



COLORADO

Department of Transportation

Office of Policy and Government Relations

DATE: January 15, 2026
TO: Transportation Commission
FROM: Herman Stockinger
SUBJECT: Commission & Board Resolutions Proposed for Adoption

Transportation Commission

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

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

Proposed Resolution #3: Disposal of Parcel E4 REV EX, Crawford, CO

Proposed Resolution #4: Disposal of Vacant Parcel, Sedgwick

Proposed Resolution #5: Disposal of County Road 220 at US 550 to La Plata County (South of Durango)

Proposed Resolution #6: Correction to TC Resolution #20250403, Property Exchange, Declaration of Excess Parcels, City of Rifle

Proposed Resolution #7: Federal Boulevard BRT Request for Alternate Delivery- Construction Manager/General Contractor (CMGC)

Proposed Resolution #8: Transportation Asset Management Planning Budgets for FY 2030 and 2031

Bridge and Tunnel Enterprise

Proposed Resolution #BTE1: Approve the Regular Meeting Minutes of December 2025- NO PRINTED RESOLUTION

Proposed Resolution #BTE2: 7th Budget Supplement to FY 2025-26

Proposed Resolution #2

Authorizing CDOT to execute Intergovernmental Contracts, Amendments, and Option Letters over \$750,000 of the projects specified below.

Approved by the Transportation Commission on January 15, 2026.

Whereas, pursuant to Colorado law at Section 43-1-110(4), C.R.S. the executive director or the chief engineer shall represent the department in negotiations with local governmental entities concerning intergovernmental agreements (IGAs) between the department and local governmental entities to implement the provisions of this article. No IGAs involving more than \$750,000 shall become effective without the approval of the commission.

Whereas, CDOT seeks to have the commission approve IGAs contracts identified in the attached IGA Approved Projects list each of which are IGAs greater than \$750,000.

Whereas, CDOT seeks to have this approval extend to all contributing agencies, all contracts, amendments and option letters that stem from the original project except where there are substantial changes to the project and/or funding of the project; and

Whereas, the Transportation Commission acknowledges that it has reviewed the IGA summary in the consent packet, which included all information necessary; and

Whereas, the Transportation Commission has determined that the projects will serve the public interest and/or convenience of the traveling public and that the approval of the projects described in the report will serve the purpose(s) of the project; and

Now Therefore Be It Resolved, the Transportation Commission hereby declares that the public interest and/or convenience will be served by approving the contracts identified in the attached IGA Approved Projects list and CDOT is authorized to execute all documents necessary to further these projects except that substantial changes to the project and/or funding will need to be reapproved.

Herman Stockinger, Secretary
Transportation Commission of Colorado

January 2026 - IGAs > \$750,000

Region	Project Number(s)	Local Agency	Contract Value	Federal \$ (FHWA&/or USDT funds)	State \$	Local \$	Description
R1							Castle Pines AM1 – I-25 Bike/Pedestrian Overpass Project near Castle Pines. This Amendment 1 terminates the Agreement and decreases the total Agreement amount of \$1,500,000.00 by \$1,380,991.11 for a new total of \$119,008.89.
	25536	Castle Pines	\$119,009.00	\$100,469.00	\$0.00	\$18,540.00	Total Funds - \$119,008.89
	27343	Denver	\$2,765,000.00	\$2,488,500.00	\$0.00	\$276,500.00	Denver OLA – Alameda Avenue & Dayton Street – HSIP Project. Total Funds - \$2,765,000.00
R4							Limon AM1 – Limon Sidewalks – Main Street and SH24 North Project. This Amendment 1 increases the total Agreement amount of \$400,000.00 by \$742,756.00 for a new total of \$1,142,756.00.
	23628	Limon	\$1,142,756.00	\$914,205.00	\$0.00	\$228,551.00	Total Funds - \$1,142,756.00
	27027	Loveland	\$2,456,000.00	\$2,210,400.00	\$0.00	\$245,600.00	Loveland OLA – Loveland Pedestrian Crossing Project. Total Funds - \$2,456,000.00
R5							Alamosa AM1 – Hunt Avenue between 3 rd and 6 th Streets Revitalize Main Street Project. This Amendment 1 increases the total Agreement amount of \$1,214,699.00 by \$178,546.00 for a new total of \$1,393,245.00.
	25245	Alamosa	\$1,393,245.00	\$113,676.00	\$1,279,569.00	\$0.00	Total Funds - \$1,393,245.00

Proposed Resolution #3

Disposal - Parcel E4-REV-EX, D Road and State Highway 92, Crawford, Delta County

Approved by the Transportation Commission on January 15th, 2026.

