

Colorado Transportation Commission

Schedule & Agenda

May 14-15, 2025
12:00 p.m.

Transportation Commission Workshops

Wednesday, May 14, 2025

| Time | Topic | Speaker |
|------------|--|--|
| 12:00 p.m. | Informal Lunch for Members of the TC, CTIO and CTE | None |
| 12:30 p.m. | Joint Workshop with TC, CTIO and CTE - Update from the Front Range Passenger Rail District | FRPRD Board Chair Chris Nevitt, FRPRD Interim General Manager Chrissy Breit |
| 1:30 p.m. | Joint Workshop with TC, CTIO and CTE - Workshop on Draft Joint Service Intergovernmental Agreement (IGA) | Diane Barrett, Lisa Kaufmann |
| 2:30 p.m. | Fifteen Minute Break to Transition to TC Workshops | None |
| 2:45 p.m. | BTE Series 2025 Bond Transaction Update and Budget Workshop | Patrick Holinda |
| 3:15 p.m. | Fuel Impact Enterprise Update- Paving/Projects Presentation | Craig Hurst |
| 3:45 p.m. | Mobility Committee: Mountain Rail Update | Paul DesRocher, Maux Sullivan |
| 4:15 p.m. | Adjournment | None |

Transportation Commission Board Meeting

Thursday, May 15, 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. | Acting Executive Director's Management Report | Sally Chafee |
| 9:30 a.m. | Chief Engineer's Report | Keith Stefanik |
| 9:35 a.m. | CTIO Director's Report | Piper Darlington |
| 9:40 a.m. | Final Legislative Update | Emily Haddaway |
| 9:50 a.m. | STAC Report | Gary Beedy |
| 9:55 a.m. | Act on Consent Agenda: Proposed Resolution #1: Approve the Regular Meeting Minutes of April 16, 2025 Proposed Resolution #2: IGA Approval >\$750,000 | Herman Stockinger Lauren Cabot |

| | | |
|-----------------------------------|---|------------------------------------|
| 10:00 a.m. (consent continued) | Proposed Resolution #3: Devolution of SH 291 to the Town of Salida | Julie Constan |
| | Proposed Resolution #4: Disposal Parcels RW-21-EX - US50, Howard, Fremont County | Shane Ferguson |
| | Proposed Resolution #5: Update Policy Directive 1606.0, Maintaining Linear Referencing System | Erik Sabina |
| | Proposed Resolution #6: Update Policy Directive 1905.0, Building Resilience into Transportation Infrastructure and Operations | William Johnson |
| 10:05 a.m. | Discuss and Act on Proposed Resolution #7: Adoption of FY2025-FY2029 STIP | Jamie Collins |
| 10:15 a.m. | Discuss and Act on Proposed Resolution #8: 8th Budget Supplement of FY 2024-25 | Jeff Sudmeier and Bethany Nicholas |
| 10:25 a.m. | Recognition: 2024 Environmental Awards | Troy Halouska |
| 10:40 a.m. | Other Matters | None |
| 10:45 a.m. | Adjournment | None |

The Bridge and Tunnel Enterprise Board of Directors Meeting

May 15, 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. | Act on Consent Agenda <ul style="list-style-type: none"> Proposed Resolution #BTE1: to Approve the Regular Meeting Minutes of March, 2025 | Herman Stockinger |
| 11:00 a.m. | Discuss and Act on Proposed Resolution #BTE2: 2 nd Budget Amendment to FY 2024-25 | Patrick Holinda |
| 11:05 a.m. | Discuss and Act on Proposed Resolution #BTE3: 7 th Budget Supplement to FY 2024-25 | Patrick Holinda |
| 11:10 a.m. | Adjournment | None |

The Fuel Impact Enterprise Board of Directors Meeting

Thursday, May 15, 2025

| Time | Topic | Speaker |
|------------|-----------------------------|-------------------|
| 11:10 a.m. | Call to Order and Roll Call | Herman Stockinger |
| 11:15 a.m. | Public Comments | Various |

| | | |
|------------|---|--------------------------|
| 11:20 a.m. | Act on Consent Agenda <ul style="list-style-type: none"> Proposed Resolution #FIE1: to Approve the Regular Meeting Minutes of March 2025 | Herman Stockinger |
| 11:25 a.m. | Discuss and Act on Proposed Resolution #FE2: 2nd Budget Supplement to FY 2024-25 | Craig Hurst |
| | Discuss and Act on Proposed Resolution #FE3: Adoption of PD 703.0 as the FIE Board's Fiscal and Policy Procedure | Erik Sabina, Craig Hurst |
| 11:30 a.m. | Adjournment | None |

Information Only

- Project Budget/Expenditure Memo (Jeff Sudmeier)
- Bridge and Tunnel Enterprise Q3 FY2024-25 Quarterly Report (Patrick Holinda)
- May 2025 TC Grants Memo (Anna Dunn & Leslie Welch)
- Final Legislative Update (Emily Haddaway)



COLORADO

Department of Transportation

Transportation Commission Memorandum

To: Colorado Transportation Commission

From: Herman Stockinger

Date: May 14, 2025

Subject: Update From the Front Range Passenger Rail District and Progress Toward Implementation of Joint Service and SB 24-184

Purpose

To receive a progress report from the Front Range Passenger Rail District (FRPRD), and an update on a “Joint Service” Intergovernmental Agreement (IGA) between CDOT, the Clean Transit Enterprise (CTE), the Colorado Transportation Investment Office (CTIO), the Regional Transportation District (RTD), the FRPRD, and the Governor’s Office.

Action

No action is May. As the representatives of each principal agency complete work on an IGA over the next several weeks, it is anticipated that the TC, CTE, CTIO and FRPRD will bring the IGA to their boards for a vote to approve the IGA in June, with RTD expected to follow suit with their board in July.

Background

SB 24-184 directed CDOT, RTD and the FRPRD to use each their authorities to develop a governance structure for implementation of an initial phase of Front Range Passenger Rail, known as “Joint Service,” from Denver Union Station up the Northwest Corridor to Boulder and continuing to Fort Collins. After much discussion, the principals of those agencies, along with CTE and CTIO, determined the governance structure should be in the form of an IGA, and are getting close to a final version of the IGA to bring to each respective board for review.

Next Steps

The principals will continue working on finalizing the language of an IGA to be acted on by their Boards this Summer.

A photograph of a high-speed train, likely a Shinkansen, blurred by motion as it travels along a track. The train is blue and white. In the foreground, there is a station platform with a yellow tactile paving strip and a metal safety fence. The platform has a corrugated metal roof structure. In the background, city buildings are visible under a clear sky.

Front Range Passenger Rail District Update

TC, CTIO, CTE Board Update

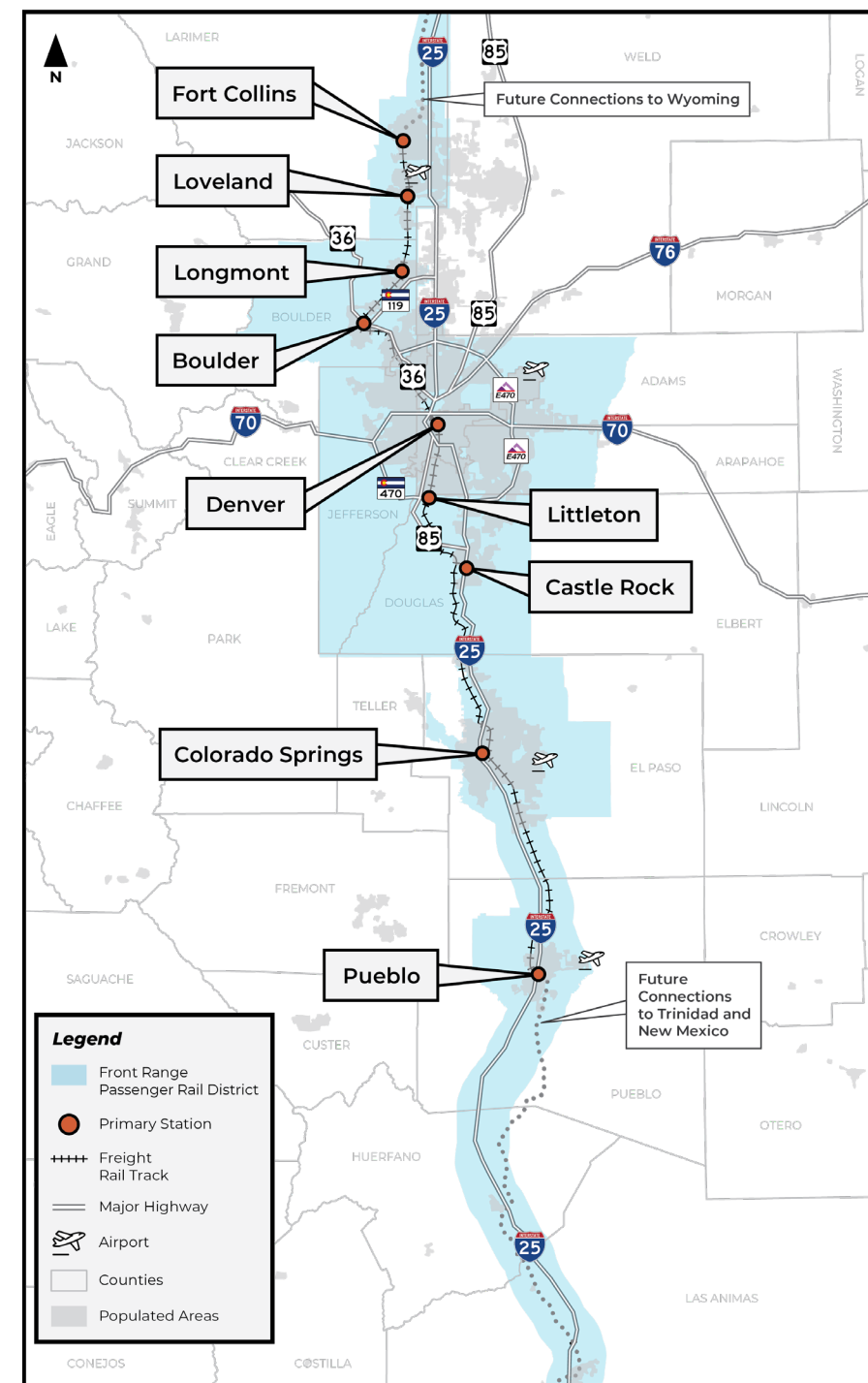
May 14, 2025

FRPR



What is the Front Range Passenger Rail District?

- Created by Colorado Legislature through SB21-238
- Statutory direction to plan, design, finance, construct and operate an inter-connected north/south passenger rail system along the Front Range
- Following voter approval, can levy taxes to fund the rail system
- Working with local communities to support station development; has authority to set up station area improvement districts



Vision & Benefits

Job Creation

- Construction, maintenance, operations
- An investment of \$1 billion in public transportation supports 36,000 jobs (USDOT)

Local Economic Development

- Increased visitors; additional spending support area businesses and local sales tax base

Connectivity

- Access to economic centers, medical care and services, higher education key destinations

Sustainability and Safety

- Reduced pollution supports Colorado's air quality goals
- Reduced highway congestion, traffic crashes and fatalities
- Reduced road maintenance costs



Front Range Passenger Rail Proposal

- Using **existing tracks** to **minimize costs** and **expedite service**
- Nine primary stations from **Fort Collins** to **Pueblo**
- Long-term vision** of connecting to **Wyoming** and **New Mexico**
- Goal: **Denver to Fort Collins by 2029. Full corridor service by 2035**
- Intercity rail service is faster**; 79 MPH max speed
- Travel time estimate from **Fort Collins to Pueblo is just over three hours**



Demonstration Train

March 2024 historic demonstration train from Denver's Union Station to Longmont.



Service Development Plan



Concludes Later This Year



Fort Collins to Pueblo

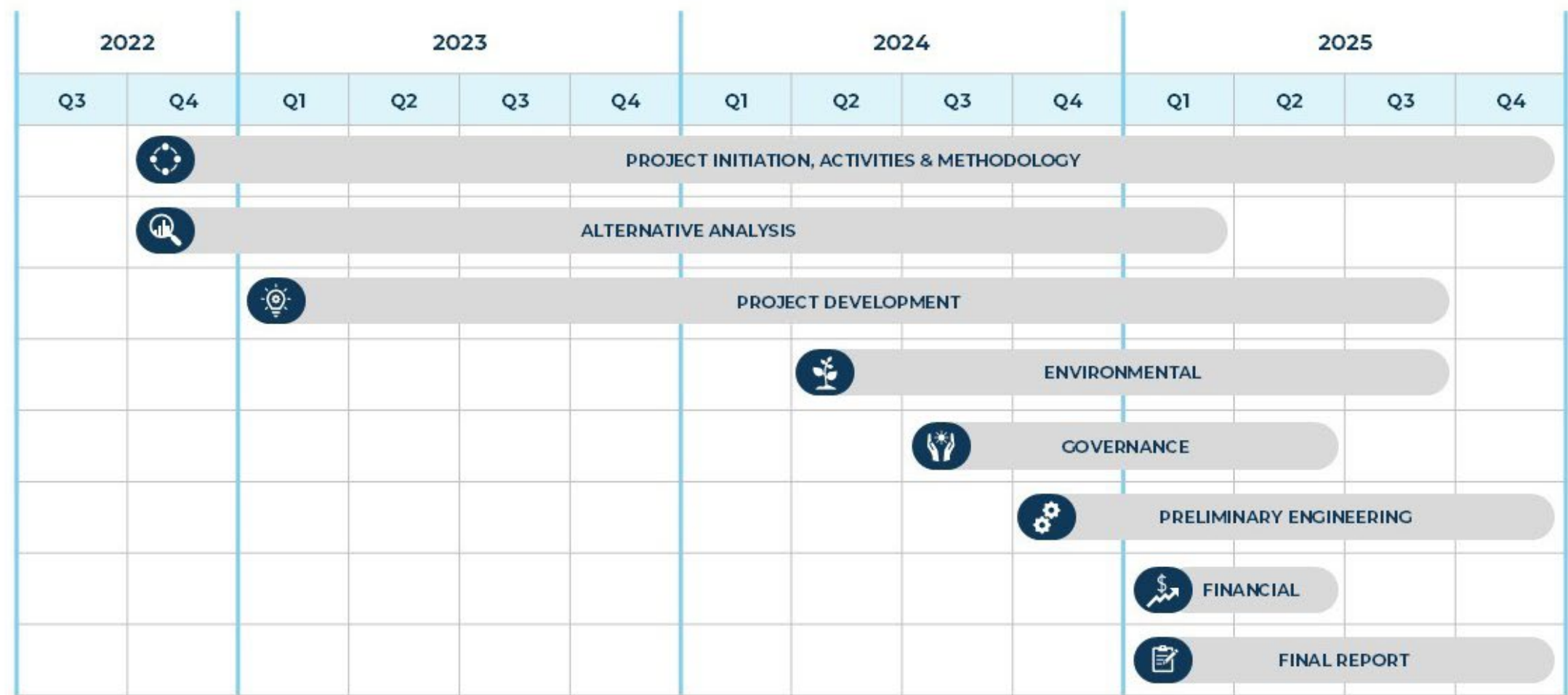


**Implementation Plan
for Initial FRPR Service**

The SDP process defines:

- Route
- Major Markets for Stations
- Service Frequency
- Onboard Amenities
- Fare Structure
- Infrastructure Improvements
- Costs and Financing Plan
- Implementation Plan

SDP Concludes this Year



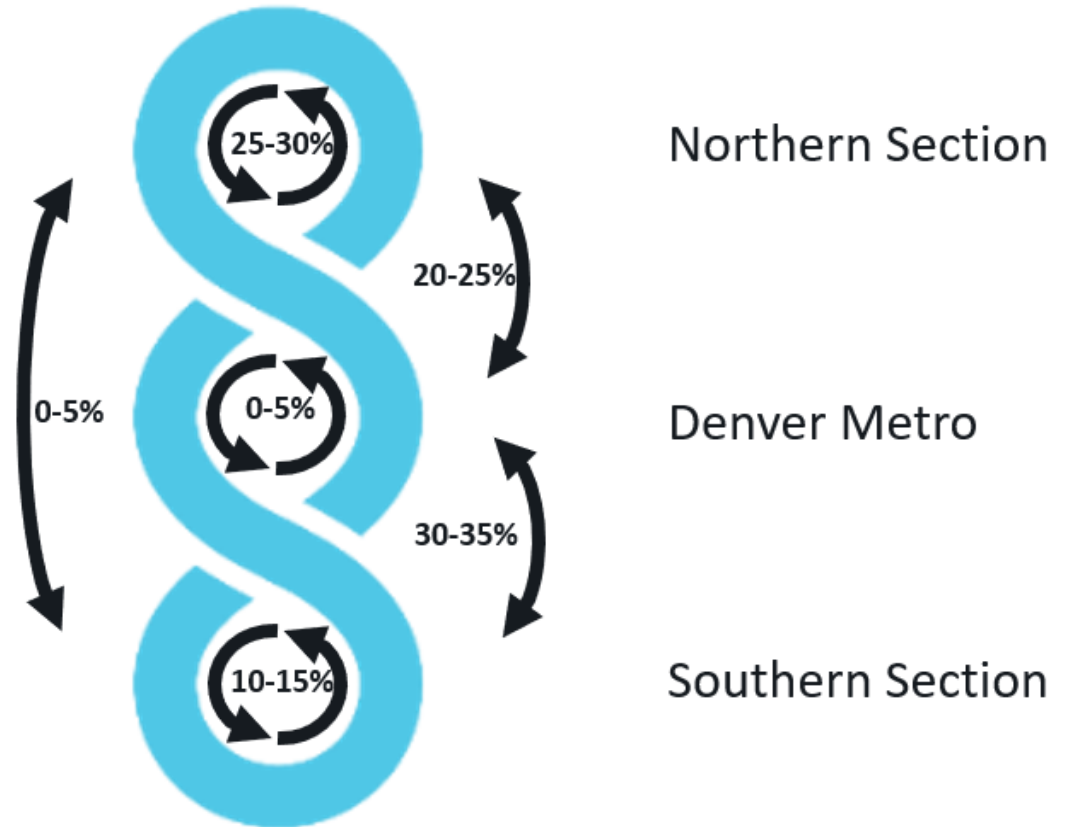
Ridership Trends

Denver Metro area is by a distance the largest single producer/attractor

50-65%

of forecast trips are to, from, or within the Denver Metro area

DRAFT forecast passenger trips



Preliminary Travel Times

| Mode | Travel Time (hr:min) |
|------------------|----------------------|
| Rail @ 79MPH | 03:19 |
| Auto (Year 2023) | 02:30 – 03:30 |
| Auto (Year 2045) | 03:00 – 4:00+ |

Rail travel time shown are preliminary and is **based on ideal operating conditions**

| Current Auto Trip Time | |
|----------------------------------|----------------------------------|
| <i>AM Pueblo to Fort Collins</i> | <i>PM Pueblo to Fort Collins</i> |
| Median = 3:05 Peak = 3:30 | Median = 3:00 Peak = 3:20 |

Future 2045 Auto Trip Times based on average increase between OD pairs in CDOT statewide model.

SDP Alternatives Analysis

| Service Alternative | Frequency (RT) | Max Speed (mph) | Travel Time | Ridership | Operating Ratio |
|---------------------|----------------|-----------------|-------------|-----------|-----------------|
| 1 | 6 | 79 | 3 hr 19 min | 700,000 | .193 |
| 2 | 6 | 90 | 3 hr 14 min | 716,000 | .197 |
| 3 | 10 | 79 | 3 hr 19 min | 990,000 | .170 |
| 4 | 12 | 79 | 3 hr 19 min | 1,131,000 | .163 |
| 5 | 12 | 90 | 3 hr 14 min | 1,153,000 | .167 |


79 mph is the train's maximum speed; average operating speed will be lower due to geography, infrastructure station stops, and safety precautions.

Data reflects year 2045 ridership and costs

Online Open House

- May 12 – June 15, 2025
- www.frpropenhouse.com
- Highlights recommended service alternative for future full build between Fort Collins and Pueblo and near-term work to advance a first phase by 2029.
- Stakeholder coalition briefing May 7.
- Contact info@frprdistrict.com with questions.

Welcome!



FRPR

Welcome to the Front Range Passenger Rail (FRPR) Alternatives Analysis Virtual Open House!

In this open house, you will learn about progress toward advancing FRPR, the **recommended alternative for future full build** FRPR service in 2045 and near-term work to develop Joint Service by 2029. At the end of the meeting, you will have an opportunity to provide comments that help shape future planning decisions. You will also have an opportunity to learn about next steps and opportunities to engage further in this process.

This virtual open house is open from **DATES are TBD**. The navigation bar on the left leads you to more information about FRPR, the Alternatives Analysis process, work to date, service development planning and next steps.

Thank you for visiting the FRPR Alternatives Analysis Virtual Open House. If you need assistance using this website, please contact **[xxx]**.

Progress Toward a First Phase

- **SB 24-184 directs partner collaboration toward first phase** of passenger rail service from Denver to Fort Collins starting in 2029
- **Linkage** between **FasTracks** and **FRPR**; progress to voters before seeking more support
- **SB 24-184 Requirements**
 - Implementation Plan
 - Service Plan
 - Legal Framework (IGA)
- **Work to Date**
 - Two reports to legislature
 - Financial modeling and “lowest cost option” project development
- **Current Focus**
 - Defining characteristics of service
 - IGA





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 Managing Director

Date: May 14, 2025

Subject: BTE Series 2025A Bond Transaction Update and Budget Workshop

Purpose

This workshop is intended to provide the Bridge and Tunnel Enterprise (BTE) Board of Directors (Board) an informational briefing on the pricing outcome from the recent Series 2025A BTE Infrastructure Revenue Bond transaction, an overview of BTE budget actions that are required as a result of the transaction, and details regarding a BTE budget supplement request from Region 1 for the I-70 East Bridges Rehabilitation Project.

Action

Staff will request Board approval of Proposed Resolution #BTE2, the second budget amendment to the Fiscal Year 2024-25 BTE Budget Allocation Plan and Proposed Resolution #BTE3, the seventh supplement to the Fiscal Year 2024-25 BTE budget at the May 15, 2025 Board meeting.

Background

On March 20, 2025, the BTE Board approved Resolution #BTE20250302 approving certain matters with respect to the Colorado Bridge and Tunnel Enterprise Senior Infrastructure Revenue Bonds, Series 2025A. This resolution provided approval to staff to proceed with the bond transaction if certain parameters were met, granting 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. Staff subsequently moved forward with the transaction. Pricing was held on April 22, 2025 and closing is scheduled for May 8, 2024. Details on the pricing outcome and budget actions required as a result of the transaction can be found in the attached workshop.

Information on the budget supplement request from Region 1 for the I-70 East Bridges Rehabilitation Project can also be found in the attached workshop.

Next Steps

Staff will return to the Board to request approval for the budget actions that are outlined in the attached workshop.

