



**COLORADO**

**Department of Transportation**

Office of Policy and Government Relations

DATE: July 17, 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 of June 2025 - NO PRINTED RESOLUTION

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

Proposed Resolution #3: Disposal Parcel 33Rev3-EX, Evergreen/El Rancho

Proposed Resolution #4: Disposal PE-8B Rev.2-EX, Auraria Campus, Denver

Proposed Resolution #5: Disposal Parcel 6-EX, 40<sup>th</sup> and Colorado Blvd., Denver

Proposed Resolution #6: 2025 Legislative Memorial Designations Approval

Proposed Resolution #7: 1st Budget Amendment of FY 2025-26

Proposed Resolution #8: 1st Budget Supplement of FY 2025-26

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

Proposed Resolution #BTE2: 1st Budget Amendment to FY 2025-26

Proposed Resolution #BTE3: 1st Budget Supplement to FY 2025-26

## **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 July 17, 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

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

Region	Project Number(s)	Local Agency	Contract Value	Federal \$ (FHWA&/or USDT funds)	State \$	Local \$	Description
R1	24693	Aurora	\$4,363,333.00	\$3,927,000.00	\$0.00	\$436,333.00	<b>Aurora AM1</b> – 11 <sup>th</sup> Avenue and Havana Street Intersection Improvements Project. This Amendment 1 increases the maximum contract amount by \$1,263,333.00 for a new total of \$4,363,333.00. <b>Total Funds \$4,363,333.00</b>
	27058	Lakewood	\$991,813.00	\$793,450.00	\$0.00	\$198,363.00	<b>Lakewood OLA</b> – Stober Elementary Sidewalk Project. <b>Total Funds \$991,813.00</b>
	24697	Thornton	\$1,119,000.00	\$1,007,100.00	\$0.00	\$111,900.00	<b>Thornton AM1</b> – 104 <sup>th</sup> at Washington Plaza Improvements Project. This Amendment 1 increases the maximum contract amount by \$230,000.00 for a new total of \$1,119,000.00. <b>Total Funds \$1,119,000.00</b>
	25614	Wheat Ridge	\$7,500,000.00	\$2,750,000.00	\$3,750,000.00	\$1,000,000.00	<b>Wheat Ridge AM1</b> – Wadsworth Sidewalk 32 <sup>nd</sup> to 35 <sup>th</sup> Project. This Amendment 1 increases the contribution of the City of Wheat Ridge by \$700,000.00 from 4% to 13.3% and decreases the contribution of the State by \$700,000.00 from 59.3% to 50%. The total contract amount remains the same. <b>Total Funds \$7,500,000.00</b>
R2	24000 24310	Manitou Springs	\$1,277,777.00	\$400,000.00	\$750,000.00	\$127,777.00	<b>Manitou Springs AM2</b> – Manitou Creek Walk Phase 4 Project. This Amendment 2 increases the maximum contract amount by \$277,000.00 for a new total of \$1,277,777.00. <b>Total Funds \$1,277,777.00</b>

<b>R3</b>	27035	Pitkin	\$2,817,358.00	\$2,535,623.00	\$81,735.00	\$200,000.00	<b>Pitkin OLA</b> – Safety Improvements for SH-82 & Smith Way/Juniper Hill Road and SH-82 & Lazy Glen Way Project. <b>Total Funds \$2,817,358.00</b>
<b>R4</b>	23011	Greeley	\$1,538,901.00	\$0.00	\$0.00	\$1,538,901.00	<b>Greeley OLA</b> – Merge of US 34 & 35 <sup>th</sup> , US 34 & 47 <sup>th</sup> Avenue Interchanges and Mobility Hub Revenue Contract. <b>Total Funds \$1,538,901.00</b>
	24380	Greeley	\$4,691,495.00	\$3,884,089.00	\$0.00	\$807,406.00	<b>Greeley OLA</b> – 83 <sup>rd</sup> Avenue Improvements Project. <b>Total Funds \$4,691,495.00</b>
	26597	Greeley	\$1,268,270.00	\$1,050,000.00	\$0.00	\$218,270.00	<b>Greeley OLA</b> – 10 <sup>th</sup> Street Multimodal Improvements Project. <b>Total Funds \$1,268,270.00</b>
	26935	Weld County	\$5,211,977.00	\$0.00	\$0.00	\$5,211,977.00	<b>Weld County OLA</b> – CO 392 at WCR 27 Intersection Improvements Project. <b>Total Funds \$5,211,977.00</b>