Whereas, in 1934, CDOT constructed SH 92 south of Crawford between mileposts 31.84 (+/-) and 34.13 (+/-) under Project No. NRS 379; and,

Whereas, on April 11, 1956, Congress passed the Colorado River Storage Project Act (CRSPA), a major piece of legislation authorizing large storage dam projects in the Upper Colorado River Basin; and,

Whereas, said portion of SH 92 was located adjacent to Iron Creek, a tributary of Smith Fork of the Gunnison River which is included in the CRSPA; and,

Whereas, United States Department of the Interior, Bureau of Reclamation (BOR) desired to construct Crawford Dam and Reservoir on Iron Creek; and,

Whereas, the construction of the Crawford Dam and Reservoir necessitated the relocation of said portion of SH92; and,

Whereas, in 1960, CDOT, as negotiated in BOR Contract No. 14-06-400-1048, agreed to relocate said portion of SH 92 to the east to allow for the construction of the Crawford Dam and Reservoir; and,

Whereas, BOR Contract No. 14-06-400-1048 also formalized a land exchange resulting in CDOT conveying via quitclaim deed said portion of SH 92 to BOR and BOR conveying to CDOT, also via quitclaim deed, what was described as Parcel E4-REV for the construction of the relocated portion of SH 92; and,

Whereas, CDOT reconstructed SH 92 in the early 1960's under Project No. S 0125(8) on Parcel E4-REV; and,

Whereas, Parcel E4-REV-EX is a portion of Parcel E4-REV; and,

Whereas, Parcel E4-REV-EX is located south of the town of Crawford on the southwest corner of SH 92 and D Road, near mile post 32.1 in the County of Delta; and,

Whereas, Parcel E4-REV-EX is located outside of the right of way of SH 92 and contains 1,590 sq. ft. (0.036 acres+/-); and,

Whereas, no highway improvements have been or will be built on Parcel E4-REV-EX; and,

Whereas, CDOT Region 3 has determined, pursuant to Title 23, Code of Federal Regulations (C.F.R.) 710.403(b), that disposing of Parcel E4-REV-EX will not impair the safety of the highway facility or interfere with the free and safe flow of traffic; and,

Whereas, pursuant to 23 C.F.R. 710.403(e), CDOT Region 3 will dispose of Parcel E4-REV-EX, containing 1,590 sq. ft. (0.036 acres+/-) at fair market value to the only adjacent property owner; and,

Whereas, 23 C.F.R. 710.409(a) grants CDOT the authority to dispose of property in compliance with the CDOT/FHWA Stewardship and Oversight Agreement; and,

Whereas, pursuant to Colorado Revised Statute (C.R.S.) 43-1-210(5)(a)(III) when a parcel is no

longer needed for transportation purposes and has value to only one adjacent owner, that owner shall have right of first refusal to acquire said property; and,

Whereas, CDOT Region 3 has determined that Parcel E4-REV-EX is no longer needed for transportation purposes and is of use to the only adjacent property owner; and,

Whereas, the adjacent property owner desires to exercise their right of first refusal to acquire Parcel E4-REV-EX; and,

Whereas, funds from the sale of Parcel E4-REV-EX shall be disbursed in accordance with Chapter 7 of the CDOT Right-of-Way Manual and 23 C.F.R. § 710.403(f); and,

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

Whereas, CDOT Region 3 has declared through Keith Stefanik as Chief Engineer that Parcel E4-REV-EX, containing 1,590 sq. ft. (0.036 acres+/-), is not needed for transportation purposes; and,

Whereas, the Transportation Commission concurs with the Chief Engineer that Parcel E4-REV-EX is not needed for transportation purposes now or in the foreseeable future; and,

Now Therefore Be It Resolved, pursuant to C.R.S. 43-1-106, C.R.S. 43-1-210, 23 C.F.R. 710.403, and 23 C.F.R. 710.409 the Department of Transportation be given authority to declare Parcel E4-REV-EX as excess land and dispose of 1,590 sq. ft. (0.036 acres+/-) that is no longer needed for transportation purposes to the adjacent property owner for fair market value.

Herman Stockinger, Secretary
Transportation Commission of Colorado

Proposed Resolution #4

Disposal - NW Corner of SH 34 and County Road 15, Town of Sedgwick, Sedgwick County

Approved by the Transportation Commission on January 15, 2026.

