Unit Leader:	SDH			Unit Leader: SDH	
		Sheet Subset:		Sheet: 1 of 1	
				Sheet Number 3	



COLORADO
Department of Transportation

Transportation Commission Memorandum

To: Transportation Commission
From: Keith Stefanik, Chief Engineer
Date: March 6, 2025

Subject: Devolution of U.S. Highway 6 & I70 Frontage Road, Glenwood Springs, Garfield County

Purpose

CDOT Region 3 is proposing the devolution of approximately 1 linear mile of U.S. Highway 6 & 170 Frontage Road in the City of Glenwood Springs, Garfield County, to the City of Glenwood Springs for control and maintenance.

Action

The request is made that Transportation Commission approve a resolution devolving a portion of U.S. Highway 6 beginning west of where Donegan Rd crosses over to meet U.S. Highway 6 (MM 115.35 +/-) and ending at Devereux Rd (MM 116.00 +/-) and a portion of I70 Frontage Road beginning at Devereux Rd (MM 116.00 +/-) and ending east of the roundabout where Grant Ave/Laurel Street/N River Street/6th Street converge (MM 116.43 +/-) that is no longer needed for State Highway purposes and can be abandoned to the City of Glenwood Springs for control and maintenance.

The City of Glenwood Springs proposed to take ownership of U.S. Highway 6 and I70 Frontage Road between MM 115.35 (+/-) and 116.43 (+/-) in exchange for a one-time payment from CDOT of \$350,000. CDOT Region 3 has determined that abandoning said highway segment would be in the best interest of Colorado taxpayers and that payment is anticipated to be less than the amount CDOT expects to expend to maintain, preserve, or improve said highway segment of U.S. Highway 6 and I70 Frontage Road over the next 20 years.

Background

Colorado Revised Statute (C.R.S) 43-2-106(1)(a) provides that the Transportation Commission may determine that a State Highway, or portion thereof, no longer functions as a state highway, and with the agreement of each affected county or municipality, the state highway, or portion thereof, can be abandoned to the affected county or municipality for continued use as local highway.

C.R.S. 43-2-106(1)(b) further provides that any county or municipality receiving a payment from CDOT as a result of C.R.S. 43-2-106(1)(a) shall credit the payment to a special fund to be used only for transportation related expenditures.

Title 23, Code of Federal Regulations (CFR), part 620.203(c)(3) allows CDOT to relinquish portions of unneeded frontage roads “that are constructed generally parallel to and outside the control of access lines of a Federal-aid project for the purpose of permitting access to private properties” which is the case for this portion of I70 Frontage Road.

Both CDOT’s Transportation Commission and governing body for the City of Glenwood Springs previously adopted respective resolutions #TC-2023-11-03 and 2023-24 allowing CDOT and the City of Glenwood Springs to enter into an Intergovernmental Agreement (IGA) and agree upon the condition of the abandonment of said highway segment by CDOT and acceptance by the City of Glenwood Springs pursuant to the terms and conditions of the IGA.

Next Steps

Within 90 days of the official notification of such abandonment by the Transportation Commission, the governing body of the City of Glenwood Springs shall adopt a resolution agreeing to the State’s abandonment of the portion of U.S. Highway 6 and I70 Frontage Road and agreeing that said highway segment no longer serves the ongoing purposes of the State Highway system; committing the City of Glenwood Springs to assume ownership of said highway segment in the “as is” condition.

Within 90 days of the date of adoption of the City of Glenwood Springs resolution accepting the abandoned portion of U.S. Highway 6 and I70 Frontage Road, CDOT will execute a quitclaim deed that will include a reversion provision stating that if the property that is the subject of the quitclaim deed is not used for transportation purposes, title to such property will automatically revert to CDOT. CDOT will provide payment to the City of Glenwood Springs concurrently with the execution of the quitclaim deed.

Attachments

Proposed Resolution

Exhibit of Proposed Abandonment

Exhibit A

State Highway 6

A tract of land situated in Section 4, 5, and 9, Township 6 South, Range 89 West of the 6th Principal Meridian being more particularly described as follows:

BEGINNING at the Southerly most corner of Parcel RW-2A Rev1 of CDOT Project No. FBR 0821-094, described in that Warranty Deed recorded as Reception No. 871909 also being a point on the Westerly boundary of Right of Way for Department of Highways State of Colorado Federal Aid Project No. 1-70-1(8)113, whence the North J4 corner of Section 9 being a 5" x s" limestone in a mound of stone 4' x 4' marked 1/4 on South Face, bears N 13'38'09"W a distance of 1867.12 feet;

Thence along the common boundary of said Parcel RW-2A Rev1 and the Right of Way for Department of Highways State of Colorado Federal Aid Project No. 1-70-1(8)113 the following two courses:

1. N 45'42'50" E a distance of 6.00 feet;
2. 34.70 feet along a non-tangent curve to the left, having a radius of 20.00 feet, a central angle of 99'24'11", the chord of which bears N 03'59'03" W a distance of 30.51 feet to a point common to the Easterly boundary of said Parcel RW-2 Rev1, the Westerly Right of Way for Department of Highways State of Colorado Federal Aid Project No. 1-70-1(8)113, and the Westerly Right of Way for Department of Highways State of Colorado Federal Aid Project No. 145-A;

Thence along the common boundary of the Westerly Right of Way for Department of Highways State of Colorado Federal Aid Project No. 1-70-1(8)113 and the Westerly Right of Way for Department of Highways State of Colorado Federal Aid Project No. 145-A 57.91 feet along a non-tangent curve to the left, having a radius of 348.31 feet, a central angle of 09'31'31", the chord of which bears S 59'39'39" E a distance of 57.84 feet to a point on the boundary common to Right of Way for Department of Highways State of Colorado Federal Aid Project No. 1-70-1(8)113, Right of Way for Department of Highways State of Colorado U.S.P.W Project No. NRM-145-A. and Right of Way for Department of Highways State of Colorado Federal Aid Project No. 145-A;

Thence leaving the boundary of Right of Way for Department of Highways State of Colorado Federal Aid Project No. 145-A along the common boundary of Right of Way for Department of Highways State of Colorado Federal Aid Project No. 1-70-1(8)113 and Right of Way for Department of Highways State of Colorado U.S.P.W Project No. NRM-145-A the following two courses:

1. S 02'43'16" W a distance of 34.55 feet;
2. S 87'16'44" E a distance of 205.10 feet to the Southwest corner of that Parcel X of CDOT Project No. S 0130 (2), described in that Quitclaim Deed recorded as Reception No. 916429;

Thence N 02'43'20" E along the Western boundary of said Parcel X a distance of 75.00 feet to a point the Northern boundary of Right of Way for Department of Highways State of Colorado U.S.P.W Project No. NRM-145-A;

Thence N 87'16'44" W along said Right of Way a distance of 101.94 feet to the Southeast corner of Parcel No. 102 described in that Warranty Deed recorded as Reception No. 875813;

Thence along the Northerly boundary of said Parcel No. 102 the following 3 courses:

1. N 51'01'45" W a distance of 26.99 feet;
2. N 12'30"50" W a distance of 5.38 feet;
3. S 02'43'16" W a distance of 21.15 feet to a point the Northern boundary of Right of Way for Department of Highways State of Colorado U.S.P.W Project No. NRM-145-A;

Thence along said Right of Way the following 2 courses:

1. N 87'16'44" W a distance of 10.86 feet;
2. 74.08 feet along a non-tangent curve to the right, having a radius of 288.57 feet, a central angle of 14'42'31", the chord of which bears N 66'38'33" W a distance of 73.88 feet to the Southeast corner of Parcel RW-4 of CDOT Project No. FBR 0821-094, described in that Warranty Deed recorded as Reception No. 874041;

Thence along the Northerly boundary of said Parcel RW-4 the following 3 courses:

1. N 02'43'15" E a distance of 40.20;
2. S 62'57'13" W a distance of 33.26 feet;
3. 33.76 feet along a non-tangent curve to the right, having a radius of 81.50 feet, a central angle of 23'44'08", the chord of which bears N 57'04'29" W a distance of 33.52 feet to a point on the Easterly boundary of that parcel described in that Warranty Deed recorded as Reception No. 97306;

Thence along Easterly boundary of said parcel the following 2 courses:

1. 92.07 feet along a non-tangent curve to the right, having a radius of 288.31 feet, a central angle of 18°7'48", the chord of which bears N 36°03'11" W a distance of 91.68 feet;
2. N 26°54'11" W a distance of 347.64 feet to the Southeast corner of the first parcel described in that Warranty Deed recorded as Reception No. 97220;

Thence N 26°54'11" W along the Easterly boundary of said first parcel a distance of 329.10 feet to the Southeast corner of that parcel described in that Warranty Deed recorded as Reception No. 97223;

Thence N 26°54'11" W along the Easterly boundary of said parcel, a distance of 158.50 feet to the Southeast corner of the second parcel described in that Warranty Deed recorded as Reception No. 97220;

Thence along the Easterly boundary of said second parcel the following two courses:

1. N 26°54'11" W a distance of 245.50 feet;
2. 189.69 feet along a non-tangent curve to the left, having a radius of 602.96 feet, a central angle of 18°01'31", the chord of which bears N 35°55'11" W a distance of 188.91 feet to the Southeast corner of the third parcel described in that Warranty Deed recorded as Reception No. 97220;

Thence along the Easterly boundary of said parcel 103.21 feet along a non-tangent curve to the left, having a radius of 602.96 feet, a central angle of 09°48'25", the chord of which bears N 49°50'22" W a distance of 103.08 feet to the Southeast corner of that parcel described in that Deed recorded as Reception No. 344199;

Thence along the Westerly boundary of said parcel the following 5 courses:

1. N 30°5'25" W a distance of 84.12 feet;
2. N 63°50'55" W a distance of 60.00;
3. 54.90 feet along a non-tangent curve to the left, having a radius of 35.00 feet, a central angle of 89°52'21", the chord of which bears N 18°30'55" W a distance of 49.44 feet;
4. N 63°50'55" W a distance of 912.00 feet;
5. N 63°3'55" W a distance of 246.40 feet to the Easterly most corner of parcel 60-A Rev. 2 of COOT Project No. 1-70-1(8) 113 Sec. 2, described in that Special Warranty Deed recorded as Reception No. 241872;

Thence along the Western boundary of said Parcel 60A the following 5 courses:

1. S 26i1'19" W a distance of 95.30 feet;
2. N 66°58'41" W a distance of 107.80 feet;
3. 229.10 feet along a non-tangent curve to the right, having a radius of 818.60 feet, a central angle of 16°02'07", the chord of which bears N 51°57'41" W a distance of 228.35 feet;
4. N 36°56'41" W a distance of 299.60 feet;
5. N 33°26'41" W a distance of 352.03 feet to a point on the Eastern Boundary of Parcel 60 of COOT Project No. 1-70-1(8) 113 Sec. 2, described in that Deed recorded as Reception No. 240295;

Thence S 09i8'11" E along said Parcel 60 a distance of 76.00 feet to a point on the Western boundary of that third parcel described in that Warranty Deed recorded at Reception No. 97534;

Thence along the Western boundary of that third parcel the following five course:

1. S 33°22'19" E a distance of 505.77 feet;
2. 271.86 feet along a non-tangent curve to the left, having a radius of 602.96 feet, a central angle of 25°50'00", the chord of which bears S 46i6'19" E a distance of 269.56 feet;
3. S 59°0'19" E a distance of 42.29 feet;
4. 241.21 feet along a non-tangent curve to the left, having a radius of 1175.92 feet, a central angle of 11°45'09", the chord of which bears S 65°02'45" E a distance of 240.78 feet;
5. S 70°55'19" E a distance of 45.80 feet to the Southwest corner of the second parcel described in that Warranty Deed recorded at Reception No. 97534;

Thence along the Western boundary of said second parcel the following three courses:

1. S 70°45'17" E a distance of 333.01 feet;
2. 184.40 feet along a non-tangent curve to the right, having a radius of 542.96 feet, a central angle of 19°27'30", the chord of which bears S 61°02'17" E a distance of 183.51 feet;
3. S 51°9'17" E a distance of 51.51 feet;

Thence S 55°55'30" E a distance of 191.29 feet to the Southwest corner of the third parcel described in that Warranty Deed recorded as Reception No. 97220;

Thence along the Western boundary of said third parcel the following three courses:

1. 20.63 feet along a non-tangent curve to the left, having a radius of 984.93 feet, a central angle of 01°12'00", the chord of which bears S 53°41'11" E a distance of 20.63 feet;
2. S 53°45'10" E a distance of 290.53 feet;
3. 178.48 feet along a non-tangent curve to the right, having a radius of 542.96 feet, a central angle of 18.50'02", the chord of which bears S 54°21'11" E a distance of 177.68 feet to the Northwest corner of the second parcel described in that Warranty Deed recorded as Reception No. 97220;

Thence along the Western boundary of said second parcel the following two courses:

1. 170.81 feet along a non-tangent curve to the right, having a radius of 542.96 feet, a central angle of 18.01'30", the chord of which bears S 35°55'11" E a distance of 170.11 feet;
2. S 25°54'11" E a distance of 245.50 feet to the Northwest corner of that parcel described in that Warranty Deed recorded as Reception No. 97223;

Thence S 25°54'11" E along the Western boundary of said parcel a distance of 158.50 feet to the Northwest corner of the first parcel described in that Warranty Deed recorded as Reception No. 97220;

Thence S 25°54'11" E along the Western boundary of said first parcel a distance of 329.10 feet to the Northwestern corner of that parcel described in that Warranty Deed recorded as Reception No. 97306;

Thence along the Western boundary of said parcel the following two courses:

1. S 25°54'11" E a distance of 347.56 feet;
2. 85.92 feet along a non-tangent curve to the left, having a radius of 348.31 feet, a central angle of 14°07'58", the chord of which bears S 33°53'32" E a distance of 85.70 feet to the Northerly most corner of Parcel RW-2 Rev1 of CDOT Project No. FBR 0821-094, described in that Warranty Deed recorded as Reception No. 871909;

Thence along the Westerly boundary of said Parcel RW-2A Rev1, the following 4 courses:

1. S 48.58'28" W a distance of 6.68 feet
2. S 43°28'35" E a distance of 87.16 feet
3. S 11°24'33" W a distance of 15.05 feet
4. S 44°17'10" E a distance of 12.00 feet to the Southerly most corner of Parcel RW- 2 Rev1, the POINT OF BEGINNING.

The above-described parcel contains 306,779 square feet or 7.04 acres, more or less.

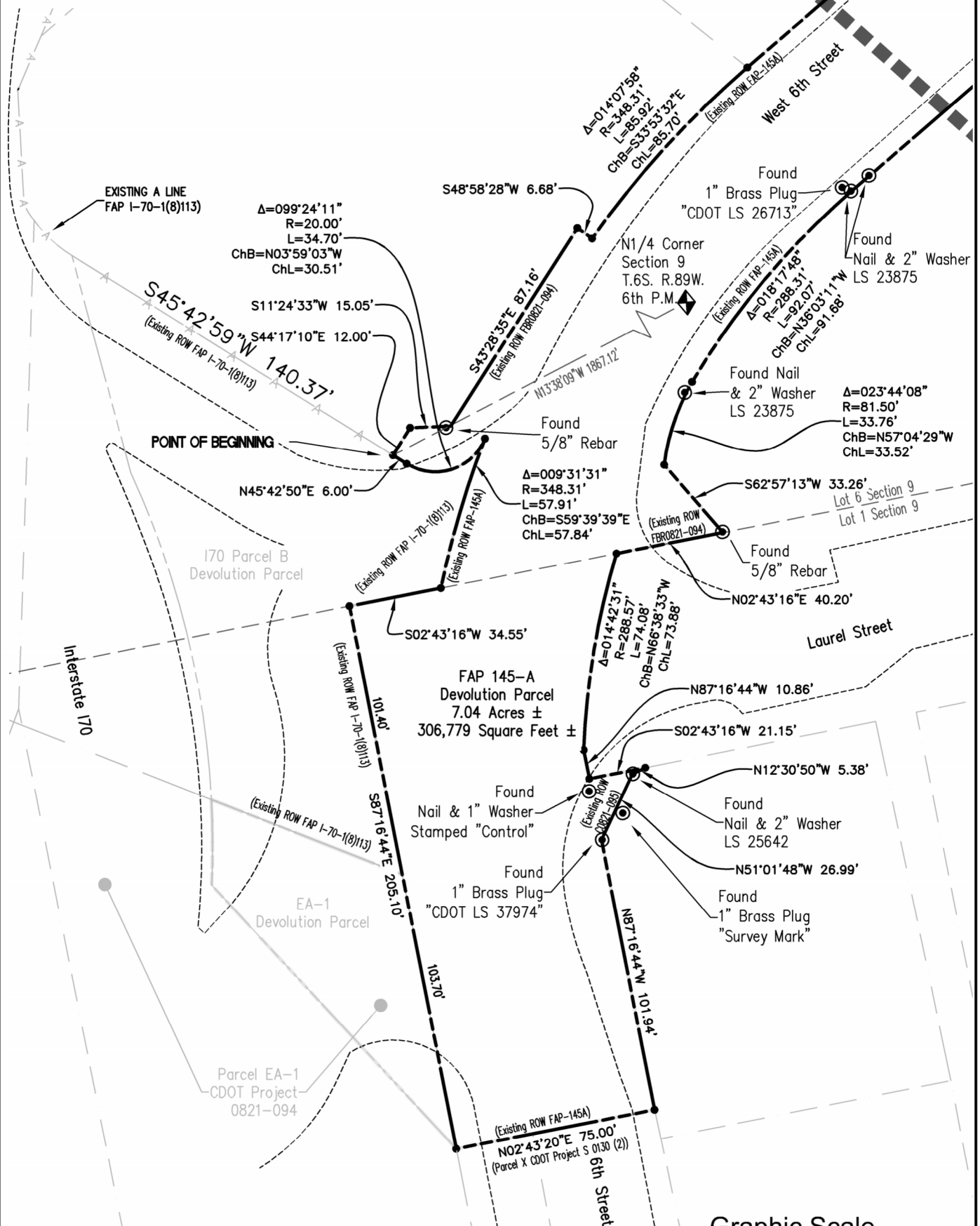
All bearings recited hereon are relative to a bearing of N 89°11'49"W between the East Sixteenth Corner of Section 4 and Section 9, being a chiseled "X" on top of a 6' x 2' x 2' limestone boulder in place, to the North Quarter Corner of said Section 9 being a 5" x 8" limestone in a mound of stone 4' x 4' marked ¼ on South face.



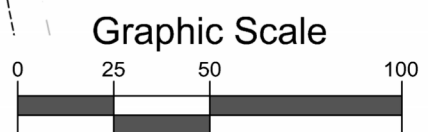
- Exhibit A -

- LEGEND -

- — Found Monument as described
 ● — PI in Described Parcel
- Right-of-Way Line
 —▲—▲—▲—▲— Access Control Line
 ———— Adjoining Parcel
 - - - - - Pavement Edge
 - - - - - Section Lines



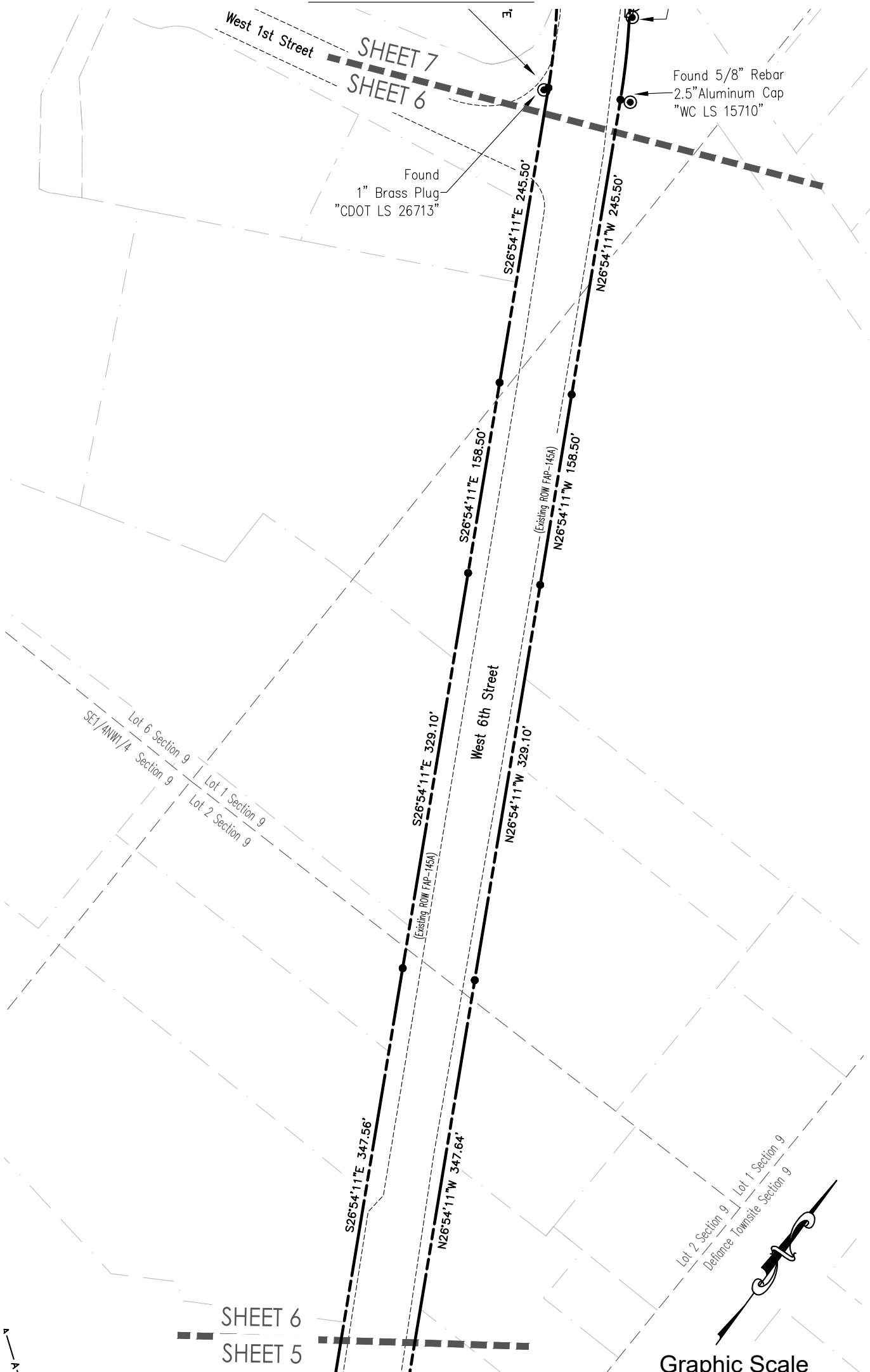
NOTE: This exhibit map is intended only to depict the attached legal description and does not represent a monumented survey.



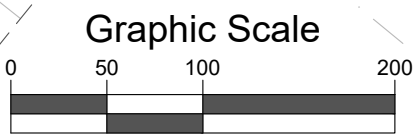
In U.S. Survey Feet: 1" = 50'

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- Exhibit A -

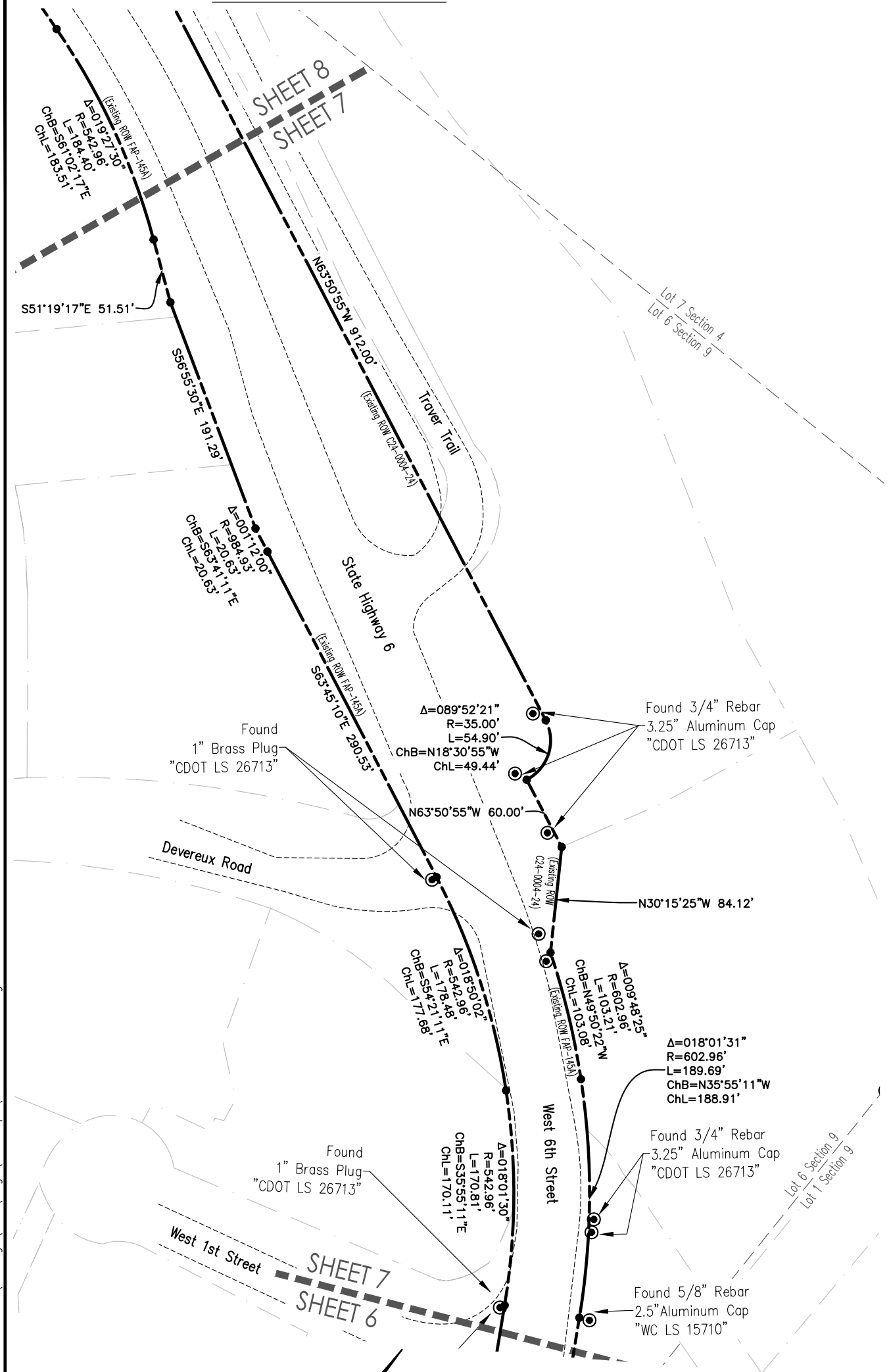


NOTE: This exhibit map is intended only to depict the attached legal description and does not represent a monumented survey.



In U.S. Survey Feet: 1" = 100'

- Exhibit A -



NOTE: This exhibit map is intended only to depict the attached legal description and does not represent a monumented survey.

Graphic Scale



In U.S. Survey Feet: 1" = 100'



118 West Sixth Street, Suite 200
Glenwood Springs, CO 81601
970.945.1004
www.sgm-inc.com

6th Street Devolution
F.A.P. 145-A

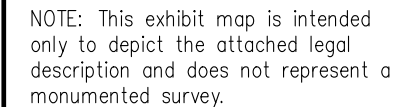
Situated in Sections 4, 5, & 9 T. 6 S., R. 89 W., 6th P.M.
Glenwood Springs, Garfield County, Colorado

Job No.	2023-293.002
Drawn by:	JCE
Date:	240606
Approved:	REB
File:	6thStDevolution

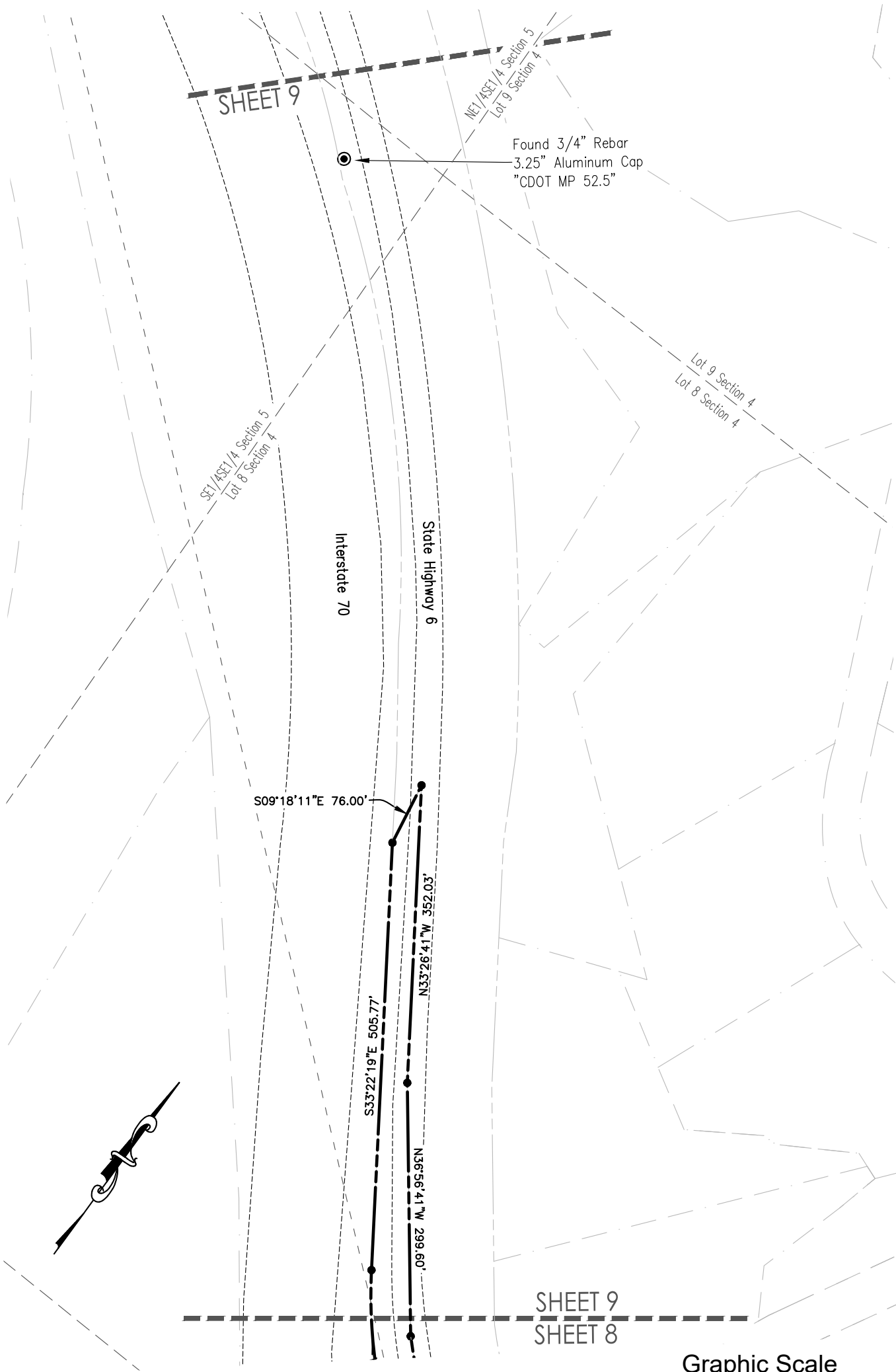
Exhibit Map

Page No.
7
of 9

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- Exhibit A -



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Exhibit A

Portion of Parcel EA-1 COOT Project 0821-094

A tract of land situated in Section 9, Township 6 South, Range 89 West of the 6th Principal Meridian being more particularly described as follows:

BEGINNING at the Southwest corner of that Parcel X of COOT Project No. S 0130 (2), described in that Quitclaim Deed recorded as Reception No. 916429 also being a point on the South boundary of Right of W for Department of Highways State of Colorado Federal Aid Project No. 145-A, whence the North ¼ corner Section 9 being a 5" x 8" limestone in a mound of stone 4' x 4' marked 1/ 4 on South Face, bears 20°34'10"W a distance of 1979.54 feet;

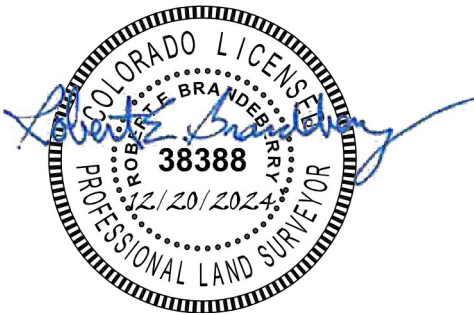
Thence S 61°00'32" W a distance of 133.44 feet;

Thence 31.70 feet along a non-tangent curve to the left, having a radius of 330.17 feet, a central angle 05°30'05", the chord of which bears N 76°20'51" W a distance of 31.69 feet to a point on the Easterly Right of Way for Department of Highways State of Colorado Federal Aid Project No. 1-70-1(8)113;

Thence N 35°15'51" E along said Right of Way a distance of 76.09 feet to a point on the South boundary of Right of Way for Department of Highways State of Colorado Federal Aid Project No. 145-A;

Thence S 87°16'44" E along said Right of Way a distance of 103.70 feet to the POINT OF BEGINNING. The above described parcel contains 4,750 square feet or 0.11 acres, more or less.

All bearings recited hereon are relative to a bearing of N 89°11'49"W between the East Sixteenth Corner of Section 4 and Section 9, being a chiseled 'X' on top of a 6' x 2' x 2' limestone boulder in place, to the North Quarter Corner of said Section 9 being a 5"x 8"limestone in a mound of stone 4' x 4' marked ¼ 01 South face.

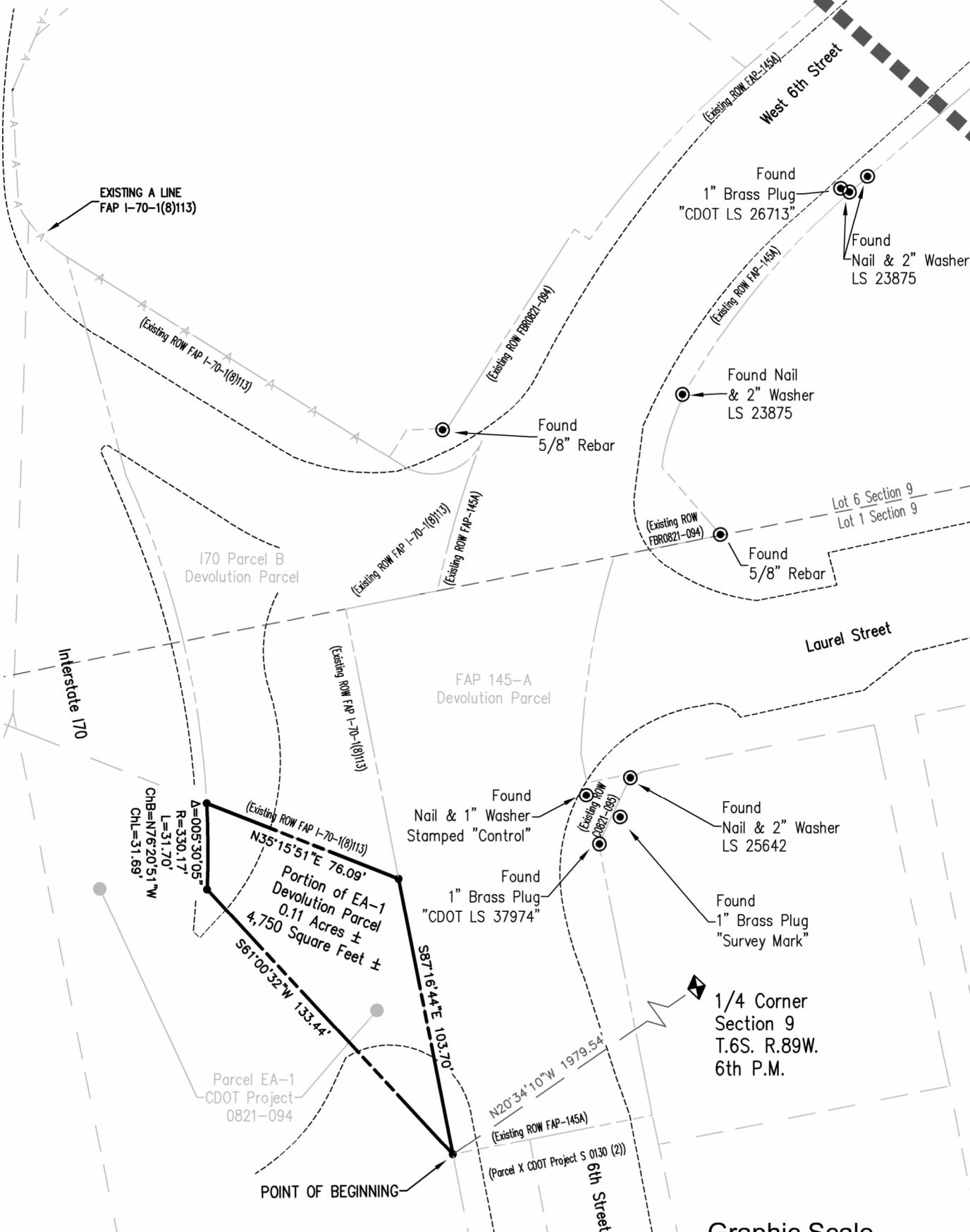


- Exhibit A -

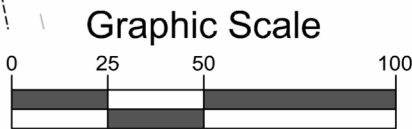
- LEGEND -

- - Found Monument as described
- - PI in Described Parcel
- Right-of-Way Line
- ▲ Access Control Line
- Adjoining Parcel
- Pavement Edge
- Section Lines

SHEET 6
SHEET 5



NOTE: This exhibit map is intended only to depict the attached legal description and does not represent a monumented survey.





COLORADO
Department of Transportation

Transportation Commission Memorandum

To: Colorado Transportation Commission

From: Darius Pakbaz, Director, Division of Transportation Development,
Jamie Collins, STIP Manager, Division of Transportation Development

Date: March 5, 2025

Subject: Amendment to Include US50 SHIFT Grant Funds in the STIP

Purpose

The purpose of this memo is to inform the Transportation Commission of the pending STIP Amendment to include \$40.5 million for the US50 Safety/Operational Highway Improvements for Freight and Travel (SHIFT) Grant funds in the FY2025 - FY2028 STIP.

