



# COLORADO

Department of Transportation

Office of Policy and Government Relations

DATE: May 15, 2025  
TO: Transportation Commission  
FROM: Herman Stockinger  
SUBJECT: Commission & Board Resolutions Proposed for Adoption

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Proposed Resolution #1: Approve the Regular Meeting Minutes - NO PRINTED RESOLUTION

Proposed Resolution #2: IGA Approval >\$750,000

Proposed Resolution #3: Devolution of SH 291 to the Town of Salida

Proposed Resolution #4: Disposal Parcels RW-21-EX-US50, Howard, Fremont County

Proposed Resolution #5: Update Policy Directive 1606.0- Maintain Linear Referencing System

Proposed Resolution #6: Update Policy Directive 1905.0- Building Resilience into Transportation Infrastructure and Operations

Proposed Resolution #7: Adoption of the FY 2025-2029 STIP

Proposed Resolution #8: 8<sup>th</sup> Budget Supplement of FY 2024-25

Proposed Resolution #BTE1: Approval of Regular Meeting Minutes - NO PRINTED RESOLUTION

Proposed Resolution #BTE2: BTE 2<sup>nd</sup> Budget Amendment to FY 2024-25

Proposed Resolution #BTE3: BTE 7th Budget Supplement FY2024-25

Proposed Resolution #FIE1: Approval of Regular Meeting Minutes- NO PRINTED RESOLUTION

Proposed Resolution #FIE2: 2<sup>nd</sup> Budget Supplement to FY 2024-25

Proposed Resolution #FIE3: Adoption of PD 703.0 as the FIE Board's Fiscal and Policy Procedure

## **Proposed Resolution #2**

Authorizing CDOT to execute Intergovernmental Contracts, Amendments, and Option Letters over \$750,000 of the projects specified below.

**Approved by the Transportation Commission on May 15, 2025.**

**Whereas**, pursuant to Colorado law at Section 43-1-110(4), C.R.S. the executive director or the chief engineer shall represent the department in negotiations with local governmental entities concerning intergovernmental agreements (IGAs) between the department and local governmental entities to implement the provisions of this article. No IGAs involving more than \$750,000 shall become effective without the approval of the commission.

**Whereas**, CDOT seeks to have the commission approve IGAs contracts identified in the attached IGA Approved Projects list each of which are IGAs greater than \$750,000.

**Whereas**, 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; and

**Whereas**, the Transportation Commission acknowledges that it has reviewed the IGA summary in the consent packet, which included all information necessary; and

**Whereas**, the Transportation Commission has determined that the projects will serve the public interest and/or convenience of the traveling public and that the approval of the projects described in the report will serve the purpose(s) of the project; and

**Now Therefore Be It Resolved**, the Transportation Commission hereby declares that the public interest and/or convenience will be served by approving the contracts identified in the attached IGA Approved Projects list and CDOT is authorized to execute all documents necessary to further these projects except that substantial changes to the project and/or funding will need to be reapproved.

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Herman Stockinger, Secretary  
Transportation Commission of Colorado

## May 2025- IGAs > \$750,000

Region	Project Number(s)	Agency	Contract Value	Federal \$ (FHWA &/or USDT funds)	State \$	Local \$	Description
R1	26826	Broomfield	\$4,500,000.00	\$3,600,000.00	\$0.00	\$900,000.00	Broomfield OLA – Midway Boulevard Multimodal Improvements: Lake Link Trail - Zun Project. Total Funds \$4,500,000.00
R3	24776	Avon	\$5,200,000.00	\$0.00	\$4,600,000.00	\$600,000.00	Avon AM2 – US6 Mobility Improvement Project. This Amendment 2 increases the maximum contract amount by \$1,700,000.00 for a new total of \$5,200,000.00. Total Funds \$5,200,000.00
R4	24705	Boulder County	\$1,300,000.00	\$0.00	\$0.00	\$1,300,000.00	Boulder County OLA – Revenue contract for CO 7 Intersection Improvements Project. Total Revenue \$1,300,000.00
	23047 26940	Fort Collins Larimer County	\$7,005,818.00	\$3,834,025.00	\$1,700,000.00	Fort Collins: \$844,496.00 Larimer County: \$627,297.00 Total Local Agencies: \$1,471,793.00	Fort Collins/Larimer County AM1 – Larimer CR 19 (Taft Hill Road) Widening Project. This Amendment 1 adds Larimer County as a party and increases the budget by \$2,374,793.00 for a new total of \$7,005,818.00. Total Funds \$7,005,818.00

