

Colorado Transportation Commission

Schedule & Agenda

August 20-21, 2025
12:00 p.m.

Transportation Commission Workshops

Wednesday, August 20, 2025

Time	Topic	Speaker
12:00 p.m.	Informal Lunch for TC Members	None
1:00 p.m.	CDOT Disposal Process, Role of the Transportation Commission, and Review of August Disposals	Hope Wright and David Fox
1:45 p.m.	2050 Statewide Plan Update	Marissa Gaughan
2:30 p.m.	Mobility Systems Committee: <ul style="list-style-type: none"> Passenger Rail - Overview and Updates 	Maux Sullivan
3:30 p.m.	Rural Roads Update	Shoshana Lew, Keith Stefanik
4:00 p.m.	CTE Update	Craig Secrest
4:15 p.m.	Adjournment	None

Transportation Commission Board Meeting

Thursday, August 21, 2025

Time	Topic	Speaker
8:00 a.m.	Commission Breakfast	None
9:00 a.m.	Call to Order, Roll Call	Herman Stockinger
9:05 a.m.	Swearing In of New Commissioners	Herman Stockinger
9:10 a.m.	Public Comments	Various
9:20 a.m.	Comments of the Chair and Commissioners	Commissioners
9:30 a.m.	Executive Director's Report	Shoshana Lew
9:35 a.m.	Chief Engineer's Report	Keith Stefanik
9:40 a.m.	CTIO Director's Report	Piper Darlington
9:45 a.m.	STAC Report	Gary Beedy
9:50 a.m.	Act on Consent Agenda: <p>Proposed Resolution #1: Approve the Regular Meeting Minutes of July 17, 2025</p> <p>Proposed Resolution #2: IGA Approval >\$750,000</p> <p>Proposed Resolution #3: Disposal of Old Brush Maintenance Site</p> <p>Proposed Resolution #4: Disposal Parcel 33Rev3-EX, El Rancho Park n' Ride</p>	<p>Herman Stockinger</p> <p>Lauren Cabot</p> <p>Hope Wright</p> <p>Hope Wright</p>

	Consent Agenda (continued) Proposed Resolution #5: Disposal Parcels 730-EX, 740-EX Rev1, 740-EX Rev1A, E-10 EX, I-70/US6, US24, Parachute, Garfield County Proposed Resolution #6: MMOF Match Reduction Request	Hope Wright Michael Snow and Darius Pakbaz
9:55 a.m.	Discuss and Act on Proposed Resolution #7: 2nd Budget Supplement of FY 2025-26	Jeff Sudmeier and Bethany Nicholas
10:00 a.m.	Discuss and Act on Proposed Resolution #8: Policy Amendment #1 for the FY 26-2029 State Transportation Improvement Program (STIP)	Jamie Collins
10:05 a.m.	Recognitions and Other Matters	None
10:10 a.m.	Adjournment	None

The Bridge and Tunnel Enterprise Board of Directors Meeting

Thursday, August 21, 2025

Time	Topic	Speaker
10:10 a.m.	Call to Order and Roll Call	Herman Stockinger
10:15 a.m.	Public Comments	Various
10:20 a.m.	Act on Consent Agenda <ul style="list-style-type: none"> Proposed Resolution #BTE1: to Approve the Regular Meeting Minutes of July 17, 2025 	Herman Stockinger
10:25 a.m.	Discuss and Act on Proposed Resolution #BTE2: 2nd Budget Supplement to FY 2025-26	Patrick Holinda
10:30 a.m.	Adjournment	None

The Fuel Impact Enterprise Board of Directors Meeting

Thursday, August 21, 2025

Time	Topic	Speaker
10:30 a.m.	Call to Order and Roll Call	Herman Stockinger
10:35 a.m.	Public Comments	Various
10:40 a.m.	Discuss and Act on Proposed Resolution #FIE1: FIE Cost Centers: Automatic Roll Forward Inclusion	Garrett Seddon
10:45 a.m.	Adjournment	None

Transportation Commission Retreat and Board Training

Thursday, August 21, 2025: Upon adjournment of the Regular Board Meeting and going to approximately 1:00pm.

Information Only

- Project Budget/Expenditure Memo (Jeff Sudmeier)
- FY 2024-25 SIB Year End Report (Jeff Sudmeier)
- August 2025 TC Grants Memo (Anna Dunn & Leslie Welch)



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Department of Transportation

Transportation Commission Memorandum

To: The Transportation Commission

From: Hope Wright, Real Estate Asset Manager and David Fox, Property Management Deputy Program Manager

Date: August 21, 2025

Subject: CDOT Property Disposal Process, Role of the Transportation Commission, and Review of August Disposals

Action

This memo and the accompanying presentation are for informational purposes only.

Background and Purpose

Each month, the Transportation Commission (TC) is provided with both a resolution and a memo related to various parcels that CDOT region staff have identified for disposal. Per state statute, the authority for CDOT to dispose of property is subject to an approving resolution of the TC. The purpose of this memo and the accompanying presentation are to provide more insight into what happens before and after a parcel is presented to TC for disposal.

Details

To understand the disposal process, it is important to understand why CDOT has excess parcels. During the land acquisition phase of a highway project, it is not uncommon to purchase parcels of land that are larger than required, there are several contributing factors, including:

- The Uniform Relocation Assistance and Real Property Acquisition Policies of 1970 “Uniform Act” (42 USC 4601 et seq) required that if the acquisition of only a portion of a property would leave the owner with an uneconomic remnant, CDOT must offer to purchase the uneconomic remnant along with the portion of the property needed for the project.
- Project plans can change, or highways can be realigned resulting in land acquired initially becoming unnecessary or “excess property”. This includes advanced acquisition parcels for design build projects.
- Non right-of-way property that was acquired for the use of Buildings that have been made excess by either relocation or consolidation.

All property being disposed of must follow State Statutes and Federal Regulations.

In compliance with Colorado Revised Statutes (CRS) 43-1-210:

- Both the Chief Engineer and the TC must approve disposals.
- CDOT must obtain FMV for all disposals.
- Appraisals are required for property with an estimated value over \$25,000 to determine their fair market value (FMV).
- Follow a prescribed right of first refusal process (ROFR):
 - If the property is of value to one adjacent or underlying fee owner, they are given first right. If the only adjacent property owner does not exercise their right or if the property is of value to more than one adjacent owner, all entities having taxing authority are given first right, with the Department of Personnel and Administration give superior first right if they intend to use the property for affordable housing, alternative energy production or childcare facilities.
 - If the first right is not exercised, the property can be disposed of at a public sale for the highest offer, but not less than FMV.

While the 43-1-210 does not provide for exemptions from FMV, Chapter 23 of the Code of Federal Regulations (CFR) 710.403 provides multiple exemptions to the FMV requirements provided that the exemption is approved by Federal Highway Administration (FHWA) and the deed includes a reversion of the property for failure to continue public ownership and use. Exemptions from FMV include:

- When the grantee shows that an exemption is in the overall public interest based on social, environmental, or economic benefits, or is for a nonproprietary governmental use.
- Use by public utilities in accordance with 23 CFR part 645.
- Use by railroads in accordance with 23 CFR part 646.
- Use for bikeways and pedestrian walkways in accordance with 23 CFR part 652.
- Uses under 23 U.S.C. 142(f), Public Transportation. Lands and ROWs of a highway constructed using.
- Use for other transportation projects eligible for assistance under Title 23 of the United States Code.

In compliance with CRS 43-1-210, and 23 CFR 710.403, Chapter 7 of CDOT's Right of Way (ROW) Manual specifies the following procedures for property disposals:

- i. The region initiates the disposal when they make a determination that the property is no longer needed for transportation purposes and that disposing of the property will not impair the safety of the highway or interfere with the free and safe flow of traffic.
- ii. Once the region has legal descriptions, environmental clearances, and region unit and RTD approvals, Property Management requests FHWA approval and prepares the documentation for TC approval of the excess parcel declaration resolution. FHWA approval is required if the disposal is on the interstate or if the property will be conveyed for less than FMV.
- iii. With a memo from the Chief Engineer confirming the parcel is no longer needed for transportation purposes and an approving resolution from the TC, the parcel is officially declared excess, allowing for disposal.
- iv. If the property will be conveyed at FMV, the region is responsible for determining FMV and initiating ROFR.

- v. Depending on the results of the ROFR, property management either markets the property and negotiates the property sale and/or executes conveyance docs and applies funds to a Title 23 eligible project.

Disposing of property no longer needed for transportation purposes generates revenue which can be used to reinvest in future highway projects. It also relieves CDOT of the maintenance responsibilities associated with such parcels, and in some instances simply transfers the maintenance responsibilities to another government entity for continued maintenance and non-proprietary government use.

Next Steps

For informational purposes, included in the attached presentation are two disposals that have previously been approved for disposal by the TC. The first is a straightforward disposal in Colorado Springs (resolution #20231204) and the second is a more complicated disposal located in Lakewood (resolution #s 20230905, 20241004, and 20230904).

Also included in the attached presentation are three new requests for disposals in Brush, Parachute, and Evergreen that regions 4, 3, and 1 are seeking to dispose of subject to approval of the resolution by the TC.

Attachments

PowerPoint: CDOT Property Disposal Process, Role of the Transportation Commission, and Review of August Disposals



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Department of Transportation

CDOT Property Disposal Process, Role of the Transportation Commission, and Review of August Disposals

August 20, 2025



Agenda

Disposal of Excess Property

- Acquisition and Disposals
- Reasons for Disposal
- Rules and Regulations
- Disposal Procedures
- Examples of Previously Approved Disposals

August Disposals

- Old Brush Maintenance Site
- El Rancho Park N Ride
- Parachute Parcels





Acquisition and Disposal of Excess Property

Before a Highway Project

Land acquisition can sometimes result in the purchase of parcels that are larger than necessary.

The Uniform Relocation Assistance & Real Property Acquisition Policies Act of 1970 “Uniform Act” Required Fair and Equitable Treatment of Property Owners

Uneconomic Remnants: The portion of an owner’s property that remains after CDOT acquires project property that CDOT must offer to purchase because the remnant has little or no value or utility to the owner.



Project Modifications after Acquisition

Project plans can change, or highways can be realigned resulting in land acquired initially becoming unnecessary. Includes advanced acquisition parcels for design build projects.



After a Highway Project

The process of disposing of excess property varies depending on the type of parcel.

Uneconomic Remnant Parcels



Included on the right-of-way plans that are approved by CDOT and the TC and therefore don’t require declaration of excess from the Chief Engineer and TC.

Excess Property



Requires region approvals, declaration of excess from the Chief Engineer, and passage of a resolution of excess from the TC.



Reasons for Disposing of Excess Property



Not Needed for Transportation Purposes

The region determines property is no longer needed for transportation purposes now or in the future.



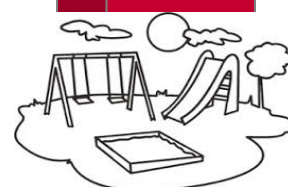
Efficient Resource Management

Disposing of excess property generates revenue which can be reinvested in title 23 eligible projects.



Liability

Holding onto unneeded properties can be costly and can create legal liabilities for CDOT.



Overall Public Interest

Property can be transferred to other governmental entities for non-proprietary governmental use.



Rules and Regulations

State Statutes*

Required Approvals

- Chief Engineer
- Transportation Commission

Valuation Requirements

- Must obtain Fair Market Value (unless exempted by Federal Regulations)
- Appraisals required if estimated value over \$25,000

Right of First Refusal (ROFR) Process

- If only of value to one adjacent or underlying fee owner:
 - 1st Right = adjacent or underlying fee owner
- If of value to more the one adjacent owner:
 - 1st Right = All entities that have taxing authority over the property
 - DPA has a superior first right to all other entities to acquire the property for affordable housing, alternative energy production or childcare facilities
 - 2nd Right = Public sale to highest offer

Federal Regulations*

Approval Authority

- On Interstate = FHWA
- On State Highway = CDOT

Fair Market Value Requirement Exemptions

- When the grantee shows that an exception is in the overall public interest based on social, environmental, or economic benefits, or is for a nonproprietary governmental use.
- Use by public utilities in accordance with 23 CFR part 645.
- Use by railroads in accordance with 23 CFR part 646.
- Use for bikeways and pedestrian walkways in accordance with 23 CFR part 652
- Uses under 23 U.S.C. 142(f), Public Transportation. Lands and ROWs of a highway constructed using.
- Use for other transportation projects eligible for assistance under title 23 of the United States Code.



*See Last Slide for full list of Relevant Statutes and Regulations



Disposal Procedures

Chapter 7 of CDOT's ROW Manual

	Step 1	Step 2	Step 3	Step 4	Step 5
Approval Level 1: Region	Make Determinations: 1. Not needed for transportation purposes 2. Will not impair safety	Create or Approve legal description & exhibit	NEPA documents	Approval from region unit supervisors	Letter requesting disposal from RTD
Approval Level 2: Property Management (Uneconomic Remnant step 1 only)	FHWA Approval if on Interstate and/or less than FMV Disposal	Submit TC agenda request	Draft Chief Engineer Declaration of Excess Memo	Draft Proposed TC Resolution	Obtain Chief Engineer approval of agenda Item
Approval Level 3: Transportation Commission (Not required for Uneconomic Remnant Parcels)	Add Proposed Resolution to Consent Agenda	TC Workshop, if requested	Vote on approval of Disposal Resolution		
Approval Level 4: Region	Fair Market Value Determination*	Notify appropriate entities for ROFR process*			
Approval Level 5: Property Management	Market Property (if ROFR not exercised)*	Contract negotiations, execution, & closing*	Execute Quitclaim Deed	Apply funds to title 23 eligible project*	Update Real Property Viewer

*not required for parcels exempted from FMV per Federal Regulations.



Previously Approved Disposal (straightforward)

Disposal Parcel 1X, I-25 & Tejon, Colorado Springs

- Acquired in 1955 as a maintenance site, abandoned in the late 1990's.
- Retained by Region 2 the parcel for the eventual expansion of I-25 and Tejon Street in the early 2000's.
- Upon completion of the expansion project, CDOT Region 2 determined that the remaining parcel was no longer needed for transportation purposes.
- The TC authorized the disposal via TC Resolution #20231204.
- ROFR process followed. Not exercised by any taxing entity.
- Property was marketed by Jones Lang LaSalle Brokerage, Inc. (JLL).
- Appraised Value \$3.45M.
- Received five offers, with the highest offer coming in at **\$6.4M**.
- Closing on sale in October of 2025.
- Funds will be credited to Region 2 Title 23 eligible projects.





Previously Approved Disposal (complicated)

Abandonment of U.S. 6 North Frontage Road from W 7th Ave to Alkire Street, Lakewood

- Property acquired in the 1960's for the construction of a new interchange at U.S. 6 and Indiana Street and for moving a portion of the U.S. North Frontage Road farther to the north.

Disposal 1 of 3

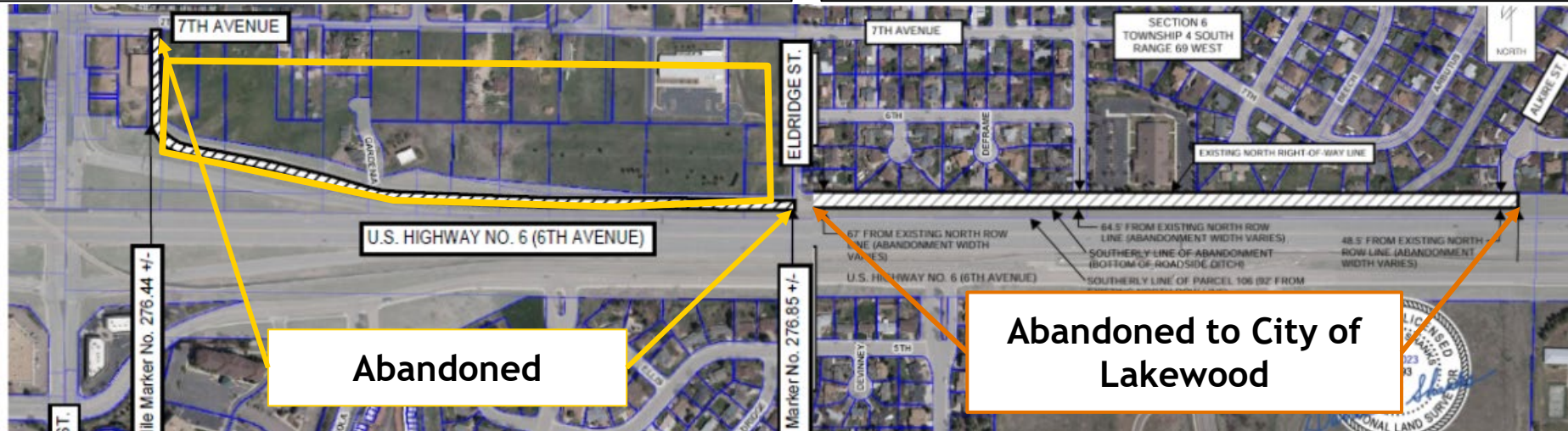
Abandon the portion of U.S. 6 North Frontage Road from 7th Ave. to Eldridge St. as a State Highway*

- Resolution TC#20230905 (superseded TC#20230803)
- Automotive Services, Inc had already purchased every parcel not owned by CDOT in the area bounded by yellow, below.
- This portion of the U.S. 6 North Frontage road was no longer serving any residents.

Disposal 2 of 3

Abandon the portion of U.S. 6 North Frontage Road from Eldridge St. to Alkire St. as a State Highway to the City of Lakewood as a city street.

- Resolution TC#20241004
- CDOT agreed to pay the City of Lakewood of \$485,259 for future maintenance. Adopted as a city street in 2024.

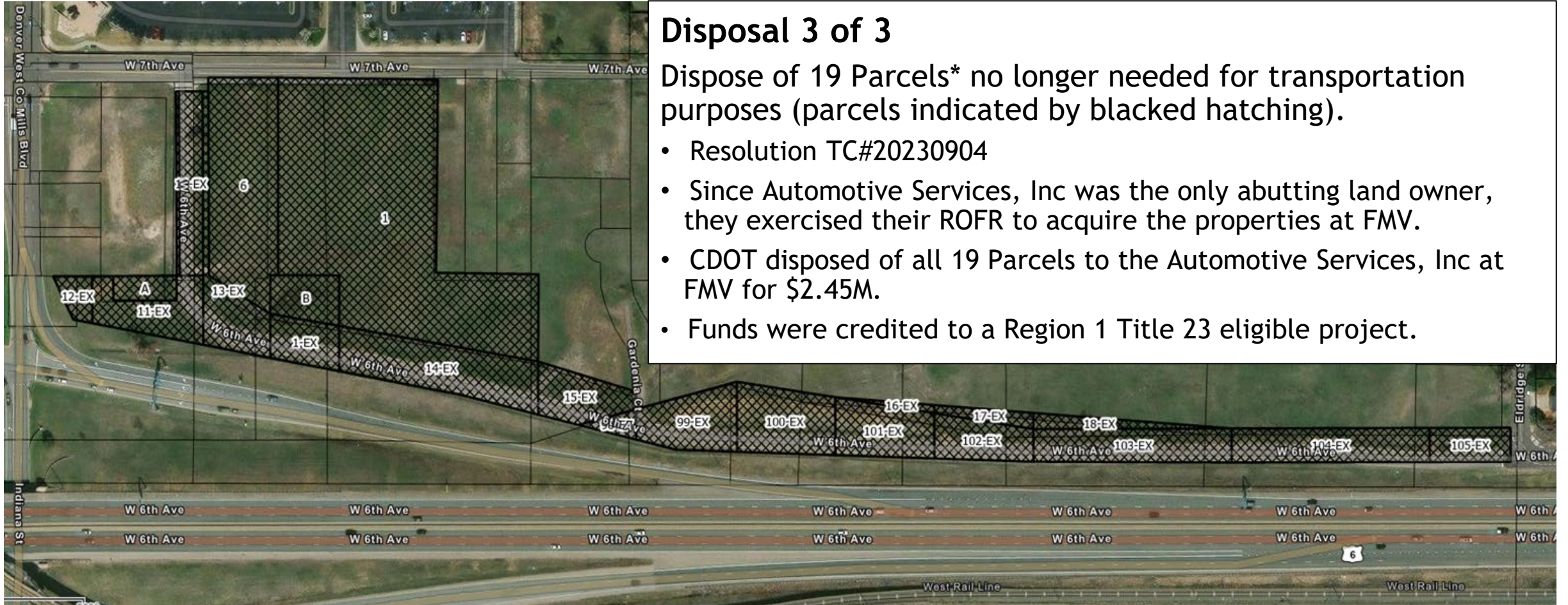


* Lakewood chose to not accept the abandoned parcels.



Previously Approved Disposal (complicated), cont.

Abandonment of U.S. 6 North Frontage Road from W 7th Ave to Alkire Street, Lakewood



* 19 parcels include property that was abandoned, but not accepted by Lakewood



August Disposals: Old Brush Maintenance Site

Disposal Parcel - Old Brush Maintenance site

- In 2024, Property Management completed construction of a new Vehicle Storage Facility (VSF) in Brush that effectively combined six deficient buildings into one building.
- Because the existing maintenance site was too small, the new VSF was constructed on a larger parcel of land (“new maintenance site”) located roughly one-half mile east of the old maintenance site.
- Constructing the VSF on the larger parcel also combined operations as the sand shed for the maintenance patrols is also located on the new maintenance site.
- With the construction of the new VSF on the new maintenance site, CDOT Region 4 would like to dispose of the old maintenance site at fair market value.

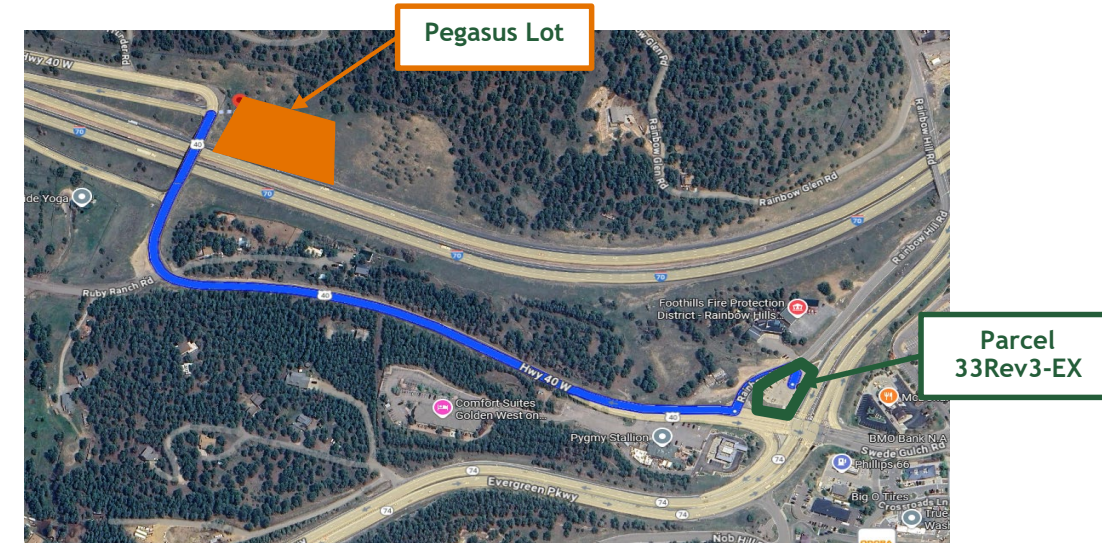
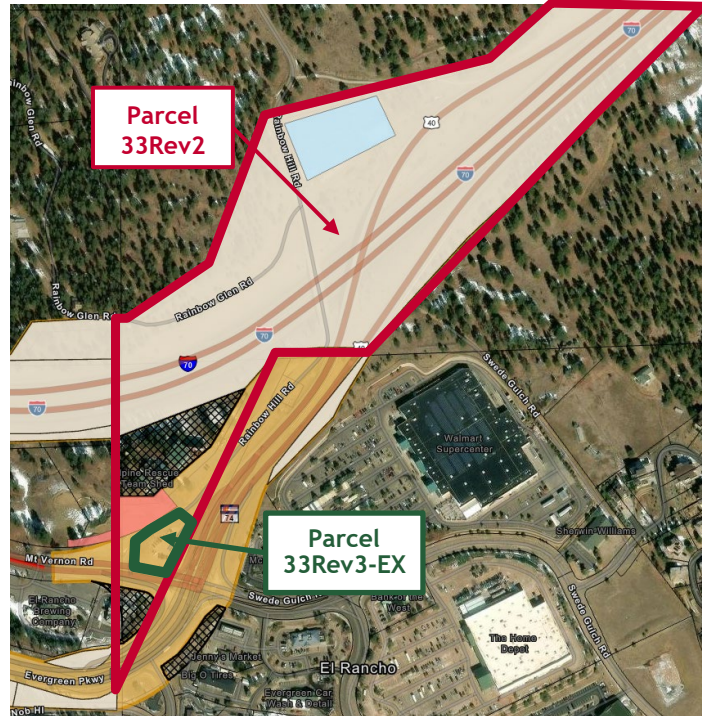




August Disposals: El Rancho Park n' Ride

Disposal Parcel 33Rev3-EX, I-70 & Rainbow Hill Road (Evergreen/El Rancho Exit)

- Parcel 33Rev2, containing 91.339 acres, was acquired in 1969 with project # 170-3(33)253 Sec 2 for the construction of I-70.
- Portions of 33Rev2 have either been disposed of (black hatching), declared excess (pink), or converted into a maintenance site (blue).
- Parcel 33Rev3-EX is a small portion of Parcel 33REV2 and contains 0.462 acres (+/-).
- In 1994, RTD entered into an agreement with CDOT to allow RTD to construct a park n' ride on Parcel 33REV3-EX.
- RTD recently notified CDOT it no longer needed this park n' ride.
- CDOT Region 1 has determined that Parcel 33Rev3-EX is no longer needed for transportation purposes and that disposing of it will not impair the safety of the highway facility or interfere with the free and safe flow of traffic.



Pegasus Lot

- CDOT Region 1 and CDOT's Division of Transit and Rail recently completed the construction of the Pegasus Lot 0.6 miles west of the El Rancho park n' ride.
- The Pegasus Lot contains 2.97 acres (+/-) and includes infrastructure for proper bus circulation, a bus shelter, and future EV charging capabilities.



August Disposals: Parachute Parcels

Disposal Parcels 730-EX, 740-EX Rev 1, 740-EX Rev 1A, and E10-EX, I-70 at US 6 and 24 east of Parachute

- Parcel 730 was acquired in 1981 by project # I 70-1(45) Sec 7 for the construction of I-70 (then SH 70).
- Parcel 730-EX is a portion of parcel 730 and contains 0.529 acres (+/-).
- Parcels 740-X (acquired as parcel 7) and E10 were acquired in 1953 and 1958 respectively under project F 001-1(9) for the construction of SH 6 (then SH 4).
- Parcels 740-EX Rev 1 and 740-EX Rev1A are portions of Parcels 740-X and Parcel E10-EX is a portion of Parcel E10,



- In 1984, CDOT relocated US 6 from the south (indicated by red line) to the north side of I-70 (indicated by green line), essentially combining US 6 and 24.
- With the relocation of US6, Parcels 730-EX, 740-EX Rev 1, 740-EX Rev 1A, and E10-EX are no longer needed for transportation purposes.
- The portion of US 6 indicated by the red line will be retained by CDOT Region 3 to allow access to the adjacent properties.
- CDOT Region 3 would like to dispose of Parcel 730-EX, 740-EX Rev 1, 740-EX Rev 1A, and E10-EX at FMV.



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Thank You!

- For more information about the property disposal process, please feel free to reach out to Hope Wright or David Fox for more information.
 - Email: hope.wright@state.co.us
 - Phone: 720-237-6173
 - Email: david.fox@state.co.us
 - Phone: 720-656-4399



Statute and Regulations Reference Slide

Relevant Federal Regulations

Abandonment - 23 CFR 620 Subpart B
Authority - 23 CFR 710.401
Management - 23 CFR 710.403
ROW Use Agreements - 23 CFR 710.405
Disposal of Excess ROW - 23 CFR 710.409

Relevant State Statutes

Acquisition of Uneconomic Remnant Parcels - 43-1-210
Valuation Requirement - 43-1-210
ROFR Process - 43-1-210
TC and Chief Engineer Authority - 43-1-210
Abandonment - 43-2-106



COLORADO

Department of Transportation

Transportation Commission Memorandum

To: Colorado Transportation Commission

From: Darius Pakbaz, Director, Division of Transportation Development

Marissa Gaughan, Assistant Director, Multimodal Planning, DTD

Date: August 7, 2025

Subject: 2050 Statewide Transportation Plan Update

Purpose

This memo provides the Transportation Commission with an overview of the draft 2050 Statewide Transportation Plan that is available for public review and comment.

Action

Informational only, no action required.