Action

Department staff is requesting your approval of the attached Amendment package so that CDOT may subsequently submit the Amendment to the Federal Highway Administration (FHWA) Colorado Division Office. Once the Amendment is approved, this funding will move from its 'pending' status to 'approved' in the STIP database in SAP.

Background

The US50 SHIFT Passing Lanes project is a 10 Year Plan project that will install twelve individual passing lanes across the US50 High Plains Freight Corridor between Pueblo and the Kansas state line.

Per 23 CFR 450, a required 30 day public comment period has been conducted. The comment period opened on February 13, 2025 and will close on March 18, 2025. To date, no comments have been received.

Next Steps

Once the Amendment is approved, Department staff will forward the Amendment package to FHWA and will approve the amendment in the STIP database in SAP.

Attachments

Attachment 1 - STIP Amendment table detailing the funding scenario for this project
Attachment 2 - Resolution for approval of this Amendment package



CDOT Region	STIP ID	STIP Description	Funding Program	FY2025 Amount	FY2026 Amount	FY2027 Amount	FY2028 Amount	Reason for Amendment
2	SR27023.011	US50 SHIFT Passing Lanes	DIS (Discretionary Funding)	\$40,500,000				The project will install twelve individual passing lanes across the US50 High Plains Freight Corridor between Pueblo and the Kansas state line.

If you have any questions or comments regarding the amendment actions above, please submit them to:

Jamie Collins, Colorado Department of Transportation
jamie.collins@state.co.us
303-757-9092

Comments will be taken until close of business on March 18,2025.



COLORADO

Department of Transportation

Transportation Commission Memorandum

To: Transportation Commission
From: Anjanette Sagona, Program Director, HR Office of Employee Development and Communications
Anna Mariotti, Chief Human Resources Officer
Amber Paoloemilio, Rules, Policies, and Procedures Advisor
Date: March 20, 2025

Subject: Repeal Policy Directive 1260.0 “CDOT Training & Development Policy”

Purpose

This memo contains background information for the recommended repeal of Policy Directive 1260.0 “CDOT Training & Development”.

Action

Approve the repeal of Policy Directive 1260.0 “CDOT Training & Development”.

Background

This policy was last updated in 2013 alongside CDOT’s Procedural Directive 1260.1. At that time, the policy established a dedicated project manager for a corporate university (called CDOT University). Much has changed since 2013 and CDOT no longer manages the training and development program under a corporate university model.

Instead, CDOT’s HR office has updated CDOT’s Procedural Directive 1260.1 to include CDOT’s training and learning Management system (LMS) procedures for all CDOT Employees to ensure that this program complies with all applicable State of Colorado policies and requirements.

Finally, the updated procedure no longer has the formally used terminology “CDOT University” since that language is no longer used to describe the CDOT training program and LMS to employees.

In the past, there was an unwritten structure with Policy Directives (under the authority of the Transportation Commission) and Procedural Directives (under the authority of the Executive Director” that if we adopted one, we always adopted both. In this case, the authority for CDOT staff training and how that part of CDOT is organized is under the purview of the Executive Director and HR Director, and not the Transportation Commission. The Procedural Directive has been updated to reflect current operations and duplicative information related to staff training, and the Policy Directive is unnecessary.”

Next Steps

Approve the repeal of Policy Directive 1260.0 on the consent agenda during the March regular Transportation Commission meeting.

Attachments

- The original policy directive 1260.0
- Updated procedure 1260.1

1260.0 Policy Governing CDOT University, 2013

I. PURPOSE

To establish CDOTU as a corporate university to strategically align and integrate training with CDOT's values, mission and business needs. Towards this end, CDOTU will provide uniform processes to manage and develop training investments in CDOT employees.

II. AUTHORITY

Transportation Commission as established by § 43-1-106, C.R.S.

III. APPLICABILITY

This Policy Directive applies to all divisions, regions, offices and branches of CDOT and, where applicable, the Office of Information Technology personnel assigned to CDOT.

IV. DEFINITIONS

"CDOT Colleges" shall mean the branches of training within CDOT University that align with the major business functions of CDOT.

"CDOT University" (CDOTU) shall mean the corporate university structure for CDOT.

"CDOT University Administrator" shall mean the dedicated Project Manager for administration of CDOTU.

"CDOTU Manual" shall mean the authoritative compilation of operating procedures, standards, and other guidance for CDOTU.

"Competencies" shall mean observable, measurable patterns of knowledge, skills, abilities, behaviors, and other characteristics that CDOT employees need to successfully perform work-related tasks.

"Corporate University" shall mean a centralized organizational learning function focused on the strategic and integrated development of employees in alignment with the organization's values, mission and business needs.

"Council of Deans" shall mean the group comprised of college Deans.

"Dean" shall mean the designated authority for training administration and development for each constituent college within COOT University.

"Development" shall mean any activity that focuses upon the skills and abilities that the organization employing the individual, or that the individual, may require in the future.

"Evaluation" shall mean the systematic determination of merit, value, and significance of a learning or training process by using criteria against a set of standards.

"Instructional Systems Design" ("ISD") shall mean the systematic process of planning instructional systems so that the appropriate resources can be developed, evaluated, and modified to demonstrably attain desired instructional goals and outcomes.

"Learning" shall mean the process of acquiring new knowledge, behaviors, skills, values, preferences or understanding as a result of training.

"Learning Solution" ("LSO") shall mean CDOT's learning management system of record in SAP.

"Training" shall mean the acquisition or delivery of knowledge, skills, and competencies as a result of instruction

V. POLICY

A. Mission

The mission of CDOTU is to promote and deliver consistent, quality learning experiences that are strategically aligned with professional needs of CDOT's workforce. This mission directly supports CDOT employee engagement strategies for knowledge management, succession preparation, management training, employee retention and promotion of CDOT as an employer of choice.

B. Strategic Goals

To fulfill its mission, CDOTU will serve as the staff authority for COOT learning activities, with a focus on three strategic goals:

Goal 1: Create a learning culture where professional development is intentional, systemic, continuous and encouraged.

Goal 2: Design Learning that Meets Organizational Strategies and Needs:

- Create coordinated, congruent and comprehensive learning programs and core services that enhance performance and align with CDOT's values and strategic priorities.
- Standardize curricula and evaluation processes which conform to ISD principles.
- Integrate leadership development training into performance management and succession preparation planning.

Goal 3: Deliver Learning Programs with Effectiveness and Efficiency:

- Train a network of subject matter experts skilled in curriculum development and instructors skilled in delivering training that is focused on knowledge retention and application for adult learners.
- Implement processes to coordinate and track CDOT's training investments and synchronize learning programs to achieve economies of scale and effort.
- Establish e-learning strategies when appropriate.

C. Administration

CDOTU will be characterized by a centrally-coordinated administration of core services for an integrated network of training branches. The branches will be referred to as "colleges," and aligned by major functional areas. Each college will be represented by one person, identified as that college's "Dean." Each Dean will be the administrative leader of his/her respective college and will serve with his/her fellow Deans on the Council of Deans. The Council of Deans ensures consistency in information sharing, coordination of resources and execution of CDOTU policies, procedures and standards.

The Office of Organizational Learning & Development ("OL&D") is responsible for leading and coordinating the administration of CDOTU with the Administrator as the dedicated project manager. The Administrator's primary roles are to develop the strategic vision and planning for CDOTU and to lead and assist the Council of Deans in the administration of their colleges. The Administrator is also responsible for the content of the CDOTU Manual and the representative for core services to the constituent colleges. Among these core services is LSo, which will be the official record of all training for COOT.

VI. FISCAL IMPACT

The fiscal impact for CDOTU is dynamic in that it is based on the evolving training development needs of COOT. As training needs are identified, potential costs will be presented to the Transportation Commission in accordance with the established budget request cycle.

VII. IMPLEMENTATION PLAN

This Policy Directive shall be implemented by OL&D and the Council of Deans and shall apply to all divisions, branches, regions, and offices of COOT. Until such time as the CDOTU Manual is published, this Policy Directive shall be implemented by Procedural Directive 1260.1 "COOT University (CDOTU) Administration."

VIII. REVIEW DATE

This Policy Directive shall be reviewed on or before February 2018.

Procedural Directive 1260.1

Subject: Procedural Directive 1260.1, CDOT Training & Development Procedure
Effective Date: 00/00/0000
Supersedes: 02/27/2013 (Named “CDOT University Administration”
Originating Office: CDOT Office of Employee Development

I. PURPOSE

The Colorado Department of Transportation (CDOT or Department) is committed to the structured, systematic and ongoing Training and Development of its Employees to ensure they acquire and enhance their knowledge and skills to perform at their highest level while meeting the department’s objectives.

The purpose of this Procedural Directive is to define CDOT’s Training and Learning Management System procedures for all CDOT Employees and to ensure that this program complies with all applicable State of Colorado policies and requirements.

II. AUTHORITY

Executive Director, pursuant to § 43-1-105, C.R.S.

Policy Directive 1260.0

4 CCR 901-1, [State Personnel Board Rules and Personnel Director’s Administrative Procedures](#) 3-40 (mandatory and voluntary Training), 5-15 (work time), and 6-4 (mandatory performance management Training), 10 (Personal Services Agreements)

State of Colorado Department of Human Resources [Executive Branch State employee required Training](#)

[Protecting Opportunities and Workers’ Rights Act](#)

State of Colorado [Workplace and Domestic Violence Affecting the Workplace Universal Policy](#), section IV

State of Colorado [Sexual Harassment Universal Policy](#), section II

State of Colorado [Equal Pay Universal Policy](#), section II

Americans with Disabilities Act (ADA), 42 U.S.C. § 12101 *et seq.*

Governor's Office of Information Technology (OIT) [Technical Standard TS-OEA-001: Technology Accessibility for Persons with Disabilities](#) and TS-OEA-002: [Technology Accessibility for Web Content and Applications](#).

C.R.S. § 24-74-101, Protection of Personal Identifying Information.

State of Colorado [Department of Personnel Fiscal Rule](#), Rule 2-4, Official Functions and Training Functions, Rule 3-1, Personal Services Agreements, Rule 3-5, Commercial Card Monitoring and Training

[C.R.S.](#) 24-50-122, opportunities for Training - professional development center cash fund - creation - rules.

Department of Personnel & Administration [Training Waivers and Training Approval](#)

Statewide [Partnership Agreement](#) between the State of Colorado and Colorado WINS (COWINS)

III. APPLICABILITY

This Procedural Directive applies to all Divisions, Regions, Offices and Branches, and Employees of the Colorado Department of Transportation.

This procedure outlines requirements related to Training at CDOT, including selecting, managing, administering, assigning, completing and tracking all Training in CDOT's Learning Management System. It also outlines requirements to ensure compliance with State of Colorado and CDOT policies, rules and requirements as well as legal requirements, equitable access to Training, work time, accessibility and protection of personally identifiable information related to CDOT Training.

Activities that qualify as Education, which includes engaging in pursuit of a degree program, license or certification, or are working towards maintaining a license or certification, are not covered by this PD. Please refer to CDOT Procedural Directive 1262.1, [Education and Professional Development Reimbursement](#) and the [Reimbursement page](#) on the Learning Lane intranet site for guidance on Education activities and qualified work time.

IV. DEFINITIONS

Employee: Individuals who work in a permanent full-time or part-time capacity as well as individuals who are Temporary Employees. Volunteers are not considered Employees for the application of this Procedural Directive.

Supervisor: An Employee that has one or more direct reports.

Learning: The process of acquiring and being able to demonstrate new knowledge, behaviors, skills, values, preferences or understanding as a result of experience, study, or by being taught.

Training: The acquisition or delivery of applicable knowledge, skills and competencies as a result of instruction.

Education: The process of receiving or giving systematic instruction, especially at a school or university, in pursuit of a degree, license or certification, or to maintain a license or certification.

Mandatory Training: Training that is required by CDOT or another State of Colorado agency for an Employee's role or due to the nature of the work that the Employee performs. This includes a variety of Training topics (e.g., compliance Training, Human Resources Training, business process Training, technical Training, leadership Training, Job Related Training, etc.) Appointing Authorities, in partnership with the relevant Training Staff Authority, have the authority to identify topics that are considered Mandatory Training. This includes Appointing Authorities at CDOT, for CDOT-required Training, as well as Appointing Authorities at other State of Colorado agencies, when those Appointing Authorities are subject matter experts on a particular topic.

Voluntary Training: Training that is not required for an Employee's role, but that enhances their performance in their job or at CDOT. This includes a variety of Training topics (e.g., compliance Training, Human Resources Training, business process Training, technical Training, leadership Training, Job Related Training, etc.).

Job Related Training: Job-Related Training is any Training that is specific to the business process and/or technical aspects of an Employee's job. Job-Related Training may be Mandatory or Voluntary. Employees are granted equitable access to all Job-Related Training.

Leadership Training and Development: Training that helps any CDOT employee to be the best leader they can be at CDOT in their role. CDOT defines leaders by the willingness to lead, not by their title, position or job duty.

Learning Interventions: Training or development for a specific team or group, including intact teams, with a specific purpose, such as to help a new team work better together, to integrate two teams, to address collaboration issues within a team, etc. Activities can include team development sessions, team behavioral profiles and Training, etc.

Learning Management System (LMS): The computer program that CDOT uses to manage Training, including making the Training available, assigning Training, taking Training and tracking Training records for the agency.

Training Records: Records of any Training, including Mandatory Training, Voluntary Training, Job Related Training, etc. This includes the Training itself, scheduled courses, and Employee statuses (e.g., assigned, registered, withdrawn, completed, overdue, incomplete, etc.). Training Records are stored in CDOT's Learning Management System for active Employees and for inactive Employees who have departed CDOT.

Training Lead: A CDOT employee or team of Employees who lead(s) and is a subject matter expert in a particular Training effort at CDOT, which may include designing, developing, delivering, tracking and reporting on the Training.

LMS System Administrator: An Office of Employee Development team member who has system administration access to the LMS, including agency-level configuration, employee data feed, security role management permission and data management permissions.

LMS Training Administrator: A CDOT Employee who has administration access to the LMS, including data management and reporting permissions.

LMS Training Coordinator: A CDOT Employee who has administrative access to some data management and reporting permissions in the system. Training Coordinators serve the regions and specific divisions of CDOT on an as-needed basis.

LMS Training Liaison: A CDOT Employee who has administrative access to view some administrative data as well as reporting permissions in the system. Training Liaisons serve specific teams on an as-needed basis.

V. PROCEDURE

Scope

CDOT is committed to delivering structured, systematic, and ongoing Training to facilitate Learning that builds Employees' knowledge and skills to help them maximize their performance and potential. In support of this, it is the policy of CDOT to provide Training and professional development that:

1. Enables Employees to meet Mandatory Training requirements by designated due dates to meet State, CDOT, or programmatic requirements.

2. Gives Employees access to the Voluntary Training they can use in support of their role and working at CDOT, as well as in support of their own development.

Training Staff Authority and Management

Training Staff Authority and management are led by various teams.

Office of Employee Development

1. The Office of Employee Development (OED) serves as the staff authority for CDOT Training that serves large groups of CDOT Employees, such as all Employees or all Supervisors, as well as for broad groups of CDOT Employees, such as all Employees who are required to take a certain Training.
2. OED serves as the staff authority for the Transportation Engineering Training Program (TETP) that provides business and technical Training to CDOT Engineering and Engineering Support Employees and external CDOT engineering consultant partners and local agency personnel.
 - a. In support of TETP, OED manages the relationship with various internal and external Training partners, including National Highway Institute (NHI) Training for Engineering Training.
 - b. OED manages vendor relationships and the budget related to TETP and NHI Training.
 - c. Annually, OED polls Engineering staff across the organization to ensure TETP and NHI classes best serve Engineering and Engineering Support staff.
 - d. OED manages scheduling and delivery of these courses in partnership with Engineering staff who serve as subject matter experts and sponsors for specific course topics.
 - e. OED outlines the TETP program on the [TETP intranet site](#), for Employees, as well as the CDOT website's [TETP program page](#), for external engineering consultant partners and local agency personnel.
3. OED serves as the staff authority for Leadership Training and Development, which includes the Leadership Journey program as well as related Training and development activities. OED outlines their Leadership Training on the Learning Lane intranet site's [Leadership Journey page](#).

Division of Maintenance & Operations Training Services

1. The Division of Maintenance & Operations Training Services (MOTS) team serves as the staff authority for CDOT maintenance Training and development.

- a. The MOTS team delivers Training through the Maintenance Training Academy (MTA), including Entry Level Driving Training (ELDT), Traffic Control, and other technical Training.
- b. In support of the MTA, MOTS manages the relationships with various internal and external Training partners, including NHI for Maintenance Training.
- c. The MTA also offers a host of specialty Training for support staff, such as Fleet Mechanics Signals Technicians, and Licensed Electricians, Intelligent Transportation Systems (ITS) Fiber Optic Training, and ongoing support for our statewide avalanche crews.
- d. Division of Maintenance and Operations (DMO) Training Services outlines its Maintenance Training programs on the [DMO Training Services intranet site](#).

Responsibility for Training Implementation and Delivery

1. The CDOT Office of Employee Development and Division of Maintenance & Operations Training Services are responsible to stay aware of any Training directives and requirements from other State Agencies or policies, CDOT policies and procedural directives, Appointing Authorities, regulations, laws and other sources.
2. OED and DMO Training Services partner with internal and external subject matter experts to understand and determine Training needs and requirements for their respective audiences.
3. OED and DMO Training Services are responsible for designing, implementing, and managing Training under their purview and, or partnering with the appropriate subject matter experts to implement the Training.
4. OED and DMO Training Services must coordinate to ensure that CDOT has a comprehensive Learning program and that all CDOT Training meets any and all requirements. They also work together to ensure all CDOT Training aligns with CDOT's strategic priorities and values as well as follows good instructional design principles.

Responsibility for Training Oversight and Coordination

1. Other CDOT Employees can serve as Training Leads for Training efforts at CDOT for which they are a subject matter expert (e.g., Water Quality & Environmental Training, Civil Rights Training, Safety Training, Labor Relations, Employee Relations, Talent Acquisition, etc.).
 - a. In this role, these Employees can manage a variety of tasks, such as designing, developing, delivering and tracking the Training.

2. OED partners with all Training Leads as appropriate to provide guidance and to help ensure their Training efforts align to all Training requirements at CDOT and with the State of Colorado, as well as to ensure they are managing their Training in accordance with CDOT policies and procedures, in the CDOT LMS.
3. DMO Training Services partners with Training Leads on Training implementation and delivery when the Training must be delivered to CDOT Maintenance Employees. OED partners with Training Leads on Training implementation and delivery when the Training must be delivered to the CDOT Engineering and/or Administrative Employees.

Equitable Employee Access to Training

1. CDOT supports equitable Employee access to attend Voluntary Training opportunities.
2. Employees must request and obtain Supervisor approval to attend Voluntary Training.
 - a. Supervisors must not unreasonably deny Employees' access to attend Voluntary Training.
 - b. Supervisors have input in regards to the timing that an employee takes Voluntary Training. Supervisors must work with Employees on schedule modifications, if necessary, to accommodate approved Voluntary Training.
3. Any Employee can submit a request to attend Voluntary Training that is instructor-led by registering for the Training in the CDOT LMS. The CDOT LMS is configured to require an Employee's direct Supervisor to approve the Employee's seat in a class.
4. In accordance with the [Partnership Agreement](#), CDOT makes available remote options for Training wherever possible through the CDOT LMS, including online and instructor-led Training.

Training Is Considered Work Time

1. In accordance with State Personnel Board Rules and the Statewide [Partnership Agreement](#), Training activities performed in an official employment capacity are considered work time, including Mandatory Training and Voluntary Training.
 - a. Mandatory Training is considered work time because it is Mandatory for an Employee and/or because it is Job Related Training.
 - b. Voluntary Training is considered work time when it is Job Related Training, when it occurs during work hours, or when it is designed to enhance the employee's knowledge, skills and abilities and, or performance related to working in their job and at CDOT. Voluntary

training is not considered work time when the training occurs outside of the Employee's regular working hours and is not directly related to the Employee's job.

Mandatory Training

1. There is a variety of Mandatory Training for CDOT Employees. Several State of Colorado agencies require certain State Employees, including CDOT Employees, to take Mandatory Training based on role (e.g., all Employees, all Supervisors, specific business function roles, etc.). CDOT Employees are required to complete any Mandatory Training in full by the assigned due date.
2. Unless otherwise indicated, OED oversees the delivery of Mandatory Training for a variety of Training topics, including Human Resources and CDOT required Training, as well as Training required of CDOT Employees by other State of Colorado agencies. CDOT lists a summary of all current Mandatory Training on the Learning Lane Intranet's [Required Training pages](#).
3. The following Mandatory Training is required for all Employees, including CDOT Employees, in accordance with various State of Colorado policies and/or CDOT requirements:
 - a. **Training Related to State of Colorado Department of Personnel & Administration Universal Policies:** Several State of Colorado Department of Personnel & Administration [Universal Policies](#) require Training, such as the State of Colorado [Workplace and Domestic Violence Affecting the Workplace Universal Policy](#), which requires annual Training for all State of Colorado Employees. OED manages this Training in partnership with DPA and the CDOT Chief Human Resources Officer.
 - b. **CDOT Mandatory Training:** The following Mandatory Training is required for CDOT Employees, in accordance with various CDOT policies or requirements:
 - i. **CDOT-Required Training for All Employees:** CDOT requires all Employees to take Training on various topics (e.g., HR, Safety, etc.). OED manages this Training in partnership with the respective subject matter experts. Refer to the Learning Lane [Required Training page](#) for details.
 - ii. **CDOT-Required Training for all Supervisors:** CDOT requires all Supervisors to take Training on various topics (e.g., HR, Safety, etc.). OED manages this Training in partnership with the respective subject matter experts. Refer to the Learning Lane [Required Training page](#) for details.

- iii. **CDOT-Required Training for all Maintenance Employees:** CDOT requires maintenance Employees to receive Training on various topics. All required maintenance Training will be assigned through the LMS. MOTS manages this Training in partnership with regional management and respective subject matter experts (e.g., Safety, and curriculum committees). DMO Training Services oversees the delivery of Mandatory Training for Maintenance Training topics. DMO Training Services lists a summary of all current Mandatory Training for Maintenance Employees on the [DMO Training Services intranet site](#).
- c. **Mandatory Training Dictated by another State of Colorado Agency:** Various Training can be Mandatory in a given timeframe, as determined by another State of Colorado Agency's Appointing Authority.
 - i. When another State of Colorado agency requires CDOT Employees to take required Training, OED will partner with that agency on management and delivery of the Training. If necessary, OED will obtain Training Records and upload them into the CDOT LMS, given it is CDOT's system of record for all Training for CDOT Employees.
- d. **Other Required Training:** At any time, there may be additional Mandatory Training for CDOT Employees as dictated by State of Colorado policies or requirements beyond what is listed above, or based on an Employee's role or function. Refer to the Learning Lane [Required Training page](#) for details on the current required Training.
- 4. **Access to Mandatory Training:** CDOT Employees must be permitted a reasonable amount of work time to complete any Mandatory Training by the due date.
- 5. **Mandatory Training and Employees on Workman's Compensation or Family Medical Leave:** If a CDOT employee is out on approved Workman's Compensation or Family Medical Leave, they are not required to complete Mandatory Training while they are on leave. They must complete Mandatory Training when they return to work.
- 6. **Process to Request to Mandatory Training:** New Mandatory Training proposed by a CDOT Employee requires Appointing Authority approval.
 - a. To request that certain Training be Mandatory, please contact the [OED team](#) if the Training applies to large groups of Employees or Engineering and/or Engineering Support staff.
 - b. Contact the [DMO Training Services team](#) if the Training applies to Maintenance Employees.

CDOT Voluntary Training

1. Voluntary Training includes, but is not limited to:
 - a. **CDOT Leadership Training:** This includes the [Leadership Journey program](#) that offers a comprehensive program of leadership courses and content at multiple levels to all CDOT Employees.
 - b. **Business process and technical Training:** Training related to business processes at CDOT as well as technical Training. OED provides various Training tools, including delivering and managing LinkedIn Learning and developing or curating Training resources for specific Training needs (e.g., accessibility, technologies used at CDOT, etc.).
 - c. **Online and self-paced Training:** The CDOT LMS contains a variety of online Training (i.e., self-paced courses, e-learning, videos, documents, references, LinkedIn Learning, etc.) that is available to all CDOT Employees.
 - d. **Training and Development Interventions:** OED works with Employee Relations and Civil Rights, as well as Appointing Authorities and Supervisors, on an ad hoc basis, to develop and deliver Learning Interventions for intact teams, such as team development activities, team behavioral profile and other assessments, Training, etc.
 - e. **Certain Technical Training:** CDOT offers additional technical Training to various CDOT Employees. This includes but is not limited to, specialty Maintenance Training, Engineering Training, and others. The appropriate Training Authority or Training Lead will work with the appropriate management to identify Training programs for their smaller work groups.
 - f. **State-Provided Education:** The State or CDOT may provide continuing Education to support Employees in building their skills, such as LinkedIn Learning. State-provided continuing Education is separate from Education that is related to pursuit of a degree program, license or certification, or working towards maintaining a license or certification. Refer to CDOT Procedural Directive 1262.1, [Education and Professional Development Reimbursement](#) and the [Reimbursement page](#) on the Learning Lane intranet site for details.
2. **Access to Voluntary Training:** According to the Statewide [Partnership Agreement](#) between the State of Colorado and Colorado WINS (COWINS), approval to attend Voluntary Training shall not be unreasonably denied, and agencies must ensure equity in access to Training opportunities. Supervisors shall work with Employee on schedule modifications, if necessary, to accommodate approved Voluntary Training. The Employee must request from their Supervisor to participate in Voluntary Training at least 30 days in advance

of the training, unless the State Entity or training provider provides notice of training opportunities with less than 30 days' notice.

Training Administration and Tracking in the CDOT LMS

1. The CDOT LMS is the agency's comprehensive system of record for all Training. OED manages the LMS. The DMO Training Services Team and various CDOT Training Leads use the CDOT LMS to manage Training.
2. This includes making the Training available, assigning Training, taking Training and tracking Training Records for the agency.

System Administration of the CDOT LMS

1. OED manages and serves as the system administrators for CDOT's LMS, which is the system of record for all Mandatory Training and Voluntary Training offered at CDOT. All Training offered at CDOT must be listed in CDOT's LMS.
2. OED partners with the State of Colorado Office of Information Technology to manage the CDOT LMS. OIT is responsible for the technical system implementation, configuration, ongoing configuration management and support.
3. OED manages the CDOT instance of the LMS, including configuration and ongoing configuration management for CDOT's use, as well as managing or overseeing management of all setup and content in the system.

Assignment of Mandatory Training in the CDOT LMS

1. Mandatory Training is assigned to Employees. Training Records for Mandatory Training are stored in CDOT's Learning Management System.

Consequences of Not Completing Mandatory Training

1. Employees are required to complete Mandatory Training on time and by the due date. If an employee does not complete their Mandatory Training on time and by the due date, consequences can include either informal or formal Progressive Discipline. The nature of the Progressive Discipline depends on the specific situation.
2. If an Employee is on an approved leave type that requires them to not work (e.g., Family and Medical Leave, Workman's Compensation, etc.), and Mandatory Training is due during the time that they are not working, then the Employee is not required to complete their Mandatory Training. Employees are required to complete Mandatory Training, even if it is overdue, when they return to work. If the Mandatory Training is no longer available in the CDOT

LMS when they return to work, then the LMS System Administrator or LMS Administrator can add a note to the appropriate training records to indicate that the Employee is excused from completing the training due to an approved work absence.

Employee Training Records in the CDOT LMS

1. Training Records for all training, including Mandatory Training and Voluntary Training are stored in CDOT's Learning Management System. Training Records must be accurate, meaning they must be for the correct session, date and time attended, etc. If Training Records are ever inaccurate, they must be corrected.

Job Related Training Completed Outside of the CDOT LMS

1. If Job Related Training is completed in another State of Colorado LMS or system, or a system outside the State of Colorado, OED or the Employee will obtain the Training records from that system and upload them into the CDOT LMS, to ensure each employee has a comprehensive record of Training in CDOT's system of record.
2. Activities that are not considered Training that are not required to be tracked in the CDOT LMS include webinars, lectures, informational sessions, mentoring, job shadowing, team building activities and other informal informational sessions.

CDOT LMS Training Leads, Training Coordinators and Training Liaison Roles

OED trains all Training Leads, Training Coordinators and Training Liaisons in requirements related to Training and in use of the CDOT LMS. OED grants system access to all roles.

CDOT LMS User Help Information

OED manages and maintains user help information for the CDOT LMS, including how-to information as well as promoting the CDOT LMS services, initiatives and programs.

CDOT LMS Reporting

OED manages and provides reporting on Training as well as trains Training Leads, Training Coordinators and Training Liaisons in reporting for their audiences.

Personally Identifiable Information in the CDOT LMS

All CDOT Employees who have administrative access to the CDOT LMS are required to follow all policies, rules and requirements related to protecting the individual privacy and PII of data contained within the system. Refer to the Employee Hub intranet's [Personally Identifiable Information page for more information](#).

Accessibility

1. In accordance with the Statewide [Partnership Agreement](#) and state law between the State of Colorado and COWINS, the State prohibits discrimination against qualified individuals with mental or physical disabilities in job Training as defined by the Americans with Disabilities Act and the Colorado Anti-Discrimination Act. Also, CDOT and State of Colorado Office of Information Technology policies, the CDOT Learning Management System must comply with accessibility requirements for Technology Accessibility for Persons with Disabilities. Refer to CDOT [PD 31.1, Website Development and Web Accessibility](#), for details regarding web accessibility requirements at CDOT.
2. OIT provides technical management for the CDOT LMS. OIT is responsible to manage Voluntary Product Accessibility Templates and provide an accessibility statement for users of the system.
3. OED is responsible to work to ensure the accessibility of the CDOT Training content that they manage, including managing an ongoing plan to make content accessible.
 - a. OED is responsible to seek reasonable accommodations to any CDOT Employee who requires an ADA accommodation to access Training content.
4. Other CDOT teams who deliver Training to other CDOT Employees are responsible to ensure their Training content is accessible.

Training Procurement

1. In accordance with state policy, for any Training activities, if CDOT or the State of Colorado offers comparable Training for free or at a lesser cost, then the procurer should utilize the State of Colorado service.
2. In accordance with [State Personnel Board Rules and Personnel Director's Administrative Procedures](#), the procurement of Training is considered a Personal Services Agreement.
 - a. Purchase requests and contracts to procure Training must follow the [CDOT Personal Services Agreement](#) process and include the appropriate documents as outlined in the process.
3. In addition, in accordance with C.R.S. 24-50-122, Opportunities for Training - professional development center cash fund - creation - rules, State funds shall

not be expended for the Training of Employees in the State Personnel System without the approval of the State Personnel Director.

- a. The Department of Personnel and Administration Center for Organizational Effectiveness requires that the requester submit a [DPA Training Waiver](#) for Training purchases.
 - b. Refer to the Employee Hub [CDOT Personal Services Agreement](#) page, which outlines the requirements for a DPA Training Waiver and includes a link to the Training Waiver request form.
 - c. Contact the [OED Team](#) for questions and guidance regarding DPA Training Waivers.
4. To ensure compliance with rules governing the procurement of Training, OED reviews all requests to procure Training (i.e., Shopping Carts) as part of the standard CDOT process to review any procurement requests that are governed by PSA requirements. As needed, the CDOT Deputy Executive Director will serve as the final approver for requests to procure Training.

Official Functions for Food and Beverage and Training Locations

1. In accordance with State of Colorado [Department of Personnel Fiscal Rule](#), Official Functions and Training Functions, Rule 2-4, and CDOT PD [1200.1, Official Functions](#), purchase of food and beverages for a Training Function should be kept to a minimum and shall be approved by the CDOT Deputy Executive Director.
2. At CDOT, food and beverages are not purchased for routine Training. To request a food and beverage purchase for a Training, an Official Function is required and must be approved in advance of the Training.
3. Whenever possible, CDOT Training should be conducted at a CDOT facility or at a free location. To request an exception, an Official Function is required and must be approved in advance of the Training.

Training Related to Progressive Discipline Situations

1. For Progressive Discipline situations with an employee, OED works with the CDOT Employee Relations team and Civil Rights Managers on an ad hoc basis to provide guidance on existing CDOT Training or Training from another State of Colorado agency that could be assigned to an employee as part of a Progressive Discipline action.

Training Related to Layoffs

1. According to the Statewide [Partnership Agreement](#) between the State of Colorado and COWINS, the State shall make reasonable efforts to find alternatives to minimize or avoid the need for layoffs of Employees including, but not limited to retraining.

VI. DOCUMENTS REFERENCED IN THIS PROCEDURAL DIRECTIVE

CDOT PD 1215.1, Protection of Personally Identifiable Information (PII)

CDOT PD 1200.1, Official Functions

VII. IMPLEMENTATION

This Policy Directive shall be implemented by the Office of Employee Development and applies to all divisions, branches, regions, and offices of CDOT.

The Office of Policy and Government Relations shall post this Procedural Directive on CDOT's intranet as well as on public announcements.

VIII. REVIEW DATE

This Policy Directive shall be reviewed on or before **XX** 2028.

Shoshana M. Lew
Executive Director

Date of Approval

Transportation Commission Memorandum

To: The Colorado Transportation Commission.

From: Piper Darlington, Colorado Transportation Investment Office Director.

Date: March 20, 2025.

Subject: APPROVAL OF THE FISCAL YEAR 2025-26 FEE FOR SERVICE INTRA-AGENCY AGREEMENT BETWEEN CTIO AND CDOT.

Purpose

To present the Fiscal Year (FY) 2025-26 Fee for Service Intra-Agency Agreement (IAA), including a \$1.5 M payment and the FY 2025-26 Statement of Work (SOW), between the Colorado Transportation Investment Office (CTIO) ¹ and the Colorado Department of Transportation (CDOT).

Action

CTIO staff is seeking Transportation Commission (TC) approval of Proposed Resolution #9 authorizing the IAA, \$1.5 M payment, and proposed SOW between CTIO and CDOT for FY 2025-26.

Background

In recognition of the specialized nature of the expertise and services CTIO provides to CDOT, CDOT pays CTIO through a Fee for Service IAA. This IAA documents the terms of the overall business relationship between CDOT and CTIO. It includes the annual SOW CDOT wishes CTIO to provide in FY 2025-26, the hours provided by CTIO staff to deliver the work, and the process by which CTIO charges CDOT for the fair market value of the services provided.

For FY 2025-26, the value of services corresponds to the \$1.5 M CTIO fee for service allocation that the Transportation Commission (TC) is asked to approve as part of the annual budget adoption in March. The payment amount for FY 2025-26 has been reduced by \$2.5 M over the current FY 2024-25 fee for service payment. Most of CTIO's upcoming project development work is related to Senate Bill (SB) 184 and will utilize the Congestion Impact Fee. See Exhibit A under Attachment A: Fiscal Year 2025-26 Fee for Service Intra-Agency Agreement for the full SOW. Key Policy Considerations related to the Fee for Service IAA:

¹ The High-Performance Enterprise (HPTE) remains the name for the Enterprise in all legal, contractual, and legislative documents, but following a rebranding in 2021 HPTE will be referred to as the Colorado Transportation Investment Office in all other documents.

- The fee for service model describes the business relationship between CTIO and CDOT. It enables CTIO to recoup the fair market value of its services to CDOT in an exchange transaction.
- The fee for service TABOR enterprise model has been validated by the Colorado Attorney General's Office and documents the necessary contractual obligations between CDOT and CTIO.
- Approval of the IAA will reinforce the mutually beneficial partnership between CDOT and CTIO and fairly compensates CTIO for the value it provides to CDOT.

Options and Recommendation

- Review and approve the IAA, \$1.5 M payment, and SOW for FY 2025-26. Staff Recommendation.
- Review the IAA, \$1.5 M payment, and SOW, but with instructions to add to the SOW for particular projects or programs. Staff would make the necessary revisions and return with a revised SOW and increased budget supplement at the beginning of the next fiscal year.
- Review the IAA, \$1.5 M payment, and SOW, but with instructions to eliminate or reduce the SOW for particular projects or programs. Staff would make the necessary revisions and return with a revised SOW and budget at the beginning of the next fiscal year.

Next Steps

- CTIO budget staff will coordinate with the Office of Financial Management and Budget (OFMB) to ensure that the approved \$1.5 M FY 2025-26 fee for service amount is distributed appropriately and available for use at the beginning of the fiscal year.
- CTIO program staff will provide a mid-year update to the CTIO Board, CDOT, and the Transportation Commission on the progress being made to complete the activities outlined in the approved FY 2025-26 SOW.

Attachments

Attached is the Fiscal Year 2025-26 Fee for Service Intra Agency Agreement.

STATE OF COLORADO

INTERAGENCY AGREEMENT

COVER PAGE

Paying State Agency

Colorado Department of Transportation

Performing State Agency

High-Performance Transportation Enterprise
(HPTE)

Agreement Number

To be populated

Agreement Performance Beginning Date

The later of the Effective Date or July 1, 2025

Agreement Expiration Date

June 30, 2026

Agreement Maximum Amount

Term

State Fiscal Year 2025-26: \$1,500,000

Total for All State Fiscal Years: \$1,500,000

Agreement Authority

§§43-1-110 and 43-4-806(6)(g) and (h), C.R.S.

Agreement Purpose

The purpose of this Agreement is for CDOT to compensate HPTE for the fair market value of certain services to be provided to CDOT during Fiscal Year 2025-26

Exhibits and Order of Precedence

The following Exhibit(s) and attachment(s) are included with this Agreement:

1. Exhibit A – Statement of Work

In the event of a conflict or inconsistency between this Agreement and any Exhibit or attachment, such conflict or inconsistency shall be resolved by reference to the documents in the following order of priority:

1. The provisions of the other sections of the main body of this Agreement.
2. Exhibit A, Statement of Work.

Principal Representatives

For the Paying State Agency:

Keith Stefanik, Chief Engineer
Colorado Department of Transportation
2829 W. Howard Place
Denver, CO 80222
Email: Keith.Stefanik@state.co.us

For the Performing State Agency:

Piper Darlington, Director
HPTE
2829 W. Howard Place
Denver, CO 80222
Email: piper.darlington@state.co.us

SIGNATURE PAGE

THE PARTIES HERETO HAVE EXECUTED THIS AGREEMENT

Each person signing this Agreement represents and warrants that the signer is duly authorized to execute this Agreement and to bind the Party authorizing such signature.