Attachments

BTE Series 2025A Bond Transaction Update and Budget Workshop



COLORADO

Department of Transportation

Statewide Bridge and Tunnel Enterprise Series 2025A Bond Transaction Update and Budget Workshop

May 2025

1. Series 2025A Bond Pricing Summary
2. 2nd FY 2024-25 BTE Budget Supplement
3. 7th FY 2024-25 BTE Budget Amendment
4. Next Steps





Bond Transaction Summary

The BTE Senior Infrastructure Revenue Bond (IRB) Series 2025A transaction is the second of three contemplated tranches totaling an estimated \$400 million - \$500 million in value that will be used to fund the CDOT 10-year Plan

- Bond pricing completed on 4/22
 - Pricing, which was originally scheduled on April 8, 2025, was delayed due to extreme movements in the bond market, resulting from President Trump's tariff announcement on April 3, 2025.
 - Despite ongoing volatility in the financial markets, staff were able to price the bonds, and the transaction was successful and well received by the market.
 - The transaction was approximately 4.6x oversubscribed with 55 investors placing a total of \$1,072,830,000 in orders.
 - \$218,750,000 par value + \$7,907,250.35 premium = \$226,657,250.35 in total proceeds
 - 30-year term with final maturity December 2054
- Closing scheduled for 5/8



Bond Transaction Statistics

| FYE June 30 | Principal | Interest | Debt Service |
|---------------|----------------------|----------------------|----------------------|
| 2025 | - | 728,558 | 728,558 |
| 2026 | - | 11,403,513 | 11,403,513 |
| 2027 | - | 11,403,513 | 11,403,513 |
| 2028 | - | 11,403,513 | 11,403,513 |
| 2029 | - | 11,403,513 | 11,403,513 |
| 2030 | 3,170,000 | 11,324,263 | 14,494,263 |
| 2031 | 3,040,000 | 11,169,013 | 14,209,013 |
| 2032 | 3,200,000 | 11,013,013 | 14,213,013 |
| 2033 | 3,360,000 | 10,849,013 | 14,209,013 |
| 2034 | 3,535,000 | 10,676,638 | 14,211,638 |
| 2035 | 3,715,000 | 10,495,388 | 14,210,388 |
| 2036 | 3,905,000 | 10,304,888 | 14,209,888 |
| 2037 | 4,105,000 | 10,104,638 | 14,209,638 |
| 2038 | 4,315,000 | 9,894,138 | 14,209,138 |
| 2039 | 4,540,000 | 9,667,088 | 14,207,088 |
| 2040 | 4,790,000 | 9,422,175 | 14,212,175 |
| 2041 | 5,045,000 | 9,164,006 | 14,209,006 |
| 2042 | 5,320,000 | 8,891,925 | 14,211,925 |
| 2043 | 5,605,000 | 8,605,144 | 14,210,144 |
| 2044 | 5,910,000 | 8,302,875 | 14,212,875 |
| 2045 | 6,230,000 | 7,984,200 | 14,214,200 |
| 2046 | 6,560,000 | 7,648,463 | 14,208,463 |
| 2047 | 6,915,000 | 7,294,744 | 14,209,744 |
| 2048 | 7,290,000 | 6,921,863 | 14,211,863 |
| 2049 | 7,680,000 | 6,528,900 | 14,208,900 |
| 2050 | 8,095,000 | 6,114,806 | 14,209,806 |
| 2051 | 8,825,000 | 5,670,656 | 14,495,656 |
| 2052 | 23,110,000 | 4,832,363 | 27,942,363 |
| 2053 | 25,435,000 | 3,558,056 | 28,993,056 |
| 2054 | 26,805,000 | 2,186,756 | 28,991,756 |
| 2055 | 28,250,000 | 741,563 | 28,991,563 |
| Total: | \$218,750,000 | \$255,709,176 | \$474,459,176 |

Key Statistics

- The par amount for the transaction was \$218,750,000 and the transaction generated \$7,907,250.35 in premium, resulting in total proceeds of \$226,657,250.35.
- The total all-in true interest cost (TIC) for the transaction was 5.01%, a 41-basis point increase from the 4.60% all-in TIC forecast developed April 3rd.
- The total repayment cost for the transaction was \$474,459,177, a \$21,831,029 increase from the \$452,628,147 forecast developed April 3rd.

Financing Information

- **Total Bond Proceeds:** \$226,657,250.35
- **Project Fund:** \$225.0 million
- **Cost of Issuance:** \$1,657,250.35
- **Total Repayment:** \$474.5 million
- **Max Annual Debt Service:** \$29.0 million
- **Final Maturity:** December 1, 2054



Bond Transaction Sources and Uses

| Sources | Amount |
|----------------|------------------|
| Bond Proceeds: | |
| Par Amount | \$218,750,000.00 |
| Premium | \$7,907,250.35 |
| Total | \$226,657,250.35 |

| Uses | Amount |
|------------------------------------|------------------|
| Delivery Date Expenses: | |
| Cost of Issuance * | \$648,960.95 |
| Underwriter's Discount | \$723,613.89 |
| Bond Insurance | \$284,675.51 |
| Subtotal | \$1,657,250.35 |
| Available for Capital Construction | \$225,000,000 |
| Total | \$226,657,250.35 |

| Budget Increase: | Amount |
|--|-------------------|
| Administration and Operations (BTE One Sheet Line 20) | \$ 1,657,250.35 |
| Capital Construction Program (BTE One Sheet Line 40) | \$ 225,000,000.00 |
| Total Increase | \$ 226,657,250.35 |

* Cost of Issuance is estimated and will be finalized after closing.



BTE Budget Supplement Request

- March Resolution #BTE20250303 administratively added \$225 million in inflexible revenue to the BTE FY2024-25 capital construction budget (Line 40) to reflect the anticipated project fund from the planned transaction and allocated the budget to Floyd Hill Construction Package #4 (CP #4).
- April Proposed Resolution #BTE3 administratively adds the remaining \$1,657,250.35 in bond proceeds generated by the transaction to the BTE administration and operations cost center (Line 20) to pay the cost of issuance for the transaction.



Region 1 Budget Supplement Request

Total Construction Funding: \$10,308,866

BTE Funding Request: \$3,308,866

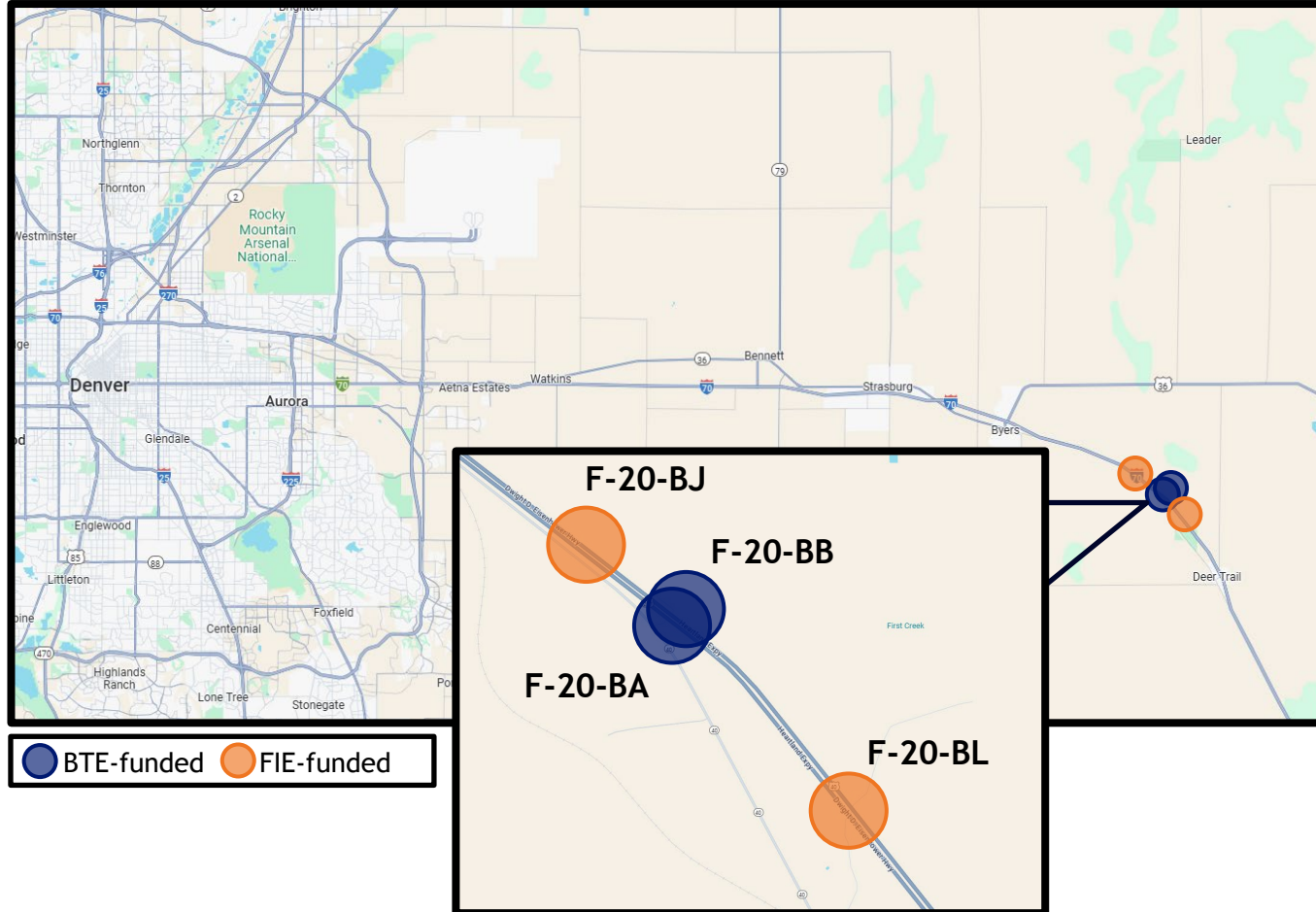
FIE Funding Request: \$7,000,000

| Structure ID | Route/Crossing | Rating | BTE Prioritization Tier |
|--------------|-----------------------------------|--------|-------------------------|
| F-20-BA | I-70 EBND over US 40 Frontage Rd | Poor | Top tier |
| F-20-BB | I-70 WBND over US 40 Frontage Rd | Poor | Top tier |
| F-20-BJ | I-70 WBND over Middle Bijou Creek | Fair | N/A |
| F-20-BL | I-70 WBND over East Bijou Creek | Fair | N/A |

Deteriorated F-20-BA Pier Cap



Deteriorated Pier Cap and Bearing Loss at F-20-BB





Request for 2nd Amendment to FY 2024-25 BTE Budget

- **Reallocate budget for Series 2025A IRB FY25 debt service obligations**

- New debt service payments for the Series 2025A bonds begin on June 1st, which is in FY25.
- Budget Amendment reallocates \$1,932,023 of FASTER revenue from the BTE Safety Critical and Asset Management Projects (Line 39) to the 2025A Infrastructure Revenue Bond Debt (Line 35).

| | | |
|----------------------------|--|------------------|
| 31 | Debt Service and Availability Payments | |
| 32 | 2010A and 2019A Bond Debt Service | \$ (17,181,000) |
| 33 | Central 70 Availability Payment | \$ (32,101,801) |
| 34 | 2024A Infrastructure Revenue Bond Debt Service | \$ (7,257,932) |
| 35 | 2025A Infrastructure Revenue Bond Debt Service | \$ (1,932,023) |
| 36 | Total Debt Service and Availability Payments | \$ (58,472,756) |
| 37 | Construction Program | |
| 38 | 10-Year Plan Projects | \$ (48,386,424) |
| 39 | Safety Critical and Asset Management Projects | \$ (52,248,970) |
| 40 | Infrastructure Revenue Bonds Series 2025A Project Fund | \$ (225,000,000) |
| 41 | Total Construction Program | \$ (325,635,394) |
| Total Fund 538 Revenues | | \$ 390,203,000 |
| Total Fund 538 Allocations | | \$ (390,203,001) |
| Remaining Unbudgeted Funds | | \$ (0) |



Summary of FY2024-25 Series 2025A IRB Debt Service Obligations

| Portion of Budget Amendment | Amount |
|---|--------------------|
| 6/1/2025 Series 2025A IRB Debt Service Payment | \$728,558 |
| 6/1/2025 Series 2025A IRB Bond Premium Amortization | \$278,364 |
| FY2024-25 Accrual for 12/1/2025 Series 2025A Debt Service Payment | \$882,040 |
| FY2024- 25 Accrual for 12/1/2025 Bond Premium Amortization | \$43,062 |
| Total amendment amount for FY25 | \$1,932,023 |



Next Steps

- Coordinate with OFMB to amend the FY 2024-25 BTE and CDOT Budget Allocation Plans to include reallocation of funds for the Series 2025A IRB debt service obligations and increase in inflexible revenue to match the total bond proceeds.
- Continue to bring budget amendment & supplement requests to allocate the remaining FY 2024-25 available funding.
- BTE staff will return in July to amend the FY 2025-26 Budget to incorporate future Series 2025A IRB debt service payments.
- Begin planning for the third tranche of BTE financing for the CDOT 10-Year Plan
 - Approximate issuance timing: Late 2026/Early 2027



COLORADO

Department of Transportation

Questions or comments?





COLORADO

Department of Transportation

Division of Transportation Development

Memorandum

DATE: May 14, 2025
TO: Fuels Impact Enterprise Board of Directors
FROM: Darius Pakbaz, Director, Division of Transportation Development
Craig Hurst, Manager, Freight Safety & Mobility Branch
SUBJECT: Presentation of Project Opportunities and PD703

Purpose

This memorandum provides a summary of the staff recommended project funding opportunities as well as the staff recommendation to adopt Policy Directive 703.0.

Action

Workshop and vote on proposed resolutions pertaining to project funding and the decision to adopt PD703 for the enterprise.

Background

The Fuels Impact Reduction grant has a balance of \$11.45 million to distribute to state freight projects. Those funds are a combination of FY24 & FY 25 funds that the enterprise has been collecting as part of Fuels Impact Reduction Fee since October of 2023. The balance of funds does not include the \$20 million that the Fuels Impact Reduction Grant will distribute to the local governments outlined in the legislation. Staff is bringing projects to recommend funding for these funds. Staff is also recommending that the Fuels Impact Enterprise Board adopts PD703 as the enterprise's fiscal rules.

Details

Staff will present the details of an important multiple bridge repair project on I-70 near Deer Trail. This project would provide much needed improvements to these structures on I-70 that carry all types of traffic, but are very important for the day to day freight operations occurring within Colorado. Staff is also recommending that the enterprise adopts PD703 as their fiscal rules. This allows for efficient management of the enterprise business and aligns the Fuels Impact Enterprise with the other enterprises at CDOT. The topics will be covered in a workshop on Wednesday and will be brought back for consideration during the meeting on Thursday.

Next Steps

Staff will bring additional projects for consideration in upcoming meetings. Distribution of FY24 grant funds will be distributed to the local governments in May. Distribution of FY25 funds will be distributed to the local governments in September.

Attachments

Attachment A: Presentation - Fuels Impact Enterprise May 2025

Attachment B: PD703 document

Attachment C: Meeting notes from March FIE board meeting



COLORADO

Department of Transportation

Fuels Impact Enterprise

Darius Pakbaz - DTD Director

Craig Hurst - DTD Freight Mobility & Safety Branch Manager



Fuels Impact Enterprise

General Overview

Officially Created on August 8, 2023; expires on January 1, 2030

Business Purpose: Improve the Transportation of Fuel and Monitor Vehicle Emissions

Enterprise Governance: The Colorado Transportation Commission shall serve as the Fuels Impact Enterprise Board of Directors

Enterprise Powers:

- Impose a fuel impact reduction fee
- Issue grants authorized by the fuels impact reduction grant program
- Issue bonds payable from fuels impact reduction fee revenue and other available money of the enterprise.
- Provide services set forth in C.R.S. 43-4-1506
- Other powers as implied by statute.





Fuels Impact Reduction Grant Program

C.R.S. 43-4-1506

Fuels Impact Reduction Grant Program
\$15 million

First “Allocation”
\$10 million

Allocation to Specific Local Governments

Second “Allocation”
\$5 million
Enterprise Administration

The Enterprise will be tasked with administration of the Fuel Impact Reduction Grant Program. Its purpose is to provide grants to certain impacted communities, governments, and transportation corridors for:

- Hazardous Mitigation Corridors
- Support Local and state products
 - Emergency Responses
 - Environmental Mitigation
 - Projects related to transportation of fuel within Colorado



Fuels Impact Reduction Grant Program

Annual State Allocation - FY24 and FY25

Annual State Allocation from FIE

- FY24 State Allocation: \$5 million
- FY25 State Allocation: \$5 million
- In January of 2025, the FIE board voted to allocate \$1,461,310 of remaining FY24 revenue to the state project allocation fund after all local allocations and administrative costs were covered.
- The Fuels Impact Enterprise board will have **\$11,461,310** to allocate to state projects.





Fuels Impact Reduction Grant Program

FI Enterprise Administered Funds

The enterprise can allocate \$5 million dollars from the fuels impact cash fund, after the initial transfers to political subdivisions, and after providing for administrative expenses, to the enterprise for the following:

- Commercial Freight Corridors;
- State government projects related to emergency responses;
- State government projects related to environmental mitigation; or
- Support projects related to the transportation of fuel within the state on routes necessary for the transportation of hazardous materials.





I-70 Bridge Repairs - Near Deer Trail



F-20-BJ: I-70 over Middle Bijou Creek.
Failing Bridge Deck patch, typical deck condition throughout length of structure.

I-70 is a key freight and hazmat transport corridor.

The project is actively in design for bridge repair work on structures:

F-20-BJ and F-20-BL: Estimate \$7M in FIE funds needed for construction

F-20-BB and F-20-BA (BTE structures and funds)

The scope of repair work includes hydrodemolition of existing deck, bridge deck repair, polyester concrete overlay, and possible substructure repair work.

Project Schedule:

90% FOR Review: May 15th

AD Date: July 31st

Construction: Summer-Fall 2025



Paving Projects in Regions 2 & 3



- \$2.5 million project request (\$1.25 million to region 2 & 3)
- 15-20 miles of paving
- A focus on worst conditions first
- All projects would be on freight routes
- Paving to occur in 2025





Fiscal Rules Adoption - PD703

- Staff recommends that the board adopts Policy Directive 703 as the Fuels Impact Enterprise's fiscal rules.
- Provides guidance on the annual budget, project budgeting, and cash management principles.
- Keeps the FIE consistent with the other enterprises at CDOT.
- Allows for efficient management of the enterprise.



Next Steps & Questions?

Next Steps

- Staff will bring back more project opportunities for funding considerations in future meetings.
- FY24 Funds will be distributed to the local governments and to the selected project(s) by the end of May.
- FY25 Funds will be distributed to the local governments and selected projects before October 1st.



Policy Directive 703.0

Subject: Annual Budget, Project Budgeting, and Cash Management Principles
Effective Date: 06/24/2024
Supersedes: 03/07/2023
Originating Office: Office of Financial Management and Budget (OFMB)

I. Purpose

The purpose of this Policy Directive is to establish the policy by which the Colorado Department of transportation will determine and submit the annual budget, project budgets, or any other relevant budgetary matters to the Colorado Transportation Commission. The Commission will focus on substantive budget matters, i.e. those budget matters that involve material change or significant risk, and will exercise oversight on routine budget matters by deferring lesser decisions to Executive Management or Staff according to risk.

II. Authority

Colorado Transportation Commission pursuant to § 43-1-106(8)(h), C.R.S

III. Applicability

This Policy Directive applies to all divisions, regions and offices of the Colorado Department of Transportation.

IV. Definitions

See Appendix A “Definitions”

V. Policy

1. **Scope.** This Policy Directive applies to all funds and accounts administered by the Department. The scope included the formation and execution of the Department’s budget and the approval of the Department’s programs.
2. **Objective.** The objective of this Policy Directive is to document annual budget and project budgeting policies followed by the Department with the Commission’s approval to effectively manage the flow of funds to the Department’s construction and maintenance projects, applying effective and efficient cash management strategies.
 - a. The Commission will evaluate the Department’s ability to apply effective and efficient cash management strategies using the following criteria:

Policy Directive 0703.0

- i. Appropriations for construction and maintenance projects are as high as can be justified in conformance with state and federal laws;
- ii. Taking into account the Department's mission to deliver projects in a timely manner, review and evaluate the monthly Fund 400 cash balance against the approved target cash balance. An exception exists in cases of the receipt of large General Fund transfers or receipt of other large proceeds, in which case, effort should be made to effectively and efficiently deliver projects and manage cash until cash balances return to target levels.

3. Principles

- a. Financial risk is a necessary element in maximizing the flow of funds to projects. The Department may take necessary financial risks in order to accelerate projects while implementing the necessary controls in order to stay in compliance within overall risk management measures.
- b. Transportation Commission approval will be required only when a transaction represents a high or substantial risk. Moderate or low risk items may be approved by the Executive Management Team or Staff level authority, respectively. High risk transactions are those transactions which by either the amount or substance represent elevated (non-routine) risk from a compliance and internal controls perspective, represent a significant decision of policy, or represent a decision which public or stakeholder engagement is required, expected, or desired. Examples of actions for which risk is evaluated include:
 - i. Changes to the funds allocated to a budgetary program or region
 - ii. Changes to the funds apportioned to a project or cost center
 - iii. Deviations in program applicability at the project level
- c. Level of Department and Commission governance is aligned to the level of risk.
 - i. Appendix B "Projects Related Transactions"; In the case of project level adjustments, high risk is identified as an increase greater than or equal to 15% and greater than or equal to \$5,000,000. Moderate risk is identified as an increase between 10% to 15% or \$250,000 to \$500,000 or less than 15% and between \$500,000 to \$4,999,999.
 - ii. Appendix C "Budget Transactions"; Transfers between budget line items in the Revenue Allocation Plan identified as high risk are

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greater than or equal to \$1.0 million. Moderate risk is defined as transfers that are less than \$1.0 million but greater than or equal to \$250,000. Low risk is defined as transfers below \$250,000 or any transfer to and from the Property Management Pool for controlled maintenance or approved building improvements, or transfers to and from Strategic Safety for approved program initiatives and projects. Transfers between 10 Year Plan Project lines that correspond to an approved project list are also low risk.

4. Annual Budget

- a. The Department shall produce a long-range revenue forecast (produced every five years), including annual revenues and extending over at least 20 years, and a short range revenue forecast, by month, extending over at least 36 months, for use in all of the Department's programs and budgets.
- b. Pursuant to § 43-1-113(2), C.R.S., annually, on or before December 15, the Commission shall adopt and the Department shall submit a proposed budget allocation plan for the fiscal year beginning on July 1 of the succeeding year. No later than April 15 of each year, the Commission shall adopt and submit a final budget allocation plan. Both budgets shall be submitted by the deadline to the Office of State Planning and Budgeting and the legislature.
- c. The level of Department and Commission risk regarding the annual budget shall be defined as outlined in Appendix C.

5. Statewide Transportation Improvement Program (STIP)

- a. Pursuant to 23 C.F.R. 450.216, the Department is required to develop a STIP.
- b. All projects must be included in the STIP prior to budgeting. For more information, please see the Project Priority Programming Process (4P) Guidelines.

6. Project Budgets

- a. Projects typically will be managed and selected within a four-year program or programs of projects based on defined criteria, and in alignment with Transportation Commission performance objectives established in PD 14 (Policy Guiding Statewide Plan Goals & Objectives).
- b. The Department shall approve the budget of each project through development and construction, and shall determine the level of approval for subsequent substantive changes to the cost of each project as

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outlined in Appendix B.

7. Cash Balance Policy

- a. The Department shall prepare and maintain a Fund 400 Forecast model for the purpose of managing the Department's cash balance.
- b. This model will incorporate SAP expenditures, analytical forecasts with vendor construction project drawdown schedules, and forecasted revenues.
- c. The resulting cash balance forecast will be charted against the Transportation Commission approved cash balance risk points.
- d. Risk will be identified and managed monthly through a Fund 400 Cash Management process.
- e. The cash balance threshold will be reviewed as necessary. Any recommended changes for levels of risk or annual average monthly balance will be approved by the Commission.
- f. Level of Department risks approved by the Commission and the Fund 400 Cash Management process principles are identified and maintained within Appendix E - Cash Management.

VI. Documents Referenced in This Directive

1. Appendix A - "Definitions"
2. Appendix B - "Project related Transactions"
3. Appendix C - "Budget Related Transactions"
4. Appendix D - "Cash Balance"
5. Appendix E - "Enterprise Policies"

VII. Implementation Plan

This Policy Directive shall be effective upon 06/25/2024 The Office of Policy and Government Relations shall post this Policy Directive on CDOT's intranet as well as on public announcements.

The Division of Accounting and Finance shall oversee the implementation of this Policy Directive.

The Office of Financial Management and Budget shall provide input regarding how the implementation of this Policy Directive impacts the overall safety of our employee population and its integration into building emergency response plans.

Policy Directive 0703.0

X. Review Date

This Directive shall be reviewed on or before June 2025.

Herman F. Stockinger III
Herman Stockinger
Transportation Commission Secretary

6/20/2024
Date of Approval

Policy Directive 0703.0

Appendix A - Definitions

“Staff Approval” shall mean project or program level budget actions, initiated by Department staff, that are approved by OFMB staff without EMT or Commission approval.

“Amendment” shall mean a change to the Budget allocation, either through an increase, decrease or transfer between budget lines contained in the Revenue Allocation Plan.

