

# Colorado Transportation Commission

## Schedule & Agenda

September 17-18, 2025

12:00 p.m.

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### Transportation Commission Workshops

Wednesday, September 17, 2025

Time	Topic	Speaker
12:00 p.m.	Informal Lunch for TC Members	None
1:00 p.m.	Budget Workshop -FY 25 Fiscal Year End Budget Process <ul style="list-style-type: none"><li>Revenue Reconciliation and Federal Redistribution</li><li>FY '25 Roll Forwards</li><li>FY '26 Budget Amendment</li></ul>	Jeff Sudmeier, Bethany Nicholas
1:45 p.m.	Fuel Impact Enterprise (FIE) Workshop <ul style="list-style-type: none"><li>Overview of Enterprise</li><li>FY '25 Project Funding</li><li>FY '27 FIE Proposed Budget</li></ul>	Darius Pakbaz, Craig Hurst
2:15 p.m.	Bridge and Tunnel Enterprise (BTE) Workshop <ul style="list-style-type: none"><li>FY '25 Year-End Report</li><li>FY '27 BTE Proposed Budget</li><li>USDOT BIP Grant Match Funding</li></ul>	Patrick Holinda
2:45 p.m.	CDOT Legislative Process Review and Concept for Statutory Cleanups	Emily Haddaway
3:15 p.m.	Ten-Year Plan Workshop	Darius Pakbaz
4:15 p.m.	Adjournment	None

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### Transportation Commission Board Meeting

Thursday, September 18, 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 Commissioner	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:  Proposed Resolution #1: Approve the Regular Meeting Minutes of August 21, 2025  Proposed Resolution #2: IGA Approval >\$750,000	Herman Stockinger  Lauren Cabot

	Consent Agenda (continued) Proposed Resolution #3: Disposal 5REV-EX, SH 3 in Durango  Proposed Resolution #4: Confirmation of Chair's Appointments to TC Committees	David Fox  Herman Stockinger
9:55 a.m.	Discuss and Act on Proposed Resolution #5: 2nd Budget Amendment of FY 2025-26	Jeff Sudmeier and Bethany Nicholas
10:00 a.m.	Discuss and Act on Proposed Resolution #6: Statewide Plan Adoption	Darius Pakbaz, Marissa Gaughan
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, September 18, 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"> <li>Proposed Resolution #BTE1: to Approve the Regular Meeting Minutes of August 21, 2025</li> </ul>	Herman Stockinger
10:25 a.m.	Discuss and Act on Proposed Resolution #BTE2: 3rd Budget Supplement to FY 2025-26	Patrick Holinda
10:30 a.m.	Discuss and Act on Proposed Resolution #BTE3: BTE Grant Funding Match Request for USDOT Bridge Investment Program	Patrick Holinda
10:35 a.m.	Adjournment	None

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### Information Only

- Project Budget/Expenditure Memo (Jeff Sudmeier)
- 2024 Annual Performance Report for Policy Directive 14 (Darius Pakbaz, William Johnson)
- FY 25 Bridge and Tunnel Enterprise Annual Newsletter (Patrick Holinda)
- Bridge and Tunnel Enterprise Q4 FY 25 Quarterly Report (Patrick Holinda)
- Bridge and Tunnel Enterprise FY 25 Year-End Reconciliation Report (Patrick Holinda and Katie Carlson)
- SB 37 Rail Abandonments and Potential for Rail Line Acquisitions Report (Maux Sullivan)
- September 2025 TC Grants Memo (Anna Dunn & Leslie Welch)
- Budget Supplement Info Memo (Jeff Sudmeier)



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## Transportation Commission Memorandum

**To:** The Transportation Commission

**From:** Jeff Sudmeier, Chief Financial Officer

Bethany Nicholas, Budget Director

**Date:** September 17, 2025

**Subject:** FY 2024-25 Fiscal Year End Budget Processes

### Purpose

This memorandum summarizes the FY 2024-25 year-end budget processes, including preliminary results from the revenue reconciliation process, 2025 federal redistribution, and FY 2024-25 roll forwards.

### FY 2024-25 Revenue Reconciliation

At the close of each fiscal year, the Division of Accounting and Finance (DAF) compares forecasted revenues from the prior fiscal year to actual revenues and presents them to the Transportation Commission (TC) for review. The initial FY 2024-25 Revenue Allocation Plan that was adopted by the TC in March 2024 was based on the FY 2023-24 Q2 revenue forecast, which estimated \$2,063.8 million in total revenue for CDOT and the enterprises. The reconciliation of revenues for the prior fiscal year (FY 2024-25) will result in adjustments to programs in the current fiscal year (FY 2025-26), as outlined below.

The revenue reconciliation results for state revenue are summarized in Table 1 below. These are preliminary results and may change slightly before any adjustments are made to the FY 2025-26 budget. Staff will return with a final update if there are any material changes.

Much of the variance between actual revenue and OFMB's initial forecast is attributable to interest earnings on cash funds. OFMB has historically maintained a very conservative interest earnings forecast for the majority of CDOT funds. Additionally, interest for some newer cash funds has not been included in the forecast up to this point. However, given the high current balances in both CDOT and enterprise funds, OFMB will be adjusting its methodology to produce a more comprehensive interest earnings forecast for future years.

**Table 1 - Summary of State Revenue Reconciliation for FY 2024-25**

<b>Revenue Source</b>	<b>Variance from Budget</b>	<b>Percentage Variance</b>	<b>Explanation</b>
Regular HUTF Revenue	\$958,157	0.19%	Revenue from fuel taxes and fees and EV registration fees came in lower than expected, while revenue from regular vehicle license and registration fees came in higher than expected.
FASTER HUTF Revenue	\$5,479,470	3.90%	Revenue from FASTER late registration fees was higher than forecasted.
Miscellaneous CDOT Revenue - Flexible	\$13,668,945	33.58%	This revenue variance is primarily driven by revenue from damage awards, State Highway Fund interest, and oil and gas royalties, which were all higher than forecasted. The revenue from these sources of funding can vary substantially from year to year. OFMB maintains a conservative forecast for these sources of revenue to account for the annual variability.
Miscellaneous CDOT Revenue - Inflexible	\$303,767	11.55%	Revenue from fiber leases and PFAS came in higher than initially forecasted. This was offset by revenue from the commercial EV fee, which came in lower than forecasted.
Aeronautics Revenue	-\$14,369,856	-24.69%	Revenue from aviation jet fuel sales and use taxes was lower than forecasted.
State Infrastructure Bank	\$2,958,287	308.87%	Revenue from interest earned in the SIB Account was substantially higher than initially forecasted.
Bustang Fare Revenue	-\$250,395	-5.63%	Revenue from Bustang and Snowstang fares was lower than initially forecasted. This overall forecast variance can be attributed to the difficulty in assessing the overall impact of Bustang expansion on fare revenue.



Revenue Source	Variance from Budget	Percentage Variance	Explanation
Multimodal Options Fund*	\$6,177,426	31.94%	This variance is primarily driven by MMOF interest, which was not initially included in the forecast. Revenue from retail delivery fees was slightly higher than forecasted.
Colorado Transportation Investment Office	-\$18,896,068	-12.58%	Tolling revenue, penalty revenue, and Congestion Impact Fee revenue came in lower than forecasted.
Bridge and Tunnel Enterprise	\$8,243,453	5.04%	Revenue from the FASTER Bridge Safety Surcharge was higher than the initial forecast. This also includes additional new revenue from bond proceeds.
Clean Transit Enterprise*	\$1,323,973	12.13%	This variance is primarily driven by revenue from Clean Transit Enterprise Fund interest, which was not initially included in the forecast. Revenue from retail delivery fees was slightly higher than forecasted.
Nonattainment Area Air Pollution Mitigation Enterprise	\$721,290	6.63%	This variance is primarily driven by revenue from NAAPME Fund interest, which was not initially included in the forecast. Revenue from retail delivery fees was slightly higher than forecasted, while revenue from rideshare fees was lower than forecasted.
Fuels Impact Enterprise	\$6,174,366	41.16%	This variance is primarily driven by revenue from FIE Fund interest, which was not initially included in the forecast.

\*Revenue reconciliation adjustments will not be made for the Multimodal Transportation and Mitigation Options Fund (MMOF) or the Clean Transit Enterprise Fund. The MMOF and Clean Transit Enterprise Cash Fund are annually appropriated by the legislature, and the budget for these programs in FY 2025-26 cannot exceed the amount appropriated in the Long Bill.

Each year, OFMB estimates how much federal highway funding the state will be allowed to spend based on the obligation limitation set in annual federal appropriations bills. While the Department expected the limit to be about 93% of the total federal funds available for FY 2024-25, the actual limit came in at 85%. This means the Department can commit to spending \$639.9 million, which is about \$53.3 million less than planned.

The initial FHWA revenue reconciliation results were presented to the TC in June 2025. The total adjustment associated with flexible FHWA programs is a reduction of \$29.5 million, which will be reduced from the TC Program Reserve Fund. The net impact to inflexible FHWA programs (i.e., sources statutorily dedicated to a specific program, for example, the Congestion Mitigation and Air Quality Improvement Program, or CMAQ) is a reduction of \$18.1 million, and these adjustments were made to the individual programs that receive the funding in July 2025.

## Revenue Reconciliation Budget Actions

Once revenue reconciliation is complete, staff will work with impacted programs to make final adjustments to the FY 2025-26 total available budget. These adjustments do not require further TC action, per PD 703.0, and will be reflected in the amended Annual Budget (One-sheet) for the November budget amendment as Staff Adjustments. The adjustment for flexible revenue sources will impact the TC Program Reserve line (Line 73) and the inflexible sources will impact multiple programs and budget lines.

The reconciliation of flexible revenue sources from state funds will result in an increase to the TC Program Reserve (Line 73) of \$10.1 million. However, when combined with the reduction associated with flexible FHWA revenues of \$29.5 million, the net impact to the TC Program Reserve Fund is a reduction of \$14.9 million.

**Table 2 - Reconciliation of Flexible Revenue Sources**

<b>Flexible State Revenue Sources</b>	<b>Amount</b>
Regular HUTF Revenue	\$1.0 M
Miscellaneous State Revenue*	\$13.7 M
<b>Total State Revenue</b>	<b>\$14.6 M</b>
Flexible FHWA Revenue	-\$29.5 M
<b>Net Impact to TC Program Reserve</b>	<b>-\$14.9 M</b>

\*This amount does not include revenue from the PFAS program, fiber access, or commercial EV fees. These revenue sources are restricted by statute, and adjustments for these sources will be made within their respective programs.

The reconciliation of inflexible revenue sources will result in adjustments to each respective program. These programs include FASTER Safety Mitigation, Aeronautics, State Infrastructure Bank, Bustang, and other miscellaneous programs. Additionally, the reconciliation of CDOT enterprise revenue will result in adjustments to each enterprise (excepting the Clean Transit Enterprise, as noted above). OFMB will work with each enterprise to calculate final adjustments to enterprise programs.

## Roll Forward Request Background

Each of the budget programs included in the annual Revenue Allocation Plan are composed of either cost centers or budget pools. In general, cost centers represent the maintenance

and operations portion of the Department's budget, while budget pools represent the capital construction and grants portion. The roll forward budget is composed of balances that have not been expended from a cost center by the end of the fiscal year, or in the case of budget pools, have not been budgeted to a construction project or grant.

A complete report of all roll forward balances appears in the FY 2025-26 Amended Revenue Allocation Plan in the FY 2024-25 Roll Forward column (see Attachment A). Roll forwards for pools and cost centers combined total \$2,265.5 million for the Department and the Enterprises, including \$2,022.9 million for CDOT. This includes \$1,073.4 million in Capital Construction, \$39.3 million in Maintenance and Operations, \$159.2 million in Multimodal Services & Electrification, \$477.6 million in Suballocated Programs, and \$12.5 million in Administration and Agency Operations. A large portion of the roll forward balance is associated with the 10-Year Plan projects funded with one-time funding from SB 17-267, federal stimulus, and other legislative funding sources. This balance will be drawn down over the next year as these projects proceed to advertisement and construction. The second largest source of roll forwards are Suballocated Programs, which are locally directed funds for primarily local projects. FY 2024-25 roll forwards are down approximately 19% from the prior fiscal year, reflecting a continued drawing down of one-time funding.

The majority of budget pool balances roll forward automatically, per PD 703.0, however staff review all programs in coordination with program managers to identify any funds that will not be needed in the upcoming fiscal year based on spending plans. Some cost center balances roll forward automatically (including cost centers with dedicated, inflexible funding sources) while others require either Executive Management or TC approval. The total estimated amount of these automatic cost center roll forwards into FY 2025-26 is \$652.1 million including Aeronautics and the enterprises, and of that total \$33.9 million is remaining TC State Highway Fund (SHF) dollars. TC SHF dollars are flexible and if not rolled forward, can be allocated to the TC Program Reserve or to other programs.

In accordance with PD 703.0, all requests to roll forward cost center balances from the previous fiscal year to the current fiscal year in amounts greater than \$1.0 million require approval by the TC. This excludes cost centers approved for automatic roll forward and funds previously approved by Transportation Commission resolution for a specific purpose. Amounts less than \$1.0 million are subject to approval by Executive Management. This year, there were no roll forward requests that exceeded \$1.0 million.

Staff completed automatic roll forwards for cost centers funded with SHF totalling \$33.9 million, leaving a balance of \$9.3 million. Cost center roll forward requests that were approved by Executive Management total \$3.9 million. The final residual SHF balance that will be returned to the TC Program Reserve Fund after completing roll forwards is \$5.4 million.

## **2025 FHWA Redistribution**

Federal obligation limitation refers to the difference between funding authorized in the Infrastructure Investment and Jobs Act (IIJA) and the lesser amount that Congress appropriates for use each year through the annual spending bill. CDOT is eligible to receive

an increase in obligation limitation through the annual Federal Redistribution process in August of each year. The amount available to states varies each year and as such is not included in forecasts of revenue. CDOT received notice in late August of federal 2025 redistribution totaling \$99.7 million. Please see Attachment B for more information about the 2025 FHWA redistribution.

### TC Program Reserve Reconciliation

The TC Program Reserve balance as of the beginning of September 2025 is \$57.0 million. The table below shows the various adjustments that will occur within the TC Program Reserve as a result of revenue reconciliation, roll forwards and federal redistribution. The ending balance is \$147.2 million.

**Table 3 - Remaining Balance After All Adjustments**

<b>Beginning Balance</b>	<b>\$57.0 M</b>
Revenue Reconciliation - Flexible Revenues	-\$14.9 M
Residual SHF Budget after Roll Forwards	\$5.4 M
FHWA Redistribution	\$99.7 M
<b>Ending TC Program Reserve Balance</b>	<b>\$147.2 M</b>

The September Budget Amendment contains several requests to repurpose a portion of the residual State Highway Fund that was returned to the TC Program Reserve for critical needs in FY 2025-26. Staff will return later this fall and provide a package of proposed budget amendments to utilize a large portion of the remaining balance in the TC Program Reserve, in particular the 2025 FHWA Redistribution funds.

### Next Steps

- October 2025 - Staff will make any remaining adjustments to FY 2025-26 budget allocations for the TC Program Reserve, and programs with inflexible revenue sources to reconcile to actual revenue received. These changes will be reflected as staff adjustments in the Amended FY 2025-26 Revenue Allocation Plan with the November Budget Amendment.
- October or November 2025 - Staff will provide a package of proposed budget amendments to utilize a large portion of the remaining balance in the TC Program Reserve, in particular the 2025 FHWA Redistribution funds, for critical initiatives.

## Attachments

- Attachment A - 2025 Federal Redistribution Fact Sheet
- Attachment B - Presentation



# 2025 FHWA Redistribution

## FHWA Announces 2025 Redistribution

August Redistribution is an annual process that allows states who demonstrate they can use 100% or more of their annual obligation authority (“ob. limit”) to request additional funds if other states leave funding on the table or other USDOT funded programs, such as Infrastructure for Rebuilding America (INFRA), go unobligated during the year. CDOT is historically very successful at demonstrating that it will obligate 100% of the FHWA Formula funds and thus qualifies for FHWA August Redistribution.

Recent Redistributions have been unusually large due to states not executing on USDOT grants (INFRA, RAISE, MEGA etc.) as of the call.

CDOT received \$99,705,505. The Transportation Commission has discretion on how to allocate the additional budget authority created by this action.

FHWA bases the state share of redistribution on the amount of unobligated contract authority each state has relative to the total. As such, states that requested less in prior years are often the beneficiary within the years they finally ask for their share.

CDOT's Most Recent Redistribution Requests and Actuals Received				
Fiscal Year	CDOT Request	Actual Received	National Total	Colorado Share of Total
2025	\$ 100,000,000	\$ 99,705,505	\$ 7,624,372,190	1.31%
2024	\$ 80,000,000	\$ 50,923,164	\$ 8,697,560,906	0.59%
2023	\$ 179,000,000	\$ 179,000,000	\$ 7,915,027,701	2.26%
2022	\$ 102,000,000	\$ 102,000,000	\$ 6,176,517,471	1.65%
2021	\$ 120,000,000	\$ 59,761,086	\$ 4,178,016,327	1.43%
2020	\$ 119,000,000	\$ 77,044,157	\$ 4,762,052,903	1.62%
2019	\$ 107,000,000	\$ 50,710,089	\$ 3,972,743,240	1.28%
2018	\$ 119,000,000	\$ 69,573,361	\$ 4,183,936,196	1.66%

## Redistribution and FHWA Year End Timeline

**August 26:** Final Notice signed & issued; released Obligation Authority is redistributed to States as additional formula OA

**September 15:** Deadline for regional budget actions

**September 25:** All FY24 formula funds including redistribution shall be obligated

**September 30:** End of federal fiscal year

**October 6:** Anticipated FHWA reopening for FY26 business.





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# Budget Workshop: FY25 Year End Budget Processes



# Agenda

## Agenda:

- Fiscal Year End Budget Processes
- FY 2024-25 Revenue Reconciliation
- 2025 Federal Redistribution
- FY 2024-25 Roll Forwards
  - Summary
  - Cost Center Roll Forwards
- TC Program Reserve Reconciliation
- Next Steps



Colorado Mountains





# Fiscal Year End Budget Processes

Process	Details
<b>Roll Forwards</b>	<ul style="list-style-type: none"><li>• Divisions and regions can request to roll remaining cost center balances forward to spend in the new fiscal year.</li><li>• Per PD 703.0, cost center roll forwards \$1M or more require TC approval; less than \$1M requires EMT approval. Pool balances automatically roll forward to the next fiscal year within the same program.</li><li>• All remaining State Highway Fund cost center balances that are not approved to roll forward are swept to the TC program Reserve.</li></ul>
<b>Revenue Reconciliation</b>	<ul style="list-style-type: none"><li>• After the fiscal year ends, OFMB reconciles forecasted revenue to actual revenue received for all revenue sources.</li><li>• Surpluses or deficits for <i>inflexible</i> revenues are typically passed through to the programs funded by those specific sources.</li><li>• Surpluses or deficits for <i>flexible</i> revenues are adjusted through the TC Program Reserve.</li></ul>
<b>FHWA Redistribution</b>	<ul style="list-style-type: none"><li>• August redistribution allows states to request additional obligation authority (“ob limit”) that other states leave on the table.</li><li>• CDOT has historically been successful in demonstrating that we can obligate 100% or more of our annual ob limit, and secured additional funding through this redistribution process.</li><li>• With many new programs under the IIJA, there is a large amount that remained unobligated and is now available for redistribution.</li></ul>



# FY25 Revenue Reconciliation

Inflexible Revenues	Amount
HUTF FASTER Revenue	\$5.5 M
Misc State Revenue - Inflexible	\$0.7 M
Bustang Farebox Revenue	-\$0.3 M
State Infrastructure Bank Interest	\$3.0 M
Multimodal Options Fund	\$6.2 M
FHWA Revenue	-\$18.1 M
Aeronautics Revenue	-\$14.4 M
<b>TOTAL</b>	<b>-\$17.4 M</b>

The over / (under) for inflexible revenues are passed through to the programs funded by those specific sources

Please see informational slides provided at the end of this presentation for detailed tables by revenue source.

Flexible Revenues	Amount
HUTF Revenue	\$1.0 M
Misc. Revenue	\$13.7 M
FHWA Revenue	-\$29.5 M
<b>TOTAL</b>	<b>-\$14.9 M</b>

The over / (under) for flexible revenues are adjusted through the TC Program Reserve



# 2025 Federal Redistribution

On August 29, 2025 CDOT was distributed **\$99.7 M**. Colorado's share of the national total was 1.31%. Colorado's share of total annual FHWA apportionment is typically 1.34%.



Fiscal Year	CDOT Request	Actual Received	National Total	Colorado Share of Total
2025	\$100,000,000	\$99,705,505	\$7,624,372,190	1.31%
2024	\$80,000,000	\$50,923,164	\$8,697,560,906	0.59%
2023	\$179,000,000	\$179,000,000	\$7,915,027,701	2.26%
2022	\$102,000,000	\$102,000,000	\$6,176,517,471	1.65%
2021	\$120,000,000	\$59,761,086	\$4,178,016,327	1.43%
2020	\$119,000,000	\$77,044,157	\$4,762,052,903	1.62%
2019	\$107,000,000	\$50,710,089	\$3,972,743,240	1.28%
2018	\$119,000,000	\$69,573,361	\$4,183,936,196	1.66%
2017	\$123,000,000	\$44,872,399	\$3,137,048,104	1.43%
2016	\$106,000,000	\$48,047,076	\$2,832,803,208	1.70%
2015	\$121,000,000	\$27,786,142	\$1,906,572,178	1.46%
2014	\$40,000,000	\$31,769,903	\$2,117,694,862	1.50%
2013	\$40,000,000	\$25,515,737	\$1,595,648,530	1.60%



# TC Program Reserve Reconciliation Overview

Category	Amount
<b>Beginning Balance</b>	<b>\$57.0 M</b>
FY25 Flexible HUTF Reconciliation	\$1.0 M
FY25 Misc Revenue Reconciliation	\$13.7 M
FY25 Flexible FHWA Reconciliation	-\$29.5 M
<b>Net Impact of Revenue Reconciliation</b>	<b>-\$14.9 M</b>
2025 FHWA Redistribution	\$99.7 M
<b>Balance in TC Program Reserve</b>	<b>\$141.8 M</b>

**Next item that impacts the TC Program Reserve Balance: FY25 Roll Forwards**



# Summary of Roll Forward Budget - CDOT

One Sheet Line	FY25 Roll Forwards
Capital Construction	\$1,073.4 M
Suballocated Programs	\$477.6 M
Multimodal Services & Electrification	\$159.2 M
Debt Service	\$125.1 M
Contingency Reserve	\$78.0 M
Other Programs	\$57.8 M
Maintenance & Operations	\$39.3 M
Administration & Agency Operations	\$12.5 M
<b>Total CDOT Roll Forwards</b>	<b>\$2,022.9 M</b>

Capital construction roll-forward is fully programmed to projects, with the majority of the balance tied to 10-Year Plan projects moving forward this year.

Suballocated roll-forward are locally-directed funds which typically lag 1-2 years with local project selection processes. Balance is higher than typical due to the large upfront allocation of MMOF funding under SB 260 and remaining transit stimulus funding.

Multimodal services and electrification roll-forward is fully programmed to projects, with the majority of the balance tied to 10-Year Plan projects moving forward this year.



# Summary of Roll Forward Budget - Enterprises

One Sheet Line	FY25 Roll Forwards
Bridge and Tunnel Enterprise	\$59.2 M
CO Transportation Investment Office	\$164.4 M
Clean Transit Enterprise	\$0.5 M
Nonattainment Area Air Pollution Ent	\$0.0 M
Fuels Impact Enterprise	\$18.5 M
<b>Total CDOT and Enterprise Roll Forwards</b>	<b>\$2,265.0 M</b>

BTE capital construction pool funding is committed to projects with design and/or construction phases scheduled to occur within the next four-year planning cycle.

CTIO's roll forward includes balances in cost centers for Central 70, I-25 North, and Congestion Impact Fee revenue.

CTE's roll forward is the remaining balance that CDOT loaned CTE to implement SB 24-230.

The NAAPME Board has not yet approved any FY25 roll forwards.

FIE's roll forward includes the FY25 distributions to CDOT and the political subdivisions in statute.



# Summary of Roll Forward Budget

Large roll-forward balances from FY25 to FY26 are primarily driven by the following factors and will be drawn down over the course of subsequent fiscal years:

- Final issuance of SB 267 totaling \$625 M at the end of FY22
- ARPA Stimulus funding for 10-Year Plan projects and Multimodal Transportation and Mitigation Options Fund (MMOF) provided under SB 260
- Upfront funding provided under SB 260 to support SB 267 debt service

Roll-forward balances will be drawn down over as 10-Year Plan projects are budgeted and proceed to advertisement; as MMOF funds are awarded to projects and encumbered in IGAs; and as debt service payments are made on SB 267 COPs.

<u>Program</u>	<u>Division</u>	<u>Amount</u>
10 Year Plan Projects SB267 Transit	DTR	\$4,697,054.41
Aeronautics	Aero	\$41,965,420.23
Bridge and Tunnel Enterprise	BTE	\$28,641,337.76
Bustang ARPA/GF Swap	DTR	\$2,141,410.92
Bustang SB 180 Funds	DTR	\$12,549,670.23
Clean Transit Enterprise	DTR	\$497,899.72
Colorado Transportation Investment Office (CTIO)	CTIO	\$151,508,798.35
CTIO/Division of Accounting and Finance*	CTIO/DAF	\$750,000.00
DTD Freight Operations	DTD	\$7,692,545.14
DTR Bustang	DTR	\$20,878,524.58
Enterprise Maintenance Payments*	DMO	\$2,516,376.58
FASTER Transit	DTR	\$1,858,780.64
Fiber Lease Payments*	DMO	\$2,244,254.28
Fiber ROW Access Fees*	DMO	\$32,099.95
FTA Grants	DTR	\$137,318,955.00
Fuels Impact Enterprise	FIE	\$18,450,260.51
LEAF	OTS	\$574,723.00
Multimodal Transportation ARPA/GF Swap	DTD	\$356,661.28
NHTSA Grants	OTS	\$40,670,318.00
Rail District	DTR	\$553,318.21
Rail District ARPA	DTR	\$9,205,554.51
Revitalizing Main Streets	DTD	\$664,303.50
Road Equipment*	DMO	\$28,404,508.46
Series 2018 COPs	DAF	\$125,105,907.60
SIB Fiscal Year Estimate	SIB	\$12,839,300.00
<b>Total</b>	<b>All</b>	<b>\$652,117,982.86</b>

# Cost Center Auto Roll Forwards

Some cost centers are approved to roll forward automatically, per PD 703.0.

The total amount on the auto roll forward list is \$652.1 million. **Of this, \$33.9 million is State Highway Fund.**





# Cost Center Roll Forwards

Cost Center Roll Forward Summary	Amount
Total Remaining State Highway Fund (SHF) Balance	\$43.2 M
TC-directed SHF Auto Roll Forwards	-\$33.9 M
Residual SHF Available	\$9.3 M
EMT-approved Roll Forwards	-\$3.9 M
Balance Available to Return to TC Program Reserve Fund	\$5.4 M

Per PD 703.0, any cost center roll forward requests \$1 million or more require approval by the TC. For FY25, there are no roll forward requests that require TC approval.

Any requests less than \$1 million that are not on the pre-approved automatic roll forward list require EMT approval. For FY25, the EMT approved 12 roll forward requests totaling \$3.9 million.



# TC Program Reserve Reconciliation

<b>Beginning Balance</b>	<b>\$57.0 M</b>
Revenue Reconciliation - Flexible Revenues	-\$14.9 M
Residual SHF Budget after Roll Forwards	\$5.4 M
FHWA Redistribution	\$99.7 M
<b>Ending TC Program Reserve Balance</b>	<b>\$147.2 M</b>



The September Budget Amendment contains several requests to repurpose a portion of the residual State Highway Fund that was returned to the TC Program Reserve for critical needs in FY 2025-26.

The target balance in the TC Program Reserve is approximately \$40.0M. Staff will return later this fall and provide a package of proposed budget amendments to utilize a large portion of the remaining balance in the TC Program Reserve, in particular the 2025 FHWA Redistribution funds.



# Next Steps



Highway through the Colorado Mountains

- **October 2025** - Staff will make any remaining adjustments to FY 2025-26 budget allocations for the TC Program Reserve, and programs with inflexible revenue sources to reconcile to actual revenue received. These changes will be reflected as staff adjustments in the Amended FY 2025-26 Revenue Allocation Plan with the November Budget Amendment.
- **October or November 2025** - Staff will provide a package of proposed budget amendments to utilize a large portion of the remaining balance in the TC Program Reserve, in particular the 2025 FHWA Redistribution funds, for critical initiatives.





