

Colorado Transportation Commission

Schedule & Agenda

November 20-21, 2024

12:00 p.m.

Transportation Commission Workshops

Wednesday, November 20, 2024

Time	Topic	Speaker
12:00 p.m.	Executive session to discuss confidential negotiations and discussions surrounding passenger rail, the Moffat Tunnel lease, and Burnham Yard, and to receive legal advice from counsel on these topics, pursuant to C.R.S. Section 24-6-402(a)(II)-(III) and C.R.S. Section 24-72-204(3)(a)(IV).	John Putnam & Kathy Young
12:30 p.m.	Burnham Yard Briefing (Joint TC/CTIO Board of Directors Workshop) - working lunch	Piper Darlington
1 p.m.	Right of Way Condemnation Authorization Request	Keith Stefanik
1:15 p.m.	Budget Workshop <ul style="list-style-type: none">FY 25 Budget AmendmentFY 26 Final Proposed Budget	Jeff Sudmeier and Bethany Nicholas
2 p.m.	1601 Greeley- US 34 "Merge" PD 1601 Interchange Request	Heather Paddock
3 p.m.	BTE Build America Bond Refunding Workshop	Patrick Holinda
3:30 p.m.	Access Appeal Regarding Modification of Eagle View Access to US Hwy 550A, Durango, CO	Julie Constan
4 p.m.	Adjournment	None

Transportation Commission Meeting

Thursday, November 21, 2024

Time	Topic	Speaker
8 a.m.	Commission Breakfast	None
9 a.m.	Call to Order, Roll Call	Herman Stockinger
9:05 a.m.	Public Comments	Various
9:15 a.m.	Comments of the Chair and Commissioners	Commissioners
9:25 a.m.	Executive Director's Management Report	Shoshana Lew
9:30 a.m.	Chief Engineer's Report	Keith Stefanik
9:35 a.m.	CTIO Director's Report	Piper Darlington
9:40 a.m.	FHWA Division Administrator Report	John Cater
9:45 a.m.	STAC Report	Gary Beedy
9:50 a.m.	Act on Consent Agenda: Proposed Resolution #1: Approve the Regular Meeting Minutes of October 17, 2024 Proposed Resolution #2: IGA Approval >\$750,000	Herman Stockinger Lauren Cabot

9:50 a.m. (consent continued)	Proposed Resolution #3: Disposal of old Aguilar Mtce Yard Proposed Resolution #4: Disposal Parcel 36-EX Hampden & South Newcombe St Proposed Resolution #5: Refer Access Appeal Regarding Modification of Eagle View Access to US Hwy 550A to an Administrative Law Judge	Shane Ferguson Jessica Myklebust Julie Constan
9:55 a.m.	Discuss and Act on Proposed Resolution #6: Right of Way Condemnation Authorization Request	Keith Stefanik
10 a.m.	Discuss and Act on Proposed Resolution #7: 4th Budget Amendment of FY 25	Jeff Sudmeier and Bethany Nicholas
10:05 a.m.	Discuss and Act on Proposed Resolution #8: FY 26 Final Proposed Budget	Jeff Sudmeier and Bethany Nicholas
10:10 a.m.	Recognitions	None
10:15 a.m.	Other Matters	None
10:20 a.m.	Adjournment	None

Bridge and Tunnel Enterprise Board of Directors Meeting

Thursday, November 21, 2024

Time	Topic	Speaker
10:25 a.m.	Call to Order and Roll Call	Herman Stockinger
10:30 a.m.	Public Comments	Various
10:35 a.m.	Act on Consent Agenda <ul style="list-style-type: none"> Proposed Resolution #BTE1: to Approve the Regular Meeting Minutes of September 19, 2024 	Herman Stockinger
10:40 a.m.	Discuss and Act on Proposed Resolution #BTE2: BTE 4th Budget Supplement FY2024-25	Patrick Holinda
10:45 a.m.	Discuss and Act on Proposed Resolution #BTE3: Proposed FY2025-26 BTE Budget Allocation Plan	Patrick Holinda
10:50 a.m.	Discuss and Act on Proposed Resolution #BTE4: BTE Build America Bond Refunding Parameters	Patrick Holinda & Katie Carlson
10:55 a.m.	Adjournment	None

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

Information Only

- Project Budget/Expenditure Memo (Jeff Sudmeier)
- Approved Audit Review Committee Minutes (Frank Spinelli)

- November 2024 TC Grants Memo (Hannah Reed and Anna Dunn)
- BTE Q1 FY2024-25 Quarterly Report (Patrick Holinda)

Memorandum

To: The Colorado Transportation Commission

The Colorado Transportation Investment Office (CTIO) Board of Directors

From: Piper Darlington, CTIO Director

Date: November 20, 2024

Subject: Burnham Yard Update

Purpose

To update the Transportation Commission and the CTIO Board of Directors on the Burnham Yard property and the final report for the Burnham Yard transportation planning study.

Action

No action is being requested.

Background

For close to 150 years, Burnham Yard was a central agent of economic activity for the Denver Metro region. The land was acquired in 1871, five years before Colorado became a state. Throughout the latter part of the 19th century and for most of the 20th century, the Yard was a driving force of economic activity, vitality, and commerce. It served as a repair, refueling, maintenance, manufacturing, and storage facility for Denver and Rio Grande Western Railroad (DRG&W), Southern Pacific (SP), and then Union Pacific Rail Road (UPRR) activities over the past century and a half and employed hundreds of individuals in the Denver Metro area.

With the turn of the 21st century, Burnham Yard's importance as an economic engine became less pronounced, and other modes of freight and individual transportation rose to primacy. The UPRR decommissioned Burnham Yard in 2016, and in July of 2019, the UPRR released a Request for Qualifications (RFQ) for the Burnham Yard Redevelopment to identify qualified teams and solicit interest in the 60-acre parcel of land. Following a two year process, CTIO partnered with CDOT to successfully purchase the site in May 2021 for \$50.0 million.

To fund the purchase, CTIO borrowed \$40 million and entered into an Intra Agency Agreement (IAA) with CDOT under which CDOT contributed \$15.0 million. Under the IAA, approximately \$5 million is used to cover environmental, land use planning, transportation planning, and/or other costs to be spent during the next three to five

years on improvements to the property, which would be expected to increase property value and facilitate a disposition to a developer.

Current Details

In late 2022, CTIO and CDOT initiated a transportation planning study to determine track alignments through the site. The study has been completed and under the IAA, CTIO and CTIO committed to making a final determination as to the acreage that would be retained for future transportation-related purposes within eighteen months of May of 2026. See attachment A, the presentation for an overview of the process and outcomes, and attachment B for the Burnham Yard Transportation Planning Study-Final Report.

Next Steps

CTIO and CDOT will continue to provide periodic updates to both the TC and the CTIO as needed.

Attachments

Attachment A: Burnham Yard Update

Attachment B: Burnham Yard Transportation Planning Study-Final Report



Burnham Yard Workshop

November 20, 2024



About Burnham Yard

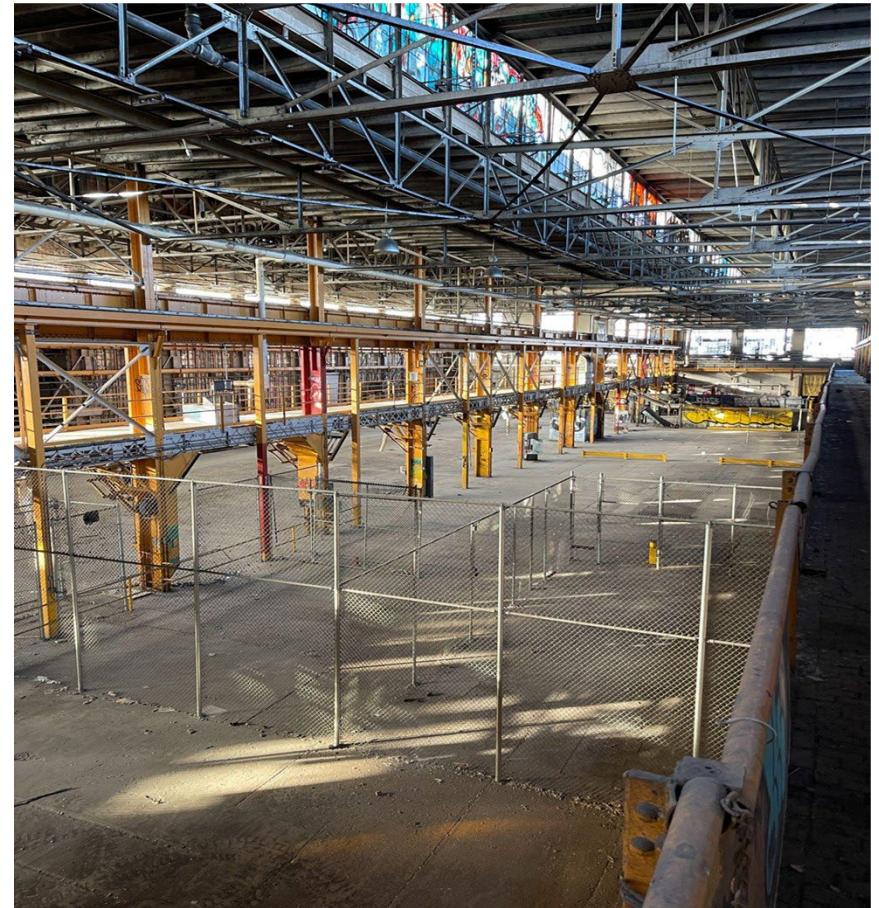
- The site is adjoining the La Alma-Lincoln Park neighborhood of central Denver and lies between four of Denver's main road arteries: I-25 to the west, Santa Fe Drive to the east, Colfax Avenue to the north, and 6th Avenue to the south.
- The roughly 60-acre property is approximately 1.05 miles long and extends from 13th Avenue at its northern extent to 4th Avenue at the southern.
- The site is bounded by RTD light rail lines and a mixture of industrial properties to the west.





Burnham Yard- Ownership Details

- The site was put up for sale in 2019 and CTIO purchased the property in May 2021 for \$50.0 million.
- As part of the purchase, CTIO and CDOT entered into an Intra-Agency Agreement and lease agreement for \$15.0 million, which covered initial rent for 5 years.
- CDOT initial indicated that the transportation related parcels to be retained would be roughly 15 acres and would determine final boundaries within 3 and a half years.
- CTIO would then sell the remaining 45 acres and use the proceeds to pay of the loans it secured to buy the property.
- A transportation planning study to determine track alignment was initiated in October 2022.





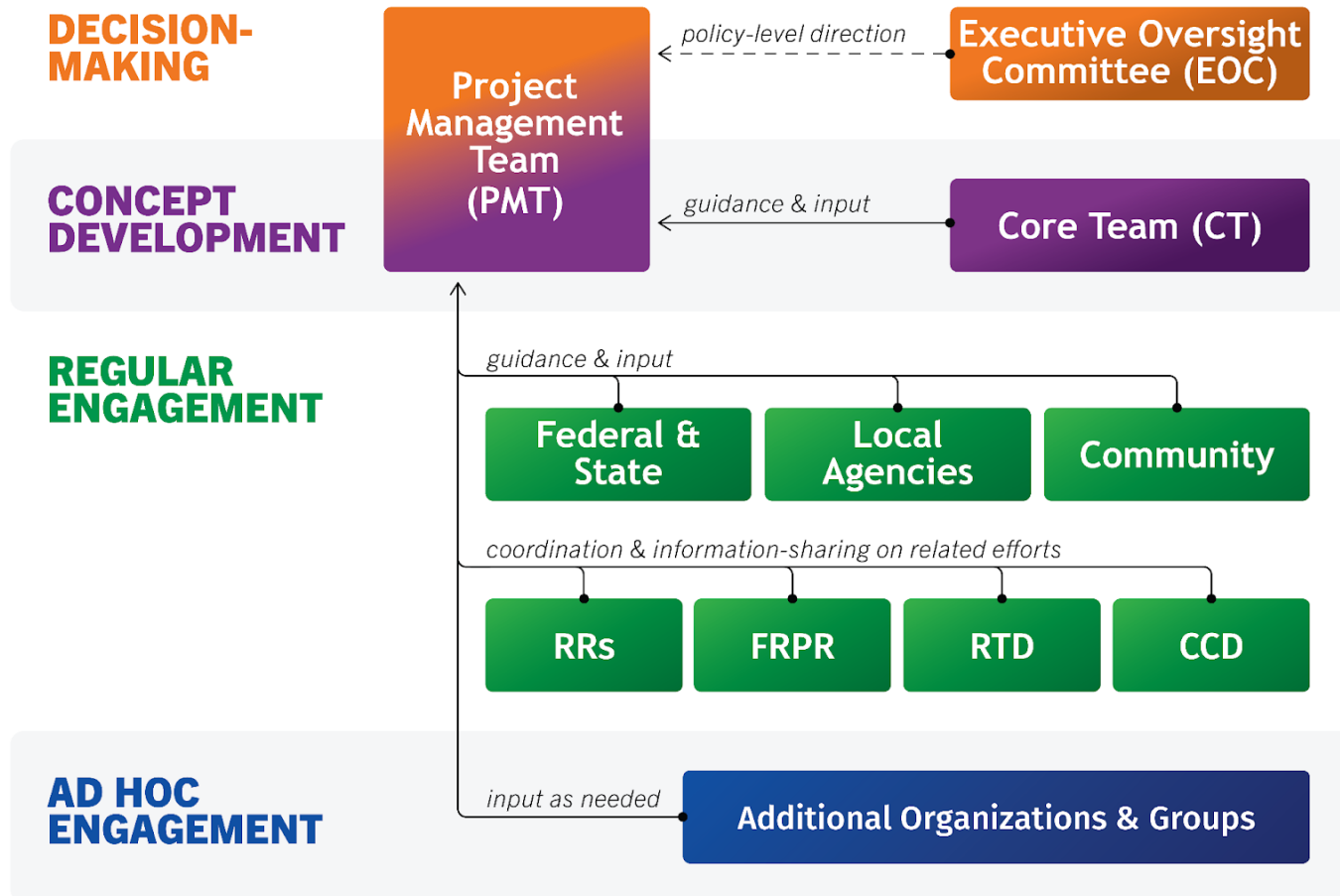
Track Alignment Project Vision

The Burnham Yard Transportation Planning study was initiated to recommend one or more track layout alternatives for the relocation of the Consolidated Main Line (CML), expansion of RTD light rail, and provision of Front Range Passenger Rail (FRPR) right-of-way within Burnham Yard and the surrounding areas. The process considered environmental conditions and key stakeholder input to identify and analyze alternative(s) that improve local and regional transportation options and provide opportunities for reuse of the site to support future development.





Engagement Framework





Stakeholder Engagement Process

Core Team

- CTIO, CDOT, DPA, City of Denver, RTD, BNSF, UPRR, FRPR
- Oversaw project development through 10 monthly meetings

Community Stakeholders

- Elected officials, Government agencies, agencies within CCD, area businesses, advocacy Groups and Registered Neighborhood Organizations
- Initial round of 13 interviews to inform the technical work
- Two Information Sessions engaged stakeholders in an open house-style meeting with information stations



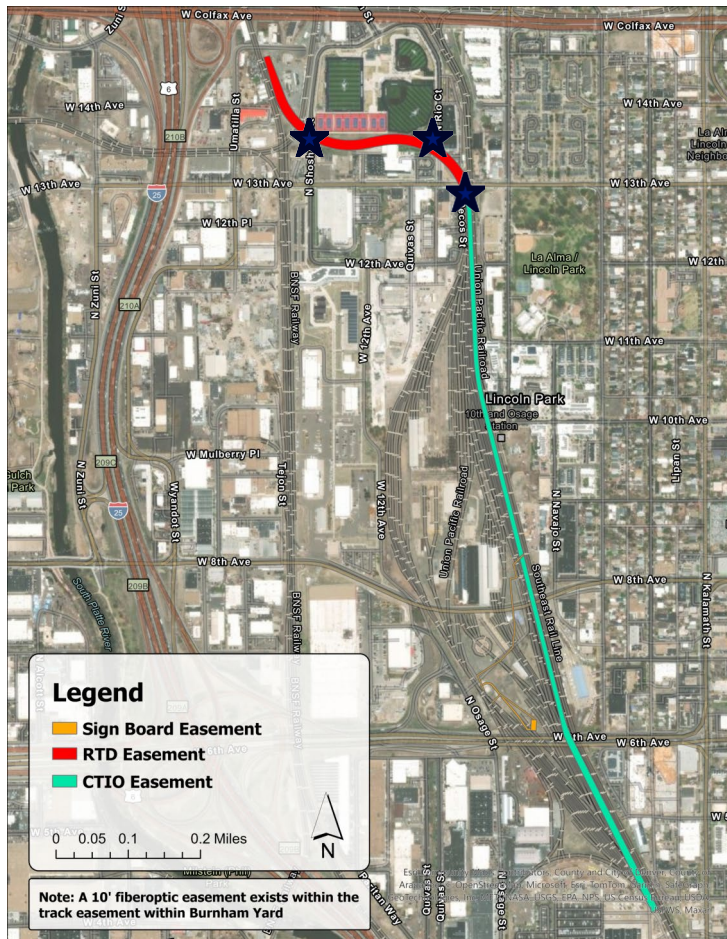


Study Findings

- **Noise and Vibration Impacts:** Moving FRPR closer to the La Alma-Lincoln Park and Baker neighborhoods creates substantial noise and vibration impacts to these low income and minority neighborhoods.
- **Minimal Operational Benefit:** FRPR did not identify a substantial benefit by having separate tracks in this area - and could very likely operate on the CML as they intend to do along most of the front range.
- **Burnham Area is expensive and complex:** FRPR will need some additional tracks along the front range for passing and staging trains, but they would ideally be looking for locations that have cheaper right-of-way costs and less complex surrounding infrastructure.
- **Safety Investments Benefit all Users:** All heavy freight and passenger rail modes would benefit if grade separation or other safety improvements at 13th Avenue, Santa Fe Drive, and Kalamath Street.
- **Retained Acreage:** CDOT does not need to retain any of the initially identified 15 acres for transportation related uses.



UP Track Easement



- ★ Three heavy rail at grade crossings at 13th Ave, Rio Ct. and Shoshone St.



Freight train on UP Lead at Burnham Yard adjacent to RTD 10th & Osage LRT Station



Next Steps

- CDOT and CTIO continue to analyze opportunities to:
 - Improve safety at the three at-grade crossings
 - Increase future connectivity to the site
 - Provide flexibility for future multi-modal projects
- CDOT and CTIO have finalized the transportation planning study and after providing this update to the Transportation Commission and CTIO Board will post the report to the project website.
- Per the terms of the IAA, CTIO will work with CDOT to ensure that steps are taken to complete a sale of the property no later than May of 2026

Burnham Yard Transportation Planning Study Final Report

Colorado Transportation Investment Office



Colorado Department of Transportation



November 5, 2024

Contents

	Page No.
1.0 Introduction	1
1.2 Study Overview	1
1.3 Study Area	1
1.4 Vision	1
1.5 Prior and Concurrent Planning Efforts.....	2
2.0 Stakeholder Engagement	2
2.2 Overview	2
2.3 Agency and Stakeholder Coordination.....	2
2.4 Public Involvement	4
3.0 Alignment Concepts	4
3.2 Consolidated Main Line Freight Rail	5
3.3 RTD Light Rail Transit.....	7
3.4 Front Range Passenger Rail	10
3.5 UP Market Lead Line	12
3.6 Other Infrastructure and Environmental Analysis....	14
4.0 Findings	15
4.2 Findings	15
5.0 References	16

Figures

Figure 1. Study Area Map	2
Figure 2. Burnham Yard Project Timelines	1
Figure 3. Stakeholder Engagement Framework	3
Figure 4. CML Freight Rail Range of Alignment Options	6
Figure 5. RTD Light Rail Transit Range of Alignment Options.....	8
Figure 6. Front Range Passenger Rail- Range of Alignment Options.....	11
Figure 7. UP Market Lead Line- Range of Alignment Options.....	13

Acronyms and Abbreviations

BNSF	Burlington Northern Santa Fe
CCD	City and County of Denver
CDOT	Colorado Department of Transportation
CML	Consolidated Main Line
Core Team	Burnham Yard Transportation Study Core Team
CTIO	Colorado Transportation Investment Office
DUS	Denver Union Station
FRPR	Front Range Passenger Rail
P3 Office	State of Colorado's Public-Private Partnership Office
LRT	Light Rail Transit
P3	Public-Private Partnership
RTD	Regional Transportation District
Study	Burnham Yard Transportation Study
TOD	Transit Oriented Development
UP	Union Pacific Railroad

1.0 INTRODUCTION

1.2 Study Overview

The Colorado Transportation Investment Office (CTIO) conducted this Burnham Yard Transportation Study (study) in conjunction with the Colorado Department of Transportation (CDOT). The study explored options for rail corridor development through the area and alignments for freight, passenger, and light rail lines.

Purchased in 2021, CTIO acquired the Burnham Yard property from the Union Pacific Railroad (UP) because of the property's potential to improve mobility through central Denver and along the Front Range. This study performed a first step toward understanding how to optimize the location of rail lines based on engineering analysis, impacts, and benefits to surrounding transportation infrastructure, stakeholder input, and a scan of environmental impacts. Determining the location of rail lines allowed the rest of the Burnham Yard property to advance through site planning to assess redevelopment opportunities, infrastructure needs, and integration into the surrounding neighborhoods.

This study was the first step in the process and is expected to be followed by more comprehensive land use planning and environmental processes.

1.3 Study Area

The study area lies in central Denver, approximately between four of Denver's main road arteries: I-25, Colfax Avenue, Speer Boulevard, and Alameda Avenue. The Burnham Yard 58-acre property resides in the northeast portion of the study area. As shown in Figure 1, the crescent-shaped property is approximately 1 mile long and extends from 13th Avenue (at its northern extent) to Fourth Avenue (at the south). Reaching a maximum width of approximately 0.20 mile between 8th Avenue and 9th Avenue, RTD's light rail lines run on the east side of the site, as does the UP market lead line. Freight rail on the Consolidated Main Line (CML) is aligned along the western edge of the study area, with a mixture of commercial and industrial properties between it and the Burnham Yard site.

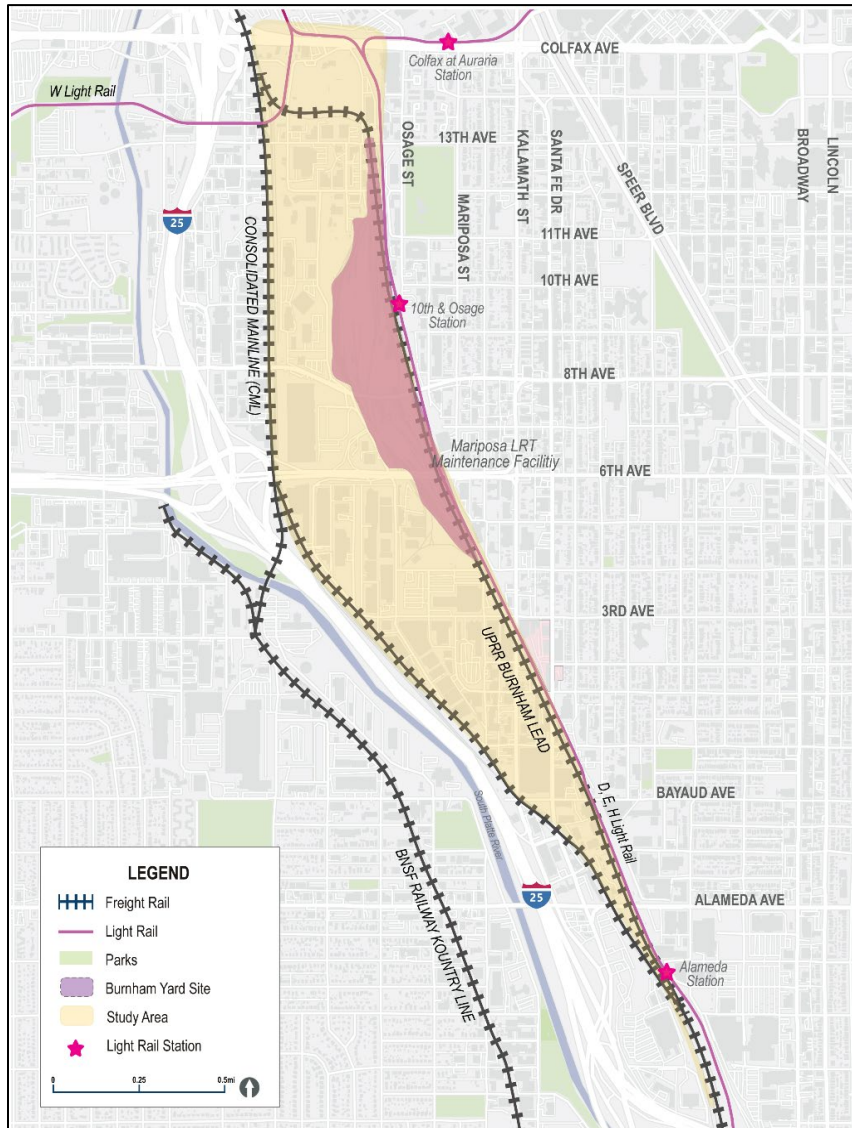
1.4 Vision

A vision was developed to define the accomplishments upon the completion of the study.

1.4.1 Study Vision

The Burnham Yard Transportation Planning study will recommend one or more track layout alternatives for the relocation of the Consolidated Main Line (CML), expansion of RTD light rail, and provision of Front Range Passenger Rail (FRPR) (alignment, station, and supporting facilities) within Burnham Yard and the surrounding areas.

Figure 1. Study Area Map



1.5 Prior and Concurrent Planning Efforts

A comprehensive review of prior plans relevant to the Burnham Yard area was conducted. These are listed in the References section of this document. In addition to complete planning efforts, the study also anticipated coordination with these concurrent planning efforts.

1.5.1 P3 Office Burnham Yard Project

The purpose of the P3 Office Burnham Yard Project was to develop a vision and master plan that is community centered and regionally focused, for the future development of Burnham Yard. The P3 Office Burnham Yard Project was being directed by the State of Colorado’s Public-Private Partnership Office (P3 Office). The project included two public meetings and the development of a market analysis and equity study. That planning effort has paused at the time of publication of this report.

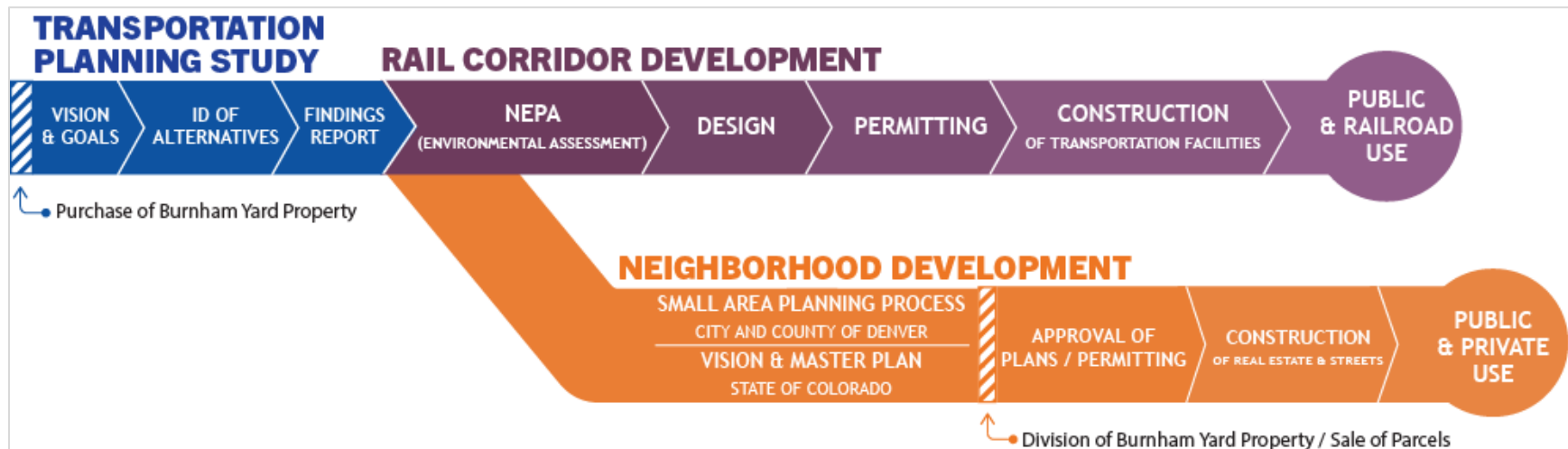
1.5.2 CCD Small Area Planning Study

Separate from the development of Burnham Yard’s rail corridor, the City and County of Denver (CCD) is expected to lead a planning process to ensure that the surrounding community’s priorities are identified and used to inform any future redevelopment projects.

1.5.3 Planning Process

Figure 2 presents the planning process for the Burnham Yard property anticipated at the beginning of the study. Based on the findings presented in Section 4.0, the next steps have changed.

Figure 2. Burnham Yard Study Timelines



2.0 STAKEHOLDER ENGAGEMENT

2.2 Overview

The key stakeholders for the study included representatives from local, state, and federal agencies, railroad companies, registered neighborhood organizations, local businesses, and elected offices. These representatives informed their networks of information on the study and provided input from their networks to the study.

The study used an equity lens in both the implementation of engagement activities, as well as the evaluation of alternatives.

Figure 3 presents the framework for the stakeholder engagement for the study.

2.3 Agency and Stakeholder Coordination

2.3.1 *Burnham Yard Core Team*

The study included the engagement of a Burnham Yard Core Team (Core Team) to provide the study team with stakeholder and local agency coordination and guidance. The Core Team was asked to inform their respective organizations' executive levels for support and guidance. The Core Team included representatives from:

- Colorado Transportation Investment Office

- CDOT Division of Transit and Rail
- CDOT Executive Management Team
- CDOT Region 1
- Colorado Department of Personnel and Administration
- CCD Community Planning and Development
- CCD Department of Transportation and Infrastructure
- Colorado Office of Economic Development and International Trade
- Regional Transportation District (RTD)
- Burlington Northern Santa Fe (BNSF)
- Union Pacific Railroad

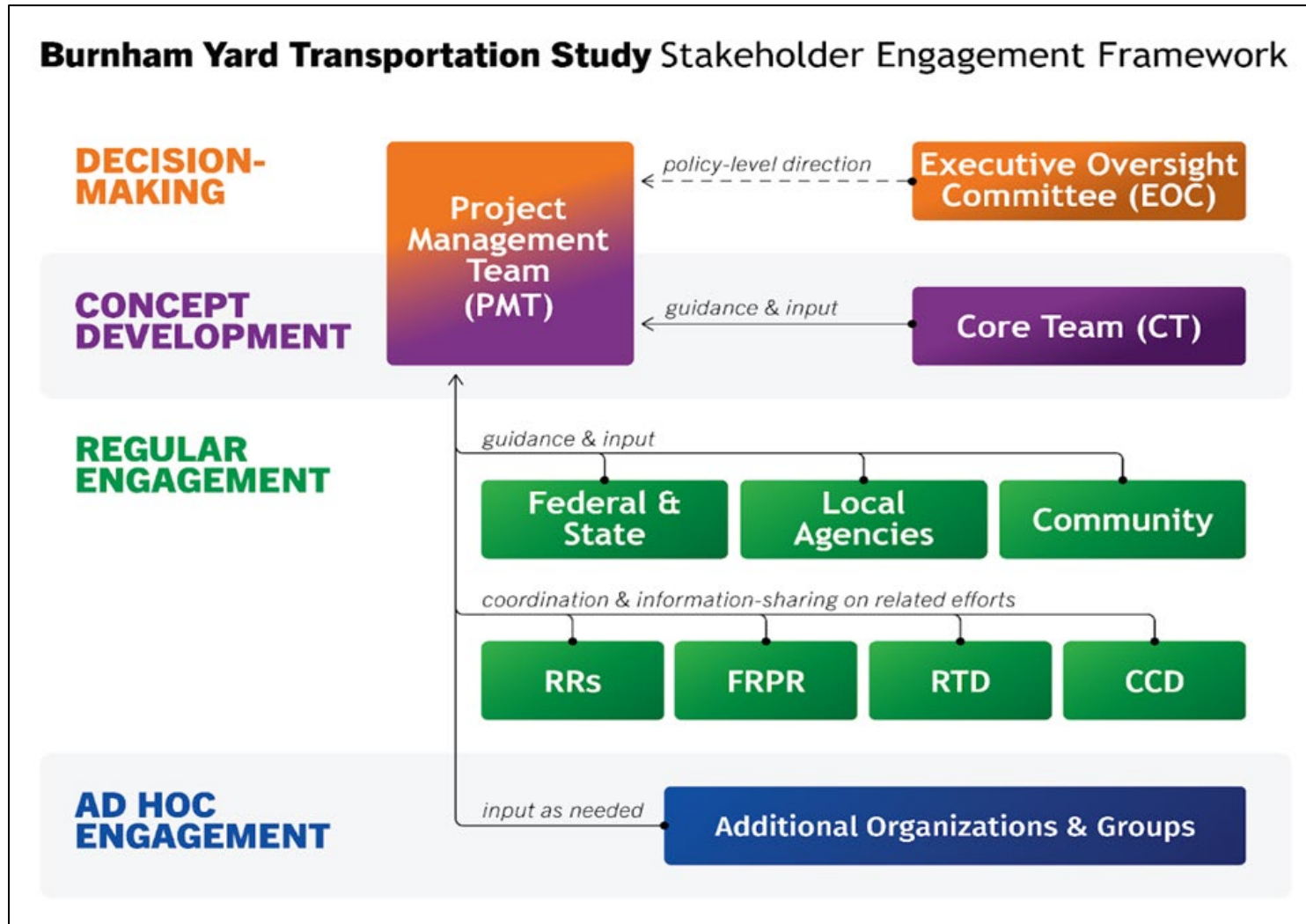
2.3.2 *Executive Oversight Committee*

The Executive Oversight Committee was composed of senior management from CTIO and CDOT and served to provide policy direction to the study.

2.3.3 *Front Range Passenger Rail*

Coordination with Colorado Front Range Passenger Rail included staff representatives' monthly involvement as members of the Core Team. Additional meetings were held to confirm the future needs of passenger rail in the Burnham site.

Figure 3. Stakeholder Engagement Framework



2.3.4 Railroad Coordination

Coordination with freight railroads and RTD throughout the initial phase of Burnham Yard planning included railroad representatives' monthly involvement as members of the Core Team and separate meetings with BNSF and UP staff to solicit feedback about alignment alternatives. Freight railroads were clear about service requirements, preferences, issues, and anticipated additional processes for future steps and approvals.

2.4 Public Involvement

2.4.1 Community Stakeholder Interviews

During visioning and concept development, the study team conducted stakeholder interviews. The interviews were conducted with:

- Elected officials
- Government agencies
- State agencies
- Departments and agencies within CCD
- Businesses
- Advocacy Groups
- Registered Neighborhood Organizations

The interviews focused on community and equity issues. The input from the interviews was used in the development and evaluation of concepts and alternatives.

2.4.2 Information Sessions

The study team hosted two Information Sessions for stakeholders. All groups and individuals that were offered an invitation for an interview in the early stages of the study received an invitation to the Information Sessions. The Information Sessions included an open house-style meeting with information stations and boards followed by a presentation delivered by the study team. At the end of the Information Sessions, the attendees completed surveys to gauge their level of support for various alternatives.

2.4.3 Website

The website for the study, hosted on CDOT's website, was the primary platform for public information on the study. The website can be found at this address:
www.codot.gov/projects/studies/burnham-yard-study.

3.0 ALIGNMENT CONCEPTS

The range of alignment concepts considered options for how to align tracks for the CML, add additional tracks for RTD light rail, serve FRPR, and maintain the UP market lead line. These modal alignments could be located on the property's east side, west side, or split between both sides—and the tracks themselves could be at-grade (i.e., ground-level), elevated above grade, or depressed below grade. Options for the CML also included leaving it in its current alignment south of 6th Avenue or shifting it slightly eastward to allow

flexibility for potential future ramp reconfigurations that would improve to traffic operations on I-25.

Through engagement with the Core Team and stakeholders, the following goals were identified to guide the review of alignment options.

- **Access and Network** Provide for reasonable access to transportation facilities while enhancing mobility by providing operational improvements and transportation choices.
- **Community** Support community plans and aspirations for the site.
- **Safety** Address existing and future safety and operational needs.
- **Environment** Avoid, minimize, and mitigate adverse effects to neighborhoods.
- **Implementation** Provide a cost-effective solution that can be implemented.

Multiple rail alignment concepts, including consideration of roadway crossing treatments, were developed and reviewed. An iterative process mixed and matched different alignment combinations for the four modes. This process included extensive agency involvement through the Core Team.

The outcome was an understanding of the issues relevant to each mode and identification of the most promising elements.

3.2 Consolidated Main Line Freight Rail

3.2.1 *General Assumptions*

Through the study area between Alameda and Colfax, the CML has two mainline through tracks, plus a siding track between about Ellsworth Avenue and 13th Avenue (Alignment A in Figure 4). Equivalent capacity must be maintained.

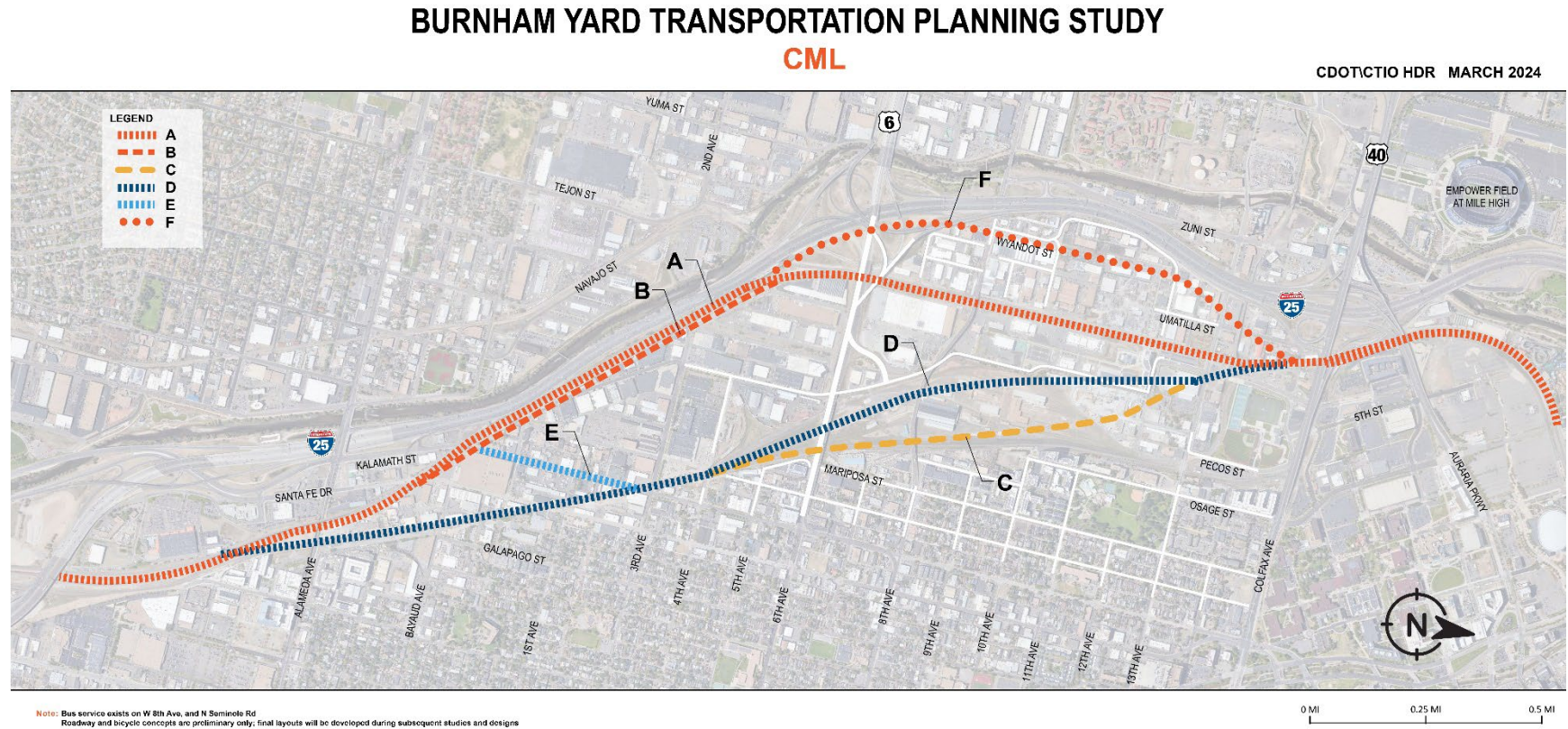
No new at-grade crossings can be added; in contrast a reduction of safety risks is a goal.