Whereas, CDOT acquired the parcel located on the NW corner of SH 34 and CR 15 in the Town of Sedgwick and County of Sedgwick in 2020, for use as a maintenance site; and,

Whereas, the property, containing 9.05 acres (+/-) was acquired to construct a new vehicle storage facility and sand shed to effectively combine the Crook and Julesburg maintenance sites into one maintenance site for increased operating efficiency; and,

Whereas, in 2021, the Federal Emergency Management Agency (FEMA) revised their Flood Insurance Rate Map for Sedgwick County and reclassified this parcel from a floodplain to a floodway, effectively prohibiting any new construction or development within the floodway; and,

Whereas, because of this reclassification by FEMA, CDOT purchased another parcel south of the Town of Sedgwick for the new consolidated Sedgwick maintenance site and no longer requires the parcel located on the NW corner of SH 34 and CR 15; and,

Whereas, CDOT Region 4 has determined, in compliance with Colorado Revised Statute (C.R.S.) 43-1-210(5)(a)(I), that this property is no longer needed for transportation purposes; and,

Whereas, in compliance with C.R.S. 43-1-210(5)(a)(V), CDOT will dispose of the property, containing 9.05 acres (+/-), at fair market value; and,

Whereas, funds from the sale of the property shall be disbursed in accordance with Chapter 7 of the CDOT Right-of-Way Manual and C.R.S. 43-1-210(5)(a)(I); and,

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

Whereas, CDOT Region 4 has declared through Keith Stefanik as Chief Engineer that the parcel located on the NW corner of SH 34 and CR 15 in the Town of Sedgwick, containing 9.05 acres (+/-), is not needed for transportation purposes; and,

Whereas, the Transportation Commission concurs with the Chief Engineer that this property is not needed for transportation purposes now or in the foreseeable future; and,

Now Therefore Be It Resolved, pursuant to C.R.S. 43-1-106 and C.R.S. 43-1-210 the Department of Transportation be given authority to declare the parcel located on the NW corner of SH 34 and CR 15 in the Town of Sedgwick as excess land and dispose of 9.05 acres (+/-) of land that is no longer needed for transportation purposes for fair market value.

Herman Stockinger, Secretary
Transportation Commission of Colorado

Proposed Resolution #5

Disposal - Parcel AP-RW-8A, realigned portion of County Road 220 at US 550, La Plata County

Approved by the Transportation Commission on January 15th, 2026.

Whereas, CDOT acquired Parcel AP-RW-8A in 2018 under Project No. FSA 5501-021 for the US 550 south connection project; and,

Whereas, Parcel AP-RW-8A was acquired to realign a portion of CR 220; and,

Whereas, this new segment of CR 220 was built to create a safer, more direct link with US 550 with added acceleration/deceleration lanes; and

Whereas, Parcel AP-RW-8A is being used for CR 220 and is adjacent to US 550 near milepost 15.7 (+/-), southwest of the City of Durango and south of the US 550 and US 160 interchange, in the County of La Plata; and,

Whereas, Parcel AP-RW-8A is located outside of the right of way of necessary for US 550; and,

Whereas, Parcel AP-RW-8A contains 1.541 acres (+/-); and,

Whereas, La Plata County has been maintaining Parcel AP-RW-8A since the completion of the realignment of CR 220; and,

Whereas, Title 23, Code of Federal Regulations (C.F.R.) 710.403(e)(6) allows CDOT to convey property for nominal value if the property is to be used for other transportation projects eligible for assistance under title 23 of the United States Code; and,

Whereas, a county road is considered a transportation project eligible for assistance under title 23 of the United States Code; and,

Whereas, La Plata County desires to obtain Parcel AP-RW-8A for the continued use and maintenance as a county road; and,

Whereas, pursuant to 23 C.F.R. 710.409(d), if Parcel AP-RW-8A ever ceases to be used as a county road, Parcel AP-RW-8A shall revert to CDOT; and,

Whereas, CDOT Region 5 has determined, in accordance with 23 C.F.R. 710.403(b), that disposing of Parcel AP-RW-8A will not impair the safety of the highway facility or interfere with the free and safe flow of traffic; and,

Whereas, in compliance with 23 C.F.R. 710.403(e), CDOT Region 5 desires to dispose of Parcel AP-RW-8A, containing 1.541 acres (+/-), to La Plata County, at nominal value for continued use as a county road; and,

Whereas, 23 C.F.R. 710.409(a) grants CDOT the authority to dispose of property in compliance with the CDOT/FHWA Stewardship and Oversight Agreement; and,

Whereas, the Chief Engineer and the Department of Transportation are authorized pursuant to Colorado Revised Statute (C.R.S.) 43-1-106(8)(n) and C.R.S. 43-1-210(5)(a)(I) to make determinations regarding land to be declared excess; and,

Whereas, the Chief Engineer has determined, and the Transportation Commission concurs that Parcel AP-RW-8A is not needed now or in the foreseeable future for State Highway purposes; and,

Now Therefore Be It Resolved, pursuant to C.R.S. 43-1-106, C.R.S. 43-1-210, 23 C.F.R. 710.403, and 23 C.F.R. 710.409 the Department of Transportation be given authority to declare Parcel AP-RW-8A as excess land and dispose of 1.541 acres (+/-) of land to La Plata County at nominal value for continued use as county road.