“Approval” shall mean administrative permission to proceed with a project, program, or other anticipated expenditure that will require one or more officials to exercise their expenditure authorities in order to enter into one or more commitments to pay for goods or services that are needed to accomplish the project or program objectives. For purposes of this Policy Directive, Approval authority will be determined based on risk outlined in each Appendix. There are 3 possible risk levels needing varying approval: Staff, Executive Management Team (EMT) and Transportation Commission.

“Budget” shall mean a financial plan that shows intended authorizations, appropriations, and allotments of funds into and out of an accounting entity. When all inflows and outflows of funds of the accounting entity are shown in the budget, the budget becomes a prospective statement of revenues and expenditures for that entity. CDOT maintains several budgets including those for Colorado Bridge and Tunnel Enterprise, Colorado Transportation Investment Office, the Clean Transit Enterprise, the Nonattainment Area Air Pollution Mitigation Enterprise, the Fuels Impact Enterprise, the Aeronautics Division, and the core budget of CDOT, all of which are included in the State’s annual budget - the Long Bill.

“Cash Management” shall refer to the balancing of expected cash outflows with expected cash inflows.

“Confirmation Item” shall mean approval of an action undertaken prior to the scheduled TC meeting but included on a formal Budget Supplement document as an informational item.

“Department” shall mean the Colorado Department of Transportation pursuant to § 43-1-103, C.R.S.

“Decision Item” shall mean any requested change to the base budget for a pool or a cost center.

“Fund 400” shall mean the State Highway Fund (SHF) which is the primary operating fund administered by CDOT to manage state transportation projects. This fund receives the state’s share of HUTF distributions and federal funds. The fund also

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generates its own revenue, primarily from interest earnings on the fund balance and local government matching funds to federal transportation funding programs.

“Programs” shall mean a logical grouping of similar projects in scope; or small and miscellaneous in nature, typically identified and funded via the Department budget.

“Project” shall mean highway or other transportation related improvement activities contained under a single account number in CDOT’s SAP financial management information system.

“Risk Levels” are identified within the appendices using the terminology “TC Approval Required”, “EMT Approval Required” or “Staff Approval” as well as respective color coding (Red, Yellow, Green) as a visual aid.

“High Risk: TC Review and Approve” means that the transaction must be presented for review to the Transportation Commission and the Department must obtain a signed resolution in order to complete the transaction.

“Moderate Risk: EMT Approval Required” means that the transaction must be presented for review to the Executive Management Team and staff must obtain two signatures from the following positions: the Executive Director (or designee), the Chief Engineer, the Chief Financial Officer as well as a Director from an Enterprise if applicable. Anything impacting an Enterprise must be provided as informational to the relevant Enterprise Board.

“Low Risk: Staff Manage” means that staff can make the determination whether to approve and complete the transaction based on existing state and federal rules and regulations and internal policies and procedures.

“STIP” shall mean Statewide Transportation Improvement Program - A federally required, fiscally constrained, program that depicts transportation projects for a minimum of four (4) fiscal years.

“Supplement” shall mean any change requiring Transportation Commission approval within a program or budget line, including a decision to fund a project or increase the funding of a project per the Policy Directive guidance.

“TC Approval Required” shall mean project level budget actions, initiated by Department staff requiring Commission approval as part of a budget supplement packet.

“Transaction” shall mean any change or action conducted in the management of the budget, such as any increase, decrease, or movement of funds. Every transaction type is listed and described in each tab of the appendix.

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“Transportation Commission” or “Commission” shall mean the Colorado Transportation Commission pursuant to § 43-1-406, C.R.S.

“EMT-Approved List” shall mean a list of projects approved by the EMT for an Annual Program, per established processes.

Appendix B - Project Related Transactions

| Program Code for Staff View Only | Project Type | Original Construction Budget | Pre-Award Adjustment and Contract Modification Orders | | | Project Closure Adjustments |
|--|--|---|--|--|---|-----------------------------|
| | | | 1) Greater than or equal to 15% and greater than or equal to \$500,000 ; or 2) greater than or equal to \$5,000,000 above the original approved amount | 1) 10% or greater and between \$250,000-\$500,000 above the original approved amount; or 2) Less than 15% and between \$500,000 and \$4,999,999 above the original approved amount | 1) Less than \$250,000 above the original approved amount; or 2) less than 10% and between \$250,000-\$499,999 above the original approved amount | |
| Capital Construction | | | | | | |
| BAP, BBP, BCP, BFP, BTP, BWP, CBP, CBR, CCP, CTP, CWP, ITM, ITS, SGA, SGN, SUR, RAR, RFM, SM265-010 | Asset Management: Surface Treatment, Structures (Bridge On-System, Culverts, Walls, Tunnels, High Mast Lighting), System Operations (ITS Maintenance, Traffic Signals), Geohazard Mitigation | TC Approval Required if not based on established selection process | TC Approval Required | Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO | Staff Approval | |
| | | Staff Approval if based on established selection process | | | | |
| EMR, E15 | Emergency Relief | Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO | | | | Staff Approval |
| HAZ, HLZ, FSA, FSB, SAE | Highway Safety Improvement Program, FASTER Safety Program | TC Approval Required if not based on established selection process | TC Approval Required | Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO | Staff Approval | |
| | | Staff Approval if based on established selection process | | | | |
| 10A, 10C, 10M, 262, 6CR, SHV, 7PX, 7PT, PAN, SB1, SBT, PRT, BFP | Strategic Projects - 10 Year Plan (i.e. SB 17-267, SB 18-001, Legislative Funding, PROTECT, Bridge Formula Program, Carbon Reduction) | TC Approval Required if not based on established selection process | TC Approval Required | Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO | Staff Approval | |
| | | Staff Approval if based on established selection process | | | | |
| FR8 | National Highway Freight Program | TC Approval Required if not based on established selection process | TC Approval Required | Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO | Staff Approval | |
| | | Staff Approval if based on established selection process | | | | |
| PWQ, RRC, HOT, ADA, RPP, TSV, LNX, WLX, OPN, OPS, COB, COR | Other Capital Programs - Permanent Water Quality Mitigation, Railway-Highway Crossings Program, Hot Spots, ADA Compliance, RPP, Vulnerable Populations, Congestion Relief, Wildlife Crossings, Wetland Mitigation, COBRA, Rest Areas, Property | Staff Approval | | | | |
| Maintenance and Operations | | | | | | |
| Cost Centers | Maintenance Program Areas | For all MLOS transactions, including Maintenance Projects, see "Other Transactions" | | | | |
| ITI | ITS Investments | TC Approval Required if not based on established selection process | TC Approval Required | Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO | Staff Approval | |
| | | Staff Approval if based on established selection process | | | | |
| MTC, MTO | Other Maintenance and Operations Programs - Property, Road Equipment, Rest Areas, Strategic Safety Program, Real-Time Traffic Operations | Staff Approval | | | | |
| Multimodal Services | | | | | | |
| RMS, RMA, SMS, MMA, MMM, MDC, MSC, MDF, MDT, OIM, EVP, BUS, BOP, BOB, DIR, TRG, STL | Innovative Mobility, Multimodal Options, Bustang, Mainstreets Programs, and National Electric Vehicle Infrastructure, Rail, Transit Programs | TC Approval Required if not based on established selection process | TC Approval Required | Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO | Staff Approval | |
| | | Staff Approval if based on established selection process | | | | |
| Suballocated Programs | | | | | | |
| SAR | Safe Routes to School | TC Approval Required if not based on established selection process | TC Approval Required | Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO | Staff Approval | |
| | | Staff Approval if based on established selection process | | | | |
| 6CB, 6CE, 6CG, 6CL, 6DR, 6GV, 6NF, 6PP, 6PU, AER, MDR, MNF, MPP, MD9, CMA, CDR, CNF, CPP, CQR, CUF, MPH, MPT, BRO, BIO, RCT, TAP, TDR, TPP, TNF, PDR, PPK, PNF | Other Suballocated Programs: Aviation System Programs, STBG-Urban, CMAQ, Metro Planning, Off-System Bridge, Recreational Trails, Transportation Alternatives, Carbon Reduction | Staff Approval | | | | |
| Other Programs | | | | | | |
| SPR, PRI, HQI, CRI, DST | Other Non Capital Programs: State Planning and Research, Headquarters Initiatives, Civil Rights Initiatives, Debt Service | Staff Approval | | | | |
| DIS, EAR, LOC, LOM | Federal Discretionary Grants - State Match Required | Submittal of Grant does not require Commission Approval. Refer to respective line item of Appendix B for rules governing the state match. | | | | |
| | Federal Discretionary Grants - No State Match Required | Staff Approval | | | | |
| | Local contributions and overmatch | Staff Approval | | | | |
| Enterprises | | | | | | |
| SSR, BTE, BEF, FBE, DSB | Bridge and Tunnel Enterprise | Enterprise Board Approval Required | | Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO | Staff Approval | |
| HP1, HP4, HP6, HB5 | Colorado Transportation Investment Office | Enterprise Board Approval Required | | Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO as well as the Director of CTIO | Staff Approval | |
| CTE | Clean Transit Enterprise | Enterprise Board Approval Required | | Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO | Staff Approval | |
| NAP | Nonattainment Area Air Pollution Mitigation Enterprise | Enterprise Board Approval Required | | Requires 2 of 3 Signatures from Executive Director or Designee, Chief Engineer, CFO | Staff Approval | |

Appendix C - Budget Related Transactions

| Transaction Type | High Risk: TC Review and Approve | Moderate Risk: EMT Approval Required | Low Risk: Staff Manage |
|--|--|--|---|
| Development of Annual Budget | | | |
| Annual Budget Allocation Plan | Annual Budget Adoption: November - adopt Proposed Budget March - adopt Final Budget | N/A | Allocations based on TC approved Asset Management Planning Budget Allocations based on dedicated revenue sources Allocations based on predetermined schedule or previously approved plan (i.e. debt service, ADA Compliance) Allocations continuing a previously approved prior year level of funding (i.e. RPP, Hot Spots, PWQ, etc.) |
| Annual Budget Setting Common Policy Changes | Presented as informational | Reviewed annually | N/A |
| Annual Budget Setting Decision Items | Greater than or equal to \$1 million per annum | Less than \$1 million per annum; Notable new program costs over \$500k at staff discretion should be provided to the TC as an Information Item | N/A |
| Year End Roll Forwards | | | |
| Year End Cost Center Roll Forwards | Greater than or equal to \$1 million per annum | Less than \$1 million per annum | Pre approved automatic rollforward per maintained list as required by statute, TC resolution or EMT approval, approved Budget Amendments if initiative crosses fiscal years. |
| Project Debudgets and Year End Pool Balances | Reallocation of funds between budget lines greater than or equal to \$1 million | N/A | Execution of pool rollforwards |
| Budget Amendments and Other Changes | | | |
| | Formal Budget Amendments | EMT or Staff Authorized Changes | |
| Transportation Commission Program Reserve | Individual transactions | | |
| Transportation Commission Contingency Reserve | Individual transactions greater than or equal to \$1 million (Commission Chairperson approval for emergency requests for Confirmation Items) or any transaction not related to emergency repairs or response caused by natural or manmade disasters. | Individual transactions less than \$1 million related to emergency repairs or response caused by natural or man made disasters. | N/A |
| Cost Escalation Fund | N/A | Individual transactions when used to address cost escalation on existing projects. Report monthly to Transportation Commission in the Budget Supplement. | N/A |
| Maintenance Reserve | Individual transactions greater than or equal to \$1 million for items other than Snow and Ice and Wildfire Reimbursements | Individual tranctions less than \$1 million require EMT approval. All Snow and Ice and Wildfire reimbursements require EMT approval. Report monthly to Transportation Commission. | N/A |
| New Revenue Sources, Previous Year Revenue Reconciliation, Change in Revenue Estimates Impacting Current Year Budget, and Federal Redistribution | New flexible fund types allocated to programs other than the TC Program Reserve | N/A | Dedicated/inflexible fund types allocated to associated programs Flexible fund types allocated to TC Reserve for future distribution or reduction |
| Allocation of Federal Discretionary Grants | N/A | N/A | Project specific allocations to associated regions |
| Additional Local Contributions | N/A | N/A | Allocated to regional local overmatch program |
| Transfers to/from Other States or Federal Agencies | N/A | N/A | Dedicated/inflexible fund types allocated to associated programs |
| Transfers between Budget Line Items within the Revenue Allocation Plan | Individual Transfers >= \$1,000,000 | Individual Transfers between \$250,000 - \$999,999; administrative transfers to facilitate the execution of funds based on prior Transportation Commission approved purpose | Individual Transfers < \$250,000 or any transfer to and from the Property Management Pool for controlled maintenance or approved building improvements, or transfers to and from Strategic Safety for approved program initiatives and projects. Transfers between 10 Year Plan Project lines that correspond to an approved project list. |
| Other Budget Transfers | | | |
| MLOS Cost Centers Transfers | Transfers of MLOS funds to cost centers outside of MLOS >= \$1,000,000 | Budget transfers across regions and requires additional DMO approval Individual transfers of MLOS funds to cost centers outside of MLOS >=\$250,000 require additional DMO approval | Individual transfers across sections within the same region <\$250,000 Staff Only Individual transfers across sections within the same region >=\$250,000 require additional DMO approval Individual transfers of MLOS funds to cost centers outside of MLOS <\$250,000 require additional DMO approval |
| Full Time Employee Requests | Increasing the total # of CDOT FTE's | N/A | Filling existing vacancies or reclassifying to best meet business needs |
| Increases to Indirect Costs or Construction Engineering (CE) | Increases or new requests >= \$1,000,000 | Increases or new requests >= \$250,000 | Increases or new requests < \$250,000 |

Appendix D - Cash Balance

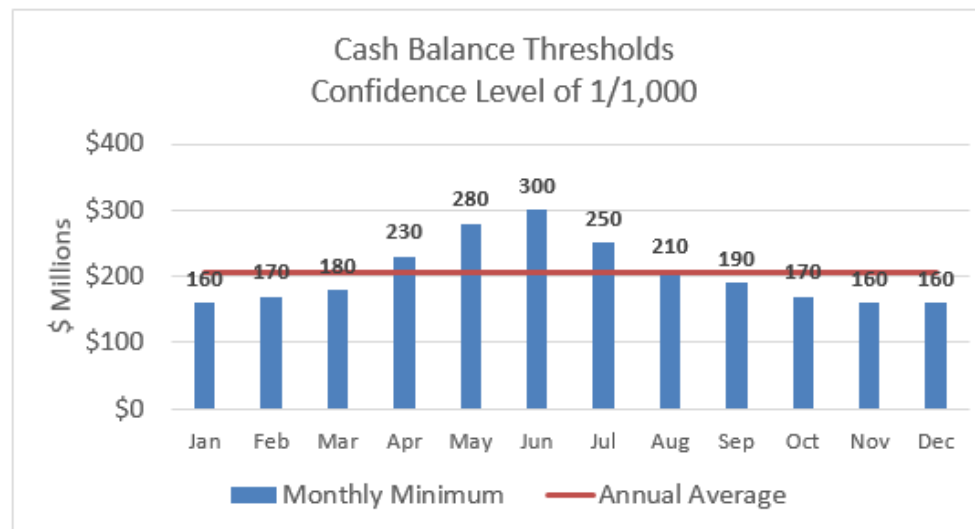
Cash Balance Thresholds

Confidence Level 0.1% = 1/1,000

Cash Balance Values Low = \$160M Nov-Dec-Jan Average = \$205M Aug High = \$300M Jun

Calendar Year Distribution

Cash balance threshold values to be incorporated into the Fund 400 Forecast Model to identify risk points.



Management Process

| | Deliverables | Reporting |
|---|---|--|
| Fund 400 Forecast Model data management. Input of current month expenditure, drawdown and revenue data. | Final and closed forecast model each month Completed variance analysis | Monthly - 36 month (or three fiscal years) forecast chart of cash balance projection to cash balance thresholds. Identification of risks, if any. |
| Identification of risk points in the 36 month forecast chart; and analysis and variance reconciliation. | Risk identification | Annually/As Needed - Report on the effectiveness of management process and practices, any recommendations for process changes, or changes to thresholds. |

Appendix E - Enterprise Policies

| Enterprises | Description | Links |
|--|---|--|
| Clorado Transportation Investment Office (CTIO) | CDOT and CTIO currently have an MOU in place that provides comprehensive guidance on budget transaction processes and thresholds. | 2022-02-08 CDOT HPTE MOU |
| Non-Attainment Air Polution Mitigation Enterprise (NAAPME) | NAAPME is not governed by PD 703.0. The NAAPME Fiscal Management Policy governs its budget processes. | NAAPME Fiscal Management Policy |
| Clean Transit Enterprise (CTE) | CTE is not governed by PD 703.0. It is subject to its own Policy Directive that governs budget processes. | CTE Policy Directive (August 2023) |
| Fuels Impact Enterprise (FIE) | The FIE Board will approve all transactions no matter the dollar amount until it approves its own Policy Directive. | |
| Bridge and Tunnel Enterprise (BTE) | BTE utilizes PD 16.1, which outlines the established BTE Budget Supplement request process, to budget projects in both the preconstruction and construction phases. The PD stipulates that Staff must follow PD 703.0 when any budget increase, regardless of project phase, exceeds the total budget that was initially approved by the BTE Board of Directors. BTE cost centers and pool transactions are also subject to PD 703.0. | 016.1 PD BE Mgmt of FASTER Rev and Bridge Projects |



COLORADO
Department of Transportation

Transportation Commission Memorandum

To: CDOT Transportation Commission

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

Date: Wednesday, May 14, 2025

Subject: Mobility Committee - Mountain Rail Update

Purpose

To provide an overview of Mountain Rail Work Program

Action

Informational

Background

The Transportation Commission provided funding for Service Development Planning (SDP) for the Mountain Rail corridor, between Denver and Craig, in the fall of 2023. This informational item will update the TC on the recent work to complete those SDPs, along with ancillary work with project partners to initiate rail service on these rail corridors by 2026.

Next Steps

Upon conclusion of the SDP, CDOT will begin transitioning these projects from planning to design and implementation. Initial next steps include procurement for a train operator and fleet acquisition, continued negotiations with host railroads to gain access to the rail corridors and coordinate improvements, and other passenger rail start up activities in association with the Federal Rail Administration (FRA).

Attachments

[TC Mountain Rail Update](#)



California Zephyr at the Moffat Tunnel

C. Enright/CDOT



1. Mountain Rail Updates

- i. Service Development Plan Progress**
- ii. Station Resolutions**
- iii. Moffat Tunnel Update**
- iv. Lookahead**



Mission & Objectives

Enhance passenger rail connectivity between Denver and Craig



Improve reliable, safe and congestion-free, mobility and multimodal travel options



Connect diverse communities with unique needs



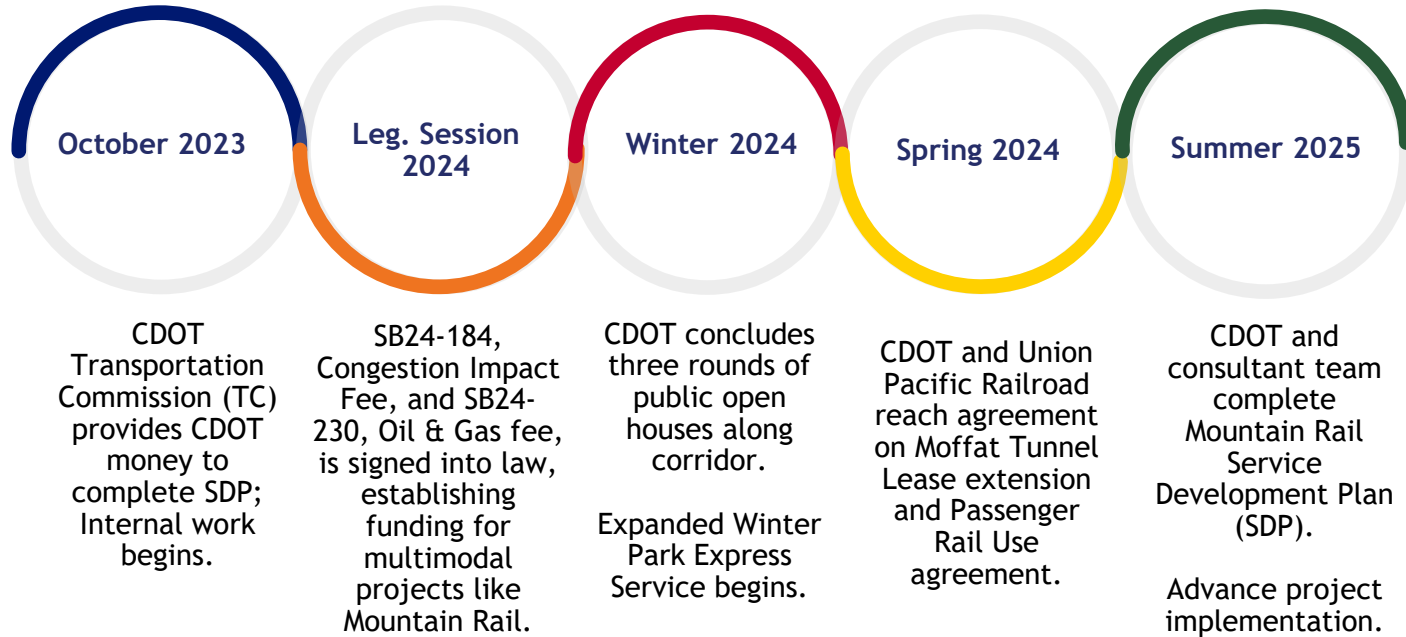
Foster economic vitality through improved transportation equity and a just transition away from fossil fuels



Support environmental goals including greenhouse gas (GHG) reduction



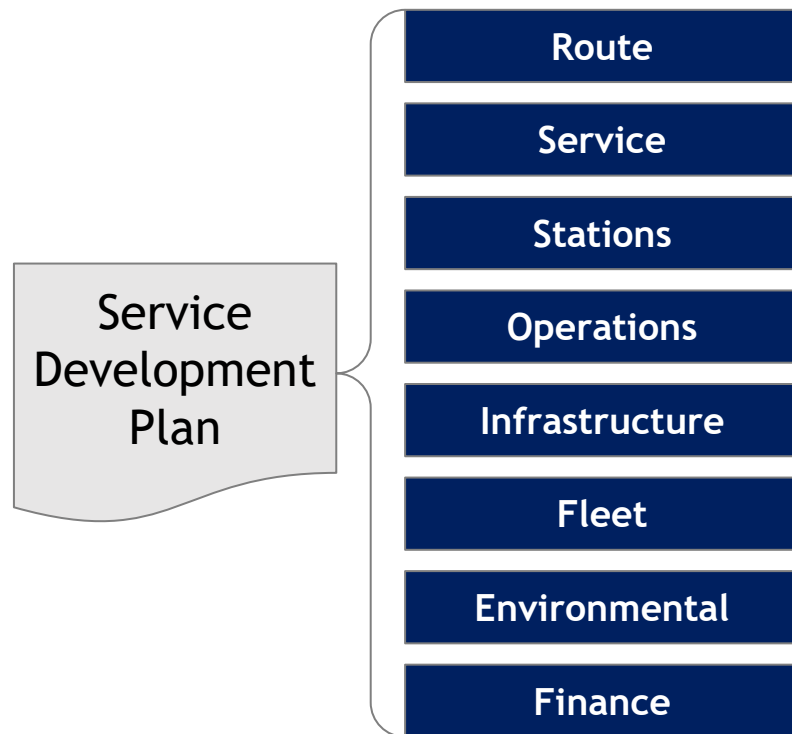
Mountain Rail Project Timeline





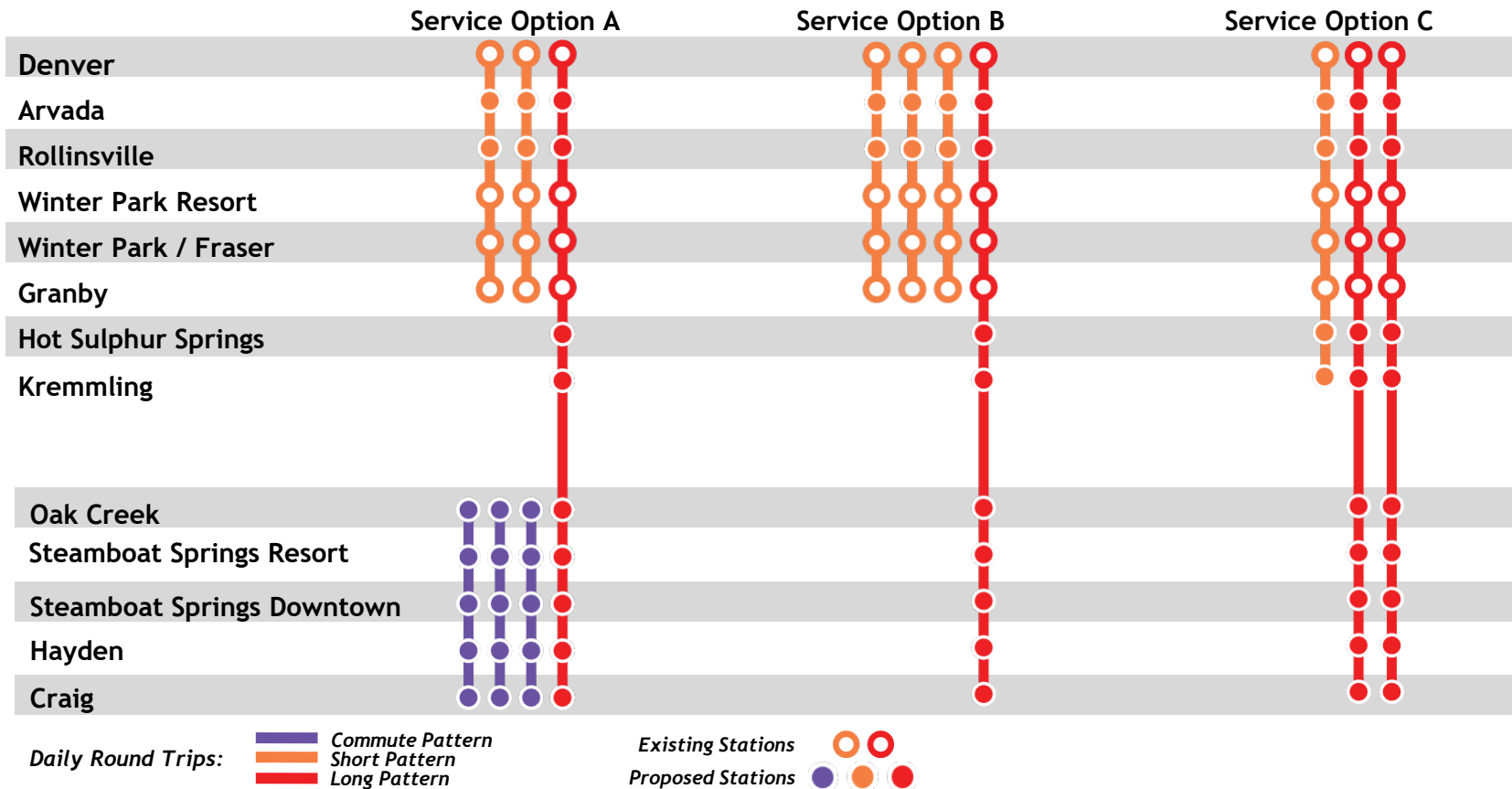
What is a Service Development Plan (SDP)?