Access to the Kountry lead line (which connects to the CML near 6th Avenue) must be maintained.

3.2.2 *Horizontal Alignment Options*

Shifting the CML to the east, south of 6th Avenue along its current alignment, was identified as an option (Alignment B in Figure 4). This would allow for future implementation of improved ramps serving I-25, thereby improving traffic operations and safety.

Figure 4. CML Freight Rail Range of Alignment Options



Relocating the CML away from its current alignment was considered:

- Alignments alongside the current RTD flyover and either the east or west sides of Burnham Yard (Alignments C and D in Figure 4) were noted to have closer proximity of noise, vibration, and other negative impacts near the existing residential neighborhood, and also would create a large barrier between the existing neighborhood and the Burnham Yard property.
- A new alignment from approximately Bayaud Avenue along Kalamath Street into and through the Burnham Yard (Alignment E in Figure 4) was considered but would create a new isolated island between barriers.
- A new alignment closer to I-25, from 6th Avenue to Colfax Avenue (Alignment F in Figure 4), was considered but not reviewed in detail. This would allow a more holistic long-term redevelopment of a large area surrounding Burnham Yard.

3.2.3 Vertical Options

Trenching the CML was considered:

- Trenching along its current alignment was found to have high cost and little gain.
- Trenching the CML along the current RTD alignment (together with RTD in the trench) was understood to 1) increase the proximity of noise, vibration, and other negative impacts to the existing residential neighborhood,

and 2) create a wide barrier between the existing neighborhood and the Burnham Yard property.

3.3 RTD Light Rail Transit

3.3.1 General Assumptions

Currently RTD has two tracks in the study area, between Broadway & I-25 and Colfax. A long-term need identified by RTD is the addition of two more tracks (for a total of four) to address capacity needs. This part of the Light Rail Transit (LRT) system is a bottleneck, as two 2-track lines join from both the south at Broadway and I-25 (the southwest and southeast lines) and the north at Colfax [lines to Denver Union Station (DUS) and downtown Denver].

3.3.2 Horizontal Alignment Options

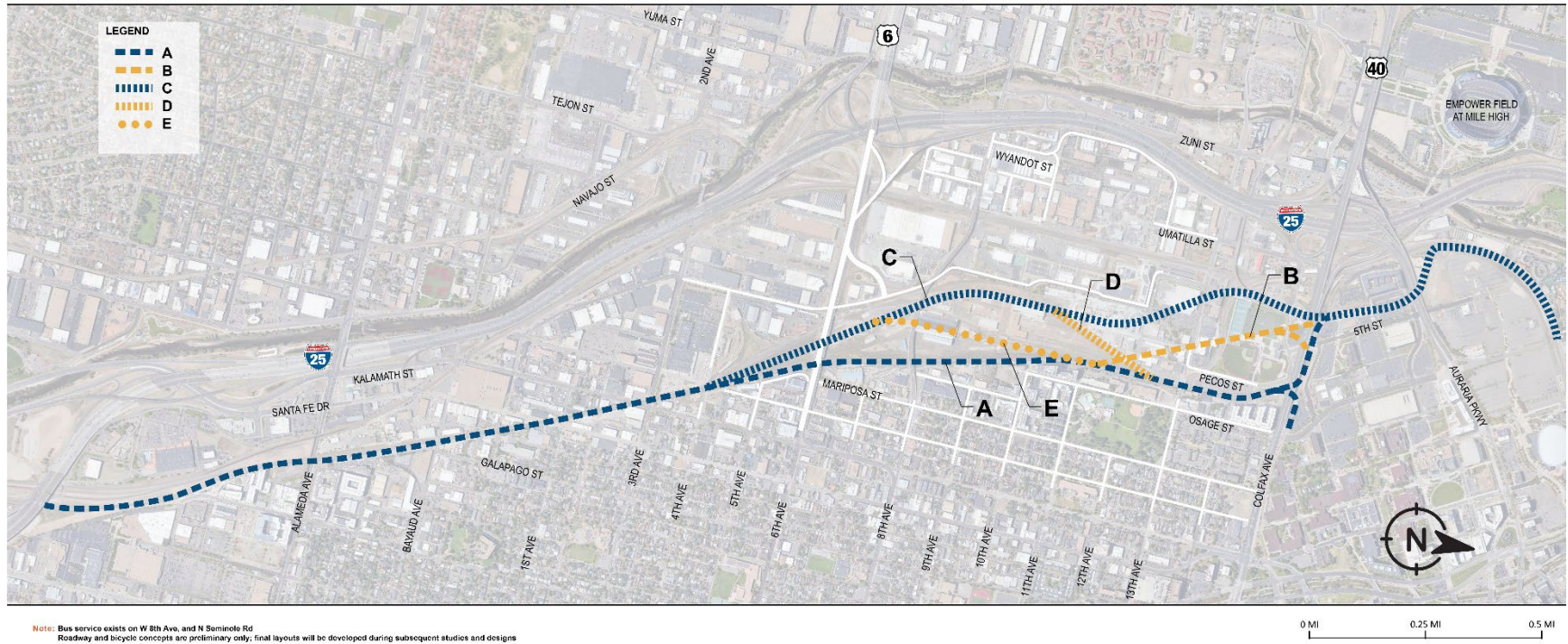
Retaining the existing LRT alignment and adding two new LRT tracks immediately west of the existing LRT tracks on the east side of Burnham Yard (Alignments A or B in Figure 5):

- This would support businesses and residential Transit Oriented Development (TOD) investments that are already in place.
- Four LRT tracks with at-grade crossings would introduce new safety risks for pedestrians, bicyclists, and vehicles, and may not be allowed by the Public Utilities Commission.

Figure 5. RTD Light Rail Transit Range of Alignment Options

BURNHAM YARD TRANSPORTATION PLANNING STUDY LIGHT RAIL

CDOT/CTIO HDR MARCH 2024



- Grade separations of select roads into the Burnham Yard property—overpasses or underpasses—would be long structures to allow for the approach grades, and not be conducive to the neighborhood and new development.

A new LRT alignment on the west side of Burnham Yard (Alignments C or D in Figure 5):

- It would allow seamless integration of the Burnham Yard property on the east with the existing neighborhood and street grid.
- It would negatively impact the existing TOD near the 10th and Osage Station. A new station on the west would necessitate a 600-foot walk from the existing station.
- Accessing the downtown tracks from the west side of Burnham Yard would alleviate the existing sharp curve under the Colfax viaduct.
- Accessing the DUS and downtown tracks from the west side of Burnham Yard would introduce a complex wye configuration near the W-Line bridge structure and the Colfax viaduct.

A new LRT alignment through the center of Burnham Yard (Alignment E in Figure 5):

- It would allow potential use of a historic property (Building 4) as an enclosed station for LRT. However, it would bifurcate the Burnham Yard property, complicate access to the Mariposa LRT maintenance facility, and

move the stations away from existing Transit Oriented Development (TOD) properties.

3.3.3 Vertical Options

Trenching the LRT in its current alignment on the east side of Burnham (Alignment A in Figure 5) was considered:

- It would allow short and level bridge crossings between the existing neighborhood and the Burnham Yard property.
- It would require vertical pedestrian access (stairs and elevators) to the platform.
- It could incorporate a grassy slope(s), to improve the aesthetics and introduce a linear green space.
- It would require a complex drainage system in an environmentally damaged area and introduce other maintenance issues.
- Access to the Mariposa LRT Maintenance Facility would require a ramp to/from the trench on the north side (and retain the existing at-grade track on the south side).

3.3.4 Mariposa Maintenance Facility

RTD's Mariposa LRT Maintenance Facility is adjacent to the current RTD tracks (Alignment A in Figure 5) between 6th Avenue and 8th Avenue. The Mariposa Maintenance Facility serves as the heavy maintenance facility for the RTD LRT fleet. Its location allows staging additional LRT trains to serve high ridership events in downtown, such as games, concerts, and parades.

- Relocating the facility would be expensive, and not favored by RTD.
- Maintaining a staging track in this vicinity is critical for RTD game day operations.
- LRT tracks to the Mariposa facility on both the north and the south currently do not involve an at-grade crossing and alternatives that would add one could be problematic.

3.4 Front Range Passenger Rail

Initially, the project team investigated the feasibility of two dedicated tracks for FRPR and space for and access to a station. After review and consideration, FRPR may not have stand-alone needs in the Burnham Yard area beyond the ability to share track use of the CML with the freight lines. However, considerations for alignments and a station can be useful in case unforeseen circumstances change the overall plan for Burnham Yard.

3.4.1 Station Proximity to Denver Union Station

From previous front range passenger rail studies, DUS generates significantly better ridership for that service than Burnham Yard is expected to due to its more centralized downtown location, existing transit-oriented development, and connectivity with RTD Commuter and Light rail lines and Amtrak. For these reasons, previous studies and current efforts focus on DUS as the primary FRPR station location for Denver.

There is a need for a secondary station in Denver that provides parking (there is no parking available to transit patrons at DUS). Broadway and I-25 and other existing rail stations north and south of downtown are better options for a FRPR Park-n-Ride station.

Front Range Rail design criteria limit secondary station locations that are not closer than 3 route-miles to another primary or secondary station. Estimates of distance between Burnham and DUS place distances between 2.25 and 3.1 miles.

3.4.2 Trackage Needs

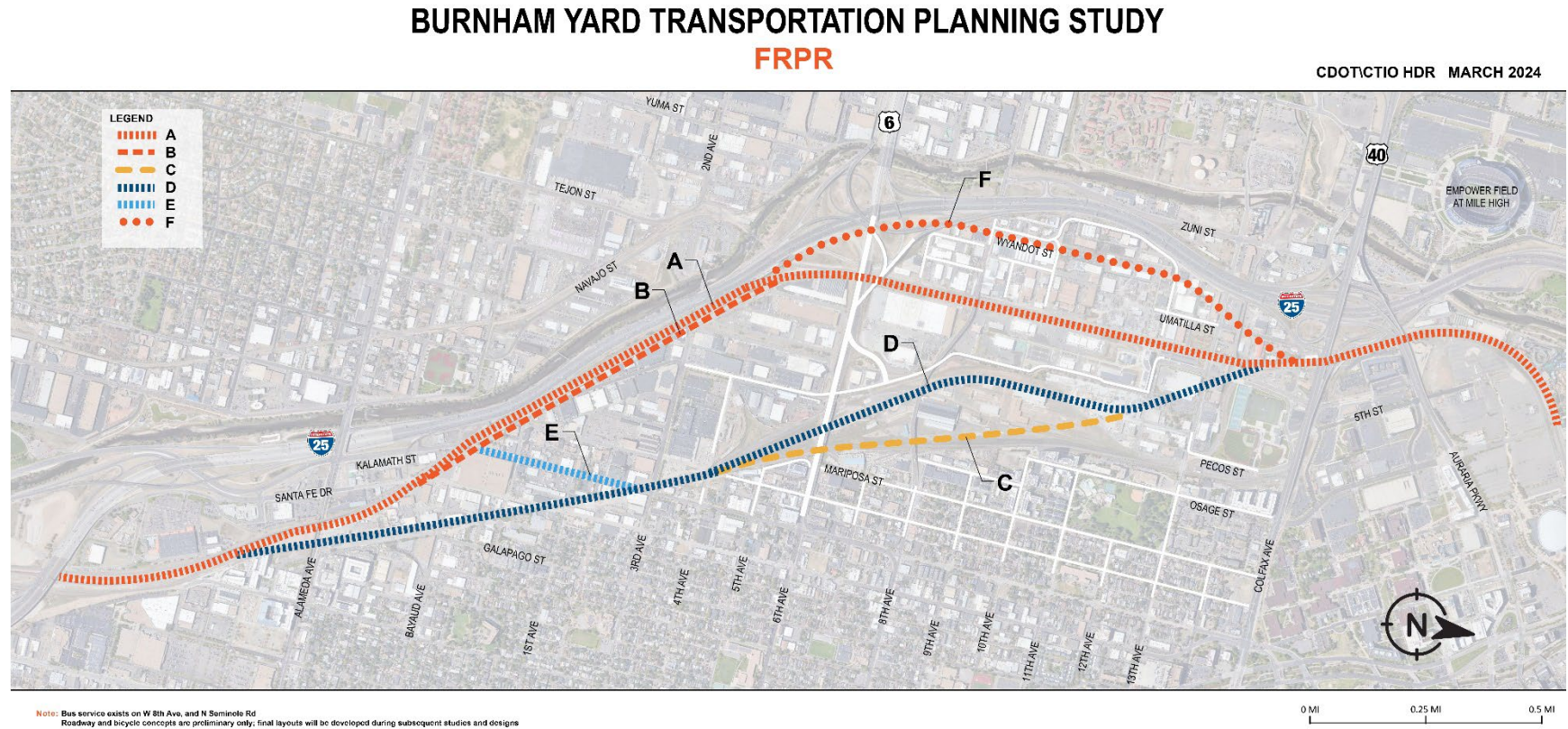
Separate dedicated track(s) for FRPR are not necessary at this point in time within Burnham Yard, in expectation of FRPR operating on shared tracks with UP and BNSF throughout the Front Range. Train operations for passenger rail will be coordinated on the freight lines.

Therefore, the alignment for FRPR is coincident with the CML.

3.4.3 Alignment Options

An alignment using the current CML corridor (Alignments A and B in Figure 6) would not be conducive to a FRPR station, due to its distance from Burnham Yard, the barrier presented by Denver Water between the CML and the Burnham property, and the lack of intuitive connectivity to the LRT station and other area transit.

Figure 6. Front Range Passenger Rail- Range of Alignment Options



Several FRPR alignment concepts (Alignments C, D, and E in Figure 6) could require curves through the Burnham property because of the need to connect rail lines between the north and south ends of the property. Alignments with slow gradual curves are desired to allow faster train speeds.

FRPR stated a need to avoid designing a proposed/future platform on a curve (due to stringent gap requirements between the platform and the railcar to allow level boarding for Americans with Disabilities Act access). The minimum length for a FRPR platform is 700 feet; the long-term need is 1000 feet.

- Alignment F in Figure 6 would have the same issues as described above for Alignment A.

3.5 UP Market Lead Line

3.5.1 General Assumptions

The UP Lead connects to the CML and serves private industrial customers in the area.

Maintaining connectivity to UP customers was requested by UP.

Maintaining north-south connectivity was requested by UP.

3.5.2 Alignment Options

Moving the UP Lead away from its current alignment (Alignment A in Figure 7) would reduce impacts to residents and reduce it as a barrier between the current neighborhood and the Burnham Yard property.

- Alignments B and C in Figure 7 present other options for connecting to the CML on the north.
- Moving the UP Lead to the west side of Burnham Yard is a viable option (Alignments D or E in Figure 7).

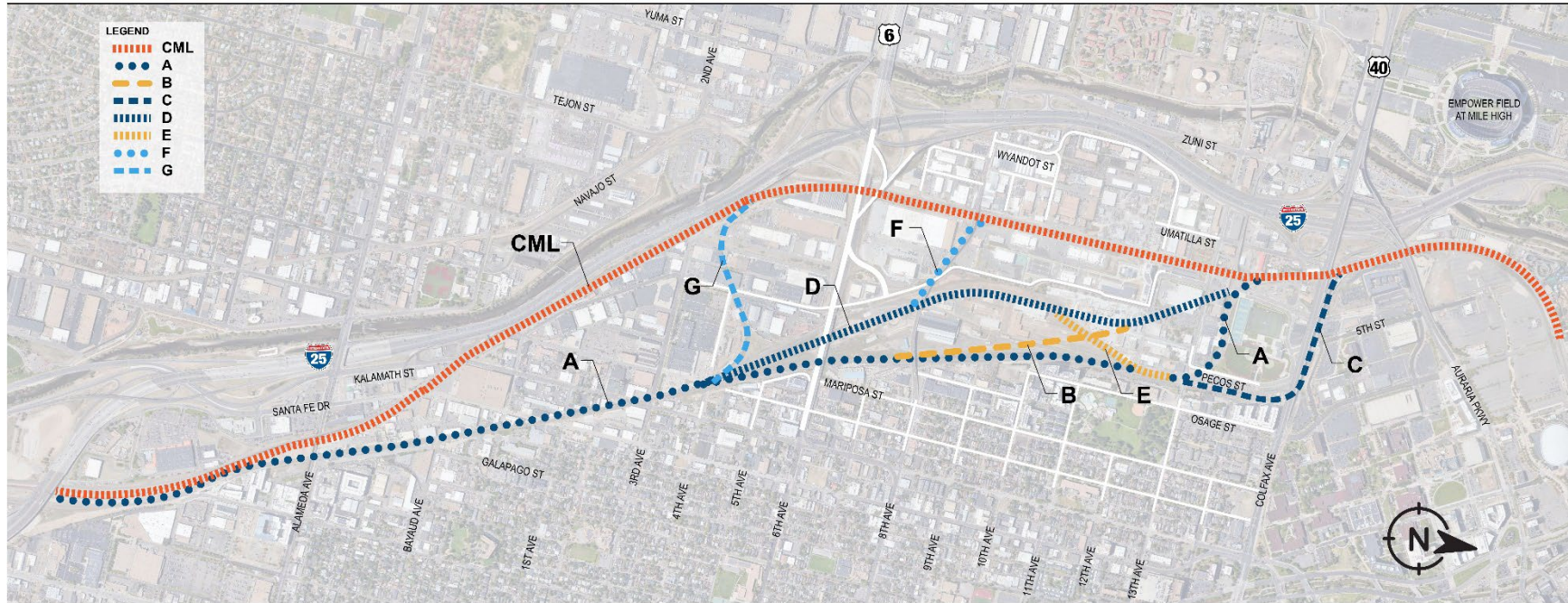
There are other viable options for a new connection between the CML to the UP customers:

- Along 8th Avenue to the west side of Burnham Yard (Alignment F in Figure 7) and the market lead wye track, which is near 4th Avenue and Osage Street.
- Along 4th Avenue (Alignment G in Figure 7) to the market lead wye track, which is near 4th Avenue and Osage Street.

Figure 7. UP Market Lead Line- Range of Alignment Options

BURNHAM YARD TRANSPORTATION PLANNING STUDY UP LEAD

CDOTICTIO HDR MARCH 2024



Note: Bus service exists on W 8th Ave, and N Seminole Rd
Roadway and bicycle concepts are preliminary only, final layouts will be developed during subsequent studies and designs

3.6 Other Infrastructure and Environmental Analysis

3.6.1 13th Avenue

Currently, 13th Avenue has at-grade crossings with RTD LRT, UP market lead, and the CML, with about 1,400 feet between the LRT/UP crossing just west of Osage Street and the CML crossing near Tejon Street.

The UP, BNSF, and RTD would like to reduce the safety risks of their rail lines crossing 13th Avenue at-grade.

Alignment options where LRT is aligned adjacent to the CML would allow a shorter 13th Avenue overpass/underpass.

3.6.2 8th Avenue

Currently, the 8th Avenue viaduct spans approximately 3,200 feet between Mariposa Street and Vallejo Street.

The City would like to shorten the viaduct so that 8th Avenue is integrated into the street grid in Burnham Yard. 8th Avenue must remain grade separated from the CML west of the Burnham Yard property.

8th Avenue at-grade on the east side of Burnham Yard near Navajo Street would introduce a grade crossing with the existing LRT through tracks. Options for LRT that do not introduce an at-grade crossing are preferred.

In addition, 8th Avenue at-grade on the east side of Burnham Yard near Navajo Street would introduce a grade crossing with the LRT track into the Mariposa Maintenance Facility.

3.6.3 Santa Fe and Kalamath

Santa Fe Drive and Kalamath Street form a one-way pair between downtown Denver and US 85/I-25 to the south metro area. Existing traffic data shows the multi-lane roads each serve about 10,000 vehicles a day.

Currently, these roads have at-grade crossings with the CML. There is a long-standing goal for these to become grade-separated crossings to enhance safety and traffic operations.

3.6.4 Environmental Analysis

Beyond the alignment observations, an extensive environmental review was carried out by the study team, the findings of which were incorporated into a detailed report. The report included a review and discussion of the following:

- Existing Conditions
- Noise and Vibration assessment and measurements
- Hazardous Materials
- Historic Resources
- Right of Way Analysis
- Qualitative Air Quality

4.0 FINDINGS

4.2 Findings

In summary, this study yielded the following main findings:

4.2.1 Consolidated Main Line

After looking at several different horizontal and vertical alignments through the Burnham Yard site, none provided enough additional benefit to consider a new CML alignment. However, there would be additional benefit if either grade separation or other at-grade safety improvements could be provided where the CML crosses 13th Avenue, Santa Fe Drive, and Kalamath Street.

4.2.2 Light Rail and UP Market Lead

In coordinating with RTD in the fall of 2024, they communicated that recent (post-COVID) planning efforts have indicated there is no longer a need to preserve space for two more light rail tracks through this area. A reduction in forecast ridership and a spreading of that ridership demand over longer AM and PM peak times resulted in RTD determining that the additional tracks will not be needed in the future. Therefore, RTD is not motivated to participate in the removal or relocation of the UP market lead.

CDOT and CTIO remain interested in the removal or relocation of the UP market lead for two primary reasons. First, with these heavy rail tracks removed and only the two

existing LRT tracks in place on the east side of the site, it is possible to pursue connecting one or more streets of the east west grid with at-grade access across the LRT tracks into Burnham Yard. This will create opportunities for an increased number of redevelopment options available on the property. Second, removal of the UP lead track will improve overall multimodal safety in the area by eliminating at grade heavy rail crossings on 13th Avenue, Rio Court and Shoshone St.

4.2.3 Front Range Passenger Rail

After considering additional tracks and station locations for FRPR, the study team determined that it was most likely that FRPR would be able to operate on the CML and would likely not need separate tracks through this study area. The land use of Burnham Yard will determine if a FRPR station or stop is warranted in this area. There are a few locations where that could be possible.

5.0 REFERENCES

2006 TOD Strategic Plan-from CCD-CPD: <https://ctod.org/pdfs/2006TODStrategicPlanDenver.pdf>

2021 Burnham Yard Purchase and Sale Agreement: https://www.codot.gov/programs/ctio/agenda-item-documents/2021-agenda-item-documents/copy2_of_march-2021/3a-burnham-yard-cdot-and-hpte-iaa-and-memo.pdf

Baker Neighborhood Plan:

https://www.denvergov.org/content/dam/denvergov/Portals/646/documents/planning/Plans/Baker_Neighborhood_Plan.pdf

Blueprint Denver: <https://www.denvergov.org/Government/Agencies-Departments-Offices/Agencies-Departments-Offices-Directory/Community-Planning-and-Development/Planning/Blueprint-Denver>

Burnham Yard White House Tour PPT: Source to follow

2017 Burnham Yards Research Report-by Historic Denver: <https://historicdenver.org/wp-content/uploads/2020/03/Burnham-Yards-Research-Report-Spring-2017.pdf>

2018 Colorado Freight and Passenger Rail Plan-by CDOT: <https://www.codot.gov/programs/transitandrail/assets/plans-studies-reports/statewidetransitplan/2018-colorado-freight-and-passenger-rail-plan.pdf>

2019 Colorado Freight Plan- by CDOT: <https://www.codot.gov/performance/assets/march-2019-colorado-freight-plan.pdf>

Decatur Federal Station Area Plan: https://www.denvergov.org/files/assets/public/v/1/community-planning-and-development/documents/planning/plans/decur_federal_station_area_plan.pdf

Denver City Council Freight Railroad Safety Study Briefing: Source to follow

Denver Comprehensive Plan: <https://denvergov.org/Government/Agencies-Departments-Offices/Agencies-Departments-Offices-Directory/Community-Planning-and-Development/Planning/Comprehensive-Plan-2040>

Downtown Urban Design Standards and Guidelines: <https://denvergov.org/Government/Agencies-Departments-Offices/Agencies-Departments-Offices-Directory/Community-Planning-and-Development/Denver-Zoning-Code/Urban-Design-Design-Review-Design-Standards-and-Guidelines>

I25 Broadway Station Area Plan: <https://www.denvergov.org/files/assets/public/v/1/community-planning-and-development/documents/planning/plans/i25-broadway-station-area-plan.pdf>

2023 Joint Transportation Committee Front Range Passenger Rail-by FRPR:
https://leg.colorado.gov/sites/default/files/images/joint_transportation_committee_frpr.pdf

La Alma Lincoln Park Design Guidelines: https://www.denvergov.org/files/assets/public/v/3/community-planning-and-development/documents/landmark-preservation/design-review-and-guidelines/la_alma_lincoln_park_design_guidelines_english.pdf

Littleton Station BNSF Crash Report: https://railroads.dot.gov/sites/fra.dot.gov/files/fra_net/488/hq200904.pdf

Metro Vision—by DRCOG: <https://indd.adobe.com/view/bc3ce7aa-3e79-4f11-8eb6-9e1c20b4472a>

2014 TOD Strategic Plan: https://www.denvergov.org/files/assets/public/v/1/transit-oriented-development/documents/tod_strategic_plan_executive_summary.pdf

Valverde Neighborhood plan:
https://www.denvergov.org/content/dam/denvergov/Portals/646/documents/planning/Plans/Valverde_Neighborhood_Plan.pdf



COLORADO

Department of Transportation

Transportation Commission Memorandum

To: Transportation Commission

From: Keith Stefanik, P.E., Chief Engineer

Date: November 1, 2024

Subject: Report Pursuant to Colorado Revised Statutes, §43-1-208 Regarding Project Number NHPP 2073-206 SH287 Resurfacing: I-70 to 92nd, 23780, Seeking Approval to Initiate and Conduct Condemnation Proceedings

Purpose

CDOT Region 1 seeks condemnation authorization of one fee simple parcel necessary for Project Number NHPP 2073-206.

Action

A resolution, in accordance with Colorado Revised Statute §43-1-208, granting approval to CDOT to initiate and conduct condemnation proceedings.

Background

This written report to the Transportation Commission is pursuant to Colorado Revised Statutes (“C.R.S.”), §43-1-208(1). On January 2, 2024, the Right of Way Plans for NHPP 2073-206 SH 287 Resurfacing: I-70 to 92nd were authorized, which allowed CDOT to acquire land necessary for the project by purchase, exchange, or negotiations with the with the landowner listed below.

After extensive negotiations with the landowner, CDOT was not able to reach a settlement. The property owner has ended all contact with CDOT.

The project NHPP 2073-206 SH 287 Resurfacing: I-70 to 92nd is necessary for resurfacing, installation of curb ramps and installation of upgraded traffic signals. This will improve safety of this corridor that carries ever-increasing traffic and is therefore desirable.

Overview of Property Previously Approved for Negotiation:

Region 1 seeks to acquire through condemnation proceeding one Fee Simple parcel RW-25 owned by MF Realty, LLC, 6385 Federal Blvd., Denver, CO 80221, previously approved for negotiation.

The owner will be informed of the Transportation Commission meeting to take place on 11/21/2024.

Resolution No. Approving Negotiation: N/A

Address: 6385 Federal Blvd., Denver CO 80221

Landowner's Name: MF Realty, LLC

Current Size of Property: 80,863 Square Feet

Proposed Size of Acquisition: 62 Square Feet

Purpose of Parcels Necessary for Project: Curb Ramp and Signal Replacement

RW-25: An irregular shaped fee simple parcel having an area of 62 sf. This parcel is necessary for installation and maintenance of traffic signals and curb ramp.

Waiver Valuation, Damages and Benefits: \$7,508.00.

Waiver Valuation was completed by Brent Hoag, R1 Appraisal Supervisor

Date of Initial Offer: 04/05/2024

Summary of Counteroffers:

The original FMV Offer was in the amount of \$3,410.00. After staking of the parcel it was determined that a light and bollard were in the area of the parcel. A revised waiver valuation was issued in the amount of \$7,508.00 and a Final Offer letter was mailed via certified mail. The property owner cut off all contact with CDOT.

Next Steps

Upon condemnation authorization, this matter will be referred to the Attorney General's Office to gain possession through a court order. No further TC action.

Attachments

Proposed Resolution

Right-of-Way Plans

Legal Descriptions

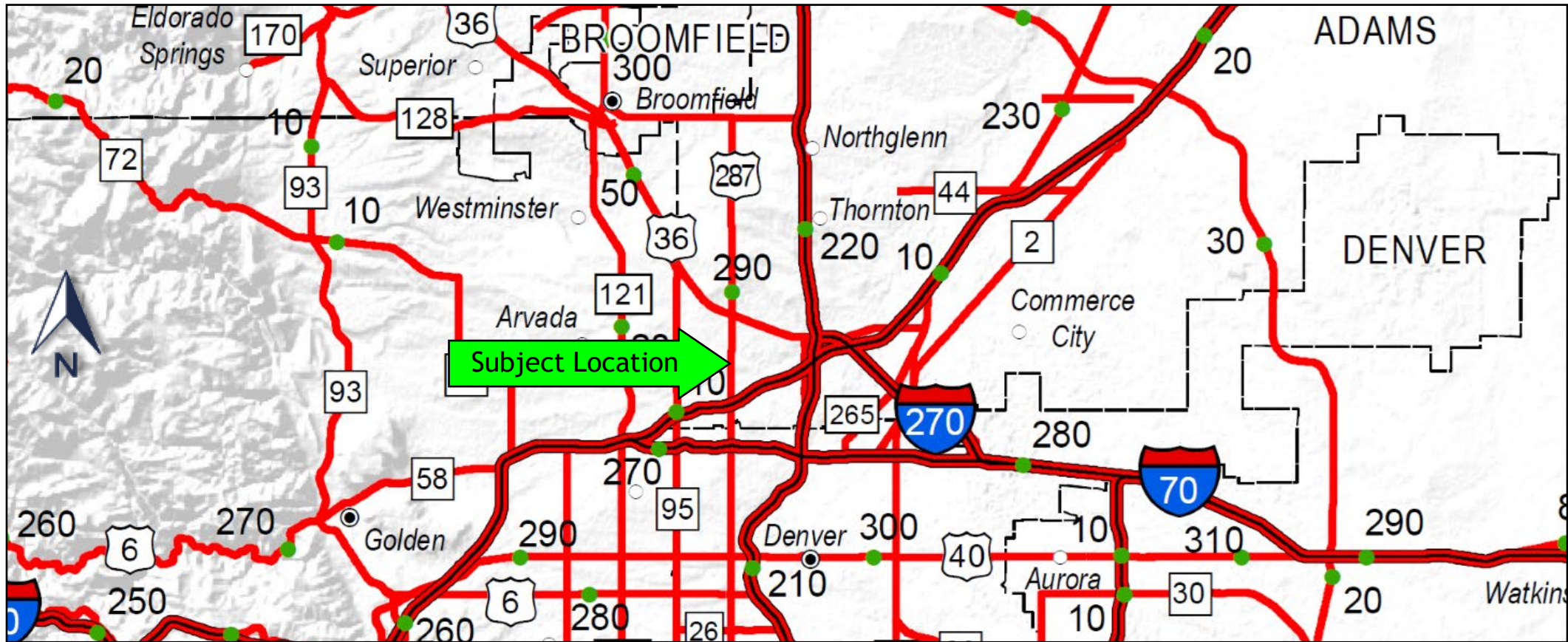
Contact Summary

Tabulation sheet available upon email request: andrea.griner@state.co.us



Condemnation Authorization SH 287 Resurfacing: I-70 to 92nd

District: 8 Region: 1 Project: NHPP 2073-206 Project Code: 23780



Owner: MF Realty, LLC

Project Purpose: Improve safety of a corridor that carries ever-increasing traffic.



Condemnation Authorization SH 287 Resurfacing: I-70 to 92nd



Location of Parcel



Condemnation Authorization SH 287 Resurfacing: I-70 to 92nd



Detail of Parcel



Condemnation Authorization SH 287 Resurfacing: I-70 to 92nd

OFFERS	DATE	AMOUNT
Notice of Interest to Acquire	April 5, 2024	N/A
CDOT Initial Offer	April 5, 2024	\$3,410
Waiver Valuation (Revised)	August 5, 2024	\$7,508
CDOT Final Offer	September 20, 2024	\$7,500
CDOT Last Written Offer	October 8, 2024	\$12,500

- Subject parcel is 62 sqft, necessary for installation and maintenance of traffic signals and curb ramp.
- The original FMV Offer was in the amount of \$3,410.00 based on a waiver valuation completed 2/8/2024. After staking of the parcel, it was determined that a light and bollard were located within the area of the parcel. A revised waiver valuation was issued in the amount of \$7,508.00
- After several contacts with owner, they concluded negotiations, saying it was not in their best interest to sell the property
- Final Offer letter was mailed via certified mail. Property owner has cut off all contact with CDOT.



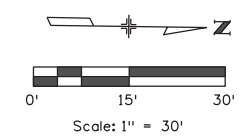
4670 Holly Street
Denver, CO 80216
Phone: 303.398.6728
Fax: 303.398.6781

Region 1

JAD

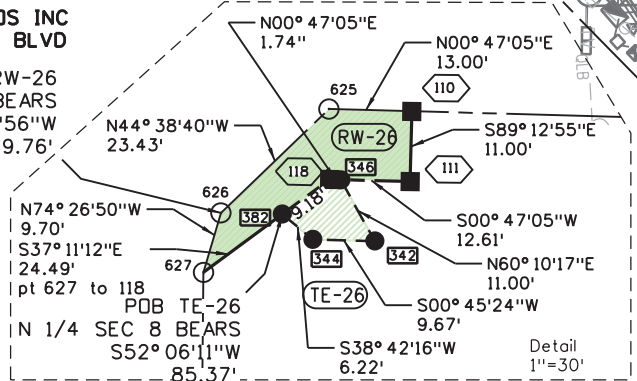
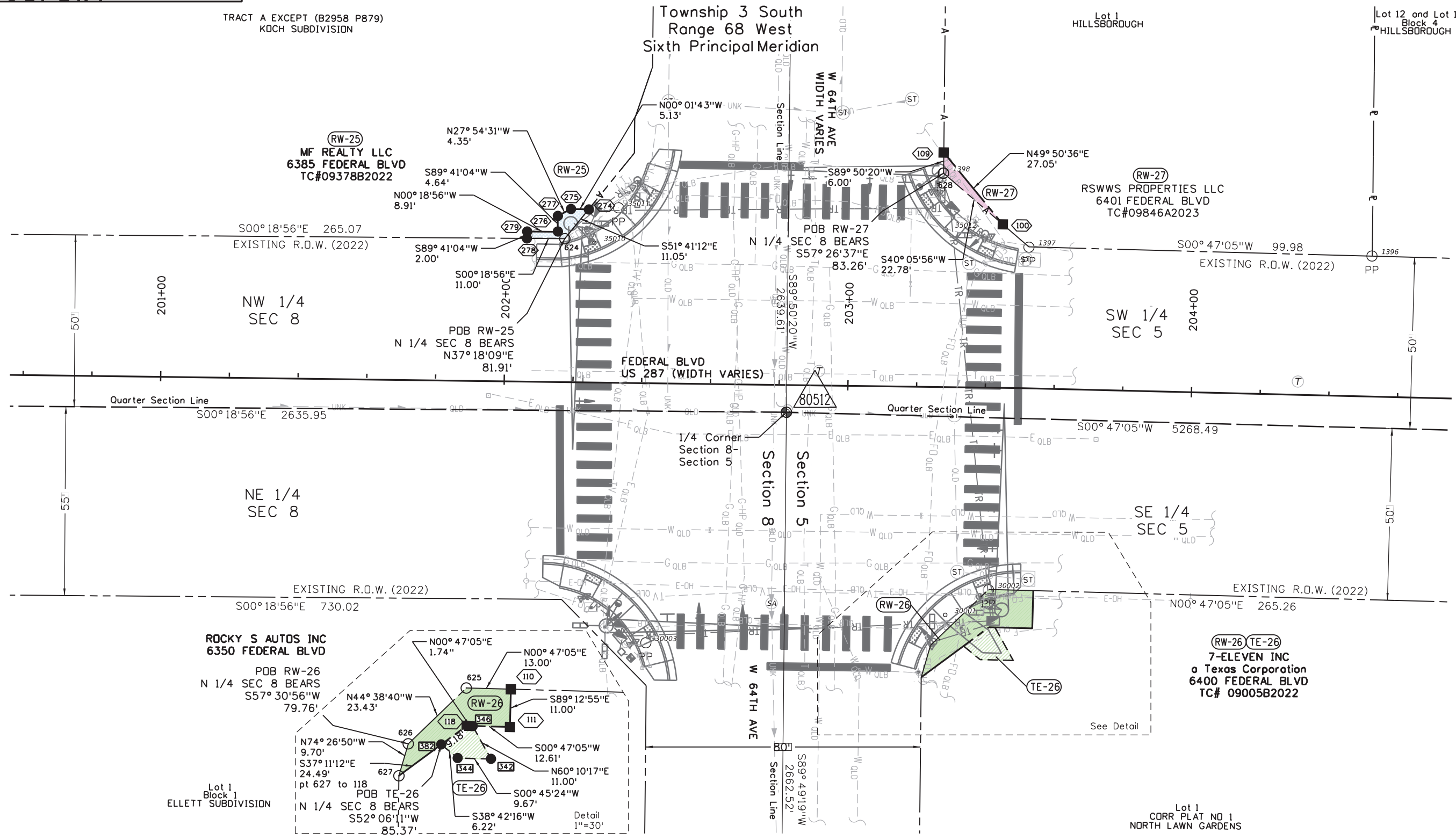
WOOLPERT
720 S. COLORADO BLVD. #1200-S
GLENDALE, CO 80246
(303) 524-3030 PHONE

Sheet Revisions			Sheet Revisions			Sheet Revisions		
Date	Description	Initials	Date	Description	Initials	Date	Description	Initials



Right of Way Plans			
Plansheet			
Project Number: NHPP 2873-206		Project Location: US-287, I-70 TO 92ND AVE.	
Project Code	Last Mod. Date	Subset	Sheet No.
23780	12/11/23	7.01 to 7.30	7.11

12/20/2023 Lee 3:30:22 PM G:\GSA\Projects\82126_US287_Federal_Boulevard_Resurfacing\SV\23780\RDW_Survey\Drawings\10.12\23780RDW_Plans_30scale - Aerials_711-715.dgn



Lot 1
CORR PLAT NO 1
NORTH LAWN GARDENS

Post-Amerco Real Property Condemnation Authorization Requests November 21, 2024 Transportation Commission Meeting

Region 1 - Condemnation Authorization Requests

TC District	Project Name	Project #	Project Code	Parcel #	Parcel Size	Property Owner(s)	Valuation Amount	Appraisal (A) or Waiver Valuation (WV)	Date of Valuation	Owner's Current Counter-Offer	Prior TC Condemnation or Acquisition Resolution Number
4	SH 287 Resurfacing: I-70 to 92nd	NHPP 2073-206	23780	RW-25	62 sq ft	MF Realty, LLC	\$7,508	WV	8/5/2024	N/A	N/A

EXHIBIT "A"

PARCEL NUMBER: RW-25
PROJECT NUMBER: NHPP 2873-206
PROJECT CODE: 23780
DATE: December 11, 2023

LEGAL DESCRIPTION

A tract or parcel of land No. RW-25 of the Department of Transportation, State of Colorado Project No. NHPP 2873-206 containing 62 sq. ft. (0.001 acres), more or less, in the NW 1/4 Section 8, Township 3 South, Range 68 West, of the Sixth Principal Meridian, in Adams County, Colorado, said tract or parcel being more particularly described as follows:

Commencing at a point of intersection common to the westerly Right-of-Way line of Federal Boulevard and the southerly Right-of-Way line of West 64th Ave., whence the N 1/4 corner of Section 8 bears, N37°18'09"E, a distance of 81.91 feet, said point also being the TRUE POINT OF BEGINNING;

1. Thence, along said westerly Right-of-Way line, S00°18'56"E, a distance of 11.00 feet;
2. Thence, departing said westerly Right-of-Way line, S89°41'04"W, a distance of 2.00 feet;
3. Thence N00°18'56"W, a distance of 8.91 feet;
4. Thence S89°41'04"W, a distance of 4.64 feet;
5. Thence N27°54'31"W, a distance of 4.35 feet;
6. Thence N00°01'43"W, a distance of 5.13 feet to a point on said southerly Right-of-Way line;
7. Thence, along said southerly Right-of-Way line, S51°41'12"E, a distance of 11.05 feet, more or less, to the TRUE POINT OF BEGINNING;

The above-described parcel contains 62 sq. ft. (0.001 acres), more or less.