Herman Stockinger, Secretary
Transportation Commission of Colorado

Proposed Resolution #6

Correction to TC Resolution #20250403, Property Exchange, Declaration of Excess: Parcels 1, 2, 3, and 5, State Highway 6 and 13, City of Rifle, Garfield County

Approved by the Transportation Commission on January 15th, 2026.

Whereas, the Transportation Commission previously declared Parcels 1, 2, 3, and 5 at the intersection of Highways 6 and 13 in the City of Rifle, as excess, via TC Resolution #20250403 dated April 16th, 2025; and,

Whereas, CDOT and the City of Rifle desire to enter into an Agreement memorializing the conditions of the transfer of Parcels 1, 2, 3, and 5 from CDOT to the City of Rifle using TC Resolution #20250403 as an exhibit; and

Whereas, final review of the Agreement determined TC Resolution #20250403 had some minor errors that CDOT Region 3 desires to correct; and,

Whereas, this TC Resolution will replace in its entirety TC Resolution #20250403 dated April 16th, 2025; and,

Whereas, for reference, the red-lined version of TC Resolution #20250403 dated April 16th, 2025, is attached as Exhibit A; and,

Whereas, the following statements are inclusive of the edits noted in Exhibit A, TC Resolution #20250403 dated April 16th, 2025; and,

Whereas, CDOT acquired Parcels 38 and 39 in 1953 as part CDOT Project # F-FG-001-1(4) for the construction of SH 6 and SH 13 (formerly SH 4); and,

Whereas, the City of Rifle has proposed a land exchange involving five parcels which are referred to in this resolution as parcels 1-5; and,

Whereas, Parcel 1 is a portion of the original ROW Parcel 38; and,

Whereas, Parcel 1 is located on the south side of SH 6 between Railroad Ave and West Ave in the City of Rifle, Garfield County; and,

Whereas, in 2014, in accordance with Colorado Revised Statute (C.R.S.) 43-2-106(1)(a), the Transportation Commission resolved that portions of SH 6 and SH 13 no longer functioned as part of the state highway system and declared them abandoned via approving Resolution #TC-3203; and,

Whereas, Parcel 1 is a portion of SH 6 and SH 13 that was abandoned in 2014 and contains 5,574 sq ft (0.128 acres +/-); and,

Whereas, In compliance with C.R.S. 42-2-106(1)(a) Parcel 1, along with the other abandoned portions of SH 6 and SH 13, were conveyed to the City of Rifle with a reversion clause stating that if the abandoned portions ever ceased to be used for public transportation purposes, ownership would revert to CDOT; and,

Whereas, Parcel 1 is owned and maintained by the City of Rifle and is currently being used as an entrance to a Park n' Ride; and,

Whereas, Parcels 2 and 3 are portions of original ROW parcels 38 and 39; and,

Whereas, Parcels 2 and 3 are located on the southwest corner of SH 6 and SH 13, south and east of Parcel 1 in the City of Rifle, County of Garfield; and,

Whereas, Parcels 2 and 3 are owned and maintained by CDOT and are currently being used as a Park n' Ride; and,

Whereas, Parcels 2 and 3 are located outside of the right of way necessary for SH 6 and SH 13; and,

Whereas, Parcel 2 contains 18,619 sq ft (0.427 acres +/-); and,

Whereas, Parcel 3 contains 16,804 sq ft (0.386 acres +/-); and,

Whereas, collectively Parcels 2 and 3 contain 35,423 sq ft (0.813 acres +/-); and,

Whereas, Parcels 4 and 5 are owned by a developer; and,

Whereas, Parcels 4 and 5 are located to the south of US 6 and are south, west, and adjacent to Parcels 2 and 3 in the City of Rifle, Garfield County; and

Whereas, Parcel 4 contains 4,356 sq ft (0.1 acres +/-); and,

Whereas, Parcel 5 contains 62,755 sq ft (1.441 acres +/-); and,

Whereas, the configuration, physical condition, and traffic flow of the existing Park n' Ride is less than ideal, and the Park n' Ride is often over capacity with just 35 parking spaces; and,

Whereas, the City of Rifle desires to construct a new Park n' Ride on Parcel 5; and,

Whereas, Parcel 5, containing 62,755 sq ft (1.441 acres +/-), is considerably larger than Parcels 2 and 3 collectively containing 35,423 sq ft (0.813 acres +/-); and,

Whereas, at the completion of construction, the new Park n' Ride will contain a minimum of 120 parking spaces; and,