	25299	Greeley	\$10,800,054.00	\$1,593,727.00	\$7,906,273.00	\$1,300,054.00	Greeley OLA – US 34 Regional Mobility Hub Project. Total Funds \$10,800,054.00
	26932	Loveland	\$1,851,063.00	\$0.00	\$1,388,297.00	\$462,766.00	Loveland OLA – US 34 Transit Sidewalk Connectivity Project. Total Funds \$1,851,063.00

### **Proposed Resolution #3**

Devolution of State Highway (SH) 291, Salida, Chaffee County

**Approved by the Transportation Commission on May 15<sup>th</sup>, 2025.**

**Whereas**, CDOT owns approximately 1.92 linear miles of Highway in the City of Salida, Chaffee County, identified as SH 291 and,

**Whereas**, that portion of SH 291 begins at the southerly right of way of Illinois Ave (MM 0.15 +/-) and ends between Mesa Lane and County Road 175 (MM 2.07 +/-); and,

**Whereas**, SH 291 includes portions of ROW that were acquired in 1934 for the construction of SH 291 under projects N.R.M 248-J and C 31-0291-00; and,

**Whereas**, CDOT Region 5 has determined that abandoning said highway segment would be in the best interest of Colorado taxpayers; and,

**Whereas**, 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; and,

**Whereas**, in compliance with C.R.S. 43-2-106(1)(b), the City of Salida proposes to take ownership of SH 291 between MM 0.15 (+/-) and 2.07 (+/-) in exchange for a one-time payment of \$223,120 from CDOT; and,

**Whereas**, the payment is anticipated to be less than the amount CDOT reasonably expects to expend to maintain, preserve, or improve said highway segment of SH 291 over the next 20 years; and,

**Whereas**, 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; and,

**Whereas**, the governing body of the City of Salida adopted Resolution No. 13 (series of 2025) on April 15, 2025, authorizing the City of Salida to enter into an Intergovernmental Agreement (IGA) and agree upon the condition of the abandonment of said highway segment by CDOT and acceptance by the City of Salida pursuant to the terms and conditions of the IGA; and,

**Whereas**, 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 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; and,

**Whereas**, within 90 days of the governing body of the City of Salida's resolution accepting the abandoned portion of SH 291, CDOT will execute a quitclaim deed that will include a reversion provision stating that if the property that is the subject of the quitclaim deed is not used for transportation purposes, title to such property will automatically revert to CDOT; and,

Whereas, concurrent with the execution of the quitclaim deed, CDOT will provide payment of \$223,120 to the City of Salida that shall constitute the total consideration from CDOT to the City of Salida related to the abandonment and transfer of SH 291 between MM 0.15 (+/-) and 2.07 (+/-); and,

**Whereas**, the Transportation Commission is authorized pursuant to C.R.S. 43-2-106 to make determinations regarding abandonment of State Highway(s) to affected county(ies) or municipality(ies); and

**Whereas**, the Transportation Commission has determined that SH 291 between MM 0.15 (+/-) and 2.07 (+/-) is no longer needed for State Highway purposes; and,

**Now Therefore Be It Resolved**, pursuant to the provisions of the C.R.S. 43-2-106, the Transportation Commission be given authority to abandon that portion of SH 291 from MM 0.15 (+/-) and 2.07 (+/-) containing approximately 1.92 linear miles.