- Determines operational and financial feasibility
- Defines all essential elements of planning and operations
- Includes an alternatives analysis
- Leverages industry best practices, including FRA's planning process
- Streamlines the subsequent permitting process



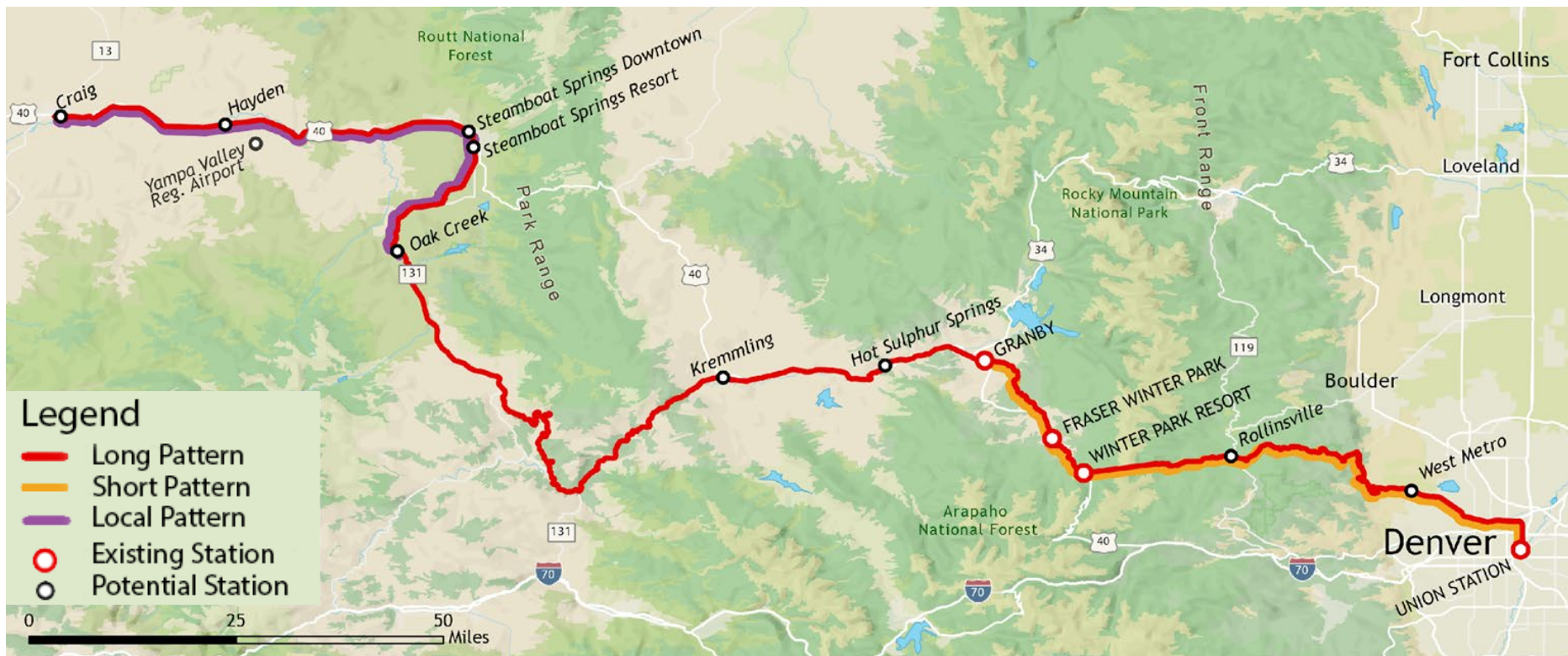


Mountain Rail Service Options





Mountain Rail Service Options Map

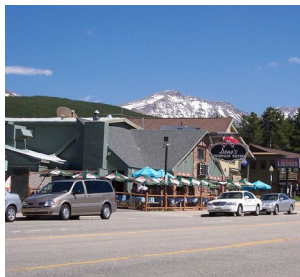




Discussions with Municipalities



February 25th
Town of Granby



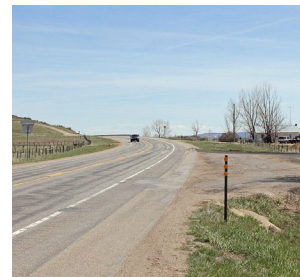
March 18th
Town of Winter Park



March 2nd
Winter Park Resort



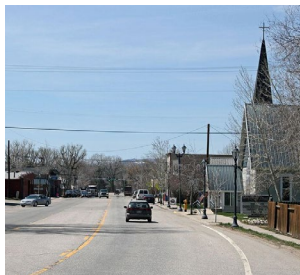
March 25th
Rollinsville/Gilpin County



March 25th
Routt County



April 2nd
Town of Fraser



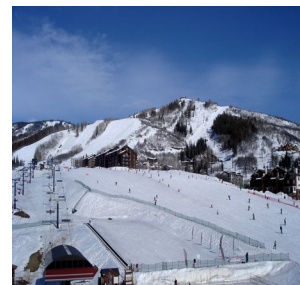
April 3rd
Town of Hayden



April 8th
City of Craig



April 15th
***City of Steamboat Springs**



April 23rd
Steamboat Ski Resort

***Station locations in Steamboat Springs and West Metro Denver will be identified through a planning process in 2025/26**



State Funding Sources:

- CDOT Funds
 - e.g. SB 24-184 - Congestion Impact Fees, MMOF
- DOLA and OEDIT Programs
 - e.g. EIAF, Prop 123, Neighborhood Centers, Housing Planning Grant, etc



Federal Grant Dollars:

- Funding may be available through Federal Railroad Administration grant programs such as Corridor ID, Fed-State Partnership, CRISI, and R&E



Moffat Tunnel Update



- On November 1, 2024, the State of Colorado and Union Pacific Railroad (UPRR) signed a MOU to renew the lease for the Moffat Tunnel
- On May 1, 2025, the State of Colorado and UPRR signed an Access Agreement for the commencement of Mountain Rail through Colorado's Rocky Mountains!
 - This allows implementation of Mountain Rail Service of up to three round trips daily through the tunnel (in addition to the Winter Park Express and California Zephyr).



Mountain Rail 2025 Lookahead

1. Service Development Plan - June 2025
2. West Metro and Steamboat Station Location Studies - Begins summer 2025
3. Phase 1 Implementation - 2025-2026
 - a. Rail Operator Procurement
 - b. Train Procurement



Questions?

Transportation Commission (TC) Notes

April 16, 2025, 1:00 p.m.

Workshops & Board Meeting

1:00 pm - 5:00 pm

Attendance:

8 Transportation Commissioners were present: Chair: Terry Hart, Vice Chair: Eula Adams, Mark Garcia, Shelley Cook, Barbara Bowman, Rick Ridder, Hannah Parsons, and Cecil Gutierrez. Commissioners Karen Stuart, Todd Masters, and Yessica Holguin were excused.

Workshop

1. Mobility Systems Committee - Kay Kelly, Paul Desrocher, Jan Rowe

Bustang and Rural Mobility

Purpose and Action:

To provide an update on Bustang service metrics and current efforts. The Division of Transit and Rail (DTR) has several initiatives underway to plan for the long-term growth and sustainability of the Bustang system.

Bustang's full expansion level of service was reached on 12/16/24, doubling service on I-25 and tripling service on I-70 between May 2022 and December 2024.

The Snowstang seasonal service ridership increased 15% Year Over Year (YOY) on the four returning routes through the end of March.

The Bustang to Estes seasonal service is on track to launch on Memorial Day weekend, with no change to fares.

Outrider route changes include removal of the Telluride to Grand Junction route due to lower ridership and competing service from Montrose to Telluride through San Miguel Authority for Regional Transportation (SMART).

Systemwide ridership across the Bustang family of services is up 16% this fiscal year from last. However, it is undetermined if this is due to increased service or increased rates of ridership per standard unit of transit service.

Other updates:

- Region 1's Broomfield-Thornton and Lone Tree Mobility Hubs have begun construction.
- IGA for development of a new Bustang app, expected in August/September, with an employer-sponsored transit pass option.
- Working on procurement of 5-7 new Bustang buses to replace the aging fleet.
- El Rancho Park-n-Ride expected to be opening in late April/May with a new stop for Pegasus service on the I-70 mountain corridor.

- Current Statewide assessment of all Outrider stops is underway, and seven out of seven operated routes have reached 30% design as of today.

DTR staff are requesting to repeal PD 1605.0, the original PD that started governing the Bustang program. Bustang is now governed by other PDs, and thus PD 1605 is no longer necessary.

Discussion:

- Commissioner Ridder reinforced the desire from those in northwest Colorado for the creation of a route between Grand Junction and Craig. He receives many emails about this from county commissioners and other members of the public.
- Commissioner Garcia echoed the request for increased service in other parts of the state, in this case, southwest Colorado. He also asked for clarification on the DIA connection and the potential travel-shed there, which is 70-80,000 people in northeast Colorado and southwest Nebraska. Federal legislation requiring airports to support intercity bus travel was also brought up. He also asked if Bustang family of services has connectivity to the Clean Transit Enterprise (CTE) funds and other planning and infrastructure grants. Bustang is not eligible for SB230 funding, which is targeted towards local agencies.
- It was explained that the Transit Connections study works to identify gaps in transit service, but it does not specify who should provide service to fill that gap, so there is opportunity to creatively partner with local agencies to close these gaps and potentially utilize funding that Bustang is not otherwise eligible for.
- Commissioner Cook asked if the North Line, with the addition of the mobility hubs, would see a travel time improvement. The response was that there is a negligible difference in travel time with the addition of two new stops, pointing to the efficacy of the new efficient stops. She also asked if Pegasus booking could be integrated into this new app, which is being worked on right now and reservations will be integrated into the app. She also asked about first and last mile (FLM) connections and any potential issues or considerations that DTR is making there. FLM is still in development, and some places have locally operated on-demand services and some fixed route services. This is being looked at and will be considered and built out in the future, even if there is little implementation happening now.
- Commissioner Parsons mentioned that she is often asked about the fare box recovery ratio over time and asked for some numbers on that and what the target ratio may be. As of last summer, the ratio was about 28%, which is decent compared to other cities and states, especially when taking into account the unique context of Colorado. She also referred back to the idea of partnering with local agencies as a viable way to diversify transit services.
- Commissioner Gutierrez gave some kudos to the program, and pointed to the positive comments he hears from citizens about the additional service along the North Line.
- STAC Chair Beedy stated that Eastern TPR feels that they have not had as much involvement in the Transit Connections study, and would like to increase their on-demand services rather than starting a fixed-line service. On-demand services are crucial for medical services especially. He also said that STAC should weigh in on the repealing of PD 1605 and CDOT should continue to look at the fare recovery ratio and keep some sort of goal in mind.

- Commissioner Adams asked about purchasing buses domestically or internationally and how that would be affected by the current international economy and introduction of tariffs. While the buses are Buy America compliant, there is some assembly done in Canada and they will be affected to a certain extent by tariffs, but the actual amount is unknown. As soon as DTR gets quotes, they will move forward, although quantity will be dependent on the quote amount.
- Chair Hart said that he hears on a regular basis that services should be extended to southern Colorado and that there are benefits from connecting southwest Colorado to I-25. DTR is waiting for the Transit Connections study to be finished before making any decisions or announcements, but that possibility is being looked at. He also asked when the TC might be able to look at the results of the study, and while the schedule is still not set in stone, TC is likely to see the draft as it comes to DTR staff, potentially in May.

2. Right of Way Condemnation Request- Project 24493 US 6 Elk Creek Bridge Replacement - Keith Stefanik

Purpose and Action:

CDOT Region 3 seeks condemnation authorization of two permanent easements and one fee simple parcel necessary for Project Number FBR 0063-066. Action item is a resolution, in accordance with Colorado Revised Statute §43-1-208, granting approval to CDOT to initiate and conduct condemnation proceedings.

Upon condemnation authorization, this matter will be referred to the Attorney General's Office to gain possession through a court order. No further TC action.

CDOT is having a difficult time locating the owners of the property, as the last record of ownership was recorded in 1887, with nothing after that date. No offer has been made on those parcels due to this, although they are valued at just over \$6,000.

Discussion:

- Commissioner Cook asked if the bridge was owned by CDOT, which it is, but it was built so long ago that it is unknown if there was an owner that was consulted at the time of construction.

Transportation Commission Regular Meeting

Call to Order, Roll Call

Eight Transportation Commissioners were present: Chair: Terry Hart, Vice Chair: Eula Adams, Mark Garcia, Shelley Cook, Barbara Bowman, Rick Ridder, Hannah Parsons, Cecil Gutierrez. Commissioners Karen Stuart, Todd Masters, and Yessica Holguin were excused.

Open Public Meeting on Draft FY 2026-FY2029 STIP - Jamie Collins

- Public comment period is open April 4th to May 9th.

Public Comments

- None.

Comments of the Chair and Commissioners

- Commissioner Garcia attended the SWTPR meeting last week, which had lots of good discussion, and has been working on a number of issues with CTE with the Director. He announced that he will not be seeking reappointment of his District 8 seat, and has reached out to the SLVTPR and SWTPR chairs to let them know that the position will be open and encourage them to apply.
- Commissioner Cook attended the JeffCo TAC meeting this week, and mentioned the discussion there regarding the lack of focus along Sheridan Blvd. and the importance of intergovernmental cooperation when performing studies and projects in this area.
- Commissioner Ridder discussed the recent focus on the Front Range Passenger Rail (FRPR) and the recent presentation made to the Steamboat City Council on this project, which garnered good feedback. His other focus has been on wildlife corridors and alternative methods of financing these sorts of projects. He has spent time speaking with people in California who have recently put up the largest wildlife overpass in the country and funded it without any state or federal funds.
- Commissioner Bowman attended the most recent STAC meeting and said it was very informative, and gave a shoutout to the GVMPO for their efforts on the GHG report.
- Commissioner Parsons mentioned the annual Space Symposium that was hosted in Colorado Springs recently, and thanked the CDOT team for helping with cleanup.
- Commissioner Gutierrez attended the MPO meeting recently, where discussion focused on transit and growth along the area's main corridors.
- Commission Vice Chair Adams mentioned the Douglas County Transportation Steering Committee, which meets regularly and has an admirable approach to addressing issues throughout the county. He also encouraged everyone to attend the CTE meetings that are coming up. He mentioned his concerns regarding activity at the national level and the recent increase in punitive approaches to those pushing for Diversity, Equity and Inclusion (DEI) initiatives, especially by withholding funds or using other financial punishments. He applauded the State's position in support of these DEI initiatives and pushed them to continue to support equity initiatives across the state, especially as they do not fall under the jurisdiction of the federal government.
- Commission Chair Hart thanked Commissioner Garcia for the work he has done with the Transportation Commission. He also expressed his support for the FRPR project. He pointed to the questions raised by local governments at a recent MPO meeting about access permits, and suggested that this conversation be continued, as the needs of people need to be balanced with practicality and legal requirements.

Executive Director's Management Report - Shoshana Lew

- Executive Director Lew thanked the work done by everyone in this round of budget development. She also mentioned the current season of both spring snow and spring construction, as well as reminded folks about the Remembrance Day next week to honor the two workers killed last summer.

Chief Engineer's Report - Keith Stefanik

- With the 2025 construction season kicking off, he emphasized the need for safety. He also attended the recent Colorado Contractors Association award session, where several CDOT workers received awards. CDOT is looking for ways to improve the Capital Construction program and increase efficiencies to deliver projects on time and on budget.

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

- CTIO held its monthly board meeting earlier this morning, with no relevant action items, but held a briefing with a private partner on a US 6 project, and extended an offer to the Chair and Vice Chair to potentially coordinate a presentation on the US 6 private partnership project for the TC.

Legislative Update - Emily Haddaway

- Close to the end of the 2025 legislative session, and the long bill has passed both chambers, alongside a number of orbital bills. CDOT has some bills in the conference committee right now, and there is a proposed change by the Joint Budget Committee (JBC) in relation to the road safety surcharge reduction. The new proposed implementation date is in September, to give agencies more time to implement changes.
- The budget process is closing out and now there is movement on other bills, including the Mode Choice, Chain Law, Crash Prevention Enterprise, and Transmission Line bills.
- Commissioner Bowman thanked Emily for all her work during this legislative session.

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

- STAC met April 3rd and had some public comments from Routt County regarding their project not being selected for SRTS funding. Later in the meeting, the selected SRTS projects were approved. There were presentations on the RPA funding overview, the Telephone Town Halls, and other legislative updates.

Discuss and Act on Consent Agenda - Herman Stockinger

- Proposed Resolution #1: Approve the Regular Meeting Minutes of February 20, 2025 - Herman Stockinger
- Proposed Resolution #2: IGA Approval >\$750,000 - Lauren Cabot
- Proposed Resolution #3: Disposal: Rifle, Declaration of Excess; Parcels 1, 2 3, and 5 - Jason Smith
- Proposed Resolution #4: Repeal of Policy Directive 1605.0, Interregional Express Bus Service Program - Kay Kelly, Paul Desrocher

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

Commissioner Cook asked if the same provisions made by PD 1605 still held, just in a different PD, and pointed out that while attitudes towards fare box recovery have changed, it is still an important metric to track and report. Nothing under PD 1605 is not also covered under the other more relevant PDs and other reporting practices, and thus is obsolete.

Discuss and Act on Proposed Resolution #5: Condemnation Authorization for Project 24493 US 6 Elk Creek Bridge Replacement - Keith Stefanik

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

Discuss and Act on Proposed Resolution #6: 7th Budget Supplement of FY 25 - Jeff Sudmeier and Bethany Nicholas

The first request comes from Region 2 to reallocate \$3.1 million in cost savings from one project in the 10-Year Plan (I-25C and US160 intersection) to another project (I-25C North to I-25 for additional wall work and culvert extensions) that needs additional funding.

The second request is from Region 5 to increase the budget of the CO 17 to West of Antonito project by \$3.5 million to cover increased construction costs, and this would be covered by cost savings from other projects.

A motion by Commissioner Garica was raised to approve, and seconded by Commissioner Bowman, and passed unanimously.

Discuss and Act on Proposed Resolution #7: Acceptance of the GVMPO GHG Report - Darius Pakbaz

The report demonstrates modeled compliance under legislative requirements and results are supported by CDOT and have been verified by the Air Pollution Control Division.

A motion by Commissioner Bowman was raised to approve, and seconded by Commissioner Adams, and passed unanimously.

Vice Chair Adams congratulated GVMPO on their good work on this report.

Discuss and Act on Proposed Resolution #8: Safe Routes to School (SRTS) Program and Approval of Grant Awards from the SRTS Advisory Committee - Darius Pakbaz

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

Chair Hart raised concerns with the level of understanding of the projects that were submitted but not selected, and how these applicants can be supported in the future.

Vice Chair Adams asked for clarification on Commissioner Ridder's abstention from the vote, which is because he has gotten a lot of feedback from the community about the allocation of the funding and has looked into the lack of allocation of funding into District 6 this round, but also over time. He found that there is not a good ratio of money being allocated to the number of voters in this area. He did not feel it was appropriate to vote on this given his concerns.

In the future, the Commission is calling for more information on the process and the applicants, both those who are selected and those who are not.

Other Matters

- None.

Close Public Hearing on Draft FY 2026-FY2029 STIP - Jamie Collins

Adjournment

The meeting was adjourned at approximately 3:30 pm.

The next Transportation Commission meetings, workshops and regular meeting will be held on May 14th and 15th.



COLORADO
Department of Transportation

Transportation Commission Memorandum

To: Transportation Commission

From: Lauren Cabot

Date: April 30, 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: Transportation Commission
From: Keith Stefanik, Chief Engineer
Date: May 15, 2025

Subject: Devolution State Highway (SH) 291, Salida, Chaffee County

Purpose

CDOT Region 5 is proposing the devolution of approximately 1.92 linear mile of SH 291 in the City of Salida, Chaffee County, to the City of Salida for control and maintenance.

Action

The request is made that Transportation Commission approve a resolution devolving a portion of SH 291 beginning at the southerly right of way of Illinois Ave (MM 0.15 +/-) and ending between Mesa Lane and County Road 175 (MM 2.07 +/-) that is no longer needed for state highway purposes and can be abandoned to the City of Salida for control and maintenance.

The City of Salida proposed to take ownership of SH 291 between MM 0.15 (+/-) and 2.07 (+/-) in exchange for a one-time payment from CDOT of \$223,120. CDOT Region 5 has determined that abandoning said highway segment would be in the best interest of Colorado taxpayers and that the payment is anticipated to be less than the amount CDOT expects to expend to maintain, preserve, or improve said highway segment of SH 291 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.

Next Steps

Within 90 days of the official notification of such abandonment by the Transportation Commission, the governing body of the City of Salida shall adopt a resolution agreeing to

the State's abandonment of the portion of SH 291 and agreeing that said highway segment no longer serves the ongoing purposes of the State Highway system, committing the City of Salida to assume ownership of said highway segment in the "as is" condition.

Within 90 days of the date of adoption of the City of Salida resolution accepting the abandoned portion of SH 291, CDOT will execute a quitclaim deed that will include a reversion provision stating that if the state highway 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 Salida concurrently with the execution of the quitclaim deed.