Whereas, the City of Rifle desires to move the Park n' Ride entrance from Parcel 1 to Parcels 3 and 4; and,

Whereas, at the completion of construction of the Park n' Ride entrance, the new Park n' Ride will have improved traffic flow; and,

Whereas, in accordance with C.R.S. 43-2-106(1)(a), the City of Rifle desires to convey Parcel 1 back to CDOT as it will no longer be used for transportation purposes; and,

Whereas, at the completion of construction of the new Park n' Ride and entrance on Parcels 3 and 4, the Developer will convey Parcel 4 and 5 to the City of Rifle; and,

Whereas, at the completion of construction of the new Park n' Ride on Parcel 5, CDOT desires to convey, without CDOT imposed deed restrictions, Parcels 1 and 2 to the City of Rifle in exchange for Parcel 5; and,

Whereas, pursuant to C.R.S. 43-1-210(5)(a), any property that is no longer needed for transportation purposes and subject to approving resolution of the Transportation Commission, can be exchanged, without a reversion clause, so long as it is exchanged at not less than its fair market value; and,

Whereas, because Parcel 5, containing 62,755 sq ft (1.441 acres +/-), is considerably larger than Parcels 1 and 2, collectively containing 24,193 sq ft (0.55 acres +/-) CDOT Region 3 has determined that it is receiving fair market value compensation for Parcels 1 and 2; and,

Whereas, in the conveyance document, CDOT will reserve a perpetual easement for Public ingress and egress over and across Parcel 3 for access to the proposed Park n' Ride on Parcel 5; and

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

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

Whereas, pursuant to 23 CFR 710.409(d), if Parcel 3 ever ceases to be used for a Park n' Ride entrance the subject parcel shall revert to CDOT; and,

Whereas, subsequent to obtaining title to Parcel 4, the City of Rifle will grant a perpetual easement to CDOT for Public ingress and egress over and across Parcel 4 for access to the proposed Park n' Ride on Parcel 5; and,

Whereas, after CDOT gains ownership of Parcel 5 from the City of Rifle, CDOT desires to convey Parcel 5 to the City of Rifle at nominal value for the continued use as a Park n' Ride; and,

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

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

Whereas, pursuant to 23 CFR 710.409(d), if Parcel 5 ever ceases to be used for a Park n' Ride the subject parcel shall revert to CDOT; and,

Whereas, CDOT Region 3 has determined that disposing of Parcels 1, 2, 3, and 5 will not affect the operation, maintenance, use or safety of CDOT's facility; and,

Whereas, CDOT will be relieved of maintenance responsibilities related to both the Park n' Ride and Park n' Ride entrance; and,

Whereas, pursuant to C.R.S. 43-1-210(5)(a)(I) the Department of Transportation is authorized, subject to approving resolution of the Transportation Commission, to make determination regarding land to be declared excess; and,

Whereas, the Chief Engineer has determined, and the Transportation Commission concurs, that Parcels 1 and 2 are not needed now or in the foreseeable future and can be declared as excess; and,

Whereas, the Chief Engineer has determined, and the Transportation Commission concurs, that Parcels 3 and 5 can be declared excess: and,

Whereas, Therefore Be It Resolved, this Transportation Commission Resolution will replace in its entirety TC resolution #20250403 dated April 16th, 2025; and,

Now Therefore Be It Further Resolved, pursuant to C.R.S. 43-1-210, 23 CFR 710.403, and 23 CFR 710.409, the Department of Transportation be given authority to declare Parcels 1, 2, 3, and 5, together containing 103,752 Sq Ft (2.382 Acres +/-) as excess land with this Transportation Commission Resolution superseding TC resolution #20250403 dated April 16th, 2025.

**Herman Stockinger, Secretary
Transportation Commission**

Exhibit A

Transportation Commission Resolution #20250403

Property Exchange, Declaration of Excess: Parcels 1, 2, 3, and 5 State Highway 6 and 13, City of Rifle, Garfield County

Approved by the Transportation Commission on April 16th, 2025.

Whereas, CDOT acquired Parcels 38 and 39 in 1953 as part CDOT Project # F-FG-001-1(4) for the construction of SH 6 and SH 13 (formerly SH 4); and,

Whereas, the City ~~[Deleted the word: Town]~~ of Rifle has proposed a land exchange involving five parcels which are referred to in this resolution as parcels 1-5; and,

Whereas, Parcel 1 is a portion of the original ROW Parcel 38; and,

Whereas, Parcel 1 is located on the south side of SH 6 between Railroad Ave and West Ave in the City of Rifle, Garfield County; and,

Whereas, in 2014, in accordance with Colorado Revised Statute (C.R.S.) 43-2-106(1)(a), the Transportation Commission resolved that portions of SH 6 and SH 13 no longer functioned as part of the state highway system and declared them abandoned via approving Resolution #TC-3203; and,