## FY25 Detailed Reconciliation Tables (Informational Only)



# Highway Users Tax Fund & FASTER

Sources	FY 2024-25 Final Budget	FY 2024-25 Actual Revenue	Variance
First Stream (< 7 Cents)	\$129,162,044	\$122,435,923	-\$6,726,121
Second Stream (> 7 Cents)	\$382,499,677	\$390,183,955	\$7,684,278
FASTER Late Registration	\$20,703,417	\$27,093,189	\$6,389,772
FASTER Oversize Overweight	\$815,405	\$2,174,344	\$1,358,939
FASTER Rental Fee	\$26,160,420	\$24,447,103	-\$1,713,317
FASTER Road Safety Surcharge	\$87,721,517	\$87,165,644	-\$555,873
FASTER Transit and Rail	\$5,000,000	\$5,000,000	\$0
FASTER Unregistered Vehicle Fine	\$65	\$15	-\$50
<b>Total</b>	<b>\$652,062,545</b>	<b>\$658,500,172</b>	<b>\$6,437,627</b>



# Flexible Miscellaneous State Highway Fund Revenue

Sources	FY 2024-25 Final Budget	FY 2024-25 Actual Revenue	Variance
Damage Awards	\$5,116,913	\$8,994,830	\$3,877,917
Interest Earned	\$9,200,000	\$14,712,526	\$5,512,526
Permits	\$8,449,351	\$8,817,601	\$368,250
Property	\$3,200,000	\$8,821,224	\$5,621,224
Sales	\$5,639,945	\$1,164,458	-\$4,475,487
Service Charges	\$9,103,854	\$11,868,370	\$2,764,516
<b>Total Flexible Miscellaneous Revenue</b>	<b>\$40,710,063</b>	<b>\$54,379,008</b>	<b>\$13,668,945</b>



# Inflexible Miscellaneous State Highway Fund Revenue

<b>Inflexible Misc. SHF Revenue</b>	<b>Final FY 25 Budget</b>	<b>FY 25 Actual Revenue</b>	<b>Variance</b>
Fiber - Right of Way Access Lease	\$34,476	\$37,642	\$3,165
Fiber - Right of Way Access Annual	\$319	\$35,136	\$34,817
Fiber - Dark Fiber	\$393,944	\$414,711	\$20,767
Commercial EV Fee	\$101,002	\$584	-\$100,418
PFAS	\$2,100,000	\$2,445,436	\$345,436
<b>Total Inflexible Misc. SHF Revenue</b>	<b>\$2,629,741</b>	<b>\$2,933,508</b>	<b>\$303,767</b>



# Aeronautics Revenue

Sources	FY 2024-25 Final Budget	FY 2024-25 Actual Revenue	Variance
Aviation Jet Fuel Sales and Use Tax	\$54,265,913	\$41,189,403	-\$13,076,510
Aviation Gasoline Excise Tax	\$245,012	\$232,364	-\$12,648
Aviation Jet Fuel Excise Tax	\$3,420,034	\$1,474,854	-\$1,945,180
Interest on Deposits	\$267,209	\$931,691	\$664,482
<b>Total Aeronautics</b>	<b>\$58,198,168</b>	<b>\$43,828,312</b>	<b>-\$14,369,856</b>





# State Infrastructure Bank

Sources	FY 2024-25 Final Budget	FY 2024-25 Actual Revenue	Variance
Total State Infrastructure Bank	\$940,976	\$3,847,378	\$2,958,287



# Bustang

Sources	FY 2024-25 Final Budget	FY 2024-25 Actual Revenue	Variance
Bustang Service Charge Revenue	\$4,448,583	\$3,988,522	-\$460,061
Snowstang Service Charge Revenue	\$0.00	\$209,667	\$209,667
<b>Total Bustang Revenue</b>	<b>\$4,448,583</b>	<b>\$4,198,188</b>	<b>-\$250,395</b>



# Multimodal Options Fund

Sources	FY 2024-25 Final Budget	FY 2024-25 Actual Revenue	Variance
General Fund Transfer	\$10,500,000	\$10,500,000	\$0
SB 21-260 Retail Delivery Fee	\$8,838,751	\$9,144,987	\$306,236
Interest on Deposits	\$0	\$5,871,190	\$5,871,190
<b>Total MMOF</b>	<b>\$19,338,751</b>	<b>\$25,516,177</b>	<b>\$6,177,426</b>



# Colorado Transportation Investment Office

<b>Fund 536 Totals</b>	<b>FY 2024-25 Budget</b>	<b>FY 2024-25 Actual</b>	<b>Variance</b>
Tolling Revenue Total	\$80,833,679	\$78,735,780	-\$2,097,899
Transponder Revenue Total	\$1,400,000	\$1,417,077	\$17,077
Interest Earnings Total	\$1,925,000	\$3,652,871	\$1,727,871
All Penalties	\$38,197,156	\$22,968,047	-\$15,229,109
Congestion Impact Fee	\$27,894,784	\$24,580,776	-\$3,314,008
<b>Total</b>	<b>\$150,250,619</b>	<b>\$131,354,551</b>	<b>-\$18,896,068</b>



# Bridge and Tunnel Enterprise

Revenue Source	FY 2024-25 Budgeted Revenue	FY 2024-25 Actual Revenue	Difference
Bridge Safety Surcharge	\$110,404,944	\$115,568,425	\$5,163,481
Bridge and Tunnel Impact Fee	\$26,045,531	\$25,689,095	-\$356,436
Bridge and Tunnel Retail Delivery Fee	\$9,820,834	\$10,187,312	\$366,478
Build America Bonds Credit	\$5,148,202	\$2,854,479	-\$2,293,723
FHWA Transfer from CDOT	\$9,626,239	\$9,373,288	-\$252,951
Interest Earnings & Miscellaneous Revenue	\$2,500,000	\$8,116,604	\$5,616,604
<b>Total</b>	<b>\$163,545,750</b>	<b>\$171,789,203</b>	<b>\$8,243,453</b>



# Clean Transit Enterprise

Sources	FY 2024-25 Final Budget	FY 2024-25 Actual Revenue	Variance
SB 21-260 Retail Delivery Fee	\$10,910,947	\$11,301,282	\$390,335
Intrafund Transfers	\$0	\$57,750	\$57,750
Interest Earned	\$0	\$875,887	\$875,887
<b>Total</b>	<b>\$10,910,947</b>	<b>\$12,234,920</b>	<b>\$1,323,973</b>



# NAAPME

Sources	FY 2024-25 Final Budget	FY 2024-25 Actual Revenue	Variance
SB 21-260 Retail Delivery Fee	\$2,543,596	\$2,635,056	\$91,460
SB 21-260 - Rideshare Fee	\$8,338,066	\$8,107,976	-\$230,090
Intrafund Transfers	\$0	\$48,706	\$48,706
Interest Earned	\$0	\$811,214	\$811,214
<b>Total</b>	<b>\$10,881,662</b>	<b>\$11,602,952</b>	<b>\$721,290</b>



# Fuels Impact Enterprise

<b>Sources</b>	<b>FY 2024-25 Final Budget</b>	<b>FY 2024-25 Actual Revenue</b>	<b>Variance</b>
Revenues	\$15,000,000	\$20,328,951	\$5,328,951
Interest Earned	\$0	\$845,415	\$845,415
<b>Total</b>	<b>\$15,000,000</b>	<b>\$21,174,366</b>	<b>\$6,174,366</b>





# **COLORADO**

## **Department of Transportation**

### **Transportation Commission Memorandum**

**To:** The Transportation Commission

**From:** Jeff Sudmeier, Chief Financial Officer

Bethany Nicholas, Deputy Chief Financial Officer

**Date:** September 17, 2025

**Subject:** Fiscal Year (FY) 2025-26 Budget Amendment

#### **Purpose**

To review the second budget amendment to the FY 2025-26 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 second budget amendment to the FY 2025-26 Annual Budget, which consists of four items that require TC approval. The second budget amendment reallocates \$2.8 million total from the TC Program Reserve Fund in the Commission Reserve Funds line (Line 73) to the Agency Operations line (Line 66) to fund four initiatives within the Division of Maintenance and Operations (DMO) in FY 2025-26:

1. \$1.5 million for the I-70 Joint Operations Area (JOA) per diem and hotel funding;
2. \$0.5 million for DMO's asset extraction project;
3. \$0.5 million to install additional electric vehicle charging stations; and
4. \$0.3 million to provide additional guarded security at several CDOT locations.

#### **Budget Amendments**

The second budget amendment contains four items that require TC approval. If these amendments are approved, the net impact to the TC Program Reserve is a reduction of \$2.8 million resulting in a balance of \$144.5 million.

#### **I-70 JOA Per Diem and Hotel Funding**

DMO is requesting \$1.5 million to fund I-70 JOA per diem and hotel costs for FY 2025-26. JOA Operations per diem and hotel costs are centralized to one area for payment to keep it separate from normal operating expenses when JOA is above normal workload due to position vacancies and other factors. Budget amendments have been approved to fund this need annually since FY 2021-22. If this request is not approved,



# COLORADO

## Department of Transportation

costs for lodging would be pulled from Region 1 and Region 3 Maintenance Levels of Service (MLOS) budgets, which are already underfunded for FY 2025-26.

The second budget amendment reallocates \$1,500,000 from the TC Program Reserve Fund in the Commission Reserve Funds line (Line 73) to the Agency Operations line (Line 66) to provide funding for the I-70 Joint Operations Area (JOA) per diem and hotel costs.

### **Asset Extraction Project**

DMO is requesting \$0.5 million to continue its remote data condition and asset extraction project for the new work order system that is being implemented for the Maintenance Level of Service (MLOS) program. DMO will be switching to a new work order system which will contain data on CDOT's roadway infrastructure. The current asset inventory was last updated using 2020 imagery. DMO would like to complete an updated extraction to load the most up-to-date asset inventory to reflect the most recent roadway configuration. DMO received \$0.5 million for this project in FY 2024-25 as a budget amendment, but costs have increased and additional funding is required to continue the project. Without funds, the roadway configuration that will be loaded into the new work order system will be six years old.

The second budget amendment reallocates \$500,000 from the TC Program Reserve Fund in the Commission Reserve Funds line (Line 73) to the Agency Operations line (Line 66) to support an asset extraction project for the new work order system that is being implemented for MLOS.

### **Electric Vehicle Charging Stations**

DMO is requesting \$0.5 million to continue the installation of electric vehicle (EV) charging stations to support its expanding battery electric vehicle (BEV) fleet. DMO's goal is to install 51 total charging stations including 48 Level II stations (estimated at \$50,000 each) and 3 Level III fast chargers (estimated at \$80,000 each). The total budget needed to install 51 charging stations is \$2.6 million. DMO currently has \$1.0 million, of which \$0.5 million was from an approved budget amendment in FY 2024-25 and \$0.5 million was funded internally by reallocating funds within the existing DMO budget.

If this request is approved, DMO will still need an additional \$1.1 million that will be requested over the course of FY 2026-27 and FY 2027-28. Each charging station takes 21 months to complete. DMO has completed four charging stations with the funding provided to date, and has an additional 8-10 in process, so most of the balance available in the project will be exhausted. The additional \$0.5 million in FY 2025-26 will allow DMO to develop the charging infrastructure needed to support the current EV fleet of 206 EVs, with another 25 being ordered for FY26.



# **COLORADO**

## **Department of Transportation**

The second budget amendment reallocates \$500,000 from the TC Program Reserve Fund in the Commission Reserve Funds line (Line 73) to the Agency Operations line (Line 66) to install electric vehicle charging stations to support the battery electric vehicle (BEV) truck orders.

### **Additional Guarded Security**

- DMO is requesting \$0.3 million to provide additional security at the CDOT HQ, Dinosaur Lots (Park and Ride), and Arkansas locations. Additional locations may be added in the future. Increased security is needed for multiple reasons. HQ is now experiencing nearly 1,000 security incidents annually, which is an increase of four times the number of incidents in 2022. Issues with CDOT ticket enforcement have contributed to the problems on the property. Patrols have been put in place at the Dinosaur Lots, which reduced crime to almost zero and prevented encampments. Previous crimes impacted ridership on Bustang and the ski shuttles, so it is important to ensure the safety of CDOT customers. CDOT is required to provide security for the portion of the Arkansas property where the statewide public safety core radio tower is located. If the funds are not received DMO will not be able to take steps to mitigate risk and ensure a secure environment.

The second budget amendment reallocates \$250,000 from the TC Program Reserve Fund in the Commission Reserve Funds line (Line 73) to the Agency Operations line (Line 66) to provide additional guarded security at several CDOT locations.

### **Potential Budget Amendments for Future Months**

Staff will return later this fall and provide a package of proposed budget amendments to utilize a large portion of the remaining balance in the TC Program Reserve, in particular the 2025 FHWA Redistribution funds. This will most likely focus on providing supplemental funding to the Maintenance Levels of Service (MLOS) program, and supplemental funding targeted on continued improvement of pavement condition statewide, and in rural areas in particular.

### **Next Steps**

September 2025 - Staff will complete any actions for approved budget amendments.

October or November 2025 - Staff will provide a package of proposed budget amendments to utilize a large portion of the remaining balance in the TC Program Reserve, in particular the 2025 FHWA Redistribution funds, for critical initiatives.

### **Attachments**

Attachment A - Amended FY 2025-26 Revenue Allocation Plan

Attachment B - Presentation



Attachment A: Fiscal Year (FY) 2025-26 CDOT Amended Annual Budget (September 2025)									
Line	Budget Category / Program	Estimated Rollforward from FY 2024-25*	FY 2025-26 Final Allocation Plan	Proposed TC Amendments	Approved TC Amendments	EMT and Staff Approved Adjustments	Total FY26 Program Budget Available including Changes	Directed By	Funding Source
1	Colorado Department of Transportation (CDOT)								
2	Capital Construction	\$1,073.4 M	\$612.0 M	\$0.0 M	\$7.1 M	\$5.6 M	\$1,698.1 M	-	-
3	Asset Management	\$286.5 M	\$398.3 M	\$0.0 M	\$7.1 M	-\$13.1 M	\$678.9 M	-	-
4	Surface Treatment	\$59.4 M	\$229.7 M	\$0.0 M	\$2.7 M	\$0.6 M	\$292.4 M	TC	FHWA / SH / SB 09-108
5	Structures	\$71.8 M	\$60.9 M	\$0.0 M	\$2.1 M	\$0.5 M	\$135.2 M	TC	FHWA / SH / SB 09-108
6	System Operations	\$9.0 M	\$25.9 M	\$0.0 M	\$1.1 M	\$0.0 M	\$36.1 M	TC	FHWA / SH
7	Geohazards Mitigation	\$3.2 M	\$8.1 M	\$0.0 M	\$1.3 M	\$0.3 M	\$12.9 M	TC	SB 09-108
8	Permanent Water Quality Mitigation	\$1.3 M	\$6.5 M	\$0.0 M	\$0.0 M	\$0.0 M	\$7.8 M	TC	FHWA / SH
9	Emergency Relief	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$2.9 M	\$2.9 M	FR	FHWA
10	10 Year Plan Projects - Capital Asset Management	\$141.7 M	\$67.2 M	\$0.0 M	\$0.0 M	-\$17.4 M	\$191.5 M	TC / FR	FHWA
11	Safety	\$135.3 M	\$121.8 M	\$0.0 M	\$0.0 M	-\$2.3 M	\$254.8 M	-	-
12	Highway Safety Improvement Program	\$52.1 M	\$41.0 M	\$0.0 M	\$0.0 M	-\$4.2 M	\$88.8 M	FR	FHWA / SH
13	Railway-Highway Crossings Program	\$1.0 M	\$3.5 M	\$0.0 M	\$0.0 M	-\$0.2 M	\$4.4 M	FR	FHWA / SH
14	Hot Spots	\$2.5 M	\$2.7 M	\$0.0 M	\$0.0 M	\$0.0 M	\$5.2 M	TC	FHWA / SH
15	FASTER Safety	\$61.7 M	\$67.4 M	\$0.0 M	\$0.0 M	\$2.1 M	\$131.1 M	TC	SB 09-108
16	Americans with Disabilities Act Compliance	\$18.0 M	\$7.2 M	\$0.0 M	\$0.0 M	\$0.0 M	\$25.2 M	TC	FHWA / SH
17	Mobility	\$651.6 M	\$91.9 M	\$0.0 M	\$0.0 M	\$21.0 M	\$764.5 M	-	-
18	Regional Priority Program	\$62.1 M	\$50.0 M	\$0.0 M	\$0.0 M	-\$2.0 M	\$110.1 M	TC	FHWA / SH
19	10 Year Plan Projects - Capital Mobility	\$555.1 M	\$19.3 M	\$0.0 M	\$0.0 M	\$18.1 M	\$592.5 M	SL	FHWA / SB 17-267 / SB 21-260
20	Freight Programs	\$34.4 M	\$22.6 M	\$0.0 M	\$0.0 M	\$4.9 M	\$61.9 M	FR	FHWA / SH / SL
21	Maintenance and Operations	\$39.3 M	\$419.9 M	\$0.0 M	\$2.3 M	\$0.4 M	\$460.7 M	-	-
22	Asset Management	\$33.0 M	\$384.2 M	\$0.0 M	\$2.3 M	\$5.4 M	\$423.7 M	-	-
23	Maintenance Program Areas	\$1.2 M	\$312.8 M	\$0.0 M	\$0.0 M	\$5.0 M	\$317.8 M	-	-
24	Roadway Surface	\$0.0 M	\$41.7 M	\$0.0 M	-\$7.4 M	\$0.0 M	\$34.3 M	TC	SH
25	Roadside Facilities	\$0.0 M	\$24.3 M	\$0.0 M	-\$0.7 M	\$0.0 M	\$23.6 M	TC	SH
26	Roadside Appearance	\$0.0 M	\$8.6 M	\$0.0 M	-\$4.0 M	\$0.0 M	\$4.6 M	TC	SH
27	Structure Maintenance	\$0.0 M	\$6.3 M	\$0.0 M	-\$0.1 M	\$0.0 M	\$6.2 M	TC	SH
28	Tunnel Activities	\$0.0 M	\$4.8 M	\$0.0 M	-\$1.4 M	\$0.0 M	\$3.4 M	TC	SH
29	Snow and Ice Control	\$0.0 M	\$103.8 M	\$0.0 M	\$12.9 M	\$0.0 M	\$116.7 M	TC	SH
30	Traffic Services	\$0.0 M	\$81.8 M	\$0.0 M	\$0.6 M	\$0.0 M	\$82.4 M	TC	SH
31	Materials, Equipment, and Buildings	\$0.0 M	\$21.4 M	\$0.0 M	-\$1.0 M	\$0.0 M	\$20.4 M	TC	SH
32	Planning and Scheduling	\$0.0 M	\$20.0 M	\$0.0 M	\$1.1 M	\$0.0 M	\$21.1 M	TC	SH
33	Express Lane Corridor Maintenance and Operations	\$2.5 M	\$13.2 M	\$0.0 M	\$0.0 M	\$0.0 M	\$15.7 M	TC	SH
34	Property	\$0.8 M	\$22.8 M	\$0.0 M	\$2.3 M	-\$0.1 M	\$25.9 M	TC	SH
35	Capital Equipment	\$28.5 M	\$23.4 M	\$0.0 M	\$0.0 M	\$0.5 M	\$52.4 M	TC	SH
36	Maintenance Reserve Fund	\$0.0 M	\$12.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$12.0 M	TC	SH
37	Safety	\$2.0 M	\$11.4 M	\$0.0 M	\$0.0 M	-\$5.0 M	\$8.4 M	-	-
38	Strategic Safety Program	\$2.0 M	\$11.4 M	\$0.0 M	\$0.0 M	-\$5.0 M	\$8.4 M	TC	FHWA / SH
39	Mobility	\$4.3 M	\$24.4 M	\$0.0 M	\$0.0 M	\$0.0 M	\$28.7 M	-	-
40	Real-Time Traffic Operations	\$0.5 M	\$14.4 M	\$0.0 M	\$0.0 M	\$0.0 M	\$14.9 M	TC	SH
41	Intelligent Transportation System Investments	\$3.8 M	\$10.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$13.8 M	TC	FHWA / SH
42	Multimodal Services & Electrification	\$159.2 M	\$56.9 M	\$0.0 M	-\$3.8 M	-\$0.1 M	\$212.2 M	-	-
43	Mobility	\$159.2 M	\$56.9 M	\$0.0 M	-\$3.8 M	-\$0.1 M	\$212.2 M	-	-
44	Innovative Mobility Programs	\$18.4 M	\$9.4 M	\$0.0 M	\$0.0 M	\$0.0 M	\$27.8 M	TC	FHWA / SH
45	National Electric Vehicle Program	\$0.0 M	\$14.5 M	\$0.0 M	\$0.0 M	\$0.0 M	\$14.5 M	FR	FHWA
46	10 Year Plan Projects - Multimodal	\$94.9 M	\$9.6 M	\$0.0 M	-\$3.8 M	\$0.0 M	\$100.7 M	TC	FHWA / SB 17-267, SB 21-260
47	Rail Program	\$9.8 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$9.8 M	SL	SL
48	Bustang	\$36.1 M	\$23.3 M	\$0.0 M	\$0.0 M	-\$0.1 M	\$59.4 M	TC	SB 09-108 / Fare Rev. / SB 21-260
49	Suballocated Programs	\$477.6 M	\$358.8 M	\$0.0 M	\$0.0 M	-\$73.1 M	\$763.3 M	-	-
50	Aeronautics	\$41.5 M	\$56.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$97.6 M	-	-
51	Aviation System Program	\$41.5 M	\$56.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$97.6 M	AB	SA
52	Highway	\$194.0 M	\$148.6 M	\$0.0 M	\$0.0 M	-\$11.1 M	\$331.5 M	-	-
53	Surface Transportation Block Grant - Urban	\$98.2 M	\$63.8 M	\$0.0 M	\$0.0 M	-\$5.0 M	\$157.0 M	FR	FHWA / LOC
54	Congestion Mitigation and Air Quality	\$51.9 M	\$51.4 M	\$0.0 M	\$0.0 M	-\$5.3 M	\$97.9 M	FR	FHWA / LOC
55	Metropolitan Planning	\$1.0 M	\$11.4 M	\$0.0 M	\$0.0 M	-\$0.2 M	\$12.2 M	FR	FHWA / FTA / LOC
56	Off-System Bridge Program	\$42.9 M	\$22.0 M	\$0.0 M	\$0.0 M	-\$0.5 M	\$64.4 M	TC / FR	FHWA / SH / LOC
57	Transit and Multimodal	\$242.1 M	\$154.2 M	\$0.0 M	\$0.0 M	-\$62.0 M	\$334.2 M	-	-
58	Recreational Trails	\$0.8 M	\$1.6 M	\$0.0 M	\$0.0 M	-\$0.1 M	\$2.3 M	FR	FHWA
59	Safe Routes to School	\$11.0 M	\$3.1 M	\$0.0 M	\$0.0 M	-\$0.7 M	\$13.4 M	TC	FHWA / LOC
60	Transportation Alternatives Program	\$37.2 M	\$21.8 M	\$0.0 M	\$0.0 M	-\$1.0 M	\$58.1 M	FR	FHWA / LOC
61	Transit Grant Programs	\$143.1 M	\$43.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$186.1 M	FR/SL/TC	FTA / LOC / SB 09-108
62	Multimodal Options Program - Local	\$19.9 M	\$68.2 M	\$0.0 M	\$0.0 M	-\$51.2 M	\$36.9 M	SL	SB 21-260
63	Carbon Reduction Program - Local	\$13.6 M	\$9.4 M	\$0.0 M	\$0.0 M	-\$1.8 M	\$21.2 M	FR	FHWA / LOC
64	Revitalizing Main Streets Program	\$16.4 M	\$7.0 M	\$0.0 M	\$0.0 M	-\$7.2 M	\$16.2 M	SL / TC	SB 21-260
65	Administration & Agency Operations	\$12.5 M	\$138.8 M	\$2.8 M	\$0.0 M	-\$0.1 M	\$153.9 M	-	-
66	Agency Operations	\$10.7 M	\$83.8 M	\$2.8 M	\$0.0 M	\$0.0 M	\$97.3 M	TC / AB	FHWA / SH / SA / SB 09-108
67	Administration	\$0.0 M	\$53.3 M	\$0.0 M	\$0.0 M	-\$0.3 M	\$53.0 M	SL	SH
68	Project Initiatives	\$1.8 M	\$1.7 M	\$0.0 M	\$0.0 M	\$0.1 M	\$3.6 M	TC	SH
69	Debt Service	\$125.1 M	\$44.5 M	\$0.0 M	\$0.0 M	\$0.0 M	\$169.6 M	-	-
70	Debt Service	\$125.1 M	\$44.5 M	\$0.0 M	\$0.0 M	\$0.0 M	\$169.6 M	DS	SH
71	Contingency Reserve	\$78.0 M	\$18.9 M	-\$2.8 M	\$5.6 M	\$0.3 M	\$100.1 M	-	-
72	Contingency Fund	\$23.1 M	\$15.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$38.1 M	TC	FHWA / SH
73	Commission Reserve Funds	\$54.9 M	\$3.9 M	-\$2.8 M	\$5.6 M	\$0.3 M	\$61.9 M	TC	FHWA / SH
74	Other Programs	\$57.8 M	\$38.9 M	\$0.0 M	\$0.0 M	-\$1.2 M	\$95.5 M	-	-
75	Safety Education	\$41.2 M	\$19.5 M	\$0.0 M	\$0.0 M	\$0.3 M	\$61.0 M	TC/FR	NHTSA / SSE
76	Planning and Research	\$3.8 M	\$18.2 M	\$0.0 M	\$0.0 M	-\$1.5 M	\$20.4 M	FR	FHWA / SH
77	State Infrastructure Bank	\$12.8 M	\$1.2 M	\$0.0 M	\$0.0 M	\$0.0 M	\$14.1 M	TC	SIB
78	Total - CDOT	\$2,022.9 M	\$1,688.7 M	\$0.0 M	\$11.2 M	-\$68.2 M	\$3,654.6 M	-	-
79	Colorado Bridge & Tunnel Enterprise (BTE)								
80	Capital Construction	\$52.8 M	\$110.6 M	\$0.0 M	-\$5.7 M	\$0.0 M	\$157.7 M	-	-
81	Asset Management	\$52.8 M	\$110.6 M	\$0.0 M	-\$5.7 M	\$0.0 M	\$157.7 M	-	-
82	10-Year Plan Projects- BTE	\$40.0 M	\$62.7 M	\$0.0 M	\$1.0 M	\$0.0 M	\$103.6 M	BEB	SB 09-108, SB 21-260
83	Safety Critical and Asset Management Projects	\$12.8 M	\$48.0 M	\$0.0 M	-\$6.7 M	\$0.0 M	\$54.0 M	BEB	SB 09-108, SB 21-260
84	Maintenance and Operations	\$1.2 M	\$2.4 M	\$0.0 M	-\$1.0 M	\$0.0 M	\$2.6 M	-	-
85	Asset Management	\$1.2 M	\$2.4 M	\$0.0 M	-\$1.0 M	\$0.0 M	\$2.6 M	-	-
86	Maintenance and Preservation	\$1.2 M	\$2.4 M	\$0.0 M	-\$1.0 M	\$0.0 M	\$2.6 M	BEB	SB 09-108
87	Administration & Agency Operations	\$5.2 M	\$2.2 M	\$0.0 M	\$0.0 M	\$0.0 M	\$7.3 M	-	-



88	Agency Operations-BTE	\$5.2 M	\$2.2 M	\$0.0 M	\$0.0 M	\$0.0 M	\$7.3 M	BEB	SB 09-108, SB 21-260
89	Debt Service	\$0.0 M	\$66.2 M	\$0.0 M	\$11.6 M	-\$25.5 M	\$52.4 M	-	-
90	Debt Service-BTE	\$0.0 M	\$66.2 M	\$0.0 M	\$11.6 M	-\$25.5 M	\$52.4 M	BEB	FHWA / SH
91	Total - Bridge & Tunnel Enterprise (BTE)	\$59.2 M	\$181.4 M	\$0.0 M	\$4.9 M	-\$25.5 M	\$220.0 M	-	-

92 Colorado Transportation Investment Office (CTIO)									
93	Capital Construction	\$0.0 M	\$83.3 M	\$0.0 M	\$0.0 M	\$0.0 M	\$83.3 M	-	-
94	Mobility	\$0.0 M	\$83.3 M	\$0.0 M	\$0.0 M	\$0.0 M	\$83.3 M	-	-
95	Capital Construction-CTIO	\$0.0 M	\$83.3 M	\$0.0 M	\$0.0 M	\$0.0 M	\$83.3 M	HPTEB	Tolls / Managed Lanes Revenue
96	Maintenance and Operations	\$160.0 M	\$8.7 M	\$0.0 M	\$0.0 M	\$0.0 M	\$168.7 M	-	-
97	Asset Management	\$160.0 M	\$8.7 M	\$0.0 M	\$0.0 M	\$0.0 M	\$168.7 M	-	-
98	Express Lanes Operations	\$160.0 M	\$8.7 M	\$0.0 M	\$0.0 M	\$0.0 M	\$168.7 M	HPTEB	Tolls / Managed Lanes Revenue
99	Multimodal and Mobility Programs	\$0.0 M	\$57.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$57.0 M		
100	Rail Projects	\$0.0 M	\$57.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$57.0 M	HPTEB	SB 24-230
101	Administration & Agency Operations-CTIO	\$4.4 M	\$57.6 M	\$0.0 M	\$0.0 M	\$0.0 M	\$62.0 M		
102	Agency Operations-CTIO	\$4.4 M	\$57.6 M	\$0.0 M	\$0.0 M	\$0.0 M	\$62.0 M	HPTEB	Tolls / Fee for Service / SB 24-230
103	Debt Service-CTIO	\$0.0 M	\$29.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$29.1 M		
104	Debt Service-CTIO	\$0.0 M	\$29.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$29.1 M	HPTEB	Tolls / Managed Lanes Revenue
105	Total - Colorado Transportation Investment Office (CTIO)	\$164.4 M	\$235.7 M	\$0.0 M	\$0.0 M	\$0.0 M	\$400.1 M	-	-

106 Clean Transit Enterprise (CTE)									
107	Suballocated Programs	\$0.0 M	\$66.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$66.1 M	-	-
108	Mobility	\$0.0 M	\$66.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$66.1 M	-	-
109	Zero Emissions Transit Grant Programs	\$0.0 M	\$11.3 M	\$0.0 M	\$0.0 M	\$0.0 M	\$11.3 M	CTB	SB 21-260
110	Local Transit and Rail Grant Programs	\$0.0 M	\$54.8 M	\$0.0 M	\$0.0 M	\$0.0 M	\$54.8 M	CTB	SB 24-230
111	Administration & Agency Operations	\$0.5 M	\$1.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$1.6 M	-	-
112	Agency Operations-CTE	\$0.5 M	\$1.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$1.6 M	CTB	SB 21-260/SB 24-230
113	Contingency Reserve	\$0.0 M	\$1.3 M	\$0.0 M	\$0.0 M	\$1.3 M	\$1.3 M	-	-
114	Contingency Reserve-CTE	\$0.0 M	\$1.3 M	\$0.0 M	\$0.0 M	\$0.0 M	\$1.3 M	CTB	SB 21-260
115	Debt Service	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	-	-
116	Debt Service-CTE	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	CTB	SB 21-260
117	Total - Clean Transit Enterprise (CTE)	\$0.5 M	\$68.5 M	\$0.0 M	\$0.0 M	\$1.3 M	\$68.9 M	-	-

118	Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)								
119	Multimodal Services & Electrification	\$0.0 M	\$13.2 M	\$0.0 M	\$0.0 M	\$0.0 M	\$13.2 M	-	-
120	Mobility	\$0.0 M	\$13.2 M	\$0.0 M	\$0.0 M	\$0.0 M	\$13.2 M	-	-
121	NAAPME Projects	\$0.0 M	\$13.2 M	\$0.0 M	\$0.0 M	\$0.0 M	\$13.2 M	NAAPMEB	SB 21-260
122	Administration & Agency Operations	\$0.0 M	\$0.2 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.2 M	-	-
123	Agency Operations-NAAPME	\$0.0 M	\$0.2 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.2 M	NAAPMEB	SB 21-260
124	Contingency Reserve	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	-	-
125	Contingency Reserve-NAAPME	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	NAAPMEB	SB 21-260
126	Debt Service	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	-	-
127	Debt Service-NAAPME	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	NAAPMEB	SB 21-260
128	Total - Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)	\$0.0 M	\$13.4 M	\$0.0 M	\$0.0 M	\$0.0 M	\$13.4 M	-	-

129 Fuels Impact Enterprise (FIE)									
130	Suballocated Programs	\$18.2 M	\$14.9 M	\$0.0 M	\$0.0 M	\$0.0 M	\$33.1 M	-	-
131	Highway	\$18.2 M	\$14.9 M	\$0.0 M	\$0.0 M	\$0.0 M	\$33.1 M	-	-
132	Fuels Impact Grants	\$18.2 M	\$14.9 M	\$0.0 M	\$0.0 M	\$0.0 M	\$33.1 M	FIEB	SB 23-280
133	Administratin & Agency Operations	\$0.1 M	\$0.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.2 M	-	-
134	Agency Operations-FIE	\$0.1 M	\$0.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.2 M	FIEB	SB 23-280
135	Contingency Reserve	\$0.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.1 M	-	-
136	Contingency Reserve-FIE	\$0.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.1 M	FIEB	SB 23-280
137	Debt Service	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	-	-
138	Debt Service-FIE	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	FIEB	SB 23-280
139	Total - Fuels Impcat Enterprise (FIE)	\$18.5 M	\$15.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$33.5 M	-	-
140	Total - CDOT and Enterprises	\$2,265.5 M	\$2,202.6 M	\$0.0 M	\$16.1 M	-\$92.5 M	\$4,390.5 M	-	-

\* Roll forward budget is budget from a prior year that hasn't been committed to a project or expended from a cost center prior to the close of the fiscal year.

Key to Acronyms:  
 - = Empty Cell With No Applicable Data or Description  
 AB = Aeronautics Board  
 BEB = Bridge Enterprise Board  
 CTB = Clean Transit Board  
 DS = Debt Service  
 FR = Federal  
 HPTEB = High Performance Transportation Enterprise Board  
 LOC = Local  
 M = millions in dollar amount  
 NAAPMEB = Nonattainment Area Air Pollution Mitigation Enterprise Board  
 SA = State Aviation  
 SB = Senate Bill  
 SH = State Highway  
 SIB = State Infrastructure Bank  
 SL = State Legislature  
 TC = Transportation Commission



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# September 2025 Budget Workshop FY 2025-26 Budget Amendment





# Agenda

## Agenda:

- FY26 Budget Amendment Summary
- Updated TC Program Reserve Reconciliation
- Budget Amendment Descriptions
- Next Steps



Colorado Mountains



# TC Program Reserve Reconciliation

After fiscal year end budget processes are completed, the available balance in the TC Program Reserve Fund is \$147.2 M.

<b>Beginning Balance</b>	<b>\$57.0 M</b>
Revenue Reconciliation - Flexible Revenues	-\$14.9 M
Residual SHF Budget after Roll Forwards	\$5.4 M
FHWA Redistribution	\$99.7 M
<b>Ending TC Program Reserve Balance</b>	<b>\$147.2 M</b>



The September Budget Amendment contains four requests from the Division of Maintenance and Operations (DMO) to repurpose a portion of these funds for critical initiatives in FY 2025-26.





# FY26 Budget Amendment Summary

Each of these requests would come from the TC Program Reserve, and would therefore require TC Approval per PD 703.0\*

Budget Line	Line Number	FY26 Budget Amendment Summary	Amount
Agency Operations	Line 66	I-70 Joint Operations Area (JOA) per diem and hotel costs	\$1.5 M
Agency Operations	Line 66	Asset Extraction Project	\$0.5 M
Agency Operations	Line 66	Installation of Electric Vehicle (EV) Charging Stations	\$0.5 M
Agency Operations	Line 66	Additional Guarded Security	\$0.3 M
Commision Reserve	Line 73	Proposed Budget Amendments from TC Program Reserve	\$2.8 M

\*Transportation Commission Policy Directive 703.0 establishes the policy by which CDOT will determine and submit the annual budget, project budgets, or any other relevant budgetary matters to the Colorado Transportation Commission. The Commission will focus on substantive budget matters, i.e. those budget matters that involve material change or significant risk, and will exercise oversight on routine budget matters by deferring lesser decisions to Executive Management or Staff according to risk.