## **Transportation Commission Resolution #3**

Disposal - 33Rev3-EX, I70/SH74/US40, Evergreen/El Rancho, Jefferson County

**Approved by the Transportation Commission on July 17<sup>th</sup>, 2025.**

**Whereas**, CDOT acquired Parcel 33Rev2 in 1969 under Project No. I 70-3(33)253 Sec 2 for the construction of I70; and,

**Whereas**, Parcel 33Rev3-EX is a portion of Parcel 33Rev2; and,

**Whereas**, Parcel 33Rev3-EX is located south of I70 at Exit 252 on the NW corner of the intersection of US 40 and SH74 (Evergreen Parkway) in the County of Jefferson; and

**Whereas**, Parcel 33Rev3-EX is located outside of the right of way of I70 and contains 20,121 Sq Ft (0.462 Acres) (+/-); and,

**Whereas**, CDOT previously leased Parcel 33Rev3-EX to the Regional Transportation District (RTD) for use as a Park n' Ride; and,

**Whereas**, in 2022, RTD informed CDOT Region 1 staff that they would no longer be operating a Park n' Ride on Parcel 33Rev3-EX; and,

**Whereas**, no highway improvements have been or will be built on Parcel 33Rev3-EX; and,

**Whereas**, CDOT Region 1 has determined, pursuant to Title 23, Code of Federal Regulations (CFR), § 710.403(b), that disposing of Parcel 33Rev3-EX will not impair the safety of the highway facility or interfere with the free and safe flow of traffic; and,

**Whereas**, pursuant to 23 CFR § 710.403(e) and Colorado Revised Statute (C.R.S.) § 43-1-210(5)(V), CDOT Region 1 will dispose of Parcel 33Rev3-EX, containing 20,121 Sq Ft (0.462 Acres) (+/-), for fair market value; and,

**Whereas**, funds from the sale of Parcel 33Rev3-EX shall be disbursed in accordance with Chapter 7 of the CDOT Right-of-Way Manual and 23 CFR § 710.403(f); and,

**Whereas**, the Federal Highway Administration (FHWA) has approved the disposal of Parcel 33Rev3-EX pursuant to 23 CFR § 710.409(a); and,

**Whereas**, other Federal, State, and Local agencies will have the right of first refusal to purchase Parcel 33Rev3-EX in compliance with C.R.S. § 43-1-210(5)(a) and 23 CFR § 710.409(b); and,

**Whereas**, pursuant to C.R.S. §§ 43-1-106(8)(n) and 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**, CDOT Region 1 has declared through Keith Stefanik as Chief Engineer that Parcel 33Rev3-EX, containing 20,121 Sq Ft (0.462 Acres) (+/-), is not needed for transportation purposes; and,

**Whereas**, the Transportation Commission concurs with the Chief Engineer that Parcel 33Rev3-EX is not needed for transportation purposes now or in the foreseeable future; and,

**Now Therefore Be It Resolved**, pursuant to C.R.S. §§ 43-1-106 and 43-1-210 and 23 CFR §§ 710.403 and 409 the Department of Transportation be given authority to declare Parcel 33Rev3-EX as excess land and dispose of 20,121 Sq Ft (0.462 Acres) (+/-) that is no longer needed for transportation purposes to the adjacent property owner for fair market value.

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Herman Stockinger, Secretary  
Transportation Commission of Colorado

## **Transportation Commission Resolution #4**

Disposal - PE-8B Rev.2-EX and PE-8C-EX, State Highway 33, City and County of Denver

**Approved by the Transportation Commission on July 17<sup>th</sup>, 2025.**

**Whereas**, SH33, was devolved to the City and County of Denver on May 24, 2001, via transportation resolution TC-954; and,

**Whereas**, SH33 extended from Colfax Ave (US40) on the west to Colorado Blvd (SH2) on the east, generally following Auraria Parkway, Larimer/Lawrence Streets, and E 40th Ave, all of which are now part of the City and County of Denver's city street system; and,

**Whereas**, the easements associated with SH 33 were not included in the devolution; and,

**Whereas**, CDOT acquired Parcel PE-8B Rev.2 in 1989 under Project No. BRMU 0033(2) for the construction and maintenance of a bridge associated with SH 33; and,