Whereas, Parcel 1 is a portion of SH 6 and SH 13 that was abandoned in 2014 and contains 5,574 sq ft (0.128 acres) (+/-); and,

Whereas, In compliance with C.R.S. 42-2-106(1)(a) Parcel 1, along with the other abandoned portions of SH 6 and SH 13, were conveyed to the City of Rifle with a reversion clause stating that if the abandoned portions ever ceased to be used for public transportation purposes, ownership would revert to CDOT; and,

Whereas, Parcel 1 is owned and maintained by the City of Rifle and is currently being used as an entrance to a Park n' Ride; and,

Whereas, Parcels 2 and 3 are portions of original ROW parcels 38 and 39; and,

Whereas, Parcels 2 and 3 are located on the southwest corner of SH 6 and SH 13, south and east of Parcel 1 in the City of Rifle, County of Garfield; and,

Whereas, Parcels 2 and 3 are owned and maintained by CDOT and are currently being used as a Park n' Ride; and,

Whereas, Parcels 2 and 3 are located outside of the right of way necessary for SH 6 and SH 13; and,

Whereas, Parcel 2 contains 18,619 sq ft (0.427 acres) (+/-); and,

Whereas, Parcel 3 contains 16,804 sq ft (0.386 acres) (+/-); and,

Whereas, collectively Parcels 2 and 3 contain 35,423 sq ft (0.813 acres) (+/-); and,

Whereas, Parcels 4 and 5 are owned by a developer; and,

Whereas, Parcels 4 and 5 are located to the south of US 6 and are south, west, and adjacent to Parcels 2 and 3 in the City of Rifle, Garfield County; and

Whereas, Parcel 4 contains 4,356 sq ft (0.1 acres) (+/-); and,

Whereas, Parcel 5 contains 62,755 sq ft (1.441 acres) (+/-); and,

Whereas, the configuration, physical condition, and traffic flow of the existing Park n' Ride is less than ideal, and the Park n' Ride is often over capacity with just 35 parking spaces; and,

Whereas, the City of Rifle desires to construct a new Park n' Ride on Parcel 5; and,

Whereas, Parcel 5, containing 62,755 sq ft (1.441 acres) (+/-), is considerably larger than Parcels 2 and 3 collectively containing 35,423 sq ft (0.813 acres) (+/-); and,

Whereas, at the completion of construction, the new Park n' Ride will contain a minimum of 120 parking spaces; and,

Whereas, the City of Rifle desires to move the Park n' Ride entrance from Parcel 1 to Parcels 3 and 4; and,

Whereas, at the completion of construction of the Park n' Ride entrance, the new Park n' Ride will have improved traffic flow; and,

Whereas, in accordance with C.R.S. 43-2-106(1)(a), the City of Rifle desires to convey Parcel 1 back to CDOT as it will no longer be used for transportation purposes; and,

Whereas, at the completion of construction of the new Park n' Ride *and* entrance on Parcels 3 and 4, the Developer will convey Parcel 4 *and* 5 to the City of Rifle; and,

Whereas, at the completion of construction of the new Park n' Ride on Parcel 5 CDOT desires to convey, without CDOT imposed deed restrictions, Parcels 1 and 2 to the City of Rifle [Deleted the word: Developer] in exchange for Parcel 5; and,

Whereas, pursuant to C.R.S. 43-1-210(5)(a), any property that is no longer needed for transportation purposes and subject to approving resolution of the Transportation Commission, can be exchanged, without a reversion clause, so long as it is exchanged at not less than its fair market value; and,

Whereas, because Parcel 5, containing 62,755 sq ft (1.441 acres) (+/-), is considerably larger than Parcels 1 and 2, collectively containing 24,193 sq ft (0.55 acres) (+/-) CDOT Region 3 has determined that it is receiving fair market value compensation for Parcels 1 and 2; and,

Whereas, at the completion of construction of the new Park n' Ride entrance on Parcels 3 and 4, CDOT desires to convey Parcel 3 to the City of Rifle at nominal value; and,

Whereas, in the conveyance document, CDOT will reserve a perpetual easement for Public ingress and egress over and across Parcel 3 for access to the proposed Park n' Ride on Parcel 5; and

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

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

Whereas, pursuant to 23 CFR 710.409(d), if Parcel 3 ever ceases to be used for a Park n' Ride entrance the subject parcel shall revert to CDOT; and,

~~[Deleted the words: Whereas, at the completion of construction of the new Park n' Ride entrance on Parcels 3 and 4, the Developer will convey Parcel 4 and 5 to the City of Rifle; and,]~~