Basis of Bearings: Bearings are based on a grid bearing of N06°26'10"E from Point BM 37 5392.97 (a 31/2" brass disk set in concrete stamped "USGS BM 37 5392.97 1936 DENVER" NGS PID:AE5248) to Point S 411 (a stainless steel deep rod in logo box stamped "S 411 1984" NGS PID: KK1411).

For and on Behalf of
Woolpert, Inc.
Brandon D. Lee PLS #37894
720 S. Colorado Blvd., Suite 1200-S
Glendale, CO 80246



Colorado Department of Transportation Condemnation Authorization Contact Summary	Project Code: 23780
	Parcel: RW-25
	Owner: MF Realty LLC

The following is a summary of communications which have taken place between CDOT and/or its representatives and the above referenced owner related to the acquisition of the above described parcels. This summary is prepared to assist the Transportation Commission in considering CDOT's request for authorization to initiate and conduct condemnation proceedings.

Date	Contact Description	Amount/Description
4/17/24	First Contact w/Property Owner	email from owner after NOI sent 4/5/24
9/30/24	Discussion of CDOT Project	Met w/ owner and walked site
4/5/24	CDOT Offer	Initial offer @\$3,410, revised offer 9/20, \$7,500
	Owner Counter-Offer	No counteroffer
10/8/24	CDOT Last Offer	\$12,500
10/3/24	Last Contact w/Property Owner	

Number of Property Owner Contacts Attempted: 9

Number of Successful Property Owner Contacts: 4

Matters Discussed During Property Owner Contacts (check all that apply)

- Access
- Valuation
- Owner Appraisal Reimbursement
- Project Timeline
- Design
- CDOT Processes
- Other Specify here:



Transportation Commission Memorandum

To: The Transportation Commission
From: Jeff Sudmeier, Chief Financial Officer
Bethany Nicholas, CDOT Budget Director
Date: November 20, 2024

Subject: Fiscal Year (FY) 2024-25 Budget Amendment

Purpose

To review the fourth budget amendment to the FY 2024-25 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 2024-25 Annual Budget, which consists of one item that requires TC approval. The fourth budget amendment:

1. Reallocates \$382,800 from the TC Program Reserve Fund in the Commission Reserve Funds line (Line 73) to the Property line (Line 34) to fund improvements at the Sterling and Virginia Dale Rest Areas located in Region 4.

Budget Amendment

The fourth budget amendment contains one item that requires TC approval. If this amendment is approved, the net impact to the TC Program Reserve is a reduction of \$382,800 resulting in a balance of \$50.0 million.

Sterling and Virginia Dale Rest Areas

Staff is requesting to transfer \$382,800 from the TC Program Reserve Fund in the Commission Reserve Funds line (Line 73) to the Property line (Line 34) to fund improvements at the Sterling and Virginia Dale rest areas located in Region 4. Specifically, \$200,000 will be used to design and install new lighting at the Sterling Rest Area, and \$182,800 will be used to design and install a leach field and a perimeter fence at the Virginia Dale Rest Area. The attached memo from Region 4 provides more detail about this request.

Next Steps

November 2024 - Staff will complete any actions for approved budget amendments.



COLORADO

Department of Transportation

Attachments

Attachment A - Amended FY 2024-25 Revenue Allocation Plan

Attachment B - Memo from Region 4

Attachment C - Presentation

Attachment A: Fiscal Year (FY) 2024-25 CDOT Amended Annual Budget (November 2024)

Line	Budget Category / Program	Rollforward from FY 2023-24	FY 2024-25 Final Allocation Plan	Proposed TC Amendments	Approved TC Amendments	EMT and Staff Approved Adjustments	Total FY25 Program Budget Available including Changes	Directed By	Funding Source
1	Colorado Department of Transportation (CDOT)								
2	Capital Construction	\$1,291.8 M	\$717.0 M	\$0.0 M	-\$8.0 M	\$152.0 M	\$2,152.9 M	-	-
3	Asset Management	\$270.3 M	\$423.5 M	\$0.0 M	\$0.6 M	-\$8.7 M	\$685.8 M	-	-
4	Surface Treatment	\$45.4 M	\$229.0 M	\$0.0 M	\$0.0 M	\$1.1 M	\$275.5 M	TC	FHWA / SH / SB 09-108
5	Structures	\$89.7 M	\$63.4 M	\$0.0 M	\$0.0 M	\$0.0 M	\$153.1 M	TC	FHWA / SH / SB 09-108
6	System Operations	\$6.2 M	\$27.3 M	\$0.0 M	\$0.0 M	-\$0.1 M	\$33.4 M	TC	FHWA / SH
7	Geohazards Mitigation	\$7.9 M	\$9.7 M	\$0.0 M	\$0.0 M	\$0.0 M	\$17.6 M	TC	SB 09-108
8	Permanent Water Quality Mitigation	\$1.1 M	\$6.5 M	\$0.0 M	\$0.0 M	\$0.0 M	\$7.6 M	TC	FHWA / SH
9	Emergency Relief	\$5.5 M	\$0.0 M	\$0.0 M	\$0.0 M	-\$5.2 M	\$0.3 M	FR	FHWA
10	10 Year Plan Projects - Capital Asset Management	\$114.6 M	\$87.7 M	\$0.0 M	\$0.6 M	-\$4.5 M	\$198.4 M	TC / FR	FHWA
11	Safety	\$99.1 M	\$132.0 M	\$0.0 M	-\$9.7 M	\$16.4 M	\$237.8 M	-	-
12	Highway Safety Improvement Program	\$39.1 M	\$43.1 M	\$0.0 M	\$0.0 M	-\$1.0 M	\$81.1 M	FR	FHWA / SH
13	Railway-Highway Crossings Program	\$0.0 M	\$3.8 M	\$0.0 M	\$0.0 M	-\$0.3 M	\$3.5 M	FR	FHWA / SH
14	Hot Spots	\$1.8 M	\$2.7 M	\$0.0 M	\$0.0 M	-\$0.1 M	\$4.4 M	TC	FHWA / SH
15	FASTER Safety	\$41.3 M	\$75.2 M	\$0.0 M	-\$9.7 M	\$17.8 M	\$124.6 M	TC	SB 09-108
16	Americans with Disabilities Act Compliance	\$16.9 M	\$7.2 M	\$0.0 M	\$0.0 M	\$0.0 M	\$24.1 M	TC	FHWA / SH
17	Mobility	\$922.4 M	\$161.5 M	\$0.0 M	\$1.1 M	\$144.3 M	\$1,229.3 M	-	-
18	Regional Priority Program	\$50.3 M	\$50.0 M	\$0.0 M	\$1.7 M	-\$1.9 M	\$100.1 M	TC	FHWA / SH
19	10 Year Plan Projects - Capital Mobility	\$850.4 M	\$87.7 M	\$0.0 M	-\$0.6 M	\$147.9 M	\$1,085.4 M	SL	FHWA / SB 17-267 / SB 21-260
20	Freight Programs	\$21.7 M	\$23.8 M	\$0.0 M	\$0.0 M	-\$1.6 M	\$43.9 M	FR	FHWA / SH / SL
21	Maintenance and Operations	\$45.7 M	\$405.1 M	\$0.4 M	\$10.4 M	\$0.3 M	\$461.4 M	-	-
22	Asset Management	\$38.3 M	\$368.5 M	\$0.4 M	\$10.4 M	\$5.1 M	\$422.2 M	-	-
23	Maintenance Program Areas	\$0.6 M	\$297.9 M	\$0.0 M	\$0.0 M	\$4.0 M	\$301.9 M	-	-
24	Roadway Surface	\$0.0 M	\$41.7 M	\$0.0 M	-\$7.4 M	\$0.0 M	\$34.3 M	TC	SH
25	Roadside Facilities	\$0.0 M	\$23.8 M	\$0.0 M	-\$0.7 M	\$0.0 M	\$23.1 M	TC	SH
26	Roadside Appearance	\$0.0 M	\$11.9 M	\$0.0 M	-\$4.0 M	\$0.0 M	\$7.9 M	TC	SH
27	Structure Maintenance	\$0.0 M	\$6.0 M	\$0.0 M	-\$0.1 M	\$0.0 M	\$5.9 M	TC	SH
28	Tunnel Activities	\$0.0 M	\$6.0 M	\$0.0 M	-\$1.4 M	\$0.0 M	\$4.6 M	TC	SH
29	Snow and Ice Control	\$0.0 M	\$92.3 M	\$0.0 M	\$12.9 M	\$0.0 M	\$105.2 M	TC	SH
30	Traffic Services	\$0.0 M	\$77.4 M	\$0.0 M	\$0.6 M	\$0.0 M	\$78.0 M	TC	SH
31	Materials, Equipment, and Buildings	\$0.0 M	\$20.9 M	\$0.0 M	-\$1.0 M	\$0.0 M	\$19.9 M	TC	SH
32	Planning and Scheduling	\$0.0 M	\$17.9 M	\$0.0 M	\$1.1 M	\$0.0 M	\$19.0 M	TC	SH
33	Express Lane Corridor Maintenance and Operations	\$3.5 M	\$12.7 M	\$0.0 M	\$0.0 M	\$0.3 M	\$16.5 M	TC	SH
34	Property	\$0.1 M	\$22.7 M	\$0.4 M	\$2.4 M	\$0.8 M	\$26.4 M	TC	SH
35	Capital Equipment	\$34.0 M	\$23.3 M	\$0.0 M	\$0.0 M	\$0.0 M	\$57.3 M	TC	SH
36	Maintenance Reserve Fund	\$0.0 M	\$12.0 M	\$0.0 M	\$8.0 M	\$0.0 M	\$20.0 M	TC	SH
37	Safety	\$2.6 M	\$12.2 M	\$0.0 M	\$0.0 M	-\$4.6 M	\$10.2 M	-	-
38	Strategic Safety Program	\$2.6 M	\$12.2 M	\$0.0 M	\$0.0 M	-\$4.6 M	\$10.2 M	TC	FHWA / SH
39	Mobility	\$4.8 M	\$24.4 M	\$0.0 M	\$0.0 M	-\$0.2 M	\$29.0 M	-	-
40	Real-Time Traffic Operations	\$0.2 M	\$14.4 M	\$0.0 M	\$0.0 M	-\$0.2 M	\$14.4 M	TC	SH
41	Intelligent Transportation System Investments	\$4.5 M	\$10.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$14.5 M	TC	FHWA / SH
42	Multimodal Services & Electrification	\$233.6 M	\$57.1 M	\$0.0 M	\$0.0 M	\$2.9 M	\$293.4 M	-	-
43	Mobility	\$233.6 M	\$57.1 M	\$0.0 M	\$0.0 M	\$2.9 M	\$293.4 M	-	-
44	Innovative Mobility Programs	\$18.5 M	\$9.3 M	\$0.0 M	\$0.0 M	\$0.0 M	\$27.8 M	TC	FHWA / SH
45	National Electric Vehicle Program	\$14.5 M	\$14.5 M	\$0.0 M	\$0.0 M	\$0.0 M	\$29.0 M	FR	FHWA
46	10 Year Plan Projects - Multimodal	\$131.0 M	\$19.5 M	\$0.0 M	\$0.0 M	\$1.7 M	\$152.3 M	TC	FHWA / SB 17-267, SB 21-260
47	Rail Program	\$14.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$14.1 M	SL	SL
48	Bustang	\$55.4 M	\$13.7 M	\$0.0 M	\$0.0 M	\$1.1 M	\$70.2 M	TC	SB 09-108 / Fare Rev. / SB 21-260
49	Suballocated Programs	\$658.5 M	\$327.5 M	\$0.0 M	\$0.0 M	-\$17.5 M	\$968.4 M	-	-
50	Aeronautics	\$37.5 M	\$57.4 M	\$0.0 M	\$0.0 M	-\$11.5 M	\$83.4 M	-	-
51	Aviation System Program	\$37.5 M	\$57.4 M	\$0.0 M	\$0.0 M	-\$11.5 M	\$83.4 M	AB	SA
52	Highway	\$238.6 M	\$155.4 M	\$0.0 M	\$0.0 M	-\$16.4 M	\$377.5 M	-	-
53	Surface Transportation Block Grant - Urban	\$127.2 M	\$66.9 M	\$0.0 M	\$0.0 M	-\$10.5 M	\$183.6 M	FR	FHWA / LOC
54	Congestion Mitigation and Air Quality	\$73.6 M	\$53.8 M	\$0.0 M	\$0.0 M	-\$5.7 M	\$121.8 M	FR	FHWA / LOC
55	Metropolitan Planning	\$1.2 M	\$12.1 M	\$0.0 M	\$0.0 M	\$0.3 M	\$13.6 M	FR	FHWA / FTA / LOC
56	Off-System Bridge Program	\$36.5 M	\$22.5 M	\$0.0 M	\$0.0 M	-\$0.6 M	\$58.4 M	TC / FR	FHWA / SH / LOC
57	Transit and Multimodal	\$382.4 M	\$114.7 M	\$0.0 M	\$0.0 M	\$10.4 M	\$507.5 M	-	-
58	Recreational Trails	\$1.3 M	\$1.6 M	\$0.0 M	\$0.0 M	-\$1.2 M	\$1.7 M	FR	FHWA
59	Safe Routes to School	\$9.5 M	\$3.1 M	\$0.0 M	\$0.0 M	-\$0.1 M	\$12.5 M	TC	FHWA / LOC
60	Transportation Alternatives Program	\$46.0 M	\$22.8 M	\$0.0 M	\$0.0 M	-\$3.2 M	\$65.6 M	FR	FHWA / LOC
61	Transit Grant Programs	\$160.6 M	\$53.9 M	\$0.0 M	\$0.0 M	\$1.0 M	\$215.5 M	FR/SL/TC	FTA / LOC / SB 09-108
62	Multimodal Options Program - Local	\$121.0 M	\$16.4 M	\$0.0 M	\$0.0 M	\$15.3 M	\$152.7 M	SL	SB 21-260
63	Carbon Reduction Program - Local	\$12.3 M	\$9.9 M	\$0.0 M	\$0.0 M	-\$0.6 M	\$21.6 M	FR	FHWA / LOC
64	Revitalizing Main Streets Program	\$31.7 M	\$7.0 M	\$0.0 M	\$0.0 M	-\$0.8 M	\$37.9 M	SL / TC	SB 21-260
65	Administration & Agency Operations	\$10.2 M	\$128.0 M	\$0.0 M	\$5.2 M	\$2.4 M	\$145.8 M	-	-
66	Agency Operations	\$9.5 M	\$77.5 M	\$0.0 M	\$4.1 M	\$1.5 M	\$92.6 M	TC / AB	FHWA / SH / SA / SB 09-108
67	Administration	\$0.0 M	\$48.8 M	\$0.0 M	\$1.1 M	\$0.0 M	\$49.9 M	SL	SH
68	Project Initiatives	\$0.8 M	\$1.7 M	\$0.0 M	\$0.0 M	\$0.9 M	\$3.3 M	TC	SH
69	Debt Service	\$140.3 M	\$44.5 M	\$0.0 M	\$0.0 M	-\$7.1 M	\$177.7 M	-	-
70	Debt Service	\$140.3 M	\$44.5 M	\$0.0 M	\$0.0 M	-\$7.1 M	\$177.7 M	DS	SH
71	Contingency Reserve	\$25.8 M	\$15.0 M	-\$0.4 M	-\$7.5 M	\$49.2 M	\$82.1 M	-	-
72	Contingency Fund	\$6.8 M	\$15.0 M	\$0.0 M	-\$1.7 M	\$0.0 M	\$20.1 M	TC	FHWA / SH
73	Commission Reserve Funds	\$19.1 M	\$0.0 M	-\$0.4 M	-\$5.9 M	\$49.2 M	\$62.0 M	TC	FHWA / SH
74	Other Programs	\$50.9 M	\$34.6 M	\$0.0 M	\$0.0 M	\$3.0 M	\$88.5 M	-	-
75	Safety Education	\$36.5 M	\$16.0 M	\$0.0 M	\$0.0 M	\$1.1 M	\$53.6 M	TC/FR	NHTSA / SSE
76	Planning and Research	\$5.1 M	\$17.7 M	\$0.0 M	\$0.0 M	-\$0.8 M	\$22.1 M	FR	FHWA / SH
77	State Infrastructure Bank	\$9.2 M	\$0.9 M	\$0.0 M	\$0.0 M	\$2.7 M	\$12.8 M	TC	SIB
78	Total - CDOT	\$2,456.8 M	\$1,728.8 M	\$0.0 M	\$0.0 M	\$185.2 M	\$4,370.8 M	-	-

79 Colorado Bridge & Tunnel Enterprise (BTE)									
80	Capital Construction	\$26.1 M	\$109.8 M	\$0.0 M	-\$6.8 M	\$16.9 M	\$146.1 M	-	-
81	Asset Management	\$26.1 M	\$109.8 M	\$0.0 M	-\$6.8 M	\$16.9 M	\$146.1 M	-	-
82	10-Year Plan Projects- BTE	\$16.3 M	\$11.4 M	\$0.0 M	\$37.0 M	\$4.6 M	\$69.2 M	BEB	SB 09-108, SB 21-260
83	Safety Critical and Asset Management Projects	\$9.8 M	\$98.4 M	\$0.0 M	-\$43.8 M	\$12.4 M	\$76.8 M	BEB	SB 09-108, SB 21-260
84	Maintenance and Operations	\$0.5 M	\$2.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$2.6 M	-	-
85	Asset Management	\$0.5 M	\$2.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$2.6 M	-	-
86	Maintenance and Preservation	\$0.5 M	\$2.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$2.6 M	BEB	SB 09-108
87	Administration & Agency Operations	\$4.7 M	\$2.4 M	\$0.0 M	\$0.0 M	\$0.0 M	\$7.1 M	-	-
88	Agency Operations-BTE	\$4.7 M	\$2.4 M	\$0.0 M	\$0.0 M	\$0.0 M	\$7.1 M	BEB	SB 09-108, SB 21-260
89	Debt Service	\$0.4 M	\$49.3 M	\$0.0 M	\$6.8 M	-\$17.2 M	\$39.3 M	-	-
90	Debt Service-BTE	\$0.4 M	\$49.3 M	\$0.0 M	\$6.8 M	-\$17.2 M	\$39.3 M	BEB	FHWA / SH
91	Total - Bridge & Tunnel Enterprise (BTE)	\$31.6 M	\$163.5 M	\$0.0 M	\$0.0 M	-\$0.2 M	\$195.0 M	-	-

92 Colorado Transportation Investment Office (CTIO)									
93	Maintenance and Operations-CTIO	\$396.9 M	\$123.4 M	\$0.0 M	\$0.0 M	-\$0.3 M	\$519.9 M	-	-
94	Express Lanes Operations	\$396.9 M	\$123.4 M	\$0.0 M	\$0.0 M	-\$0.3 M	\$519.9 M	HPTEB	Tolls / Managed Lanes Revenue
95	Administration & Agency Operations-CTIO	\$2.9 M	\$4.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$7.1 M	-	-
96	Agency Operations-CTIO	\$2.9 M	\$4.1 M	\$0.0 M	\$0.0 M	\$0.0 M	\$7.1 M	HPTEB	Fee for Service
97	Debt Service-CTIO	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	-	-
98	Debt Service-CTIO	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	HPTEB	Fee for Service
99	Total - Colorado Transportation Investment Office (CTIO)	\$399.8 M	\$127.4 M	\$0.0 M	\$0.0 M	-\$0.3 M	\$526.9 M	-	-

100 Clean Transit Enterprise (CTE)									
101	Suballocated Programs	\$0.0 M	\$16.6 M	\$0.0 M	\$0.0 M	\$0.0 M	\$16.6 M	-	-
102	Transit and Multimodal	\$0.0 M	\$16.6 M	\$0.0 M	\$0.0 M	\$0.0 M	\$16.6 M	-	-
103	CTE Projects	\$0.0 M	\$16.6 M	\$0.0 M	\$0.0 M	\$0.0 M	\$16.6 M	CTB	SB 21-260
104	Administration & Agency Operations	\$0.0 M	\$1.6 M	\$0.0 M	\$0.0 M	\$0.1 M	\$1.7 M	-	-
105	Agency Operations-CTE	\$0.0 M	\$0.6 M	\$0.0 M	\$0.0 M	\$0.1 M	\$0.7 M	CTB	SB 21-260
106	Contingency Reserve-CTE	\$0.0 M	\$1.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$1.0 M	CTB	SB 21-260
107	Debt Service	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	-	-
108	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
109	Total - Clean Transit Enterprise (CTE)	\$0.0 M	\$18.1 M	\$0.0 M	\$0.0 M	\$0.1 M	\$18.3 M	-	-

110 Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)									
111	Multimodal Services & Electrification	\$0.0 M	\$10.7 M	\$0.0 M	\$0.0 M	\$2.4 M	\$13.1 M	-	-
112	Mobility	\$0.0 M	\$10.7 M	\$0.0 M	\$0.0 M	\$2.4 M	\$13.1 M	-	-
113	NAAPME Projects	\$0.0 M	\$10.7 M	\$0.0 M	\$0.0 M	\$2.4 M	\$13.1 M	NAAPMEB	SB 21-260
114	Administration & Agency Operations	\$0.0 M	\$0.2 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.2 M	-	-
115	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
116	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
117	Debt Service	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	-	-
118	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
119	Total - Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)	\$0.0 M	\$10.9 M	\$0.0 M	\$0.0 M	\$2.5 M	\$13.4 M	-	-

120 Fuels Impact Enterprise (FIE)									
121	Suballocated Programs	\$0.0 M	\$14.8 M	\$0.0 M	\$0.0 M	\$0.0 M	\$14.8 M	-	-
122	Highway	\$0.0 M	\$14.8 M	\$0.0 M	\$0.0 M	\$0.0 M	\$14.8 M	-	-
123	Fuels Impact Grants	\$0.0 M	\$14.8 M	\$0.0 M	\$0.0 M	\$0.0 M	\$14.8 M	FIEB	SB 23-280
124	Administratin & Agency Operations	\$0.0 M	\$0.2 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.2 M	-	-
125	Agency Operations-FIE	\$0.0 M	\$0.2 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.2 M	FIEB	SB 23-280
126	Contingency Reserve-FIE	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	FIEB	SB 23-280
127	Debt Service	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	-	-
128	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
129	Total - Fuels Impcat Enterprise (FIE)	\$0.0 M	\$15.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$15.0 M	-	-
130	Total - CDOT and Enterprises	\$2,888.2 M	\$2,063.8 M	\$0.0 M	\$0.0 M	\$187.2 M	\$5,139.4 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

Transportation Commission Memorandum

To: Transportation Commission

From: Heather Paddock, Region 4 Transportation Director

Date: Nov 20, 2024

Subject: Budget Request from TC Program Reserve for two Rest Areas in Region 4

Purpose

To present background information and request \$382,800 from Transportation Commission Program Reserve for necessary repairs at two rest areas in Region 4.

Action

Approval of the requested Transportation Commission Program Reserve funding.

Background

The Virginia Dale rest area off US287 near the Wyoming/Colorado border and the Sterling Rest Area off I-76 need essential repairs/facility improvements that exceed the regional MLOS budget allocation provided for routine maintenance at these facilities. For FY25 our maintenance budget for rest area maintenance is \$176,000. \$136,000 of that budget has already been allocated to essential plumbing repairs at the Arriba rest area off I-70. Another source of funding that could be used for rest area repairs would be to utilize a controlled and deferred (C&D) budget. Region 4 FY25 C&D budget is \$447,000 which is responsible for maintaining our 336 structures in Region 4. Region 4 develops an annual list of projects approved by Property Management based on the rating of the building and/or specific facility needs. These two rest areas did not make the approved list in FY25. Last, source of funding is from the statewide \$4M annual rest area asset program. Rest area asset funding for FY25 and FY26 are already earmarked for other rest area needs in the State. Based on the available budget from these sources, additional funding is required.

Virginia Dale rest area requires the installation of a leach field to be able to mitigate the need for twice-a-week pumping of the existing 3,000-gallon tanks and a perimeter fence to protect the facility during the off-season. Currently, Region 4 spends approximately \$36,000 to pump the septic system twice-per-week due to the heavy use of the facility. Additionally, they rent portable restrooms during peak season, four months a year, at ~\$12,000/year. Region 4 is requesting \$182,800 for the design and construction of the leach field as well as a perimeter fence to protect the facility. This will provide a better user experience for the public, reduce the amount

of maintenance labor to maintain the cleanliness of the facility, and will eliminate the ~\$48,000 spent each year out of the very constrained MLOS budget.

The Sterling Rest Area lighting system is inoperable and has become a safety risk and hazard risk to both the traveling public and CDOT staff. The concrete footers have deteriorated due to age, and both the wiring and conduit are showing signs of significant degradation. The inadequate lighting has resulted in civilian vehicles and commercial trucks colliding with poles and navigating through areas not designated for vehicular traffic. Additionally, CDOT has received numerous complaints about the lack of lighting. Region 4 has developed an estimated design and construction cost estimate to replace the concrete footers and bring the electrical wiring and light fixtures up to current standard. It is estimated that \$200,000 is required for design and construction of the new lighting system that will significantly improve the safety of the public and CDOT.



COLORADO

Department of Transportation

November 2024 Budget Workshop FY 2024-25 Budget Amendment



Agenda

Agenda:

- FY25 Budget Amendment Summary
- Budget Amendment Description:
 - Sterling and Virginia Dale Rest Areas



Colorado Mountains



FY25 Budget Amendment Summary

The total request from the TC's Program Reserve Fund: \$382,800

Description	Amount	Budget Line from	Budget Line to
Sterling and Virginia Dale Rest Areas	\$382,800	Commission Reserve Funds (Line 73)	Property (Line 34)

If this request is approved, the remaining balance in the TC Program Reserve Fund will be \$50.0 M



Budget Amendment Description

Staff is requesting \$382,800 to fund improvements at the Sterling and Virginia Dale rest areas located in Region 4.

- \$200,000 will be used to design and install new lighting that will significantly improve safety of the public and CDOT at the Sterling Rest Area.
- \$182,800 will be used to design and install a leach field and a perimeter fence at the Virginia Dale Rest Area. This will provide a better user experience for the public, reduce the amount of maintenance labor to maintain the cleanliness of the facility, and will eliminate the ~\$48,000 spent each year out of the very constrained MLOS budget.



Image of I-76



Next Steps



Next Steps:

- November 2024 - Staff will complete any actions for approved budget amendments.



Transportation Commission Memorandum

To: The Transportation Commission

From: Jeff Sudmeier, Chief Financial Officer

Bethany Nicholas, Colorado Department of Transportation Budget Director

Date: November 21, 2024

Subject: Fiscal Year (FY) 2024-2025 Fifth Budget Supplement

Purpose

To provide an update on the balances of the Transportation Commission funds.

Action

This is for information purposes only. No action is required from the Transportation Commission at this time.

Transportation Commission Contingency Reserve Fund Reconciliation

Date	Transaction Description	Amount	Balance
June-24	Balance 12S24		\$3,677,851
July-24	Balance 1S25		\$19,972,392
August-24	Balance 2S25		s\$19,972,392
September-24	Balance 3S25		\$20,017,044
October-24	Balance 42S25		\$20,102,544
November-24	Balance 42S25		\$20,102,544

Cost Escalation Fund Reconciliation

Date	Transaction Description	Amount	Balance
June-24	Balance 12S24		\$9,608,937
July-24	Balance 1S25		\$9,698,442
August-24	Balance 2S25		\$9,879,960
September-24	Balance 3S25		\$7,597,670
October-24	Balance 4S25		\$6,136,803
October-24	R4 US85 5th St. to O St. Business, CO59 Kit Carson North PT, CO7: 28th St. to Cherryvale	-\$3,426,891	
November-24	Pending Balance 5S25		\$2,709,912

Transportation Commission Program Reserve Fund Reconciliation

Date	Transaction Description	Amount	Balance
June-24	Balance 1S24		\$6,870,207
July-24	Balance 1S25		\$5,015,869
August-24	Balance 2S25		\$4,415,869
September-24	Balance 3S25		\$55,339,033
October-24	Balance 4S25		\$50,439,033
	November Budget Amendment	-\$382,800	
November-24	Pending Balance 4S25		\$50,056,233

Transportation Commission Maintenance Reserve Fund Reconciliation

Date	Transaction Description	Amount	Balance
June-24	Balance 12S24		\$0
July-24	Balance 1S25		\$12,000,000
August-24	Pending Balance 2S25		\$12,000,000
September-24	Balance 3S25		\$12,000,000
October-24	Balance 4S25		\$12,000,000
	October Budget Amendment - MLOS Personal Services		\$8,000,000
November-24	Pending Balance 2S25		\$20,000,000



Transportation Commission Memorandum

To: The Transportation Commission
From: Jeff Sudmeier, Chief Financial Officer
Bethany Nicholas, CDOT Budget Director
Date: November 20, 2024

Subject: Proposed FY 2025-26 Annual Budget

Purpose

To review and approve the Proposed FY 2025-26 Annual Budget Allocation Plan.

Action

The Division of Accounting and Finance (DAF) is requesting the Transportation Commission (TC) to review and adopt the Proposed FY 2025-26 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 2024 revenue forecast, and to reflect approval of Decision Items, updates to common policy, and any other changes.

Proposed FY 2025-26 Budget Allocation Plan

The Proposed FY 2025-26 Annual Budget Allocation Plan, which includes the narrative and all budget appendices, is available on the [Department's website](#).

The Proposed FY 2025-26 Revenue Allocation Plan (see Attachment A) totals \$2,162.1 million (including the enterprises) and allocates:

- \$711.1 M to capital construction programs
- \$603.7 M to maintenance and operations programs
- \$454.0 M to suballocated programs
- \$72.8 M to multimodal services and electrification

The Proposed FY 2025-26 Revenue Allocation Plan has been updated since last reviewed by the TC in October to reflect changes included in the Governor's Budget Request and outlined below. After accounting for these changes, the Proposed FY 2025-26 Revenue Allocation Plan total of \$2,162.1 million still reflects an increase in total revenue from the current FY 2024-25 budget of \$2,063.8 million.

The FY 2025-26 Spending Plan, which estimates operating and capital program expenditures during the fiscal year using new revenue and cash balances rolled forward from previous fiscal years, reflects \$2,793.2 million in total spending for CDOT and the enterprises. For CDOT specifically, this includes \$1,135.0 million for capital construction and \$420.5 million



COLORADO

Department of Transportation

for maintenance and operations.

FY 2025-26 State Budget Shortfall

For FY 2025-26, the Governor's Office of State Planning and Budgeting (OSPB) is forecasting an approximately \$1 billion shortfall for the State's budget. The shortfall is largely the result of a tightening of the state Taxpayer's Bill of Rights (TABOR) cap as a result of softening inflation, and increased Medicaid caseload costs. The Governor's FY 2025-26 Budget Request (detailed below) was submitted to the legislature on November 1, 2024, and contains multiple proposals that impact many state agencies and programs to ensure a balanced budget, including two proposals impacting CDOT's FY 2025-26 Budget. Decision Items R-03 and R-04 below were developed in collaboration with the Governor's Office to help address the state budget shortfall for FY 2025-26. R-03 and R-04 impact the Department's General Fund Transfers and Road Safety Surcharge revenue, respectively. CDOT has a limited number of funding sources which could be considered for reductions to help offset the budget shortfall. Revenue sources flowing to the Enterprises are exempt from TABOR, and as such a reduction to any Enterprise revenue source does not help to address the budget shortfall. Other than the General Fund and the Road Safety Surcharge, the only other major CDOT funding sources which would help offset the budget shortfall are other HUTF revenue sources such as fuel taxes, and vehicle registration fees, and those revenues are critical to the day to day maintenance of our highways.

Governor's Budget Request

The Governor's Budget Request includes four decision items that were submitted by CDOT: R-03 and R-04 described above, and R-01 and R-02, which are CDOT initiatives and are unrelated to the current state budget shortfall. It is important to note that each of the items below are *proposed* changes, and must still work their way through the legislative process in 2025 before becoming law. All four decision items are described below.

R-01 Multimodal Options Fund Spending Authority

The Department is requesting an increase in cash fund spending authority of \$50.4 million in FY 2025-26 to align with the forecasted fund balance in the Multimodal Transportation and Mitigation Options Fund (MMOF). This would not be new revenue into the MMOF, but rather legislative authority to encumber and spend the full balance of revenue that was previously collected or transferred into the Fund (i.e. current fund balance in the MMOF).

The Department is also requesting one additional year of roll forward authority for the SB 21-260 American Rescue Plan Act (ARPA) appropriation that lapses in FY 2024-25. Finally, the Department is requesting that the JBC sponsor legislation to continuously appropriate the MMOF to the Department to eliminate the challenges with administering the budget and prevent spending authority gaps in the future.

This solution would allow the Department to access the full fund balance in the MMOF for FY



COLORADO

Department of Transportation

2025-26 and ongoing which will allow the Department to distribute more funding to local multimodal projects. The Department will continue to spend the state portion of MMOF funding on statewide multimodal projects such as Bustang, however, access to the full fund balance is needed to meet accelerating program expenditures.

The allocation for the Multimodal Options Program - Local line (Line 62) was updated in the Revenue Allocation Plan (Attachment A) to reflect this decision item. The allocation for this line is now \$68.2 million, pending approval by the legislature, which is an increase of \$50.4 million over the draft budget that was presented in October and a \$51.5 million increase over the FY 2024-25 budget adopted by the TC in March 2024.

R-02 Continuous Spending Authority for Clean Transit Enterprise Cash Fund

This request is being submitted by CDOT on behalf of the Clean Transit Enterprise (CTE) Board. Similar to the MMOF request above, the CTE is requesting that the JBC sponsor legislation to continuously appropriate the Clean Transit Enterprise Cash Fund. This change will allow CTE to maximize its delivery of grant funding to transit agencies in the state and remove the extra administrative burden on the enterprise of tracking two separate types of appropriations. If the decision item is approved by the legislature and legislation is passed, the CTE will be in a position to be more responsive to transit agency funding needs that typically span multiple fiscal years and fund a greater number of grant awards to support the electrification of transit in Colorado.

R-03 Reduce SB 21-260 Transfers and Extend the Funding

For FY 2024-25 through FY 2028-29, SB 21-260 *Sustainability of the Transportation System* transfers \$100.0 million annually from the General Fund to the State Highway Fund. For FY 2029-30 through FY 2031-32, the transfer amount is reduced to \$82.5 million. As part of statewide efforts across agencies to balance the State’s budget, the Department requests to reduce the transfer to the State Highway Fund by \$39.0 million in FY 2025-26 and by \$24.5 million in FY 2026-27. Then the Department requests to increase the transfers in FY 2029-30 through FY 2031-32 by \$17.5 million each so each year would be a total of \$100.0 million. In FY 2032-33, an additional \$11.0 million transfer to the State Highway Fund is requested to ensure CDOT stays whole as intended in SB 21-260.

Table 1: General Fund Transfers to the State Highway Fund

Description	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	Total Transfers
Current Law	\$100.0	\$100.0	\$100.0	\$100.0	\$82.5	\$82.5	\$82.5	\$0.0	\$647.5
R-03 Proposal	\$61.0	\$75.5	\$100.0	\$100.0	\$100.0	\$100.0	\$100.0	\$11.0	\$647.5
Net Impact	-\$39.0	-\$24.5	\$0.0	\$0.0	\$17.5	\$17.5	\$17.5	\$11.0	\$0.0

Of the proposed \$61.0 million transfer in FY 2025-26 scheduled from the General Fund to the



COLORADO

Department of Transportation

State Highway Fund, \$10.0 million is proposed to be utilized for Bustang. Additionally, \$25.0 million of the \$75.5 million proposed transfer in FY 2026-27 is proposed to be utilized for Bustang. This will ensure that expanded Bustang service supported by one-time funding from SB 21-280 can continue after those funds are exhausted while the Department works to identify a sustainable ongoing funding solution. Other General Fund transfers from SB 21-260 for Revitalizing Main Streets and the MMOF program are not impacted.

In the FY 2025-26 Revenue Allocation Plan that the TC reviewed in October 2024, the \$100.0 million General Fund transfer was allocated to the 10 Year Plan Project lines (Lines 10, 19 and 46) and to the Contingency Reserve (Line 72). Updated allocations are shown in the table below.

Table 2: General Fund Allocations in the Revenue Allocation Plan

Line Number	One Sheet Budget Line	Initial Allocation	Updated Allocation
10, 19 & 46	10 Year Plan lines	\$85.0 M	\$36.0 M
48	Bustang	\$0.0 M	\$10.0 M
72	Contingency Reserve	\$15.0 M	\$15.0 M
n/a	Total General Fund Transfer	\$100.0 M	\$61.0 M

The following table shows the \$49.0 million reduction to the 10 Year Plan lines by source of revenue. Budget across the 10 Year Plan Capital Asset Management and Capital Mobility lines will be balanced for the Final Budget that will be presented to the TC in February 2025.

Table 3: Changes to 10 Year Plan Allocations

Line Number	One Sheet Budget Line	Initial Allocation	Updated Allocation	Change
10	10 Year Plan Projects - Capital AM	\$76.1 M	\$67.2 M	-\$8.9 M
	<i>FHWA PROTECT Program</i>	\$21.0 M	\$21.0 M	\$0.0 M
	<i>FHWA Bridge Formula Program</i>	\$46.2 M	\$46.2 M	\$0.0 M
	<i>General Fund Transfer</i>	\$8.9 M	\$0.0 M	-\$8.9 M
19	10 Year Plan Projects - Capital Mobility	\$76.1 M	\$40.8 M	-\$35.2 M
	<i>FHWA Carbon Reduction Program</i>	\$9.2 M	\$9.2 M	\$0.0 M
	<i>Residual Flexible FHWA Revenue</i>	\$7.6 M	\$7.6 M	\$0.0 M
	<i>General Fund Transfer</i>	\$59.2 M	\$24.0 M	-\$35.2 M
46	10 Year Plan Projects - Multimodal	\$16.9 M	\$12.0 M	-\$4.9 M
	<i>General Fund Transfer</i>	\$16.9 M	\$12.0 M	-\$4.9 M
	Total 10 Year Plan Project Lines	\$169.1 M	\$120.0 M	-\$49.0 M



COLORADO

Department of Transportation

R-04 Reduce Road Safety Surcharge and Distribution Update

As part of statewide efforts across agencies to help balance the State’s budget, the Department proposes a reduction to the Road Safety Surcharge, resulting in a decrease in state revenue subject to TABOR. The Road Safety Surcharge is a weight-based registration fee which is distributed to the State Highway Fund, cities, and counties based on a statutory formula. Specifically, the Department requests a \$11.10 reduction to all weight-based fee tiers of the Road Safety Surcharge, similar to temporary reductions enacted in SB 21-260 and HB 22-1351, resulting in a \$65.1 million decrease to FASTER revenue in FY 2025-26. This will decrease the State’s total cash fund revenue subject to TABOR, which will increase General Fund availability in FY 2025-26. This proposal would amend the current statutory formula distributions to ensure that revenue to counties and municipalities will not be impacted.

This proposal will result in a \$65.1 million annual decrease in the CDOT capital construction program. Direct impacts would be to the FASTER Safety program and asset management programs, as shown in the table below. As discussed below, *it is anticipated that prior to finalizing the FY 2025-26 Annual Budget Allocation Plan in the Spring, impacts to the FASTER Safety program will be offset by reallocating funds from other programs.*

Table 4: Changes to FASTER Revenue Forecast and Allocations for FY 2025-26

Description	Initial Amounts	Updated Amounts with R-04	Net Impact
Forecasted FASTER Revenue	\$144.2 M	\$79.1 M	(\$65.1 M)
FASTER Transit Allocation	(\$10.0 M)	(\$10.0 M)	\$0.0 M
Remaining FASTER Revenue to Allocate	\$134.2 M	\$69.1 M	(\$65.1 M)
<i>Allocation to Asset Management Programs (40%)</i>	<i>\$53.7 M</i>	<i>\$27.6 M</i>	<i>(\$26.1 M)</i>
<i>Allocation to FASTER Safety Program (60%)</i>	<i>\$80.5 M</i>	<i>\$41.5 M</i>	<i>(\$39.0 M)</i>

The following table shows the impact of these reductions in the FY 2025-26 Revenue Allocation Plan.