# TC Program Reserve Reconciliation

<b>Beginning Balance - Sept 2025</b>	<b>\$57.0 M</b>
Revenue Reconciliation	-\$14.9 M
Residual SHF Budget after Roll Forwards	\$5.4 M
FHWA Redistribution	\$99.7 M
<b>Balance after FY24 year end processes</b>	<b>\$147.2 M</b>
FY26 Budget Amendments	-\$2.8 M
<b>Ending TC Program Reserve Balance</b>	<b>\$144.5 M</b>



If all budget amendments are approved, the ending balance in the TC Program Reserve will be \$144.5 M. Staff will return later in the fall with a budget amendment to allocate additional funds, in particular the 2025 FHWA Redistribution funds.



# DMO Budget Amendment Summaries

**Short Title:** I-70 JOA per diem and hotel costs

**Budget Line:** Agency Operations

**Amount:** \$1.5 M

**Summary of Request:**

- I-70 JOA Operations per diem and hotel costs are centralized to one area for payment to keep it separate from normal operating expenses when JOA is above normal workload due to position vacancies and other factors.
- Budget amendments have been approved to fund this need annually since FY22.
- If this request is not approved, costs for lodging would be pulled from Region 1 and Region 3 MLOS budgets, which are already underfunded for FY26.

**Short Title:** Asset extraction project

**Budget Line:** Agency Operations

**Amount:** \$0.5 M

**Summary of Request:**

- DMO will be switching to a new work order system which will contain data on CDOT's roadway infrastructure.
- The current asset inventory was last updated using 2020 imagery. DMO would like to complete an updated extraction to load the most up-to-date asset inventory to reflect the most recent roadway configuration.
- DMO received \$500,000 in FY25 for this project, but costs have increased, so additional funding is needed to continue the project.
- Without funds, the roadway configuration that will be loaded into the new work order system will be six years old.



# DMO Budget Amendment Summaries, continued

**Short Title:** Installation of EV charging stations

**Budget Line:** Agency Operations

**Amount:** \$0.5 M

**Summary of Request:**

- Funds are needed to install EV charging stations to support the expanding battery electric vehicle (BEV) fleet.
- DMO's goal is to install 51 total charging stations including 48 Level II stations and 3 Level III fast chargers. DMO has completed four charging stations with the funding provided to date, and have an additional 8-10 in process, so most of the balance available in the project will be exhausted.
- The additional \$0.5 million in FY 2025-26 will allow DMO to develop the charging infrastructure needed to support the current EV fleet of 206 EVs, with another 25 being ordered for FY26.

**Short Title:** Additional Guarded Security

**Budget Line:** Agency Operations

**Amount:** \$0.3 M

**Summary of Request:**

- DMO would like to provide additional guarded security at the CDOT HQ, Dinosaur Lots (Park and Ride), and Arkansas locations. Additional locations may be added in the future.
- HQ is now experiencing nearly 1,000 security incidents annually, which is an increase of four times the number of incidents in 2022. Issues with CDOT ticket enforcement have contributed to the problems on the property.
- CDOT is required to provide security for the portion of the Arkansas property where the statewide public safety core radio tower is located.



# Potential Budget Amendments for Future Months

**Short Title:** Supplemental Funding for MLOS

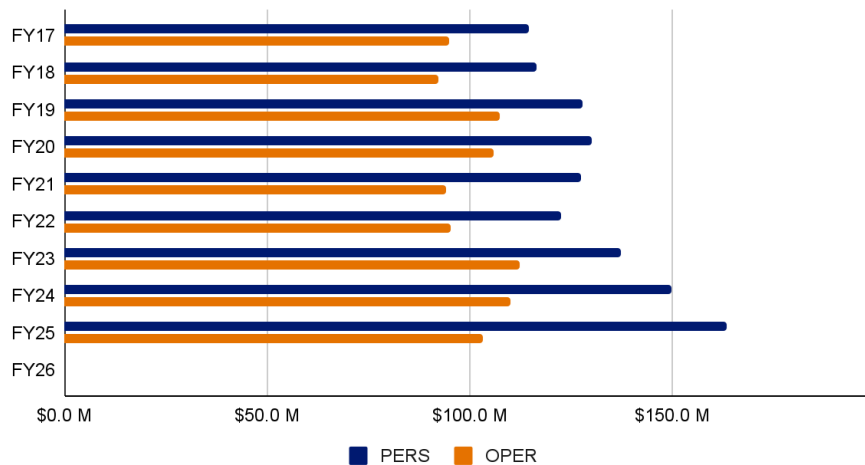
**Budget Line:** MLOS

**Amount:** \$10-\$20 million

**Summary of Request:**

- Maintenance Levels of Service (MLOS) activities are not eligible for federal funding and must be funded using limited HUTF funding in the State Highway Fund (SHF). Available revenue at the time of adoption of the FY 25-26 Annual Budget was inadequate to fully fund the MLOS personal services budget with a shortfall of up to \$17 million.
- If not fully funded, operating funds will need to be transferred to personal services, reducing funding for materials, negatively impacting services such as snow and ice removal and pothole repair.

MLOS Expenses History - Maintenance Cost Centers





# Potential Budget Amendments for Future Months

**Short Title:** Supplemental Funding for Pavement Condition

**Budget Line:** Surface Treatment

**Amount:** Up to \$80 million

**Summary of Request:**

- Over the last several years, CDOT has focused significant additional investment in improving pavement condition on rural roads and interstates.
- In the case of interstates, this has helped to reduce the State's percentage of interstate lane miles in poor condition from 3.3% in 2023 to 2.3% in 2024. These funds have also helped improve more than 2,500 miles of rural roads in the last four years.
- Additional funds will provide an opportunity to continue to make progress in targeting some of the worst pavement in the State.



US 50 Delta Repair Project



US 385 Phillips/Yuma, Before and After Condition



# Next Steps



## Next Steps:

- September 2025 - Staff will complete any actions for approved budget amendments.
- October or November 2025 - Staff will provide a package of proposed budget amendments to utilize a large portion of the remaining balance in the TC Program Reserve, in particular the 2025 FHWA Redistribution funds, for critical initiatives.





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## **Board of Directors Memorandum**

**To:** Fuels Impact Enterprise Board of Directors

**From:** Darius Pakbaz, Program Administrator & Craig Hurst, DTD Freight Mobility & Safety Branch

**Date:** 17 September 2025

**Subject:** Fuels Impact Enterprise Program Update and FY27 Draft Budget

### **Purpose**

This memorandum outlines the Fuels Impact Enterprise program update for the past couple of fiscal years and the proposed budget for FY27. This memo also contains the information on the state projects that the Board of Directors have approved funding allocations for and staff's recommendation on projects that would spend the remaining FY25 funding.

### **Action**

No formal action requested.

### **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.

To carry out its duties and its business enterprise, the enterprise adopted a fuels impact reduction fee per gallon, beginning on September 1, 2023, to be paid by licensed fuel excise tax distributors within Colorado and licensed fuel distributors who ship products from outside of Colorado to a point within Colorado. This fee cannot be more than six thousand one hundred twenty-five millionths of a dollar (\$0.006125) per gallon of fuel products delivered for sale or use in Colorado.

The enterprise is tasked to administer the fuels impact reduction grant program, to provide grants to certain critically impacted communities, governments and transportation corridors for the improvement of hazardous mitigation corridors and to support local and state government projects related to emergency responses, environmental mitigation, or projects related to transportation fuel within the state. C.R.S. 43-4-1506 (2) requires the distribution of the first \$10 million of funds from the grant program to the following:

- \$6,400,000 to Adams County (64%)
- \$2,000,000 to the City of Aurora (20%)
- \$1,300,000 to El Paso County (13%)
- \$240,000 to Mesa County (2.4%)
- \$60,000 to Otero County (0.6%)

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

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

The board of directors previously approved project funding allocations for \$9.5 million of the \$11,461,310 available to be allocated to state freight projects from FY24 and FY25 funding. These projects are;

- \$7,000,000 (\$5 million from FY24 and \$2 million from FY25) for the renovation of structures F-20-BJ & F-20-BL on I-70 in Deer Trail.
- \$1.25 million for Region 2 surface treatment/paving projects on freight routes within their region.
- \$1.25 million for Region 3 surface treatment/paving projects on freight routes within their region.

The CDOT Freight team is recommending to the FIE Board of Directors that they consider allocating the remainder of FY25 state project funds to the following projects:

- \$1.25 million for Region 4 surface treatment/paving projects on freight routes within their region.
- \$476,810 for Region 5 surface treatment/paving projects on freight routes within their region.

On anticipated revenues of \$15,000,000 in fiscal year 2026-27, these are the proposed allocations for consideration by the Board of Directors (this budget proposal mirrors the FY26 approved budget):

- \$10,000,000 for Local Agency Allocations per C.R.S. 43-4-1506 (2)
- \$4,795,000 for Statewide Fuel Movement and Freight Projects and Programs
- \$104,500 for Enterprise Administration and Operations
- \$100,000 for Board Contingency Funds

Staff will come back with program updates on local projects in the coming months.

### **Next Steps**

While there are no requested actions needed at this month's meeting, future meetings will bring forth a final budget for consideration by the Board of Directors. Additionally, the project recommendations for the remaining FY25 funds will come back for a vote in November.

### **Attachments**

A - Memorandum - FIE Budget and Program Updates

B - Presentation - FIE FY2027 Budget and Program Updates

C - Fiscal Year 2026-27 Draft FIE Revenue Allocation Plan



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# Fuels Impact Enterprise

## Overview and Fuels Impact Mitigation Fee

Craig Hurst - DTD Freight Mobility & Safety Branch Manager



# SB23-280 -Fuels Impact Enterprise

## General Overview

Signed into law on June 6, 2023

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

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

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

### Enterprise Powers:

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





# Fuels Impact Reduction Fee

As detailed in C.R.S. 43-4-1503, the Fuels Impact Enterprise Board was required to set the fuels impact reduction fee by September 1, 2023.

The was set by the Enterprise Board of Directors at **six thousand one hundred twenty-five millionths of a dollar (\$0.006125) per gallon** of fuel products delivered for sale or use in Colorado.

This fee will be paid by licensed fuel excise tax distributors within Colorado and licensed fuel distributors who ships products from outside of Colorado to a point within Colorado.

The fee will not be collected if the fuels impact cash fund exceeds **\$15 million dollars**.



# Fuels Impact Reduction Grant Program

C.R.S. 43-4-1506

Fuels Impact Reduction Grant Program  
**\$15 million**

First “Allocation”  
**\$10 million**

Allocation to Specific Local Governments

Second “Allocation”  
**\$5 million**  
Enterprise Administration

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

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





# Fuels Impact Reduction Grant Program

## Political Subdivision Allocation - \$10 million

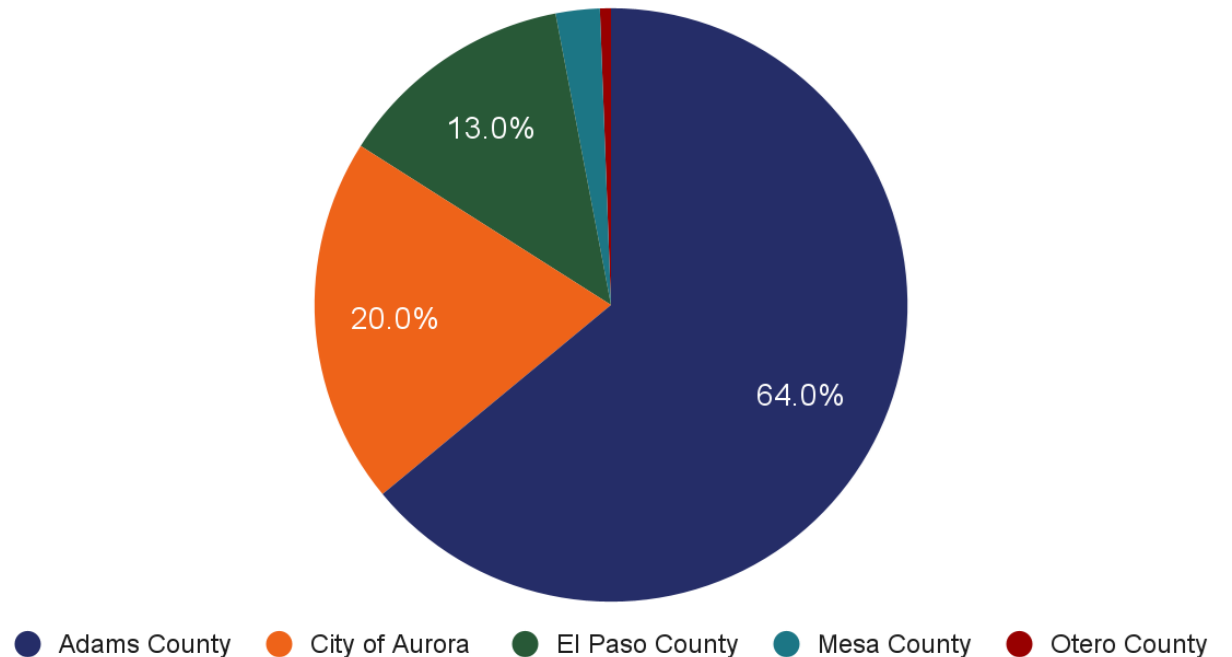
The first allocation of funds, as required by statute, are to the following political subdivisions for the improvement of hazardous mitigation corridors in the state prioritizing uses related to safety and environmental impacts.

- Adams County - \$6,400,000 - 64%
- City of Aurora - \$2,000,000 - 20%
- El Paso County - \$1,300,000 - 13%
- Mesa County - \$240,000 - 2.4%
- Otero County - \$60,000 - 0.6%

If the enterprise is unable to distribute \$10 million, funds will be distributed in proportion described above.

If a political subdivision is unable to accept these funds, unacceptable amounts will be distributed to the other political subdivisions on a proportionate basis.

Political Subdivision Allocation - \$10 million





# Fuels Impact Reduction Grant Program

## Annual State Allocation - FY24 and FY25

### Annual State Allocation from FIE

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





# Fuels Impact Reduction Grant Program

## FI Enterprise Administered Funds

The CDOT Freight team has worked with the CDOT regions to identify the best use of these funds. The BOD has already approved \$9.5 million of FY24 and FY25 funds to projects within Regions 1-3. Today we are recommending projects in Regions 4 & 5 that will distribute the remaining funds from FY25.

These freight funds can be used for projects within the following parameters;

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







# I-70 Bridge Repairs - Near Deer Trail



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

**APPROVED in May 2025**

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

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

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

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

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

## Project Schedule:

90% FOR Review: May 15th

AD Date: July 31st

Construction: Summer-Fall 2025



# Paving Projects in Regions 2 & 3



## APPROVED In May 2025

- \$2.5 million project request (\$1.25 million to region 2 & 3)
- 15-20 miles of paving
- A focus on worst conditions first
- All projects would be on freight routes
- Paving to occur in 2025 & Spring of 2026





# Paving Projects in Regions 4 & 5

The CDOT Freight team is recommending the following projects for the remainder of FY25 funds.

- \$1,726,810 million project request
  - \$1.25 million to Region 4
  - \$476,810 million to Region 5
- 10-15 miles of paving
- A focus on worst conditions first
- All projects would be on freight routes
- Paving to occur Spring-Fall of 2026







# FY27 Proposed Budget





## Next Steps & Questions?

- We will come back in the coming months for further discussion and a vote on these items.

**Fuels Impact Enterprise**  
**Fuels Impact Reduction Fund 548 C.R.S §43-4-1504 (1)(a)(I)**  
**Fiscal Year 2026-27 Proposed Allocation Plan 9/18/25**

Fiscal Year 2026-27 Estimated Revenues			
Line	Source	FY2025-26 Estimated Revenue	FY2026-27 Estimated Revenue
1	Fuels Impact Reduction Fee	\$ 15,000,000	\$ 15,000,000
2	Total Estimated Yearly Revenue	\$ 15,000,000	\$ 15,000,000
Fiscal Year 2026-27 Allocations			
Line	Budget Item	FY2025-26 Final Allocation Plan	FY2026-27 Proposed Allocation Plan
3	Administrative & Operating Activities (Cost Center FI280-548)	\$ 104,500	\$ 104,500
4	Fuels Impact Enterprise Staff Compensation	\$ 75,000	\$ 75,000
5	Fuels Impact Enterprise Program Support	\$ 25,000	\$ 25,000
6	Attorney General's Office Legal Services	\$ 1,000	\$ 1,000
7	Annual Audit	\$ 2,000	\$ 2,000
8	Travel Expenses	\$ 500	\$ 500
9	Operating Expenses	\$ 1,000	\$ 1,000
10	Administrative & Operating Activities Unallocated Balance	\$ -	\$ -
11	Local Agency & Board Directed Distributions (Cost Center FUELS-548)	\$ 14,795,500	\$ 14,795,500
12	Adams County Distribution	\$ 6,400,000	\$ 6,400,000
13	City of Aurora Distribution	\$ 2,000,000	\$ 2,000,000
14	El Paso County Distribution	\$ 1,300,000	\$ 1,300,000
15	Mesa County Distribution	\$ 240,000	\$ 240,000
16	Otero County Distribution	\$ 60,000	\$ 60,000
17	Board Directed CDOT Distribution	\$ 4,795,500	\$ 4,795,500
18	Local Agency & Board Directed Distributions Unallocated Balance	\$ -	\$ -
19	Debt Service		
20			
21	Debt Service Unallocated Balance	\$ -	\$ -
22	Contingency Reserve (Cost Center FI300-548)	\$ 100,000	\$ 100,000
23			
24	Contingency Reserve Unallocated Balance	\$ 100,000	\$ 100,000
	Total Fund 548 Estimated Revenue	\$ 15,000,000	\$ 15,000,000
	Total Fund 548 Itemized Allocations	\$ 14,900,000	\$ 14,900,000
	Total Fund 548 Unallocated Balance	\$ 100,000	\$ 100,000
	Total Available Fund 548 Balance Per C.R.S. §43-4-1504 (1)(b)(II)*	\$ 100,000	\$ 100,000

\*Does not factor in costs incurred by the Department of Revenue while collecting the fee

Line	Budget Category / Program	FY2025-26 Final Allocation Plan	FY2026-27 Proposed Allocation Plan
1	Fuels Impact Enterprise		
2	Suballocated Programs	\$14.8 M	\$14.8 M
3	Highway	\$14.8 M	\$14.8 M
4	Fuels Impact Grants	\$14.8 M	\$14.8 M
5	Administration & Agency Operations	\$0.1 M	\$0.1 M
6	Agency Operations	\$0.1 M	\$0.1 M
7	Contingency Reserve	\$0.1 M	\$0.1 M
8	Contingency Reserve	\$0.1 M	\$0.1 M
9	Debt Service	\$0.0 M	\$0.0 M
10	Debt Service	\$0.0 M	\$0.0 M
11	TOTAL - Fuels Impact Enterprise	\$15.0 M	\$15.0 M



# **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:** September 18, 2025

**Subject: Bridge and Tunnel Enterprise Fiscal Year 2025 Annual Newsletter**

#### **Purpose**

The Bridge and Tunnel Enterprise (BTE) staff has prepared a fiscal year end newsletter to update the BTE Board of Directors (Board) of significant program highlights and achievements for FY2025.

#### **Action**

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

#### **Background**

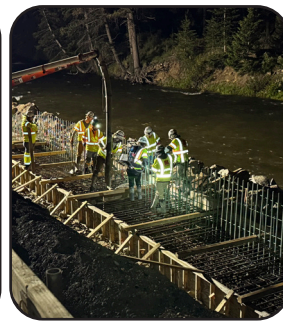
In May 2017, Senate Bill (SB) 17-231, “Concerning the Scheduled Repeal of Reports by the Department of Transportation” was passed, repealing a part of SB 09-108 (FASTER) relating to the annual reporting requirement (43-4-805 (6)). The new legislation took effect in August 2017, eliminating the requirement to present the Board with an annual report.

In September 2017, BTE staff presented the Board with a recommendation to switch from a calendar year annual report to a fiscal year end newsletter presented to the Board by October of each year and received concurrence. BTE Staff will continue to present four quarterly reports per fiscal year to the Board which contain detailed information on program progress and financial status.

#### **Attachments**

Attachment A: Bridge & Tunnel Enterprise FY2025 Annual Newsletter

# Statewide Bridge and Tunnel Enterprise FY 2025 Annual Newsletter



## I-70 Floyd Hill

In Q4 FY 2025, the fourth and final construction package (CP #4) of the I-70 Floyd Hill project broke ground. This milestone was achieved in part due to the BTE Board of Directors approval of the \$218.75 million Bridge and Tunnel Enterprise (BTE) Senior Infrastructure Revenue Bond Series 2025A transaction that closed in May 2025 and a \$240 million construction phase budget supplement for CP #4. To date, the Board has approved a total of approximately \$300 million for this key strategic 10-Year Plan project to address three poor rated bridges and the aging, deficient infrastructure adjacent to the bridges. The project is now fully funded through innovative financing by BTE and Colorado Transportation Investment Office, CDOT strategic funds, and an Infrastructure for Rebuilding America (INFRA) grant.

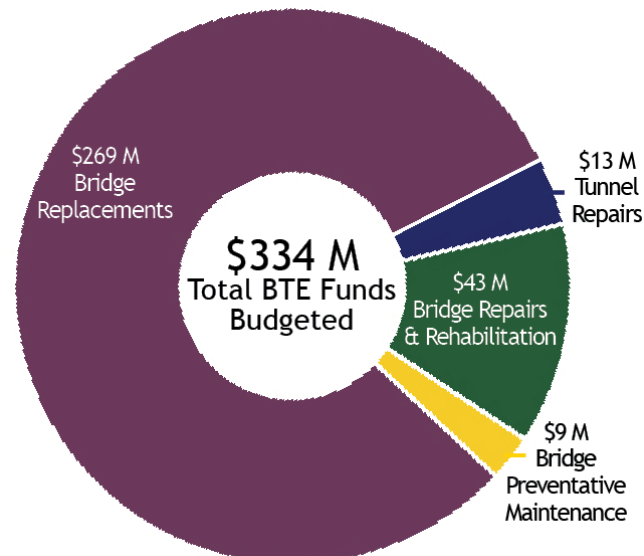
## US 50 Blue Mesa Bridges Emergency Response Project

In April 2024, cracks were found in the steel girders carrying a fracture critical span of the US 50 bridge over Blue Mesa Reservoir (K-07-B) between Gunnison and Montrose, leading to emergency closure of the bridge. Shortly afterwards, it was determined that the US 50 over Lake Fork (K-07-A) bridge to the west of this location also required repair. In response to this emergency, the BTE Board of Directors acted quickly to approve \$81 million for bridge repairs to K-07-B and K-07-A. An additional \$15 million was approved in September 2024 due to more extensive repairs being required than originally anticipated.

Critical repairs, that involved fixing cracks on K-07-B that posed an imminent risk to structural integrity, were completed and the bridge opened to limited traffic on July 3rd 2024. Permanent repairs to K-07-B and K-07-A, to reopen the bridges to full traffic, were completed in December 2024. Ultimately, the bridges received structural retrofits that included a combined 410 tons of steel and 51,504 new bolts with final repairs concluding in summer 2025.

In June 2025, the State Legislature passed and the Governor signed Senate Bill 25-320, "Concerning Commercial Motor Vehicle Transportation", which accelerates the phasing in of the Bridge and Tunnel Impact Fee. The fee will increase to \$0.07 per gallon for FY 2026 and FY 2027 and to \$0.08 per gallon for FY 2028. Overall, this legislation is anticipated to increase BTE impact fee revenue by approximately \$28.4 million over the next three years.

## BTE Delivers Near Historic Levels in FY2025



## I-70 Glenwood Canyon Bridge Preventative Maintenance

12 structures | 17 mile corridor | \$9 million



The construction phase for BTE's first Bridge Preventative Maintenance project, the I-70 Glenwood Canyon Bridge & Rail Improvements Project, was funded in Q2 FY 2025. This project includes rehabilitation work on twelve bridges in Region 3, located on Interstate 70 within Glenwood Canyon, and was made possible by the increased BTE scope and funding flexibility authorized by the passage of House Bill 23-1276. The project will replace 856 linear feet of expansion joints and replace 1,180 linear feet of bridge rail. Repairs address joint deterioration that left untreated would accelerate damage to bearings, girder ends, and substructures. The improvements will extend the service life of these bridges and ensure safe, reliable travel through one of Colorado's busiest mountain corridors.





## Region 2 Bridge Bundle Project

In Q1 FY 2025, BTE and CDOT Region 2 successfully completed the Region 2 Bridge Bundle Project four months ahead of schedule and \$2.2 million under budget. The project, which was awarded a \$12.5 million federal discretionary grant in FY 2020, replaced 17 structures in rural areas of southern and central Colorado. These new structures improve rural mobility, strengthen statewide connections to interstate commerce, and support the movement of agricultural goods and tourism by eliminating load-restricted routes.

By bundling structures into a single design-build (DB) project based on various factors such as risk, geographic proximity, and replacement structure type and size, BTE and CDOT achieved economies of scale through standardized designs, increased production rates, lower overhead costs, and streamlined procurement. This bundled approach also minimized impacts to the traveling public through coordinated construction schedules and maintenance of traffic as multiple bridges were replaced simultaneously along each corridor. The Region 2 Bridge Bundle project exemplifies how strategic bridge bundling and alternative project delivery can be leveraged to accelerate the replacement of Colorado's aging bridge infrastructure and deliver cost-effective and efficient engineering solutions for the traveling public.



During FY 2025 four other BTE funded structures completed construction (see below)



I-76 over York Street  
Region 1 | Adams



US 285 over Middle Fk S Platte River  
Region 2 | Park



I-25 SB over US 160, SH 10, RR Spur  
Region 2 | Huerfano



US 285 over Draw  
Region 5 | Chaffee

## Eastern Plains Timber Bridge Replacement Program

In Q4 FY 2025, the Eastern Plains Timber Bridge Replacement Program, which addressed seven BTE eligible structures and four non-eligible structures throughout Eastern Colorado in CDOT Regions 4 and 1, completed construction. These bridges provide critical rural mobility and play a key role in the movement of agricultural and resource products in the State. The project utilized construction manager/general contractor (CM/GC) contracting to bundle the structures into four construction packages based upon geographic proximity, structure type, and risk factors, allowing BTE and CDOT to optimize project delivery, achieve economies of scale, and expedite a project with significant safety benefits for the traveling public.







# **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

Katie Carlson, Bridge and Tunnel Financial Manager

**Date:** September 18, 2025

**Subject:** Bridge and Tunnel Enterprise Fiscal Year 2026-27 Draft Proposed Annual Budget

#### **Purpose**

This month the Bridge and Tunnel Enterprise Board of Directors (Board) is being presented with a Statewide Bridge and Tunnel Enterprise fiscal year (FY) 2026-27 Draft Proposed Annual Budget for Special Revenue Fund (C.R.S 43-4-805(3)(a) 538) (Fund 538) for review and comment.

#### **Action**

The Board is being asked to review and comment on the FY 2026-27 Draft Proposed Annual Budget. No approval action is being requested at this time.

#### **Background**

In coordination with the Office of Financial Management and Budget (OFMB), Bridge and Tunnel Enterprise (BTE) is presenting a FY 2026-27 Draft Proposed Annual Budget. BTE will return in November with the Final Proposed Annual Budget for review and approval. Additional detail regarding the sources and uses for the \$206.1 million in forecast FY 2026-27 BTE revenues can be found in the attached BTE FY 2026-27 Draft Proposed Annual Budget and FY 2026-27 Draft Budget Workshop.

#### **Next Steps**

- 1) BTE program staff will return in November requesting the review and approval of the final proposed budget for FY 2026-27.
- 2) In the following months, OFMB and BTE program staff will be finalizing the budget. Key tasks will include reviewing updated FY 2026-27 revenue projections, aligning both the final BTE budget with the CDOT narrative budget and one-sheet, and reviewing all budget allocations.
- 3) In February 2026, BTE will present the Board with a final budget for review and comment, and in March 2026, staff will request approval and adoption of the final FY 2026-27 budget.

## Attachments

Attachment A: Bridge and Tunnel Enterprise Fiscal Year 2026-27 Draft Proposed Annual Budget

**Bridge and Tunnel Enterprise**  
**Statewide Bridge and Tunnel Enterprise Special Revenue Fund 538 C.R.S §43-4-805 (3)(a)**  
**Fiscal Year 2026-27 Draft Proposed Allocation Plan**

<b>Fiscal Year 2026-27 Estimated Revenues</b>			
<b>Line</b>	<b>Source</b>	<b>FY2025-26 Estimated Revenue</b>	<b>FY2026-27 Estimated Revenue</b>
1	FASTER Bridge Safety Surcharge Fee	\$ 117,599,801	\$ 120,938,628
2	Bridge & Tunnel Impact Fee	\$ 34,665,377	\$ 47,873,360
3	Bridge & Tunnel Retail Delivery Fee	\$ 11,609,476	\$ 12,864,204
4	Federal Funds for 2019A and 2024B Bond Debt Service	\$ 15,000,000	\$ 15,000,000
5	Interest Earnings and Miscellaneous Revenue	\$ 2,500,000	\$ 9,434,244
6	<b>Total Estimated Yearly Revenue</b>	<b>\$ 181,374,654</b>	<b>\$ 206,110,436</b>
<b>Fiscal Year 2026-27 Allocations</b>			
<b>Line</b>	<b>Budget Item</b>	<b>FY2025-26 Final Allocation Plan</b>	<b>FY2026-27 Proposed Allocation Plan</b>
7	<b>Administrative &amp; Operating Activities (Cost Centers)</b>		
8	Bridge & Tunnel Enterprise Staff Compensation & Employee Appreciation	\$ 966,567	\$ 995,564
9	Bridge & Tunnel Enterprise Program Support & Other Consulting	\$ 1,075,000	\$ 1,075,000
10	Attorney General Legal Services	\$ 50,000	\$ 50,000
11	Annual Audit	\$ 35,000	\$ 35,000
12	In-state Travel Expenses	\$ 6,700	\$ 6,700
13	Out of State Travel Expenses	\$ 7,200	\$ 7,200
14	Operating Expenses	\$ 4,000	\$ 4,000
15	Trustee Fee	\$ 10,000	\$ 10,000
17	<b>Administrative &amp; Operating Activities Unallocated Balance</b>	<b>\$ (2,154,467)</b>	<b>\$ (2,183,464)</b>
18	<b>Maintenance &amp; Preservation (Cost Centers)</b>		
19	Bridge and Tunnel Preservation	\$ 1,000,000	\$ -
20	Routine Maintenance on Bridge and Tunnel Enterprise Structures	\$ 1,362,318	\$ 1,403,188
21	Support Services	\$ -	\$ -
22	<b>Maintenance &amp; Preservation Unallocated Balance</b>	<b>\$ (2,362,318)</b>	<b>\$ (1,403,188)</b>
23	<b>Debt Service and Availability Payments (Cost Centers and Pools)</b>		
24	Series 2019A Refunding Bonds Debt Service	\$ 13,721,200	\$ 13,699,700
25	Series 2024B Refunding Bonds Debt Service	\$ 11,804,500	\$ 11,804,500
26	Central 70 Availability Payment	\$ 32,743,837	\$ 33,398,714
27	Series 2024A Infrastructure Revenue Bond Debt Service	\$ 7,960,975	\$ 7,960,975
28	Series 2025A Infrastructure Revenue Bond Debt Service	\$ -	\$ 11,403,513
29	<b>Debt Service Unallocated Balance</b>	<b>\$ (66,230,512)</b>	<b>\$ (78,267,402)</b>
30	<b>Construction Program (Cost Centers &amp; Pools)</b>		
31	Funding for Bridge and Tunnel Enterprise Projects	\$ 110,627,357	\$ 124,256,382
32	<b>Construction Program Unallocated Balance</b>	<b>\$ (110,627,357)</b>	<b>\$ (124,256,382)</b>
	<b>Total Fund 538 Estimated Revenue</b>	<b>\$ 181,374,654</b>	<b>\$ 206,110,436</b>
	<b>Total Fund 538 Itemized Allocations</b>	<b>\$ 181,374,654</b>	<b>\$ 206,110,436</b>
	<b>Total Fund 538 Unallocated Balance</b>	<b>\$ -</b>	<b>\$ -</b>

<b>Line</b>	<b>Budget Category / Program</b>	<b>FY2025-26 Final Allocation Plan</b>	<b>FY2026-27 Proposed Allocation Plan</b>
1	Bridge & Tunnel Enterprise		
2	Capital Construction	\$110.6 M	\$124.3 M
3	Asset Management	\$110.6 M	\$124.3 M
4	Funding for Bridge and Tunnel Enterprise Projects	\$110.6 M	\$124.3 M
6	Maintenance and Operations	\$2.4 M	\$1.4 M
7	Asset Management	\$2.4 M	\$1.4 M
8	Maintenance and Preservation	\$2.4 M	\$1.4 M
9	Administration & Agency Operations	\$2.2 M	\$2.2 M
10	Agency Operations	\$2.2 M	\$2.2 M
11	Debt Service	\$66.2 M	\$78.3 M
12	Debt Service	\$66.2 M	\$78.3 M
13	<b>TOTAL - Bridge &amp; Tunnel Enterprise</b>	<b>\$181.4 M</b>	<b>\$206.1 M</b>





# 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:** September 18, 2025

**Subject:** Resolution to Approve Bridge and Tunnel Enterprise Grant Funding Match Request for the USDOT Bridge Investment Program

#### Purpose

The Statewide Bridge and Tunnel Enterprise Board of Directors (Board) is being asked to approve the attached resolution to commit BTE state match funding for planning activities to replace three BTE-eligible bridges as part of the Colorado Eastern Plains Timber Bridge Replacements Planning Project and state match construction funding to replace one BTE-eligible bridge as part of the US 85 Fountain Creek Critical Bridge Replacement for Community Connectivity and Safety Project being submitted for the U.S. Department of Transportation (USDOT) Bridge Investment Program (BIP) discretionary grant under the Planning and Bridge Categories, respectively.