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Herman Stockinger, Secretary  
Transportation Commission

## **Transportation Commission Proposed Resolution #4**

Disposal - Parcel RW-21-EX, US 50, Howard, Fremont County

**Approved by the Transportation Commission on May 15<sup>th</sup>, 2025.**

**Whereas**, CDOT acquired parcel RW-21-EX in 2017 as a part of CDOT Project #NHPP 0503-087 for the construction of a passing lane on US 50; and,

**Whereas**, Project #NHPP 0503-087 was a safety project jointly managed by CDOT Regions 2 and 5; and,

**Whereas**, Parcel RW-21-EX is the entire portion of Parcels RW-21; and,

**Whereas**, Parcel RW-21-EX is located east of the town of Howard, in Fremont County; and,

**Whereas**, Parcel RW-21-EX is located outside of the right of way necessary for the US50; and,

**Whereas**, no state highway improvements have been or will be built on Parcel RW-21-EX; and,

**Whereas**, Parcel RW-21-EX contains 1,367 Sq Ft (0.031 Acres) (+/-); and,

**Whereas**, the adjacent property owner at 11679 US 50 has encroached on Parcel RW-21-EX; and,

**Whereas**, CDOT Region 2 would like to sell Parcel RW-21-EX to the respective adjacent property owner at fair market value; and,

**Whereas**, pursuant to C.R.S. 43-1-210(5)(a)(III) when a parcel that is no longer needed for transportation purposes and has value to only one adjacent owner, that owner shall have first right of first refusal to acquire said property; and,

**Whereas**, CDOT Region 2 has determined that Parcel RW-21-EX, containing 1,367 Sq Ft (0.031 Acres) (+/-), is of use only to the adjacent property owner; and,

**Whereas**, the adjacent property owner desires to exercise their right of first refusal to acquire Parcel RW-21-EX which is no longer needed for transportation purposes; and,

**Whereas**, funds from the sale of Parcel RW-21-EX shall be disbursed in accordance with Chapter 7 of the CDOT Right-of-Way Manual; and,

**Whereas**, CDOT Region 2 has determined that disposing of Parcel RW-21-EX will not affect the operation, maintenance, use or safety of CDOT's facility; and,

**Whereas**, CDOT Region 2 has declared through Keith Stefanik as Chief Engineer that Parcel RW-21-EX, containing 1,367 Sq Ft (0.031 Acres) (+/-), is no longer needed for transportation purposes; and,

**Whereas**, pursuant to C.R.S. 43-1-210(5)(a)(I) the Department of Transportation is authorized, subject to approving resolution of the Transportation Commission, to dispose of

any property or interest therein which is no longer needed for transportation purposes; and,

**Whereas**, the Transportation Commission concurs with the Chief Engineer that this parcel is not needed for transportation purposes now or in the foreseeable future; and,

**Now Therefore Be It Resolved**, pursuant to C.R.S. 43-1-210, the Department of Transportation be given authority to declare Parcel RW-21-EX as excess land and dispose of a 1,367 Sq Ft (0.031 Acres) (+/-) of land that is no longer needed for transportation purposes.

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Herman Stockinger,  
Secretary Transportation Commission of Colorado

## **Proposed Resolution # 5**

Approval of updated Policy Directive 1606.0 “Policy for Maintaining Linear Referencing”

**Approved by the Transportation Commission on May 15, 2025**

**Whereas**, the purpose of PD 1606.0 is 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.

**Whereas**, this Transportation Commission approved PD 1606.0 by resolution number 1682 adopted January 21, 2009.

**Whereas**, PD 1606.0 was last updated in 2009.

**Whereas**, subject matter experts and the Office of Government Relations at the Department have reviewed the policy directive and determined no updates need to be made expect for formatting and accessibility;

**Now Therefore Be It Resolved**, the Commission herein adopts updated Policy Directive 1606.0 “Policy for Maintaining Linear Referencing.”