Whereas, subsequent to obtaining title to Parcel 4, the City of Rifle will grant a perpetual easement to CDOT for **Public** ingress and egress over and across Parcel 4 for **access to the proposed Park n' Ride on Parcel 5** ~~[Deleted the words: continued use as a Park n' Ride entrance];~~ and,

Whereas, after CDOT gains ownership of Parcel 5 from the **City of Rifle** ~~[Deleted the word: Developer]~~, CDOT desires to convey Parcel 5 to the City of Rifle at nominal value for the continued use as a Park n' Ride; and,

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

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

Whereas, pursuant to 23 CFR 710.409(d), if Parcel 5 ever ceases to be used for a Park n' Ride the subject parcel shall revert to CDOT; and,

~~[Deleted the words: Whereas, CDOT Region 3 has declared through Keith Stefanik as Chief Engineer that Parcels 1, 2, 3, and 5, together containing 103,752 Sq Ft (2.382 Acres) (+/-), are no longer needed for transportation purposes; and,]~~

Whereas, CDOT Region 3 has determined that disposing of Parcels 1, 2, 3, and 5 will not affect the operation, maintenance, use or safety of CDOT's facility; and,

Whereas, CDOT will be relieved of maintenance responsibilities related to both the Park n' Ride and Park n' Ride entrance; and,

Whereas, pursuant to C.R.S. 43-1-210(5)(a)(I) the Department of Transportation is authorized, subject to approving resolution of the Transportation Commission, to make determination regarding land to be declared excess and no longer needed for transportation purposes; and,

Whereas, **the Chief Engineer has determined**, and the Transportation Commission concurs, ~~[Deleted the words: with the Chief Engineer]~~ that **Parcels 1 and 2** ~~[Deleted the words: these parcels]~~ are not needed for transportation purposes now or in the foreseeable future **and can be declared excess**; and,

Whereas, the Chief Engineer has determined, and the Transportation Commission concurs, that Parcels 3 and 5 can be declared excess; and,

~~[Deleted the words: Now Therefore Be It Resolved, pursuant to C.R.S. 43-1-210, 23 CFR 710.403, and 23 CFR 710.409, the Department of Transportation be given authority to declare Parcels 1, 2, 3, and 5, together containing 103,752 Sq Ft (2.382 Acres) (+/-); are no longer needed for transportation purposes.]~~

Herman F. Stockinger III

Herman Stockinger, Secretary
Transportation Commission

Proposed Resolution #7

Selection of Construction Management/General Contractor (“CMGC”) as the main Alternative Delivery Method for the Federal Boulevard Bus Rapid Transit Project (“Project”).

Approved by the Transportation Commission on January 15, 2026

WHEREAS, pursuant to Colorado Law at Section 24-93-110(2)(a), C.R.S., if the cost to complete a public project is expected to exceed seventy-five million dollars, the Department of Transportation shall, before selecting the Integrated Project Delivery (IPD) method for a construction project and beginning of the procurement process: (I) Hold public meetings with the construction industry and the general public to discuss the justification for selecting the IPD method. The required public meetings may be held in conjunction with other required public meetings about the project or as stand-alone meetings. (II) Obtain approval for the use of the IPD method from the Transportation Commission created in Section 43-1-106; and

WHEREAS, the cost of the Project is expected to be approximately three hundred and eighteen million dollars; and

WHEREAS, CDOT held a public meeting on December 17, 2025 with the construction industry and general public to discuss the justification for selecting CMGC as the main recommended Alternative Delivery Method for the Project; and

WHEREAS, CDOT is committed to completing the remaining transparency and accountability steps within Section 24-93-110 C.R.S.; and

NOW THEREFORE BE IT RESOLVED, the Transportation Commission hereby approves the staff recommendation to utilize the Construction Management/General Contractor as the main Alternative Delivery Method for the Federal Boulevard Bus Rapid Transit Project.

Herman Stockinger, Secretary

Transportation Commission of Colorado

Proposed Resolution #8

Adoption of Fiscal Years 2029-30 and 2030-31 Transportation Asset Management Planning Budgets

Approved by the Transportation Commission on January 15, 2026.

