



COLORADO

Department of Transportation

Office of Policy and Government Relations

DATE: June 18, 2025
TO: Transportation Commission
FROM: Herman Stockinger
SUBJECT: Commission & Board Resolutions Proposed for Adoption

Proposed Resolution #1: Approve the Regular Meeting Minutes of May 2025 - NO PRINTED RESOLUTION

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

Proposed Resolution #3: Disposal: Parcels 17A-EX and 17C-EX, Washington Street, Golden

Proposed Resolution #4: Disposal, Brush Creek Park n' Ride, Pitkin County

Proposed Resolution #5: Approval of FY 2026 Maintenance Projects Between \$150k-\$300k

Proposed Resolution #6: SIB Interest Rate Recommendation for Second Half of 2025

Proposed Resolution #7: Approve Transfer of Assets to BTE

Proposed Resolution #8: Approving TC Chair to Sign Joint Service IGA

Proposed Resolution #9: 9th Budget Supplement of FY 25

Proposed Resolution #BTE1: Approval of Regular Meeting Minutes May 2025- NO PRINTED RESOLUTION

Proposed Resolution #BTE2: 8th Budget Supplement FY2024-25

Proposed Resolution #BTE3: Asset Ownership of BTE Funded and Completed Structures FY2024-25 Acceptance of Transferred Assets

Proposed Resolution #FIE1: Approval of Regular Meeting Minutes of May 2025- NO PRINTED RESOLUTION

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 June 18, 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.

Herman Stockinger, Secretary
Transportation Commission of Colorado

June 2025- IGAs > \$750,000

Region	Project Number(s)	Agency	Contract Value	Federal \$ (FHWA &/or USDT funds)	State \$	Local \$	Description
R2							Colorado Springs AM2 – ADA Improvements at Bus Stops Project. This Amendment 2 decreases the funding by \$1,075,000.00 for a new total of \$1,075,000.00.
	24837/24838	Colorado Springs	\$1,075,000.00	\$860,000.00	\$0.00	\$215,000.00	Total Funds \$1,075,000.00
R3							Palisade AM1 – Intersection US 6 and Elberta Avenue Project Revenue Contract. This Amendment 2 increases the contribution from the Town of Palisade by \$54,000.00 for a new total of \$94,000.00.
	24648	Palisade	\$94,000.00	\$0.00	\$0.00	\$94,000.00	Total Revenue \$94,000.00
							Paonia AM1 – Safe Pathways Project. This Amendment 1 adds a new State funding source and increases the maximum contract amount by \$872,825.00 for a new total of \$1,913,599.00.
	25364	Paonia	\$1,913,599.00	\$0.00	\$1,883,417.00	\$30,182.00	Total Funds \$1,913,599.00

R4							Boulder AM1 – 30th St Improvements, CO119 to CO7 Project. This Amendment 1 increases the maximum contract amount by \$300,000.00 for a new total of \$1,300,000.00.
	25383	Boulder	\$1,300,000.00	\$900,000.00	\$200,000.00	\$200,000.00	Total Funds \$1,300,000.00
							Estes Park AM1&R - Fall River Trail II Project. This Amendment 1 increases the maximum contract amount by \$2,875,000.00 for a new total of \$4,793,076.00.
	25483	Estes Park	\$4,793,076.00	\$2,300,000.00	\$1,438,557.00	\$1,054,519.00	Total Funds \$4,793,076.00
							Estes Park AM1 - Fall River Trail Final Segment Project. This Amendment 1 terminates the Contract, and the \$2,875,000.00 funding is placed into 25483.
	25932	Estes Park	\$0.00	\$0.00	\$0.00	\$0.00	Total Funds \$0.00
							Keenesburg OLA - Market Street Project to Increase Pedestrian Safety, Perform Upgrades and Complete Stormwater Drainage System.
	25934	Keenesburg	\$1,266,425.00	\$1,013,140.00	\$0.00	\$253,285.00	Total Funds \$1,266,425.00
							Weld County OLA – CO392 and WCR33 Bridge Replacement Project Revenue Contract.
	26944	Weld County	\$9,400,000.00	\$0.00	\$0.00	\$9,400,000.00	Total Funds \$9,400,000.00

Proposed Resolution #3

Disposal - Parcels 17A-EX and 17C-EX, State Highway 58 & Washington Ave, Golden, Jefferson County

Approved by the Transportation Commission on June 18th, 2025.