Table 5: Impacts of R-04 in the Revenue Allocation Plan

Line Number	One Sheet Budget Line	Initial Allocation	Updated Allocation	Net Change
1	Surface Treatment	\$233.0 M	\$223.2 M	(\$9.8 M)



COLORADO

Department of Transportation

2	Structures	\$63.4 M	\$55.8 M	(\$7.6 M)
3	System Operations	\$27.3 M	\$23.3 M	(\$4.0 M)
4	Geohazards Mitigation	\$9.7 M	\$5.0 M	(\$4.7 M)
15	FASTER Safety	\$80.5 M	\$41.5 M	(\$39.0 M)
n/a	Total FASTER Allocation	\$413.9 M	\$348.8 M	(\$65.1 M)

More detail on the Governor’s Budget Request including proposals relevant to CDOT can be found on the [Office of State Planning and Budgeting website](#).

Decision Items included in the Governor’s Budget Request will be considered during the 2025 legislative session. Ultimately, some Decision Items may move forward as proposed, others may move forward but with changes, and some may be eliminated.

As we move forward with the budget development cycle, staff will monitor legislative proposals related to the Governor’s Budget Request, as well as other potential funding proposals. Staff anticipate returning to the TC in January and February to provide an update on legislative proposals, as well as an updated revenue forecast. Based on these updates, staff will propose additional changes to optimize available capital construction funding and best mitigate the impacts of any reductions before the budget is finalized in March 2024. ***It is anticipated that this will include reallocating funds from other programs to offset reductions to the FASTER Safety program.*** Options include:

- 1) Reallocating any residual flexible state or federal funds, including those currently allocated to the Contingency Reserve line, to increase capital construction funding.
- 2) Reallocating funds from the 10-Year Plan project lines to asset management programs and/or FASTER Safety to best balance capital construction funding across programs.

Administration Line (Line 67)

The final request in the Governor’s Budget Request for CDOT’s Administration line (Line 67) is \$52.5 million, which is \$3.6 million, or 7.4%, more than what was reflected in the initial FY 2024-25 budget that was approved by the TC in March 2024 (prior to the July 2024 Budget Amendment). This increase is attributable to statewide common policies, including increases to salaries and benefits for all state employees per the State’s partnership agreement with CO Wins, and other statewide requests.

Potential Additional Changes to the FY 2025-26 Budget

The following outstanding items could result in further changes to the FY 2025-26 Annual Budget Allocation Plan:

- **Legislative Changes:** Staff will closely monitor proposed legislation that is introduced during the 2025 legislative session and assess whether any proposals under



COLORADO

Department of Transportation

consideration will have an impact on the FY 2025-26 CDOT budget.

- **Revenue Forecast:** Allocations may be updated to reflect the latest revenue forecast that will be updated in December 2024 and shared with the TC in January 2025.
- **Updates to Capital Construction Allocations:** The TC will have an opportunity to consider changes to capital construction program allocations, as discussed above, *including offsetting impacts to the FASTER Safety program.*
- **Decision Items:** The TC will have an opportunity to review any potential Decision Item requests during the February 2025 Budget Workshop, prior to the March adoption of the Final FY 2025-26 Annual Budget Allocation Plan.
- **Administration (Line 67):** Legislative and OSPB actions during the budget development cycle may require further changes in Administration spending for CDOT. The Administration number will be updated throughout the fall and winter.
- **Maintenance Reserve (Line 36) and Contingency Reserve (Lines 72 and 73):** After final adjustments for common policy, etc., and consideration of current balances in Maintenance and Contingency Reserve Funds, the Commission may also be asked to consider options for the allocation of any residual flexible HUTF funding or flexible federal funding, including amounts currently allocated to the Maintenance and Contingency Reserve lines, to other programs.

Next Steps

- TC adoption of the Proposed FY 2025-26 Annual Budget Allocation Plan for submission to the OSPB on or before December 15, 2024.
- In February 2025, the TC will be asked to review any Decision Items that are \$1 million or more, additional changes related to common policy updates, legislative changes, changes resulting from updated revenue forecasts, or any other changes.
- In March 2025, the TC will be asked to review and adopt the Final FY 2025-26 Annual Budget Allocation Plan.

Attachments

Attachment A - FY 2025-26 Revenue Allocation Plan
Attachment B - Presentation

Fiscal Year (FY) 2025 -26 Revenue Allocation Plan							
Line	Budget Category / Program	A. Rollforward from FY 2024-25*	B. FY 2024-25 Final Allocation Plan	C. FY 2025-26 Proposed Allocation Plan	FY 2025-26 Total Final Available Budget (A+C)	Directed By	Funding Source
1	Colorado Department of Transportation (CDOT)						
2	Capital Construction	\$0.0 M	\$717.0 M	\$589.5 M	\$589.5 M		
3	Asset Management	\$0.0 M	\$423.5 M	\$381.0 M	\$381.0 M		
4	Surface Treatment	\$0.0 M	\$229.0 M	\$223.2 M	\$223.2 M	TC	FHWA / SH / SB 09-108
5	Structures	\$0.0 M	\$63.4 M	\$55.8 M	\$55.8 M	TC	FHWA / SH / SB 09-108
6	System Operations	\$0.0 M	\$27.3 M	\$23.3 M	\$23.3 M	TC	FHWA / SH
7	Geohazards Mitigation	\$0.0 M	\$9.7 M	\$5.0 M	\$5.0 M	TC	SB 09-108
8	Permanent Water Quality Mitigation	\$0.0 M	\$6.5 M	\$6.5 M	\$6.5 M	TC	FHWA / SH
9	Emergency Relief	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	FR	FHWA
10	10 Year Plan Projects - Capital Asset Management	\$0.0 M	\$87.7 M	\$67.2 M	\$67.2 M	TC / FR	FHWA
11	Safety	\$0.0 M	\$132.0 M	\$95.1 M	\$95.1 M		
12	Highway Safety Improvement Program	\$0.0 M	\$43.1 M	\$40.2 M	\$40.2 M	FR	FHWA / SH
13	Railway-Highway Crossings Program	\$0.0 M	\$3.8 M	\$3.5 M	\$3.5 M	FR	FHWA / SH
14	Hot Spots	\$0.0 M	\$2.7 M	\$2.7 M	\$2.7 M	TC	FHWA / SH
15	FASTER Safety	\$0.0 M	\$75.2 M	\$41.5 M	\$41.5 M	TC	SB 09-108
16	Americans with Disabilities Act Compliance	\$0.0 M	\$7.2 M	\$7.2 M	\$7.2 M	TC	FHWA / SH
17	Mobility	\$0.0 M	\$161.5 M	\$113.5 M	\$113.5 M		
18	Regional Priority Program	\$0.0 M	\$50.0 M	\$50.0 M	\$50.0 M	TC	FHWA / SH
19	10 Year Plan Projects - Capital Mobility	\$0.0 M	\$87.7 M	\$40.8 M	\$40.8 M	SL	FHWA / SB 17-267 / SB 21-260
20	Freight Programs	\$0.0 M	\$23.8 M	\$22.6 M	\$22.6 M	FR	FHWA / SH / SL
21	Maintenance and Operations	\$0.0 M	\$405.1 M	\$420.5 M	\$420.5 M		
22	Asset Management	\$0.0 M	\$368.5 M	\$384.0 M	\$384.0 M		
23	Maintenance Program Areas	\$0.0 M	\$297.9 M	\$312.8 M	\$312.8 M		
24	Roadway Surface	\$0.0 M	\$41.7 M	\$36.0 M	\$36.0 M	TC	SH
25	Roadside Facilities	\$0.0 M	\$23.8 M	\$24.3 M	\$24.3 M	TC	SH
26	Roadside Appearance	\$0.0 M	\$11.9 M	\$8.3 M	\$8.3 M	TC	SH
27	Structure Maintenance	\$0.0 M	\$6.0 M	\$6.2 M	\$6.2 M	TC	SH
28	Tunnel Activities	\$0.0 M	\$6.0 M	\$4.8 M	\$4.8 M	TC	SH
29	Snow and Ice Control	\$0.0 M	\$92.3 M	\$110.5 M	\$110.5 M	TC	SH
30	Traffic Services	\$0.0 M	\$77.4 M	\$81.9 M	\$81.9 M	TC	SH
31	Materials, Equipment, and Buildings	\$0.0 M	\$20.9 M	\$20.9 M	\$20.9 M	TC	SH
32	Planning and Scheduling	\$0.0 M	\$17.9 M	\$19.9 M	\$19.9 M	TC	SH
33	Express Lane Corridor Maintenance and Operations	\$0.0 M	\$12.7 M	\$13.2 M	\$13.2 M	TC	SH
34	Property	\$0.0 M	\$22.7 M	\$22.7 M	\$22.7 M	TC	SH
35	Capital Equipment	\$0.0 M	\$23.3 M	\$23.3 M	\$23.3 M	TC	SH
36	Maintenance Reserve Fund	\$0.0 M	\$12.0 M	\$12.0 M	\$12.0 M	TC	SH
37	Safety	\$0.0 M	\$12.2 M	\$12.2 M	\$12.2 M		
38	Strategic Safety Program	\$0.0 M	\$12.2 M	\$12.2 M	\$12.2 M	TC	FHWA / SH
39	Mobility	\$0.0 M	\$24.4 M	\$24.4 M	\$24.4 M		
40	Real-Time Traffic Operations	\$0.0 M	\$14.4 M	\$14.4 M	\$14.4 M	TC	SH
41	Intelligent Transportation System Investments	\$0.0 M	\$10.0 M	\$10.0 M	\$10.0 M	TC	FHWA / SH
42	Multimodal Services & Electrification	\$0.0 M	\$57.1 M	\$59.6 M	\$59.6 M		
43	Mobility	\$0.0 M	\$57.1 M	\$59.6 M	\$59.6 M		
44	Innovative Mobility Programs	\$0.0 M	\$9.3 M	\$9.3 M	\$9.3 M	TC	FHWA / SH
45	National Electric Vehicle Program	\$0.0 M	\$14.5 M	\$14.5 M	\$14.5 M	FR	FHWA
46	10 Year Plan Projects - Multimodal	\$0.0 M	\$19.5 M	\$12.0 M	\$12.0 M	TC	FHWA / SB 17-267, SB 21-260
47	Rail Program	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	SL	SL
48	Bustang	\$0.0 M	\$13.7 M	\$23.7 M	\$23.7 M	TC	SB 09-108 / Fare Rev. / SB 21-260
49	Suballocated Programs	\$0.0 M	\$327.5 M	\$371.1 M	\$371.1 M		
50	Aeronautics	\$0.0 M	\$57.4 M	\$68.1 M	\$68.1 M		
51	Aviation System Program	\$0.0 M	\$57.4 M	\$68.1 M	\$68.1 M	AB	SA
52	Highway	\$0.0 M	\$155.4 M	\$148.7 M	\$148.7 M		
53	Surface Transportation Block Grant - Urban	\$0.0 M	\$66.9 M	\$63.8 M	\$63.8 M	FR	FHWA / LOC
54	Congestion Mitigation and Air Quality	\$0.0 M	\$53.8 M	\$51.4 M	\$51.4 M	FR	FHWA / LOC
55	Metropolitan Planning	\$0.0 M	\$12.1 M	\$11.4 M	\$11.4 M	FR	FHWA / FTA / LOC
56	Off-System Bridge Program	\$0.0 M	\$22.5 M	\$22.1 M	\$22.1 M	TC / FR	FHWA / SH / LOC
57	Transit and Multimodal	\$0.0 M	\$114.7 M	\$154.3 M	\$154.3 M		
58	Recreational Trails	\$0.0 M	\$1.6 M	\$1.6 M	\$1.6 M	FR	FHWA
59	Safe Routes to School	\$0.0 M	\$3.1 M	\$3.1 M	\$3.1 M	TC	FHWA / LOC
60	Transportation Alternatives Program	\$0.0 M	\$22.8 M	\$21.8 M	\$21.8 M	FR	FHWA / LOC
61	Transit Grant Programs	\$0.0 M	\$53.9 M	\$43.1 M	\$43.1 M	FR / SL / TC	FTA / LOC / SB 09-108
62	Multimodal Options Program - Local	\$0.0 M	\$16.4 M	\$68.2 M	\$68.2 M	SL	SB 21-260
63	Carbon Reduction Program - Local	\$0.0 M	\$9.9 M	\$9.4 M	\$9.4 M	FR	FHWA / LOC
64	Revitalizing Main Streets Program	\$0.0 M	\$7.0 M	\$7.0 M	\$7.0 M	SL / TC	SB 21-260
65	Administration & Agency Operations	\$0.0 M	\$128.0 M	\$136.0 M	\$136.0 M		
66	Agency Operations	\$0.0 M	\$77.5 M	\$81.9 M	\$81.9 M	TC / AB	FHWA / SH / SA / SB 09-108
67	Administration	\$0.0 M	\$48.8 M	\$52.5 M	\$52.5 M	SL	SH
68	Project Initiatives	\$0.0 M	\$1.7 M	\$1.7 M	\$1.7 M	TC	SH
69	Debt Service	\$89.6 M	\$44.5 M	\$44.5 M	\$134.1 M		
70	Debt Service	\$89.6 M	\$44.5 M	\$44.5 M	\$134.1 M	DS	SH

71	Contingency Reserve	\$0.0 M	\$15.0 M	\$33.4 M	\$33.4 M		
72	Contingency Fund	\$0.0 M	\$15.0 M	\$15.0 M	\$15.0 M	TC	FHWA / SH
73	Commission Reserve Funds	\$0.0 M	\$0.0 M	\$18.4 M	\$18.4 M	TC	FHWA / SH
74	Other Programs	\$0.0 M	\$34.6 M	\$36.8 M	\$36.8 M		
75	Safety Education	\$0.0 M	\$16.0 M	\$17.4 M	\$17.4 M	TC/FR	NHTSA / SSE
76	Planning and Research	\$0.0 M	\$17.7 M	\$18.2 M	\$18.2 M	FR	FHWA / SH
77	State Infrastructure Bank	\$0.0 M	\$0.9 M	\$1.2 M	\$1.2 M	TC	SIB
78	Total - CDOT	\$89.6 M	\$1,728.8 M	\$1,691.4 M	\$1,781.0 M		

79 Colorado Bridge & Tunnel Enterprise (BTE)							
80	Capital Construction	\$0.0 M	\$109.8 M	\$121.5 M	\$121.5 M		
81	Asset Management-BTE	\$0.0 M	\$109.8 M	\$121.5 M	\$121.5 M		
82	10-Year Plan Projects	\$0.0 M	\$72.8 M	\$84.5 M	\$84.5 M	BEB	SB 09-108, SB 21-260
83	Safety Critical and Asset Management Projects	\$0.0 M	\$37.0 M	\$37.0 M	\$37.0 M	BEB	SB 09-108, SB 21-260
84	Maintenance and Operations	\$0.0 M	\$2.1 M	\$2.1 M	\$2.1 M		
85	Asset Management-BTE	\$0.0 M	\$2.1 M	\$2.1 M	\$2.1 M		
86	Maintenance and Preservation	\$0.0 M	\$2.1 M	\$2.1 M	\$2.1 M	BEB	SB 09-108
87	Administration & Agency Operations	\$0.0 M	\$2.4 M	\$2.4 M	\$2.4 M		
88	Agency Operations-BTE	\$0.0 M	\$2.4 M	\$2.4 M	\$2.4 M	BEB	SB 09-108, SB 21-260
89	Debt Service	\$0.0 M	\$49.3 M	\$61.5 M	\$61.5 M		
90	Debt Service-BTE	\$0.0 M	\$49.3 M	\$61.5 M	\$61.5 M	BEB	FHWA / SH
91	Total - Bridge & Tunnel Enterprise (BTE)	\$0.0 M	\$163.5 M	\$187.4 M	\$187.4 M		

92 Colorado Transportation Investment Office (CTIO)							
93	Maintenance and Operations-CTIO	\$0.0 M	\$123.4 M	\$181.2 M	\$181.2 M		
94	Express Lanes Operations	\$0.0 M	\$123.4 M	\$181.2 M	\$181.2 M	HPTEB	Tolls / Managed Lanes Revenue
95	Administration & Agency Operations-CTIO	\$0.0 M	\$4.1 M	\$4.1 M	\$4.1 M		
96	Agency Operations-CTIO	\$0.0 M	\$4.1 M	\$4.1 M	\$4.1 M	HPTEB	Fee for Service
97	Debt Service-CTIO	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M		
98	Debt Service-CTIO	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	HPTEB	Fee for Service
99	Total - Colorado Transportation Investment Office (CTIO)	\$0.0 M	\$127.4 M	\$185.2 M	\$185.2 M		

100 Clean Transit Enterprise (CTE)							
101	Suballocated Programs	\$0.0 M	\$16.6 M	\$68.1 M	\$68.1 M		
102	Transit and Multimodal	\$0.0 M	\$16.6 M	\$68.1 M	\$68.1 M		
103	CTE Projects	\$0.0 M	\$16.6 M	\$68.1 M	\$68.1 M	CTB	SB 21-260
104	Administration & Agency Operations	\$0.0 M	\$1.6 M	\$1.6 M	\$1.6 M		
105	Agency Operations-CTE	\$0.0 M	\$0.6 M	\$0.6 M	\$0.6 M	CTB	SB 21-260
106	Contingency Reserve-CTE	\$0.0 M	\$1.0 M	\$1.0 M	\$1.0 M	CTB	SB 21-260
107	Debt Service	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M		
108	Debt Service-CTE	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	CTB	SB 21-260
109	Total - Clean Transit Enterprise (CTE)	\$0.0 M	\$18.1 M	\$69.7 M	\$69.7 M		

110 Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)							
111	Multimodal Services & Electrification	\$0.0 M	\$10.7 M	\$13.2 M	\$13.2 M		
112	Mobility	\$0.0 M	\$10.7 M	\$13.2 M	\$13.2 M		
113	NAAPME Projects	\$0.0 M	\$10.7 M	\$13.2 M	\$13.2 M	NAAPMEB	SB 21-260
114	Administration & Agency Operations	\$0.0 M	\$0.2 M	\$0.2 M	\$0.2 M		
115	Agency Operations-NAAPME	\$0.0 M	\$0.2 M	\$0.2 M	\$0.2 M	NAAPMEB	SB 21-260
116	Contingency Reserve-NAAPME	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	NAAPMEB	SB 21-260
117	Debt Service	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M		
118	Debt Service-NAAPME	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	NAAPMEB	SB 21-260
119	Total - Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)	\$0.0 M	\$10.9 M	\$13.4 M	\$13.4 M		

120 Fuels Impact Enterprise (FIE)							
121	Suballocated Programs	\$0.0 M	\$14.8 M	\$14.8 M	\$14.8 M		
122	Highway	\$0.0 M	\$14.8 M	\$14.8 M	\$14.8 M		
123	Fuels Impact Grants	\$0.0 M	\$14.8 M	\$14.8 M	\$14.8 M	FIEB	SB 23-280
124	Administratin & Agency Operations	\$0.0 M	\$0.2 M	\$0.2 M	\$0.2 M		
125	Agency Operations-FIE	\$0.0 M	\$0.2 M	\$0.2 M	\$0.2 M	FIEB	SB 23-280
126	Contingency Reserve-FIE	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	FIEB	SB 23-280
127	Debt Service	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M		
128	Debt Service-FIE	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	FIEB	SB 23-280
129	Total - Fuels Impcat Enterprise (FIE)	\$0.0 M	\$15.0 M	\$15.0 M	\$15.0 M		
130	Total - CDOT and Enterprises	\$89.6 M	\$2,063.8 M	\$2,162.1 M	\$2,236.7 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:
 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

November 2024 Budget Workshop Proposed FY26 Annual Budget



Agenda

- FY26 Proposed Budget Allocation Plan
 - FY26 Sources and Uses
 - Budget Narrative and Appendices
 - Revenue Allocation Plan
 - Spending Plan
- Governor's FY26 Budget Request / State Budget Shortfall
 - R-01 Multimodal Options Spending Authority
 - R-02 Clean Transit Enterprise Cash Fund
 - R-03 SB 21-260 General Fund Transfers
 - R-04 Reduce Road Safety Surcharge
- Additional Adjustments Coming
- Timeline and Next Steps



Fire engine at Eisenhower-Johnson memorial tunnel



Sources of CDOT Funding - FY 2025-26

Federal Programs

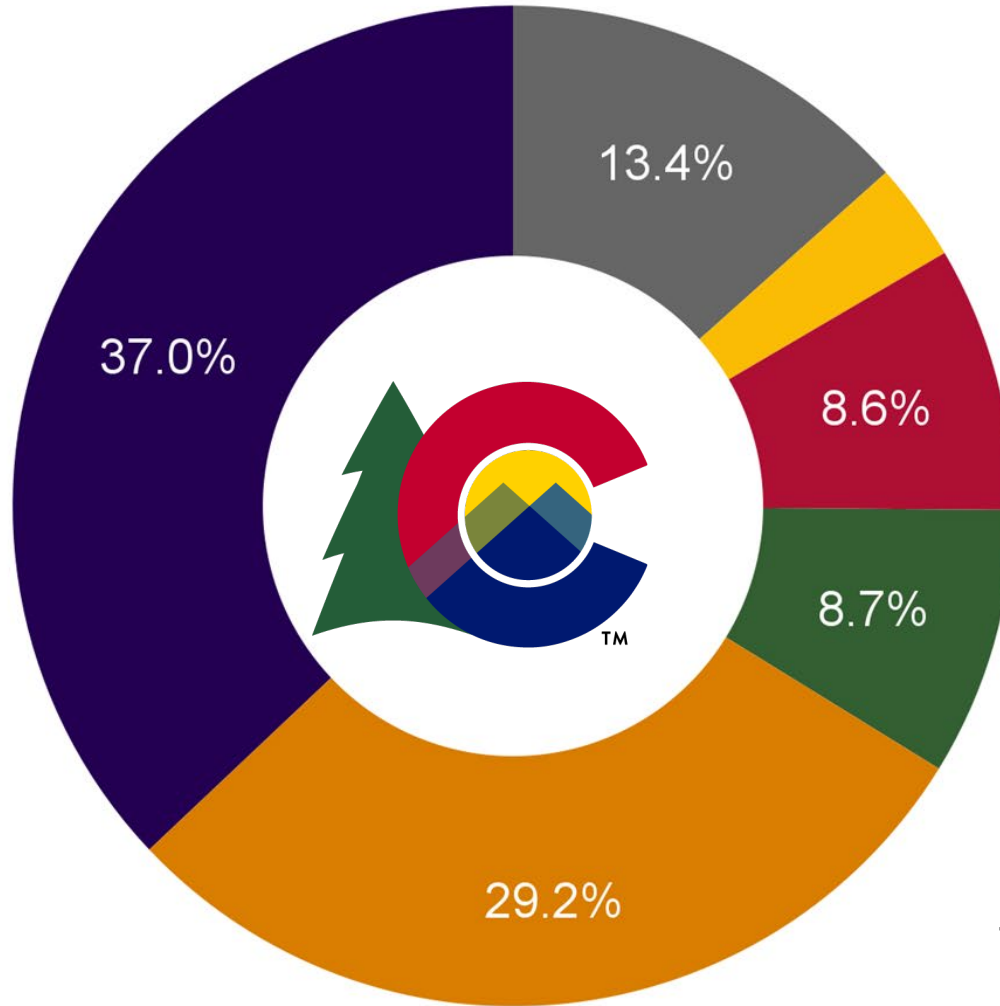
\$801.0 million - 37.0%
18.4 cents per gallon paid at the pump, Federal General Fund

Highway Users Tax Fund

\$630.4 million - 29.2%
Fuel Taxes and Fees, vehicle registrations, traffic penalty revenue, FASTER, Retail Delivery Fee

Bridge & Tunnel Enterprise

\$187.4 million - 8.7%
FASTER fees, Bridge Impact Fee, Retail Delivery Fees



Other State Funds

\$289.5 million - 13.4%
Aviation fuel taxes, appropriated special programs, miscellaneous revenue, Clean Transit Enterprise, Nonattainment enterprise, Clean Fuels Enterprise

Legislative Initiatives

\$68.5 million - 3.2%
General Fund Transfers to the State Highway Fund, Capital Development Committee funds

Colorado Transportation Investment Office

\$185.2 million - 8.6%
Toll and enforcement revenue, Congestion Impact Fee



Uses of CDOT Funding - FY 2025-26

Multimodal Services

\$72.8 million - 3.4%

Innovative Mobility, NEVI, 10-Year Plan Projects (Transit), Rail Commission, Bustang

Administration and Agency Operations

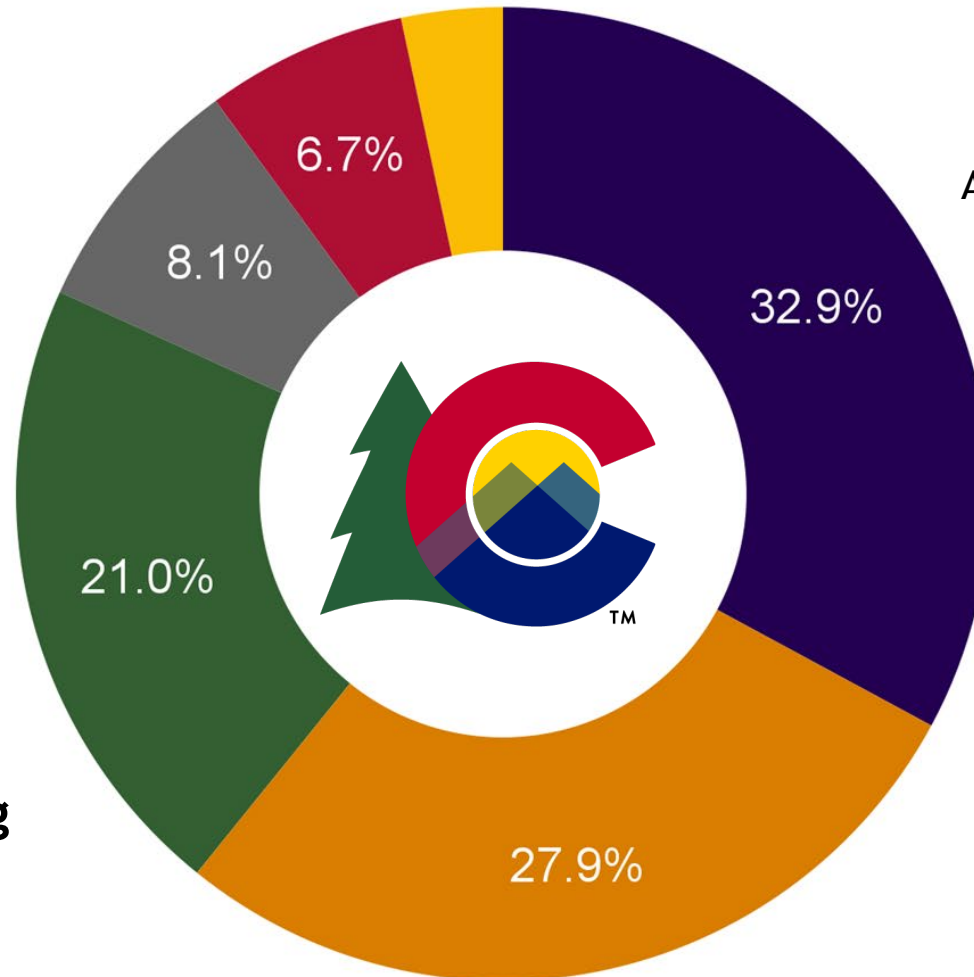
\$144.4 million - 6.7%

Appropriated Administration budget, agency operations and project initiatives

Other Programs, Debt Service, Contingency Funding

\$176.2 million - 8.1%

State safety education, planning and research, State Infrastructure Bank, Debt Service, Contingency and Reserve funds



Capital Construction

\$711.1 million - 32.9%

Asset Management, Safety Programs, 10-Year Plan projects, Regional Priority Program

Maintenance and Operations

\$603.7 million - 27.9%

Maintenance Program Areas, Strategic Safety Program, Real-time Traffic Operations, ITS Investments

Suballocated Programs

\$454.0 million - 21.0%

Aeronautics funding, sub allocated federal programs, Revitalizing Main Streets

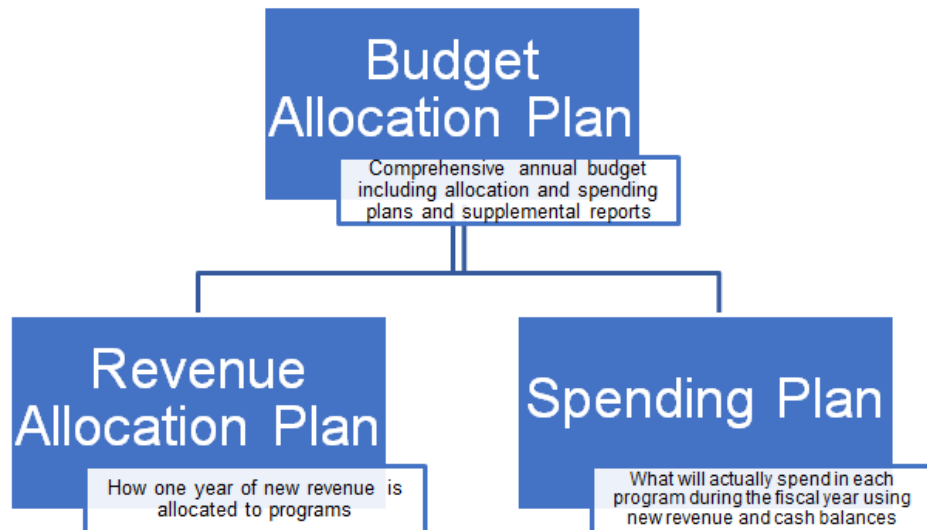


Narrative and Other Budget Appendices



CDOT Final Budget Allocation Plan

Fiscal Year 2025-26



Review the Narrative and Revenue Allocation Plan on CDOT's Website:

<https://www.codot.gov/business/budget/cdot-budget>

- Appendix A - Revenue Allocation Plan
- Appendix B - Spending Plan
- Appendix C - Open Projects & Unexpended Project Balances
- Appendix D - Planned Projects
- Appendix E - Total Construction Budget
- Appendix F - Project Indirects & Construction Engineering
- Appendix G - CDOT Personnel Report
- Appendix H - Update on 10 Year Plan



FY 2025-26 Revenue Allocation Plan

FY 2025-26 Revenue Allocation Plan

Line	Budget Category / Program	A. Estimated Rollforward from FY 2024-25*	B. FY 2024-25 Final Allocation Plan	FY 2025-26 Proposed Allocation Plan	FY 2025-26 Total Final Available Budget (A-C)	Directed By	Funding Source
1 COLORADO DEPARTMENT OF TRANSPORTATION							
2	Capital Construction	\$0.0 M	\$717.0 M	\$698.7 M	\$698.7 M		
3	Asset Management	\$0.0 M	\$423.5 M	\$415.9 M	\$415.9 M	TC	FWMA / SH / SB 09-10B
4	Surface Treatment	\$0.0 M	\$229.0 M	\$233.0 M	\$233.0 M	TC	FWMA / SH / SB 09-10B
5	Structures	\$0.0 M	\$63.4 M	\$63.4 M	\$63.4 M	TC	FWMA / SH / SB 09-10B
6	System Operations	\$0.0 M	\$27.3 M	\$27.3 M	\$27.3 M	TC	FWMA / SH
7	Geohazards Mitigation	\$0.0 M	\$9.7 M	\$9.7 M	\$9.7 M	TC	SB 09-10B
8	Permanent Water Quality Mitigation	\$0.0 M	\$6.5 M	\$6.5 M	\$6.5 M	TC	FWMA / SH
9	Emergency Relief	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	FR	FWMA
10	10 Year Plan Projects - Capital AM	\$0.0 M	\$87.7 M	\$76.1 M	\$76.1 M	TC / FR	FWMA
11	Safety	\$0.0 M	\$132.0 M	\$134.1 M	\$134.1 M		
12	Highway Safety Improvement Program	\$0.0 M	\$43.1 M	\$40.2 M	\$40.2 M	FR	FWMA / SH
13	Railway-Highway Crossings Program	\$0.0 M	\$3.8 M	\$3.5 M	\$3.5 M	FR	FWMA / SH
14	Hot Spots	\$0.0 M	\$2.7 M	\$2.7 M	\$2.7 M	TC	FWMA / SH
15	FASTER Safety	\$0.0 M	\$75.2 M	\$80.5 M	\$80.5 M	TC	SB 09-10B
16	ADA Compliance	\$0.0 M	\$7.2 M	\$7.2 M	\$7.2 M	TC	FWMA / SH
17	Mobility	\$0.0 M	\$161.5 M	\$148.7 M	\$148.7 M		
18	Regional Priority Program	\$0.0 M	\$50.0 M	\$50.0 M	\$50.0 M	TC	FWMA / SH
19	10 Year Plan Projects - Capital Mobility	\$0.0 M	\$87.7 M	\$76.1 M	\$76.1 M	SL	FWMA / SB 17-267 / SB 21-260
20	Freight Programs	\$0.0 M	\$33.8 M	\$32.8 M	\$32.8 M	FR	FWMA / SH / SL
21	Maintenance and Operations	\$0.0 M	\$405.1 M	\$420.5 M	\$420.5 M		
22	Asset Management	\$0.0 M	\$368.5 M	\$384.0 M	\$384.0 M		
23	Maintenance Program Areas	\$0.0 M	\$297.9 M	\$312.8 M	\$312.8 M		
24	Roadway Surface	\$0.0 M	\$41.7 M	\$36.0 M	\$36.0 M	TC	SH
25	Roadside Facilities	\$0.0 M	\$23.8 M	\$24.3 M	\$24.3 M	TC	SH
26	Roadside Appearance	\$0.0 M	\$11.9 M	\$8.3 M	\$8.3 M	TC	SH
27	Structure Maintenance	\$0.0 M	\$6.0 M	\$6.2 M	\$6.2 M	TC	SH
28	Tunnel Activities	\$0.0 M	\$6.0 M	\$4.8 M	\$4.8 M	TC	SH
29	Snow and Ice Control	\$0.0 M	\$92.3 M	\$110.5 M	\$110.5 M	TC	SH
30	Traffic Services	\$0.0 M	\$77.4 M	\$81.9 M	\$81.9 M	TC	SH
31	Materials, Equipment, and Buildings	\$0.0 M	\$20.9 M	\$20.9 M	\$20.9 M	TC	SH
32	Planning and Scheduling	\$0.0 M	\$17.9 M	\$19.9 M	\$19.9 M	TC	SH
33	Express Lane Corridor Maintenance and Operations	\$0.0 M	\$12.7 M	\$13.2 M	\$13.2 M	TC	SH
34	Property	\$0.0 M	\$22.7 M	\$22.7 M	\$22.7 M	TC	SH
35	Capital Equipment	\$0.0 M	\$23.3 M	\$23.3 M	\$23.3 M	TC	SH
36	Maintenance Reserve Fund	\$0.0 M	\$12.0 M	\$12.0 M	\$12.0 M	TC	SH
37	Safety	\$0.0 M	\$12.2 M	\$12.2 M	\$12.2 M		
38	Strategic Safety Program	\$0.0 M	\$12.2 M	\$12.2 M	\$12.2 M	TC	FWMA / SH
39	Mobility	\$0.0 M	\$24.4 M	\$24.4 M	\$24.4 M		
40	Real-Time Traffic Operations	\$0.0 M	\$14.4 M	\$14.4 M	\$14.4 M	TC	SH
41	ITS Investments	\$0.0 M	\$10.0 M	\$10.0 M	\$10.0 M	TC	FWMA / SH
42	Multimodal Services & Electrification	\$0.0 M	\$57.1 M	\$54.5 M	\$54.5 M		
43	Mobility	\$0.0 M	\$57.1 M	\$54.5 M	\$54.5 M		
44	Innovative Mobility Programs	\$0.0 M	\$9.3 M	\$9.3 M	\$9.3 M	TC	FWMA / SH
45	National Electric Vehicle Program	\$0.0 M	\$14.5 M	\$14.5 M	\$14.5 M	TC	FWMA
46	10 Year Plan Projects - Multimodal	\$0.0 M	\$19.5 M	\$16.9 M	\$16.9 M	TC	FWMA / SB 17-267, SB 21-260
47	Rail Program	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	SL	
48	Bustang	\$0.0 M	\$13.7 M	\$13.7 M	\$13.7 M	TC	SB 09-10B / Fare Rev. / SB 21-260
49	Suballocated Programs	\$0.0 M	\$327.5 M	\$320.7 M	\$320.7 M		
50	Aeronautics	\$0.0 M	\$57.4 M	\$68.1 M	\$68.1 M		
51	Aviation System Program	\$0.0 M	\$57.4 M	\$68.1 M	\$68.1 M	AB	SA
52	Highway	\$0.0 M	\$155.4 M	\$148.7 M	\$148.7 M		
53	STBG-Urban (STP-Metro)	\$0.0 M	\$66.9 M	\$63.8 M	\$63.8 M	FR	FWMA / LOC
54	Congestion Mitigation and Air Quality	\$0.0 M	\$53.8 M	\$51.4 M	\$51.4 M	FR	FWMA / LOC
55	Metropolitan Planning	\$0.0 M	\$12.1 M	\$11.4 M	\$11.4 M	FR	FWMA / FTA / LOC
56	Off-System Bridge Program	\$0.0 M	\$22.5 M	\$22.1 M	\$22.1 M	TC / FR	FWMA / SH / LOC
57	Transit and Multimodal	\$0.0 M	\$114.7 M	\$103.8 M	\$103.8 M	FR	FWMA
58	Recreational Trails	\$0.0 M	\$1.4 M	\$1.4 M	\$1.4 M	FR	FWMA / LOC
59	Safe Routes to School	\$0.0 M	\$3.1 M	\$3.1 M	\$3.1 M	TC	FWMA / LOC
60	Transportation Alternatives Program	\$0.0 M	\$22.8 M	\$21.8 M	\$21.8 M	FR	FWMA / LOC
61	Transit Grant Programs	\$0.0 M	\$53.9 M	\$43.1 M	\$43.1 M	FR / SL / TC	FTA / LOC / SB 09-10B
62	Multimodal Options Program - Local	\$0.0 M	\$16.4 M	\$17.8 M	\$17.8 M	SL	SB 21-260
63	Carbon Reduction Program - Local	\$0.0 M	\$9.9 M	\$9.4 M	\$9.4 M	FR	FWMA / LOC
64	Revitalizing Main Streets Program	\$0.0 M	\$7.0 M	\$7.0 M	\$7.0 M	SL / TC	SB 21-260
65	Administration & Agency Operations	\$0.0 M	\$128.0 M	\$136.0 M	\$136.0 M		
66	Agency Operations	\$0.0 M	\$77.5 M	\$81.9 M	\$81.9 M	TC / AB	FWMA / SH / SA / SB 09-10B
67	Administration	\$0.0 M	\$48.8 M	\$52.5 M	\$52.5 M	SL	SH
68	Project Initiatives	\$0.0 M	\$1.7 M	\$1.7 M	\$1.7 M	TC	SH
69	Debt Service	\$0.0 M	\$44.8 M	\$44.5 M	\$44.5 M		
70	Debt Service	\$0.0 M	\$44.5 M	\$44.5 M	\$44.5 M	DS	SH
71	Contingency Reserve	\$0.0 M	\$15.0 M	\$33.4 M	\$33.4 M		
72	Contingency Fund	\$0.0 M	\$15.0 M	\$15.0 M	\$15.0 M	TC	FWMA / SH
73	Commissioner Reserve Funds	\$0.0 M	\$0.0 M	\$18.4 M	\$18.4 M	TC	FWMA / SH

- Balanced using September 2024 revenue forecast
 - Updated with proposals submitted with the Governor's FY26 Budget Request
- Flexible revenue allocated based on FY25 budget amounts adopted by TC in March 2024 (and subsequently amended), with some adjustments to balance
- Inflexible revenue automatically adjusted based on FY26 revenue forecast
- The FY26 Revenue Allocation Plan reflects:
 - \$1,691.4 million for CDOT programs
 - \$470.7 million for transportation enterprises
 - \$2,162.1 million total CDOT and enterprises



FY 2025-26 Spending Plan

Appendix B CDOT Fiscal Year (FY) 2025-26 Spending Plan

Line	Budget Category / Program	FY 2025-26 Projected Expenditures	% Spent
1	Colorado Department of Transportation (CDOT)		
	Projected Fund Balance and SB267 Trustee Account Balance	\$ 1,622.4M	
	Projected FY26 Revenue	\$ 1,745.1M	
	Total Projected - CDOT	\$ 3,367.5M	
2	Capital Construction	\$ 1,135.5M	0.00%
3	Pre-Construction Activities	\$ 147.5M	0.00%
4	Right of Way	\$ 34M	0.00%
5	Acquisitions	\$ 29.1M	0.00%
6	CDOT Staff Salaries and Benefits	\$.8M	0.00%
7	Personal/Professional Services	\$ 1.1M	0.00%
8	Indirect Allocations to Projects	\$ 1.6M	0.00%
9	Other	\$ 1.3M	0.00%
10	Design and Other Pre-Construction Activities	\$ 113.5M	0.00%
11	Personal/Professional Services	\$ 71.5M	0.00%
12	CDOT Staff Salaries and Benefits	\$ 12.5M	0.00%
13	Indirect Allocations to Projects	\$ 7.4M	0.00%
14	Other	\$ 22.1M	0.00%
15	Construction Activities	\$ 987.5M	0.00%
16	Contractor Payments	\$ 771.9M	0.00%
17	Personal/Professional Services	\$ 36.5M	0.00%
18	CDOT Staff Salaries and Benefits	\$ 2.9M	0.00%
19	Indirect Allocations to Projects	\$ 81.4M	0.00%
20	Construction Engineering Allocations Assessed to Projects	\$ 58.5M	0.00%
21	Other	\$ 36.3M	0.00%
22	Indirect and Construction Engineering	\$ 184.4M	0.00%
23	Indirect Budget Allocations	\$ 120.1M	0.00%
24	CDOT Staff Salaries and Benefits	\$ 99.0M	0.00%
25	Personal/Professional Services	\$ 8.9M	0.00%
26	Other	\$ 12.2M	0.00%
27	Construction Engineering Budget Allocations	\$ 64.3M	0.00%
28	CDOT Staff Salaries and Benefits	\$ 14M	0.00%
29	Personal/Professional Services	\$ 49.5M	0.00%
30	Other	\$.8M	0.00%
31	Maintenance and Operations	\$ 420.5M	0.00%
32	CDOT Staff Salaries and Benefits	\$ 181.5M	0.00%
33	Personal/Professional Services	\$ 16.8M	0.00%
34	Operating	\$ 160.9M	0.00%
35	Capital	\$ 2.7M	0.00%
36	Other	\$ 12.6M	0.00%
37	Property	\$ 22.7M	0.00%

Total estimated expenditures in FY 2025-26, \$2,793.2 M:

- CDOT: \$2,151.9 million
- BTE: \$273.4 million
- CTIO: \$103.8 million
- Clean Transit: \$18.2 million
- Nonattainment Enterprise: \$25.2 million
- Fuels Impact Enterprise: \$15.0 million



Governor's FY26 Budget Request

The Governor's Budget Request includes four decision items submitted by CDOT:

- R-01 Multimodal Options Spending Authority
- R-02 Clean Transit Enterprise Cash Fund
- R-03 SB 21-260 General Fund Transfers
- R-04 Reduce Road Safety Surcharge



CDOT Decision Items R-01

R-01 - Multimodal Options Fund Spending Authority

CDOT is requesting the following:

- an increase in cash fund spending authority of \$50.4 million in FY 2025-26 to align with the forecasted fund balance in the Multimodal Transportation and Mitigation Options Fund (MMOF).
- one additional year of roll forward authority for the SB 21-260 American Rescue Plan Act (ARPA) appropriation that lapses in FY 2024-25.
- legislation sponsored by the Joint Budget Committee to continuously appropriate the MMOF to the Department to eliminate the challenges with administering the budget and prevent spending authority gaps in the future.