STATE OF COLORADO

Jared S. Polis, Governor

Colorado Department of Transportation
Shoshana M. Lew, Executive Director

High Performance Transportation Enterprise
Piper Darlington, Director

By: Keith Stefanik, P.E, Chief Engineer

By: Piper Darlington, Director

Date: _____

Date: _____

STATE CONTROLLER
Robert Jaros, CPA, MBA, JD

By: Name of Paying Agency or IHE Delegate

Effective Date: _____

In accordance with §24-30-202, C.R.S., this Contract is not valid until signed and dated above by the State Controller or an authorized delegate.

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1. PARTIES

This Interagency Agreement (this “Agreement”) is entered into by and between the Paying Agency, (the “Paying Agency”), and the Performing Agency, (the “Performing Agency”) who are named on the Cover Page of this Agreement. The Paying Agency and the Performing Agency may each individually be referred to as a “Party” and collectively as the “Parties.” Each Party is an agency of the STATE OF COLORADO, hereinafter called the “State.”

2. TERM AND EFFECTIVE DATE

A. Effective Date

This Agreement shall not be valid or enforceable until the Effective Date.

B. Term

The Parties’ respective performances under this Agreement shall commence on the Agreement Performance Beginning Date shown on the Cover Page for this Agreement and shall terminate on the Agreement Expiration Date shown on the Cover Page for this Agreement unless sooner terminated or further extended in accordance with the terms of this Agreement.

C. Termination for Convenience

Either Party may terminate this Agreement for convenience by giving the other Party 90 days prior written notice setting forth the date of termination.

3. STATEMENT OF WORK AND BUDGET

A. Work

The Performing Agency shall complete the Work as described in this Agreement and in accordance with the provisions of Exhibit A. The Paying Agency shall have no liability to

compensate the Performing Agency for the delivery of any goods or the performance of any services that are not specifically set forth in this Agreement.

B. Goods and Services

The Performing Agency shall procure goods and services necessary to complete its obligations using Agreement funds and shall not increase the maximum amount payable hereunder by the Paying Agency.

4. PAYMENTS TO THE PERFORMING AGENCY

A. Maximum Amount

Payments to the Performing Agency are limited to the unpaid, obligated balance of the Agreement funds. The Paying Agency shall not pay the Performing Agency any amount under this Agreement that exceeds the Agreement Maximum Amount for that State Fiscal Year shown on the Cover Page for this Agreement.

B. Payment Procedures

- i. The Performing Agency shall initiate payment requests by invoice to the Paying Agency, in a form and manner approved by the Paying Agency. To facilitate Fiscal Year End closing, final invoices for each Fiscal Year should be submitted to the Paying Agency by July 15th of the following Fiscal Year.
- ii. The Paying Agency shall pay each invoice within 30 days following the Paying Agency's receipt of that invoice, so long as the amount invoiced correctly represents work completed by the Performing Agency and previously accepted by the Paying Agency during the term that the invoice covers.
- iii. In accordance with the Fiscal Procedures Manual, each Agency shall report the outstanding balance of this Agreement on Exhibit AR_AP at Fiscal Year end.

5. RECORDS, MAINTENANCE, AND INSPECTION

A. Maintenance

During the term of this Agreement and for a period terminating upon the later of (i) the six year anniversary of the final payment under this Agreement or (ii) the resolution of any pending Agreement matters (the "Record Retention Period"), each Party shall maintain, and allow inspection and monitoring by the other Party, and any other duly authorized agent of a governmental agency, of a complete file of all records, documents, communications, notes and other written materials, electronic media files, and communications, pertaining in any manner to the work or the delivery of services or goods hereunder.

B. Inspection

The Paying Agency shall have the right to inspect the Performing Agency's performance at all reasonable times and places during the term of this Agreement. The Performing Agency shall permit the Paying Agency, and any other duly authorized agent of a governmental agency having jurisdiction to monitor all activities conducted pursuant to this Agreement, to audit, inspect, examine, excerpt, copy and/or transcribe the Performing Agency's records related to this Agreement during the Record Retention Period to assure compliance with the terms hereof or to evaluate performance hereunder. Monitoring activities controlled by the Paying Agency shall not unduly interfere with the Performing Agency's performance hereunder.

6. CONFIDENTIAL INFORMATION

Each Party shall treat the confidential information of the other Party with the same degree of care and protection it affords to its own confidential information, unless a different standard is set forth in this Agreement. Each Party shall notify the other Party immediately if it receives a request or demand from a third party for records or information of the other Party.

7. DISPUTE RESOLUTION

The failure of a Party to perform its respective obligations in accordance with the provisions of this Agreement is a breach of this Agreement. In the event of disputes concerning performance hereunder or otherwise related to this Agreement, the Parties shall attempt to resolve them at the divisional level. If this fails, disputes shall be referred to senior departmental management staff designated by each Party. If this fails, the executive director of each Party shall meet and attempt resolution. If this fails, the matter shall be submitted in writing by both Parties to the State Controller, whose decision shall be final.

8. NOTICES AND REPRESENTATIVES

Each individual identified as a Principal Representative on the Cover Page for this Agreement shall be the Principal Representative of the designating Party. All notices required or permitted to be given under this Agreement shall be in writing, and shall be delivered **(A)** by hand with receipt required, **(B)** by certified or registered mail to such Party's Principal Representative at the address set forth on the Cover Page or **(C)** as an email with read receipt requested to the Principal Representative at the email address, if any, set forth on the Cover Page for this Agreement. Either Party may change its Principal Representative by notice submitted in accordance with this section without a formal amendment to this Agreement. Unless otherwise provided in this Agreement, notices shall be effective upon delivery of the written notice.

9. GENERAL PROVISIONS

A. Assignment

The Performing Agency's rights and obligations under this Agreement are personal and may not be transferred or assigned without the prior, written consent of the Paying Agency. Any attempt at assignment or transfer without such consent shall be void. Any assignment or transfer of the Performing Agency's rights and obligations approved by the Paying Agency shall be subject to the provisions of this Agreement.

B. Counterparts

This Agreement may be executed in multiple, identical, original counterparts, each of which shall be deemed to be an original, but all of which, taken together, shall constitute one and the same agreement.

C. Digital Signatures

If any signatory signs this Agreement using a digital signature in accordance with the Colorado State Controller Contract, Grant and Purchase Order Policies regarding the use of digital signatures issued under the State Fiscal Rules, then any agreement or consent to use digital signatures within the electronic system through which that signatory signed shall be incorporated into this Agreement by reference.

D. Third Party Beneficiaries

Except for the Parties' respective successors and assigns, this Agreement does not and is not intended to confer any rights or remedies upon any person or entity other than the Parties. Enforcement of this Agreement and all rights and obligations hereunder are reserved solely to the Parties. Any services or benefits which third parties receive as a result of this Agreement are incidental to this Agreement, and do not create any rights for such third parties.

EXHIBIT A, STATEMENT OF WORK AND BUDGET

1. Background

- A. CDOT is an agency of the State of Colorado authorized pursuant to § 43-1-105, C.R.S. to plan, develop, construct, coordinate, and promote an integrated transportation system in cooperation with federal, regional, local and other state agencies.
- B. Pursuant to § 43-1-110, C.R.S., the executive director of CDOT is authorized to execute certain agreements on behalf of CDOT.
- C. HPTE was created pursuant to § 43-4-806(2), C.R.S. and operates as a government-owned business within CDOT.
- D. Pursuant to § 43-4-806(6)(g), C.R.S., HPTE is empowered to enter into contracts or agreements with any public entity to facilitate a public-private partnership, including, but not limited to, an agreement in which the Enterprise, on behalf of CDOT, provides services in connection with a surface transportation infrastructure project.
- E. HPTE is further empowered, pursuant to § 43-4-806(6)(h), C.R.S., to make and enter into all other contracts and agreements, including intergovernmental agreements under § 29-1-103, C.R.S., that are necessary or incidental to the exercise of its powers and performance of its duties.
- F. The business purpose of HPTE, as provided for in § 43-4-806(2)(c), C.R.S. is to pursue public- private partnerships and other innovative and efficient means of completing surface transportation infrastructure projects, which HPTE may agree to complete for CDOT under agreements entered into with the Department in accordance with § 43-4-806(6)(f), C.R.S.
- G. On September 30, 2013 and as amended and restated on January 20, 2021 CDOT and HPTE entered into a Memorandum of Understanding, which set forth each Party's operating roles and responsibilities as they relate to their respective missions and provided, in relevant part, that HPTE is to be reimbursed by CDOT for personal goods or services procured by HPTE.
- H. CDOT acknowledges that HPTE possesses expertise and legal powers unavailable to CDOT, which enable it to accelerate the development and delivery of critical surface transportation infrastructure projects; and
- I. CDOT and HPTE previously entered into Fee for Service Intra-Agency Agreements, in Fiscal Years 2015-16, 2016-17, 2017-18, 2018-19, 2019-20, 2020-21, 2021-22, 2022-23, 2023-24 and 2024-25 in which CDOT agreed to compensate HPTE for the fair market value of certain services to be provided to CDOT during those fiscal years.
- J. The Parties agree and acknowledge that the Services to be provided by HPTE to CDOT (as such term was defined in the FY 2016-17 Agreement and subsequently modified by mutual agreement of the Parties over the course of the fiscal year) are anticipated to be provided in

their entirety prior to the conclusion of the fiscal year, with such satisfactory completion to be documented in the final progress report to be submitted no later than July 15, 2025.

- K. HPTE has prepared a new statement of work describing the Services CDOT has requested HPTE to provide CDOT during the 2025-26 fiscal year in this Exhibit A.
- L. In order to further the efficient completion of surface transportation infrastructure projects necessary to CDOT's development of an integrated transportation system, CDOT desires that HPTE utilize its expertise and legal powers to provide the Services, in exchange for which CDOT agrees to compensate HPTE in the amounts set forth in the Statement of Work.
- M. HPTE shall continue to be an enterprise for purposes of Section 20 of Article X of the Colorado Constitution ("TABOR"), so long as it receives less than ten percent (10%) of its total revenues in grants from all Colorado state and local governments combined.
- N. Pursuant to §§ 24-77-102(7)(b) and 43-4-803(13)(b), C.R.S., grants do not include revenues or income derived from any authorized rate, fee, assessment, or other charge imposed by an enterprise for the provision of goods or services by such enterprise.
- O. On March 11, 1997, in Opinion No. 97-01, the Colorado Attorney General also concluded, inter alia, that a designated enterprise may continue to qualify as an enterprise under TABOR, even though it receives a direct appropriation of monies, so long as the appropriation constitutes revenues resulting from the provision of goods or services pursuant to § 24-77-102(7)(b)(II), C.R.S.
- P. Citing *Nicholl v. E-470 Public Highway Authority*, 896 P.2d 859 (Colo. 1995), the Colorado Attorney General further noted that the very concept of an enterprise under TABOR envisions an entity that is owned by a government institution, but is financially distinct from it, and also, that the financial affairs of the enterprise must be those of a self-supporting business-like activity that provides goods and services for a fee.
- Q. On February 29, 2016, in Opinion 16-01, the Colorado Attorney General also concluded, inter alia, that an enterprise must charge a fee in exchange for a government service, and a fee for service arrangement - broadly construed - is nearly synonymous with enterprise status;
- R. HPTE engaged Stifel, Nicolaus & Company, Incorporated to prepare an analysis of the market value of the services HPTE could provide to CDOT, based on a review of costs incurred by comparable agencies for similar services (the "Stifel Report");
- S. The Stifel Report concluded that HPTE provides the necessary benefit to CDOT for CDOT to support compensation for the Services as contemplated in this Agreement;
- T. Based on the findings of the Stifel Report and their own examinations of the benefit CDOT receives for HPTE's services, the Parties find and agree that the amounts CDOT intends to compensate HPTE for fiscal year 2025-26, as set forth in the Statement of Work, are reasonable and represent the fair market value of the specific Services to be provided; and
- U. CDOT and HPTE each hereby affirm that, consistent with Colorado law, moneys paid by CDOT to HPTE under this Agreement are not grants of money from CDOT to HPTE, but rather, payment for the Services to be provided by HPTE to CDOT as more particularly set forth in the Statement of Work.

2. Responsibilities

- A. HPTE shall provide the Services set forth in this Exhibit A over a one-year period, commencing on July 1, 2025, and ending on June 30, 2026, which comprises the 2025-26 fiscal year.
- B. No later than January 15th and July 15th of the fiscal year, HPTE shall submit to CDOT a progress report. The progress report is to include a narrative summary of HPTE's activities during the previous six months, as well as a detailed report on the progress being made in the performance of the Services. The submissions of the semi-annual reports will be used by HPTE and CDOT to recognize revenue and expenses, respectively, and are to be tied to the specific tasks, and categories of work within each task, described in the Statement of Work.
- C. The Parties may agree to modify the specific tasks set forth in the Statement of Work to be undertaken by HPTE during the term of this Agreement, provided that such modifications do not result in an increase or decrease in the overall estimated value of the Services to be provided under this Agreement. Any such modifications shall be specifically identified, and their estimated values reconciled, in the progress report submitted by HPTE on July 15th following the close of the prior fiscal year. Any modifications to the Statement of Work resulting in an increase or decrease in the overall estimated value of the Services shall not be undertaken unless agreed to in writing by the Parties in an amendment to this Agreement.

3. Payment Process

- A. HPTE intends to record the full Agreement Funds as unearned revenue and recognize revenue on a pro-rata basis as Services are performed during the course of the fiscal year. HPTE will conduct a "true-up" of balances at both mid-year and at the end of the fiscal year, to coincide with the Services actually provided, in conjunction with the preparation and submittal of the progress reports described in Section 2.
- B. The Services to be provided, and the Agreement Funds therefor, are for the full fiscal-year covered by this Agreement, as may be amended from time to time. Milestone deadlines contained in the Statement of Work are for informational and work progress tracking purposes only and are not binding on HPTE. Services provided by HPTE within the fiscal year shall be compensated as part of the Agreement Funds provided for herein. No deductions shall be made for Services completed outside the timeframes set forth in the Statement of Work, provided such Services are completed within the current fiscal year.
- C. Any Services not completed within the term of this Agreement shall be reflected in the progress report submitted by HPTE on July 15th following the close of the prior fiscal year. In the event the value of the Services actually completed during the fiscal year is less than was estimated in the Statement of Work, HPTE may be required to reimburse CDOT for the value of Services not completed. The value of the uncompleted portion of the Services, if any, shall reflect the fair market value of the same, and shall be mutually agreed upon and set forth in writing by the Parties in an amendment to this Agreement.

4. Renewal

- A. It is expressly contemplated that the Parties intend to extend this Agreement for additional one-year terms for services to be provided by HPTE to CDOT in future fiscal years. Such

extensions shall be documented by formal written amendment and shall include an updated scope of the services to be provided in the subsequent fiscal years.

- B. HPTE agrees to provide CDOT a proposed draft scope of services for the following fiscal year no later than November 2025.
- C. If the scope of services and payment amount for the following fiscal year are deemed acceptable by CDOT, the same shall be set forth in a written amendment executed and approved by the Parties.
- D. If during its budget approval process for the following fiscal year, the Transportation Commission allocates funds for HPTE in the full amount included in the proposed scope of services submitted by HPTE, such proposed scope of services shall be deemed approved by CDOT, notwithstanding any failure of the Parties to execute a written amendment prior to the July 1 start of the subsequent fiscal year. The Parties shall thereafter execute a written amendment for such subsequent fiscal year, the terms and conditions of which shall not be inconsistent with the budget action taken by the Transportation Commission.
- E. If the scope of services and payment amount to be provided by HPTE are approved by CDOT as provided for in this Section, CDOT agrees that it shall pay HPTE the agreed upon payment amount for the following fiscal year on July 1, which date represents the first day of the fiscal year in which the proposed services are anticipated to be provided.
- F. If the Parties are unable to agree upon a scope of services and payment amount for the following fiscal year prior to June 30 of any year, this Agreement shall terminate and be of no further force and effect for the subsequent fiscal year.

5. Consideration; Exchange Transaction

The Parties acknowledge that the mutual promise and covenants contained herein, and other good and valuable consideration, are sufficient and adequate to support this Agreement. The Parties further acknowledge that, for accounting purposes, this Agreement represents an exchange transaction for CDOT's purchase of specific services provided by HPTE at the market value of such services.

6. Statement of Work

6.1 Organizational Overview

To accelerate the development and delivery of critical transportation infrastructure projects through the use of innovative financing, the Colorado Department of Transportation (CDOT) utilizes the expertise and legal power of the High-Performance Transportation Enterprise (HPTE). In 2009, the HPTE was created under 43-4-806 C.R.S., known as FASTER, in order to accelerate critical surface transportation infrastructure projects throughout the state. To achieve this objective, HPTE was given the power to enter into public-private partnerships, impose user fees on surface transportation projects, issue revenue bonds, and enter into private commercial loan agreements. HPTE is also the Colorado tolling entity (the successor to the Colorado Tolling Enterprise), managing Colorado's network of tolled Express Lanes. By law, HPTE is required to "aggressively" pursue innovative finance solutions to improve Colorado's surface transportation infrastructure. Due to Taxpayer Bill of Rights (TABOR) restrictions, CDOT cannot exercise these powers. Although a division of CDOT, HPTE is an independent, government-owned business and TABOR

enterprise, which exempts it from certain TABOR restrictions. The powers given to the HPTE through statute provide a direct benefit to CDOT and the traveling public by accelerating surface transportation infrastructure projects that ordinarily would not be undertaken due to a constrained fiscal environment. By contracting with HPTE to perform certain services, CDOT can deliver projects in key corridors around the state that, when completed, will increase transportation options, may promote carpooling, expand capacity, and assist with traffic demand management.

6.2 Fiscal Year Services to be Provided.

For the 2025-26 fiscal year, CDOT has tasked HPTE to oversee work in four core areas:

- 1) Implement and provide oversight of Managed Lane corridors.
- 2) Use its statutory authority to manage current public-private partnerships (P3) and explore other future surface transportation-related P3 opportunities.
- 3) Serve as a think tank for CDOT by exploring the possibility of using innovative finance to accelerate other needed projects and deliver maximum project scope.
- 4) Manage public outreach and communications work for all Managed Lane corridors.

6.2.1 Implementation and Oversight of Managed Lane Corridors

CDOT has tasked HPTE with providing congestion management strategies in critical corridors in the Denver metro area. HPTE will implement congestion management for CDOT through the construction of Managed Lane corridors, which for the purposes of this Statement of Work (SOW) are defined as sections of the interstate and state highway system that have both tolled Express Lanes and General Purpose (GP) lanes operating side by side. To accomplish this, HPTE will:

- Provide in-house expertise to CDOT through its Chief Tolling Officer, Major Projects Manager and outside industry expertise on the North I-25 Mead to Johnstown Managed Lane construction project. Oversight provided by HPTE is critical for coordination with construction contractors to meet CDOT project schedule milestones and to prevent damages charged to CDOT by the contractor for not meeting tolling equipment installation deadlines. These activities will require close and ongoing coordination with the FHWA, E-470 Public Highway Authority, HPTE's tolling equipment contractor (ETC), and CDOT regional staff including traffic safety, incident management, and maintenance.
- Provide input on the environmental assessment process underway on the I-270 corridor. Tasks will include reviewing concepts of operations for any Managed Lane options being considered, provide background and expertise on current operating policies and/or best practices as needed.

6.2.2 Public-Private Partnership (P3): Oversight and Contract Management

As the P3 authority and contracting entity within the Department, HPTE will continue to provide necessary corridor development work, including general advising for ongoing and future P3 projects and on-call P3 financial advising as needed. HPTE will also provide oversight and management of the P3 agreements for the US36 and Central 70 Project. To accomplish this, HPTE will:

- Oversee a contract compliance and monitoring framework for the operating period of the Central 70 Project Agreement. This will include tracking tools to monitor routine maintenance, snow and ice removal, and capital renewal and replacement (OMR) work provided for the entire corridor, including general purpose and Express Lanes. Independent monitoring ensures that the contractor is achieving levels of service established under the contract and that non-compliance points are assessed accurately if they are not met. This will ensure that CDOT is accurately paying for OMR expenses.
- Work with Region 1 staff and the CDOT budget team to review a budget and advise on calculations for routine maintenance, snow, and ice removal costs by September 2025 for the general-purpose lanes as required by the U.S. 36 CDOT/HPTE IAA.
- Provide in-house expertise through its Major Projects Manager and support CDOT with any operational, service, or contractual issues or questions that arise in or relate to the General-Purpose lanes on the corridor.
- Ensure document control on large projects by providing specialized document management services through Aconex.

6.2.3 Innovative Financing

On Managed Lane corridor projects where HPTE will secure financing to accelerate project delivery, CDOT has tasked HPTE to serve as its financial manager. To accomplish this, HPTE will:

- Utilize its abilities to issue debt and engage financial advisory consultants to determine the borrowing capacity of HPTE to assist CDOT with funding shortfalls on I-270, and other Managed Lanes corridor projects on the CDOT 10-Year Plan. HPTE will also coordinate with the CDOT region staff on the NEPA and 30 percent design projects on these corridors.

6.2.4 Project Development

HPTE will continue to serve as a think-tank within the Department, exploring big-picture ideas for innovative projects, general advising on P3 opportunities, and any other areas of work that may fall under HPTE's statutory purview that arise throughout the performance period for this scope of work. To accomplish this, HPTE will:

- Work closely with CDOT to ensure that the new tolling back office system can address high priority areas for CDOT including: payment channels for transit services, parking and electric vehicle charging. Both parties will execute future intra-agency agreements that more clearly spells out each party's roles and responsibilities as needed based on project timelines.
- Partner with CDOT, Colorado Bridge and Tunnel Enterprise, the City and County of Denver, and local stakeholders to explore the redevelopment of the Federal and Colfax intersection. CTIO commits to analyze the market value of the land, provide guidance on the highest and best use of the land, given the interchange redesign that will result from the study, and coordinate with the development community for due diligence on land valuation and innovative financing feasibility.

6.2.5 Public Outreach and Communications

CDOT has tasked HPTE with overseeing all communications to ensure comprehensive public outreach and education for Managed Lane corridors opening, Public-Private Partnerships (P3) projects including U.S. 36 and Central 70, and to comply with the U.S.36 Legislative Audit. Key tasks will include:

- Conduct public meetings and stakeholder outreach as required by the Transparency Policy
- Maintain current and updated information on project websites regarding project status and public participation activities and events.
- Coordinate with the CDOT Public Information Office as needed.
- Conduct P3 training for internal staff and for stakeholders.

7. Terms and Conditions

7.1 Statement of Work Duration

This Statement of Work documents the duties and tasks that CDOT directs the HPTE to manage, oversee, and implement for Fiscal Year 2025-26. This Statement of Work outlines services that will be provided by HPTE over a one- year period that will commence on July 1, 2025 and end on June 30, 2026.

7.2 Payment for Services

Associated costs for specific areas of work are outlined below. In exchange for completing the tasks outlined under this Statement of Work, CDOT will compensate HPTE with an upfront payment for its services.

7.3 Progress Reporting

On the 15th of January and July of each fiscal year, HPTE will submit a progress report that includes a summary of its activities for the previous six months as well as a status report on the progress being made to accomplish the tasks outlined in this Statement of Work. The submission of the semi-annual reports will be used by HPTE and CDOT to recognize revenue and expenses, respectively.

8. Estimate of Hours Dedicated to Fiscal Year 2025-26 Statement of Work Activities:

HPTE Staff Position	Hours per Week	Total Monthly Hours	Total Annual Hours
HPTE Director	10	40	480
Major Projects Manager	20	80	960
Chief Tolling Officer	10	40	480
Tolling Operations Supervisor	5	20	240
HPTE Liaison	20	80	960
Program Assistant	10	40	480
Contracts Administrator	10	40	480
Total	85	340	4,080

Total Fee for FY 2025-26 for Scope of Work activities: \$1,500,000



COLORADO
Department of Transportation

Transportation Commission Memorandum

To: The Transportation Commission

From: Jeff Sudmeier, Chief Financial Officer

Bethany Nicholas, Colorado Department of Transportation Budget Director

Date: March 20, 2025

Subject: March Budget Supplement

10 Year Plan Changes

Region 1

Advance \$8,300,000 to Plan ID #2592 Regionwide Signal and Ramp Meter Upgrades. The project is currently listed as FY27 in the 10 Year Plan, however an agreement with the State's Office of Information Technology is requiring an earlier start in order to meet an established deadline.

- \$1,954,811 in project savings transferred from I-25 South Gap (Line 001)
- \$6,345,189 being deferred into FY27 from I-70 West Metro Bridges (Line 0087)

See Attachment 1 for more information.

Region 4

Increase \$9,100,000 to Plan ID #27669 I-70 Corridor Improvements and Preservation to address failing pavement and improve the overall safety.

- \$6,337,849 savings from early 10 Year Projects
- \$2,000,000 from I-25 North Express Lanes: Segments 7&8, Centerra-Loveland Mobility Hub
- \$762,070 from I-25 North Express Lanes: Segment 6 and Berthoud Mobility Hub
- \$81 from CO 61 Sterling East

Reallocate \$8,000,000 of FY27+ to Plan ID #1456 US 287 Passing Lanes and Safety Improvements. Funds were originally reduced from this out year project when the project was advanced. Sufficient project savings has been accumulated to return the funds back to the project's future years.

See Attachment 2 for more information.

Project Increase

Region 3

Increase construction budget for project 21415 US 6 Clifton by 5,975,845 for a CMO. Additional costs are attributed to differing site conditions encountered during construction. Funds are available from within the existing 10 Year Plan.

See Attachment 3 for more information.

Balances of TC Funds are as follows:

Transportation Commission Contingency Reserve Fund Reconciliation

Date	Transaction Description	Amount	Balance
June-24	Balance 12S24		\$3,677,851
July-24	Balance 1S25		\$19,972,392
August-24	Balance 2S25		\$19,972,392
September-24	Balance 3S25		\$20,017,044
October-24	Balance 4S25		\$20,102,544
November-24	Balance 5S25		\$20,102,544
December-24	Balance 6S25		\$20,102,544
January-25	Balance 7S25		\$20,102,544
February-25	Balance 8S25		\$16,002,544
	Region 1 Project Savings	\$557,858	
	R3 S 50 ER Bridge Project Savings	\$4,219,351	
March-25	Pending Balance 9S25		\$20,779,753

Cost Escalation Fund Reconciliation

Date	Transaction Description	Amount	Balance
June-24	Balance 12S24		\$9,608,937
July-24	Balance 1S25		\$9,698,442
August-24	Balance 2S25		\$9,879,960
September-24	Balance 3S25		\$7,597,670
October-24	Balance 4S25		\$6,136,803
November-24	Balance 5S25		\$2,709,912
December-24	Balance 6S25		\$2,564,645
January-25	Balance 7S25		\$2,564,645
February-25	Balance 8S25		\$2,564,645
March-25	Pending Balance 9S25		\$2,564,645

Transportation Commission Program Reserve Fund Reconciliation

Date	Transaction Description	Amount	Balance
June-24	Balance 1S24		\$6,870,207
July-24	Balance 1S25		\$5,015,869
August-24	Balance 2S25		\$4,415,869
September-24	Balance 3S25		\$55,339,033
October-24	Balance 4S25		\$50,439,033
November-24	Balance 5S25		\$50,056,233
December-24	Balance 6S25		\$50,043,478
January-25	Balance 7S25		\$50,043,478
February-25	Balance 8S25		\$47,191,478
March-25	Pending Balance 9S25		\$47,191,478

Transportation Commission Maintenance Reserve Fund Reconciliation

Date	Transaction Description	Amount	Balance
June-24	Balance 12S24		\$0
July-24	Balance 1S25		\$12,000,000
August-24	Pending Balance 2S25		\$12,000,000
September-24	Balance 3S25		\$12,000,000
October-24	Balance 4S25		\$12,000,000
November-24	Balance 5S25		\$20,000,000
December-25	Balance 6S25		\$20,000,000
January-25	Balance 7S25		\$20,000,000
February-25	Balance 8S25		\$19,457,000
February-25	EMT-approved transfer to R4, R2, and R1	-\$2,322,000	
March-25	Pending Balance 9S25		\$17,135,000



COLORADO

Department of Transportation

Attachment 1

To: Transportation Commission

From: Jessica Myklebust, Region 1 Transportation Director

Date: March 20, 2025

Subject: Region 1 10 Year Plan Changes

Purpose

To request the Transportation Commission's approval of the March Budget Supplement to reallocate 10-year plan dollars to accelerate the replacement of aging ramp meter infrastructure in Region 1 (noted in the Plan as Regionwide Signal and Ramp Meter Upgrades- \$17 Million in the FY27+ years). This acceleration is necessary to meet the June 30, 2026 deadline to upgrade the ramp meter system as established in discussion with the State's Office of Information Technology.

Action

Approval of the proposed March Budget Supplement to move \$8.3 Million to advance Plan ID #2592 Regionwide Signal and Ramp Meter upgrades from the following:

- \$1,954,811 from 0001 I-25 South Gap
- \$6,345,189 from 0087 I-70 Corridor-West Metro Bridges

The identified funding will enable an accelerated schedule to replace aging ramp meter infrastructure to meet the June 30, 2026 deadline.

Background

Ramp Metering regulates the flow of vehicles entering the highway resulting in reduced congestion, improved safety and overall enhanced mobility of the highway. Region 1 maintains and operates approximately 180 Ramp Meters in the Denver Metro Area. The operating software for the system was developed for CDOT in 1984 and is currently running on a Windows 2008 platform. The Windows 2008 platform has presented security risks and concerns with the State Office of Information Technology. Region 1, ITS and OIT are working on a security exemption for this infrastructure. This exemption requires a plan and schedule for upgrading the system, which is currently June 30, 2026.

In 2024, Region 1 secured a USDOT Smart Grant to evaluate and identify coordinated adaptive ramp meter system technologies, with the ultimate goal of selecting a new operating system. This effort is currently underway and is anticipated to be complete by the end of the 2025 calendar year.

Additionally, the existing field hardware (which primarily includes controllers, switches and detection systems) is outdated, deteriorating, and is currently unable to

support a modern traffic management system. The reallocation of the identified \$8.3 Million is required to accelerate replacement of the antiquated ramp meter equipment which is necessary to run a new operating system. Procurement and installation of the equipment regionwide will take time and needs to start as soon as possible to minimize disruption to the ramp meter system. The new equipment is compatible with both the operating system used today and any future operating system.

Recommendation

Staff recommends to approve transfers between 10 Year Plan projects as detailed above.

Next Steps

If approved, Region 1 will start the procurement process for the needed equipment and develop an installation plan that will utilize a combination of Region 1 Traffic forces and on-call contractors to expedite installation.



COLORADO

Department of Transportation

Attachment

To: Transportation Commission

From: Heather Paddock, Region 4 Transportation Director

Date: March 20, 2025

Subject: Region 4 10 Year Plan Changes

Purpose

To request the Transportation Commission's approval of the March Budget Supplement to reallocate 10-year plan dollars.

Action

Increase (\$9,100,000) Plan ID# 2769-I-70 Corridor Improvements and Preservation - Bethune to Burlington Phase I to address failing pavement and improve the overall safety of the traveling public in a timely and economical manner on the Eastbound segment of I-70 between Burlington and Kansas, approximately 11 additional miles. This project also includes the 9-mile stretch of two-lane highway on US 24 between Bethune and Burlington. Funds are available due to the following changes:

Savings were identified from:

- \$6,337,849 generated from utilizing Pandemic Relief funds toward early 10 Year Projects.
- \$2,000,000 from 0058/2742/2606 (I-25 North Express Lanes: Segments 7&8, Centerra-Loveland Mobility Hub).
- \$762,070 from 0059/2729 (I-25 North Express Lanes: Segment 6 (CO 56 to CO 402) and Berthoud Mobility Hub)
- \$81 from 2774 (CO 61 Sterling East).

Reallocate FY27+ surplus funding (\$8,000,000) to Plan ID# 1456-US 287 Passing Lanes and Safety Improvements. Funds were originally reduced from this out year when funding was advanced, however sufficient project savings has been pooled to reallocate the outyear funding back to this project effectively increasing the overall Strategic Funds commitment from \$16M to \$24M.

Recommendation

Staff recommends to approve transfers between 10 Year Plan projects as detailed above.





COLORADO

Department of Transportation

Attachment

To: Transportation Commission

From: Jason Smith, Region 3 Transportation Director

Date: March 20, 2025

Subject: Request for funding approval US6 Clifton Reconstruction Project #21415

Purpose

Region 3 requests the use of 7PX (10YR Plan) funds to supplement the existing project budget to complete the construction of the project improvements.

Action

The US6 Clifton Reconstruction project is part of Region 3's 10-Yr Strategic Plan. The project is both complex and significant. The project includes safety, mobility and traffic operations improvements to improve the operations of the US6 Corridor near Clifton, CO. The project is expected to be completed in the Spring of 2026.

The project has a total estimated cost of \$31,160,405.58 of which \$25,184,559.96 is funded in the current 10-Year Plan. The remaining cost of \$5,975,845.62 is identified as additional funds to construct the plan improvements due to additional project costs primarily due to differing site conditions encountered during construction. A previous budget action due to an administrative settlement added \$545,994.46 to the project in August 2024. Region 3 would like to use \$5,429,851.16 of its 10-Year Plan balance to increase the project budget to address the deficit.

Background

The US6 Clifton Reconstruction project started construction in the fall of 2022. The project scope includes the installation of subsurface utilities such as a new waterline, sanitary, and storm infrastructure, as well as additional multimodal enhancements and access control throughout the project's length. This project will enhance the operations of the intersections along this corridor by installing two roundabouts, one of which has already been constructed and has shown significant operational improvements.

Recommendation

Staff recommends allocation of \$5,429,851.16 in 10 Year Plan, strategic funding to the project.

Bridge and Tunnel Enterprise Board
Meeting Minutes
November 21, 2024

Present:

Yessica Holguin, District 1
Shelley Cook, District 2
Eula Adams, District 3
Karen Stuart, Chair, District 4
Jim Kelly, District 5
Rick Ridder, District 6
Barbara Bowman, District 7
Mark Garcia, District 8
Terry Hart, Vice-Chair, District 10

Excused: Hannah Parsons, District 9

Vacant: District 11

And: Staff members, organization representatives, and broadcast publicly

An electronic recording of the meeting was made and filed with supporting documents in the Transportation Commission office.

In November, the Bridge and Tunnel Enterprise Board of Directors conducted a Workshop on the Build America Bond Refunding, as well as acted on and approved the following Resolutions:

- BTE1: Regular Meeting Minutes of September 2024
- BTE2: 4th BTE Budget Supplement for FY 2024-25
- BTE3: Proposed FY 2025-26 Budget Allocation Plan
- BTE4: BTE Build America Bond Refunding Parameters



COLORADO
Department of Transportation

Bridge and Tunnel Enterprise Board of Directors Memorandum

To: The Bridge and Tunnel Enterprise Board of Directors

From: Patrick Holinda, Bridge and Tunnel Enterprise Manager

Date: March 20, 2025

Subject: Fifth Supplement to the Fiscal Year 2024-25 Bridge and Tunnel Enterprise Budget

Purpose

This month the Bridge and Tunnel Enterprise (BTE) Board of Directors (Board) is being asked to approve a budget supplement request for three projects.

Region 1 requests a budget supplement to increase the design phase for the I-270 Critical Bridges project (structures E-17-ID, E-17-IE, E-17-IF, E-17-IG, E-17-IH, E-17-IJ).

Region 1 requests a budget supplement to initiate the construction phase for I-70 Floyd Hill Construction Package (CP) #4 (structures F-15-BL, F-15-BM, F-15-D).

Region 3 requests a budget supplement to increase the design phase for US 6 over Elk Creek (structure F-06-A).

Action

Staff is requesting Board approval of Proposed Resolution #BTE3, the fifth supplement to the Fiscal Year 2024-25 BTE budget.

Background

Region 1: I-270 Critical Bridges Project (E-17-ID, E-17-IE, E-17-IF, E-17-IG, E-17-IH, E-17-IJ).

Staff is requesting to increase the design phase budget by \$2,169,114 to supplement the design budget and advance the design of six poor-rated BTE-eligible bridges included in the project to DOR-level (60%) completion as part of the planned incremental budgeting process. The project has expended previous Bridge and Tunnel Enterprise Board-approved funding to advance the preliminary design of the six bridges to the FIR-level (30%) milestone, which was achieved in November 2024. To date, the Board has approved a total

of \$5,909,150 in design phase funds through three budget supplements (BTE#22-03-02, BTE#23-02-02, and BTE#24-02-02).

The I-270 Critical Bridges project will accelerate the replacement of eight total bridges on the I-270 corridor between York Street and Vasquez Boulevard in advance of the larger I-270 Improvement and Congestion Relief CDOT 10-Year Plan project, planning ID 0002. In parallel with the I-270 Critical Bridges project, CDOT is advancing the Environmental Impact Statement (EIS) for the larger corridor project, which will serve as the clearance document for both projects. The bridges have been in service for more than 50 years and are beyond their intended service lives. CDOT and BTE have placed a high priority on replacing these structures on an accelerated timeline due to the increasing frequency and severity of planned and unplanned bridge deck repairs, which have created maintenance and safety concerns. These deck repairs create disruptions to the traveling public due to lane closures needed to perform the work. The six BTE-funded poor-rated bridges tabulated below are in the top tier of the January 2025 BTE Bridge Prioritization Plan. The two fair-rated bridges will be funded through other sources.

