Colorado Transportation Commission

Schedule & Agenda

December 17, 2025

12:00 p.m.

Transportation Commission Workshops

Wednesday, December 17, 2025

Time	Topic	Speaker
12:00 p.m.	Joint Executive Session with CTIO & CTE - The joint Executive Session with CTIO and CTE is held for the purpose of considering matters related to the negotiations for the State's purchase of rail access from BNSF Railroad for the Joint Service Passenger Rail project, premature disclosure of which would give an unfair competitive or bargaining advantage to a person whose personal, private interest is adverse to the general public interest and also will include BNSF's confidential commercial information. *See* C.R.S. §§ 24-6-402(3)(a)(I) and (III); 24-72-204(3)(a)(IV).	Lisa Kaufmann
1:00 p.m.	Budget Workshop	Jeff Sudmeier and Bethany Nicholas
1:30 p.m.	Transportation Asset Management (TAM) Planning Budget for FY 2030 & FY 2031	Toby Manthey and Darius Pakbaz
2:00 p.m.	US 50 SHIFT Passing Lane Request for Alternate Delivery- Construction Manager/General Contractor (CMGC)	Jennifer Sparks and Shane Ferguson
2:15 p.m.	Audit Review Committee	Frank Spinelli

Transportation Commission Meeting

Wednesday, December 17, 2025

Time	Topic	Speaker
3:00 p.m.	Call to Order, Roll Call	Herman Stockinger
3:05 p.m.	Public Comments	Various
3:20 p.m.	Comments of the Chair and Commissioners	Commissioners
3:30 p.m.	Executive Director's Report	Shoshana Lew
3:35 p.m.	Chief Engineer's Report	Keith Stefanik
3:40 p.m.	CTIO Director's Report	Piper Darlington
3:45 p.m.	STAC Report	Gary Beedy
3:50 p.m.	Act on Consent Agenda: Proposed Resolution #1: Approve the Regular Meeting Minutes of November 20, 2025 Proposed Resolution #2: IGA Approval >$750,000 Proposed Resolution #3: Adoption of the 11th Edition of the Manual on Uniform Traffic Control Devices (MUTCD) and the Colorado Supplement to the MUTCD	 Herman Stockinger Lauren Cabot Keith Stefanik

	Proposed Resolution #4: US 50 SHIFT Passing Lane Project Request for Alternate Delivery (CMGC)	Jennifer Sparks and Shane Ferguson
3:55 p.m.	Discuss and Act on Proposed Resolution #5: Providing Financial Support to the Front Range Passenger Rail District (FRPRD)	Kay Kelly
4:00 p.m.	Discuss and Act on Proposed Resolution #6: 4th Budget Amendment of FY 2025-26	Jeff Sudmeier and Bethany Nicholas
4:05 p.m.	Discuss and Act on Proposed Resolution #7: 5th Budget Supplement of FY 2025-26	Jeff Sudmeier and Bethany Nicholas
4:10 p.m.	Discuss and Act on Proposed Resolution #8: State Infrastructure Bank (SIB) Rate Update	Jeff Sudmeier
4:15 p.m.	CDOT Recognition for Winning DRCOG's "GoTober Commuting Challenge" for the Large Employee Category	Kay Kelly and Jessica Myklebust
4:25 p.m.	Other Matters	None
4:25 p.m.	Adjournment	None

Bridge and Tunnel Enterprise Board of Directors Meeting

Wednesday, December 17, 2025

Time	Topic	Speaker
4:25 p.m.	Call to Order, Roll Call	Herman Stockinger
4:30 p.m.	Public Comments	Various
4:35 p.m.	Act on Consent Agenda: • Proposed Resolution #BTE1: Approve the Regular Meeting Minutes of November 20, 2025	Herman Stockinger
4:40 p.m.	Discuss and Act on Proposed Resolution #BTE2: 6th Budget Supplement to FY 2025-26	Patrick Holinda
4:45 p.m.	Other Matters	None
4:45 p.m.	Adjournment	None

The Fuels Impact Enterprise Board of Directors will not be meeting in December.

Information Only

- Project Budget/Expenditure Memo (Jeff Sudmeier)
- December 2025 TC Grants Memo (Anna Dunn & Leslie Welch)
- CDOT Fiber Permits JBC Report (Allie Axley, Emily Haddaway)
- Elected Official Joint Service Support Letter (Emily Haddaway)
- Community Organizations Joint Service Support Letter (Emily Haddaway)

- 2026 Transportation Commission Calendar (Herman Stockinger)
- Non-Attainment Area Pollution Mitigation Enterprise (NAAPME) Annual Report (Darius Pakbaz)

Transportation Commission Memorandum

To: The Transportation Commission
From: Jeff Sudmeier, Chief Financial Officer
Bethany Nicholas, Deputy Chief Financial Officer
Date: December 17, 2025

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

Purpose

To review the fourth 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 fourth budget amendment to the FY 2025-26 Annual Budget, which consists of two items that require TC approval. The fourth budget amendment reallocates $5.6 million total from the Innovative Mobility Programs line (Line 44) as follows:

1. $3.0 million to the Rail Program line (Line 47) to cover a two year intergovernmental agreement with the Front Range Passenger Rail District; and
2. $2.6 million to the Agency Operations line (Line 66) to increase funding for Innovative Mobility Program administration and align reporting with standard practice for other CDOT divisions and programs.

Budget Amendments

The fourth budget amendment contains two items that require TC approval. Both budget amendments reallocate funds from the Innovative Mobility Programs line and do not impact the TC Program Reserve.

Reallocating Funds from Innovative Mobility Programs

The Office of Innovative Mobility (OIM) is requesting to repurpose a portion of the prior year budget that was rolled forward to FY 2025-26 in the Innovative Mobility Programs line. OIM requests to transfer $3.0 million to the Rail Program line to cover a two year intergovernmental agreement with the Front Range Passenger Rail District.

The FY 2025-26 allocation to the Innovative Mobility Programs line of $9.4 million currently includes $1.4 million for OIM program administration, which covers staff salaries and benefits, general operating, travel, etc. Staff is requesting to move this existing budget ($1.4 million) to Agency Operations to align OIM's budget reporting with the standard practice for other CDOT divisions and programs.

Additionally, OIM needs to increase its program administration budget to cover salaries and benefits for new positions that are being hired during the fiscal year, and other miscellaneous administrative costs. OIM requests to repurpose $1.2 million of the OIM program budget that rolled forward from prior fiscal years to cover these increased administrative costs. The total transfer requested from the Innovative Mobility Programs line to Agency Operations for program administration is $2.6 million.

Please see the attached memo from OIM for more information.

The fourth budget amendment reallocates $3,000,000 from the Innovative Mobility Programs line (Line 44) to the Rail Program line (Line 47) to cover a two year intergovernmental agreement with the Front Range Passenger Rail District.

The fourth budget amendment reallocates $2,629,859 from the Innovative Mobility Programs line (Line 44) to the Agency Operations line (Line 66) to increase funding for Innovative Mobility Program administration and align reporting with standard practice for other CDOT divisions and programs.

Next Steps

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

Attachments

Attachment A - Office of Innovative Mobility memo
Attachment B - Amended FY 2025-26 Revenue Allocation Plan
Attachment C – Budget Amendment Presentation

Transportation Commission Memorandum

To: Transportation Commission
From: Kay Kelly, Chief of Innovative Mobility
Cc: Jeff Sudmeier, Chief Financial Officer
Date: December 17, 2025

Subject: OIM Budget Amendment

Purpose

To request TC approval to move funds from the OIM Program Pool Roll Forward to Agency Operations for salary needs and to Rail Programs for an Intergovernmental Agreement (IGA) with the Front Range Passenger Rail District (FRPRD or District) .

Action

Requesting TC approval of the fourth Budget Amendment related to the OIM Budget.

Background

The Office of Innovative Mobility (OIM) budget is governed by CDOT Policy Directive 703.0 and further supplemented by an internal OIM Budget Guidance Document that was reviewed and approved by the Transportation Commission in February 2023. In circumstances where $1.0 million or more is being moved between budget lines in the Revenue Allocation Plan, TC approval is required per PD 703.0. In situations where OIM wishes to allocate funds to new budget categories not outlined in the OIM Budget Guidance Document, TC approval is also required.

In the event that OIM's annual budget allocation is not spent in a particular fiscal year, the funds automatically roll forward. OIM has accumulated a sizable roll forward balance in recent years for two primary reasons. First, due to an annual budget approval that occurred late in the fiscal year during OIM's initial year of operation that did not allow the small, new office to fully execute their initial slate of projects within that year. Second, due to OIM's success in obtaining Federal grant funding to support our projects, which has displaced the need for CDOT funding to execute some projects.

At this time, we are requesting to use a portion of the OIM Program Pool roll forward balance for the following two purposes:

1. Requesting to move $1,200,000 to Agency Operations to cover salary and admin costs related to implementation of OIM's growth plan. OIM started with a very modest staff and has grown responsibly over the past five years in order to be responsive to state and federal priorities related to electrification,

connectivity, automation and mode shift. Furthermore, we have built an internal financial and administrative capacity with the addition of an internal OIM business office similar to other teams of our size within CDOT. Unfortunately, some of our staffing additions have occurred during time periods when they have not been accounted for in the annual budget planning cycles. This funding transfer will cover staff salaries that have not previously been accounted for in the annual budget process and ensure that they are built into our ongoing budget in FY27. As this transfer exceeds $1.0 million, it requires explicit TC approval per PD 703.0.

2. Requesting to move $3 million to Rail Programs in order to cover a 2 year IGA with the FRPR District. The details of this IGA are covered in the following section of this memo. As this transfer exceeds $1.0 million, it also requires explicit TC approval per PD 703.0. In addition, while the Mobility Services portfolio within OIM broadly encompasses mode shift activities, passenger rail efforts are not explicitly mentioned as an eligible expense in OIM's budget guidance document. Due to this, we wish to consult with the Commission because per the OIM Budget Guidance Document, we believe this would constitute a budget change "deemed substantive by OIM or CDOT leadership" for which explicit TC approval is required.

FRPRD Intergovernmental Agreement

CDOT has always had close ties and common interests with the Front Range Passenger Rail District. In 2017, the Southwest Chief and Front Range Rail Commission (SW Chief Commission) was established through SB 17-153. The General Assembly tasked the SW Chief Commission with preserving and improving Amtrak's Southwest Chief route and exploring opportunities for expanding passenger rail service along the Front Range. The Commission was housed within and administratively supported by CDOT. It was that work that laid the groundwork for a more formal and durable governance structure.

In 2021 the General Assembly enacted Senate Bill 21-238, which created the District from the old SW Chief Commission. The new mission was to establish a passenger rail system within the Front Range, extending from Fort Collins to Pueblo. The District's vision is to connect Colorado's Front Range communities and economic centers through a safe, efficient and reliable passenger rail system that expands access to housing, services, jobs and desired destinations. The District's near-term mission is to secure a sustainable source of funding necessary to construct, operate and maintain a passenger rail system from Fort Collins to Pueblo with future expansion to New Mexico and Wyoming.

Success by the District means success for Colorado with the development of a passenger rail system along the Front Range that will connect communities and economic centers, reduce congestion on our highways by shifting trips to fast and reliable rail service, and reduce greenhouse gas emissions in support of the state's broader climate goals.

With the hiring of new General Manager Sal Pace, the District has adopted a “Ballot Access Plan” that includes the following elements:

- Technical refinements of the Service Development Plan (SDP), with refinements to improve operational feasibility, finalize station locations, acknowledge adjustments due to Joint Service, and other technical items such as schedules and recovery times. This will also include reviewing options for special event station stops.
- Station area planning, including a corridor-wide assessment of all stations, support for local visions, particularly targeting support for low-capacity communities, development of high-quality public-facing packets, and a corridor TOD framework.
- Research and data collection that will support legislative adjustments to boundaries, guide engagement and planning, demographic and economic modeling, and polling.
- Legislative strategies that will align state statute with anticipated updated alignment, explore optional sectional authority, ensure corridor fairness, transparency, and objectivity.
- Development of Financial and Implementation Plans that build on the SDP, Joint Service, and existing financial modeling. Plans will cover capital, O&M, and revenue projections, and will describe how funds will be managed, allocated, and safeguarded.
- Creation of an Outreach Strategy that adheres to the duty for transparent engagement. Strategy will include 30-40 town halls in Phase 1, an online “Friends” platform, the creation of a coalition of engagement partners, and more.
- The work includes preparing for Ballot Referral, and will include MOUs with Class I railroads, ballot access agreements with counties, and branding exploration for public identity.

Next Steps

Upon TC approval of the fourth budget amendment, CDOT Division of Accounting and Finance staff will complete the budget actions outlined above. OIM staff will continue to provide regular updates to TC on programs and projects as part of the TC Innovative Mobility Committee.

For the FRPRD IGA, CDOT will develop a two-year agreement with the District that first releases $1.5 million to the District to assist in the execution of the Ballot Access Plan, briefly described above. Additional funds to the District will be dependent upon meeting specific performance objectives, benchmarks and schedules, to be determined in collaboration with the District. The TC will receive periodic updates on the progress of the District.

Attachment A: Fiscal Year (FY) 2025-26 CDOT Amended Annual Budget (December 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**	**$1,095.0 M**	**$612.0 M**	**$0.0 M**	**$89.3 M**	**$112.4 M**	**$1,908.8 M**	-	-
3	**Asset Management**	**$297.3 M**	**$398.3 M**	**$0.0 M**	**$89.3 M**	**-$97.4 M**	**$687.4 M**	-	-
4	Surface Treatment	$62.8 M	$229.7 M	$0.0 M	$82.7 M	$2.8 M	$378.0 M	TC	FHWA / SH / SB 09-108
5	Structures	$74.4 M	$60.9 M	$0.0 M	$4.2 M	$0.3 M	$139.8 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	$3.3 M	$8.1 M	$0.0 M	$1.3 M	$0.3 M	$13.0 M	TC	SB 09-108
8	Permanent Water Quality Mitigation	$1.5 M	$6.5 M	$0.0 M	$0.0 M	$0.0 M	$8.0 M	TC	FHWA / SH
9	Emergency Relief	$0.0 M	$0.0 M	$0.0 M	$0.0 M	$5.9 M	$5.9 M	FR	FHWA
10	10 Year Plan Projects - Capital Asset Management	$146.3 M	$67.2 M	$0.0 M	$0.0 M	-$106.8 M	$106.7 M	TC / FR	FHWA
11	**Safety**	**$140.0 M**	**$121.8 M**	**$0.0 M**	**$0.0 M**	**$1.0 M**	**$262.8 M**	-	-
12	Highway Safety Improvement Program	$52.2 M	$41.0 M	$0.0 M	$0.0 M	-$4.2 M	$88.9 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	$66.3 M	$67.4 M	$0.0 M	$0.0 M	$5.3 M	$139.0 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**	**$657.7 M**	**$91.9 M**	**$0.0 M**	**$0.0 M**	**$208.9 M**	**$958.6 M**	-	-
18	Regional Priority Program	$62.5 M	$50.0 M	$0.0 M	$0.0 M	$4.1 M	$116.6 M	TC	FHWA / SH
19	10 Year Plan Projects - Capital Mobility	$560.7 M	$19.3 M	$0.0 M	$0.0 M	$200.7 M	$780.7 M	SL	FHWA / SB 17-267 / SB 21-260
20	Freight Programs	$34.5 M	$22.6 M	$0.0 M	$0.0 M	$4.1 M	$61.2 M	FR	FHWA / SH / SL
21	**Maintenance and Operations**	**$40.9 M**	**$419.9 M**	**$0.0 M**	**$17.6 M**	**$4.4 M**	**$481.6 M**	-	-
22	**Asset Management**	**$33.0 M**	**$384.2 M**	**$0.0 M**	**$17.6 M**	**$9.4 M**	**$443.0 M**	-	-
23	Maintenance Program Areas	$1.2 M	$312.8 M	$0.0 M	$1.1 M	$6.6 M	$320.5 M	-	-
24	Roadway Surface	$0.0 M	$41.7 M	$0.0 M	$0.0 M	$0.0 M	$41.7 M	TC	SH
25	Roadside Facilities	$0.0 M	$24.3 M	$0.0 M	$0.0 M	$0.0 M	$24.3 M	TC	SH
26	Roadside Appearance	$0.0 M	$8.6 M	$0.0 M	$0.0 M	$0.0 M	$8.6 M	TC	SH
27	Structure Maintenance	$0.0 M	$6.3 M	$0.0 M	$0.0 M	$0.0 M	$6.3 M	TC	SH
28	Tunnel Activities	$0.0 M	$4.8 M	$0.0 M	$0.0 M	$0.0 M	$4.8 M	TC	SH
29	Snow and Ice Control	$0.0 M	$103.8 M	$0.0 M	$0.0 M	$0.0 M	$103.8 M	TC	SH
30	Traffic Services	$0.0 M	$81.8 M	$0.0 M	$0.0 M	$0.0 M	$81.8 M	TC	SH
31	Materials, Equipment, and Buildings	$0.0 M	$21.4 M	$0.0 M	$0.0 M	$0.0 M	$21.4 M	TC	SH
32	Planning and Scheduling	$0.0 M	$20.0 M	$0.0 M	$0.0 M	$0.0 M	$20.0 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	$2.0 M	$28.0 M	TC	SH
35	Capital Equipment	$28.5 M	$23.4 M	$0.0 M	$0.0 M	$0.8 M	$52.7 M	TC	SH
36	Maintenance Reserve Fund	$0.0 M	$12.0 M	$0.0 M	$14.2 M	$0.0 M	$26.2 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**	**$5.9 M**	**$24.4 M**	**$0.0 M**	**$0.0 M**	**-$0.1 M**	**$30.2 M**	-	-
40	Real-Time Traffic Operations	$0.5 M	$14.4 M	$0.0 M	$0.0 M	-$0.1 M	$14.8 M	TC	SH
41	Intelligent Transportation System Investments	$5.4 M	$10.0 M	$0.0 M	$0.0 M	$0.0 M	$15.4 M	TC	FHWA / SH
42	**Multimodal Services & Electrification**	**$163.6 M**	**$56.9 M**	**-$2.6 M**	**-$3.8 M**	**-$30.2 M**	**$183.9 M**	-	-
43	**Mobility**	**$163.6 M**	**$56.9 M**	**-$2.6 M**	**-$3.8 M**	**-$30.2 M**	**$183.9 M**	-	-
44	Innovative Mobility Programs	$18.3 M	$9.4 M	-$5.6 M	$0.0 M	-$1.8 M	$20.3 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	$95.2 M	$9.6 M	$0.0 M	-$3.8 M	-$28.3 M	$72.7 M	TC	FHWA / SB 17-267, SB 21-260
47	Rail Program	$9.8 M	$0.0 M	$3.0 M	$0.0 M	$0.0 M	$12.8 M	SL	SL
48	Bustang	$40.3 M	$23.3 M	$0.0 M	$0.0 M	$0.0 M	$63.6 M	TC	SB 09-108 / Fare Rev. / SB 21-260
49	**Suballocated Programs**	**$522.1 M**	**$358.8 M**	**$0.0 M**	**$0.0 M**	**-$112.0 M**	**$768.9 M**	-	-
50	**Aeronautics**	**$41.5 M**	**$56.1 M**	**$0.0 M**	**$0.0 M**	**-$14.4 M**	**$83.2 M**	-	-
51	Aviation System Program	$41.5 M	$56.1 M	$0.0 M	$0.0 M	-$14.4 M	$83.2 M	AB	SA
52	**Highway**	**$193.8 M**	**$148.6 M**	**$0.0 M**	**$0.0 M**	**-$29.7 M**	**$312.8 M**	-	-
53	Surface Transportation Block Grant - Urban	$97.8 M	$63.8 M	$0.0 M	$0.0 M	-$18.6 M	$143.1 M	FR	FHWA / LOC
54	Congestion Mitigation and Air Quality	$52.0 M	$51.4 M	$0.0 M	$0.0 M	-$10.4 M	$93.0 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	$43.1 M	$22.0 M	$0.0 M	$0.0 M	-$0.5 M	$64.5 M	TC / FR	FHWA / SH / LOC
57	**Transit and Multimodal**	**$286.8 M**	**$154.2 M**	**$0.0 M**	**$0.0 M**	**-$68.0 M**	**$373.0 M**	-	-
58	Recreational Trails	$1.0 M	$1.6 M	$0.0 M	$0.0 M	-$0.7 M	$1.8 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	$37.4 M	$21.8 M	$0.0 M	$0.0 M	-$1.0 M	$58.3 M	FR	FHWA / LOC
61	Transit Grant Programs	$143.2 M	$43.0 M	$0.0 M	$0.0 M	$0.0 M	$186.3 M	FR/SL/TC	FTA / LOC / SB 09-108
62	Multimodal Options Program - Local	$63.8 M	$68.2 M	$0.0 M	$0.0 M	-$55.8 M	$76.2 M	SL	SB 21-260
63	Carbon Reduction Program - Local	$13.6 M	$9.4 M	$0.0 M	$0.0 M	-$2.6 M	$20.4 M	FR	FHWA / LOC
64	Revitalizing Main Streets Program	$16.8 M	$7.0 M	$0.0 M	$0.0 M	-$7.2 M	$16.6 M	SL / TC	SB 21-260
65	**Administration & Agency Operations**	**$13.6 M**	**$138.8 M**	**$2.6 M**	**$4.8 M**	**$1.2 M**	**$160.9 M**	-	-
66	Agency Operations	$10.7 M	$83.8 M	$2.6 M	$4.8 M	$0.4 M	$102.3 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	$2.9 M	$1.7 M	$0.0 M	$0.0 M	$1.1 M	$5.6 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**	**$83.9 M**	**$18.9 M**	**$0.0 M**	**-$96.7 M**	**$85.1 M**	**$91.2 M**	-	-
72	Contingency Fund	$26.8 M	$15.0 M	$0.0 M	-$2.2 M	$0.0 M	$39.7 M	TC	FHWA / SH
73	Commission Reserve Funds	$57.1 M	$3.9 M	$0.0 M	-$94.5 M	$85.1 M	$51.5 M	TC	FHWA / SH
74	**Other Programs**	**$59.4 M**	**$38.9 M**	**$0.0 M**	**$2.8 M**	**-$11.8 M**	**$89.3 M**	-	-
75	Safety Education	$41.2 M	$19.5 M	$0.0 M	$0.0 M	$0.3 M	$61.1 M	TC/FR	NHTSA / SSE
76	Planning and Research	$5.3 M	$18.2 M	$0.0 M	$0.0 M	-$1.4 M	$22.0 M	FR	FHWA / SH
77	State Infrastructure Bank	$12.8 M	$1.2 M	$0.0 M	$2.8 M	-$10.7 M	$6.2 M	TC	SIB
78	**Total - CDOT**	**$2,103.7 M**	**$1,688.7 M**	**$0.0 M**	**$14.0 M**	**$49.1 M**	**$3,855.5 M**	-	-