If approved, the Department will have access to the full fund balance in the MMOF for FY 2025-26 and ongoing which will allow the Department to distribute more funding to local multimodal projects. The Department will continue to spend the state portion of MMOF funding on statewide multimodal projects such as Bustang, however, access to the full fund balance is needed to meet accelerating program expenditures.

Line Number	One Sheet Budget Line	Initial Allocation	Updated Allocation	Change
62	Multimodal Options Program - Local	\$17.8 M	\$68.2 M	\$50.4 M



CDOT Decision Items R-02

R-02 - Continuous Spending Authority for Clean Transit Enterprise (CTE) Cash Fund

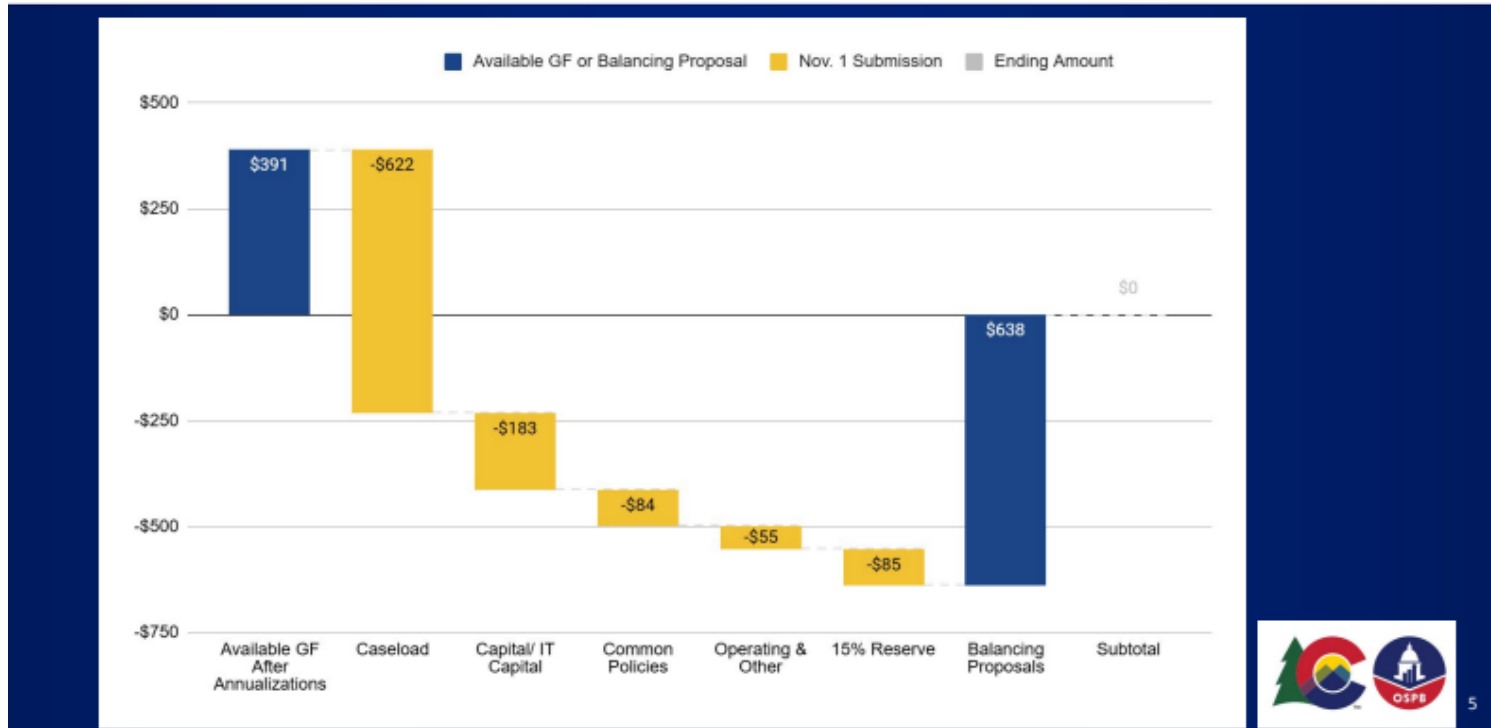
This request is being submitted by CDOT on behalf of the Clean Transit Enterprise (CTE) Board. Similar to the MMOF request above, the CTE is requesting that the JBC sponsor legislation to continuously appropriate the Clean Transit Enterprise Cash Fund.

If the decision item is approved by the legislature and legislation is passed, the CTE will be in a position to be more responsive to transit agency funding needs that typically span multiple fiscal years and fund a greater number of grant awards to support the electrification of transit in Colorado.



Governor's FY26 Budget Request

Governor's FY 2025-26 Budget Proposal



From the Governor's FY 2025-26 Budget Presentation:

- There is only \$391M available for General Fund due to lower inflation, and annualizations.
- Caseload, capital and common policy costs result in us being \$500M below the reserve even before addressing “discretionary costs.”
- General operating costs including for non-executive branches and the reserve require add another \$140M.
- This budget has ~\$640M in balancing proposals.





CDOT Decision Items R-03

R-03 - Reduce S.B. 21-260 Transfers and Extend the Funding

As part of statewide efforts across agencies to balance the State’s budget, the Department requests to reduce the transfer to the State Highway Fund by \$39.0 million in FY 2025-26 and by \$24.5 million in FY 2026-27. Then the Department requests to shift out the funding to later dates to ensure CDOT stays whole as intended in SB 21-260 (see below).

Line Number	One Sheet Budget Line	Initial Allocation	Updated Allocation
10, 19 & 46	10 Year Plan lines	\$85.0 M	\$36.0 M
48	Bustang	\$0.0 M	\$10.0 M
72	Contingency Reserve	\$15.0 M	\$15.0 M
n/a	Total General Fund Transfer	\$100.0 M	\$61.0 M

Of the proposed \$61.0 million transfer in FY 2025-26 scheduled from the General Fund to the State Highway Fund, \$10.0 million is proposed to be utilized for Bustang.

Description	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	Total Transfers
Current Law	\$100.0	\$100.0	\$100.0	\$100.0	\$82.5	\$82.5	\$82.5	\$0.0	\$647.5
R-03 Proposal	\$61.0	\$75.5	\$100.0	\$100.0	\$100.0	\$100.0	\$100.0	\$11.0	\$647.5
Net Impact	-\$39.0	-\$24.5	\$0.0	\$0.0	\$17.5	\$17.5	\$17.5	\$11.0	\$0.0



Updated 10 Year Plan Allocations

Line Number	One Sheet Budget Line	Initial Allocation	Updated Allocation	Change
10	10 Year Plan Projects - Capital AM	\$76.1 M	\$67.2 M	-\$8.9 M
	<i>FHWA PROTECT Program</i>	\$21.0 M	\$21.0 M	\$0.0 M
	<i>FHWA Bridge Formula Program</i>	\$46.2 M	\$46.2 M	\$0.0 M
	<i>General Fund Transfer</i>	\$8.9 M	\$0.0 M	-\$8.9 M
19	10 Year Plan Projects - Capital Mobility	\$76.1 M	\$40.8 M	-\$35.2 M
	<i>FHWA Carbon Reduction Program</i>	\$9.2 M	\$9.2 M	\$0.0 M
	<i>Residual Flexible FHWA Revenue</i>	\$7.6 M	\$7.6 M	\$0.0 M
	<i>General Fund Transfer</i>	\$59.2 M	\$24.0 M	-\$35.2 M
46	10 Year Plan Projects - Multimodal	\$16.9 M	\$12.0 M	-\$4.9 M
	<i>General Fund Transfer</i>	\$16.9 M	\$12.0 M	-\$4.9 M
	Total 10 Year Plan Project Lines	\$169.1 M	\$120.0 M	-\$49.0 M

Budget across the 10 Year Plan Capital Asset Management and Capital Mobility lines will be balanced for the Final Budget that will be presented to the TC in February 2025.



CDOT Decision Items R-04

R-04 - Reduce Road Safety Surcharge and Distribution Update

As part of statewide efforts across agencies to help balance the State’s budget, the Department proposes a reduction to the Road Safety Surcharge, resulting in a decrease in state revenue subject to TABOR. Specifically, the Department requests a \$11.10 reduction to all weight-based fee tiers of the Road Safety Surcharge, similar to temporary reductions enacted in SB 21-260 and HB 22-1351, resulting in a \$65.1 million decrease to FASTER revenue in FY 2025-26. This proposal would amend the current statutory formula distributions to ensure that revenue to counties and municipalities will not be impacted.

This proposal will result in a \$65.1 million annual decrease in the CDOT capital construction program. Direct impacts would be to the FASTER Safety program and asset management programs, as shown in the table below. ***It is anticipated that prior to finalizing the FY 2025-26 Annual Budget Allocation Plan in the Spring, impacts to the FASTER Safety program will be offset by reallocating funds from other programs.***

Description	Initial Amounts	Updated Amounts with R-04	Net Impact
Forecasted FASTER Revenue	\$144.2 M	\$79.1 M	(\$65.1 M)
FASTER Transit Allocation	(\$10.0 M)	(\$10.0 M)	\$0.0 M
Remaining FASTER Revenue to Allocate	\$134.2 M	\$69.1 M	(\$65.1 M)
Allocation to Asset Management Programs (40%)	\$53.7 M	\$27.6 M	(\$26.1 M)
Allocation to FASTER Safety Program (60%)*	\$80.5 M	\$41.5 M	(\$39.0 M)

← ***Adjustments to offset will be addressed prior to finalizing budget.***



Impacts to Asset Management and FASTER Safety Programs

The Revenue Allocation was updated to reflect the impacts of R-04:

Line Number	One Sheet Budget Line	Initial Allocation	Updated Allocation	Net Change
1	Surface Treatment	\$233.0 M	\$223.2 M	(\$9.8 M)
2	Structures	\$63.4 M	\$55.8 M	(\$7.6 M)
3	System Operations	\$27.3 M	\$23.3 M	(\$4.0 M)
4	Geohazards Mitigation	\$9.7 M	\$5.0 M	(\$4.7 M)
15	FASTER Safety*	\$80.5 M	\$41.5 M	(\$39.0 M)
n/a	Total FASTER Allocation	\$413.9 M	\$348.8 M	(\$65.1 M)

← *Adjustments to offset will be addressed prior to finalizing budget.*



Impacts of Balancing Proposals and Next Steps

Staff will monitor legislative proposals related to the Governor's Budget Request, as well as other potential funding proposals during the 2025 legislative session. Staff will return to the TC in January and February to provide an update on legislative proposals, as well as an updated revenue forecast. Based on these updates, staff will propose additional changes to optimize available capital construction funding and best mitigate the impacts of any reductions before the budget is finalized in March 2024. ***It is anticipated that this will include reallocating funds from other programs to offset reductions to the FASTER Safety program.***

Options include:

- 1) Reallocating any residual flexible state or federal funds, including those currently allocated to the Contingency Reserve line to increase capital construction funding.
- 2) Reallocating funds from the 10-Year Plan project lines to asset management programs and/or FASTER Safety to best balance capital construction funding across programs.



Additional Adjustments Coming

Still to come....

- ❖ **Legislative Changes:** Staff will closely monitor proposed legislation that is introduced during the 2025 legislative session and assess whether any proposals under consideration will have an impact on the FY 2025-26 CDOT budget.
- ❖ **Revenue Forecast:** Allocations may be updated to reflect the latest revenue forecast that will be updated in December 2024 and shared with the TC in January.
- ❖ **Updates to Capital Construction Allocations:** The TC will have an opportunity to consider changes to capital construction program allocations, as discussed above, *including offsetting impacts to the FASTER Safety program.*
- ❖ **Decision Items:** The TC will have an opportunity to review any potential Decision Item requests during the February 2025 Budget Workshop, prior to the March adoption of the Final FY 2025-26 Annual Budget Allocation Plan.
- ❖ **Administration (Line 67):** Legislative and OSPB actions during the budget development cycle may require further changes in Administration spending for CDOT. The Administration number will be updated throughout the fall and winter.
- ❖ **Maintenance Reserve (Line 36) and Contingency Reserve (Lines 72 and 73):** After final adjustments for common policy, etc., and consideration of current balances in Maintenance and Contingency Reserve Funds, the Commission may also be asked to consider options for the allocation of any residual flexible HUTF funding or flexible federal funding, including amounts currently allocated to the Maintenance and Contingency Reserve lines, to other programs including the 10-Year Plan, Maintenance Program Areas, or other asset management programs.



Timeline and Next Steps

After November, DAF will continue to address the following items for the FY 2025-26 Annual Budget:

- January 2025: The Annual Budget Allocation Plan may be updated to reflect the most current revenue forecast.
- January and February 2025: Staff will update the TC on legislative proposals submitted with the Governor's Budget Request, and any other legislative proposals that may impact the CDOT budget.
- February 2025: The TC will be asked to review and approve any decision items of \$1 million or more, and additional changes as necessary.
- March 2025: The TC will be asked to review and adopt the FY 2025-26 Final Annual Budget Allocation Plan.



US 550 - Silverton to Ouray



COLORADO
Department of Transportation

Questions?



COLORADO
Department of Transportation

Transportation Commission Memorandum

To: Transportation Commission

From: Heather Paddock, Region 4 Transportation Director

Date: November 20, 2024

Subject: Policy Directive 1601 - Greeley MERGE Project Workshop

Purpose

The CDOT 1601 Policy and Procedural Directives outline the guiding principles and steps necessary to approve a new interchange, or interchange modification, on the interstate, freeway, or state highway system. The Greeley Mobility Enhancements for Regional Growth and Equity (MERGE) project includes two new interchanges and a regional mobility hub along US 34 between 35th Avenue and 47th Avenue.

This proposed project is a Type 1 project, which is subject for approval by the Transportation Commission. The Type 1 category includes proposals for new interchanges on the state highway system with a functional classification of interstate or freeway; and any type of proposal on the state highway system not initiated by CDOT that anticipates CDOT cost-sharing participation. CDOT is participating with 10-Year Plan funds for the proposed regional mobility hub.

The 1601 Procedural Directive states that new interchanges in a Metropolitan Planning Organization (MPO) boundary should make a 'good faith effort' to reach a 3% reduction in Average Daily Trips (ADT) on the interchange ramps. The MERGE Project falls within the North Front Range MPO (NFR MPO) boundary. The goal for Transportation Demand Management (TDM) strategies at the US 34/47th Avenue and US 34/35th Avenue interchanges is to reach a reduction of 1,015 and 881 daily trips, respectively, which is 3% of the total ADT at the interchange ramps.

Action

The Transportation Commission is requested to review and discuss the MERGE project and TDM strategies applied to the project. Approval of the MERGE project through the 1601 Interchange Approval Procedure will be requested at the December 2024 Transportation Commission meeting.

Background

The MERGE project is being developed in partnership with the City of Greeley, who is the public agency project applicant. In 2019, CDOT completed a Planning and Environmental Linkage Study (PEL) for US 34 from Loveland to Kersey. The US 34/35th Avenue and US 34/47th Avenue interchanges were identified as a high priority in the PEL. In 2023, the City of Greeley completed their 2045 Transportation Master Plan which identifies US 34 as a

priority corridor for multimodal investments. The two interchanges have also been identified on the NFR MPO Tier 1 project list for the 2024-2027 TIP.

US 34 was initially constructed in the 1970's as a bypass from US 34 Business (10th Street). Since construction of the bypass, the city has grown significantly with much of the growth centered around the bypass. Today, the proposed interchanges and regional mobility hub are at the center of Greeley and surrounded by commercial development, residential housing, and schools. The area is commonly referred to as the '*Centerplace of Greeley*'. The city has grown by 17% in the last decade, and is expected to grow by 45% in the next two decades. The City's vision is to have an ample, easy, and connected transportation system that provides seamless mobility to enrich lives and promote economic vitality.

The existing infrastructure, two at-grade signalized intersections, are the #1 and #3 highest crash locations in the City of Greeley. Crossing US 34 by foot or bike is stressful and unsafe due to the number of lanes and conflict points encountered with vehicles. The area is surrounded by Historically Disadvantaged Communities (DI) with 5.4% of the Greeley households not having access to a vehicle, making them reliant on other modes of transportation such as transit, walking and biking. While the city has strong transit service around the University of Northern Colorado (UNC), downtown, and 10th Street, it lacks transit service to residents south of US 34 and to the west.

The MERGE project will provide three locations within one-mile for people to walk, ride or roll north-to-south with reduced, or eliminated, conflict points. This will allow residential neighborhoods south of US 34 to safely connect to the vast amenities at the *Centerplace of Greeley* north of US 34. It will also provide a new regional transit line serving a large portion of residents who are currently not served in southwest Greeley. This new transit service, launching with the opening of the regional mobility hub, along with reconfiguring existing transit service lines, will increase the Greeley Evans Transit (GET) system by 74% in miles-of-routes, as well as provide a 20% improvement on transit travel times. The project will reduce 40% of air pollutants and will realize an immediate 40% reduction in crashes due to the grade separated interchanges. This will all be accomplished without adding capacity or general-purpose lanes.

The MERGE project team (*CDOT Region 4, CDOT Headquarters, City of Greeley, and the NFR MPO*) have been working together in partnership to justify the need for the interchange(s), ensuring the design configuration fits within the existing and proposed land use of the area, and that the TDM strategies presented will be effective and successful. The proposed transit service and regional mobility hub will connect to existing transit services such as Greeley-Evans Transit (GET), City of Loveland Transit (COLT), CDOT's Bustang, and the new NFR MPO's LINKNoCo service.

Seeing that this project is at the center of a diverse and bustling area of the community, it is expected that this is a "place" or "destination" that begins or ends a trip. From a traffic modeling standpoint, there are almost as many vehicles moving north and south as there are east and west; therefore, the volume of traffic moving on the ramps is significant, and is 75% of the volume on mainline US 34 and greater than the north and southbound

movements. Per PD 1601, the identified trip reduction goal for this project is 3%, which equates to a total of 1,896 daily trips between the two interchanges. The city, through their current land use planning, proposed transit service, micro mobility improvements, and TDM good faith effort strategies, anticipate a 3.31% and 3.08% ADT reduction at the 47th and 35th interchanges. This project is projected to reduce 2,024 daily trips, thus meeting the 3% goal.

Recommendation

Approve staff's recommendation that the MERGE project has sufficiently met the determination of need for the interchange(s), the interchange configuration, and the TDM strategies as they align with the community's needs for expanded mobility and transit connections.

In December, staff will ask for Transportation Commission approval of the 1601 process.

Next Steps

1. Provide the Greeley MERGE Project 1601 Approval in December 2024
2. Conduct NEPA Evaluation
3. Develop Final IGA between City of Greeley and CDOT

Attachments

- Policy Directive 1601 Greeley MERGE Project TC Workshop Presentation
- MERGE System Level Study (available by request to Daniel.Mattson@state.co.us)



MOBILITY ENHANCEMENTS FOR REGIONAL GROWTH AND EQUITY



Policy Directive 1601 Greeley MERGE Project

November 2024



Agenda

- Project Team Introductions
- Policy Directive 1601
- MERGE Project Overview
- Transportation Demand Management Plan
- Discussion & Questions

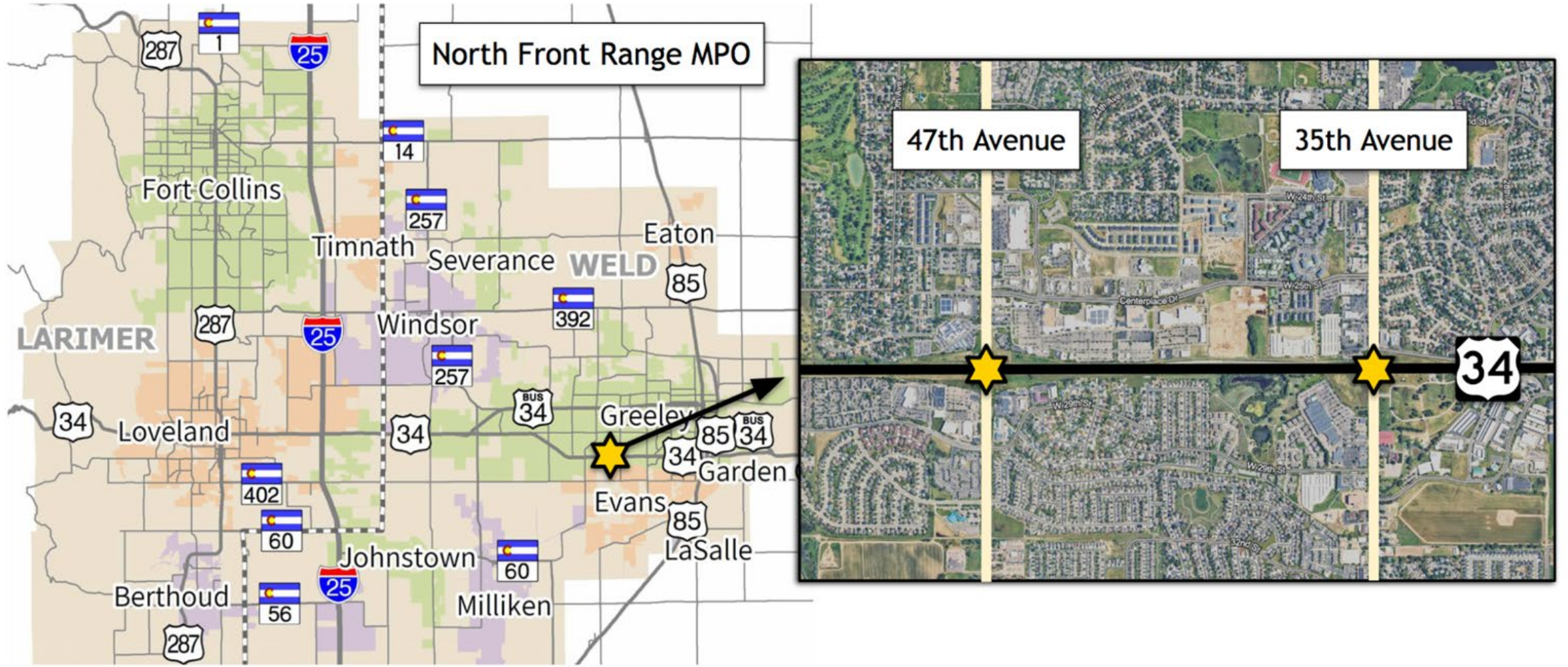


Policy Directive 1601 (PD 1601)

- PD 1601 outlines the guiding principles and steps necessary to approve a new interchange or interchange modification on the interstate, freeway, or state highway system.
- The process applies to both CDOT and local applicants.
- The **US 34 Bypass/35th Avenue** and **US 34 Bypass/47th Avenue** interchanges are a **Type 1** request and are subject for approval by the Transportation Commission.
 - The Type 1 category includes proposals for new interchanges on the state highway system with a functional classification of interstate freeway; and any type of proposal on the state highway system not initiated by CDOT that anticipates CDOT cost-sharing participation.



Project Location - Greeley, Colorado





Background

Corridor Study Results

- In 2019, CDOT completed a Planning and Environmental Linkages Study (PEL) for US 34. The PEL covered an area much larger than the City of Greeley's MERGE project location. The US 34 PEL identified the 35th and 47th Avenue interchanges as high priority.

City & Regional Planning

- Project is identified as a **Tier 1** project in the North Front Range MPO Regional Transportation Plan and is included on the MPO's 2024-2027 TIP and the 2025-2028 STIP.
- In 2023, the City of Greeley completed their 2045 Transportation Master Plan ('Greeley on the Go'), which identifies US 34 as a priority corridor for multimodal investments.



Crash History

US 34 35th Avenue and 47th Avenue Intersections:

- Ranked in the top three crash locations for the **entire** US 34 PEL Study area from 2011-2015.
- Ranked #1 and #3 highest crash locations in the City of Greeley from 2016-2020 and 2021-2023.
- From 2017-2021, the intersections had a combined total of 339 crashes.

The MERGE project will provide **three locations within one mile** for bikes and pedestrians to cross US 34 with reduced, or eliminated, conflict points.



Booming Population

Greeley, CO Is One of America's Fastest Growing Big Cities

Samuel Stebbins, 24/7 Wall St. via The Center Square Dec 14, 2022



What Allowed Greeley to Become One of the Fastest-Growing Metro Areas in the Country?

The population of Weld County swelled 30.1 percent in the past decade, according to new census data. We examined why—and how the expansion has impacted the community.



52/80 Jenny McCoy
September 7, 2021

COLORADO NEWS

Greeley is the most popular Colorado city to move to right now

May 22, 2024, 4:59 PM | Updated: May 23, 2024, 5:48 am

US Census: More people moving to Greeley than any other large Colorado city

by: Maddie Rhodes
Posted: May 21, 2024 / 07:14 AM MDT
Updated: May 22, 2024 / 11:16 AM MDT



Greeley Transportation Master Plan

Vision

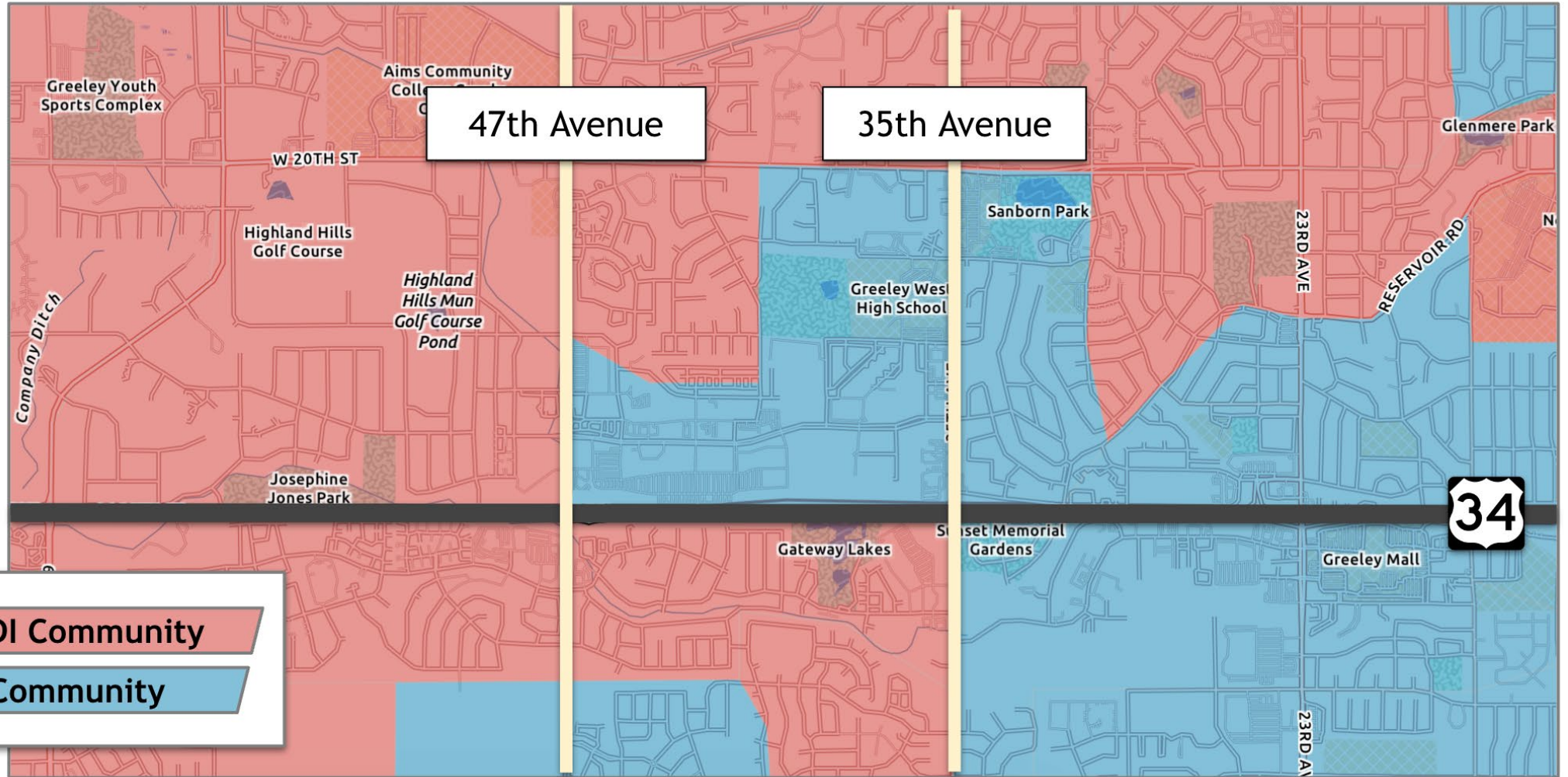
“An ample, easy, and connected transportation system providing seamless mobility to enrich lives and promote economic vitality.”

Goal Areas

- Mobility System and Community Access
- Funding and Strategic Investment
- Environment and Technology
- Information and Education



Disproportionately Impacted Communities (DI)



Not DI Community

DI Community



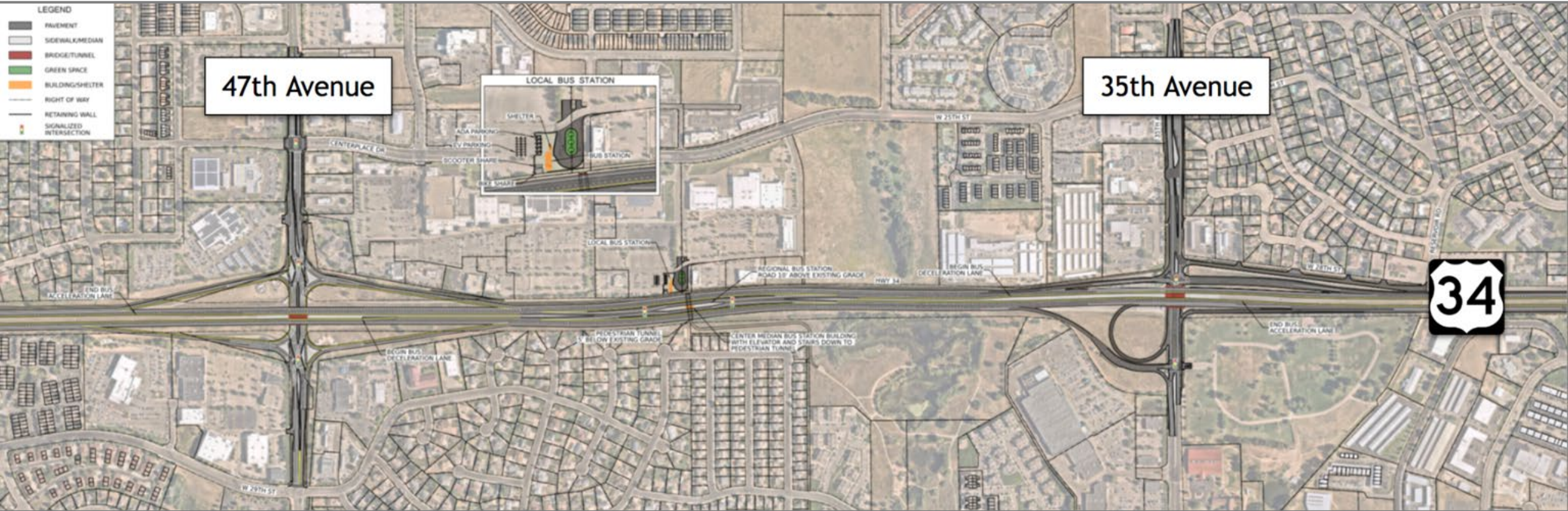
The 'Centerplace of Greeley'

- North of US 34, between 47th Avenue and 35th Avenue, is a commercial, residential and mixed-use area called the '*Centerplace of Greeley*'.
- Centerplace contains a diverse range of core amenities, including food establishments, healthcare facilities, and retail stores.
- Multifamily residential housing is being developed. Additional infill is expected in underutilized parking lots.





MERGE Project Concept





US 34/47th Avenue Interchange

Current
At-Grade Signalized Intersection

Concept
Diverging Diamond Interchange (DDI)





US 34/35th Avenue Interchange

Current At-Grade Signalized Intersection



Concept Modified Partial Clover Leaf (Parclo)





Greeley's Mobility Hub Vision

Integrated Mobility Hub Vision (Neighborhood, Community, and Regional):

- **Mobility Options:** Bike share/parking, scooter share/parking, car share, taxi/ride hailing
- **Amenities and Programs:** Place-making/landscaping, EV charging, shelters/benches/trash receptacles, retail/delivery
- **Information:** Wayfinding, information kiosk
- **Infrastructure:** Bike/pedestrian access and connectivity, passenger loading zone, safety and security, development/equitable TOD, greenway connectivity



US 34 Mobility Hub

Current

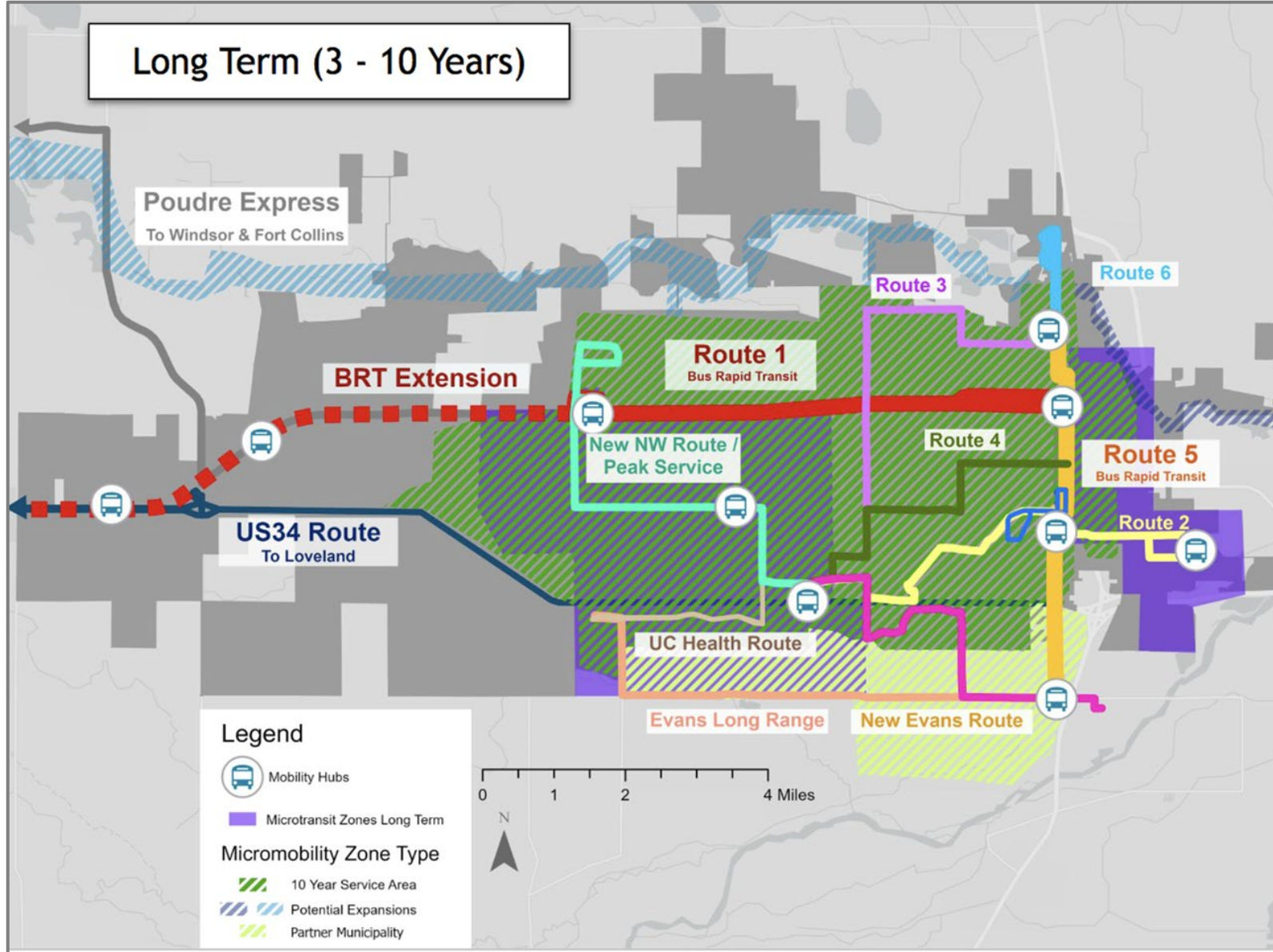


Concept





Transit-Oriented/Equitable Development





Community Support

City of Greeley Ballot Initiative 2M & 2N (2024) **APPROVED** by Voters!

During the November 2024 election, Voters approved Ordinance No. 32 which authorizes the City to increase debt by \$65M to fund the improvement, maintenance, and repair of:

- New US 34 interchanges at 35th Avenue & 47th Avenue to improve safety, reduce crashes, and minimize congestion;
- Upgrade major transportation corridors for improved safety, accessibility, and travel ease; and
- Expand Greeley's regional bus and mobility options to Centerra, Denver, and the airport.