#### Action

Staff is requesting Board approval of Proposed Resolution #BTE3 to commit BTE state match funds for the USDOT Federal Fiscal Year 2026 Bridge Investment Program discretionary grant opportunity.

#### Background

##### Bridge Investment Program (BIP) Planning and Bridge Categories

In December 2023, the USDOT released a rolling Notice of Funding Opportunity (NOFO) for the BIP “Bridge Project” (projects under \$100M in total cost) and “Planning” categories. The BIP is a competitive, discretionary grant program that focuses on reducing the overall number of bridges in poor condition, or in fair condition at risk of falling into poor condition. The goals of the BIP are to: (1) improve bridge condition in the United States, (2) to improve the safety, efficiency, and reliability of the movement of people and freight over bridges, and (3) to provide financial assistance that leverages and encourages non-Federal contributions from stakeholders involved in the planning, design, and construction of eligible projects.

Staff performed an evaluation to identify projects with the highest probability of award based on the evaluation criteria outlined in the NOFO. Through this process, the projects described in this memo were identified as top candidates for submission. The projects were vetted by the Executive Management Team, and are a high priority for CDOT, BTE, and

numerous other project stakeholders. Staff are bringing a recommended project for the planning category and a recommended project for the bridge category to the Board at this time due to the anticipated upcoming application deadlines of October 1, 2025 and November 1, 2025, respectively. More information on these projects can be found in the details section below. For reference, prior outstanding BTE state funding match commitments for the BIP and the status of the grant applications are summarized in the table below.

Project	BIP Category	BTE State Funding Match	Approving Resolution	Status
CO 96 Safety Critical Bridges Project	Planning	\$190,000	#BTE-2024-02-03	Awarded
I-70 West Applewood to Lakewood Critical Bridge Replacement Project	Planning	\$355,000	#BTE-2024-09-04	Unsuccessful - To be Resubmitted in FY26
I-70 Bridges over Colfax Project	Bridge Project	\$13,000,000	#BTE-2024-02-03	Unsuccessful
US 50 Blue Mesa Bridge ER	Bridge Project	\$20,000,000	#BTE-2024-06-02	Awaiting notice from USDOT
I-270 Corridor Improvements Project	Large Bridge Project	\$100,000,000	#BTE-2023-11-04	Resubmitted - awaiting notice from USDOT

## Details

### Region 1: Colorado Eastern Plains Timber Bridge Replacements Planning Project

The BTE contribution will fund a portion of the cost of planning activities for this project. The three BTE-eligible bridges included in the project scope are tabulated below.

Structure ID	Description	County	Deck Area (sq. ft.)	Condition Rating
F-19-C	US 36 ML over Little Comanche Creek	Adams	3,379	Fair
F-19-F	US 36 ML over Draw	Arapahoe	3,379	Poor
F-20-C	I-70 Service Rd. over Rattlesnake Creek	Arapahoe	7,564	Poor

F-19-C is a 4-span treated timber stringer with concrete deck bridge on US 36 over Little Comanche Creek in Strasburg, CO and built in 1932. US 36 has an AADT of 4,200 at this location. The bridge deck was first rated poor in 2017. The deck has significant leakage through the joints of the concrete panels and spalls with exposed, corroded rebar in numerous bays. The bridge is in the third tier of the Q1 FY2026 BTE Bridge Prioritization Plan.

F-19-F is a 4-span treated timber stringer with concrete deck bridge on US 36 over a draw east of Byers, CO and built in 1931. US 36 has an AADT of 4,200 at this location. The

superstructure has been poor since 2011 with the deck also becoming poor in 2017. A total of 41 out of 80 timber girders have been repaired or are split and over fifty percent of the deck is delaminated. The bridge is in the second tier of the Q1 FY2026 BTE Bridge Prioritization Plan.

F-20-C is a 9-span treated timber stringer with concrete deck bridge on the I-70 Service Road over Rattlesnake Creek in Arapahoe County and built in 1931. The I-70 Service Road has an AADT of 383 at this location. The superstructure has been poor since 2019 and the deck has been poor since prior to 2009. The deck has delaminating concrete throughout the soffit and 34 percent of the timber girders are split or have been previously repaired. The bridge is in the top tier of the Q1 FY2026 BTE Bridge Prioritization Plan.

These nearly century old timber bridges require an elevated level of maintenance due to their age and deteriorating condition. Bundling these bridges into a singular project based on geographic proximity and similar structure types allows for optimized project planning efforts that will allow BTE and CDOT to achieve economies of scale.

BTE Staff is requesting up to a \$252,000 maximum in BTE state match funding to complete the scope described above. Allocation of these funds will be contingent on the award of a grant through the BIP. The \$252,000 in BTE funds will provide the 20% state funding match required for the grant application. Planning activities for the project, which have a total estimated cost of \$1,260,000, will be fully funded if the \$1,008,000 BIP grant is awarded. BTE program forecasts indicate that resources are available to fund the project during the anticipated project delivery timeline (FY2026 to FY2027).

## **Region 2: US 85 Fountain Creek Critical Bridge Replacement for Community Connectivity and Safety Project**

The BTE contribution will fund a portion of the cost of the construction phase of this project. The BTE-eligible bridge included in the project scope is tabulated below.

Structure ID	Description	County	Deck Area (sq. ft.)	Condition Rating
J-18-M	US 85 ML over Fountain Creek	El Paso	20,833	Poor

J-18-M is a 14-span steel deck girder bridge on US 85 over Fountain Creek in the city of Fountain. The bridge was originally built in 1930 and widened in 1964. US 85 has an AADT of 11,000 at this location. The bridge substructure has been rated poor since 2022 due the continued deterioration of the bearings and piers, especially in the widened sections of the bridge. All bearings have corrosion and 17 of 44 pier columns have defects such as delamination and exposed, corroded rebar. During the 2022 routine inspection, one particular bearing was found to have such high bearing loss due to concrete spalling that it caused the bearing plate to rotate and shift downward impacting the curb above. Repairs have been made to this bearing, but following the 2022 inspection the bridge was moved to a yearly routine inspection cycle. The bridge is currently load-posted and in the top tier of the Q1 FY2026 BTE Bridge Prioritization Plan.

In addition to the structural deficiencies of this bridge, J-18-M is also geometrically substandard due to the existing curvature of the bridge, west sidewalk width, and shoulder widths. The existing bridge only has a sidewalk on the west side and this results in discontinuous pedestrian facilities on the east side of the bridge due to the termination of the sidewalks prior to the bridge. The west sidewalk is also substandard due to the reduced width creating a pinch point for pedestrians as the width does not match the adjacent sidewalks. With the single, reduced width sidewalk, both pedestrians and bicyclists have been observed using the travel lanes to avoid out of direction travel creating conflicts between travel modes. J-18-M also does not allow for standard taper lengths for the turn lanes located just off the bridge.

Over time, the frequency and severity of planned and unplanned (emergency) bridge repairs on the US 85 corridor have increased due to the continued deterioration of the J-18-M substructure. This intensive level of maintenance creates more strain on CDOT maintenance forces, consumes limited funding resources available for bridge repair and rehabilitation, and results in more frequent lane closures, traffic congestion, and impacts to the traveling public. As this bridge is a main thoroughfare for the city of Fountain, any long term closures have a significant impact on the local community and providing a safe, wider structure to protect vulnerable road users is a local priority.

BTE Staff is requesting up to a \$11.2 million maximum in BTE state match funding to complete the scope described above. Allocation of these funds will be contingent on the award of a grant through the BIP. The \$11.2 million in BTE funds will provide the 20% state funding match required for the grant application. Construction activities for the project, which have a total estimated cost of \$56 million, will be fully funded if the \$44.8 million BIP grant is awarded. BTE program forecasts indicate that resources are available to fund the project during the anticipated project delivery timeline (FY 2027 to FY 2029).

## Next Steps

1. Approval of resolution #BTE3 will allow CDOT and BTE to submit applications for the recommended BIP candidate planning and bridge projects in advance of the respective October 1, 2025 and November 1, 2025 deadlines.
2. If a grant is awarded, BTE staff will return to the Board requesting funding as part of the monthly budget supplement process.
3. If a grant is not awarded, CDOT and BTE will evaluate the viability of advancing these projects to construction with other funding sources.
4. Staff will continue to evaluate other bridge projects in BTE's portfolio for competitiveness for future grant opportunities. Top candidates will be identified and brought to the Board at that time.





**COLORADO**

Department of Transportation

# Statewide Bridge and Tunnel Enterprise September 2025 Workshop

September 2025





**COLORADO**

Department of Transportation

# Statewide Bridge and Tunnel Enterprise FY 2024-25 Year-End Highlights

September 2025

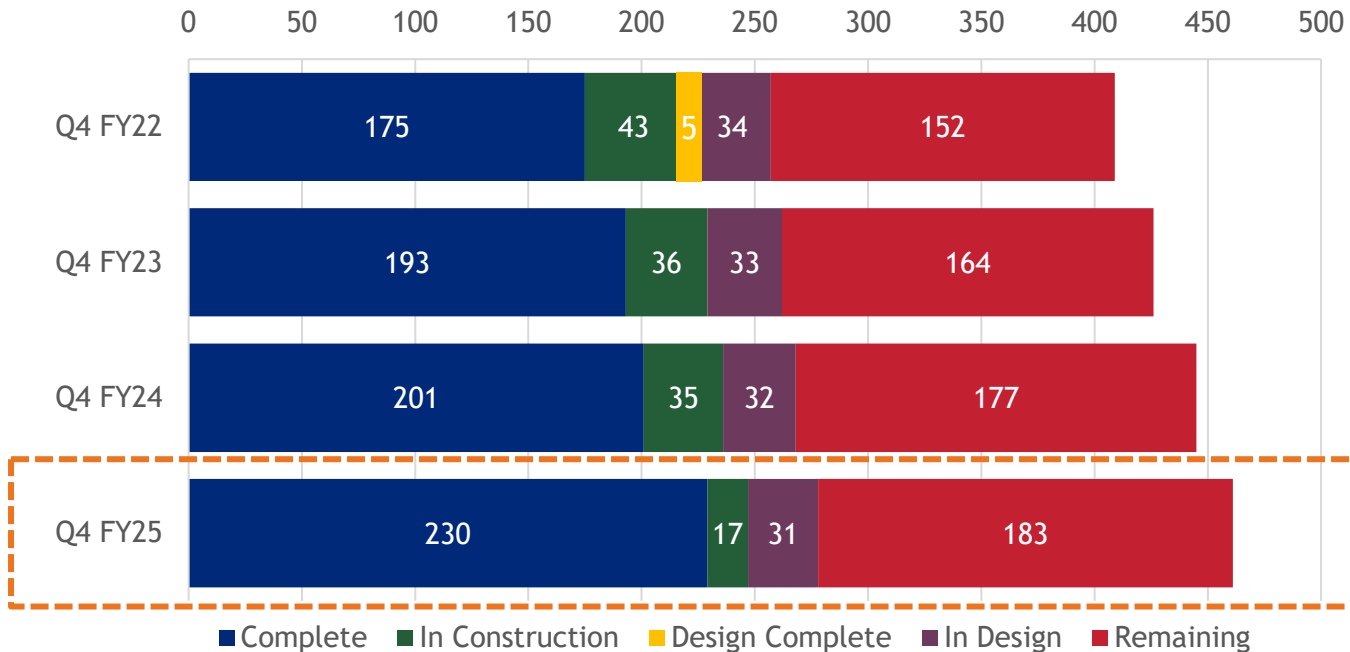


# BTE Programmatic Overview

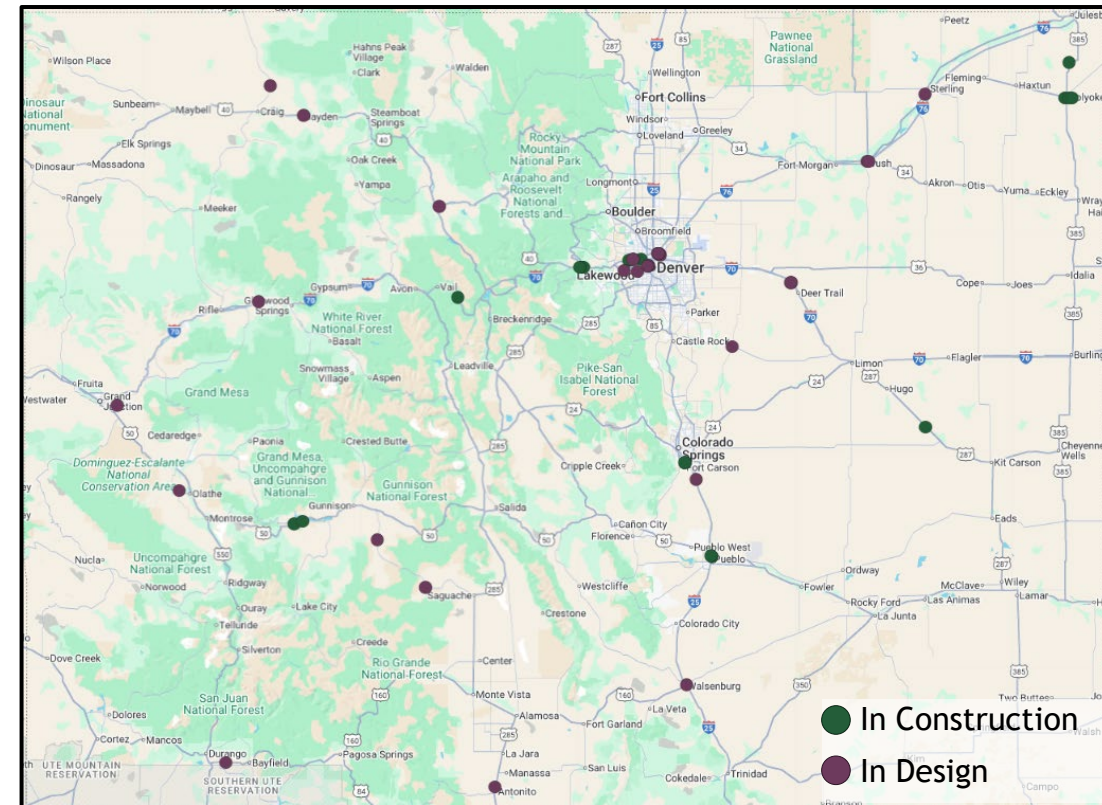
As of June 30, 2025, 461 bridges in Colorado were deemed “Designated Bridge Projects,” with 229 repaired, reconstructed, or replaced

## BTE Eligible Bridge & Tunnel Structure Status as of July 1, 2025

50% of BTE’s bridges were complete by June 30, 2025, with 48 additional bridges, totaling 543,000 square feet, in design or under construction



## Active BTE Project Portfolio





# Continued Execution of the BTE Plan of Finance

## Progress (as of June 30, 2025):

- Series 2024A closed in April 2024
  - \$164 million project fund created
  - Fully budgeted, \$76 million expended
- Refunded outstanding Series 2010A Build America Bonds in December 2024 to provide additional flexibility and capacity
- Series 2025A closed in May 2025
  - \$225 million project fund created
  - Fully budgeted, \$5 million expended
- A fourth and final financing is being contemplated for in calendar year 2026

I-25 & US 50B Interchange -  
New Pueblo Freeway



US 50 Blue Mesa Bridges  
Emergency Response



I-70 Vail Pass



I-70 Floyd Hill





# Bridge Bundling Project Successes



US 6 ML over UPRR,  
Beaver Canal  
Region 4 | Morgan



SH 61 ML over Surveyor  
Creek  
Region 4 | Washington



I-70 Service Road over  
Draw  
Region 1 | Arapahoe

## Eastern Plains Timber Bridge Replacement Program

- Replaced 7 BTE eligible structures and 4 non-eligible structures in Arapahoe, Morgan, Washington, and Yuma counties
- CM/GC delivery
- 4 construction packages

## Region 2 Bridge Bundle

- Replaced 17 structures on US 24, US 350, and SH 9
- Design-Build delivery
- Completed **4 months** ahead of schedule and **\$2.2 million** under budget



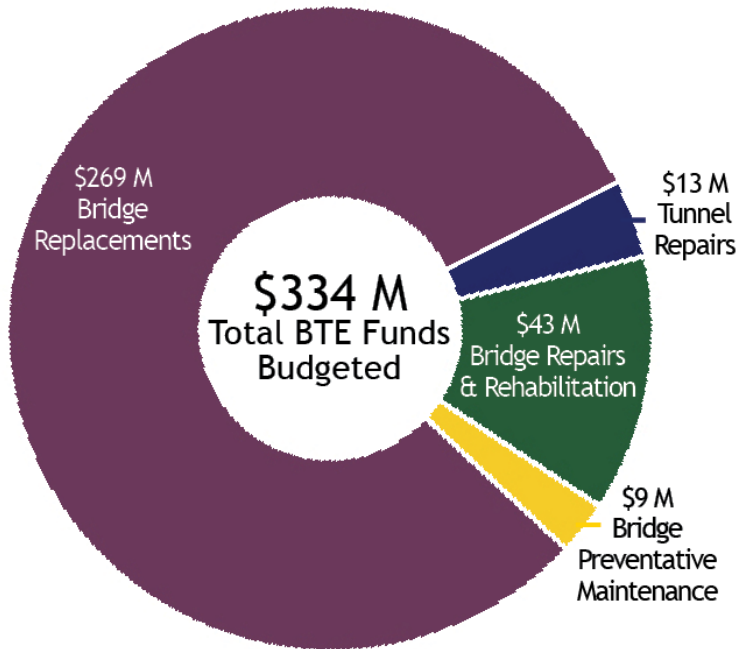
US 24 over Draw  
Region 2 | Teller



US 350 over Draw  
Region 2 | Otero



SH 9 over Platte Gulch  
Region 2 | Park



- **Eisenhower Johnson Memorial Tunnels LED Lighting Project**

- 2,108 fixtures in the Johnson bore
- 2,644 fixtures in the Eisenhower bore



- **I-70 Glenwood Canyon Bridge & Rail Improvements Project**

- 12 structures | 17 mile corridor | \$9 million
- 856 linear feet of expansion joints
- 1,180 linear feet of bridge rail







**COLORADO**

Department of Transportation

# Statewide Bridge and Tunnel Enterprise FY 2026-27 Proposed Budget Workshop

September 2025

1. BTE Budget Setting Basics
2. BTE FY 2026-27 Revenue Forecast
3. BTE FY 2026-27 Proposed Program Allocations
4. Potential Budgetary Impacts from BTE's Plan of Finance
5. Next Steps







# BTE Budget Setting Basics

- BTE is a self-supporting, government-owned business that receives fee revenue in return for the provision of a good or service.
- In accordance with statute and enterprise bylaws, BTE has the authority to set its own budget within the constraints of the revenue forecast for the Fiscal Year.
- The Enterprise coordinates with the Office of Financial Management and Budget to ensure its budget is accurately reflected in the Department-wide budget allocation plan prior to final approval in March.



# BTE FY 2026-27 Forecast Revenue

## 1) SB09-108- Bridge Safety Surcharge

- Use limited to eligible bridge projects
- Annual fee of vehicle registrations ranging from \$13-\$32 based on vehicle weight

## 2) SB21-260- Bridge and Tunnel Impact Fee

- Use limited to eligible bridge and tunnel projects
- 5.0 cents per gallon special fuel fee phased into a max of 8.0 cents by FY32. Indexed to inflation annually FY33+

## 3) SB21-260- Bridge and Tunnel Retail Delivery Fee

- Use limited to eligible bridge and tunnel projects
- Flat fee of 3.1 cents on retail deliveries. Indexed to inflation annually

## 4) Federal Funds for 2019A and 2024B Bond Debt Service

- Use limited to debt service on prior bond issuances

## 5) Interest Earnings and Miscellaneous Revenue

- Primarily interest earned on BTE's revenue bond proceeds and operation fund balance

Bridge and Tunnel Enterprise		
Statewide Bridge and Tunnel Enterprise Special Revenue Fund 538 C.R.S §43-4-805		
(3)(a)		
Fiscal Year 2026-27 Draft Proposed Allocation Plan		
	Fiscal Year 2026-27 Estimated Revenues	
Line	Source	FY2026-27 Estimated Revenue
1	FASTER Bridge Safety Surcharge Fee	\$ 120,938,628
2	Bridge & Tunnel Impact Fee	\$ 47,873,360
3	Bridge & Tunnel Retail Delivery Fee	\$ 12,864,204
4	Federal Funds for 2019A and 2024B Bond Debt Service	\$ 15,000,000
5	Interest Earnings and Miscellaneous Revenue	\$ 9,434,244
6	Total Estimated Yearly Revenue	\$ 206,110,436





# BTE FY 2026-27 Program Allocations

- **Administrative & Operating-** Allocation for expenses such as staff compensation, program support, and financing programs.
- **Maintenance & Preservation-** Funds BTE/CDOT agreement to perform routine maintenance on all BTE bridges. Funding will be used to perform more extensive bridge preventative maintenance treatments, such as joint repair or replacement, waterproofing, and deck overlays, on aging BTE-owned bridges.
- **Debt Service & Availability Payments-** Debt service for the Series 2019A & 2024B refunding bonds, the BTE share of the Central 70 availability payment, and debt service for the Series 2024A and Series 2025A Infrastructure Revenue Bonds.
- **Construction Program-** Programmed for BTE-eligible capital construction projects based on the BTE Capital Project Plan and the CDOT Ten-Year Plan.

Line	Budget Item	FY2026-27 Proposed Allocation Plan
7	<b>Administrative &amp; Operating Activities (Cost Centers)</b>	
8	Bridge & Tunnel Enterprise Staff Compensation & Employee Appreciation	\$ 995,564
9	Bridge & Tunnel Enterprise Program Support & Other Consulting	\$ 1,075,000
10	Attorney General Legal Services	\$ 50,000
11	Annual Audit	\$ 35,000
12	In-state Travel Expenses	\$ 6,700
13	Out of State Travel Expenses	\$ 7,200
14	Operating Expenses	\$ 4,000
15	Trustee Fee	\$ 10,000
17	Administrative & Operating Activities Unallocated Balance	\$ (2,183,464)
18	<b>Maintenance &amp; Preservation (Cost Centers)</b>	
19	Bridge and Tunnel Preservation	\$ -
20	Routine Maintenance on Bridge and Tunnel Enterprise Structures	\$ 1,403,188
21	Support Services	\$ -
22	Maintenance & Preservation Unallocated Balance	\$ (1,403,188)
23	<b>Debt Service and Availability Payments (Cost Centers and Pools)</b>	
24	Series 2019A Refunding Bonds Debt Service	\$ 13,699,700
25	Series 2024B Refunding Bonds Debt Service	\$ 11,804,500
26	Central 70 Availability Payment	\$ 33,398,714
27	Series 2024A Infrastructure Revenue Bond Debt Service	\$ 7,960,975
28	Series 2025A Infrastructure Revenue Bond Debt Service	\$ 11,403,513
29	Debt Service Unallocated Balance	\$ (78,267,402)
30	<b>Construction Program (Cost Centers &amp; Pools)</b>	
31	Funding for Bridge and Tunnel Enterprise Projects	\$ 124,256,382
32	Construction Program Unallocated Balance	\$ (124,256,382)
	<b>Total Fund 538 Estimated Revenue</b>	<b>\$ 206,110,436</b>
	<b>Total Fund 538 Itemized Allocations</b>	<b>\$ 206,110,436</b>
	<b>Total Fund 538 Unallocated Balance</b>	<b>\$ -</b>



# BTE Plan of Finance - Potential Budgetary Impacts

- BTE is contemplating a third tranche of financing in calendar year (CY) 2026 for its CY 2026 and 2027 construction projects.
- The contemplated transaction is early in the planning stages and is not accounted for in the draft FY 2026-27 BTE budget.
- BTE plan to return to the Board in November and December to workshop its 10-Year Plan and the contemplated financing in conjunction with CDOT's 10-Year Plan.
- If BTE moves forward with this transaction, updates to the FY 2026-27 BTE budget to account for bond proceeds and debt service will be captured through the budget amendment process.



# Next Steps

November	December	January	February	March
BTE will return requesting review and approval of the final proposed FY 2026-27 budget.	After approval of the final proposed budget, BTE will coordinate with OFMB to incorporate updates to the budget. Updates will include but not be limited to: <ul style="list-style-type: none"><li>• Revised revenue forecasts</li><li>• Changes to programmatic allocations</li></ul>		BTE will request review and comment on the final FY 2026-27 budget.	BTE will request approval and adoption of the final FY 2026-27 budget.
	BTE and OFMB will align the final proposed BTE budget with the CDOT narrative budget and budget allocation plan.			



**COLORADO**

Department of Transportation

# USDOT BIP Grant Match Funding

September 2025





# USDOT Bridge Investment Program Overview

- In December 2023, U.S. Department of Transportation (USDOT) released a rolling Notice of Funding Opportunity (NOFO) for the Bridge Investment Program (BIP) discretionary grant program (FY 2023 - FY 2026)
- The BIP program, which focuses on addresses poor rated and imminently poor bridges, aligns closely with BTE's mission and goals
- The grant program has three categories: planning projects and capital construction for bridge (under \$100 M) and large bridge (over \$100 M) projects
- Deadlines for FY 2026 planning and bridge project application submission are anticipated to be October 1, 2025 and November 1, 2025, respectively
- Staff are requesting approval to commit BTE state match funding at required levels (20%) for two projects that are expected to be competitive



# Region 1: Colorado Eastern Plains Timber Bridge Replacements Planning Project

**Total Estimated Planning Project Cost:**  
**\$1,260,000**

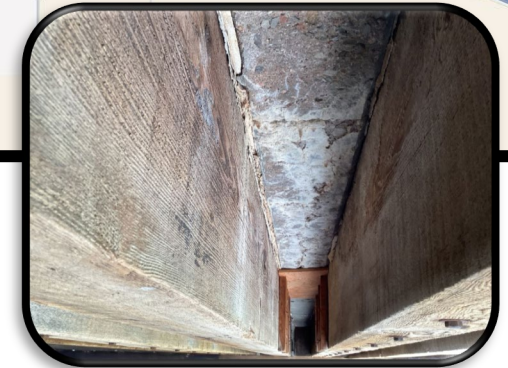
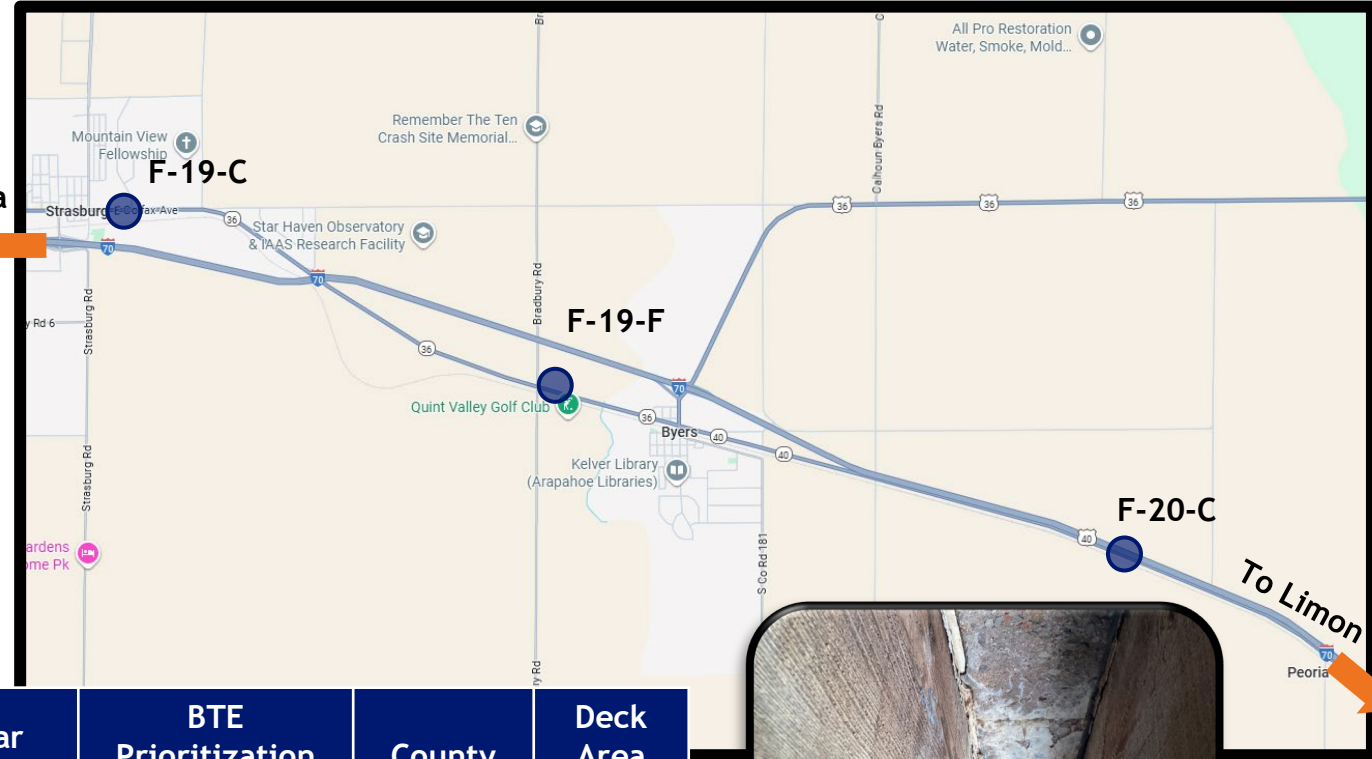
**BTE State Funding Match: \$252,000**



Deterioration and spalling of edge of deck on F-19-C



Split girder on F-19-F



Longitudinal cracking and efflorescence with deck shoring on F-20-C

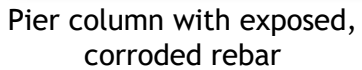
Structure ID	Route/Crossing	Condition Rating	Year Built	BTE Prioritization Tier	County	Deck Area (sq. ft.)
F-19-C	US 36 ML over Little Comanche Creek	Fair	1932	3 <sup>rd</sup>	Adams	3,379
F-19-F	US 36 ML over Draw	Poor	1931	2 <sup>nd</sup>	Arapahoe	3,379
F-20-C	I-70 Service Road over Rattlesnake Creek	Poor	1931	Top	Arapahoe	7,564





**BTE State Funding Match: \$11,200,000**

Spall with exposed and corroded rebar and loss of bearing area at pier



## Emergency welded plate repair to girder over pier 7



Structure ID	Route/Crossing	Condition Rating	Year Built	BTE Prioritization Tier	County	Deck Area (sq. ft.)
J-18-M	US 85 ML over Fountain Creek	Poor	1930	Top	El Paso	20,833



# Previous BIP Grant Application Submissions

Project	BIP Category	BTE State Funding Match	Approving Resolution	Status
CO 96 Safety Critical Bridges Project	Planning	\$190,000	#BTE-2024-02-03	Awarded
I-70 West Applewood to Lakewood Critical Bridge Replacement Project	Planning	\$355,000	#BTE-2024-09-04	Unsuccessful - To be Resubmitted in FY26
I-70 Bridges over Colfax Project	Bridge Project	\$13,000,000	#BTE-2024-02-03	Unsuccessful
US 50 Blue Mesa Bridge Emergency Response	Bridge Project	\$20,000,000	#BTE-2024-06-02	Awaiting notice from USDOT
I-270 Corridor Improvements Project	Large Bridge Project	\$100,000,000	#BTE-2023-11-04	Resubmitted - awaiting notice from USDOT





**COLORADO**

Department of Transportation

# Questions or comments?





**COLORADO**  
Department of Transportation

## Transportation Commission Memorandum

**To:** Transportation Commission

**From:** Emily Haddaway, CDOT Legislative Liaison

**Date:** September 10<sup>th</sup>, 2025

**Subject:** CDOT Legislative Process Review and Concept for Statutory Cleanups

### Purpose

Provide an overview of CDOT's legislative process and the Department's 2025 TLRC Bill Concept.