Whereas, CDOT acquired Parcels 17A and 17C as a part of CDOT Project # U 032-1(5)Sec. 1 for the construction of SH58 in 1965 and 1969 respectively; and,

Whereas, Parcels 17A-EX and 17C-EX are portions of Parcels 17A and 17C; and,

Whereas, Parcels 17A-EX and 17C-EX are along 7th St, just south of SH 58 and east of Washington Ave, in Golden, Jefferson County; and,

Whereas, Parcels 17A-EX and 17C-EX are located outside of the right of way necessary for the SH 58; and,

Whereas, no state highway improvements have been or will be built on Parcels 17A-EX and 17C-EX; and,

Whereas, Parcel 17A-EX contains 3,078 Sq Ft (0.071 acres) (+/-); and,

Whereas, Parcel 17C-EX contains 3,514 Sq Ft (0.081 acres) (+/-); and,

Whereas, collectively Parcels 17A-EX and 17C-EX consist of 6,592 Sq Ft (0.152 acres) (+/-); and,

Whereas, CDOT would like to sell Parcels 17A-EX and 17C-EX to the adjacent property owner at fair market value; and,

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

Whereas, CDOT Region 1 has determined that Parcels 17A-EX and 17C-EX, together consisting of 6,592 Sq Ft (0.152 acres) (+/-) of land, are of use only to the adjacent property owner; and,

Whereas, the adjacent property owner desires to exercise their right of first refusal to acquire Parcels 17A-EX and 17C-EX which are no longer needed for transportation purposes; and,

Whereas, funds from the sale of Parcels 17A-EX and 17C-EX shall be disbursed in accordance with Chapter 7 of the CDOT Right-of-Way Manual; and,

Whereas, CDOT Region 1 has determined that disposing of Parcels 17A-EX and 17C-EX will not affect the operation, maintenance, use or safety of CDOT's facility; and,

Whereas, CDOT Region 1 has declared through Keith Stefanik as Chief Engineer that Parcels 17A-EX and 17C-EX, together containing 6,592 Sq Ft (0.152 acres) (+/-), are 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 these properties are 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 Parcels 17A-EX and 17C-EX as excess land and dispose of a combined 6,592 Sq Ft (0.152 acres) (+/-) of land that is no longer needed for transportation purposes to the adjacent property owner at fair market value.

Herman Stockinger,
Secretary Transportation Commission of Colorado

Proposed Resolution #4

Disposal - Parcel 302 XB, Brush Creek Park n' Ride, State Highway 82, Aspen, Pitkin County

Approved by the Transportation Commission on June 18th 2025.

Whereas, CDOT acquired Parcel 302 as part of CDOT project STR 0821-029, Unit 3 for the construction of SH 82 in 1997; and,

Whereas, Parcel 302 XB is a portion of Parcel 302; and,

Whereas, Parcel 302 XB is located east of the SH 82 and Brush Creek Road intersection near mile post 35.3 north of Aspen, Pitkin County; and,

Whereas, Parcel 302 XB is located outside of the right of way necessary for the SH 82; and,

Whereas, no state highway improvements have been or will be built on Parcel 302 XB; and,

Whereas, Parcel 302 XB contains 27.26 acres (+/-); and,

Whereas, Parcel 302 XB is currently being leased to the City of Aspen and the Roaring Fork Transportation Authority for use as a Park n' Ride; and,

Whereas, CDOT Region 3 would like to convey Parcel 302 XB to Pitkin County at nominal value for continued use as a Park n' Ride; and,

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

Whereas, the Park n' Ride is considered a nonproprietary governmental use; and,

Whereas, pursuant to 23 CFR 710.409(d), if Parcel 302 XB ever ceases to be used for a Park n' Ride Parcel 302 XB shall revert to CDOT; and,

Whereas, CDOT Region 3 has declared through Keith Stefanik as Chief Engineer that Parcel 302 XB, containing 27.26 Acres (+/-), is no longer needed for transportation purposes; and,

Whereas, CDOT Region 3 has determined that disposing of Parcel 302 XB will not affect the operation, maintenance, use or safety of CDOT's facility; and,

Whereas, CDOT will be relieved of maintenance responsibilities related to the Park n' Ride; 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 make determination regarding land to be declared excess and no longer needed for transportation purposes; and,

Whereas, the Transportation Commission concurs with the Chief Engineer that Parcel 302 XB 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, 23 CFR 710.403, and 23 CFR 710.409, the Department of Transportation be given authority to declare Parcel 302 XB, containing 27.26 Acres (+/-), is no longer needed for transportation purposes.