Funding Sources

City of Greeley: \$95.6M (72.9%)

- Local funds
- Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan

Federal Grants: \$22.2M (16.9%)

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant
- Congestion Mitigation Air Quality (CMAQ)

CDOT: \$8M (6.1%)

- 10-Year Plan (towards mobility hub)

NFR MPO: \$5.4M (4.1%)

- Multimodal Transportation and Mitigation Options Fund (MMOF)

Total Project Cost: \$131.2M



Project Benefits

- The 35th & 47th Avenue crossings are **heavily utilized by students and families walking, rolling, and biking.**
- The project location is surrounded by **Historically Disadvantaged Communities** who rely on multimodal travel options.
- The 35th & 47th Avenue interchanges would realize immediate safety benefits by **reducing approximately 40% of the crashes** through the elimination of signals at the at-grade section.
- Does **not** expand capacity of the highway.





Project Efficiencies & Impacts

- The project will result in a **20%** improvement of transit travel times.
- The transit system will see a **74%** increase in miles of routes, increasing to 283 miles as compared to the current 162 miles.
- The project will reduce **40%** of air pollutants and estimated 3,850-ton reduction of NOx.





Draft Project Schedule

- **1601 Approval: Q4 2024**
- **RAISE Agreement: Q4 2024 - Q2 2025**
- **Preliminary Design: Q1 2025 - Q4 2025**
- **NEPA: Q1 2025 - Q4 2025**
- **Final Design: Q1 2026 - Q3 2026**
- **Right-of-Way Acquisition: Q2 2026 - Q3 2027**
- **Mobility Hub Construction: Q2 2027 - Q2 2028**
- **35th Interchange Construction: Q1 2028 - Q1 2029**
- **47th Interchange Construction: Q2 2028 - Q2 2029**
- **Project Closeout/Completion: Q2 2029 - Q4 2029**



Transportation Demand Management (TDM) Requirements

Policy Directive 1601.0 Section IV(D)(4)(d)

- TDM strategies should result in a 3% or greater Average Daily Traffic (ADT) reduction for the preferred alternative in Metropolitan Planning Organization (MPO) boundary areas.
- The reduction threshold goal shall be calculated from the opening day of the new facility, or five years from opening day if the TDM strategies are implemented on a phased schedule for traffic conditions with the assumption that the interchange improvements have been built.
- The trip reduction goal applies to the traffic volumes for the interchange ramps (all movement) as identified in the System Level Study.



TDM Reductions Needed

47th Avenue Interchange

- In 2024, the 47th Avenue interchange ramps had 31,600 counts (13-hour to full day).
- The projected counts for opening day is estimated to be 33,800.
- The count reduction needed on opening day is 1,015.

35th Avenue Interchange

- In 2024, the 35th Avenue interchange ramps had 27,500 counts (13-hour to full day).
- The projected counts for opening day is estimated to be 29,400.
- The count reduction needed on opening day is 881.

Interchange	13-Hour Counts 2024	13-Hour to Full Day 2024	Full Day Opening Day	Reduction Needed Opening Day
47th Avenue Ramps	26,900	31,600	33,800	1,015
35th Avenue Ramps	23,400	27,500	29,400	881



TDM Strategies

Greeley TDM Strategies	Type of Strategy	Percent Reduction: 47th Avenue	Percent Reduction: 35th Avenue
Transit Oriented Development (TOD)	Adopt TOD overlay zone	0.68	0.46
Local Transit Service to Mobility Hub (Greeley Evans Transit Route 1)	30-minute frequency	1.00	1.00
Intercity Transit Service (US 34 'Link NOCO')	30-minute frequency	1.00	1.00
Mobility Hub	Includes connection between transit routes, a Park-and-Ride, and bike facilities	0.13	0.12
Bike/Pedestrian Underpass	Connects major origin (large residential neighborhoods, including disadvantaged areas) to major destinations (shopping, schools, services)	0.50	0.50
		3.31	3.08



TDM Good Faith Effort Strategies

Proposed Good Faith TDM Strategies

- Dedicated Bus Lanes, Transit Queue Jumps, Bus Slip Ramps
- Local Transit
- Park-and-Ride Lots
- Creation of a Transportation Management Organization
- Transportation Management Organization's Participation
- Bike and Pedestrian Supporting Infrastructure
- Micromobility Pilot Program (Phase 2)
- Pilot CDOT First/Last Mile



Department of Transportation



Discussion & Questions

Heather Paddock, PE

Transportation Director, CDOT Region 4

heather.paddock@state.co.us | 970.290.8723

Rich Christy, PE

Central Program Engineer, CDOT Region 4

richard.christy@state.co.us | 970.590.2570

Paul Trombino III, PE

Director of Public Works, City of Greeley

paul.trombino@greeleygov.com | 970.652.3809





COLORADO

Department of Transportation

Bridge and Tunnel Enterprise Board of Directors Memorandum

To: The Bridge and Tunnel Enterprise Board of Directors
From: Patrick Holinda, Bridge and Tunnel Enterprise Manager
Katie Carlson, Bridge and Tunnel Enterprise Financial Manager
Jeff Sudmeier, Chief Financial Officer

Date: March 20, 2024

Subject: Bridge and Tunnel Enterprise Senior Revenue Refunding Bonds Series 2024B

Purpose

Request approval from the Bridge and Tunnel Enterprise (“BTE” or the “Enterprise”) Board of Directors (Board) to move forward with the Colorado Bridge and Tunnel Enterprise Senior Revenue Refunding Bonds, Series 2024B (“Series 2024B Bonds”) issuance.

Action

Staff is requesting approval from the Board of the attached Approving Resolution for the Colorado Bridge and Tunnel Enterprise Series 2024B Bonds. This resolution provides approval for staff to proceed with the transaction if parameters related to the size and the final maturity date of the transaction, and average annual debt service savings generated by the transaction, are met. The resolution also grants the Enterprise Director, Enterprise Chief Financial Officer, or any member of the Enterprise Board the authority to determine the specific terms of the bonds and execute and deliver Bond Documents on behalf of the Enterprise.

Background

The Enterprise completed the first tranche of its Infrastructure Revenue Bonds (“IRBs”) in Spring 2024, which generated approximately \$163 million in project funds to support CDOT with the funding and delivery of the 10-Year Plan and the US 50 Blue Mesa Bridges Emergency Response Project. These funds are fully budgeted to BTE’s calendar year 2024 construction projects. The Enterprise continues to evaluate its debt capacity for future financings planned in 2025 and 2026 to fully fund BTE’s remaining 10-year Plan commitments.

As part of this process, BTE identified an opportunity to address a debt service bottleneck that occurs in FY2041 due to the Central 70 Note, which has availability payments that increase annually through fiscal year 2052. In October 2024, BTE presented a workshop to the Board to review the benefits and trade-offs of addressing the debt service bottleneck through a refunding of BTE’s outstanding Series 2010A Build America Bonds. Benefits discussed included increasing structuring flexibility and capacity for future financings needed to deliver BTE’s capital plan, increased near-term pay-go program revenues, and

programmatic risk reduction through the flattening of BTE's debt service profile. As the refunding is for restructuring purposes, the primary trade-offs were net present value dissavings and reduced pay-go capacity beyond FY2041. During this workshop, the Board indicated its support of staff's recommendation to proceed with the refunding bond issuance.

Details

Since the October BTE Board Meeting, BTE worked with its financing team to refine the Bond Documents. BTE also engaged Standard and Poor's Global Ratings and Moody's Ratings to obtain credit ratings for the upcoming refunding bond issuance. Bond insurance is not being considered due to BTE's strong credit ratings on its Senior Revenue Bonds. The refunding bond issuance will be sized for full refunding of the remaining outstanding unrefunded Series 2010A Build America Bonds. Based on market conditions as of November 1, 2024, the transaction is estimated to be \$241.4 million in par issued. The bonds are expected to be structured with a 25-year term and a December 1, 2049 final maturity date to meet restructuring needs and goals of the refunding. Additional information regarding the transaction can be found in the attached presentation.

Staff is requesting Board approval of an Approving Resolution that will delegate the authority to staff for a refunding bond issuance within certain not-to-exceed parameters related to costs and financing terms. The Approving Resolution includes a maximum par amount of the Series 2024B Bonds not to exceed \$260 million and a final maturity of December 1, 2054, providing flexibility to account for potential changes in market conditions between the approval of this resolution and bond pricing. The final parameter, which was imposed when the Senior lien was closed in April 2024, is that the average annual debt service (measured on a fiscal year basis) on the Series 2024B Bonds shall also not be greater than the average annual debt service (measured on a fiscal year basis) on the refunded bonds for each fiscal year during which the refunded bonds were outstanding.

Board approval of the resolution also grants the Enterprise Director, Enterprise Chief Financial Officer, or any member of the Enterprise Board the authority to determine the specific terms of the bonds and execute and deliver Bond Documents, including approval to use and distribute the Preliminary Official Statement. Bond Documents, including the Preliminary Official Statement can be found on the [BTE Website](#). The attached presentation provides an overview of the purpose of these documents as well as the anticipated terms of the transaction contained within the documents.

Pending approval of the resolution, the Preliminary Official Statement will be posted on November 22, 2024. The current financing schedule contemplates issuing and closing on the Series 2024B Bonds in December 2024.

Next Steps

1. Staff will continue to work with the underwriting syndicate, its Municipal Advisor, and Bond Counsel to prepare and finalize all necessary financing documents for marketing of the Bonds.
2. Staff will work with its Municipal Advisor to finalize the structuring of the Series 2024B Bonds.
3. Staff will work to market and close on the Series 2024B Bonds in December 2024.
4. Staff will return to the Board with a summary of the transaction in January 2025.

Attachments

Attachment A: BTE Series 2024B Refunding Bond Transaction Summary Workshop



COLORADO

Department of Transportation

Statewide Bridge and Tunnel Enterprise Series 2024B Revenue Refunding Bond Transaction Summary

November 2024



Agenda

1. Key Financing Documents
2. Transaction Updates and Overview
3. Transaction Structure
4. Other Considerations
5. Proposed Parameters





Key Financing Documents

Preliminary Official Statement: Disclosure document released 7 to 10 days prior to the sale of the Bonds. The POS contains preliminary information on the terms and conditions of the bond sale including the purpose, security features, and discloses economic, financial and legal information on CDOT/BTE applicable to the issue.

This Preliminary Official Statement and the information contained herein are subject to completion or amendment. These securities may not be sold nor may offers to buy be accepted prior to the time the Official Statement is delivered in final form. Under no circumstances shall this Preliminary Official Statement constitute an offer to sell or a solicitation of an offer to buy nor shall there be any sale of these securities in any jurisdiction in which such offer, solicitation or sale would be unlawful prior to registration or qualification under the securities laws of any such jurisdiction.

KUTAK ROCK LLP
DRAFT (11/01/2024)

PRELIMINARY OFFICIAL STATEMENT DATED NOVEMBER [•], 2024

NEW ISSUE — BOOK-ENTRY ONLY

RATINGS: See “RATINGS” herein.

In the opinion of Kutak Rock LLP, Bond Counsel to BTE, under existing laws, regulations, rulings and judicial decisions and assuming the accuracy of certain representations and continuing compliance with certain covenants, interest on the Series 2024B Senior Bonds is excluded from gross income for federal income tax purposes, and is not a specific preference item for purposes of the federal alternative minimum tax on individuals. Bond Counsel is further of the opinion that, under existing Colorado statutes, the Series 2024B Senior Bonds and the transfer of and income from the Series 2024B Senior Bonds is exempt from all taxation and assessments in the State of Colorado. See “TAX MATTERS” herein.

[SPAR]
COLORADO BRIDGE AND TUNNEL ENTERPRISE
Senior Revenue Refunding Bonds
Series 2024B

Dated: Date of Delivery

Due: December 1, as shown on inside front cover

The Colorado Bridge and Tunnel Enterprise Senior Revenue Refunding Bonds, Series 2024B (the “Series 2024B Senior Bonds”) are being issued by the Colorado Statewide Bridge and Tunnel Enterprise, formerly known as the Colorado Bridge Enterprise (“BTE”), a government-owned business within the Colorado Department of Transportation (“CDOT”), for the purposes of (a) refunding and defeasing the Refunded Series 2010A Senior Bonds, and (b) paying the costs of issuing the Series 2024B Senior Bonds. See “PLAN OF REFUNDING.” The Series 2024B Senior Bonds are being issued pursuant to the Master Trust Indenture, dated as of December 15, 2010, as amended (the “Master Senior Indenture”), by and between BTE and Zions Bancorporation, National Association, as successor trustee (the “Senior Trustee”), and a 2024B Supplemental Trust Indenture, to be dated as of December [•], 2024 (the “2024B Supplemental Senior Indenture,” and together with the Master Senior Indenture, the “Senior Indenture”), by and between BTE and the Senior Trustee.

The Series 2024B Senior Bonds are special, limited obligations of BTE payable solely from and secured by a pledge of and lien on the Trust Estate, which consists of Revenues and certain other amounts deposited in the Bridge Special Fund. A substantial part of the Revenues will consist of the Bridge Surcharges imposed by BTE upon the registration of certain vehicles in the State of Colorado (the “State”). The owners of the Series 2024B Senior Bonds may not look to any other revenues or funds of BTE or to any revenues or funds of the Colorado Department of Transportation (“CDOT”) or the State for payment of the Series 2024B Senior Bonds, and the Series 2024B Senior Bonds shall not be deemed or construed as creating an indebtedness of CDOT or the State within the meaning of the State Constitution or laws of the State concerning or limiting the creation of indebtedness by the State, or a pledge of the taxing powers, faith, or credit of the state or any political subdivision of the State. BTE has no taxing powers. The Series 2024B Senior Bonds will be issued with a pledge of and lien on the Trust Estate on parity with the Series 2019A Senior Bonds and any additional Senior Bonds issued by BTE in the future.

The Series 2024B Senior Bonds will be issued as fully registered bonds in the name of Cede & Co., as registered owner and nominee of The Depository Trust Company (“DTC”), New York, New York. Individual purchases and sales of the Series 2024B Senior Bonds may be made in book-entry form only in denominations of \$5,000 and integral multiples thereof. Interest on the Series 2024B Senior Bonds will be payable on June 1 and December 1, commencing on June 1, 2025. So long as the Series 2024B Senior Bonds are held by DTC, the principal of and interest on the Series 2024B Senior Bonds will be payable by wire transfer to DTC, which in turn will be required to remit such principal and interest to the DTC participants for subsequent disbursement to the beneficial owners of the Series 2024B Senior Bonds, as more fully described herein. See “APPENDIX G—BOOK-ENTRY-ONLY SYSTEM.”

Maturity Schedule on Inside Front Cover

The Series 2024B Senior Bonds are subject to optional [and mandatory sinking fund] redemption prior to maturity. See “THE SERIES 2024B SENIOR BONDS—Redemption of Series 2024B Senior Bonds.”

The purchase and ownership of Series 2024B Senior Bonds involve investment risk and may not be suitable for all investors. This cover page contains certain information for general reference only. It is not intended to be a summary of the security or terms of the Series 2024B Senior Bonds. Investors are advised to read the entire Official Statement, including any portion hereof included by reference, to obtain information essential to the making of an informed decision, giving particular attention to the matters discussed under “CERTAIN INVESTMENT CONSIDERATIONS.” Capitalized terms used on this cover page and not otherwise defined have the meanings set forth herein.

The Series 2024B Senior Bonds are offered when, as, and if issued by BTE, subject to the approving opinion of Kutak Rock LLP, Bond Counsel to BTE. Certain legal matters will be passed upon for BTE by the Office of the Attorney General of the State and by BTE’s Disclosure Counsel, Kutak Rock LLP. Certain legal matters will be passed upon for the Underwriters by their counsel, Ballard Spahr LLP. Shtfel, Nicolaus & Company, Incorporated has acted as Municipal Advisor to BTE in connection with the issuance of the Series 2024B Senior Bonds. It is expected that the Series 2024B Senior Bonds in book-entry form will be available for delivery through the facilities of DTC on or about December [•], 2024.

• Preliminary; subject to change.
4882-7755-6467.1



Key Financing Documents

Supplemental Bond Indenture:
Contract between CDOT/BTE and the Trustee (Zion's Bank) where certain revenues are pledged as repayment of the Bonds, establishing the trust estate (security for repayment).

Kutak Rock LLP Draft 11/1/24

2024B SUPPLEMENTAL TRUST INDENTURE

by and between

Colorado Statewide Bridge and Tunnel Enterprise

and

**Zions Bancorporation, National Association
as Trustee**

Authorizing and Relating to

**Colorado Bridge and Tunnel Enterprise
Senior Revenue Refunding Bonds
Series 2024B**

Dated as of December [], 2024

4871-9254-4242.2



Key Financing Documents

Bond Parameters Resolution: The formal authorization to issue the Refunding Bonds, adopted by the BTE Board of Directors. Gives authority to selected officials of CDOT/BTE to execute any documents, such as the Bond Purchase Agreement.

The Parameters Resolution will be presented to the BTE Board at this month's Board meeting for approval.

Kutak Rock LLP Draft 11/6/24

Resolution #BE-24-[]-[]

Approving Certain Matters with Respect to the Colorado Bridge and Tunnel Enterprise Senior Revenue Refunding Bonds, Series 2024B

WHEREAS, the Colorado General Assembly originally created the Colorado Statewide Bridge and Tunnel Enterprise (the "Enterprise") as the "Colorado Statewide Bridge Enterprise" pursuant to the Funding Advancements for Surface Transportation and Economic Recovery Act of 2009, title 43, article 4, part 8, Colorado Revised Statutes, as amended (as so amended, "FASTER"), as a government-owned business within the Colorado Department of Transportation ("CDOT"), with the original purpose of accelerating the repair and reconstruction of deficient bridges further defined as structures that are "poor" (referred to in FASTER as "Designated Bridges"), and, to finance expenditures relating thereto, with the authority to impose a Bridge Surcharge (as defined in FASTER); and

WHEREAS, in furtherance of such statutory purpose, the Enterprise entered into a Master Trust Indenture dated as of December 15, 2010 (the "2010 Master Indenture") with Wells Fargo Bank, N.A., as trustee (as succeeded by Zions Bancorporation, National Association, in such capacity, the "Trustee"), and: (a) a 2010 Supplemental Trust Indenture dated as of December 15, 2010 (the "2010 Supplemental Indenture") between the Enterprise and the Trustee, pursuant to which the Enterprise issued its Revenue Bonds, Senior Taxable Build America Series 2010A (the "Series 2010A Senior Bonds"), for the purpose of completing Designated Bridge Projects (as defined in the Glossary appended to the 2010 Supplemental Indenture, as amended to the date hereof (the "Glossary")); (b) a 2017 Supplemental Trust Indenture dated as of December 21, 2017 between the Enterprise and the Trustee, pursuant to which the Enterprise issued its First Tier Subordinate Revenue Note (Central 70 Project) (the "Central 70 Project Note") and made certain amendments to the 2010 Master Indenture; (c) a 2019 Supplemental Trust Indenture dated as of December 3, 2019 between the Enterprise and the Trustee, pursuant to which the Enterprise issued its Senior Revenue Refunding Bonds, Series 2019A (the "Series 2019A Senior Bonds" and, collectively with the Series 2010A Senior Bonds, the Central 70 Project Note and any other obligations issued pursuant to the 2010 Master Indenture, the "2010 Indenture Obligations"), for the purpose of refunding a portion of the Series 2010A Senior Bonds; and (d) a 2024 Supplemental Trust Indenture (the "2024 Supplemental Indenture"), pursuant to which the Enterprise and the Trustee made certain exclusions from the Trust Estate (as defined in the Glossary) and directed certain transfers from the General Account (as defined in the Glossary), as permitted by the 2010 Master Indenture, and prohibited the future issuance of any Bonds (as defined in the Glossary) pursuant to the 2010 Master Indenture, except for certain Bonds issued to refund outstanding 2010 Indenture Obligations, as further described herein (the 2010 Master Indenture, the supplemental trust indentures referred to above in this recital, and any future supplemental trust indentures executed pursuant to the 2010 Master Indenture are referred to herein collectively as the "2010 Indenture"); and

WHEREAS, subsequent to the original enactment of FASTER, the Colorado General Assembly enacted certain amendments to FASTER, including in SB 21-260 and HB 23-1276, pursuant to which the Enterprise was renamed as the "Colorado Statewide Bridge and Tunnel Enterprise,"

4883-5398-2453.2



Transaction Updates

- The rating process with Moody's and S&P has concluded and BTE received final ratings for various structuring options on November 19th
- Given the strong ratings on BTE's Senior Revenue Bonds, bond insurance is not being considered at this time
- The final draft of the financing documents (Preliminary Official Statement, Indenture, and Parameters Resolution) are complete
- Subject to BTE Board Approval of the Parameters Resolution, the Preliminary Official Statement will be posted November 22nd



Transaction Overview

- The purpose of the Series 2024B Bonds is to refund the outstanding Series 2010A Bonds in full
- Estimated to be \$241.4 million in par issued (based on market conditions as of November 1, 2024)
- Issuance size is based on the make-whole call price of the bonds, which will be determined the day before bond pricing
- Bonds will be issued with a 10-year par call option



Transaction Structure

- The refunding was structured to eliminate the current debt service coverage bottleneck and provide BTE with the additional capacity necessary to deliver its capital program through fiscal year 2041, with additional revenues available for pay-go projects
- Interest only payments until fiscal year 2029
- Aggregate debt service reductions through fiscal year 2041
- Reduction in maximum annual debt service
- Aggregate debt service “leveling” through fiscal year 2051



Series 2024B Financing Statistics¹

FYE June 30	Principal	Interest	Debt Service
2025	-	5,373,804	5,373,804
2026	-	11,941,788	11,941,788
2027	-	11,941,788	11,941,788
2028	-	11,941,788	11,941,788
2029	14,000,000	11,591,788	25,591,788
2030	14,500,000	10,879,288	25,379,288
2031	15,360,000	10,132,788	25,492,788
2032	15,405,000	9,363,663	24,768,663
2033	15,440,000	8,592,538	24,032,538
2034	15,460,000	7,820,038	23,280,038
2035	15,465,000	7,046,913	22,511,913
2036	15,460,000	6,273,788	21,733,788
2037	15,430,000	5,501,538	20,931,538
2038	15,390,000	4,731,038	20,121,038
2039	15,325,000	3,963,163	19,288,163
2040	15,240,000	3,199,038	18,439,038
2041	15,135,000	2,439,663	17,574,663
2042	7,525,000	1,873,163	9,398,163
2043	6,985,000	1,510,413	8,495,413
2044	6,410,000	1,175,538	7,585,538
2045	5,775,000	870,913	6,645,913
2046	5,075,000	618,694	5,693,694
2047	4,305,000	419,369	4,724,369
2048	3,475,000	254,044	3,729,044
2049	2,590,000	125,163	2,715,163
2050	1,650,000	35,063	1,685,063
Total:	\$241,400,000	\$139,616,761	\$381,016,761

Series 2024

- **Use of Proceeds:** Proceeds from the sale of the Bonds will be used to refund the outstanding Enterprise's Series 2010A Bonds
- **Amortization Structure:** The Bonds are expected to be structured with a 25-year term.
- **Optional Call Date:** It is expected that the Bonds will be sold with a 10-year par call.

Financing Information

- **Par Amount:** \$241.4 million
- **Total Repayment:** \$381.0 million
- **Max Annual Debt Service:** \$25.6 million
- **Final Maturity:** December 1, 2049

Underwriting Syndicate

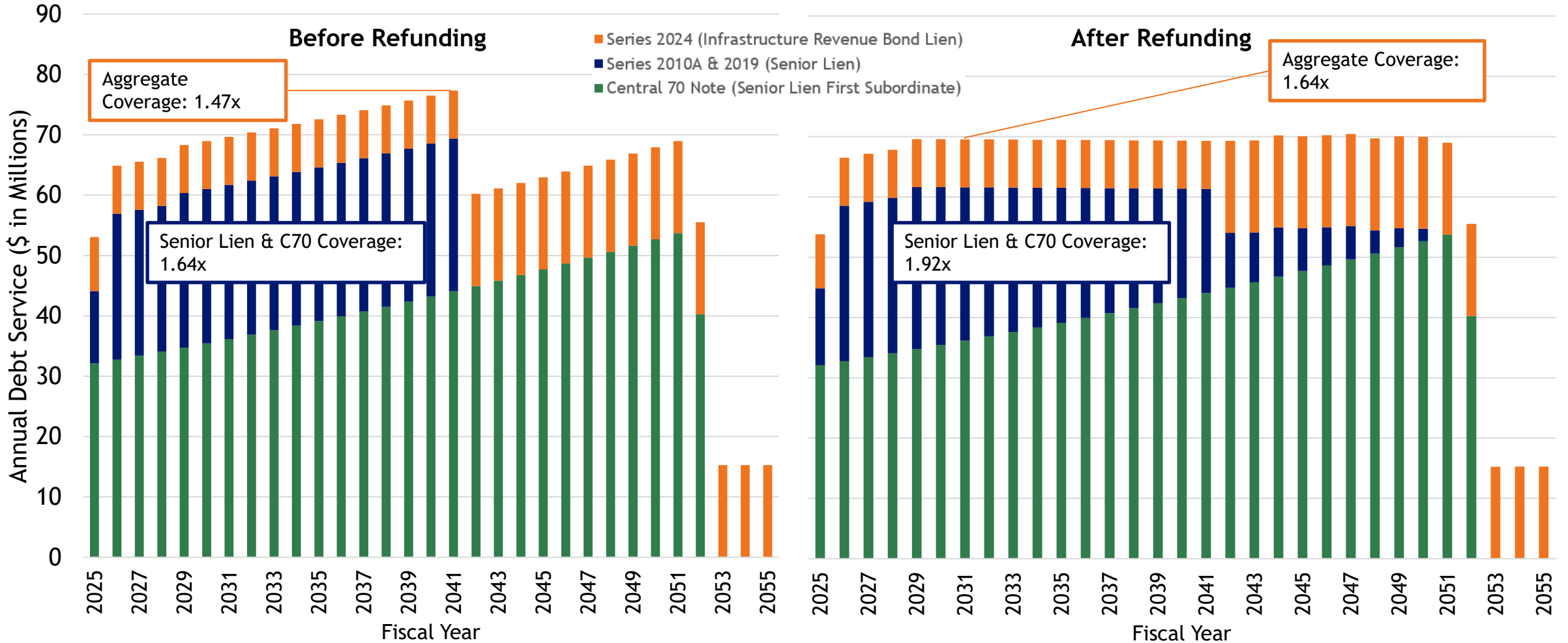
- **Senior:** Wells Fargo
- **Co-Senior:** Jefferies
- **Co:** Loop, Piper Sandler, RBC, Siebert Williams Shank

¹ Preliminary; Subject to change.



Comparison of Aggregate Debt Service Before and After the Contemplated Refunding

The proposed structure allows BTE to preserve pay-go revenues through FY2041





Other Considerations

- Risk Reduction through elimination of the BAB subsidy
 - Lost subsidy revenues from sequestration are equal to \$1.9 million since 2019, with \$3.4 expected to be lost through the life of the bonds
- Market Conditions
 - BAB refundings are sensitive to the ratio between municipal rates (tax-exempt) and treasury (taxable) rates, with low ratios being advantageous to the proposed refunding
 - While this ratio has increased since its 2024 YTD lows, the ratio still remains lower than historical averages
- Timing
 - December is a large redemption month nationally and in Colorado
 - After the transaction, the BTE financing planned for early 2025 will have more structuring flexibility to amortize more principal in earlier years, lowering borrowing costs



Proposed Parameters

- **Maximum Par Amount: \$260,000,000**
- **Final Maturity: December 1, 2054**
 - Allows for 5 additional years of “cushion” to extend the refunding bonds from the proposed debt service schedule
- **The average annual debt service (measured on a fiscal year basis) on the Series 2024B Bonds shall not be greater than the average annual debt service (measured on a Fiscal Year basis) on the refunded bonds for each fiscal year during which the refunded bonds were outstanding**
 - Parameter imposed when the Senior lien was closed in Spring 2024



Prospective Timing and Key Steps for the Series 2024 BAB Refunding and Series 2025 IRBs

- As BTE and CDOT continue to evaluate financing options and funding timing needs for the Series 2024 Refunding and Series 2025 IRBs, the timeline below outlines the key steps and general timing for the issuance. Events involving the Board have been bolded and underlined.

November	December	January	February	March	April
<ul style="list-style-type: none"> Draft of POS and financing documents distributed Document review Rating agency calls <u>BTE Board adopts parameters resolution for Series 2024 Refunding</u> 	<ul style="list-style-type: none"> Due diligence call Post preliminary official statement Pricing Final official statement posted Closing 	<ul style="list-style-type: none"> <u>BTE Workshop for Series 2025 IRBs</u> 	<ul style="list-style-type: none"> Draft of POS and financing documents distributed Document review Rating agency calls <u>BTE Board adopts parameters resolution for Series 2025 IRBs</u> 	<ul style="list-style-type: none"> Due diligence call Post preliminary official statement Pricing Final official statement posted Closing 	<ul style="list-style-type: none"> Funds needed for construction



COLORADO

Department of Transportation

Questions or comments?





COLORADO
Department of Transportation

Transportation Commission Memorandum

To: Transportation Commission

From: Randee Reider, Region 5 Permits Program Manager

Dan Roussin, Program Administrator Access Management Unit

Date: November 12, 2024

Subject: Access Appeals regarding Modification of Eagle View Drive Access to U.S. Highway 550A.

Purpose

The purpose of this memorandum is to summarize and inform the Transportation Commission of the access appeals submitted by six property owners in Region 5 regarding modification of the access from Eagle View Drive to U.S. Highway 550A located at milepost at 13.96, in Durango, Colorado, and the access appeal process outlined in the State Highway Access Code (2 CCR 601-1, 2.9).

Action

Region 5 recently received six separate access appeals from six different property owners in Eagle View Estates located in Durango, Colorado, all of which arise out of the modification of the access from Eagle View Drive to U.S. Highway 550A (the "Access"). The following property owners submitted their appeals between September 25 and November 7, 2024: Andrew R. and Cristina E. Baumker; Sharon A. Cook; William & Rebecca Counley; Kasten Properties, LLC, via Jessie & Allison Kasten; Wayne & Debbie Kjonaas; and Margaret E. Pyle Descendents (sic) Trust via Margaret E. Pyle, Trustee (the "Property Owners"). The appeals were originally submitted between September 25 and September 30, 2024; however, each of the appeals included issues that are unrelated to their Access and outside the jurisdiction of an access appeal. The Property Owners were given the option to review and revise their appeals, and each has done so. The revised appeals were received between October 23 and November 7, 2024.

In accordance with the Colorado State Highway Access Code, the Property Owners have requested a hearing before the Transportation Commission (the "TC"). The TC will make the determination if the appeal goes through the Internal Administrative Review Committee process, or through the Department of Personnel and Administration, Office of Administrative Courts process. CDOT staff request that the appeals should be heard by the Department of Personnel and Administration, Office of Administrative Courts. CDOT requested that each Property Owner submit their own Access Appeal, consistent with the Code which does not contemplate collective

property owner appeals; however, CDOT staff request that the six appeals be consolidated into one matter to be heard in the Office of Administrative Courts, as all six appeals concern the same access and each property owner has raised the same issues to be addressed in the appeal, and will therefore include the same witnesses and evidence.

Background

CDOT controls highway access pursuant to C.R.S. § 43-2-147 and the State Highway Access Code, 2 CCR 601-1 (the “Code”). Through the access permitting process and consistent with the Code, CDOT manages all access points to help meet current engineering and safety standards. CDOT began construction of the US 550/US 160 Connection South in late summer 2020 under a design-build contract with Lawrence Construction Company (the “Project”); however, work related to and in anticipation of the Project began many years earlier. Right-of-way acquisitions for the anticipated expansion of U.S. 550A took place in the 2009-2010 timeframe and included interactions and acquisitions involving two of the Property Owners, Wayne and Debbie Kjonaas and the Margaret E. Pyle Descendents (sic) Trust. In addition, the environmental process for the Project also began 2009. Various project documents have been made to the public on CDOT’s website. For example, the following link regarding Preconstruction Information contains several internal links to Project specific information.

<https://www.codot.gov/projects/us550-us160-connectionsouth/design-build>

The “Key Construction Steps” section includes a bullet item that discusses the construction of new access roads and/or driveways with deer guards. The “Reference Documents” section includes several records, including Environmental Impact Statement Documents and construction plans for the Project. Public meetings were also held regarding this Project.

The Project has included multiple operational and safety improvements to US 550, including widening the highway from two lanes to four lanes with widened shoulders and auxiliary lanes, and the inclusion of wildlife underpass crossing and deer fencing in accordance with the Environmental Assessment (the “EA”). As part of the Project, the Access was modified from a full-movement access which connected to a two-lane highway, to a right-in, right-out only turning movement access onto the four-lane highway. The Access was also marginally narrowed (approximately 2 feet) to 28 feet in width (double the width of a typical 14-foot residential access), with deer fencing and a deer guard.

The original permit for the Access was issued to a developer in 1993; however, through a series of executed and recorded deeds between the then-owners of Lots 1 through 6 of Eagle View Estates and CDOT, CDOT acquired additional right-of-way land extending its right-of-way west of Eagle View Drive in anticipation of widening US 550 (existing project), and in doing so, CDOT acquired the land upon which the Access is located back in 2009-2010. Because the Access is now fully within its right-of-way, it is CDOT’s understanding that Property Owners are not successors to the original permittee with respect to the Access. Pursuant to the Code, CDOT has the authority to modify any existing access “when necessary for the improved safety and

operation of the roadway”, including modification to allowable turning movements. 2 CCR 601-1, Section 2.6(7).

Details

The previous and current Property Owners of the Eagle View Drive Subdivision have been aware of the Project and the proposed access configuration since the EA and Right of Way acquisition processes dating back to 2009. Interactions regarding the Project with various Property Owners began as early as 2018, and have been continuing throughout construction of the Project.

As a “design-build” project, plans and design details were developed by Lawrence Construction Company and outside engineers prior to and during the course of construction. The Property Owners have had numerous interactions with representatives of Lawrence, some of its subcontractors, in addition to their interactions with numerous CDOT employees throughout the construction process.

Construction has been ongoing for over 3 years on US 550, and the Project is nearing completion. On August 30, 2024, each of the Property Owners was provided with a Form 138 regarding their individual access points to Eagle View Drive, as well as explaining the modification to the Access. CDOT has the authority to modify the Access from a full movement access to a right-in, right-out movement access, and did so for safety and operational reasons of the newly constructed four-lane highway. Following expansion of US 550, in order to access US 550 North, the Property Owners must travel south on US 550 for approximately 1400 feet to make a U-turn to gain access to northbound US 550 (there is an additional NB U-turn at CR 301 1.8 miles (9500 feet) away). If approaching Eagle View Estates from the south, the Property Owners must travel northbound past the Access by approximately 1700 feet, to make a U-turn onto southbound US 550.

The Property Owners have requested that the following issues be addressed in their access appeals: 1) failure of the project to provide safe access to US 550 North; 2) construction of an entry that is unsafe, unnecessarily restrictive and does not provide the same access to their properties as before; and 3) late notice after construction was completed, eliminating the opportunity to have input into decisions that had a direct impact on property owners, their safety and their property. CDOT denies the Property Owners’ allegations and instead contends the Access was lawfully modified.

Next Steps

Staff recommends to the Transportation Commission to delegate the appeal to the Department of Personnel and Administration, Office of Administrative Courts. If the matter were to go through the CDOT Internal Administrative Review Committee process first, the Property Owners would still have the option to go through Administrative Appeals process if they are not satisfied with the CDOT Internal Administrative Review Committee decision. Staff believes the Office of Administrative Courts hearing process, with all six appeals consolidated into one action, will provide the most efficient and effective appeal process for CDOT and the Property Owners.

Attachments

Attachments are available upon requests, please contact Jill Harley at jill.harley@state.co.us or (970) 385.1402.

- Appendix A: August 30 Letter and Form 138 from CDOT to each Property Owner
- Appendix B: Revised Appeal from Andrew and Dr. Christing Baumker, with attachments
- Appendix C: Revised Appeal from Sharon A. Cook, with attachments
- Appendix D: Revised Appeal from William & Rebecca Counley, with attachments
- Appendix E: Revised Appeal from Kasten Properties, LLC, with attachments
- Appendix F: Revised Appeal from Wayne & Debbie Kjonaas, with attachments
- Appendix G: Revised Appeal from Margaret E. Pyle Descendents (sic) Trust, with attachments
- Appendix H: Location Map Durango
- Appendix I: Location Map of Appeals



COLORADO

Department of Transportation

Eagle View Estates Access Appeals

November 20, 2024



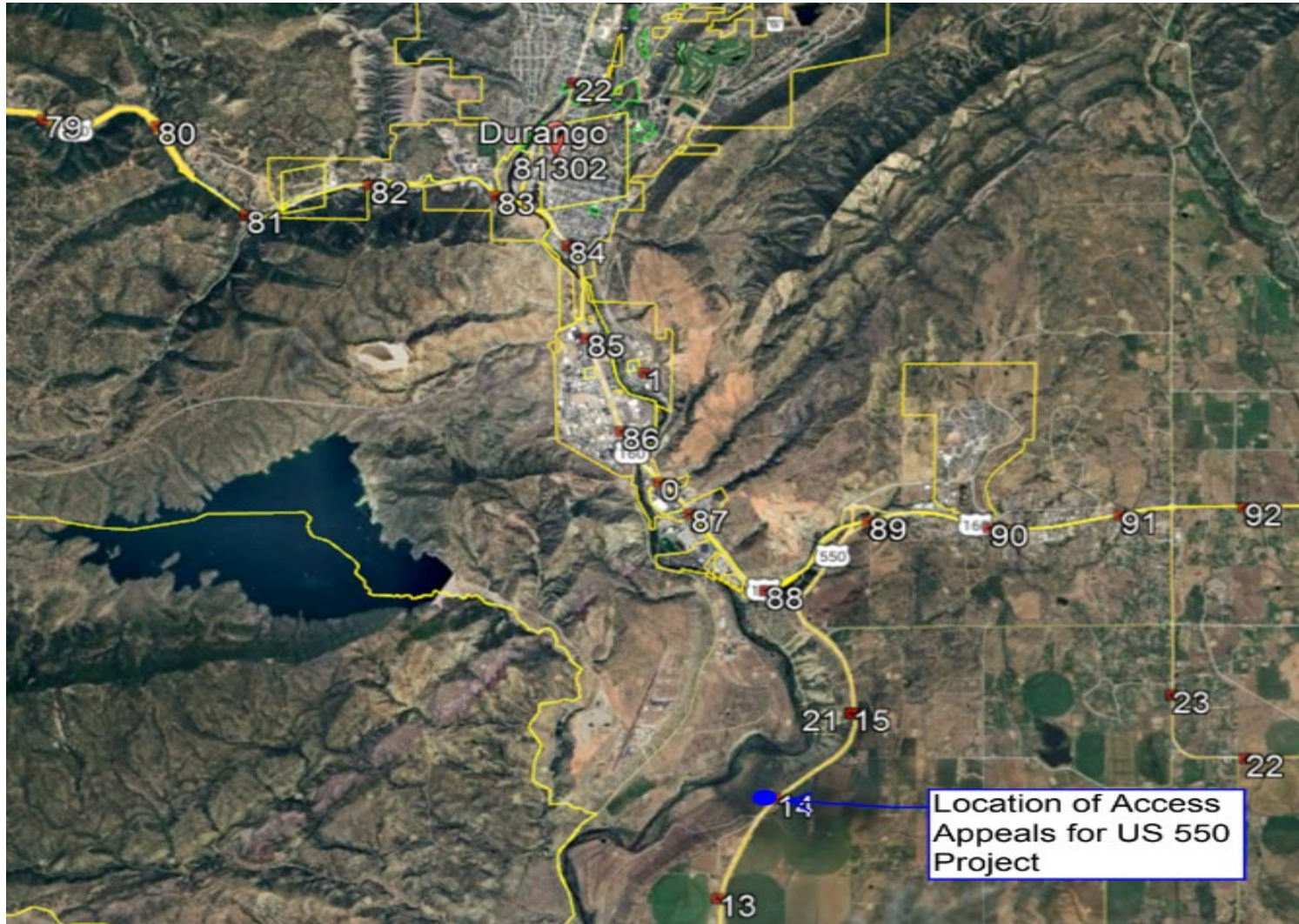
Project Background



- Project Location 8 Miles south of Durango on US 550
- Widened a 2-lane highway to a 4-lane divided highway
- This project has been in planning for over 15 years. This project did go through a NEPA process (EA).
- Resulted in Eagle View Drive from full movement to right in / right out access
- 6 property owners affected



Project Location





Location of Appeals

Property Owners:

1. Kjonaas, Wayne & Debbie
2. Pyle, Margaret
3. Cook, Sharon
4. Kasten Properties
5. Counley, William & Rebecca
6. Baumker, Anderew & Cristina

*Source of Information: La Plata County GIS





Form 138s

On August 30, 2024, Form 138s were sent via email and U.S. Mail to the following property owners in Eagle View Estates:

- Andrew R. & Cristina E. Baumker (53 N. Eagle View Drive);
- Sharon A. Cook (130 S. Eagle View Drive);
- William & Rebecca Counley (71 N. Eagle View Drive);
- Kasten Properties, LLC (70 S. Eagle View Drive);
- Wayne & Debbie Kjonaas (150 S. Eagle View Drive); and
- Margaret E. Pyle Trustee (140 S. Eagle View Drive).