Structure ID	Description	Deck Area (Sq. Ft.)	Year Built
E-17-ID	I 270 ML WBND over S. Platte River	12,518	1969
E-17-IE	I 270 ML EBND over S. Platte River	12,518	1969
E-17-IF	I 270 ML WBND over Burlington Canal	8,869	1969
E-17-IG	I 270 ML EBND over Burlington Canal	8,869	1969
E-17-IH	I 270 ML WBND over SH 265 ML & RR	14,951	1969
E-17-IJ	I 270 ML WBND over Service Rd. & RR	13,692	1970
	Total:	71,417	

Additional funding is being requested at this time due to the extensive level of coordination required between the I-270 Critical Bridges design team and the I-270 EIS team, which has resulted in an extended design schedule to fulfill EIS requirements and additional costs. The iterative nature of the EIS effort, coordination with project stakeholders, and producing optimized structure designs that meet stakeholder requirements have all contributed to the extended schedule and increased design cost. As a result of the continued coordination, the bridge design requirements are now clearly defined, allowing the project team to further refine the project budget and schedule. As the NEPA review process for the project is still ongoing, it is important to note that design elements funded through this supplement do not materially impact the objective consideration of alternatives in the NEPA review process for the project and/or cause adverse environmental impacts.

I-270 Critical Bridges in Adams County
(Old E-17-ID, E-17-IE, E-17-IF, E-17-IG, E-17-IH, E-17-IJ) (New E-17-AGA, E-17-AGB, E-17-AGC, E-17-AGD, E-17-AGE, E-17-AGF, E-17-AGG, E-17-AGH) (SAP Project # 24947)
Budget Request by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget	FY2025 Budget	FY2026 Budget	FY2027 Budget	FY2028 Budget	Total Budget Request	Total Project Budget
Design	FASTER 10-Year Plan	\$5,909,150	\$2,169,114	\$0	\$0	\$0	\$2,169,114	\$8,078,264
Total of Project Phases	All Funding Sources	\$5,909,150	\$2,169,114	\$0	\$0	\$0	\$2,169,114	\$8,078,264

I-270 Critical Bridges in Adams County
(Old E-17-ID, E-17-IE, E-17-IF, E-17-IG, E-17-IH, E-17-IJ) (New E-17-AGA, E-17-AGB, E-17-AGC, E-17-AGD, E-17-AGE, E-17-AGF, E-17-AGG, E-17-AGH) (SAP Project # 24947)
Forecast Project Expenditure by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Expenditures To-Date	FY2025 Forecasted Expenditure	FY2026 Forecasted Expenditure	FY2027 Forecasted Expenditure	FY2028 Forecasted Expenditure	Total Request Expenditure
Design	FASTER 10-Year Plan	\$3,939,410	\$630,000	\$1,539,114	\$0	\$0	\$2,169,114
Total of Project Phases	All Funding Sources	\$3,939,410	\$630,000	\$1,539,114	\$0	\$0	\$2,169,114

Region 1: I-70 Floyd Hill Construction Package (CP)#4 (F-15-BL, F-15-BM, F-15-D)

Staff is requesting \$240,865,613 to establish the construction phase for Construction Package (CP) #4 of the I-70 West: Floyd Hill project in Clear Creek County, which includes BTE eligible structures I-70 WBND over US 6 and Clear Creek (F-15-BL), I-70 WBND Ramp to US 6 over Clear Creek (F-15-BM), and I-70 Frontage Road over Clear Creek, Service Road (SR) (F-15-D), as part of the planned incremental budgeting process. These structures will be replaced through packages CP#3 and CP#4 which are being delivered using Construction Manager/General Contractor (CM/GC) contracting. To date, the Board has approved a total of \$18,371,560 in design and ROW phase funds through four budget supplements

(BE#18-08-02, BE#20-01-02, BTE#22-03-02, and BTE#23-10-02) and a total of \$39,951,656 in construction funds for CP#3 (BTE#24-04-02).

Structure F-15-BL is a 5-span riveted girder bridge carrying the westbound lanes of I-70. Bridge inspection reports indicate that F-15-BL has deck deterioration resulting in repeated potholes and punch-throughs that have required emergency repairs on numerous occasions. Substructure defects include spalls and cracking in concrete columns with exposed reinforcing steel. The existing structure, and the segment of I-70 on which the structure is located, have substandard geometry and a history of accident data. The project will significantly improve safety for the traveling public by improving the geometry of the bridge and adjacent roadway to meet current standards. The condition of the deck has resulted in an overall bridge condition rating of poor and eligibility for BTE bridge replacement funding.

Structure F-15-BM is a 4-span rolled steel girder bridge that serves as the off-ramp for I-70 westbound to US 6 at the bottom of Floyd Hill. Bridge inspection reports indicate that F-15-BM has deck and substructure deterioration including significant areas of concrete delamination and spalling with exposed broken and corroded reinforcing steel. The condition of the substructure has resulted in an overall bridge condition rating of poor and eligibility for BTE bridge replacement funding.

Structure F-15-D is a 3-span steel stringer bridge that carries local traffic to a business and provides sole access to the CDOT Hidden Valley Maintenance Facility over Clear Creek. Bridge inspection reports indicate that F-15-D has deck and substructure deterioration and spalling with exposed rebar at the right end of the joints above pier 2 and 3. The deck has map cracking and heavy efflorescence in bay D and all spans have 6 to 10-inch stalactites. The condition of the deck has resulted in the overall bridge condition rating of poor and eligibility for BTE bridge replacement funding.

This project is included in the CDOT 10-year Plan, planning ID 0004, and all three structures are in the top tier of the January 2025 BTE Bridge Prioritization Plan. The project has been reviewed for BTE eligibility and all proposed work elements required for construction of the bridges replacing F-15-BL and F-15-BM and F-15-D, in accordance with the Environmental Assessment, are deemed eligible; this includes all work to meet the new horizontal alignment and vertical profile. Non-eligible work items, including but not limited to, permanent roadway on I-70 EB, I-70 WB and the I-70 WB exit ramp to US 6, non-BTE bridges, non-BTE walls in the final roadway configuration, and permanent Greenway Trail elements, are funded through other sources. Funding for CP#4 is being requested at this time as the design has reached a Final Design (100%) level with the Construction Agreed Price (CAP) scheduled for March 2025.

I-70 Floyd Hill Construction Package (CP) #4 in Clear Creek County
(Old F-15-BL, F-15-BM, F-15-D) (New F-15-BLA, F-15-BMA, F-15-DR) (SAP Project # 26169)
Budget Request by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget	FY2025 Budget	FY2026 Budget	FY2027 Budget	FY2028 Budget	Total Budget Request	Total Project Budget
Construction	Series 2025A Proceeds	\$0	\$225,000,000	\$0	\$0	\$0	\$225,000,000	\$225,000,000
Construction	Series 2024A Interest	\$0	\$1,642,679	\$0	\$0	\$0	\$1,642,679	\$1,642,679
Construction	SB260 10-Year Plan	\$0	\$ 8,000,000	\$ 6,222,934	\$0	\$0	\$14,222,934	\$14,222,934
Total of Project Phases	All Funding Sources	\$0	\$234,642,679	\$6,222,934	\$0	\$0	\$240,865,613	\$240,865,613

I-70 Floyd Hill Construction Package (CP) #4
(Old F-15-BL, F-15-BM, F-15-D) (New Not Assigned Yet) (SAP Project # 26169)
Forecast Project Expenditure by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	FY2025 Forecasted Expenditure	FY2026 Forecasted Expenditure	FY2027 Forecasted Expenditure	FY2028 Forecasted Expenditure	FY2029 Forecasted Expenditure	Total Request Expenditure
Construction	Series 2025A Proceeds	\$3,867,581	\$63,600,221	\$115,660,629	\$41,871,569	\$0	\$225,000,000
Construction	Series 2024A Interest	\$0	\$0	\$0	\$1,642,679	\$0	\$1,642,679
Construction	SB260 10-Year Plan	\$0	\$0	\$0	\$2,262,934	\$11,960,000	\$14,222,934
Total of Project Phases	All Funding Sources	\$3,867,581	\$63,600,221	\$115,660,629	\$45,777,182	\$11,960,000	\$240,865,613

Region 3: US 6 over Elk Creek (F-06-A)

Staff is requesting to increase the design phase budget by \$146,400 to supplement the design phase for the US 6 over Elk Creek (F-06-A) project. The project has expended previous Bridge and Tunnel Enterprise Board-approved funding, advancing the design of the BTE-eligible Elk Creek bridge to the FOR-level (90%) milestone, which was achieved in January 2025. To date, the Board has approved a total of \$2,691,220 in design and ROW phase funds through two budget supplements (BE#21-05-02 and BTE#24-08-02).

Structure F-06-A is a steel low truss structure located in the Town of New Castle in Garfield County. The structure was constructed in 1933 and requires replacement due to its current condition. Significant corrosion and deterioration of steel elements has resulted in the structure being load posted, which creates significant operational and safety concerns on the I-70 corridor as US 6 serves as the primary detour for I-70 at this location. F-06-A is eligible for BTE bridge replacement funds due to its current rating of poor, and it is ranked in the top tier of the January 2025 BTE Bridge Prioritization Plan. Additional funding is being requested at this time to address an increase to the design phase budget, resulting from a level of design effort that exceeded initial estimates, and to provide funding to advance the project through final design.

**US6 ML over Elk Creek in Garfield County
(Old F-06-A) (New Not Assigned Yet) (SAP Project # 24493)
Budget Request by Phase, Funding Program, Fiscal Year**

Phase of Work	Funding Program	Current Budget	FY2025 Budget	FY2026 Budget	FY2027 Budget	FY2028 Budget	Total Budget Request	Total Project Budget
Right-of-Way	FASTER-Safety Critical & Asset Managment	\$1,695,420	\$0	\$0	\$0	\$0	\$0	\$1,695,420
Design	FASTER-Safety Critical & Asset Managment	\$995,800	\$146,400	\$0	\$0	\$0	\$146,400	\$1,142,200
Total of Project Phases	All Funding Sources	\$2,691,220	\$146,400	\$0	\$0	\$0	\$146,400	\$2,837,620

US6 ML over Elk Creek in Garfield County
(Old F-06-A) (New Not Assigned Yet) (SAP Project # 24493)
Forecast Project Expenditure by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Expenditures To-Date	FY2025 Forecasted Expenditure	FY2026 Forecasted Expenditure	FY2027 Forecasted Expenditure	FY2028 Forecasted Expenditure	Total Request Expenditure
Design	FASTER-Safety Critical & Asset Managment	\$640,059	\$123,500	\$22,900	\$0	\$0	\$146,400
Total of Project Phases	All Funding Sources	\$640,059	\$123,500	\$22,900	\$0	\$0	\$146,400

Available Funding

If the Board approves the requested budget supplements outlined above, the remaining FY25 balance for the FASTER Safety Critical and Asset Management pool will be \$27,906,552, the FASTER 10-Year Plan pool will be \$14,022,878, the FY25 SB260 10-Year Plan pool will be \$5,140,280, the FY26 SB-260 10-Year Plan Pool will be \$26,951,919 and the BTE Enterprise Bonds pool will be \$0. The tables below provide high-level transaction details for these BTE funding sources.

FASTER Safety Critical and Asset Management - Bridge Safety Surcharge Funding
Balance, Fiscal Year 2025 BTE Funding Source, Year of Budget

Starting FY Budget Balance	\$42,300,087
Year-to-Date Roll forwards or Project Savings	\$9,582,291
Approved Project Transactions (BOD, EMT, or Staff Authority per PD 703)	-\$23,829,427
Pending Budget Supplements	-\$146,400
Remaining Available Balance	\$27,906,551

FASTER 10-Year Plan Projects - Bridge Safety Surcharge Funding Balance,
Fiscal Year 2025 BTE Funding Source, Year of Budget

Starting FY Budget Balance	\$25,000,000
Year-to-Date Roll forwards or Project Savings	\$0
Approved Project Transactions (BOD, EMT, or Staff Authority per PD 703)	-\$8,808,008
Pending Budget Supplements	-\$2,169,114
Remaining Available Balance	\$14,022,878

SB260 10-Year Plan Projects - Bridge and Tunnel Impact and Retail Delivery Fee
Funding Balance, Fiscal Year 2025 BTE Funding Source, Year of Budget

Starting FY Budget Balance	\$12,000,000
Year-to-Date Roll forwards or Project Savings	\$0
Approved Project Transactions (BOD, EMT, or Staff Authority per PD 703)	\$1,140,280
Pending Budget Supplements	-\$8,000,000
Remaining Available Balance	\$5,140,280

SB260 10-Year Plan Projects - Bridge and Tunnel Impact and Retail Delivery
Fee Funding Balance, Fiscal Year 2026 BTE Funding Source, Year of Budget

Forecasted Starting FY Budget Balance	\$33,174,853
Year-to-Date Roll forwards or Project Savings	\$0
Approved Project Transactions (BOD, EMT, or Staff Authority per PD 703)	\$0
Pending Budget Supplements	-\$6,222,934
Remaining Available Balance	\$26,951,919

BTE Enterprise Bonds¹ - Infrastructure Revenue Bonds (IRBs) Funding
Balance, Fiscal Year 2025 BTE Funding Source, Year of Budget

Starting FY Budget Balance	\$0
Year-to-Date Roll forwards or Project Savings	\$5,782,107
Approved Project Transactions (BOD, EMT, or Staff Authority per PD 703)	-\$5,782,107
Series 2024A Interest Earnings	\$1,642,679
Proceeds from 2025A Transaction	\$225,000,000
Pending Budget Supplements	-\$226,642,679
Remaining Available Balance	\$0

Next Steps

1. Approval of Proposed Resolution #BTE3 will provide the funding necessary to advance the I-270 project through 60% design, establish the final construction package of I-70 Floyd Hill, and allow the US 6 over Elk Creek project to progress to complete the design phase.
2. Staff will return to the Board with additional budget supplement requests as necessary.

¹ Enterprise Bonds table is inclusive of unprogrammed Series 2024A IRB proceeds and forecasted Series 2025A IRB proceeds



COLORADO

Department of Transportation

Bridge and Tunnel Enterprise Board of Directors Memorandum

To: The Bridge and Tunnel Enterprise Board of Directors

From: Patrick Holinda, Bridge and Tunnel Enterprise Manager

Katie Carlson, Bridge and Tunnel Enterprise Financial Manager

Date: March 20, 2025

Subject: Bridge and Tunnel Enterprise Fiscal Year 2025-26 Final Annual Budget Allocation Plan

Purpose

This month the Bridge and Tunnel Enterprise (BTE) Board of Directors (Board) is being presented with a Statewide Bridge and Tunnel Enterprise fiscal year (FY) 2025-26 Final Annual Budget Allocation Plan for Special Revenue Fund (C.R.S 43-4-805(3)(a) 538) (Fund 538) for approval.

Action

The Board is being asked to approve the FY 2025-26 Final Annual Budget Allocation Plan.

Background

In November 2024, the Board approved resolution #BTE 2024-11-03, adopting a Final Proposed Annual Budget Allocation Plan for FY 2025-26. In coordination with the Office of Financial Management and Budget (OFMB), BTE staff reviewed updated revenue forecasts and made changes to the previously proposed program allocations in order to balance the BTE FY 2025-26 Final Annual Budget Allocation Plan. Additional details regarding the sources and uses for the \$181.4 million of forecasted FY 2025-26 BTE revenues can be found in the attached BTE FY 2025-26 Final Annual Budget Allocation Plan and the February FY 2025-26 Final Annual Budget Workshop. Due to the timing of the closing of the contemplated Series 2025A Infrastructure Revenue Bond transaction, staff will need to return at a later date seeking approval to amend the FY 2025-26 Final Annual Budget Allocation Plan to reflect the impact of this transaction.

Options and Recommendations

1. Approve Proposed Resolution #BTE4: Bridge and Tunnel Enterprise FY 2025-26 Final Annual Budget Allocation Plan- **Staff Recommendation.**
2. Request additional information or changes to specific line items.
3. Do not approve

Next Steps

1. BTE staff will coordinate with OFMB to ensure the approved budget amounts are available on July 1st, 2025, per this approved allocation plan.
2. Enterprise staff will provide the Board with a year-end BTE reconciliation report for FY 2024-25 in the fall of 2025, following the close of the fiscal year. This report will provide unaudited revenue reconciliation information and remaining program balances that are eligible to be rolled into the next fiscal year.
3. Any request for FY 2025-26 funding for individual BTE projects will be brought to the Board via the monthly budget supplement process.
4. Staff will return at a later date seeking approval to amend the Final FY 2025-26 budget to reflect the impacts of the contemplated Series 2025A Infrastructure Revenue Bond transaction.

Attachments

Attachment A: Bridge and Tunnel Enterprise Fiscal Year 2025-26 Final Annual Budget Allocation Plan

Bridge and Tunnel Enterprise Fiscal Year 2025-26 Final Annual Budget
Statewide Bridge and Tunnel Enterprise Special Revenue Fund (C.R.S 43-4-805(3)(a) 538)

Line	Fiscal Year 2025-26 Revenue Source	Estimated Revenue
1	FASTER Bridge Safety Surcharge Fee	\$ 117,599,801
2	Bridge & Tunnel Impact Fee	\$ 34,665,377
3	Bridge & Tunnel Retail Delivery Fee	\$ 11,609,476
4	Interest Earnings	\$ 2,450,000
5	US Treasury Subsidy for Build America Bonds	\$ -
6	Federal Funds for 2019A and 2024B Bond Debt Service	\$ 15,000,000
7	Central 70 Conduit Issuer Fee	\$ 50,000
8	Total Estimated Revenue	\$ 181,374,654
9	Proposed Program Allocation Type	Proposed Allocations
10	Administrative & Operating Activities	
11	Bridge and Tunnel Enterprise Staff Compensation and Employee Appreciation	\$ (966,567)
12	Bridge and Tunnel Enterprise Program Support and Other Consulting	\$ (1,075,000)
13	Attorney General Legal Services	\$ (50,000)
14	Annual Audit	\$ (35,000)
15	In-state Travel Expenses	\$ (6,700)
16	Out of State Travel Expenses	\$ (7,200)
17	Operating Expenses	\$ (4,000)
18	Trustee Fee	\$ (10,000)
19	Total Administrative & Operating Activities	\$ (2,154,467)
20	Support Services	
21	Additional Project and Program Support Services	\$ -
22	Total Support Services	\$ -
23	Maintenance	
24	Routine Maintenance on Bridge and Tunnel Enterprise Structures	\$ (1,362,318)
25	Total Maintenance	\$ (1,362,318)
26	Preservation	
27	Bridge and Tunnel Preservation	\$ (1,000,000)
28	Total Preservation	\$ (1,000,000)
29	Debt Service and Availability Payments	
30	Series 2019A Refunding Bonds Debt Service	\$ (13,721,200)
31	Series 2024B Refunding Bonds Debt Service	\$ (11,804,500)
32	Central 70 Availability Payment	\$ (32,743,837)
33	Series 2024A Infrastructure Revenue Bond Debt Service	\$ (7,960,975)
34	Total Debt Service and Availability Payments	\$ (66,230,512)
35	Construction Program	
36	10-Year Plan Projects	\$ (62,674,853)
37	Safety Critical and Asset Management Projects	\$ (47,952,504)
38	Total Construction Program	\$ (110,627,357)
Total Fund 538 Revenues		\$ 181,374,654
Total Fund 538 Allocations		\$ (181,374,654)
Remaining Unbudgeted Funds		\$ -

Transportation Commission (TC) Notes DRAFT

Tuesday September 19, 2024

FIE Board of Directors Tuesday, September 24, 2024 Regular Meeting

1. Call to Order, Roll Call - 10:41 AM (Video 1:41:18)

Present:

Chair: Terry Hart

Vice Chair: Eula Adams

James Kelly

Shelley Cook

Hannah Parsons

Barbara Bowman

Rick Ridder

Karen Stuart

Excused:

Mark Garcia

Yessica Holguin

2. Public Comments - No Public Comments (Video 1:42:01)

3. Approval of regular meetings minutes of May 16, 2024 (Video 1:42:20)

-Motion: Parsons

-Second: Cook

-Unanimous in favor, no opposition, motion passed

4. Move and act on FIE2 Board officers - (Video 1:42:57)

-Darius confirmed this is a vote to match FIE board members with Bridge Enterprise and Transportation Commission. Advised it is the recommendation to have the board members the same across the three boards.

-Motion - Barbara Bowman

-Second - Eula Hart

-Unanimous in favor, no opposition, motion passed

5. Call for adjournment (Video 1:44:16)

-Adjourned at approximately 10:45 with the FIE meeting occurring directly after the regular TC meeting



COLORADO
Department of Transportation

Fuels Impact Enterprise Memorandum

To: Fuels Impact Enterprise Board of Directors

From: Darius Pakbaz - Director of the Fuels Impact Enterprise; Craig Hurst - Manager, Freight Mobility & Safety Branch

Date: March 19, 2025

Subject: Fuels Impact Enterprise FY2025 Budget Amendment and finalization of the FY2026 Enterprise Budget.

Purpose

This memorandum outlines the proposed final budget for the Fuels Impact Enterprise for fiscal year 2025-26, allocating anticipated revenues of \$15,000,000. Additionally an amendment for the fiscal year 2024-25 budget, allocating additional revenue collected in the current fiscal year to Statewide Fuel Movement and Freight Projects and Programs.

Action

Formal Action is requested on both the final draft for fiscal year 2025-26 and the amended fiscal year 2024-25 budget, through resolution.

Background

Senate Bill 23-280, signed into law on June 6, 2023, established the Fuels Impact Enterprise within the Colorado Department of Transportation. This enterprise is tasked with improving the transportation of fuel and motor vehicle emissions. To allow the enterprise to accomplish this business purpose and fully exercise its powers and duties, the enterprise may:

- Impose a fuels impact reduction fee as authorized by C.R.S. 43-4-1505(1), which was completed at the August board meeting.
- Issue grants as authorized by the fuels impact reduction grants program created in section 43-4-1506; and
- Issue revenue bonds payable from fuels impact reduction fee revenue and other available money of the enterprise.

To carry out its duties and its business enterprise, the enterprise adopted a fuels impact reduction fee per gallon, beginning on September 1, 2023, to be paid by licensed fuel excise tax distributors within Colorado and licensed fuel distributors who ship products from outside of Colorado to a point within Colorado. This fee cannot be more than six thousand one hundred twenty-five millionths of a dollar (\$0.006125) per gallon of fuel products delivered for sale or use in Colorado.

The enterprise will be tasked to administer the fuels impact reduction grant program, to provide grants to certain critically impacted communities, governments and transportation corridors for the improvement of hazardous mitigation corridors and to support local and state government projects related to emergency responses, environmental mitigation, or projects related to transportation fuel within the state. C.R.S. 43-4-1506 (2) requires the distribution of the first \$10 million of funds from the grant program to the following:

- \$6,400,000 to Adams County (64%)
- \$2,000,000 to the City of Aurora (20%)
- \$1,300,000 to El Paso County (13%)
- \$240,000 to Mesa County (2.4%)
- \$60,000 to Otero County (0.6%)

On anticipated revenues of \$15,000,000 in fiscal year 2025-26, these are the proposed allocations for consideration by the Board of Directors:

- \$10,000,000 for Local Agency Allocations per C.R.S. 43-4-1506 (2)
- \$4,795,000 for Statewide Fuel Movement and Freight Projects and Programs
- \$104,500 for Enterprise Administration and Operations
- \$100,000 for Board Contingency Funds

Finally, an additional \$1,226,810 was collected in the previous fiscal year, currently unallocated. Based on the direction of the Board, this budget amendment for fiscal year 2024-25 will allocate those funds to Statewide Fuel Movement and Freight Projects and Programs, to fund projects meeting the business purpose of the enterprise.

Attachments

A - Fiscal Year 2024-25 Amended Revenue Allocation Plan

B - Fiscal Year 2025-26 Final Draft Revenue Allocation Plan

Fuels Impact Enterprise
Fuels Impact Reduction Fund 548
Fiscal Year 2024-25 Annual Budget 03/20/25

Fiscal Year 2024-25 Revenues			
Line	Revenue Source	Revenues	
1	FY2023-24 Annual Distribution Obligation Roll Forward	\$ 10,000,000	
2	FY2023-24 Remaining Distribution and Operating Roll Forward	\$ 1,249,947	
3	FY2023-24 Revenue Reconciliation	\$ 5,211,363	
4	FY2024-25 Fuels Impact Reduction Fee Revenue	\$ 15,000,000	
5	Total Available Revenue	\$ 31,461,310	
6			
Fiscal Year 2024-25 Allocations and Expenses			
Line	Budget Item	Allocation	Expenses
7	Local Agency and Board Directed Allocations (Cost Center FUELS-548)	\$ 31,226,810	
8	Adams County FY24 Distribution		\$ (6,400,000)
9	City of Aurora FY24 Distribution		\$ (2,000,000)
10	El Paso County FY24 Distribution		\$ (1,300,000)
11	Mesa County FY24 Distribution		\$ (240,000)
12	Otero County FY24 Distribution		\$ (60,000)
13	Adams County FY25 Distribution		\$ (6,400,000)
14	City of Aurora FY25 Distribution		\$ (2,000,000)
15	El Paso County FY25 Distribution		\$ (1,300,000)
16	Mesa County FY25 Distribution		\$ (240,000)
17	Otero County FY25 Distribution		\$ (60,000)
18	Board Directed Hazmat and Freight FY24 Distribution		\$ (5,000,000)
19	Board Directed Hazmat and Freight FY25 Distribution		\$ (5,000,000)
20	Board Directed Statewide Fuel Movement and Freight Projects		\$ (1,226,810)
21	Total Annual Distributions Expenses		\$ (31,226,810)
22			
23	Administrative & Operating Activities (Cost Center FI280-548)	\$ 134,500	
24	Fuels Impact Enterprise Personnel Salary & Benefits		\$ (100,000)
25	Fuels Impact Enterprise Staff Compensation		\$ (20,000)
26	Fuels Impact Enterprise Program Support		\$ (10,000)
27	Attorney General's Office Legal Services		\$ (1,000)
28	Annual Audit		\$ (2,000)
29	Travel Expenses		\$ (500)
30	Operating Expenses		\$ (1,000)
31	Total Administrative & Operating Activities Expenses		\$ (134,500)
32			
33	Debt Service	\$ -	
34			
35	Total Debt Service Expenses		\$ -
36			
37	Contingency Reserve (Cost Center FI300-548)	\$ 100,000	
38			
39	Total Contingency Reserve Expenses		\$ -
40			

Total Revenue

\$ 31,461,310

Total Obligations

\$ (31,461,310)

Total Available Fund Balance Per §43-4-1504 (1)(b)(II) CRS*

\$ -

*held in FUELS-548 and does not factor in costs incurred by DOR in collecting the revenue

Fuels Impact Enterprise
Fuels Impact Reduction Fund 548
Fiscal Year 2025-26 Annual Budget 03/20/25

Fiscal Year 2025-26 Revenues			
Line	Revenue Source	Revenues	
1	FY2024-25 Estimated Contingency Reserve Roll Forward	\$ 100,000	
2	FY2024-25 Estimated Administrative & Operating Activities Roll Forward	\$ 104,500	
3	FY2025-26 Fuels Impact Reduction Fee Revenue	\$ 15,000,000	
4	Total Available Revenue	\$ 15,204,500	
5			
Fiscal Year 2025-26 Allocations and Expenses			
Line	Budget Item	Allocation	Expenses
6	Local Agency and Board Directed Distributions (Cost Center FUELS-548)	\$ 15,000,000	
7	Adams County FY26 Distribution		\$ (6,400,000)
8	City of Aurora FY26 Distribution		\$ (2,000,000)
9	El Paso County FY26 Distribution		\$ (1,300,000)
10	Mesa County FY26 Distribution		\$ (240,000)
11	Otero County FY26 Distribution		\$ (60,000)
12	Board Directed CDOT FY26 Distribution		\$ (5,000,000)
13	Total Annual Distributions Expenses		\$ (15,000,000)
14			
15	Administrative & Operating Activities (Cost Center FI280-548)	\$ 104,500	
16	Fuels Impact Enterprise Staff Compensation		\$ (75,000)
17	Fuels Impact Enterprise Program Support		\$ (25,000)
18	Attorney General's Office Legal Services		\$ (1,000)
19	Annual Audit		\$ (2,000)
20	Travel Expenses		\$ (500)
21	Operating Expenses		\$ (1,000)
22	Total Administrative & Operating Activities Expenses		\$ (104,500)
23			
24	Debt Service	\$ -	
25			
26	Total Debt Service Expenses		\$ -
27			
28	Contingency Reserve (Cost Center FI300-548)	\$ 100,000	
29			
30	Total Contingency Reserve Expenses		\$ -
31			

Total Revenue \$ 15,204,500

Total Obligations \$ (15,204,500)

Total Available Fund Balance Per §43-4-1504 (1)(b)(II) CRS* \$ -

*held in FUELS-548 and does not factor in costs incurred by DOR in collecting the revenue



COLORADO

Department of Transportation

Transportation Commission Memorandum

To: The Transportation Commission

From: Jeff Sudmeier, Chief Financial Officer

Date: March 19, 2025

Subject: Monthly Cash Balance Update

Purpose

To provide an update on cash management, including forecasts of monthly revenues, expenditures, and cash balances for the State Highway Fund, SB 17-267 Trustee Account, and American Rescue Plan Act funds.

Action

No action is requested at this time.

Summary

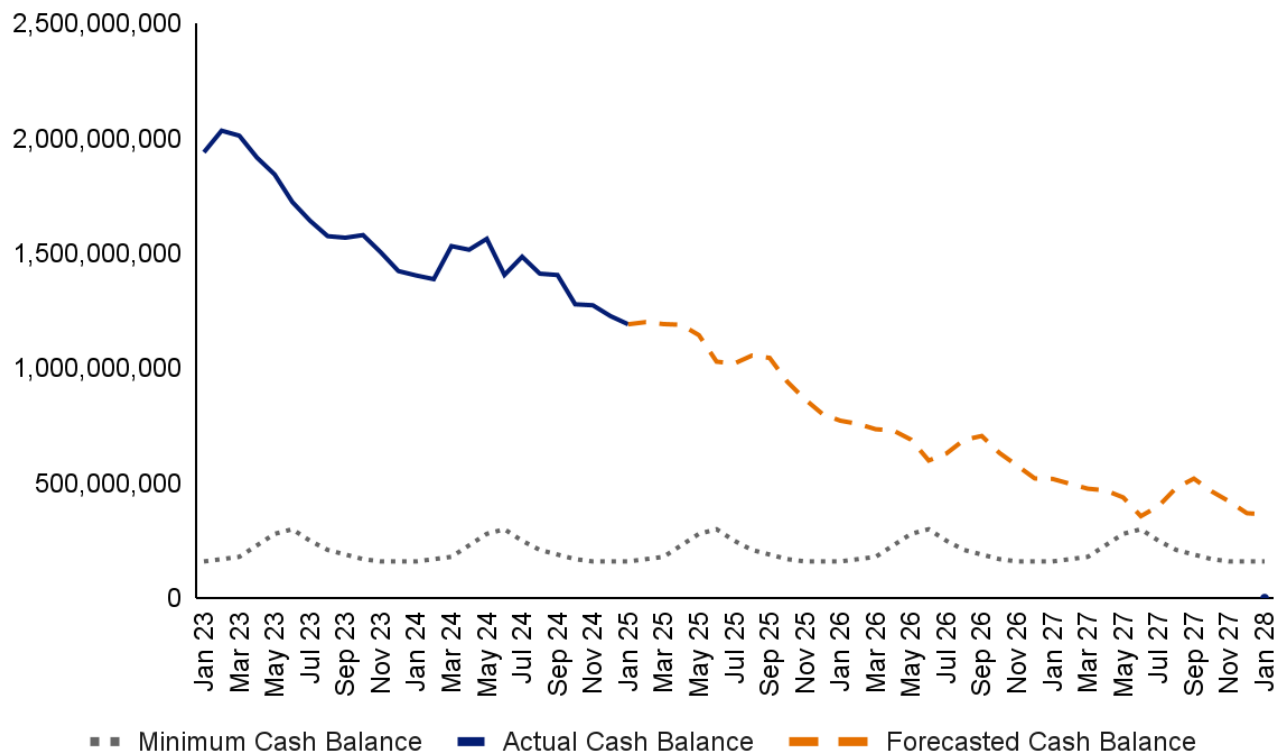
The actual cash balance for January 2024 was \$1.19 billion; \$1.03 billion above that month's minimum cash balance target of \$160.00 million. January's cash balance includes \$489.13 million in the State Highway Fund, \$66.41 million in ARPA Refinance funding, and \$635.81 million in the Senate Bill 267 trustee account.

Figure 1 below outlines the Department's 36-month cash forecast. The primary drivers in this forecast include revenue from the state Highway Users Tax Fund (HUTF), federal reimbursements, payments to contractors, and General Fund transfers made pursuant to SB 21-260.

The Fund 400 Cash Balance is expected to gradually decrease over the forecast period as projects funded with SB 17-267 and other legislative sources progress through construction. The sections below provide additional information on the revenues and expenditures forecasted for this memo.

This cash forecast is based on the expected revenue under current law. The General Assembly is currently considering budget proposals that could reduce the expected revenue from the General Fund and the FASTER Road Safety Surcharge in future years. This forecast will be updated in future months to reflect any decisions made by the General Assembly.

Figure 1 - Fund 400 Cash Forecast



Cash Balance Overview

The Transportation Commission's directive (Policy Directive 703.0) outlines targeted minimum cash balances to limit the risk of a cash overdraft at the end of a month to, at most, a probability of 1/1,000 (1 month of 1,000 months ending with a cash overdraft). The forecasted cash balance is expected to remain above the targeted minimum cash balance through the forecast period.

The cash balance forecast is limited to the State Highway Fund (Fund 400 and affiliated funds and trustee accounts). This forecast does not include other statutory Funds, including the Multimodal Mitigation and Transportation Options Fund and funds associated with CDOT enterprises.

Revenue Sources Forecasted

The State Highway Fund revenues forecasted in this cash balance include:

- Highway Users Tax Fund - This primarily includes Motor Fuel Taxes, Vehicle Registration Fees, Road Usage Fees, and Retail Delivery fees.
- Miscellaneous State Highway Fund Revenue - This revenue includes proceeds from the sale of state property, interest earned on balances in the cash fund, the issuance of oversize/overweight permits, and revenue from various smaller sources.
- SB 17-267 - This bill directed the State Treasurer to execute lease-purchase agreements on existing state facilities to generate revenue for priority transportation projects.

- General Fund Transfers- Pursuant to SB 21-260, annual General Fund transfers will be made to the State Highway Fund between FY 2024-25 to FY 2031-32. This cash forecast assumes these transfers will be made in July of each year.

Expenditure Sources Forecasted

The State Highway Fund expenditures forecasted in this cash balance include:

- Payments to construction contractors (described in more detail in the section below)
- Staffing expenses and program-related professional services
- Right of Way Acquisition
- Debt Service
- Transfers between CDOT and other state entities
- Maintenance and facilities expenditures
- Grant expenditures
- Other expenditures related to services and equipment.

Cash Payments to Construction Contractors

The current forecast of payments to construction contractors under state contracts (grants paid out under inter-government agreements for construction are accounted for elsewhere in the expenditure forecast) from Fund 400 is shown in Figure 2 below.

Figure 2 - Cash Payments to Construction Contractors (millions)

CY 2019 (actual)	CY 2020 (actual)	CY 2021 (actual)	CY 2022 (actual)	CY 2023 (actual)	CY 2024 (actual)	CY 2025 (forecast)
\$669	\$774	\$615	\$841	\$860	\$882	\$917 *

*This is a preliminary forecast that will be updated as additional project schedule detail becomes available.

Figure 3 details CY24 baseline and actual expenditures for the State Highway Fund (see Figure 2 above) as well as Bridge and Tunnel Enterprise. CDOT sets the CY baseline in January each year, using the best estimates, forecast, and schedule information available at the time.

Including Bridge Enterprise, January month end expenditures were corresponding to an Expenditure Performance Index (XPI) of 1.20 (actual expenditures vs. baseline). There were \$47.5M actual expenditures YTD vs. the baseline of \$39.3M. The CY 24 baseline included expenditures from 196 projects, while the current CY 25 baseline includes expenditures from 219 projects. Figure 4 details the current CY25 baseline and actual expenditures.