**Herman Stockinger, Secretary
Transportation Commission**

Proposed Resolution #4

Fiscal Year 2026 Projects \$150K-\$300K Approval

Approved by the Transportation Commission on June 18, 2025.

Whereas, under Senate Bill 24-1143, public projects supervised by the Colorado Department of Transportation (CDOT) are exempt from the requirements of the “Construction Bidding for Public Projects Act;” and

Whereas, Section 24-92-109, Colorado Revised Statutes, as amended, requires CDOT to prepare cost estimates for projects to be undertaken by CDOT maintenance crews that exceed \$150 thousand, but are less than or equal to \$300 thousand for submission to the Transportation Commission for review and approval; and

Whereas, CDOT staff have prepared a cost estimate for this project to be done in Fiscal Year 2026.

Whereas, the funding for this project is contained in the Fiscal Year 2026 Budget.

Now Therefore Be It Resolved, the Transportation Commission has reviewed the cost estimate, as contained in the official agenda, and approves CDOT Maintenance Forces undertaking the project therein.

Region 1 Section 5

Hwy	Start	End	Type	Cost
121A	0	0.4	Mill and Fill	\$278,106
121B	4.2	4.6	Mill and Fill	
025A	NB off-ramp at Auraria Pkwy		Mill and Fill	\$185,528
022A	0.5	1.7	Mill and Fill	\$176,674
083A	47.31	48.98	Mill and Fill	\$214,113
			Sum	\$854,421

Region 2 Section 4

Hwy	Start	End	Type	Cost
012A	31	32	Overlay	\$184,990
024A	259.4	260.9	Overlay	\$204,879
009C	71.4	72.7	Overlay	\$180,374
071A	0	4.25	Chip Seal	\$151,046
160A	408.5	413.25	Chip Seal	\$161,562

096C	141.2	146.2	Chip Seal	\$167,905
024G	344.5	347.5	Chip Seal	\$171,358
069A	33	37	Chip Seal	\$153,865
069A	62.6	66.8	Chip Seal	\$152,735
			Sum	\$1,528,714

Region 3 Section 2

Hwy	Start	End	Type	Cost
050A	36.2	42.2	Overlay	\$249,000
139A	31	32.5	Overlay	\$266,320
070A	48W	50W	Overlay	\$207,315
050A	64.9	67	Overlay	\$190,000
050A	113	114.1	Mill and Fill	\$275,000
149A	63	63	Chip Seal	\$275,000
050F	81.5	86.9	Chip Seal	\$235,380
006F	214.9	216	Overlay	\$167,930
009D	118.8	120	Overlay	\$268,816
024A	156	156.9	Overlay	\$221,668
024A	165.4	166.1	Overlay	\$167,070
091A	13.4	14.2	Overlay	\$197,037
091A	19.5	20.6	Overlay	\$274,286
082A	43.2	44.9	Overlay	\$270,405
082A	33	34.6	Overlay	\$254,601
082A	25.7	26.8	Overlay	\$174,913
			Sum	\$3,694,741

Region 3 Section 6

Hwy	Start	End	Type	Cost
125A	31	32	Overlay	\$248,000
			Sum	\$248,000

Region 4 Section 1

Hwy	Start	End	Type	Cost
006J	422.1	422.9	Overlay	\$236,827
138A	39	40.2	Overlay	\$185,558
071F	210	211.1	Overlay	\$188,183
023A	15	17.83	Chip Seal	\$240,000
042A	1	1.4	Overlay	\$229,175
014C	162.5	166.5	Chip Seal	\$174,871
			Sum	\$1,254,614

Region 5 Section 3

Hwy	Start	End	Type	Cost
141A	11	12.5	Overlay	\$262,329
145A	69	70	Overlay	\$225,957
145A	71	71.5	Overlay	\$255,863
491B	61	62	Overlay	\$282,559
090A	16	17.5	Overlay	\$270,329
090A	0	1.5	Overlay	\$270,329
550B	66	70	Chip Seal	\$247,814
141A	33	38	Chip Seal	\$256,785
140A	21.7	23.3	Overlay	\$273,007
151A	31.8	32.8	Overlay	\$204,958
			Sum	\$2,549,930

Region 5 Section 7

Hwy	Start	End	Type	Cost
050A	194	195	Overlay	\$300,000
285C	134	135	Overlay	\$300,000
114A	52	52.8	Overlay	\$150,000
160A	226	227.5	Overlay	\$250,000
114A	41.2	42.4	Overlay	\$150,000
114A	45	46.25	Overlay	\$175,000
114A	33.3	34.1	Overlay	\$250,000
050A	192	193	Overlay	\$300,000
285C	120.5	122	Overlay	\$300,000
			Sum	\$2,175,000

Sufficient funds exist within the appropriate MPA's to pursue this project.