Form 138's (cont.)

The letter and the Form 138s notified the property owners that:

- The access from Eagle View Drive to US Highway 550A would be modified from a full movement access to a right-in, right-out only turning movement due to the construction associated with the US 550-US 160 Connection South Project;
- They had 30 days from the date of the letter to contact the project team with questions or concerns; and
- The Form 138s referenced both the access from Eagle View Drive to State Highway 550A, as well as the individual property owner's full-movement access from their property to Eagle View Drive. The Form 138s stated that if the property owners objected to the permit, they must request a hearing on their objection in writing before 9/30/2024.



Eagle View Estates Access Appeal Submittals

All six landowners submitted appeals before the September 30, 2024 deadline. All landowners requested a hearing and included design related concerns outside of the purview of the State Highway Access Code.

- Wayne & Debbie Kjonaas (9/25/2025)
- Andrew & Dr. Cristina Baumker (9/25/2024)
- Maggie Pyle (9/25/2024)
- Sharon “Sherri” Cook (9/26/24)
- Jesse & Allison Kasten, Kasten Properties LLC (9/29/2024)
- William & Rebecca Counley (9/30/2024)

The landowners revised their appeal for access-only issues. They all submitted revised appeals by November 7, 2024.



Revised Appeals - Conditions Appealed

- Failure of the project to provide safe access to US 550 North.
- Construction of an entry that is unsafe, unnecessarily restrictive and does not provide the same access to their properties as before (due to Wildlife Fencing).
- Late notice after construction was completed, eliminating the opportunity to have input into decisions that had a direct impact on property owners, their safety and their property (Counley).



Pertinent Case Law:

- CDOT has the authority to regulate access, regardless of when the access was initially constructed.
- General rule is that an abutting landowner is entitled to compensation for limitation or loss of access only if it “**substantially interferes**” with their means of ingress and egress to their property.
- Inconvenience caused by required use of a more circuitous route to gain access to the property **does not constitute substantial impairment of access.**

State Dep’t of Highways, Div. of Highways, State of Colorado v. Interstate-Denver W., 791 P.2d 1119 (Colo. 1990); State Dep’t of Highways, Div. of Highways v. Davis, 626 P.2d 661, (Colo. 1981).



State Highway Access Code 2 CCR 601-1, Section 2.6(7)

- CDOT “when necessary for the improved safety and operation of the roadway” may modify any access including auxiliary lanes and allowable turning movements.
- Requires that the property owner be notified (it provides no specific type of notification or timing of notification).
- Provides that “Changes in roadway median design that may affect turning movements normally will not require a license modification hearing as an access permit confers no private rights to the permittee regarding the control of highway design or traffic operation....”



Staff Recommendation

- CDOT staff request that the appeals should be heard by the Department of Personnel and Administration, Office of Administrative Courts.
- CDOT requested that each Property Owner submit their own Access Appeal, consistent with the Code which does not contemplate collective property owner appeals.
- CDOT staff request that the six appeals be consolidated into one matter to be heard in the Office of Administrative Courts, as all six appeals concern the same access and each property owner has raised the same issues to be addressed in the appeal, and will therefore include the same witnesses and evidence.

Transportation Commission (TC) Meeting Notes

October 16, 2024 - October 17, 2024

Workshops - Wednesday, October 16, 2024

Attendance:

Ten Transportation Commissioners were present: Chair: Terry Hart, Vice Chair: Eula Adams, James Kelly, Yessica Holguin, Mark Garcia, Shelley Cook, Karen Stuart, Barbara Bowman and Rick Ridder. New Commissioner for District 11, Todd Masters was present. Commissioner Hannah Parsons was excused.

Budget Workshop - Jeff Sudmeier and Bethany Nichols

FY 2024-2025 Budget Supplement Request

Purpose and Action: To discuss the FY 25 Supplement and the Division of Accounting and Finance (DAF) is requesting the TC to review and adopt the proposed FY 25 Supplement at the regular October TC meeting.

- Supplement request included a reversal of the decrease to the CO 119 project.
- One request is to correct an accounting error from last month.
- A new request is to increase the budget of a project for resurfacing US 24 detour for the I-70 project.
- For the US 287 project, the total project cost has not changed, and the concept is to basically move \$16M of future funds to the current FY 22-26 time period.
- The CDOT Region 5 US 160 to Garland project is requesting a budget increase of \$6.8 M, as that project is ready to go to Ad now.
- CDOT DAF is requesting the TC to approve this FY 25 budget supplement at the TC regular meeting this month.

FY 2024-2025 Budget Amendment

Purpose and Action: To review the third budget amendment to the FY 2024-25 Annual Budget in accordance with Policy Directive (PD) 703.0. CDOT DAF is requesting the TC to review and adopt the third budget amendment to the FY 2024-25 Annual Budget, which consists of nine items that require TC approval. The third budget amendment includes requests that total \$3.4M coming from the TC Program Reserve Fund.

- The TC program reserve reconciliation was explained.
- Program reserve was drawn down to 4.4M then a negative \$16.5M with \$15M returned and received \$50.9M with an ending balance of \$53.8M.
- Budget amendments if approved leave \$50.4M in the TC Program Reserve.
- Budget requests for funding:
 - Allocate \$8M to MLOS to FY 2025
 - There are six amendments requested from MLOS totalling \$3.7M
 - Rest Area funds adding \$900K to this asset.

- EV Chargers - CDOT has 198 EVs in their fleet, Funds are needed to establish chargers at home and at work for these vehicles, the request is for \$500K.
- \$500K is requested for identification of an asset condition designation approach, as the status of assets are to be given a level of condition.
- One request is to correct an accounting error from prior years, as TC res. 18-53 noted that ITS systems funds should only go to ITS processes for its use - funds were not being credited back to ITS, as they went to miscellaneous revenue. CDOT staff will now Refunnel these funds back to ITS. A total of \$1.4 M is required to correct this issue. CDOT Identified a new process to make sure this doesn't happen again. CDOT DAF will request TC approval of these budget amendments at this month's regular TC meeting.

Discussion:

- Commissioner Garcia asked if FASTER funds could be transferred from TC Reserve to Rest Area projects. The response was that yes, TC could choose to take TC reserve funds and put them towards rest areas.
- Commissioner Adams - Why only \$8M vs. another amount be requested? It was explained that when CDOT staff submit requests to the TC, they like to keep the reserve for TC intact as much as possible and to keep requests as limited as possible from TC reserves.

FY 26 Draft Proposed Budget

Purpose and Action: To review the Proposed FY 2025-26 Annual Budget, set for approval in November 2024. DAF is requesting the TC review of the Proposed FY 2025-26 Annual Budget Allocation Plan, and feedback to the Department in preparation for the approval of the Proposed FY 2025-26 Annual Budget Allocation Plan in November 2024. Staff will return in February 2025 to present the draft Final Budget Allocation Plan and the TC will be asked to adopt the final budget in March 2025.

- This is the first workshop to show the draft proposed budget for FY 2026.
- The budget is based on revenue projections - including those for the Highway Users Tax Fund (HUTF).
- Forecasts are estimated every quarter in coordination with the Governor's Office.
- Estimates between CDOT and the Governor's office are close.
- Funding Sources: Federal, Highway Users Tax Fund (HUTF), Bridge and Tunnel Enterprise (BTE), and other State, legislative initiatives, and the Colorado Transportation Investment Office (CTIO).
- Uses of funds: Capital Construction, Maintenance and Operations, Suballocated Programs, Multimodal Services, Admin and Operations, and other programs, such as debt service and contingency funds.
- The FY 2026 Budget Allocation Plan was overviewed with the TC with numerous appendices - A through H.
- \$2.2B is the FY 26 budget with \$420M of enterprise funding.
- Obligated appropriated funds came in low last year. Lower by \$33M, CDOT is normally at 98% obligation, but not meeting this level recently. Need to account for this in the FY 26 budget now.

- DAF is tracking funding of the 10-Year Plan. For FY 26 is estimated to be \$169M.
- More information coming back to TC. Adjustments are forthcoming to this draft budget for FY 26. The statutory deadline for the TC to adopt the draft budget is November. Final FY 26 budget approval will occur in March 2025 for adoption.

Discussion:

- Commissioner Adams asked if CDOT is keeping a level of maintenance for assets adjusting for inflation between FY 2026 and back to FY 2023. It was explained that Asset Management has been relatively flat. However more dollars are going to Asset Management than what goes to the program itself - other programs - the 10-Year Plan - half goes to asset condition improvement, and if one factors in supplemental funding, i.e. culverts and pavement that indicates an increase to address inflation. The response is generally speaking CDOT is not falling behind for maintenance even though some asset programs funds may vary.
- Commissioner Stuart asked about the Redistribution funds. It was noted that those funds are already factored in. Usually CDOT receives the funds in August. We received \$50.9M. The last two years were comparatively high compared to this year. Decisions of today are when TC is making a decision of how to spend these redistribution funds. There is only enough currently to refill the TC program reserve.
- Gary Beedy, STAC Chair, emphasized STAC's interest in maintenance projects. And the 10-Year Plan projects.
- Commissioner Garcia asked about the 10-Year Plan funding and how it is being spent. \$1.3B for FY22 through FY 26 is the spending target. CDOT has funded 85% of this funding target. CDOT is keeping up with the 10-Year Plan, in a pace that is faster than the project pipeline is ready to construct.

Fuel Impact Enterprise (FIE) Workshop - Darius Pakbaz and Craig Hurst

Purpose and Action: This workshop outlined the proposed budget for the Fuels Impact Enterprise for fiscal year 2025-26, allocating anticipated revenues of \$15,000,000.

Additionally staff will give an update on enterprise program activities, including the execution of local agency allocations from FY2024. No formal action will be requested from the TC this month.

Discussion:

- Total budget is up to \$15M annually with the first \$10M set aside to go to Adams County - 64%, City of Aurora - 20%, El Paso County 13%, Mesa County - 2.4%, and Otero County - 0.6%.
- Eligible projects were overviewed including those that go towards hazardous materials, emergency response, environmental mitigation, and fuel transport.
- Commissioner Cook asked if Rest Areas will serve as stops for truck driver hour limitations. Could we use rest area improvements to allow for compliance with these regulations? CDOT will look into this when evaluating rest area projects. CDOT staff will cover this topic at a future FIE Allocation Workshop.

- FIE can allocate funds for administration of the program and eligible projects.
- FIE collection finished for FY 24 - FIE is getting out those funds to local governments now. A little higher than what was collected last year. The program cannot collect more than \$15M.
- The FIE expires December 2030.
- Commissioner Holquin asked about what would not allow a political subdivision to not be eligible for funds. The response was that TABOR considerations could interfere and/or projects that are not eligible.

FY Bridge and Tunnel Enterprise Workshop - Patrick Holinda

Purpose and Action:

This month the Bridge and Tunnel Enterprise (BTE) Board of Directors (Board) is being presented with a Statewide Bridge and Tunnel Enterprise fiscal year (FY) 2025-26 Draft Proposed Annual Budget for Special Revenue Fund (C.R.S 43-4-805(3)(a) 538) (Fund 538) for review and comment. The BTE Board is being asked to review and comment on the FY 2025-26 Draft Proposed Annual Budget. No approval action is being requested at this time.

BTE Budget for FY 2026

- Budget setting basics were overviewed.
- The capital project budget for FY 2026 was explained.
- Major funding for BTE will be related to debt service described in more detail under the BTE 10-Year Plan update.
- Revenue Sources for BTE were presented. Estimated revenue is \$187M for BTE in FY 2026.
- Bridge safety surcharge (SB09-108 - is the largest revenue stream for BTE. Other major contributing sources are:
 - SB21-260 - BTE Impact Fee
 - SB21-260 - Bridge and Tunnel Retail Delivery Fee
 - FHWA Reimbursement and Build America Bonds Subsidy
- Program Allocations for BTE are:
 - Administrative & Operating
 - Support Services
 - Maintenance
 - Bridge Preservation
 - Debt Service and Availability Payments
 - Construction Program
- Total budget is a \$112M Construction Program.
- 10-year Plan for BTE projects totals \$62M.
- BTE Asset Management budget is \$50M.
- BTE program updates were provided.
- BTE staff plans to come back to the TC in November for approval of the BTE budget for final adoption in March 2025.

BTE 10-Year Plan Update

Purpose and Action: BTE Staff has prepared this workshop to provide the Bridge and Tunnel Enterprise (“BTE” or the “Enterprise”) Board of Directors (Board) with information relating to the contemplated bond issuances in December 2024 and Spring 2025 which will restructure the Enterprise’s outstanding debt service and fund BTE eligible portions of the CDOT 10-Year Plan. No approval action is being requested this month. Staff requests Board feedback on ongoing Enterprise planning activities.

- A BTE 10-Year Plan Update was provided that ends in 2030/FY 29. There is a funding gap. The plan is to finance \$400M - \$500M to implement bridge and tunnel improvement projects. No action was requested this month.
- 2010A Build America Bonds are being recommended for restructuring and an issuing of the second tranche BTE’s Infrastructure Revenue Bonds for select BTE 10-Year Plan projects of \$200M in Spring of 2025.
- Outstanding Debt Service sources include:
 - 2010 Indenture Senior Bonds
 - 2040 Indenture Subordinate Bonds (Central 70 Note)
 - New IRB Bonds (Series 2024A)
- Current Debt Service Obligations - increasing until 2041.
- By pushing debt saving out further - paying \$2M less annually. - current cost savings vs. being conservative with paying back debt is a key consideration.
- An explanation and a summary of the benefits and tradeoffs for varying financing options was provided.
- BTE Board approves in February 2025 with funds available for construction in April 2025.

Discussion:

- A Commissioner asked if interest rates dropping have an effect on the budget. It was noted that a refunding opportunity will be covered with reissuances in the next two years.
- Commissioner Holguin asked about the funding of the US 50 Bridge Repairs. The response was looking at FY 2026 there are three major pots of funding. For emergency response at the end of 2025 it will be spent, and a risk and resilience package for bridge preservation will be available in the future.
- \$96M is designated to US 50 Bridge as Critical allocation of BTE funds. Glenwood Canyon is another bridge rehabilitation project receiving BTE critical allocation funds of \$40M.
- Commissioner Cook asked about the baseline revenues increase of \$10M - \$15M but after FY 29 and then goes down to \$5M or \$2M. It was explained that this is related to BTE impact fees based on special fuels, and population estimate changes that align with an estimate at a decrease in BTE revenues.
- Commissioner Holguin asked about if December would be a good month for moving forward with the Build America Bonds restructuring transaction. It was explained that the proposal has two major transactions to implement restructuring.

- Today is setting up TC for taking action next month. Several Commissioners expressed support for moving forward with plans for a parameters resolution adoption in November and BTE bringing the TC any additional information for a final decision in December.
- The Commissioners supported moving forward with the parameters resolution for BTE debt service scheduled for adoption in November 2024.

Audit Review Committee (ARC) - Chair is TC Vice Chair Commissioner Eula Adams

Purpose: To inform the ARC on the overall audit coverage by discussing the methods used by different government bodies to better understand how a 2 billion dollar a year operation with all its different entities, projects, and sources of funding is covered from an audit standpoint. Also, provide minutes from the last ARC meeting, several Audit Division metrics, and recent results from various audit activities. The only action requested for this committee was the approval of the last ARC meeting's minutes.

ARC Agenda Topics

- Audit Review Committee (ARC) meeting minutes from their last meeting were approved.
- Frank Spanelli's Audit team - Managers Robin Lamb (external/consultant) and Jim Ballard (internal) were introduced.
- Jim Ballard overviewed the audit process for CDOT. CliftonLarsonAllen (CLA) reviews internal controls and confirms compliance with regulations, performs a risk assessment, and works with the Legislative Audit Committee.
- Audit findings are communicated to the TC.
 - CDOT needed to improve controls over various areas of accounting.
- Conduct Internal Audits looking for CDOT compliance in the Audit Division.
- Level of team audit experience was overviewed for both the internal and external audit team members.
- The Internal audit team is seeking to fill two vacancies. Saved roughly \$2M due to the internal audit, and \$5M for the external audit.
- Robin Lamb overviewed the work of the external support team that helps CDOT manage their audit process. Assesses rates of CDOT construction contracts. The external audit team is looking to fill one vacancy. Subrecipients of Federal Awards are also assessed. Increased funds to audit were due to ARPA funds, and an increase in grant funds. The audits focused on CDOT monitoring processes. Audits review approximately 19% of CDOT's work with the highest risks pertaining to: staffing, employee cross training, policies and procedures, regulatory and technology.
- Commissioner Vice Chair Adams noted that audit transparency is helpful to deter future issues and financial errors occurring at CDOT.

Discussion

- Commissioner Cook asked for a definition of a statutory violation. The response was that it is a situation where an expenditure or liability incurred either without a

contract or encumbrance in place, or spending money on an existing contract that expired or ran out of budget.

- Commissioner Adams would like a response to statutory violations to understand how to avoid them in the future. Need more details on this. It was noted that an Audit Report is due in early 2025 and will include this information. Audits also follow up on corrective actions that are taken for the statutory violations.
- All Statutory Violations are well documented with results and resolutions submitted and reported to the State Controller's Office per Jeff Sudmeier, CDOT Chief Financial Officer.
- The Division of Transit and Rail statutory violations were a special case due to more transit program funding coming in to be processed, and loss of key staff. DTR is working diligently to reduce/avoid statutory violations as much as is possible. In many instances for the DTR statutory violations, if the expenditures did not occur, transit agencies across the state would not have been able to maintain their operations.
- Commissioner Chair Hart expressed his support for the important work of the Audit Division.

Fall Legislative Update - Emily Haddaway

Purpose and Action: To update TC members on the outcome of the 2024 Transportation Legislation Review Committee (TLRC) bill drafting process and to discuss the 2025 Legislative session. No action is needed at this time.

Discussion:

- CDOT is preparing for the 2025 legislative session.
- Bills are drafted out of the Transportation Legislative Review Committee (TLRC)
- The TLRC can draft up to 10 bills and submit five bills. The following are bills under consideration:
 - Bill 1 - to establish a variety of requirements to reduce emissions of ozone precursors in the state's ozone nonattainment area - this is not a TLRC bill, but likely to be introduced independently.
 - Bill 2 Increase transportation mode choice reduce emissions
 - CDOT is taking on a Mode Choice Assessment bill to submit to TLRC by October 31, 2025, and propose establishing mode choice targets.
 - Bill 3 - DMV registration policy changes - establishes vehicular document piracy as a new civil infraction. In addition, a responsible adult can authorize a minor's driving log starting on April 1, 2026.
 - Bill 4 - Local funding for vehicle registration fees for vulnerable road user protection strategies would start on January 1, 2026.
 - Bill 5 - Railroad investigative reports for the Public Utility Commission (PUC) must be kept confidential.
 - Bill 6 - Paratransit services - new duties would be established for any entities providing paratransit services in the state. It would also establish a 16 member paratransit task force - it is understood that CDOT would be responsible for

setting up the task force at this point. The bill is metro-focused and requires refinement for more of a statewide focus.

- Legislative topics that are under consideration include:
 - Wildlife Crossing Funding
 - Engine Brake Noise
 - Outdoor Advertising
 - Transit Tuesday Discussions
 - Creation of a 16th TPR
 - Bustang Funding
 - CTE Continuous Appropriation
- Commissioner Stuart asked about funding for Rest Areas. It was noted that that is something to also consider.

Mobility Systems Committee - Mountain Rail Update - Paul DesRocher

Purpose and Action:

The Division of Transit and Rail is in the process of creating a Service Development Plan (SDP) for the Mountain Passenger Rail corridor between Denver and Craig. This workshop summarized the status of the Mountain Rail Service Development Plan. No formal TC action was requested.

Discussion:

- The Service Development Plan for Mountain Rail involves re-establishing passenger rail from Carig to Denver.
- Passenger Train Control (PCT) technology is less expensive to implement than in the past.
- Evaluation of this rail line is covering connectivity (appropriate land uses in proximity to stations), feasibility, and equity (reduce GHG emissions).
- Considerations for the project include or need to address Station Constraints and Railroad Operations pertaining to:
 - Regional Connectivity
 - Economic Development
 - Environmental Sustainability
 - Multimodal Choice
 - Existing infrastructure
 - Connections to Activity Centers
 - Development Potential
 - Social Equity and Resilience
 - Multimodal Connections
 - Construction Complexity
- Three open houses are scheduled for October 28 to October 30 at local schools - Hayden High School, Fraser Valley Elementary, and Arvada Van Arsdale Elementary Schools, respectively, from 5:30 pm to 7:30 pm.

Discussion

- Commissioner Ridder noted each community desires their own station, but the opportunity for travel time savings is compromised with too many stops. There will be a need to balance this out.
- The route does currently compete well with driving time, which is a big advantage of this proposed rail line.
- The existing rail line is over 100 years old. When moving from planning to implementation there will be focus on the travelers' experience, i.e., going to a cafe car vs. being behind the wheel driving. The state desires a cost competitive trip. Craig to Steamboat Springs is one idea. There is more difficulty for establishing a time and cost competitive trip from Craig to Denver.
- Gary Beedy, STAC Chair, asked about surveying of customers, and noted that general support of the project is not the same as interest in becoming actual riders. The answer to the question was, Yes. The project team is looking at polling the public for time of day and pricing that would be acceptable. The Open Houses have opportunities for surveying the public, and the online project site also has the potential to gather information relevant to this. The results of a major effort to collect public input to inform final recommendations for the study, will be ready towards the end of the year. Affordability is a huge item being considered.
- Commissioners Cook and Bowman expressed gratitude for this project and the work accomplished to date.

Thursday, October 17, 2024

Call to Order, Roll Call

Ten Transportation Commissioners were present: Chair: Terry Hart, Vice Chair: Eula Adams, James Kelly, Yessica Holguin, Mark Garcia, Shelley Cook, Karen Stuart, Barbara Bowman and Rick Ridder, along with the new Commissioner for District 11, Todd Masters. Commissioner Hannah Parsons was excused.

Swearing In of Commissioner Todd Masters

Todd Masters for TC District 11 was sworn in as a commissioner by TC Secretary, Herman Stockinger.

Public Comments

- A written letter from Upper Front Range TPR was noted as a submittal related to the adoption of the revised Policy Directive (PD 14) and the TC will provide that to CDOT Staff and the SWP Committee. The letter has suggested language changes to the adopted PD 14.
- Alejandra Castenada expressed concerns with the need for bus service on Federal Boulevard. Alejandra thanked for passing PD 14 last month.
 - Castenada appreciates CDOT work to reduce GHG emissions.
 - Desires BRT service along Federal Boulevard that is not currently under consideration.

- Recognized Commissioner Holguin for taking time to ride a bus along Federal Blvd.
- The larger concern exists along Federal Boulevard between 20th Avenue to 50th Avenue. The roadway needs expansion to accommodate BRT.
- Angela Folkstead, of the American Concrete Pavement Association, noted that Colorado ranked 47th or 48th in the nation for road pavement condition. There is a proposed plan for concrete replacement for roadways. Concrete pavement eventually reduces long-term costs. Concrete overlays are the ideal solution, and helps build on the history of concrete overlay construction. Angela submitted a list of proposed projects. Shifting to concrete improves longevity and decreases maintenance needs. The submitted plan is a response to Commissioner Adams' request for a report and plan on shifting to concrete overlays from asphalt.
- Vice Chair Adams noted Georgia uses concrete overlay more frequently with success and will look into this and the report provided.

Comments of the Chair and Commissioners

- Commissioner Hart welcomed Commissioner Todd Masters to the TC.
- Commissioner Kelly thanked the Upper Front Range Transportation Planning Region (UFRTPR) for the letter of comments regarding revisions to PD 14. In terms of Bustang coming from Fort Collins to Denver, there are now quick pull offs that make the trip even more efficient. Commissioner Kelly promoted the use of this Bustang route.
- Commissioner Ridder thanked CDOT staff for the reports provided at yesterday's workshops. The Mountain Rail Coalition is moving along and gathering interested parties, with an extraordinary level of enthusiasm.
- Commissioner Holguin thanked people for their public comments. With the Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME) we had a significant milestone. A Notice of Funding Availability (NOFA) has been approved for the grants program. Commissioner Holguin attended the DRCOG Regional Transportation Committee (RTC) meeting, and saw their great and impressive crash data dashboard. The North High School and the link to use of BRT was highlighted, as transportation is a big barrier for students.
- Commissioner Masters is looking forward to his work on the TC.
- Commissioner Cook attended the JeffTAC meeting last week, what may be relevant to others, is their working on a county wildfire plan with emphasis in transportation. A 2018 wildfire plan is being updated. The increase of land in wildland fire hazard zones is substantial. Roadside fuel clearance was noted in the plan, as well as ad hoc evacuation routes, etc.
- Commissioner Stuart commented that the TC held a remote meeting in Grand Junction last month. Got to see a number of projects underway or completed. John Cater of FHWA was present. The newest employee housing project in Frisco was toured. It is good to have this housing so we can hire maintenance folks who can afford their housing. The site fits well into the community. Also went to Fairplay to see another employee housing project. This project included collaboration between CDOT, Fairplay, School District and CSP. The Commissioner is very proud of CDOT for this effort. Another is in design in Basalt. We are the first DOT in the nation to take this on. Planning to attend a ribbon cutting next Tuesday at Centerra in Loveland, for a mobility hub.
- Commissioner Bowman attended funeral services of Nathan Jones and our condolences go out to his friends and family. Thanked CDOT staff for presentations at workshops.

Attended STAC meeting and STAC recognized Vince Rogalski for his 20-years as STAC chair. Grand Junction reinstated Delta Airlines service at their airport. Took a trip on the Outrider Bustang to attend a press conference, and it was a great experience. Colorado has 26 corridors designated as Scenic Byways, the highest number of a state in the nation.

- Commissioner Garcia had no report. Since the last TC meeting he has traveled the state extensively. Impressed with CDOT projects underway. Thanked CDOT staff for work on roads including mowing, and addressing flash floods.
- Commissioner Vice Chair Adams apologized for missing the road trip last month. Noted the importance for CDOT to be diligent about safety. Safety is owned by all of us. Stressed the need to watch for distracted driving and be cognizant of each other on the roads. Commissioner Adams thanked Vince Rogalski for his service to STAC. Colorado has a spirit of volunteerism to be appreciated and the hope is not to lose it. Thanked previous TC member, Gary Beedy, and welcomed him back as leader of the STAC. Budget conversations are important. There is never enough money to do what we need to do to maintain the system. With cross collaboration that occurs we do a fine job identifying the best use of CDOT funds.
- Commission Chair Hart recognized CDOT staff, in particular, Jeff Sudmeier and his team. Overall, the CDOT Team is greatly appreciated. Herman Stockinger and staff were also recognized. Appreciated all the support to the TC members.

Executive Director's Management Report - Shoshana Lew

- Since we last met, CDOT staff commemorated Nathan Jones. Trent's family attended Nate's service which was touching to observe.
- Thanked CDOT staff who made these commemorative events meaningful.
- In terms of project progress, the Fairplay employee housing event was nice to see, along with the community enthusiasm.
- This is the time of year preparing for winter maintenance and wrapping up construction. Thanked the public for their patience during construction. The team blasting along Floyd Hill was recognized for their good and organized approach to their work.
- CDOT is closer to being fully staffed compared to previous years, and this demonstrates that CDOT's recruiting and training approach is effective.
- Director Lew cautioned folks to please drive carefully with the winter season approaching.

Chief Engineer's Report - Keith Stefanik

- US 50 Bridge - status is bridge re-opened to all legal loads. Still one lane alternating in direction, but detours are not necessary. Read an article of 3 workers killed and 4 injured due to a Missouri Bridge collapse. Appreciated work of CDOT staff and contractors working on this US 50 bridge project. Tremendous progress has been made.
- Herman Stockinger and Keith Stefanik traveled to Washington, D.C. to present a US 50 Bridge project audit, and CDOT shared how our delivery program was strengthened,

with no major follow up questions arising. CDOT used a Construction Manager/General Contractor (CMGC) contract for the US 50 bridge project.

- Commissioner Cook appreciated CDOT's response that improved work practices.
- Commissioner Bowman thanked Keith Stefanik, CDOT Chief Engineer, for the amazing work completed.

Colorado Transportation Investment Office (CTIO) Director's Report - Piper Darlington

- CTIO held the September Board meeting and welcomed Gina Sancredanti as a member.
- A new congestion management fee is scheduled to start collection in January 2025.
- For SB 184, CTIO is preparing for the required reporting deliverables.
- At the meeting held yesterday, we reviewed the CTIO FY 25-26 Budget including impact fees.
- Several actions took place including approving dynamic pricing parameters for I-70 Express Lanes, and I-25. A new privacy policy and what personal information is collected and protected was approved.
- A Floyd Hill project overview was shared, along with the upcoming financing for delivery of that project.

FHWA Division Administrator Report - John Cater

- Attended the ribbon cutting of the Military Access, Mobility Safety Improvement Project (MAMSIP).
- Visited the West Route 3 transit center and Bike Trail along CO 82
- The Centerra MObility Hub ribbon cutting ceremony is coming next week.
- The interstate work along I-70 in Region 4 is now resurfaced, and FHWA is happy to see that improvement.
- End of the Federal Fiscal Year:
 - Federal Funds are available to spend for 3 years, if no funds are left it is a good sign of management of the federal funds.
 - The challenge is on inactive funds. Projects with no action on spending for over a year are deemed inactive. In Colorado, many are local projects that are not being advanced. FHWA is tackling this issue this year.
 - Commissioner Adams - asked about continuing resolutions for federal funds and how this impacts future funding for projects. FHWA has gotten used to it. Obligations are distributed in prorated amounts in some instances and long-term items are avoided. With the Infrastructure Investment and Jobs Act (IIJA) passed, there are multiple years of funds that are available, i.e., for travel expenses, etc.

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

- A Strategic Highway Safety Plan (SHSP) update was provided with project staff working to get folks to participate in the plan's development.
- A 2050 SWP update on the revenue projections for the 2050 Transportation Plan was overviewed by Chief Financial Officer, Jeff Sudmeier.
- Enterprises are competing for these funds, and STAC would like to engage with enterprises to provide input and help with investment decisions. The hope is to align with the 10-year plans of each enterprise.
- A NFRTPR letter was sent to Gary regarding the revised PD 14, with less emphasis on roadway capacity. This is a key concern of STAC also. Colorado is a growth state.
- Colorado also needs to prepare for extreme weather events.
- Focusing on transit resulting in reducing capacity projects, negatively impacts some communities. Gary Beedy also serves on the Freight Advisory Committee (FAC).

Discuss and Act on Consent Agenda - Herman Stockinger

- Proposed Resolution #1: Approve the Regular Meeting Minutes of September 19, 2024 - Herman Stockinger
 - Notes amendment - Commissioner Holguin was not present at the September TC meetings.
- Proposed Resolution #2: IGA Approval >\$750,000 - Lauren Cabot
- Proposed Resolution #3: Acknowledgement of FY 25 Transportation Commission Committee Assignments - Herman Stockinger
- Proposed Resolution #4: Reaffirm Abandonment U.S. 6 North Frontage Road - Jessica Myklebust

A motion by Commissioner Adams was raised to approve, and seconded by Commissioner Stuart, and passed unanimously.

Discuss and Act on Proposed Resolution #5: 3rd Budget Amendment of FY 25 - Jeff Sudmeier

A motion by Commissioner Cook was raised to approve, and seconded by another Commissioner, and passed unanimously.

Discuss and Act on Resolution n #6: 4th Budget Supplement of FY 25 - Jeff Sudmeier

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

Recognitions

- **Purpose and Action:** The Office of Process Improvement is requesting the opportunity to highlight for the Commission the individuals and teams who developed and implemented the innovations which won the FY24 CDOT Innovations Challenge. Those innovators and their awards are listed below.
 - Outstanding Tool Improvement: Corbel Installation Tool by Randy Foose and Josh Horton in Region 4.
 - Outstanding Productivity Improvement: Deicer Leak / Spill Catcher Containment by James Buford, Aaron Adame, Danny Stithem, Matt Morgan and Steve Medina from Region 2.
 - Outstanding Business Process Improvement Project: Digitization of the 568 Form and Streamlining of the Temporary Speed Limit Reduction Process by Jonathan Woodworth, Melissa Gende, Benjamin Acimovic, San Lee, and Katrina Kloberdanz - a cross-discipline team from Region 4 and the Division of Engineering.
- **People's Choice Awards:**
 - 1st Place: Automated Truck Roadeo Scoring System by Katy Bovee from Region 3
 - 2nd Place: Deicer Leak / Spill Catcher Containment by James Buford, Aaron Adame, Danny Stithem, Matt Morgan and Steve Medina from Region 2.
 - 3rd Place: Corbel Installation Tool by Randy Foose and Josh Horton from Region 4.

Adjournment

The meeting was adjourned at approximately 10:30. The next Transportation Commission meetings will be held on Wednesday, November 20 and Thursday, November 21, 2024.



COLORADO
Department of Transportation

Transportation Commission Memorandum

To: Transportation Commission

From: Lauren Cabot

Date: November 4, 2024

Subject: Intergovernmental Agreements over \$750,000.00

Purpose

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

Action

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

Background

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

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

Next Steps

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

Attachments

IGA Approved Project List



COLORADO
Department of Transportation

Transportation Commission Memorandum

To: The Transportation Commission

From: Keith Stefanik, P.E. Chief Engineer

Date: November 1, 2024

Subject: Disposal of the Old Aguilar Maintenance Site

Purpose

The purpose of this memorandum is to provide the Transportation Commission with the necessary supporting documents including legal descriptions and maps to declare 0.38 acres (+/-) of general ledger property as excess property.

Action

In accordance with Colorado Revised Statute 43-1-210(5), the Department of Transportation is authorized, subject to approving resolution of the Transportation Commission, to dispose of any property or interest which, in the opinion of the Chief Engineer, is no longer needed for transportation purposes. CDOT is requesting the Transportation Commission adopt a resolution to declare the old Aguilar Maintenance site as excess property and allow for its disposal.

Background

The property is located at 131 West Main Street in the Town of Aguilar and was originally acquired in 1948 for the development of a maintenance site serving portions of Las Animas County. The property consists of 0.38 acres (+/-) of land with improvements consisting of a metal building, a small lean-to, and municipal utilities.

In 2014 CDOT ceased using the property as a maintenance site with the establishment of a new maintenance site at 29400 Lynn Road, also in the Town of Aguilar, which rendered the property unnecessary for CDOT purposes.

Details

The property has been determined to have stand alone value. CDOT Region 2 has determined the property is not needed for maintenance or transportation purposes. The disposal of the property will have no effect on the operation, use, maintenance or safety of the highway facility. The property will be sold at fair market value in accordance with C.R.S. 43-1-210(5) and CDOT will be relieved of maintenance responsibilities and liability associated with this property.

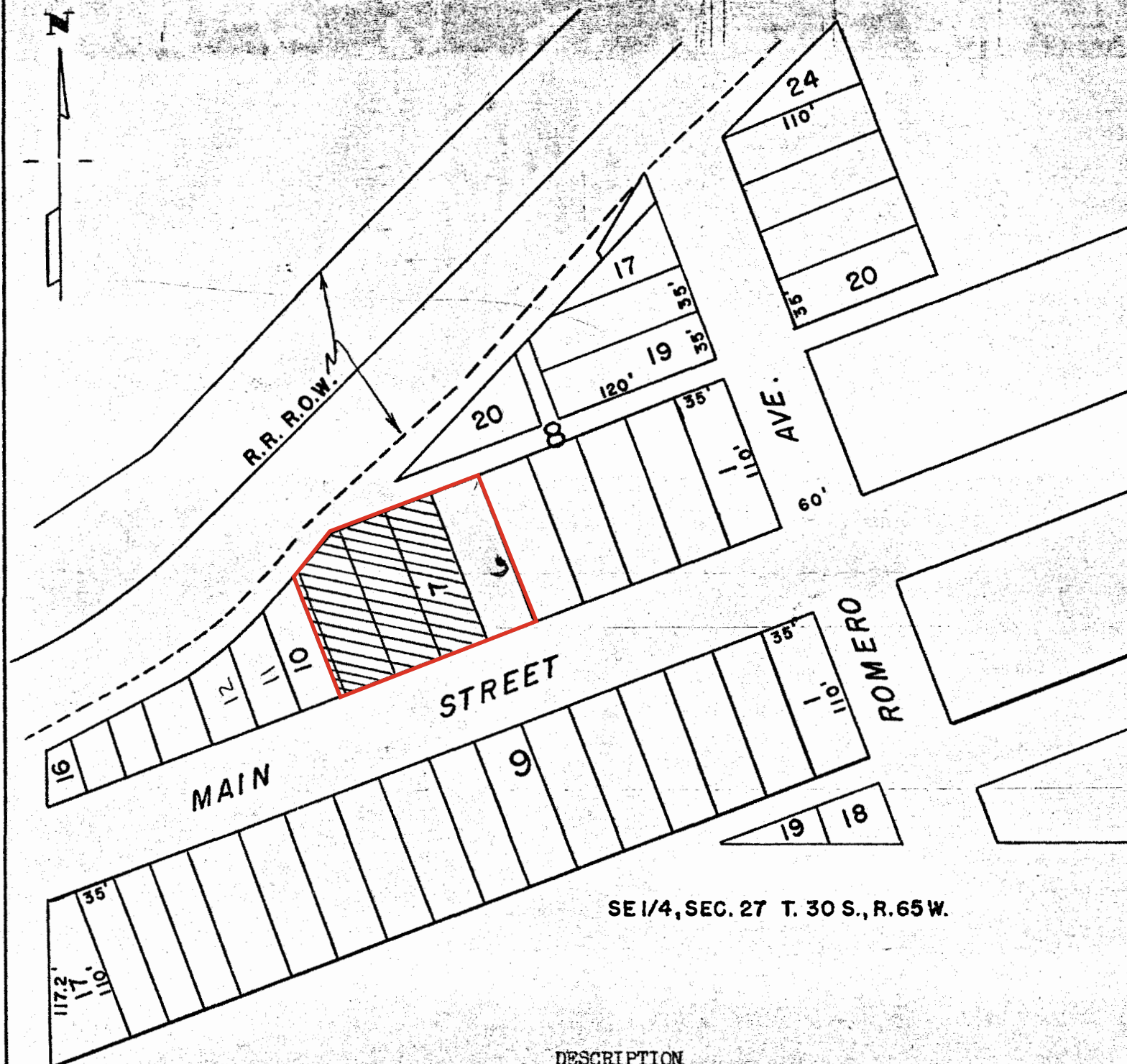
Upon approval of the Transportation Commission, CDOT will sell the property for fair market value, pursuant to the provisions of the C.R.S. 43-1-210(5) and 23 CFR 710.403(e). Funds from the disposal shall be disbursed in accordance with Section 7.2.16 of the CDOT Right of Way Manual.

Attachments

Legal Description with Exhibit

Next Steps

MAINTENANCE PROPERTY, AGUILAR
SECTION 4, PATROL NO. 2.



SE 1/4, SEC. 27 T. 30 S., R. 65 W.

DESCRIPTION

Lots 7, 8 and 9, and the East 6 feet of Lot 10 adjoining Lot 9 in Block 8 of Romero's Addition to the Town of Aguilar being Part of NW 1/4 SE 1/4, and Part of SW 1/4 SE 1/4, of Section 27, in Township 30 South of Range 65 West, Las Animas County, State of Colorado.

A tract or parcel of land in the Town of Aguilar, Las Animas County in the SE 1/4 of Section 27, Township 30 S., R. 65 W., of the 6th P.M. in Las Animas County, Colorado, said tract or parcel being more particularly described as follows:

All of Lot 6 in Block 8 of the Romero's Addition to the Town of Aguilar in Las Animas County, Colorado.