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
79	**Colorado Bridge & Tunnel Enterprise (BTE)**								
80	**Capital Construction**	**$53.4 M**	**$110.6 M**	**$0.0 M**	**-$5.7 M**	**$8.2 M**	**$166.6 M**	-	-
81	**Asset Management**	**$53.4 M**	**$110.6 M**	**$0.0 M**	**-$5.7 M**	**$8.2 M**	**$166.6 M**	-	-
82	10-Year Plan Projects- BTE	$40.0 M	$62.7 M	$0.0 M	$1.0 M	$5.6 M	$109.3 M	BEB	SB 09-108, SB 21-260
83	Safety Critical and Asset Management Projects	$13.5 M	$48.0 M	$0.0 M	-$6.7 M	$2.6 M	$57.3 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**	**$1.7 M**	**$66.2 M**	**$0.0 M**	**$11.6 M**	**-$25.5 M**	**$54.1 M**	-	-

90	Debt Service-BTE	$1.7 M	$66.2 M	$0.0 M	$11.6 M	-$25.5 M	$54.1 M	BEB	FHWA / SH
91	**Total - Bridge & Tunnel Enterprise (BTE)**	**$61.6 M**	**$181.4 M**	**$0.0 M**	**$4.9 M**	**-$17.3 M**	**$230.6 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**	**$6.3 M**	**$39.4 M**	-	-
131	**Highway**	**$18.2 M**	**$14.9 M**	**$0.0 M**	**$0.0 M**	**$6.3 M**	**$39.4 M**	-	-
132	Fuels Impact Grants	$18.2 M	$14.9 M	$0.0 M	$0.0 M	$6.3 M	$39.4 M	FIEB	SB 23-280
133	**Administratin & Agency Operations**	**$0.1 M**	**$0.1 M**	**$0.0 M**	**$0.0 M**	**-$0.1 M**	**$0.1 M**	-	-
134	Agency Operations-FIE	$0.1 M	$0.1 M	$0.0 M	$0.0 M	-$0.1 M	$0.1 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**	**$6.2 M**	**$39.6 M**	-	-
140	**Total - CDOT and Enterprises**	**$2,348.7 M**	**$2,202.6 M**	**$0.0 M**	**$18.9 M**	**$39.2 M**	**$4,608.2 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

COLORADO
Department of Transportation

December 2025 Budget Workshop
FY 2025-26 Budget Amendment

Agenda

Agenda:

- FY26 Budget Amendment Summary
  - Reallocating funds from the Innovative Mobility Programs line to:
    - Rail Programs line
    - Agency Operations
- Next Steps

Colorado Mountains

FY26 Budget Amendment Summary

Two transfers from the Innovative Mobility Programs line (Line 44) require TC Approval per PD 703.0*

to Budget Line:	Line Number	FY26 Budget Amendment Summary	Amount
Innovative Mobility Programs	Line 44	Transfer from the Innovative Mobility Programs line	($5.6 M)
Rail Program	Line 47	Funding for Rail Projects	$3.0 M
Agency Operations	Line 66	Innovative Mobility Program Operations	$2.6 M
CDOT Total	**Line 78**	**Net Impact to CDOT Budget**	**$0.0 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.

Transfer from Innovative Mobility Programs

Budget Line: Rail Program (Line 47)
Amount: $3.0 million
Summary of Request:

- The Office of Innovative Mobility (OIM) is requesting to transfer $3.0 million to the Rail Program line to cover a two year intergovernmental agreement with the Front Range Passenger Rail District.

Over Railroad - Central 70, June 2019

Budget Line: Agency Operations (Line 66)
Amount: $2.6 million
Summary of Request:

- The FY26 allocation to the Innovative Mobility Programs line of $9.4 million currently includes $1.4 million for OIM program administration.

- Staff is requesting to move this existing budget to Agency Operations to align OIM's budget reporting with the standard practice for other CDOT divisions and programs.

- Additionally, OIM needs $1.2 million of the OIM program budget that rolled forward from prior fiscal years to cover increased administrative costs.

- The total transfer requested from the Innovative Mobility Programs line to Agency Operations for program administration is $2.6 million.

Next Steps

Interstate through the Mountains

Next Steps:

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

Transportation Commission Memorandum

To: Colorado Transportation Commission
From: Darius Pakbaz, Division of Transportation Development Director
William Johnson, Assistant Director for Performance and Asset Management
Toby Manthey, Asset Management Program Manager
Date: December 17, 2025

Subject: Asset Management Planning Budgets for Fiscal Years 2029-30 and 2030-31.

Purpose

This memorandum summarizes recommended planning budgets developed by CDOT staff for asset classes in the Transportation Asset Management (TAM) program for fiscal years 2029-30 and 2030-31. Also described for both years is the proposed "TAM Cap," which represents the total dollars dedicated to the TAM program each year.

Note: The TAM planning budgets do not represent CDOT's full investment in pavement, bridges and other assets. CDOT's assets are supported by a range of funding, including strategic funds in the 10-Year Plan, the Regional Priority Program, Commissioner Program Reserve funds, the Statewide Bridge and Tunnel Enterprise, and more.

Action

Information only this month. Per Policy Directive 1609.0, CDOT staff will be asking the TC in a future meeting to approve the recommended planning budgets and TAM Caps for fiscal years 2029-30 and 2030-31.

The TC will review the planning budgets again the year before they become "actual" budgets during the annual CDOT budget process.

Background

CDOT's asset-management program focuses on asset preservation, rehabilitation, and replacement and does not fund projects that increase the capacity of Colorado's transportation system. To qualify for asset-management funding, individual asset programs must be able to demonstrate, with a quantified performance measure, the benefit of additional investment.

To provide predictability to CDOT's Transportation Regions and to construction stakeholders, "planning" budgets for the assets are typically set four years in advance, so that the final years of CDOT's four-year program of asset management projects can be developed. In other words, knowing the planning budgets four years in advance gives CDOT staff the time to plan and design projects, so that when the year arrives for construction funding to be allocated, projects are ready to go.

A recommendation for asset planning budgets is developed by an executive committee that oversees the TAM program. The committee includes the Executive Director, Deputy Executive Director, Chief Engineer, Chief Financial Officer, the Regional Transportation Directors, and various other members of executive staff. The budget recommendations are informed by CDOT's Asset Investment Management System (AIMS). AIMS is a modeling tool developed to forecast asset performance. Once a planning-budget recommendation is finalized, staff presents it to the TC for adoption by resolution.

Details

In October 2025, the executive committee overseeing the TAM program met to develop asset planning budgets for FY 2029-30 and FY 2030-31. CDOT is proposing that the total TAM budget ("TAM Cap") for FY 2029-30 be $390 million, while $398 million is proposed for FY 2030-31. The committee reviewed asset performance and reached a consensus on a recommended budget distribution of those funds for 11 asset classes.

The committee recommended increasing the budgets for nine asset classes by about 6.2 percent each in FY 2029-30 and an additional 2.3 percent each in FY 2030-31. Additionally, the committee recommended that budgets dedicated to tunnels and preventive maintenance for bridges be held at their FY 2028-29 levels, because the Bridge and Tunnel Enterprise is increasing funding for those assets.

Staff will request in upcoming months that the TC adopt the proposed FY 2029-30 and FY 2030-31 TAM planning budgets shown in Table 1.

Table 1: FY2027-28 to FY2030-31 Asset Management Planning Budgets, in Millions.

Planning Budgets				
Asset Class	FY28	FY29	FY30 Recommendation	FY31 Recommendation
Surface Treatment	$233.0	$233.0	$247.5	$253.3
Staff Bridge	$38.3	$38.3	$38.3	$38.3
Buildings	$15.5	$15.5	$16.5	$16.9
Culverts	$8.2	$8.2	$8.7	$8.9
Tunnels	$9.8	$9.8	$9.8	$9.8
ITS	$16.6	$16.6	$17.6	$18.0
Road Equipment	$21.0	$21.0	$22.3	$22.8
Geohazards	$9.7	$9.7	$10.3	$10.5
Walls	$5.7	$5.7	$6.1	$6.2
Traffic Signals	$8.2	$8.2	$8.7	$8.9
Rest Areas	$4.0	$4.0	$4.2	$4.4
Total Planning Budget	**$370**	**$370**	**$390**	**$398**

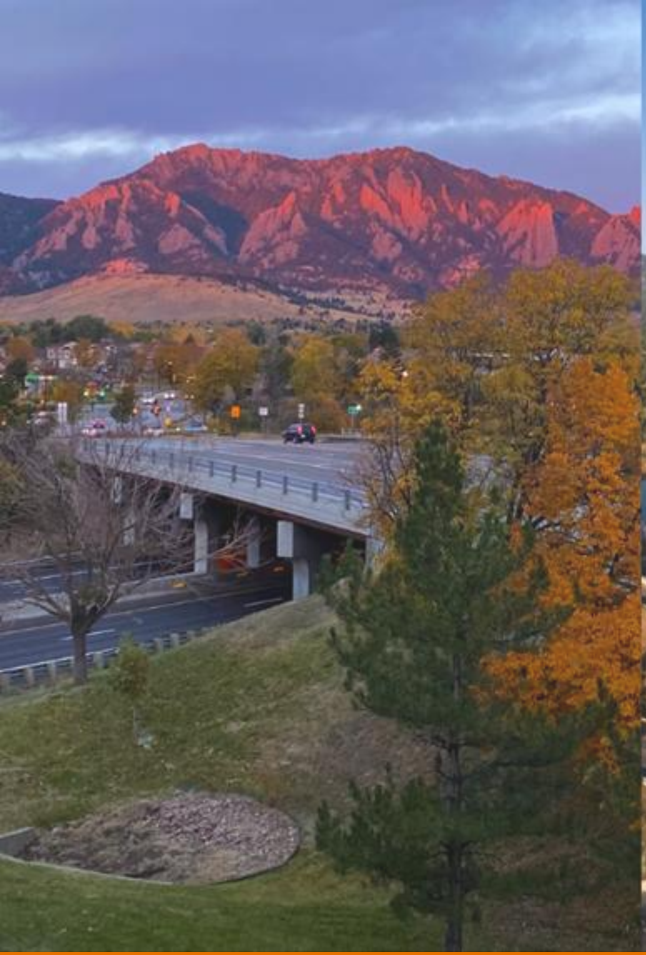
Note: $1M per year of Intelligent Transportation Systems (ITS) funding is reserved for proactive device replacement.

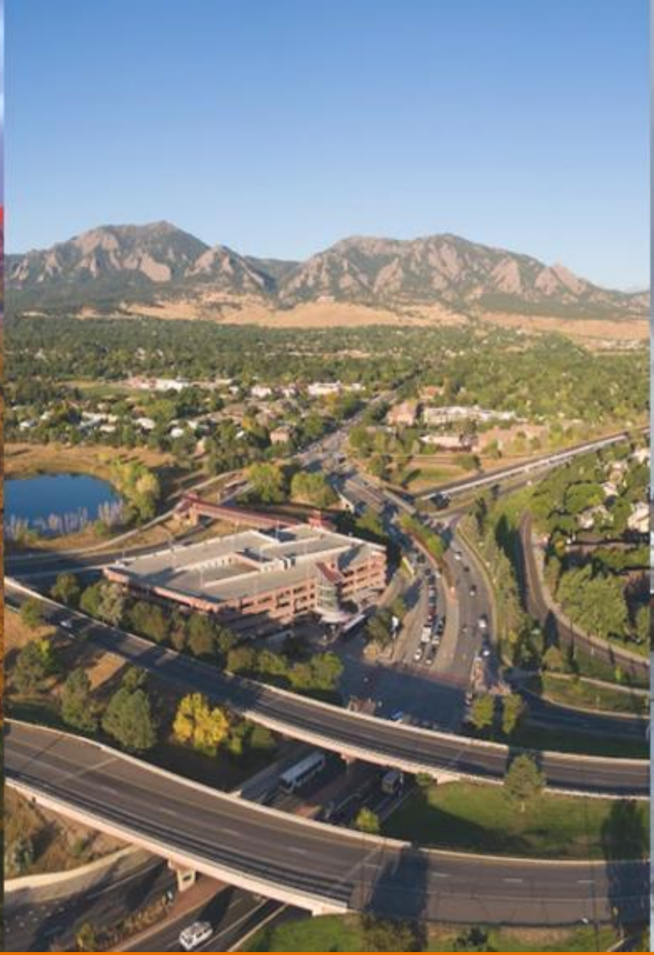
Next Steps

Staff will bring a resolution for adopting the planning budgets to the Transportation Commission at a future TC meeting. Should the TC adopt the recommended planning budgets and TAM Cap for fiscal years 2029-30 and 2030-31, staff will use these budgets to develop the outer years of CDOT's rolling four-year program of asset-management projects.

Attachments

- Presentation—Transportation Asset Management (TAM) Planning Budgets for FY30 & FY31
- Attachment A—Draft Resolution for Transportation Asset Management (TAM) Planning Budgets for FY30 & FY31





COLORADO
Department of Transportation

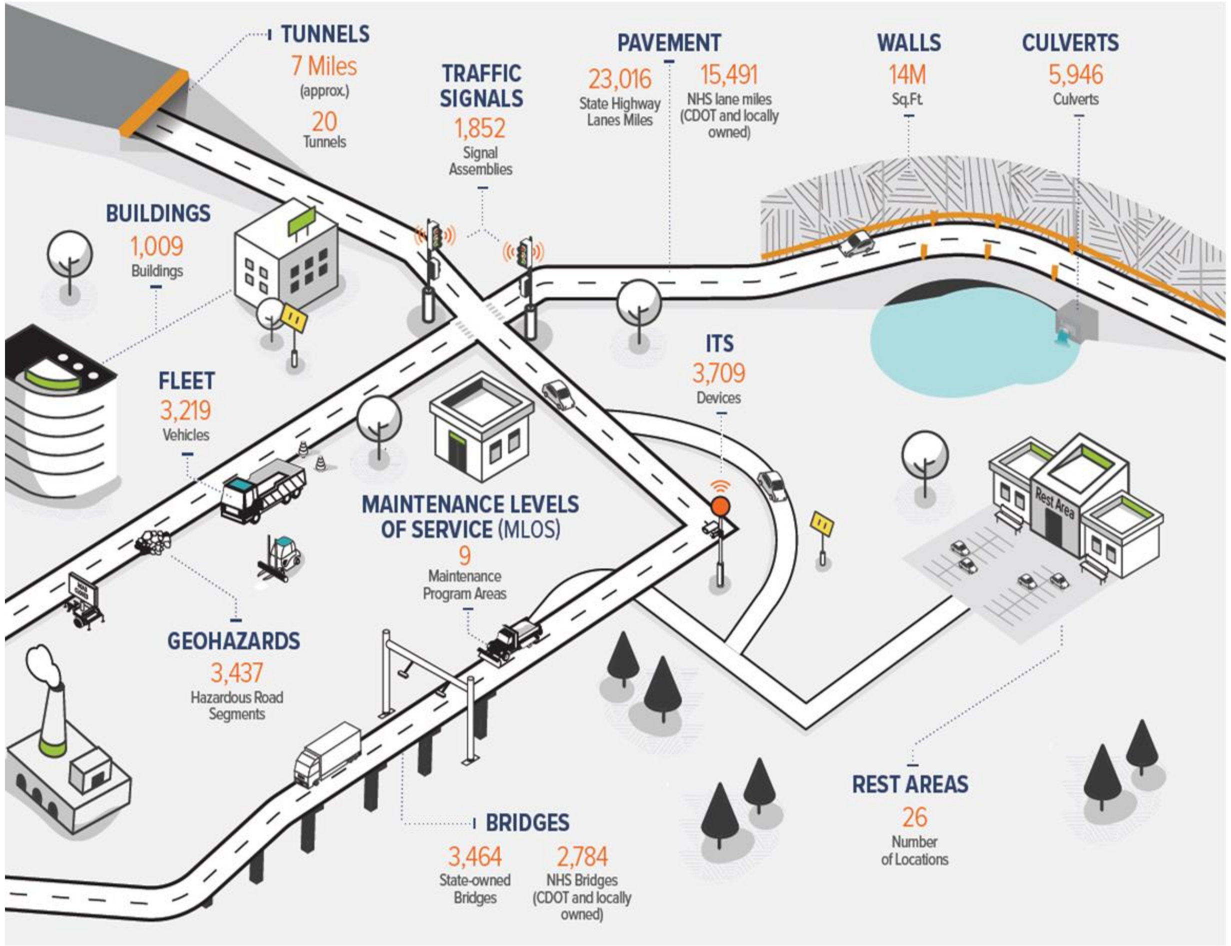
Transportation Asset Management

Planning Budget Workshop for FY30 and FY31

December 17, 2025

Briefing Overview

- Per Policy Directive 1609.0, the Transportation Commission adopts asset planning budgets by resolution. Budgets are typically adopted four years early to facilitate the planning of construction projects.
- Today: Review proposed asset-management planning budgets for FY30 and FY31 for approval in future Transportation Commission meeting.
- “Actual” asset management budgets are approved the year before they take effect using the overall CDOT budget process.



TAM Cap for FY30 and FY31

- Transportation Asset Management (TAM) Cap = Dollars dedicated to 11 asset classes (excludes MLOS and BTE).
- FY30: $390M
  - Represents a $20M increase from $370M in FY29.
- FY31: $398M
  - Represents an $8M increase from $390M in FY30.

11 Assets Funded by TAM Cap

- Pavement
- Bridges (Preventive Maintenance)
- Intelligent Transportation Systems (ITS)
- Road Equipment
- Buildings
- Culverts
- Tunnels
- Geohazards
- Walls
- Traffic Signals
- Rest Areas

Key Performance Measures and Target

Asset Class	Performance Measure	Target	2024 Performance
Pavement	Percentage of State Highway System with High or Moderate Drivability Life, by data-collection miles	≥ 80%	71%
Pavement	Percentage of Interstate Pavement in Poor condition, by lane miles	≤ 1%	2.3%
Bridges	Percentage of National Highway System bridge-deck area in Poor condition	≤ 5%	3.5%
Bridges	Percentage of State Highway System bridge-deck area in Poor condition	≤ 5%	4.3%
Maintenance	Maintenance Levels of Service grade for the State Highway System	B-	B
Buildings	Percentage of buildings at grade C or better	≥ 85%	49%
ITS	Average percentage of life expended for Intelligent Transportation Systems equipment	≤ 90%	88%
Fleet	Average percentage of life expended for fleet vehicles	≤ 75%	69%
Culverts	Percentage of culverts in Poor condition (rating of 4 or less)	≤ 5%	6.1%
Geohazards	Percentage of geohazard segments at risk grade B or better	≥ 85%	79%
Tunnels	Percentage of tunnel-network length in passing condition	≥ 75%	47%
Traffic Signals	Percentage of signal infrastructure in severe condition	≤ 2%	8%
Walls	Percentage of walls in Poor condition, by square feet	≤ 2.5%	2.8%
Rest Areas	Percentage of rest areas at grade C or better	≥ 90%	65%

FY30 and FY31 Budget-Setting Process

FY30 and FY31 budget recommendation developed using the following considerations:

- Starting point was FY29 budget, which was based on extensive look at funding needs and resulting trade-offs.
- FY30 and FY31 were seen as incremental updates due to federal and state funding uncertainty.
- Also considered:
  - 2024 performance data.
  - Changes in BTE budget (e.g., more funding for bridge preventive maintenance and tunnels).
  - Federal 5% threshold for “poor” Interstate pavement.
  - 10-Year Plan and ad-hoc asset investments.
- Staff developed budget scenarios that executive team refined into final recommendation.

FY30 and FY31 Asset Management Planning Budgets Recommendation

- Staff proposes prorating the increase in overall funding to all asset categories except bridges and tunnels. These are asset types that are already receiving increased funding through the Bridge and Tunnel Enterprise (BTE).
- As workshopped in the November TC, BTE plans to allocate $125M to bridge preventive maintenance projects in the next 10 years. Additionally, BTE plans to invest $115M in tunnels over 10 years.
- Asset classes (except bridges and tunnels) would increase by 6.2 percent in FY30, and another 2.3 percent in FY31.

Planning Budgets				
Asset Class	FY28	FY29	FY30 Recommendation	FY31 Recommendation
Surface Treatment	$233.0	$233.0	$247.5	$253.3
Staff Bridge	$38.3	$38.3	$38.3	$38.3
Buildings	$15.5	$15.5	$16.5	$16.9
Culverts	$8.2	$8.2	$8.7	$8.9
Tunnels	$9.8	$9.8	$9.8	$9.8
ITS	$16.6	$16.6	$17.6	$18.0
Road Equipment	$21.0	$21.0	$22.3	$22.8
Geohazards	$9.7	$9.7	$10.3	$10.5
Walls	$5.7	$5.7	$6.1	$6.2
Traffic Signals	$8.2	$8.2	$8.7	$8.9
Rest Areas	$4.0	$4.0	$4.2	$4.4
Total Planning Budget	**$370**	**$370**	**$390**	**$398**

Total Asset Investment

- TAM planning budgets represent a “starting point” for asset funding. These funds are not CDOT’s full investment in pavement, bridges and other assets.
- Assets are supported by a range of funding sources:
    - Strategic funds in the 10-Year Plan
    - Maintenance funds (e.g., $42 million for Roadway Surface Maintenance Program Area in FY26)
    - Ad-hoc funding from the TC
    - Enterprises, Regional Priority Program, etc.
- CDOT continues to seek ways to increase investment in pavement and other assets.
- The TC has opportunities to augment TAM funds through ad hoc funding such as federal redistribution funds.

Next Steps

- Propose resolution to adopt planning budgets for FY30 and FY31 in future TC meeting.
- Staff will use adopted planning budgets to develop FY30 and FY31 asset treatment lists.
- Commission will have opportunity to revisit planning budgets the year before they become actual budgets.