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Herman Stockinger, Secretary  
Transportation Commission of Colorado

## **Proposed Resolution # 6**

Approval of updated Policy Directive 1905.0 “Building Resilience into Transportation Infrastructure and Operations”

**Approved by the Transportation Commission on May 15, 2025**

**Whereas**, § 43-1-106 (8)(a) C.R.S. gives authority to the Transportation Commission of Colorado (“Commission”) to formulate general policy with respect to the management, construction, and maintenance of public highways and other transportation systems in the state;

**Whereas**, “Building Resilience into Transportation Infrastructure and Operations” implements the principles of resilience into Colorado's transportation system practices by formalizing and encouraging future resilience activities at CDOT so that the Department can proactively manage risks and successfully adapt to future challenges;

**Whereas**, the Transportation Commission adopted the original Policy Directive 1905.0 on November 15, 2018;

**Whereas**, Policy Directive 1905.0 was last reviewed in 2018; and

**Whereas**, subject matter experts and the Office of Government Relations at the Department have reviewed the policy directive and determined no updates need to be made except for formatting and accessibility;

**Now Therefore Be It Resolved**, the Commission herein adopts updated Policy Directive 1905.0 “Building Resilience into Transportation Infrastructure and Operations.”

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Herman Stockinger, Secretary  
Transportation Commission of Colorado

## **Proposed Resolution #7**

Adoption of the Fiscal Year 2026-2029 Statewide Transportation Improvement Program (STIP).

**Approved by the Transportation Commission on May 15, 2025.**

**Whereas**, the Fiscal Year 2026-2029 Statewide Transportation Improvement Program has been prepared in accordance with 23 CFR Parts 450.210 and 450.216; and

**Whereas**, the Fiscal Year 2026-2029 Statewide Transportation Improvement Program is consistent with the 2045 Statewide Transportation Plan; and

**Whereas**, 23 CFR Part 450.210 requires public comment on the proposed Statewide Transportation Improvement Program, which was solicited between April 4, 2025 and May 9, 2025, and

**Whereas**, 23 USC Part 128 requires state transportation departments to hold a public hearing for transportation plans, which was convened by the Transportation Commission on April 17, 2025; and

**Whereas**, 23 CFR Part 450.104 defines fiscal constraint as a demonstration that the projects in the STIP can be implemented using committed, available, or reasonably available resources with reasonable assurance that the federally supported transportation system is being adequately operated and maintained; and

**Whereas**, CDOT staff has included fiscal constraint validation in the STIP document and, per Transportation Commission guidance, submits a program to maintain and improve the existing state transportation system; and

**Whereas**, the CDOT Executive Director has signed the Self-Certification document stating that CDOT has abided by all federal regulations pertaining to the development and public process for the STIP; and

**Whereas**, Further, the updated MPO TIPs for the Denver Regional Council of Governments (DRCOG) and Grand Valley MPO (GVMPO) have been adopted by their respective Boards, and it is anticipated that they will be signed and approved by the Governor by June 30, 2025. The updated TIPs will be incorporated into the STIP administratively at that time; and

**Whereas**, The North Front Range Metropolitan Planning Organization (NFRMPO) is on a different update cycle and will be adopting their FY2026 - FY2029 TIP in September 2025, so projects for FY2029 will be included in the STIP at that time; and

**Whereas**, the Fiscal Year 2026-2029 Statewide Transportation Improvement Program is ready to be adopted by the Transportation Commission and released for approval by the Federal Highway Administration and the Federal Transit Administration; and

**Whereas**, this Fiscal Year 2026-2029 Statewide Transportation Improvement Program will become effective July 1, 2025, and cover the period from that time until June 30, 2029.

**Now, Therefore Be It Resolved**, that the Colorado Transportation Commission adopts the Fiscal Year 2026-2029 Statewide Transportation Improvement Program and directs staff to submit the Fiscal Year 2026-2029 Statewide Transportation Improvement Program to the Federal Highway Administration and the Federal Transit Administration for approval.

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Herman Stockinger, Secretary  
Transportation Commission of Colorado

# Proposed Resolution #8

Approval and Adoption of the Eleventh Supplement to the Fiscal Year 2024-2025 Budget for the Colorado Department of Transportation.