### Action

No action needed.

### Background

Over the 2025 legislative interim, the Colorado Department of Transportation conducted a department-wide review of the statutes governing Colorado's transportation system. Through this process, CDOT compiled a list of statutory revisions that would improve clarity and efficiency. These changes are technical or minor in scope, intended to reduce confusion and reaffirm original legislative intent, rather than shift policy direction. CDOT has requested that the 2025 Transportation Legislation Review Committee (TLRC) sponsor and advance a bill consolidating these statutory clean-ups into a single good-governance package. This presentation will provide an overview of the department's desired statutory changes. The presentation will also discuss the department's legislative process and the other bill topics the 2025 TLRC voted to pursue.

### Next Steps

None

### Attachments

9.17 Legislative Update Slide Deck





**COLORADO**  
Department of Transportation

**Legislative Update**  
*September 2025*





# Legislative Process Overview

- Each Department under the Governor's Office has one registered lobbyist, who acts as a liaison between the Department, the Governor's Office, and the State Legislature.
- Each Department has the opportunity to proactively pursue legislative concepts through the legislature with the Governor's approval.
- Legislative Liaisons are also responsible for engaging on all bills that impact their department. This includes taking support, oppose, or neutral positions on legislation and testifying on behalf of the department.



# Legislative Timeline Overview

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**January-May:** Legislature is in Session. Agency is quickly reviewing bills, contemplating amendments, and advising the legislature and Governor's office on transportation policy.

**June-August:** Initial Legislative Concepts are compiled by agencies and submitted to the Governor's Office for Review.

**September-December:** Legislative Concepts are refined, bill sponsors are identified, and stakeholders are consulted with.



# TLRC Bill Concept: Statutory Revisions

- Over the 2025 legislative interim, the Colorado Department of Transportation conducted a department-wide review of the statutes governing Colorado's transportation system
- Through this process, CDOT compiled a list of needed statutory revisions that would improve clarity and efficiency
- These changes are technical or minor in scope, intended to reduce confusion and reaffirm original legislative intent, rather than shift policy direction
- CDOT has requested that the 2025 Transportation Legislation Review Committee sponsor and advance a bill consolidating these statutory clean-ups into a single good-governance package



# TLRC Bill Concept: Clean-ups

- 1. Clarify Chain Assist Permit Revenue Allocation (43-2-150(2)(d))**
  - SB 25-069 enables CDOT to issue permits to authorize companies to install and remove tire chains at designated locations. The legislature intended to allow CDOT to recoup administration costs via a small permitting fee, but mistakenly directed permit revenue to the Highway Users Tax Fund instead of the State Highway Fund.
- 1. Clarify FASTER Funding Restriction (43-4-206)**
  - SB 24-195 required a portion of FASTER Safety revenues to be utilized on vulnerable road user safety projects. The provision was written in a way that inadvertently created ambiguity around the eligible uses of CDOT's second-stream Highway Users Tax Revenue. A clarification is needed to explicitly limit the requirement that revenue must be spent on safety projects only to FASTER safety revenue.



# TLRC Bill Concept: Clean-ups

## **3. Clarify Civil Penalties for Major Speed Violators (42-4-110.5(1.5))**

- SB 23-200 inadvertently prevents the State from issuing civil penalties via AVIS technology to violators driving 25 miles or more above the posted speed limit. CDOT requests to revise this provision to ensure that extreme speeding violations are appropriately enforced.

## **4. Clarify Commercial Vehicle Lane Restrictions (42-4-1014)**

- SB24-100 specified that a driver of a commercial vehicle may not enter the “furthest left lane” when driving specified sections of I-70. CDOT requests to amend this section to specify that the restrictions apply to the furthest left “general purpose” lane. This change prevents a scenario where drivers interpret the Mountain Express Lane and Floyd Hill Express Lanes, which do not allow CMVs, as the furthest left lane.





# TLRC Bill Concept: Clean-ups

## **5. Add Broomfield County to Transportation Commission District 4 (43-1-106(2)(d))**

- Colorado Revised Statutes do not identify which Transportation Commission district represents Broomfield County. Under current practice, three commissioners split the representation of Broomfield based on the pre-2001 county maps. This change would add Broomfield to the boundaries of Transportation Commission District 4, providing Commissioners and Broomfield residents with more clarity regarding their commission representative.

## **6. Repeal Transportation Commission District Study (43-1-124)**

- A provision was added around ten years ago to require legislative council staff to report on Transportation Commission districts. That is complete, and this section can be repealed.



# TLRC Bill Concept: Clean-ups

## **7.Repeal Obsolete Highway Users Tax Fund Allocation Language (42-4-205(6)(a))**

- Outdated references to obsolete revenue allocations before 1997 can be repealed to simplify the statute.

## **8.Remove Transportation Commission from Aeronautical Board SIB Fund Transfer Process (43-10-103(m))**

- In 2023, the Transportation Commission approved a revision to 2 CCR 605-1, granting the Colorado Aeronautical Board sole authority over aviation State Infrastructure Bank (SIB) loans, removing the TC from most loan approvals. However, the TC is still required per 43-10-103 to approve transfers back from the aviation SIB into the Division fund, which creates an unnecessary procedural step.



# TLRC Bill Concept: Clean-ups

## 9. Correct Chief Engineer Statute (43-1-110 & 43-1-114)

- CRS 43-1-114 (3) pertains to the Chief Engineer, but the provision is housed under the Highway Maintenance Division's governing statute. CDOT requests to move this section to 43-1-110, which pertains to the Chief Engineer.

## 10. Standardize NAAPME Board Terms (43-4-1303 (2)(b))

- The Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME) is the only enterprise board within CDOT that does not have set term limits mandated by statute. The requested revision would add a provision that appointed board members serve for four-year terms, consistent with other boards for other enterprises and the commission. The Department also requests the addition of a statutory trigger that directs the legislature to consider creating a new NAAPME board seat if a new area falls into non-attainment.



# TLRC Bill Concept: Clean-ups

## 11. Rename Freight Mobility & Safety Branch (43-1-117)

- Change "Freight Mobility and Safety Branch" to "Office of Freight Mobility and Safety" to align with desired naming practices and organizational consistency within the Division of Transportation Development.



## Other 2025 TLRC Bills

1. CDOT Statutory Revisions
2. CO Scenic Byways Commission
3. Authority to DOR to Implement E-Titling Solutions
4. Diesel Scrappage and Replacement Grant Program in Clean Fleet Enterprise (CDPHE)
5. PUC State Safety Oversight Grant Spending Cap Increase





# Questions and Discussion



# COLORADO

## Department of Transportation

### Transportation Commission Memorandum

**To:** Transportation Commission (TC)  
**From:** Darius Pakbaz, Director, Division of Transportation Development  
Marissa Gaughan, Assistant Director, Multimodal Planning, DTD  
**Date:** September 17, 2025

**Subject:** 2050 Statewide Transportation Plan Adoption & 10-Year Plan Development

#### Purpose

Staff is presenting a summary of comments received during the 30-day public review and comment period, recommending that the Transportation Commission adopt the 2050 Statewide Transportation Plan, and outlining the process and next steps for developing the 10-Year Plan.

#### Action

Staff requests that the Transportation Commission adopt the 2050 Statewide Transportation Plan.

#### 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”, was released for public review and comment during August. The Statewide Transit Plan and the rural Regional Transportation Plans were also included in the public review. The draft plans can be viewed at [YourTransportationPlan.com](https://YourTransportationPlan.com).

Written to meet the federal requirements of a performance-based, long-range transportation plan, the 2050 Statewide Transportation Plan is now ready for final adoption.

#### Next Steps

Adopting the long-range plan is just the beginning. After adoption of the 2050 Statewide Transportation Plan, staff will transition focus to the development of the 10-Year Plan. This next phase will translate the overarching strategies, performance measures, and goals established in the long-range plan into actionable steps by identifying specific projects and initiatives. The Transportation Commission will continue to play a critical role in guiding the development of the 10-Year Plan projects and other strategic investments.

## **Attachments**

2050 Statewide Transportation Plan & 10-Year Plan Development Presentation

Final Draft 2050 Statewide Transportation Plan

Final Draft 2050 Statewide Transportation Plan with Track Changes

Resolution for Adoption of the 2050 Statewide Transportation Plan



**COLORADO**

Department of Transportation

Statewide Plan Adoption &  
10-Year Plan Development  
September 17, 2025



# Discussion Topics

- Summary of 2050 Statewide Plan Public Comments
- Statewide Transportation Plan Adoption: A Launchpad not a Finish Line
- From Statewide Vision to Achievable Reality: Introducing the 10-Year Plan and how it works in conjunction with the long-range plan
- 10-Year Plan Funding & Alignment with CDOT's Overall Budget
- Accomplishments from current 10-Year Plan
- Methodology for updating 10-Year Plan
- Preview of what's next in the updated 10-Year Plan
- Timeline and Next Steps





# 2050 Statewide Transportation Plan Public General Comments

- CDOT received 28 public comments during the public comment period of Aug 1 - Aug 31. The following slides summarize the key themes from the comments.
- Edits that were made to the plan as a result of the public comments can be viewed in the redlined version of the plan included in the STAC addendum.
- The general comments received include:
  - Document is educational and a great tool for interested citizens
  - New businesses coming to Colorado should paying for the growth they create
  - Specific project improvements in Frisco and Breckenridge
  - Fixing our Roads and Advancing Transportation Safety apply to all parts of the state, where Sustainably Increasing Transportation Choice is more applicable to the Front Range
  - Need to identify a funding strategy to address poor pavement statewide
  - Fixing a few grammatical & spelling errors



# 2050 Statewide Transportation Plan

## Public Comments: Fix Our Roads

- Request for grade-separated interchanges on Powers Boulevard
- Support for increased roadway maintenance
- Appreciation that the plan takes into account the need for highway and bridge improvements
- There needs to be a greater emphasis on roadways and less on transit
- Pavement improvements along CO-52 was mentioned, stating that additional work is still needed



**Fix Our Roads**



# 2050 Statewide Transportation Plan

## Public Comments: Advancing Transportation Safety

- General support for safety as a high priority area for both motorists and non-motorists
- There is a great need for pedestrian and bike safety in Gunnison
- Place a greater emphasis on wildlife crossing structures
- Continue to strengthen the partnership between CDOT and Colorado Parks and Wildlife to effectively integrate wildlife considerations into transportation planning projects



**Advancing  
Transportation  
Safety**



# 2050 Statewide Transportation Plan

## Public Comments: Sustainably Increase Transportation Choice

- Support of expanding transportation options beyond driving
- There needs to be a greater emphasis on transit and multimodal options
- The plan needs to discuss bike commuting along US 36
- The plan is consistent with moving Electric Vehicle infrastructure solutions forward
- There were a couple of comments stating that land use has historically been a neglected piece of transportation planning, and that the land use section in this plan was appreciated, with a few suggestions about how to make that section easier to understand.



**Sustainably  
Increase  
Transportation  
Choice**





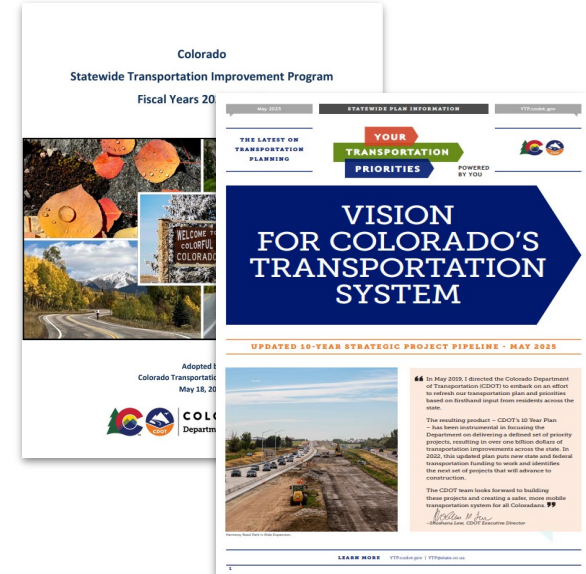
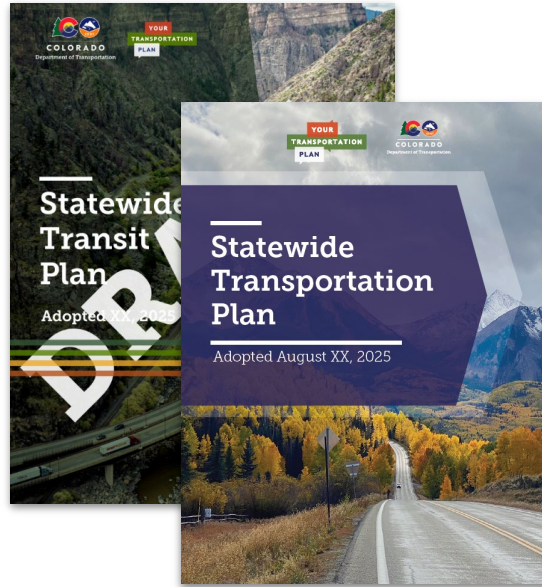
# Long-Range Plan Adoption: A Launchpad, Not a Finish Line

- Adopting the long-range plan is just the beginning.
- We are now transitioning our focus to the development of the 10-Year Plan. This crucial next phase will translate the overarching strategies, performance measures, and goals established in the long-range plan into actionable steps by identifying specific projects and initiatives.
- The Transportation Commission continues to play a critical role in guiding the development of the 10-Year Plan projects and other strategic investments.





# From Statewide Vision to Achievable Reality



Regional Plans

Statewide Transportation & Transit Plans

10-Year Plan

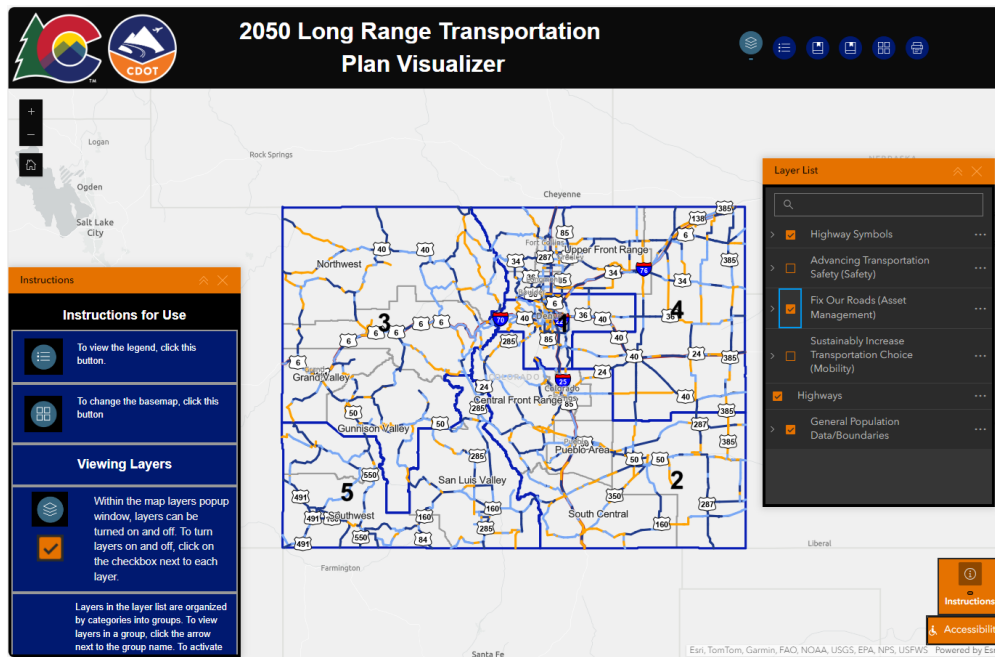
4-Year STIP

Data Analysis • Stakeholder & Public Engagement • Performance-Based Planning



# Data Analysis: Statewide Transportation Plan Data Visualizer

## 2050 Long Range Transportation Planning Visualizer



To enhance our planning efforts over the last year, a new data visualizer tool was created to help provide stakeholders and the public access to transportation data.

Available information includes:

- Roadway Condition
- Roadway Usage
- Transportation Safety
- Statewide Transit Routes
- Current 10-Year Plan Projects



# Stakeholder & Public Engagement: Building a Strong Foundation of Community Input

**40+**

Quarterly meetings with  
rural regions  
since May 2024

**70+**

Monthly meetings with  
metropolitan regions  
since May 2024

**50,000+**

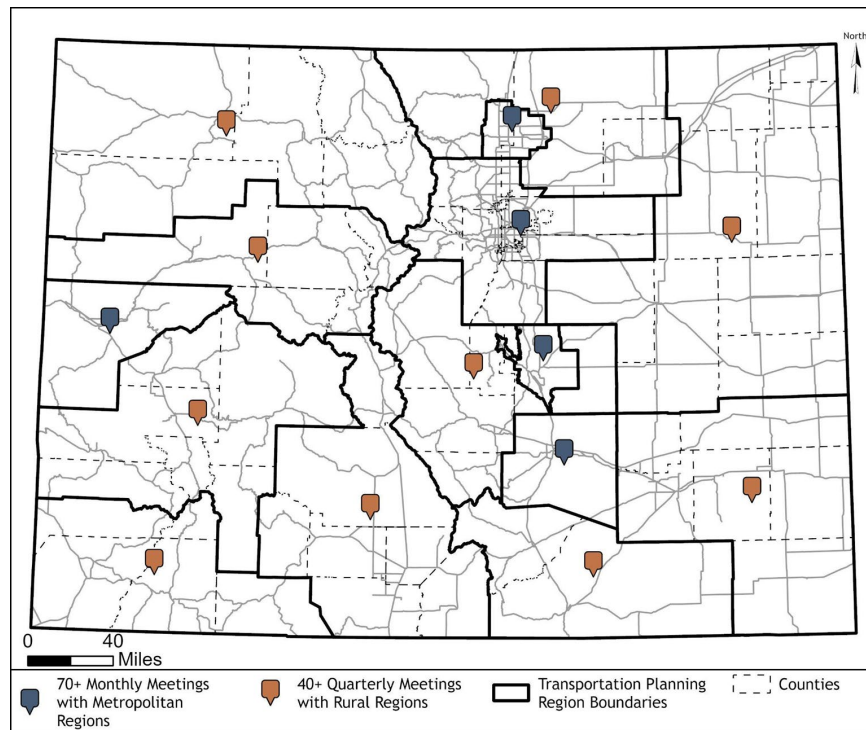
Telephone Town Hall  
Participants

**3,400+**

Completed Surveys

**15,000+**

Website Pageviews since  
May 2024



**Your Transportation Plan** is the most expansive and inclusive transportation planning effort in CDOT's history.



# Performance-Based Planning: PD 14.0 Goal Areas - Adopted September 2024



## 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.

### Performance Measures

- Traffic-Related Fatalities and Serious Injuries
- Vulnerable Road Users



## Fix Our Roads

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

- Bridge Condition
- Pavement Condition



## Sustainably Increase Transportation Choice

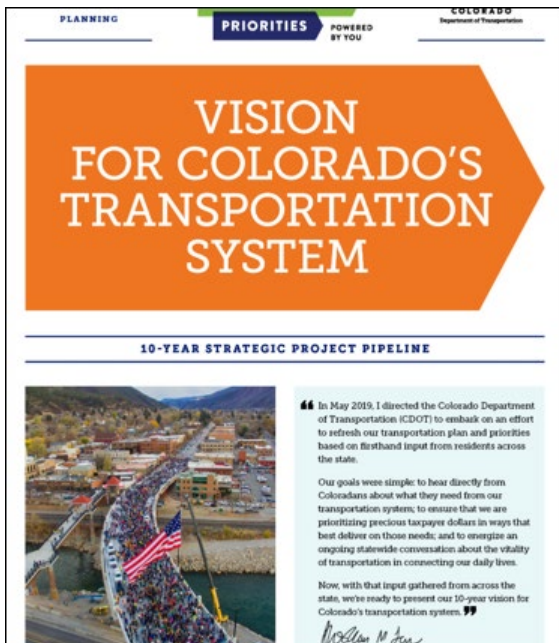
Provide alternatives to single occupancy vehicle travel that increase choices and reduce air pollution from transportation.

- GHG Reduction
- VMT Per Capita
- Statewide Transit





# GHG Transportation Planning Standard



- Adopted by the Colorado Transportation Commission in December 2021
- Requires CDOT and the State's five metropolitan planning organizations (MPOs) to create transportation plans that provide more travel choices, resulting in reduced GHG emissions
- Systems planning decisions provide a greater opportunity to reduce GHGs than individual projects on their own

**Planning Standard Goal: Reduce GHG emissions from the transportation sector through the development of long range transportation plans that support more travel choices.**



# Transition between 10-Year Plans

## Current 10-Year Plan FY 2019-2027

## “New” 10-Year Plan FY 2027-2036

**2019-2022**

4-Year Prioritized Plan #1

**2023-2026**

4-Year Prioritized Plan #2

**2027+**

The “Out” Years

- Developed in 2019
- Revised in 2022 (GHG Planning Standard)
- Projects selected as part of 2045 Statewide Plan Process

**2027-2030**

4-Year Prioritized Plan #1

**2031-2036**

The “Out” Years

- Development in 2025 as part of the 2050 Statewide Plan Process
- Adoption anticipated in Dec. 2025
- Replaces “Out” Years with new four-year prioritized plan
- SB24-184 requires CTIO to develop a new multimodal strategic capital plan that aligns with department’s 10-Year Plan, incorporating the new funding from rental car fees.

### Refresh Cycle to “New” Plan”

- Evaluate “out” years projects
- New Projects
- Revised funding scenarios
- Updated project pipeline



## Funding for New 10-Year Plan

Based on current estimates of both state and federal funding, the planning control totals for all state strategic funding for fiscal years 2027 to 2036 is **\$225 million for each fiscal year**, starting in fiscal year 2027.

- An estimated \$900 million in strategic funds is available for the four-year prioritized plan (fiscal years 2027 through 2030).
- In the “out-years” (fiscal years 2031 through 2036), an estimated \$1.35 billion in strategic funds is available.
- **10-Year Plan funding represents only a portion of CDOT’s budget.**



# Distribution Targets for New 10-Year Plan

## **Region 1 - 34.23% of planning control total**

- FYs 2027-30 (Four-Year Prioritized Plan): \$300 M
- FYs 2031-36 (Out Years): \$450 M

## **Region 2 - 18.97% of planning control total**

- FYs 2027-30 (Four-Year Prioritized Plan): \$166 M
- FYs 2031-36 (Out Years): \$249 M

## **Region 3 - 15.07% of planning control total**

- FYs 2027-30 (Four-Year Prioritized Plan): \$132 M
- FYs 2031-36 (Out Years): \$198 M

## **Region 4 - 23.87% of planning control total**

- FYs 2027-30 (Four-Year Prioritized Plan): \$209 M
- FYs 2031-36 (Out Years): \$314 M

## **Region 5 - 7.86% of planning control total**

- FYs 2027-30 (Four-Year Prioritized Plan): \$69 M
- FYs 2031-36 (Out Years): \$103 M

## **Statewide Bustang Capital - \$6 million annually**

- FYs 2027-30 (Four-Year Prioritized Plan): \$24 M
- FYs 2031-36 (Out Years): \$36 M

**Each CDOT Region is actively engaged in efforts to ensure resources are allocated fairly across the diverse communities in their geographic areas, while also addressing the state's most critical infrastructure needs with a “worst-first” approach.**



# CDOT Budget and Enterprise Partnerships

- CDOT manages an annual budget of approximately \$1.7 billion to maintain and enhance Colorado's expansive transportation system. This includes overseeing vital infrastructure used daily by millions and aligning investments with public priorities.
- In addition, CDOT partners with five self-funded transportation enterprises, which collectively contribute around \$335 million annually through targeted initiatives.



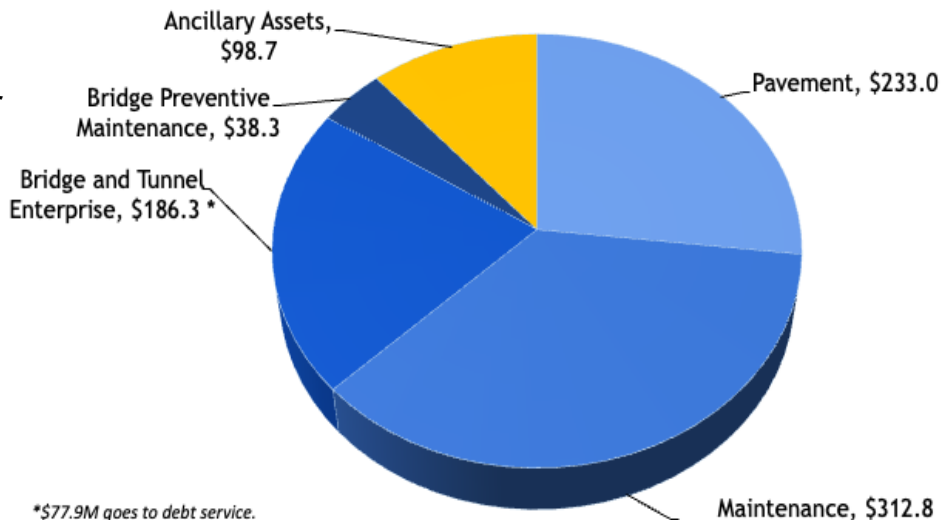




# Leveraging Funding with 10-Year Plan Strategic Investments

- To maximize impact, CDOT blends state, federal, and enterprise funding through its 10-Year Plan, enabling faster timelines and smarter investments in safety, mobility, and infrastructure.
- For example, total asset management funding for FY 26 is about \$870M. However, much more is needed, making strategic resource alignment essential.
- CDOT prioritizes maintaining and improving existing infrastructure because it delivers the highest return on safety and long-term cost savings. This fix-it-first approach strengthens system reliability, supports economic vitality, and keeps communities connected across Colorado.

Asset Management  
Funding Distribution (Total: \$869.1M)





## Coming soon: New additions to the 10-Year Plan Reports

- For the first time, the 10-Year Plan reports will show all CDOT Capital Construction projects and program funding as a new supplement to the plan to show the wider breadth of work achieved by CDOT in the STIP.
- By including our asset management, safety, and multimodal program totals as a supplemental item to the 10-Year Plan, it will be more clear to viewers of the 10-Year Plan just how much we are spending in total for transportation projects, in addition to the strategic investments from the 10-Year Plan.
- Similarly, this new supplement will also contain information to better show all funding for transit projects, active transportation projects, and projects funded by the five enterprises.

### I-70 Floyd Hill

- Reduces bottlenecks and increase safety on I-70 from Evergreen to Idaho Springs.
- Fills a 2-mile frontage road gap to improve emergency vehicle routing, and installs wildlife crossings and fencing.
- Showing the 10-Year Plan funding commitment in the grant application helped secure \$100M in MPDG funding for this project.



Rendering of the completed I-70 Floyd Hill Project I-70 alignment looking south, with westbound I-70 braiding over eastbound I-70 at the bottom of Floyd Hill.



Design rendering of the new I-70 Floyd Hill Project highway alignment, facing south. Pictured from top to bottom: westbound I-70, eastbound I-70 and the new US 6 frontage road that connects to the Hidden Valley/Central City Parkway (Exit 243) interchange.



# Project Examples & Accomplishments

## Region 1: US 6 & Wadsworth Boulevard

### US 6 & Wadsworth Boulevard Interchange Improvements

- Improves safety for motorists, pedestrians, and bicyclists, and replace the structurally deficient US 6 bridge over Wadsworth Boulevard.
- Addresses neighborhood concerns about cut-through traffic by converting portions of frontage roads to two-way traffic and reduces noise impacts to adjacent residents with new walls.
- Showing the 10-Year Plan funding commitment in the grant application helped secure \$20 M in federal RAISE funding.



US 6 Wadsworth Boulevard Crews Pouring Sidewalk



# Project Examples & Accomplishments

## Region 2: Military Access, Mobility & Safety Improvement Project (MAMSIP)

### MAMSIP included benefits to Fort Carson, Peterson SFB and Schriever SFB

- Mobility & safety on 7.5-miles of I-25 west side of Fort Carson: new concrete pavement, full 12-ft shoulders, improved crash avoidance and emergency response
- Improved Charter Oak Ranch Rd gate access to Fort Carson
- Replaced two I-25 bridges over Academy Blvd; including a local agency >\$60M improvement to Academy Blvd - Fort Carson to Peterson Space Force Bases / COS airport route
- Mobility and safety on CO94A: passing lane and jug handle intersection along corridor from Peterson to Schriever; installed ITS conduit along CO94A



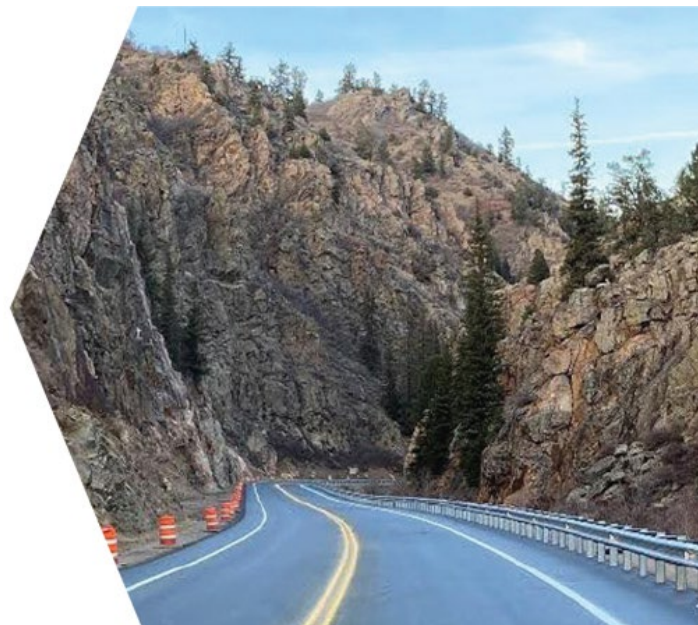




# Project Examples & Accomplishments

## Region 3: US 50 Little Blue Canyon

- CDOT completed **US 50 Little Blue Creek Canyon** safety improvements in July 2024. The project included roadway reconstruction, drainage and access improvements, and addition of a minimum of 4-foot paved shoulders to the existing roadway template to meet current geometric design standards and improve roadside safety.
- Region 3 and Central Federal Lands also included geohazard and rockfall mitigation work within the project limits to further improve safety.
- The completion of this project represents the culmination of 30 years of upgrading US 50 between Gunnison and Montrose.





# Project Examples & Accomplishments

## Region 4: I-25 North Mobility Hub Buildout

### Interstate 25 (I-25) North Mobility Hub Network Buildout

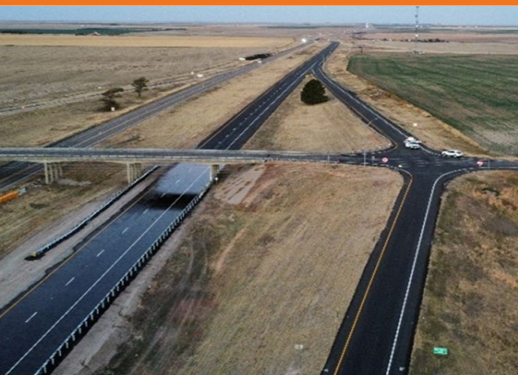
- CDOT has proactively recognized and planned for the rapid population increase occurring in northern Colorado and has committed to provide multimodal choices such as express lanes, mobility hubs, and carpool lots, to reduce congestion along the I-25 corridor.
- As part of the recently completed 26-mile long operational and safety improvement projects, we constructed three hubs at Firestone-Longmont (CO 119), Berthoud (CO 56), and Centerra-Loveland (off the new Kendall Parkway, north of US 34 interchange), completing the buildout of the hub network in Region 4.