Thank You

- **For questions or comments on this presentation, please contact:**

William Johnson
Assistant Director for Performance and Asset Management
Colorado Department of Transportation
Division of Transportation Development
will.johnson@state.co.us

Toby Manthey
Transportation Asset Management Program Manager
Colorado Department of Transportation
Division of Transportation Development
toby.manthey@state.co.us

Anugya Mishra
Transportation Asset Management Program Analyst
Colorado Department of Transportation
Division of Transportation Development
anugya.mishra@state.co.us

COLORADO

Department of Transportation

Region 2

South Program Design Residency
5615 Wills Blvd. Suite A
Pueblo, CO 81008

DATE: 11/24/2025

TO: Keith Stefanik, P.E. Chief Engineer

FROM: Laurel Jones, P.E. Resident Engineer

SUBJECT: Alternative Project Delivery Method Recommendation for Chief Engineer Approval Project: 25781, NH 0505-053, US50 Safety/Operational Highway Improvements for Freight and Transit (SHIFT) Passing Lanes

As stated in the Project Delivery Selection Guidelines, Chief Engineer approval is required for a project to be delivered using any Alternative Delivery Method.

On September 24, 2025 and October 2, 2025, the US50 Safety/Operational Highway Improvements for Freight and Transit (SHIFT) Passing Lanes Project Team held a Project Delivery Selection Matrix (PDSM) workshop facilitated by The Alternative Delivery Program, to analyze the potential benefits of using an Alternative Delivery Method to deliver the US50 SHIFT Passing Lanes project.

The US50 SHIFT Passing Lanes project will construct 12 individual passing lanes across five segments of US 50B between Pueblo and the Kansas State line (MP 345.5 to 460.5). The major work features are roadway widening and related work including pavement, embankment, extending drainage structures, signing, and striping. The project may be broken into multiple construction packages due to geographical location and the length of time needed to acquire ROW and obtain clearances. A FHWA INFRA Rural Grant was awarded to this project. The grant has requirements to begin construction no later than 18 months from the grant agreement obligation and a final FHWA obligation deadline of September 30, 2028. The project goals emphasize maximizing project scope within budget and schedule, meeting optimal passing lane length requirements, minimizing Right-of-Way (ROW) impacts, meeting Grant commitments, and minimizing inconvenience to the traveling public.

Analysis:

Highlights from the PDSM

Project Complexity and Innovation

The project has a relatively low level of complexity for the type of work. The opportunities for innovation would come from selecting the location and length of each passing lane location to maximize the scope of the entire project, determining alternate construction phasing options to reduce impact to the traveling public, and selection of the locations within the construction package to meet project schedule requirements. Design-Build and CM/GC allow for early Contractor involvement to optimize the design and address possible challenges and benefits with selecting the limits of the passing lanes such as widening a structure vs acquiring ROW. Design-Bid-Build, CM/GC, Design-Build were all identified as appropriate for this project. Design-Build and CM/GC had the advantage of Contractor input early in the design process. Design-Build has the disadvantage of minimal opportunities for Contractors to differentiate their designs in the RFP process due to the lower amount of complexity in the project.

Project Delivery Schedule

Due to the INFRA Grant funding deadlines the project delivery schedule is one of the most important criteria for selecting the delivery method for this project. Design-Bid-Build was rated as the least appropriate for this project because of the challenges in meeting the Grant commitments if complex environmental or ROW issues arise. CM/GC was identified as appropriate for this project due to it being the quickest method to get a construction project, but a potential obstacle is the timeframe for the price negotiation process. Design-Build was rated as the most appropriate for this project because it is the easiest to meet the grant obligation deadline due to the potential to accelerate the schedule through a parallel design-build process and the single contract for design and construction.

Project Cost

Design-Bid-Build and Design-Build were identified as appropriate for this project. Design-Bid-Build relies on competitive bidding, but there are the risks of not having control over bids and the potential of having change order costs. Design-Build offers the potential for improved scope due to innovative cost and a known maximum price, but poor risk allocation can result in high contingencies. CM/GC was identified as the most appropriate delivery method because it reduces risk with pricing and can provide the lowest project costs due to the introduction of an independent cost estimating (ICE) consultant to assist with price negotiations. Contractor input can reduce project costs and reduce change orders due to poor coordination and review. It also allows good flexibility to design to the budget, maximizing the entire project not just each phase.

Level of Design

Design-Bid-Build and CM/GC were identified as appropriate for this project. One passing lane is already 20 percent designed, but may not be appropriate when looking at the full scope of the project. No work has been done at any of the other locations. CM/GC allows for total design control with Contractor input on package determination, constructability review, and design priority guidance. Design-Build was identified as the most appropriate for this project because it requires the least amount of design to get construction started and design priorities can easily be changed. An obstacle to Design-Build is defining the contract requirements to get what is desired while still allowing for innovation.

Risk Assessment

Risk assessment was not evaluated for Design-Bid-Build during the PDSM workshop because

CM/GC and Design-Build had already been identified as more appropriate than Design-Bid-Build. CM/GC was identified as the most appropriate and provides an opportunity for the Agency, designer, and Contractor to collectively identify and minimize project risks, and properly allocate risk to the appropriate party better than Design-Build.

Secondary Factor Assessment

Secondary factors were used to differentiate between CM/GC and Design-Build since they were both identified as being most appropriate in the primary factors. Secondary factors were not evaluated for Design-Bid-Build during the PDSM workshop because CM/GC and Design-Build had already been identified as more appropriate. CM/GC and Design-Build were both rated as appropriate for staff experience because both required similar levels of internal and consultant staff and both methods have the opportunity for internal staff to gain experience in alternative delivery projects. CM/GC was identified as the most appropriate in Level of Oversight and Control because it provides full control over the design and ROW processes while still providing Contractor input during design. CM/GC was identified as the most appropriate in Competition and Contractor Experience because many Contractors are interested in CM/GC opportunities and the level of complexity and limited innovation may be challenging for Contractors to stand out in Design-Build proposals.

Industry Outreach and TC Approval

A Public Industry Outreach meeting was held on November 17, 2025 and was attended by 20 people from 9 contractors and 2 consultants. Additionally one contractor and one consultant that did not attend the meeting requested information about the project. Feedback received from the meeting and after, was requesting more information about the project and the next steps. After this memo is approved, approval from the Transportation Commission will be requested.

Recommendation:

Based upon the findings of the Project Delivery Selection Matrix Workshop summarized above, and in consultation with the CDOT Alternative Delivery Program, it is recommended that the most appropriate delivery method for this project is **Construction Manager / General Contractor.**

CM/GC is best suited for the project's requirements because it:

- Mitigates Schedule Risk: It allows for the quickest start to construction, which will help meet the INFRA Grant commitments.

- Manages Project Cost and Scope: Early Contractor involvement allows for innovation, constructability reviews, and real-time cost estimating, which are essential to maximize project scope and corridor improvements within the fixed budget.

- Effectively Allocates Risk: The collaborative process between the Agency, designer, and Contractor is the most appropriate way to collectively identify and manage major project obstacles such as ROW, utilities, and environmental clearances.

- Maintains Agency Control: CM/GC provides the most control over both the design and construction processes, which is preferred given the internal staff's existing experience and knowledge of the corridor.

The Project Management Team is requesting concurrence and approval to proceed with our recommendation to use **Construction Manager / General Contractor** to deliver the US50 SHIFT Passing Lanes Project.

Attachments:

- Completed Project Delivery Selection Matrix
- Public/Industry Meeting Summary in accordance with the accountability and transparency requirements of SB 21-260. (Required for projects $75M or greater)

Signed:

____
Laurel Jones, P.E.
Resident Engineer

I concur:

____
Shane Ferguson, P.E.
Region 2 Transportation Director

I concur:

____
Casey Valentinelli, P.E.
Alternative Delivery Program Manager

I approve (pending TC approval):

____
Keith Stefanik, P.E. Chief Engineer

Cc: Jennifer Sparks, Program Engineer
Roger Graham, Resident Engineer
Zachary Bay, Project Manager
Ajin Hu, FHWA Area Engineer
Jan Walker, Alternative Delivery Contracts Officer

Project Delivery Selection Workshop Summary (Volume 24 Issue1)
Updated: January 2024

Workshop Summary	
Project Name:	US50 Safety/Operational Highway Improvements for Freight and Transit (25781)
Workshop Date:	09/24/2025 & 10/2/2025
Workshop Location:	CDOT R2 HQ – 5615 Wills Blvd. – Big Sandy Conference Room and Virtual Google Meet
Facilitator:	Cassey Vallentinelli
Delivery Method Selected:	CMGC

Workshop Participants	
Name	**Email**
Laurel Jones – Project Director/Grant Manager (RE)	laurel.jones@state.co.us
Jennifer Sparks – Project Management (Program Engineer)	Jennifer.sparks@state.co.us
Roger Graham – Project Management (RE)	roger.graham@state.co.us
Jordan Garcia – Project Management Team	jordan.garcia@state.co.us
Cassey Valentinelli – Alternate Delivery Program Manager	casey.valentinelli@state.co.us
Shannon Ford – Environmental Rep.	shannon.ford@state.co.us
Zach Bay – Project Management Team	zachary.bay@state.co.us
Amber Billings – ROW/Survey Manager	amber.billings@state.co.us
Scott Dalton – R2 Alternate Delivery Advisor (Observer)	scott.dalton@state.co.us
Gabriel Costyleon - R2 Environmental Manager (Observer)	gabriel.cosyleon@state.co.us

Project Description

The following items should be considered in describing the specific project. Other items can be added to the bottom of the form if they influence the project delivery decision. Relevant documents can be added as appendices to the final summary report.

Project Attributes
Project Name: US 50 SHIFT Passing Lanes
Location: US50B Pueblo to Kansas State Line (MP 345.5 – 460.5)
Estimated Budget: $72,500,000
Estimated Project Delivery Period: Spring 2026 to Winter 2029
Required Delivery Date (if applicable): FHWA Obligation Deadline for Final PS&E package submission 05/01/2028; Final Grant Obligation deadline 9/30/2028, must be in construction within 18 months of executed grant agreement
Source(s) of Project Funding: Regional Priority Program (RPP), 10 Year (10Y), Rural Grant Funds
Project Corridor: US50B High Plains Freight Corridor (National Highway Freight Network)
Major Features of Work - pavement, bridge, sound barriers, etc.: Roadway widening: Embankment, Pavement, Guardrail, Drainage Features, Signing & Striping
Major Schedule Milestones: Design & Engineering (Spring 2026 – Fall 2027), RUDEM Clearances (Spring 2028), Begin Construction (Summer 2027), End Construction (Fall 2029), Final Package Required by May 2028
Major Project Stakeholders: Pueblo Area Council of Government, Southeast Transportation Planning Region, FHWA
Major General Obstacles: Budget, Right of Way, Irrigation Ditches, Railroad, Accesses, Permanent Structures, Utilities
Major Obstacles with Right of Way, Utilities, and/or Environmental Approvals: Passing Lanes preferred in locations where CDOT has sufficient ROW, avoiding permanent acquisition. If we do need permanent acquisition, the duration of acquiring ROW will be a major obstacle. Utilities between highway and railroad tracks will be difficult to relocate, similarly the design will most likely avoid relocating irrigation ditches. In terms of Environmental Clearance, with such a large range of project limits, there's a greater chance of construction stipulations for various endangered species of animals, and wetlands. Historic ditches, farmlands and buildings could also pose construction stipulations. There are a lot of homes along US50B, so that could trigger some noise studies. At grade crossings of railroad could restrict locations and length of passing lanes. Existing Accel/Decel lanes could restrict passing lane locations as well.

Major Obstacles during Construction Phase: Phasing of the construction activities will be critical, so the traveling public isn’t significantly impacted by the project. Passing lane locations are in stretches of two-way head-to-head highway conditions; shoulders will be width restricted. Narrowing the existing pavement will be needed to provide ample workspace for tie-ins. This is a Heavy freight route, so large trucks and oversized loads will need to be accommodated. The irrigation season will impact the construction schedule. Distance between project locations will need to be considered. Long detour routes.
Safety Issues: Heavy Truck traffic and slow-moving farm equipment. Narrow shoulders and maintaining the many accesses within the project limits are both challenges relative to safety during construction.
Sustainable Design and Construction Requirements:

Project Goals

An understanding of project goals is essential to selecting an appropriate project delivery method. Therefore, project goals should be set prior to using the project delivery selection matrix. Typically, the project goals can be defined in three to five items and need to be reviewed here. Example goals are provided below, but the report should include project-specific goals. These goals should remain consistent over the life of the project.

Project-Specific Goals
Goal #1: Maximize the project scope and corridor improvements within the project budget and schedule (consider structures, resurfacing, intersection improvements)
Goal #2: Passing lane locations meet optimal length requirement with tapers (meet or exceed design standards requirements)
Goal #3: Minimize ROW impacts
Goal #4: Passing lane locations meet Grant commitments and maximize safety within those segments
Goal #5: Minimize inconvenience to traveling public; no full closures

Project Constraints

There are potential aspects of a project that can eliminate the need to evaluate one or more of the possible delivery methods. A list of general constraints can be found below the table and should be referred to after completing this worksheet. The first section below is for general constraints and the second section is for constraints specifically tied to project delivery selection.

General Constraints
Source of Funding: RPP ($12,000,000), FY19-26 10Y ($15,000,000), FY27-30 10Y ($5,000,000) Rural Grant funds ($ 40,500,000) – **Total $ 72,500,000**
Schedule constraints: FHWA Obligation Deadline 9/30/28 (Final PS&E to FHWA May 2028); Begin construction no later than 18 months from grant agreement (GA) execution
Federal, state, and local laws: NEPA Requirements, Rural Grant Obligations
Third party agreements with railroads, ROW, etc.: Ditch/Irrigation Companies, Railroad, ROW (Temp. Easements anticipated – avoid permanent acquisition)
Project Financing
Does your project have any funding gaps that would require Financing*? No
Project Delivery Specific Constraints
Project delivery constraint #1: Meeting Obligation deadlines in Grant Agreement (Construction within 18 month of GA execution and May 2028 for Final PS&E)
Project delivery constraint #2: Insufficient internal staff to complete pre-construction and/or construction phases to meet statutory obligations
Project delivery constraint #3: NEPA/Environmental requirements – Cat/Ex anticipated for all locations
Project delivery constraint #4: ROW and Utility Clearances
Project delivery constraint #5: Maximum of three PS&E packages (3 projects)

Project Risks

Identified Project Risks
Project Risk: Schedule for grant funds obligation (18 month to construction deadline)
Project Risk: Passing lane final location selection effort and timeline with unknown site conditions
Project Risk: Ditch, Utilities, and RR Coordination timelines and requirements
Project Risk: Phasing and project length/large distance between locations
Project Risk: Design and Construction staffing availability

Project Delivery Selection Summary

Determine the factors that should be considered in the project delivery selection, discuss the opportunities and obstacles related to each factor, and document the discussion on the following pages. Then complete the summary below.

PROJECT DELIVERY METHOD OPPORTUNITY/OBSTACLE SUMMARY			
	DBB	CM/GC	DB
Primary Selection Factors			
1. Project Complexity & Innovation	++	++	++
2. Project Delivery Schedule	+	++	+++
3. Project Cost Considerations	++	+++	++
4. Level of Design	++	++	+++
5. Risk Assessment	N/A	+++	++
Secondary Selection Factors			
6. Staff Experience/Availability (Agency)	N/A	++	++
7.Level of Oversight and Control	N/A	+++	++
8. Competition and Contractor Experience	N/A	+++	++

Rating Key

+++	Most appropriate delivery method
++	Appropriate delivery method
+	Least appropriate delivery method
X	Fatal Flaw (discontinue evaluation of this method)
NA	Factor not applicable or not relevant to the selection

Project Delivery Selection Matrix
Primary Factors

1) Project Complexity and Innovation

Project complexity and innovation is the potential applicability of new designs or processes to resolve complex technical issues.

DESIGN-BID-BUILD - Allows Agency to fully resolve complex design issues and qualitatively evaluate designs before procurement of the general contractor. Innovation is provided by Agency/Consultant expertise and through traditional agency directed processes such as VE studies and contractor bid alternatives.		
Opportunities	**Obstacles**	**Rating**
Design will be completed to typical standards due to limited complexity of passing lane design scope.	There are limited opportunities for design innovation based on overall project scope	++
Region 2 has in-house experience for project design, construction, safety, and operations	Does not allow for constructability input from Contractor prior to advertisement	
Allows for Full design control to reduce possible ROW. Best to achieve goals 2 and 3.	Planning will be for worst case scenarios due to unknown construction risks.	
In house ROW allows control of schedule and budget	Standard project packaging and clearance timelines does not allow for scheduling innovation.	
Multiple packages can be completed depending on location complexity	Cost sharing will be required for VE in construction.	
As standard with DBB, there is an opportunity for Value Engineering (VE) in Construction if the Contractor suggests. .	There could be the possibility of unnecessary ROW and Environmental clearance due to over-designing and completing the design of each location separately.	
	Multiple contractors may have overlapping scope and locations if advertised and awarded in multiple packages	
	Scope Creep is possible due to multiple projects and multiple designers.	

CMGC - Allows independent selection of designer and contractor based on qualifications and other factors to jointly address complex innovative designs through three party collaboration of Agency, designer, and Contractor. Allows for a qualitative (non-price oriented) design but requires agreement on CAP.		
Opportunities	**Obstacles**	**Rating**
There is an opportunity for contractor input for permitting and constructability prior to advertisement	There will be increased complexity and coordination between CDOT, the designer, and the Contractor	**++**
There can be flexibility in design based on location risks identified by the design team	The project has a low level of complexity for designing the passing lanes and minimal innovation is expected	
Early contractor involvement can optimize design and specialty unit needs (ROW, Enviro)		
Allows CDOT to retain control over design while having still getting the Contractor's input		
Existing in-house experience can be utilized		
The Contractor can work with designers to develop the construction packages.		
Allows for a single Contractor over multiple project sites reducing the risks related to projects overlapping.		

DESIGN-BUILD - Incorporates design-builder input into design process through best value selection and contractor proposed Alternate Technical Concepts (ATCs) – which are a cost-oriented approach to providing complex and innovative designs. Requires that desired solutions to complex projects be well defined through contract requirements.		
Opportunities	**Obstacles**	**Rating**
Allows for Contractor input on innovative constructability and permitting opportunities	May result in more innovation than needed or not get what is expected due to limited experience writing the technical requirements.	**++**
Could result in improved scope of passing lanes based on innovative design and budgeting	The project is assumed to have a simple design that may not lead to innovation.	
Environmental impacts and Permitting is related to the actual construction activities and can be innovative in meeting permitting requirements. Allows for the opportunity to reduce permitting needs.		
There is an opportunity to use unsuccessful Contractors ideas if they accept the stipend		
The Contractor and design team work together to identify possible opportunities for unseen innovation.		
One contract to minimize challenges of coordination between design and construction.		
Allows for more flexibility in project sequencing and phasing		
Allows for a single Contractor over multiple project sites reducing the risks related to projects overlapping.		

2) Delivery Schedule

Delivery schedule is the overall project schedule from scoping through design, construction and opening to the public. Assess time considerations for starting the project or receiving dedicated funding and assess project completion importance.

DESIGN-BID-BUILD - Requires time to perform sequential design and procurement, but if design time is available has the shortest procurement time after the design is complete.		
Opportunities	**Obstacles**	**Rating**
Only the items needed to complete project advertisement will be completed (such as utility relocates)	Utility coordination and relocation are required prior to advertisement and can negatively affect advertisement schedule.	+
May require multiple designers to complete within the timeline. Design can begin sooner due to current AC funding approval.	Meeting grant deadlines may be challenging with linear delivery. Additional time and resources would be required.	
Minimal onboarding needed to get started.	The ability to stagger the construction package could be limited (due to schedule and staffing) which may cause issues with inconveniencing the traveling public	
	Project schedule and phasing for multiple construction projects have a lot of unknown risks.	
	Takes the longest to get a construction project started	
CMGC - Quickly gets contractor under contract and under construction to meet funding obligations before completing design. Parallel process of development of contract requirements, design, procurements, and construction can accelerate project schedule. However, schedule can be slowed down by coordinating design-related issues between the CM and designer and by the process of reaching a reasonable CAP.		
Opportunities	**Obstacles**	**Rating**
Quickest method to get a construction project started allowing the project to meet the 18 month construction deadline for the grant.	Unknown construction completion dates.	++
The Contractor can help understand the schedule and priorities. Also they can have input in design	Price negotiation process timeframe could affect schedule. (up to three rounds of negotiation should be planned for but may not be required)	

DESIGN-BUILD - Ability to get project under construction before completing design. Parallel process of design and construction can accelerate project delivery schedule; however, procurement time can be lengthy due to the time necessary to develop an adequate RFP, evaluate proposals and provide for a fair, transparent selection process.

Opportunities	Obstacles	Rating
Easiest to meet the grant obligation deadline.	More involvement for specialty units during development of the RFP documents and they must meet review deadlines after the contract is in place.	**+++**
A single contract is needed for design and construction.		
Less upfront CDOT project design effort is needed to get to 30% design.		
Can accelerate permitting due to the Contractor working closely with the environmental consultant.		

3) Project Cost Considerations

Project cost is the financial process related to meeting budget restrictions, early and precise cost estimation, and control of project costs.

DESIGN-BID-BUILD - Competitive bidding provides a low-cost construction for a fully defined scope of work. Costs accuracy limited until design is completed. More likelihood of cost change orders due to contractor having no design responsibility.		
Opportunities	**Obstacles**	**Rating**
There are qualified Contractors that would promote bid competition	No control over bids or final project costs.	++
Allows the ability to select project locations to reduce cost from ROW, utilities, etc.	Total cost will not be known until all locations are designed.	
Existing in-house experience that can help with understanding costs for project locations.	Change order costs would need to be included in total project costs which are difficult to predict.	
Known cost for ROW needs.	Lowest bidder required, best value is not available.	
	Can be required to limit the project scope due to historical based cost estimates being more that actual costs.	
	Inflation may need to be included if multiple packages are completed over multiple years.	
CMGC - Agency/designer/contractor collaboration to reduce risk pricing can provide a low-cost project however, non-competitive negotiated CAP introduces price risk. Good flexibility to design to a budget.		
Opportunities	**Obstacles**	**Rating**
Known cost for ROW needs.	Price risk with CAP.	+++
Can select project locations to reduce cost from ROW, utilities, etc.	Costs are negotiated but does not allow for the competitive bidding process.	
Contractor input can possibly reduce cost and should reduce change orders due to prior coordination and review.	Inflation may need to be included if multiple packages are completed over multiple years.	
Contractor input will help understand risks and associated costs.		

DESIGN-BUILD - Designer-builder collaboration and ATCs can provide a cost-efficient response to project goals. Costs are determined with design-build proposal, early in design process. Allows a variable scope bid to match a fixed budget. Poor risk allocation can result in high contingencies.		
Opportunities	**Obstacles**	**Rating**
Potential to improve scope due to innovative cost and having a known max price.	Poor risk allocation can result in high contingencies.	**++**
Selection is the best value that meets goals and budget.	It is difficult to complete an accurate cost estimate with 30% design.	
Innovative ideas are developed at time of bid instead of VE during construction.		