Figure 3 - Dashboard View, CY 24 Year End

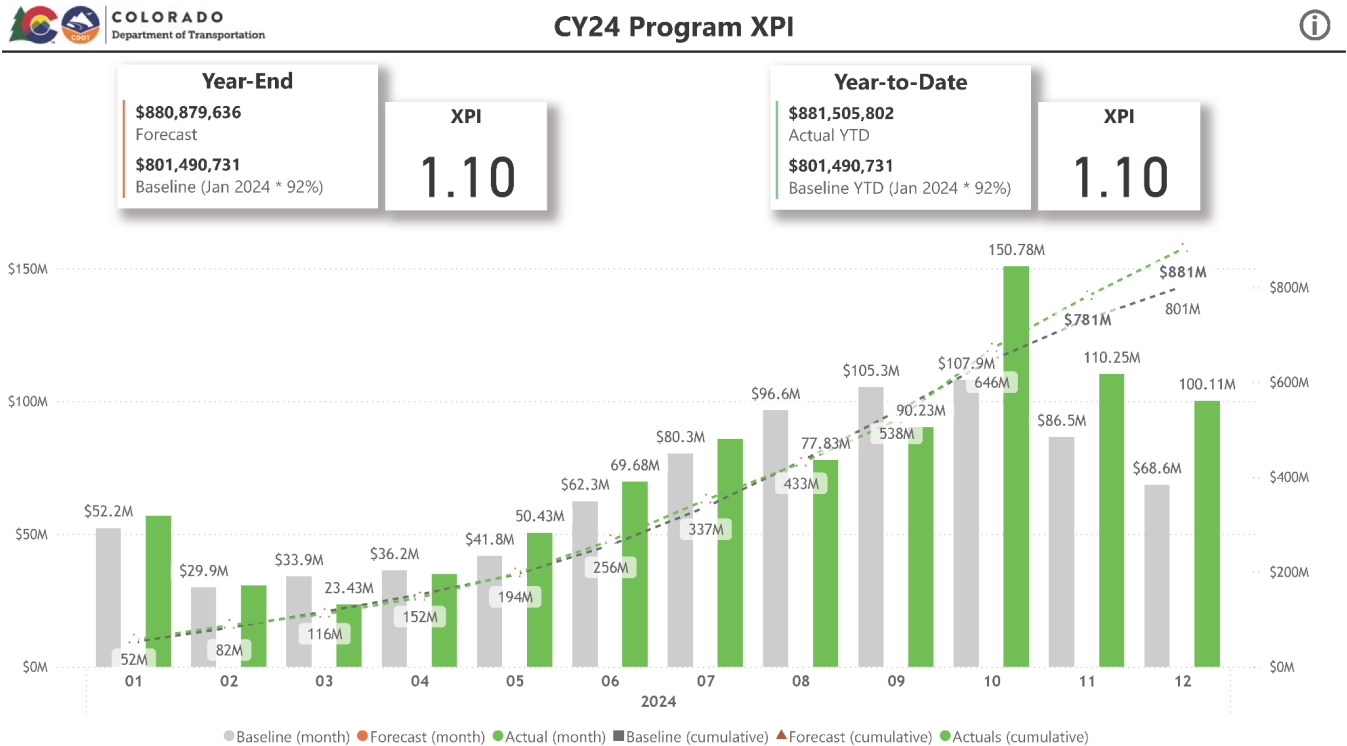
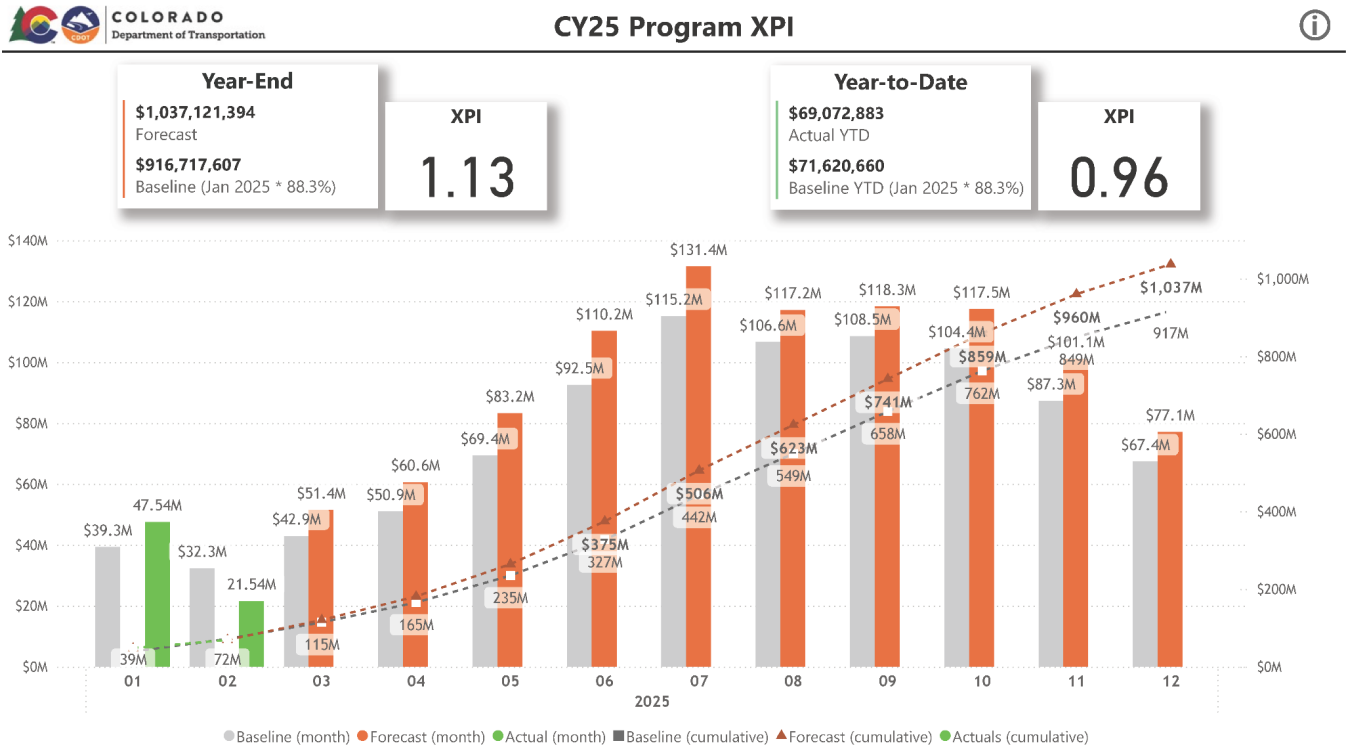


Figure 4 - Dashboard View, CY 25





COLORADO

Department of Transportation

Division of Audit

January 2025 Internal Audit Report released by the Audit Review Committee (ARC) at the February 19, 2025 ARC meeting

Report Number 25-001

Division of Accounting and Finance Year-End Close Processes and Statutory Violations

Released Report



January 2025

The Colorado Department of Transportation (CDOT) Audit Division (Audit) is an independent, internal audit function authorized pursuant to Colorado Revised Statutes Section 43-1-106(12) to perform audits and furnish other information or assistance to help ensure the financial integrity, and efficient and effective operations of CDOT. Audit reports directly to an Audit Review Committee (ARC) that provides independent oversight, thereby ensuring the division is free from internal and external influences to provide objective and independent assessments. Audit is responsible for examining and evaluating CDOT's various operations in order to improve efficiency and effectiveness.

Audit Review Committee

Eula Adams, Chair, District 3
Rick Ridder, Member, District 6
Hannah Parsons, Member, District 9

Audit Division Staff

Frank Spinelli, Audit Director, CPA, CIA
James Ballard, Deputy Audit Director, MBA, CPA, CIA, CFE, CGAP
Judith Woods, Auditor III, PhD
Brooke Boyle, Auditor IV, CPA
Nathaniel Lei, Auditor Intern

You can obtain copies of this report (Number 25-001) by contacting us at



CDOT Audit Division
2829 W. Howard Place, 1st Floor, Denver, CO 80204
P 303.757.9687



COLORADO
Department of Transportation
Division of Audit

Transportation Commission
2829 W. Howard Place
Denver, CO 80204-2305

February 19, 2025

The attached report presents the results of the Division of Accounting and Finance (DAF) Year-End Close Processes and Statutory Violations Audit (report number 25-001, dated January 2025). This report was reviewed and released by the CDOT Audit Review Committee (ARC) on February 19, 2025, and adds value by assisting management with improving the effectiveness and efficiency of DAF Operations.

We conducted this review as part of our Fiscal Year 2025 audit plan and performed this work in accordance with generally accepted government auditing standards. This report presents our findings, conclusions, and recommendations, and the responses of CDOT management.

Frank Spinelli, CPA, CIA
Director, Audit Division

cc: Shoshana Lew, Executive Director
Herman Stockinger, Deputy Director, and Director of Policy
Sally Chafee, Chief of Staff
Keith Stefanik, Chief Engineer
Kay Kelly, innovative Mobility Chief
Paul Desrocher, Director of Transit and Rail

Report Highlights

Background

Year-end close is the process that CDOT undertakes to finalize its financial reports and ensure accurate reporting. CDOT's financial statements are not reported individually but rather are part of the State of Colorado's Annual Comprehensive Financial Report. The financial statements are based on the State's fiscal year (FY), which is from July 1 to June 30. In order for CDOT to prepare its financial statements, it must complete various activities throughout the year as well as at year-end. These year-end activities include but are not limited to making adjusting entries, recording accruals, correcting any errors that occurred in previous periods, requesting rollovers of unused federal funds, conducting inventories, paying invoices, and preparing exhibits.

Statutory violations, as defined by State of Colorado Fiscal Rule 3-1 2.25, are "liabilities incurred or payments made on the State's behalf without prior approval of a Purchase Order, Grant Agreement, Small Dollar Grant Award, or State Contract by the State Controller or a proper delegate, when required under this Fiscal Rule, or without the prior approval of a State Contract by the State's Chief Information Officer or a proper resource constraint."

Highlights

The Audit Division evaluated Division of Accounting and Finance (DAF) operations with respect to year-end close processes and the process of mitigating the risk of statutory violations. With regard to year-end close processes, Audit focused on five major areas that were performed in FY 2023: 1) the year-end calendar, 2) accruals, 3) check payments, 4) diagnostic reports, and 5) subrecipient reporting.

The audit found that improvement opportunities exist for both process areas. In addition, Audit identified four issues that are not directly related to the audit objective but warrant management's attention. This audit was initiated at the request of the Chief Financial Officer as part of DAF's strategy for continuous improvement.

Management has already begun to make some improvements including developing a team for managing grants, cross-training, improving diagnostic report reviewing procedures, and increasing the threshold for accruals.

Audit made 11 recommendations and 6 suggestions that could assist management with achieving further improvements in its processes.

Objective

The Audit Division (Audit) evaluated Division of Accounting and Finance (DAF) operations with respect to year-end close and statutory violation processes.

Scope and Methodology

This audit completed a review of two areas of DAF's processes: year-end close and statutory violations.

With regard to the year-end close process, Audit focused on five major areas that were performed in fiscal year (FY) 2023: 1) the year-end calendar, 2) accruals, 3) check payments, 4) diagnostic reports, and 5) subrecipient reporting. In addition, Audit reviewed statutory violations that were ratified from FY 2020 through FY 2024.¹

In order to achieve our objective, Audit:

- Reviewed CDOT's FY 2023 year-end calendar and compared this calendar to calendars maintained by the Office of State Controller (OSC), Colorado Department of Health Care Policy and Financing, and Colorado Department of Education.
- Sampled 367 (actual was 364, 3 supporting docs were not able to be provided by management) of the 3,532 accruing invoices for FY 2023 that were over \$10 to achieve a 95 percent confidence level. The sample was based on percentage of dollar value to the total amount of accruals.
- Reviewed the subrecipient listing prepared by DAF for the FY 2023 K-1 Exhibit. Audit sampled over 600 subrecipient transactions from a population of about 2,500 to achieve a 95 percent confidence level. These transactions are identified on the ZF07 SAP report.
- Reviewed 171 statutory violations that were disclosed, processed, and ratified by the OSC for the period FY 2020 through FY 2024.
- Reviewed documentation from SAP, OnBase®, and ProjectWise.
- Compared CDOT's statutory violations list with the list maintained by the OSC.
- Performed a trend analysis on various data sets.
- Reviewed calendar year 2023 payment methods.
- Interviewed CDOT staff.
- Reviewed the following guidance:
 - "State of Colorado Fiscal Rules" (Fiscal Rules) (2018, 2022),
 - "State of Colorado Procurement Rules" (Procurement Rules) (2019, 2023),
 - CDOT FY23 "Year-End Close Schedule Tracker,"
 - Office of the State Controller (OSC) *Fiscal Procedures Manual*,
 - *State Controller Policy "Statutory Violations" (9/2021)*,
 - *CDOT Local Agency Manual*,
 - *CDOT Subrecipient Monitoring and Risk Assessment Manual*, and
 - *Code of Federal Regulations (CFR) §200.302*.

¹ Ratified statutory violations are defined as those violations that have been waived by the Office of the State Controller and the acceptance of the commitment voucher (purchase order or contract) for payment by the state.

We conducted this audit in accordance with generally accepted government auditing standards. Those standards require that we plan and perform the audit to obtain sufficient, appropriate evidence to provide a reasonable basis for our findings and conclusions based on our audit objectives. We believe that the evidence obtained provides a reasonable basis for our findings and conclusions based on our audit objectives. For all tests completed as part of this audit, we did not assess the reliability of data received from SAP, OnBase®, or ProjectWise.

Background

This audit was initiated at the request of the CFO, as part of DAF's strategy for continuous improvement. The request was to review two specific processes of DAF operations: year-end close and statutory violations.

Year-End Close

Year-end close is the process that CDOT undertakes to finalize its annual financial reporting. CDOT's financial statements are not reported individually but rather are part of the State of Colorado's Annual Comprehensive Financial Report (ACFR). Colorado law (Colorado Revised Code § 24-30-204) requires that each state department, institution, or agency submit their financial statements to the state controller no later than August 25. The state controller, in turn, consolidates these financial statements in accordance with Governmental Accounting Standards and prepares the ACFR. The financial statements are based on the State of Colorado's fiscal year, which is from July 1 to June 30.

In order to prepare its annual financial statements, CDOT must complete various activities throughout the year, as well as at year-end. These year-end activities include but are not limited to making adjusting entries, recording accruals, correcting any errors that occurred in previous periods, requesting rollovers of unused federal funds, conducting inventories, paying invoices, and preparing exhibits. The OSC has developed a calendar of year-end close activities to assist state agencies with finalizing their financial activities.²

Statutory Violations

Statutory violations, as defined by State of Colorado Fiscal Rule 3-1 2.25, are "liabilities incurred or payments made on the State's behalf without prior approval of a Purchase Order, Grant Agreement, Small Dollar Grant Award, or State Contract by the State Controller or a proper delegate, when required under this Fiscal Rule, or without the prior approval of a State Contract by the State's Chief Information Officer or a proper resource constraint." An employee responsible for a statutory violation could be liable for the infraction amount if not ratified by the OSC.

² See [OSC Fiscal Rules & Procedures](#) for OSC Open Close Calendar

CDOT has experienced a significant increase in statutory violations, both in terms of quantity and dollar value, resulting in concern by the CFO. For example, by FY 2024, the total amount of statutory violations had increased to \$4.8 million from about \$1.4 million in FY 2020.

Findings and Conclusions

The Audit Division evaluated DAF operations with respect to year-end close processes and statutory violations and found that opportunities for improvement exist.

Year-End Close

Our review examined CDOT's year-end close processes and identified opportunities that could assist the department with completing year-end activities in a timelier fashion. These opportunities include streamlining year-end activities and improving the efficiency of the accrual, payment, diagnostic report, and subrecipient reporting processes.

Year-End Calendar

The year-end calendar is used to help organize and establish deadlines regarding the completion of various activities. Audit compared CDOT's year-end calendar to the calendars maintained by the OSC, Colorado Department of Health Care Policy and Financing, and Colorado Department of Education. The CDOT calendar consists of about 300 activities, as compared to the OSC calendar that consists of 227 departmental tasks and an average of about 140 activities on the two other state agencies' calendars.³ These comparisons indicate CDOT's year-end calendar may have too many activities not essential for the year-end close, thereby creating confusion regarding key tasks that must be performed in order to achieve a timely and accurate close. For example, we found 19 calendar tasks that could be deleted because they could be automated, were redundant, or were no longer needed due to process changes.⁴ Audit recommends that management streamline the year-end calendar to include only the essential tasks needed to timely complete year-end activities.

Interviews also found that some DAF staff lacked an understanding as to what tasks must be completed to ensure a timely close. In addition, in FY 2023, there was only one DAF employee who was familiar with the entire process. Over reliance on a single employee increases the risk of errors and untimeliness. Although DAF is conducting cross-training of other DAF members and developing desk guides, continued effort is still required to ensure the timely completion of year-end activities and correct over reliance on one CDOT employee.

³ Some state agencies rely on the Office of the State Controller calendar in determining their year-end close activities.

⁴ Audit informed CDOT management of these 19 calendar tasks.

Accruals

One of the key activities for year end is making accounting adjustments for accruals, which are for amounts of money that have been earned or spent, but not yet received or paid.⁵ For instance, invoices for construction projects are not always received timely; therefore, CDOT makes accrual adjustments for construction projects based on estimates regarding a project's completion at year end. In FY 2023, CDOT made about 3,500 accrual adjustments over \$10. Based on our review of the accrual process, audit identified opportunities to streamline this process, which include:

- Establishing a materiality threshold of \$5,000 for an individual accrual adjustment,⁶ and
- Avoiding accruals by requiring vendors and/or subrecipients to submit invoices timely and subsequently paying these invoices prior to the year-end close.

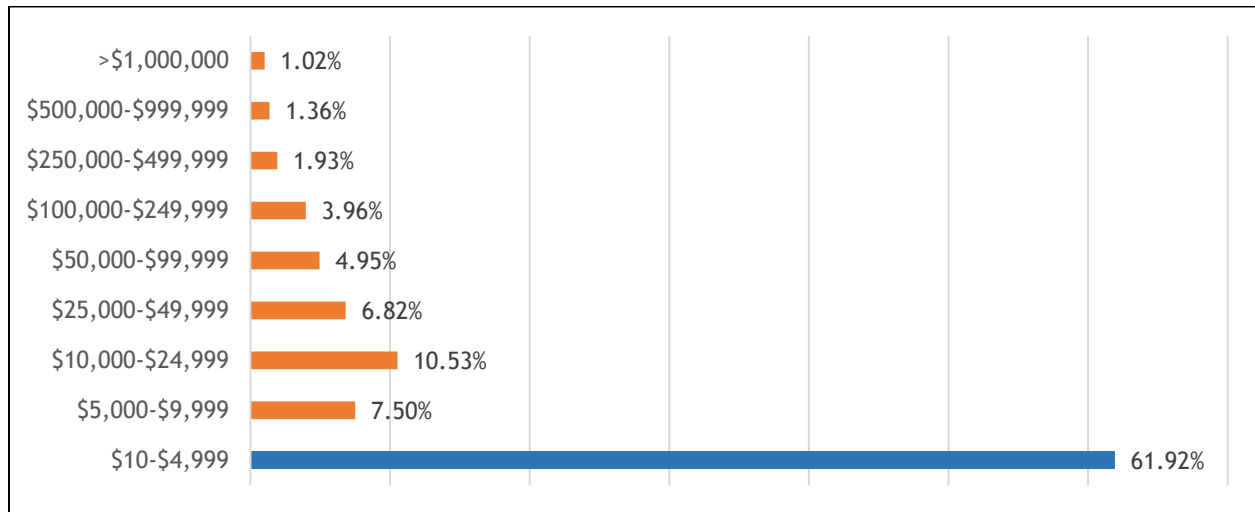
Audit analyzed the approximately 3,500 FY 2023 accrual adjustments and found that nearly 2,200 (62 percent) were for less than \$5k. In addition, the total dollar value of the nearly 2,200 accrual adjustments were about \$1.6 million, representing less than 1 percent of the total dollar amount of accruals made in FY 2023. See Charts 1 and 2. Based on CDOT's FY 2023 financial statements, individual transactions under \$5,000 are considered immaterial and are unnecessary adjustments for reporting purposes. Not having to make accrual adjustments for amounts under \$5,000 would assist CDOT with streamlining the accrual process.

According to CDOT management, OSC has agreed to change its policy for CDOT to reflect that individual accrual adjustments under \$5,000 do not need to be made.

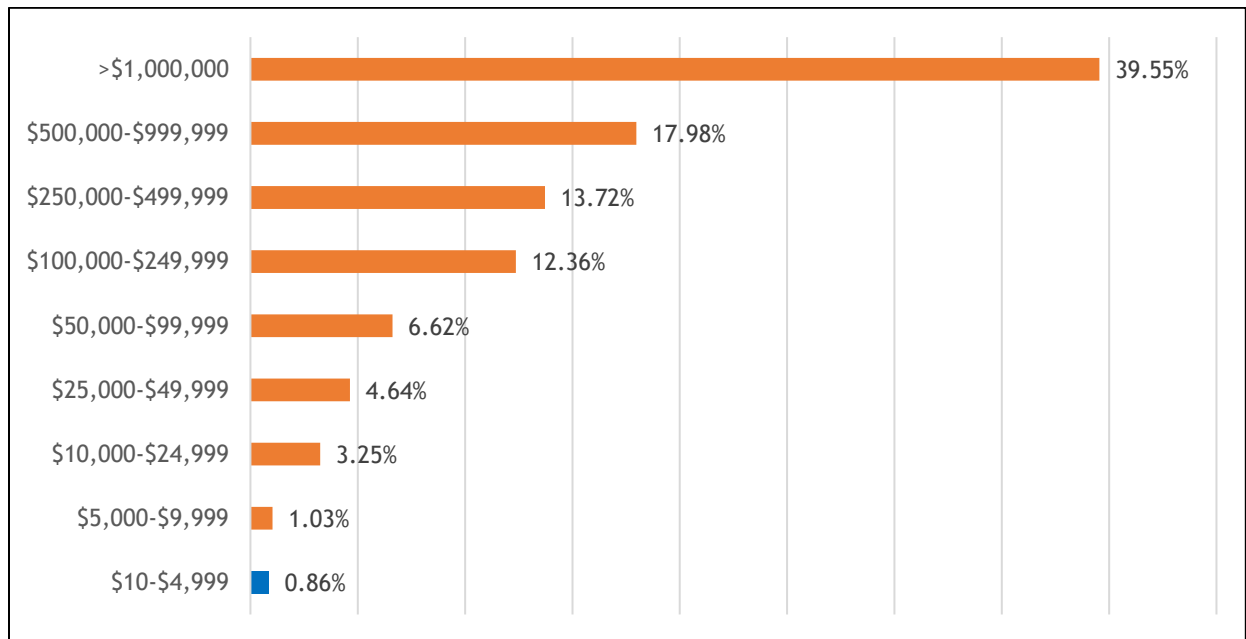
⁵ See [What Is Accrual Accounting, and How Does It Work?](#)

⁶ Materiality is a concept that determines whether the omission or misstatement of information in a financial report would impact a reasonable user's decision-making.

**Chart 1: Accrual Adjustments as a Percent of Total Number of Adjustments
FY 2023**



**Chart 2: Accrual Adjustments as a Percent of Total Dollar Value of Adjustments
FY 2023**



Audit also found further opportunities to reduce the number of accrual adjustments by requiring vendors and subrecipients to submit invoices and, subsequently, CDOT paying these invoices prior to the year-end close. For instance, our analysis of the 3,500 adjustments made in FY 2023, found 717 accruals with an associated dollar value of \$61 million that were made for local agencies, which represented about 20 percent of the total number of accruals made and over 30 percent of the total dollar amount. In our discussions with regional staff, we found that local agencies not submitting invoices

timely was a problem. The Intergovernmental Agreement (IGA), section 7F, paragraph v reads, “The State shall not be liable to reimburse Local Agency for any costs invoiced more than 60 days after the date on which the costs were incurred, including costs included in Local Agency’s final invoice.” This language is similar to that found in both the Agreement and Contract instruments used by CDOT, but the 60-day requirement is not contained in Grant or Subaward agreements.

Through discussions with regional staff, Audit found some staff follow-up with local agencies to ensure invoices are provided timely while others do not. Further, there are no repercussions if a local agency does not comply, even when the contracting instrument states that the State is not liable, because most staff believe the penalty is too harsh. A more practical and less severe consequence would be to avoid awarding any additional contracts until the local agency demonstrates compliance. CDOT should consider whether to modify its contracting instruments to allow for a less severe consequence that it would be willing to enforce. A more consistent follow-up with local agencies to ensure timely invoice submission, as well as enforcement of invoice submission contract provisions, if necessary, would aid in streamlining DAF’s accrual process by reducing the number of accruals.

The analysis of 364 sample accrual adjustments identified 46 adjustments, or about 13 percent, with an invoice date prior to June 1.⁷ These invoices could have potentially been paid before year-end, thus avoiding the accrual adjustment process. Audit recommends requiring vendors and/or subrecipients to submit invoices timelier and, subsequently, CDOT to pay these invoices more timely.

Our review also found that internal controls over the accrual process could be improved. For example, our review found 79 of the 364 sampled accrual adjustments (22 percent) lacked sufficient support documentation in SAP, such as the invoice or estimate calculation worksheet. Audit also found the accrual checklist is inconsistently uploaded to SAP.⁸ Supporting documentation was available and subsequently provided by accounting staff for all but 3 sample adjustments.

In addition, accruals are determined, either for CDOT and/or the local agencies based upon estimates, which could result in incorrect accruals. There were approximately 48 transactions (13 percent) from our sample of 364 that were made using project estimates.⁹ Instead, the percent of completion method should be used in order to

⁷ Please note that Audit could not obtain supporting documentation for 3 sample adjustments. As such our analysis only covers 364 of the 367 sample selections.

⁸ Checklist used for accruals is not a formal CDOT policy but an informal internal control. The supporting documentation could not be found in either SAP and OnBase®

⁹ Including CDOT and Local Agency project estimates.

comply with Generally Accepted Accounting Principles (GAAP), which are the standards required to be used by the State of Colorado for financial statement preparation.¹⁰¹¹

Check Payments

CDOT pays invoices throughout the year, but payment issues that occur, especially at year end, can contribute to delays in the year-end closing process. For example, in calendar year 2023, over 10,000 checks (32 percent of total payments) were issued. Check payments require additional effort since these checks must be placed into envelopes and mailed. In addition, checks are sometimes returned to CDOT because of vendor address errors, requiring CDOT to research/correct the error and then reissue the payment. Also, during calendar year 2023, 98 checks were voided because vendors provided an affidavit that the checks were not received. Therefore, Audit recommends requiring all vendors to be paid by electronic funds transfer (EFT), which would eliminate the issuing and mailing of checks and result in receiving federal reimbursement sooner and a more efficient process, especially during year end.

Diagnostic Reports

Our review found that CDOT was not always reviewing/responding to the diagnostic reports provided by the OSC each month as required by Colorado statute.¹² Diagnostic reports are to be used as a monitoring tool by various state agencies and departments for the OSC. These reports show potential noncompliance issues, such as abnormal account balances, out of balance conditions, over expenditures, and other abnormalities that need to be corrected and/or responded to. In addition, reviewing and correcting issues identified in monthly diagnostic reports would help in completing the year-end closing process timelier. For example, CDOT was required to make over \$720 million in accounting adjustments in FY 2023 after the Period 13 close that were directly related to unresolved diagnostic report errors.¹³ The majority of this amount (\$640 million) related to a single reclassification of Highway User Tax Fund revenue.

Our analysis of the 17 FY 2023 diagnostic reports issued to CDOT shows that there were 7 diagnostic reports with errors that were not corrected timely. The reasons for these errors were: 1) appropriations with a zero balance, 2) abnormal balances, 3) over expenditures, 4) inter-fund transfers out of balance, 5) intra-fund transfers out of balance, 6) unbudgeted expenses, and 7) funds with deficit balances. These issues were identified in FY 2023 Quarter 1, and all remained unresolved in FY 2023 Quarter 4. These errors, with one exception, were resolved by FY 2024, Quarter 4. Based on our interviews with DAF staff, the main reasons these reports were not reviewed timely can

¹⁰ The percentage of completion method is an accounting method in which the revenues and expenses of long-term construction projects are recognized as a percentage of the work completed during the period.

¹¹ Rule 1 CCR 101-1-8-1 - Financial Statements are required to comply with GAAP.

¹² Colorado Revised Statute 43-1-113(10) states, "The department shall also submit a monthly report of financial information to the controller no later than fifteen days after the close of each month."

¹³ Findings identified in the "Statewide Single Audit Fiscal Year Ended June 30, 2023."

be attributed to a lack of personnel, insufficient training of existing staff, and a lack of written policies and procedures.

In FY 2024, significant improvement was made with reviewing and correcting diagnostic report errors, which helped CDOT reduce the number of required post period adjustments in FY 2024. For example, in FY 2023 post period adjustments, both CDOT and OSC adjustments, were over \$1.4 billion as compared to just \$167 million in FY 2024.¹⁴ Audit recommends management continue efforts with reviewing diagnostic reports timely and correcting errors as needed. Further, CDOT should consider running these reports on a weekly basis throughout the year and on a daily basis during accounting periods that occur at or after year end (Periods 12 and 13).

Subrecipient Reporting

Federal regulations define a subrecipient as an entity, usually but not limited to non-federal entities, that receives a subaward from a pass-through entity to carry out part of a federal award.¹⁵ CDOT is a pass-through entity that passes federal funds to local governmental and nonprofit entities. DAF's role in the year-end subrecipient reporting process is to produce a listing of all subrecipients that received pass-through dollars each fiscal year. This listing is used to prepare the K-1 Exhibit, which is part of CDOT's financial statements. This listing not only includes the names of the subrecipients but also the funds received and the associated federal programs.

CDOT uses two different processes for preparing the subrecipient listing, one related to federally funded construction projects and the other for federally funded non-construction activities. Federal funds received for construction projects are usually greater than funds received for other activities. For example, in FY 2023, CDOT passed through over \$100 million to subrecipients for construction projects. In comparison, non-construction grants received from the federal government amount to approximately \$45 million, with the majority of these funds being passed through to subrecipients. Audit examined the two processes used by DAF in preparing the K-1 Exhibit subrecipient listing.

Construction Projects

Our review identified that the process to prepare the subrecipient listing for construction projects is labor intensive. Based on our interviews, a DAF employee prepares this listing twice per year, which takes the employee about 30 days each time (60 total days). The process involves verifying subrecipients that received federal funds, mainly Federal Highway Administration (FHWA) funds, against an SAP custom report to determine whether a subrecipient relationship exists and if the proper federal program

¹⁴ Data provided by the Office of the State Controller.

¹⁵ 2 CFR §200.1

was identified, as indicated by the Assistance Listing Number.¹⁶ This SAP report lists all entities that have been coded in the system as a governmental or nonprofit entity. Audit identified two additional factors making this task time consuming.

First, the necessary support documentation, such as the subrecipient determination tool, IGA or contract, is not readily available in a centralized location, such as SAP or ProjectWise, resulting in additional effort by DAF staff to determine if a subrecipient relationship exists. For example, of the approximately 600 subrecipient transactions that Audit sampled, 281 were specifically for federally funded construction projects.¹⁷ These 281 subrecipient transactions represented 148 individual projects. We found that 79 projects of these projects, or 53 percent of the sample, were missing the subrecipient determination tool in both SAP and ProjectWise. This tool is an internal control used by CDOT to identify whether a subrecipient relationship exists. The *Subrecipient Monitoring and Risk Assessment Manual* (Sections 1.3.1 and 6), recommends but does not mandate that the subrecipient tool be attached to the SAP Shopping Cart and that the final versions of the risk assessment and determination tools be uploaded to ProjectWise.¹⁸

Consequently, by not making this a requirement, the determination tool is often not included in SAP as attachment. In addition, SAP currently does not currently have a field showing the subrecipient determination. Thus, having the determination tool attached in SAP via the Shopping Cart along with an SAP field that easily identifies a subrecipient for DAF personnel would help reduce the time needed to prepare the year-end subrecipient listing. One reason the determination tool is not always maintained in ProjectWise is due to CDOT staff and local agencies having difficulty with accessing ProjectWise. According to CDOT personnel, this is sometimes the result of poor internet connectivity in rural areas. As a result, many project documents are located elsewhere, such as Google Drives or other files that are not readily or accessible to DAF staff working in headquarters. Audit recommends CDOT require the subrecipient determination tool to be placed as an attachment in the Shopping Cart for construction projects, as well as develop a field to identify subrecipient status.

The second factor making the subrecipient listing process more time consuming is with regard to Assistance Listing Numbers (ALNs) for federally funded construction projects. Due to a configuration limitation on CDOT's version of SAP, all subrecipient payments default to ALN 20.205 in its Projects Module. Due to substantial increases in federal funding, there are now multiple construction funding sources with different ALNs and a lot more transactions than in the past, most notably related to the American Rescue Plan Act funds. Because the system cannot identify the actual ALN of all subrecipient construction payments, DAF employees are required to review each project to ensure the ALN is correct (see "Other Matters" for Excel concerns). Audit suggests CDOT

¹⁶ An Assistance Listing Number (ALN) is a five-digit number that identifies a federal program that provides assistance or benefits to the public.

¹⁷ Subrecipient transactions are those listed on the SAP ZF07 report used to prepare the listing used in the Exhibit K; transactions can be for the same construction project.

¹⁸ A shopping cart is used to request the purchase of good and services.

explore the possibility of modifying the current SAP system code or take into consideration for any future ERP system that will allow for different ALNs. This would streamline the K-1 Exhibit subrecipient listing process, thus significantly reducing the time necessary to complete the task and likely improving accuracy.

Non-Construction Activities

The process for preparing the listing of non-construction grants is simpler because SAP is able to identify non-construction ALNs in the Grants Module. This is due to staff manually developing and entering every invoice into the system and using a spreadsheet to determine and track the ALNs. This manual process would be difficult for grants used in construction projects due to the volume. Moreover, there have been many custom builds within the SAP Projects Module, such as a billing system that allows for a more automated billing process. Thus, making a change for the grants used in construction projects would be impossible unless various SAP custom builds change as well. The Colorado Transit and Rail Awards Management System (COTRAMS) also helps manage various grants provided to the Division of Transit and Rail (DTR) from the Federal Transit Administration (FTA). COTRAMS streamlines and automates the CDOT grant management process and allows for multiple ALNs. However, similar to construction projects, support documentation for determining the non-construction subrecipient status was not always available in SAP. For example, based on our sample of 325 transactions (from a total population of 1,459), 67 transactions did not have any documentation readily available to determine if a subrecipient relationship existed, requiring additional effort.

In addition, we found 11 transactions were misidentified as subrecipient transactions indicating opportunities to improve the process. The current process is to prepare the subrecipient listing and send to the affected departments, such as DTR and the Office of Transportation Safety to determine if the listing is correct. This determination should be made based on source documentation, such as a subrecipient determination tool and/or contract created at the beginning of the process. As with the construction project process, having a determination tool attached in SAP via the Shopping Cart along with an SAP field showing the subrecipient status would improve the process by reducing potential errors, as well as the time needed to prepare the K-1 Exhibit subrecipient listing for non-construction grant projects.

Lastly, although the differences are insignificant, Audit is unable to tie into the K-1 Exhibit by ALN due to CDOT using federal revenues received by ALN rather than expenditures made for each grant to prepare the K-1 Exhibit.

Statutory Violations

Audit also found that opportunities exist to improve the process associated with mitigating the risk of statutory violations. For example, CDOT's ratified statutory violations increased from 11 in FY 2020 to 72 in FY 2024, an increase of 555 percent, with the largest increase between FY 2023 to FY 2024. Similarly, the dollar value

associated with these violations increased from about \$1.4 million in FY 2020 to about \$4.8 million in FY 2024, an increase of over 200 percent. See Charts 3 and 4. Hence, these trends indicate that CDOT is at a high risk of continuing to incur statutory violations.