# Project Examples & Accomplishments

## Region 4: Investing in our Interstates

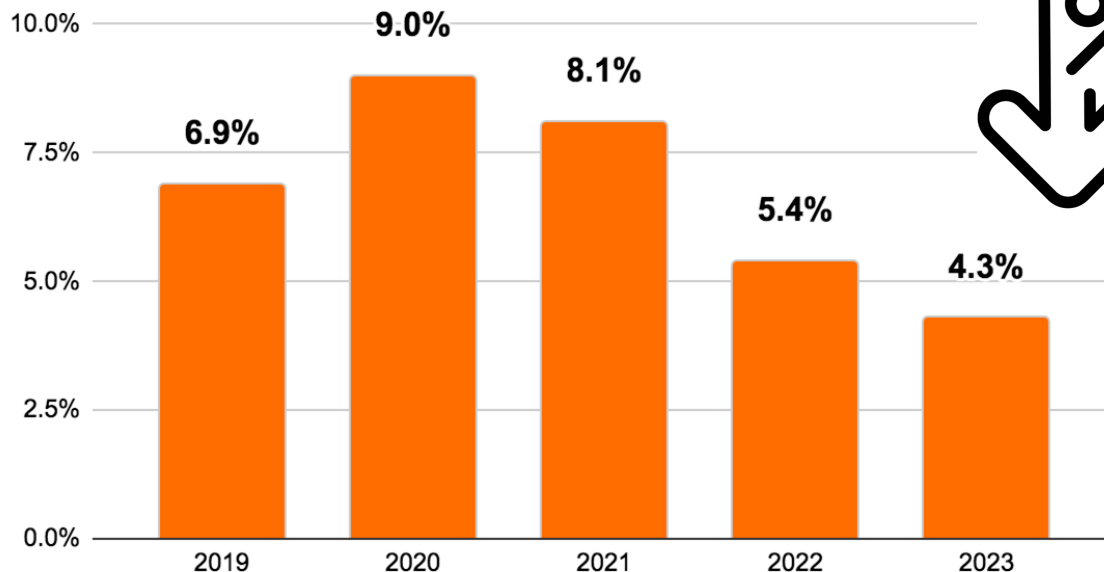


I-70 Bethune to Kansas



I-76 Iliff to Crook

### Region 4 Interstate Pavement in Poor Condition



Region 4's investments in interstates has resulted in a **52% reduction** in poor interstate since 2020



# Project Examples & Accomplishments

## Region 4: Successful Partnerships on CO 119



Increase opportunities for bicycle commuting and connectivity to the bicycle and pedestrian network



Maximize corridor-wide operational efficiency



Improve transit travel times and increase ridership



Maximize intersection operational efficiency



Maximize the number of people able to move through the corridor



Improve safety in the whole corridor







# Project Examples & Accomplishments

## Region 5: US 550-US 160 Connection South

**US 550-US 160 Connection South Project:** Located in southwest Colorado near the city of Durango, this project connects US 160 (an east- west corridor) with US 550 (a north-south route), improving mobility and safety at this critical junction. Construction began in fall 2020 and was completed in November 2024, with a total project cost of \$100 million.



Source: Durango Herald





# Project Examples & Accomplishments

## Region 5: US 160 McCabe Creek

**US 160 McCabe Creek Major Structure Replacement:** Preemptively addressed a significant resiliency issue located where McCabe Creek crosses US 160 in Pagosa Springs. The project involved purchasing adjacent property, demolition of building that sat upon the old culvert, installation of a new concrete box and “daylighting” of McCabe Creek downstream of the highway. The project was completed in 2023, with a total project cost of \$11.2 million.





# Project Examples & Accomplishments

## Transit: Bustang Expansion

A premier example of CDOT's commitment to expanding transit statewide is Bustang. Bustang was the only service in Colorado to grow operations following the COVID-19 pandemic. Expanding to 66 routes statewide, Bustang has increased transit accessibility and strengthened connections between rural and urban areas. Weekday service includes 11 round trips on each of the North, South, and West lines. Weekend and holiday service has also expanded, now offering six additional round trips on both the North and South lines.





# Project Examples & Accomplishments

## Rural Road Improvements

### Rural Road Improvements

- Over 2,500 miles of rural roads improved statewide since 2021. This represents improvements from all CDOT paving efforts, including maintenance.
- Of the more than 2,500 miles of rural roads improved statewide, the 10-Year Plan has funded 756 miles through 41 projects, delivering critical upgrades where they're needed most. These 10-Year Plan investments are on top of an estimated \$230 million spent statewide every year on road resurfacing that is performed by CDOT's base funding programs, including its asset management program.
- As an example of the impact of these rural road improvements, CDOT completed a 19-mile stretch along US Highway 50 south of Grand Junction, roughly between Whitewater and Delta.







# Project Examples & Accomplishments

## Stronger Bridges and Safer Roads

### Stronger Bridges & Infrastructure

- Replaced and rehabilitated older bridges
- Repairs bridge decks and widened structures
- Improved drainage and built retaining walls along critical corridors



### Safer Roads for All

- Improved intersections and added passing lanes on rural highways
- Widened shoulders and resurfaced worn pavement
- Installed guardrails, median barriers, and clearer signage
- Added truck climbing and deceleration lanes to support freight and local traffic
- Maintained mountain tunnels and added rockfall netting in key areas





# Project Examples & Accomplishments

## Overall progress on the current 10-Year Plan

In summary, CDOT has been hard at work delivering and planning the projects that our neighbors helped identify and made possible by legislative funding initially provided in SB17-267.

- **100%** of the projects in the first four years of the plan are complete or underway
- **Over 50%** of the full 10-year plan is now complete or in progress at the start of the 2025 Construction season
- The department has completed **84** projects, with another **46** projects currently in construction from the 10-Year Plan since its original adoption in 2019.







# Methodology for Updating 10-Year Plan Existing Projects in the 10-Year Plan

- Projects that are currently under construction will continue to move forward.
- Projects not currently delivered in the 10-Year Plan are assumed to move forward.
- If a project comes out, it is because:
  - Funds other than 10-Year Plan strategic funds have been identified to deliver project.
  - CDOT has received input from local partners that other priorities should take precedence.
  - Delays in delivery of the project, holding funds that could be allocated to other projects that are closer to delivery.
  - Any project that comes out will have clear justification as to why, be backed by data analysis, and will be vetted through our planning partners.



## Central Projects Highway & Transit Projects in Region 1

### Completed Projects

Corridors	Project Name	Project Type	Planning Project ID	TC Approved Strategic Funding (FY 19-22)	TC Approved Strategic Funding (FY 23-26)	Other Funding	Planned Funding (FY 27)	* Total Est. Project Cost As of 10/31
I-25	I-25 South Gap	H	0001	\$278.0M			✓	\$411.6M
I-25	Burbank Yard Acquisition	T	2779	\$15.0M				\$15.0M
I-70	I-70 Peak Period Shoulder Lanes	H	0005	\$87.7M			✓	\$113.7M
I-70	I-70 Escape Ramp Improvements	H	2593	\$14.5M			✓	\$21.4M
Non-Corridor	Bustang Fleet Purchases	T	2718	\$4.4M				\$4.4M

### Under Construction Projects

Corridors	Project Name	Project Type	Planning Project ID	TC Approved Strategic Funding (FY 19-22)	TC Approved Strategic Funding (FY 23-26)	Other Funding	Planned Funding (FY 27)	* Total Est. Project Cost As of 10/31
I-70	I-70 West: Floyd Hill	H	0004	\$191.8M	\$148.2M		✓	\$700.0M
I-70	I-70/Hartan Bridge Replacement	H	0086	\$24.2M			✓	\$27.9M
I-70	Eisenhower Johnson Memorial Tunnel Repairs and Maintenance	H	2583	\$53.0M			✓	\$141.5M
Non-Corridor	Noise Wall Maintenance	H	2594	\$29.7M			✓	\$36.4M
Non-Corridor	Safer Main Streets Program	H, T	0006	\$67.3M			✓	\$75.0M

### Design Projects

Corridors	Project Name	Project Type	Planning Project ID	TC Approved Strategic Funding (FY 19-22)	TC Approved Strategic Funding (FY 23-26)	Other Funding	Planned Funding (FY 27)	* Total Est. Project Cost As of 10/31
I-25	Low Tree Mobility Hub	T	2744	\$10.0M	\$4.5M		✓	\$34.5M
I-25	I-25 North between 84th Avenue and 104th Avenue	H, T	2584	\$4.0M	\$16.0M		✓	\$90.0M
I-25	I-25 Interchange Reconstruction at Spear Boulevard and 23rd Avenue	H	2575	\$3.5M	\$11.5M		✓	\$75.0M
I-25	I-25 and CO 7 Interchange Mobility Hub	H, T	2694	\$14.0M	\$3.5M		✓	\$25.0M
I-70	I-70 Corridor-Wide Metro Bridges	H	87	\$33.0M			✓	\$67.0M
I-70	I-70 and Kipling Street Interchange	H	2580	\$2.5M			✓	\$27.5M
I-70	I-70 Bustang Pegasus Park-Rides	T	2753	\$4.0M	\$3.0M		✓	\$15.0M
I-70	I-70 Improvements and Congestion Relief from I-76 to I-70	H	2	\$30.0M	\$144.5M		✓	\$600.0M
US 6	Vauxey Boulevard Improvements	H	2585	\$10.0M			✓	\$27.0M
US 6	US 6 and Wadsworth Boulevard Interchange	H	2578	\$41.0M	\$20.0M		✓	\$135.0M
US 85	US 85 Corridor Improvements between Sedalia and Meadows Parkway in Castle Rock	H	2587	\$500K			✓	\$37.0M
US 285	US 285 Corridor Improvements near Pine Junction	H	2581	\$1.0M			✓	\$60.0M
CO 7	CO 7 Priority Intersection Improvements	H	2586				✓	\$30.0M
Non-Corridor	Advancing Transportation Safety (Vauxey Boulevard Improvements: 60th Avenue to 62nd Avenue Project)	H	2784		\$8.6M		✓	\$8.6M
Non-Corridor	Vision Zero Priority Improvements	H	2691		\$15.0M		✓	\$25.0M
Non-Corridor	Regionwide Bottleneck Reduction	H	2590	\$2.5M			✓	\$25.0M
Non-Corridor	Regionwide Trail Grade Separations and Crossings Improvements	H	2595	\$4.3M			✓	\$14.3M
Non-Corridor	Regionwide Arterial BRT and Transit Improvements	H, T	2638	\$3.0M			✓	\$95.0M

### Planning Projects

Corridors	Project Name	Project Type	Planning Project ID	TC Approved Strategic Funding (FY 19-22)	TC Approved Strategic Funding (FY 23-26)	Other Funding	Planned Funding (FY 27)	* Total Est. Project Cost As of 10/31
I-25	Castle Rock Mobility Hub	T	2714	\$10.5M	\$3.0M		✓	\$16.7M
I-25	I-25 at Bellevue Avenue Interchange - Phase 1	H	2588				✓	\$22.0M
I-25	Central Non-Capacity Safety and Operational Improvements	H, T	2576				✓	\$35.0M
I-70	I-70 Climbing Lane from Bakerville to the Eisenhower Tunnel	H	2582	\$2.5M			✓	\$12.0M
I-70	Isabel Springs Mobility Hub	T	2716	\$6.3M			✓	\$13.3M
CO 30	CO 30 Improvements between Quincey Road and Airport Road	H	2589				✓	\$25.0M
C-470	C-470 US 285 to Morrison Road Interchange Reconstruction	H	2579				✓	\$56.0M
Non-Corridor	Bustang Heavy Maintenance Facility	T	2715	\$1.0M	\$50K		✓	\$5.0M
Non-Corridor	Regionwide Signal and Ramp Meter Upgrades	H	2592				✓	\$17.0M
Non-Corridor	Regionwide Bridge Rehabilitation and Maintenance	H	2697				✓	\$20.0M



# Methodology for Updating 10-Year Plan Adding New Projects

Any new 10-Year Plan projects that are added to the 10-Year Plan will come from the following sources:

- “Worst-First” asset treatment projects that address poor assets, particularly pavement condition.
- Rural TPR and MPO priority projects from regional long-range plans.
- Transit projects that regional transit needs, including recommendations from the Transit Connections Study.



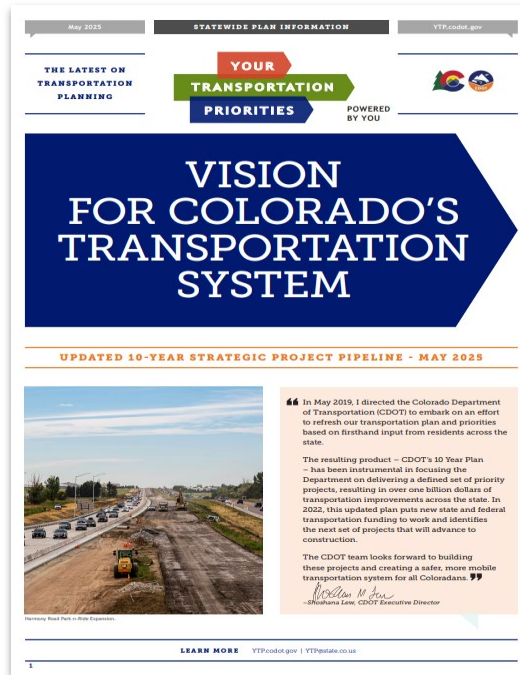
Harmony Road Park-n-Ride Expansion.



# Methodology for Updating 10-Year Plan Other Updates

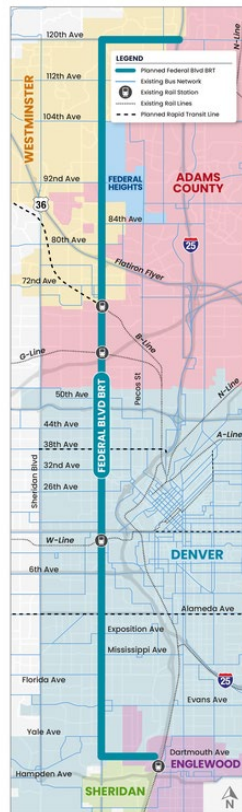
CDOT will also be updating:

- Project cost estimates, including identification for opportunities to align 10-Year Plan strategic funding with other state and federal funding sources, including potential for enterprise funding.
- Project scopes, location and descriptions
- Project status
- Anticipated construction start and end dates



## What we heard from the 4P process:

- Maintenance
- Safer streets for all users
- Regional growth - adapting our infrastructure
- Multimodal infrastructure integration



## Federal Blvd. Bus Rapid Transit

- 18 miles of safety and operational improvements with side running BRT lanes
- Service frequency every 7-15 minutes
- Connect several RTD rail lines to BRT (B, D, G, and W Lines)
- Improvements to ADA accessibility and sidewalk gaps
- Design is currently at 30% with final design plans by 2027 and construction to follow

## US50B Resurfacing at Passing Lane Locations

- This project will be integrated with the SHIFT Passing Lanes grant work to improve the surface condition of mainline US50B adjacent to the new passing lanes.
- US50B is a National Freight route. 12 passing lanes will be constructed between Pueblo County and the Kansas border along this rural 2-lane highway with the SHIFT grant reducing crashes and improving travel efficiency in the corridor.
- Combined with the passing lanes this much needed \$5 million paving project Fixes our Roads and Advances Transportation Safety - addressing two of the three key PD 14 goal areas

One of the many key goal area projects going forward to the next 10-year plan







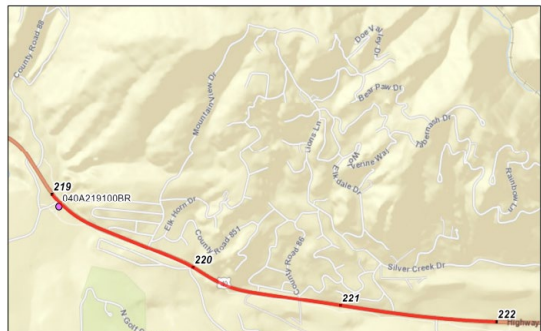
# Preview of What's Next Region 3 Project Examples



Advancing  
Transportation Safety

**US 40 Red Dirt Hill:** Shoulder widening turn lanes and access improvements.

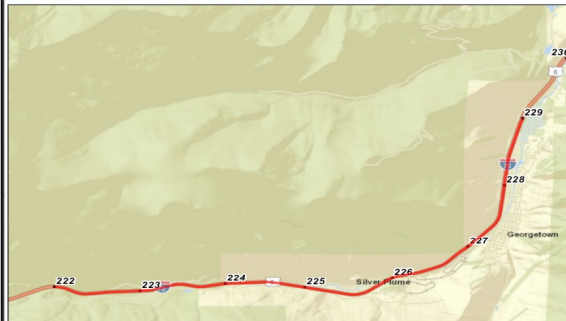
Route 040A From 219 to 222



Fix Our Roads

**I-70 Glenwood Canyon:** Worst first Type 8 Guardrail replacement and paving with concrete throughout GWC.

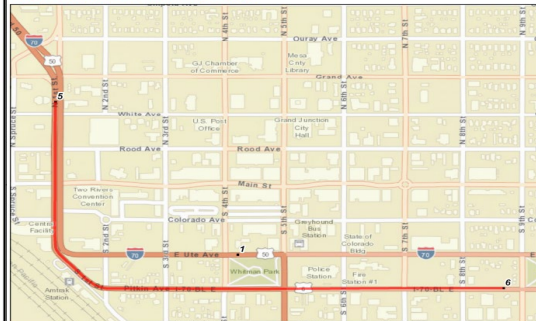
Route 070A From 222 to 229



Sustainably Increase  
Transportation Choice

**Multimodal Improvements on I-70B:** Provides a safer travel experience for cars, pedestrians, and cyclists.

Route 070B From 5 to 6



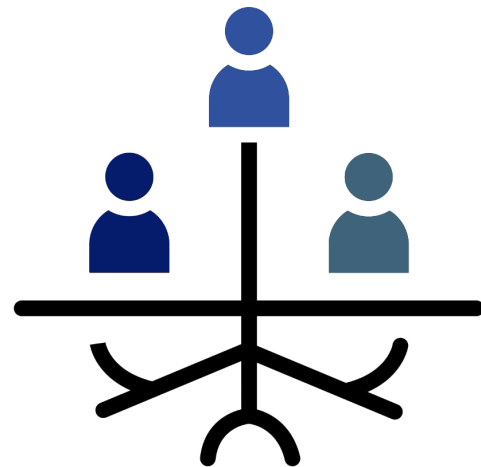


# Preview of What's Next

## Region 4: 10-Year Plan Stakeholder Engagement

### Region 4's Grassroots Effort Stakeholder Engagement Strategy

- **Actively listen** to priorities and concerns and illustrate how their feedback is the foundation to our decision making process. Identify shared goals and values.
- **Prioritize meaningful involvement** by giving our stakeholders ownership in the process. When people feel they are a part of a process, they are invested in it succeeding.
- **Tailor engagement to our audiences** and recognize different stakeholders have different communication styles and needs.

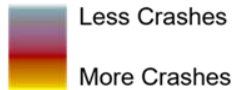


By prioritizing meaningful stakeholder engagement, Region 4 received **unanimous support** from all four of our planning regions on our proposed list of recommended projects for the 10-Year Plan!



# Preview of What's Next

## Region 4: CO 14 Safety Improvements in Ault



### ROAD SAFETY ISSUE

○ High LOSS Crash Locations

○ 2023 Fatal Crash Locations

○ LIDAR-Identified Intersection Sight Distance Issue

### TYPE OF CONTROL

STOP Side Street STOP

Side Street Signal

### PD-14 Goals Achieved





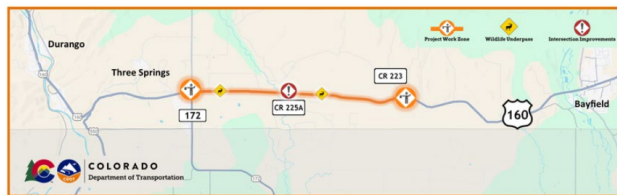
# Preview of What's Next Region 5 Project Examples



## Advancing Transportation Safety

### *US 160 Elmore's East Safety and*

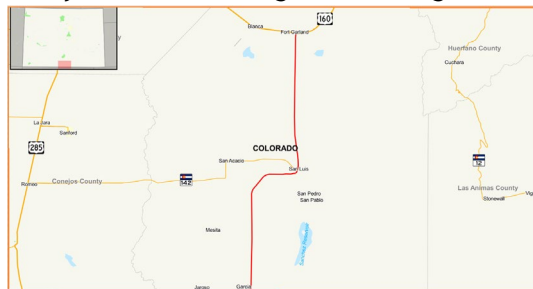
**Mobility Project:** This \$100M project will improve safety and mobility on a critical transportation corridor between Durango and Bayfield. The project will incorporate features to improve safety and mobility while accommodating projected traffic volumes.



## Fix Our Roads

### *CO 159 Stateline to Culebra Creek*

**South of San Luis:** This \$17.5 M Rural Road Surface Treatment Project will treat 17.5 miles of the region's highest priority "worst-first" pavement asset that is not currently funded through asset dollars. High priority of Costilla County identified through 4P meeting.



## Sustainably Increase Transportation Choice

### *Multimodal Improvements on CO 145:*

This project will improve sidewalks, pedestrian crossings, and install ADA ramps in the towns of Rico, Sawpit, Placerville, and Norwood. The project will improve walkability within these communities, and provide better access to local and regional transit services.

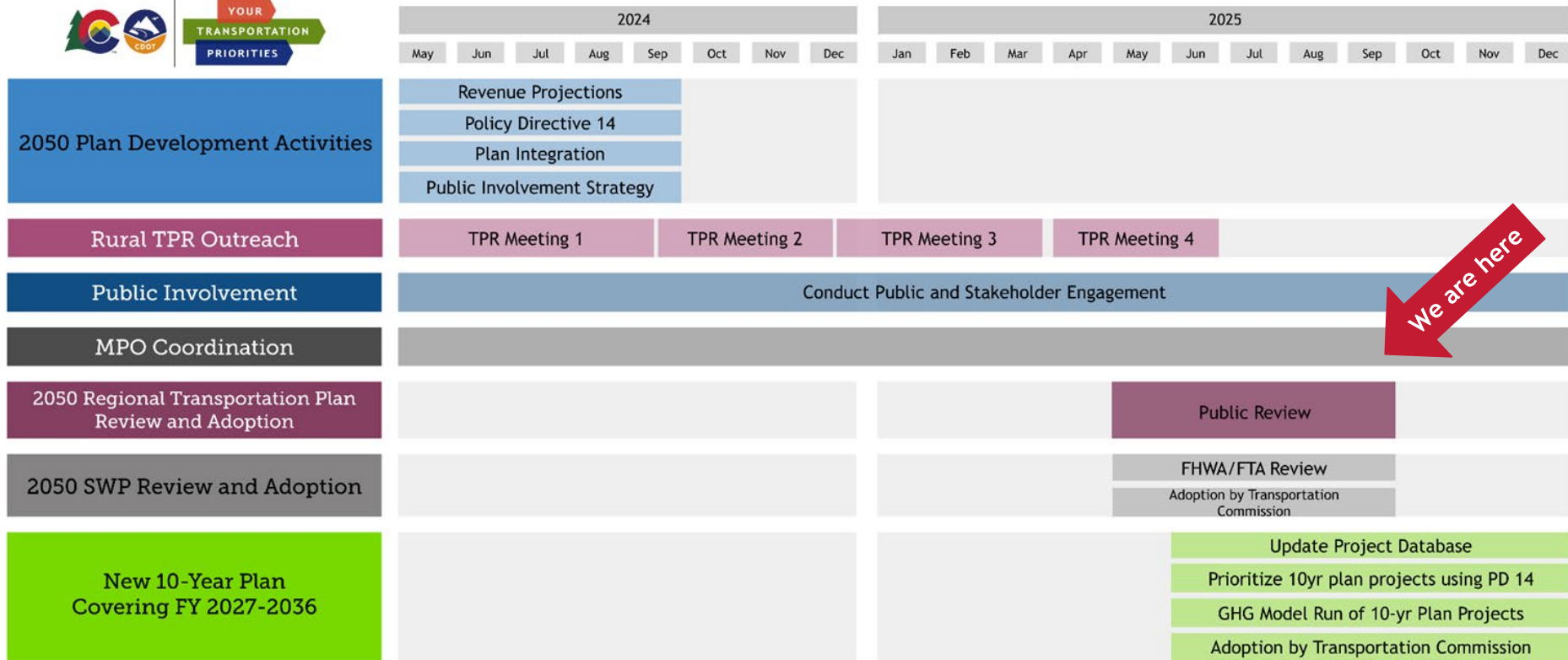




# 2050 Statewide Plan Development Timeline

## Draft Condensed 2050 Statewide and Regional Transportation Plan Development Timeline

Version: 4/8/2025



We are here



# Transportation Commission (TC) Notes

**Wednesday, August 20, 2025 - 12:00 PM**

## Workshops

**12:00 pm - 4:15 pm Attendance:**

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

### **1.CDOT Disposal Process, Role of Transportation Commission, and Review of August Disposals - Hope Wright**

**Purpose and Action:** To present the process for the acquisition and disposal of excess parcels of land, to explain the TC's role in the process, and to review August disposals. August disposals are Parcel 33REV3-EX, I-70 & Rainbow Hill Road (Evergreen/El Rancho Exit - El Rancho Park n' Ride) and Parcels 730-EX, 740-EXREV1, 740-EX REV1A, and E10-EX, I-70 at US 6 and 24 east of Parachute.

#### **Discussion:**

- Commissioner Cook expressed appreciation for this team's work.
- Commissioner Jones asked if the money from the sale always goes back to the region. Hope Wright responded yes.
- Commissioner Ridder asked who is purchasing these land parcels. Wright responded that it depends - once it goes through the TC, it will either be someone exercising right of first refusal, or it will be put out to auction. In the case of Tejon, they used a broker because it was a high value parcel.
- Commissioner Cook re-emphasized that today is not the final decision for this process.

### **2050 Statewide Plan Update - Marissa Gaughan and Aaron Willis**

**Purpose and Action:** To present the approach and contents of the 2050 Statewide Transportation Plan and to discuss the public outreach that helped inform the plan. The plan incorporates Procedural Directive (PD) 14 by prioritizing fixing our roads, advancing transportation safety, and sustainably increasing transportation choice.

#### **Discussion:**

- Commissioner Jones found it interesting that passenger rail, transit, and sidewalks, crosswalks, and bikelines together (all from sustainable transportation choice) equaled the pavement repair and maintenance section in the public survey response asking how the public would prioritize the budget. She also asked if the responses were

reflective of the state population. Aaron responded that the responses are a general confirmation that PD 14 priorities are representative of the state's needs.

- Commissioner Jones asks if there is a common definition for "transit." Aaron noted that passenger rail was separated from transit.
- Commissioner Marcano requested regional breakdowns for responses and echoed the desire for more definitions.
- Commissioner Bowman found it interesting that passenger rail, highway expansion, and transit were all 13% in the survey response about desired budget allocation.
- Marissa pointed out that 61 of 64 Colorado counties responded.
- Commissioner Cook was impressed and pleased on the emphasis on public opinion. She was also impressed at the 13% passenger rail support.
- STAC Chairman, Gary Beedy, would like to see these surveys done earlier in the process so regions know what to prioritize. He would like to see demographics of who was responding and notes that we should be clear on the definition for "transit."

## **Passenger Rail Overview and Updates - Maux Sullivan**

**Purpose and Action:** Provide an overview of Passenger Rail and Mountain Rail projects and updates on Front Range corridors, along with explaining where the Passenger Rail team sits in CDOT, within the Office of Innovative Mobility (OIM) and the Division of Transit and Rail (DTR).

### **Discussion:**

- Commissioner Ridder asked how long the Service Development Plan (SDP) will take to be finalized and ready for review by the TC. Maux responded that the Front Range Passenger Rail SDP should be finalized later this year and the Mountain Rail SDP is being finalized now, so hopefully, in the next month or so.
- Commissioner Marcano asked if there are risks of grants being taken back by the federal government. Maux responded that the Consolidated Rail Infrastructure and Safety Improvements (CRISI) 2020 grant is almost done and there is no indication that it is at risk. For the Corridor Identification Program (CIDP), the Front Range Passenger Rail District is the sponsor and would have the grant agreement with the Federal Rail Administration (FRA), so she can't speak to that.
- Commissioner Marcano asked if ongoing expenses for these programs are all coming from state funding. Maux responded that Mountain Rail is completely state funded and that Front Range Passenger Rail will need federal funding.
- Commissioner McLachlan asked if there is any consideration of including southwest Colorado in any way so they can use the rail. Maux responded that they are looking at where there are existing freight and underutilized tracks because building new track is expensive.
- Commissioner Cook asked if we can get the presentation about the financing for Front Range Passenger Rail sent to new commissioners.
- Commissioner Bowman asked if we have interaction with the tourism office about the mountain rail. Maux explained not yet because we need a truer sense of cost and timing first, but we have engaged with local state partners.
- Commissioner Marcano asked if annual ridership estimates are per month. Maux clarified that they are annual.
- Commissioner Cook noted that the Henderson facility is not on the corridor and asks how that helps with capacity. Maux responded that the Henderson site is for Union

Pacific (UP). Commissioner Cook asked if there is any non UP land that we need to acquire, to which Maux said not at this time. Commissioner Cook asked about thoughts of using a commuter rail station. Maux explained that we are doing more in depth study for that west metro area.

- Commissioner Gutierrez asked for a definition of “track upgrades.” Maux explained it means instances where we need to upgrade freight tracks for faster speeds.
- Commissioner Bowman asked what operating joint service before going to voters means. Maux responded that it means looking at what can we do now or in the near term with local dollars and different resources to deliver on this promise of service on the front range.
- Commissioner Jones noted that there needs to be a sustainable dedicated source of funding for transit and that getting rail started is a way to expand operations.

## **Rural Roads Updates - Shoshana Lew and Keith Stefanik**

**Purpose and Action:** Provide an update on rural roads work that has been done over the past few years, particularly for new commissioners, and to present some performance metrics and discuss how they relate to the next planning cycle.

### **Discussion:**

- Commissioner Bowman expressed appreciation for work on CO 50, CO 13, and Burlington going from Kansas to Colorado.
- Commissioner Gutierrez asked about how we report miles from different regions by numbers. Shoshana explained that I-70 projects were not included so that other roads in the region would be prioritized.
- Commissioner Gutierrez asked how much of the improvements came from Colorado Transportation Investment Office (CTIO) projects done on I-25 to get us down to the 2.3% of miles rated poor. CDOT Executive Director Lew explained that all projects are included in this number and most are not managed lane projects. When projects are under construction, they’re not included in the mile numbers.
- Commissioner Masters asked if we grade ourselves in regard to the other 18,000 miles in the state. Director Lew said that non-interstates are not prioritized for regulatory compliance in the same way as interstates. There isn’t a national standard for non-interstates. We separately grade our Colorado roads on driveability.
- Commissioner Ridder asked how much funding comes from the federal government considering they have reporting requirements - do they provide dollars to meet those requirements. The response is that a majority of the CDOT Capital Construction Program is federally funded, not including Enterprises.
- Commissioner Bowman asked how we determine low vs. high driveability. The response is that the driveability model better quantifies the lifecycle of the pavement.
- Commissioner Jones noted that this was a great presentation. Her feedback is to make sure the presentation is understandable and complete without verbal presentation. We should point out in the presentation that we don’t have historical data.
- Commissioner Cook expressed interest to know how much of the \$890 million in the related memo is behind us, or already spent.
- Commissioner Marcano noted there are a lot of projects on I-70 east of Aurora and wants to know where they are. The response was east of Picadilly interchange.

- Commissioner Gutierrez requested to get a copy of the new slide deck that will be created for the legislature.

## **Clean Transit Enterprise (CTE) Update - Craig Secrest**

**Purpose and Action:** Provide background on the purpose of the Clean Transit Enterprise and to explain its funding and grants.