The project is in accordance with the directive and all other requirements.

Herman Stockinger, Secretary
Transportation Commission of Colorado

Proposed Resolution #6

Resolution to adopt the State Infrastructure Bank interest rate for loans originating in the first half of State fiscal year 2025-2026, and the origination fee schedule for fiscal year 2025-2026.

Approved by the Transportation Commission on June 18, 2025

Whereas, the Colorado State Infrastructure Bank (bank) is a transportation investment bank with the ability to make loans to public and private entities for the formation of public transportation projects within the state; and

Whereas, 43-1-113.5 C.R.S. establishes certain provisions for the bank and established within the bank, a highway account, a transit account, an aviation account and a rail account; and

Whereas, the Transportation Commission has adopted rules, pursuant to 43-1-113.5 C.R.S., regarding the eligibility requirements, disbursement of funds, interest rates, and repayments of loans from the bank; and

Whereas, pursuant to 2CCR 605-1 (rule 5) the Transportation Commission is required to set the bank's interest rate on loans no later than June 30, of each year for loans originating during the ensuing months of July, August, September, October, November, and December of the next fiscal year; and

Whereas, pursuant to 2CCR 605-1 (rule 5) the Transportation Commission is required to set the bank's interest rate on loans no later than December 31, of each year for loans originating during the ensuing months of January, February, March, April, May, June of the fiscal year; and

Whereas, pursuant to 2CCR 605-1 (rule 5) the Transportation Commission is, at their discretion, able to apply the origination fee schedule on loans originating during Resolution period; and

Whereas, pursuant to 2CCR 605-1 (rule 5) the Transportation Commission adopted the Rule's established origination fee for all loans originating in State fiscal year 2025-2026 based on the following schedule: the fee shall be a maximum of: 1.00% for loan proceeds up to \$1 million, 3/4th a percent on loan proceeds over \$1 million and up to \$2.5 million, one-half percent on the amount of loan proceeds over \$2.5 million and up to \$5 million, and one quarter percent on the amount of loan proceeds over \$5 million; and

Whereas, based on current market conditions, the Division of Accounting and Finance (DAF) has recommended an interest rate of three and one-half percent (3.5%) on all loans applied for in the first/second half of the State fiscal year 2025-2026; and

Now Therefore Be It Resolved, the Transportation Commission authorizes the Chief Financial Officer (CFO), under the terms and provisions set forth in the adopted rules to assess an interest rate of three and one-half percent (3.5%) on all bank loans, and at the discretion of the Transportation Commission apply the origination fee schedule on bank loans for the first half of the State fiscal year 2025-2026.

Herman Stockinger, Secretary
Transportation Commission of Colorado

Proposed Resolution #7

Transfer of assets from the Colorado Department of Transportation (CDOT) to the Bridge and Tunnel Enterprise (BTE).

Approved by the Bridge and Tunnel Enterprise Board of Directors on June 18, 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. § 43-4-80(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 expanded Colorado Bridge Enterprise to include both designated bridge projects and surface transportation infrastructure projects for tunnels, and, in so doing, re-named the expanded enterprise as the Statewide Bridge and Tunnel Enterprise, C.R.S. § 43-4-80(2)(a)(I); 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)(f) authorized the Bridge and Tunnel Enterprise Board of Directors to enter into agreements with the Transportation Commission, under which the Bridge and Tunnel Enterprise agrees to finance, repair, reconstruct, replace, and, if any given agreement so specifies, maintain designated bridges as specified in the agreements; and

Whereas, under the current accounting procedures, the Bridge and Tunnel Enterprise accepts transfers of existing bridges that are programmed for rehabilitation, and the following structures will be rehabilitated or have been rehabilitated as part of the Bridge and Tunnel Enterprise program; and

Structure ID	Region	County	Facility Carried over Featured Intersection
F-20-BA	1	Arapahoe	I-70 EBND over US 40 Frontage Rd
F-20-BB	1	Arapahoe	I-70 WBND over US 40 Frontage Rd
J-12-AJ	5	Chaffee	US 285 over Draw