**Whereas**, Parcel PE-8B Rev.2-EX is a portion of Parcel PE-8B Rev.2; and,

**Whereas**, Parcel PE-8B Rev.2-EX contains 1,545 sq ft (0.035 acres) (+/-); and,

**Whereas**, Parcel PE-8B Rev.2-EX is located East of I25 and North of West Colfax Ave (US40) on the NW corner of Auraria Parkway and 7<sup>th</sup> Street in the City and County of Denver; and

**Whereas**, CDOT acquired Parcel PE-8C in 1989 under Project No. BRMU 0033(2) for the maintenance of a bridge associated with SH 33; and

**Whereas**, Parcel PE-8C-EX is a portion of Parcel PE-8C; and,

**Whereas**, Parcel PE-8C-EX 1,247 sq ft (0.029 acres) (+/-); and,

**Whereas**, Parcel PE-8C-EX is located East of I25 and North of West Colfax Ave (US40) on the NW corner of Auraria Parkway and 7<sup>th</sup> Street in the City and County of Denver; and,

**Whereas**, no highway improvements have been or will be built on Parcels PE-8B Rev.2-EX and PE-8C-EX; and,

**Whereas**, CDOT Region 1 has determined, pursuant to Title 23, Code of Federal Regulations (CFR), § 710.403(b), that disposing of Parcels PE-8B Rev.2-EX and PE-8C-EX will not impair the safety of the highway facility or interfere with the free and safe flow of traffic; and,

**Whereas**, Pursuant to 23 CFR § 710.403(e), CDOT Region 1 will dispose of Parcels PE-8B Rev.2-EX and PE-8C-EX, together containing 2,792 sq ft (0.064 acres) (+/-) at fair market value to the underlying fee owner; and,

**Whereas**, pursuant to Colorado Revised Statute (C.R.S.) § 43-1-210(5)(a)(III) when a parcel is no longer needed for transportation purposes and is of use only to the underlying fee owner, that underlying fee owner shall have right of first refusal to acquire said parcel; and,

**Whereas**, CDOT Region 1 has determined that Parcels PE-8B Rev.2-EX and PE-8C-EX, are of use only to the underlying fee owner; and,

**Whereas**, the underlying fee owner desires to exercise their right of first refusal to acquire Parcels PE-8B Rev.2-EX and PE-8C-EX which are no longer needed for transportation purposes; and,

**Whereas**, funds from the sale of Parcels PE-8B Rev.2-EX and PE-8C-EX shall be disbursed in accordance with Chapter 7 of the CDOT Right-of-Way Manual and 23 CFR § 710.403(f); and,

**Whereas**, the Chief Engineer and the Department of Transportation are authorized pursuant to C.R.S. §§ 43-1-106(8)(n) and 43-1-210(5) to make determinations regarding land to be declared excess and not needed for transportation purposes now or in the foreseeable future; and,

**Whereas**, CDOT Region 1 has declared through Keith Stefanik as Chief Engineer that Parcels PE-8B Rev.2-EX and PE-8C-EX, containing 2,792 sq ft (0.064 acres) (+/-), are not needed for transportation purposes; and,

**Whereas**, the Transportation Commission concurs with the Chief Engineer that Parcels PE-8B Rev.2-EX and PE-8C-EX are not needed for transportation purposes now or in the foreseeable future; and,

**Now Therefore Be It Resolved**, pursuant to C.R.S. §§ 43-1-106 and 43-1-210 and 23 CFR §§ 710.403 and 409 the Department of Transportation be given authority to declare Parcels PE-8B Rev.2-EX and PE-8C-EX as excess land and dispose of 2,792 sq ft (0.064 acres) (+/-) that are no longer needed for transportation purposes to the underlying fee owner for fair market value.

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Herman Stockinger, Secretary  
Transportation Commission of Colorado



## **Transportation Commission Proposed Resolution #5**

Disposal - Parcel 6-EX, State Highway 2 (Colorado Blvd), City and County of Denver

**Approved by the Transportation Commission on July 17<sup>th</sup>, 2025.**

**Whereas**, CDOT acquired Parcel 6 in 1999 under Project No. BRF 002-1(018) for the construction of SH 2; and,

**Whereas**, Parcel 6-EX is a portion of Parcel 6; and,

**Whereas**, Parcel 6-EX contains 21,299 sq ft (0.489 acres) (+/-); and,

**Whereas**, Parcel 6-EX is located south of the Union Pacific Rail Line that runs parallel to I70, North of E 40<sup>th</sup> Ave, and East of SH2 on the SE corner of SH2 and the Union Pacific Rail Line in the City and County of Denver; and