4) Level of Design

Level of design is the percentage of design completion at the time of the project delivery procurement.

DESIGN-BID-BUILD - 100% design by Agency or contracted design team, with Agency having complete control over the design.		
Opportunities	**Obstacles**	**Rating**
One passing lane is at 20% design.	No Contractor input on the design, phasing, locations, etc.	++
One full time and one part time CDOT designers are available; additional consultant design assistance will be needed.	No design or field data has been collected at the other locations so starting from a planning level at 11 locations.	
Allows for total control of the design	May have to break into packages to meet grant obligations. Scope and budget may be challenging and the designs may not be consistent due to multiple designers.	
	The 20% design may not be best location when looking at full scope	
	Will require hard deadlines for advertisement of the packages with limited flexibility for the advertisement dates due to the schedule restrictions.	
	Can be difficult to manage design decisions throughout multiple locations and maintain consistency with different designers.	

CMGC - Can utilize a lower level of design prior to procurement of the CMGC and then collaboration of Agency, designer, and CMGC in the further development of the design. Iterative nature of design process risks extending the project schedule.		
Opportunities	**Obstacles**	**Rating**
Total design control but allows for Contractor input	The location with 20% design may not be best location when looking at the full scope of the project.	++
One passing lane is at 20% design.	No design or field data has been collected at the other locations so starting from a planning level at 11 locations.	
Helps to Minimize errors and omissions due to contractor input.	Can be difficult to manage design decisions throughout multiple locations and maintain consistency with different designers.	
The Contractor can assist with package determination and guide the design priority of the locations.		

DESIGN-BUILD - Design advanced by Agency to the level necessary to precisely define contract requirements and properly allocate risk (typically 30% or less).		
Opportunities	**Obstacles**	**Rating**
Less design is required to get construction started.	Making sure the RFP documents clearly indicate what is expected but still allow for innovation.	**+++**
CDOT can complete design review; check-ins can be completed regularly to ensure the requirements are being met.		
Design priorities can easily be changed or modified based on design and construction progression		

5) Risk Assessment of Delivery Methods

Risk is an uncertain event or condition that, if it occurs, influences a project's objectives. Risk allocation is the assignment of unknown events or conditions to the party that can best manage them. An initial assessment of project risks is important to ensure the selection of the delivery method that can properly address them. An approach that focuses on a fair allocation of risk will be most successful.

DESIGN-BID-BUILD - Risk allocation for design-bid-build best is understood by the industry but requires that most design-related risks and third-party risks be resolved prior to procurement to avoid costly contractor contingency pricing, change orders, and potential claims.

Opportunities	Obstacles	Rating
		N/A

CMGC - Provides opportunity for Agency, designer, and contractor to collectively identify and minimize project risks, and allocate risk to appropriate party. Has potential to minimize contractor contingency pricing of risk but can lose the element of competition in pricing.

Opportunities	Obstacles	Rating
The Contractor helps with where to best allocate the project's risks.	Increases the risk of not meeting the final grant obligation timeline due to CAP negotiation timelines.	**+++**
Allows for the ability to mitigate risks in the design phase. Proactive vs reactive mentality.	Design coordination may take additional time needed to complete packages.	
More control over construction phasing risks.		

DESIGN-BUILD - Provides opportunity to properly allocate risks to the party best able to manage them, but requires risks allocated to design-builder to be well defined to minimize contractor contingency pricing of risks.

Opportunities	Obstacles	Rating
Design and project risk are mitigated by the Contractor.	Requirements of RFP may increase risk.	**++**
Alleviates the risk of not meeting the project schedule		

Project Delivery Selection Matrix
Secondary Factors

6) Staff Experience and Availability

Agency staff experience and availability as it relates to the project delivery methods in question.

DESIGN-BID-BUILD - Technical and management resources necessary to perform the design and plan development. Resource needs can be more spread out .		
Opportunities	**Obstacles**	**Rating**
		N/A
CMGC - Strong, committed Agency project management resources are important for success of the CMGC process. Resource needs are similar to DBB except Agency must coordinate CM's input with the project designer and be prepared for CAP negotiations.		
Opportunities	**Obstacles**	**Rating**
Opportunity for CDOT staff to learn about alternate delivery and gain new skills related to CMGC	Less risk assignment and cost negotiation experience for internal staff.	**++**
CDOT has control of ROW and reduces the ROW risk for contractors. Benefit's environmental clearances as well.	Design discussion challenges may occur with limited in house experience having the contractor input before construction.	
Internal staff have similar project experiences. One with design and construction experience on several passing lanes, one with design experience on a few passing lanes.	Only two designers are available internally for this project. May consider consultant help for full design. Limited availability of construction staff if project packages are not completed linearly.	
Smaller number of internal staff will be needed with consultant assistance	Additional training may be required for internal staff.	
Familiar process for design and construction.	Timeline for onboarding consultant on a project specific task order could take 4-6 months.	
Construction staff should have a similar experience over all the packages with the same Contractor on all packages.	Internal design requires all project management (PM) tasks to be completed along with design tasks requiring the internal staff to balance their time doing design, PM, and task order management.	

DESIGN-BUILD - Technical and management resources and expertise necessary to develop the RFQ and RFP and administrate the procurement. Concurrent need for both design and construction resources to oversee the implementation.		
Opportunities	**Obstacles**	**Rating**
Opportunity for CDOT staff to learn about alternate delivery and gain new skills related to DB	Additional Training may be required for internal staff.	**++**
Less internal and external staff required. Needs full time director (RE level), design manager, and construction manager, with a consultant owners representative.	Only two employees are available internally for this project. May consider more consultant help.	
Less need for ROW staff effort due to it being oversight only.	Will need consultant assistance to draft the RFP documents due to limited design and project management experience.	
Removing the design element allows the CDOT team to focus on delivery and construction.	Less construction staff needed means alternate projects will be required to keep the staff busy.	
	Will require a large amount of agency coordination and technical resources at critical project points.	

7) Level of Oversight and Control

Level of oversight involves the amount of agency staff required to monitor the design or construction, and amount of agency control over the delivery process.

DESIGN-BID-BUILD - Full control over a linear design and construction process.		
Opportunities	**Obstacles**	**Rating**
		N/A

CMGC - Most control by Agency over both the design, and construction, and control over a collaborative agency/designer/contractor project team		
Opportunities	**Obstacles**	**Rating**
Full control of the design and ROW processes as well as construction quality. The team has strong knowledge of corridor and passing lane design/construction.	Full control and design means additional time required for staff.	**+++**
Shared risk management with CDOT and contractor.	Multiple consultant and contractor contracts require additional capacity and oversight from the project team.	
More opportunity to negotiate different tasks.	Higher level of cost oversight required. Requires vigilance from dedicated staff. Requires additional staff time/effort.	
Preconstruction services are provided by the construction manager, which will help design efficiency for limited in-house staff.	The internal staff does not have experience with CM/GC, but will have some in-house alternate delivery resources. Similar to DBB in design, so that experience should translate.	
Obtaining input from the Contractor to enhance constructability and innovation.		
ICE performed by an outside consultant so the project costs should be accurate.		

DESIGN-BUILD - Less control over the design (design desires must be written into the RFP contract requirements). Generally, less control over the construction process (design-builder often has QA responsibilities).		
Opportunities	**Obstacles**	**Rating**
Obtaining input from the Contractor to enhance constructability and innovation.	Less design control could have unexpected results. Solid RPF documents are required.	++
Overall project planning and scheduling is established by one entity. May present some efficiency benefits once the firm is selected.	Less opportunity to change design after proposals are completed.	
Limitation on staff with DB oversight experience. Opportunity for staff to learn new skills.	The project team spends a lot of time/energy creating general guidelines about what needs to come out of the technical criteria, versus just controlling a manageable design and scope.	
	Less control over the construction quality if not properly written into the technical documents.	

8) Competition and Contractor Experience

Competition and availability refer to the level of competition, experience and availability in the marketplace and its capacity for the project.

DESIGN-BID-BUILD - High level of competition, but GC selection is based solely on low price. High level of marketplace experience.		
Opportunities	**Obstacles**	**Rating**
		N/A
CMGC - Allows for the selection of the single most qualified contractor, but CAP can limit price competition. Low level of marketplace experience.		
Opportunities	**Obstacles**	**Rating**
Multiple Contractors are interested in CMGC opportunities.	Only working with one Contractor so competition is limited.	**+++**
Multiple Consultants are interested in design help.	Teamwork and communication among the project team. Risk with getting good consultant partners.	
Increased opportunity for innovation due to the diversity of the project team. The addition of a contractor in design provides the appropriate level of diversity.		
Requires a strong project manager from the CDOT. The team lead has been identified who has the appropriate skills.		
Established internal relationships will assist with teamwork and communication among the project team.		

DESIGN-BUILD - Allows for a balance of price and non-price factors in the selection process. Medium level of marketplace experience.		
Opportunities	**Obstacles**	**Rating**
Multiple consultants are interested in owners' representative help.	May not have as many Contractors interested.	++
Allows for a balance of qualifications and cost in the procurement process.	Level of complexity and limited innovation may make it challenging for Contractors to stand out in proposals.	
A two-phase process can promote strong teaming to obtain “Best Value.”	Increased opportunity for innovation due to the diversity of the project team. Design build may be more appropriate for high-innovation needs projects.	
Increased opportunity for innovation possibilities due to the diverse project team. Innovation is good, but depends on the cost/effort.	Less Contractor experience for ROW and required process.	
	Lack of competition due to a limited number of Contractors with experience in the project delivery method.	
	Need for DB qualifications can limit competition.	
	The gap between CDOT experience and Contractor experience with this delivery method can create conflict. Likely to materialize on this project, given agency inexperience of known staff for this project, and given we might get inexperienced proposers given the size of the contract money.	

COLORADO
Department of Transportation
Region 2

CDOT Region 2 South Program Design Residency

US 50 SHIFT Passing Lanes

Alternative Delivery Method Industry & Public Meeting

November 17, 2025

Questions and Comments

Is there any (or how much) asphalt paving included in the project?

> There will be asphalt paving on this project. We don't know how much right now. This project will build 12 individual passing lanes on US 50 from Pueblo to Holly. We have general locations identified but the actual length and specific location are not set. One of the 12 locations is in the section of US 50 between Fowler and Manzanola that has concrete pavement. We are also looking at possibly adding some surface treatment funds to do some paving in those areas in addition to the widening for the passing lanes.

If it does in fact go forward with CM/GC are you open to some informal pre-RFP meetings?

> Pre-RFP meetings can be scheduled with the Project Manager and those meetings would not be confidential.

I understand the timeline on RFPs out for Spring/Summer 2026. Based on this timing, I would assume you would be hoping for 2027 construction start given no critical delays with ROW acquisition or environmental permitting?

> We anticipate there are enough locations that do not have ROW or Environmental issues that we can start construction in 2027 and meet the grant deadlines. The remaining locations that might have challenging ROW or environmental issues would be constructed in later construction packages.

It appears that the majority of the existing US-50 is asphalt pavement, with maybe one or two of the segments identified being currently concrete pavement. Does CDOT have a desire, one way or the other, on whether the passing lanes be designed for concrete or asphalt? Has there been a Life Cycle Cost Analysis performed?

> We intend to leave the door open for the addition of SUR money to do some surface treatment in addition to the lanes in as many areas as we can. If we have recommendations from our Pavement Management Program for a Major Rehab in the same area as the passing lanes, we will likely do an LCCA analysis and compare pavement types for those specific areas. If the only recommendation from the Pavement Management Program is a minor rehab, we would likely widen with the existing pavement type.

Is notable structure/bridge work that should be anticipated on the project?

At this time only general segments for the location of passing lanes have been identified and structure work is possible. One of the reasons we chose CM/GC as the delivery method was to have contractor input on selecting the specific locations and determining the feasibility of something like widening a structure vs acquiring ROW or avoiding other obstacles.

COLORADO
Department of Transportation

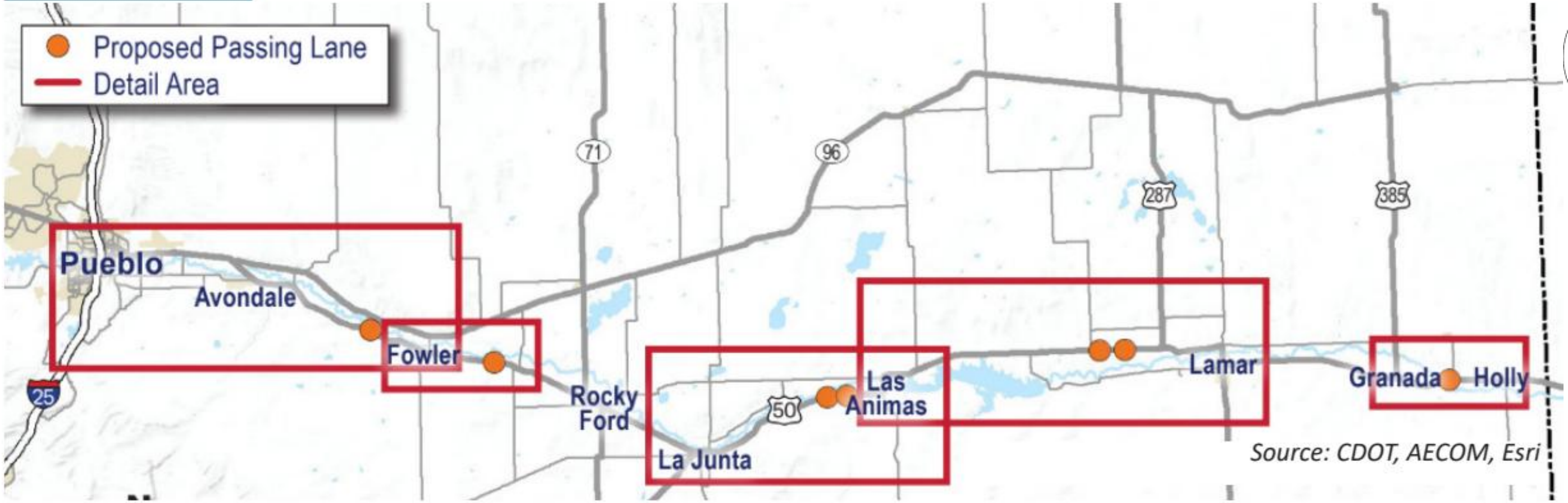
US 50 SHIFT TC Approval Request for CMGC Project Delivery

December 2025

Project Description & Location

The US 50 Safety/Operational Highway Improvements for Freight and Travel (SHIFT) Project will install twelve passing lanes along the 150 miles stretch of US 50 between the City of Pueblo, CO (Pueblo) and the Kansas state line. Surface treatment at and around the passing lanes as well as other asset management and safety work will also be completed as part of the project.

FIGURE 1 US 50 SHIFT PROJECT – LOCATION OF PROPOSED PASSING LANES



Project Purpose

- Reduce frequency and severity of crashes
- Allow for more efficient travel along the corridor
- Promote vibrant and growing economies by improving movement along the corridor, creating a more appealing development environment
- Allows for transit, agricultural, freight, and other lower speed vehicles to travel at comfortable speeds, while faster moving vehicles can pass safely.
- Improve both the state and national transportation network immediately upon completion of construction and opening for public use.

Grant Information & Funding

In January 2025 The US DOT selected the US 50 SHIFT Project to receive a Multimodal Project Discretionary Grant (MPDG) FY 2025-2026 Rural Grant for $40.5 million.

The total project cost is approximately $72.5 million which includes approximately $32 million of matching funds from Southeast Transportation Planning Region (SE TPR) Regional Priority Project (RPP) funds as well as SE TPR 10 Year Strategic Funds.

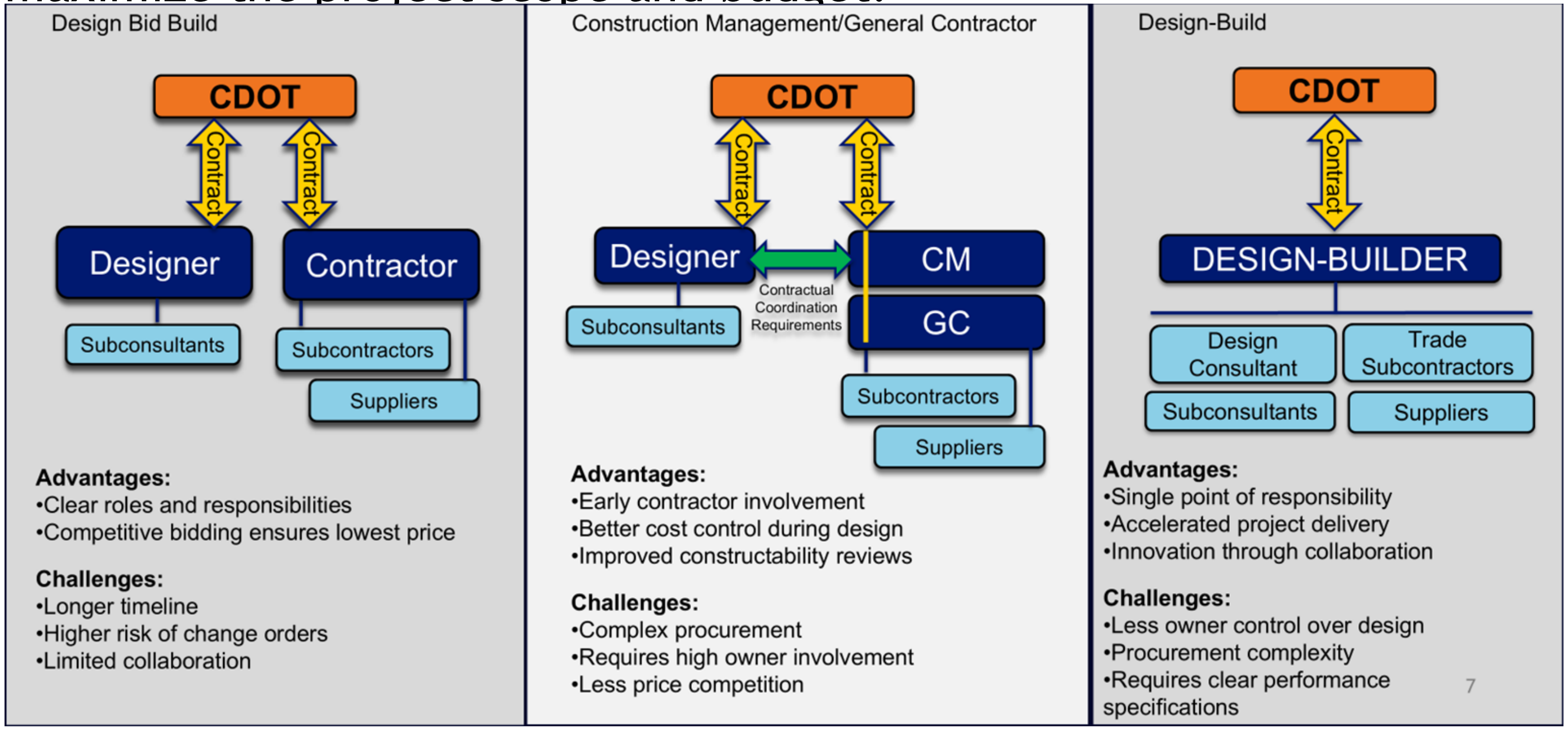
Grant Funding Restrictions:

- The draft grant agreement cannot be finalized until delivery type is selected.
- Grant agreement execution could take 4-6 months from draft submittal.
- Construction must begin within 18 months of grant agreement execution
- All rural funding must be obligated by September 30, 2028.

Multiple delivery methods were analyzed to meet grant obligation deadlines and to maximize the project scope and budget

Project Delivery Options

Multiple project delivery methods were analyzed to meet grant obligation deadlines and to maximize the project scope and budget.



- On September 24, 2025 and October 2, 2025, the US50 SHIFT Project Team held a Project Delivery Selection workshop to evaluate and select the most appropriate delivery method for the project.

Project Delivery Selection Factors & Recommendation Summary

PROJECT DELIVERY METHOD OPPORTUNITY/OBSTACLE SUMMARY			
	DBB	CM/GC	DB
Primary Selection Factors			
1. Project Complexity & Innovation	++	++	++
2. Project Delivery Schedule	+	++	+++
3. Project Cost Considerations	++	+++	++
4. Level of Design	++	++	+++
5. Risk Assessment	N/A	+++	++
Secondary Selection Factors			
6. Staff Experience/Availability (Agency)	N/A	++	++
7.Level of Oversight and Control	N/A	+++	++
8. Competition and Contractor Experience	N/A	+++	++

Rating Key	
+++	Most appropriate delivery method
++	Appropriate delivery method
+	Least appropriate delivery method
X	Fatal Flaw (discontinue evaluation of this method)
NA	Factor not applicable or not relevant to the selection

CMGC Delivery Primary Differentiators

CMGC was recommended as the most appropriate delivery method due to:

Opportunity for Innovation	Early Contractor input guides the location and length of passing lanes, maximizing project scope and minimizing public travel impacts.
Mitigates Schedule Risk	Allows a quick construction start for low risk locations while simultaneously working on locations with complex ROW or environmental impacts.
Manages Project Cost and Scope	Early Contractor involvement allows for innovation, constructability reviews, and real-time cost estimating, maximizing project scope and corridor improvements within the fixed budget.
Effectively Allocates Risk	Collaborative process among CDOT, designer, and Contractor identifies, manages, and allocates risk to most appropriate stakeholder.
Maintains Agency Control	CMGC provides CDOT the most control over the design and construction processes, which is preferred given the internal staff's experience.

Colorado Revised Statute 24-93-110 & Request for TC Approval of CMGC Public Meeting

Per Colorado Revised Statute 24-93-110, if the cost to complete a public project is expected to exceed $75 million, CDOT shall:

- Hold a public meeting with the construction industry to discuss the justification for selecting the project delivery method.
  - Virtual meeting held Monday, November 17, 2025 at 11:00am.
    - 20+ attendees outside of CDOT Staff and CCA
    - 9 Contractors, 2 design/construction Consultant firms
  - Questions received
    - Q. Will informal pre-RFP one-on-one meetings be held? A. Yes, non-confidential.
    - Q. Is there any asphalt paving or structure work. Yes asphalt paving, total quantity still undetermined. Potential structure work, depending on passing lane location selection.
    - Q. Are you hoping for construction to start in 2027? A. Yes.

Colorado Revised Statute 24-93-110 & Request for TC Approval of CMGC

Per Colorado Revised Statute 24-93-110, if the cost to complete a public project is expected to exceed $75 million, CDOT shall:

- Obtain approval for the use of the project delivery method from the transportation commission.