Attachments

Proposed Resolution

Exhibit of Proposed Abandonment

EXHIBIT “B”

**COLORADO DEPARTMENT OF TRANSPORTATION
ABANDONMENT OF A PORTION OF STATE HIGHWAY NUMBER 291
FROM TO THE SOUTHERLY RIGHT OF WAY OF ILLINOIS STREET,
SECTION 4, T. 49 N., R. 9 E., N.M.P.M.
TO THE WESTERLY LINE OF SECTION 32, T. 50 N., R. 9 E., N.M.P.M.
PER PROJECT NUMBERS NRM 248 J and C31-291-00
CITY OF SALIDA
CHAFFEE COUNTY
DATE: MARCH 5, 2025**

TO BE CONVEYED

A portion of State Highway 291
MP 0.15 to MP 2.07
City of Salida
Chaffee County, Colorado

FROM

Colorado Department of Transportation
4201 East Arkansas Avenue
Denver, CO 80222

TO

The City of Salida

FOR

Intergovernmental Agreement

EXHIBIT "B"

Chaffee County
Date: March 5, 2025

DESCRIPTION

A tract or parcel of land of the Department of Transportation, State of Colorado, being a portion of Colorado State Highway 291 right of way in Section 32, Township 50 North, Range 9 West of the New Mexico Principal Meridian, and Sections 4 and 5 Township 49 North, Range 9 West of the New Mexico Principal Meridian, City of Salida, Chaffee County, Colorado, said tract or parcel being more particularly described as follows:

All that area for right of way of Colorado State Highway 291 beginning at the southerly right of way of Illinois Street at approximate milepost 0.15 of said Colorado State Highway 291, thence northerly to Station 79+79.9 on the Department of Highways Project N.R.M. 248-J, continuing all that area for right of way as shown on said N.R.M. 248-J, to that area for right of way as shown on the Department of Highways Project C 31-0291-00 and terminating on the westerly line of said Section 32 of said Township 50 North, Range 9 West of the New Mexico Principal Meridian.

The above-described parcel is approximately 1.92 linier miles.

For and on behalf of the
Colorado Department of Transportation
David A. Seiler, PLS #27274
3803 North Main Avenue, Suite 300
Durango, Colorado 81301





COLORADO
Department of Transportation

Transportation Commission Memorandum

To: The Transportation Commission

From: Keith Stefanik, P.E. Chief Engineer

Date: May 15, 2025

Subject: Parcel RW-21-EX, US 50, Howard, Fremont 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 Parcel RW-21-EX of Project No. NHPP 0503-087 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 2 is requesting the Transportation Commission adopt a resolution to declare Parcel RW-21-EX of Project No. NHPP 0503-087 as excess property and allow for their disposal.

Background

CDOT acquired Parcel RW-21-EX in 2017 for the construction of passing lanes in association with a US 50 safety project that was jointly managed by Regions 2 and 5.

Parcel RW-21-EX is the entire portion of Parcel RW-21 which was never used for the joint safety project. Parcel RW-21 is located east of the Town of Howard in Fremont County.

Parcel RW-21-EX contains 1,367 Sq Ft (0.031 Acres) (+/-) and is located outside of the right of way necessary for US 50. CDOT Region 2 has determined that the disposal of RW-21-EX will not affect the operation, use, maintenance or safety of the highway facility.

Details

Parcel RW-21-EX has been encroached on by the adjacent property owner and it is CDOT's desire to sell Parcel RW-21-EX at fair market value to the adjacent property owner.

CDOT Region 2 has determined that Parcel RW-21-EX is of use only to the 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 right of first refusal to acquire said property.

The adjacent property owner desires to exercise their right of first refusal to acquire Parcel RW-21-EX and CDOT would like to sell Parcel RW-21-EX at fair market value to the 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 this parcel. CDOT will also obtain revenue from the sale of the Parcel RW-21-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, CDOT will dispose of Parcel RW-21-EX containing 1,367 Sq Ft (0.031 Acres) (+/-) of land that is no longer needed for transportation purposes.

Attachments

Legal Description with Exhibit

**COLORADO DEPARTMENT OF TRANSPORTATION
REAL PROPERTY**

TO BE CONVEYED

Parcel Number: RW-21-EX

TO

Roy D. Burns
11679 US Highway 50
Howard, CO 81233

FOR

Project Code: 20401
Project Number: NHPP 0503-087
Location: US 50 PASSING LANES EAST OF SALIDA

EXHIBIT A

PROJECT NUMBER: NHPP 0503-087

PARCEL NUMBER: RW-21-EX

PROJECT CODE: 20401

DATE: November 7, 2024

DESCRIPTION

A tract or parcel of land No. RW-21-EX of the Department of Transportation, State of Colorado Project No. NHPP 0503-087 containing 1,367 sq. ft. (0.031 acres), more or less, in the Northwest 1/4 of Section 18, Township 48 North, Range 11 East, of the New Mexico Principal Meridian, in Fremont County, Colorado, said tract or parcel being more particularly described as follows:

Beginning at a point on the northeasterly Right-of-Way line of U.S. Highway 50 (100' R.O.W. 1935), also being a point on the northwesterly line of a parcel of land recorded at Reception No. 919373, Fremont County Records, whence the Northwest Corner of said Section 18 bears N. 51°35'56" W., a distance of 1,787.05 feet

1. Thence along said northeasterly Right-of-Way line of U.S. Highway 50 (100' R.O.W.- 1935) N. 44°01'21" W., a distance of 145.27 feet;
2. Thence departing said northeasterly Right-of-Way line S. 89°31'34" E., a distance of 12.80 feet;
3. Thence S. 44°31'34" E., a distance of 136.30 feet to said northwesterly line of a parcel of land recorded at Reception No. 919373, Fremont County Records;
4. Thence along said northwesterly line S. 45°58'16" W., a distance of 10.33 feet, more or less, to the POINT OF BEGINNING.

The above-described parcel contains 1,367 sq. ft. (0.031 acres), more or less.

The intent of this description is to describe all the parcel or tract conveyed in the recorded deed under Reception Number 963226 filed in the office of the Fremont County Clerk and Recorder.

Basis of Bearings: All bearings are based on a line between the Northwest Corner of said Section 18, Township 48 North, Range 11 East, of the N.M.P.M. (3-1/4" B.L.M. Brass Cap stamped "1964") and the North 1/4 Corner of Section 13, Township 48 North, Range 10 East, of the N.M.P.M. (3-1/4" B.L.M. Brass Cap stamped "1971") having a grid bearing of S. 89°21'58" W.

For and on behalf of:

Colorado Department of Transportation
Todd C. Johnston, PLS #37932
3803 North Main Avenue, Suite 300
Durango, CO 81301



3803 North Main Avenue
Suite 300
Durango, CO 81301
Phone: 970-385-1423
Fax: 970-385-1410

Region 5

TCJ

[illegible]

Parcel RW-21-EX Exhibit

Plan Sheet

Project Number: NHPP 0503-087

| |
|--|
| Project Location: US 50 East of Salido, CD |
|--|

| | | | |
|---------------|----------------|--------|-----------|
| Project Code: | Last Mod. Date | Subset | Sheet No. |
| 2040 | 11/12/24 | of | |

NW 1/4 Section 18
T. 48 N., R. 11 E., N.M.P.M.
Fremont County

Tabulation of Properties

R.O.W. TABULATION OF PROPERTIES IN Fremont COUNTY U.S. HWY. 50

| Parcel No. | Owner | Address | Location | Area in sq. ft. (acres) | Reception NO. | Remarks |
|------------|---------------------------------------|--|--|---------------------------------|---------------|----------------|
| | | | | Area Of Parcel | | |
| RW-21-EX | Colorado Department of Transportation | 2829 West Howard Place Denver, CO 80204 | NW 1/4 Section 18 T. 48N., R 11E., N.M.P.M. | 1,387 sq. ft. (0.031 acres) | 963226 | To be disposed |

Twin Sisters
Subdivision
Lot 2
Rec. No. 408152

Roy D. Burns
11679 US Hwy 50
Howard, CO 81233

Basis of Bearings: All bearings are based on a line between the Northwest Corner of said Section 18, Township 48 North, Range 11 East, of the N.M.P.M. (3-1/4" B.L.M. Brass Cap stamped "1964") and the North 1/4 Corner of Section 13, Township 48 North, Range 10 East, of the N.M.P.M. (3-1/4" B.L.M. Brass Cap stamped "1971") having a grid bearing of S89°21'58"W.

0' 25' 50' 100'

1 Inch = 50 Feet
U.S. Survey Feet

U.S. Highway 50

To onon City →



COLORADO
Department of Transportation

Transportation Commission Memorandum

To: Transportation Commission
From: Phyllis Snyder, Data Management Unit Manager
Nell Conti, GISP, Information Management Branch Manager
Gary Aucott, GIS Section Manager
Amber Paoloemilio, Rules, Policies, and Procedures Advisor
Date: May 15, 2025

Subject: Minor updates to Policy Directive 1606.0 Policy for Maintaining Linear Reference.

Purpose

This memo provides information for the minor update to Policy Directive 1606.0 Policy for Maintaining Linear Reference.

Action

Approve the updated Policy Directive 1606.0 Policy for Maintaining Linear Reference.

Background

Policy Directive 1606.0 was created in 2009. The purpose of this Policy is to manage changes to the Linear Referencing System (LRS) of the Colorado Department of Transportation (CDOT) to ensure the integrity of current and legacy departmental databases.

Subject matter experts and the Office of Government Relations have reviewed the policy and determined the only updates needed are for formatting and accessibility.

Next Steps

Approve the updated policy 1606.0 Policy for Maintaining Linear Reference.

Attachments

- 2009 version of 1606.0
- Redline 1606.0
- Clean version 1606.0

Original policy - 2009

PURPOSE

To manage changes to the Linear Referencing System (LRS) of the Colorado Department of Transportation in order to assure the integrity of current and legacy departmental databases.

AUTHORITY

Transportation Commission resolution number 1682 adopted January 21, 2009.

APPLICABILITY

This directive applies to all Divisions and Offices of the Colorado Department of Transportation.

DEFINITIONS

Linear Referencing System - a set of office and field procedures that include a highway location reference method.

Linear Referencing Method - way to identify a specific location with respect to a known point

Reference Point - A fixed identifiable feature, such as an intersection, railroad crossing, or bridge, from which a location can be measured or referenced.

Milepost - A physical entity, ordinarily a sign, placed beside a highway and containing a milepoint number that indicates the mileage to that point from some base point on the highway.

Mile Point - The name given to the numerical value of the mileage displacement from a base point on the highway.

Global Positioning System - A navigation technology using orbiting satellites which was developed by the U.S. Department of Defense for military applications.

Enterprise Resource Planning - An organization-wide computer software system used to manage and coordinate all the resources, information, and functions of a business from shared data sources.

Geographic Information System (GIS) - An integrated database containing information about geo-referenced spatial objects - points, lines and areas - plus the software and hardware used by personnel to manipulate these objects.

POLICY

The Colorado Department of Transportation has one unified linear referencing system managed by the Division of Transportation Development (DTD). All roadway changes that affect the linear referencing system will be coordinated throughout the Colorado Department of Transportation. Implementation of this policy directive will be detailed in an accompanying Procedural Directive.

FISCAL IMPACT

OFMB identified no significant fiscal impacts from this policy directive.

IMPLEMENTATION

This policy and corresponding procedural directive will be implemented upon approval by appropriate authority.

REVIEWDATE

This Policy Directive shall be reviewed by September, 2014.

PURPOSE

To manage changes to the Linear Referencing System (LRS) of the Colorado Department of Transportation ~~in order to~~ assure the integrity of current and legacy departmental databases.

AUTHORITY

Transportation Commission resolution number 1682 adopted January 21, 2009.

APPLICABILITY

This directive applies to all Divisions and Offices of the Colorado Department of Transportation.

DEFINITIONS

Linear Referencing System - a set of office and field procedures that include a highway location reference method.

Linear Referencing Method - a way to identify a specific location with respect to a known point

Reference Point - A fixed identifiable feature, such as an intersection, railroad crossing, or bridge, from which a location can be measured or referenced.

Milepost - A physical entity, ordinarily a sign, placed beside a highway and containing a milepoint number that indicates the mileage to that point from some base point on the highway.

Mile Point - The name given to the numerical value of the mileage displacement from a base point on the highway.

Global Positioning System - A navigation technology using orbiting satellites which was developed by the U.S. Department of Defense for military applications ~~to identify precise locations using coordinates.~~

Enterprise Resource Planning - An organization-wide computer software system used to manage and coordinate all the resources, information, and functions of a business from shared data sources.

Geographic Information System (GIS) - An integrated database containing information about geo-referenced spatial objects - points, lines and areas - plus the software and hardware used by personnel to manipulate these objects.

POLICY

The Colorado Department of Transportation has one unified linear referencing system managed by the Division of Transportation Development (DTD). All roadway changes that affect the linear referencing system will be coordinated throughout the Colorado Department of Transportation. Implementation of this policy directive will be detailed in an accompanying Procedural Directive.

FISCAL IMPACT

~~OFMB identified no significant fiscal impacts from this policy directive.~~

IMPLEMENTATION

This policy and corresponding procedural directive will be implemented upon approval by appropriate authority.

REVIEWDATE

This Policy Directive shall be reviewed by ~~September, 2014.~~May 2030.



COLORADO

Department of Transportation

Office of Policy and Government Relations

Policy Directive 1606.0

Subject: Maintaining Linear Referencing System
Effective Date: 00/00/0000
Supersedes: 11/09/09
Originating Office: Division of Transportation Development

I. PURPOSE

To manage changes to the Linear Referencing System (LRS) of the Colorado Department of Transportation to assure the integrity of current and legacy departmental databases.

II. AUTHORITY

Transportation Commission resolution number 1682 adopted January 21, 2009.

III. APPLICABILITY

This directive applies to all Divisions and Offices of the Colorado Department of Transportation.

IV. DEFINITIONS

Linear Referencing System - A set of office and field procedures that include a highway location reference method.

Linear Referencing Method - A way to identify a specific location with respect to a known point

Reference Point - A fixed identifiable feature, such as an intersection, railroad crossing, or bridge, from which a location can be measured or referenced.

Milepost - A physical entity, ordinarily a sign, placed beside a highway and containing a milepoint number that indicates the mileage to that point from some base point on the highway.

Mile Point - The name given to the numerical value of the mileage displacement from a base point on the highway.

Global Positioning System - A navigation technology using orbiting satellites which was developed by the U.S. Department of Defense for military applications to identify precise locations using coordinates.

Enterprise Resource Planning - An organization-wide computer software system used to manage and coordinate all the resources, information, and functions of a business from shared data sources.

Geographic Information System (GIS) - An integrated database containing information about geo- referenced spatial objects - points, lines and areas - plus the software and hardware used by personnel to manipulate these objects.

V. POLICY

The Colorado Department of Transportation has one unified linear referencing system managed by the Division of Transportation Development (DTD). All roadway changes that affect the linear referencing system will be coordinated throughout the Colorado Department of Transportation. Implementation of this policy directive will be detailed in an accompanying Procedural Directive.

VI. IMPLEMENTATION PLAN

This policy and corresponding procedural directive will be implemented upon approval by appropriate authority.

VII. REVIEW DATE

This Policy Directive shall be reviewed by May 2030.

Herman Stockinger
Transportation Commission Secretary

Date of Approval



COLORADO

Department of Transportation

Transportation Commission Memorandum

To: Transportation Commission
From: Darius Pakbaz, Director of Transportation Development
Will Johnson, Assistant Director for Performance and Asset
Management Claire Martini, Risk and Resilience Program Manager
Amber Paoloemilio, Rules, Policies, and Procedures Advisor
Date: May 15, 2025

Subject: Minor updates to Policy Directive 1905.0,
Building Resilience into Transportation Infrastructure
and Operations

Purpose

This memo provides information for the minor update to Policy Directive 1905.0, Building Resilience into Transportation Infrastructure and Operations.

Action

Approve the updated Policy Directive 1905.0, Building Resilience into Transportation Infrastructure and Operations

Background

Policy Directive 1905.0 was created in 2018. The purpose of this Policy is to implement the principles of resilience into Colorado's transportation system practices so that CDOT can proactively manage risks, minimize disruptions and adapt to changing conditions to provide continuous transportation service in Colorado.

Subject matter experts and the Office of Government Relations have reviewed the policy and determined the only updates needed are for formatting and accessibility.

Next Steps

Approve the updated policy 1905.0 Building Resilience into Transportation Infrastructure and Operations.

Attachments

- 2018 version of 1905.0
- Redline 1905.0
- Clean version 1905.0

RELEASE MEMORANDUM

To: All CDOT Employees

From: Herman Stockinger/ Debra Perkins-Smith

Re: New Policy Directive 1905.0 "Building Resilience into Transportation Infrastructure and Operations"

Date: November 27, 2018

I. PURPOSE

The purpose of this Policy Directive is to implement the principles of resilience into Colorado's transportation system practices. This will enable the Colorado Department of Transportation to proactively manage risks, minimize disruptions and adapt to changing conditions in order to provide continuous transportation service in Colorado. Colorado's transportation infrastructure directly or indirectly affects the lives of all people living in the state, and provides the essential services that underpin the state's economy and the movement of people, goods, and information. Maintaining a secure, functioning, and resilient infrastructure is critical to the state's safety, prosperity, and well-being.

The benefits of resilience are widespread, including fiscal benefits by saving the state money, social and economic benefits, by saving the public time and ensuring timely access to markets for businesses, and safety benefits, by taking action before a disruption becomes disastrous.

II. AUTHORITY

Transportation Commission pursuant to § 43-1-106(8), C.R.S.

III. APPLICABILITY

This Policy Directive applies to all operations of the Colorado Department of Transportation, including all offices, divisions, regions, and branches of the Department, including but not limited to the areas of planning, engineering and design, asset management, maintenance, mobility operations, and enterprise operations.

IV. DEFINITIONS

In Colorado House Bill 18-1394 Section 3, 24-33.5-703 (7.5), resiliency is defined as "the ability of communities to rebound, positively adapt to, or thrive amidst changing conditions or challenges, including human-caused and natural disasters, and to maintain quality of life, healthy growth, durable systems, economic vitality, and conservation of resources for present and future generations."

The American Association of State Highway and Transportation Officials (AASHTO) defines transportation resilience as "the ability to prepare and plan for, absorb, recover

from, or more successfully adapt to adverse events."

V. POLICY

A. The Transportation Commission ascribes to the above definitions of resilience and directs the Colorado Department of Transportation to support state resilience goals by incorporating resilience in strategic decisions regarding transportation assets and operations.

B. To maintain a resilient transportation infrastructure, it shall be the policy of the Department to take proactive steps to manage risk and strengthen transportation system resilience, considering natural hazards such as floods, rockslides, avalanches, as well as man-made hazards that could have a debilitating impact on our infrastructure. These efforts shall seek to identify threats, plan better to reduce disaster losses, reduce vulnerabilities, minimize consequences to our assets, implement a risk-based asset management approach, and hasten response and recovery efforts related to transportation assets and infrastructure.

C. The Department shall also consider enhancing its operational resilience, both in transportation mobility and operations, but also in day-to-day enterprise activities. To develop enterprise resilience, the Department shall deploy a coordinated approach to manage risks to business operations, adapt to cyber threats and physical disruptions to daily activity.

D. The Resilience Program Coordinator's responsibilities include but are not limited to: providing guidance and support to Department staff in implementing resilience activities, directing and implementing resilience research, and creating a knowledge base of guidance and best practices for resilience in transportation.

VI. FISCAL IMPACT

The fiscal impacts of resilient actions will be considered within the scope of specific projects and will be incorporated based on cost-effectiveness, according to the results of benefit-cost analysis or qualitative subject matter expert assessment. Resilient solutions are part of how the Colorado Department of Transportation operates and completes capital improvements, and will be incorporated if the long-term benefits outweigh the costs.

VII. IMPLEMENTATION PLAN

The Resilience Program Coordinator in the Division of Transportation Development will work with an Executive Oversight Committee and Resilience Work Group to develop a plan to implement this Policy Directive.

The Office of Policy and Government Relations shall post this Policy Directive on CDOT's intranet as well as on public announcements.

VIII.REVIEW DATE

This Policy Directive shall be reviewed on or before August 2023.

**Policy Directive 1905.0**

Subject: Building Resilience into Transportation Infrastructure and Operations
Effective Date: 00/00/0000
Supersedes: 11/15/2018
Originating Office: Division of Transportation Development

I. Purpose

The purpose of this Policy Directive is to implement the principles of resilience into Colorado's transportation system practices. This will enable the Colorado Department of Transportation to proactively manage risks, minimize disruptions and adapt to changing conditions ~~in order to~~ provide continuous transportation service in Colorado. Colorado's transportation infrastructure directly or indirectly affects the lives of all people living in the state, and provides the essential services that underpin the state's economy and the movement of people, goods, and information. Maintaining a secure, functioning, and resilient infrastructure is critical to the state's safety, prosperity, and well-being.

The benefits of resilience are widespread, including fiscal benefits by saving the state money, social and economic benefits, by saving the public time and ensuring timely access to markets for businesses, and safety benefits, by taking action before a disruption becomes disastrous.

II. Authority

Transportation Commission pursuant to § 43-1-106(8), C.R.S

III. Applicability

This Policy Directive applies to all operations of the Colorado Department of Transportation, including all offices, divisions, regions, and branches of the Department, including but not limited to the areas of planning, engineering and design, asset management, maintenance, mobility operations, and enterprise operations.

IV. Definitions

In Colorado House Bill 18-1394 Section 3, 24-33.5-703 (7.5), resiliency is defined as “the ability of communities to rebound, positively adapt to, or thrive amidst changing conditions or challenges, including human-caused and natural disasters, and to maintain quality of life, healthy growth, durable systems, economic vitality, and conservation of resources for present and future generations.”

The American Association of State Highway and Transportation Officials (AASHTO) defines transportation resilience as “the ability to prepare and plan for, absorb, recover from, or more successfully adapt to adverse events.”

V. Policy

The Transportation Commission ascribes to the above definitions of resilience and directs the Colorado Department of Transportation to support state resilience goals by incorporating resilience in strategic decisions regarding transportation assets and operations.

To maintain a resilient transportation infrastructure, it shall be the policy of the Department to take proactive steps to manage risk and strengthen transportation system resilience, considering natural hazards such as floods, rockslides, avalanches, as well as manmade hazards that could have a debilitating impact on our infrastructure. These efforts shall seek to identify threats, plan better to reduce disaster losses, reduce vulnerabilities, minimize consequences to our assets, implement a risk-based asset management approach, and hasten response and recovery efforts related to transportation assets and infrastructure.

The Department shall also consider enhancing its operational resilience, both in transportation mobility and operations, but also in day-to-day enterprise activities. To develop enterprise resilience, the Department shall deploy a coordinated approach to manage risks to business operations, adapt to cyber threats and physical disruptions to daily activity.

The fiscal impacts of resilient actions must also be considered within the scope of specific projects and will be incorporated based on cost-effectiveness, according to the results of benefit-cost analysis or qualitative subject matter expert assessment. Capital improvements will be incorporated if the long-term benefits outweigh the costs.

The [Risk and Resilience Program Coordinator's-Manager's](#) responsibilities include but are not limited to: providing guidance and support to Department staff in

implementing resilience activities, directing and implementing resilience research, and creating a knowledge base of guidance and best practices for resilience in transportation.

~~VI.~~ **Fiscal Impact**

~~The fiscal impacts of resilient actions will be considered within the scope of specific projects and will be incorporated based on cost-effectiveness, according to the results of benefit-cost analysis or qualitative subject matter expert assessment. Resilient solutions are part of how the Colorado Department of Transportation operates and completes capital improvements, and will be incorporated if the long-term benefits outweigh the costs.~~

~~VII.~~ VI. **Implementation Plan**

~~This Procedural Directive shall be effective upon November 15, 2018 signature.~~ The Risk and Resilience Program Coordinator-Manager in the Division of Transportation Development will work with an Executive Oversight Committee and Resilience Work Group to develop a plan to implement this Policy Directive.

The Office of Policy and Government Relations shall post this Policy Directive on CDOT's intranet as well as on public announcements.

~~VIII.~~ VII. **Review Date**

This Directive shall be reviewed on or before August ~~2023~~2030.