Whereas, F-20-BA, F-20-BB, and J-12-AJ have been rated Poor by the Department based on the National Bridge Inventory Standards rating scale; and

Whereas, F-20-BA, F-20-BB, and J-12-AJ qualify as a designated bridges per C.R.S. § 43-4-80(10) making these bridges eligible for BTE funding; and

Whereas, in accordance with accounting procedures for BTE funded projects, a transfer of assets from CDOT to BTE is required to ensure compliance with the Taxpayer's Bill of Rights (TABOR); and

Whereas, the Attorney General of Colorado states that these structures are a non-cash asset and a transfer of such assets will have no TABOR impact to CDOT or the BTE; and

Now Therefore Be It Further Resolved, the Transportation Commission authorizes the transfer of the eligible structures listed above to the Bridge and Tunnel Enterprise at no cost.

Herman Stockinger, Secretary
Transportation Commission of Colorado

Proposed Resolution #8

Intergovernmental Agreement Creating Joint Service Executive Oversight Committee

Approved by the Transportation Commission on June 18, 2025

Whereas, the General Assembly of the State of Colorado approved Senate Bill 24-184 (“SB24-184”), which was signed by Governor Jared Polis on May 16, 2024, and which implemented, *inter alia*, § 32-22-103(5), C.R.S., which authorizes RTD, FRPRD, CDOT, and CTIO (the Parties) to develop an implementation plan for using their respective authorities to deliver, construct, and operate passenger rail service from Denver Union Station, located in Denver, Colorado, to Fort Collins, Colorado (the Project), as the first phase of front range passenger rail service;

Whereas, § 43-1-106(8)(q.5), C.R.S. authorizes the Transportation Commission (Commission), on behalf of CDOT, to (among other things) enter into a standalone intergovernmental agreement (Agreement) to implement the completion of construction and operation of passenger rail service from Denver Union station to Fort Collins as the first phase of front range passenger rail service;

Whereas, § 43-1-117.5(3)(a)(II), C.R.S, authorizes CDOT to promote, plan, design, build, finance, operate, maintain, and contract for transit services, including passenger rail, and advanced guideway systems services through its Division of Transit and Rail;

Whereas, the Parties established a joint committee for the purpose of investigating the combination of the Parties’ powers and resources to build and operate passenger rail service from Denver Union Station to Fort Collins;

Whereas, the Parties intend that passenger rail service from Denver Union Station to Fort Collins will require the use of freight rail lines operated by BNSF, which has expressed a strong preference for the Parties to work together to provide one service instead of each Party providing its own service;

Whereas, FRPRD and CDOT currently are using their respective authorities to complete a Service Development Plan for submission to the Federal Railroad Administration in connection with proposed rail projects in certain locations in the State, including locations within the boundaries of the Project and outside the boundaries of the Project;

Whereas, the Parties recognize that pursuing the Project will require significant investments of time and resources from each of them and that particularly with respect to upgrading infrastructure and certain capital construction projects, they are unlikely to be reimbursed for such investments except to the extent required by law.

Whereas, the Parties desire to enter into an agreement setting forth the principles of intergovernmental cooperation upon which they will use their respective authorities and funding streams and establish a plan and structure for the delivery by a single operator of passenger rail service from Denver Union Station to Fort Collins; and

Whereas, required approval, clearance, and coordination to enter into this Agreement have been accomplished from and with appropriate State agencies to the extent required by law;

Now Therefore Be It Resolved, that the Transportation Commission hereby approves the Agreement in substantially the form presented and authorizes the Commission Chair to execute the Agreement on behalf of the Commission and CDOT.

Herman Stockinger, Secretary
Transportation Commission of Colorado

Proposed Resolution #9

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

Approved by the Transportation Commission on June 18, 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.

Project Budget Increase

Region 1

- Increase Project 24693, 11th Ave, & Del Mar Parkway Intersection Improvements, by \$1,136,700 of HSIP funds.