Background

After over a year of hard work, collaboration, and input from partners across the state, the draft 2050 Statewide Transportation Plan, “Your Transportation Plan”, is available for public review and comment starting on August 1, 2025. The 2050 Statewide Transportation Plan, written to meet the federal requirements of a performance-based, long-range transportation plan, includes the following content areas:

- **Welcome to Your Transportation Plan**
 - Features an introduction similar to the telephone town hall introductions;
 - Talks about accomplishments from the last five years, and key highway and transit projects that have been delivered around the state;
 - Describes Colorado’s evolving transportation needs, land use and housing;
 - Introduces CDOT’s citizen-informed, performance-based approach to transportation planning.
- **Engagement and Regional Collaboration**
 - Describes how regional plans from the MPOs and rural TPRs, and tribal coordination plans are integrated into the statewide plan;
 - Describes how this plan builds on the expansive outreach from our last planning effort, how we gathered input, and what we heard by area of the state;
 - Provides results and key themes from survey and telephone town halls.
- **Goals and Performance Measures**
 - Describes the PD 14 priority areas (Fix Our Roads, Advancing Transportation Safety, Sustainably Increase Transportation Choice);
 - Addresses the National Performance Measures;

- Integrates data from CDOT's Performance Plan and Transportation Asset Management Plan;
- Includes a section about environmental consultation.
- Colorado's Transportation Story
 - Talks about how fixing our roads, advancing transportation safety and sustainably increasing transportation choice is essential to meeting the evolving needs of communities around the state;
 - Describes the relationship between the built environment and transportation;
 - Shares safety data trends and themes from the Highway Safety Improvement Plan (HSIP);
 - Describes transit goals for Bustang, mobility hubs, and rail, consistent with the Transit Connections Study.
- CDOT's Transportation Investment Strategy
 - Describes CDOT's budget, the 10-Year Plan, and the five enterprises;
 - Describes funding for asset management;
 - Talks about how CDOT leverages funding to make the most of every dollar;
 - Describes how the 10-Year Plan is only a portion of CDOT overall budget and is designed to work in parallel with CDOT's other funding sources to stretch our budget further and meet our performance goals.
- Implementation of Your Transportation Plan
 - Talks about CDOT's commitment to transparency and accountability
 - Includes links to tools and dashboards such as:
 - Colorado Crash Data Dashboard
 - Bridge Condition Dashboard
 - Pavement Condition Dashboard
 - National Performance Measure Dashboard
 - PD 14 Dashboard
- The Future
 - Describes initiatives that will shape the future of transportation in Colorado including:
 - Vehicle technology and electrification
 - Connectivity and automation
 - Emerging mobility and changing demand
 - Freight and Supply Chain Innovations

Next Steps

Please visit YourTransportationPlan.com to review the draft of the 2050 Statewide Transportation Plan and provide comments. Also available to review using the same web link is the Statewide Transit Plan and the rural Regional Transportation Plans. At the conclusion of the public review and comment period on August 31st, staff will return to the Transportation Commission in September to request adoption.

Attachments

Presentation: Statewide Plan Update



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Department of Transportation

Statewide Plan Update
August 7, 2025



Discussion Topics

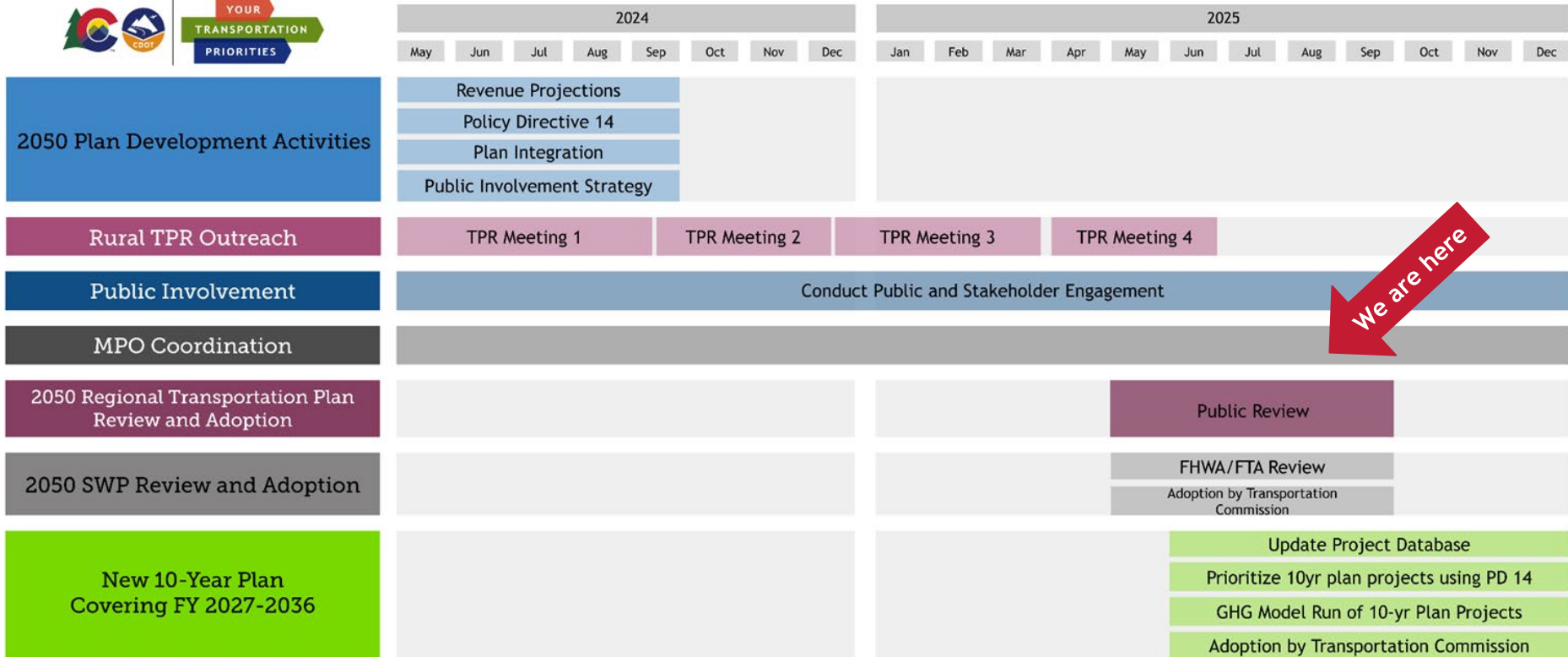
- Timeline
- Approach for the 2050 Statewide Transportation Plan
- 2050 Statewide Transportation Plan Contents
- Schedule / Process for adoption of 2050 Statewide Transportation Plan
- Next Steps



2050 Statewide Plan Development Timeline

Draft Condensed 2050 Statewide and Regional Transportation Plan Development Timeline

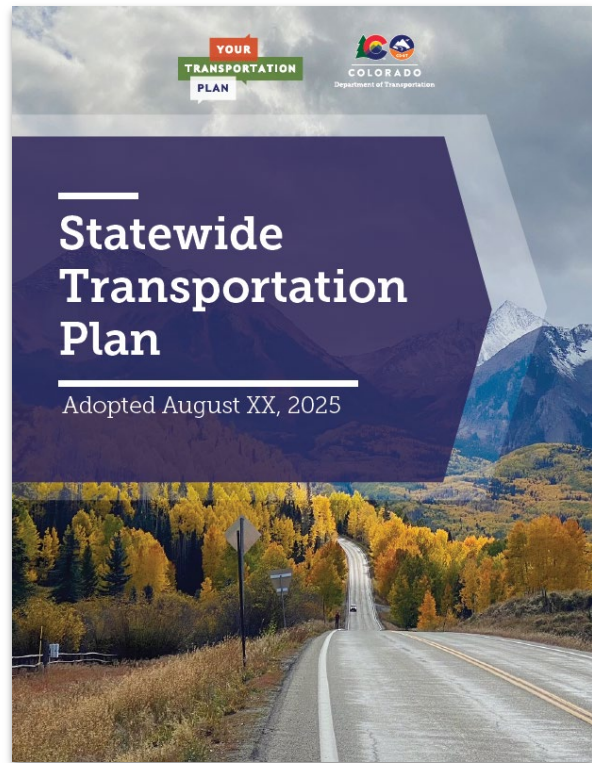
Version: 4/8/2025





Approach for 2050 Statewide Transportation Plan

- The long-range transportation plan is a federally-required document.
- The 2050 Statewide Transportation Plan was written to meet the federal requirements of a performance-based long-range transportation plan.
- State-required planning elements will be directly incorporated into the 10-Year Plan (adoption anticipated in December 2025), or listed as a “related-planning document” on the CDOT website.
- Themes from state-required planning elements are summarized at a high-level in the 2050 Statewide Plan.





Long-Range Plan Contents

Table of Contents

Welcome to Your Transportation Plan
Engagement and Regional Collaboration
Goals and Performance Measures
Colorado's Transportation Story
CDOT's Transportation Investment Strategy
Implementation of Your Transportation Plan
The Future





Long-Range Plan Contents

Welcome to Your Transportation Plan

- Features an introduction similar to how we kicked off the telephone town halls.
- Talks about accomplishments from the last five years, and key highway and transit projects that have been delivered around the state.
- Describes Colorado's evolving transportation needs, land use and housing.
- Introduces CDOT's citizen-informed, performance-based approach to transportation planning.





Long-Range Plan Contents

Engagement and Regional Collaboration

- Describes how regional plans from the MPOs and rural TPRs, and tribal coordination plans are integrated into the statewide plan.
- Describes how this plan builds on the expansive outreach from our last planning effort, how we gathered input, and what we heard by area of the state.
- Provides results and key themes from survey and telephone town halls.





Long-Range Plan Contents Goals and Performance Measures

- Describes the PD 14 priority areas (Fix Our Roads, Advancing Transportation Safety, Sustainably Increase Transportation Choice)
- Addresses the National Performance Measures
- Integrates data from CDOT's Performance Plan and Transportation Asset Management Plan
- Includes information about stakeholder consultation





Long-Range Plan Contents

Colorado's Transportation Story

- Talks about how fixing our roads, advancing transportation safety and sustainably increasing transportation choice is essential to meeting the evolving needs of communities around the state.
- Describes the relationship between the built environment and transportation.
- Shares safety data trends and themes from the Highway Safety Improvement Plan (HSIP).
- Describes transit goals for Bustang, mobility hubs, and rail, consistent with the Transit Connections Study.





Long-Range Plan Contents

CDOT's Transportation Investment Strategy

- Describes CDOT's budget, the 10-Year Plan, and the five enterprises.
- Describes funding for asset management.
- Talks about how CDOT leverages funding to make the most of every dollar.
- Describes how the 10-Year Plan is only a portion of CDOT overall budget and is designed to work in parallel with CDOT's other funding sources to stretch our budget further and meet our performance goals.

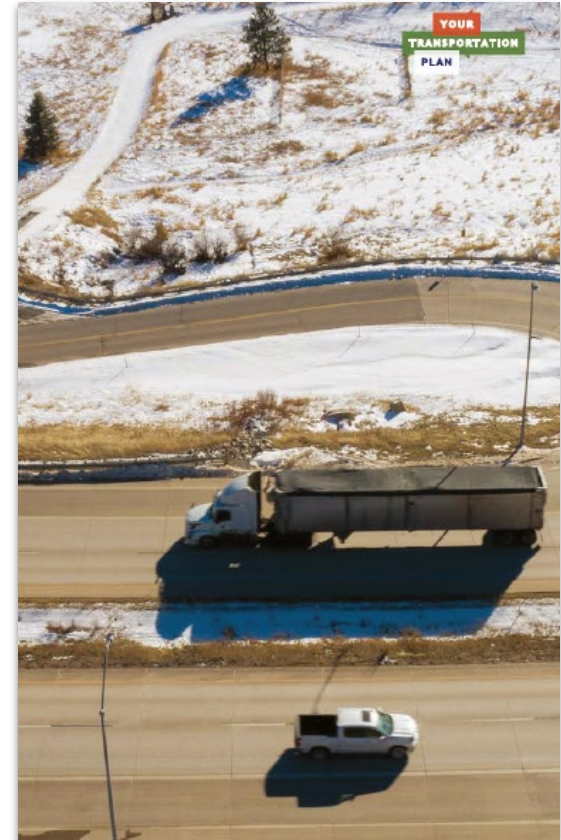




Long-Range Plan Contents

Implementation of Your Transportation Plan

- Talks about CDOT's commitment to transparency and accountability
- Includes links to tools and dashboards such as:
 - Colorado Crash Data Dashboard
 - Bridge Condition Dashboard
 - Pavement Condition Dashboard
 - National Performance Measure Dashboard
 - PD 14 Dashboard



- Describes initiatives that will shape the future of transportation in Colorado including:
 - Vehicle technology and electrification
 - Connectivity and automation
 - Emerging mobility and changing demand
 - Freight and Supply Chain Innovations





Schedule / Process for review & adoption of 2050 Statewide Transportation Plan

Please visit YourTransportationPlan.com to review the draft of the 2050 Statewide Transportation Plan and provide comments. Also available to review using the same web link is the Statewide Transit Plan and the rural Regional Transportation Plans.

August 7: STAC Meeting (Informational Update)

August 20 - August 21: TC Meeting (Workshop)

August 31: Public review & comment period ends

September 4: STAC Meeting (Action Item)

September 17 - September 18: TC Meeting / Formal Adoption (Action Item)



Public Participation



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Themes from Telephone Town Halls & Public Survey



2050 Statewide Plan Telephone Town Halls

From late April to early June of this year, over 50,000 Coloradans participated in the telephone town halls. Commissioners and staff responded to more than 120 questions. [Town hall recording are available on the CDOT website.](#)

Counties	Peak Attendees
District 9 - El Paso, Fremont, Park, & Teller	5,686
District 10 - Baca, Bent, Crowley, Custer, Huerfano, Kiowa, Las Animas, Otero, Prowers & Pueblo	3,409
District 5 - Larimer, Weld, Morgan	4,961
District 6 - Clear Creek, Gilpin, Grand, Jackson, Moffat, Routt, Rio Blanco	507
Denver #1 (District 2 & 4) - Boulder, Adams, Jefferson & Broomfield Counties	2,390
District 11 - Cheyenne, Elbert, Kit Carson, Lincoln, Logan, Phillips, Sedgwick, Washington, & Yuma	1498
District 8 - Alamosa, Archuleta, Conejos, Costilla, Dolores, Hinsdale, La Plata, Mineral, Montezuma, Rio Grande, Saguache, San Miguel, & San Juan	918
District 7 - Chaffee, Delta, Eagle, Garfield, Gunnison, Lake, Mesa, Montrose, Ouray, Pitkin & Summit Counties	973
Denver #2 (Districts 1 & 3) - Denver, Arapahoe, Douglas,	1924



2050 Statewide Plan Telephone Town Halls (cont)

Key themes, that emerged from the Telephone Town Halls included:



Road Conditions

Prioritize long-term pavement repairs to address widespread concerns about potholes and deteriorating highway surfaces, especially along key corridors like I-70, Highway 24, and Highway 67.



Transportation Safety

Improve dangerous intersections and address reckless driving, wildlife collisions, and winter hazards by enhancing signage, enforcing traffic laws, and expanding infrastructure for pedestrian and cyclist safety across urban and rural communities.



Transit and Mobility Options

Support growing demand for reliable, affordable, and accessible transit, particularly in rural areas and between regional hubs, by investing in expanded bus and rail services that serve non-drivers, older adults, and people with disabilities.



Multimodal and Active Transportation

Advance walking and biking connectivity through safer sidewalks, bike lanes, and trail systems that improve first- and last-mile access to transit and encourage more sustainable, active transportation options statewide.



Communication and Accessibility

Improve public engagement by offering better tools for construction updates, increasing advance notice of roadwork, and ensuring meetings and infrastructure are fully accessible to all users, including those with disabilities.



2050 Statewide Plan Survey

Key themes
that emerged
from the
online survey
included:



Maintenance and Roadway Conditions

Improve and maintain roadway conditions to ensure long-term system performance and safety.



Freight and Rail

Enhance freight and rail connectivity to support economic growth and efficient goods movement.



Tourism and Accessibility

Support tourism by improving access to scenic, recreational, and federal lands.



Sustainability and Stewardship

Integrate wildlife protection, sustainability practices, and environmental mitigation into transportation planning.



Transit and Multimodal Options

Expand regional transit and multimodal options to reduce reliance on single-occupancy vehicles.



Resilience

Build resilient transportation systems capable of adapting to weather events, natural disasters, and other disruptions.



Land Use and Mobility

Manage land use and development while preserving mobility and access for growing communities.



Fix Our Roads - Priority Ranking

Fix Our Roads

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

Ranked in order of importance

#1. Improve pavement condition

#2. Improve bridge condition

#3. Preserve and maintain other state-owned road-related assets including culverts and retaining walls

#4. Improve resiliency to changing conditions and hazards (e.g., wildfires, flooding, avalanches, rockfall, and other unexpected events)

Priority rankings were similar



Advancing Transportation Safety - Priority Ranking

Advancing Transportation Safety

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

Ranked in order of importance

#1. Support a safe and secure transportation system for users of all modes (i.e. walking, biking, driving, etc.)

#2. Maintain a safe system that is resilient to adverse weather events and other system disruptions

#3. Reduce the numbers of lives lost and injuries sustained on Colorado's transportation system

#4. Reduce disparities in safety across Colorado's diverse communities



Sustainably Increase Transportation Choice - Priority Ranking

Sustainably Increase Transportation Choice

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

Ranked in order of importance

#1. Expand availability of safe and convenient sidewalks, bicycling paths, and crosswalks

#2. Expand transit statewide (bus and rail) options and access

#3. Expand access to electric vehicles charging across every region of the state

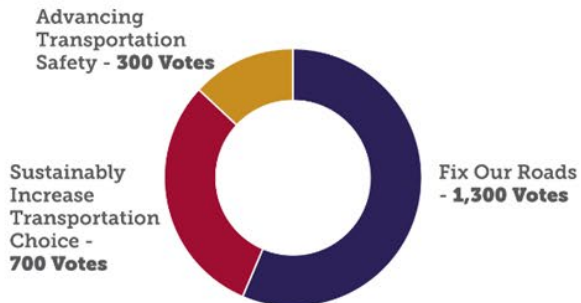
#4. Reduce greenhouse gas emissions from the transportation sector

Priority rankings were similar

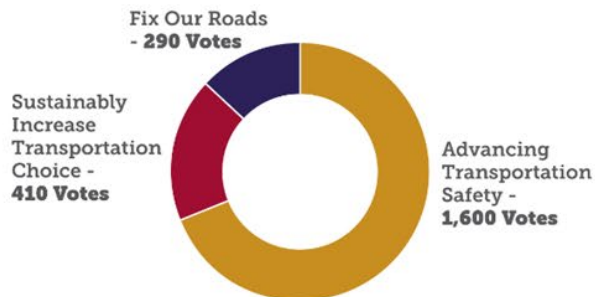


PD 14 Goals - Priority Ranking

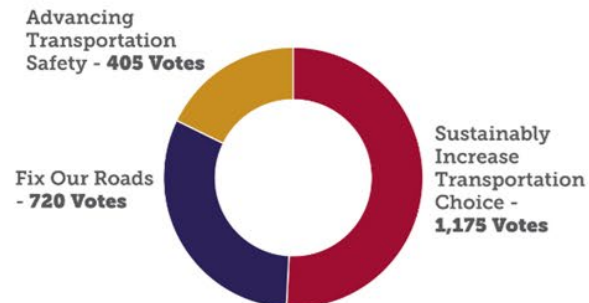
Ranked as #1 Priority



Ranked as #2 Priority



Ranked as #3 Priority





Feedback Related to Fix Our Roads



Fix Our Roads

Participants emphasized the need to:

- Fixing our roads means Colorado has safe and accessible roads.
- Better safer roads means less damage to vehicles
- Focus on repair and maintenance over new facilities
- The roads are in a very deteriorated condition



Feedback Related to Advancing Transportation Safety



Advancing Transportation Safety

Participants emphasized the need to:

- Increase enforcement against dangerous, aggressive, inattentive and reckless driving
- Increase enforcement against impaired and distracted driving.
- Expand pedestrian and cyclist safety infrastructure, especially in mixed-use and highway-adjacent areas.
- Address wildlife collisions through fencing and crossings.
- Enhance construction zone safety to protect workers and drivers alike.
- Ensure ADA improvements are functionally usable.



Feedback Related to Sustainably Increasing Transportation Choice



Sustainably Increase Transportation Choice

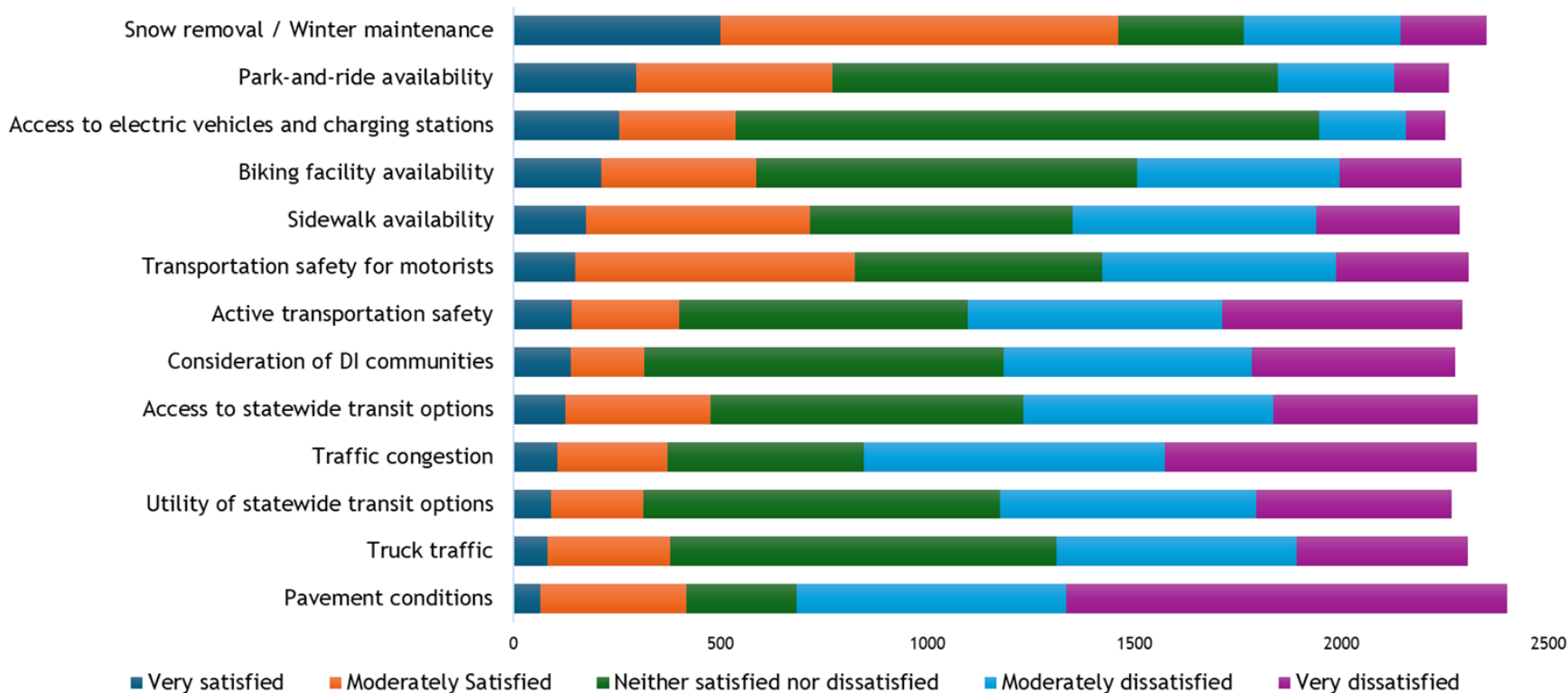
Participants emphasized the need to:

- Expand regional rail service, such as along the Pueblo-Denver corridor, to improve long-distance connectivity.
- Increase rural and intercity bus service, including the addition of more Bustang routes.
- Provide affordable and frequent transit options to meet the needs of non-drivers, including older adults, low-income residents, and individuals with disabilities.
- Strengthen multimodal connectivity by investing in safer, more integrated bike lanes, sidewalks, and trails.
- Improve first- and last-mile access to transit to support complete trip options.
- Develop user-friendly navigation tools, such as apps and route maps.



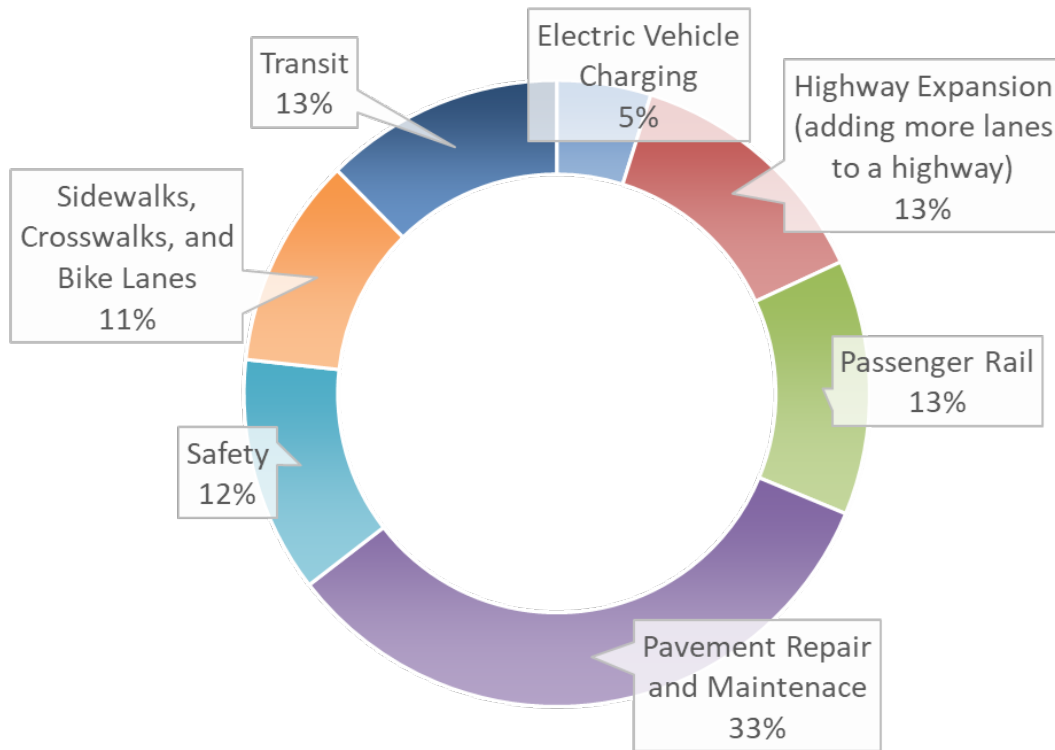
Indicate your Level of Satisfaction

Satisfaction Score





How much of CDOT's budget you would designate to these transportation categories





QUESTIONS

Thank You

Aaron Willis

Statewide and Regional Planning Section Manager

aaron.willis@state.co.us



COLORADO
Department of Transportation

Transportation Commission Memorandum

To: CDOT Transportation Commission

From: Maux Sullivan, Assistant Director, Passenger Rail

Date: Aug 20, 2025

Subject: Mobility Committee - Passenger Rail Overview and Updates

Purpose

To provide a brief overview and update on all CDOT Passenger Rail initiatives: Mountain Rail, Joint Service and Front Range Passenger Rail

Action

Informational

Background

The Transportation Commission has supported all Passenger Rail initiatives either financially or through approving Inter-governmental Agreements, so important to keep them informed of the status of each project and to introduce new Transportation Commissioners to these various efforts.

Next Steps

Provide a brief overview of each project, its current status and next steps.

- Mountain Rail: Overview, updates on the Service Development Plan and completion timeline, updates on procurement efforts.
- Joint Service: Overview, update on IGA execution and Joint Service Executive Oversight Committee formation, initialization of Passenger Use Agreement conversations with BNSF.
- Front Range Passenger Rail: Overview, updates on the Service Development plan and next steps.