Jennifer Sparks
R2 South Program Engineer
Email: jennifer.sparks@state.co.us
Phone: 719-251-7838

Laurel Jones
R2 South Design Resident Engineer
Email: laurel.jones@state.co.us
Phone: 719-251-3499

Colorado Transportation Commission
Audit Review Committee Agenda
Wednesday, December 17, 2025

Rick Ridder, Chair	Diane Barrett	Shelly Cook	Todd Masters
District 6	District 1	District 2	District 11

All commissioners are invited to attend this Committee meeting

1. Call to Order	Verbal
2. Motion to Approve the Capital Asset and Storeroom Inventory Processes and Internal Controls Report	Verbal
3. External Audit Team Results	Verbal
4. Outstanding Recommendation Status	Verbal

The agenda may be altered at the chair's discretion

Transportation Commission (TC) Notes

Thursday, November 19, 2025 - 12:30 PM

Workshops

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

1. Ten Year Plan Workshop - Darius Pakbaz, Jason Smith and Julie Constan

Purpose and Action: Staff will begin the process of presenting the 10-Year Plan for consideration and adoption. CDOT Regions 3 and 5 project lists will be featured at this workshop, showcasing how these projects focus on safety, road repair, and increased mobility options on Colorado's Western Slope. For November there is no TC requested action, only a discussion item. See November 2025 TC Packet pages 8-13 for more details.

Discussion:

- Commissioners raised questions about asphalt installation procedures to accommodate freeze thaw conditions in mountainous areas, safety and distinctions between project types, and how to categorize projects with multiple goals and improvements (including the distinction between operational improvements (traffic flow of multiple vehicles) vs. safety (individual vehicle focused impacts). Some questions were raised related to projects not part of the presentations, that were related to scope and available funding, including transit projects in terms of capital vs. operations funds.
- A need was stressed for more signs informing motorists of when passing lanes soon to be approached.
- Greenhouse Gas Modeling question was raised regarding the project list in terms of regionally significant projects that are modeled, and the alignment of performance goals and targets and guiding principles to projects.
- More information on projects from the other three Regions is forthcoming.
- All questions pertaining to the 10YP for 27-36 were answered for Regions 3 and 5 adequately.
- The 10-Year Plan projects for CDOT Regions 1, 2 and 4 will be presented to the Commission at a future workshop, currently anticipated for January 2026. The revised 10-Year Plan is anticipated to be adopted by the TC by late winter or early spring of 2026. There will be ongoing transparency with public, stakeholders, and statewide partners through dashboards and reports as we work to finalize the updated 10-Year Plan. After adoption, revisions to the plan will be brought to the Commission for review and approval as they arise.

2. Transportation Asset Management Program Overview and Review of the Surface Treatment Program - Darius Pakbaz, Toby Manthey, and Craig Wieden

Purpose and Action: This workshop provided an overview of CDOT's Transportation Asset Management and Surface Treatment programs. This workshop is for information only.

Discussion:

- This was a request of the TC to cover the Asset Management Program with a focus on pavement maintenance.
- Question was raised about how CDOT sets targets for pavement condition. The measure CDOT uses is Drivability Life (a CDOT measure) based on an international roughness index, and roadway rutting, faulting and cracking of pavement, and the National Performance Measure is federal.
- Commissioners discussed the status of meeting the target for pavement condition, in particular for Interstates. CDOT has made strides on interstate pavement condition from 3.9% in 2021 in poor condition to 2.3% in 2024.
- Colorado still has challenges with pavement condition compared to other states. Drivability Life is a CDOT-specific measurement tool.
- Concerns were raised by Commissioners regarding not meeting our asset management targets. Requested information on if we spend a certain amount of dollars on certain improvements that the performance asset management targets can be met with the 10YP projects selected. Since the 10YP is not the only funding source, more results can come with improvements funded by other sources in conjunction with the Asset Management Program and the 10YP strategic funds.
- Next steps include: The 10-Year Plan projects for CDOT Regions 1, 2 and 4 will be presented to the Commission at a future workshop, currently anticipated for January 2026. The revised 10-Year Plan is anticipated to be adopted by the TC by late winter or early spring of 2026. There will be ongoing transparency with public, stakeholders, and statewide partners through dashboards and reports as we work to finalize the updated 10-Year Plan. After adoption, revisions to the plan will be brought to the Commission for review and approval as they arise.

3. Joint TC and Freight Impact Enterprise (FIE) Budget Workshop - Jeff Sudmeier, Bethany Nicholas, Darius Pakbaz and Craig Hurst

Purpose and Action:

- To update the TC Fuel Impact Enterprise proposed i-70 resurfacing project in Region 3.
- To review the third budget amendment to the FY 2025-26 Annual Budget in accordance with Policy Directive (PD) 703.0.The Division of Accounting and Finance (DAF) is requesting the TC to review and adopt the third budget amendment to the FY 2025-26 Annual Budget, which consists of four items that require TC approval. The third budget amendment reallocates $97.3 million total from the TC Program Reserve Fund in the Commission Reserve Funds for surface treatment, maintenance program reserve, agency operations and maintenance program areas.
- To review and approve the Proposed FY 2026-27 Annual Budget Allocation Plan. The Division of Accounting and Finance (DAF) is requesting the TC to review and adopt the Proposed FY 2026-27 Annual Budget Allocation Plan.

- The TC will be asked to adopt the Final Budget at the meeting in March 2025 after the plan is updated based on the December 2025 revenue forecast, and to reflect approval of Decision Items, updates to common policy, and any other changes.

Discussion:

- No major questions were raised by the TC members after the presentations.

4. Bridge and Tunnel Enterprise (BTE) Workshop - Patrick Holinda and Natasha Butler

BTE Final Proposed FY 27 Annual Budget for Fund 538 and Fifth Supplement to the FY 2026 BTE Budget and 10YP BTE Progress Update - Purpose and Action: 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 Final Proposed Annual Budget for Special Revenue Fund (C.R.S 43-4-805(3)(a) 538) (Fund 538) for review and approval. CDOT Staff is requesting Board approval of Proposed Resolution #BTE3, the FY 2026-27 Final Proposed Annual Budget, and approval of the fifth supplement to the FY 2026 BTE Budget. No action is being requested this month for the BTE 10YP update.

Discussion:

- A commissioner asked about the potential for applying for federal grants. One approach is to phase projects first based on BTE funds. Spaghetti Junction (US 85/CO34) would be a good candidate for this.
- The future of BTE out to 2044 shows over 10% of bridge deck areas may be rated poor with current funding. A discussion of how to potentially expedite treatments to avoid this trend with a one time additional $125M to bridge preventative Maintenance.

Innovative Mobility Committee: EV Update - Kay Kelly and Mike King

Purpose and Action: Provide the TC with an update on EV programs. The workshop is for information only. Topics covered included EV Goals, EV Market Update, Charging availability regarding charging infrastructure programs, National Electric Vehicle Infrastructure (NEVI) Program Updates, and Scenic Byways Electrification.

Discussion:

- TC members expressed their appreciation to the CDOT Office of Innovative Mobility staff for their work.
- TC Members expressed how impressed with the EV infrastructure improvements to accommodate these vehicles across Colorado recently.
- The concept of including hybrid emissions in analysis of GHG emissions. Non-plug in vehicles make this difficult.
- Questions on impact of the U.S. federal incentives being halted for EVs - anticipate it will depend on how long it will take for the EVs to become a leader in the vehicle market.
- Although F150 may stop making EV versions, other EV pick up trucks are on the horizon.
- Any economic benefits to communities with fast chargers in rural communities? Efforts to quantify community impacts are underway, but not available at this

time. But gas stations do make most of their profit with food purchases vs. gasoline purchase.

5. Access Appeal Regarding Parceled Priority on CO 159A (Region 5) - Dan Roussin

Purpose and Action: The purpose of this workshop was to summarize and inform the TC of the Access Permit Appeal in Region 5 on State Highway 159A, and the access appeal process outlined in the State Highway Access Code (2 CCR 601-1, 2.9). Region 5 recently received an appeal for an access application on CDOT Highway 159A from Mr. Duane O'Malley, as the Trustee of Whispering Pines Trust No. 14382. In accordance with the Colorado State Highway Access Code, the landowner has requested a hearing before the Transportation Commission (TC). The TC determined if the appeal goes through the Internal Administrative Review Committee process, or through the Department of Administration, Division of Administrative Appeals process.

Discussion:

- No substantial questions were raised by TC members after the presentation.

6. LiveView Camera Update - Bob Fifer

Purpose and Action: To provide the TC with an update on the transition of Liveview Camera System to CDOT-Owned Infrastructure. This workshop is for information only.

Discussion:

- TC was blindsided by cut backs related to the liveview cameras budget constraints. There was lack of communication on the camera impacts to rural Colorado. What was presented today was very helpful, and would have been even better if shared earlier.
- TC members appreciated the presentation and will take this presentation back to their communities.
- Camera by Nordic Center in Mesa County was turned back on and is active.

Transportation Commission Board Meeting

Thursday, November 20, 2025 - 9:00 AM

Call to Order, Roll Call

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

Public Comments

Over 30 people signed up to provide their public comments at the November TC meeting. Comments were submitted both in-person and virtually. Chair Cook expressed appreciation for the participation. Comments were limited to three minutes. Multiple online written comments (approximately 80) were also provided to the TC members prior to this month's TC Board meeting.

The public commenters that provided their comments at the meeting in-person and virtually are summarized briefly below, and are listed by name and organization when the organization was provided.

Name and Organization	I-270 Comment Highlighted
Julie Mullica, Adams County Commissioner (In Person)	In Favor of I-270 Expansion Project, in the past have idled for 2 hours a decade ago and situation not improved. Desires a partnership to support this project.
Steve O'Dorisio, Adams County Commissioner (In Person)	In Favor of the I-270 Expansion Project.
Tony Milo, Executive Director, Colorado Contractors Association (In Person)	In Favor of Expansion for a project that creates a lot of jobs. Will support timely arrivals to work and school.
Greg Fulton, Executive Director, Colorado Motor Carriers Association	In Favor of I-270 Expansion Project that is a major hub for trucking industry in Colorado. Two truck bottlenecks identified along I-270. Existing conditions negatively impact the environment and the economy. Move forward with this project ASAP.
Grier Bailey, Executive Director, Colorado/Wyoming Petroleum Marketers Association	In Favor of I-270 Expansion Project.Apprecicated the CDOT work on the Fuels Impact Enterprise.

Name and Organization	I-270 Comment Highlighted
Norma Frank, Welby, CO residents, I-270 Stakeholder Group member (in-person)	In Favor of I-270 Expansion Project. Challenged CDOT to address noise and air quality issues.
Victor Frank, Welby CO resident and business owner (in-person)	In Favor of the I-270 Expansion Project. Lost hours and revenue due to traffic delays to business.
Tracy Sakaguchi, Director of State and Local Issues, Colorado Motor Carriers Association (Virtual)	In Favor of I-270 Expansion Project.Will follow the EIS process and work of I-270 stakeholder group recognized.
Trish Stiles, Town Manager, Bennett (Virtual)	Echoed Mayor Oakley comments. Thanked CDOT staff for their help. Maintenance requests will be a coordinated effort between CDOT and the Town of Bennett.
Mayor Whitney Oakley, Town of Bennett (Virtual)	Pedestrian Safety Crossings in Bennett, CO are supported. TIP Trail in Bennett. Thanked CDOT for allowing Bennett to lead the project which will have a ribbon cutting ceremony on December 9th.
Renee Larrarte, Conservation Colorado (Virtual)	Concerns with I-25 North and I-270 expansion projects. Noted ridership upward trends for Bustang and keep service going. Toll the entire corridor and reinvest in regional and local transit. Support for Safe Route to Schools, and other transit improvements.Need more budget towards transit projects.
Ryan Schuchard, Boulder City Councilmember, State Highway 7 Coalition member (Virtual)	In favor of funding State Highway 7 multimodal corridor project in the new 10YP. Requested CDOT to make two projects a funding priority now - CO 7 Multimodal Corridor and I-25/CO 7 Multimodal Hub interchange.
Alexandra Schluntz, Senior Attorney, Rocky Mountain Office of Earth Justice (Virtual) with written comments were received from Green Latinos	In Opposition of I-270 Expansion Project. Problems with the comment period being open during the holiday season. Leave the public comment period open for 120 days. A new approach by Green Latinos options - toll the road and use funds for multimodal improvements.
Scott James, Weld County Commissioner and Chair of North I-25 Coalition (virtual)	Finish I-25 North Segments 4 and 3B - please close this gap; North I-25 is backbone of Northern Colorado. Other corridor improvements have demonstrated a major reduction in crashes, and enhanced safety. Transit improvements also improve travel along the corridor.
Benedict Wright, Education Manager for Bicycle Colorado (Virtual)	In Opposition of roadway expansion project in the 10YP. Prioritize fix it first projects and offer multimodal options - and congestion pricing. Concerned with MMOF $71M cut in funding. Align CDOT plans with Governor’s transportation vision.

Name and Organization	I-270 Comment Highlighted
Nina Marti, Elyria Swansea neighborhood resident (Virtual)	In opposition of Expansion and leave open comment period for I-270 project for 120 days. Similar issues of holiday comment period. Expansion projects only offer congestion relief for five years. Need pedestrian and bicycle infrastructure enhancements.
Linda Farb, Concerned Citizen (Virtual)	In Opposition of I-270 Expansion project and leave open public comment period beyond holidays to February 2026. Adding lanes does little to improve air quality (should be a priority) and traffic congestion, and they need include multimodal options. Replace diesel vehicles. Supports freight transportation to rail. Businesses need to get involved not just trucking industry.
Drew Nesmith, Denver Resident (Virtual)	In Opposition of I-270 Expansion and leave open the public comment period for 120 days.. Only supports bridge repairs and tolling for this roadway. Consider actions to reduce freight traffic and honor GHG rules.
Jessica Herrera, In-House Counsel for Green Latinos (Virtual)	In Opposition of Expansion of I-270 and leave open the public comment period for 120 days; Please consider the Healthy Communities No Whiting Alternative submitted by the Green Latinos group. Disproportionately impacted communities need additional time to review and comment on the Draft Environmental Impact Statement. Community impacts listed at the bottom of the list and not prioritized as it should be.
Besta Samarripa, I-270 corridor area resident.(Virtual)	In Opposition of the I-270 Expansion Project and leave open public comment period for DEIS for 120 days. This project impacts low income and communities of color will be negatively impacted. Consider all needs of stakeholders and community members.
Jessica Troy, Thornton Resident (Virtual)	In Opposition of the I-270 Expansion Project and leave open public comment period for DEIS for 120 days. Worst time of the year for soliciting public comments.
Braden Hellewell, Commerce City Resident, and 350 Colorado Member and Chair of Suncor Plus Committee (Virtual)	In Opposition of I-270 Expansion and leave open public comment period for DEIS for 120 days. Please consider the community that is one of the highest polluted areas in the country. Support the Green Latinos Alternative proposed.
Alejandra Castaneda, Pedestrian Dignity Organization (Virtual)	Supports more funding for pedestrian and transit infrastructure - 30% of Coloradans are non-drivers. Transportation costs second highest cost per household. Disappointed in underfunding transit and funding expansion projects. There are public health and environmental costs. Please rebalance our transportation system

Name and Organization	I-270 Comment Highlighted
	with Transit projects.

For more details on public commenters who signed up and written comments submitted to the TC, please reach out to the TC Secretary, Herman Stockinger at heman.stockinger@state.co.us. The recording of the public comments agenda item is available here: TC November 2025 Public Comments Recording from Timestamp 0:0:50 to Timestamp 1:04:52.

Comments of the Chair and Commissioners

- Commissioner Masters noted that there was a CDOT Region 1 employee was seriously injured this week. The employee is in the Commissioner’s thoughts and prayers for a speedy recovery. Commissioner Master encouraged everyone to be mindful when driving on the roads this holiday season and look out for our CDOT crews working on the roads.
- Commissioner Hart thanked the public commenters for sharing their thoughts with the Commission. CDOT needs more funding to address all the transportation needs in Colorado and taxes, although not enjoyable to pay, may be what is required. Also proud and impressed with the electrification of vehicles that is occurring in Colorado. Commissioner Hart thanked Commissioner Gutierrez, thank you for the history lesson. We in southwestern United States have a critical importance for us to understand our heritage and our history, particularly because of our location of where we are in the history of what took place right here.
- Commissioner Parsons echoed her colleagues' remarks and thanked commenters for attending and speaking here today. We do value your time and your public comments and it does make a difference. So, thank you. Appreciation was extended for Sal Pace attending the PPACG no meeting this month and sharing next steps with southern Colorado partners on the Front-Range Passenger Rail project. Commissioner Parsons attended the transportation commission's statewide plan and Greenhouse Gas (GHG) coordination committee meeting earlier this month and extended appreciation to Darius Pakbaz and team for their very thorough presentation and explanation of that plan and process.
- Commissioner McLachlan met a lot of people from St. Vrain Valley on a Zoom meeting, and learned a lot from the Region 3 and Region 5 presentations from the workshops related to the 10YP. The Town of Silverton is really happy right now because they're just starting to get snow and CDOT's done with everything on the highway. So, they don't need to worry about that getting in their way. Pagosa Springs really would prefer the CDOT projects go much faster than is possible. It is great to be at this meeting in-person.
- Commissioner Ridder noted thatI -270 is actually pretty critical to those of us on the western slope in that it feeds from much of the shall we say the war warehouse areas, the construction areas, of our state into I-70 up through the up to the western slope. And I think we have to keep that in mind as we move forward with these types of funding and project decisions. We must keep in mind the importance of the integration of our thinking in terms of a sort of geographical integration and how important that is to maintain the mobility between the west slope and the front range. On another matter, I met with Senator Roberts this past month regarding a

possible funding vehicle for greater wildlife crossings and I'm looking forward to continuing that conversation with the CDOT team. T

- Commissioner Gutierrez was invited to attend the CDOT staff Hispanic Heritage Month program and it was entitled Collective Heritage, honoring the past and inspiring the future, and was inspired by Dr. Jessica Sanchez who conducted a study on transportation equity issues and especially with the mobility of older adults in Mexico City. Ken Burns is doing a big series on the American revolution, and one of the biggest failures of that presentation is the lack of the inclusion of the hispanic contributions to the American Revolution. Most of you have probably never heard of Don Bernardo de Gálvez, Spanish Governor of Louisiana, who was a crucial American Revolution hero who aided the colonists by secretly funding Washington's army, and supplying arms via New Orleans, then launched major military campaigns against the British on the Gulf Coast, capturing key forts at Baton Rouge, Mobile, and Pensacola, significantly weakening Britain and helping secure American independence. His multi-ethnic forces, including soldiers from Spain, France, Germany, and the Americas, drove the British out of West Florida, preventing them from focusing entirely on Washington's army.
- Commissioner Jones expressed appreciation for all the public comments received today. There were great presentations provided at the workshops yesterday, especially the EV update that demonstrates Colorado as a leader in electrification, and the TC is proud of this status.
- Commissioner Marcano was happy to report that they had our first transportation town hall last week in Aurora, starting with the city where he lives. There was a pretty good turnout and talked about a lot of CDOT priorities, gave folks an idea of what the TC does as still many folks don't know that the TC exists. People in Aurora, people are very interested in the I-270 project, and the local jurisdictions that just had elections, let all the new council members elected, settle in.
- Commissioner Barrett - Attended the Westwood Community Center for an open house about the Federal Blvd. Bus Rapid Transit (BRT) project. On November 6th, Commissioner Barrett attended the in-person STAC meeting. It was really interesting to listen to the Metropolitan Planning Organizations, the transportation planning folks to hear their perspective on what's going on related to transportation.
- Vice Chair Bowman. Gave thanks to those who gave public comments. Voices of the public are very important. Recognized CDOT staff for the 10YP process and for the great presentations for Regions 3 and 5. The telephone town halls were extremely thought provoking and we're so grateful to the public who participated. So, we're looking forward to the other CDOT Regions' presentations. She also commented on the electrification that we will be increasing electrification of byways in Colorado from 18 to 21 by June 30, which I think is absolutely fantastic. It's such a great opportunity for small and rural communities. Commissioner Bowman recognized the work of the Colorado Tourism Office for really promoting this program. And then lastly,speaking of fixing roads, and was very excited about the additional $80 million that is going into surface treatment.
- Commission Chair Cook noted that there was no DRCOG meeting this month. It'll be virtual next month. The Commissioner attended a couple of open houses in one week. It was great. One was I -25 segment 2 and the other one was for the Federal Blvd. BRT. Both were really well attended and quite informative. She also attended a milestone event for Wadsworth CO 121. The project is approximately from 33rd to up to I-70. They're reconstructing that area. And when they open it here shortly, they'll convert it to a continuous flow intersection. It was great to see Colorado leading in the EV adoption and charging infrastructure. The TC Chair also echoed other

comments regarding observing important history, and safety concerns regarding the recovery of the CDOT employee struck, and in recovery. Pleaded for folks to honor speed limits and be vigilant while driving and honoring the pull over rule when observing workers in the CDOT right-of-way.

Executive Director's Report - Shoshana Lew

- Regarding the CDOT maintainer who was injured, is expected to recover. This demonstrates the importance of enforcement of the Move Over Law in Colorado.
- Director Lew recognized the good work of the Colorado Avalanche Team. Several CDOT staff attended the test of the new technology. This is great as the technology may be implemented at a scheduled time at night that is not during rush hour or heavy traffic daylight hours.
- The CDOT Division of Transportation Development and Multimodal Planning team along with the CDOT Regions were recognized for their work on presentations to the TC regarding the 10YP. It was also noted that funding in the 10YP is distinct from permitting processes related to the National Environmental Policy Act (NEPA), where the I-270 project is in process.
- CDOT anticipated the Draft Environmental Impact Plan would be posted in the Federal Register tomorrow, November 21, 2025, and will be followed by a 60-day comment period.
- The I-270 project alternatives have been thoroughly reviewed and analyzed during the NEPA process. Initially, the NEPA analysis was a shorter Environmental Assessment that has been elevated to an Environmental Impact Statement (EIS) which is a more involved and longer process with more opportunities for public input and comment. A total of three public hearings will be held, even though the requirement is only one. There are multiple perspectives and alternatives to evaluate and consider for the I-270 project, CDOT thanks everyone for their interest and their comments.