Chart 3: Number of Ratified Statutory Violations
FY 2020-2024

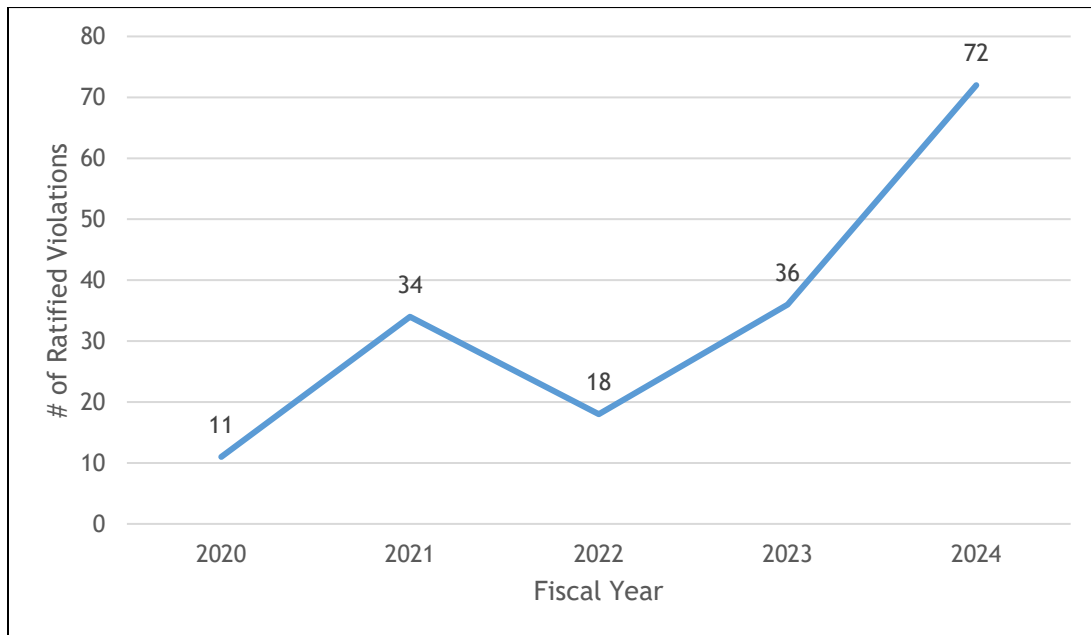
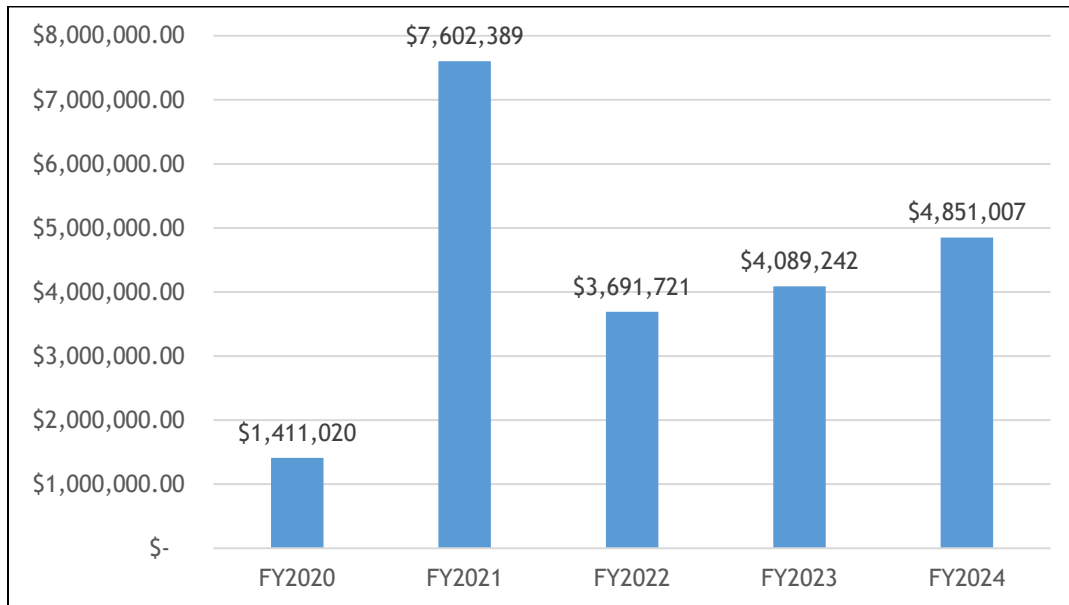


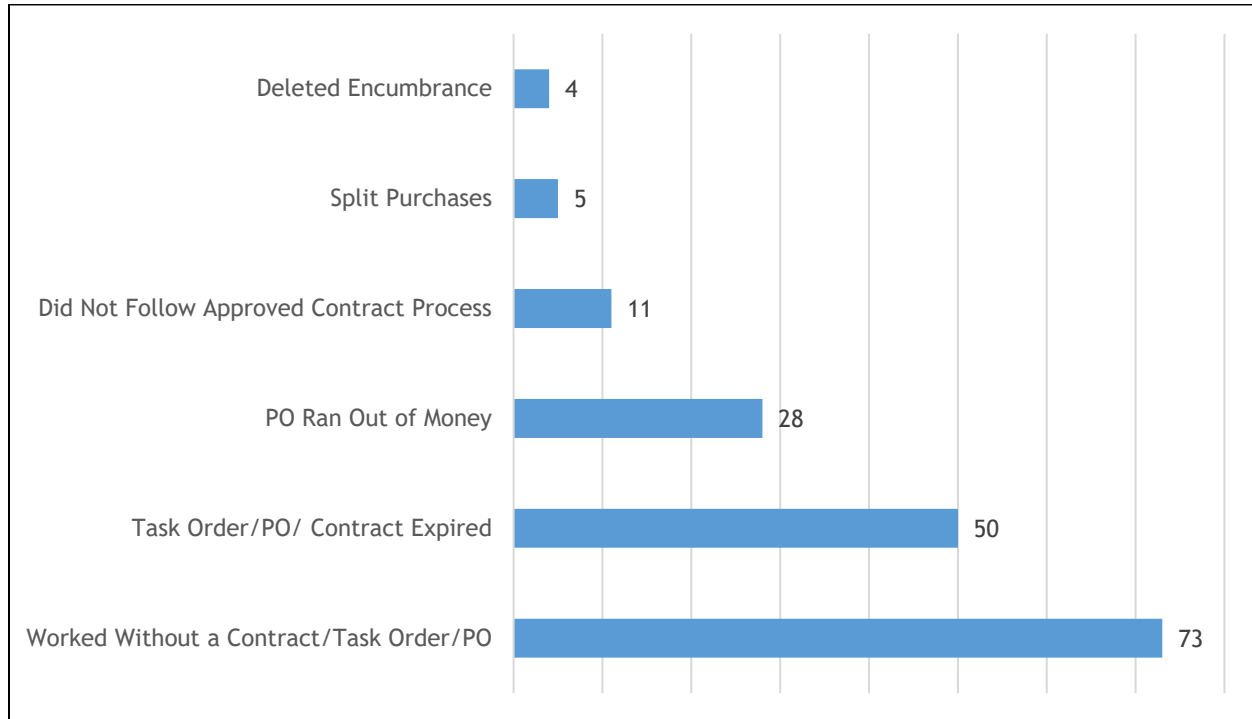
Chart 4: Dollar Value of Ratified Statutory Violations
FY 2020-2024



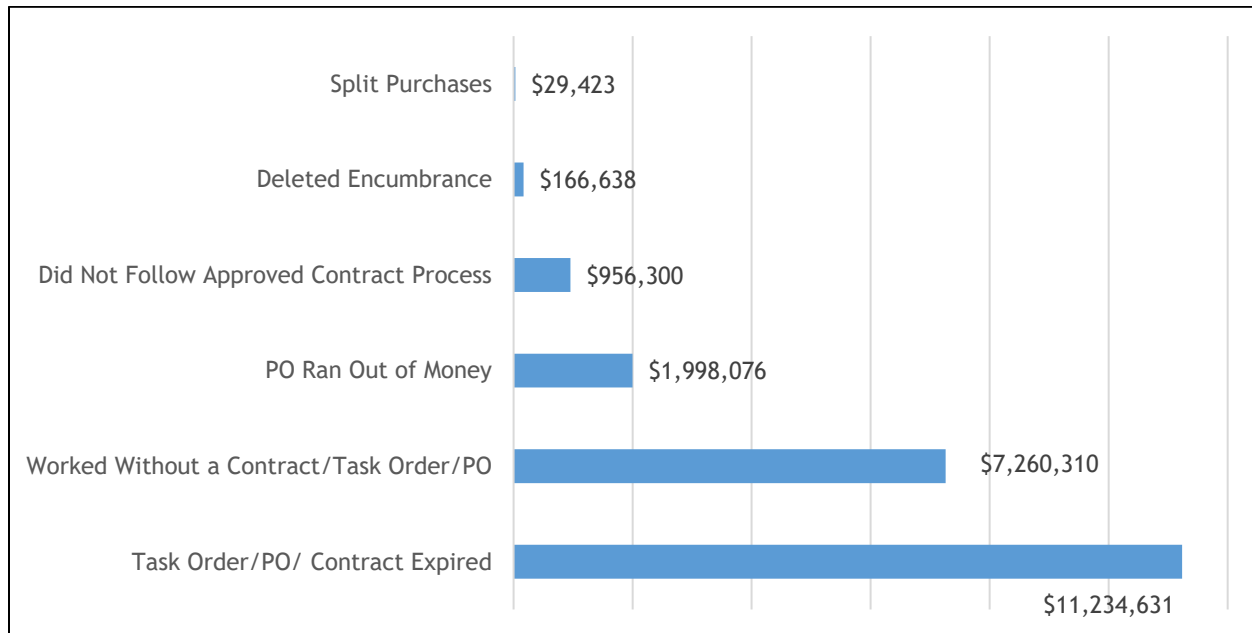
* The FY 2021 significant increase was attributed to three expired contracts in Region 1 totaling about \$5.5 million.

Audit analyzed the statutory violations over this period and found that the two most common reasons were: 1) the task order, contract, or purchase order (PO) had expired, and 2) work was being performed without a contract, task order, or PO in place. These two violation types accounted for over 70 percent of the 171 total violations that occurred during the period FY 2020 through FY 2024 and 85 percent of the total dollar value of statutory violations. See Chart 5 and Chart 6.

**Chart 5: Statutory Violation Types by Quantity
FY 2020-2024**



**Chart 6: Dollar Value of Statutory Violation Types
FY 2020-2024**

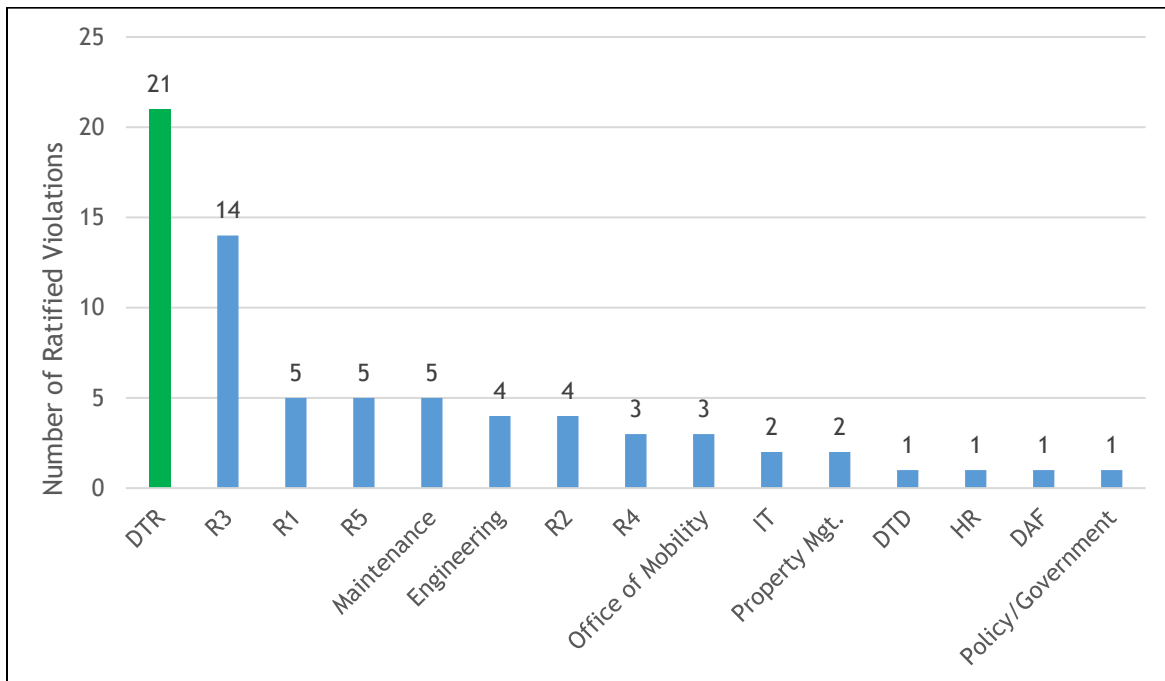


Additionally, Audit performed a risk assessment to identify the unit that had the highest risk with regard to statutory violations. Audit used the following factors to assess this risk:

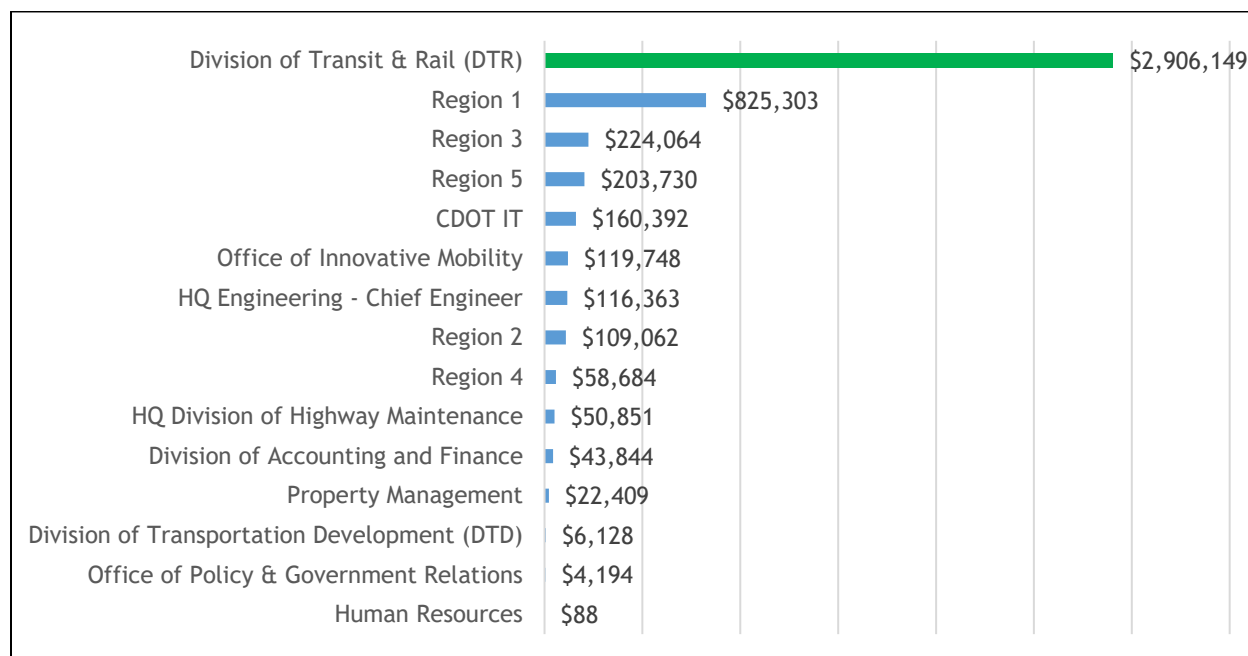
- Unit with the greatest increase in statutory violations from prior years.
- Unit with greatest impact on CDOT’s overall statutory violation statistics in terms of both quantity and monetary impact for FY 2024.
- Unit with the greatest change from FY 2023 to FY 2024.

Based on this risk assessment, DTR was identified as the unit with the greatest risk. For example, in FY 2024, DTR had the highest number of statutory violations, accounting for 29 percent of the total number and 60 percent of the total dollar amount. See Charts 7 and 8.

Chart 7: Statutory Violation Unit Ranking by Number
FY 2024



**Chart 8: Statutory Violation Unit Ranking by Dollars
FY 2024**



Based on the analysis of DTR statutory violations, Audit identified the following causes:

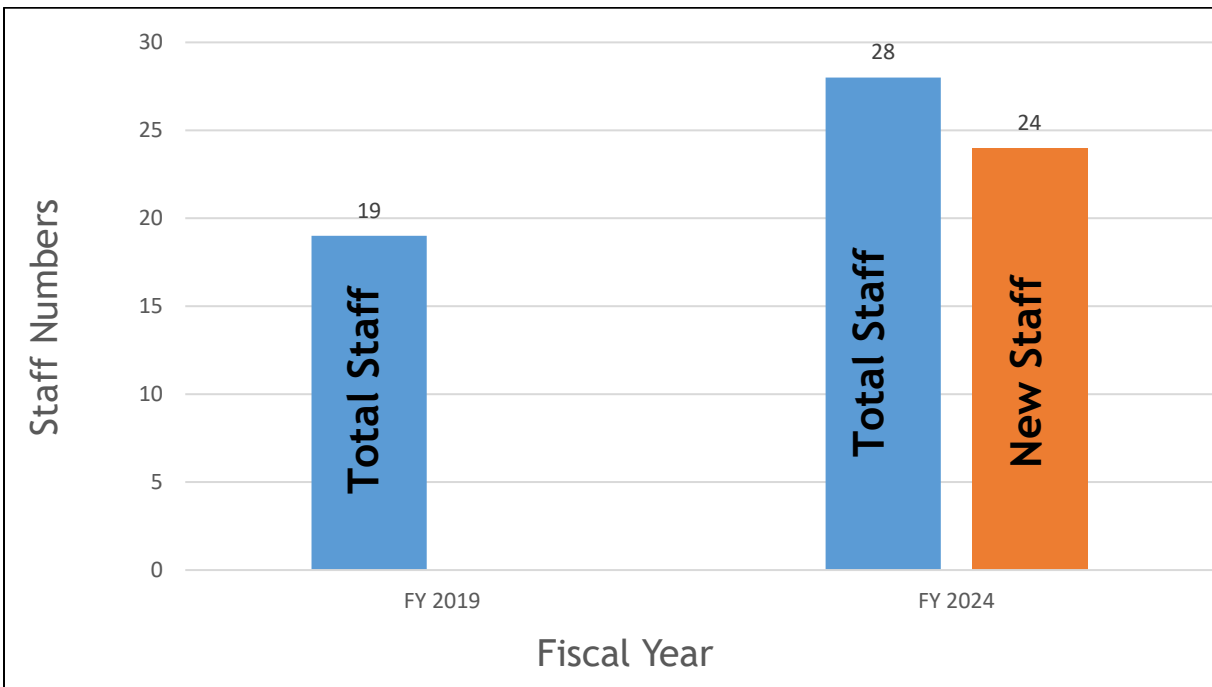
- DTR reconciles grant data between COTRAMS and individual project expenditures; however, there is no reconciliation between DTR's total annual budget for grants to the funds obligated by the FTA in the Transit Award Management System (TrAMS) or the grants recorded by CDOT's Office of Financial Management and Budget (OFMB) for DTR's annual revenue budget.¹⁹ Audit therefore recommends that CDOT performs these necessary reconciliations. Although DTR is not reconciling what has been applied for in TrAMS to the funds obligated and received, OFMB does perform a budget reconciliation to FTA appropriations.
- High staff turnover in DTR between FY 2020 and FY 2023, along with multiple reorganizations that may lead to employee turnover has resulted in a loss of institutional knowledge.²⁰ Audit analyzed the organizational charts for DTR for years 2019 and 2024 and found that there was about an 86 percent attrition rate amongst staff.
- To keep pace with DTR's rapid budget increases due to additional federal programs and increased funding these past several years, the group also

¹⁹ FTA's web-based grant management tool that allows recipients to apply for federal funds, manage their programs in accordance with federal requirements, and enable FTA to review, approve, control, and oversee how funds are used. Source: [Federal Transit Administration](#).

²⁰ Reorganizations can result in low morale, lack of motivation, and turnover of seasoned employees and may lead to the loss of institutional knowledge. Sources: [How Reorganizations Can Harm a Workforce](#) and [8 Reasons why Reorgs Destroy Employee Morale](#).

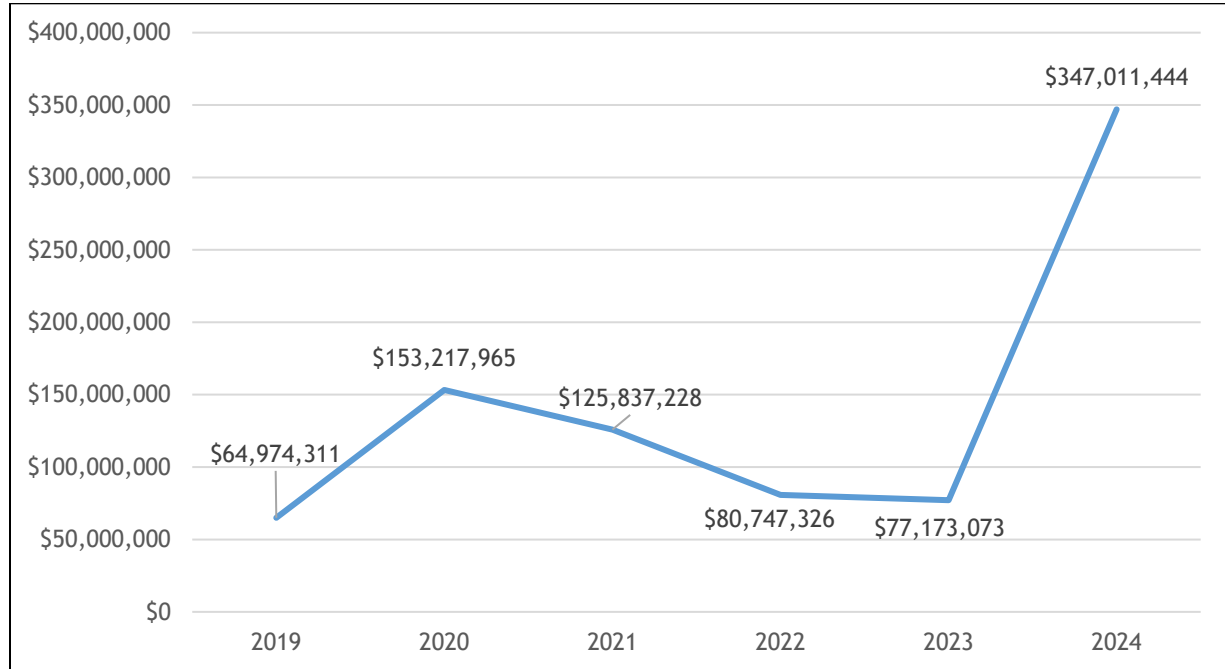
experienced a significant increase in staff, rising from 19 full time equivalents (FTEs) in FY 2019 to 28 FTEs (including 4 vacancies) in FY 2024, an increase of about 47 percent. In FY 2019 the budget for DTR was approximately \$65 million. Revenues increased significantly in FY 2020 and 2021 as a result of one-time legislative and stimulus funding, as well as increased ongoing funding under the Infrastructure Investment and Jobs Act (IIJA), which is part of the rollforward. Much of this one-time funding has rolled-forward, resulting in total budget including roll forward of \$347 million in FY 2024.²¹ See charts 9 and 10.

Chart 9: DTR FTEs FY 2019 Versus FY 2024



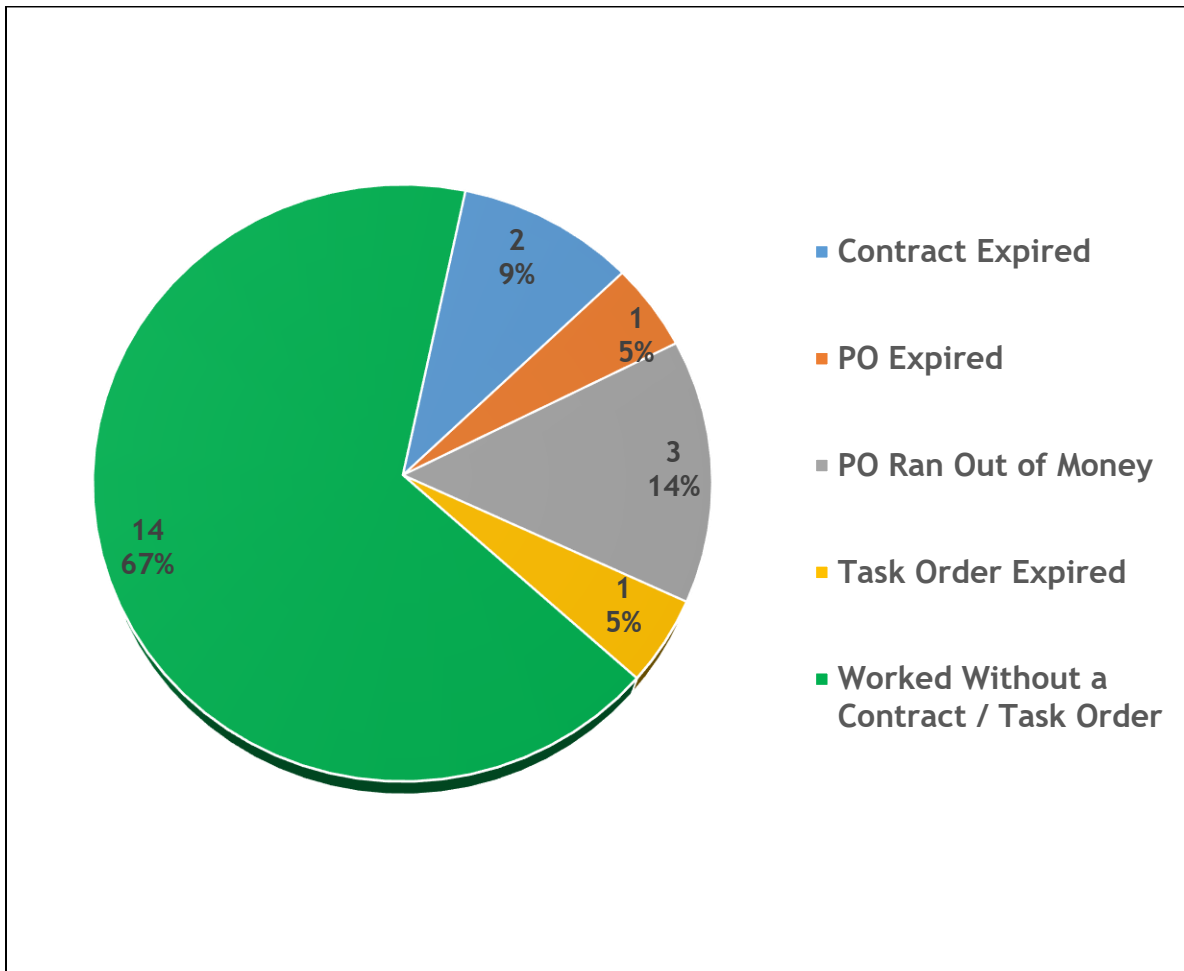
²¹ This DTR budget information was provided by the DTR Budget Analyst.

Chart 10: DTR Annual Budget Amounts



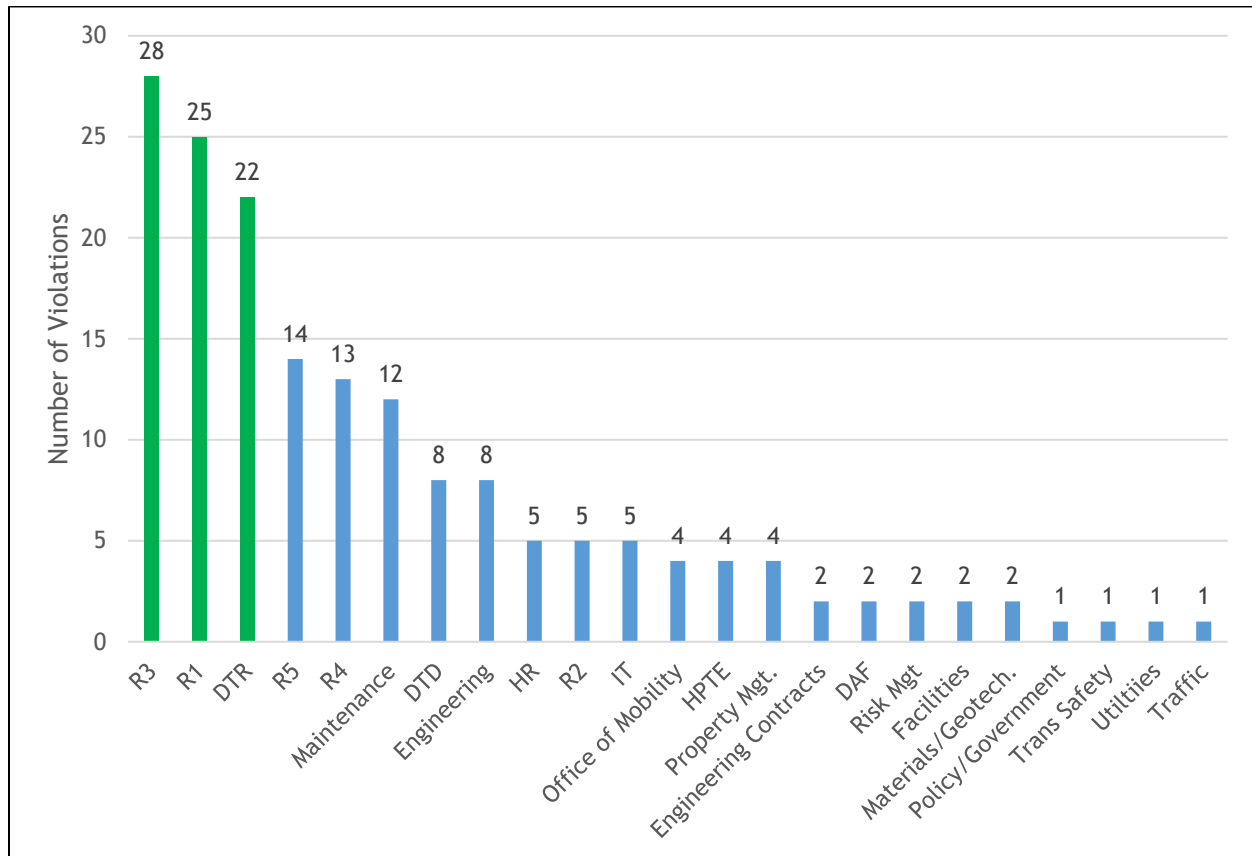
In addition, the main reason for DTR statutory violations in FY 2024 was not having a contract/PO/task order in place when agencies submitted Reimbursement Requests (RRs). This reason accounted for about 67 percent of the statutory violations that occurred. Other reasons for FY 2024 DTR statutory violations included the contract, PO and task order expired or the PO ran out of money. See Chart 11.

Chart 11: DTR Statutory Violation Types by Quantity
FY 2024



Finally, Audit also analyzed statutory violations by each region and division for FY 2020 through FY 2024. This analysis found that, in addition to DTR, Region 3 and Region 1 also had a high number of statutory violations. These two regions, along with DTR, accounted for 44 percent of the total violations that occurred during this period. See Chart 12. This analysis indicated that additional training and monitoring are needed for Region 3 and Region 1 as well.

**Chart 12: Statutory Violation Unit Ranking
FY 2020-FY 2024**



Other Matters

During the course of our audit, although not directly related to our audit objective, Audit identified four issues that warrant management's attention: 1) Grant Management Process, 2) SAP Transaction Codes, 3) Excel File Workbook Sizes, and 4) SAP Limitations.

1. Grant Management Process

Based on audit work performed, we found that the grant administration process could be improved. For example:

- Audit found that some grant administrators within DTR and the Regions may lack the necessary skillset to manage and track grant funds. For example, we found that some staff tasked with grant administration may lack the accounting background and/or experience to successfully manage grant activity.
- Inefficiencies exist in the decentralized process for grant notification and contract compliance. For example, there can be numerous points of contact

within CDOT for representatives of MPOs (Metropolitan Planning Organizations), TPRs (Transportation Planning Regions), Local Agencies, and other CDOT staff concerning grant notifications or inquiries which also may result in confusion.

- Project Managers in the field have too many job responsibilities, as found in our prior audit.²² Some of the grant administrative tasks performed by Project Managers could be completed and/or reviewed by a more specialized staff with financial and project administration expertise and knowledge of grant administration requirements.
- Local agencies and field personnel are often not aware of the various grant requirements, resulting in an increased risk that funds may not be expended properly.
- Grant funds are not properly reconciled or tracked by DTR, increasing the potential risk of over or under expending the federal funds. For example, a letter dated November 30, 2023, from FTA was sent to the Executive Director advising that funds of about \$23 million had yet to be obligated by DTR and would expire at the end of the federal fiscal year (Sept 30). If DTR did track TrAMS funds obligated, then the funds yet to be obligated and noted within the annual letter from FTA would be known beforehand.

Audit recommends that CDOT centralize certain administrative tasks related to local agency grants and pass-through funds, potentially in the recently formed central Subrecipient Grants Support Unit (SGSU), which can address many of these issues and would improve both the efficiency and effectiveness of the grant administration process working in coordination with Region staff. Centralization could provide a single point of contact for grant notifications and inquiries, as well as reduce the number of CDOT employees involved in grant administration. Audit further recommends that CDOT abstract grant compliance requirements considered vital to the project and summarize such in an appropriate software so that all stakeholders can easily access compliance requirements rather than continue the paper-based process currently in place; this could better ensure local agency compliance and consistency among the various regions and divisions.

In connection with these recommendations, Audit suggests that management review Appendix A (Forms), Appendix B (Miscellaneous), Appendix F (Finals Documentation), and Exhibit E (Local Agency Contract Administration Checklist-Form 1243) of the CDOT *Local Agency Manual* and determine what forms, and miscellaneous and finals documents should be the Project Manager's responsibility or performed by the SGSU or another centralized unit. Management should also review CDOT Form 1243, Local Agency Contract Administration Checklist, of the *Local Agency Manual* and split CDOT responsibilities into additional columns, one to designate the Project Manager (PM), and the other for the SGSU or other central unit as the responsible party. Also consider adding a "not applicable or N/A" column to Forms when relevant.

²² Construction Project Oversight, 22-001, released by the Audit Review Committee for public dissemination on June 15, 2022.

In addition, Management can further assign PM and centralized tasks by using the *Subrecipient Monitoring and Risk Assessment Manual (Subrecipient Manual)* Appendices as a guideline, for example:

Some examples of tasks that could potentially be assigned to the SGSU or other central unit:

- Appendix D - Subrecipient Determination Tool - Preparation, sign off on form, forward to PM
- Appendix E - Subrecipient Risk Assessment Form - first preparation (completing most), sign off on form, forward to PM
- Appendix F - Subrecipient Project Update Report - review, sign off on form
- Appendix G - Subrecipient Review Verification Form - review, sign off on form
- Appendix H (Exhibit E)- see above for CDOT Form 1243 suggested changes - first preparation, sign off on form, forward to PMs
- ProjectWise update and ensure completeness after project close

Tasks that can be assigned to PMs (field engineers):

- Appendix A - Subrecipient Risk Assessment Notification Letter
- Appendix B - Subrecipient Monitoring Notification Letter
- Appendix D - Subrecipient Determination Tool - Review, sign off on form.
- Appendix E - Subrecipient Risk Assessment Form - second preparation (completing one or two steps, such as skill set of local agency field/operations staff or 3rd party contractor), and then Project Manager sign off on form completion.
- Appendix F - Subrecipient Project Update Report - preparation, sign off on form, forward to centralized department.
- Appendix G - Subrecipient Review Verification Form - preparation, sign off on form, forward to centralized department.
- Appendix H (Exhibit E) - CDOT Form 1243 - review, sign off on form.

Appendix A contains examples of each of these appendices and the exhibit.

2. SAP Transaction Codes

In SAP under transactions, CDOT will use Z for any custom development of objects. These Z t-codes (transaction codes) can include the following objects: reports, interfaces, enhancements, forms, and conversions. These are grouped by modules, like F (finance/controllers), M (material management), H (HR/Payroll), P/J (project systems), etc. Currently CDOT has about 614, Z* transactions in SAP production; ZFs make up 213 of these. CDOT staff rely on these custom reports for Transportation Commission (TC) and its fiscal year-end financial statements.

We further learned that the Z t-codes have been put into service with approval by the respective Business Process Owner, but not necessarily with formal documented senior

approval, and some date back to 2006. CDOT has had many changes to how they use SAP and capture new required information since 2006; therefore, some of the Z t-codes currently in place may not be performing as intended.

If CDOT does not decide to replace its current ERP software or reconfigure SAP from “out of the box,” Audit recommends that CDOT perform the following:

- Review and where necessary revalidate 614, Z* transactions in SAP production and decommission those that are no longer required.
- Train CDOT staff so that they are aware of the sources of data for the reports they rely upon for Transportation Commission and year-end financial statement reporting.
- When a custom code affects financial statement reporting, require a senior financial executive, such as the Deputy CFO approve any Z t-codes going forward. When relevant, other senior executives such as the Chief Human Resources Officer, Chief Engineer, or Director of Maintenance and Operations or their Deputy to approve any Z t-codes going forward.

3. Excel File Workbook Size:

During the course of the audit, we found that analysis and records that use Excel, such as the K-1 spreadsheet (9.72MB), were very large and took a longer time to open, had reduced performance, and at times were unresponsive. Additionally, some of the Excel files contain complex formulas such as “textjoin” that may also contribute toward hampering the responsiveness of the Excel files. Management has stated that this issue is currently occurring in several Excel files they use for year-end reporting. The Excel version that CDOT uses has a 64-bit environment that imposes no hard limits on file size; however, workbook size is limited by available memory and system resources. There is also increased risk of these files becoming corrupted, which can result in the loss of data and analysis. In addition, data contained in these Excel spreadsheets was difficult to trace back to the data source because some of the formulas were missing.

4. SAP Limitations:

The software configuration and limitations of SAP are the primary reason that large Excel files with complex formulas are needed and the manual steps that are necessary for financial reporting. It is suggested that CDOT continue its effort to either replace the ERP system or reconfigure its existing one from “out of the box.” Audit believes this should be done prior to making any auxiliary software purchases that would need to extract data from SAP, as well as require a lot of staff time/effort to implement or have a large monetary cost to purchase.

Management’s Actions

DAF management began taking corrective actions in FY 2024 that will or have already resulted in process improvements. For example:

- DAF has implemented a new process with regard to diagnostic reports and is reviewing these reports monthly, as well as timely correcting errors identified on these reports. These improvements have been verified with the OSC and have helped CDOT reduce its FY 2024 post period adjustments to \$167 million from FY 2023 post period adjustments of \$1.4 billion.²³
- DAF has obtained OSC approval to increase the materiality threshold for accruals to \$5,000 and has already implemented this for construction project estimates.
- DAF has invested in additional cross-training of staff on year-end close and diagnostic report reviews.
- CDOT management has mandated contract training and issued a memorandum providing guidance to those with signature authority to review contracts and grants for statutory and CDOT requirements.
- A new central grants unit, the Subrecipient Grants Support Unit, was established in Spring 2024 to improve CDOT grant processes and centralize certain elements of the grant process.
- CDOT is pursuing software that will track grants and requirements for all of CDOT's different grant types, including the replacement of COTRAMS. This new software will allow for better information with regard to subrecipient information and reduce the risk of noncompliance.
- DAF initiated a process improvement evaluation of the statutory violation disclosure and processing function in spring of 2024 and is currently in the final stages of completing a new SOP, Disclosure Report, transparency dashboard, and internal coordination processing improvement steps with staff and OSC.

Recommendations

In order to improve the DAF year-end processes and help prevent statutory violations, Audit has made 11 recommendations and 6 suggestions that are listed below. Suggestions do not require a management response and may be implemented at management's discretion.

Recommendations:

1. Streamline the year-end calendar to include only the essential tasks needed to timely complete year-end activities.
2. Reduce accruals by working with vendors and/or subrecipients to submit invoices more timely in compliance with contract terms and, subsequently, CDOT paying these invoices prior to the year-end close.
3. Require that all vendor invoices be paid electronically.
4. Require the subrecipient determination tool to be placed as an attachment in the Shopping Cart for construction project and non-construction activity grants, as well as develop a field to identify subrecipient status.
5. Continue efforts with reviewing diagnostic reports timely and correcting errors as needed.

²³ The total of FY 2024 post period adjustments does not include Period 16.

6. Centralize certain administrative tasks so that CDOT can better oversee the entire grant process, including tracking expenditures, ensuring grant requirements are met, and funds are not over-expended.
7. Abstract grant compliance requirements considered vital to the project and summarize such in an appropriate software so that all stakeholders can easily access compliance requirements rather than the paper-based process currently in place to better ensure local agency compliance and consistency among the various regions and divisions.
8. Reconcile grants applied for in TrAMS to funds obligated by the FTA, to OFMB, and then to the DTR budget.
9. Review and, where necessary, revalidate 614 Z* transactions in SAP production and decommission those that are no longer required.
10. Train CDOT staff so that they are aware of the sources of data for the reports they rely upon for TC and year-end financial statement reporting.
11. Require a senior financial executive such as the Deputy CFO when a custom code affects financial statement reporting and when relevant other senior executives such as the Chief Human Resources Officer, Chief Engineer, or Director of Maintenance and Operations or their Deputy to approve any Z t-codes going forward.

Suggestions:

Management should consider:

1. Modify the IGA, subaward, contract and other agreements with regard to consequences for local agencies that do not submit invoices timely. The nature of these consequences should be ones that CDOT will enforce.
2. Use the percent of completion method for construction accrual estimates.
3. Schedule diagnostic reports with the OSC on a weekly basis throughout the year and on a daily basis during Periods 12 and 13.
4. Modify the current SAP system or ensure any future ERP system to allow for tracking of construction awards by their ALN.
5. Limit the size of Excel files and/or use less complex formulas until a replacement ERP system is in place.
6. CDOT continue its effort to either replace the ERP system or reconfigure its existing one starting from “out of the box.”
Audit believes this should be done prior to making any additional auxiliary software purchases that would need to extract data from SAP, as well as require a lot of staff time/effort to implement or have a large monetary cost to purchase.

Management's Comments

Management agrees with all the findings and recommendations contained in this report. See **Appendix B** for Recommendations and Management's Responses. The Audit Division considers management's comments responsive to the recommendations and corrective actions should resolve the issues identified in this report.