Attachments

Presentation: Passenger Rail: Overview & Updates



C. Enright/CDOT

California Zephyr at the Moffat Tunnel

Passenger Rail: Overview & Updates

August 20, 2025

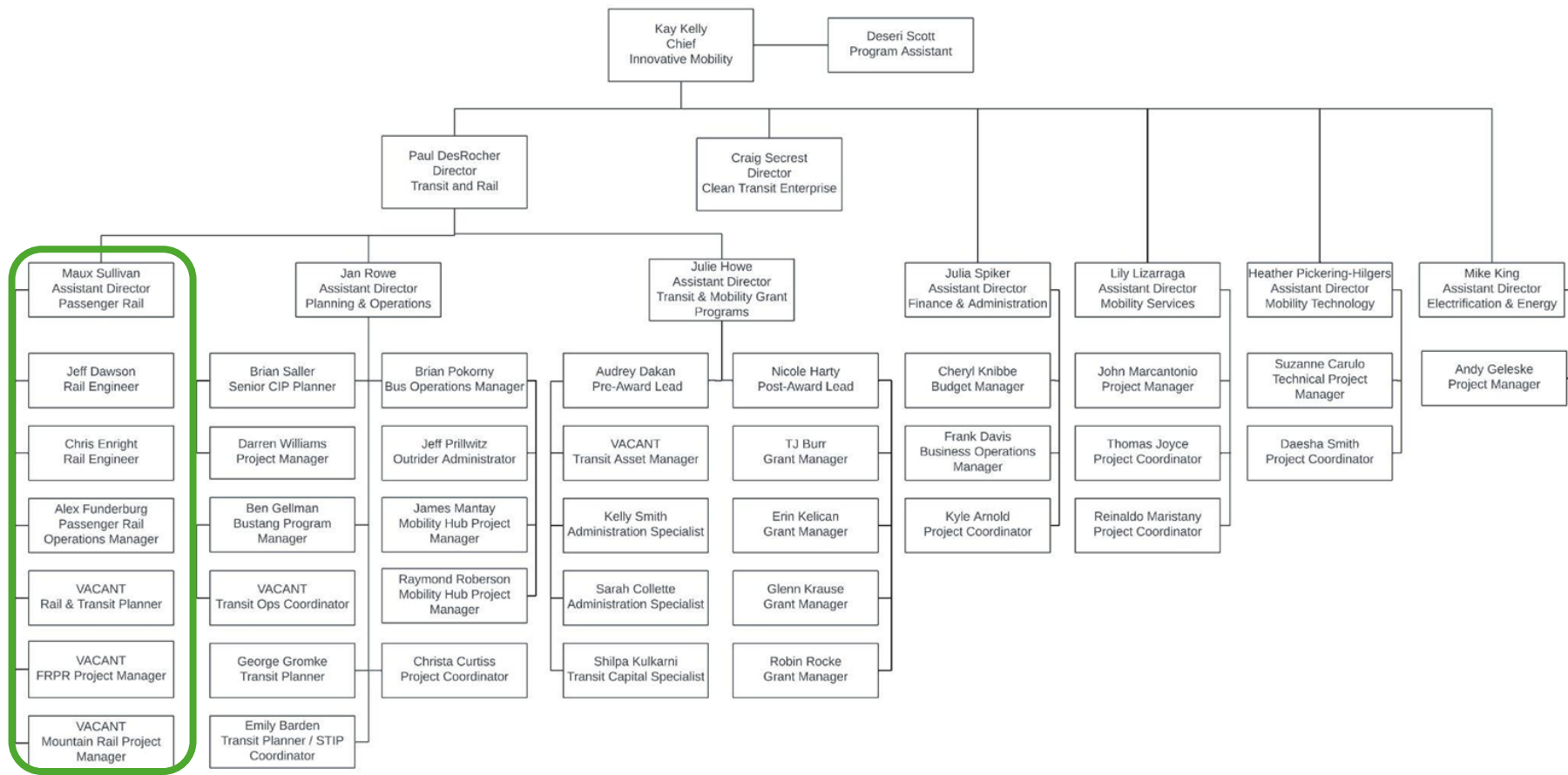


Agenda

1. Passenger Rail Overview
2. Mountain Rail Updates
3. Front Range Corridor Updates
 - Joint Service
 - Front Range Passenger Rail



Passenger Rail Team





Passenger Rail Overview

The Passenger Rail team is responsible for planning, developing, operating, and integrating rail into the statewide transportation system



Planning and project development:
Service Development Plans for
Mountain Rail and Front Range
Passenger Rail



Implementation: Technical support for
negotiations with railroads, operator and
rolling stock procurement, regulatory
processes



Collaboration: With relevant stakeholders
to execute funding, financing,
constructions and operations plans



Analysis: Study innovative technologies,
project delivery and financing models



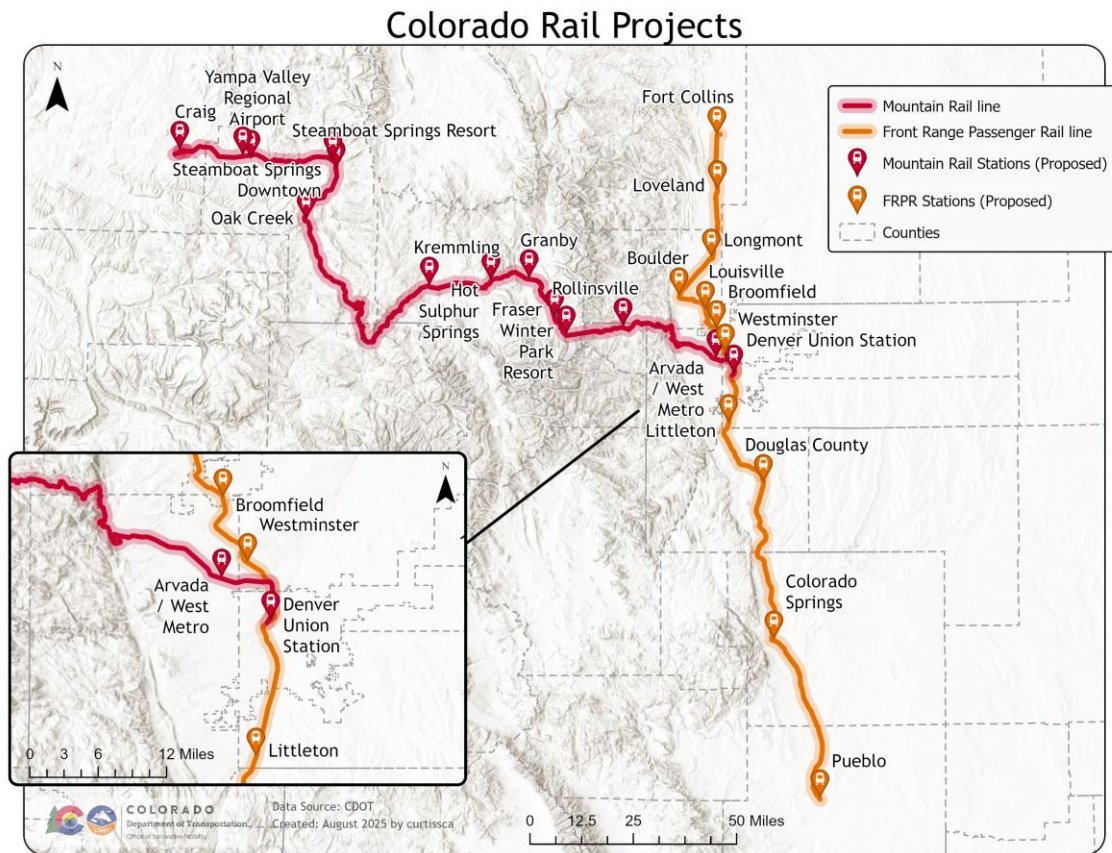
Passenger Rail Corridors

Mountain Rail

- Denver to Craig

Front Range Corridor

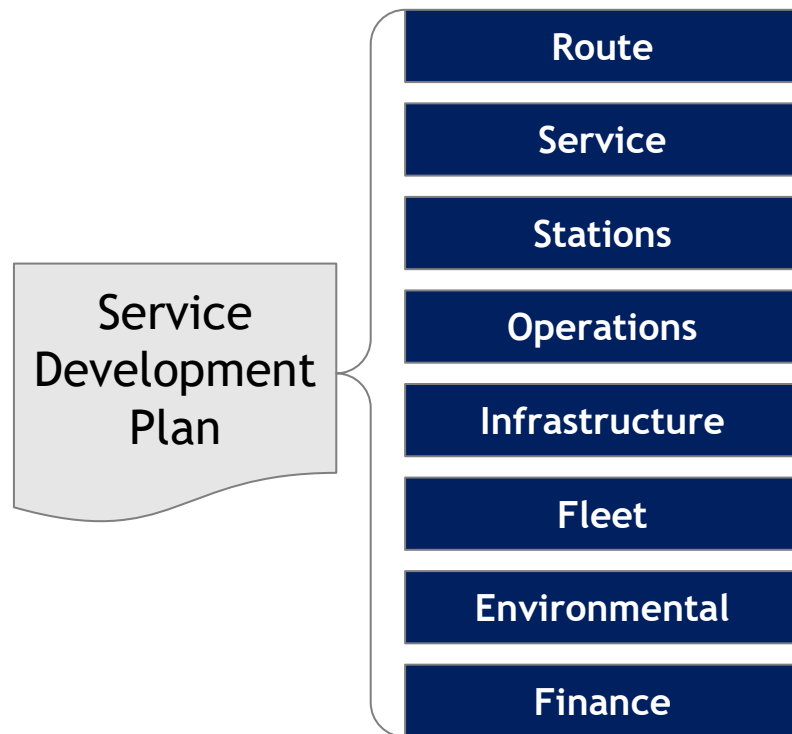
- Joint Service
 - Denver to Fort Collins
- Front Range Passenger Rail
 - Fort Collins to Pueblo





What is a Service Development Plan (SDP)?

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





State Funding Sources:

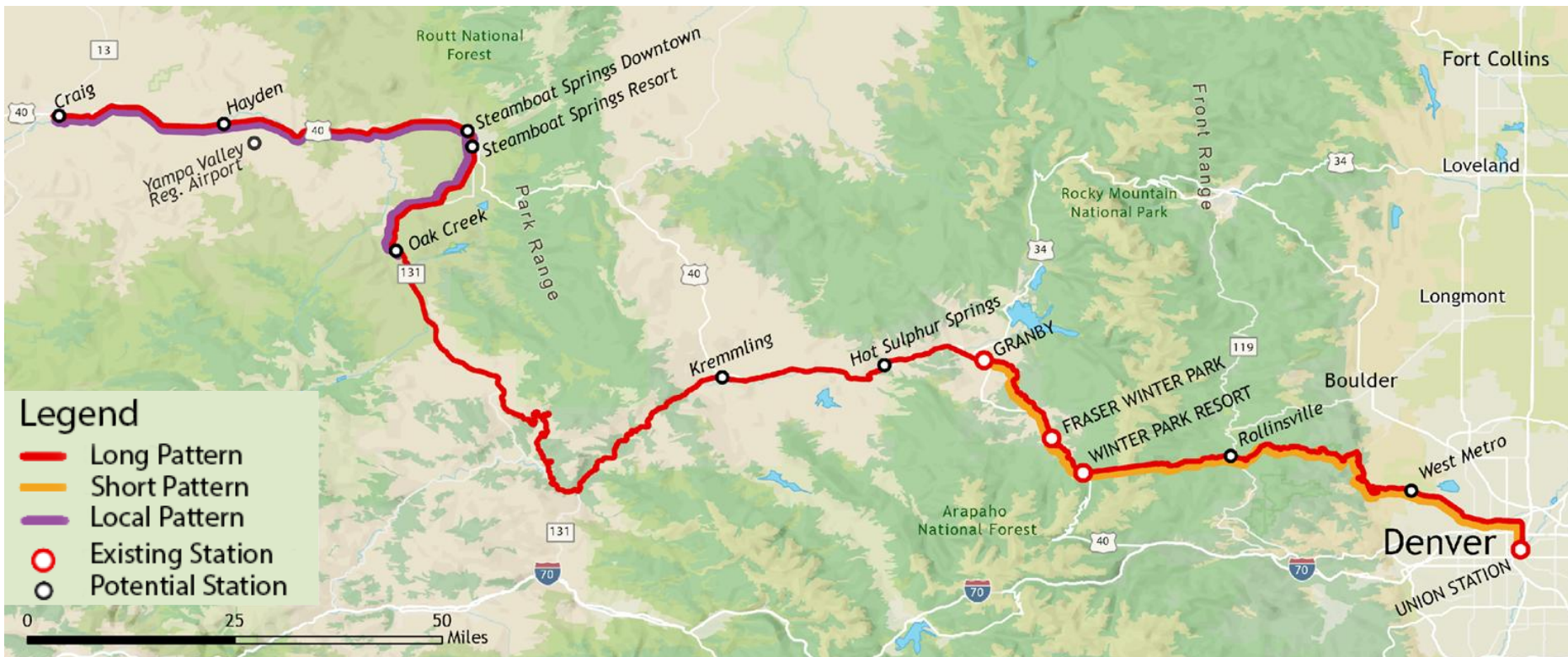
- SB 184: Congestion Mitigation Fee
- SB 230: Oil & Gas Fee

Federal Grant Programs:

- Consolidated Rail Infrastructure and Safety Improvements (CRISI)
- Corridor Identification Program (CIDP)

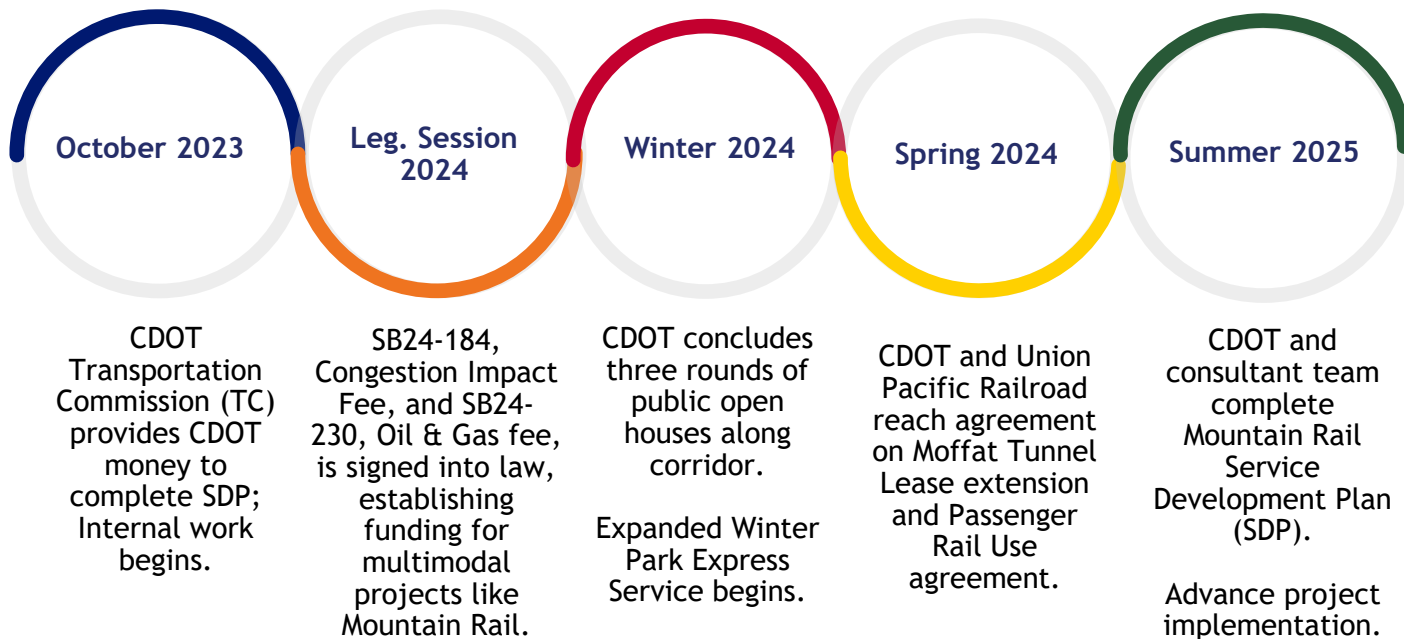


Mountain Rail Overview





Mountain Rail Timeline





Discussions with Municipalities



February 25th
Town of Granby



March 18th
Town of Winter
Park



March 2nd
Winter Park Resort



March 25th
Rollinsville/Gilpin
County



March 25th
Routt County



April 2nd
Town of Fraser



April 3rd
Town of Hayden



April 8th
City of Craig



April 15th
*City of Steamboat
Springs

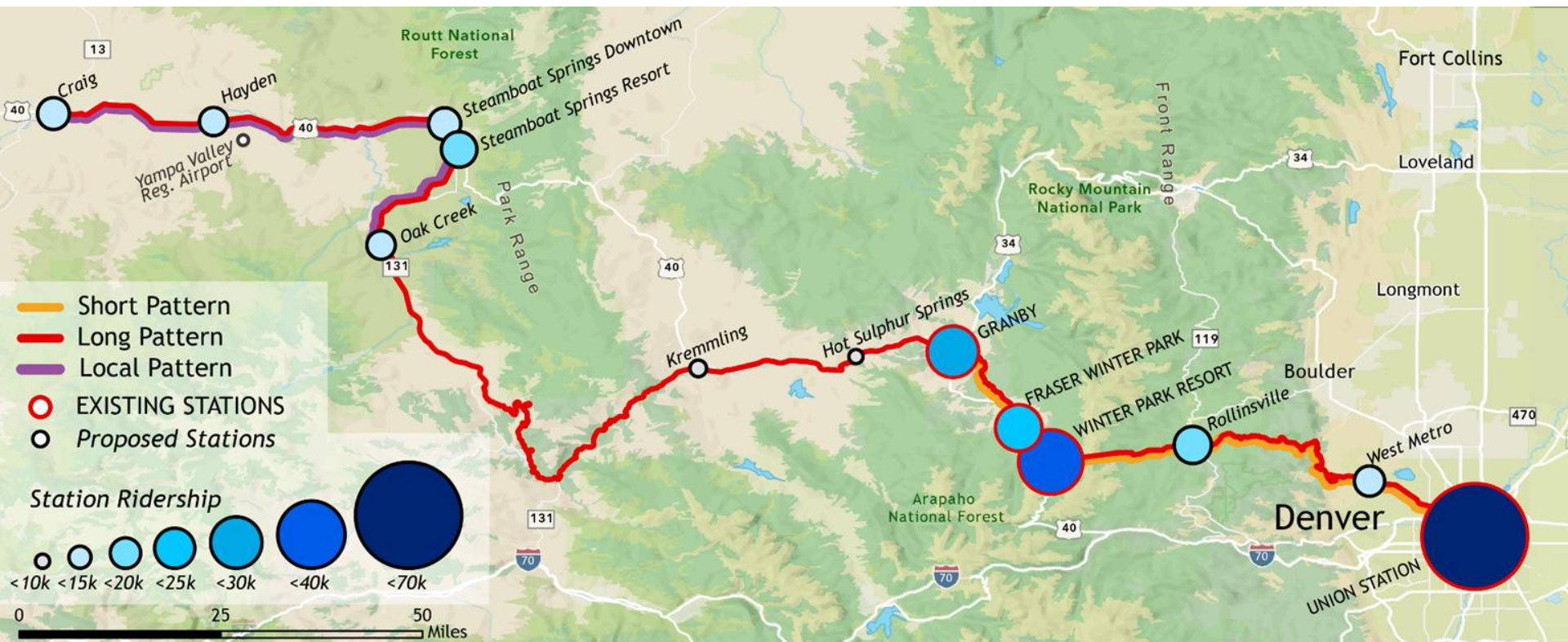


April 23rd
Steamboat Ski Resort

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



Preliminary Ridership Estimates





Cost Estimates: Phase 1 Initiation

- **Capital Costs:** Up-front investments to make improvements to the existing rail line, platforms, and buy trains.
- This list is not exhaustive. Additional costs to be determined by procurement efforts.

Phase 1: Known Projects	Cost Range (2025 \$)
First Trip	
Granby Layover Facility	\$11M - \$15.5M
Existing Platform Improvements	\$1.3M - \$1.8M
Second Trip	
Henderson Siding	\$31.2M - \$43.3M

Denver Layover Facility: Potential Elements	
Storage Tracks	Train Crew Facility
Service & Cleaning Platform	Shared w/ Front Range
Light Vehicle Maintenance	Shared with other operators



Cost Estimates: Future Phases

- At this stage of planning, engineering designs are only at 10%, adding a great deal of uncertainty
- It is difficult to predict the effect of inflation on materials and construction costs the further out we look
- A date certain has not been set for the Future Phases

Rail Right-of-Way Elements	Cost Range (2025 \$)	Per
Track Upgrades	\$1.5M - \$2.7M	track mile
Signal Upgrades	\$1.5M - \$2M	mile
Grade Crossing Improvements	\$750K - \$1.5M	location
Tunnel Clearance	\$10K - \$50K	foot
Rockfall / Slope Stability	\$500 - \$2,000	foot

Station Elements		
Platform	Depot	Amenities
Access (ADA)	Multimodal Connections	Parking



- **Finalize Service Development Plan**
- **Initiate Station Planning: West Metro and Steamboat**
- **Phase 1 Implementation**
 - Operator and used rolling stock procurement
 - FRA regulatory approvals for service start
 - Design and construction of layover facilities
- **Future Phases**
 - Design and construction of new stations, rail right of way and safety improvements
 - Procurement of new fleet
 - Dependent on delivery model and partnership opportunities



Joint Service Overview

- **SB 24-184** also directed partner collaboration toward first phase of passenger rail service from Denver to Fort Collins by 2029
- Joint Service would run three round trips daily from Denver Union Station to Fort Collins, leveraging RTD's B Line.
- Joint Service could be funded with existing resources today prior to going to voters.
- Nearly all infrastructure improvements would be required for future FRPR service.



COLORADO
Department of Transportation
Clean Transit Enterprise



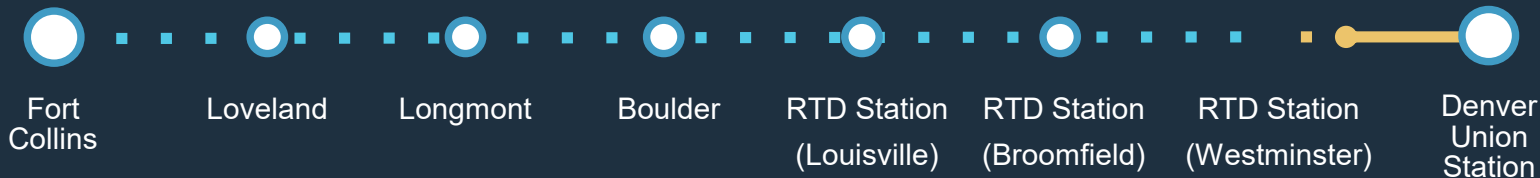


Joint Service Characteristics

	Joint Service	RTD's Peak Rail	Front Range Passenger Rail
What	Intercity Passenger Rail	Commuter Service	Intercity Passenger Rail
Where	Denver to Ft Collins	Denver to Longmont	Pueblo to Ft Collins
Stations	8 stops	10 stops	5 stops
Frequency	3 x daily RT	3 x daily (3AM, 3 PM)	SDP examining
Timing	Start by 2029	Projected 2050 earliest	Start by 2035

Joint Service

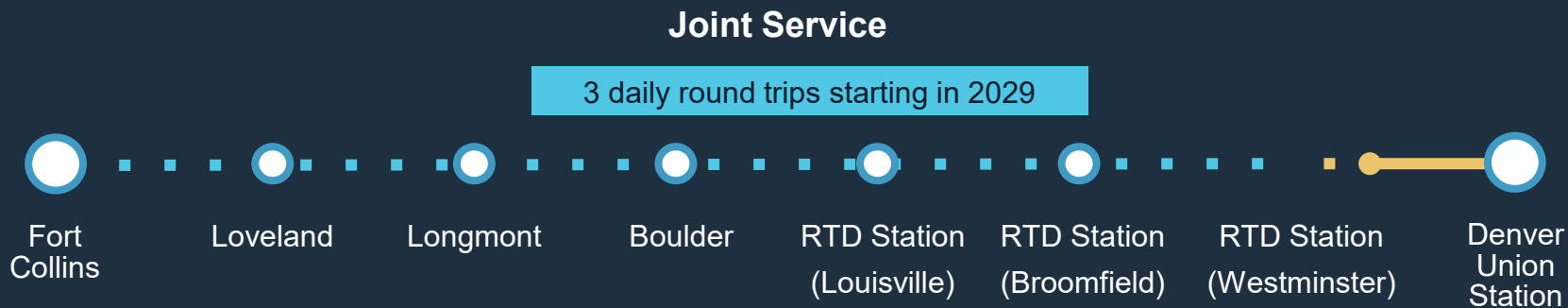
3 daily round trips starting in 2029





Joint Service Updates

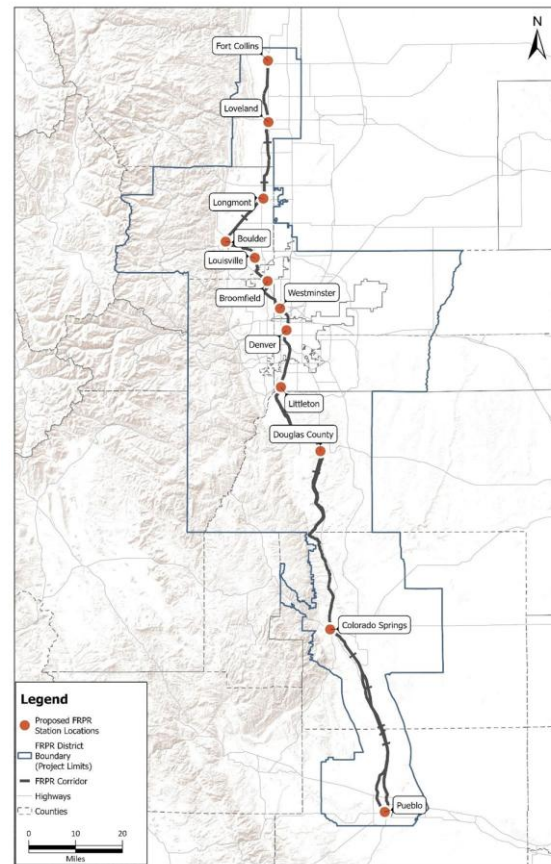
- Inter-Governmental Agreement (IGA) between the 5 parties has now been executed, establishing the Joint Service Executive Oversight Committee
- Passenger rail use agreement negotiations initiated with BNSF August 2025
- Financial plan finalized and adopted 2026





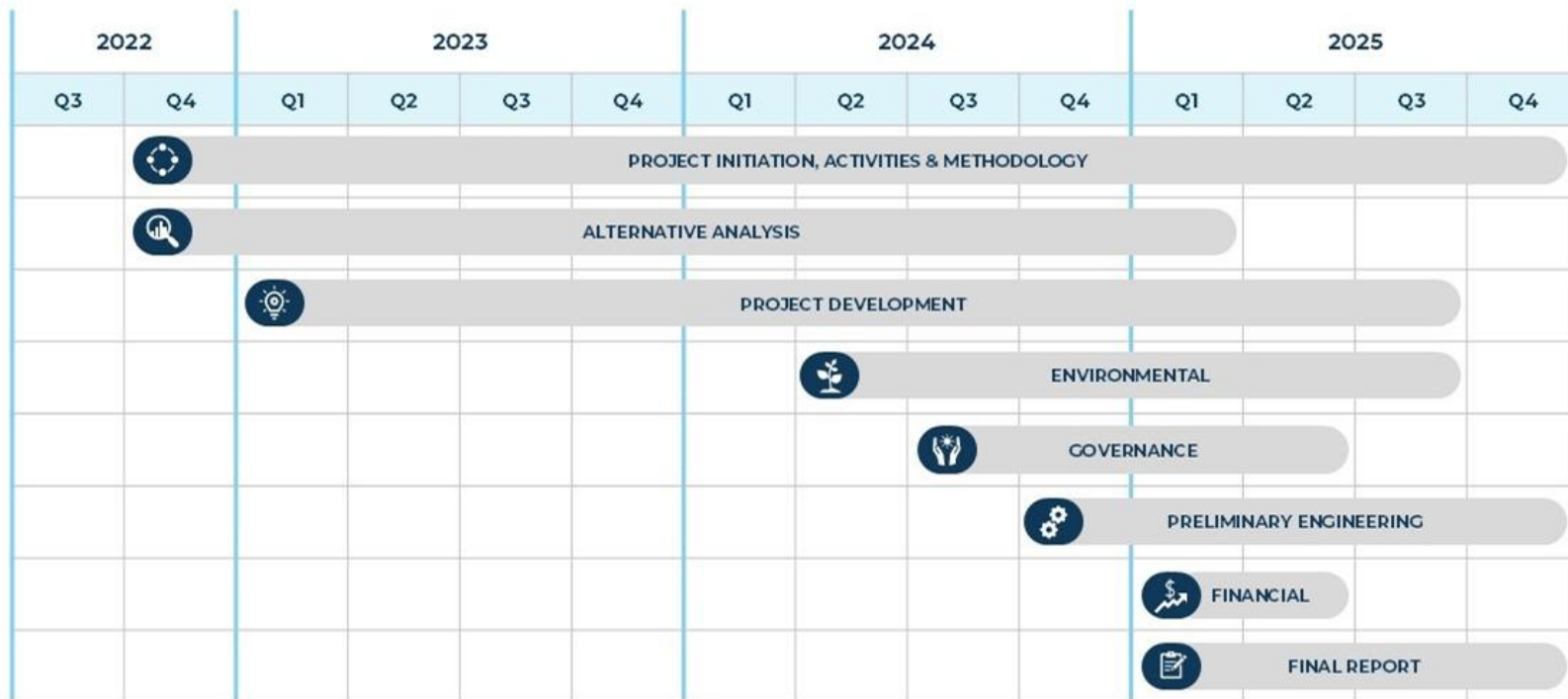
Front Range Passenger Rail (FRPR) Overview

- CRISI 2020 grant to fund Service Development Plan
- Front Range Passenger Rail District created 2021 (evolved from Southwest Chief Commission)
- Front Range Passenger Rail Corridor accepted into the Corridor Identification Program (CIDP)
 - FRPR District is current sponsor