Herman Stockinger, III
Transportation Commission Secretary

Date of Approval

**Policy Directive 1905.0**

Subject: Building Resilience into Transportation Infrastructure
and Operations
Effective Date: 00/00/0000
Supersedes: 11/15/2018
Originating Office: Division of Transportation Development

I. Purpose

The purpose of this Policy Directive is to implement the principles of resilience into Colorado's transportation system practices. This will enable the Colorado Department of Transportation to proactively manage risks, minimize disruptions and adapt to changing conditions to provide continuous transportation service in Colorado. Colorado's transportation infrastructure directly or indirectly affects the lives of all people living in the state, and provides the essential services that underpin the state's economy and the movement of people, goods, and information. Maintaining a secure, functioning, and resilient infrastructure is critical to the state's safety, prosperity, and well-being.

The benefits of resilience are widespread, including fiscal benefits by saving the state money, social and economic benefits, by saving the public time and ensuring timely access to markets for businesses, and safety benefits, by taking action before a disruption becomes disastrous.

II. Authority

Transportation Commission pursuant to § 43-1-106(8), C.R.S

III. Applicability

This Policy Directive applies to all operations of the Colorado Department of Transportation, including all offices, divisions, regions, and branches of the Department, including but not limited to the areas of planning, engineering and design, asset management, maintenance, mobility operations, and enterprise operations.

IV. Definitions

In Colorado House Bill 18-1394 Section 3, 24-33.5-703 (7.5), resiliency is defined as “the ability of communities to rebound, positively adapt to, or thrive amidst changing conditions or challenges, including human-caused and natural disasters, and to maintain quality of life, healthy growth, durable systems, economic vitality, and conservation of resources for present and future generations.”

The American Association of State Highway and Transportation Officials (AASHTO) defines transportation resilience as “the ability to prepare and plan for, absorb, recover from, or more successfully adapt to adverse events.”

V. Policy

- A. The Transportation Commission ascribes to the above definitions of resilience and directs the Colorado Department of Transportation to support state resilience goals by incorporating resilience in strategic decisions regarding transportation assets and operations.
- B. To maintain a resilient transportation infrastructure, it shall be the policy of the Department to take proactive steps to manage risk and strengthen transportation system resilience, considering natural hazards such as floods, rockslides, avalanches, as well as manmade hazards that could have a debilitating impact on our infrastructure. These efforts shall seek to identify threats, plan better to reduce disaster losses, reduce vulnerabilities, minimize consequences to our assets, implement a risk-based asset management approach, and hasten response and recovery efforts related to transportation assets and infrastructure.
- C. The Department shall also consider enhancing its operational resilience, both in transportation mobility and operations, but also in day-to-day enterprise activities. To develop enterprise resilience, the Department shall deploy a coordinated approach to manage risks to business operations, adapt to cyber threats and physical disruptions to daily activity.
- D. The fiscal impacts of resilient actions must also be considered within the scope of specific projects and will be incorporated based on cost-effectiveness, according to the results of benefit-cost analysis or qualitative subject matter expert assessment. Capital improvements will be incorporated if the long-term benefits outweigh the costs.
- E. The Risk and Resilience Program Manager's responsibilities include but are not limited to: providing guidance and support to Department staff in

implementing resilience activities, directing and implementing resilience research, and creating a knowledge base of guidance and best practices for resilience in transportation.

VI. Implementation Plan

This Procedural Directive shall be effective upon signature. The Risk and Resilience Program Manager in the Division of Transportation Development will work with an Executive Oversight Committee and Resilience Work Group to develop a plan to implement this Policy Directive.

The Office of Policy and Government Relations shall post this Policy Directive on CDOT's intranet as well as on public announcements.

VII. Review Date

This Directive shall be reviewed on or before August 2030.

Herman Stockinger, III
Transportation Commission Secretary

Date of Approval



COLORADO

Department of Transportation

Division of Transportation Development

Transportation Commission Memorandum

To: Transportation Commission of Colorado
From: Darius Pakbaz, Director, CDOT DTD
Jamie Collins, STIP Team Manager, CDOT DTD
Date: May 15, 2025

Subject: Request for Adoption of the FY2026-FY2029 Statewide Transportation Improvement Program (STIP)

Purpose

CDOT staff will provide an overview of the Draft FY2026 - FY2029 STIP, as well as a summary of comments received to date.

Action

CDOT staff is requesting that the Transportation Commission adopt the Draft FY2026 - FY2029 STIP during its regular meeting on May 15, 2025.

Background

The STIP is a four-year plan of transportation projects and is developed pursuant to 23 U.S.C. 135. The Draft FY2026 - FY2029 STIP is based on the guiding principles of the 2045 Statewide Transportation Plan and further incorporates projects from the 10 Year Plan, as well as projects selected as priorities through performance measures and asset management programs.

The Draft FY2026-FY2029 STIP was released for public review and comment on April 4, 2025. The public comment period closed on May 9, 2025.

To date, there have been five comments received regarding the draft document:

- 3 comments pertained to the validation of projects in the STIP;
- 1 comment pertained to expanding CDOT's programs to include a ride-share platform;
- 1 was a query as to how various plans are utilized for project selection; and

Further, the adoption of the STIP includes projects adopted in the five Metropolitan Planning Organization TIPs. During the spring of 2025, two MPOs are adopting updated TIPs - the Denver Regional Council of Governments (DRCOG) and the Grand Valley MPO (GVMPO). Any new projects within these TIPs will be included in the FY2026 - FY2029 STIP





COLORADO

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Division of Transportation Development

once the Governor has signed for their final approval later this spring.

The [Draft STIP](#) can be found on the external CDOT website. Questions regarding the STIP may be submitted to Jamie Collins, STIP Team Manager, at jamie.collins@state.co.us.

At this time, staff respectfully requests the Transportation Commission's adoption of the FY2026 - FY2029 STIP.

Next Steps

The adopted STIP packet will be forwarded to the Federal Highway Administration and Federal Transit Administration for final review and approval. The FY2026 - FY2029 STIP will go into effect on July 1, 2025.





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: May 15, 2025

Subject: May Budget Supplement

10 Year Plan Changes

Region 2

Utilize savings from multiple 10 Year Plan projects in the current funding year to allow for early start of projects not previously scheduled for funding until 2027.

- ID# 1039 CO 12 Implementation - Shoulder Widening +\$3,500,000
- ID# 1625 CO 96 and SH 71 Intersection Improvements +\$800,000
- ID# 2548 US 24 East Widening +\$5,312,463

See Attachment 1 for more information including the details of which projects have savings available.

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 |
| March-25 | Balance 9S25 | | \$20,779,753 |
| April-25 | Balance 10S25 | | \$20,779,753 |
| May-25 | Pending Balance 11S25 | | \$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 | Balance 9S25 | | \$2,564,645 |
| April-25 | Balance 10S25 | | \$2,047,606 |
| May-25 | Pending Balance 11S25 | | \$2,047,606 |

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 | Balance 9S25 | | \$47,191,478 |
| April-25 | Balance 10S25 | | \$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 |
| March-25 | Balance 9S25 | | \$17,135,000 |
| April-25 | Balance 10S25 | | \$11,534,900 |
| | Maintenance Request for Snow and Ice Control | -\$5,680,000 | |
| May-25 | Pending Balance 11S25 | | \$5,854,900 |



COLORADO

Department of Transportation

Region 2

Attachment 1

To: Transportation Commission

Thru: Shane Ferguson, Region 2 Transportation Director

From: John Hall, Region 2 North Program Engineer

Date: 15 May 2025

Subject: Region 2 Proposed 10-Year Plan Funding Reallocations for FY23-26 funds

Purpose.

Region 2 requests approval from the Transportation Commission for reallocating funds within the Region 2 10-year project lists as noted below. All of these changes maintain the Region 2 planning totals for the 10-Year Plan FY19-26 and make use of project savings as Region 2 closed out a number of 10-Year Plan projects (see Background section for details).

Action.

The following funding allocations are proposed from project savings noted in the background section of this memorandum:

| Project | Change | New FY19-26 Total |
|--|--------------|-------------------|
| ID# 1039 (24488) CO 12 PEL Implementation - Shoulder Widening (Southern Mountain Loop Trail) | +\$3,500,000 | \$7,500,000 |
| ID# 1625 (25539) CO 96 and SH 71 Intersection Improvements | +\$800,000 | \$800,000 |
| ID# 2548 (25094) US 24 East Widening | +\$5,312,463 | \$26,062,463 |

The total estimated cost for these projects is not increasing at this time. The proposed action allocates available 10-Year Plan project savings and lessens the need for future year funding, also allowing the first two projects noted above to advertise early.

Date: 1 May 2025

Subject: Region 2 Proposed 10-Year Plan Funding Reallocations for FY23-26 funds

Background.

The following Region 2 projects have returned Award or Closure savings totaling \$9,612,463 . This provides the available funds to reallocate to other 10-Year Plan projects noted in the Action section of this memorandum:

1. Project ID# 0010 (20909) US 287 Lamar Downtown PCCP was closed successfully in November 2024 and had project savings of \$4,078,273,
2. Project ID# 1633 (25538) CO 71 Passing Lanes was advertised successfully in October 2024 and had \$1,590,128 in returned Award savings,
3. Project ID# 2565 (21642 & 24395) I-25 at Exit 104 - Dillon Drive Improvements was closed successfully in November 2024 and had project savings of \$724,671,
4. Project ID# 2761 (25080) CO 67 North of Woodland Park was readvertised successfully in December 2024 and had \$315,789 in returned Award savings,
5. Project ID# 0025 (24193) CO 96 near Eads to Sheridan Lake was closed successfully in June 2024 and had project savings of \$648,692,
6. Project ID# 0028 (24198) CO 194A Surface Treatment and Drainage Improvements was closed successfully in October 2024 and had project savings of \$419,985,
7. Project ID# 2611 (25465) US 24 between Lake George and Divide was advertised successfully in December 2024 and had \$663,250 in returned Award savings,
8. Various other smaller de-budget actions, mostly for pre-construction phases, add up to \$299,786, and
9. Project ID# 0012 (21400) CO 109 La Junta Bridge Repair over US 50B was closed in April 2025 and had project savings of \$871,839.

Recommendation

Staff recommend approval of these transfers of project 10-Year Plan savings into current and future projects. Transferring the funds will allow the projects receiving funds to advertise or seek grant funding opportunities.

Next Steps

If approved, the Region will continue with final design and planned advertisements in 2026 and 2027.

CDOT 2024 Environmental Awards – Winners

We had 12 total submittals in four categories. The selection panel comprised of six individuals. They were representatives from two of the regions and the Environmental Programs Branch, and included a broad range of experience and disciplines.

Innovative Environmental Process

Using a Climate-Informed Science Approach to Fight Nature's Inflation on Highway Assets

Submitted by: Brian Varrella, Region 4 PE II

Team Members Involved: Annika Cortright (CDOT R4), Kaori Keyser (CDOT R4), Kendall Hewins (CDOT R4), Geoff Uhlemann (Baker International), and Kevin Houck (Colorado Water Conservation Board (CWCB))

Summary: Region 4 Hydraulic Residency staff utilized a framework developed by other state, federal and corporate partners to use the CMIP-6 climate data set to predict future rainfall increases and their impacts to CDOT's major assets at bridges and culverts across the state. This Climate Informed Science Approach (CISA) to revising hydrology and analyzing hydraulic design criteria will allow CDOT to plan and budget for more severe and impactful storms out to Calendar Year 2100. It will also inform the prioritization processes of Bridge and Culvert Asset Management, Resiliency Program objectives, and Region projects so that new bridges and culverts today are prepared for floods and debris slides of the future. Twenty-two sites were selected for precipitation review, and 16 analyzed for culvert or bridge size in Year 2100 across the state. This provides a geographic distribution of anticipated impact to required structure size, percent cost change (0% to 190%), and the total change in the cost of assets today required to manage the storms of tomorrow (\$0 to \$7 million). This CISA experiment meets the new standards of Executive Order 13690 (2015), which broadens the floodplain definition, and the Federal Flood Risk Management Standard mandates for projects constructed with public funds. It also gives CDOT a strong advantage in preparing for new design standards anticipated to be mandated in the next two to three years.

Reasons for Choosing: This very innovative and flexible use of existing data in this context will be a huge benefit to CDOT. This process will answer the question: What is the margin of impact to the costs of replacing major structures (bridges and culverts) in a CISA-modified environment? Projection planning for increased rainfall and therefore increased risk is a proactive approach to the very real threat to CDOT infrastructure. Designing infrastructure today for hydrologic and conditions tomorrow is a wise investment. The fact that this model can predict stormflows out to the year 2100 seems extremely valuable. The prioritization aspect of this will help CDOT allocate the limited funding we have in order to tackle the largest risks first. This innovation will really help focus the very important areas of sustainability and resiliency.

Maintenance

Deicer Leak/Spill Catcher Containment, Preventing Environmental Hazards

Submitted by: Rob Frei, Region 2 RPEM and Hildana Liben, HQ Office of Process Improvement Intern

Team Members Involved: James Buford (Region 2 LTC Ops I), Aaron Adame (Region 2 TM III), Danny Stithem (Region 2 TM I), Matt Morgan (Region 2 Equip Op I), and Steve Medina (Region 2 TM I)

Summary: This containment loading area was designed and implemented at the Pueblo Monarch Maintenance Facility to help catch and contain deicing material (magnesium chloride) when snowplows would fill up with deicer material or offload deicer material. Mag chloride is not considered a pollutant when used on the road, as the water in the snow and ice dilutes it, however, it is a pollutant when still in concentrated form. Often, small amounts of the concentrated deicer would leak out when coupling or uncoupling the hoses to the snowplows. This new spill containment structure helps keep the deicer material contained in one area. It reduces/eliminates contamination by preventing this potential environmental hazard from leaving the facility. It has helped the facility stay in compliance with our pollution prevention program as part of CDOT's MS4 permit as well as reduces waste. The spilled deicer is cleaned up from the containment area with a vac truck where it then gets mixed with sand at the sand shed and reused on the roads.

An additional benefit to this design is that the curb and parking blocks, and the delineation markers help trucks safely back into the loading area without backing into any obstructions. This really assists in preventing potential backing accidents.

Reasons for Choosing: This very thoughtful design and solution works perfectly. It ensures no damage to the trucks or the secondary containment area for the mag tanks. It is a brilliant solution to prevent mag chloride from becoming a pollutant that leaves the maintenance yards. This relatively simple idea and solution is very effective at not only pollution containment, but also the reuse of materials as well as having safety in mind. This solution is very flexible and can be applied statewide. Maintenance projects addressing environmental concerns are great.

Special Contributor

Barbara Stocklin-Steely

Submitted by: Lisa Streisfeld, Region 1 REM and Jamie Shapiro, Region 1 Historian

Summary: Barbara Stocklin-Steely has been the Senior Historian for CDOT Region 1 for over eight years. During her time in this position, she has done an amazing amount of dedicated work for the Region, for CDOT as a whole, for our communities, and for the field of historic

compliance and preservation. Her contribution cannot be overstated. For instance, in order to help meet the tremendous workload in the region, she was able to grow the program and its capacity to meet the region's needs by hiring a second full-time historian and then multiple interns through the years. As a mitigation effort and as an exercise in historic preservation, she has commissioned and led several far-reaching research studies as well. For example, the Streetcar Study, which is the first comprehensive study of all streetcar systems throughout Colorado (present in 13 communities). She developed resources for history consultants, including a guide to all deliverables we need and, working with headquarters, developed CDOT's first official interactive online training in Cultural Resources. As part of her daily work, she conducted Section 106 and Section 4(f) compliance on numerous large projects as well as countless smaller ones.

Due to Barbara's superior knowledge of the historic process, she also took on the task of documenting the history of the Burnham Yard shops and spent endless time with CDOT management explaining the process to complete a significance evaluation. Barbara personally prepared the 65-page Historic Resources Technical Report for the shops.

More than all that, she contributed to the positive culture of Region 1. She is known throughout the Region and is highly respected by everyone. She has a strong work ethic, is an excellent writer, and a passionate architectural historian.

Barbara retired from CDOT in February. Her dedication to the Region, project delivery, and historic compliance is unrivaled. Her work and the incredible person that she is will be missed. However, without exaggeration, we can say CDOT is a better place due to her passion and commitment.

Project

Region 2 Bridge Bundle Project

Submitted by: Shannon Ford, Region 2 Environmental Project Manager

Team Members Involved: Jennifer Sparks, Scott Dalton, Patrick Vigil, Cynthia Bailey (Region 2 South Program), Jeff Peterson, Becky Pierce, Lauren Cooper, Lisa Schoch, Greg Wolff (Environmental Programs Branch), Shannon Ford, Cameron Olvey, Gabriel Cosyleon (Region 2 Environmental), Jillian Mauer, Alex Parr (Pinyon), Nicole Den Herder (ERO), Dave Poling (Wilson & Co), Andrew Owenby (CapitalTezak JV).

Summary: This project implemented a proactive approach to environmental clearances as well as innovative design and construction elements that greatly minimized impacts to environmental resources, project schedule, and the traveling public during construction.

The CDOT Region 2 Bridge Bundle (R2B2) consists of the replacement of seventeen (17) structures bundled together as a single design-build project. These structures are rural bridges

on essential highway corridors. The design-build teams' approach for each structure was focused on reducing environmental impacts to natural resources and traffic impacts to the traveling public. With those goals in mind, the project team was able to design and construct 17 structures in 27 months through innovative construction methods as well as proactive and coordinated consultation for multiple environmental resources.

The project structures located on three rural highway corridors, CO 9, US 24, and US 350, were selected because these highways serve as vital transportation routes for rural communities, freight movement, and support for agriculture. All of the structures were decades past their original design life, with many of them being at least 80 years old. The structures were also bundled based on similar site characteristics and probable replacement type, with the goal of achieving economy of scale.

The design-build contractor (CapitalTezak Joint Venture) proposed aluminum arched and concrete box culverts for many of the structure replacements which was an immediate cost savings to the project. This method allowed for flexibility during construction, giving the team the option to build many of the aluminum arched culvert structures off-site, utilize precast concrete boxes, and install them with minimal road closures and scheduled detours. This was the type of innovative construction method the team was looking for to further reduce impacts to traffic and environmental resources such as waterways, wetlands, Gold Medal Waters, Canada Lynx (lynx) habitat, the Santa Fe Trail, and the historic Otero Canal. During design and construction, the team coordinated with resource agencies, the local agencies, and other stakeholders. The communication also included a robust public information effort for these corridors.

By using design-build as the delivery method and through a seamless partnership between the project team (CDOT and Contractor) and numerous specialty units that included CDOT Region Environmental and the HQ Environmental Programs Branch, the Region 2 Bridge Bundle was a great success. The project underscored the importance of engineering and environmental stewardship. Taking advantage of innovative design by shifting alignments to avoid wetlands and wildlife habitat, and using alternate construction materials methods (glass reinforced plastic liners, aluminum arched culverts, and precast concrete boxes) to reduce construction footprints and durations, the team was able to minimize impacts to environmental resources and the traveling public.

Environmental resources that were impacted as a result of the project were reduced or mitigated during design and in some cases were reduced further once the structures were in construction. Notable reductions of impacts during design included no permanent impacts to Short Grass Prairie, minimization of temporary and permanent impacts to wetlands and SB40 resources, dewatering methodology and design of structure bases to reduce impacts to fish spawn and passage, and lynx mitigation design elements.

The project team partnerships and coordination drove the project schedule, ultimately delivering the project 6 months ahead of schedule and two years ahead of grant obligations. Through innovative design and construction, the project finished \$300 thousand under the contract

amount and saved approximately \$2 million in contingency funds that were returned to the bridge enterprise for future bridge projects.

Reasons for Choosing: By using innovative contracting, and building true partnerships, this project team exemplified environmental stewardship while also saving money and time to implement this large project. Innovations lead to a reduction in environmental impacts and better mitigation in many key resource areas including endangered species, visual, access impacts, wetlands, and water quality specifically. It greatly reduced construction timelines and saved a substantial amount of budget.

The project areas were challenging due to geography as well as the importance of these three roadway corridors. It is truly impressive that it was completed in only 27 months. This is a testament to experience, coordination and collaboration in order to be good environmental stewards while delivering a challenging project that benefits the traveling public.



COLORADO

Department of Transportation

CDOT 2024 Environmental Awards

May 15, 2025



CDOT 2024 Environmental Awards

Four Award Categories

- Innovative Environmental Process
- Environmental Support by Maintenance
- Special Environmental Contributor
- Best Environmental Project





CDOT 2024 Environmental Awards

Innovative Environmental Process

Using a Climate-Informed Science Approach to Fight Nature's Inflation on Highway Assets

Main Team Members Involved: CDOT: Annika Cortright, Kaori Keyser, Kendall Hewins; Michael Baker Int'l: Geoff Uhlemann; and Colorado Water Conservation Board (CWCB): Kevin Houck



Annika T Cortright
EIT II, Hydraulics



Kaori M Keyser
EIT II, Hydraulics



Kendall Hewins

Michael Baker
INTERNATIONAL



COLORADO

Colorado Water
Conservation Board

Department of Natural Resources



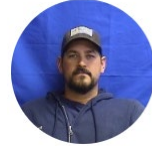


CDOT 2024 Environmental Awards

Environmental Support by Maintenance

*Deicer Leak/Spill Catcher Containment,
Preventing Environmental Hazards*

Main Team Members Involved: Region 2
Maintenance: James Buford (LTC Ops I), Aaron
Adame (TM III), Danny Stithem (TM I), Matt
Morgan (Equip Op I), and Steve Medina (TM I)



James R Buford

LTC Ops I, Mtc

E / 10



MATTHEW R MORGAN

TM II

2 Matrix



Aaron Adame

TM III

Jason
Rayfield



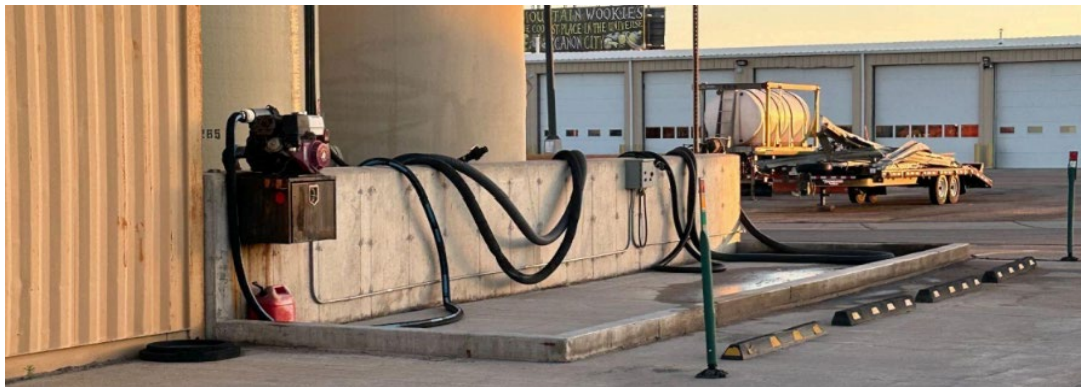
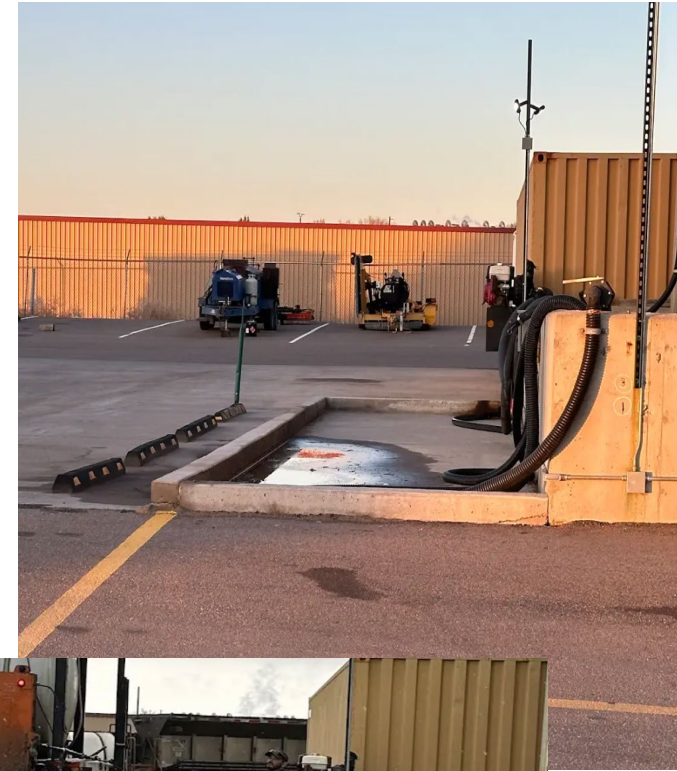
Charles D Stithem