**Approved by the Transportation Commission on May 15, 2025**

**Whereas**, the budget requests being presented to the Transportation Commission this month have been reviewed and were determined to meet the criteria outlined in Policy Directive 703.0, requiring approval by the Transportation Commission; and

**Whereas**, the project requests included in the Supplement and detailed below are consistent with the FY 2025 through FY 2028 STIP, and funds are available from existing program allocations, unless otherwise indicated.

## 10 Year Plan Project Changes

### Region 2

- Increase \$3,500,000 to 10 Year Plan ID #1039- CO 12 Implementation - Shoulder Widening
- Increase \$800,000 to 10 Year Plan ID #1625- CO 96 and SH 71 Intersection Improvements
- Increase \$5,312,463 to 10 Year Plan ID #2548 -US 24 East Widening

**Now Therefore Be It Resolved**, after review and consideration, the Eleventh Supplement to the Fiscal Year 2024-2025 Budget is approved by the Transportation Commission.

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Herman Stockinger, Secretary  
Transportation Commission of Colorado

## **Proposed Resolution #BTE2**

Approval and adoption of the Second Budget Amendment to the Fiscal Year 2024-25 Budget for the Statewide Bridge and Tunnel Enterprise (BTE).

**Approved by the Bridge and Tunnel Enterprise Board of Directors on May 15, 2025.**

**Whereas**, in 2009, the Colorado General Assembly created the Colorado Bridge Enterprise (BE) in C.R.S. § 43-4-805 as a government-owned business within CDOT for the business purpose of financing, repairing, reconstructing, and replacing designated bridges, defined in C.R.S. § 43-4-803(10) as those bridges identified by CDOT as structurally deficient or functionally obsolete and rated by CDOT as poor; and

**Whereas**, in 2021, the Colorado General Assembly passed Senate Bill 21-260, which was signed into law by the Governor on June 17, 2021, expanding the BE to include both designated bridge projects and surface transportation infrastructure projects for tunnels and renaming the expanded enterprise the Statewide Bridge and Tunnel Enterprise (BTE), C.R.S. § 43-4-805(2)(a)(I)(2021); and

**Whereas**, in 2023, the Colorado General Assembly passed House Bill 23-1276, which was signed into law by the Governor on May 15, 2023, approving the expansion of the scope of the BTE authority to include preventative maintenance for bridges rated as fair and good and to include the repair, reconstruction, replacement, and maintenance of bridges rated as fair if they are bundled with a project to address a designated bridge; and

**Whereas**, pursuant to C.R.S. § 43-4-805(5)(m), the BTE Board of Directors (the “Board”) is empowered to set and adopt, on an annual basis, a program budget for the BTE; and

**Whereas**, the Board has statutory authority to amend the Fiscal Year 2024-25 adopted budget allocation plan after it has been approved; and

**Whereas**, pursuant to C.R.S. § 43-4-805(2)(b)(II) and 5(c), C.R.S., BTE is authorized to issue revenue bonds for the purpose of financing, repairing, reconstructing, replacing, and maintaining designated bridges or fair-rated bridges are included as part of designated bridge projects other projects, completing preventative maintenance bridge project, and completing tunnel projects; and

**Whereas**, On March 20, 2025, the Board approved Resolution #BTE20250303, Approving Certain Matters with Respect to the Colorado Bridge and Tunnel Enterprise Senior Infrastructure Revenue Bonds, Series 2025A, which among other things, authorized the marketing and sale of the BTE Series 2025A Senior Infrastructure Revenue Bonds (bonds); and

**Whereas**, the Bond Purchase Agreement for the bonds was executed on April 22, 2025, which among other things established the terms for the transaction; and

**Whereas**, following the Board’s approval of, and in accordance with, Resolution #BTE20250303, BTE’s Senior Infrastructure Revenue Bonds Series 2025A Bonds were issued and

dated May, 8 2025 in the par amount of \$218,750,000, and a premium amount of \$7,907,250.35 for an aggregate total of \$226,657,250.35; and