Chief Engineer's Report - Bob Hayes

- Regarding the Disadvantaged Business Enterprise (DBE) within CDOT - on October 3rd the federal rules for DBE certification fundamentally shifted when the US Department of Transportation's new interim final rule (IFR) eliminated race, gender, and national origin as automatic qualifiers for DBE certification. Moving forward, DBEs will have to be re-evaluated and will not be able to use race, gender, or national origin as a basis for certification. So once CDOT was made aware of this IFR from the US DOT, we took immediate action.
- On October 24th, US DOT provided a list of FAQs that did give some limited guidance on some of the challenges that we were finding with the IFR. And so we were able to take that guidance and modify those bulletins and update guidance out to the CDOT Regions to ensure that we were once again being consistent in our application of these new rules.
- The Chief Engineers office is working very closely with our uniform certification program partners. So that's the city and county of Denver and DEN to develop a uniform approach for the re-evaluation project process for these DBEs. CDOT is hopeful to be able to provide guidance to the previously certified DBEs and any potentially new DBEs within the next few weeks to start that process.

- However, CDOT does have an existing emerging small business program and that is unaffected by this IFR and we are moving forward with that as we have in the past. CDOT is also looking for opportunities to make that more robust and actually insert that program in more projects during this interim period where there are just a lot of unknowns.
- CDOT's immediate focus is working with the Colorado Unified Certification Program (UCP) right now. So, the city and county of Denver and DEN to ensure that we have a uniform process moving forward with the DBE certification and we'll also try and maximize our existing emerging small business program to the extent that is possible.

CTIO Director's Report - Piper Darlington

- Here is an update on what's happening on I25 North. We held our Colorado Transportation Investment Office (CTIO) Board meeting, our CTIO board meeting yesterday, and our board approved toll rates for I -25 North Segments 6, 7, and 8. Tolling has been under testing for several months. So, the Board adopted toll rates as that project is expected to go live for tolling here in early January 2026.
- Up north on I-25 over the Thanksgiving holiday, we are doing a lot of community messaging. CTIO is also going to be going live simultaneously with the safety and tolling enforcement program. That is where we are able to issue civil penalties for folks who weave across the solid line and evade the toll essentially. So we're really combining messaging with a lot of print ads, TV placements.
- We are also doing a lot of 30 second clips on Instagram. You'll hear information on Pandora on the radio. So we are also partnering with driving schools through CU.

STAC Report - STAC Chair, Gary Beedy

- Chair Beedy thanked the TC members who attended the last STAC meeting that was an in-person meeting. Most STAC meetings are remote, but the February STAC meeting will also be in-person at CDOT HQ.
- STAC reviewed and approved recommendation passage of the budget items for the TC.
- The BTE folks are impressive with their approach to obtaining additional funding to slow the bridge deterioration process with more rehab and maintenance bridge projects.
- The critical need for our infrastructure condition being strategic in extending the life of maintenance projects and more funding.

Discuss and Act on Consent Agenda - Herman Stockinger

- Proposed Resolution #1: Approve the Regular Meeting Minutes of October 16, 2025
- Proposed Resolution #2: IGA Approval >$750,000
- Proposed Resolution #3: Disposal Parcel 333 REV-EX, C470 & Bowles, Littleton
- Proposed Resolution #4: Declaration of Excess Parcel 806-EX, I-25 and Santa Fe, Denver
- Proposed Resolution #5: Update to Policy Directive (PD) 10.0 – Workplace Violence
- Proposed Resolution #6: FY 26 Maintenance Projects Between $150k-$300k
- Proposed Resolution #7: Referral of Access Appeal on SH 159A to Colorado

Department of Personnel, Office of Administrative Courts

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

Discuss and Act on Proposed Resolution #8: 4th Budget Amendment of FY 2025-26 - Jeff Sudmeier and Bethany Nicholas

A motion by Commissioner Parsons was raised to approve, and seconded by Commissioner Marcano, and passed unanimously.

Discuss and Act on Proposed Resolution #9: 3rd Budget Supplement of FY 2025-26 - Jeff Sudmeier and Bethany Nicholas

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

Discuss and Act on Proposed Resolution #10: FY 2026-27 Proposed Annual Budget Allocation Plan - Jeff Sudmeier and Bethany Nicholas

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

Recognitions and Other Matters

Recognizing winner of the 2025 CDOT Innovations Challenge

Background

The CDOT Innovations Challenge is an internal CDOT statewide competition to highlight and recognize the “Best of the Best” improvements and innovations which are developed and implemented by members of Team CDOT. More information is available on the CDOT Innovation, Improvement and Engagement Hub.

Outstanding Tool Improvement Award:

The “Adding A Balance Point to Tall Truck Beds” Tool,
developed and implemented by Edd Skinner and Donald Luntsford from Region 4.

Outstanding Productivity Improvement Award:

The “Remove Cable Rail Posts With Ease” Improvement,
developed and implemented by Cameron Contreraz from Region 4.

Outstanding Business Process Improvement Project: “Operational Level of Service (OLOS) Dashboard Improvement Project.

The Project Managers are Benjamin Acimovic and Elena Farhadi from the Division of Engineering. The cross-functional project these people from CDOT and the Governor’s Office of Information Technology (OIT): Rachel Davis, Stefan Hoglund, Nell Conti, Gary Aucott, Shelley Broadway, Kathleen McLaughlin, Greg Ostravich, Huy Huynh, and Jacob Kershner.

People’s Choice Award Winner

“Heated Snow Plow Headlights”, developed and implemented by Curtis Rathbun and

Kelly Jerome from Region 1.

Please note:

All three BTE resolutions and all four FIE resolutions were passed by their Boards unanimously.

Adjournment

The TC Board Meeting was adjourned at approximately 11:30 am.

The next Transportation Commission Workshops and Board Meeting are scheduled for Wednesday, December 17, 2025 at 1:00pm.

Transportation Commission Memorandum

To: Transportation Commission
From: Keith Stefanik, Chief Engineer
Date: December 17, 2025

Subject: CDOT Adoption of the 11th Edition of the Manual on Uniform Traffic Control Devices (MUTCD) and the Colorado State Supplement to the MUTCD (11th Edition)

Purpose

This memorandum is prepared to request the Transportation Commission's approval of the associated resolution which formally adopts the 11th Edition of the MUTCD and the Colorado State Supplement to the MUTCD (11th Edition).

Action

The Transportation Commission is being asked to approve the resolution which adopts the 11th Edition of the MUTCD and the Colorado State Supplement to the MUTCD (11th Edition).

Background

Pursuant to C.R.S. 42-4-104, the Colorado Department of Transportation (CDOT) is mandated to adopt a manual and specifications for a uniform system of traffic control devices for use upon highways within the state. Here is the specific statute text:

The department of transportation shall adopt a manual and specifications for a uniform system of traffic control devices consistent with the provisions of this article for use upon highways within this state. Such uniform system shall correlate with and insofar as possible conform to the system set forth in the most recent edition of the "Manual on Uniform Traffic Control Devices for Streets and Highways" and other related standards issued or endorsed by the federal highway administrator. For compliance with this section, the said department shall either publish and distribute a state manual and specifications approved by the transportation commission or shall, by the issuance of a traffic control manual supplement approved by the transportation commission, adopt the said national manual and other related standards subject to such exceptions, additions, and adaptations as are necessary for lawful and uniform application in this state. Said state manual or supplement shall be made available to all municipal and county road authorities and to other concerned agencies in the state.

The Colorado State Supplement has been established to adjust and interpret where necessary for the proper and lawful application of the MUTCD in Colorado in compliance with state statutes, and to address traffic regulatory situations not provided for in the MUTCD. Under supervision of the Chief Engineer and the State Traffic Engineer, CDOT staff has coordinated with the Federal Highway Administration (FHWA) Colorado Division for the development and finalization of the Colorado State Supplement. The Colorado Standard Highway Signs (SHS) is a referenced document containing Colorado specific-signs in the Colorado State Supplement to the MUTCD. The Colorado SHS is a working document that is continuously reviewed and subject to revision and approval by both FHWA and CDOT.

The 11th Edition of the MUTCD was published on December 19, 2023. The adopted changes became effective on January 18, 2024. 23 CFR provides the States with a 2-year period from the effective date to adopt the 11th Edition of the MUTCD. Therefore, by January 18, 2026, Colorado is required to adopt the National Manual with a State supplement that is in substantial conformance with the National MUTCD.

For compliance with the Colorado Revised Statute and the Federal Ruling, the Chief Engineer is recommending that the Transportation Commission formally adopt the 11th Edition of the MUTCD and the Colorado State Supplement to the MUTCD (11th Edition).

Next Steps

Pending the Transportation Commission's formal adoption, the 11th Edition of the MUTCD and the Colorado State Supplement to the MUTCD (11th Edition) will be made available to all municipal and county road authorities, as well as to other concerned agencies in the state.

References

- Link - 11th Edition Federal Manual on Uniform Traffic Control Devices (MUTCD)
- The Colorado State Supplement to the 11th Edition MUTCD (See the supporting documents for the December 2025 meeting materials.)
- Colorado Standard Highway Signs (See the supporting documents for the December 2025 meeting materials.)
- Associated Proposed Resolution

Transportation Commission Memorandum

To: The Transportation Commission

From: Jeff Sudmeier, Chief Financial Officer
Bethany Nicholas, Deputy Chief Financial Officer

Date: December 17, 2025

Subject: December Budget Supplement

10 Year Plan Changes

Region 4

Allocate $3,728,700 of 10 Year Plan project savings to Plan IDs #0057 and #2601 (CO 119 Bus Rapid Transit, Safety and Mobility Improvements) to address inflationary impacts on construction costs and changes to the project design.

Allocate $1,420,000 of 10 Year Plan project savings to Plan ID #2413 (CO 86 Town of Kiowa & Town of Elizabeth). The purpose of this transfer is to move up the bid date to January 2026 to achieve cost savings and mitigate future cost escalation.

Should both of the above reallocation requests be approved, a balance of $1,480,000 in project savings will remain, attributable to the CO 59 Sandy Creek Bridge Rehabilitation and Repair Project.

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
September-25	Balance 3S26		$35,188,319
October-25	Balance 4S26		$36,442,757
November-25	Balance 5S26		$31,487,915
December-25	Pending Balance 6S26		$31,487,915

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	Balance 3S26		$3,997,457
October-26	Balance 4S26		$4,090,752
November-26	Balance 5S26		$4,090,752
December-26	Pending Balance 6S26		$4,090,752

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
September-25	Balance 3S26		$147,101,951
October-25	Balance 4S25		$144,753,872
November-25	Balance 5S25		$145,753,872
	BA #3 - Improve Pavement	-$80,000,000	
	BA #3 - Replace Avalanche Exploders Loveland Pass	-$2,000,000	
	BA #3 Transfer to Maint. Reserve Fund	-$14,200,000	
	BA #3 R4 Cover Late RF Striping Project MLOS	-$1,103,687	
December-25	Pending Balance 6S25		$48,450,185

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
September-25	Balance 3S26		$12,000,000
October-25	Balance 4S25		$12,000,000
November-25	Balance 5S25		$12,000,000
	Transfer from Program Reserve	$14,200,000	
December-25	Pending Balance 6S25		$26,200,000

Transportation Commission Memorandum

To: Colorado Transportation Commission
From: Heather Paddock, P.E., Region 4 Transportation Director
Date: December 4, 2025

Subject: Region 4 10-Year Plan Strategic Project Savings Reallocation Request

Purpose:

Periodically, modifications to projects in the 10-Year Plan are necessary during its current cycle. Since the Transportation Commission (TC) is responsible for approving the initial plan, any subsequent changes must also be submitted for approval. Therefore, Region 4 seeks the TC's approval of December Budget Supplement to reallocate Region 4 10-Year Plan project savings to two projects in the current Fiscal Year 2019-2026 10-Year Plan.

Background:

Colorado Department of Transportation Region 4 staff are consistently evaluating where the highest needs and best use of transportation funds should be utilized in the Region while working closely with the members of the Eastern Transportation Planning Region (ETPR) and Denver Regional Council of Governments (DRCOG).

The two projects as detailed below have project savings that are being requested to be reallocated to other priority projects in Region 4's 10-Year Plan list of projects:

- **I-25 North Express Lanes: Segment 6 (CO 56 to CO 402) and Berthoud Mobility Hub** (Plan ID #0059 & #2729)
  - Original Strategic Funding Allocated: $243,500,000 (FY 19-22)
  - Status: Construction Complete
  - Project Savings to Reallocate: $3,728,700
- **CO 59 Sandy Creek Bridge Rehabilitation and Repair** (Plan ID #2674)
  - Original Strategic Funding Allocated: $5,420,000 (FY 19-22)
  - Status: Construction Complete
  - Project Savings to Reallocate: $2,900,000

        - Clarifying Note: The CO 59 Sandy Creek Bridge Rehabilitation and Repair project received Pandemic Relief Funding which addressed initial repairs on the CO 59 Sandy Creek Bridge. After further evaluation from Staff Bridge, the CO 59 Sandy Creek Bridge Rehabilitation project will complete an additional project to address bridge work that was not completed previously. The revised project estimate with inflation and contingency is $2,500,000, which leaves $2,900,000 available for reallocation.

Total FY 19-22 Strategic Funding Project Savings for Reallocation: $6,628,700

Region 4 is requesting to reallocate a portion of the Strategic Funding project savings to the following projects:

- **CO 119 Bus Rapid Transit, Safety and Mobility Improvements (Plan ID #0057 & #2601)**
    - Funding Adjustment: + $3,728,700
    - Reasoning: CO 119 has experienced fluctuating costs due to inflationary impacts, property owner geographic constraints, multiple design interactions incorporating operation and configurations of the bridge to maximize operation and safety for the traveling public.
- **CO 86 Town of Kiowa & Town of Elizabeth (Plan ID #2413)**
    - Funding Adjustment: + $1,420,000
    - Reasoning: The CO 86 Town of Elizabeth project has a funding deficit. The reallocation of surplus funding will enable Region 4 to move forward with Advertisement in the Spring 2026.

Total Amount Requested for Reallocation: $5,148,700

Remaining Region 4 FY 19-22 Strategic Funding Surplus: $1,480,000

Action:
TC to approve the reallocation of $5,148,700 in Region 4’s 10-Year Plan Strategic Funding (from project savings) to two other 10-Year Plan projects as detailed above.

Recommendation:
Region 4 staff recommend approving the Strategic Funding reallocation as detailed above to fund two 10-Year Plan projects in need of additional funding.

Next Steps:
If approved, the Region 4 Business Office will work with the Office of Financial Management and Budget (OFMB) to adjust project funding. The Region will continue with final design and anticipated Advertisements in 2026.

COLORADO
Department of Transportation

Memorandum

To: The Transportation Commission
From: Jeff Sudmeier, CDOT Chief Financial Officer
Date: December 17, 2025
Subject: State Infrastructure Bank (SIB) Interest Rate Recommendation for the Second Half of Fiscal Year 2025-26

Purpose

The purpose of this memorandum is to outline the proposed Colorado State Infrastructure Bank (SIB) interest rate for loans originating in the second half of State Fiscal Year 2025-26 and the origination fee schedule for Fiscal Year 2025-26.

Action

The Division of Accounting and Finance (DAF) recommends that the Transportation Commission (TC) hold the current SIB interest rate at/to 3.50% for loans originating in Fiscal Year 2025-26 Q3/Q4, and maintain the recommended origination fee schedule detailed in this memorandum.

Background

SIB Loan Rates: The SIB, established in 43-1-113.5(3) C.R.S. and Rule V. Article 2 of 2CCR 605-1, requires that the TC set bi-annual interest rates for SIB Loans. Established rates over the past 18 months have been:

FY 2024-25 Q1/Q2: 3.50%	FY 2024-25 Q3/Q4: 3.50%	FY 2025-26 Q1/Q2: 3.50%

Origination Fee Schedule: Rule V, Article 3 of 2 CCR 605-1 outlines the following origination fee schedule to be maintained for the current fiscal year as adopted by the TC. The TC may at their discretion apply the fee, the maximum of:

- 1.00% for loan proceeds up to $1 million
- 0.75% on the loan proceeds over $1 million up to $2.5 million
- 0.50% on the loan proceeds over $2.5 million up to $5 million
- 0.25% on the loan proceeds over $5 million

Rate Recommendations/Interest Rate Outlook for US Treasury Market

The current U.S. Treasury market and Federal Funds Rate, as well as the Department’s Financial Advisor’s projections for the US Treasury market and Federal Funds Rate are used to determine the SIB interest rate. Medium to long-term interest rates (Taxable and Tax-Exempt) have fallen by approximately 25 basis points over the first half of CDOT’s fiscal year based on market expectations around inflation, Federal Reserve policy, and political changes.

- This recommendation is based on the following:
    - While further reductions in the federal funds rate are likely, the pace is expected to be slow and data-dependent. Surprises in inflation or growth could even warrant a pause—or, in extreme cases, a hike.
    - Internal Fed commentary shows a split in rate expectations: some members advocate for additional cuts to support employment, while others argue for holding rates steady to combat persistent inflation. This division reduces the probability of aggressive easing and supports a “wait-and-see” posture.
    - Inflation remains above the Fed’s 2% target, with recent Producer Price Index (PPI) data showing annual producer prices at 2.7% and core PPI at 2.6%, the smallest gain since June but still high. This lack of downward momentum is fueling debate over whether further rate cuts could risk reigniting price pressures.
    - The labor market shows signs of moderation, but not outright weakness. September’s delayed employment report revealed nonfarm payrolls up 119k, more than double expectations, marking the strongest monthly gain since April.

Market Consensus Rate Forecast

Rate Type	Current	Q4 2025	Q1 2026	Q2 2026	Q3 2026
Fed Funds Rate	4.00	3.82	3.61	3.43	3.29
US 2-Year	3.47	3.51	3.44	3.38	3.34
US 10-Year	4.02	4.09	4.05	4.04	4.03
US 30-Year	4.67	4.69	4.62	4.62	4.59

Source: Bloomberg (11/28/2025)

10-Year UST Movement in Calendar Year 2025 YTD

Options and Recommendation

1. **Staff Recommendation:** Maintain the current SIB interest rate at 3.50% for all SIB loans originating in Fiscal Year 2025-26 Q3/Q4 and maintain the recommended origination fee schedule for all loans during the same period.
2. Adopt a new interest rate determined by the Transportation Commission.
3. Deny the recommended SIB loan interest rate, request additional staff analysis, and/or delay approval consideration for a future month.

Next Steps

If approved as recommended, Department staff will apply the approved interest rate and origination fee schedule to all SIB loans originating in the second half of Fiscal Year 2025-26.

Attachments:

Attachment A: Proposed SIB Rate Resolution

Transportation Commission Memorandum

To: Transportation Commission

From: Kay Kelly, Chief, Chief of Innovative Mobility

Date: December 17, 2025

Subject: Recognition of CDOT HQ/R1 as Winner of 2025 Go-Tober Company Challenge

Purpose

Informational

Action

N/A

Background

The Colorado Department of Transportation (CDOT) won the 2025 Go-Tober Company Challenge in the Extra-Large Company (2,001 or more employees) category. Go-Tober is a competition hosted by the Denver Regional Council of Governments (DRCOG) Way to Go Program that encourages employees to use non-solo driving commute options during the month of October. Participants log their trips and mode shifts during this time. CDOT tracked a total of 7,012 non-solo driving miles, which resulted in $4,600 saved in commuting cost and 102 tons of CO_2 emissions reduced.

The effort was spearheaded by Region 1 Engineer Gerardo Hidalgo, and supported by Department of Transportation Development Planning Specialist Annelies Van Vonno and Region 1's Multimodal Liaison Ricky Light, and the OIM Mobility Services team. Also, as part of Go-Tober, CDOT, with support from CDOT's Office of Information Technology, DRCOG Way to Go, and West Corridor TMA, hosted a Flat Repair Workshop to draw attention and increase engagement.

Next Steps

None

Attachments

Presentation

CDOT Commuting Programs

- Operated as a collaboration between HR and OIM
- Assists and educates employees to take advantage of alternative forms of commuting as a way to reduce VMT
- Commuter benefits offered at CDOT:
  - **RTD EcoPass** for full time permanent employees in the RTD service territory
  - **Guaranteed Ride Home** benefits for personal/family emergencies or overtime that extends beyond scheduled RTD bus/rail service hours
  - **Mass Transit Reimbursement** program for permanent employees who reside in other transit agency service territories
  - **Bicycle Commuter** program for all permanent employees

DRCOG Way to Go Go-Tober Challenge

- Go-Tober is a competition hosted by DRCOG's Way to Go Program that encourages employees to use non-solo driving commute options during the month of October
- CDOT won the Go-Tober Company Challenge in the Extra Large company category!!
- As part of the event, CDOT partnered with DRCOG's Way to Go Program and West Corridor TMA for a Flat Repair Workshop

Go-Tober by the Numbers

655
ALTERNATIVE TRIPS

733
TOTAL TRIPS

7,011.6 mi
ALTERNATIVE DISTANCE

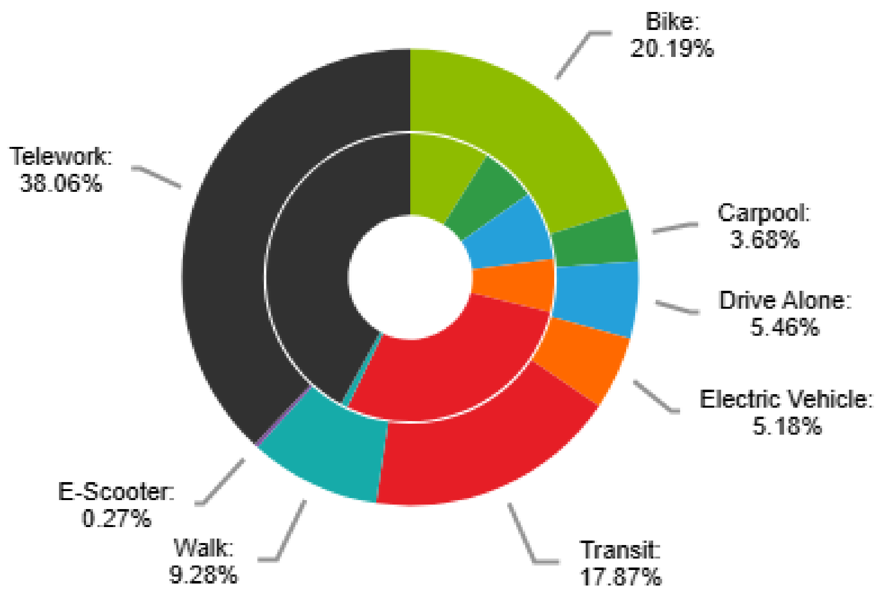
8,121.6 mi
TOTAL DISTANCE

5,622.6 lbs
CO2 REDUCED

43k
CALORIES BURNED

$4.6k
MONEY SAVED

3 lbs
NOX REDUCED



Special Thanks to…

- **Annelies Van Vonno** (DTD Planning Specialist) for organizing the kickoff event and outreach.
- **Ricardo Light** (CDOT Innovative Multimodal Liaison) for leading the CDOT Go-Tober Teams.
- **Gerardo Hidalgo** (Region 1 Professional Engineer) for assisting with event logistics and communications.
- **Reinaldo Maristany & Mobility Services Staff** for general support.
- **CDOT OIT** for their support during the Flat Repair Workshop.
- **All the CDOT employees** who participated and logged trips.