Appendix A: Selected Appendices and Exhibits from the CDOT Local Agency Manual and the CDOT Subrecipient Manual

This section contains selected appendices and exhibits from the CDOT Local Agency Manual and the CDOT Subrecipient Manual:

Appendix or Exhibit	Page Number(s)
CDOT Local Agency Manual, Appendix A - Forms	28 - 30
CDOT Local Agency Manual, Appendix B - Miscellaneous	31 - 33
CDOT Local Agency Manual, Appendix F - Finals Documentation	34
CDOT Local Agency Manual, Exhibit E - Local Agency contract Administration Checklist (CDOT Form 1243) (Same as Appendix H of the CDOT Subrecipient Manual)	35 - 45
CDOT Subrecipient Manual, Appendix A - Subrecipient Determination Tool	46
CDOT Subrecipient Manual, Appendix B - Subrecipient Determination Tool	47 - 49
CDOT Subrecipient Manual, Appendix D - Subrecipient Determination Tool	49
CDOT Subrecipient Manual Appendix E - Subrecipient Risk Assessment Form	50
CDOT Subrecipient Manual, Appendix F - Subrecipient Project Update Report	51
CDOT Subrecipient Manual, Appendix G - Subrecipient Review Verification Form	52

Note: Several of the appendices and exhibits are multiple pages and the screenshot images shown are only an excerpt of the first page. Electronic links to the full documents are provided using the “blue” highlighted links.

Appendix A Forms

Appendix A contains copies of the most common letters and forms (i.e., CDOT Forms, FHWA Forms) Local Agency personnel will use in designing, constructing and managing State and Federally funded projects.

The forms contained in this appendix were current at the time this manual was printed. The CDOT forms are maintained on the CDOT website; FHWA forms are on its website. Always use the current version of the CDOT forms. The Local agency should get the current forms from the CDOT project manager or from the CDOT website:

[CDOT Forms Catalog](#)

The Local Agency may get current FHWA forms from the FHWA website. The link to each FHWA form follows it in the list below.

The Local Agency should contact the CDOT Project Manager for assistance in completing forms. Computer generated forms will be accepted if they contain the exact verbiage and statute references.

The documents in this appendix are as follows:

CDOT Form 90 - Contract Modification Order	A-4
CDOT Form 96 - Contractor Acceptance of Final Estimate	A-5
CDOT Form 118 Contractor Wage Compliance Statement	A-6
CDOT Form 128 - Categorical Exclusion Determination.....	A-7
CDOT Form 200 - OJT Training Questionnaire	A-10
CDOT Form 205 - Sublet Permit Application, Construction	A-11
CDOT Form 205 Instructions - Sublet Permit Application Instructions, Construction	A-11
CDOT Form 262 - Weekly Time Count Report - Work Days.....	A-12
CDOT Form 263 - Weekly Time County Report - Calendar Days.....	A-13

CDOT Local Agency Manual, Appendix A - Forms *(continued from prior page)*

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CDOT Form 280 - Equal Employment Opportunity and Labor Compliance Verification	A-14
CDOT Form 280 - Equal Employment Opportunity and Labor Compliance Verification (Spanish)	A-15
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* = Copy to CDOT's electronic document management system (ProjectWise Explorer)
per CDOT Procedural Directive 21.1

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Appendix B Miscellaneous

Appendix B presents documents that a Local Agency may need to reference in the lifetime of a project.

Appendix B also presents an example letter and facsimile transmittal notification for the Preconstruction Conference. It includes an example Preconstruction Conference Agenda to assist in facilitating the meeting. The example presents a minimum set of topics that should be discussed during the conference; however, not all topics will be covered for every project in every Region. Prior to its use, thoroughly read the content of the agenda and consider the special needs of a particular project and specific Region. Contact the CDOT Project Manager or Resident Engineer for additional information. The *CDOT Construction Manual* contains examples of other conference agendas.

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* = Copy to CDOT's electronic document management system (ProjectWise Explorer) per
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Appendix F Finals Documentation

Appendix F contains copies of the Finals documents associated with Chapter 11 of the Local Agency Manual.

Local Agency Final Construction Acceptance Certification (or Region equivalent)

CDOT Letter of Materials Certification

EEO Certification Acceptance Letter

Guidance for Acceptance, Advertisement and Finalizing of Local Agency Projects

Final Documentation Checklist (or Region equivalent)

Final Materials Documentation Checklist (or Region equivalent)

CDOT Form 90 - Contract Modification Order

CDOT Form 96 - Contractor Acceptance of Final Estimate

CDOT Form 1418 - Monthly Payment Summary *

CDOT Form 1419 - DBE Participation Report *

*Form embedded in B2GNow

Exhibit E
Colorado Department of Transportation (CDOT)
Local Agency Contract Administration Checklist

The following checklist (CDOT 1243) has been developed to ensure that all required aspects of a project approved for Federal or State funding have been addressed and a responsible party assigned for each task.

After a project has been approved for Federal or State funding in the Statewide Transportation Improvement Program (STIP), the Colorado Department of Transportation (CDOT) Project Manager, Local Agency (LA) Project Manager, and CDOT Resident Engineer prepare the checklist. It becomes a part of the contractual agreement between the Local Agency and CDOT. The CDOT Agreements Unit will not process a Local Agency Agreement without this completed checklist. It will be reviewed at the Final Office Review (FOR) meeting to ensure that all parties remain in agreement as to who is responsible for performing individual tasks. This cover narrative is not intended to be included in the Intergovernmental Agreement (IGA).

CDOT Local Agency Manual, Exhibit E - CDOT Local Agency Administration Checklist
(continued from prior page)

Exhibit E
Colorado Department of Transportation
Local Agency Contract Administration Checklist

Project Number	STIP Number	Project Code	Region
<input style="width: 95%;" type="text"/>	<input style="width: 95%;" type="text"/>	<input style="width: 95%;" type="text"/>	<input style="width: 95%;" type="text"/>
Project Location			Date
<input style="width: 95%;" type="text"/>			<input style="width: 95%;" type="text"/>
Project Description			
<input style="width: 95%;" type="text"/>			
Local Agency		Local Agency Project Manager	
<input style="width: 95%;" type="text"/>		<input style="width: 95%;" type="text"/>	
CDOT Resident Engineer		CDOT Project Manager	
<input style="width: 95%;" type="text"/>		<input style="width: 95%;" type="text"/>	

Instructions:

This checklist shall be used to establish the contractual administrative responsibilities of the individual parties to this agreement. The checklist becomes an attachment to the Local Agency Agreement. Section numbers (No.) correspond to the applicable chapters of the CDOT Local Agency Manual (formerly referred to as the Local Agency Desk Reference). Local Agency Web Resource (LAWR) numbers correspond to the applicable flowchart in the Local Agency Web Resource.

The checklist shall be prepared by placing an X under the responsible party, opposite each of the tasks. The X denotes the party responsible for initiating and executing the task. It is preferred that only one responsible party be selected, however a number of items may have both parties selected based on judgement. When neither CDOT nor the Local Agency is responsible for a task, not applicable (N/A) shall be marked. In addition, # will be marked to denote that CDOT must concur or approve.

The Regions, in accordance with established policies and procedures, will determine who will perform tasks that are the responsibility of CDOT.

The checklist shall be prepared by the CDOT Resident Engineer or the CDOT Project Manager, in cooperation with the Local Agency Project Manager, and submitted to the Region Program Engineer. If contract administration responsibilities change, the CDOT Resident Engineer, in cooperation with the Local Agency Project Manager, will prepare and distribute a revised checklist.

Note:

Failure to comply with applicable Federal and State requirements may result in the loss of Federal or State participation in funding.

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CDOT Local Agency Manual, Exhibit E - CDOT Local Agency Administration Checklist
(continued from prior page)

Acronyms:

Colorado Department of Transportation - CDOT
Disadvantaged Business Enterprise - DBE
Colorado Department of Transportation - CDOT
Disadvantaged Business Enterprise - DBE
Equal Employment Opportunity - EEO
Federal Highway Administration - FHWA
Field Inspection Review - FIR
Final Office Review - FOR
Hot Mix Asphalt - HMA
Independent Assurance Testing - IAT
Intergovernmental Agreement - IGA
Local Agency - LA
Local Agency Web Resource - LAWR
Not Applicable - N/A
Number - No.
On-The-Job - OJT
Plans, Specifications, and Estimate - PS&E
Professional Engineer - PE
Right-of-Way - ROW
Statewide Transportation Improvement Program - STIP
Transportation Improvement Program - TIP

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CDOT Local Agency Manual, Exhibit E - CDOT Local Agency Administration Checklist
(continued from prior page)

TIP / STIP Long-Range Plans

LAWR No. Description of Task

- 2.1 Review Project to ensure it is consistent with Statewide Plan and amendments thereto

Responsible Party

LA CDOT
☐ ☒

Subrecipient Monitoring

LAWR No. Description of Task

- 3.1 Preparation of Subrecipient Monitoring Compliance Documents
- Subrecipient Determination Tool
 - Subrecipient Risk Assessment
 - Subrecipient Notification Letter
 - Subrecipient Project Update Report (Formerly "Performance Report to CDOT")
 - CDOT Monitoring Report of Subrecipients (If applicable)

Responsible Party

LA CDOT
☐ ☒
☒ ☒
☐ ☒
☒ ☐
☐ ☒

Federal Funding Obligation and Authorization

LAWR No. Description of Task

- 4.1 Authorize funding by phases (Requires FHWA Concurrence if Federal-aid Highway funded project.). Please check N/A, if Not applicable.

Responsible Party

LA CDOT
☐ ☒

Project Development

LAWR No. Description of Task

- 5.1 Determine Delivery Method
- 1 5.2 Prepare Design Data - CDOT Form 463
- 5.3 Prepare Local Agency/CDOT Inter-Governmental Agreement (see also Chapter 3)
- 2 5.4 Conduct Consultant Selection/Execute Consultant Agreement
- Project Development
 - Construction Contract Administration (including Fabrication Inspection Services)
- 3,3A 5.5 Conduct Design Scoping Review Meeting
- 3,6 5.6 Conduct Public Involvement

Responsible Party

LA CDOT
☐ ☐
☐ ☐
☐ ☒
☐ ☐
☐ ☐
☐ ☐
☐ ☐

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CDOT Local Agency Manual, Exhibit E - CDOT Local Agency Administration Checklist
(continued from prior page)

			Responsible Party	
LAWR	No.	Description of Task	LA	CDOT
3	5.7	Conduct Field Inspection Review (FIR)	<input type="checkbox"/>	<input type="checkbox"/>
4	5.8	Conduct Environmental Process (may require FHWA concurrence /involvement)	<input type="checkbox"/>	<input type="checkbox"/>
5	5.9	Acquire Right-of-Way (may require FHWA concurrence /involvement)	<input type="checkbox"/>	<input type="checkbox"/>
3	5.10	Obtain Utility and Railroad Agreements	<input type="checkbox"/>	<input type="checkbox"/>
3	5.11	Conduct Final Office Review (FOR)	<input type="checkbox"/>	<input type="checkbox"/>
3A	5.12	Justify Force Account Work by the Local Agency	<input type="checkbox"/>	<input type="checkbox"/>
3B	5.13	Justify Proprietary, Sole Source, or Local Agency Furnished Items	<input type="checkbox"/>	<input type="checkbox"/>
3	5.14	Document Design Exceptions - CDOT Form 464	<input type="checkbox"/>	<input type="checkbox"/>
	5.15	Seek Permission for use of Guaranty and Warranty Clauses	<input type="checkbox"/>	<input type="checkbox"/>
3	5.18	Prepare Plans, Specifications, Construction Cost Estimates and Submittals	<input type="checkbox"/>	<input type="checkbox"/>
	5.19	Comply with Requirements for Off-and On-System Bridges & Other Structural Work	<input type="checkbox"/>	<input type="checkbox"/>
	5.20	Update Approvals on PS&E Package if Project Schedule Delayed	<input type="checkbox"/>	<input type="checkbox"/>
	5.21	Ensure Authorization of Funds for Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	5.22	Use Electronic Signatures	<input type="checkbox"/>	<input type="checkbox"/>
	5.23	File Project Development Records/Documentation in ProjectWise (PW)	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project Development Civil Rights and Labor Compliance

			Responsible Party	
LAWR	No.	Description of Task	LA	CDOT
3	6.1	Set Disadvantaged Business Enterprise (DBE) Goals for Consultant and Construction Contracts (CDOT Region Civil Rights Office)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	6.2	Determine Applicability of Davis-Bacon Act	<input type="checkbox"/>	<input checked="" type="checkbox"/>
		This project <input type="checkbox"/> is <input type="checkbox"/> is not exempt from Davis-Bacon Requirements as determined by the functional classification of the project location (Projects located on local roads and rural minor collectors may be exempt.)		

CDOT Resident Engineer

Date

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CDOT Local Agency Manual, Exhibit E - CDOT Local Agency Administration Checklist
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			Responsible Party	
LAWR	No.	Description of Task	LA	CDOT
	6.3	Set On-the-Job Training Goals (CDOT Region Civil Rights Office) "NA", if Not Applicable	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	6.4	Enforce Prompt Payment Requirements	<input type="checkbox"/>	<input type="checkbox"/>
	6.5	Use Electronic Tracking and Submission Systems B2Gnow <input type="checkbox"/> LCPTTracker <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	6.6	Prepare/submit Title VI Plan and Incorporate Title VI Assurances	<input type="checkbox"/>	<input type="checkbox"/>
6,7		Ensure the correct Federal Wage Decision, all required Disadvantaged Business Enterprise/On-the-Job Training Special provisions and FHWA Form 1273 are included in the Contract (CDOT Resident Engineer)	<input type="checkbox"/>	<input type="checkbox"/>
Advertise, Bid and Award of Construction Projects			Responsible Party	
		Federal Project (use 7.1 series in Chapter 7) <input type="checkbox"/>		
		Non-Federal Project (Use 7.2 series in Chapter 7) <input type="checkbox"/>		
LAWR	No.	Description of Task	LA	CDOT
6,7		Obtain Approval for Advertisement Period of Less Than Three Weeks	<input type="checkbox"/>	<input type="checkbox"/>
7		Advertise for Bids	<input type="checkbox"/>	<input type="checkbox"/>
7		Concurrence to Advertise	<input type="checkbox"/>	<input type="checkbox"/>
7		Distribute "Advertisement Set" of Plans and Specifications	<input type="checkbox"/>	<input type="checkbox"/>
7		Review Worksite & Plan Details w/ Prospective Bidders While Project is Under Advertisement	<input type="checkbox"/>	<input type="checkbox"/>
7		Open Bids	<input type="checkbox"/>	<input type="checkbox"/>
7		Process Bids for Compliance	<input type="checkbox"/>	<input type="checkbox"/>
		Check CDOT Form 1415 - Commitment Confirmation when the Low bidder meets DBE goals. ("N/A" if Not Applicable)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
		Evaluate CDOT Form 1416 - Good Faith Effort Report and determine if the Contractor has made a good faith effort when the low bidder does not meet DBE goals. ("N/A" if Not Applicable)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
		Submit required documentation for CDOT award concurrence	<input type="checkbox"/>	<input type="checkbox"/>
		Concurrence from CDOT to Award	<input type="checkbox"/>	<input checked="" type="checkbox"/>
		Approve Rejection of Low Bidder	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7,8		Award Contract (Federal)	<input type="checkbox"/>	<input type="checkbox"/>
8		Provide "Award" and "Record" Sets of Plans and Specifications (Federal)	<input type="checkbox"/>	<input type="checkbox"/>

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CDOT Local Agency Manual, Exhibit E - CDOT Local Agency Administration Checklist
(continued from prior page)

Construction Management			Responsible Party	
LAWR	No.	Description of Task	LA	CDOT
8		Intro File Project Construction Records/Documentation in PW or as Directed	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8	8.1	Issue Notice to Proceed to the Contractor	<input type="checkbox"/>	<input type="checkbox"/>
8	8.2	Project Safety	<input type="checkbox"/>	<input type="checkbox"/>
8	8.3	Conduct Conferences		
		• Preconstruction Conference (Appendix B)	<input type="checkbox"/>	<input type="checkbox"/>
		○ Fabrication Inspection Notifications	<input type="checkbox"/>	<input type="checkbox"/>
		• Pre-Survey	<input type="checkbox"/>	<input type="checkbox"/>
		○ Construction Staking	<input type="checkbox"/>	<input type="checkbox"/>
		○ Monumentation	<input type="checkbox"/>	<input type="checkbox"/>
		• Partnering (Optional)	<input type="checkbox"/>	<input type="checkbox"/>
		• Structural Concrete Pre-Pour (Agenda is in the CDOT Construction Manual)	<input type="checkbox"/>	<input type="checkbox"/>
		• Concrete Pavement Pre-Paving (Agenda is in the CDOT Construction Manual)	<input type="checkbox"/>	<input type="checkbox"/>
		• HMA Pre-Paving (Agenda is in the CDOT Construction Manual)	<input type="checkbox"/>	<input type="checkbox"/>
8	8.4	Develop and distribute Public Notice of Planned Construction to media and local residents	<input type="checkbox"/>	<input type="checkbox"/>
9	8.5	Supervise Construction		
		A Professional Engineer (PE) registered in Colorado, who will be "in responsible charge of construction supervision"	<input type="checkbox"/>	<input type="checkbox"/>
		Local Agency Professional Engineer or CDOT Resident Engineer		
		Phone Number		
		Provide competent, experienced staff who will ensure the Contract work is constructed in accordance with the plans and specifications	<input type="checkbox"/>	<input type="checkbox"/>
		Construction inspection and documentation (including Projects with structures)	<input type="checkbox"/>	<input type="checkbox"/>
		Fabrication Inspection and Documentation	<input type="checkbox"/>	<input type="checkbox"/>
9	8.6	Review and Approve Shop Drawings	<input type="checkbox"/>	<input type="checkbox"/>
9	8.7	Perform Traffic Control Inspections	<input type="checkbox"/>	<input type="checkbox"/>
9	8.8	Perform Construction Surveying	<input type="checkbox"/>	<input type="checkbox"/>
9	8.9	Monument Right-of-Way	<input type="checkbox"/>	<input type="checkbox"/>

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CDOT Local Agency Manual, Exhibit E - CDOT Local Agency Administration Checklist
(continued from prior page)

			Responsible Party	
LAWR	No.	Description of Task	LA	CDOT
9,9A	8.10	Prepare and Approve Interim and Final Contractor Pay Estimates. Collect and review CDOT Form 1418 (or equivalent) or use compliance software system. Provide the name and phone number of the person authorized for this task.	<input type="checkbox"/>	<input type="checkbox"/>
		Local Agency Representative <input type="text"/> Phone Number <input type="text"/>		
9	8.11	Prepare and Approve Interim and Final Utility and Railroad Billings	<input type="checkbox"/>	<input type="checkbox"/>
9B	8.12	Prepare and Authorize Change Orders	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
9B	8.13	Submit Change Order Package to CDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9A	8.14	Prepare Local Agency Reimbursement Requests	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9	8.15	Monitor Project Financial Status	<input type="checkbox"/>	<input type="checkbox"/>
9	8.16	Prepare and Submit Monthly Progress Reports	<input type="checkbox"/>	<input type="checkbox"/>
9	8.17	Resolve Contractor Claims and Disputes	<input type="checkbox"/>	<input type="checkbox"/>
	8.18	Conduct Routine and Random Project Reviews Provide the name and phone number of the person responsible for this task.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
		CDOT Resident Engineer <input type="text"/> Phone Number <input type="text"/>		
9	8.19	Ongoing Oversight of DBE Participation	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Materials				
LAWR	No.	Description of Task	LA	CDOT
9,9C	9.1	Discuss Materials at Pre-Construction Meeting <ul style="list-style-type: none"> Buy America documentation required prior to Installation of steel Buy America, Build America documentation required prior to installation of materials 	<input type="checkbox"/>	<input type="checkbox"/>
			<input type="checkbox"/>	<input type="checkbox"/>
			<input type="checkbox"/>	<input type="checkbox"/>

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CDOT Local Agency Manual, Exhibit E - CDOT Local Agency Administration Checklist
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			Responsible Party	
LAWR	No.	Description of Task	LA	CDOT
9,9C	9.2	Complete CDOT Form 250 - Materials Documentation Record		
		• Generate form, which includes determining the Minimum number of required tests and applicable Material submittals for all materials placed on the project	<input type="checkbox"/>	<input type="checkbox"/>
		• Update the form as work progresses	<input type="checkbox"/>	<input type="checkbox"/>
		• Complete and distribute form after work is completed	<input type="checkbox"/>	<input type="checkbox"/>
9C	9.3	Perform Project Acceptance Samples and Tests	<input type="checkbox"/>	<input type="checkbox"/>
9C	9.4	Perform Laboratory Acceptance Tests	<input type="checkbox"/>	<input type="checkbox"/>
9C	9.6	Accept Manufactured Products	<input type="checkbox"/>	<input type="checkbox"/>
		Inspection of structural components:		
		• Fabrication of structural steel and pre-stressed concrete structural components	<input type="checkbox"/>	<input type="checkbox"/>
		• Bridge modular expansion devices (0" to 6" or greater)	<input type="checkbox"/>	<input type="checkbox"/>
		• Fabrication of bearing devices	<input type="checkbox"/>	<input type="checkbox"/>
9C	9.6	Approve Sources of Materials	<input type="checkbox"/>	<input type="checkbox"/>
9C	9.7	Independent Assurance Testing (IAT)		
		Local Agency Procedures <input type="checkbox"/> CDOT Procedures <input type="checkbox"/>		
		• Generate IAT schedule	<input type="checkbox"/>	<input type="checkbox"/>
		• Schedule and provide notification	<input type="checkbox"/>	<input type="checkbox"/>
		• Conduct IAT	<input type="checkbox"/>	<input type="checkbox"/>
9C	9.8	Approve mix designs		
		• Concrete	<input type="checkbox"/>	<input type="checkbox"/>
		• Hot Mix Asphalt	<input type="checkbox"/>	<input type="checkbox"/>
9C	9.9	Check Final Materials Documentation	<input type="checkbox"/>	<input type="checkbox"/>
9C	9.10	Complete and Distribute Final Materials Documentation	<input type="checkbox"/>	<input type="checkbox"/>
Construction Civil Rights and Labor Compliance			Responsible Party	
LAWR	No.	Description of Task	LA	CDOT
9	10.1	Fulfill Project Bulletin Board and Pre-Construction Packet Requirements	<input type="checkbox"/>	<input type="checkbox"/>

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CDOT Local Agency Manual, Exhibit E - CDOT Local Agency Administration Checklist
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			Responsible Party	
LAWR	No.	Description of Task	LA	CDOT
8,9	10.2	Process CDOT Form 205 - Sublet Permit Application and CDOT Form 1425 - Supplier Application Approval Request. Review & sign completed forms, or review/approve in compliance software system, as applicable, & submit to Region Civil Rights Office.	<input type="checkbox"/>	<input type="checkbox"/>
9	10.3	Conduct Equal Employment Opportunity and Labor Compliance Verification Employee Interviews. Complete CDOT Form 280	<input type="checkbox"/>	<input type="checkbox"/>
9	10.4	Monitor Disadvantaged Business Enterprise Participation to Ensure Compliance with the "Commercially Useful Function" Requirements.	<input type="checkbox"/>	<input type="checkbox"/>
9	10.5	Conduct Interviews when Project Utilizes On-the-Job Trainees.		
		• Complete CDOT Form 1337 - Contractor Commitment to Meet OJT Requirements.	<input type="checkbox"/>	<input type="checkbox"/>
		• Complete CDOT Form 838 - OJT Trainee / Apprentice Record.	<input type="checkbox"/>	<input type="checkbox"/>
		• Complete CDOT Form 200 - OJT Training Questionnaire.	<input type="checkbox"/>	<input type="checkbox"/>
9	10.6	Check Certified Payrolls (Contact the Region Civil Rights Office for training requirements)	<input type="checkbox"/>	<input type="checkbox"/>
9	10.7	Submit FHWA Form 1391 - Highway Construction Contractor's Annual EEO Report	<input type="checkbox"/>	<input type="checkbox"/>
	10.8	Contract Compliance and Project Site Reviews	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Finals			Responsible Party	
LAWR	No.	Description of Task	LA	CDOT
	11.1	Conduct Final Project Inspection & Final Inspection of Structures, if applicable	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10	11.2	Write Final Project Acceptance Letter	<input type="checkbox"/>	<input type="checkbox"/>
10	11.3	Advertise for Final Settlement	<input type="checkbox"/>	<input type="checkbox"/>
11	11.4	Prepare and Distribute Final As-Constructed Plans	<input type="checkbox"/>	<input type="checkbox"/>
11	11.5	Prepare EEO Certification and Collect EEO Forms	<input type="checkbox"/>	<input type="checkbox"/>
11	11.6	Check Final Quantities, Plans, and Pay Estimate; Check Project Documentation; and submit Final Certifications	<input type="checkbox"/>	<input type="checkbox"/>
11	11.7	Check Material Documentation and Accept Final Material Certification (See Chapter 9)	<input type="checkbox"/>	<input type="checkbox"/>
	11.8	Review CDOT Form 1419	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	11.9	Submit CDOT Professional Services Closeout Report Form	<input type="checkbox"/>	<input type="checkbox"/>
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CDOT Local Agency Manual, Exhibit E - CDOT Local Agency Administration Checklist
(continued from prior page)

			Responsible Party	
LAWR	No.	Description of Task	LA	CDOT
	11.10	Complete and Submit CDOT Form 1212 LA - Final Acceptance Report (by CDOT)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11	11.11	Process Final Payment	<input type="checkbox"/>	<input type="checkbox"/>
	11.12	Close out Local Project	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	11.13	Complete and Submit CDOT Form 950 - Project Closure	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11	11.14	Retain Project Records	<input type="checkbox"/>	<input type="checkbox"/>
11	11.15	Retain Final Version of Local Agency Contract Administration Checklist	<input type="checkbox"/>	<input type="checkbox"/>
Cc: CDOT Resident Engineer/Project Manager CDOT Region Program Engineer CDOT Region Civil Rights Office			CDOT Region Materials Engineer CDOT Contracts and Market Analysis Branch Local Agency Project Manager	

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CDOT Subrecipient Manual, Appendix A - Subrecipient Risk Assessment Notification Letter

The below letter template is suggested to be used when the CDOT Division / Region contact confirms the final Risk Level (Low, Medium, High) and communicates this to the Subrecipient. This final Risk Level is determined from the "Subrecipient Risk Assessment". Copy this text on to official CDOT letterhead before sending.

TO: [SUBRECIPIENT CONTACT NAME]
[SUBRECIPIENT ENTITY NAME]

FROM: [RTD NAME]
[CDOT DIVISION / REGION CONTACT]

DATE: [DATE NOTIFICATION IS SENT]

SUBJECT: CDOT Subrecipient Monitoring and Risk Assessment Program - Current Risk Level for Subrecipient Project

Purpose and Action

The purpose of this letter is to inform [Subrecipient Entity Name] for project "[Project Name]" and Project Number [Subaccount#] that you have been determined to be a Subrecipient of Federal Funds and that the Risk Level determined by CDOT during the Subrecipient Risk Assessment completed on [Date of Completion] is: [Low, Medium, High]. Please respond within 30 days from the date of this letter if you disagree with the Subrecipient determination.

Should this project be selected for future monitoring, a notification letter will be sent from CDOT with further details of monitoring activities required to occur, based on the Risk Level designated above. Please note that for projects with a HIGH Risk Level, the project will automatically be selected for monitoring once it is initiated. If an encumbering contract document (e.g., IGA) with CDOT for the project is completed more than a year after the Subrecipient Risk Assessment is completed, the assessment will need to be refreshed to account for any risk-related changes during that time.

Please reach out with any questions and we appreciate your support in partnering with us to comply with 2 Code of Federal Regulations (2 CFR) 200 and the federal Office of Management and Budget (OMB) Circulars.

Sincerely,
[CDOT Division / Region Contact]
[Title]
[CDOT contact info]

CDOT Subrecipient Manual, Appendix B - Subrecipient Monitoring Notification Letter

The below content is suggested language for a CDOT Division / Region contact to use when initially notifying Subrecipients that they've been selected for monitoring. Replace highlighted sections with the appropriate project information and level of monitoring as indicated below and in the CDOT Monitoring Report of Subrecipients template.

[Date]

Dear [Subrecipient Contact Name],

As a pass through entity of federal funding, the Colorado Department of Transportation (CDOT) is required to ensure that its Subrecipients comply with the Federal administrative requirements, cost principles, and audit requirements as prescribed in 2 Code of Federal Regulations (CFR) 200 and the federal office of Management and Budget (OMB) Circulars. In June 2016, CDOT launched a new department-wide initiative, the "Subrecipient Monitoring and Risk Assessment Program" to streamline the monitoring process to:

- Comply with changes for the new Uniform Grant Guidance. (Title 2 – Code of Federal Regulations)
- Adopt and implement the federal 2 CFR 200 risk assessment requirements for monitoring.
- Standardize the monitoring process across federally funded, Intergovernmental Agreement (IGA) programs managed by CDOT.
- Optimize the number of monitoring visits you receive annually from CDOT.
- Use the results of single audits to inform risk levels for monitoring.
- Assist your organization with compliance related to the requirements of your Federal Awards.

This letter is to notify you of your selection to be monitored as part of this program through the life of the project.

Your Subrecipient Monitoring Details:

- Subrecipient: [Entity Name]
- Project Name / Number: [Project Name / Number]
- Monitoring performed through project end date: [FHWA End Date]
- Current Subrecipient Risk Assessment – Risk Level: [Low, Medium, High]
- Please reference the table below for the minimum frequency of monitoring required of this project.
 - See attached for the "Subrecipient Project Update Report" template required to be submitted.
[If sending via email, attach the template from the SharePoint location defined in the "Document Management" section of this manual]

CDOT staff will work together with you to perform monitoring activities, based on your risk level assessed that will begin at the time of your selection for federal funding and in compliance with the requirements noted above. CDOT will only monitor a sample of Subrecipients annually, based on your risk level and a judgmental sampling. Based on your monitoring performance, you will have the opportunity to improve your risk level (associated with a specific federal award) and reduce the level of Subrecipient monitoring needed.

Monitoring will include the following activities and will be tracked by CDOT through the life of the project in the monitoring report, "CDOT Monitoring Report of Subrecipients":

CDOT Subrecipient Manual, Appendix B - Subrecipient Monitoring Notification Letter
(continued from prior page).

#	Monitoring Activities	Description of Activity	RISK LEVEL (Minimum Frequency)		
			Low	Medium	High
1	Invoice Review	Verify that all requested costs have supporting documentation and have been paid for by the Subrecipient. If issues are detected in the randomly selected invoice that are significant, then a site visit may be scheduled to resolve the matter in person. If issues are not adequately resolved, expand invoice review sample to next risk level frequency. Note, subject to the Region Management team's discretion and may be performed on a more frequent basis.	(Annually)	(Quarterly)	(Monthly)
2	Audit Review	<i>Single Audit:</i> Review Subrecipient's single audits (as applicable) in areas such as compliance, financial stability, disclosures of related party transactions, etc. <i>Period of Performance Date Monitoring:</i> In addition, CDOT may focus on the area of "End Date Monitoring" to help improve project spending by target 2 CFR 200 end dates. Note, subject to the Region Management team's discretion and may be performed on a more frequent basis.	(Annually) (Weekly)	(Annually) (Weekly)	(Annually) (Weekly)
3	Review of Programmatic, Performance and Financial Reports*	Review reports submitted by the Subrecipient for programmatic, performance and financial progress and compliance. This will be accounted for in the Subrecipient's "Subrecipient Project Update Report". Report template will be provided by CDOT.	(Annually)	(Twice Annually)	(Quarterly)
4	Technical / Training Assistance Requirement	On question #3 of the "Subrecipient Project Update Report", the Subrecipient may indicate if 'CDOT assistance is required', allowing the Subrecipient to request additional training from CDOT, as needed. At the discretion of the CDOT Division / Region contact and based on prior results, training may also be needed for activities like: how to properly submit an invoice, following proper procurement procedures, providing required documentation, delivering proof of payment or understanding eligibility instructions.	As Needed	As Needed	As Needed
5	Other Remedies	At the discretion of the CDOT Division / Region contact, additional monitoring activities may be performed to ensure compliance. (e.g., in-person interviews, site visits)	As Needed	As Needed	As Needed

*Note that Invoice Reviews and Project Update Reviews collectively are considered Review of Programmatic, Performance and Financial Reports.

CDOT Subrecipient Manual, Appendix B - Subrecipient Monitoring Notification Letter (continued from prior page)

Please reach out with questions and we'll be in touch over the next few months to begin coordination of monitoring activities.

We appreciate your cooperation and hope this initiative will improve our stewardship of taxpayer dollars and enhance our working relations to provide freedom, connection and experience through travel for Coloradans.


Sincerely,

[CDOT Division / Region Contact]


[Title]

[CDOT contact info]


CDOT Subrecipient Manual, Appendix D - [Subrecipient Determination Tool](#)

 SUBRECIPIENT DETERMINATION TOOL			
Name of Project / Program:			
Name of Entity (Subrecipient):			
Funding Agency Name:		(i.e., FHWA, FTA, NHTSA....)	
Instructions: 1. Check only one box for each question. All questions are required to be answered. 2. Review the responses and manually identify the "Final Determination" by selecting either "Subrecipient" or "Contractor". 3. Type in the name of CDOT staff responsible for completing this form. 4. Print the form, scan into an electronic format, and upload to the Shopping Cart (when it is available).		Yes	No
			Relationship
1	Does the entity determine who is eligible to receive what Federal assistance?	<input type="checkbox"/>	-
2	Does the entity have responsibility for programmatic decision making?	<input type="checkbox"/>	-
3	Is the entity responsible for adherence to applicable Federal program requirements specified in the Federal award?	<input type="checkbox"/>	-
4	Does the entity, in accordance with its agreement, use the Federal funds to carry out a program for a public purpose specified in authorizing statute? (as opposed to providing goods or services for the benefit of CDOT)	<input type="checkbox"/>	-
5	Does the entity provide similar goods or services to many different purchasers?	<input type="checkbox"/>	-
6	Does the entity normally operate in a competitive environment?	<input type="checkbox"/>	-
7	Does the entity provide goods or services that are ancillary to the operation of the Federal program?	<input type="checkbox"/>	-
8	Is the entity subject to compliance requirements of the Federal program as a result of this anticipated agreement, though similar requirements may apply for other reasons (related to different federal award)?	<input type="checkbox"/>	-
9	Has the entity had its performance measured in relation to whether objectives of a Federal program were met?	<input type="checkbox"/>	-
10	Does the entity provide its goods and services within normal business operations?	<input type="checkbox"/>	-
Final Determination (input Subrecipient or Contractor):			
NOTE: In determining whether an agreement between CDOT and another non-Federal entity casts the latter as a subrecipient or a contractor, the substance of the relationship is more important than the form of the agreement. All of the characteristics listed above may not be present in all cases, and the pass-through entity must use judgment in classifying each agreement as a subaward or a procurement contract. If there is any doubt as to the relationship and you are requiring the entity to meet programmatic requirements, the relationship must be deemed subrecipient.			
Name of CDOT Staff completing form:		Date:	(mm/dd/yyyy)
An electronic copy of this Subrecipient Determination Tool report must be completed for each project (federal award). It is recommended to be attached to the Shopping Cart prior to an agreement being executed.			
Tool Version: v3.2 (110123)			


CDOT Subrecipient Manual, Appendix E - [Subrecipient Risk Assessment Form](#)

 CDOT SUBRECIPIENT RISK ASSESSMENT		Date:		
		Update Date(s):		
Name of Entity (Subrecipient):				
Name of Project / Program:				
Estimated Award Period:				
Entity Chief Administrative Officer or equivalent:				
Entity Chief Financial Officer or equivalent:				
Entity Representative for this Self Assessment:				
Instructions: (See "Instructions" tab for more information) 1. Check only one box for each question. All questions are required to be answered. 2. Utilize the "Comment" section below the last question for additional responses. 3. When complete, check the box at the bottom of the form to authorize.		Yes	No	N/A
EXPERIENCE ASSESSMENT		Yes	No	N/A
1	Is your entity new to operating or managing federal funds (has not done so within the past three years)?	<input type="checkbox"/>	<input type="checkbox"/>	
2	Is this funding program new for your entity (managed for less than three years)? <i>Examples of funding programs include CMAQ, TAP, STP-M, etc.</i>	<input type="checkbox"/>	<input type="checkbox"/>	
3	Does your staff assigned to the program have at least three full years of experience with this federal program?	<input type="checkbox"/>	<input type="checkbox"/>	
MONITORING/AUDIT ASSESSMENT		Yes	No	N/A
4	Has your entity had an on-site project or grant review from an external entity (e.g., CDOT, FHWA) within the last three years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5	a) Were there non-compliance issues in this prior review?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	b) What were the number and extent of issues in prior review?	<input type="checkbox"/> 1 to 2	<input type="checkbox"/> ≥ 3	<input type="checkbox"/>
OPERATION ASSESSMENT		Yes	No	N/A
6	Does your entity have a time and effort reporting system in place to account for 100% of all employees' time, that can provide a breakdown of the actual time spent on each funded project? <i>If No, in the comment section please explain how you intend to document 100% of hours worked by employees and breakdown of time spent on each funding project.</i>	<input type="checkbox"/>	<input type="checkbox"/>	

CDOT Subrecipient Manual, Appendix F - [Subrecipient Project Update Report](#)

 Subrecipient Project Update Report			
Name of Entity (Subrecipient):		Name of Project / Program:	
Percentage of Project Complete:		CDOT Contact Full Name:	
Federal Award Amount:		Amount Spent:	
Estimated Award Period:		Anticipated Completion Date:	
Assessment Risk Level:		Reporting Period (Updates with Risk):	
1. Please enter an "X" the box that best describes the status of your project.			
<input type="checkbox"/> Continuing - Work in progress		Project Update Report Submittal Timelines - Frequency (Based on Subrecipient Risk Level)	
<input type="checkbox"/> Project Complete - Documentation Pending		Submit the first Subrecipient Project Update Report within 30 days following the first day of the quarter following the Intergovernmental Agreement (IGA) Execution.	
<input type="checkbox"/> Project Complete - All documentation submitted		After first submittal - Low - Annually	
		After first submittal - Medium - Semi-Annually	
		After first submittal - High - Quarterly	
2. Provide a project description and briefly explain activities accomplished to implement your project. Explain how funds have been spent and the current status of your project. Compare actual accomplishments to the objectives established for the reporting period, per the agreement.			
3. Report any foreseeable delays or modifications that might affect timely completion of your project. Indicate if CDOT assistance is required. Explain the reasons for not meeting goals (if any) and any corrective action planning taken to address these items.			
4. Describe any changes or alterations to your project with rationale (budget, quantities, unit costs, specific items, etc.). Highlight any favorable project savings related to time or cost that have benefited the project compared to the original plan.			