**Whereas**, the FY 2024-25 total BTE debt service obligation of \$1,932,023, which consists of \$728,558 for the June 2025 debt service payment, \$882,040 for the December 2025 debt service payment accrual in FY 2024-25, and \$321,426 for bond premium amortization in FY2024-25 was not reflected in the approved BTE FY2024-25 Budget Allocation Plan; and

**Whereas**, the second budget amendment reallocates \$1,932,023 from the BTE Safety Critical and Asset Management Projects (Line 39) on the FY2024-25 Amended BTE Budget Allocation Plan to 2025A Infrastructure Revenue Bond Debt Service (Line 35) to allow the BTE to meet its FY2024-25 debt service obligations.

**Now Therefore Be It Resolved**, after review and consideration, the Second Budget Amendment to the Fiscal Year 2024-25 Budget is approved by the Bridge and Tunnel Enterprise Board.

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Herman Stockinger, Secretary  
Bridge and Tunnel Enterprise Board of Directors

### **Proposed Resolution #BTE3**

Approval and Adoption of the Seventh Fiscal Year 2024-25 Project Budget Supplement for the Statewide Bridge and Tunnel Enterprise (BTE).

**Approved by the Bridge and Tunnel Enterprise Board of Directors on May 15, 2025.**

**Whereas**, in 2009, the Colorado General Assembly created the Colorado Bridge Enterprise (BE) in C.R.S. § 43-4-805 as a government-owned business within CDOT for the business purpose of financing, repairing, reconstructing, and replacing designated bridges, defined in C.R.S. § 43-4-803(10) as those bridges identified by CDOT as structurally deficient or functionally obsolete and rated by CDOT as poor; and

**Whereas**, in 2021, the Colorado General Assembly passed Senate Bill 21-260, which was signed into law by the Governor on June 17, 2021, expanding the BE to include both designated bridge projects and surface transportation infrastructure projects for tunnels and renaming the expanded enterprise the Statewide Bridge and Tunnel Enterprise (BTE), C.R.S. § 43-4-805(2)(a)(I)(2021); and

**Whereas**, in 2023, the Colorado General Assembly passed House Bill 23-1276, which was signed into law by the Governor on May 15, 2023, approving the expansion of the scope of the BTE authority to include preventative maintenance for bridges rated as fair and good and to include the repair, reconstruction, replacement, and maintenance of bridges rated as fair if they are bundled with a project to address a designated bridge; and

**Whereas**, pursuant to C.R.S. § 43-4-805(5)(m), the BTE Board of Directors (the “Board”) is empowered to set and adopt, on an annual basis, a program budget for the BTE; and

**Whereas**, pursuant to C.R.S. § 43-4-805(2)(b)(II) and 5(c), C.R.S., BTE is authorized to issue revenue bonds for the purposes of paying the costs of financing, repairing, reconstructing, replacing, and maintaining designated bridges or fair-rated bridges are included as part of designated bridge projects or other projects, completing preventative maintenance bridge project, and completing tunnel projects; and

**Whereas**, on March 20, 2025, the BTE Board of Directors (the “Board”) approved Resolution #BTE20250302, wherein, among other things, the Board approved BTE’s request to issue and sell the Series 2025A Bonds and to take all steps needed to faithfully execute and complete the transaction and issuance of the Series 2025A Bonds; and

**Whereas**, the Bond Purchase Agreement for the bonds was executed on April 22, 2025, which among other things established the terms for the transaction; and

**Whereas**, following the Board’s approval of, and in accordance with, Resolution #BTE20250302, BTE’s Senior Infrastructure Revenue Bonds Series 2025A Bonds were issued and dated May 8, 2025 in the par amount of \$218,750,000.00 and premium amount of \$7,907,250.35 for an aggregate total of \$226,657,250.35; and