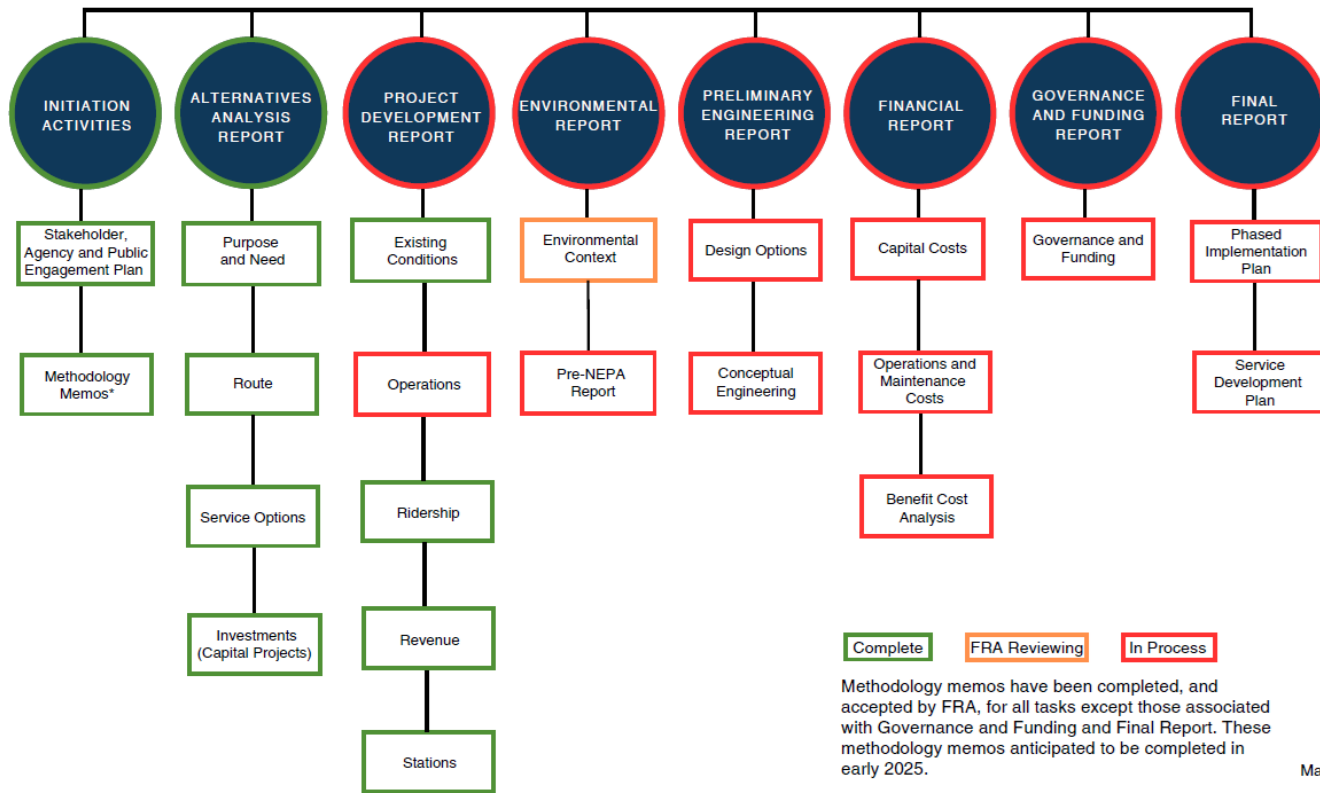
FRPR Overview: Service Development Plan





Updates: Service Development Plan Progress

FRONT RANGE PASSENGER RAIL SERVICE DEVELOPMENT PLAN

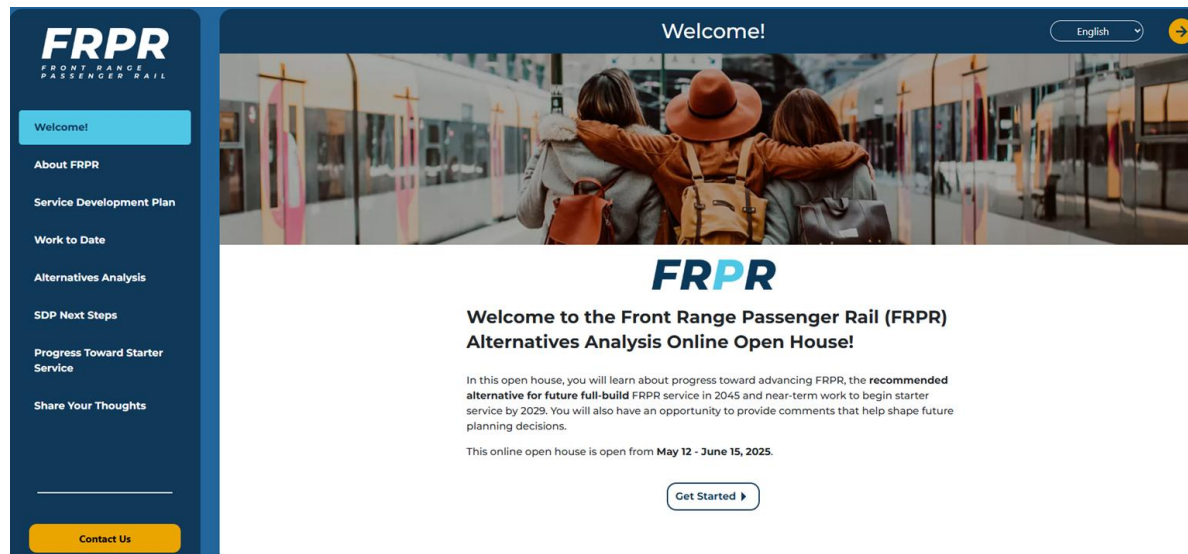




Updates: Alternatives Analysis Online Open House

- Approximately 2,100 people attended the AA OOH, and around 500 comments were received.
- We are reviewing the comments and summarizing themes, and finalizing metrics. A key themes memo, spreadsheet, and high-level AA OOH talking points will be generated

FRPROpen House.com was open through June 15





Front Range Passenger Rail Updates

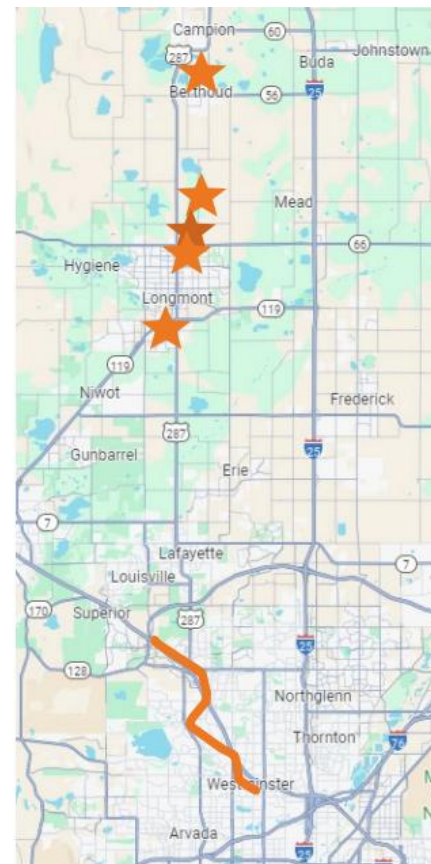
- Federal Railroad Administration (FRA) visit July 2025
 - Operations Workshop
 - Corridor Familiarization





CRISI 2024

- CDOT was selected for CRISI 2024 grant
- Project includes essential safety and capacity upgrades for current freight operations:
 - Positive Train Control (PTC) for 10 miles
 - New siding, Westminster to Broomfield
 - Grade crossing studies and improvements
- Kickoff meeting with FRA January 2025
 - Obligation and grant agreement still pending, FRA estimated summer 2026





Questions



COLORADO
Department of Transportation

Transportation Commission Memorandum

To: Transportation Commission

From: Shoshana Lew, CDOT Executive Director; Darius Pakbaz, Director - Division of Transportation Development

Date: August 21, 2025

Subject: Presentation of CDOT's Fixing Rural Roads & Poor Interstate Initiatives

Purpose

Presentation CDOT's "Fixing Rural Roads" & "Poor Interstates" initiatives, focusing on the background and progress made into major pavement repair programs undertaken by CDOT as part of its 10-Year Plan, Asset Management Capital Construction, and Maintenance programs.

Action

This is an informational presentation, however, CDOT staff would like to solicit feedback and advice from members of the Transportation Commission on the material in this workshop. These topics are scheduled to be presented at the Transportation Legislative Review Committee (TLRC) hearing on August 25, 2025, and this feedback can be incorporated into this future presentation.

Background

Colorado's highway system contains around 23,000 lane miles of roads in diverse geographies throughout the state. Around 19% of those lane miles are on Colorado's main interstate, but the remaining 81% are on other important highways, such as US 40 and US 50, which are the main connections for many of Colorado's communities.

Over the past couple of decades, large budgetary commitments and policy have affected the department's ability to devote resources to other competing priorities, such as road condition and state-of-good repair efforts.

Fixing Rural Roads Initiative

As part of CDOT's 10-Year Plan, an allocation of over \$890 million dollars to rural pavement conditions - the largest single investment in CDOT's recent history. This would repair over 1,000 miles of rural pavement across the state - many of these roads haven't been repaved since the 1970s. This plan update retains this focus, with nearly \$382 million dollars going toward rural roads over the next four years. These 10 Year Plan investments are just a portion of the significant amounts that CDOT is spending each year on road resurfacing through CDOT's base asset management program and on-going maintenance effort being conducted by the Division of Maintenance and Operations and Regional Maintainers.

Improvements within this initiative fit the conditions of the road, with strategies ranging from patching, chip sealing, all the way to full repavement of the highway. Roads selected are primarily non-interstate because other investments were also driven by factors such as traffic volume, leaving some roads without repairs for long periods of time. Additionally, work crews often were able to solve other problems as part of the project to improve safety on these highways.

In 2024, 536 miles of rural roads were improved as part of the 10-Year Plan in addition to other investments. Examples of projects completed included:

- CO 149 Lake City North and North of Creede
- US 50 Settlement Repair Near Delta - “Delta Dips”
- CO 13 Garfield County, Rio Blanco Hill

Poor Interstate Initiative

With strong support from the Transportation Commission, the “Poor Interstate Initiative” was developed in late 2022 at the direction of Dir. Lew. The initiative was intended to stop the amount of poor interstate pavement from increasing and to prevent the amount of poor lane miles from exceeding 5%, the threshold at which federal funding could be restricted. In 2021, 3.9% of the lane miles on the interstate were in poor condition and were forecast to exceed the 5% threshold in 2023.

This initiative, approved by the Transportation Commission in February 2023, included \$233 million in improvements to locations throughout the state from projects identified in CDOT’s 10-Year Plan.

With over half of the projects identified completed, and another four currently under construction, this initiative has already made a noticeable impact to the condition of the interstates. As of the end of 2024, the percentage of interstates in poor condition has been reduced to 2.3%. The completed projects encompass only a part of the repairs planned under this initiative, and the interstates will see continued improvement as projects continue to be completed and evaluated. The next 10-Year Plan, as well as CDOT’s Asset Management & Maintenance programs, will continue to evaluate and identify the best treatments to build on success.

Next Steps

Executive Director Lew and CDOT staff will present the results of these initiatives on August 25, 2025, during CDOT’s annual hearing with the TLRC. If members of the Commission have any suggestions for this presentation ahead of that hearing, staff can incorporate those suggestions.

Attachments

Presentation - Rural Roads Update



Rural Roads Update

Presentation to the Transportation Commission - August 2025





Historical Policies and Budget Decisions

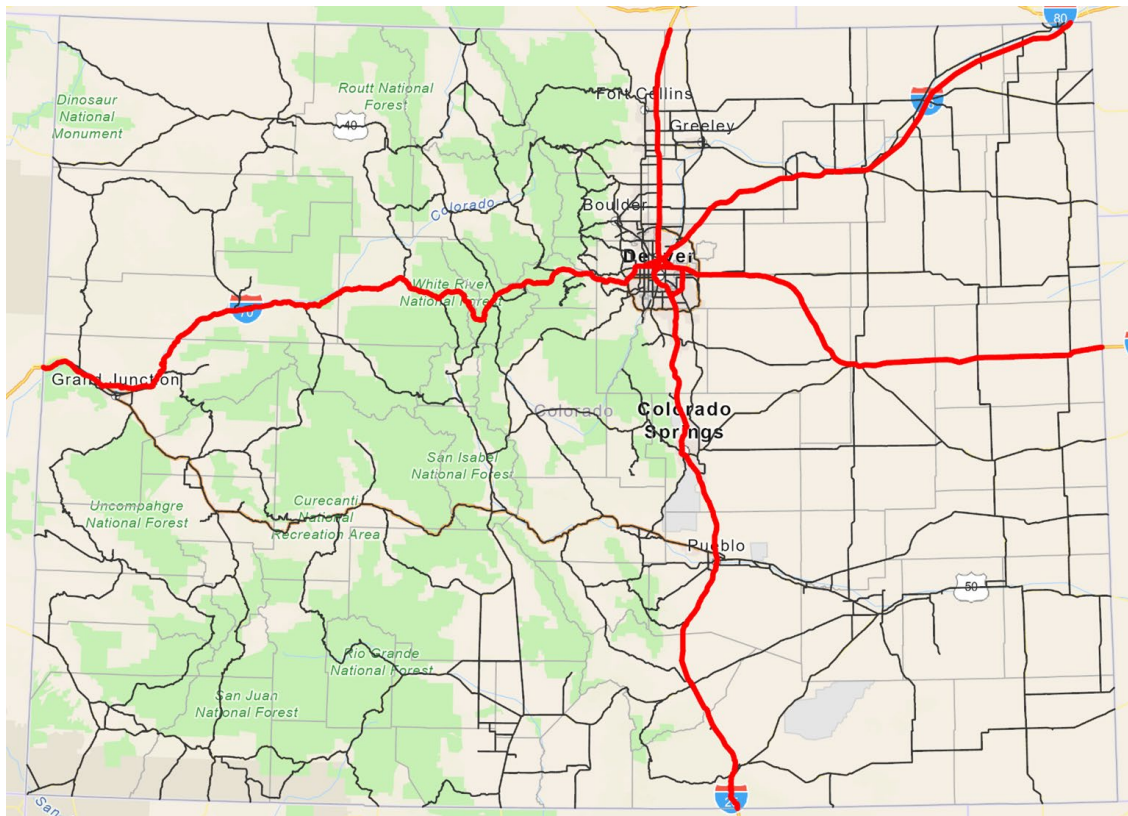
Large budgetary commitments and policy changes affect the department's ability to devote resources to other competing priorities—including road condition and state-of-good-repair work.

- 2001-2007: T-REX project: \$1.67 billion (2001 dollars); \$2.88 billion (2024 dollars)
- 2018-2023: Central 70 project: \$1.2 billion (2022 dollars); \$1.27 billion (2024 dollars)
- 2019: CDOT 10 Year Plan: \$862 Million Rural Paving Program



Colorado Roads: Interstate vs. Non-Interstate

- Most of Colorado's Highways lane miles are on highways not on the interstate.
 - 19% of Colorado's Highway miles are on the Interstate.
 - The other 81% are other highways such as US 50 and US 40.
 - Smaller rural highways require different maintenance and asset management strategies than the interstates.
- Colorado's Interstate Lane Miles: **4,212 lane miles**
- Lane Miles on Other Colorado Highways: **18,883 lane miles**





Rural Paving Program

Fixing our state's rural roads

536 miles of rural roads improved in 2024 as part of the 10-Year Plan in addition to other investments

The first four years of the 10-Year Plan allocated over \$382 million to rural pavement condition. CDOT is maintaining its commitment to improving rural roads throughout the decade, with a total of almost \$890 million going toward rural roads over the life of the plan.

Improvements fit the conditions of the road, and strategies range from patching to chip sealing to full repaving.

This focused largely on non-interstate because previous investments were also driven by factors such as higher volume of traffic.

- **296 miles repaired in Southeast Colorado**
- **94 miles repaired in Northwest Colorado**
- **49 miles repaired in Northeast Colorado**
- **97 miles repaired in Southwest Colorado**





Notable Rural Projects

Project: CO 149 Lake City North and North of Creede

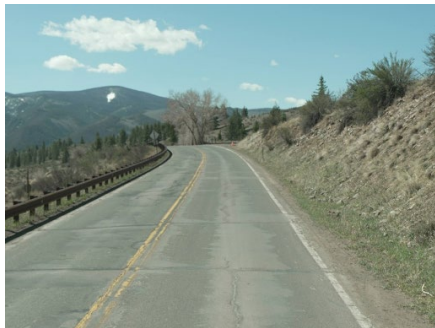
Concern: Deteriorated pavement conditions, accessibility and safety issues.

Treatment: Resurfacing, restriping, deep-patch repair, new bridge rail, replacing guardrail, and installing wheelchair-accessible ramps in Creede.

Cost: \$12 million.

Benefits: Extended pavement life and improved condition; safety and accessibility improvements.

Condition change: From Low to High Drivability Life.



Project: US 50 Settlement Repair Near Delta—"Delta Dips"

Concern: Large dips in the roadway between Mesa and Delta counties that posed hazards to motorcycles, RVs, etc.

Treatment: Pavement replacement and rehabilitation. (Project included two-inch hot-mix asphalt overlay and installing guardrail, shoulder work, full-depth reclamation, milling, lane level paving, rumble strip installation and permanent striping.)

Cost: \$23 million.

Benefits: Extended pavement life, safety improvements, smoother roads.

Condition change: From Low and Moderate to High Drivability Life.





Notable Rural Projects

Project: CO 13, Garfield County, Rio Blanco Hill

Concern: High number of single-vehicle run-off crashes, head-on crashes, and wildlife collisions. These issues were directly related to the substandard roadway geometry, lack of shoulders/adequate recoverable slopes, and lack of wildlife fencing.

Treatment: Roadway widening and new passing lanes, chain-up areas, wildlife crossings, pullouts, etc.

Cost: \$35 million.

Benefits: Improved safety and condition

Condition change: From Low to High Drivability Life.



CO13 Before and After Construction



Fixing Poor Interstate Pavement

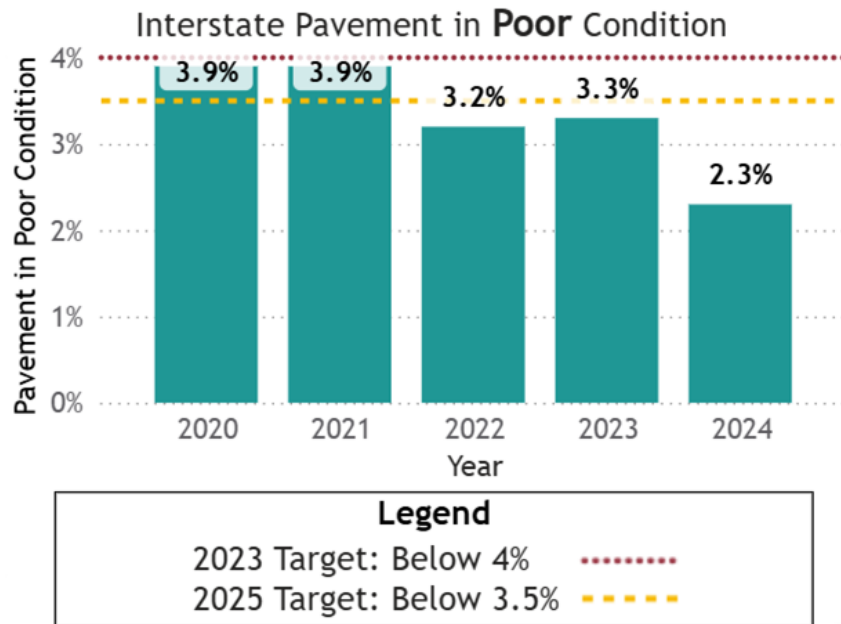
- Dir. Lew requested a plan in late 2022 to improve interstate pavement condition since Federal funding would be restricted if 5% of interstate lane miles “poor” was exceeded.
 - In 2021, 3.9% of interstate highway lane miles were rated poor.
 - Forecasted to exceed 5% Interstate lane miles of “poor” in 2023.
- Supported a key Transportation Commission goal of improving the condition of the state’s interstate highway system.
- Approved by the Commission and funding began in Feb. 2023.
- The plan included \$233 million in improvements to interstate system in key areas of the state from the 10-Year Plan.
- **Outcome:** Interstate poor condition in 2024 (latest reporting period) improved to **2.3%** of lane miles rated poor.

Strategic Plan of Projects for Poor Interstates

Highway	Location	Status
I-70	Near Ft. Morgan	Complete
I-76	Near Sterling (I)	Complete
I-70	In Rifle	Complete
I-25	In Fort Collins	Complete
I-70	Near Kansas border	Complete
I-25	Near Colorado City	Complete
I-25	In Pueblo	Complete
I-25	Near Ft. Collins	Complete
I-25	In Denver	Under Construction
I-25	Near New Mexico Border	Under Construction
I-25	Near Trinidad	Under Construction
I-76	Near Sterling (II)	Under Construction
I-70	East of Aurora	Est. 2026/2027
I-70	Near Seibert	Est. 2026



Interstate Pavement Improvement Results



In addition to the CDOT's in-house drivability life measure, pavement and bridge have two- and four-year National Performance Measure targets for the National Highway System above.

- This program has made a noticeable impact already to the condition of our interstates.
- As of the end of 2024, only 2.3% of the interstates are in poor condition compared to three years ago.
- Encompasses only a part of the repairs made, and will see continued improvement as projects continue to be completed and evaluated.
- Next 10-Year Plan, CDOT's Asset Management & Maintenance programs will continue to evaluate best treatments to build on these successes.



Notable Rural Interstate Projects

Project: I-70 Improvements & Preservation, Bethune to Burlington, Phase I

Concern: Concrete segments featured a condition (alkali-silica reaction) that accelerated deterioration. Joints had deteriorated to the point of exposing rebar. Potholes posed danger to drivers.

Treatment: HMA overlay prevents moisture from reaching concrete joints

Cost: \$62 million

Benefits: Extension of pavement lifespan; safety improvements (e.g., shoulders, striping, guardrail, improved access for emergency vehicles); and smoother surface for improved driver experience.



I-70 Improvements near Kansas

Project: I-25 Colorado City Surface Treatment

Concern: Safety concerns and deteriorated pavement conditions.

Treatment: 2.5 inches of mill and fill, guardrail replacement, and bridge preventive maintenance work.

Cost: \$22 million.

Benefits: Extension of pavement lifespan; safety improvements; improved functionality of bridges and guardrail.

Condition change: From Low to High Drivability Life (estimated)



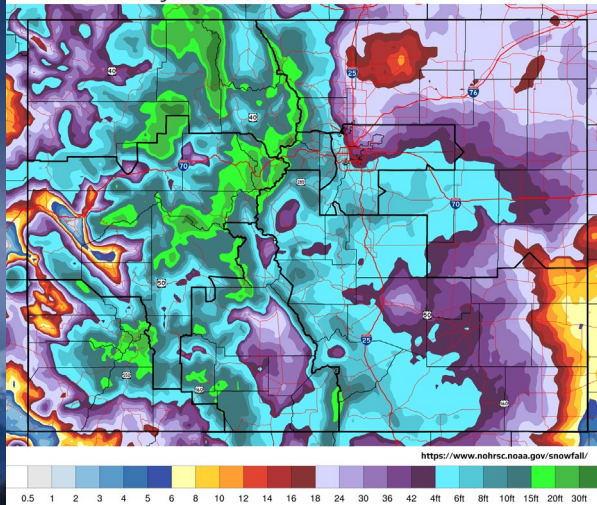
I-25 near Colorado City, Before and After Condition



Winter Season 24/25

Seasonal Accumulated Snowfall

Total Snowfall Ending: 2025-05-01 12:00:00 UTC



Budget \$324M

Planning
Training
\$19.1M

Roadway
Surface
\$36.2M

Roadside
Facilities
\$23.4M

Roadside
Appearance
\$7.9M

Traffic
\$88.7M

Structure
Maintenance
\$6.1M

Snow
Ice
\$117.3M

Maintenance
Contingency
+\$12M
+\$8M

Equipment
Buildings
Grounds
\$20.8M

Tunnels
\$4.7M



FY25 Surface Preservation Accomplishments

Paving

**70,976
Tons**
207 miles

\$14.9M

Tonnage 61.7k Labor Hours
Roto-milled - 84.3 sq yds of
pavement, 11k Labor Hours

Chip Seal

**1.5 Mil
Sq
yards**

\$3.7M

22k Labor Hours

Pavement Patching

**85,626
Sq yards**

\$9.4M

770K Square Feet Of
Pavement Markings 107k
Labor Hours

Crack Sealing

**934K
Gal**

\$3.6M

36k Labor Hours



Q & A





COLORADO

Department of Transportation

Transportation Commission Memorandum

To: Transportation Commission

From: Craig Secrest, Clean Transit enterprise (CTE) Director

CC: Kay Kelly, Chief, Chief of Innovative Mobility

Date: August 7, 2025

Subject: CTE SB230 Implementation Update

Purpose

This memorandum and accompanying presentation provide an update on the CTE's efforts to implement programs established by SB24-230.

Action

No action required, presentation is informational.

Background

In 2021, SB21-260 established the CTE within CDOT to support public transit electrification and planning efforts, facility upgrades, fleet vehicle replacements, and the purchase and installation of electric vehicle charging and fueling infrastructure, funded through revenues from the clean transit retail delivery fee. The passage of SB24-230 then established the Oil and Gas Production Fee (O&GPF) to fund three new programs that the CTE is charged with implementing:

- The Local Transit Operations Program, also called the SB230 Formula Program (70% of O&GPF proceeds);
- The Local Transit Grant Program (10% of O&GPF proceeds); and
- The Rail Funding Program (20% of O&GPF proceeds).

The O&GPF went into effect on July 1, 2025, but actual revenues from it will not begin to become available for use until January 2026. Due to the requirements of Proposition 117, the amount of revenues the CTE can raise through the O&GPF in FY26 will be limited to approximately \$55 million. These limits will not apply in FY27 and beyond, and annual revenues are estimated to grow to around \$110 million.

Since the beginning of 2025, the CTE has been working to develop and stand up the three SB230 programs and recently released a Notice of Funding Availability (NOFA) for the SB230 Formula Program. Given the magnitude of funding available to the state's transit agencies through the program, Transportation Commissioners may receive inquiries about the program that can be referred to the CTE.

Next Steps

CTE staff will share comments and thoughts from the Transportation Commission about the SB230 programs with the CTE Board.

Attachments

A - CTE Transportation Commission Presentation August 2025.pptx



COLORADO

Department of Transportation

Clean Transit Enterprise: Update to Transportation Commission

August 20, 2025



Clean Transit Enterprise Overview

- Transit Vehicle Electrification Support
 - HB21-260 Created a Retail Delivery Fee and the CTE
 - Provide EV planning, facility, charging infrastructure & bus replacement grants
 - \$15.5 Million in grant awards to date: 8 planning and 11 capital
 - 2nd round of planning grants pending award, Capital grant NOFA in fall
- Transit and Passenger Rail Support
 - HB24-230 Created Oil & Gas Production Fee under the CTE
 - Currently working to stand up new SB24-230 programs





SB24-230 Programs & Requirements



SENATE BILL 24-230

BY SENATOR(S) Fenberg and Cutter, Buckner, Coleman, Exum, Hinrichsen, Jaquez Lewis, Marchman, Michaelson Jenet, Priola, Winter F., Hansen, Mullica;
also REPRESENTATIVE(S) McCluskie and Velasco, Amabile, Bacon, Boesenecker, Brown, Clifford, deGruy Kennedy, Daugherty, English, Froelich, Garcia, Hernandez, Herod, Jodeh, Joseph, Kipp, Lindsay, Lindstedt, Marvin, McCormick, McLachlan, Ortiz, Ricks, Rutinel, Story, Titone, Valdez, Vigil, Weissman, Willford, Woodrow, Duran, Hamrick, Lukens, Sirota.

CONCERNING SUPPORT FOR STATEWIDE REMEDIATION SERVICES THAT POSITIVELY IMPACT THE ENVIRONMENT.

Be it enacted by the General Assembly of the State of Colorado:

SECTION 1. In Colorado Revised Statutes, 43-4-1201, **amend** (2)(a), (2)(b), (2)(e) introductory portion, (2)(e)(II), and (2)(f); and **add** (1.5), (2)(c.5), and (2)(g) as follows:

43-4-1201. Legislative declaration. (1.5) THE GENERAL ASSEMBLY FURTHER FINDS AND DECLARES THAT:

Capital letters or bold & italic numbers indicate new material added to existing law; dashes through words or numbers indicate deletions from existing law and such material is not part of the act.

- Local Transit Operations Formula Grant Program
 - 70% of proceeds ~ \$37M FY26, \$75M/yr after
 - Focus on expanding transit services & ridership
 - Statute includes formula factors
 - Specific RTD reporting requirements
- Local Transit Grant Program
 - 10% of proceeds ~ \$5M FY26, \$11M/yr after
 - Incentives for RTA creation & support for multimodal projects
- Rail Funding Program (20% of proceeds)
 - 20% of proceeds ~ \$10M FY26, \$22M/yr after
 - Support passenger rail initiative



O&GPF Timetable: Fee Setting & Collection

CTE Oil and Gas Production Fee Program Implementation Schedule										
Implementation Tasks	Q1- July 2025	Q1- Aug 2025	Q1 - Sep 2025	Q2 - Oct 2025	Q2 - Nov 2025	Q2 - Dec 2025	Q3 - Jan 2026	Q3 - Feb 2026	Q3 - Mar 2026	Q4 - April 2026
Oil & Gas Fee Begins										
End of Q1 FY 26										
E&C Mgmt Commission Sets Q1 Spot Price*										
CTE Board Sets Q1 Production Fee*										
Producer Pay Deadline for Q1										
CTE Board Approves Q1 Apportionments										
CTE Can Release Q1 Funding										
End of Q2 FY 26										
E&C Mgmt Commission Sets Q2 Spot Price*										
CTE Board Sets Q2 Production Fee*										
Producer Pay Deadline for Q2										
CTE Board Approves Q2 Apportionments										
CTE Can Release Q2 Funding										

Schedule for the O&GPF program shows that funding becomes available 4 months after end of a quarter. This includes time for spot price/fee setting, producer payment deadline, apportionment and funding release.