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

Herman Stockinger, Secretary
Transportation Commission of Colorado

Proposed Resolution #BTE2

Approval and Adoption of the Eighth 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 June 18, 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, 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	27031	F-13-X & F-13-Y	\$ 2,210,870
Establish Construction Phase	3	24493	F-06-A	\$ 13,232,114
Establish Design Phase	5	26704	P-05-B	\$ 662,427
Establish Right-of-Way Phase	5	26704	P-05-B	\$ 1,975,061

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

Whereas, a portion of the budget request being presented to the Board for approval this month for the US6 over Elk Creek (F-06-A) bridge replacement project in Region 3 will fund the construction of a detached pedestrian bridge to maintain the bike and pedestrian connectivity over Elk Creek previously provided by a sidewalk on the existing bridge that will be demolished as part of the project; and

Whereas, the Town of New Castle, Colorado Town Council (Town) approved Resolution No. TC 2025-15 on June 03, 2025 (Attachment A) stating the Town's desire to enter into the agreement(s) required to transfer ownership and maintenance, repair, and replacement responsibilities for the detached pedestrian bridge from the Bridge and Tunnel Enterprise to the Town; and

Whereas, transferring ownership of the detached pedestrian structure is in the best interests of the Bridge and Tunnel Enterprise to forego costs associated with the ownership and maintenance of the structure, including but not limited to, future routine maintenance, repair, and replacement costs; and

Whereas, the Bridge and Tunnel Enterprise Board of Directors desires to enter into the agreement(s) required to transfer ownership and maintenance, repair, and replacement responsibilities for the detached pedestrian bridge from the Bridge and Tunnel Enterprise to the Town as described in Resolution No. TC 2025-15;

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

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

Proposed Resolution #BTE3

Acknowledgement of New Bridge Assets Funded by the Bridge and Tunnel Enterprise and completed in Fiscal Year 2024-25, and Acceptance of Assets Transferred from CDOT to BTE.

Approved by the Bridge and Tunnel Enterprise Board of Directors on June 18, 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. § 43-4-80(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 expanded Colorado Bridge Enterprise to include both designated bridge projects and surface transportation infrastructure projects for tunnels, and, in so doing, re-named the expanded enterprise as the Statewide Bridge and Tunnel Enterprise, C.R.S. § 43-4-80(2)(a)(I); 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)(f) authorized the Bridge and Tunnel Enterprise Board of Directors to enter into agreements with the Transportation Commission, under which the Bridge and Tunnel Enterprise agrees to finance, repair, reconstruct, replace, and, if any given agreement so specifies, maintain designated bridges as specified in the agreements; and

Whereas, under current accounting procedures, the Bridge and Tunnel Enterprise no longer accepts transfers of existing bridges that are programmed for replacement in advance, and allocated BTE funding directly to the planned replacement structures with newly assigned Bridge IDs itemized below;

Region	New Structure	Facility Carried over Featured Intersection	Date New Structure Open to Traffic
1	E-17-GX	I-76 over York St	12/4/2023
2	H-13-J	US 285 over Middle Fork South Platte River	10/28/2024
2	N-17-ADA	I-25 SB over US 160, SH 10, RR Spur	11/22/2024
4	D-25-EA	SH 61 over Surveyor Creek	11/17/2023

Whereas, under the current accounting procedures, the Bridge and Tunnel Enterprise accepts transfers of existing bridges that are programmed for rehabilitation, and the following structures will be rehabilitated or have been rehabilitated as part of the Bridge and Tunnel Enterprise program; and

Structure ID	Region	County	Facility Carried over Featured Intersection
F-20-BA	1	Arapahoe	I-70 EBND over US 40 Frontage Rd
F-20-BB	1	Arapahoe	I-70 WBND over US 40 Frontage Rd
J-12-AJ	5	Chaffee	US 285 over Draw

Whereas, F-20-BA, F-20-BB, and J-12-AJ have been rated Poor by the Department based on the National Bridge Inventory Standards rating scale; and

Whereas, F-20-BA, F-20-BB, and J-12-AJ qualify as a designated bridges per C.R.S. § 43-4-80(10) making these bridges eligible for BTE funding; and

Whereas, in accordance with accounting procedures for BTE funded projects, a transfer of assets from CDOT to BTE is required to ensure compliance with the Taxpayer's Bill of Rights (TABOR); and

Whereas, the Attorney General of Colorado states that these structures are a non-cash asset and a transfer of such assets will have no TABOR impact to CDOT or the BTE; and

Now Therefore Be It Resolved, the Bridge and Tunnel Enterprise Board of Directors hereby accepts (i) maintenance responsibility for and (ii) ownership for accounting purposes of the four new bridge assets with new bridge identification numbers listed above; and

Now Therefore Be It Further Resolved, the Bridge and Tunnel Enterprise Board of Directors hereby accepts (i) the transfer of and (ii) maintenance responsibility for the three BTE eligible structures listed above and programmed for rehabilitation from CDOT at no cost.

Herman Stockinger, Secretary
Bridge and Tunnel Enterprise Board of Directors