TM I



Steve L Medina

TM I





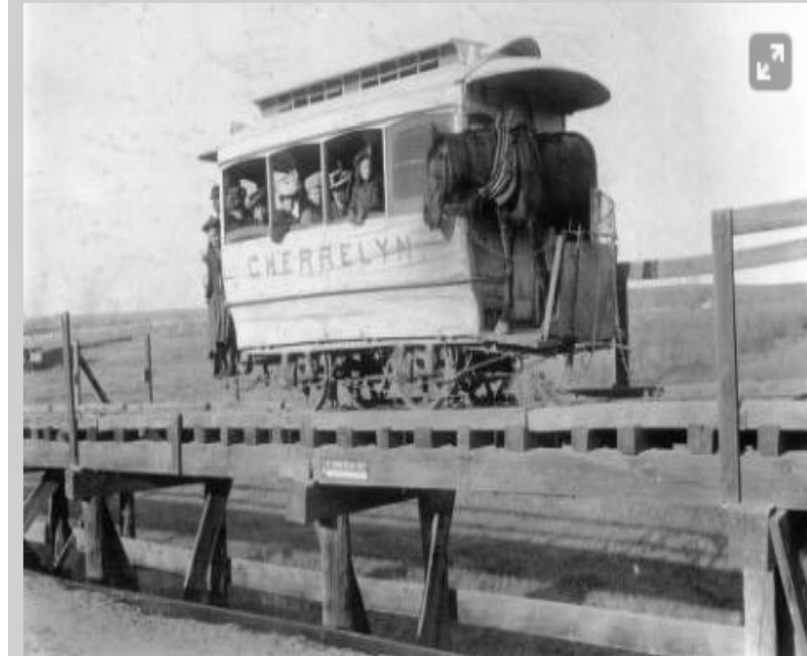
CDOT 2024 Environmental Awards

Special Environmental Contributor

*Barbara Stocklin-Steely,
Senior Historian (Retired), Region 1*



Statewide Streetcar Study





CDOT 2024 Environmental Awards

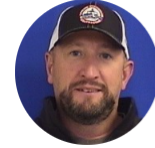
Best Environmental Project

Region 2 Bridge Bundle Project

Main Team Members Involved: CDOT R2 South Program: Jennifer Sparks, Scott Dalton, Patrick Vigil, Cynthia Bailey; CDOT EPB: Jeff Peterson, Becky Pierce, Lauren Cooper, Lisa Schoch, Greg Wolff; CDOT R2 Environmental: Shannon Ford, Cameron Olvey, Gabriel Cosyleon; Pinyon: Jillian Mauer, Alex Parr; ERO: Nicole Den Herder; Wilson&Co: Dave Poling; CapitalTezak JV:, Andrew Owenby



Jennifer L Sparks
PE III, Program Eng
9 / 40



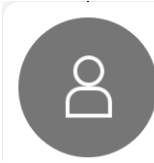
SCOTT R DALTON
Project Mgr III, I-25 TERM
2 / 2



JEFF S PETERSON
EPS III, Generalist



Patrick M Vigil
PE II, RE
3 / 4



Cynthia Bailey



REBECCA H PIERCE
EPS III, Generalist



LISA M SCHOCH
Program Mgt II, Emt
6 / 6



Gregory A Wolff
EPS III, Generalist



GABRIEL B COSYLEON
EPS IV, Generalist
5 / 5



Shannon L Ford
EPS III, Generalist



Cameron R Olvey
EPS II, Generalist



**CapitalTezak
Joint Venture**

Bridge and Tunnel Enterprise Board
Meeting Minutes
April 16, 2025

Present: Shelley Cook, District 2
Eula Adams, Vice-Chair, District 3
Jim Kelly, District 5
Rick Ridder, District 6
Barbara Bowman, District 7
Mark Garcia, District 8
Hannah Parsons, District 9
Terry Hart, Chair, District 10

Excused: Yessica Holguin, District 1
Karen Stuart, Chair, District 4
Todd Masters, 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 April, the Bridge and Tunnel Enterprise Board of Directors received an update on the BTE Series 2025A Revenue Bond Transaction acted on and approved the following Resolutions:

- BTE1: Regular Meeting Minutes of March 2025
- BTE2: BTE 6th Budget Supplement of FY 2024-25



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 Managing Director

Date: May 15, 2025

Subject: Second Budget Amendment 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 amendment request to reallocate \$1,932,023 from the Enterprise's Capital Construction Program to the BTE Series 2025A Infrastructure Revenue Bonds (IRB) Fiscal Year (FY) 2024-25 Debt Service obligations.

Action

Staff is requesting Board approval of Proposed Resolution #BTE2, the second budget amendment to the Fiscal Year 2024-25 BTE Budget Allocation Plan.

Background

Reallocate Budget for the BTE Series 2025A Infrastructure Revenue Bonds Fiscal Year 2024-25 Debt Service obligations.

In March 2025, the BTE Board ratified the approving resolution for the BTE Series 2025A Infrastructure Revenue Bond transaction. As part of the Board workshops that proceeded the resolution and the annual BTE budget setting process, the Board was made aware of the debt service obligations associated with the transaction and that staff would return to request an amendment to the previously approved FY2024-25 and FY2025-26 budgets after the terms of the transaction were finalized. The bond pricing and closing occurred on April 22, 2025 and May 8, 2025, respectively.

Impacts to the FY2024-25 budget include the first annual debt service payment of \$728,558 on June 1, 2025 and \$278,363.73 of bond premium that will be amortized in conjunction with this payment. Additionally, \$882,040 of the \$5,701,756.25 total December 1, 2025 debt service payment, and \$43,063 of the total \$278,363.73 in bond premium amortization associated with this payment, will be accrued in FY2024-25.

BTE's FY2024-25 debt service obligations associated with the transaction have been tabulated below.

Summary of FY2024-25 Series 2025A IRB Debt Service Obligations

| Portion of Budget Amendment | Amount |
|---|--------------------|
| 6/1/2025 Series 2025A IRB Debt Service Payment | \$728,558 |
| 6/1/2025 Series 2025A IRB Bond Premium Amortization | \$278,364 |
| FY2024-25 Accrual for 12/1/2025 Series 2025A Debt Service Payment | \$882,040 |
| FY2024- 25 Accrual for 12/1/2025 Bond Premium Amortization | \$43,062 |
| Total amendment amount for FY25 | \$1,932,023 |

The second BTE budget amendment reallocates \$1,932,023 from the BTE Safety Critical and Asset Management Projects (Line 39 on the FY2024-25 2nd Amended BTE Budget Allocation Plan) to the 2025A Infrastructure Revenue Bond Debt Service (Line 35 on the FY2024-25 2nd Amended BTE Budget Allocation Plan) for the first debt service payment and the required accounting treatments associated with the second debt service payment and bond premium.

In total, the bond transaction generated \$226,657,250.35 in proceeds. It should be noted that the \$225,000,000 project fund generated by the transaction was administratively added to the FY2024-25 BTE budget after the approval of BTE resolution #BTE20250402 for Floyd Hill Construction Package #4 in March 2025. The remainder of the total proceeds, totaling \$1,657,250.35, will be administratively added to the FY2024-25 budget, pending the approval of resolution #BTE3: 7th supplement to the FY2024-25 BTE budget.

Next Steps

Approval of Proposed Resolution #BTE2 will allow BTE and OFMB staff to proceed with amending the FY2024-25 BTE and CDOT Budget Allocation Plans to account for the Series 2025A IRB debt service obligations for the current fiscal year. Staff will return in July 2025, requesting approval to amend the FY2025-26 BTE and CDOT Budget allocation plans to account for future debt service payments associated with this IRB transaction.

Attachments

2nd Amended FY2024-25 BTE Budget Allocation Plan

| Bridge and Tunnel Enterprise Fiscal Year 2024-25 2nd Amended Annual Budget Statewide Bridge and Tunnel Enterprise Special Revenue Fund (C.R.S 43-4-805(3)(a) 538) | | |
|--|--|----------------------------|
| Line | Fiscal Year 2024-25 Revenue Source | Estimated Revenue |
| 1 | FASTER Bridge Safety Surcharge Fee | \$ 110,404,944 |
| 2 | Bridge & Tunnel Impact Fee | \$ 26,045,531 |
| 3 | Bridge & Tunnel Retail Delivery Fee | \$ 9,820,834 |
| 4 | Interest Earnings | \$ 2,450,000 |
| 5 | US Treasury Subsidy for Build America Bonds | \$ 5,148,202 |
| 6 | Federal Funds for 2010A Bond Debt Service | \$ 9,626,239 |
| 7 | Central 70 Conduit Issuer Fee | \$ 50,000 |
| 8 | Infrastructure Revenue Bonds Series 2025A Proceeds | \$ 226,657,250.35 |
| 9 | Total Estimated Revenue | \$ 390,203,000 |
| 10 | Proposed Program Allocation Type | Proposed Allocations |
| 11 | Administrative & Operating Activities | |
| 12 | Bridge and Tunnel Enterprise Staff Compensation | \$ (722,329) |
| 13 | Bridge and Tunnel Enterprise Program Support | \$ (1,400,000) |
| 14 | Attorney General Legal Services | \$ (50,000) |
| 15 | Annual Audit | \$ (35,000) |
| 16 | Travel Expenses | \$ (10,000) |
| 17 | Operating Expenses | \$ (4,000) |
| 18 | Trustee Fee | \$ (10,000) |
| 19 | Other consulting | \$ (150,000) |
| 20 | Infrastructure Revenue Bonds Series 2025A Cost of Issuance | \$ (1,657,250.35) |
| 21 | Total Administrative & Operating Activities | \$ (4,038,579) |
| 22 | Support Services | |
| 23 | Additional Project and Program Support Services | \$0 |
| 24 | Total Support Services | \$0 |
| 25 | Maintenance | |
| 26 | Routine Maintenance on Bridge and Tunnel Enterprise Structures | \$ (1,056,271) |
| 27 | Total Maintenance | \$ (1,056,271) |
| 28 | Preservation | |
| 29 | Bridge and Tunnel Preservation | \$ (1,000,000) |
| 30 | Total Preservation | \$ (1,000,000) |
| 31 | Debt Service and Availability Payments | |
| 32 | 2010A and 2019A Bond Debt Service | \$ (17,181,000) |
| 33 | Central 70 Availability Payment | \$ (32,101,801) |
| 34 | 2024A Infrastructure Revenue Bond Debt Service | \$ (7,257,932) |
| 35 | 2025A Infrastructure Revenue Bond Debt Service | \$ (1,932,023) |
| 36 | Total Debt Service and Availability Payments | \$ (58,472,756) |
| 37 | Construction Program | |
| 38 | 10-Year Plan Projects | \$ (48,386,424) |
| 39 | Safety Critical and Asset Management Projects | \$ (52,248,970) |
| 40 | Infrastructure Revenue Bonds Series 2025A Project Fund | \$ (225,000,000) |
| 41 | Total Construction Program | \$ (325,635,394) |
| Total Fund 538 Revenues | | \$ 390,203,000.35 |
| Total Fund 538 Allocations | | \$ (390,203,000.35) |
| Remaining Unbudgeted Funds | | \$ 0 |



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 Managing Director

Date: May 15, 2025

Subject: Seventh 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 the following:

- 1) BTE staff requests Board concurrence to administratively add proceeds from the recent Series 2025A BTE bond transaction to the FY2024-25 BTE budget.
- 2) Region 1 requests a budget supplement to initiate the construction phase for the I-70 East Bridges Rehabilitation project (structures# F-20-BA and F-20-BB).

Action

Staff requests Board approval of Proposed Resolution #BTE3, the seventh supplement to the Fiscal Year 2024-25 BTE budget.

Background

BTE Senior Infrastructure Revenue Bond Series 2025A Transaction Summary

On March 20, 2025, the BTE Board approved Resolution #BTE20250302 approving certain matters with respect to the Colorado Bridge and Tunnel Enterprise Senior Infrastructure Revenue Bonds, Series 2025A. This resolution provided approval to staff to proceed with the bond transaction if certain parameters were met, granting 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. Staff subsequently moved forward with the transaction. Pricing was held on April 22, 2025 and closing is scheduled for May 8, 2024. A summary of the sources and uses for the transaction can be found in the tables below.

| Sources | Amount |
|-----------------------|-------------------------|
| Bond Proceeds: | |
| Par Amount | \$218,750,000.00 |
| Premium | \$7,907,250.35 |
| Total | \$226,657,250.35 |

| Uses | Amount |
|------------------------------------|-------------------------|
| Delivery Date Expenses | |
| Cost of Issuance | \$648,960.95 |
| Underwriter's Discount | \$723,613.89 |
| Bond Insurance | \$284,675.51 |
| Subtotal | \$1,657,250.35 |
| Available for Capital Construction | \$225,000,000.00 |
| Total | \$226,657,250.35 |

| Budget Line | Budget Supplement Request |
|---|---------------------------|
| Administration and Operations (Line 20) | \$1,657,250.35 |
| Capital Construction Program (Line 40) | \$225,000,000.00 |
| Total Increase | \$226,657,250.35 |

The transaction will ultimately result in an increase of \$1,657,250.35 to BTE's administrative and operating activities (BTE 2nd Amended Budget Line 20) with the approval of this budget supplement request. The \$225,000,000 increase to the Capital Construction Program (BTE 2nd Amended Budget Line 40) was previously approved with the Fifth Supplement to the FY2024-25 BTE budget in March 2025. Bond proceeds in the BTE capital construction pool are expected to be fully allocated to BTE-eligible projects in the CDOT 10-Year Vision Plan, including the I-70 West: Floyd Hill Project Construction Package #4. Bond proceeds in the administrative and operating cost center will be used to fund the cost of issuance. Please note that the other delivery date expenses, the underwriter's discount and bond insurance, are deducted from the bond proceeds prior to BTE receiving a deposit.

Region 1: I-70 East Bridge Rehabilitation (F-20-BA & F-20-BB)

Staff is requesting \$3,308,866 to fund the construction phase for the rehabilitation of two poor-rated structures F-20-BA and F-20-BB on I-70 over the US 40 Frontage Road, at mile post 323.660 in Arapahoe County, west of Deer Trail. These bridges are being delivered in conjunction with the rehabilitation of two fair-rated bridges, utilizing Fuels Impact Enterprise funding, on the I-70 east corridor that have been experiencing increasing, continued deterioration. Bundling the two poor-rated structures into this overall project provides an opportunity for BTE to rehabilitate the bridges in a cost effective manner while addressing the growing bridge maintenance needs on this segment of the I-70 corridor.

The AADT for this portion of I-70, as of 2023, is 14,000 with 32.1% trucks per CDOT OTIS. Interstate 70 at this location is a National Truck Route and a designated Nuclear and Hazardous Materials Route. Continued deterioration of these structures without intervention could impact the safety and reliability of this corridor as the frequency and severity of planned and unplanned (emergency or urgent) bridge repairs has increased over time. Additionally, rehabilitating the bridges is expected to significantly extend the life of the structures curtailing the need for full bridge replacements at this location.

The existing structures are rated poor due to the condition of the substructures. There is active leaking at the deck joints over the piers resulting in water staining, delamination, spalling, and exposed rebar at all piers. The leaking is also creating spalls under twelve girders between the two bridges resulting in approximately 20% bearing loss at those girders. As a result of the overall bridge condition rating of poor, F-20-BA and F-20-BB are eligible for BTE bridge major rehabilitation funds. Both structures are also top-tier candidate structures in the January 2025 BTE Bridge Prioritization Plan. Proposed rehabilitation work will include closing the leaking deck joints, removing the asphalt wearing surface and replacing it with polyester concrete, and installing bearing corbels. Additional information on the BTE funded structures in the project can be found in the table below.

| Structure ID | Description | Year Built | Deck Rating | Super Rating | Sub Rating | Deck Area (sf) |
|--------------|----------------------------------|------------|-------------|--------------|------------|----------------|
| F-20-BA | I-70 EBND over US 40 Frontage Rd | 1965 | 6 | 6 | 4 | 3,927 |
| F-20-BB | I-70 WBND over US 40 Frontage Rd | 1965 | 6 | 6 | 4 | 3,927 |

**I-70E Bridges Rehabilitation in Arapahoe County
(Old F-20-BA & F-20-BB) (No New-Rehabilitation) (SAP Project # 26979)
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 | FASTER-Safety Critical & Asset Management | \$0 | \$3,308,866 | \$0 | \$0 | \$0 | \$3,308,866 | \$3,308,866 |
| Total of Project Phases | All Funding Sources | \$0 | \$3,308,866 | \$0 | \$0 | \$0 | \$3,308,866 | \$3,308,866 |

**I-70E Bridges Rehabilitation in Arapahoe County
(Old F-20-BA & F-20-BB) (No New- Rehabilitation) (SAP Project # 26979)
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 |
|-------------------------|---|----------------------|-------------------------------|-------------------------------|-------------------------------|-------------------------------|---------------------------|
| Construction | FASTER-Safety Critical & Asset Management | \$0 | \$0 | \$3,308,866 | | \$0 | \$3,308,866 |
| Total of Project Phases | All Funding Sources | \$0 | \$0 | \$3,308,866 | \$0 | \$0 | \$3,308,866 |

Available Funding

If the Board approves the requested budget supplement outlined above, the remaining FY2024-25 balance for the FASTER Safety Critical and Asset Management pool will be \$21,934,545. The table below provides high-level transaction details for this BTE funding source.

FASTER Safety Critical and Asset Management - Bridge Safety Surcharge
Funding Balance, Fiscal Year 2025 BTE Funding Source, Year of Budget

| | |
|---|---------------------|
| Starting FY Budget Balance | \$42,300,088 |
| Year-to-Date Roll forwards or Project Savings | \$9,840,730 |
| Approved Project Transactions (BOD, EMT, or Staff Authority per PD 703) | -\$25,206,273 |
| Pending Budget Supplements | -\$3,308,866 |
| Remaining Available Balance | \$23,625,679 |

Next Steps

1. Staff will adjust the FY2024-25 BTE Budget Allocation Plan to account for the BTE Senior Infrastructure Revenue Bond Series 2025A Transaction, increasing BTE's administrative and operating activities by \$1,657,250 (BTE 2nd Amended Budget Line 20).
2. Approval of Proposed Resolution #BTE3 will provide the funding necessary to allow R1 to commence rehabilitating the BTE eligible I-70 east structures.
3. Staff will return to the Board with additional budget supplement requests as necessary.

Fuels Impact Enterprise Board of Directors Meeting March 2025

Roll Call: Directors Cook, Stuart, Garcia, Gutierrez, Parsons, Masters, Vice Chair Adams, Chair Hart

Public Comments: None

Act on Consent Agenda - Herman Stockinger

- Proposed Resolution #FIE1: to Approve the Regular Meeting Minutes of September, 2024

A motion to approve was raised by Vice Chair Adams and seconded by Director Cook, and the motion passed unanimously.

Discuss and Act on Proposed Resolution #FIE2: Final FY2025-26 FIE Budget Allocation Plan for Adoption - Darius Pakbaz

A motion to approve was raised by Director Gutierrez and seconded, and the motion passed unanimously.

Adjournment

The meeting was adjourned at approximately 11:00 am.



COLORADO
Department of Transportation

Transportation Commission Memorandum

To: The Transportation Commission

From: Jeff Sudmeier, Chief Financial Officer

Date: May 15, 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

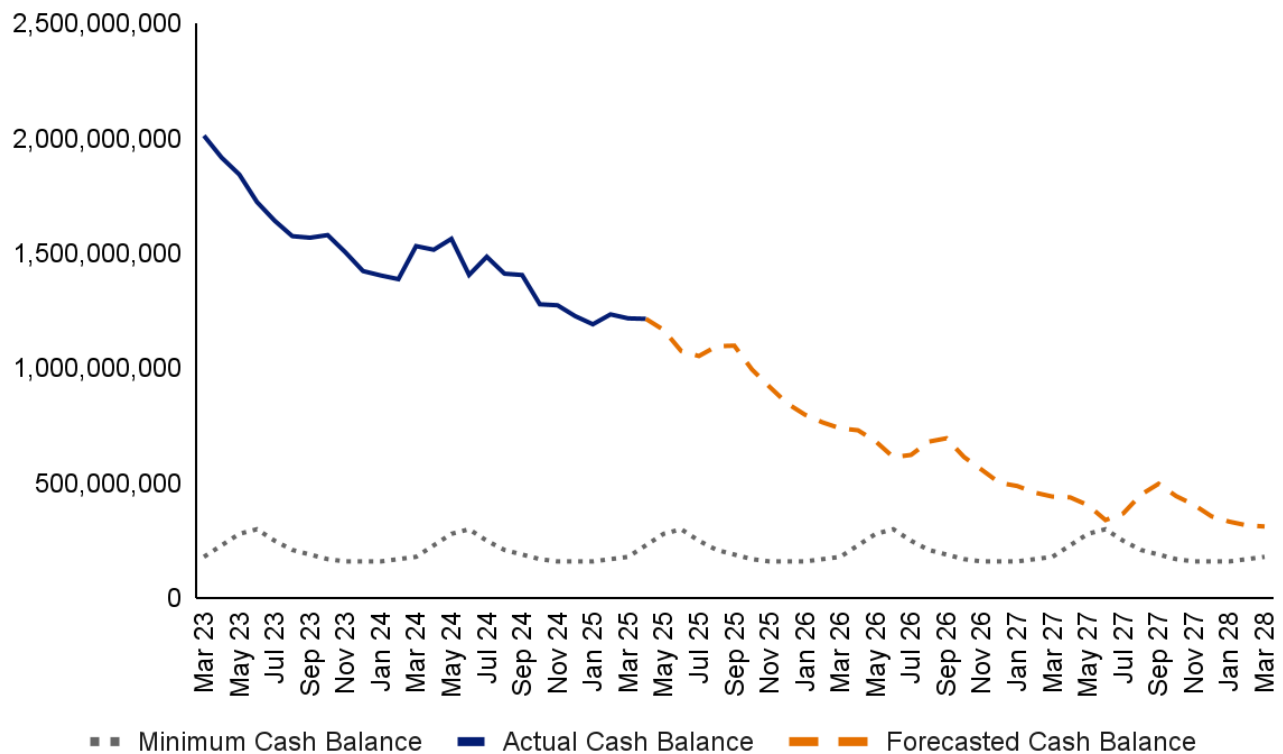
The actual cash balance for March 2025 was \$1.22 billion; \$1.04 billion above that month's minimum cash balance target of \$180.0 million. March's cash balance includes \$477.48 million in the State Highway Fund, \$62.77 million in ARPA Refinance funding, and \$676.82 million in the Senate Bill 267 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.

The General Assembly recently passed SB 25-257 and SB 25-258, which are expected to reduce the expected revenue from the General Fund and the FASTER Road Safety Surcharge beginning in FY 2025-26. This forecast will be updated in June to account for these revenue impacts.