SB230 Implementation Progress

- **Formula Program**

- Created program goals
- Significant outreach to inform program development
- Defined program eligibility requirements
- Established FY 26 apportionment formula
- Requested “Letters of Intent” to submit
- Just released NOFA, closes mid September

- **Discretionary Program**

- Beginning to define program objectives and guidelines
- NOFA release TBD

- **Passenger Rail Program**

- CTE Director is a member of the Joint Service Executive Oversight Committee
- CTE board approved IGA in June



COLORADO

Department of Transportation

Thank You

- For questions or comments, please contact:
 - Email: craig.secrest@state.co.us
 - Phone: 703-973-0841



Transportation Commission (TC) Notes

Wednesday, July 16, 2025, 12:00 p.m.

Workshops

12:00 pm - 4:30 pm

Attendance:

Eight Transportation Commissioners were present: Chair: Shelley Cook, Vice Chair: Barbara Bowman, Terry Hart, Rick Ridder, Todd Masters, Cecil Gutierrez, Yessica Holguin (last meeting as a Commissioner), and Hannah Parsons. Three new TC members were present who are to be sworn in at the regular meeting on July 17, Juan Marcano, Elise Jones and Barbara McLachlan.

1. Budget Workshop - Jeff Sudmeier and Bethany Nicholas

FY 2025-2026 Budget Amendment

Purpose and Action: To review the first budget amendment to the FY 2025-2026 Annual Budget in accordance with Policy Directive (PD) 703.0. Action The Division of Accounting and Finance (DAF) is requesting the Transportation Commission (TC) to review and adopt the first budget amendment to the FY 2025-2026 Annual Budget, which consists of three items that require TC approval. The first budget amendment:

1. Reduces \$3.8 million from the 10 Year Plan - Multimodal line (Line 46) pursuant to SB 25-257 Modify General Fund Transfers to the State Highway Fund.
2. Reduces \$15.0 million 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 2025-2026:
 - a. Surface Treatment (Line 4): \$2.7 million;
 - b. Structures (Line 5): \$2.1 million;
 - c. System Operations (Line 6): \$1.1 million;
 - d. Geohazards Mitigation (Line 7): \$1.3 million; and e. Commission Reserve Funds (Line 73): \$7.9 million.
3. Reallocates \$2.3 million 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.

Other budget amendments that do not require TC approval, were overviewed but were informational only. One related to BTE and another to the Clean Transit Enterprise and other adjustments to align with the long bill budget changes of the state.

Discussion:

- Commissioner Ridder asked how the reserve fund amount compared to other years. The attempt is to maintain at least \$40 million in this reserve fund.

Hail Damage to Buildings Insurance Claims Funding Request - Budget Supplement

Purpose and Action: In terms of the requested action for today, Property Management requests \$2,324,762 of Transportation Commission Program Reserve funds to complete repairs at 29 buildings damaged by hail on May 30, 2024. These funds are needed immediately because of delays in reimbursement from the insurance carrier.

Discussion:

- An overview of the hail damage to CDOT buildings and the \$2.3 million required for repairs and to get full reimbursement by insurance for damages.
- A couple of Commissioners were concerned as the policy and eligibility of costs for coverage is not fully understood.
- Per Jeff Sudmeier, CDOT Chief Financial Officer, CDOT has the coverage, but needs to conduct repairs now, but we will be eventually reimbursed for eligible expenses. The dollars requested will complete building repairs now.
- Herman Stockinger, CDOT Deputy Executive Director explained that CDOT will investigate the insurance company and the self-insured Risk policy that is in place in detail, and share results with the TC.

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

Purpose and Action: This month, the Bridge and Tunnel Enterprise (BTE) Board of Directors (Board) is being asked to review and take action on a request to amend the FY2025-26 BTE budget as follows:

1. Administratively update budget allocations to reflect the passage of Senate Bill (SB) 25-320, which is forecasted to increase Bridge and Tunnel Impact Fee revenue collections by \$13,971,690 in Fiscal Year (FY) 2025-2026.
2. Temporarily suspend the \$15,000,000 annual federal funds transfer from CDOT to BTE for the repayment of BTE's Series 2019A and Series 2024B Senior Revenue Bonds in FY 2025-2026.
3. Administratively update budget allocations to reflect a \$5,958,498 increase to BTE's forecast interest earnings resulting from the recent issuance of the BTE Series 2024A and Series 2025A Infrastructure Revenue Bonds (IRB) and recent adjustments to BTE's investment portfolio.
4. Reallocate \$11,638,815 from the Enterprise's Capital Construction Program to BTE Series 2025A IRB FY2025-2026 debt service obligations.
5. Reallocate \$5,958,498 of unprogrammed revenue from the Enterprise's 10-Year Plan Projects to Safety Critical and Asset Management Projects. Action Staff is requesting Board approval of Proposed Resolution #BTE2, the first amendment to the Fiscal Year 2025-2026 BTE Budget Allocation Plan.

Discussion:

- No substantial questions or concerns regarding the proposed FY 2025-2026 BTE Budget Amendments were raised by the Transportation Commissioners.

3. Mobility Systems Committee - Paul DeRocher

Division of Transit and Rail (DTR) Overview

An overview of the CDOT Division of Transit and Rail (DTR) was provided by the Division Director, Paul DeRocher. This was for information only. The Division started in 2009 via state legislation and is responsible for planning, developing and operating and integrating transit and rail into the statewide transportation system. Major DTR programs are: passenger rail, grant programs and transit and planning operations (Mobility Hubs, Bustang, etc.). DTR also works closely with the CDOT Engineering Regions on an ongoing basis. In addition, community outreach efforts of DTR include community outreach via the Statewide Transportation Advisory Committee (STAC) meetings, Transit and Rail Advisory Committee (TRAC) meetings, the Transit Monthly, Colorado Association of Transit Agencies (CASTA) Conference, along with webinars and agency meetings.

Transit Connections Study (TCS) Update

Purpose and Action: Purpose This memorandum and accompanying presentation summarize the draft findings of the Transit Connections Study (TCS). CDOT staff seeks feedback from the Transportation Commission.

Discussion:

- The question was raised regarding having Transit Liaisons for all CDOT Regions The response was these positions are hard to fill, and CDOT is in the process of considering hiring staff for these positions.
- An overview of the TCS was provided. TCS is not a project plan, does not provide a funding source for projects, and does not provide any operational analysis at this point.
- TCS is an analysis of existing conditions of public transportation, and is intended to identify gaps in transit service, identify types of service to address gaps, and to provide defined metrics for prioritization of projects.
- Transit access is the ability to make a trip. Gap questions relate to the level of convenience of a trip.
- Connections between and to Craig to Grand Junction are a concern for Commissioner Ridder, due to cuts to medical services in rural areas anticipated. Will create more demand for connections between rural and urban areas to access medical and other services. Hopes the TCS observes demand based on national changes.
- Commissioner Gutierrez asked how the TCS is being used related to HB 24-230. The TCS will be finalized and posted on the CDOT website, and made available to the public. TCS will be updated fairly regularly and shared with decision makers. It was confirmed that TCS will look at partnering with stations for passenger rail.

- TCS identifies opportunities. What is plan for implementation? Dialogues in plans for transit project types would flow into more project discussion. Feedback will be offered via email. And comments will be able to be integrated into the TCS.

4. Winter Maintenance and Safety Update - Shawn Smith and Darrell Lingk

Maintenance and Operations

Purpose and Action: To provide an overview of CDOT Winter Operations and the annual After-Action Review (ARR) for the previous Winter Season (October 1-April 30). This presentation is informational purposes only

Discussion:

- This workshop was an overview of Winter Maintenance and Operations for FY 2025 and FY 2026.
- Shawn Smith, CDOT Director of Maintenance and Operations reports to the CDOT Executive Director, and both programs - Maintenance and Operations - each have deputy directors. CDOT has nine Maintenance and five Traffic Maintenance sections.
- Mike Chapman, CDOT Winter Operations Program Manager, provided an overview of weather and avalanche operations. Chapman is a meteorologist.
- Major events with consecutive winter storms included November 5-9, 2024, and February 13-18, 2025. These storms require multiple days on the road that are very demanding for CDOT crews and staff. Colorado's urban areas get large amounts of snow compared to their counterparts across the country.
- Summer weather trends in terms of drought and heat were overviewed.
- Other Weather Program services offered by CDOT include:
 - National Weather Service (NWS) Fire and Wind Warnings
 - Project/Incident/Event Support
 - Training
 - Hydrologic
 - Data Requests/Past Weather
 - Road Weather Information System (RWIS)
- An overview of the Avalanche Safety Program was provided, including avalanche and explosive (hazard mitigation) training courses and trends related to severity of events and expenditures.
- Commissioner Marcano asked about contingency plans to manage weather events, in case funding shortfalls occur due to cuts in funding to the NWS. CDOT uses more than NWS as sources. Looking to partner with CSU for weather balloons, which are a concern in cuts for them as they should be launched more frequently. Weather forecasts of NOAA models are accessed through a privately paid for subscription.
- Commissioner Masters noted the improvements in road clearing work being done during winter storms and safety practices and housing support programs. Colorado is

serving as an example to other states that deal with snow and winter weather, in terms of enhancing safety.

- Commissioner Ridder asked about the trends regarding the monsoon season for Colorado this year. Not much monsoon action in the past couple of years. It is anticipated that some amount of monsoon will impact Colorado over the next month and a half.
- Commissioner Holguin acknowledged the work of CDOT road crews. Holguin recognized the steps that John Lorme and Executive Director Lew worked on that were intentional to increase conditions for employees in terms of increased pay and provision of affordable housing.

Transportation Safety and Risk Management

Purpose and Action: To provide an overview and accomplishments of the Safety and Risk Management Program. This workshop was informational only.

Discussion:

- Darrell Lingk, Director of Transportation Safety and Risk Management, provided an overview of his office.
 - There are 18 staff members with the following responsibilities:
 - Risk Management (including Owner-Controlled Insurance Program)
 - Workers Compensation & Asset Recovery
 - Highway Safety Office and NHTSA Grant Management
 - Employee Safety
 - Drug and Alcohol Program
- Snow plow incident trends were covered, noting the trend is moving downward over time between 2014 and 2024, with various initiatives implemented that contributed such as: pre-season exercise, boots with treads, Safety 180, Winter Operations Webpage, New Snow Plow Operator Training (SPOT) training, Safety Driving Guide, and SPOT check.
- Top three causes of employee winter plow incidents - Striking fixed objects, strike other vehicles, backing-related. Whereas civilian causes are: improper passing, following too close, driving too fast.
- Employee top three winter injuries are: Sprains and Strains, Struck By (during changing of blades), and Slips and Trips (w/o treads).
- Lingk acknowledged the Regional Safety Officers that contribute to the declining trend in these types of incidents.
- No substantial questions or concerns were raised by Commissioners related to this topic.

5. Green House Gas (GHG) Planning Standard Overview - Darius Pakbaz and Libba Rollins

Purpose and Action: This presentation is intended to provide an overview to the TC on the GHG Pollution Reduction Planning Standard, the associated Policy Directive (1610), and compliance requirements. This workshop is for Information only.

Discussion:

- GHG legislation includes. HB 19-1261-Climate Action Plan to Reduce Pollution, HB 23-016 - updated more stringent GHG reduction targets, Colorado GHG Roadmaps, SB 21-260 -made Roadmap 1.0 recommendation a transportation planning requirement.
- The GHG Transportation Planning Standard was adopted by The TC in December 2021 that requires CDOT and the five MPOs to create transportation plans that provide more travel choices, resulting in GHG emissions, and planning decisions that provide a greater opportunity to reduce GHG emissions.
- Also requires travel modeling and analysis of emissions from transportation system projects within boundaries, and their potential impacts to GHG emissions compared to a baseline model, and to identify mitigation actions to reduce emissions. GHG reduction targets are established for each area as part of their transportation planning process.
- A GHG report is due to the Air Pollution Control Division (APCD) of the Colorado Department of Public Health and Environment (CDPHE) to verify and confirm data and analysis, and the TC to review and accept. See Policy Directive 1610 for details of procedures to follow to comply with the GHG planning standard.
- First GHG Plan submitted in Fall of 2022. A 10-Year Plan update prompted the need for an update of the statewide GHG plan.
- Commissioner Jones asked about funding limitations that will impact the quality and results of this planning requirement. Darius Pakbaz, CDOT Division of Transportation Development Director explained that funding is always an obstacle but are pursuing all available options in the CDOT program and not just the 10-Year Plan funds.
- Land use changes and evaluating their influence is another piece of the criteria for projects to consider.
- Commissioner Cook noted land use and transit together are the most impactful, and not just land use changes alone.

Transportation Commission Regular Meeting

Thursday, July 17, 2025, 9:00 a.m.

Call to Order, Roll Call

Eleven Transportation Commissioners were present: Chair: Shelley Cook, Vice Chair: Barbara Bowman, Yessica Holguin, Terry Hart, Rick Ridder, Todd Masters, Cecil Gutierrez, Hannah Parsons, Juan Marcano, Elise Jones, and Barbara McLachlan.

Swearing In Ceremony of New Officers

- Commissioners Elise Jones for District 4, and Juan Marcano, for District 3, and Barbara McLachlan, District 8, were sworn in to serve and take their seats on the Colorado Transportation Commission. Commissioner Hart was sworn in to continue serving on the TC and was provided the customary gavel from Commissioner Cook.

Public Comments

- Adams County Commissioner Steve O'Dorisio - spoke of I-270 improvements. Complimented CDOT staff for reaching out to the community. Looking for a corridor improvement and not just adding lanes. Excited to see progress of this project. Working towards safe and healthy communities, a sustainable source of revenue for the corridor and multimodal uses along the corridor as well. Help folks get to and from their jobs. You can have environmental sustainability in conjunction with adding roadway capacity.
- Emily Baer, Council Person of the Town of Erie, and the Chair of the North Area Transportation Alliance (NATA). Finishing North I-25 was strongly encouraged. Phase 2 in place for 15 years. Express Lanes have two crashes per day on average - desires to add Segment 2 of I-25 in the 10-Year Plan and also need Segments 3 and 4 completed. Encourage CDOT 3B and 4 Segments. CDOT is requested to prioritize Segment 2, 3B and 4 in the 10-Year Plan.
- Three written comments were received:
 - Katherine Mauz - opposition of the disposal of the El Rancho Park-n-Ride Lot
 - Jean Chanel - Hidden Valley Evergreen also opposed.
 - Tom Elbring resident of Morrison - C-470 resident of Morrison noted the need for improvements along that corridor.
- Removal of the resolution from today's agenda to approve the disposal of the El Rancho Park-n-Ride was announced.

Comments of the Chair and Commissioners

- Commissioner Masters attended the press conference in Boulder to deploy a speed camera along CO 119, with a trial period with warnings and then tickets for over 10 miles per hour, and is hopeful to move this program to other areas of the state. The hope is that the use of this deployment is a deterrent vs. a punishment.
- Commissioner Ridder visited Clear Creek where CDOT presented at a meeting on needs and responses for Clear Creek County. Clear Creek County is a gateway to the west. Many apps point to the shortest distance traveling from east to west includes travel through Clear Creek County. Lots of truck traffic travel through as well. It is impressive that a small County of 9,000 population can contribute to the economic vibrancy of the nation.
- Commissioner Hart welcomed the new Commissioners. Recognized CDOT staff for work during TC workshops that occurred yesterday. Winter weather, GHG report, to name a couple. Article in Pueblo Chieftain where Colorado is in ranking of road rage - Colorado is three in the nation. A big change since COVID. Please relax when driving and be safe and stay calm.

- Commissioner Marciano expressed enthusiasm to serve and learn on the TC. Encouraged more use of transit and rail for modes of travel. Looking forward to building out the transportation system.
- Commissioner Jones also is excited and honored to serve on the TC. Has served in various capacities related to transportation. Served on STAC, former County Boulder County Commissioner, served with DRCOG, and Air Quality Control Commission, to name a few. Climate change and multimodal options are important issues to tackle.
- Commissioner Holguin - welcomed the new Commissioners, the experience to serve on the TC changes lens of how you look at the transportation system. Commissioner Hart was recognized for his service as TC Chair. The last NAAPME meeting was a milestone, deciding how funds spent from SB 21-260. Approve the awards of projects. Recognized Darius Pakbaz and CDOT staff for their work on this enterprise. Holguin will continue to serve on the NAAPME, even though this meeting is her last with the TC.
- Commissioner Gutierrez - Appreciated Commissioner O'Diorisio and Emily Baer comments. Welcomed the new Commissioners. Completion of managed lanes are critical. Once Bustang was expanded it generated a 40% increase in ridership. NFRMPO recently hired someone, Elizabeth Relford as NFRMPO Executive Director. Commissioner Gutierrez is looking forward to working with Elizabeth.
- Commissioner Bowman announced she is the Commissioner for the Scenic Byways Committee and noted a sister Byways partnership between Colorado and with the Hokkaido Scenic Byways Promotion Council in Japan. This will prompt many collaborative events between Colorado and Hokkaido. An event to celebrate this partnership will occur at the Golden Welcome Center on July 21, 2025 with a drum ceremony. Lenore Bates, the Scenic Byways Program Manager, was recognized for her work on this collaboration.
- Commissioner McLachlan is honored to be selected/appointed to the TC. McLachlan lives in Durango. Lots of driving. Learning a lot already. Thankful for this opportunity.
- Commissioner Parsons echoed a thank you to Commissioner Hart and farewell and thanks for service to Commissioner Holguin. Parsons thanked CDOT staff for their work on the roads during the July 4th holiday. There were frustrations with closures on US 285. Parsons acknowledged the frustrations, and noted that there is much more work to do, and appreciated the work of CDOT staff.
- Commissioner Cook noted the timing of the new Commissioner coming on board during the 10-Year Plan development, and noted the STIP and 4P processes that are required. Chair Cook participated at the ribbon-cutting ceremony for the Alameda Bridge. Cook also attended the ground breaking of the Lone Tree Mobility Hub.

Executive Director's Management Report - Sally Chafee (Acting Executive Director)

- CDOT Celebrated the Alameda Bridge opening, enhancing a remarkable bike facility.
- Chafee attended the Lone Tree Mobility Hub ground breaking.
- CDOT conducted a Press Conference for the automated speed enforcement Program along CO 119. CDOT's Automated Speed Enforcement Program began on State Highway 119 on July 18, 2025 in Boulder County, in the work zone of the CO 119 Safety, Mobility and Bikeway project. Speed safety cameras will be placed in other Colorado highway

work zones as the program develops. The State Legislature provided the ability to implement this program. Keith Stefanik, CDOT Chief Engineer, was recognized for his work on this.

- Working a lot on the 10-Year Plan. Many meetings. Telephone Town Hall and other public outreach efforts were conducted to engage the CDOT customers.
- Executive Director Lew will return to work next month.

Chief Engineer's Report - Keith Stefanik

- Attended the CDOT Automated Speed Enforcement Press Conference in Boulder. This took a lot of coordination to bring this about and observed other states, and a formal rulemaking process is part of implementation of this program.
 - Colorado State Patrol is in lock step with CDOT, to help reduce speeds. The next area to consider for this tool is I-25 Segment 5.
 - Work with Judson Cary of the attorney Generals's Office was recognized and appreciated.
- A gateway to the West is I-70. There are planned repairs of the slow lane at the Eisenhower Johnson Memorial Tunnel (EJMT).
- BTE eligibility and bridge repairs are underway.
- Peak construction advertisement time occurs in the fall each year, and CDOT is preparing for that.
- An active GIS layer was created by DTD staff to help keep track of projects.
- A Commissioner noted public support for the automated enforcement program, and another noted that a neighborhood automated enforcement they were involved in was not successful.

Colorado Transportation Investment Office (CTIO) - Piper Darlington

- No action items were requested at the CTIO Board meeting yesterday.
- Darlington acknowledged and expressed excitement that Commissioner Hart is now on the CTIO Board
- DTR Director, Paul DeRocher, provided an overview of the Mountain Rail Service Development Plan.
- In terms of automated enforcement tools, CDOT has seen a lot of success to avoid illegal entry into toll lanes, and have seen over a 90% drop in violations. So it works in the tolling space, and hopefully the same will occur for speed enforcement.

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

- No STAC meeting was held this month.
- CDOT is wrapping up 2050 Regional and Statewide Plans update and the 10-Year Plan.
- There are frustrations with the shortfall of funding for safety and capacity projects that would alleviate traffic congestion.
- CDOT needs more funding, much more than the 10-Year Plan has to offer.
- Facility maintenance needs are a major concern.

- Beedy, expressed gratitude to Region staff who help with being creative in terms of how to implement critical projects.

Discuss and Act on Consent Agenda - Herman Stockinger

- Proposed Resolution #1: Approve the Regular Meeting Minutes of June 18, 2025 - Herman Stockinger
- Proposed Resolution #2: IGA Approval >\$750,000 - Lauren Cabot
- ~~Proposed Resolution #3: Disposal Parcel 33-Rev3-EX, Evergreen/El Rancho - Hope Wright~~ - *this item was pulled from the agenda for today.*
- Proposed Resolution #4: Disposal PE-8B Rev.2-EX, Auraria Campus, Denver - Hope Wright
- Proposed Resolution #5: Disposal Parcel 6-EX, 40th and Colorado Blvd., Denver - Hope Wright
- Proposed Resolution #6: 2025 Legislative Memorial Designations Approval - Emily Haddaway

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

Discuss and Act on Proposed Resolution #7: First Budget Amendment of FY 2025-2026 - Jeff Sudmeier and Bethany Nicholas

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

Discuss and Act on Proposed Resolution #8: First Budget Supplement of FY 2025-2026 - Jeff Sudmeier and Bethany Nicholas

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

Adjournment

Meeting was adjourned at approximately 10:06 am



COLORADO
Department of Transportation

Transportation Commission Memorandum

To: Transportation Commission

From: Lauren Cabot

Date: August 5, 2025

Subject: Intergovernmental Agreements over \$750,000.00

Purpose

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

Action

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

Background

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

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

Next Steps

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

Attachments

IGA Approved Project List



COLORADO

Department of Transportation

Transportation Commission Memorandum

To: The Transportation Commission

From: Keith Stefanik, P.E. Chief Engineer and Hope Wright, Real Estate Asset Manager

Date: August 21, 2025

Subject: Disposal Old Brush Maintenance Site

Purpose

The purpose of this memorandum is to provide the Transportation Commission with the necessary supporting documents including legal descriptions and maps to the old Brush maintenance site located at 29340 Hwy 34 in the City of Brush, County of Morgan as excess property.

Action

In accordance with Colorado Revised Statute (C.R.S) § 43-1-210(5), the Department of Transportation is authorized, subject to approving resolution of the Transportation Commission, to dispose of any property or interest which, in the opinion of the Chief Engineer, is no longer needed for transportation purposes. CDOT Region 4 is requesting the Transportation Commission adopt a resolution to declare the old Brush maintenance site located at 29340 Hwy 34 in the City of Brush, County of Morgan as excess property and allow for its disposal.

Background

CDOT acquired the old Brush maintenance site in 1954 for the use and benefit of the Department of Highways as a maintenance site. The property contains 2.5 acres (+/-) and 6 metal buildings, most of which were acquired with the property in 1954.

Upon completion of a new maintenance site in 2024, CDOT ceased using the property as a maintenance site and the property has remained vacant since.

Details

CDOT Region 4 has determined, pursuant to Title 23, Code of Federal Regulations (CFR), § 710.403 (b), that disposing of the property will not impair the safety of the highway facility or interfere with the free and safe flow of traffic.

CDOT Region 4 has determined that the old Brush maintenance site located at 29340 Hwy 34 in the City of Brush is no longer needed for transportation purposes. As a result of disposing of the old Brush maintenance site, CDOT will be relieved of maintenance responsibilities and liability associated with the property. CDOT will also obtain revenue from the sale of the property that will be applied to future transportation projects with funds dispersed in compliance with Chapter 7 of the CDOT Right-of-Way Manual and 23 CFR § 710.403(f).

Next Steps

Upon approval of the Transportation Commission and pursuant to C.R.S. § 43-1-210 and 23 CFR §§ 710.403 and 409 the Department of Transportation be given authority to declare the old Brush maintenance site located at 29340 Hwy 34 as excess land and dispose of 2.5 acres (+/-) of land that is no longer needed for transportation purposes for fair market value.

Attachments

Legal Description with Exhibit



THIS DEED, Made this 1st day of February in the year of our Lord
one thousand nine hundred and Fifty-Four between

MORGAN COUNTY, STATE OF COLORADO, acting by and through
the BOARD OF COUNTY COMMISSIONERS,

of the County of Morgan and State of Colorado, of the first part, and
STATE HIGHWAY COMMISSION OF COLORADO, A PUBLIC CORPORATION,
FOR THE USE AND BENEFIT OF THE DEPARTMENT OF HIGHWAYS OF
THE STATE OF COLORADO

of the County of Morgan and State of Colorado, of the second part,

WITNESSETH, That the said party of the first part, for and in consideration of the sum of
Ten Dollars and other valuable consideration
to the said party of the first part in hand paid by the said party of the second part, the receipt
whereof is hereby confessed and acknowledged, has remised, released, sold, conveyed and Quit-Claimed,
and by these presents do remise, release, sell, convey and Quit-Claim unto the said party of the
second part its heirs and assigns forever, all the right, title, interest, claim and demand which the
said party of the first part has in and to the following described
situate, lying and being in the County of Morgan and
State of Colorado, to-wit:

Situated in the County of Morgan and State of Colorado and known as being
part of the NE $\frac{1}{4}$ of the NW $\frac{1}{4}$ of Sec. 1, T. 3 N., R. 56 W. of the 6th P.M., and
bounded and described as follows:

Beginning on the East line of said NW $\frac{1}{4}$ of Sec. 1, at its point of intersection
with the Southerly line of right of way of State Highway No. 54, a point from
which the NE corner of said NW $\frac{1}{4}$ bears N. 2° 49' E., a distance of 495.0 feet;

1. Thence S. 2° 49' W., along the East line of said NW $\frac{1}{4}$, a distance
of 168.5 feet to the Northerly line of right of way of the Chicago,
Burlington and Quincy Railroad Co.;
2. Thence S. 68° 52' W., along said Northerly line of Railroad right
of way, a distance of 554.8 feet;
3. Thence N. 15° 01' W., a distance of 219.5 feet to the Southerly
line of right of way of State Highway No. 54, aforesaid;
4. Thence N. 74° 59' E., along said Southerly line of highway right
of way, a distance of 603.2 feet, more or less, to the point of
beginning.

Said parcel contains 2.500 acres, more or less.

TO HAVE AND TO HOLD THE SAME, Together with all and singular the appurtenances and privileges thereunto belonging or in anywise thereunto appertaining, and all the estate, right, title, interest and claim whatsoever of the said part y of the first part, either in law or equity, to the only proper use, benefit and behoof of the said part y of the second part, its heirs and assigns, forever.

IN WITNESS WHEREOF, The said part y of the first part has hereunto set its hand and seal the day and year first above written.

MORGAN COUNTY, STATE OF COLORADO
By BOARD OF COUNTY COMMISSIONERS,

Signed, Sealed and Delivered in Presence of

Steve Christensen (SEAL)
R. J. Lamborn Commissioner (SEAL)
Jesse K. Snodgrass Commissioner (SEAL)
Commissioner (SEAL)

STATE OF COLORADO,

County of Morgan } ss.

I, A.K. Carruth, Deputy County Clerk in and for said County
in the State aforesaid, do hereby certify that Steve Christensen, R.J. Lamborn and Jesse K. Snodgrass, being the Board of County Commissioners of Morgan County, Colorado
personally known to me to be the persons whose names subscribed to the foregoing Deed, appeared before me this day in person, and acknowledged that they signed, sealed and delivered the said instrument of writing as their free and voluntary act for the uses and purposes therein set forth.

Given under my hand and Official seal, this 1st day
of April A.D. 19 54

~~My Commission expires~~

19

A.K. Carruth

Deputy County Clerk, Morgan County, Colo



COLORADO

Department of Transportation

Transportation Commission Memorandum

To: The Transportation Commission

From: Keith Stefanik, P.E. Chief Engineer and Hope Wright, Real Estate Asset Manager

Date: August 21, 2025

Subject: 33Rev3-EX, I-70/SH74/US40, El Rancho Park n' Ride, Jefferson County

Purpose

The purpose of this memorandum is to provide the Transportation Commission with the necessary supporting documents including legal descriptions and maps to declare Parcel 33Rev3-EX, acquired for CDOT Project No. I 70-3(33)253 Sec 2, as excess property.

Action

In accordance with Colorado Revised Statute (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 which, in the opinion of the Chief Engineer, is no longer needed for transportation purposes. CDOT Region 1 is requesting the Transportation Commission adopt a resolution to declare Parcel 33Rev3-EX of CDOT Project No. I 70-3(33)253 Sec 2, as excess property and allow for its disposal.

Background

Parcel 33Rev3-EX is a small portion of Parcel 33Rev2 which was acquired in 1969 for the construction of I-70. Parcel 33Rev3-EX is located south of I-70 Exit 252 at the NW corner of the intersection of US40 and SH70 (Evergreen Parkway) in the County of Jefferson and contains 20,121 Sq Ft (0.462 Acres) (+/-) of land that is located outside of the right of way necessary for I70.

In 1994, the Regional Transportation District (RTD) entered into a lease agreement with CDOT allowing RTD to build and operate a Park N' Ride on Parcel 33Rev3-EX, however, in 2022 RTD informed CDOT Region 1 staff that they would no longer be operating a Park n' Ride on Parcel 33Rev3-EX. With the construction of the new Pegasus Lot just over ½ mile west of Parcel 33Rev3-EX, a Park n' Ride is no longer needed on Parcel 33Rev3-EX.

Details

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. Pursuant to 23 CFR § 710.403(e), and C.R.S. § 43-1-210(5)(a)(V) Parcel 33Rev3-EX will be sold at fair market value and 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)(III) and 23 CFR § 710.409(b).