Bridge and Tunnel Enterprise Board
Meeting Minutes
November 20, 2025

Present:

Diane Barrett, District 1
Shelley Cook, Chair, District 2
Juan Marcano, District 3
Elise Jones, District 4
Cecil Gutierrez, District 5
Rick Ridder, District 6
Barbara Bowman, District 7
Barbara McLachlan, District 8
Hannah Parsons, District 9
Terry Hart, District 10
Todd Masters, District 11

And: Staff members, organization representatives, and broadcast publicly

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

In October, the Bridge and Tunnel Enterprise Board of Directors met and workshopped several items, including:

- FY 2026-27 BTE Proposed Annual Budget Allocation Plan
- FY 2025-26 BTE 5th Budget Supplement
- BTE 10 Year Plan Progress Report

In addition, the Board approved the following Resolutions:

- BTE1: Regular Meeting Minutes of October 16, 2025
- BTE2: 5th Budget Supplement of FY 2025-26
- BTE3: FY 2026-27 BTE Proposed Annual Budget Allocation Plan

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: December 17, 2025

Subject: Sixth 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 one project in Region 2.

Action

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

Background

Region 2: US 85 Fountain Creek Critical Bridge Replacement for Community Connectivity and Safety Project (J-18-M)

Staff is requesting to increase the design phase budget by $2,755,741 to fully fund the design of the US 85 Fountain Creek Critical Bridge (J-18-M) Replacement. To date, the Board has approved a total of $500,100 in design funds through a budget supplement (BTE#24-04-02) that funded site investigation and scoping activities. Additional design funds are being requested at this time to advance the project toward shovel readiness as CDOT and BTE plan to submit this project for a capital construction grant through the USDOT Bridge Investment Program.

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 constructed in 1930 and widened in 1964. The structure is located at mile point 128.371 on US 85 in El Paso county. The curb-to-curb width is 28 feet with two 12-foot lanes and two 4-foot shoulders. The structure also has a singular four-foot sidewalk as well as two 1'-6" bridge rails and a 1'-6" curb for pedestrian fencing. The out-to-out width is 36'-8", and the length is 576'-8" feet. The current structure inspection report records the annual average daily traffic (AADT) for this portion of US 85 as 14,000 vehicles, with truck traffic representing 5% of the traffic volume. US 85 in this location provides redundancy to I-25 near the Fort Carson U.S Army Installation, as well as the singular access into the City of Fountain from the south.

J-18-M has a substructure rating of poor due to 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 from a biennial to a yearly routine inspection cycle to provide more intensive monitoring. 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. Due to the current substructure rating of poor, J-18-M is eligible for BTE bridge replacement funds, and it is in the top tier of the Q1 FY2026 BTE Bridge Prioritization Plan.

US 85 Fountain Creek Critical Bridge Replacement for Community Connectivity and Safety in El Paso County
(Old J-18-M) (New TBD) (SAP Project # 26461)
Budget Request by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget	FY2026 Budget	FY2027 Budget	Total Budget Request	Total Project Budget
Design	FASTER - Safety Critical and Asset Management	$500,100	$2,755,741	$0	$2,755,741	$3,255,841
Total of Project Phases	**All Funding Sources**	**$500,100**	**$2,755,741**	**$0**	**$2,755,741**	**$3,255,841**

US 85 Fountain Creek Critical Bridge Replacement for Community Connectivity and Safety in El Paso County
(Old J-18-M) (New TBD) (SAP Project # 26461)
Forecast Project Expenditure by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Expenditures To-Date	FY2026 Forecasted Expenditure	FY2027 Forecasted Expenditure	FY2028 Forecasted Expenditure	FY2029 Forecasted Expenditure	FY2030 Forecasted Expenditure	Total Request Expenditure
Design	FASTER - Safety Critical and Asset Management	$197,549	$319,000	$720,000	$720,000	$720,000	$276,741	$2,755,741
Total of Project Phases	**All Funding Sources**	**$197,549**	**$319,000**	**$720,000**	**$720,000**	**$720,000**	**$276,741**	**$2,755,741**

Available Funding
If the Board approves the requested budget supplements outlined above, the remaining FY 2025-26 balances will be $12,689,653 for the FASTER Safety Critical and Asset Management pool. The table below provides high-level transaction details for this 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	$13,009,417
Approved Project Transactions (BOD, EMT, or Staff Authority per PD 703)	-$45,516,527
Pending Budget Supplements	-$2,755,741
Remaining Available Balance	$12,689,653

Next Steps

1. Approval of Proposed Resolution #BTE2 will provide the funding necessary for Region 2 to complete the design phase for the US 85 Fountain Creek Critical Bridge (J-18-M) Replacement.
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: December 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.

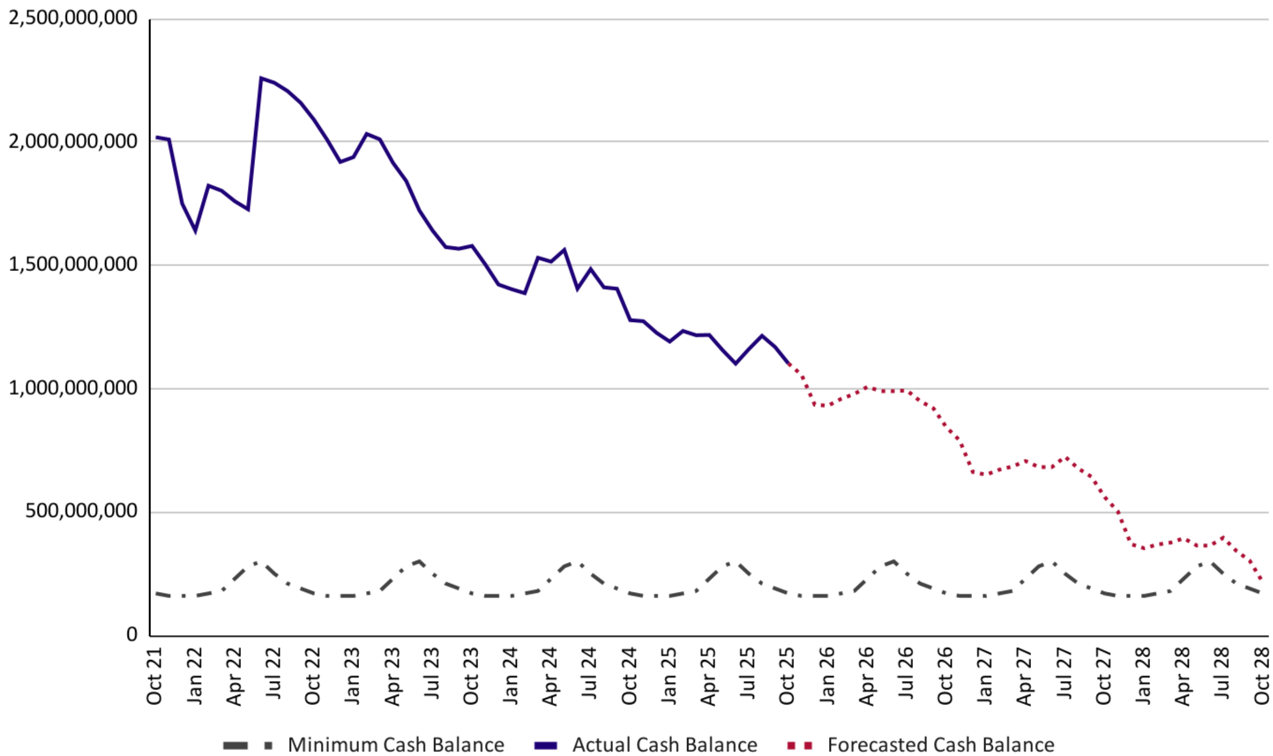
Summary

The actual cash balance for October 2025 was $1.10 billion; $932.67 million above that month's minimum cash balance target of $170 million. October's cash balance includes $560.93 million in the State Highway Fund, $39.4 million in ARPA Refinance funding, and $502.30 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 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.

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,

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)

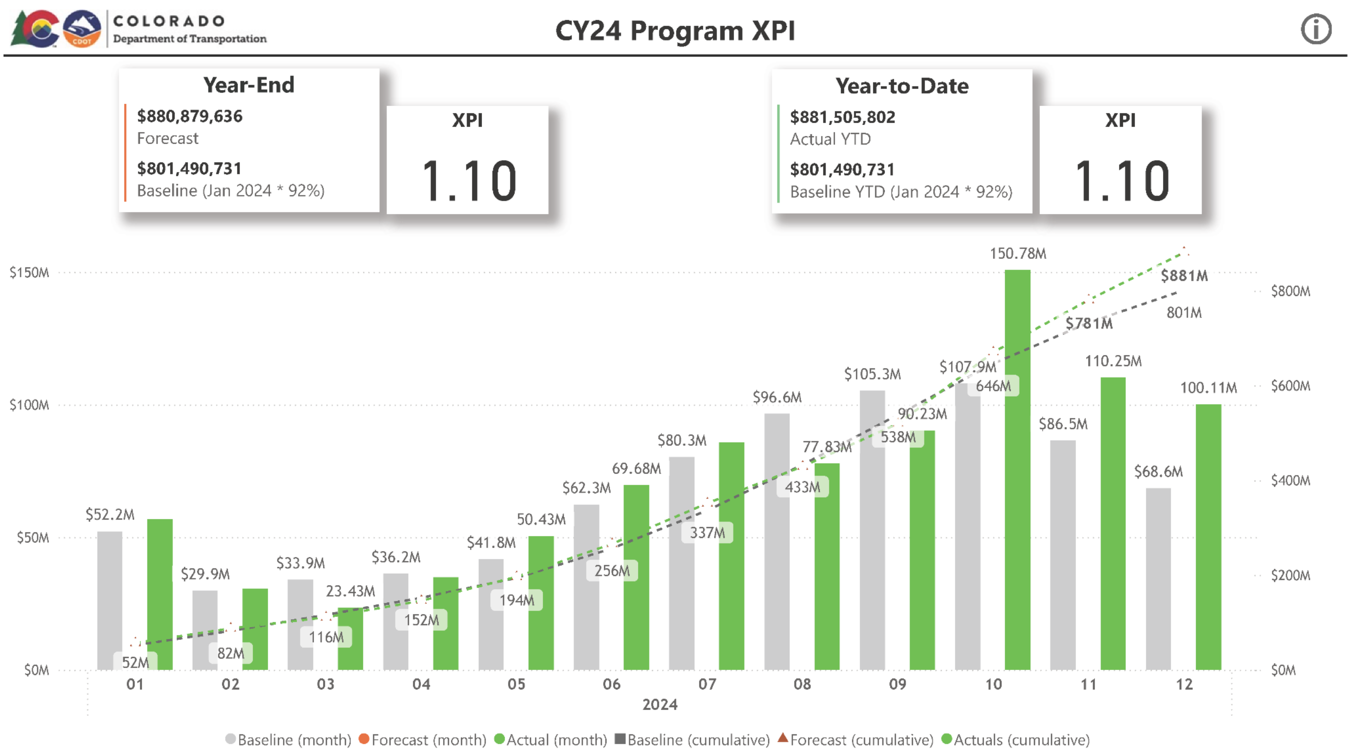
CY 2019 (actual)	CY 2020 (actual)	CY 2021 (actual)	CY 2022 (actual)	CY 2023 (actual)	CY 2024 (actual)	CY 2025 (forecast)
$669	$774	$615	$841	$860	$882	$917 *

*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.

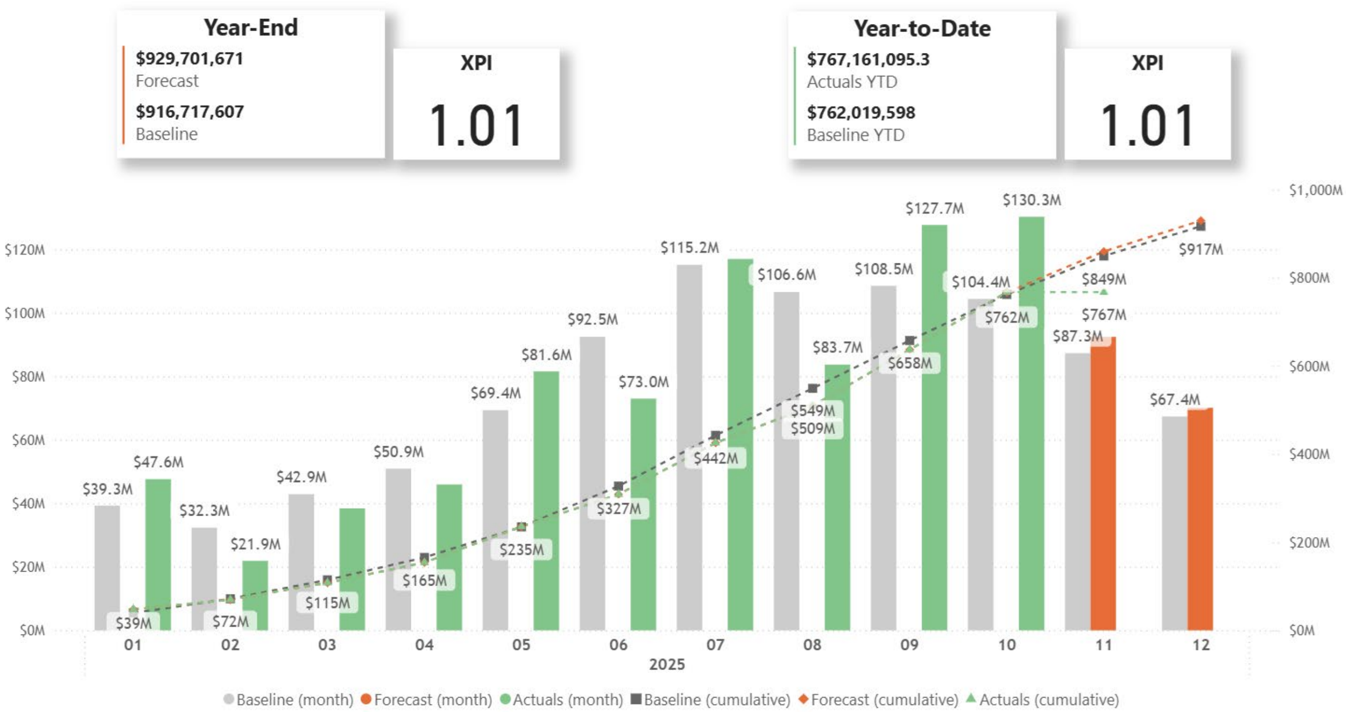
Including Bridge Enterprise, October month end expenditures were corresponding to an Expenditure Performance Index (XPI) of 1.01 (actual expenditures vs. baseline). There were $767.2M actual expenditures YTD vs. the baseline of $762.0M. The CY 24 baseline included expenditures from 196 projects, while 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



Transportation Commission Memorandum

To: Colorado Transportation Commission

From: Leslie Welch and Anna Dunn, Grants Coordinators

Date: December 17th, 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 and awards have been announced:

1. 5339s (Low-No Emissions and Bus & Bus Facilities)
    a. CDOT submitted applications for 9 agencies, and were awarded the following to support local agencies in grant administration and project delivery:
        - $1,504,000 awarded to The City of Steamboat Springs Transit (SST) to buy new hybrid buses to increase capacity and deliver a safer, more efficient, and reliable transit service.
        - $1,060,000 awarded to Eagle Valley Transportation Authority to construct new bus shelters at rural transit stops where none currently exist or where existing shelters have exceeded their useful life.
        - $768,557 awarded to Gunnison Valley Transportation Authority (GVRTA) to buy a commuter bus to replace an older bus that is at the end of its useful life.

        - $534,108 awarded to San Miguel Authority for Regional Transportation (SMART) to buy buses to replace older buses that have reached their useful life.
        - $14,400,000 awarded to Mountain Express (MX) to construct a bus storage, maintenance, and operations facility to support the delivery of public transit services in the Crested Butte, Colorado region.
        - $256,000 awarded to MX, to buy new buses to replace older buses that have reached their useful life.
        - $6,745,942 awarded to Roaring Fork Transportation Authority (RFTA) to purchase 7 diesel coach buses to replace older buses that have reached their useful life.
        - $3,745,800 was also awarded to RFTA to buy hybrid electric diesel buses to replace aging diesel and natural gas buses that have reached their useful life.
        - $1,056,120 awarded to the Town of Winter Park to rehabilitate its Winter Park Transit Maintenance Facility to improve safety, operational efficiency, and address critical infrastructure needs.

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
    - I-270 Critical Bridges, R1
6. 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. Notice has been delayed due to the federal shutdown.
7. RESTORE Colorado - National Fish and Wildlife Foundation
    - Grants Team has submitted a $485,000 grant for the R2 I25 Raton Pass wildlife crossing project. We should hear back in March 2026.

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. CRISI
    - CDOT intends to pursue a grant for a sidings project in R1 to improve freight movement and railyard congestion
3. 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.

4. 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
5. Bridge Investment Program: Medium Bridge
    - CDOT is preparing grants to submit:
        - US 85 Fountain Creek Critical Bridge Replacement for Community Connectivity and Safety, Region 2
        - US 550 Animas Bridge Replacement, Region 5
6. National Railroad Partnership Program (formerly known as Federal State Partnership Program)
    - Match permitting, CDOT intends to apply for the following:
        - Denver Complex - Track improvements to reduce passenger rail delays as Union Station, Region 1
        - WEST Rail - Rockfall mitigation, grade crossing improvements, hazmat caching along key passenger rail routes (California Zephyr, future Mountain Rail), Region 3

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 working on developing applications for the following programs:

- National Railroad Partnerships Program (NRRP), due Feb 6.
    - This deadline was extended from Jan 7, 2026 to Feb 6, 2026.
- Better Utilizing Investments to Leverage Development (BUILD), due Feb 24, 2026.
    - The grants team is currently scoping out strong fits for this program.

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

- BIP Medium and Other Bridge: Deadline has been delayed by FHWA. No updated NOFO out at this time
- Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program: No updated NOFO, but expected to follow NRRP.
- Wildlife Crossings Pilot Program. Expected Spring 2026

COLORADO
Department of Transportation

November 2025

CDOT Fiber Surcharge Biannual Update

Background and Key Metrics

In Executive Order D 2022 009 (restated in June in EO D 2022 023) and Senate Bill 22-083, CDOT was directed to adopt a uniform fee structure for fiber builds within CDOT ROW on December 20, 2023. The Department is requested to submit, on a biannual basis, a report to the Joint Budget Committee regarding how any fee revenue is being spent in relation to Section 38-5.5-102-109, C.R.S.

- **Influx of New Fiber Agreements**: CDOT has issued 433 permits for longitudinal, buried fiber installations since January 1, 2024, with the adopted fee structure. Prior to the implementation of the fee structure, there had only been four public-private partnerships for new fiber installations.
- **Influx of New Fiber Miles:** 299.09 total miles of fiber have been permitted since the fee structure was implemented (209.363 urban miles and 89.727 rural miles).
- **Permitting Costs:** Permitting costs have been kept low. The average annual cost of a permit is $200.68.
- **Quick Processing Time**: CDOT permitting offices hold a 28-day average to process Direct Access Permits.

Adopted Fee Structure for Right-of-Way Access and Use for Broadband (Fiber) Deployment

1. **Initial, One-Time Application Fee**
    a. $0.05 per foot
2. **Annual Property Use Rate**
    a. $0.10 per foot permitted within urban counties (greater than 200,000 population)
    b. $0.03 per foot permitted within rural counties

Permit Revenue Collected since January 1st, 2024:

Time Period	# of Permits Issued	Revenue from One-time Application Fees	Revenue from Annual Property Use Rate
January 1st, 2024 to December 31st, 2024	223	$36,715.92	$36,968.58 (Collected January 1st, 2025-March 1st, 2025)
January 1st, 2025 to November 1st, 2025	200	$38,223.65	No annual revenue has been collected yet from permits issued in 2025. Collection will begin January 1st, 2026.

TOTAL	**433**	**$64,939.57**	**$36,968.58**

Revenue Expended to Date (as of November 1st, 2025):

- **One-Time Application Fees:** All of the revenue collected from one-time application fees through the end of FY25 ($36,499.35) has been remitted to CDOT regional permitting offices to cover the cost of staff time spent processing fiber installation permits.

- **Annual Property Use Surcharge:** CDOT began collecting this annual fee in January 2025. The initial department focus was placed on ensuring the payment processing system and correct accounting allocation to the programmatic cost center. Revenue collected from the annual property use surcharge has not yet been expended. In the future, the surcharge revenue will be directed to offset annual salary costs of CDOT's Fiber Product Manager. This role is responsible for administering the public-private partnership program, dark fiber leases, and Right-of-Way (ROW) access for third-party fiber builds.

GENERAL ASSEMBLY
STATE OF COLORADO
State Capitol
Denver, 80203

November 24th, 2025

Dear Governor Polis and the Board of Directors and Commissions of RTD, FRPR, and CDOT:

Thank you so much for your important work in the effort to create Northern Front Range Joint Service and to rise to the state legislature's call in SB24-184 to collaborate and deliver on long-overdue train service from Denver to Longmont and now on to Fort Collins.

We, a coalition of state and regional elected officials, are proud to express our unwavering support for the Northern Front Range Joint Passenger Rail Service ("Joint Service"), an innovative and collaborative effort to enhance our region's transportation infrastructure. This vital project is designed to deliver a reliable, cost-effective passenger rail connection between Denver and Fort Collins by January 1, 2029, years earlier than any other projection.

This joint initiative brings together Colorado's major transportation agencies — including the CDOT, RTD, and the Front Range Passenger Rail District — to leverage existing resources, federal funding opportunities, and streamlined operational models. The result will be a modern, sustainable service that addresses regional mobility needs across the districts, municipalities, and counties we represent without the necessity of new taxes.

The envisioned service will serve key communities along the route—including Denver, Westminster, Broomfield, Louisville, Boulder, Longmont, Loveland, and Fort Collins. It will also contribute to reducing traffic congestion and lowering carbon emissions by utilizing low-emission train technology.