**Whereas**, no highway improvements have been or will be built on Parcel PE6-EX; and,

**Whereas**, CDOT Region 1 has determined, pursuant to Title 23, Code of Federal Regulations (CFR), § 710.403(b), that disposing of Parcel 6-EX will not impair the safety of the highway facility or interfere with the free and safe flow of traffic; and,

**Whereas**, Pursuant to 23 CFR § 710.403(e), CDOT Region 1 will dispose of Parcel 6-EX, containing 21,299 sq ft (0.489 acres) (+/-) at fair market value to the only adjacent property owner; and,

**Whereas**, pursuant to Colorado Revised Statute (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 first of refusal to acquire said property; and,

**Whereas**, CDOT Region 1 has determined that Parcel 6-EX 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 6-EX which is no longer needed for transportation purposes; and,

**Whereas**, funds from the sale of Parcel 6-EX shall be disbursed in accordance with Chapter 7 of the CDOT Right-of-Way Manual and 23 CFR § 710.403(f); and,

**Whereas**, the Chief Engineer and the Department of Transportation are authorized pursuant to C.R.S. §§ 43-1-106(8)(n) and 43-1-210(5) to make determinations regarding land to be declared excess and not needed for transportation purposes now or in the foreseeable future; and,

**Whereas**, CDOT Region 1 has declared through Keith Stefanik as Chief Engineer that Parcel 6-EX, containing 21,299 sq ft (0.489 acres) (+/-), is not needed for transportation purposes; and,

**Whereas**, the Transportation Commission concurs with the Chief Engineer that Parcel 6-EX is not needed for transportation purposes now or in the foreseeable future; and,

**Now Therefore Be It Resolved**, pursuant to C.R.S. §§ 43-1-106 and 43-1-210 and 23 CFR §§ 710.403 and 409 the Department of Transportation be given authority to declare Parcel 6-EX as excess land and dispose of 21,299 sq ft (0.489 acres) (+/-) that is no longer needed for transportation purposes to the underlying fee owner for fair market value.

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Herman Stockinger, Secretary  
Transportation Commission of Colorado

## **Proposed Resolution #6**

Approval of the 2025 Legislative Memorial Designations

**Approved by the Transportation Commission on July 17th, 2025.**

**Whereas**, TC Policy Directive 1503.0 establishes a consistent statewide process regarding the designation or memorializing of highways, bridges, or other highway components, and; (Note; use add or remove line features instead of using the space bar - text not bold after Whereas)

**Whereas**, All legislative memorial designations allow CDOT to accept gifts, grants, and donations to install memorial signage. As such, no state funds will be used to produce, erect, or install these signs, and;

**Whereas**, Senate Joint Resolution SJR 25-015 passed, designating the portion of State Highway 58 from 6th Avenue to McIntyre Street as “Officer Evan A. Dunn Memorial Highway” and;

**Whereas**, Senate Joint Resolution 25-017 passed, designating North Academy Bridge spanning I-25 as “Naval Aviation Pilot and Aviation Machinist Mate Petty Officer First Class Daniel T. Griffin Bridge,” and;

**Whereas**, Senate Joint Resolution 25-017 passed, designating North Academy Bridge spanning I-25 as “Naval Aviation Pilot and Aviation Machinist Mate Petty Officer First Class Daniel T. Griffin Bridge,” and;

**Whereas**, House Joint Resolution 25-1007 passed, designating I-25 Southbound from mile marker 199.4 and I-25 Northbound mile marker 194.8 as “Troy Jackson Memorial Highway,” and;

**Whereas**, House Joint Resolution 25-1026 passed, designating State Highway 402 from US Highway 287 to I-25 as “Representative Hugh McKean Memorial Highway,” and;

**Whereas**, House Joint Resolution 25-1027 passed, designating State Highway 1 from East County Road 60 to I-25 as “Commissioner Lew Gaiter III Memorial Highway,” and;

**Whereas**, CDOT staff recommends that the Transportation Commission approve the five resolutions passed by the 2025 Colorado General Assembly.