As a result of disposing of Parcel 33Rev3-EX, CDOT will be relieved of maintenance responsibilities and liability associated with this parcel. CDOT will also obtain revenue from the sale of the parcel that will be applied to future transportation projects with funds dispersed in compliance with Chapter 7 of the CDOT Right-of-Way Manual and 23 CFR § 710.403(f).

Next Steps

Upon approval of the Transportation Commission and pursuant to C.R.S. § 43-1-210 and 23 CFR §§ 710.403 and 409, CDOT will dispose of Parcel 33Rev3-EX containing 20,121 Sq Ft (0.462 Acres) (+/-) of land that is no longer needed for transportation purposes for fair market value.

Attachments

Legal Description with Exhibit

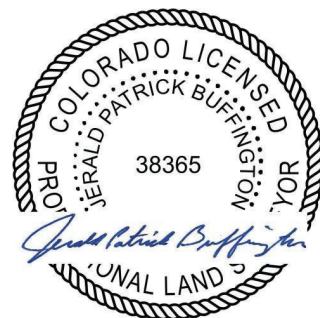
EXHIBIT A
PROJECT NUMBER: I 70-3(33) 253 Sec. 2
PARCEL NUMBER: 33 Rev3-EX
DATE: February 13, 2025
DESCRIPTION

A tract or parcel of land No. 33 Rev3-EX of the Department of Transportation, State of Colorado Project No. I 70-3(33) 253 Sec. 2 containing 20,121 sq. ft. (0.462 acres), more or less situated in the south west quarter of Section 15, Township 4 South, Range 71 West, of the 6th Principal Meridian, in Jefferson County, Colorado, said parcel being a portion of Parcel No. 33 Rev. 2 of said Project No. I 70-3(33) 253 Sec. 2, described in deed recorded in Book 2153, Page 569 of the records of Jefferson County, said tract or parcel being more particularly described as follows:

Commencing at the west quarter corner of said Section 15, thence S 27°42'00" E , a distance of 611.67 feet to the POINT OF BEGINNING:

1. Thence S66°50'39"E , a distance of 17.43 feet;
2. Thence S23°09'21"W, a distance of 168.44 feet;
3. Thence S62°23'31"W, a distance of 63.25 feet;
4. Thence N78°22'19"W, a distance of 58.94 feet to a point of tangency;
5. Thence on the arc of a tangent curve to the right, having a radius of 40.00 feet, a central angle of 65°10'53" , a distance of 45.51 feet, (a chord bearing N45°46'52"W, a distance of 43.09 feet) to a point of tangency);
6. Thence N13°11'26"W, a distance of 19.50 feet to a point of non-tangency;
7. Thence on the non-tangent arc of a curve to the right, having a radius of 160.00 feet, a central angle of 46°09'00", a distance of 128.88 feet, (a chord bearing N54°29'15"E , a distance of 125 42 feet) to a non-tangent point of reverse curve;
8. Thence on the arc of a curve to the left, having a radius of 210.00 feet, a central angle of 31°10'22" , a distance of 114.25 feet, (a chord bearing N59° 30'15"E , a distance of 112. 5 feet) to the POINT OF BEGINNING.

The above described parcel contains 20,121 sq. ft. (0.462 acres), more or less





4670 Holly St.
Denver, CO 80216
Phone: 303-398-6728
Fax: 303-398-6781

Region 1

JAD

Owner(s):

Colorado Department
of Transportation

Mailing Address:

2829 West Howard Place
Denver, Colorado 80204

CDOT DISPOSAL PROPERTY

PARCEL: 33 Rev3-EX

Project Number: I 70-3(33)253 Sec. 2

Project Location: US-40 & Rainbow Hill Rd.
--

SW 1/4 SEC 15, T4S, R71W, 6th P.M.

Last Mod. Date

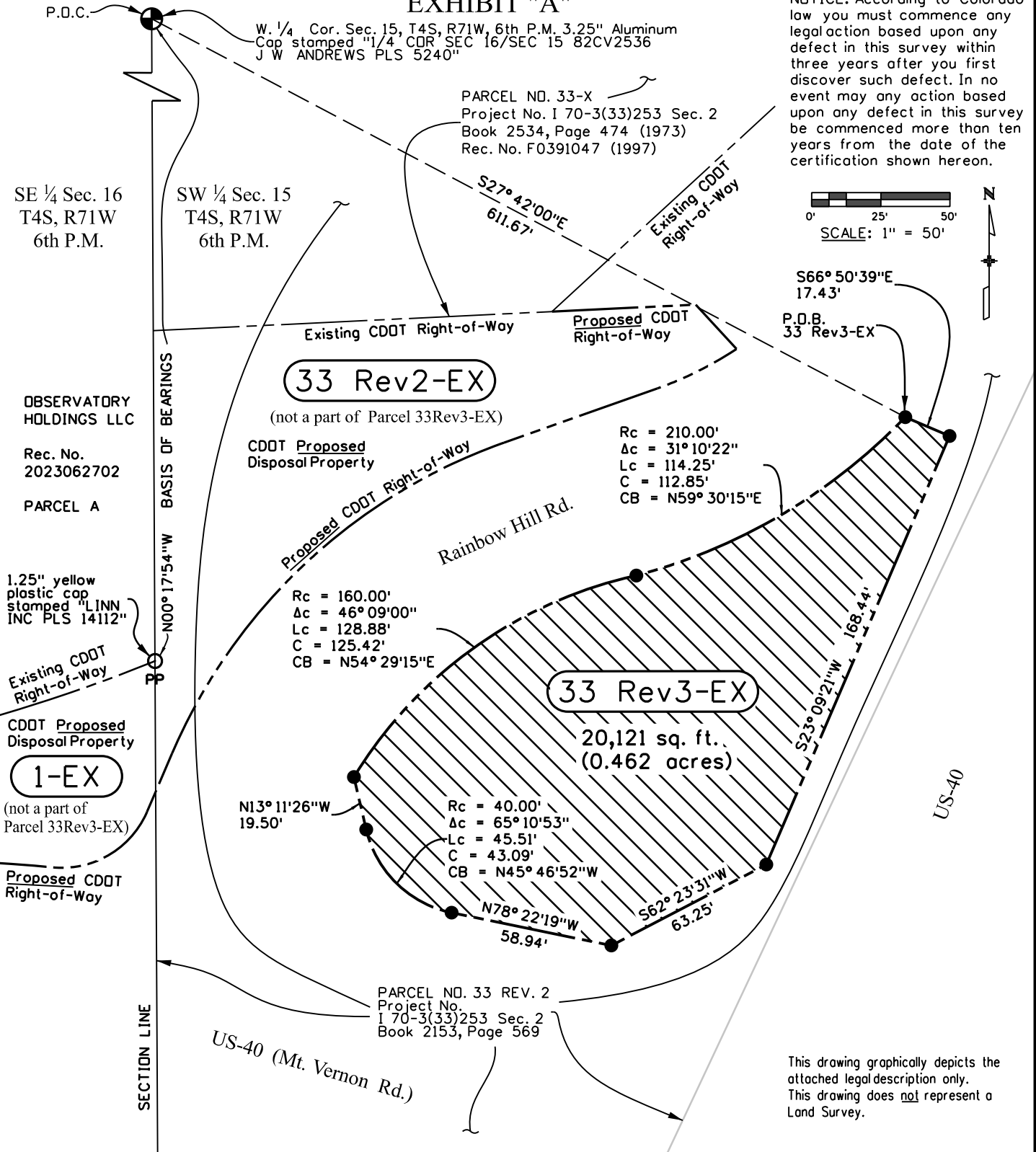
Page No.

02/13/2025

3 of 4

EXHIBIT "A"

NOTICE: According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you first discover such defect. In no event may any action based upon any defect in this survey be commenced more than ten years from the date of the certification shown hereon.





COLORADO

Department of Transportation

Transportation Commission Memorandum

To: The Transportation Commission

From: Keith Stefanik, P.E. Chief Engineer and Hope Wright, Real Estate Asset Manager

Date: August 21, 2025

Subject: Disposal 730-EX, 740-EX Rev1, 740-EX Rev1A, and E10-EX, I70, Parachute, Garfield County

Purpose

The purpose of this memorandum is to provide the Transportation Commission with the necessary supporting documents including legal descriptions and maps to declare Parcels 730-EX, 740-EX Rev1, 740-EX Rev1A, and E10-EX, acquired for CDOT Project Nos. I 70-1(45) Sec 7 and F 001-1(9), as excess property.

Action

In accordance with Colorado Revised Statute (C.R.S) § 43-1-210(5), the Department of Transportation is authorized, subject to approving resolution of the Transportation Commission, to dispose of any property or interest which, in the opinion of the Chief Engineer, is no longer needed for transportation purposes. CDOT Region 3 is requesting the Transportation Commission adopt a resolution to declare Parcels 730-EX, 740-EX Rev1, 740-EX Rev1A, and E10-EX of CDOT Project Nos. I 70-3(33)253 Sec 2 and F 001-1(9), as excess property and allow for its disposal.

Background

CDOT Region 3 is seeking your approval to dispose of Parcels 730-EX, 740-EX Rev1, 740-EX Rev1A, and E10-EX which are located east of I70 at MP 75 and north of SH6 and 24 in Parachute Colorado. Parcels 730-EX, 740-EX Rev1, 740-EX Rev1A, and E10-EX are in the County of Garfield and together contain 179,944 Sq Ft (4.131 acres) (+/-) of land that is located outside of the right of way necessary for Interstate 70.

Parcel 730-EX, containing 23,043 Sq Ft (0.529 Acres) (+/-), is a portion of Parcel 730 acquired by CDOT for Project No. I 70-1(45) Sec 7 in 1981 for the construction of Interstate 70 and is no longer needed for transportation purposes.

Parcel 740-EX Rev1, containing 53,492 Sq Ft (1.228 Acres)(+/-) and Parcel 740-EX Rev1A, containing 19,863 Sq Ft (0.456 acres)(+/-) are portions of Parcel 740-X that are no longer needed for transportation purposes. Parcel 740-X was originally acquired in 1953 as Parcel 4 for Project No. F 001-1(9) for the construction of SH 6 (then SH 4). In 1984, Project No. I 70-3(33)253 Sec 2 converted Parcel 4 to Parcel 740-X.

Parcel E10-EX is a portion of Parcel E10 that was acquired in 1958 under project F 001-1(9)

for the construction of SH 6 (then SH 4). Parcel E10-EX is located outside of the right of way of I70, US6, and US24.

For disposal purposes labels 740 'EX Rev1' and 'EX Rev1A' were added because a portion of 740-X was abandoned and reverted to the adjacent landowner in 1992 via TC Resolution No TC-79.

Details

CDOT Region 3 has determined, pursuant to Title 23, Code of Federal Regulations (CFR), § 710.403 (b), that disposing of Parcels 730-EX, 740-EX Rev1, 740-EX Rev1A, and E10-EX will not impair the safety of the highway facility or interfere with the free and safe flow of traffic.

CDOT Region 3 has determined that Parcels 730-EX, 740-EX Rev1, 740-EX Rev1A, and E10-EX are of use only to the adjacent property owner and pursuant to C.R.S. 43-1-210(5)(a)(III) when a parcel that is no longer needed for transportation purposes and has value to only one adjacent owner, that owner shall have right first of refusal to acquire said property.

The adjacent property owner desires to exercise their right of first refusal to acquire Parcels 730-EX, 740-EX Rev1, 740-EX Rev1A, and E10-EX and CDOT would like to sell Parcels 730-EX, 740-EX Rev1, 740-EX Rev1A and E10-EX at fair market value to the adjacent property owner in compliance with C.R.S. 43-1-210(5)(a).

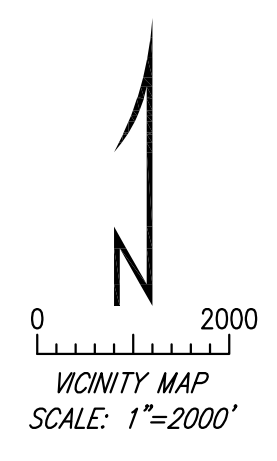
As a result of disposing of Parcels 730-EX, 740-EX Rev1, 740-EX Rev1A, and E10-EX, CDOT will be relieved of maintenance responsibilities and liability associated with this parcel. CDOT will also obtain revenue from the sale of the parcels that will be applied to future transportation projects with funds dispersed in compliance with Chapter 7 of the CDOT Right-of-Way Manual and 23 CFR § 710.403(f).

Next Steps

Upon approval of the Transportation Commission and pursuant to C.R.S. §§ 43-1-106 and 43-1-210 and 23 CFR §§ 710.403 and 409, CDOT will dispose of Parcels 730-EX, 740-EX Rev1, 740-EX Rev1A and E10-EX containing 179,944 Sq Ft (4.131 acres) of land that is no longer needed for transportation purposes for fair market value to the adjacent property owner.

Attachments

Legal Description with Exhibit



COLORADO DEPT OF TRANSPORTATION PROJECT NO. I-70-1(45) SEC. 7,
PARCELS 730-EX, 740-EX REV 1 AND 740-EX REV 1A
ALLEN POINT COMMERCIAL PARK, LOTS 1-2

CONVEYANCE PARCEL 1 (730-EX):

BEGINNING AT A POINT ON THE SOUTHERLY RIGHT OF WAY OF I-70, SAID POINT BEING THE SOUTHWESTERLY CORNER OF LOT 1, ALLEN POINT COMMERCIAL PARK, RECEPTION NO. 991793, WHENCE THE SOUTHWEST CORNER OF SECTION 6 OF SAID TOWNSHIP AND RANGE BEARS S79°46'08"W 1587.83';

THENCE THROUGH SAID PARCEL 730 THE FOLLOWING FOUR (4) COURSES:

- CONVEYANCE PARCEL 2 (740-EX Rev 1):

BEGINNING AT A POINT ON THE NORTHERLY LINE OF SAID PARCEL 740-X, SAID POINT BEING THE SOUTHEASTERLY CORNER OF LOT 1, ALLEN POINT COMMERCIAL PARK, RECEPTION NO. 991793, WHENCE THE SOUTHWEST CORNER OF SECTION 6 OF SAID TOWNSHIP AND RANGE BEARS S80°55'15"W 2072.67

THENCE ALONG THE NORTHWESTERLY LINE OF SAID PARCEL 740-X AND THE SOUTHEASTERLY LINE OF SAID LOT 1 N41°55'54"E 746.25',
THENCE THROUGH SAID PARCEL 740-X THE FOLLOWING 3 (THREE) COURSES:

- 1) S45°10'10" E 69.47';
2) S41°47'36" W 612.79';
3) A CURVE TO THE RIGHT, LENGTH 230.01', RADIUS 358.00', CHORD S60°11'57" W 226.07';
THENCE ALONG THE SOUTHERLY BOUNDARY OF CDOT PARCEL 730 AND THE NORTHWESTERLY LINE
OF BEGINNING, ENCLOSING APPROXIMATELY 1.228 ACRES.

INCLUDING ALL EXCEPTIONS TO TITLE, EASEMENTS AND RIGHTS OF WAY, EXISTING AND OF RECORD.

COLORADO DEPARTMENT OF HIGHWAYS, RIGHT AND EASEMENT TO CONSTRUCT AND MAINTAIN INTERCEPTING DITCHES, WITHIN PARCEL E-10, 100' WIDE, RECEPTION NO. 187684, SHALL BE ABANDONED UPON CONVEYANCE

CONVEYANCE PARCEL 3 (740-EX Rev 1A):

A PARCEL OF LAND SITUATED IN THE SE1/4SW1/4, NW1/4SE1/4 AND LOT 9 ALL IN SECTION 6, TOWNSHIP 7 SOUTH, RANGE 95 WEST OF THE SIXTH PRINCIPAL MERIDIAN, GARFIELD COUNTY, COLORADO, BEING A PORTION OF PARCEL 740-X, CDOT PROJECT NO. 1-70-1(45) SEC. 7 AND MORE SPECIFICALLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTHERLY LINE OF SAID PARCEL 740-X, SAID POINT BEING THE SOUTHERLY CORNER OF LOT 2, ALLEN POINT COMMERCIAL PARK, RECEPTION NO. 991793,
WHENCE THE SOUTHWEST CORNER OF SECTION 6 OF SAID TOWNSHIP AND RANGE BEARS S70°53'01"W 2693.93';

THENCE, ALONG THE SOUTHERLY BOUNDARY OF SAID LOT 2 AND THE NORTHERLY
LINE OF SAID PARCEL 740-X, N41°55'54" E 285.97';
THENCE THROUGH SAID PARCEL 740-X THE FOLLOWING 3(THREE) COURSES:

- 1) S48°12'24" E 68.68';
2) S41°47'36" W 289.65';
3) N45°10'10" W 69.47' TO THE SOUTHERLY CORNER OF LOT 2 OF SAID ALLEN POINT COMMERCIAL PARK, THE TRUE POINT OF BEGINNING ENCLOSING APPROXIMATELY 0.456 ACRES.

INCLUDING ALL EXCEPTIONS TO TITLE, EASEMENTS AND RIGHTS OF WAY, EXISTING AND OF RECORD.

COLORADO DEPARTMENT OF HIGHWAYS, RIGHT AND EASEMENT TO CONSTRUCT AND MAINTAIN INTERCEPTING DITCHES, WITHIN PARCEL E-10, 100' WIDE, RECEPTION NO. 187684, SHALL BE ABANDONED UPON CONVEYANCE.

CURVE TABLE				
CURVE	LENGTH	RADIUS	BEARING	CHORD
C1	335.75'	838.00'	S89°32'56"E	333.51'
C2	2.31'	358.00'	N78°47'18"E	2.31'
C3	230.00'	358.00'	N60°11'55"E	226.07'

CDOT MONUMENT PLS #34318,
POB CDOT PARCEL 730-EX,
CONVEYANCE PARCEL 1,
TIE: SW COR S6,
S79°46'08"W 1587.83'

CONVEYANCE
PARCEL 1, 730-EX
0.529 AC+-

POB CONVEYANCE PA
TIE: SE COR SEC 6
S80°55'15"W 2072.67

CONVEYANCE
PARCEL 2
740-FX RVF

PARCEL
500-X

NOTES

1. THIS MAP SHOWS THE LOCATIONS AND DIMENSIONS OF LANDS OWNED BY THE COLORADO DEPARTMENT OF TRANSPORTATION, PROPOSED CONVEYED TO THE OWNER(S) OF ALLEN POINT COMMERCIAL PARK, LOTS 1 AND 2.
2. BEARINGS ARE BASED ON RECORD R3904808"E FOR THE LINE FROM THE SW COR S6, T7S, R95W, 6TH PM TO THE SWLY COR L1, 150 CALLAHAN LLC SUBDIVISION.
3. LINEAR UNITS ARE US SURVEY FEET.
4. PROPERTY MIGHT BE SUBJECT TO A PIPE LINE EASEMENT DOCUMENT R390287, LOCATION NOT SPECIFIED.
5. THIS SURVEY DOES NOT REPRESENT A TITLE SEARCH, IMPROVEMENT SURVEY OR IMPROVEMENT LOCATION CERTIFICATE. BY PRECISION WORKS LLC, SEE REFERENCES FOR TITLE DOCUMENTS.

REFERENCES

1. ANNEXATION PLAT R911217.
2. SUBDIVISION PLAT 150 CALLAHAN LLC SUBDIVISION R937300.
3. SUBDIVISION PLAT ALLEN POINT COMMERCIAL PARK R991793.
4. COLORADO STATE DEPT OF HIGHWAYS, PROJECT 170-(45) SEC. 7, ROW OWNERSHIP MAP, SHEET # 6, 14.
5. TITLE COMMITMENT TITLE COMPANY OF THE ROCKIES, COMMITMENT NO. 1204790-C2, EFFECTIVE DATE: OCTOBER 29, 2021.

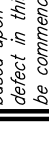
SURVEYOR'S STATEMENT

I, MICHAEL B. SORENSEN AM A REGISTERED LAND SURVEYOR LICENSED UNDER THE LAWS OF THE STATE OF COLORADO. THE FIELD SURVEY AND DRAFTING TO PRODUCE THIS MAP WAS DONE BY ME OR UNDER MY DIRECT SUPERVISION.

BY: MICHAEL B. SORENSEN
COLORADO LICENSED PROFESSIONAL LAND SURVEYOR NO. 30123
FOR AND ON BEHALF OF PRECISION WORKS LLC, A COLORADO CORPORATION

CONVEYANCE PARCELS

COLORADO DEPT OF TRANSPORTATION PROJECT NO. 1-70-1(45) SEC. 7,
 PARCELS 730-EX, 740-EX REV 1 AND 740-EX REV 1A
 ALLEN POINT COMMERCIAL PARK, LOTS 1-2
 LOCATION: SE1/4SW1/4, NW1/4SE1/4 AND LOT 9, S8, T7S, R95W 6TH PM
 TOWN OF PARACHUTE, GARFIELD COUNTY, COLORADO



Precision Works LLC

Mike Stensson

Licensed Land Surveyor

Mapping

Surveying

077-373-4148

precisionworksllc@gmail.com

077-373-4148

precisionworksllc@gmail.com

We are currently looking for
 experienced surveyors to
 meet tomorrow any
 time between 10:00
 and 12:00. If you are
 interested in being
 part of this survey, please
 email me with your
 resume and a cover
 letter. In no event
 shall we be liable for
 any damages or costs
 incurred by you in
 connection with this
 survey.

EXHIBIT A

BOUNDARY DESCRIPTION CONVEYANCE PARCEL 1 (730-EX)

A PARCEL OF LAND SITUATED IN THE SE 1/4SW1/4 OF SECTION 6, TOWNSHIP 7 SOUTH, RANGE 95 WEST OF THE SIXTH PRINCIPAL MERIDIAN, GARFIELD COUNTY, COLORADO, BEING A PORTION OF PARCEL 730, CDOT PROJECT NO. I-70-1(45) SEC. 7 AND MORE SPECIFICALLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE SOUTHERLY RIGHT OF WAY OF I-70, SAID POINT BEING THE SOUTHWESTERLY CORNER OF LOT 1, ALLEN POINT COMMERCIAL PARK, RECEPTION NO. 991793, WHENCE THE SOUTHWEST CORNER OF SECTION 6 OF SAID TOWNSHIP AND RANGE BEARS S79°46'08"W 1587.83';

THENCE THROUGH SAID PARCEL 730 THE FOLLOWING FOUR (4) COURSES:

1. S44°49'51"W 58.92';
2. A CURVE TO THE LEFT, LENGTH 335.75', RADIUS 838.00', CHORD S89°32'56"E 333.51';
3. N78°58'23"E 135.79';
4. A CURVE TO THE LEFT, LENGTH 2.30', RADIUS 358.00', CHORD N78°47'19"E 2.30' TO THE SOUTH LINE OF SAID PARCEL 730;

THENCE ALONG THE SOUTH LINE OF PARCEL 730 BEING THE NORTHERLY LINE OF PARCEL 740-X, N41°55'54"E 84.72', TO A NORTHERLY LINE OF PARCEL 730,

THENCE ALONG SAID NORTHERLY LINE, S77°59'48"W 301.67',

THENCE CONTINUING ALONG SAID NORTHERLY LINE N84°39'04" W 189.87' TO THE POINT OF BEGINNING, ENCLOSING APPROXIMATELY 0.529 ACRES.

DESCRIPTION WRITTEN BY: MICHAEL B. SORENSEN, COLORADO LICENSED PROFESSIONAL LAND SURVEYOR NO. 30123 FOR AND ON BEHALF OF PRECISION WORKS LLC, 76 CR 332, RIFLE, CO 81650, A COLORADO CORPORATION.



EXHIBIT B

BOUNDARY DESCRIPTION CONVEYANCE PARCEL 2 (740-EX Rev 1):

A PARCEL OF LAND SITUATED IN THE SE1/4SW1/4, NW1/4SE1/4 AND LOT 9 ALL IN SECTION 6, TOWNSHIP 7 SOUTH, RANGE 95 WEST OF THE SIXTH PRINCIPAL MERIDIAN, GARFIELD COUNTY, COLORADO, BEING A PORTION OF PARCEL 740-X, CDOT PROJECT NO. I-70-1(45) SEC. 7 AND MORE SPECIFICALLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTHERLY LINE OF SAID PARCEL 740-X, SAID POINT BEING THE SOUTHEASTERLY CORNER OF LOT 1, ALLEN POINT COMMERCIAL PARK, RECEPTION NO. 991793, WHENCE THE SOUTHWEST CORNER OF SECTION 6 OF SAID TOWNSHIP AND RANGE BEARS S80°55'15"W 2072.67';

THENCE ALONG THE NORTHWESTERLY LINE OF SAID PARCEL 740-X AND THE SOUTHEASTERLY LINE OF SAID LOT 1 N41°55'54"E 746.25',

THENCE THROUGH SAID PARCEL 740-X THE FOLLOWING 3 (THREE) COURSES-

1. S45°70'10" E 69.47';
2. S41°47'36" W 612.79';
3. A CURVE TO THE RIGHT, LENGTH 230.01', RADIUS 358.00', CHORD S60°11'57" W 226.07',

THENCE ALONG THE SOUTHERLY BOUNDARY OF CDOT PARCEL 730 AND THE NORTHWESTERLY LINE OF SAID PARCEL 740-X N41°55'54" E 84.72' TO THE POINT OF BEGINNING, ENCLOSING APPROXIMATELY 1.228 ACRES.

DESCRIPTION WRITTEN BY: MICHAEL B. SORENSEN, COLORADO LICENSED PROFESSIONAL LAND SURVEYOR NO. 30123 FOR AND ON BEHALF OF PRECISION WORKS LLC, 76 CR 332, RIFLE, CO 81650, A COLORADO CORPORATION.



EXHIBIT C

BOUNDARY DESCRIPTION CONVEYANCE PARCEL 3 (740-EX Rev 1A):

A PARCEL OF LAND SITUATED IN THE SE1/4SW1/4, NW1/4SE1/4 AND LOT 9 ALL IN SECTION 6, TOWNSHIP 7 SOUTH, RANGE 95 WEST OF THE SIXTH PRINCIPAL MERIDIAN, GARFIELD COUNTY, COLORADO, BEING A PORTION OF PARCEL 740-X, CDOT PROJECT NO I-70-1(45) SEC. 7 AND MORE SPECIFICALLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTHERLY LINE OF SAID PARCEL 740-X, SAID POINT BEING THE SOUTHERLY CORNER OF LOT 2, ALLEN POINT COMMERCIAL PARK, RECEPTION NO. 991793, WHENCE THE SOUTHWEST CORNER OF SECTION 6 OF SAID TOWNSHIP AND RANGE BEARS S70°53'01" W 2693.93',

THENCE, ALONG THE SOUTHERLY BOUNDARY OF SAID LOT 2 AND THE NORTHERLY LINE OF SAID PARCEL 740-X, N41°55'54" E 285.97';

THENCE THROUGH SAID PARCEL 740-X THE FOLLOWING THREE (3) COURSES:

1. S48°72'24" E 68.68',
2. S41°47'36" W 289.65',
3. N45°10'10" W 69.47' TO THE SOUTHERLY CORNER OF LOT 2 OF SAID ALLEN POINT COMMERCIAL PARK, THE TRUE POINT OF BEGINNING ENCLOSING APPROXIMATELY 0.456 ACRES.

DESCRIPTION WRITTEN BY: MICHAEL B. SORENSEN, COLORADO LICENSED PROFESSIONAL LAND SURVEYOR NO. 30123 FOR AND ON BEHALF OF PRECISION WORKS LLC, 76 CR 332, RIFLE, CO 81650, A COLORADO CORPORATION.



EXHIBIT D

BOUNDARY DESCRIPTION CONVEYANCE PARCEL 4 (E10-EX) COLORADO DEPARTMENT OF HIGHWAYS, RIGHT AND EASEMENT TO CONSTRUCT AND MAINTAIN INTERCEPTING DITCHES, WITHIN PARCEL E-10, 100' WIDE, RECEPTION NO. 187684:

A RIGHT AND EASEMENT SITUATED IN THE S $\frac{1}{4}$ SW $\frac{1}{4}$, NW $\frac{1}{4}$ S $\frac{1}{4}$ AND LOT 9 ALL IN SECTION 6, TOWNSHIP 7 SOUTH, RANGE 95 WEST OF THE SIXTH PRINCIPAL MERIDIAN, GARFIELD COUNTY, COLORADO, LOCATED IN A PORTION OF LOTS 1 AND 2 ALLEN POINT COMMERCIAL PARK, RECEPTION NO. 991793 AND MORE SPECIFICALLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTHWESTERLY LINE OF PARCEL 740-X, CDOT PROJECT NO. I-70-1(45) SEC. 7, SAID POINT BEING ON THE SOUTHEASTERLY LINE OF LOT 1 OF SAID ALLEN POINT COMMERCIAL PARK, WHENCE THE SOUTHWEST CORNER OF SECTION 6 OF SAID TOWNSHIP AND RANGE BEARS S77°35'07" W 2237.28',

THENCE ALONG THE SOUTHEASTERLY BOUNDARY OF LOTS 1 AND 2 OF SAID ALLEN POINT COMMERCIAL PARK AND THE NORTHWESTERLY LINE OF SAID PARCEL 740-X N41°55'52" E 825.32';

THENCE ALONG THE NORTHEASTERLY BOUNDARY OF LOT 2 OF SAID ALLEN POINT COMMERCIAL PARK THE FOLLOWING TWO (2) COURSES:

1. N34°39'51" W 71.33',
2. N48°21'58" W 30.47'; THENCE S41°56'26"W 841.68',

THENCE S48°03'34"E 100.00' TO THE POINT OF BEGINNING ENCLOSING APPROXIMATELY 1.918 ACRES.