**Discussion:**

- Commissioner Masters clarified that funding comes from two different sources - the retail delivery fee and the oil/gas fee.
  - Commissioner Cook noted that it is interesting to think about microtransit if it connects people to larger transit stations.
  - Kay Kelly, OIM Chief, expressed appreciation for Craig and his leadership with CTE.
- 

# **Transportation Commission Regular Meeting**

**Thursday, August 21, 2025 - 9:00 AM**

## **Call to Order, Roll Call**

Nine Transportation Commissioners were present: Chair: Shelley Cook, Vice Chair: Barbara Bowman, Cecil Gutierrez, Elise Jones, Barbara McLachlan, Juan Marciano, Rick Ridder, Todd Masters, and Terry Hart. Commissioner Hannah Parsons was excused.

## **Public Comments**

- Kathryn Mauz of Colorado Community Media, expressed, on behalf of 190 petition signatories, the value of the El Rancho Park n' Ride lot and how they are against proposed resolution 4 to dispose of the parcel. She noted that the lot is being used for ride sharing, a starting and ending point for cyclists, and performs functions consistent with CDOT's mission. She also highlights that this lot is the only place in foothills where four local and regional public transit services intersect and that it can be used in the future as well. She expressed that the disposal of the lot is not supported by the community who uses it.
- Susan Wood, of the Regional Transportation District (RTD), is a part of a stakeholder group working on an environmental clearance effort for I-270 work. She expressed appreciation for the collaboration with CDOT. Wood noted that service on the I-270 corridor will help the Flatiron Flyer deliver on time service for riders. She is a planner

and has never seen a stakeholder process as outstanding as this and noted that there was a safe and respectful space with a diverse group of stakeholders.

- Julie Mullica, Adams County Commissioner, advocated for completion of I-270 and I-25 work. Every major highway runs through Adams county and impacts on quality of life and the economy are significant. The debate shouldn't be whether these projects need investment, but how. Adams county supports performance based solutions - equity, emission reductions, and expanded transit. Adams county is a member of the North Area Transportation Alliance (NATA) working on mobility and congestion solutions, advocating for safety and operation improvements. Mullica invited Commissioner Jones and others to a study session with their board or a bus tour of the area. They would like to partner with CDOT to ensure community benefits and completion of the projects.
- No written comments were received.

## Comments of the Chair and Commissioners

- Commissioner Masters noted that school is starting and everyone should be aware and slow down at crosswalks as school children cross the street. Motorist and pedestrian fatalities are still far too high.
- Commissioner Hart noticed peaks in reckless driving during mornings and mid-afternoons, with school starting up. The Commissioner reflected on the public survey, and agrees with the feedback that fixing roads is a priority and points out that citizens are seeing safety issues. Each and everyone of us must be an example on the road.
- Commissioner Ridder highlighted that Google should not be relied on to determine open or closed roads due to wildfires on the western slope. Everyone should plan trips out and do research before visiting.
- Commissioner Marciano celebrated one month on the TC. He is excited that the I-70 Picadilly interchange will be improved next fiscal year, which was the first issue he worked on at city council in 2019. Commissioner Marciano pointed out the importance of rural bus networks, and that he was surprised to learn that in some cases, car ownership is lower in rural areas than urban areas. It is important to fund connectivity in rural communities especially, with the loss of rural hospitals and clinics.
- Commissioner McLachlan also celebrated one month on the TC. She met with CDOT in Durango and went to Pagosa Springs. The people who originally called her to complain about progress in Pagosa Springs ended up thanking her and CDOT for their work. The work is being done several blocks at a time and she believes the community will appreciate that.
- Commissioner Jones also celebrated one month on the TC. She expressed appreciation for the public comment from Julie Mullica and others and looks forward to hearing from folks in the region. She felt it was gratifying to hear the results of public surveys and the reaffirmation of the three priorities from PD 14. She also expressed appreciation for the rural roads presentation from the Workshop and believes that it is a success story that CDOT should be telling.
- Commissioner Gutierrez echoed Commissioner Masters' emphasis on safe school zones as a retired educator. Safety issues were pointed out relating to drivers on I- 25 and construction zones. It is critical for drivers to understand that they will change from day to day. Gutierrez has seen extremely unsafe driving and encourages safe driving



from all. The Commissioner also thanked Julie Mullica for the public comment on I-270 and I-25.

- Commission Vice Chair Bowman thanked those that completed the surveys and expressed appreciation for the feedback. The Commissioner has been driving across the state and is amazed at the construction improving CO roads noting I-70, widening of Rio Blanco CO 13, and CO 149 in Lake City.
- Commission Chair Cook went to DRCOG's Regional Transportation Committee (RTC) with Commissioner Jones this week. They are preparing for their call for projects for the 2050 regional transportation plan. They recommended approval of three action items: 1. A unified work program, 2. public engagement plan update, and 3. the corridor set aside selection. Chair Cook also attended the Greenland wildlife crossing opening.

### **Executive Director's Report - Shoshana Lew**

- Celebrated the Greenland Wildlife Crossing (on I-25 between Monument and Larkspur) as the largest wildlife crossing in the world. Footage shows that they are well used and the potential for crash reduction is around 90%. CDOT is a global leader in this space.
- CDOT is at the end of the construction season crunch. There will be changes in work zones because of efforts to complete projects before the cold rolls in. The next few weeks are the peak of this work, and Director Lew expressed appreciation for CDOT's teams and road crews.
- CDOT is coordinating with first responders in combatting wildfires, particularly in Rifle. Improvements on CO 13 are showing their value because they have been impacted by the wildfire season, and there have been a number of road closures. There has been great work by our maintenance team. Summer fire seasons have become busier the past few years.
- We have seen a surge in fatalities over the past few weekends, which is a pattern observed in the past. This is a reminder to folks to drive safely and be mindful as peak weekend traffic in the summer generally generates faster speeds than winter. This is particularly important as we head into Labor Day Weekend.
- Regarding the state hiring freeze, it was noted that the CDOT roadway maintenance workforce is exempt, because of their critical safety work. CDOT does a lot of hiring this time of year before winter begins.

### **Chief Engineer's Report - Keith Stefanik**

- We are in the last day of major lane closures on Vail Pass due to the I-70 work. There was great collaboration this past month between CDOT Regions 1 and 3. They also collaborated on Floyd Hill to make sure lane closures and blast schedules were coordinated, in addition to collaboration between the communication teams and engineering teams. Chief Stefanik has been monitoring cameras the past few days and everything seems to be working smoothly.
- This past month CDOT held their 4th annual traffic safety summit with CDOT members, first responders, and local agencies. There were great breakout sessions with ideas, information, and best practices shared to reduce fatalities and serious injuries, that CDOT can utilize. We are one month into issuing speed warnings on CO 119. CDOT is still working on some procedural methods for warnings and violations, but we have

seen a reduction in the number of speeders. The average speed has been closer to the speed limit. We need to analyze how many hours a day to run the cameras, and are getting ready for the higher violations period that occurs either this fall, or early next year.

## **Colorado Transportation Investment Office (CTIO) - Piper Darlington**

- Providing more information on the background of the program. In 2017 the record of decision for the Central 70 project directed CTIO to implement a tolling equity program for lower-income residents. It was approved in April 2022.
- There are multiple aspects to this program:
  - \$100 of toll credits available with income qualification. This was recently changed to expand eligibility.
  - Offer free transit passes with no barrier to entry. These are offered in communities and have been expanded to include monthly passes.
- CTIO has committed to giving 15% of our net total revenue to this program.
- CTIO is also looking at other options to direct more benefit to the community as we have not hit that 15% yet. A partnership with the City and County of Denver was explored for first mile connector services. This was approved yesterday by the CTIO Board and this partnership will expand service on weekends. It operates like Uber or Lyft through an app and a phone number in English and Spanish. It takes residents to grocery stores, RTD stations, etc. There are 90 rides per day, and 140 passengers, meaning 50% of trips are shared.
- In 2024 the Globeville and Elyria Swansea (GES) [neighborhood] Tolling Equity Program gave out almost \$260,000 worth of transit passes. \$14,000 of toll credits were added with almost 100 vehicles registered. Community members have been going door to door to encourage increased engagement.
- There will be a report in January or February of 2026 on how the connector service is going.

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

- The last STAC meeting was on August 7. It included a presentation on the transit connection study, an update on the 2050 plan with adoption scheduled for next month, and an overview of the aeronautics program. Gary encouraged commissioners to look at all of the 2050 regional transportation plans and to make comments on the 2050 Statewide Plan and regional plans.
- Regarding yesterday's rural roads workshop, the state appreciates investments made over the last several years. However, the problem of road conditions has been growing for 35 years, resulting in some of the frustration that rural areas feel. CDOT should educate the public on the budget shortfalls we face, such as federal dollars not keeping up. CDOT should get state dedicated funding through a statewide ballot initiative. This would allow more work to be completed such as chip sealing. STAC Chair Beedy applauded staff, engineers, and Director Lew for their vision of rural roads, but pointed out that T-REX projects are aging and are going to need rehabilitation soon.

- Bridge repair and chip sealing costs have drastically increased and we need to keep up.
- The I-270 project is critical to the whole state. Agricultural freight such as wheat and flour heavily rely on that road.

### **Discuss and Act on Consent Agenda - Herman Stockinger**

- Proposed Resolution #1: Approve the Regular Meeting Minutes of July 17 , 2025 - Herman Stockinger
- Proposed Resolution #2: IGA Approval >\$750,000 - Lauren Cabot
- Proposed Resolution #3 : Disposal of Old Brush Maintenance Site - Hope Wright
- ~~Proposed Resolution #4: Disposal Parcel 33Rev3-EX, El Rancho Park n' Ride - Hope Wright~~ (Pulled from consent agenda, voted on separately later)
- Proposed Resolution #5: Disposal Parcels 730-EX Rev1, 740-EX Rev1A, E-10 EX, I-70/US6, US24, Parachute, Garfield County - Hope Wright
- Proposed Resolution #6: MMOF Match Reduction Request - Michael Snow and Darius Pakbaz

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

### **Discuss and Act on Proposed Resolution #4: Disposal Parcel 33Rev3-EX, El Rancho Park n' Ride**

- Chair Cook takes Chair's prerogative after a motion to make a few comments and then open it up to other commissioners

A motion by Commissioner Gutierrez was raised to approve, and seconded by Commissioner Bowman. The proposed Resolution #4 passed unanimously, after discussion summarized below.

#### **Discussion:**

- Chair Cook represents Jefferson country and appreciates the work done by Ms. Mauz, the public commentator regarding this proposal. Chair Cook pointed out that the lot is an RTD build and RTD notified CDOT that they no longer need it. CDOT does not need it either and cannot properly maintain it because it was built for RTD operations and equipment. It creates liability for the state. CDOT is opening a Pegasus Park n' Ride .6 miles and a 2 minute drive away. Given the proximity, this new lot can be used for similar purposes. Chair Cook recommended authorizing the disposal of the property.
- Commissioner Gutierrez noted that it is important to discuss citizen issues in open session rather than consent agenda and appreciated Chair Cook for handling it this way. Gutierrez stressed to citizens that they do take feedback into consideration. The Commissioner also asked about how to preserve access for folks to get onto the nearby bikepath, and connections to the roundabout shuttle that connects to Evergreen that picks up at a nearby parking lot. Wright responded that she will talk to CDOT Region 1 and follow up on these questions.
- Commissioner McLachlan thanked community members for their work on this.
- Commissioner Jones thanked members of the public for engaging. She shared Commissioner Marciano's questions.
- Commission Chair Cook expressed that the vote should not be postponed to await these answers.

- Jessica Myklenust, Region 1 Transportation Director, explained that there is proximity access to the bike trail and the trail will not be impacted. The lot was not constructed as a trail access lot.
- Commissioner Marciano expressed that if it is a convenient access point, we should think about what CDOT can do, so the community doesn't lose that.
- RTD Myklenust said they can take a look at the informal trail access from the lot.
- Commissioner Jones noted that if people park in the lot now to access the trail, that the same access should be provided to the trail via the new Pegasus lot.

### **Discuss and Act on Proposed Resolution #7: 2nd Budget Supplement of FY 2025-26 - Jeff Sudmeier and Bethany Nicholas**

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

### **Discuss and Act on Proposed Resolution #8: Policy Amendment #1 for the FY 2025-26 State Transportation Improvement Plan (STIP) - Jamie Collins**

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

### **Adjournment**

The TC Board Meeting was adjourned at approximately 10:09 am.

**The next Transportation Commission Workshops and Board Meeting are Wednesday and Thursday September 17-18, 2025.**



**COLORADO**  
Department of Transportation

## Transportation Commission Memorandum

**To:** Transportation Commission

**From:** Lauren Cabot

**Date:** September 3, 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:** Hope Wright, Real Estate Asset Manager and Keith Stefanik, P.E. Chief Engineer

**Date:** September 18, 2025

**Subject:** Parcel 5REV-EX, State Highway 3, Durango, La Plata 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 5REV-EX, acquired for CDOT Project No. C20-0010-17, as excess property.

### **Action**

In accordance with Colorado Revised Statute (C.R.S) 43-1-106(8)(n) and 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 5 is requesting the Transportation Commission adopt a resolution to declare Parcel 5REV-EX of CDOT Project No. C20-0010-17 as excess property and allow for its disposal.

### **Background**

CDOT Region 5 desires to dispose of Parcel 5REV-EX located east of SH 3 near milepost 1 and contains 0.86 acres (+/-) of land that is located outside of the right of way necessary for SH 3.

Parcel 5REV-EX is a portion of Parcel 5REV acquired by CDOT for Project C20-0010-17 in 1957 for the construction of SH 3 (formerly SH 10 & 19) and is no longer needed for transportation purposes. SH 3 is less than 2 miles long and runs parallel to US 160 on the south side of downtown Durango. It primarily serves as a local connector, preserving access to neighborhoods and businesses, while US 160 handles the bulk of the through traffic.

### **Details**

CDOT Region 5 has determined, pursuant to Title 23, Code of Federal Regulations (C.F.R.), 710.403(b), that disposing of Parcel 5REV-EX will not impair the safety of the highway facility or interfere with the free and safe flow of traffic. 23 C.F.R. 710.409(a) grants CDOT the authority to dispose of property in compliance with the CDOT/FHWA Stewardship and Oversight Agreement.

CDOT Region 5 has determined that Parcel 5REV-EX is of use only to the adjacent property owner and pursuant to C.R.S. 43-1-210(5)(a)(III) when a parcel that is no longer needed for transportation purposes and has value to only one adjacent owner, that owner shall have

right of first refusal to acquire said property.

The adjacent property owner desires to exercise their right of first refusal to acquire Parcel 5REV-EX and CDOT would like to sell Parcel 5REV-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 Parcel 5REV-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 C.F.R. 710.403(f).

### **Next Steps**

Upon approval of the Transportation Commission and pursuant to C.R.S. 43-1-106, C.R.S. 43-1-210, 23 C.F.R. 710.403, and C.F.R. 710.409, CDOT will dispose of Parcel 5REV-EX containing 0.86 acres (+/-) of land that is no longer needed for transportation purposes to the adjacent property owner for fair market value.

### **Attachments**

Legal Description with Exhibit

## **Exhibit "A"**

**Project Number: C20-0010-17**

**Parcel Number: 5REV-EX**

**PROJECT NAME: STATE HIGHWAY 3 DISPOSAL TO RUSS GARTNER**

**Date: August 27, 2025**

### **Property Description**

A tract or parcel of land No. 5REV-EX of the Department of Transportation, State of Colorado, Project Number C20-0010-17, containing 0.86 acres or 37537.07 square feet, more or less, in the S1/2 of Section 32, Township 34.5 North, Range 9 West, of the New Mexico Principal Meridian, La Plata County, Colorado, said tract or parcel being more particularly described as follows:

Commencing at a point (P.O.C.) being CDOT Point No. 406 as shown on CDOT Project No. C-20-0010-17 (being a CDOT Type I Monument), from which CDOT Point No. 412 as shown on CDOT Project No. C-20-0010-17 (being a CDOT Type I Monument) bears South 27°29'06" East;

Thence, along the Eastern right-of-way of State Highway 3, 155.30 feet along a non-tangential curve concave to the East, having a radius of 5604.06 feet, a delta angle of 01°35'16", with a chord bearing of South 23°36'08" East, a chord distance of 155.29 feet to the point of beginning (P.O.B.);

1. Thence, along said Eastern right-of-way, 509.09 feet along a non-tangential curve concave to the East, having a radius of 5604.06 feet, a delta angle of 05°12'18", with a chord bearing of South 26°52'41" East, a chord distance of 508.92 feet;
2. Thence, South 78°10'08" West, a distance of 78.70 feet;
3. Thence, 491.89 feet along a non-tangential curve concave to the East, having a radius of 5679.08 feet, a delta angle of 04°57'45", with a chord bearing of North 26°52'41" West, a chord distance of 491.73 feet;
4. Thence, North 65°36'15" East, a distance of 75 feet, more or less to the True Point Of Beginning.

The above described parcel contains 0.86 acres, more or less.

(continued on page 3)

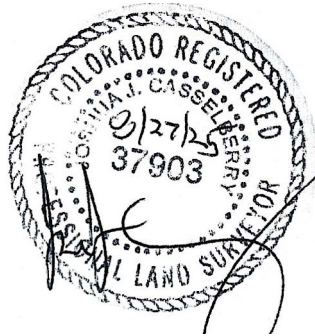
## SURVEYORS STATEMENT:

I Hereby state this Right of Way description is based on a field survey made by me or under my direct supervision and that to the best of my professional knowledge, information, and belief, it correctly represents the facts found at the time of survey.

NOTICE: According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you first discovered 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.

For and on behalf of the  
Colorado Department of Transportation

Joshua Casselberry, PLS 37903



Basis of Bearings: Bearings used in the calculations of coordinates are based on a grid bearing of S27°29'06"E from R.O.W. MARKER 406 to R.O.W. MARKER 412. Both monuments are CDOT Type I, marked appropriately for their R.O.W. location and control position.

Units of measure are in U.S. Survey Feet.



Phone: 970-385-1423  
Fax: 970-385-1410

Region 5

DAS

[illegible][illegible]

Sheet Revisions		
Date	Description	Initials
mm/dd/yy	XXXXXXXX	XXX

PRELIMINARY

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# Plan Sheet

Project Number: C20-0010-17

Project Location: STATE HWY 3 Disposal to

---

Russ Gartner

Project Code:	Last Mod. Date	Subset	Sheet No.
	4/17/2025	to	7.01

SURVEYOR STATEMENT (ROW PLAN)

I, Joshua Caselberry, a professional land surveyor licensed in the State of Colorado, do hereby state to the Colorado Department of Transportation that based upon my knowledge, information and belief, the research, calculations and evaluation of the survey evidence were performed and this Right-of-Way Plan was prepared under my responsible charge in accordance with applicable standards of practice defined by Colorado Department of Transportation publications.

This statement is not a guaranty or warranty, either expressed or implied.

PLS No. 37903

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.

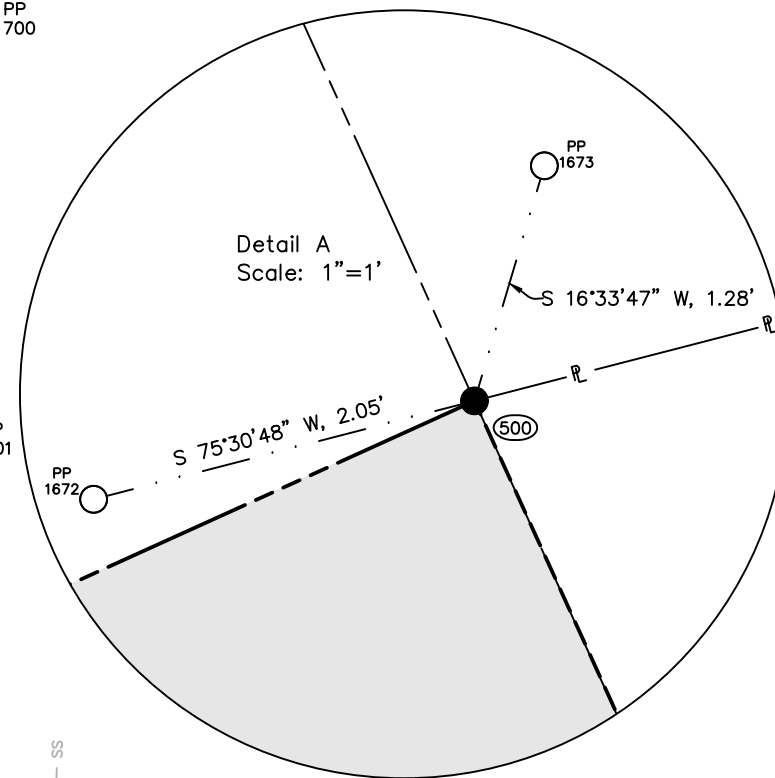
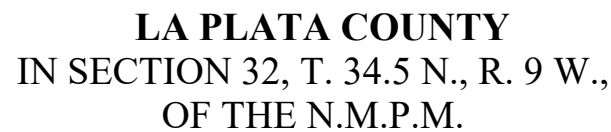
1. This Right-of-Way Plan is not a boundary survey of the adjoining property and is prepared for the Colorado Department of Transportation purposes only.

2. For title information, The Colorado Department of Transportation relied on the title commitment prepared by Colorado Title & Closing Services, LLC, Commitment No. LP22402997 with and effective date of October 30, 2024 at 5:00 P.M.

3. This plan set is subject to change and may not be the most current set. It is the user's responsibility to verify with CDOT that this set is the most current. The information contained on the attached drawing is not valid unless this copy bears an original signature of the Professional Land Surveyor hereon named.

4. Refer to the M-629-1 Survey monuments of the Standard Plans found in the Colorado Department of Transportation, M & S Standards for survey monument descriptions.

NOTE: Type 1 monuments are aluminum caps, 3-1/4" i  
diameter, with magnet, set on top of a finned rod, 3/4"  
diameter

R.O.W. TABULATION OF PROPERTIES IN LA PLATA COUNTY STATE HWY 3

Parcel No.	Owner	Address	Location	Parcel Area	Reception No.	Remarks
5RevEX	Department of Transportation State of Colorado	2829 W. Howard Pl. Denver, CO 80204	in the S1/2 Sec. 32, T34.5N, R9W, N.M.P.M.	37537.07 S.F. 0.86 Acres		To be conveyed to Russ Gartner

L: 387.42'			
R: 5604.06'			
Δ 3°57'39"	5RevEX	Department of Transportation State of Colorado	2829 Denver,
C: 387.34'			
CB: S 32°03'41" E			
(Tie From Point No. 1671 to Calculated Position)			

- Calculated Position: Nothing Found or Set  
CDOT R.O.W. Marker Point No. 407 has been  
destroyed due to the construction of a  
retaining wall

S 34°02'30" E, 68.88'  
(Tie From Calculated Position to Point No. 412)

L: 155.30'  
 R: 5604.06'  
 $\Delta$ : 1°35'16"  
 C: 155.29'  
 CB: S 23°36'08" E  
 (Tie From Point No. 406 to 500)

P.O.C.

S 27°29'06" E, 872.93' (Tie From Point No. 406 to 412)  
 (Basis of Bearing)

OF THE N.M.  
 PP

N 65°36'15" E, 75.00'

1672

P.O.B.

S 15°

Tract B per RN 503786  
Parcel No. 566732100074

Existing Hwy 3 R.O.W. Established  
Under Project C20-0010-17

L: 491.89'  
R: 5679.08'  
 $\Delta$ : 4°57'45"  
C: 491.73'  
CB: N 26°52'41" W

Centerline of Hwy 3 Alignment  
Established Under Project  
C20-0010-17  
STA 67+69.52 to STA 79+61.75

Graphical Scale: 1"=100'  
Dimensions are in U.S. Survey Feet



0'                      100'                      200'

Basis of Bearings: Bearings used in the calculations of coordinates are based on a grid bearing of S27°29'06"E from R.O.W. MARKER 406 to R.O.W. MARKER 412. Both monuments are CDOT Type I, marked appropriately for their R.O.W. location and control position.

FILING CERTIFICATION: DEPOSITED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_ AT \_\_\_\_\_ M.,  
IN BOOK \_\_\_\_\_ OF THE COUNTY LAND SURVEYS/RIGHT OF WAY  
SURVEYS AT PAGE \_\_\_\_\_ RECEPTION NUMBER \_\_\_\_\_  
SIGNED \_\_\_\_\_ DEPT. \_\_\_\_\_



**COLORADO**  
Department of Transportation

## Transportation Commission Memorandum

**To:** Transportation Commission

**From:** Herman Stockinger, Transportation Commission Secretary

**Date:** September 17, 2025

**Subject:** Transportation Commission Member's Committee Assignments

### Purpose

To confirm Transportation Commission member's committee assignments.

### Action

Approve a Consent Agenda resolution confirming appointments to the various TC committees.

### Background

The Commission Rules state how committees should be filled: "...Members shall be appointed by the Chairman with consent of the full Commission, to all Standing Committees... The Commission shall ratify the appointments of members to Standing Committees by resolution." While other committee assignments need not be ratified by the full Commission, it makes sense to handle all appointments at the same time, and similarly.

### Next Steps

None

### Attachments

Committee assignments may be found as Appendix A of Proposed Resolution #4 in the Resolutions packet.

**Bridge and Tunnel Enterprise Board**  
**Meeting Minutes**  
**August 21, 2025**

Present: 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  
Terry Hart, District 10  
Todd Masters, District 11  
Excused: Hannah Parsons, District 9  
Vacant: District 1

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 August, the Bridge and Tunnel Enterprise Board of Directors acted on and approved the following Resolutions:

- BTE1: Regular Meeting Minutes of July 2025
- BTE2: 2<sup>nd</sup> 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:** September 18, 2025

**Subject:** Third 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 the following three projects.

Region 1 requests a budget supplement to increase the design phase budget for the I-25 Interchange Reconstruction at Speer Boulevard and 23rd Avenue (E-16-EO, E-16-EW, & F-16-DA) project.

Region 4 requests two budget supplements to initiate the construction phases of the SH 86 over Kiowa Creek (G-19-B) and the US 6 ML EBND over Sterling Canal No. 1 (B-24-A) bridge replacement projects.

#### **Action**

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

#### **Background**

**Region 1: I-25 Interchange Reconstruction at Speer Boulevard and 23rd Avenue (E-16-EO, E-16-EW, & F-16-DA)**

Staff is requesting a \$1,982,000 increase to the design phase budget for the I-25 Interchange Reconstruction at Speer Boulevard and 23rd Avenue project (Planning ID #2575), increasing BTE's total funding commitment to the project to \$3,901,746. The Board previously approved a \$1,850,600 design phase budget supplement (#BE 19-03-02) to allow the project to proceed with planning activities, site investigations, and conceptual level design. Subsequently, staff processed a budget increase of \$69,146 on November 20, 2023. The project has made significant progress with planning and National Environmental Policy Act (NEPA) screening and is continuing to work toward identifying a preferred alternative.

This request is expected to fund the design to a 30% level. It is anticipated that additional funding will be requested for final design and to establish stand-alone ROW, utility, and environmental phases for the project at a later date. Speer Blvd SBND over I-25 (E-16-EO) & 23rd Ave over I-25 (F-16-DA) are top tier candidate bridges in the Q1 FY2026 BTE Bridge Prioritization Plan. Speer Blvd NBND over I-25 (E-16-EW) was previously in the top tier but was subsequently lowered to the second tier due to repairs that have temporarily improved the condition of the bridge.

**Speer Blvd and 23rd Ave over I-25 ML in Denver County  
(E-16-EO, E-16-EW, & F-16-DA) (SAP Project # 22969)  
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	SB260 BTE 10-Year Plan Projects	\$1,919,746	\$1,982,000	\$0	\$1,982,000	\$3,901,746
<b>Total of Project Phases</b>	<b>All Funding Sources</b>	<b>\$1,919,746</b>	<b>\$1,982,000</b>	<b>\$0</b>	<b>\$1,982,000</b>	<b>\$3,901,746</b>

**Speer Blvd and 23rd Ave over I-25 ML in Denver County  
(EE-16-EO, E-16-EW, & F-16-DA) (SAP Project # 22969)  
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	SB260 BTE 10-Year Plan Projects	\$0	\$1,422,000	\$560,000	\$1,982,000
<b>Total of Project Phases</b>	<b>All Funding Sources</b>	<b>\$0</b>	<b>\$1,422,000</b>	<b>\$560,000</b>	<b>\$1,982,000</b>

**Region 4: SH 86 over Kiowa Creek (G-19-B) Bridge Replacement Project**

Staff is requesting \$10,042,105 to establish the construction phase for the SH 86 over Kiowa Creek (G-19-B) Bridge Replacement project. Structure G-19-B is located on SH 86 at MP 22.745 in Elbert county near the western edge of the Town of Kiowa and has an AADT of 5300. The existing structure is a three span steel girder bridge built in 1948. The bridge is 203.5 feet long and 30.6 feet wide out-to-out with a total deck area of 6227 square feet. The structure is currently rated poor and eligible for BTE bridge replacement funding due to the condition of the bridge deck, which has a documented history of requiring planned and unplanned (emergency) repairs that are increasing in frequency and severity over time.



Additionally, the steel superstructure has areas of corrosion and rust pack is starting on girders and the substructure piers have spalls and corroded rebar.

The bridge has significant operational importance as it provides connectivity between Elbert county's emergency services, which are primarily located in Kiowa, and a large percentage of the population, which resides to the west of the bridge in Elizabeth. The bridge also has substandard deck geometry, which creates pedestrian safety concerns based on information received from Region 4 staff and local stakeholders. The substandard bridge deck width also limits the Department's ability to maintain traffic during planned and unplanned deck repairs (i.e. depending on the location of the repair there may not be enough clearance to maintain a lane of traffic on the bridge). G-19-B is a top tier candidate structure in the Q1 FY2026 BTE Bridge Prioritization Plan. To date, the Board has approved a total of \$707,643 in design phase funding (#BTE 24-01-02) for the project.

**SH86 Kiowa Bridge in Elbert County  
(G-19-B) (SAP Project # 26083)  
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
Right-of-way	FASTER Safety Critical and Asset Management	\$150,000	\$0	\$0	\$0	\$150,000
Design	FASTER Safety Critical and Asset Management	\$557,643	\$0	\$0	\$0	\$557,643
Construction	FASTER Safety Critical and Asset Management	\$0	\$10,042,105	\$0	\$10,042,105	\$10,042,105
<b>Total of Project Phases</b>	<b>All Funding Sources</b>	<b>\$707,643</b>	<b>\$10,042,105</b>	<b>\$0</b>	<b>\$10,042,105</b>	<b>\$10,749,748</b>

**SH 86 over Kiowa Creek in Elbert County  
(G-19-B) (SAP Project # 26083)  
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
Construction	FASTER Safety Critical and Asset Management	\$0	\$5,021,082	\$5,021,023	\$10,042,105
<b>Total of Project Phases</b>	<b>All Funding Sources</b>	<b>\$0</b>	<b>\$5,021,082</b>	<b>\$5,021,023</b>	<b>\$10,042,105</b>

#### **Region 4: US 6 ML EBND over Sterling Canal No. 1 (B-24-A) Bridge Replacement Project**

Staff is requesting \$1,884,434 to establish the construction phase for the US 6 ML EBND over Sterling Canal No. 1 (B-24-A) Bridge Replacement Project. Structure B-24-A is located on US 6 EB at MP 402.577 in Logan County and has an AADT of 4200. The existing structure is a single span concrete on steel I-beam bridge built in 1941. The bridge is 31.67 feet long and 36.10 feet out-to-out with a total deck area of 1143 square feet. The structure is currently poor rated and eligible for BTE bridge replacement funding due to the condition of the concrete deck, which has considerable map cracking, efflorescence, and concrete spalls with exposed, corroded reinforcing steel. There is currently a load restriction on the structure for permit vehicles due to its current condition.

B-24-A is a top tier candidate structure in the Q1 FY2026 BTE Bridge Prioritization Plan, and funding is being requested at this time to complete the structure replacement as part of a combo-project with a larger concrete resurfacing and reconstruction project, US 6 Atwood to Sterling (Project Subaccount Number (PCN#): 26267). Replacing this structure with the larger resurfacing project is expected to reduce design, mobilization, and traffic control costs as well as other unit costs due to economies of scale. Additionally, this delivery strategy will replace the poor rated bridge on an accelerated timeline, when compared to a scenario where the bridge is replaced in the future through a standalone bridge replacement project, which is a significant benefit as US 6 is a vital corridor for the transportation of agricultural and resource products and supports both intra and interstate commerce.