Whereas, § 43-1-106 (8)(a) C.R.S. gives authority to the Transportation Commission of Colorado (“Commission”) to formulate general policy with respect to the management, construction, and maintenance of public highways and other transportation systems in the state; and

Whereas, Policy Directive 1609.0 “Transportation Asset Management” establishes the guiding framework of the Transportation Asset Management Program within the Colorado Department of Transportation (“the Department” or “CDOT”); and

Whereas, the purpose of asset management is to achieve and sustain a state of good repair for the Department’s assets over their life cycles at a minimum practicable cost; and

Whereas, the Department maintains twelve (12) asset classes in the Transportation Asset Management Program, which include: Surface Treatment, Staff Bridge, Tunnels, Buildings, Road Equipment, Intelligent Transportation Systems, Rest Areas, Culverts, Walls, Signals, Maintenance Levels of Service, and Geohazards; and

Whereas, the Department develops planning budgets for all asset classes, except Maintenance Levels of Service, approximately four (4) years in advance so that Headquarters and Region asset managers and other staff can more efficiently plan projects to further the Department’s performance goals; and

Whereas, the Transportation Asset Management Cap (“TAM Cap”) refers to the sum of the annual planning budgets for assets in the Transportation Asset Management Program; and

Whereas, Policy Directive 1609.0 establishes that the Commission adopts annual planning budgets for asset classes, as well as the “TAM Cap,” by resolution; and

Whereas, the Department proposes an annual TAM Cap of \$390 million for CDOT fiscal year 2029-30 and \$398 million for CDOT fiscal year 2030-31; and

Whereas, the Department proposes the following annual planning budgets for the asset classes for fiscal years 2029-30 and 2030-31.

Fiscal Year 2029-30

- Surface Treatment: \$247.5 million
- Staff Bridge: \$38.3 million
- Buildings: \$16.5 million
- Culverts: \$8.7 million
- Tunnels: \$9.8 million
- Intelligent Transportation System (ITS): \$17.6 million
- Road Equipment: \$22.3 million
- Geohazards: \$10.3 million
- Walls: \$6.1 million
- Signals: \$8.7 million
- Rest Areas: \$4.2 million

Fiscal Year 2030-31

- Surface Treatment: \$253.3 million
- Staff Bridge: \$38.3 million
- Buildings: \$16.9 million
- Culverts: \$8.9 million
- Tunnels: \$9.8 million
- Intelligent Transportation System (ITS): \$18.0 million
- Road Equipment: \$22.8 million
- Geohazards: \$10.5 million
- Walls: \$6.2 million
- Signals: \$8.9 million
- Rest Areas: \$4.4 million

Now Therefore Be It Resolved, the Commission adopts the above annual planning budgets and an annual TAM Cap of \$390 million for fiscal year 2029-30 and \$398 million for fiscal year 2030-31.

Herman Stockinger, Secretary
Transportation Commission of Colorado

Proposed Resolution #BTE2

Approval and Adoption of the Seventh Fiscal Year 2025-26 Project Budget Supplement for the Statewide Bridge and Tunnel Enterprise (BTE).

Approved by the Bridge and Tunnel Enterprise Board of Directors on January 15, 2026.

Whereas, in 2009, the Colorado General Assembly created the Colorado Bridge Enterprise (BE) in C.R.S. § 43-4-805 as a government-owned business within CDOT for the business purpose of financing, repairing, reconstructing, and replacing designated bridges, defined in C.R.S. § 43-4-803(10) as those bridges identified by CDOT as structurally deficient or functionally obsolete and rated by CDOT as poor; and

Whereas, in 2021, the Colorado General Assembly passed Senate Bill 21-260, which was signed into law by the Governor on June 17, 2021, expanding the BE to include both designated bridge projects and surface transportation infrastructure projects for tunnels and renaming the expanded enterprise the Statewide Bridge and Tunnel Enterprise (BTE), C.R.S. § 43-4-805(2)(a)(I)(2021); and

Whereas, in 2023, the Colorado General Assembly passed House Bill 23-1276, which was signed into law by the Governor on May 15, 2023, approving the expansion of the scope of the BTE authority to include preventative maintenance for bridges rated as fair and good and to include the repair, reconstruction, replacement, and maintenance of bridges rated as fair if they are bundled with a project to address a designated bridge; and

Whereas, pursuant to C.R.S. § 43-4-805(5)(m), the BTE Board of Directors (the “Board”) is empowered to set and adopt, on an annual basis, a program budget for the BTE; and

Whereas, under Policy Directive 703.0, approval by the Board is required to establish initial funding for BTE-eligible construction projects as well as any project increases above certain thresholds over the life of the project; and

Whereas, the project request(s) included in the Supplement and summarized below are consistent with the FY 2025-26 through FY 2028-29 Statewide Transportation Improvement Program (STIP); and

Description	Region	Project Number	Eligible Structures Addressed	Amount Requested
Increase Construction Phase	3	26274	C-08-A_Minor	\$ 838,736

Whereas, the project budget request(s) being presented to the Board for approval this month have been reviewed and met BTE funding eligibility as well as prioritization criteria; and

Now Therefore Be It Resolved, after review and consideration, the Seventh Supplement to the Fiscal Year 2025-26 Budget is approved by the Bridge and Tunnel Enterprise Board.

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