DESCRIPTION WRITTEN BY: MICHAEL B. SORENSEN, COLORADO LICENSED PROFESSIONAL LAND SURVEYOR NO. 30123 FOR AND ON BEHALF OF PRECISION WORKS LLC, 76 CR 332, RIFLE, CO 81650, A COLORADO CORPORATION.





COLORADO
Department of Transportation

Transportation Commission Memorandum

To: Transportation Commission

From: Darius Pakbaz, Director, Division of Transportation Development; Michael Snow, Transportation Planning Specialist, Division of Transportation Development

Date: August 21, 2025

Subject: Multimodal Transportation & Mitigation Options (MMOF)
Match Reduction Requests

Purpose

To consider a request for reduction of the required Match Funding Rates on local Multimodal Transportation & Mitigation Options Fund (MMOF) candidate projects.

Action

CDOT Staff recommends the Transportation Commission adopt a Resolution to approve a reduced Match Funding Rate required on a local candidate MMOF project.

Background

The MMOF program, governed by Title 43-4-1103 of the Colorado Revised Statutes, permits the TC to reduce or exempt the standard 50% match funding requirement for local governments "...due to their size or any other special circumstance". In May 2024, the TC approved Resolution #TC-2024-05-06 adopting a formula that reduces or eliminates the standard match requirements for most of Colorado's counties and cities based on economic indicators that demonstrate the fiscal hardship of local governments.

In addition to these match reductions established by formula, the statutes permit the TC to grant additional match reductions on individual projects if those reductions are recommended by CDOT staff. Match reduction requests are recommended for approval by the TC when provided evidence of special circumstances or economic conditions beyond those demonstrated in the TC formula and when the reduced match requirement is supported by the Regional Planning Commission (RPC) that awards the local MMOF funds in their Transportation Planning Region (TPR).

Routt County in the Northwest TPR must provide a 50% match on MMOF projects based on the TC formula, and is requesting a reduced match rate of 25% on the following project. The Northwest RPC awarded the project on July 24, 2025 and determined the reduced match rate of 25% is justified and in the best interest of the TPR.

CDOT Staff recommends the TC approve this request.

Requesting agency: Routt County
Project Name: Routt County Multimodal Plan
MMOF Funding Awarded: \$187,500
Match Rate Required: 50%
Match Rate Requested: 25%

Next Steps

Competitive project selections are underway in multiple TPRs currently and will continue over the next several months. Additional match reduction requests may be submitted for TC consideration as RPCs complete their regional project selections.

If desired, staff can provide a workshop to review the MMOF program at a future TC meeting.

Attachments

Routt County Match Reduction Request Letter
Northwest TPR Letter of support

Michael Snow, Program Lead
Multimodal Transportation & Mitigation Options Fund (MMOF)

July 29, 2025

Dear Mr. Snow,

On behalf of Routt County, I am writing to formally request a reduction of the Multimodal Transportation and Mitigation Options Fund (MMOF) Local Program match requirement from 50% to 25% for our proposed project in the Northwest Transportation Planning Region (TPR). This request aligns with the match reduction policy adopted by the Transportation Commission in May 2024 and is based on the evaluation criteria outlined in the July 2024 MMOF Program Guidebook.

1. **High Senior Population.** Routt County's population aged 65 and older stands at 19.8%, exceeding the Colorado state average of 15.6%. This demographic trend underscores the need for enhanced multimodal transportation options to support aging in place and ensure mobility for older adults.
2. **Elevated Poverty Rates in the Region.** While Routt County's overall poverty rate is 5.6%, several communities within the Northwest TPR experience higher localized poverty levels. For instance: - Oak Creek: 12.4% - Craig: 14.7% - Yampa: 13.8%. These figures highlight economic challenges in the region, emphasizing the necessity for financial assistance to improve transportation infrastructure.
3. **Median Household Income Below State Average.** As of the most recent data, the median household income in Routt County, Colorado, is approximately \$104,803, based on 2019–2023 estimates adjusted to 2023 dollars. It's worth noting that other sources provide slightly different figures. For instance, the Federal Reserve Bank of St. Louis reports a 2023 estimate of \$112,377, while the Yampa Valley Housing Authority cites a 2023 Area Median Income (AMI) of \$75,900, which is often used for housing affordability assessments. All estimates remain below the Colorado state median of \$139,010. This disparity indicates limited fiscal capacity within the community to contribute matching funds for transportation projects.
4. **High Median Home Values Relative to Income.** Routt County's median home value is \$998,000, significantly higher than the state median of \$465,900. This substantial housing cost burden further constrains the ability of local governments to allocate funds toward transportation initiatives. Given these socioeconomic indicators—particularly the aging population, elevated poverty rates, lower median household income, and high housing costs—

we respectfully request approval for a 25% match requirement for our MMOF application. This reduction would enable us to implement a project that directly aligns with MMOF's objectives of enhancing equity, improving accessibility, and serving disproportionately impacted populations. Our proposed project would include a comprehensive safety assessment plan, which would allow us to develop improved infrastructural safety planning through a safe, multimodal evaluation of the intersection and its significant risks to growing number of families on either side of US-40 outside of Steamboat Springs. Thank you for considering our request.

Sincerely,



Melina Bricker

Assistant County Manager

(970) 879-0108 (office)

(970) 870-5227 (direct)

522 Lincoln Ave, Ste 30

Steamboat Springs, CO 80487



8/4/2025

Tiia Libin, Grant Administrator
Routt County
522 Lincoln Avenue
Steamboat Springs, CO 80487

RE: Award of Multimodal Transportation and Mitigations Options Funds (MMOF)

Dear Ms. Libin,

We are pleased to inform you that the Northwest TPR has approved the following award of state MMOF funding:

- Project Name: Routt County Multimodal Plan - Move US-40 Forward: Safe Crossings, Healthy Commutes
- MMOF award Amounts / Fiscal Year(s):
 - \$62,711 / FY27
 - \$124,789 / FY28
- Total MMOF Award: \$187,500

This award comes with the following conditions and requirements:

- Match Rate and Amount: 25% / \$62,500

The Transportation Commission's pre-approved MMOF match rate for Routt County is 50%. The Northwest TPR approves of Routt's County's request to reduce the required match to 25%, contingent on TC approving the project-specific request for a reduced match rate.

For the project being awarded funding, the allocation is for the reimbursement of eligible funds up to, and not to exceed, the MMOF award amount listed above. If project costs exceed the grant award and committed match, those costs are the responsibility of the awardee. This award is expressly contingent on the appropriation and continuing availability of MMOF funds. If MMOF funds become unavailable to fund this Agreement, the TPR may, upon written notice, rescind or reduce this award accordingly.

Please contact your CDOT Project Manager, Mark Rogers mark.rogers@state.co.us at your earliest convenience to schedule an initial meeting and for Intergovernmental Agreement (IGA) arrangements. General program or award inquiries may also be directed to mmof@state.co.us.

Sincerely,

Brian Cerkenik, Chair

Northwest Transportation Planning Region



COLORADO

Department of Transportation

Transportation Commission Memorandum

To: The Transportation Commission
From: Jeff Sudmeier, Chief Financial Officer
Bethany Nicholas, CDOT Budget Director
Date: August 21, 2025
Subject: August Budget Supplement

10 Year Plan Changes

Region 3

Allocate \$4,500,000 to a new 10 Year Plan item “CO 82 near Glenwood Springs Safety and Transit” and remove the same amount of funding from 10 Year Plan ID #1231 “Snowmass Village Transit Center”. This change will address the critical safety and transit concerns at the location mentioned above. Per Policy Directive 703.0 this action is being brought to the Transportation Commission because it is creating a new 10 Year Plan line item as well as being a change of over \$1,000,000.

See Attachment 1 - Region 3 10 Year Plan Change for more information.

Region 4

Allocate \$510,000 of various small 10 Year Plan project savings to 10 Year Plan ID #2413 “CO 86 Corridor Improvements: CO 86 Town of Kiowa and CO 86 Town of Elizabeth” to address cost increases including the installation of an Intersection Conflict Warning System due to a history of crashes and near crashes at the location. Per Policy Directive 703.0, although this action is less than \$1,000,000 it is being brought to the Transportation Commission because it is a 25% increase to the receiving project’s cost.

See Attachment 2 - Region 4 10 Year Plan Change for more information.

Region 5

Allocate \$12,494,682 of 10 Year Plan project savings to 10 Year Plan ID #1334 “US 160 Elmore’s Corner East” to allow for scope increases to extend the project improvements further east on US 160. The funding was made available by using FHWA Pandemic Relief funds on several of the Region’s projects, creating a balance of 10 Year Plan funds that are now being deployed. Per Policy Directive 703.0, increases above \$1,000,000 are brought to the Transportation Commission for approval.

See Attachment 3 - Region 5 10 Year Plan Change #1 for more information.

Allocate \$2,500,000 of 10 Year Plan project savings to 10 Year Plan ID #1339 “Pagosa Springs Main Street Reconstruction and Multimodal Improvements” to cover construction cost escalations due to soil and groundwater issues encountered during excavation. A Change Modification Order is being executed with the contractor of project subaccount #21919 to appropriately transport and dispose of the waste materials. Per Policy Directive 703.0, increases above \$1,000,000 are brought to the Transportation Commission for approval.

See Attachment 4 - Region 5 10 Year Plan Change #2 for more information.

Balances of TC Funds are as follows:

Transportation Commission Contingency Reserve Fund Reconciliation

Date	Transaction Description	Amount	Balance
July-25	Balance 1S26		\$35,029,753
August-25	Pending Balance 2S26		\$35,029,753

Cost Escalation Fund Reconciliation

Date	Transaction Description	Amount	Balance
July-25	Balance 1S26		\$1,811,571
July-25	Project Savings	\$2,185,886	
August-25	Pending Balance 2S26		\$3,997,457

Transportation Commission Program Reserve Fund Reconciliation

Date	Transaction Description	Amount	Balance
July-25	Balance 1S26		\$56,915,262
August-25	Pending Balance 2S26		\$56,915,262

Transportation Commission Maintenance Reserve Fund Reconciliation

Date	Transaction Description	Amount	Balance
July-25	Balance 1S26		\$15,719,556
August-25	Pending Balance 2S25		\$15,719,556



COLORADO

Department of Transportation

Transportation Commission Memorandum

To: Transportation Commission
From: Jason Smith, Region 3 Transportation Director
Date: 8/21/2025

Subject: Region 3 10-Year Plan Funding Reallocation Request

Purpose

Periodically there is a need to change 10-Year Plan projects during a current cycle. Because the 10-Year Plan goes to the Transportation Commission for approval, changes to that plan also go to the Transportation Commission for approval. Region 3 is requesting the Transportation Commission's approval of the August Budget Supplement to reallocate 10-Year Plan dollars.

Background

Colorado Department of Transportation Region 3 and the Division of Transit and Rail staff are consistently evaluating where the highest needs and best use of transportation funds should be utilized in the Region while working closely with the members of the Intermountain Transportation Planning Region (IMTPR) to ensure regional funding is allocated to the high priority projects.

In 2018 during the creation of the original 10-Year Plan \$4,500,000 was allocated in the Fiscal Year 2019 to Fiscal Year 2022 totals as a match to a \$29,500,000 grant from FHWA for Snowmass Village to construct a transit facility. Snowmass ended up rejecting the FHWA grant so these Regional Transit funds need to be reallocated to a new project within the IMTPR, as well as provide a potential funding solution through reallocating 10-Year Plan funds in Fiscal Year 2023 to Fiscal Year 2026.

The Inter-Mountain Transportation Planning Region (IMTPR) vocalized their support in reallocating current 10-Year Plan funds from Snowmass Village Transit Center (\$4,500,000 Fiscal Year 2019 to Fiscal Year 2022; Planning ID 1231) to address the critical safety and transit concerns on CO 82 near Glenwood Springs following reasons:



COLORADO

Department of Transportation

- The town of Snowmass Village Town Council gave staff the direction not to submit the scope change for the 5339b grant award. The Town simply does not have enough additional funding available to make the project viable even with the reduced parking.
- Snowmass intends to continue to work on finding a way to improve the Transit facilities in this location within a budget that the Town can afford.
- CO 82 is one of R3's most congested roadways especially as traffic nears Glenwood Springs.
- This project could also help provide a shoulder bus lane in the northbound direction of GWS.
- The improvements will stay within CO 82 Corridor and benefit Garfield, Eagle, and Pitkin County.
- CO 82 is listed on the Intermountain Transportation Planning Region's Transportation Plan list of priorities and is a high priority for Region 3 in addressing poor and low drivability pavement sections.

Action

Transfer Fiscal Year 2019 to Fiscal Year 2023 Strategic Funding (\$4,500,000) from Snowmass Village Transit Center (10-Year Plan ID 1231) to a new 10-Year Plan Project: CO 82 Safety and active Transportation Improvements (Plan ID is to be determined).

This project will reconstruct the pavement structure and sidewalk conditions to meet ADA requirements. It will also address drainage improvements, signing, pavement markings, and highway lighting to bring all of these elements up to current standards.

Recommendation

Staff recommends approving the transfer of 10-Year Plan funds as detailed above.



Memorandum

To: Transportation Commission
From: Heather Paddock, Region 4 Transportation Director
Date: July 30, 2025

Subject: Region 4 Proposed 10-Year Funding Reallocation Request

Purpose:

Region 4 requests approval from the Transportation Commission for reallocating existing Region 4 10-Year Plan project savings (\$510K through small project savings aggregated across multiple projects in FY19-26) to CO 86 Corridor Improvements: CO 86 Town of Kiowa & CO 86 Town of Elizabeth (Plan ID #2413).

Background:

The Region 4 Strategic funding (\$510K from project savings) will enable Region 4 to maintain the project scope and address a deficit due to cost escalations, thereby avoiding the need to reduce scope to two critical safety and operational enhancements in the CO 86 Corridor Improvements project. These critical enhancements were the result of productive collaboration with our local partners, including the Town of Elizabeth and the Elbert County Commissioners, and represent a strategic investment in the corridor's future.

A portion of the funds addresses major safety concerns at the CO 86 and Elbert County Road 21 intersection by installing an Intersection Conflict Warning System (ICWS). This technology was requested by local stakeholders and our traffic engineers due to a history of crashes and close-calls. The ICWS will provide dynamic warnings to drivers to prevent severe accidents. The remaining funds enable the planned upgrade of the traffic signal at CO 86 and Elbert County Road 17. The project will remove existing in-pavement loop detectors due to planned milling operations, and replace them with a modern, more reliable camera-based detection system. This upgrade will improve the traffic flow, reduce long-term maintenance costs, and better serve the community for years to come.

Action:

Transfer \$510K of Strategic funding (acquired through small project savings aggregated across multiple projects in FY19-FY26) from Region 4's 10-Year Plan to the existing 10-Year Plan project (Plan ID #2413) CO 86 Corridor Improvements: CO 86 Town of Kiowa & CO 86 Town of Elizabeth.



Recommendation:

Staff recommend approving the transfer of 10-Year Plan funds as detailed above.

Next Steps:

If approved, the Region will continue with final design and planned advertisement in January 2026.



Memorandum

To: Transportation Commission
From: Julie Constan, Region 5 Transportation Director
Date: August 5, 2025

Subject: Region 5 reallocation of funds to 10-Year Plan Project due to Increased Estimate for US 160 Elmore's Corner East

Purpose:

The purpose of this memorandum is to request approval from the Transportation Commission for a budget increase of \$12,494,682 on a previously approved Senate Bill 267 project: Plan ID 1334 - US 160 Elmore's Corner East from the Region pool balance.

The scheduled AD date for this project is April 15, 2026.

Background:

The project designated as Plan ID 1334 - US 160 Elmore's Corner East Project received an INFRA grant of \$58,000,000 to assist in funding the reconstruction of this two-lane highway into a five lane facility to increase safety and mobility.

The Region is seeking to add funding to the project to allow the scope to continue further east. This additional funding would allow for the relocation of the US 160 and CR 223 intersection, which is a significant safety issue for motorists east of the current project limits.

The total approved budget of the project is \$101,000,000 (including the INFRA grant). The addition of the requested funds will allow the project to extend east into another Region priority project known as Dry Creek.

The Region has sufficient unallocated strategic funds in its pool balance to cover this additional cost.

Action:

Transfer \$12,494,682 of Strategic funding from Region 5's 10-Year Plan to the existing 10- Year Plan project (Plan ID #1334).

Recommendation:

Staff recommends approving the transfer of 10-Year Plan funds as detailed above.

Next Steps:

If approved, the Region 5 Business Office who will work with OFMB to adjust the funding for the project.



Memorandum

To: Transportation Commission
From: Julie Constan, Region 5 Transportation Director
Date: August 5, 2025

Subject: Region 5 reallocation of funds to 10-Year Plan Project due to cost overruns for Pagosa Springs Main Street Reconstruction and Multimodal Improvements

Purpose:

The purpose of this memorandum is to request approval from the Transportation Commission for a budget increase of \$2,500,000 on a previously approved Senate Bill 267 project: Plan ID 1339 - Pagosa Springs Main Street Reconstruction and Multimodal Improvements from the Region pool balance.

The project is currently under construction and funds are needed for a Change Modification Order (CMO).

Background:

The project designated as Plan ID 1339 - Pagosa Springs' Main Street Reconstruction and Multimodal Improvements includes the complete reconstruction of US 160 through downtown Pagosa Springs.

Project construction costs have been greater than originally anticipated. Specifically, a large quantity of petroleum-contaminated soils and groundwater have been encountered during subsurface excavations. The needed CMO will allow the contractor to appropriately characterize, transport and dispose of this waste material. Additionally, new, clean backfill will need to be imported to the project site to replace the contaminated material that is removed. The current estimate to conduct this previously unanticipated work is approximately \$2,500,000.

The Region has sufficient unallocated strategic funds in its pool balance to cover this additional cost.

Action:

Transfer \$2,500,000 of Strategic funding from Region 5's 10-Year Plan to the existing 10- Year Plan project (Plan ID #1339).

Recommendation:

Staff recommends approving the transfer of 10-Year Plan funds as detailed above.

Next Steps:

If approved, the Region 5 Business Office who will work with OFMB to adjust the funding for the project and issue the CMO.





COLORADO
Department of Transportation

Transportation Commission Memorandum

To: Colorado Transportation Commission

From: Darius Pakbaz, Director, Division of Transportation Development,
Jamie Collins, STIP Manager, Division of Transportation Development

Date: August 5, 2025

Subject: Amendment to Add Funding for the I-70 Seibert East Pt. 2 & Stratton Spur Project in the Statewide Transportation Improvement Program (STIP)

Purpose

The purpose of this memo is to request the Transportation Commission approve the pending STIP Amendment to add \$10 million for the I-70 Seibert East Pt. 2 & Stratton Spur Funding in the FY2026 - FY2029 STIP.

Action

Department staff is requesting your approval of the attached Amendment package so that CDOT may subsequently submit the Amendment to the Federal Highway Administration (FHWA) Colorado Division Office. Once the Amendment is approved, this funding will move from its 'pending' status to 'approved' in the STIP database in SAP.

Background

The STIP is a federally required program of projects that CDOT plans to initiate, continue work on, or complete over a specific four-year period. The STIP is included as part of the larger transportation planning guidance found in 23 CFR 450 and, more specifically, in 23 USC 135 - Statewide and Non-MPO Planning.

The FY2026 - FY2029 STIP was adopted by the Transportation Commission at its May, 2025 meeting and given final approval by the Federal Highway Administration and Federal Transit Administration in June.

However, as projects evolve, occasionally changes need to be made to the STIP to adjust funding. These changes can be as simple as adjusting funding to meet the awarded bid on a project. Sometimes they are larger changes that need public input and Transportation Commission approval. These policy amendments include any funding change over \$5 million, a major scope change, or anything that triggers a new environmental finding.

For the I-70 Seibert East Phase 2 and Stratton Spur project, the engineering team encountered cost increases during the design of a concrete paving project that

reconstructs the existing roadway along I-70 between Mile Post (MP) 402.3 and MP 406.9 at Seibert. To take advantage of economies of scale, the project team combined the I-70 Seibert East Phase 2 with a standalone project, Stratton Spur, which focuses on improvements to the on/off ramps and the CO 57 Spur. The standalone project also removes and replaces existing asphalt on CO 57 (I-70 Junction and CO 24) within the town of Stratton.

The additional funds will enable the project team to proceed with the concrete design, ultimately delivering a more durable solution with a longer pavement lifespan compared to asphalt. This change will result in an extra cost of \$10 million, raising the total project cost to \$35,992,217. The Region will utilize its RPP funding to cover this additional expense.

Per 23 CFR 450, a required 30 day public comment period has been conducted. The comment period opened on July 16, 2025 and will close on August 20, 2025. To date, no comments have been received.

Next Steps

Once the Amendment is approved, Department staff will forward the Amendment package to FHWA and will approve the amendment in the STIP database in SAP.

Attachments

Attachment 1 - STIP Amendment table detailing the funding scenario for this project
Attachment 2 - Resolution for approval of this Amendment package



Version	CDOT Region	STIP ID	STIP Description	Funding Program	FY2026 Amount*	FY2027 Amount	FY2028 Amount	FY2029 Amount	Reason for Amendment
Current	4	SR45218.252	I-70 Seibert East Pt. 2 & Stratton Spur Funding	CBP, SB1, SUR	\$25,992,217				This project reconstructs the existing roadway along I-70 between MP 402.3 and MP 406.9 at Seibert to Stratton in both the eastbound and westbound lanes to address deteriorating federally poor-rated pavement. It also includes improvements to poor on/off ramps and the CO 57 Spur. Additionally, the project will remove and replace existing asphalt on CO 57 (I-70 Junction and CO 24) within the Town of Stratton.
Revised	4	SR45218.252	I-70 Seibert East Pt. 2 & Stratton Spur Funding	CBP, SB1, SUR, RPP	\$35,992,217				The project cost has increased so that concrete can be used instead of asphalt. This will add service life to the corridor as it is a more durable material

* Amounts shown are total dollars

If you have any questions or comments regarding the amendment actions above, please submit them to:

Jamie Collins, Colorado Department of Transportation
jamie.collins@state.co.us
303-757-9092

Bridge and Tunnel Enterprise Board
Meeting Minutes
July 17, 2025

Present: Yessica Holguin, District 1
 Shelley Cook, Chair, District 2
 Eula Adams, District 3
 Elise Jones, District 4
 Cecil Gutierrez, District 5
 Rick Ridder, District 6
 Barbara Bowman, District 7
 Mark Garcia, District 8
 Hannah Parsons, District 9
 Terry Hart, District 10
 Todd Masters, District 11

And: Staff members, organization representatives, and broadcast publicly

An electronic recording of the meeting was made and filed with supporting documents in the Transportation Commission office.

In July, the Bridge and Tunnel Enterprise Board of Directors conducted a BTE Budget Workshop and acted on and approved the following Resolutions:

- BTE1: Regular Meeting Minutes of June 2025
- BTE2: 1st Budget Supplement of FY 2025-26



COLORADO

Department of Transportation

Bridge and Tunnel Enterprise Board of Directors Memorandum

To: The Bridge and Tunnel Enterprise Board of Directors

From: Patrick Holinda, Bridge and Tunnel Enterprise Managing Director

Date: August 21, 2025

Subject: Second Supplement to the Fiscal Year 2025-26 Bridge and Tunnel Enterprise Budget

Purpose

This month, the Bridge and Tunnel Enterprise (BTE) Board of Directors (Board) is being asked to approve a budget supplement request for two projects.

Region 1 requests a budget supplement to increase the construction phase budget for the I-70 Eisenhower Johnson Memorial Tunnel (EJMT, F-13-X and F-13-Y) Right Lane Overlay Project.

Region 3 requests a budget supplement to initiate the design phase of the US 24 Red Cliff Arch (F-11-T) rehabilitation project.

Action

Staff requests Board approval of Proposed Resolution #BTE2, the second supplement to the Fiscal Year 2025-26 BTE budget.

Background

Region 1: I-70 EJMT Right Lane Overlay Project (F-13-X and F-13-Y) Construction

Staff is requesting \$983,354 to increase the construction phase budget for the I-70 EJMT right lane overlay paving project. The original budget of \$2,210,870 was approved through Resolution #BTE-25-06-02 in June 2025, and the additional funds will increase the total construction phase budget to \$3,194,224. An increase to the project budget is being requested at this time due to the bid results. CDOT only received one bid that exceeded the engineer's estimate. The variance was largely attributed to unit costs for asphalt removal, asphalt, and mobilization. The pricing is typical of bids at the EJMT Facility due to its unique location along the I-70 Mountain Corridor and the timing of the bid at the end of the construction season.

Immediately readvertising or limiting the scope of the project with the goal of reducing the award costs may not reduce total project costs in the long term, as the pavement would still need to be repaired in the future. Additionally, missing the paving window before the snow begins to impact daily operations at the tunnel would prolong the project at a potentially greater cost and create an increased safety risk. The wear on the right lanes significantly increases during the winter months when chain laws go into effect, which will substantially worsen the rutting issue if it is not addressed in fall of 2025. Deferring to next season will only increase the severity of the issue, and ultimately, construction costs.

Although the bid was above the engineer's estimate, the CDOT Executive Team determined that it was necessary to accept the low apparent bid price for the paving and the project was awarded using funds from the CDOT Region 1 MLOS pool. Contingent on the approval of this budget supplement request, BTE plans to fully reimburse CDOT Region 1 once work is completed.

**I-70 Eisenhower Johnson Memorial Tunnel Rutting Project in Clear Creek County
(F-13-X and F-13-Y) (SAP Project # 27031)
Budget Request by Phase, Funding Program, Fiscal Year**

Phase of Work	Funding Program	Current Budget	FY2026 Budget	Total Budget Request	Total Project Budget
Construction	SB260 - 10 Year Plan	\$2,210,870	\$983,354	\$983,354	\$3,194,224
Total of Project Phases	All Funding Sources	\$2,210,870	\$983,354	\$983,354	\$3,194,224

**I-70 Eisenhower Johnson Memorial Tunnel Rutting Project in Clear Creek County
(F-13-X and F-13-Y) (SAP Project # 27031)
Forecast Project Expenditure by Phase, Funding Program, Fiscal Year**

Phase of Work	Funding Program	Expenditures To-Date	FY2026 Forecasted Expenditure	Total Request Expenditure
Construction	SB260 - 10 Year Plan	\$0	\$983,354	\$983,354
Total of Project Phases	All Funding Sources	\$0	\$983,354	\$983,354

Region 3: Red Cliff Arch US 24 over Eagle River (F-11-T) Design

Staff is requesting \$2,496,264 to establish the design phase for the US 24 over the Eagle River project to rehabilitate structure F-11-T.

F-11-T (Red Cliff Arch) is a steel arch bridge over the Eagle River, Water St., and the Denver and Rio Grande Western Railroad, constructed in 1940. The structure is located at mile point 9.97 on US 24 in the Town of Red Cliff, in Eagle County. The curb-to-curb width is 36 feet with two 12-foot lanes and two 6-foot shoulders. The out-to-out width is 39 feet and the length is 470'-9", with a 60-degree skew at Abutment 1. The current structure inspection report records the ADT for this portion of US 24 as 2,400 vehicles with truck traffic representing 4% of the traffic volume. US 24 in this area functions as an unpublished detour for Vail Pass during I-70 closures. Continued deterioration of F-11-T could impact the public's ability to rely on this corridor as a detour route for I-70 and rehabilitating this structure will improve redundancy of the highway system through Region 3. This structure was previously widened and rehabilitated in 2004, with work including painting, deck replacement, and new bridge rails.

The Red Cliff Arch is listed in the National Register of Historic Places. This structure is the only remaining steel arch bridge in Colorado and is recognized nationally as a prominent example of this uncommon structure type. The Colorado Historic Bridge Management Plan, dated June 2023, classified the Red Cliff Arch on the list of "Group A - Continue to Support Ongoing Preservation" structures. This project, in conjunction with the previous 2004 rehabilitation project, illustrates CDOT and BTE's commitment to preserving this structure while maintaining its historic integrity.

F-11-T has a superstructure condition rating of poor due to the extent of widespread moderate to major corrosion in the spandrel columns in the main arch span, which has affected the overall strength of the affected component. The substructure rating of F-11-T is also poor due to corrosion in some columns, bulging in column webs, and spalling of the concrete thrust blocks at some piers. Due to this reduction in strength, the structure is undergoing an updated load rating analysis. Preliminary results indicate that F-11-T will need to be load posted for permit vehicles and some legal loads. Since the structure was not previously load posted and due to the structure's function as a critical link for rural mobility on US 24, design funds for this project have been prioritized to minimize the impacts of the potential load posting. Due to its current rating of poor, F-11-T is eligible for BTE bridge major rehabilitation funds. The bridge is ranked in the second tier of the January 2025 BTE Bridge Prioritization Plan. The load posting is expected to increase the bridge's prioritization ranking to the first tier in the June 2025 BTE Bridge Prioritization Plan, which will be published in the BTE Q4 FY2025 Quarterly Report in September.