**Now Therefore Be It Resolved**, that the Colorado Transportation Commission approves highway and bridge memorial designations that the Colorado General Assembly passed during the 2025 general legislative session:

Officer Evan A. Dunn Memorial Highway

Naval Aviation Pilot and Aviation Machinist Mate Petty Officer First Class Daniel T. Griffin Bridge

Troy Jackson Memorial Highway

Representative Hugh McKean Memorial Highway

Commissioner Lew Gaiter III Memorial Highway

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Herman Stockinger, Secretary  
Transportation Commission of Colorado

## **Proposed Resolution #7**

Approval and adoption of the first budget amendment to the Fiscal Year 2025-26 Budget for the Colorado Department of Transportation.

**Approved by the Transportation Commission on July 17, 2025.**

**Whereas**, § 43-1-113 (2), C.R.S. requires the Transportation Commission to submit a proposed budget allocation plan for moneys subject to its jurisdiction for the fiscal year beginning on July 1, to the Joint Budget Committee, the House Transportation and Energy Committee, the Senate Transportation Committee and the Governor on or before December 15 of each year, for their review and comments; and

**Whereas**, § 43-1-113(9)(c), C.R.S. requires the Transportation Commission to adopt a final budget allocation plan, which shall upon approval by the Governor constitute the budget for the Department of Transportation for Fiscal Year 2025-26; and

**Whereas**, the Transportation Commission adopted the final budget allocation plan on March 20, 2025, and the final budget allocation plan was submitted to the Governor by April 15, 2025 for approval; and

**Whereas**, the Transportation Commission has the statutory authority to alter the Fiscal Year 2025-26 adopted budget allocation plan after it is delivered to and approved by the Governor; and

**Whereas**, the first budget amendment reduces \$3,800,000 from the 10 Year Plan - Multimodal line (Line 46) pursuant to SB 25-257 Modify General Fund Transfers to the State Highway Fund; and

**Whereas**, the first budget amendment reduces \$15,000,000 from the Bridge and Tunnel Enterprise Safety Critical and Asset Management Projects line (Line 83), and increases the following lines within the CDOT budget to restore funding to asset management programs for FY 2025-26:

- a. Surface Treatment (Line 4): \$2,672,039;
- b. Structures (Line 5): \$2,072,914;
- c. System Operations (Line 6): \$1,087,727;
- d. Geohazards Mitigation (Line 7): \$1,286,701; and
- e. Commission Reserve Funds (Line 73): \$7,880,619; and

**Whereas**, the first budget amendment reallocates \$2,324,762 from the TC Program Reserve Fund in the Commission Reserve Funds line (Line 73) to the Property line (Line 34) to repair hail damage at the KOA, Wray and Yuma facilities;

**Now Therefore Be It Resolved**, that the Colorado Department of Transportation's amended budget allocation plan for the period of July 1, 2025 through June 30, 2026, is approved by the Transportation Commission with the amendments as set forth in this Resolution.

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Herman Stockinger, Secretary

Transportation Commission of Colorado

# Proposed Resolution #8

Approval and Adoption of the First Supplement to the Fiscal Year 2025-2026 Budget for the Colorado Department of Transportation.

**Approved by the Transportation Commission on July 16, 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 Changes

### Region 4

- -\$14.7M - 10 Year Plan ID 2686 US 385 Between Sand Creek and County Road 29
- +\$14.7M - New 10 Year Plan Item US 34 and US 385 in the City of Wray

**Now Therefore Be It Resolved**, after review and consideration, the First Supplement to the Fiscal Year 2025-2026 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 first Fiscal Year 2025-26 Budget Amendment for the Statewide Bridge and Tunnel Enterprise (BTE).

**Approved by the Bridge and Tunnel Enterprise Board of Directors on July 17, 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 approved resolution #BTE20250304 on March adopting the Fiscal Year (FY) 2025-26 BTE budget allocation plan; and

**Whereas**, the Board has the authority to amend the adopted FY 2025-26 BTE budget allocation plan after it has been approved; and

**Whereas**, the Board desires to amend the budget to account for changes to BTE’s revenues and budget allocations resulting from the 2025 legislative session, the issuance of the BTE Series 2025A Infrastructure Revenue bonds, and other programmatic changes that have occurred since the adoption of the FY 2025-26 BTE budget allocation plan; and

**Whereas**, in June 2025, the state legislature passed and Governor of the State signed Senate Bill (SB) 25-320, which among other things, accelerates the phase-in of the fee schedule for Bridge and Tunnel Impact fee that was established pursuant to SB21-260, and

**Whereas**, the acceleration of the fee schedule is forecast to increase BTE revenue collections from the Bridge and Tunnel Impact Fee by \$13,971,690 during FY 2025-26, and