**US 6 ML EBND over Sterling Canal No.1 in Logan County  
(B-24-A) (SAP Project # 26861)  
Budget Request by Phase, Funding Program, Fiscal Year**

Phase of Work	Funding Program	Current Budget	FY2026 Budget	Total Budget Request	Total Project Budget
Construction	FASTER Bridge Funds	\$0	\$1,379,603	\$1,379,603	\$1,379,603
Construction	IRB Series 2024A Proceeds	\$0	\$504,831	\$504,831	\$504,831
<b>Total of Project Phases</b>	<b>All Funding Sources</b>	<b>\$0</b>	<b>\$1,884,434</b>	<b>\$1,884,434</b>	<b>\$1,884,434</b>

**US 6 ML EBND over Sterling Canal No.1 in Logan County  
(B-24-A) (SAP Project # 26861)  
Forecast Project Expenditure by Phase, Funding Program, Fiscal Year**

Phase of Work	Funding Program	Expenditures To-Date	FY2026 Forecasted Expenditure	Total Request Expenditure
Construction	FASTER Bridge Funds	\$0	\$1,379,603	\$1,379,603
Construction	IRB Series 2024A Proceeds	\$0	\$504,831	\$504,831
<b>Total of Project Phases</b>	<b>All Funding Sources</b>	<b>\$0</b>	<b>\$1,884,434</b>	<b>\$1,884,434</b>

### Available Funding

If the Board approves the requested budget supplements outlined above, the remaining FY 2025-26 balances will be \$11,327,689 for the FASTER Safety Critical and Asset Management pool, \$25,890,830 for the SB21-260 10-Year Plan Projects pool, and \$5,958,499 for the BTE Enterprise Bonds pool. The tables below provide high-level transaction details for each BTE funding source.

**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)	-\$37,979,284
Pending Budget Supplements	-\$11,421,708
<b>Remaining Available Balance</b>	<b>\$11,327,689</b>

**SB260 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	\$250,832
Approved Project Transactions (BOD, EMT, or Staff Authority per PD 703)	-\$5,552,855
Pending Budget Supplements	-\$1,982,000
<b>Remaining Available Balance</b>	<b>\$25,890,830</b>

**BTE Enterprise Bonds - Infrastructure Revenue Bonds (IRBs)  
Funding Balance, Fiscal Year 2026 BTE Funding Source, Year of  
Budget**

Starting FY Budget Balance	\$1
Year-to-Date Roll forwards or Project Savings	\$504,831
Approved Project Transactions (BOD, EMT, or Staff Authority per PD 703)	\$5,958,498
Pending Budget Supplements	-\$504,831
<b>Remaining Available Balance</b>	<b>\$5,958,499</b>

### Next Steps

1. Approval of Proposed Resolution #BTE2 will provide the funding necessary for Region 1 to advance the design of the I-25 Interchange Reconstruction at Speer Boulevard and 23rd Avenue project to 30% and for Region 4 to advertise the SH 86 ML over Kiowa Creek and US 6 EBND over Sterling Canal No. 1 bridge replacement projects.
2. Staff will return to the Board with additional budget supplement requests as necessary.



**COLORADO**  
Department of Transportation

## Transportation Commission Memorandum

**To:** The Transportation Commission

**From:** Jeff Sudmeier, Chief Financial Officer

**Date:** September 17, 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 July 2025 was \$1.16 billion; \$0.91 billion above that month's minimum cash balance target of \$250 million. July's cash balance includes \$372.56 million in the State Highway Fund, \$45.67 million in ARPA Refinance funding, and \$542.42 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.

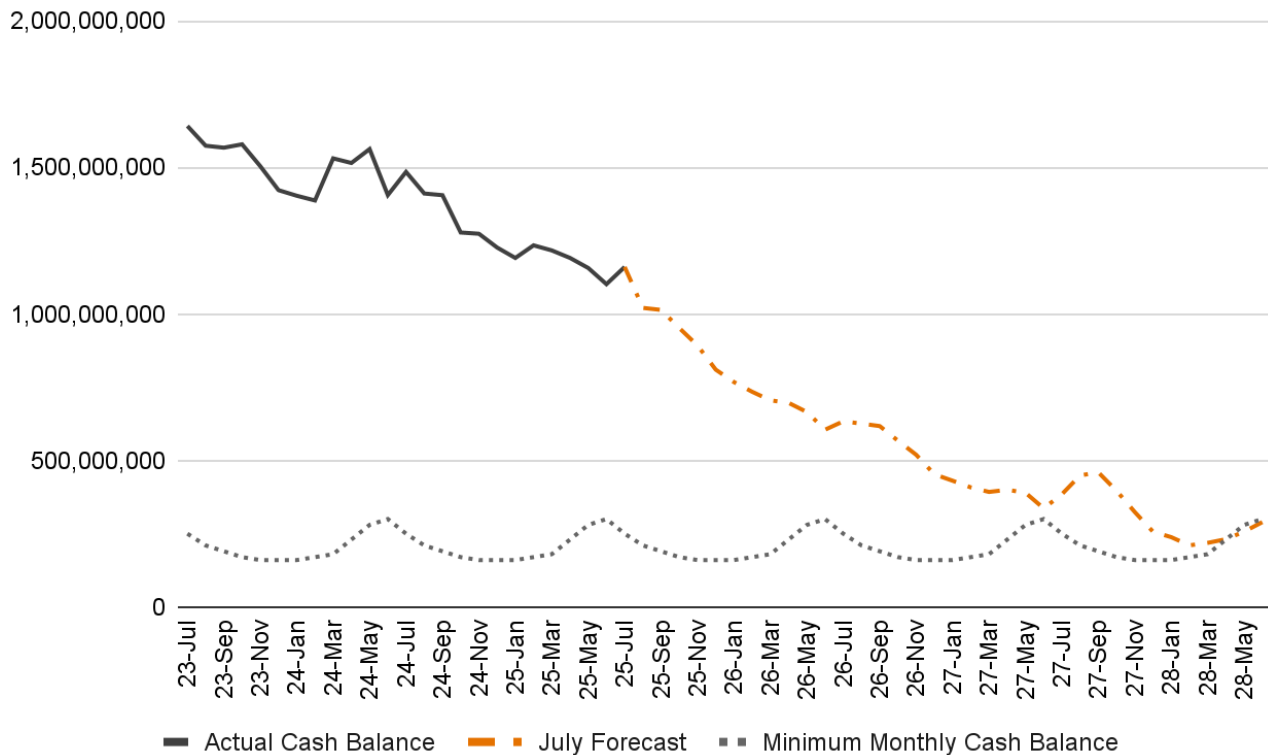




# COLORADO

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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.

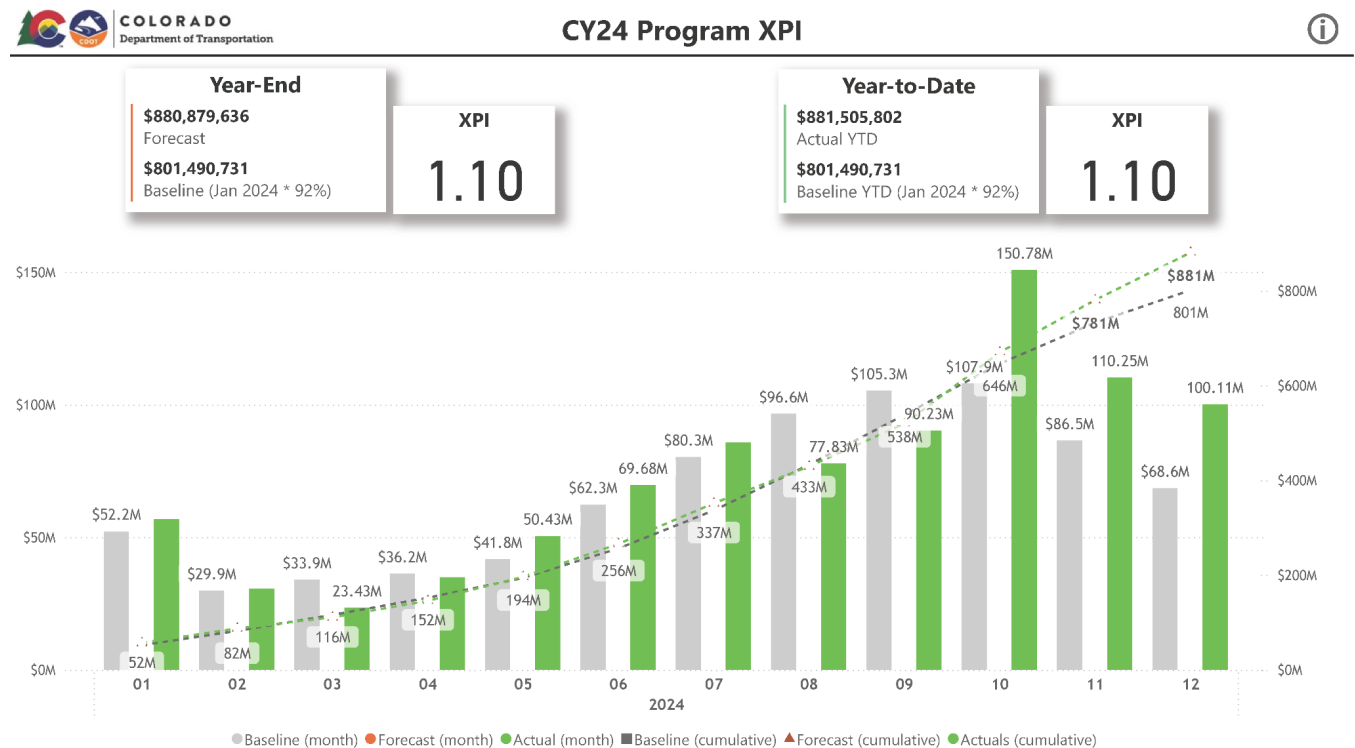


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## Department of Transportation

Including Bridge Enterprise, July month end expenditures were corresponding to an Expenditure Performance Index (XPI) of 0.96 (actual expenditures vs. baseline). There were \$426.0M actual expenditures YTD vs. the baseline of \$442.5M. The CY 24 baseline included expenditures from 196 projects, while the current CY 25 baseline includes expenditures from 219 projects. Figure 4 details the current CY25 baseline and actual expenditures.

Figure 3 - Dashboard View, CY 24 Year End

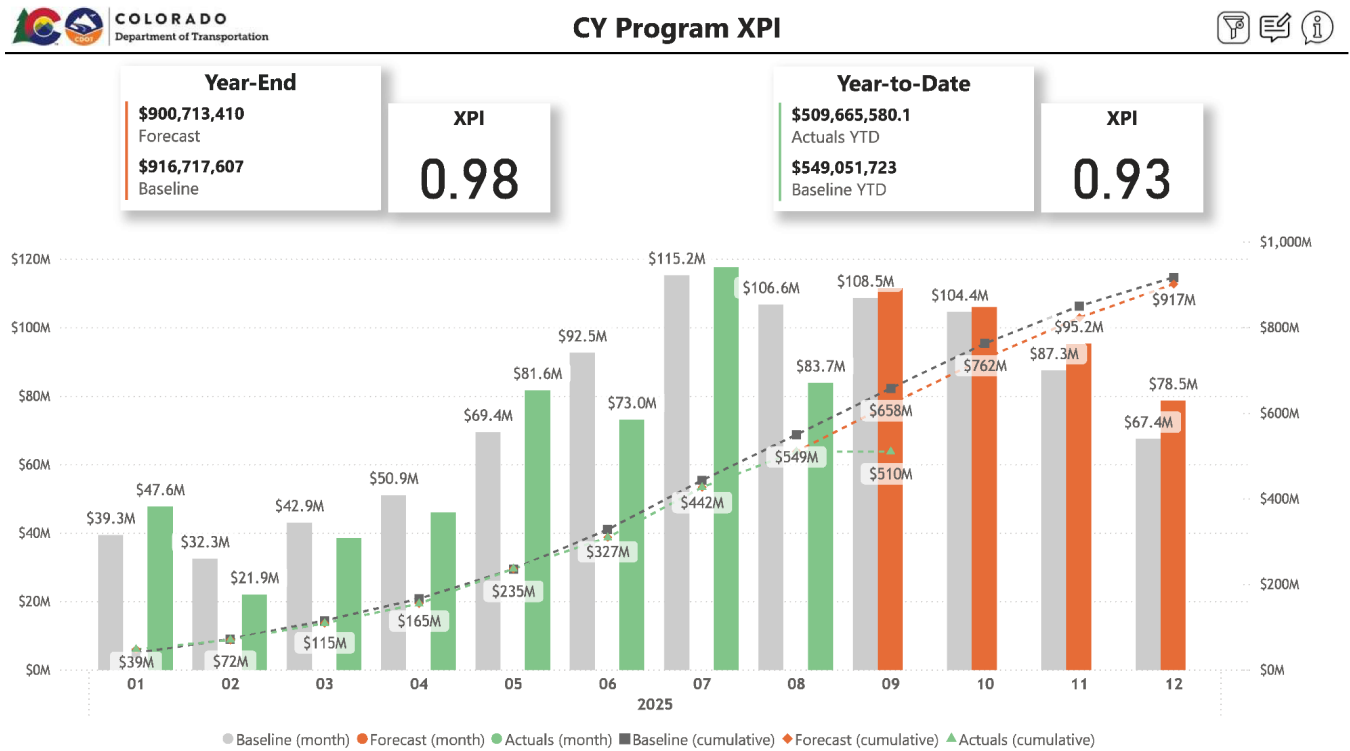




# COLORADO

## Department of Transportation

Figure 4 - Dashboard View, CY 25





**COLORADO**

**Department of Transportation**

## Transportation Commission Memorandum

**To:** Transportation Commission

**From:** Darius Pakbaz, Director, Division of Transportation Development; William Johnson, Assistant Director, Office of Performance and Asset Management; Jacob Kershner, Performance Program Manager.

**Date:** September 17, 2025

**Subject:** Information Only - 2024 Annual Performance Report for Policy Directive 14

### Purpose

The memo provides the annual performance report for [Policy Directive 14.0](#) (PD 14) for the calendar year 2024. The attached scorecard summarizes our progress toward achieving the directive's key goal areas of Advancing Transportation Safety, Fixing Our Roads, and Sustainably Increasing Transportation Choice.

### Action

Please review the attached 2024 performance scorecard (Attachment A).

### Background

PD 14 establishes the core policy and objectives for Colorado's 2050 Statewide Transportation Plan. It guides our investments—including the 10-Year Transportation Plan, the Statewide Transportation Improvement Program (STIP), and the annual budget—by setting performance measures and targets for the Department's key goals. The directive aligns with the Department's Performance Plan, the Governor's key priorities, and federal objectives established by the Infrastructure Investment and Jobs Act (IIJA).

The Transportation Commission approved the most recent revisions to PD 14 in September 2024 following an extensive stakeholder engagement process.

### Attachments

Attachment A: Policy Directive 14 - 2024 Scorecard





**COLORADO**  
Department of Transportation

## Transportation Commission Memorandum

**To:** Transportation Commission

**From:** Darius Pakbaz, Director, Division of Transportation Development; William Johnson, Assistant Director, Office of Performance and Asset Management; Jacob Kershner, Performance Program Manager.

**Date:** September 17, 2025

**Subject:** Information Only - 2024 Annual Performance Report for Policy Directive 14

### Purpose

The memo provides the annual performance report for [Policy Directive 14.0](#) (PD 14) for the calendar year 2024. The attached scorecard summarizes our progress toward achieving the directive's key goal areas of Advancing Transportation Safety, Fixing Our Roads, and Sustainably Increasing Transportation Choice.

### Action

Please review the attached 2024 performance scorecard (Attachment A).

### Background

PD 14 establishes the core policy and objectives for Colorado's 2050 Statewide Transportation Plan. It guides our investments—including the 10-Year Transportation Plan, the Statewide Transportation Improvement Program (STIP), and the annual budget—by setting performance measures and targets for the Department's key goals. The directive aligns with the Department's Performance Plan, the Governor's key priorities, and federal objectives established by the Infrastructure Investment and Jobs Act (IIJA).

The Transportation Commission approved the most recent revisions to PD 14 in September 2024 following an extensive stakeholder engagement process.



### Attachments

Attachment A: Policy Directive 14 - 2024 Scorecard







## Policy Directive 14 — 2024 Results



### Advancing Transportation Safety

Performance Measures	Results	Target	Desired Trend	Meeting Target?	Trend 2020-2024
Number of traffic-related fatalities and serious injuries.	<b>4,641</b> ▼ -4.01%	<b>4,593<sup>1</sup></b>	Decrease	No	
Number of traffic-related fatalities and serious injuries involving Vulnerable Road Users (VRUs).	<b>793</b> ▼ -4.00%	<b>785<sup>1</sup></b>	Decrease	No	
<b>Summary</b>					
<ul style="list-style-type: none"><li>Traffic-related fatalities decreased by 31 and serious injuries by 163 compared to 2023.</li><li>Incidents involving vulnerable road users declined from 2023 but remain 72% higher than five years ago.</li></ul>					

### Fix Our Roads

Performance Measures	Results	Target	Desired Trend	Meeting Target?	Trend 2020-2024
Percent of state highway system pavements with high or moderate Drivability Life, by data collection miles.	<b>71.00%</b> ▼ -5.00 pp <sup>2</sup>	<b>80%</b>	Increase	No	
Percent of Interstate System pavements in poor condition, by lane miles.	<b>2.30%</b> ▼ -1.10 pp	<b>1%</b>	Decrease	No	
Percent of total National Highway System (NHS) bridge deck-area in poor condition.	<b>3.54%</b> ▼ -0.16 pp	<b>5%</b>	Decrease	Yes	
Percent of total State Highway System (SHS) bridge deck-area in poor condition.	<b>4.31%</b> ▼ -0.12 pp	<b>5%</b>	Decrease	Yes	
<b>Summary</b>					
<ul style="list-style-type: none"><li>Poor-condition Interstate lane miles decreased by 31% (43 lane-miles) from 2023.</li><li>Poor-condition NHS bridge deck-area fell 3.9% (45,595 sq ft) from 2023, while SHS declined 2.0% (29,292 sq ft).</li></ul>					

### Sustainably Increase Transportation Choice

Performance Measures	Results	Target	Desired Trend	Meeting Target?	Trend 2020-2024
Reduce Vehicle Miles Traveled per Capita.	<b>9,280</b> ▼ 0.24%	<b>9,209<sup>1</sup></b>	Decrease	No	
Reduce surface transportation sector greenhouse gas emissions (CO <sub>2</sub> e).	<b>22.02 MMT</b> (2020)	<b>9.8 MMT</b>	Decrease	In Progress	Limited Data
Increase statewide revenue service miles.	<b>80.8 M</b> ▲ 0.72%	<b>85.1 M<sup>1</sup></b>	Increase	No	
<b>Summary</b>					
<ul style="list-style-type: none"><li>Since 2005, Colorado's population grew 28%, while VMT per capita dropped 10%.</li><li>Emission reduction remains a priority, with initiatives aligned to the Colorado Greenhouse Gas Pollution Reduction Roadmap 2.0.</li><li>CDOT is expanding transit and rail through Bustang improvements, Front Range Passenger Rail planning, and working towards implementing daily mountain rail service from Denver to Granby.</li></ul>					

<sup>1</sup> Target represents a calendar year 2024 milestone, which is derived from the 10-year goal (2037).

<sup>2</sup> Percentage Points



# 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:** September 18<sup>th</sup>, 2025

#### **Subject:** Bridge and Tunnel Enterprise Q3 FY2025 Quarterly Report

##### **Purpose**

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

##### **Action**

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

##### **Background**

###### **BTE Plan of Finance**

The successful issuance of the second tranche of the Enterprise's Senior Infrastructure Revenue Bonds ("IRBs") in Q4 FY2025 generated a \$225 million in project fund to support CDOT with the funding and delivery of the 10-Year Plan, specifically I-70 Floyd Hill Construction Package #4 (see below). These funds, as well as the funds from BTE's first tranche of IRBs are fully budgeted to BTE's capital construction program. BTE IRB issuances to date have generated approximately \$392 million in proceeds and BTE is currently planning for a third and final IRB transaction to eliminate the Enterprise's current funding gap and facilitate the timely completion of several key strategic projects.

###### **I-70 Floyd Hill**

In Q4 FY2025, the I-70 Floyd Hill project achieved a significant milestone when the construction phase for the fourth and final construction package (CP #4) commenced. This achievement was made possible in part by the BTE Board of Directors approval of a construction phase budget supplement for \$240 million to fund the BTE eligible scope included in CP #4 in Q3 FY2025 and the successful execution of the Series 2025A BTE IRB transaction in May 2025 (see BTE Plan of Finance). To date, the Board has approved a total of approximately \$300 million for this key strategic project, which is now fully funded through innovative financing by BTE and Colorado Transportation Investment Office, CDOT strategic funds, and an Infrastructure for Rebuilding America (INFRA) grant.

###### **Eastern Plains Timber Bridge Replacement Program**

In Q4 FY2025, the completion of the Eastern Plains Timber Bridge Replacement Program was marked by the completion of the project's fourth and final construction package (CP #4). The greater project addressed seven BTE eligible structures and four non-eligible structures throughout Eastern Colorado in CDOT Regions 4 and 1. These bridges provide critical rural mobility and play a key role in the movement of agricultural and resource products in the State. The project utilized construction manager/general contractor (CM/GC) contracting to bundle the structures into four construction packages based upon

geographic proximity, structure type, and risk factors, allowing BTE and CDOT to optimize project delivery, achieve economies of scale, and expedite a project with significant safety benefits for the traveling public.

### Program Progress

In Q4 FY2025, staff continued to make progress addressing the state's poor-rated bridge population and completing tunnel projects. A summary of Enterprise's activities and accomplishments for this period is provided in the tables below.

#### Structures with Design Funding Approved in Q4 FY2025

Structure ID	Region	County	Facility over Featured Intersection	Budget
D-11-N	3	Grand	SH 9 over UPRR	\$731,236
P-05-B	5	La Plata	US 160 over Florida River	\$2,637,488

The Board approved construction funding for the rehabilitation of two poor-rated structures, F-20-BA and F-20-BB, on I-70 over the US 40 Frontage Road in Arapahoe County. Construction funding was also approved for the US6 ML over Elk Creek Bridge Replacement Project (F-06-A) and the EJMT right lane overlay paving project.

#### Projects with Construction Funding Approved in Q4 FY2025

Structure ID	Region	County	Facility over Featured Intersection	Budget
F-20-BA	1	Arapahoe	I-70 EBND over US 40 Frontage Road	\$3,308,866
F-20-BB	1	Arapahoe	I-70 WBND over US 40 Frontage Road	See F-20-BA
F-13-X	1	Clear Creek	Eisenhower Memorial Tunnel	\$2,210,870
F-13-Y	1	Clear Creek	Johnson Memorial Tunnel	See F-13-X
F-06-A	3	Garfield	US 6 ML over Elk Creek	\$13,232,114

### Program Controls

The active project Schedule Performance Index (SPI) at the end of Q4 FY2025 was 0.98, up from 0.94 at the end of Q3 FY2025. This key performance indicator is used by program staff to monitor projects that have the potential to fall behind their baseline schedule. An active project SPI above 0.90 generally indicates that projects in the program's project portfolio are being executed efficiently. The program active monthly SPI for Q4 FY2025 is listed to the right.

#### Active Project SPI

Month	Active SPI
April	0.94
May	0.96
June	0.98

### Budget and Encumbrance Balances

BTE staff continues to coordinate with Region staff to de-budget projects that are substantially complete in accordance with the SB 16-122. Since March 31st, 2025, the encumbrances increased by \$114,759, and the budget balances have increased by \$524,160.

### Program Financial Information

As of Q4 FY2025 end, actual YTD BTE FASTER revenues were \$115.6 million, which is \$5.2 million above the FY 2025 revenue forecast of \$110.4 million. Actual YTD SB21-260 revenues were \$35.9 million, which is the same amount as the FY 2025 revenue forecast.



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## 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

Katie Carlson, Bridge and Tunnel Enterprise Financial Manager

**Date:** September 18, 2025

**Subject:** Bridge and Tunnel Enterprise Fiscal Year 2024-2025 Revenue Reconciliation Report

#### Purpose

This memorandum provides a Fiscal Year (FY) 2024-25 year-end reconciliation report for the Bridge and Tunnel Enterprise (BTE) Fund 538. This report includes FY 2024-25 unaudited revenue reconciliation information and remaining program balances eligible to be rolled into FY 2025-26.

#### Action

The purpose of this memo is informational only. No action is required.

#### Background

At the close of each fiscal year, the Division of Accounting and Finance (DAF) compares the forecasted revenues to the actual revenues received, and it reviews all remaining cost center and budget pool balances to determine if they are eligible to roll forward to the next fiscal year.

#### FY 2024-25 Revenue Reconciliation

The Office of Financial Management and Budget (OFMB) forecasted \$163.5 million in BTE revenues for FY 2024-25, BTE received \$171.8 million. Table 1 on the following page provides a comparison of FY 2024-25 estimated revenues to revenues received. Although FY 2024-25 has closed, figures are unaudited and subject to change. Should there be any notable changes following the annual audit, staff will provide an update to the Board at that time.



Table 1: Bridge and Tunnel Enterprise Revenue Reconciliation Summary

Revenue Source	FY 2024-25 Budgeted Revenue	FY 2024-25 Actual Revenue	Difference
Bridge Safety Surcharge	\$ 110,404,944	\$ 115,568,425	\$ 5,163,481
Bridge and Tunnel Impact Fee	\$ 26,045,531	\$ 25,689,095	\$ (356,436)
Bridge and Tunnel Retail Delivery Fee	\$ 9,820,834	\$ 10,187,312	\$ 366,478
Build America Bonds Credit*	\$ 5,148,202	\$ 2,854,479	\$ (2,293,723)
FHWA Transfer from CDOT	\$ 9,626,239	\$ 9,373,288	\$ (252,951)
Interest Earnings & Miscellaneous Revenue**	\$ 2,500,000	\$ 8,116,604	\$ 5,616,604
<b>Total</b>	<b>\$ 163,545,750</b>	<b>\$ 171,789,203</b>	<b>\$ 8,243,453</b>

\*BTE received one final Build America Bonds (BABs) subsidy payment in FY 2024-25. The budgeted revenue reflects the two estimated payments that BTE has received annually since the Series 2010A bonds were issued. Due to the refunding of the program's Series 2010A bonds in December 2024, BTE will no longer receive the subsidy.

\*\*Revenue collections are higher than the budgeted revenue amount due to interest earned on the Infrastructure Revenue Bond (IRB) proceeds, which were not accounted for in the FY 2024-25 revenue forecast.

BTE staff is coordinating with OFMB to complete the FY 2024-25 revenue reconciliation adjustments. Additional revenues received above the estimated FY 2024-25 budgeted amount of \$163.5 million will be added to the FASTER, SB21-260, and Enterprise Bonds project pools during the revenue reconciliation process, where they will be available for future program needs.

#### **FY 2024-25 Cost Center Roll Forward**

In accordance with Policy Directive PD 703.0, all BTE cost center and project pool balances are eligible for automatic roll forward to the current fiscal year. Table 2 provides a summary of the remaining cost center and pool budget balances that were available to roll forward from FY 2024-25 to the current FY 2025-26. It should be noted that all pool roll forward balances for FASTER, SB21-260, and Enterprise Bonds are programmed for planned and active projects as part of the multi-year planning process.

Table 2: Bridge and Tunnel Enterprise Roll Forward Detail

Budget Category	Cost Center and/or Pool Program	Amount Remaining in FY 2024-25
Program Administration	B8800-538	\$4,288,026.00
Program Administration	B88AD-538	\$17,242.27
Program Administration	B88AT-538	\$197,520.06
Program Administration	B88OF-538	\$35.00
Program Administration	B88OST-538	\$3,300.00
BTE IRB Debt Service Payments	B538C-538	\$1,702,675.35
Scoping Pools	B88SP-538	\$680,083.87
Maintenance	B88MS-538	\$494.54
Bridge Preservation	B88BP-538	\$1,223,809.79
Central 70 Availability Payments	B88AP-538	\$44,216.54
Fund 400 Tunnel Projects*	B88TS-538	\$13,397,226.62
Fund 400 Bridge Projects*	B88BS-538	\$8,789,383.07
BTE FASTER Project Pool**	SS2	\$14,022,878
BTE FASTER Safety Critical & Asset Management Pool**	SSR	\$12,776,176.53
BTE SB21-260 Project Pool**	BT2	\$2,502,832.00
BTE SB21-260 Safety Critical & Asset Management Pool**	BTE	\$0
BTE Enterprise Bonds Project Pool**	FBB	\$0.93
Overall BTE	Total	\$59,645,900.57

\*All of the roll-forward funding for Fund 400 Bridge and Tunnel projects has been budgeted to active multi-year construction projects.

\*\*Capital construction pool funding is committed to projects with design and/or construction phases scheduled to occur within the next four-year planning cycle.

## Next Steps

BTE staff will coordinate with OFMB staff to complete the revenue reconciliation process and adjust the cost centers and pool budgets as appropriate.



**COLORADO**  
Department of Transportation

## Transportation Commission Memorandum

**To:** Colorado Transportation Commission

**From:** Leslie Welch and Anna Dunn, Grants Coordinators

**Date:** September 17, 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 (BIP) - LARGE BRIDGE
  - CDOT submitted 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
  - CDOT is preparing to submit:
    - I-70 West Applewood to Lakewood Critical Bridges Replacement Planning Project, Region 1
    - Colorado Eastern Plains Timber Bridge Replacement Planning Project, Region 1
6. Bridge Investment Program: Medium Bridge
  - Grants team is preparing grants to submit:
    - US 85 Fountain Creek Critical Bridge Replacement for Community Connectivity and Safety, Region 1
    - US 550 Animas Bridge Replacement, Region 5
7. Rural and Tribal Assistance Pilot Program
  - Grants team has submitted the Small Slope Alternative Avalanche Mitigation Feasibility Analysis, which will affect locations across Region 3 and 5

## 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
- Federal-State Partnership for Intercity Passenger Rail (FSP): Expected Fall 2025
- Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program: Expected to release following FSP
- Wildlife Crossings Pilot Program. Expected Spring 2026

## Transportation Commission Memorandum

**To:** The Transportation Commission  
**From:** Jeff Sudmeier, Chief Financial Officer  
 Bethany Nicholas, Deputy Chief Financial Officer  
**Date:** September 18, 2025  
**Subject:** September Budget Supplement - Information Only

### 10 Year Plan Changes

#### Region 4

Split the currently named 10 Year Plan #2599 “CO66 Corridor Improvements” into two specific project locations to assist with planning and reporting of the 10 Year Plan. The total allocation for the CO66 Corridor FY23-26 will remain \$5,000,000 split as follows:

- 2599.1 renamed “CO66 Corridor Improvements: Weld County Road 13 Intersection and Operational Improvements” will receive \$3,000,000.
- 2599.2 renamed “CO66 Corridor Improvements: 75th Intersection” will receive \$2,000,000.

This action is being brought to the Transportation Commission as an information only item, no resolution will be necessary.

#### 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	Balance 2S26		\$35,029,753
	Rollforward from FY25	\$158,565	
September-25	Pending Balance 3S26		\$35,188,319



### Cost Escalation Fund Reconciliation

Date	Transaction Description	Amount	Balance
July-25	Balance 1S26		\$1,811,571
August-25	Balance 2S26		\$3,997,457
September-26	Pending Balance 3S26		\$3,997,457

### Transportation Commission Program Reserve Fund Reconciliation

Date	Transaction Description	Amount	Balance
July-25	Balance 1S26		\$56,915,262
August-25	Balance 2S26		\$56,915,262
	Program Savings from ITM	\$47,454	
	FY25-26 Roll Forward	\$1,676,568	
	Federal Redistribution	\$99,705,505	
	Transfer from Maintenance Reserve	\$3,719,556	
	Revenue Reconciliation Reduction	-\$14,861,976	
September-25	Pending Balance 3S26		\$147,202,369

### Transportation Commission Maintenance Reserve Fund Reconciliation

Date	Transaction Description	Amount	Balance
June-25	Balance 12S25		\$3,719,556
	FY26 Allocation		\$12,000,000
July-25	Balance 1S26		\$15,719,556
August-25	Balance 2S26		\$15,719,556
	Transfer to Program Reserve		\$3,719,556
September-25	Pending Balance 3S26		\$12,000,000