**US 24 Red Cliff Arch Rehabilitation Project in Eagle County
(F-11-T) (SAP Project # 27145)**

Budget Request by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget	FY2026 Budget	FY2027 Budget	Total Budget Request	Total Project Budget
Design	FASTER Bridge Funds	\$0	\$2,496,264	\$0	\$2,496,264	\$2,496,264
Total of Project Phases	All Funding Sources	\$0	\$2,496,264	\$0	\$2,496,264	\$2,496,264

**US 24 Red Cliff Arch Rehabilitation Project in Eagle County
(F-11-T) (SAP Project # 27145)**

Forecast Project Expenditure by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Expenditures To-Date	FY2026 Forecasted Expenditure	FY2027 Forecasted Expenditure	Total Request Expenditure
Design	FASTER Bridge Funds	\$0	\$1,996,264	\$500,000	\$2,496,264
Total of Project Phases	All Funding Sources	\$0	\$1,996,264	\$500,000	\$2,496,264

Available Funding

If the Board approves the requested budget supplements outlined above, the remaining FY 2025-26 balances for the SB21-260 10-Year Plan Projects pool will be \$26,930,606, and the FASTER Safety Critical and Asset Management pool will be \$22,744,192. The tables below provide high-level transaction details for each BTE funding source.

SB21-260 10-Year Plan Projects
Bridge and Tunnel Impact and Retail Delivery Fee Funding Balance,
Fiscal Year 2026 BTE Funding Source, Year of Budget

Starting FY Budget Balance	\$33,174,853
Year-to-Date Roll forwards or Project Savings	\$2,502,832
Approved Project Transactions (BOD, EMT, or Staff Authority per PD 703)	-\$7,763,725
Pending Budget Supplements	-\$983,354
Remaining Available Balance	\$26,930,606

FASTER Safety Critical and Asset Management
Bridge Safety Surcharge Funding Balance,
Fiscal Year 2026 BTE Funding Source, Year of Budget

Starting FY Budget Balance	\$47,952,504
Year-to-Date Roll forwards or Project Savings	\$12,776,177
Approved Project Transactions (BOD, EMT, or Staff Authority per PD 703)	-\$35,488,225
Pending Budget Supplements	-\$2,496,264
Remaining Available Balance	\$22,744,192

Next Steps

1. Approval of Proposed Resolution #BTE2 will allow BTE to fully reimburse Region 1 for all the Maintenance Level of Service (MLOS) funds that were spent on the I-70 EJMT rutting project. If Proposed Resolution #BTE2 is not approved, BTE reimbursement for the project will be limited to \$2,210,870, which is the budget amount the BTE BOD approved in June 2025. In this scenario, Region 1 would need to find another funding source to cover the budget increase.
2. Approval of Proposed Resolution #BTE2 will provide the funding necessary for Region 3 to start design for the US 24 Red Cliff Arch Rehabilitation Project.
3. Staff will return to the Board with additional budget supplement requests as necessary.



COLORADO
Department of Transportation

Fuels Impact Enterprise Memorandum

To: Fuels Impact Enterprise Board of Directors

From: Darius Pakbaz - Director of the Fuels Impact Enterprise; Garrett Seddon - Asst. Director for Administration, Fuels Impact Enterprise

Date: August 21, 2025

Subject: FIE Cost Centers: Auto Roll Forward Inclusion

Purpose

This memorandum outlines a request to include all Fuels Impact Enterprise (FIE) cost centers in CDOT's automatic roll forward process. This action would apply to existing accounts including FUELS-548, FI280-548, and FI300-548, as well as any future FIE cost centers. The inclusion ensures continuity of enterprise-funded projects and minimizes administrative delays during fiscal year transitions.

Action

Formal action is requested from the Transportation Commission to approve the addition of all current and future Fuels Impact Enterprise (FIE) cost centers to the Department's automatic roll forward list.

Background

Senate Bill 23-280, signed into law on June 6, 2023, established the Fuels Impact Enterprise within the Colorado Department of Transportation. This enterprise is tasked with improving the transportation of fuel and motor vehicle emissions. To allow the enterprise to accomplish this business purpose and fully exercise its powers and duties, the enterprise may:

- Impose a fuels impact reduction fee as authorized by C.R.S. 43-4-1505(1), which was completed at the August board meeting.
- Issue grants as authorized by the fuels impact reduction grants program created in section 43-4-1506; and
- Issue revenue bonds payable from fuels impact reduction fee revenue and other available money of the enterprise.

Enterprise funding supports both local government grants and statewide fuel movement and freight projects. To improve fiscal efficiency and streamline transitions between fiscal years, the automatic roll forward process allows unused appropriations to be carried forward without delay or additional administrative steps.

The FIE currently manages multiple cost centers that fund active projects and future initiatives. Adding these cost centers to the Department's automatic roll forward list will:

- Prevent disruption of ongoing or planned enterprise activities
- Reduce the need for manual roll forward actions
- Align enterprise financial practices with CDOT's standard fiscal operations

Attachments

N/A



Transportation Commission Memorandum

To: The Transportation Commission

From: Jeff Sudmeier, Chief Financial Officer

Date: August 20, 2025

Subject: Monthly Cash Balance Update

Purpose

To provide an update on cash management, including forecasts of monthly revenues, expenditures, and cash balances for the State Highway Fund, SB 17-267 Trustee Account, and American Rescue Plan Act funds.

Action

No action is requested at this time.

Summary

The actual cash balance for June 2025 was \$1.01 billion; \$0.80 billion above that month's minimum cash balance target of \$300.0 million. June's cash balance includes \$381.85 million in the State Highway Fund, \$56.05 million in ARPA Refinance funding, and \$663.97 million in the Senate Bill 267 trustee account.

Figure 1 below outlines the Department's 36-month cash forecast. The primary drivers in this forecast include revenue from the state Highway Users Tax Fund (HUTF), federal reimbursements, payments to contractors, and General Fund transfers made pursuant to SB 21-260.

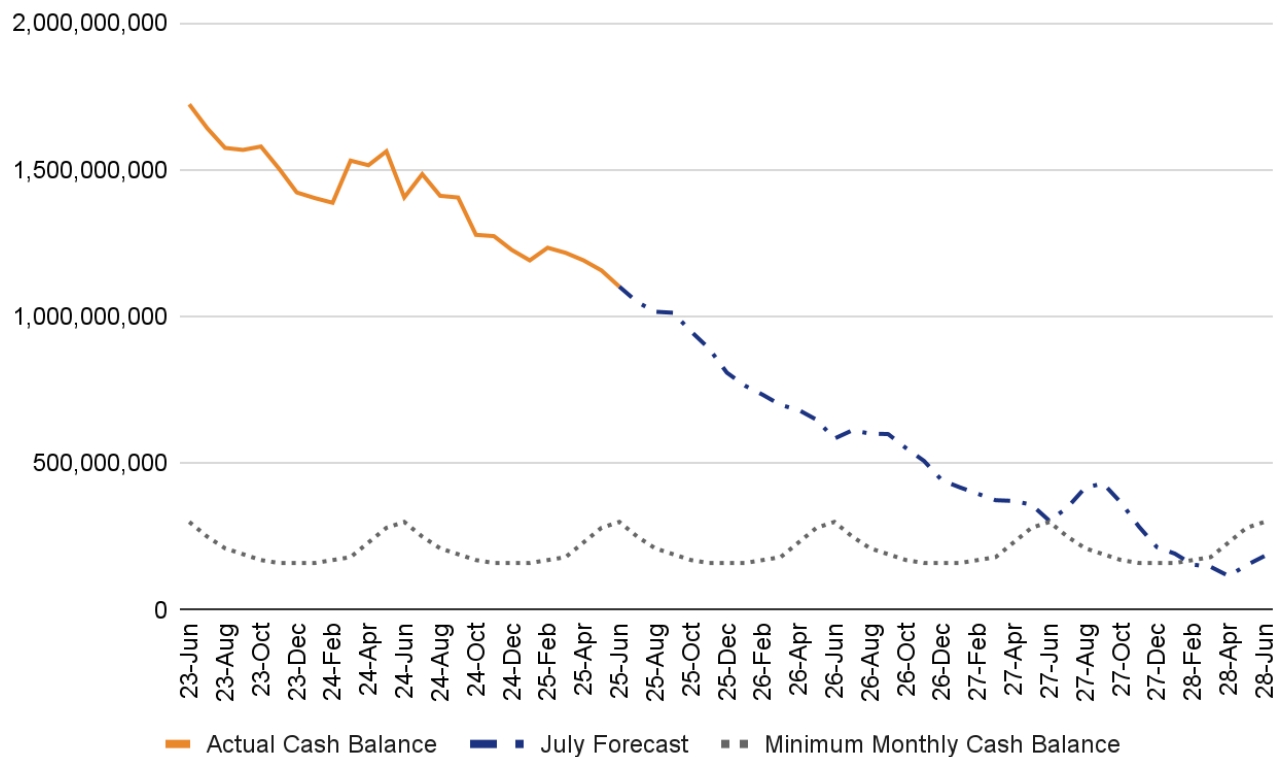
The General Assembly recently passed SB 25-257 and SB 25-258, which will reduce the Department's revenue from the General Fund and the FASTER Road Safety Surcharge beginning in FY 2025-26. The forecast was updated this month to account for these revenue impacts.

The Fund 400 Cash Balance is expected to gradually decrease over the forecast period as projects funded with SB 17-267 and other legislative sources progress through construction. The sections below provide additional information on the revenues and expenditures forecasted for this memo.



COLORADO Department of Transportation

Figure 1 - Fund 400 Cash Forecast



Cash Balance Overview

The Transportation Commission’s directive (Policy Directive 703.0) outlines targeted minimum cash balances to limit the risk of a cash overdraft at the end of a month to, at most, a probability of 1/1,000 (1 month of 1,000 months ending with a cash overdraft). The forecasted cash balance is expected to remain above the targeted minimum cash balance through the forecast period.

The cash balance forecast is limited to the State Highway Fund (Fund 400 and affiliated funds and trustee accounts). This forecast does not include other statutory Funds, including the Multimodal Mitigation and Transportation Options Fund and funds associated with CDOT enterprises.

Revenue Sources Forecasted

The State Highway Fund revenues forecasted in this cash balance include:

- Highway Users Tax Fund - This primarily includes Motor Fuel Taxes, Vehicle Registration Fees, Road Usage Fees, and Retail Delivery fees.
- Miscellaneous State Highway Fund Revenue - This revenue includes proceeds from the sale of state property, interest earned on balances in the cash fund,



COLORADO

Department of Transportation

the issuance of oversize/overweight permits, and revenue from various smaller sources.

- SB 17-267 - This bill directed the State Treasurer to execute lease-purchase agreements on existing state facilities to generate revenue for priority transportation projects.
- General Fund Transfers- Pursuant to SB 21-260, annual General Fund transfers will be made to the State Highway Fund between FY 2024-25 to FY 2031-32. This cash forecast assumes these transfers will be made in July of each year.

Expenditure Sources Forecasted

The State Highway Fund expenditures forecasted in this cash balance include:

- Payments to construction contractors (described in more detail in the section below)
- Staffing expenses and program-related professional services
- Right of Way Acquisition
- Debt Service
- Transfers between CDOT and other state entities
- Maintenance and facilities expenditures
- Grant expenditures
- Other expenditures related to services and equipment.

Cash Payments to Construction Contractors

The current forecast of payments to construction contractors under state contracts (grants paid out under inter-government agreements for construction are accounted for elsewhere in the expenditure forecast) from Fund 400 is shown in Figure 2 below.

Figure 2 - Cash Payments to Construction Contractors (millions)

CY 2019 (actual)	CY 2020 (actual)	CY 2021 (actual)	CY 2022 (actual)	CY 2023 (actual)	CY 2024 (actual)	CY 2025 (forecast)
\$669	\$774	\$615	\$841	\$860	\$882	\$917 *

*This is a preliminary forecast that will be updated as additional project schedule detail becomes available.

Figure 3 details CY24 baseline and actual expenditures for the State Highway Fund (see Figure 2 above) as well as Bridge and Tunnel Enterprise. CDOT sets the CY baseline in January each year, using the best estimates, forecast, and schedule information available at the time.

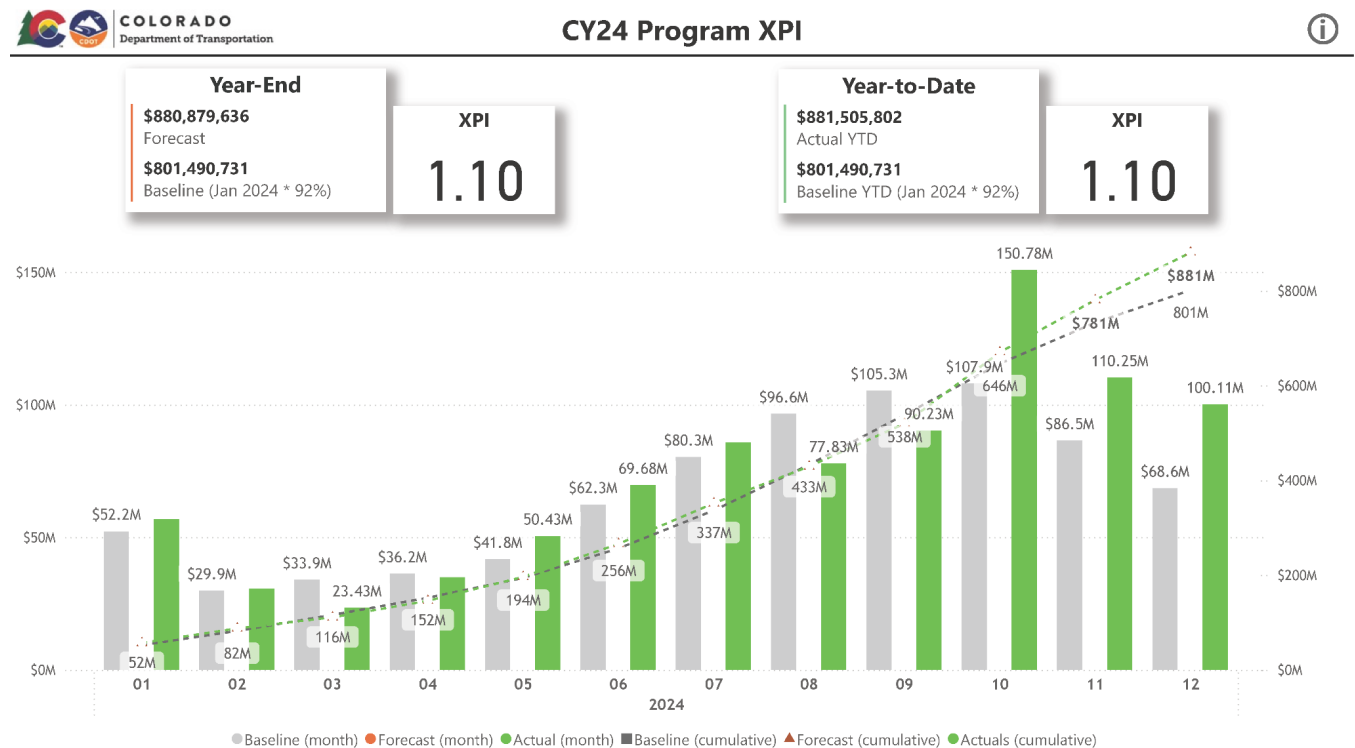


COLORADO

Department of Transportation

Including Bridge Enterprise, June month end expenditures were corresponding to an Expenditure Performance Index (XPI) of 1.06 (actual expenditures vs. baseline). There were \$346.9M actual expenditures YTD vs. the baseline of \$327.3M. The CY 24 baseline included expenditures from 196 projects, while the current CY 25 baseline includes expenditures from 219 projects. Figure 4 details the current CY25 baseline and actual expenditures.

Figure 3 - Dashboard View, CY 24 Year End

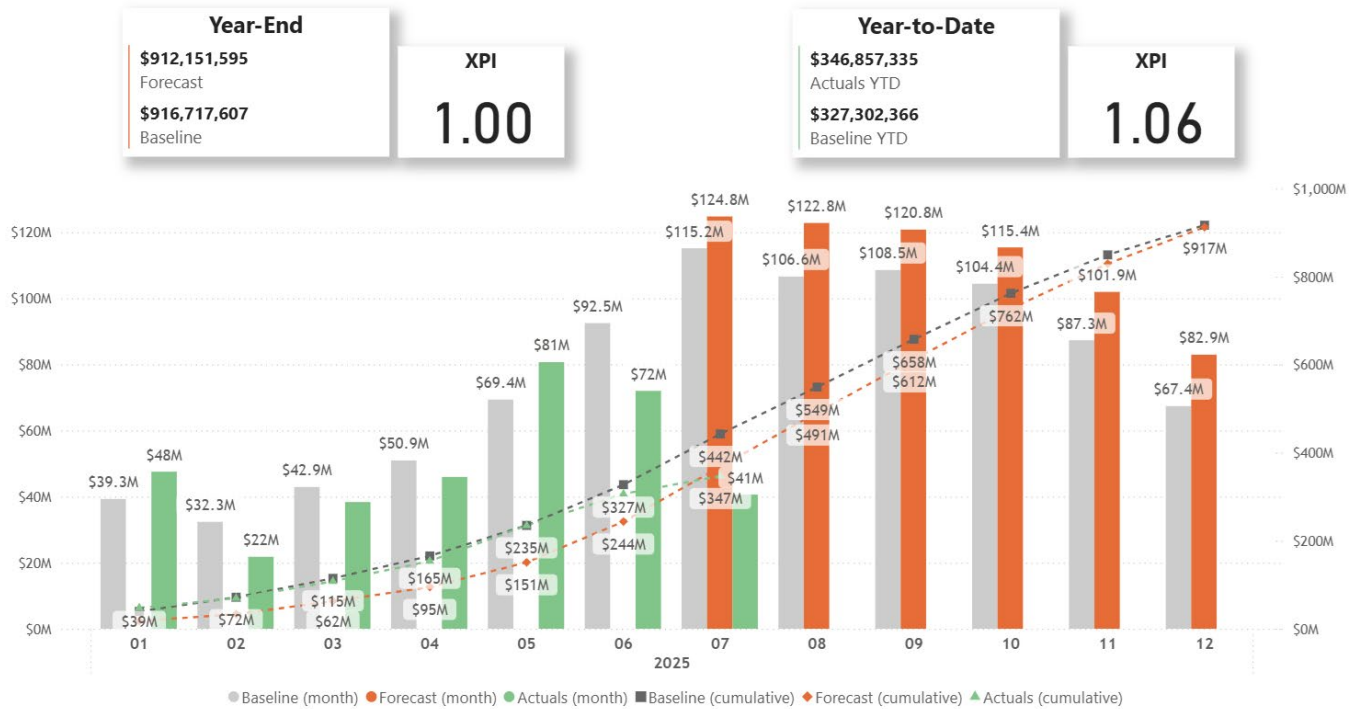




COLORADO

Department of Transportation

Figure 4 - Dashboard View, CY 25





COLORADO

Department of Transportation

Transportation Commission Memorandum

To: The Transportation Commission

From: Jeff Sudmeier, Chief Financial Officer

Date: August 21, 2025

Subject: State Infrastructure Bank (SIB) Activity Year-End Report for Fiscal Year (FY) 2024-2025

Purpose

This memo summarizes information related to Colorado State Infrastructure Bank (SIB) activity for FY 2024-25.

Action

This is for information purposes only. No action is requested or required at this time.

Background

The Colorado SIB is a revolving infrastructure investment fund that offers a range of loans to entities for use on highway construction projects and airport projects. The SIB Loan Program was enacted by the Colorado Legislature in 1998 and adopted by CDOT in 1999. This unique program helps fund transportation facilities through a low-interest revolving loan program.

The Division of Accounting and Finance (DAF) periodically prepares a financial summary of the Transportation Infrastructure Revolving Fund (Fund 715). The Office of Financial Management and Budget (OFMB) presents the information contained in this summary to the Transportation Commission (TC) at their monthly meeting in August for the period ending June 30th of the previous State fiscal year, and as a mid-year review, in February for the period ending December 31st of the current State fiscal year. This memorandum presents information from the year-end summary for FY 2024-25.





COLORADO

Department of Transportation

Year-End Summary

Assets:

As of June 30 2025, the Colorado SIB had \$42.9 million in total assets (see Table 1). Of the total assets, 89.9% (\$38.6 million) was attributed to the Aeronautics account and 10.1% (\$4.3 million) was attributed to the Highway account. The Transit and Rail accounts of the Colorado SIB have never been capitalized, nor have any loans been made from those accounts.

It should be noted that the Commission approved a transfer of \$3.73 million from the Highway account to the Aviation account in March to provide sufficient funds to complete a loan agreement with the Grand Junction Regional Airport Authority on the condition that the funds be transferred back from the Aviation to the Highway account as they become available (TC Resolution # 20250310). To date \$962 thousand have already been transferred back to the Highway account and another \$2.81 million will be transferred by February.

Table 1: Colorado SIB Assets Summary, As of June 30, 2025

Assets	Aeronautics	Highways	Total
Cash:			
Fund 715	\$ 37,399	\$ 2,533,679	\$ 2,571,077
Authorized Federal Funds	\$ 0	\$ 0	\$ 0
Amount Available to Loan	\$ 37,399	\$ 2,533,679	\$ 2,571,077
Accounts Receivable:			
Outstanding Loan Balances	\$ 38,543,331	\$ 1,791,745	\$ 40,335,075
Accrued Interest	\$ 0	\$ 0	\$ 0
Total Accounts Receivable	\$ 38,543,331	\$ 1,791,745	\$ 40,335,075
Total Assets	\$ 38,580,729	\$ 4,325,423	\$ 42,906,153

As of June 30, 2025, there was a total of \$2,571,077 available to loan, of which \$37,399 was in the Aeronautics account and \$2,533,678 was in the Highway account.





COLORADO

Department of Transportation

Loans:

As of June 30, 2025 the Colorado SIB has 11 outstanding loans with the balances totaling \$40.3 million (see Table 2). Eight loans are from the Aeronautics account, totaling \$38.5 million, and three loans are from the Highway account totaling \$1.8 million. As of June 30, 2025, all Colorado SIB loans were current.

Table 2: Colorado SIB Loan Summary, As of June 30, 2024

Loans	Original Loan	Balance Due	Debt Service	Interest Rate	Original Loan Date	Next Payment Due Date	Termination Date
Aeronautics Accounts:							
Colorado Springs	\$ 5,500,000	\$ 3,429,733	\$ 612,296	1.99%	3/3/2021	3/3/2026	3/3/2031
Colorado Springs	\$ 7,500,000	\$ 4,049,204	\$ 890,493	3.25%	1/3/2020	1/3/2026	1/3/2030
Arapahoe County Airport Authority	\$ 8,000,000	\$ 2,610,606	\$ 914,070	2.50%	6/1/2018	6/1/2026	6/1/2028
Rocky Mountain Metropolitan Airport	\$ 2,015,000	\$ 878,051	\$ 236,219	3.00%	3/25/2019	3/25/2026	3/25/2029
Grand Junction Airport	\$ 3,737,580	\$ 3,075,737	\$ 438,158	3.00%	3/15/2023	3/15/2026	3/15/2033
Telluride Regional Airport Authority	\$ 10,000,000	\$ 10,000,000	\$ 1,202,414	3.50%	7/9/2024	7/9/2025	7/9/2034
Durango-La Plata County Airport	\$ 8,000,000	\$ 8,000,000	\$ 961,931	3.50%	10/29/2024	10/29/2025	10/29/2034
Grand Junction Regional Airport	\$ 6,500,000	\$ 6,500,000	\$ 781,569	3.50%	6/18/2025	6/18/2026	6/18/2035
Total Aeronautics	\$ 51,252,580	\$ 38,543,331	\$ 6,037,141				
Highway Accounts:							
Central City	\$ 1,521,693	\$ 335,115	\$ 173,867	2.50%	7/17/2015	7/17/2024	7/17/2025
Park County	\$ 566,500	\$ 124,758	\$ 64,728	2.50%	2/26/2016	2/26/2025	2/26/2026
Colorado Springs	\$ 2,500,000	\$ 1,801,261	\$ 278,316	1.99%	3/3/2021	3/3/2025	3/3/2031
Total Highway:	\$ 4,588,193	\$ 1,791,745	\$ 516,911				
Grand Total:	\$ 55,840,773	\$ 40,335,075	\$ 6,554,052				





COLORADO

Department of Transportation

Interest Rate:

The Interest Rate for loans from the CO SIB shall be established and adopted by resolution of the Transportation Commission no later than June 30 of each year for loans applied for during the ensuing months of July; August; September; October; November; December. An Interest Rate shall be established and adopted by resolution of the Commission no later than December 31 of each year for loans originating during the ensuing months of January; February; March; April; May; June. On June 19, 2025, the Transportation Commission approved a resolution to keep the three and a half percent (3.5%) interest rate effective for the first half of FY 2025-26.

Table 3: SIB Interest Rate History, Approved by the TC

Year	Interest Rate	Period	Fiscal Year	Quarter(s)
11/19/2020	2.00%	January 2021 - June 30, 2021		Q3/Q4
6/17/2021	2.00%	July 1, 2021 - December 31, 2021	2021 - 2022	Q1/Q2
11/18/2021	2.00%	January 2022 - June 30, 2022		Q3/Q4
6/16/2022	3.00%	July 1, 2022 - December 31, 2022	2022 - 2023	Q1/Q2
12/15/2022	3.50%	January 2023 - June 30, 2023		Q3/Q4
6/15/2023	3.50%	July 1, 2023 - December 31, 2023	2023 - 2024	Q1/Q2
12/15/2023	3.50%	January 2024 - June 30, 2024		Q3/Q4
6/20/2024	3.50%	June 30, 2024 - December 31, 2025	2024 - 2025	Q3/Q4
12/19/2024	3.50%	January 2025 - June 30, 2025		Q3/Q4
6/19/2025	3.50%	June 30, 2025 - December 31, 2025	2025 - 2026	Q3/Q4

Next Steps:

OFMB Staff will provide the Commission with a mid-year review of FY 2025-26 SIB account activities in December 2025.





COLORADO
Department of Transportation

Transportation Commission Memorandum

To: Colorado Transportation Commission

From: Leslie Welch and Anna Dunn, Grants Coordinators

Date: August 20, 2025

Subject: Update to the Transportation Commission on CDOT's submitted, in progress, and forthcoming grant applications

Purpose

To share progress on submitted applications, as well as current and future coordination of proposals to anticipated federal discretionary programs, primarily under the Infrastructure Investment Jobs Act (IIJA).

Action

Per PD 703.0, when the department intends to apply for grants with a match consisting of previously approved funding, no action is necessary by the Commission, but we provide the Commission with the projects we intend to pursue. If the match requires an additional commitment of funds not already approved by the Commission, or Bridge & Tunnel Enterprise (BTE), staff brings the projects to the Commission as an action item, with the additional funding being made contingent on a successful application and grant award.

As always, Commissioners and CDOT staff are encouraged to contact CDOT's in-house grant team with questions, comments, and suggestions.

Background

For information on closed 2022, 2023 and 2024 grant programs and awarded proposals, please refer to archived TC Grants Memos from December 2024 or prior.

The following discretionary grant programs have closed, but applications are still being reviewed:

1. BRIDGE INVESTMENT PROGRAM (BIP) - LARGE BRIDGE
 - I-270 Corridor Improvements Bridge Bundle, R1
2. BRIDGE INVESTMENT PROGRAM (BIP) - OTHER than LARGE BRIDGE (>\$100M)
 - US50 Blue Mesa Bridges Emergency Repairs, R3
3. BRIDGE INVESTMENT PROGRAM (BIP) - PLANNING
 - I-70 West Applewood to Lakewood Critical Bridges Planning, R1
4. National Scenic Byways Program
 - Mount Blue Sky Scenic Byway: Interpretation Corridor Management Plan, R1
 - Roadside Markers Improvements on Colorado Byways, Statewide
5. Bridge Investment Program: Large Bridge
 - CDOT resubmitted our I-270 Critical Bridges application in R1

IN PROGRESS

CDOT is actively pursuing the following discretionary grant program(s):

1. PROTECT
 - CDOT is pursuing grants for State-Wide Avalanche Mitigation (SWAP) in Regions 3 and 5 and a Culvert package in Region 3
2. Advanced Digital Construction Management Systems (ADCMS)
 - CDOT is pursuing a grant to support modernizing construction delivery processes and technologies
3. CRISI
 - CDOT intends to pursue a grant for a sidings project in R1 to improve freight movement and railyard congestion
4. Wildlife Crossings Pilot Program
 - CDOT intends to pursue resubmissions for the R2 I-25 Raton Pass project, R1 US 40 Empire Overpass, as well as a new submission for US 160 East of Cortez.
5. Bridge Investment Program: Planning
 - Grants team is reviewing potential projects that would be strong fits for this grant program
6. Bridge Investment Program: Medium Bridge
 - Grants team is reviewing potential projects that would be strong fits for this grant program

CDOT DISCRETIONARY GRANT SUCCESS BY THE NUMBERS

Since the IIJA was signed into law in November 2021...

- CDOT has been awarded \$581.14M, including both direct and indirect via local agency partnerships
- 19 priority projects featured in our 10 Year Plan have won a federal discretionary grant
- The Floyd Hill to Veterans Memorial Tunnels Improvements Project received CDOT's largest award to date at \$100M

Next Steps

Grants team is expecting updated NOFOs to drop soon for the following programs:

- BIP Medium and Other Bridge: Expected deadline of Oct 1, Nov 1, respectively. No updated NOFO out at this time
- CRISI: NOFO expected in "Summer 2025"
- PROTECT: An updated NOFO in line with new administration priorities was expected "Spring 2025". We have not seen a new NOFO to date.
- Advanced Digital Construction Management Systems (ADCMS): Original release was expected May 31st - no new NOFO has been released to date.
- Wildlife Crossings Pilot Program. Original release was expected May 1st - no new NOFO has been released to date.