**Whereas**, the FY2024-25 budget allocation plan is being administratively adjusted to reflect the total bond proceeds available, which results in a total budget increase of \$226,657,250.35, inclusive of the \$225,000,000 capital construction budget increase to the FY2024-25 budget allocation plan that previously occurred through the Fifth Supplement to the Fiscal Year 2024-25 Budget in March 2025; and

**Whereas**, pursuant to C.R.S. § 43-4-805(5)(m), the Board is empowered to set and adopt, on an annual basis, a program budget for the BTE; and

**Whereas**, under Policy Directive 703.0, approval by the Board is required to establish initial funding for BTE-eligible construction projects as well as any project increases above certain thresholds over the life of the project; and

**Whereas**, the project request(s) included in the Supplement and summarized below are consistent with the FY 2024-25 through FY 2027-28 Statewide Transportation Improvement Program (STIP); and

Description	Region	Project Number	Eligible Structures Addressed	Amount Requested
Establish Construction Phase	1	26979	F-20-BA, F-20-BB	\$3,308,866

**Whereas**, the project budget request(s) being presented to the Board for approval this month have been reviewed and met BTE funding eligibility as well as prioritization criteria; and

**Now Therefore Be It Resolved**, after review and consideration, the Seventh Supplement to the Fiscal Year 2024-25 Budget is approved by the Bridge and Tunnel Enterprise Board.

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Herman Stockinger, Secretary  
Statewide Bridge and Tunnel Enterprise Board of Directors

**Proposed Resolution #FIE 2**

Approval to send Fuels Impact Reduction funding to proposed state freight projects.

**Approved by the Fuels Impact Enterprise on May 15, 2025.**

**WHEREAS**, in 2023 the Colorado General Assembly created the Fuels Impact Enterprise in § 43-4-1501, C.R.S.; and

**WHEREAS**, 43-4-1506 instructs the Fuels Impact Enterprise Board to distribute up to \$5 million annually to state government projects on key commercial freight corridors related to emergency responses, environmental mitigation, transportation of fuel within the state and routes necessary for the transportation of hazardous materials.

**WHEREAS**, staff presented and workshopped with the Board of Directors proposed state freight projects that are on key commercial freight corridors and meet the guidelines of the Fuels Impact Reduction grant .

**WHEREAS**, the proposed bridge projects on I-70 are requesting \$7 million for significant repair work on structures F-20-BJ and F-20-B located within eastern Arapahoe County near the Town of Deer Trail.

**WHEREAS**, the proposed Thank you sipaving projects requesting \$2.5 million of funding will deliver paving projects on key freight corridors in CDOT regions 2 and 3 with the expected impacts of 15-20 miles of improved pavement surfaces. The request is to distribute \$1.25 million to Region 2 and \$1.25 million to Region 3.

**NOW THEREFORE BE IT RESOLVED**, the Fuels Impact Enterprise hereby approves \$7 million for the I-70 bridge projects near the Town of Deer Trail and \$2.5 million for paving projects in Regions 2 & 3.

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Herman Stockinger  
Secretary  
Fuels Impact Enterprise Board of Directors

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Date of Approval

**Proposed Resolution #FIE 3**

Approval to adopt PD 703 as the Fuels Impact Enterprise's fiscal rules.

**Approved by the Fuels Impact Enterprise Board of Directors on May 15, 2025.**

**WHEREAS**, in 2023 the Colorado General Assembly created the Fuels Impact Enterprise in § 43-4-1501, C.R.S.; and

**WHEREAS**, the Fuels Impact Enterprise Board is responsible for the budgeting and distribution of the collected Fuels Impact Reduction Fee that the board of directors implemented in September of 2023.

**WHEREAS**, Policy Directive 703.0 establishes clear guidance on how staff must handle all types of transactions, including budget and project transactions, and what levels of review are required.

**NOW THEREFORE BE IT RESOLVED**, the Fuels Impact Enterprise hereby adopts the Policy Directive 703.0 as the enterprise fiscal rules.

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Herman Stockinger  
Secretary  
Fuels Impact Enterprise Board of Directors

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Date of Approval