This project exemplifies state and regional cooperation at its best, cutting costs through operational efficiencies, minimizing infrastructure requirements, and ensuring one operator manages the service. The governance structure established through the Joint Service Executive Oversight Committee ensures transparency, accountability, and shared responsibility across participating agencies.

We believe this initiative will catalyze renewed confidence in our transportation future, demonstrating tangible progress toward regional mobility, climate commitments, and economic growth. We are confident that, with the RTD Board's leadership and community support, this service will become a cornerstone of our regional transit network.

We look forward to supporting its successful implementation and welcoming this new chapter in Colorado's transportation story.

Sincerely,

Senate President James R. Coleman
Senate District 33

Hon. Steve Fenberg
Former Senate President, District 18

Sen. Judy Amabile
Senate District 18

Sen. Matt Ball
Senate District 31

Sen. Jeff Bridges
Senate District 26

Sen. Cathy Kipp
Senate District 14

Sen. Janice Marchman
Senate District 15

Sen. Katie Wallace
Senate District 17

Sen. Faith Winter
Senate District 14

House Speaker Julie McCluskie
House District 13

Speaker Pro Tempore Andy Boesenecker
House District 53

Rep. Kyle Brown
House District 12

Rep. Meg Froelich
House District 3

Rep. Lindsay Gilchrist
House District 8

Rep. Junie Joseph
House District 10

Rep. William Lindstedt
House District 33

Rep. Karen McCormick
House District 11

Rep. Emily Sirota
House District 9

Rep. Lesley Smith
House District 49

Rep. Yara Zokaie
House District 52

Commissioner Claire Levy
Boulder County Commissioner

Commissioner Marta Loachamin
Boulder County Commissioner

Commissioner Ashley Stolzmann
Boulder County Commissioner

Commissioner John Kefalas
Larimer County Commissioner

Commissioner Jody Shadduck-McNally
Larimer County Commissioner

Commissioner Kristin Stephens
Larimer County Commissioner

Mayor Aaron Brockett
City of Boulder

Mayor Guyleen Castriotta
City and County of Broomfield

Councilwoman Amanda P. Sandoval
Council President, City and County of Denver

Mayor JD Mangat
City of Lafayette

Mayor Chris Leh
City of Louisville

Mayor Jacki Marsh*
City of Loveland

Mayor Mark Lacis
Town of Superior

Mayor Joan Peck
City of Longmont

Mayor Pro Tem Susie Hidalgo-Fahring
City of Longmont

Councilmember Sean McCoy
City of Longmont

Councilmember Matthew Popkin
City of Longmont

Councilmember Aren Rodriguez
City of Longmont

Councilmember Shiquita Yarbrough
City of Longmont

November 24th, 2025

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Thank you so much for your important work in the effort to create Northern Front Range Joint Service and to rise to the state legislature's call in SB24-184 to collaborate and deliver on long-overdue train service from Denver to Longmont and now on to Fort Collins.

We, a coalition of transportation advocates, environmental organizations, community groups, and local leaders, proudly write to express our strong support for Northern Front Range Joint Passenger Rail Service ("Joint Service"). This collaborative effort represents a significant step toward building a more sustainable, efficient, and equitable transportation future for Colorado's Front Range.

This project will provide a vital passenger rail connection from Denver to Fort Collins by January 1, 2029, leveraging innovative funding strategies, federal grants, and existing transportation resources. It brings together key agencies — including CDOT, RTD, and the Front Range Passenger Rail District — to work collaboratively to address regional mobility, reduce greenhouse gas emissions, and improve quality of life for residents in a cost-efficient manner.

The proposed service will serve major communities along the route, including Denver, Westminster, Broomfield, Louisville, Boulder, Longmont, Loveland, and Fort Collins. Importantly, this project prioritizes sustainability, aiming to incorporate low-emission train technology that aligns with Colorado's climate goals.

This initiative exemplifies regional cooperation and responsible resource management. By consolidating operations into a single, efficient service, it minimizes infrastructure investments and keeps costs manageable—all without requiring new taxes, relying instead on existing revenues and innovative funding sources. The governance structure ensures transparency, accountability, and community input.

Supporting this project is about more than just transportation; it's about investing in a cleaner environment, affordability, resiliency, and a stronger economy. We believe Joint Service will serve as a catalyst for positive change, restoring confidence in our statewide commitment to sustainable growth and climate action through mobility choice.

We encourage the RTD Board and all stakeholders to fully support and prioritize this transformative transit project. Together, we can ensure that Colorado leads the way in sustainable, accessible, and forward-thinking transportation solutions.

Sincerely,

AARP Colorado

Boulder Chamber

Colorado Black Women for Political Action

Colorado Rail Passenger Association (ColoRail)

Commuting Solutions

Conservation Colorado

Colorado State University System

Healthier Colorado

Longmont Area Chamber of Commerce

Longmont Economic Development Partnership

Mi Familia en Acción

Natural Resources Defense Council (NRDC)

Progress Now Colorado

Visit Boulder, the Convention and Visitors Bureau

Visit Fort Collins

Visit Longmont

Greater Denver Transit

2026 Transportation Commission Calendar

January
Jan. 14 – Workshops/Committee Meetings
Jan. 15 – Commission Board Meeting

February
Feb. 18 – Workshops/Committee Meetings
Feb. 19 – Commission Board Meeting

March
March 18 – Workshops/Committee Meetings
March 19 – Commission Board Meeting

April
April 15 – Workshops/Committee Meetings
April 16 – Commission Board Meeting

May
May 20 – Workshops/Committee Meetings
May 21 – Commission Board Meeting

June
June 17- Workshops/Committee Meetings
June 18 – Commission Board Meeting

July
July 15 – Workshops/Committee Meetings
July 16 – Commission Board Meeting

August
August 19- Commission Morning Retreat (tentative)
Aug. 19 – Workshops/Committee Meetings
Aug. 20 – Commission Board Meeting

September
Sept. 16 – Workshops/Committee Meetings
Sept. 17 – Commission Board Meeting

October
Oct. 14 – 15 Commission Road Trip (tentative)
Limited Workshops
Board Meeting will take place outside Denver

November
Nov. 18 – Workshops/Committee Meetings
Nov. 19 – Commission Board Meeting

December
Dec. 16 – Afternoon Workshops and Board Meeting (Virtual)

Transportation Commission Memorandum

To: State of Colorado Transportation Commission

From: Darius Pakbaz, Administrator - Nonattainment Air Pollution Mitigation Enterprise

Date: December 17, 2025

Subject: Nonattainment Air Pollution Mitigation Enterprise -2025 Annual Report

Purpose

The Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME) is required by C.R.S. § 43-4-1303 (10)(a)(IV) to submit an annual report regarding its activities and funding to the Transportation Commission. The annual report for the Enterprise is presented to the Commission for calendar year 2025.

Action

Informational Only. No action required.

Background

The Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME) was created as part of SB21-260 legislation in 2021. The Enterprise is a government-owned business within CDOT to execute the business purpose as outlined in statute. The Enterprise's business purpose is "to mitigate the environmental and health impacts of increased air pollution from motor vehicle emissions in nonattainment areas that results from the rapid and continuing growth in retail deliveries made by motor vehicles and in prearranged rides provided by transportation network companies by providing funding for eligible projects that reduce traffic, including demand management projects that encourage alternatives to driving alone or that directly reduce air pollution, such as retrofitting of construction equipment, construction of roadside vegetation barriers, and planting trees along medians."

Next Steps

Please contact NAAPME staff with any questions regarding the 2025 Annual Report.

Attachments

Attachment A - Nonattainment Area Air Pollution Mitigation Enterprise 2025 Annual Report

COLORADO
Department of Transportation
Nonattainment Area Air Pollution Mitigation Enterprise

NAAPME 2025 Annual Report

Pursuant to C.R.S. § 43-4-1303 (10)(a)(IV)

Reporting Period: January 1, 2025 to December 31, 2025

Background

The Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME, or the Enterprise) was established within the Colorado Department of Transportation (CDOT) to support projects that mitigate the environmental and health impacts of increased air pollution from motor vehicles in nonattainment areas of Colorado. Created by Colorado Senate Bill 21-260 (SB 21-260, “Sustainability of the Transportation System”), the Enterprise imposes an Air Pollution Retail Delivery Fee and an Air Pollution per Ride Fee to fund programs and projects that fulfill its business purpose.

The primary business purpose of the NAAPME is to “mitigate the environmental and health impacts of increased air pollution from motor vehicle emissions in nonattainment areas that results from the rapid and continuing growth in retail deliveries made by motor vehicles and in prearranged rides provided by transportation network companies by providing funding for eligible projects that reduce traffic, including demand management projects that encourage alternatives to driving alone or that directly reduce air pollution, such as retrofitting of construction equipment, construction of roadside vegetation barriers, and planting trees along medians.”

Nonattainment areas in Colorado are designated areas from the U.S. Environmental Protection Agency (EPA) that do not meet ambient air pollution standards. Ozone is the only identified pollutant in which parts of Colorado are currently in nonattainment for these standards. Currently Adams, Arapahoe, Boulder, Broomfield, Denver, Douglas, Jefferson, a portion of Larimer, and Weld Counties are in the designated ozone nonattainment area within the state.

Projects funded by the Enterprise look towards reducing the impact of air pollution from ozone in the current nonattainment areas of Colorado. The Enterprise has identified three focus areas in which projects can support this objective, as outlined in its 10-Year Plan:

- **Sustainably reduce traffic congestion**
  Projects that provide alternatives to single occupancy travel including transit services, active transportation alternatives, and carpool alternatives, as well as roadway operations improvements that sustainably reduce congestion, such as traffic incident management:
  - Expanding interregional transit services (e.g., Bustang);
  - Development and expansion of bus rapid transit services;
  - Mobility Hubs: destinations for transit services that connect interregional and local services, including first and last miles services, electric vehicle charging, and bike parking;
  - New and expanded sidewalks and bike paths; and
  - New and expanded vanpool, carpool, and other services for commuter travel.

- **Reduce the environmental and health impacts of transportation**
  Reducing impacts from the construction and ongoing operation of transportation projects:
  - Reduce the impact of large highway construction projects;
  - Retrofitting construction equipment for highway projects;
  - Air quality monitoring for larger highway construction projects; and
  - Roadside vegetation barriers.

- **Improve neighborhood connectivity for communities adjacent to highways**
  Fund mitigation measures that help reconnect communities and provide multimodal options to move along and across large urban corridors:
  - More sidewalks and bike paths along major corridors and local roads;
  - Safer bike and pedestrian connectivity along busy urban streets; and
  - Projects that reduce traffic speeds along busy urban streets.

Calendar Year 2025 Summary

"Community Clean Transportation Assistance Program (CCTAP)"

The Community Clean Transportation Assistance Program (CCTAP) was officially authorized by the Enterprise on November 4, 2024, with over $17 million available to eligible entities for projects that will help reduce the environmental and health impacts of transportation in the Nonattainment Area.

NAAPME initiated its call for projects through its Notice of Funding which went live on November 4, 2024, and was open for applications through April 30, 2025. NAAPME Administrator Pakbaz presented CCTAP to the planning agencies in the Nonattainment Area (DRCOG, NFRMPO, and UFRTPR), each of whom passed word of this opportunity on to their respective local agencies.

NAAPME hosted a webinar on February 14, 2025, to provide additional information about CCTAP, and answer questions from dozens of attendees.

Eleven draft applications were submitted and the NAAPME staff reviewed and provided feedback to the applicants in March and April of 2025. NAAPME received a total of 20 final applications by April 30, 2025.

CCTAP grant applications came from various organizations and after a rigorous review process, the Enterprise Board approved 11 projects to receive funding on June 26, 2025. Additional consideration was given to projects that support disproportionately impacted communities, ensuring that the benefits of clean transportation reach those most affected by air pollution. The projects selected aim to improve multimodal access, promote active transportation options like biking and walking, and increase safety and connectivity through infrastructure upgrades and strategic mobility hubs.

Community Impact

“The City of Loveland is proud to partner with the Colorado Department of Transportation and NAAPME on a project that will enhance two vital regional corridors,” said Loveland City Engineer Nicole Hahn. “By 2028, we aim to deliver transportation improvements that will reduce congestion, expand access to active modes of travel and contribute to better air quality for the entire Front Range community.”

In Greeley, funding will be used to build four mobility hubs, helping integrate multiple transit options for the area. Victoria Leonhardt, senior urban transportation planner for the City of Greeley, said Greeley was excited to receive the CCTAP grant to support the “Greeley Connected: Mobility Hubs Project” — a vital investment in our community's future.

“These hubs will help improve access, reduce emissions, and support a stronger local economy by connecting people to more options — whether they walk, bike, ride transit, or drive electric,” Leonhardt said. “This project moves us closer to achieving the ‘Greeley on the Go 2045’ vision of a safe and connected city.”

Funding Recipients

A total of $17.3 million in funding has been awarded to these projects:

Moraine Avenue Multimodal Trail - Town of Estes Park ($4.5 million)

- This trail will integrate seamlessly with the existing transit system and connect residential, business, and downtown Estes Park by promoting safer and more accessible travel. The trail will encourage residents and visitors to walk or bike to key destinations, including Rocky Mountain National Park.

Colorado Highway 119 Mobility - Last Mile to Finish Line - Boulder County ($3.2 million)

- Three multimodal improvement projects and one travel demand management program to support the CO 119 Safety, Mobility, and Bikeway project.

Weld County Road 59 and Colorado Highway 52 Roundabout - Weld County ($1.8 million)

- Completes a roundabout to enhance air quality and traffic flow and eliminate serious broadside crashes at the intersection of WCR 59 and CO 52, a key east/west truck route. It will improve safety for students and families accessing nearby schools, and support travel for the disproportionately impacted communities of Hudson, Lochbuie and Keenesburg.

Environmental Justice Air Pollution Mitigation - Regional Air Quality Council ($1.5 million)

- Enhance and expand four already successful programs in the Denver Metro area (Accessible Bikes for Community, Clean Air Auto Repair, Engines Off and Simple Steps Better Air) to Larimer and Weld Counties.

Colorado Highway 66 Pedestrian Trail - Town of Mead ($1.4 million)

Construct a bicycle/pedestrian underpass at CO 66 that will connect downtown Mead to residential and commercial areas south of CO 66, removing the barrier the high-speed highway currently presents.

Greely Connected: Mobility Hubs - City of Greeley ($1.4 million)

- Establishes a network of four mobility hubs to integrate public transit, biking, walking and alternative fuel infrastructure for seamless multi-modal transportation.

US Highway 34 and US Highway 287 Advancing Corridor Connectivity with Equitable and Safe Streets (ACCESS) Project - Town of Loveland ($1.2 million)

- Intersection improvements that optimize traffic flow and create a strategic mobility hub to connect four city routes and seven regional routes. The hub will include dual left-turn lanes, right-turn bays, adaptive traffic signals, shorter crossing distances and improvements to bicycle/pedestrian access.

First and Last Mile - Federal BRT - City of Denver ($800,000)

- Improve multi-modal access to the forthcoming Federal Bus Rapid Transit (BRT) corridor by designing upgrades to existing and future bikeways, pedestrian crossings and bus stops on east/west corridors crossing Federal Boulevard.

Taft Hill Road and Active Modes Improvements - City of Fort Collins ($539,864.00)

- This project will include multimodal improvements by widening sidewalks, adding a new side path, protected bike lanes and safer crossings.

Connecting North College - City of Fort Collins ($528,275)

- Plan and design active transportation networks for the disproportionately impacted North College neighborhood that is currently separated from the urban core by Poudre River, Union Pacific Railroad, Larimer and Weld canals and US Highway 287. Identify barriers and gaps in the current network that prevents residents from accessing schools, Fort Collins free transit system and the city-wide paved trail network.

Missed Connections - Adams County ($500,000)

- Complete missing sidewalks and curb ramps in unincorporated Adams County, ensuring transit riders can safely walk, or roll, to their final destination along the forthcoming Federal Bus Rapid Transit (BRT) corridor.

Board Meetings

Throughout Calendar Year 2025, the Enterprise and its Board of Directors worked to build on the foundation of its 10-Year Plan, expanding on those concepts and learning more about needs with stakeholders throughout the ozone nonattainment area. Throughout the year, the Board of Directors met six times, with discussions ranging from decisions regarding funding programs for the Enterprise to administrative and budgetary actions.

January 2025

The Board of Directors did not hold a meeting in January.

February 2025

The Board of Directors meeting was held on February 27th, with informational presentations and discussion on the following topics:

- Adoption of the NAAPME FY 2025-26 Budget;
- Adoption of Rideshare and Retail Delivery Fee adjustments for FY 2025-26;
- Enterprise Financing Strategies;
- Legislative Updates; and
- NAAPME webinar, NOFO release, and grant program website launch.

March 2025

The Board of Directors meeting was held on March 27th, with informational presentations and discussion on the following topics:

- Approved the CY25 Board Meeting Schedule;
- Legislative Updates;
- NAAPME Small Grant Application Process;
- Allocation of NAAPME Large Grant Program Funds.

April 2025

The Board of Directors did not hold a meeting in April.

May 2025

The Board of Directors meeting was held on May 29th, with informational presentations and discussion on the following topics:

- Approved Election of Board Secretary; and
- NAAPME Small Grant (CCTAP) Final Application Review.

June 2025

The Board moved into an executive session June 12, pursuant to Section 24-6-402 (3) (a) (II) of the Colorado Revised Statutes for the purpose of receiving legal advice from counsel.

Additionally, the Board of Directors meeting was held on June 26th, with informational presentations and discussion on the following topics:

- Approval of Small Grant (CCTAP) Award Decisions

July 2025

The Board of Directors did not hold a meeting in July.

August 2025

The Board of Directors did not hold a meeting in August.

September 2025

The Board of Directors did not hold a meeting in September.

October 2025

The Board of Directors meeting was held on October 23rd, with informational presentations and discussion on the following topics:

- Review of draft Fiscal Year 2026-2027 Budget;
- Review of Public Dashboard Concept Design

December 2025

The Board of Directors meeting was held on December 5th, with informational presentations and discussion on the following topics:

- Review and approve the Enterprise's Calendar Year 2025 Annual Report; and
- Annual Open Records Training

Enterprise Budget

Fiscal Year 2024-25

Colorado's State fiscal Year 2024-25 concluded on June 30, 2025. Most expenditures for this fiscal year were administrative to continue to support the establishment of the Enterprise and identify funding programs in line with the objectives outlined in statute and the Enterprise's 10-Year Plan. Enterprise expenses totaled $64,304. The Enterprise allocated $200,000 to the Board contingency fund for the fiscal year, which was not used. These funds, and unused administrative expenses ($116,696) were added to the roll-forward of funds allocated to Enterprise funded programs.

Fiscal Year 2025-26

The Board of Directors adopted the Fiscal Year 2025-26 Budget in February 2025, allocating $43.6 million in anticipated revenue for the fiscal year. This amount represents the total funds available for the Enterprise to invest in its initiatives during Fiscal Year 2025-26. As the Board advances its decisions regarding the Enterprise's program of projects, it is expected that funds will be allocated to specific initiatives, including the CCTAP program and the broader grant program with a primary focus on supporting Bus Rapid Transit (BRT) projects, all aligned with its business purpose. Table 1 presents the estimated breakdown by revenue allocation category for the fiscal year.

Table 1 - NAAPME Fiscal Year 2025-26 Budget Overview

Budget Line Item	Total Estimated Revenues	Total Estimated Expenditures
Total Estimated Revenues	$13,377,602	
Total Programmed & Project Support Services		$12,995,102
Total Administrative & Operating Activities		$182,500
Total Debt Service		$0
Total Board Contingency Reserve		$200,000
Total Revenues	**$13,337,602**	
Total Expenditures		**$13,377,602**

Fee Levels for the Air Pollution Per Ride Fee and Air Pollution Mitigation Retail Delivery Fee

In accordance with Colorado Revised Statutes § 43-4-1303(7)(c)(I) & (II), the Board is able to adjust the fee levels for both the Air Pollution per Ride fee and the Air Pollution Mitigation Retail Delivery fee. The NAAPME Board adopted new fee levels for fiscal year 2025-26, based on recommendations from the Colorado Department of Revenue and Enterprise, specifically:

- Increased Air Pollution per Ride fee for Non-Carshare and Gasoline Powered Vehicles from 24 to 25 ½ Cents;
- Increased Air Pollution per Ride fee for Carshare / Zero Emission Vehicle (ZEV) Rideshare rides from 12 ¾ Cents to 13 ½ Cents; and
- Increased Air Pollution Mitigation Retail Delivery fee from 75/100 of one cent to 78/100 of one cent.

The revised fee levels were reported to the Colorado Department of Revenue ahead of the statutory deadline of March 15th.

Financial Status Report

The Air Pollution per Ride fee and Air Pollution Mitigation Retail Delivery fee established by statute are ongoing revenue streams for the Enterprise. Along with fee adjustments approved by the Board in February 2025, the Board reviewed and approved an updated revenue estimate for fiscal year 2025-26 through fiscal year 2026-27. Table 2 details the estimated revenue collection by fee for these years, replacing original estimates from previously.

Table 2 - Estimated Future Revenue Collection by Fiscal Year and Source

Revenue Sources	Fiscal Year 2024-25	Fiscal Year 2025-26	Fiscal Year 2026-27
Air Pollution Mitigation Retail Delivery Fee	$2.7 Million	$3.0 Million	$3.3 Million
Air Pollution Mitigation Per Ride Fee	$8.4 Million	$10.4 Million	$13.1 Million
Totals	**$11.1** Million	**$13.4** Million	**$16.4** Million

Upcoming Activities

In 2026, the Nonattainment Enterprise will focus primarily on administering the Community Clean Transportation Assistance Program and developing the Large Grant Program. Key activities will include engaging with grant recipients and regional CDOT planners in the Nonattainment Area, providing technical support throughout the award process, and initiating reimbursements as projects reach completion. NAAPME will also launch a public dashboard during the next fiscal year to share information on awarded funding and project status updates.

The Enterprise will collaborate with CDOT and local partners to design and launch the Large Grant Program, which will support entities seeking to expand Bus Rapid Transit (BRT) service throughout the Nonattainment Area. Efforts will focus on finalizing program budget allocations, establishing eligibility and evaluation criteria, and developing related administrative processes with input and approval from the Board of Directors. The Large Grant Program is expected to be established by the end of fiscal year 2026.

While this is not an exhaustive list of activities planned for 2026, the year ahead promises to be both productive and transformative for the Nonattainment Area Air Pollution Mitigation Enterprise. NAAPME looks forward to partnering with communities across the Denver Metro and North Front Range regions to deliver projects that improve air quality and advance cleaner, more sustainable transportation options.