CDOT Subrecipient Manual, Appendix G - Subrecipient Review Verification Form

 Subrecipient Review Verification Form											
Name of Project / Program:	Project Manager Review/Signature										
CDOT Contact Full Name:											
Amount Spent:											
Anticipated Completion Date:											
Reporting Period (Updates with Risk):											
<p>1. Please enter an "X" the box that best describes the status of your project.</p> <table border="1"> <tr> <td><input type="checkbox"/></td> <td>Subrecipient Determination Form Complete</td> </tr> <tr> <td><input type="checkbox"/></td> <td>Subrecipient Risk Assessment Complete (CDOT and LPA)</td> </tr> <tr> <td><input type="checkbox"/></td> <td>Debarment Verification Complete (2 CFR 200 Program Team)</td> </tr> <tr> <td><input type="checkbox"/></td> <td>Subrecipient Risk Assessment Determination Letter</td> </tr> <tr> <td><input type="checkbox"/></td> <td>This Subrecipient Review Verification Form</td> </tr> </table>		<input type="checkbox"/>	Subrecipient Determination Form Complete	<input type="checkbox"/>	Subrecipient Risk Assessment Complete (CDOT and LPA)	<input type="checkbox"/>	Debarment Verification Complete (2 CFR 200 Program Team)	<input type="checkbox"/>	Subrecipient Risk Assessment Determination Letter	<input type="checkbox"/>	This Subrecipient Review Verification Form
<input type="checkbox"/>	Subrecipient Determination Form Complete										
<input type="checkbox"/>	Subrecipient Risk Assessment Complete (CDOT and LPA)										
<input type="checkbox"/>	Debarment Verification Complete (2 CFR 200 Program Team)										
<input type="checkbox"/>	Subrecipient Risk Assessment Determination Letter										
<input type="checkbox"/>	This Subrecipient Review Verification Form										
<p>2. Provide a project description and briefly explain activities accomplished to implement your project. Explain how this subrecipient will assist with the project.</p> <div style="border: 1px solid black; height: 60px;"></div>											
<p>3. Was there any information that came about on the required forms in step 1 that the CDOT team should be aware of?</p> <div style="border: 1px solid black; height: 30px;"></div>											
<p>4. Other</p> <div style="border: 1px solid black; height: 100px;"></div>											
<p>Name & Title of Local Agency (Subrecipient) Representative: Date: </p>											
<p><input type="checkbox"/> By placing an "X" in this box, the Subrecipient Project Manager certifies that all information provided on this form is true and correct.</p>											
Version: v1.0 (11/30/23)											

Appendix B: Management's Comments

DAF Year-End Close Processes and Statutory Violations 25-001

Opportunities exist to improve the year-end processes and help prevent statutory violations.

Agrees or Disagrees with Audit Finding:

Agrees with All Findings and Recommendations.

To improve the DAF year-end processes and help prevent statutory violations, Audit recommends that management should:

1. Streamline the year-end calendar to include only the essential tasks needed to timely complete year-end activities.
2. Avoid accruals by requiring vendors and/or subrecipients to submit invoices more timely and, subsequently, CDOT paying these invoices prior to the year-end close.
3. Require that all vendor invoices be paid electronically.
4. Require the subrecipient determination tool to be placed as an attachment in the Shopping Cart for construction projects, as well as develop a field to identify subrecipient status.
5. Continue efforts with reviewing diagnostic reports timely and correcting errors as needed.
6. Centralized certain administrative tasks so that CDOT can better oversee the entire grant process, including tracking expenditures, ensuring grant requirements are met, and funds are not over-expended.
7. Abstract grant compliance requirements considered vital to the project and summarize such in an appropriate software so that all stakeholders can easily access compliance requirements rather than the paper-based process currently in place to better ensure local agency compliance and consistency among the various regions and divisions.
8. Reconcile grants applied for in TrAMS to funds obligated by the FTA, to OFMB, and then to the DTR budget.
9. Revalidate 614, Z* transactions in SAP production and decommission those that are no longer required.

10. Train CDOT staff so that they are aware of the sources of data for the reports they rely upon for TC and year-end financial statement reporting.
11. Require a senior financial executive such as the Deputy CFO to approve any Z t-codes going forward.

Management's Response to Recommendations:

With regard to Recommendation 1, Management agrees that the year-end calendar could be streamlined to reduce complexity and focus more clearly on essential tasks.

With regard to Recommendation 2, Management agrees that effort should be made to reduce accruals by working with vendors and/or subrecipients to increase compliance with contract terms. Management will identify ways to push for more timely submission of invoices by local agencies/grantees.

With regard to Recommendation 3, Management agrees with undertaking efforts to require vendors be paid by electronic invoice, recognizing, however, that there may be some instances where exceptions may be necessary.

With regard to Recommendation 4, Management agrees. The subrecipient risk assessment and determination tool process is being updated to be executed in OnBase. This will automate a number of manual steps in the process. The Subrecipient Monitoring and Risk Assessment Manual will be updated to require rather than suggest the subrecipient risk assessment and determination tool OnBase PDF output be downloaded by the CDOT Project Manager and be attached to the shopping cart. Efforts will also be undertaken to develop the recommended field.

With regard to Recommendation 5, Management agrees. The Center for Accounting has increased staffing, one of the primary issues related to not reviewing diagnostic reports and correcting errors more timely. Management will continue to monitor to ensure timely completion.

With regard to Recommendation 6, Management agrees. The Subrecipient Grants Support Unit (SGSU) was established in Spring 2024, in part to review and improve current grant processes, including potential centralizing of certain functions. Management will work with the SGSU, the CDOT Local Agency Program, and Grant Managers to identify the most appropriate functions and tasks for consolidation, whether in the SGSU or elsewhere in the organization.

With regard to Recommendation 7, Management agrees. The Department is currently in the process of issuing an RFP for a new grants management software solution. As part of the implementation of the selected solution, management agrees that efforts should be undertaken to make resources available, including grant compliance requirements, within that solution.

With regard to Recommendation 8, Management agrees. The Division of Transit and Rail will review reconciliation processes with FTA and the Division of Accounting and Finance

and implement improvements to ensure all appropriate reconciliations are being completed.

With regard to Recommendation 9, Management agrees with the recommendation to review and where necessary revalidate Z* transactions. This work is also aligned with current efforts to prepare for a future ERP replacement, the requirements of which will need to consider requirements currently being met through Z reports/transactions.

With regard to Recommendation 10, Management agrees. Management will identify opportunities for additional training on sources of data, where appropriate.

With regard to Recommendation 11, Management agrees with instituting an elevated approval process for approval of new or modified Z reports/transactions.

Target Date to Complete Implementation of Recommendations	Name of Specific Point of Contact for Implementation of Recommendation
1. June 30, 2025	Jeff Sudmeier, Chief Financial Officer
2. June 30, 2025	Jeff Sudmeier, Chief Financial Officer; Keith Stefanik, Chief Engineer
3. June 30, 2026	Jeff Sudmeier, Chief Financial Officer
4. September 30, 2025	Jeff Sudmeier, Chief Financial Officer; Keith Stefanik, Chief Engineer
5. June 30, 2025	Jeff Sudmeier, Chief Financial Officer
6. June 30, 2026	Jeff Sudmeier, Chief Financial Officer; Keith Stefanik, Chief Engineer
7. September 30, 2026	Jeff Sudmeier, Chief Financial Officer; Keith Stefanik, Chief Engineer
8. September 30, 2025	Jeff Sudmeier, Chief Financial Officer; Kay Kelly, Chief, Innovative Mobility
9. June 30, 2026	Jeff Sudmeier, Chief Financial Officer; Keith Stefanik, Chief Engineer
10. December 30, 2025	Jeff Sudmeier, Chief Financial Officer
11. March 31, 2025	Jeff Sudmeier, Chief Financial Officer; Keith Stefanik, Chief Engineer



COLORADO

Department of Transportation

Division of Audit

Audit Review Committee (ARC) October 16, 2024, meeting minutes approved at February 19, 2025, ARC meeting

**Colorado Transportation Commission
Audit Review Committee Meeting
October 16, 2024
3:15 p.m. - 4:00 p.m.
CDOT Headquarters**

Audit Review Committee Members: Eula Adams, Chair; and Commissioners Terry Hart and Rick Ridder

Transportation Commissioners: Karen Stuart, Barbara Bowman, Shelly Cook, Gary Beedy, Yessica Holguin, and Jim Kelly

Executive Management Team: Herman Stockinger, Deputy Director; Jeffrey Sudmeier, Chief Financial Officer; Keith Stefanik, Chief Engineer; Darius Pakbaz, Division of Transportation Development Director; Jason Smith, Region 3 Transportation Director; Heather Paddock, Region 4 Transportation Director; Shane Ferguson, Region 2 Transportation Director; Matthew Inzeo, Communications Director; Kay Kelly, Chief of Innovative Mobility; Robert Hays, Deputy Chief Engineer; Marsha Nelson, Chief Equity Officer; Paul DesRocher, Division of Transit and Rail Director; and John Lorme, Maintenance and Operations Director

Notable Attendees: Kathy Young, Colorado First Assistant Attorney General

Audit Team: Frank Spinelli, Audit Director; Jim Ballard, Deputy Audit Director; and Robyn Lamb, External Team Manager

Call to Order

Chair Adams called the meeting to order at 3:15 p.m. All Audit Review Committee (ARC) members except for Commissioner Parson were present. Chair Adams stated that today's agenda includes approval of the previous meeting minutes, discussion of both internal and external audit coverage, the internal and external audit team approach, and the internal audit selection process.

Approval of February 14, 2024, Minutes

Chair Adams asked for a motion to approve the February 14, 2024, minutes. Commissioner Ridder made the motion to approve the minutes, which was seconded by Commissioner Hart. All commissioners voted in favor.

CDOT Audit Coverage-External Auditors Role

Mr. Spinelli introduced Internal Audit Manager James Ballard and External Audit Manager Robyn Lamb. Mr. Spinelli also thanked Chair Adams for his guidance with regard to the presentation.

Mr. Ballard stated that CDOT's financial internal controls are annually assessed by the Colorado Office of the State Auditor's (OSA) contracted partner, CliftonLarsonAllen (CLA), which is under contract for audits performed for fiscal years (FYs) 2023 to 2027. CLA performs a statewide financial audit that includes both CDOT and its enterprise funds, as well as the Statewide Single Audit, which may also examine CDOT's federal award pass-through programs based on OSA's risk assessment and major programs determination.

CLA's approach includes reviewing internal controls and compliance, CDOT's progress on prior recommendations, conducting audits based on GASB, GAAP, and AICPA audit standards, performing a risk assessment, employing statistical sampling, and communicating significant deficiencies or material weakness to both CDOT and the Legislative Audit Committee.

Other internal controls are periodically assessed by various agencies including the OSA. OSA either conducts or contracts out performance, information system, or Cyber Security Resiliency audits. Additionally, the Federal Transit Administration conducts state management reviews of the Division of Transit and Rail (DTR), and the Federal Highway Administration conducts highway construction reviews.

Financial and Single Audit Results

Mr. Spinelli stated that audit findings are communicated to the Transportation Commission (TC) either through an informative memo or if warranted, a TC briefing. Mr. Spinelli presented the Financial and Single Audit Results identified by either OSA or CLA for the period ending June 30, 2023.

Mr. Spinelli stated that financial statement findings were with regard to internal control improvements related to accounts payable estimates and timeliness, diagnostic report reviews, cross training more staff on the year-end process, and exhibit preparation. In addition, another finding was related to overall Information Technology (IT) governance and information security IT general controls for the SAP system by formalizing and communicating to department staff IT policies and procedures.

Mr. Spinelli stated that the Single Audit federal award finding regarded improvements in internal controls related to federal subrecipient monitoring requirements by updating current subrecipient monitoring and risk assessment policy and providing training to staff responsible for the subrecipient monitoring activities.

With regard to CDOT enterprise funds, Colorado Transportation Investment Office and Bridge and Tunnel Enterprise Funds, CLA issued an unmodified opinion and identified no instances of noncompliance considered material to the financial statement.

CDOT Audit Coverage-Internal Auditors Role

Mr. Ballard stated that the Internal Audit Division conducts performance audits of internal controls, process efficiency and effectiveness, and compliance with CDOT, state, and federal policies, procedures, statutes, and regulations.

The Internal Audit Division also investigates allegations of frauds and follows-up and tracks outstanding recommendations made by both Internal and External Auditors.

Audit Division Staffing Demographics and Metrics

Mr. Spinelli stated that the vast majority of audit staff time is on direct projects, accounting for 78 percent of workhours. Other staff activities include training, providing consulting activities, administrative tasks, personal leave, and holidays. With regard to total audit experience, 37 percent of staff have less than 5 years of audit experience, another 9 percent have 5 to 10 years of experience, while 54 percent have more than 10 years. Additionally, 55 percent of the staff have 5 or more years of CDOT experience. Also, non-supervisory auditors make up 73 percent of the total staff while supervisors/managers account for 27 percent.

Mr. Spinelli also provided details of the composition and return on investment of both the internal and external audit teams for FY 2024. Mr. Spinelli stated that the internal audit team had an average of 4.8 employees during the fiscal year with an associated salary and fringe benefit cost of about \$708,000. There are currently 2 vacancies. The internal audit team identified over \$2 million in CDOT cost savings with an associated return on investment of 282 percent. Mr. Spinelli stated that the external audit team had an average of 5.5 employees during the fiscal year with an associated salary and fringe benefit cost of about \$664,000. There is currently 1 staff vacancy, and the external audit team identified over \$5 million in CDOT cost savings mainly attributed to Master Price Agreement (MPA) reviews with an associated return on investment of 752 percent.

Chair Adams asked Mr. Spinelli to explain the difference between the internal and external teams within the Audit Division. Mr. Spinelli stated that the external team acts more as a consultant and the internal side analyzes CDOT as a whole, identifies CDOT's risk and the consequences of those risk, and reviews CDOT's internal controls.

Fiscal Year 2024 External Team Products

Ms. Lamb stated that the external team helps CDOT by ensuring costs charged by consultants and contractors are fair and reasonable. Ms. Lamb presented on the number of external team products completed during FY 2024. Ms. Lamb stated that the 204 completed MPA reviews accounted for the most products completed. Ms. Lamb stated the purpose of these MPAs review are to ensure that the proposed rates of professional services are fair and reasonable. Other completed products included: 180 subrecipients monitored, 101 Single Audits reviewed, 13 indirect cost rate reviews, 2 grant reviews, and 3 Special Projects. Ms. Lamb stated that the external audit team approach varies with the product or review being provided. Ms. Lamb stated that in most cases a risk-based approach is used in instances where the total population is too large to be completely tested. Ms. Lamb stated her team also performs special projects including hotlines. Ms. Lamb also presented two tables showing the purpose of each of the products, the party requesting the work, the percent of CDOT's FY 2024 budget, the testing/validation approach, the estimated savings associated with each individual product, and the percent of hours on review testing. Ms. Lamb concluded by stating that her team has recently taken on the task of reviewing new employee hourly rates added to the MPAs of professional services firms resulting in additional workload. This task was previously performed by another CDOT Division.

Chair Adams pointed out that with regard to the \$5 million saving identified, the actual savings is probably much greater because the audits also serve as a deterrent to contractors and consultants that might want to overcharge CDOT for services.

Internal Audit Selection Process and Project Time by Activity

Mr. Ballard stated that because of the large number of CDOT operations and activities, it would be impossible to review each of these operations and activities. Therefore, a risk approach is used to select what operations and activities to audit. Mr. Ballard presented on the IA selection process and stated that audits are selected based on 30 risk factors that are ranked on a heatmap. These risks are based on the impact and likelihood of occurrence, external and internal audit results, Audit's risk assessment conducted at least every three years, and external auditors' risk assessments. The five highest risk factors for FY 2025 are staffing, employee cross training, policies and procedures, regulatory, and technology. Mr. Ballard presented a heatmap showing the ranking of each of the 30 risk factors based on the impact of occurrence and likelihood of occurrence.

Mr. Ballard stated that the majority of project time is used on evaluating internal controls and process efficiencies accounting for over 80 percent of the project time.

Current Audit Overview

Mr. Spinelli provide an overview of the objective and scope of the DAF operations audit. Mr. Spinelli stated that the objective of the audit is to evaluate DAF's operations with respect to statutory violations, year-end close out, and subrecipient list reporting

processes and to drive improvement. Mr. Spinelli stated that the scope of the audit was to review statutory violations from FY 2020 through FY 2024 and evaluate the year-end close out and subrecipient list development process for FY 2023. Mr. Spinelli stated that the audit is a collaborative effort between DAF and Internal Audit and was initiated based on the request from the CFO. Mr. Spinelli stated that the audit was also based on Audit's risk assessment and discussed the risk factors that are being addressed by the audit that include reputation, staffing, expenditures, transparency, employee cross training, policies and procedures, regulatory, and technology risks.

Mr. Spinelli also presented on the sample methodology used that was based on a random sample chosen to achieve a 95 percent confidence interval. Mr. Spinelli discussed the total population and the associated dollar value, percent of CDOT budget, and the sample sizes for the testing of accruals, subrecipient expenditures, and statutory violations.

Mr. Spinelli stated that DTR was the unit identified as the highest risk in FY 2024 based on the number of statutory violations and the increase from the prior year, both in terms of quantity and dollar value. Mr. Spinelli stated that the reasons for DTR's increased risk of statutory violations resulted from high staff turnover, the department's significant budget increase, the difficulty with filling vacancies, organizational changes, grant requirements not contained in COTRAMS, lack of a reconciliation of TrAMS funds, and lack of support provided to located agencies regarding grant requirements. Mr. Spinelli presented several graphs regarding statutory violations and DTR including the: 1) increase in the number of ratified statutory violations from FY 2020 to FY 2024, 2) dollar value of ratified violations, 3) the FY 2024 unit ranking by dollar amount, 4) the number of FY 2024 statutory violations for each CDOT unit, 5) the DTR budget increase from FY 2019 to FY 2024, and 6) DTR Staff Comparison from FY 2019 to FY 2024. Mr. Spinelli concluded by showing a table of accruals made in FY 2023 by dollar amount highlighting that the majority of accruals were made for less than \$5,000. Because of this analysis, the State Controller agreed that these adjustments do not need to be made because they are not material to the financial statements.

In response to a question by Commissioner Bowman, Chief Financial Officer (CFO) Sudmeier stated that a statutory violation is for an expense or liability that has occurred that requires an encumbrance document, such as a contract or purchase order. A statutory violation results from not having the encumbrance document in place or one that has expired.

Chair Adams pointed out that statutory violations should be avoided and stated that the responsible department should respond and develop a plan to avoid the violation in the future and asked what plan was developed for the statutory violations identified in the audit. Mr. Spinelli stated the plan would be contained in the audit report and would be presented to the ARC in January or February 2025. CFO Sudmeier stated that each statutory violation is evaluated as to the circumstance that caused the violation and what actions can be taken to avoid the statutory violation in the future. Chief of Innovative Mobility Kelly stated that it was a challenging year for DTR because of the

loss of institutional knowledge resulting from staff turnover, but process improvement changes have been put in place that should minimize the occurrence of statutory violations in the future.

Chair Adams pointed that an error rate of 1 to 5 percent may be acceptable in large organizations and sometimes the cost of trying to avoid the statutory violations may be cost prohibitive.

Adjournment

Chair Adams stated that he appreciates the work done by the Audit Division. Chair Adams adjourned the meeting at 4:00 p.m.

Executive Committee

Jeff Baker
Chair

Colleen Whitlow
Vice Chair

Richard Kondo
Secretary

Jeslin Shahrezaei
Treasurer

Steve Conklin
Immediate Past Chair

Douglas W. Rex
Executive Director



March 4, 2025

Colorado Transportation Commission
2829 W. Howard Place
Denver, Colorado 80204

Dear Chair Hart and members of the Commission,

This letter is to inform you that on April 16, 2025, the Denver Regional Council of Governments, or DRCOG, Board of Directors will consider adopting the FY 2026-2029 Transportation Improvement Program, or TIP. This action adds two years to the currently adopted FY 2024-2027 TIP to maintain an adopted document covering a full four-year period closely aligned with the annually adopted Statewide Transportation Improvement Program, or STIP.

The new FY 2026-2029 TIP being developed:

- Did not include any new calls for projects for its development, and
- Does not include any new Regionally Significant for air quality projects that were not previously included in the amended FY 2024-2027 TIP, the current 2050 DRCOG Regional Transportation Plan (RTP), and previously accepted Greenhouse Gas (GHG) Transportation Report and air quality conformity document.

Under Section 1.02 of 2 CCR 601-22, an applicable planning document refers to “MPO Fiscally Constrained RTPs, TIPs for MPOs in NAAs, CDOT’s 10-Year Plan and Four-Year Prioritized Plan in Non-MPO areas, and amendments to the MPO RTPs and CDOT’s 10-Year Plan in Non-MPO areas that include the **addition of Regionally Significant projects.**”

Since the adoption of the FY 2026-2029 TIP will not include the addition of any Regionally Significant projects beyond those already included in the FY 2024-2027 TIP, this action does not trigger the requirements of Section 8.00 of the Rule. The Colorado Department of Transportation and the Air Pollution Control Division of the Department of Public Health and Environment concur with this conclusion.

It is important to note that the adoption of the FY 2024-2027 TIP in 2023 did include the addition of Regionally Significant projects and was subject to the provisions of Section 8.00 and the required emissions analysis and associated GHG Transportation Report were reviewed and approved by the Colorado Transportation Commission July 19, 2023.

Because no projects are being added or changed as part of the adoption of the FY 2026-2029 TIP, any new GHG Transportation Report would be the same as that already prepared,

Colorado Transportation Commission
February 28, 2025
Page 2

reviewed, and approved as part of the approval process for the FY 2024-2027 TIP. For your reference, you may access the [2050 Regional Transportation Plan GHG Transportation Report](#). The CDOT Transportation Commission resolutions for the 2050 Regional Transportation Plan and the FY 2024-2027 TIP are enclosed.

Please feel free to contact me if you have any questions or require additional information.

Sincerely,



Ron Papsdorf
Division Director
Transportation Planning & Operations

c: Herman Stockinger, Deputy Executive Director, CDOT
Darius Pakbaz, Director, Division of Transportation Development, CDOT



2024-2027 Transportation Improvement Program Greenhouse Gas Transportation Report

Summary

The Colorado Department of Transportation's Regulation Governing Statewide Transportation Planning Process and Transportation Planning Regions (2 CCR 601-22, known as the [Greenhouse Gas Transportation Planning Standard](#) or greenhouse gas rule), adopted in December 2021, requires the Denver region to reduce surface transportation greenhouse gas emissions through the transportation planning process. Through its updated [2050 Metro Vision Regional Transportation Plan](#) (2050 RTP) and associated Transportation Greenhouse Gas Report (adopted September 2022), the DRCOG region meets the greenhouse gas emission reduction requirements for all staging years defined by the rule.

The greenhouse gas rule also requires this Greenhouse Gas Transportation Report for the 2024-2027 Transportation Improvement Program (2024-2027 TIP), as the TIP is defined as an applicable planning document under the rule. Per federal requirements, the TIP implements the RTP through its major project and funding investments. More specifically, the major multimodal projects included in the 2024-2027 TIP that are regionally significant from a federal air quality conformity perspective must first be included in the 2050 RTP to be eligible for funding within the 2024-2027 TIP. There are no "new" regionally significant projects in the TIP that are not already in the RTP, per federal requirements.

Accordingly, the regionally significant projects in the 2024-2027 TIP have already been evaluated through the 2050 RTP for federal air quality conformity and state transportation greenhouse gas emission requirements. The air quality conformity determinations conducted for the 2050 RTP jointly apply to the 2024-2027 TIP; air quality conformity is not evaluated or determined separately for the TIP. Similarly, the 2050 RTP's greenhouse gas emissions compliance also applies to the 2024-2027 TIP as shown in the text and Table 1 below.

The regulation (2 CCR 601-22, Section 8.02.6) establishes greenhouse gas emission reduction levels from an established baseline for four analysis years: 2025, 2030, 2040, and 2050. For the 2024-2027 TIP, the rule also requires (Section 8.02.1) "When adopting a TIP that is included in the definition of an Applicable Planning Document, the required emissions analysis will apply to one year corresponding with the last year of the TIP, using interpolation between Table 1 [required reduction levels by analysis year] years if the last year of the TIP does not correspond to a designated year in Table 1."

For the Denver region, baseline greenhouse gas values are established based on the defined transportation investments and planning assumptions identified in the 2050 RTP originally adopted in

April 2021. The target greenhouse gas emissions are determined by subtracting the rule’s greenhouse gas emission reduction levels from the total baseline emissions for each analysis year.

As shown in Table 1, DRCOG meets or exceeds the required greenhouse gas reduction levels in each staging year required by the rule, including the interpolated final TIP year of 2027, demonstrating compliance with the greenhouse gas planning standard for the 2024-2027 TIP.

TABLE 1. GREENHOUSE GAS EMISSION REDUCTION RESULTS, MILLION METRIC TONS PER YEAR

	2025	2027	2030	2040	2050
2050 RTP update modeling (Network updates, programmatic funding and observed data)	0.68	0.68	0.68	0.57	0.35
Additional programmatic transportation investments (Active transportation, complete street retrofits, signal timing, and CDOT Bustang)	N/A	0.03	0.07	0.05	0.03
Mitigation Action Plan (Commitment to further action in Appendix A)	N/A	0.04	0.10	0.12	0.08
Total greenhouse gas reductions	0.68	0.75	0.85	0.74	0.46
Reduction level requirement from Table 1 of the greenhouse gas rule (2 CCR 601-22, Section 8.02.6)	0.27	0.49	0.82	0.63	0.37
Reduction level achieved	Yes	Yes	Yes	Yes	Yes

2024-2027 TIP Overview

The TIP identifies all state and federally funded surface transportation projects planned in the Denver region during a four-year period. DRCOG, serving as the region’s metropolitan planning organization, develops the TIP in concert with our federal, state, and local government partners through a competitive performance-driven process. The 2024-2027 TIP allocates funding approved through the Infrastructure Investment and Jobs Act. Below is a snapshot of the DRCOG-selected projects in the FY 2024-2027 TIP.

Funding Breakdown

- \$114.1 million in federal Congestion Mitigation/Air Quality funds allocated to 42 projects
- \$24 million in federal Carbon Reduction Program funds allocated to 14 projects
- \$123.9 million in state Multimodal Transportation and Mitigation Options Funds (which includes \$38.1 million in federal American Rescue Plan funds) allocated to 61 projects
- \$131.1 million in federal Surface Transportation Block Grant funds allocated to 31 projects
- \$20.7 million in federal Transportation Alternatives funds allocated to 16 projects

Note that most projects receive more than one type of funding.

Project Types

DRCOG expects all project applications from local governments to include multimodal elements and provide transportation options for all users of the region's transportation system. For example, a roadway project likely will include bike lanes, sidewalks, or a shared-use path. Similarly, a Complete Streets improvement primarily including facilities for bikes and pedestrians is also likely to include upgrades to transit facilities. In general, the percentage breakdown of funding based on broad project type (though most projects do not entirely fit within a single project type) and what that type will result in is the following:

- 62% of the funding will result in 95 miles of active transportation improvements
- 23% of the funding will result in 97 miles of transit improvements, including two BRT corridors
- 14% of the funding will result in 64 miles of roadway improvements

Anticipated Outcomes

The ultimate goal of funding transportation improvements is to improve the quality of life of the region's residents by advancing safety, access, and mobility options. Below are a few of the expected outcomes of the projects in the TIP, based on data provided by applicants.

- 73% of projects are on the region's High-Injury Network, helping to reduce crashes. Specifically, applicants estimate a combined reduction of over 50 fatalities and over 300 serious injuries.
- 34 studies set up future projects to continue advancing the region's transportation system.
- 26 projects improve freight operations, improving the reliability of goods movement.
- 64% of projects impact a defined urban center, prioritizing planned growth areas.

Conclusion

This Greenhouse Gas Transportation Report demonstrates the 2024-2027 Transportation Improvement Program's compliance with the state Greenhouse Gas Transportation Planning Standard. It relies on and incorporates by reference the modeling, analysis, strategies, and other components used to demonstrate compliance for the 2050 Metro Vision Regional Transportation Plan (adopted September 2022) as documented in the Plan's [Greenhouse Gas Transportation Report](#).

Resolution #TC-2022-09-13

Adopt a Resolution stating the Commission's determination that the DRCOG GHG Transportation Report is sufficient and meets the reduction levels required in Rule 2 CCR 601-22 (Planning Rules).

Approved by the Transportation Commission on September 15, 2022.

WHEREAS, Senate Bill 21-260 directed the Transportation Commission of Colorado ("the Commission" to adopt procedures and guidelines requiring CDOT and MPOs to take additional steps in the planning process for regionally significant transportation projects to account for the impacts on the amount of statewide GHG pollution and statewide vehicle miles traveled that are expected to result from those projects; and

WHEREAS, Senate Bill 21-260 also specified implementing relevant measures pursuant to §25-7-105, C.R.S.; reducing GHG emissions to help achieve statewide GHG pollution reduction targets established in House Bill 19-1261 (now codified in § 25-7-102(2) g) and 105(1)(e), C.R.S. ; and considering the role of land use in the transportation planning process; and

WHEREAS, Senate Bill 21-260 further required, under § 43-4-1103, that CDOT shall update their 10-Year Plan and the Denver Regional Council of Governments (DRCOG) and the North Front Range Metropolitan Planning Organization (NFRMPO) shall update their Regional Transportation Plans and meet the reduction levels in Table 1 by October 1, 2022; and

WHEREAS, on December 16, 2021 the Commission adopted updated Planning Rules, which included greenhouse gas reduction levels for CDOT in non-MPO areas, DRCOG, and NFRMPO; and

WHEREAS, the Commission adopted Policy Directive No. 1610 on May 19, 2022, with minor amendments thereafter (as amended, the "Policy Directive") which guides implementation of the Planning Rules and use of GHG Mitigation Measures; and

WHEREAS, the Commission established the Agency Coordination Committee ("ACC") chaired by Commissioner Mackey to act as liaison for the Commission throughout the rulemaking and compliance process, and that group has met frequently with department staff during the current compliance effort; and

WHEREAS, DRCOG is nearing completion of their Regional Transportation Plan update and the Planning Rules require DRCOG to provide to the Commission "at least 30 days prior to adoption" of their Regional Transportation Plan a GHG Transportation Report (Report) containing a GHG emissions analysis, and if applicable, a GHG Mitigation Action Plan demonstrating that the Applicable Planning Document is in compliance with the GHG Reduction Levels in Table 1 of the Planning Rules; and

WHEREAS, Under Rule 8.05 of the Planning Rules, the Commission, within thirty days of receipt of the GHG Transportation Report or at the next regularly scheduled Commission meeting, whichever is later, shall determine whether the applicable GHG Reduction Levels in Table 1 have been met and the sufficiency of any GHG Mitigation Measures

needed for compliance."

WHEREAS, on August 10, 2022, the Commission received DRCOG's Report reflecting the results of modeling of the updated Regional Transportation Plan for the DRCOG area and application of associated Mitigation Measures pursuant to the Rules and the Policy Directive; and

WHEREAS, the Report concludes that DRCOG will achieve the required reduction levels under the Planning Rules; and

NOW THEREFORE BE IT RESOLVED, after review and consideration of the DRCOG Report, the Commission finds the Report and DRCOG to be in compliance with the Planning Rules and to have achieved the required reduction levels.

Herman
Stockinger

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erman Stockinger, Secretary
Transportation Commission of Colorado

Date

Resolution #TC-2023-07-07

Adoption of the Commission's determination that the DRCOG GHG Transportation Report is sufficient and meets the reduction levels required in Rule 2 CCR 601-22 (Planning Rules).

Approved by the Transportation Commission on July 19, 2023.

WHEREAS, Senate Bill 21-260 directed the Transportation Commission of Colorado ("the Commission") to adopt procedures and guidelines requiring CDOT and MPOs to take additional steps in the planning process for regionally significant transportation projects to account for the impacts on the amount of statewide GHG pollution and statewide vehicle miles traveled that are expected to result from those projects; and

WHEREAS, Senate Bill 21-260 also specified implementing relevant measures pursuant to § 25-7-105, C.R.S.; reducing GHG emissions to help achieve statewide GHG pollution reduction targets established in House Bill 19-1261 (now codified in § 25-7-102(2)(g) and 105(1)(e), C.R.S.); and considering the role of land use in the transportation planning process; and

WHEREAS, Senate Bill 21-260 further required, under § 43-4-1103, that CDOT shall update their 10-Year Plan and the Denver Regional Council of Governments (DRCOG) and the North Front Range Metropolitan Planning Organization (NFRMPO) shall update their Regional Transportation Plans and meet the reduction levels in Table 1 by October 1, 2022; and

WHEREAS, on December 16, 2021 the Commission adopted updated Planning Rules, which included greenhouse gas reduction levels for CDOT in non-MPO areas, DRCOG, and NFRMPO; and

WHEREAS, the Commission adopted Policy Directive No. 1610 on May 19, 2022, with minor amendments thereafter (as amended, the "Policy Directive") which guides implementation of the Planning Rules and use of GHG Mitigation Measures; and

WHEREAS, the Commission established the Agency Coordination Committee ("ACC") chaired by Commissioner Hickey to act as liaison for the Commission throughout the rulemaking and compliance process, and that group has met frequently with department staff during the current compliance effort; and

WHEREAS, DRCOG is nearing completion of their Transportation Improvement Program update and the Planning Rules require DRCOG to provide to the Commission "at least 30 days prior to adoption" of their Transportation Improvement Program a GHG Transportation Report (Report) containing a GHG emissions analysis, and if applicable, a GHG Mitigation Action Plan demonstrating that the Applicable Planning Document is in compliance with the GHG Reduction Levels in Table 1 of the Planning Rules; and

WHEREAS, Under Rule 8.05 of the Planning Rules, the Commission, within thirty days of receipt of the GHG Transportation Report or at the next regularly scheduled Commission meeting, whichever is later, shall determine whether the applicable GHG Reduction Levels in Table 1 have been met and the sufficiency of any GHG Mitigation Measures needed for compliance."

WHEREAS, on July 6, 2023, the Commission received DRCOG's Report reflecting the results of modeling of the updated Transportation Improvement Program for the DRCOG area and application of associated Mitigation Measures pursuant to the Rules and the Policy Directive; and

WHEREAS, the Report concludes that DRCOG will achieve the required reduction levels under the Planning Rules; and

NOW THEREFORE BE IT RESOLVED, after review and consideration of the DRCOG Report, the Commission finds the Report and DRCOG to be in compliance with the Planning Rules and to have achieved the required reduction levels.

Herman
Stockinger

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Herman Stockinger, Secretary
Transportation Commission of Colorado

Date



COLORADO
Department of Transportation

Transportation Commission Memorandum

To: Colorado Transportation Commission

From: Leslie Welch and Anna Dunn, Grants Coordinators

Date: March 20, 2025

Subject: Update to the Transportation Commission on CDOT's submitted, in progress, and forthcoming grant applications

Purpose

To share progress on submitted applications, as well as current and future coordination of proposals to anticipated federal discretionary programs, primarily under the Infrastructure Investment Jobs Act (IIJA).

Action

Per PD 703.0, when the department intends to apply for grants with a match consisting of previously approved funding, no action is necessary by the Commission, but we provide the Commission with the projects we intend to pursue. If the match requires an additional commitment of funds not already approved by the Commission, or Bridge & Tunnel Enterprise (BTE), staff brings the projects to the Commission as an action item, with the additional funding being made contingent on a successful application and grant award.

As always, Commissioners and CDOT staff are encouraged to contact CDOT's in-house grant team with questions, comments, and suggestions.

Background

For information on closed 2022, 2023 and 2024 grant programs and awarded proposals, please refer to archived TC Grants Memos from December 2024 or prior.

The following discretionary grant programs have closed and awards have been announced:

1. MULTIMODAL PROJECT DISCRETIONARY GRANTS (MPDG): A multi-billion dollar "umbrella" program that contains Mega, INFRA, and Rural Surface Transportation.
 - US 50 SHIFT in Region 2
 - \$40.5M Awarded!

The following discretionary grant programs have closed, but applications are still being reviewed:

1. BRIDGE INVESTMENT PROGRAM (BIP) - LARGE BRIDGE
 - CDOT revised the Region 1 I-270 Corridor Improvements Bridge Bundle application
2. VEHICLE TECHNOLOGIES OFFICE (VTO) TECHNOLOGY INTEGRATION (TI)
 - OIM submitted two applications to two different "areas of interest"

- Community-Driven Data Solutions: Using Advanced Artificial Intelligence to Address Transportation Equity in Colorado
- Colorado ZEV Emergency Responder Safety Training Program
- 3. BRIDGE INVESTMENT PROGRAM (BIP) - PLANNING
 - I-70 West Applewood to Lakewood Critical Bridges Planning in R1
- 4. BRIDGE INVESTMENT PROGRAM (BIP) - OTHER than LARGE BRIDGE (>\$100M)
 - US50 Blue Mesa Bridges Emergency Repairs
- 5. National Scenic Byways Program
 - Mount Blue Sky Scenic Byway: Interpretation Corridor Management Plan, R1
 - Roadside Markers Improvements on Colorado Byways, Statewide
- 6. Better Utilizing Investments to Leverage Development (BUILD), formerly RAISE
 - US 50 Safety Improvements West of Cañon City, R2
 - Morgan County Building Opportunities for Optimized Safety and Transportation, (BOOST), R4
 - Glenwood Canyon Resilient, Efficient, and Safe Corridor Upgrades and Enhancements (RESCUE), R3
 - Weather-Resilience, Environmental, Safe Travel by Rail (WEST Rail), DTR statewide

IN PROGRESS

CDOT is actively pursuing the following discretionary grant program(s):

1. PROTECT
 - CDOT is pursuing grants for State-Wide Avalanche Mitigation (SWAP) in Region 3 and 5 and a Culvert package in Region 3

CDOT DISCRETIONARY GRANT SUCCESS BY THE NUMBERS

Since the IIJA was signed into law in November 2021...

- CDOT has been awarded \$581.14M, including both direct and indirect via local agency partnerships
- 19 priority projects featured in our 10 Year Plan have won a federal discretionary grant
- The Floyd Hill to Veterans Memorial Tunnels Improvements Project received CDOT's largest award to date at \$100M

Next Steps

Grants team is analyzing new messaging from USDOT to understand the best course forward with grants.