**Whereas**, the Bridge and Tunnel Impact Fee revenue line (Line 2) in the FY 2025-26 BTE budget allocation plan is being administratively adjusted to reflect the forecast \$13,971,690 revenue increase associated with the passage of SB25-320 and allocate the new revenue to Capital Construction Program for BTE Safety Critical and Asset Management Projects (Line 36); and

**Whereas**, CDOT and FHWA entered into a Memorandum of Understanding Accounting for Colorado Bridge Enterprise Program Build America Bonds (BABs) Debt Service Reimbursements (MOU) on 12/16/2010; and

**Whereas**, in accordance with the MOU, the Transportation Commission to annually considers allocating and transferring \$15 million in eligible federal funds to be used for the repayment of BTE's senior bonds; and

**Whereas**, the decision whether or not to allocate and transfer such federal funds is made on an annual basis and at the sole discretion of the Transportation Commission, and the Transportation Commission has approved resolution #TC20250708 temporarily suspending the federal funds transfer in FY 2025-26 to reallocate these federal funds to address budgetary shortfalls in the CDOT asset management program; and

**Whereas**, the Federal Funds for 2019A and 2024B Bond Debt Service revenue line (Line 5) in the FY 2025-26 BTE budget allocation plan is being administratively reduced to \$0 from \$15,000,000 as directed by the Transportation Commission; and

**Whereas**, the first budget amendment backfills the \$15,000,000 budget allocation for the Series 2019A and 2024B FY 2025-26 Debt Service payments (Line 28 & 29) from the Capital Construction Program, specifically BTE Safety Critical and Asset Management Projects (Line 36); and

**Whereas**, the Board approved Resolution #BTE20250302, Approving Certain Matters with Respect to the Colorado Bridge and Tunnel Enterprise Senior Infrastructure Revenue Bonds, Series 2025A, on March 20, 2025, 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 May 6, 2025, which, among other things, established the terms for the transaction; and

**Whereas**, the BTE Series 2025A Infrastructure Revenue Bond transaction closed on May 8, 2025; and

**Whereas**, the FY 2025-26 BTE debt service obligation of \$11,638,815 for repayment of the bonds was not reflected in the adopted BTE FY 2025-26 Budget Allocation Plan; and

**Whereas**, the first budget amendment reallocates \$11,638,815 from the Capital Construction Program, specifically BTE Safety Critical and Asset Management Projects (Line 36), to the 2025A Infrastructure Revenue Bond Debt Service (Line 32), allowing the BTE to meet its FY 2025-26 debt service obligations; and

**Whereas**, the issuance of the Colorado Bridge and Tunnel Enterprise Senior Infrastructure Revenue Bonds, Series 2024A and Series 2025A, has resulted in an increase to BTE's forecast interest earnings in FY 2025-26, when compared to the interest earnings forecast used in the adopted BTE FY 2025-26 Budget Allocation Plan; and

**Whereas**, the Interest Earnings and Miscellaneous Revenue revenue line (Line 4) in the FY 2025-26 BTE budget allocation plan is being administratively adjusted by, \$5,958,498 to include the Series 2024A & 2025A IRB Interest Earnings forecast for FY 2025-26, and allocate the new revenue to Capital Construction Program for BTE 10-Year Plan Projects (Line 35); and

**Whereas**, the first budget amendment reallocates \$5,958,498 of unprogrammed funding from sources other than the interest earnings from the bond proceeds from the BTE 10-Year Plan Projects (Line 35) to the BTE Safety Critical and Asset Management Projects (Line 36) since BTE's 10-Year Plan Program is fully funded in FY 2025-26; and

**Whereas**, this proposed budget amendment has been reviewed and found to be in concurrence with Policy Directive 703.0 and Procedural Directive 16.1, which establish the parameters under which BTE must seek Board approval for proposed budget amendments; and

**Now Therefore Be It Resolved**, after review and consideration, the First Budget Amendment to the Fiscal Year 2025-26 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 First Fiscal Year 2025-26 Project Budget Supplement for the Statewide Bridge and Tunnel Enterprise (BTE).

**Approved by the Bridge and Tunnel Enterprise Board of Directors on July 17, 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 2025-26 through FY 2028-29 Statewide Transportation Improvement Program (STIP); and

Description	Region	Project Number	Eligible Structures Addressed	Amount Requested
Establish Construction Phase	5	23069	P-12-A	\$5,145,301

**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 First Supplement to the Fiscal Year 2025-26 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