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, March month end expenditures were corresponding to an Expenditure Performance Index (XPI) of 0.94 (actual expenditures vs. baseline). There were \$107.1M actual expenditures YTD vs. the baseline of \$114.5M. 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

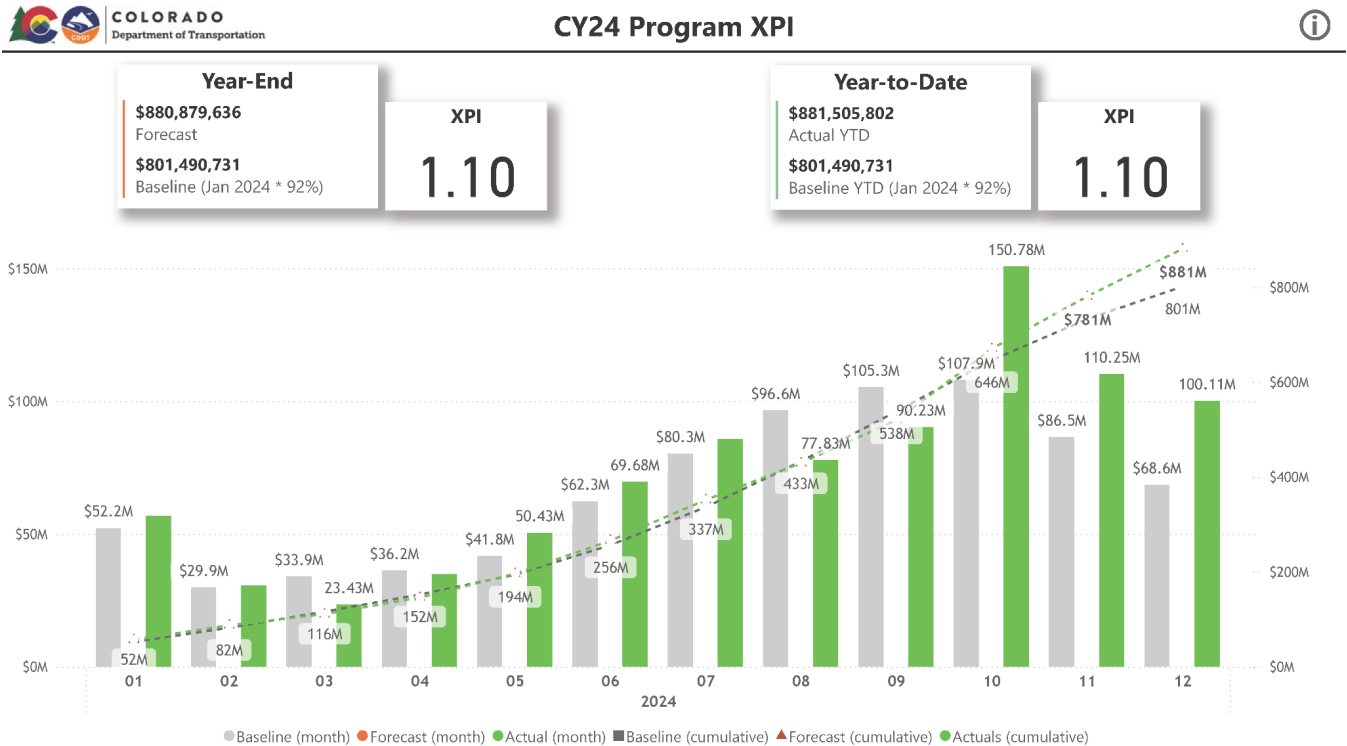
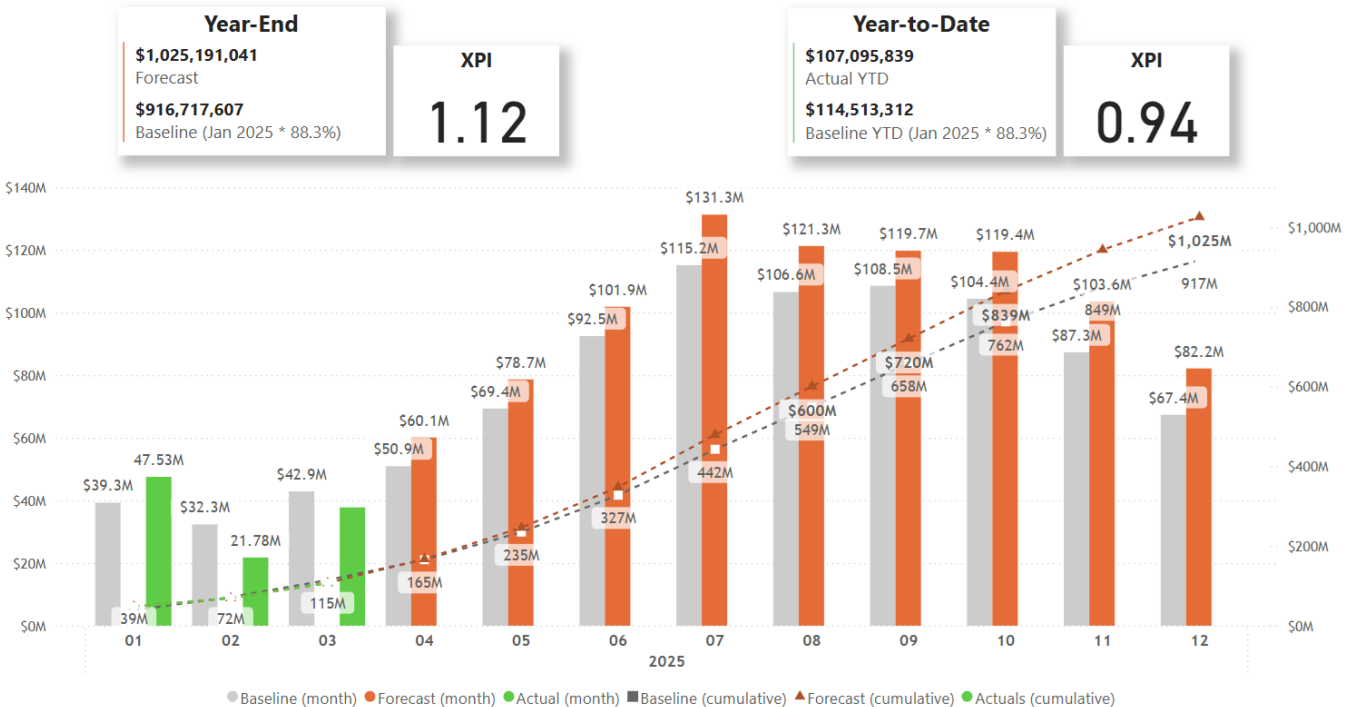


Figure 4 - Dashboard View, CY 25





COLORADO

Department of Transportation

Bridge and Tunnel Enterprise Board of Directors Memorandum

To: The Bridge and Tunnel Enterprise Board of Directors

From: Patrick Holinda, Bridge and Tunnel Enterprise Managing Director

Date: May 15th, 2025

Subject: Bridge and Tunnel Enterprise Q3 FY2025 Quarterly Report

Purpose

The Bridge & Tunnel Enterprise (BTE) staff has prepared this quarterly program report to provide the BTE Board of Directors an update of recent program activities. Summarized below are key elements contained in the report. The report is available in its entirety on the [BTE website](#).

Action

This report is for informational purposes only; no action is requested from the Board.

Background

BTE Plan of Finance

During this quarter, the Bridge and Tunnel Enterprise Board of Directors ratified the approving resolution for the second tranche of the BTE Infrastructure Revenue Bonds (IRB). This transaction is forecast to generate a project fund of \$225 million to fully fund the BTE eligible share of the fourth and final Floyd Hill construction package, which is scheduled to start construction in May 2025. In advance of the upcoming transaction, Standard and Poor's upgraded BTE's IRB credit rating to an "A" with a stable outlook, and Moody's Ratings and Kroll Bond Rating Agency assigned ratings of "A1" and "A+", respectively, with a stable outlook. Ultimately, BTE anticipates financing an estimated total of \$400 million to \$500 million in BTE eligible 10-Year Plan scope in multiple tranches to address the Enterprise's current funding gap and allow for the timely completion of several key strategic projects.

I-70 Floyd Hill

In Q3 FY2025, the I-70 Floyd Hill project achieved a significant milestone when the design phase for the fourth and final Construction Package (CP #4) was completed. In a corresponding action, the Bridge and Tunnel Enterprise Board of Directors approved a construction phase budget supplement for \$240,865,613 to fund the BTE eligible scope included in CP #4, contingent on the successful execution of the planned BTE Infrastructure Revenue Bond transaction in April 2025. This approval provides the necessary budget for CP #4 to proceed with construction-agreed-price (CAP) negotiations. To date, the Board has approved a total of approximately \$300 million for this key strategic project, which is now fully funded through innovative financing by BTE and Colorado Transportation Investment Office, CDOT strategic funds, and an Infrastructure for Rebuilding America (INFRA) grant.

Program Progress

In Q3 FY2025, staff continued to make progress addressing the state's poor-rated bridge population and completing tunnel projects. A summary of Enterprise's activities and accomplishments for this period is provided below.

Structures with Design Funding Increases in Q3 FY2025

| Structure ID | Region | County | Facility over Featured Intersection | Budget |
|--------------|--------|----------|---|-------------|
| E-17-ID | 1 | Adams | I-270 ML WBND over South Platte River | \$2,169,114 |
| E-17-IE | 1 | Adams | I-270 ML EBND over South Platte River | See E-17-ID |
| E-17-IF | 1 | Adams | I-270 ML WBND over Ditch Road, Burlington Canal | See E-17-ID |
| E-17-IG | 1 | Adams | I-270 ML EBND over Ditch Road, Burlington Canal | See E-17-ID |
| E-17-IH | 1 | Adams | I-270 ML WBND over SH 265 ML, UPRR, BNSF RR | See E-17-ID |
| E-17-IJ | 1 | Adams | I-270 ML WBND over Service Road, BNSF RR | See E-17-ID |
| F-06-A | 3 | Garfield | US 6 ML over Elk Creek | \$146,400 |

The I-70 Floyd Hill project received Board approval to fund Construction Package #4 (CP #4) using BTE Series 2025A IRB proceeds, BTE Series 2024A IRB interest earnings, and Senate Bill (SB) 21-260 Bridge and Tunnel fee revenues. CP #4 will replace the three BTE eligible structures tabulated below.

Projects with Construction Funding Approved in Q3 FY2025

| Structure ID | Region | County | Facility over Featured Intersection | Budget |
|--------------|--------|-------------|-------------------------------------|---------------|
| F-15-BL | 1 | Clear Creek | I-70 ML WBND over Clear Creek, US 6 | \$240,865,613 |
| F-15-BM | 1 | Clear Creek | Ramp to US 6 over Clear Creek | See F-15-BL |
| F-15-D | 1 | Clear Creek | I-70 Frontage Road over Clear Creek | See F-15-BL |

Program Controls

The active project Schedule Performance Index (SPI) at the end of Q3 FY2025 was 0.94, an increase from 0.92 at the end of Q2 FY2025. This key performance indicator is used by program staff to monitor projects that have the potential to fall behind their baseline schedule. An active project SPI above 0.90 generally indicates that projects in the program's project portfolio are being executed efficiently. The active monthly SPI for Q3 FY2025 is provided to the right.

Active Project SPI

| Month | Active SPI |
|----------|------------|
| January | 0.95 |
| February | 0.95 |
| March | 0.94 |

Budget and Encumbrance Balances

BTE staff continues to coordinate with Region staff to de-budget projects that are substantially complete in accordance with the SB 16-122. Since December 31, 2024, the encumbrances have increased by \$12,400, and the budget balances have decreased by \$436,655.

Program Financial Information

As of Q3 FY2025, the budgeted amount of FASTER funds for FY2025 was \$110.4 million, which is based on a revenue forecast developed prior to beginning of the fiscal year. The most recent revenue forecast predicts \$115.6 million in collections. As of March 31, 2025, the revenue collections totaled \$85.2 million. The budgeted amount of SB21-260 funds was \$35.9 million, which is based on a revenue forecast developed prior to the beginning of the fiscal year. The newest revenue forecast predicts \$37.8 million in collections. As of March 31, 2025, revenue collections totaled \$26.5 million.



COLORADO
Department of Transportation

Transportation Commission Memorandum

To: Colorado Transportation Commission

From: Leslie Welch and Anna Dunn, Grants Coordinators

Date: May 14, 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, but applications are still being reviewed:

1. BRIDGE INVESTMENT PROGRAM (BIP) - LARGE BRIDGE
 - I-270 Corridor Improvements Bridge Bundle, R1
2. BRIDGE INVESTMENT PROGRAM (BIP) - OTHER than LARGE BRIDGE (>\$100M)
 - US50 Blue Mesa Bridges Emergency Repairs, R3
3. BRIDGE INVESTMENT PROGRAM (BIP) - PLANNING
 - I-70 West Applewood to Lakewood Critical Bridges Planning, R1
4. National Scenic Byways Program
 - Mount Blue Sky Scenic Byway: Interpretation Corridor Management Plan, R1
 - Roadside Markers Improvements on Colorado Byways, Statewide
5. 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 Regions 3 and 5 and a Culvert package in Region 3
2. Rural and Tribal Assistance Pilot Program
 - CDOT is pursuing a grant to support planning for Region 2's I-25 Exit 108 & Rest Stop Project - CDOT is waiting on news of a reissued NOFO for resubmission, as the portal had technical issues causing submissions to be rendered invalid.
3. Advanced Digital Construction Management Systems (ADCMS)
 - CDOT is pursuing a grant to support modernizing construction delivery processes and technologies
4. CRISI
 - CDOT intends to pursue a grant for a sidings project in R1 to improve freight movement and railyard congestion
5. Wildlife Crossings Pilot Program
 - CDOT intends to pursue a grant for the R2 Raton Pass project, and is currently evaluating other project options to pursue this funding cycle.

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 expecting NOFOs to drop soon for the following programs:

- CRISI: NOFO expected in "Spring 2025"
- PROTECT: And updated NOFO in line with new administration priorities is expected "Spring 2025"

Upcoming deadlines include:

- Advanced Digital Construction Management Systems (ADCMS): Due July 31.
- Wildlife Crossings Pilot Program. Due August 1st.
- Large Bridge: Due August 1st.



COLORADO

Department of Transportation

Transportation Commission Memorandum

To: Transportation Commission

From: Emily Haddaway, CDOT Legislative Liaison

Date: May 7th, 2025

Subject: End of Legislative Session Summary

Purpose

To provide an overview of recently passed legislation that impacts the Department of Transportation.

Action

No action is required at this time.

Background

On May 7th, 2025, the 2025 General Assembly adjourned Sine Die. This year, the legislature passed a variety of bills that the Department will be required to implement if signed by the Governor. This presentation provides an overview of the key bills the Department has engaged on and each bill's impacts on CDOT.

Attachments

2025 Legislative Session Overview.



COLORADO
Department of Transportation

2025 Legislative Session Overview

May 15th 2025



Transportation Funding Bills



SB 25-257: Modify General Fund Transfers to State Highway Fund

Sponsors: Rep. Shannon Bird, Rep. Rick Taggart, Sen. Jeff Bridges, Sen. Barbara Kirkmeyer

Summary: This legislation reduces General Fund transfers to the Department's State Highway Fund authorized under SB 21-60. This includes reducing CDOT's General Fund transfers by \$69 million in FY26 and \$49.5 million in FY27. The transfers are increased in future years (FY 30-33) to satisfy the intent of SB 21-260.

The bill also eliminates the \$7 million annual General Fund transfers to the Revitalizing Main Street program.

CDOT Impact: These reductions will primarily impact funding for the 10-Year Plan. This will reduce the amount of funds allocated to the 10-YP in the next few years, primarily impacting the number of projects we can plan in the next update to the 10YP. This legislation also eliminates the funding source for RMS, so no future awards will be made through the program after existing funding is exhausted.

Status: This bill passed the second chamber on April 23rd and is awaiting the Governor's signature.



SB 25-258: Temporarily Reduce Road Safety Surcharge

Sponsors: Rep. Shannon Bird, Rep. Emily Sirota, Sen. Jeff Bridges, Sen. Barbara Kirkmeyer

Summary: This legislation temporarily reduces the Road Safety Surcharge fee by \$3.70 across all weight classes for 24 months, resulting in a revenue reduction of \$44 million over two years (September 2025-September 2027.)

CDOT Impact: The fee reduction would impact CDOT only. The legislation will modify the statutory distribution to hold cities and counties harmless. This reduction will impact the amount of available funding for safety-related projects in the FASTER Safety and asset management programs.

Status: This bill passed the second chamber on April 23rd and is awaiting the Governor's signature.



SB 25-264: Cash Fund Transfers to the General Fund

Sponsors: Rep. Shannon Bird, Rep. Emily Sirota, Sen. Jeff Bridges, Sen. Barbara Kirkmeyer

Summary: This legislation sweeps a variety of cash funds across agencies and transfers the funding to the General Fund. This includes \$71.8 million from the Multimodal Options fund.

CDOT Impact: The JBC specified that the swept amount should be allocated from the local portion of the MMOF. The Department will endeavor to keep projects that are already or soon to be underway moving forward. In order to maintain funding for all of the awards made for funding through FY 25, projects may have to be delayed and awards in subsequent years reduced.

Status: This bill passed the second chamber on April 16th and was signed by the Governor on April 25th.



SB 25-320: Commercial Motor Vehicle Transportation

Sponsors: Rep. Shannon Bird, Rep. Rick Taggart, Sen. Jeff Bridges, Sen. Barbara Kirkmeyer

Summary: This bill accelerates the Bridge and Tunnel Impact Fee schedule, which remits to the Bridge and Tunnel Enterprise. This change generates \$28m for BTE over the next three years. The bill also reinstates a tax credit for the purchase of new commercial motor vehicles.

CDOT Impact: This bill enables more bridge and tunnel projects to be funded than anticipated through FY28. The department is exploring how this funding can be utilized to minimize the impacts of the Road Safety Surcharge Reduction in SB25-258.

Status: This bill passed the second chamber on May 5th and is awaiting the Governor's signature.



Transportation Policy Changes



SB 25-069: Tire Chain Traction Control Device Permit

Sponsors: Rep. Meghan Lukens, Rep. Elizabeth Velasco, Sen. Dylan Roberts, Sen. Marc Catlin

Summary: The bill creates a permit that is issued by CDOT. The permit authorizes the holder to, for a fee, install or remove tire chains or alternate traction devices at a location designated in the permit.

The bill updates passenger traction law to require 4WD and AWD vehicles to also have tires that are imprinted by a manufacturer with a mountain-snowflake, "M&S", "M+S", or "M/S" symbol or that are all-weather rated by the manufacturer. The bill also requires rental car companies to disclose chain law requirements to a renter.

CDOT Impact: Implementing the permitting requirements will require 1 FTE for FY26 and an ongoing .5 FTE starting in FY27 to administer the program.

Status: This bill passed the second chamber on April 30th and is awaiting the Governor's signature.



HB 25-1039: Commercial Vehicle Muffler Requirements

Sponsors: Rep. Brianna Titone, Rep. Lesley Smith, Sen. Dylan Roberts, Sen. Marc Catlin

Summary: Beginning July 1, 2027, the bill requires all commercial vehicles to have a muffler, which must be located on the vehicle where it can be visually inspected to ensure that it is present, intact, and functioning properly, unless the vehicle has the necessary documentation.

The bill also requires state agencies to include language in construction contracts stating that a contractor's or subcontractor's commercial vehicle that enters a public project site is required to comply with the bill.

CDOT Impact: The Office of the State Auditor will update their contract templates to include a reference to the new muffler requirements. If CDOT utilizes other templates for horizontal construction, these will need to be updated by the department.

Status: This bill passed the second chamber on May 1st, and is awaiting the Governor's signature.



SB 25-030: Increase Transportation Mode Choice Reduce Emissions

Sponsors: Sen. Faith Winter, Sen. Nick Hinrichsen, Rep. Meg Froelich, Rep. William Lindstedt

Summary: The bill requires CDOT in coordination with local governments and transit agencies, and MPOS, to create a transit and active transportation project inventory that identifies gaps in transit, bicycle, and pedestrian infrastructure. CDOT and MPOS must present a report to the transportation legislation review committee on inventories created, including an assessment of existing and potential funding sources for the projects listed in the inventories.

The bill requires CDOT to develop clear definitions for roadway capacity investments and state-of-good-repair investments. The bill also clarifies that the Moffat tunnel improvement district is controlled and managed by the CDOT, rather than DOLA.

CDOT Impact: The impacts of the bill are absorbable and can fit within our existing planning processes.

Status: This bill passed the second chamber on May 1st and is awaiting the Governor's signature.



SB 25-161: Transit Reform

Sponsors: Sen. Faith Winter, Sen. Iman Jodeh, Rep. William Lindstedt, Rep. Meg Froelich

Summary: The bill updates the operations of the Regional Transportation District and creates an RTD Accountability Committee. In addition to the RTD related provisions, the Transportation Commission must develop and publish by March 31, 2026, best practices for creating regional transportation authorities, enhancing transit funding, and providing additional transit services across the state.

CDOT Impact: The Department has begun discussions the requirements of the bill and will likely need to go out to bid to hire a consultant to support creating the required materials.

Status: This bill passed the second chamber on May 7th, and is awaiting the Governor's signature.



HB 25-1292: Transmission Lines in State Highway Rights-of-Way

Sponsors: Rep. Andrew Boesnecker, Rep. Junie Joseph, Sen. Faith Winter

Summary: This bill allows high voltage transmission lines to be co-located longitudinally within CDOT right-of-way when certain circumstances are met. Developers will have the option to enter into a public private initiative in exchange for use of the ROW, or to pay an annual surcharge. The bill tasks CETA, in consultation with other state agencies, to conduct a study to identify potential corridors that may be suitable for high voltage transmission line development.

The bill also updates the statute governing waiver valuations to align with federal law.

CDOT Impact: This bill will require 1.0 FTE to process the new permits created by this bill, assist with the implementation of the fee and billing structure for the surcharge, and provide support for the state highway corridors study.

Status: This bill passed the second chamber on May 7th, and is awaiting the Governor's signature.



HB 25-1228: Best Value Design-Build Transportation Contracts

Sponsors: Rep. Carlos Barron, Rep. Mandy Lindsay, Sen. Dylan Roberts, Sen. Barb Kirkmeyer

Summary: This bill changes the definition of best value for design-build projects to include additional considerations like sustainability and resiliency. CDOT must comply with these new standards evaluating projects and contracts.

CDOT Impact: HB1228 will create a minimal workload for CDOT, but the department will need to implement these requirements on all future design-build contracts.

Status: This bill passed the second chamber on April 15th and is awaiting the Governor's signature.



HB 25-1313: Modify Laws Within Purview of the Capital Development Committee

Sponsors: Rep. Tammy Story, Rep. Mandy Lindsay, Sen. Kyle Mullica, Sen. Nick Hinrichsen

Summary: This bill encompasses a variety of changes to the Capital Development Committee's governing statute. The section that pertains to the Department removes the requirement that the Transportation Commission submit annual requests to the CDC.

CDOT Impact: The CDOT portion of the bill will decrease annual administrative workload for OFMB and OPGR by removing the requirement to compile an annual proposal.

Status: This bill passed the second chamber on May 2nd and is awaiting the Governor's signature.



HB 25-1122: Automated Driving System Commercial Motor Vehicle

Sponsors: Rep. Sheila Lieder, Rep. Chris Richardson, Sen. Larry Liston, Sen. Tom Sullivan

Summary: The bill prohibits using an automated driving system to drive a commercial motor vehicle unless an individual who holds a commercial driver's license is in the vehicle, is in the driver's seat if the vehicle is transporting hazardous materials, monitors the vehicle's driving, and intervenes, if necessary, to avoid illegal or unsafe driving. The penalty is \$1,000 for a first offense; is \$2,000 for a second offense; and doubles for each subsequent offense.

CDOT Impact: CDOT was in opposition to this bill due to the bills implications on our autonomous attenuator trucks.

Status: This bill passed the second chamber on May 6th and is awaiting a signing decision by the Governor.



Memorial Highways and Bridges

SJR 25-015 Officer Evan A. Dunn Memorial Highway

- Sponsors: Sen. Kolker, Sen. Danielson, Rep. Titone
- Location: Region 1, SH 58 between 6th Avenue and McIntyre Street

SJR 25-017 Honoring Daniel T. Griffin

- Sponsors: Sen. Liston
- Location: Region 2, the North Academy Bridge spanning I-25 in Colorado Springs

HJR 25-1007 Troy Jackson Memorial Highway

- Sponsors: Rep. Clifford, Sen. Bridges, Sen. Carson
- Location: Region 1, I-25 Southbound from mile marker 199.4 and I-25 Northbound mile marker 194.8

HJR 25-1026 Designate Representative Hugh McKean Memorial Highway

- Rep. Weinberg, Rep. McCluskie, Sen. Kirkmeyer, Sen. Mullica
- Location: Region 4, State Highway 402 from US Highway 287 to I-25

HJR 25-1027 Designate Commissioner Lew Gaiter III Memorial Highway

- Sponsors: Rep. Weinberg, Rep. Pugliese, Sen. Kirkmeyer
- Location: Region 4, State Highway 1 from East County Road 60 to I-25