COLORADO
Department of Transportation

Transportation Commission Memorandum

To: The Transportation Commission

From: Keith Stefanik, P.E. Chief Engineer

Date: November 1, 2024

Subject: Disposal of 36-EX, US Highway 285 (Formerly State Highway 70)

Purpose

The purpose of this memorandum is to provide the Transportation Commission with the necessary supporting documents including legal descriptions and maps to declare Parcel 36-EX of CDOT Project No. F 016-1(20) Sec. 1 as excess property.

Action

In accordance with Colorado Revised Statute 43-1-210(5), the Department of Transportation is authorized, subject to approving resolution of the Transportation Commission, to dispose of any property or interest which, in the opinion of the Chief Engineer, is no longer needed for transportation purposes. CDOT is requesting the Transportation Commission adopt a resolution to declare Parcel 36-EX of CDOT Project No. F 016-1(20) Sec. 1 as excess property and allow for its disposal.

Background

Parcel 36-EX is located West of Kipling and North of US Highway 285 at the northwest corner of West Hampden Ave and South Newcombe Street in the City of Lakewood, Jefferson County and contains 19,799 Sq Ft (+/-) of land that is located outside of the right of way necessary for US Highway 285. Parcel 36-EX was acquired by CDOT as part of Project No. F 016-1(20) Sec 1 in 1966 for the construction of US Highway 285.

Details

CDOT Region 1 has determined the disposal of Parcel 36-EX will not affect the operation, use, maintenance or safety of the highway facility. The property will be sold at fair market value in accordance with C.R.S. 43-1-210(5).

CDOT will be relieved of maintenance responsibilities and liability associated with this parcel. CDOT will also obtain revenue from the sale of the parcel that will be applied to future transportation projects in accordance with Chapter 7 of the CDOT Right-of-Way Manual.

Next Steps

Upon approval of the Transportation Commission, CDOT will sell Parcel 36-EX for fair market value, pursuant to the provisions of the C.R.S. 43-1-210(5) and 23 CFR 710.403(e). Funds from the disposal shall be disbursed in accordance with Section 7 of the CDOT Right of Way Manual.

Attachments

Legal Description with Exhibit

EXHIBIT "A"

PROJECT NUMBER: F_016-1(20) Sec. 1
PARCEL NUMBER: 36-EX
DATE: August, 13th, 2024
DESCRIPTION

A tract or parcel of land being a portion of Parcel No. 36 per the Department of Transportation, State of Colorado Project No. F_016-1(20) Sec. 1, herein being identified as Parcel No. 36-EX, and containing 19,799 sq. ft. (0.455 acres), more or less, lying in the SW quarter of the SE quarter, Section 33, Township 4 South, Range 69 West, of the 6th Principal Meridian, in Jefferson County, Colorado, said Parcel No. 36-EX being a portion of that parcel conveyed to the Colorado Department of Transportation and described per Deed Reception Number 166208; dated 2/7/1966 and recorded in the Jefferson County Clerk and Recorder's Office being more particularly described as follows:

BEGINNING at a point being on the north-south centerline of said Section 33, from which the South Quarter corner of said Section 33 bears S00°27'07"E a distance of 33.56 feet;

THENCE first along the north-south centerline of said Section 33 and then continuing along the north-south centerline of said Section 33 and the east line of said Runyan-Moore Subdivision (Lot 31) N00°27'07"W a distance of 139.64 feet to a point, said point being the southwest corner of Pheasant Creek at the Bear Filing No. 5 (Lot 1);

THENCE along the south line of said Pheasant Creek at the Bear Filing No. 5 (Lot 1) N83°03'23"E a distance of 129.81 feet to a point;

THENCE running through said Parcel No. 36 the following five (5) courses and distances:

1. On the arc of a curve to the left, a radius of 328.00 feet, a central angle of 11°03'26", a distance of 63.30 feet, (a chord bearing S12°38'38"E a distance of 63.20 feet) to a point;
2. S18°10'22"E a distance of 48.44 feet to a point;
3. On the arc of a curve to the right, a radius of 12.50 feet, a central angle of 86°23'50", a distance of 18.85 feet, (a chord bearing S25°01'33"W for a distance of 17.11 feet) to a point;
4. S68°13'28"W a distance of 16.00 feet to a point;
5. On the arc of a curve to the right, a radius of 367.25 feet, a central angle of 21°31'11", a distance of 137.94 feet, (a chord bearing S78°59'04"W for a distance of 137.13 feet);
to the **POINT OF BEGINNING**.

The above-described parcel contains 19,799 sq. ft. (0.455 acres), more or less.

Basis of Bearings: All bearings are based on a grid bearing from a 3.25" aluminum cap set in concrete in a range box being the south quarter corner of Section 33, Township 4 South, Range 69 West, of the 6th P.M., N00°27'07"W to a 3.25" aluminum capped pipe monument being the center quarter corner of Section 33, Township 4, Range 69 West, of the 6th P.M.

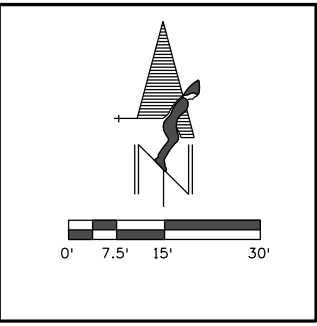




425 Corporate Circle
Golden, CO 80401
Phone: 720-497-6983
Fax: 720-497-6901

Region 1

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



Right of Way Plans			
Exhibit 36-EX			
Project Number: F 016-1 (20) Sec.1			
Project Location: W Hampden Ave & S Newcombe St			
Project Code:	Last Mod. Date	Subset	Sheet No.
	08/13/2024		01

SW 1/4, Sec. 33
TOWNSHIP 4 SOUTH
RANGE 69 WEST
SIXTH P.M.

LOT 31
RUNYAN-MOORE
SUBDIVISION
RECEPTION NO. 67242840
ALEX MICHAEL DEBELL AND
MICHAEL T. DEBELL
RECEPTION NO. 2021007364

(BASIS OF BEARINGS: N00°27'07"W
FROM SOUTH 1/4 CORNER OF SECTION 33
TO CENTER 1/4 CORNER OF SECTION 33)

N00°27'07"W 139.64

LOT 1
PHEASANT CREEK AT
THE BEAR SUBDIVISION FILING NO. 5
RECEPTION NO. 2015078805
VON F. WATREN AND
EUGENE H. WATREN
RECEPTION NO. 2020164615

N83°03'23"E 129.81

Rc = 328.00'
Δc = 11°03'26"
Lc = 63.30'
C = 63.20'
CB = S12°38'38"E

S NEWCOMBE STREET

S18°10'22"E 48.44

Utility Easement being the
West 30 feet of SE 1/4, Sec.
33, T4S, R69W, 6th P.M.;
per reception number
776149.

Rc = 12.50'
Δc = 86°23'50"
Lc = 18.85'
C = 17.11'
CB = S25°01'33"W

SE 1/4, Sec. 33
TOWNSHIP 4 SOUTH
RANGE 69 WEST
SIXTH P.M.

Rc = 367.25'
Δc = 21°31'11"
Lc = 137.94'
C = 137.13'
CB = S78°59'04"W

W HAMPDEN AVENUE

POB 36-EX

POC 36-EX

N00°27'07"W 33.56'

NW 1/4, Sec. 4
TOWNSHIP 5 SOUTH
RANGE 69 WEST
SIXTH P.M.

NE 1/4, Sec. 4
TOWNSHIP 5 SOUTH
RANGE 69 WEST
SIXTH P.M.



Transportation Commission Memorandum

To: The Transportation Commission
From: Jeff Sudmeier, Chief Financial Officer
 Bethany Nicholas, Colorado Department of Transportation Budget Director
Date: November 21, 2024
Subject: November Budget Supplement Update

No Items for Approval. Balances of TC Funds are as follows:

Transportation Commission Contingency Reserve Fund Reconciliation

Date	Transaction Description	Amount	Balance
June-24	Balance 12S24		\$3,677,851
July-24	Balance 1S25		\$19,972,392
August-24	Balance 2S25		s\$19,972,392
September-24	Balance 3S25		\$20,017,044
October-24	Balance 42S25		\$20,102,544
November-24	Balance 42S25		\$20,102,544

Cost Escalation Fund Reconciliation

Date	Transaction Description	Amount	Balance
June-24	Balance 12S24		\$9,608,937
July-24	Balance 1S25		\$9,698,442
August-24	Balance 2S25		\$9,879,960
September-24	Balance 3S25		\$7,597,670
October-24	Balance 4S25		\$6,136,803
October-24	R4 US85 5th St. to O St. Business, CO59 Kit Carson North PT, CO7: 28th St. to Cherryvale	-\$3,426,891	
November-24	Pending Balance 5S25		\$2,709,912

Transportation Commission Program Reserve Fund Reconciliation

Date	Transaction Description	Amount	Balance
June-24	Balance 1S24		\$6,870,207
July-24	Balance 1S25		\$5,015,869
August-24	Balance 2S25		\$4,415,869
September-24	Balance 3S25		\$55,339,033
October-24	Balance 4S25		\$50,439,033
	November Budget Amendment	-\$382,800	
November-24	Pending Balance 4S25		\$50,056,233

Transportation Commission Maintenance Reserve Fund Reconciliation

Date	Transaction Description	Amount	Balance
June-24	Balance 12S24		\$0
July-24	Balance 1S25		\$12,000,000
August-24	Pending Balance 2S25		\$12,000,000
September-24	Balance 3S25		\$12,000,000
October-24	Balance 4S25		\$12,000,000
	October Budget Amendment - MLOS Personal Services		\$8,000,000
November-24	Pending Balance 2S25		\$20,000,000

Bridge and Tunnel Enterprise Board
Meeting Minutes
September 19, 2024

Present:

Shelley Cook, District 2
Eula Adams, District 3
Karen Stuart, Chair, District 4
Jim Kelly, District 5
Rick Ridder, District 6
Barbara Bowman, District 7
Hannah Parsons, District 9
Terry Hart, Vice-Chair, District 10

Excused:

Yessica Holguin, District 1
Mark Garcia, District 8

Vacant:

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 September, the Bridge and Tunnel Enterprise Board of Directors approved:

- Regular Meeting Minutes of August 2024
- 2nd BTE Budget Supplement
- Grant Funding Match Request for USDOT Reconnecting Communities Program
- Grant Funding Match Request for USDOT Bridge Investment Program



COLORADO

Department of Transportation

Bridge and Tunnel Enterprise Board of Directors Memorandum

To: The Bridge and Tunnel Enterprise Board of Directors

From: Patrick Holinda, Bridge and Tunnel Enterprise Manager

Date: November 21, 2024

Subject: Fourth Supplement to the Fiscal Year 2024-25 Bridge and Tunnel Enterprise Budget

Purpose

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

Region 1 requests a budget supplement to initiate the design phase for the Eisenhower Johnson Memorial Tunnels (F-13-Y and F-13-X) LED Lighting Upgrade Project.

Region 3 requests a budget supplement to initiate the construction phase for the I-70 Glenwood Canyon Bridge/Rail Improvements Project which will complete preventative maintenance treatments to 12 bridges (F-08-BC, F-08-AH, F-08-AL, F-08-BI, F-08-AR, F-08-AU, F-08-AE, F-08-AS, F-08-BJ, F-08-AV, F-08-BH, and F-08-AD).

Action

Staff is requesting Board approval of Proposed Resolution #BTE-2, the Fourth Supplement to the Fiscal Year 2024-25 BTE budget.

Background

Region 1: Eisenhower Johnson Memorial Tunnels (F-13-Y & F-13-X)

A \$1,803,571 funding request is being presented to the BTE Board at this time to fund the design phase budget for the Eisenhower Johnson Memorial Tunnels (EJMT) LED Lighting Upgrade project in Clear Creek and Summit Counties. The project will replace the existing aged lighting system with energy efficient LED lighting fixtures, emergency lighting and related electrical distribution systems in the tunnels. The project will replace 2108 fixtures in the Johnson bore and 2644 light fixtures in the Eisenhower bore that were installed in 2007 and 2003, respectively. The lights have a typical life span of 20 years. This project will decrease maintenance costs and reduce energy costs and implement work items identified in the January 2024 Eisenhower & Johnson Memorial Tunnels Capital Investment & Maintenance Plan (CIMP) that reviewed current safety and maintenance items and developed a roadmap for standard system replacement including these critical systems. This project is included in the CDOT Ten-Year Vision Plan for the Eisenhower Johnson Memorial Tunnel, planning ID 2583, and was referenced in the June 2022 resolution

committing \$100M in revenue from the bridge and tunnel fees created by SB21-260 to be allocated to EJMT to address these critical CDOT 10-Year Plan projects (BTE#-22-06-16).

**I-70 Eisenhower Johnson Memorial Tunnel LED Lighting Upgrade Project in Clear Creek County
(Old Structures F-13-Y and F-13-X) (No New Structure) (SAP Project # 26276)**

Budget Request by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget	FY2025	FY2026	FY2027	FY2028	Total Budget Request	Total Project Budget
Design	SB260 (10-Year Plan)	\$0	\$1,803,600	\$0	\$0	\$0	\$1,803,600	\$1,803,600
Total Project Phases	All Funding Sources	\$0	\$1,803,600	\$0	\$0	\$0	\$1,803,600	\$1,803,600

**I-70 Eisenhower Johnson Memorial Tunnel LED Lighting Upgrade Project in Clear Creek County
(Old Structures F-13-Y and F-13-X) (No New Structure) (SAP Project # 26276)**

Forecast Project Expenditure by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Expenditures To-Date	FY2025	FY2026	FY2027	FY2028	Total Project Expenditure
Design	SB260 (10-Year Plan)	\$0	\$1,332,550	\$471,050	\$0	\$0	\$1,803,600
Total of Project Phases	All Funding Sources	\$0	\$1,332,550	\$471,050	\$0	\$0	\$1,803,600

Region 3: Glenwood Canyon Preventative Maintenance (F-08-BC, F-08-AH, F-08-AL, F-08-BI, F-08-AR, F-08-AU, F-08-AE, F-08-AS, F-08-BJ, F-08-AV, F-08-BH, and F-08-AD)

A \$10,038,820 funding request is being presented to the BTE Board at this time to fund the construction phase of a Preventative Maintenance project to replace 856 linear feet of expansion joints on twelve good or fair rated CDOT owned structures in Region 3 on I-70 in Glenwood Canyon. This project has been made possible by the increased BTE scope and funding flexibility authorized by the passage of HB23-1276.

Interstate 70 is a National Truck Route and Hazardous Materials Route for this portion of the corridor. The current structure inspection reports record the ADT for the mainline structures as 8,500 vehicles with truck traffic representing 13% of the traffic volume. The ramp structure F-08-BC has a reported ADT of 148 with truck traffic representing 13% of the traffic volume as well.

The inspection reports for the twelve project structures consistently reference torn or missing glands, broken and/or corroded steel armoring, and cracking concrete joint headers. The joints included in this project are predominantly located above bearing locations, and the deterioration and leakage associated with the failing joints will accelerate the deterioration of the girder ends, bearings, and substructure units if left unrepaired. Completing these expansion joint replacements will extend the service lives and further delay the deterioration of these structures.

This project is included in the CDOT Ten-Year Vision Plan, planning ID 1151. In accordance with PD 16.1, this project has been prioritized due to its inclusion in the CDOT Ten-Year Vision Plan, the age and worsening condition of these joints, and the criticality of the bridge infrastructure located in Glenwood Canyon. More information on the twelve structures can be found in the table below:

Structure ID	Description	Structure Type	Year Built	Structure Age	Condition Rating	Length of Joint Replaced (ft.)
F-08-BC	Ramp to Shoshone over I-70, Colorado River	Steel Box Girder	1987	37	Fair	40
F-08-AH	I-70 ML EBND over Access Road, Colorado River	Steel Box Girder	1987	37	Fair	34
F-08-AL	I-70 ML EBND over Colorado River	Steel I Girder	1992	32	Fair	99
F-08-BI	I-70 ML EBND over Ramp, Railroad, Colorado River	Steel I Girder	1992	32	Good	34
F-08-AR	I-70 ML EBND over UPRR, Colorado River	Concrete Box Girder	1992	32	Good	121
F-08-AU	I-70 ML EBND over French Creek	Concrete Box Girder	1991	33	Good	67
F-08-AE	I-70 ML EBND over Bair Ranch Road, Draw	Concrete Box Girder	1985	39	Fair	72
F-08-AS	I-70 ML WBND over UPRR, Colorado River	Concrete Box Girder	1992	32	Good	34

F-08-BJ	I-70 ML WBND over Hillside	Concrete Box Girder	1993	31	Fair	134
F-08-AV	I-70 ML WBND over Hillside	Concrete Box Girder	1989	35	Fair	34
F-08-BH	I-70 ML WBND over French Creek	Concrete Box Girder	1989	35	Good	70
F-08-AD	I-70 ML WBND over Bair Ranch Road, Draw	Concrete Box Girder	1985	39	Fair	117

**I-70 Glenwood Canyon Bridge/Rail Preventative Maintenance Project in Garfield County
(Old Structures-Variou) (No New Structure) (SAP Project # 25603)
Budget Request by Phase, Funding Program, Fiscal Year**

Phase of Work	Funding Program	Current Budget	FY2025	FY2026	FY2027	Total Budget Request	Total Project Budget
Construction	FASTER (10-Year Plan)	\$0	\$10,038,820	\$0	\$0	\$10,038,820	\$10,038,820
Total Project Phases	All Funding Sources	\$0	\$10,038,820	\$0	\$0	\$10,038,820	\$10,038,820

**I-70 Glenwood Canyon Bridge/Rail Preventative Maintenance Project in Garfield County
(Old Structures-Variou) (No New Structure) (SAP Project # 25603)
Forecast Project Expenditure by Phase, Funding Program, Fiscal Year**

Phase of Work	Funding Program	Expenditures To-Date	FY2025	FY2026	FY2027	Total Project Expenditure
Construction	FASTER (10-Year Plan)	\$0	\$1,003,882	\$8,031,056	\$1,003,882	\$10,038,820
Total of Project Phases	All Funding Sources	\$0	\$1,003,882	\$8,031,056	\$0	\$10,038,820

Next Steps

1. Approval of Proposed Resolution #BTE-2 will provide the funding necessary to initiate the design phase for the EJMT LED Lighting Upgrade Project and advertise the Region 3 I-70 Glenwood Canyon Bridge/Rail Improvements Project.
2. Staff will return to the Board with additional budget supplement requests as necessary.



COLORADO

Department of Transportation

Bridge and Tunnel Enterprise Board of Directors Memorandum

To: The Bridge and Tunnel Enterprise Board of Directors

From: Patrick Holinda, Bridge and Tunnel Enterprise Manager

Date: November 21, 2024

Subject: Bridge and Tunnel Enterprise Fiscal Year 2025-26 Final Proposed Annual Budget

Purpose

This month the Bridge and Tunnel Enterprise Board of Directors (Board) is being presented with a Statewide Bridge and Tunnel Enterprise fiscal year (FY) 2025-26 Final Proposed Annual Budget for Special Revenue Fund (C.R.S 43-4-805(3)(a) 538) (Fund 538) for review and approval.

Action

Staff is requesting Board approval of Proposed Resolution #BTE-3, the FY 2025-26 Final Proposed Annual Budget.

Background

In coordination with the Office of Financial Management and Budget (OFMB), Bridge and Tunnel Enterprise (BTE) is presenting a FY 2025-26 Final Proposed Annual Budget. BTE will return in February 2025 with the Final Annual budget for review and comment. Ultimately, BTE will request approval and adoption of the Final FY 2025-26 budget in March 2025. Additional details regarding the sources and uses for the \$187.4 million in forecast FY 2025-26 BTE revenues can be found in the attached BTE FY 2025-26 Final Proposed Annual Budget and the October FY 2025-26 Draft Budget Workshop. Please note that future amendments to the FY 2025-26 Final Proposed Annual Budget will be needed to account for the two contemplated financings that were workshopped with the Board in October of 2024.

Next Steps

- 1) Approval of the Bridge and Tunnel Enterprise Fiscal Year 2025-26 Final Proposed Annual Budget will allow BTE's budget allocations to be updated in the CDOT narrative budget and one-sheet.
- 2) Over the next several months, OFMB and BTE program staff will be finalizing the budget. Key tasks will include reviewing updated FY 2025-26 revenue projections, aligning both the final BTE budget with the CDOT narrative budget and one-sheet, and reviewing all budget allocations.

- 3) In February 2025, BTE will present the Board with a final budget for review and comment.
- 4) In March 2025, BTE will request approval and adoption of the Final FY 2025-26 budget.
- 5) Staff will return as needed to amend the Budget based on the terms of the two contemplated financings.

Attachments

Attachment A: Bridge and Tunnel Enterprise Fiscal Year 2025-26 Final Proposed Annual Budget

Bridge and Tunnel Enterprise Fiscal Year 2025-26 Final Proposed Annual Budget
Statewide Bridge and Tunnel Enterprise Special Revenue Fund (C.R.S 43-4-805(3)(a) 538)

Line	Fiscal Year 2024-25 Revenue Source	Estimated Revenue
1	FASTER Bridge Safety Surcharge Fee	\$ 117,599,801
2	Bridge & Tunnel Impact Fee	\$ 35,565,716
3	Bridge & Tunnel Retail Delivery Fee	\$ 11,609,476
4	Interest Earnings	\$ 2,450,000
5	US Treasury Subsidy for Build America Bonds	\$ 5,148,202
6	Federal Funds for 2010A Bond Debt Service	\$ 15,000,000
7	Central 70 Conduit Issuer Fee	\$ 50,000
8	Total Estimated Revenue	\$ 187,423,195
9	Proposed Program Allocation Type	Proposed Allocations
10	Administrative & Operating Activities	
11	Bridge and Tunnel Enterprise Staff Compensation	\$ (959,194)
12	Bridge and Tunnel Enterprise Program Support	\$ (1,550,000)
13	Attorney General Legal Services	\$ (50,000)
14	Annual Audit	\$ (35,000)
15	In-state Travel Expenses	\$ (6,700)
16	Out of State Travel Expenses	\$ (10,000)
17	Employee Appreciation	\$ (140)
18	Operating Expenses	\$ (4,000)
19	Trustee Fee	\$ (10,000)
20	Other consulting	\$ (150,000)
21	Total Administrative & Operating Activities	\$ (2,775,034)
22	Support Services	
23	Additional Project and Program Support Services	\$ -
24	Total Support Services	\$ -
25	Maintenance	
26	Routine Maintenance on Bridge and Tunnel Enterprise Structures	\$ (1,362,318)
27	Total Maintenance	\$ (1,362,318)
28	Preservation	
29	Bridge and Tunnel Preservation	\$ (1,000,000)
30	Total Preservation	\$ (1,000,000)
31	Debt Service and Availability Payments	
32	2010A and 2019A Bond Debt Service	\$ (29,352,600)
33	Central 70 Availability Payment	\$ (32,743,837)
34	2024A Infrastructure Revenue Bond Debt Service	\$ (7,960,975)
37	Total Debt Service and Availability Payments	\$ (70,057,412)
38	Construction Program	
39	10-Year Plan Projects	\$ (63,575,192)
40	Safety Critical and Asset Management Projects	\$ (48,653,239)
41	Total Construction Program	\$ (112,228,431)
	Total Fund 538 Revenues	\$ 187,423,195
	Total Fund 538 Allocations	\$ (187,423,195)
	Remaining Unbudgeted Funds	\$ -



COLORADO
Department of Transportation

Transportation Commission Memorandum

To: The Transportation Commission

From: Jeff Sudmeier, Chief Financial Officer

Date: November 20, 2024

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.

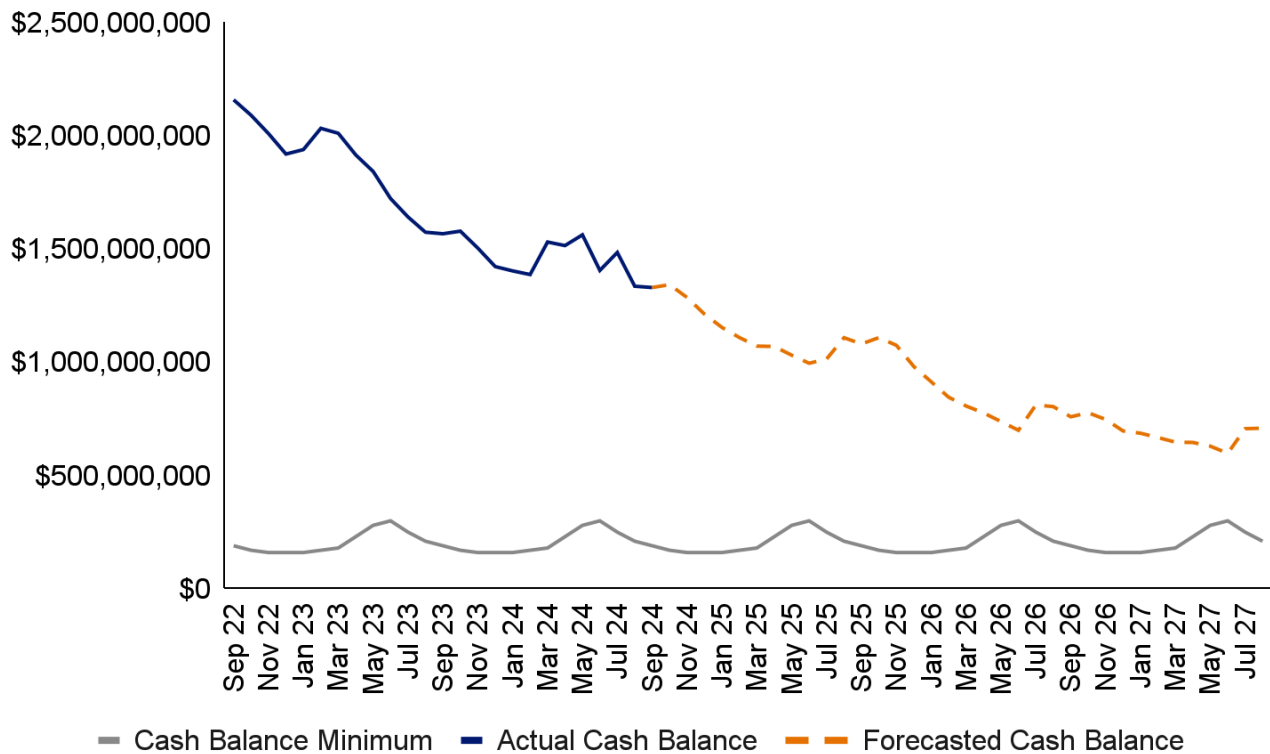
Summary

The actual cash balance for September 2024 was \$1.33 billion; \$1.14 billion above that month's minimum cash balance target of \$190 million. September's cash balance includes \$635.79 million in the State Highway Fund and \$697.79 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 oversized/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 (forecast)
\$669	\$774	\$615	\$841	\$860	\$801*

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

Figure 3 details CY23 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, September month end expenditures were corresponding to an Expenditure Performance Index (XPI) of 0.97 (actual expenditures vs. baseline). There were \$520.3M actual expenditures YTD vs. the baseline of \$538.5M. The CY 23 baseline included expenditures from 169 projects, while the current CY 24 baseline includes expenditures from 196 projects. Figure 4 details the current CY24 baseline and actual expenditures.

Figure 3 - Dashboard View, CY 23 Year End

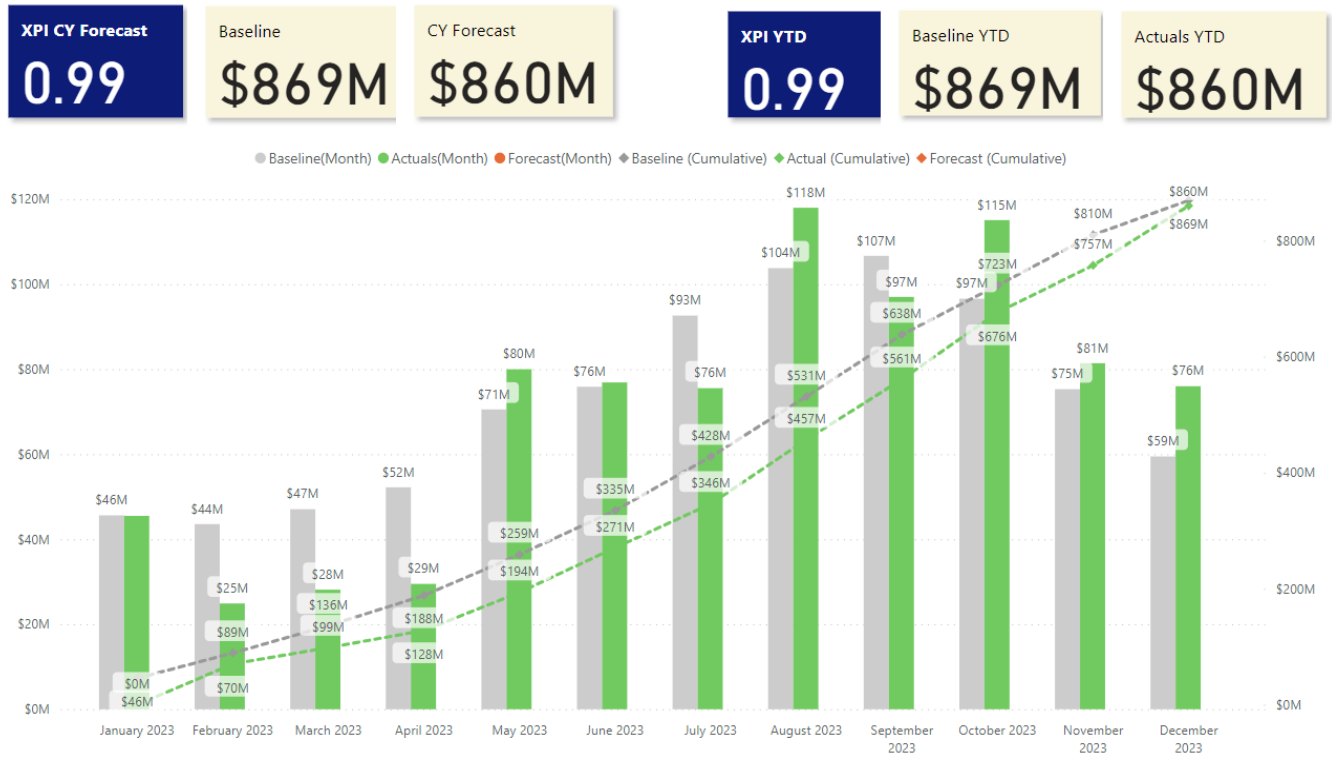
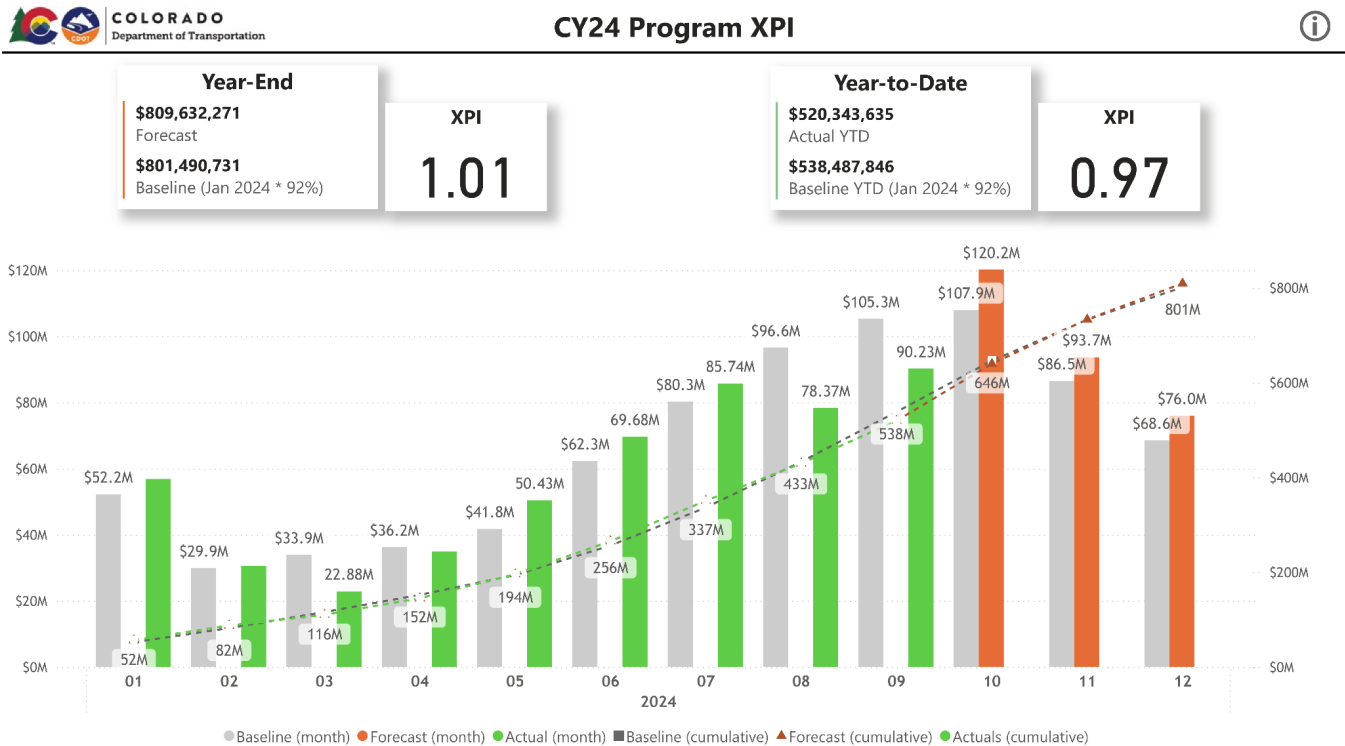


Figure 4 - Dashboard View, CY 24





COLORADO

Department of Transportation

Division of Audit

Audit Review Committee (ARC) February 14, 2024 meeting minutes approved at October 16, 2024 ARC meeting

Colorado Transportation Commission

Audit Review Committee (ARC) Meeting February 14, 2024

4:00 p.m. - 5:00 p.m.

CDOT Headquarters

Audit Review Committee members: Eula Adams, Chair, Commissioners Hannah Parsons, Rick Ridder, Megan Vasquez, and Mark Garcia.

Executive management team: Frank Spinelli, Audit Director; Herman Stockinger, Deputy Director; Sally Chafee, Chief of Staff; Jeffrey Sudmeier, Chief Financial Officer; Keith Stefanik, Chief Engineer; Darius Pakbaz, Division of Transportation Development Director; Jason Smith, Region 3 Transportation Director; Heather Paddock, Region 4 Transportation Director; Shane Ferguson, Region 2 Transportation Director; Matthew Inzeo, Communications Director.

Notable attendees: Kathy Young, Colorado First Assistant Attorney General.

Audit team: Frank Spinelli, Audit Director; Jim Ballard, Deputy Audit Director; Robyn Lamb, External Team Manager; Vance Finley, Auditor IV; Dom O'Neill, Auditor.

Call to Order

Chair Adams called the meeting to order at 4:00 p.m. All Audit Review Committee (ARC) members were present. Chair Adams stated that today's agenda includes approval of the previous meeting minutes, discussion of Emergency Project Audit, and FY 2025 Audit Plan.

Approval of June 14, 2023 Minutes

Chair Adams asked for a motion to approve the June 14, 2023, minutes. Commissioner Parsons made the motion to approve the minutes, which was seconded by Commissioner Ridder. All commissioners voted in favor.

Approval of October 18, 2023 Minutes

Chair Adams requested a motion to approve the October 18, 2023, minutes. Commissioner Parsons made the motion to approve the minutes, which was seconded by Commissioner Ridder. All commissioners voted in favor.



Motion and Release of Emergency Project Process Audit Report

Mr. Spinelli reviewed the four report release motion options. Chair Adams asked for a Motion. Commissioner Parsons made a motion to release the report and thereafter discuss it, which was seconded by Commissioner Ridder. All voted in favor to release the report and discuss it.

Emergency Project Process Audit Report

Mr. Spinelli stated that this audit was a collaborative effort with both audit and management. Management provided outstanding feedback, and Mr. Spinelli expressed his appreciation to the Deputy Executive Director, Chief Financial Officer, Chief Engineer, and their associated staff for their involvement.

Mr. Spinelli provided an overview of the Emergency Project Process Audit Report, including the objective, conclusion, effect, causes, recommendations, and management responses.

Mr. Spinelli stated that the objective of the audit was to assess CDOT's emergency project process. The audit concluded that the process is generally effective, and there were no instances of potential statutory violations. However, Audit identified opportunities to improve the process and guidance in eight areas:

- 1) Consolidation of Guidance
- 2) Inconsistent Guidance
- 3) Division Roles
- 4) Communication
- 5) Documentation Retention
- 6) Tracking
- 7) External Funds
- 8) Training

Chair Adams asked if everyone understood the Emergency Project Process. Everyone acknowledged they understood the process.

Mr. Spinelli stated that the reason this audit matters is that effective oversight of the emergency project process is critical to ensuring CDOT's regulatory and financial compliance with statutes governing emergency events and procurements. Sufficient tracking and monitoring help ensure that CDOT can obtain additional federal, state, and/or third-party insurance funding when appropriate. Mr. Spinelli stated that the reason the process was not as effective and efficient as it could be, was because policies and procedures were not updated and consolidated. Mr. Spinelli asked if there were any questions, and there were none.

The audit made two recommendations to improve the emergency project process:

- Revise and consolidate policies and procedures for emergency projects with respect to consistency, roles, communications, documentation retention,

tracking, external funding, and training. Related to this recommendation, Audit provided several suggestions for management's consideration.

- Review the journal voucher process due to the large volume of entries and assess whether internal controls over journal voucher entries are working as intended.

Chair Adams inquired how much money is spent on emergency projects. Mr. Spinelli stated that the figure varies from year to year and generally ranges from \$60 to \$100 million per year. Due to the 2013 floods, one year's expenditures were quite larger, costing well over \$100 million. Chair Adams stated that the reason that this is important is that the regional directors must have the ability to respond quickly when these emergencies come up, and so they have to have the necessary funds.

Commissioner Ridder asked whether there was consistency among the regions when dealing with emergencies. Mr. Spinelli replied that the audit found some inconsistencies among the regions when addressing emergencies.

Mr. Spinelli stated that management has agreed to update and consolidate policies and procedures with respect to consistency, roles, communications, documentation retention, tracking, funding, and training. Management has also resolved Recommendation 2 regarding journal voucher entries and determined that internal controls are working as intended.

Chair Adams requested that during the next ARC meeting, Audit should provide an update on these recommendations and the completion timeline.

Proposed Fiscal Year (FY) 2025 Internal Audit Plan

Mr. Spinelli stated that the proposed FY 2025 Internal Audit is to assess certain aspects of the efficiency and effectiveness of Division of Transit and Rail (DTR) operations, which may include a review of:

- Grant management
 - Contracting
 - Monitoring
 - Payment Process
- Internal controls
- Policies and procedures
- Compliance
- Oversight

Chair Adams pointed out that this is not the only audit that is conducted at CDOT and asked CFO Jeff Sudmeier to expand on the other audits that are conducted at CDOT.

CFO Sudmeier stated the Office of the State Auditor (OSA) conducts an annual financial statement audit of CDOT in conjunction with the statewide financial statement audit. This is because CDOT's financial statements are part of the State's financial statements. This audit also examines CDOT's IT systems. In addition, separate audits

are conducted on CDOT's enterprise funds. OSA also conducts nonfinancial audits of different program areas. In some years, one program area may be audited while multiple program areas are audited in other years. In this particular year, four program areas were audited. CFO Sudmeier also stated that, besides the performance audit conducted by the Audit Division, OSA also conducts performance audits every three or four years, with the most recent performance audit being the Alternative Delivery audit.

Chair Adams stated that the reason for his inquiry is to illustrate that CDOT, unlike some organizations, receives a great deal of audit attention that should provide comfort to the ARC.

Mr. Spinelli provided the following background information about DTR.

- Senate Bill 09-094 (CRS 43-1-117.5) created DTR. The enabling statute specifies the duties of DTR as follows:
 - “The transit and rail division shall be responsible for the planning, development, operation, and integration of transit and rail, including, where appropriate, advanced guideway systems, into the statewide transportation system; shall, in coordination with other transit and rail providers, plan, promote, and implement investments in transit and rail services statewide.”
- DTR works with other transit and rail providers to plan, promote, and implement investments in statewide transit and rail services.
- DTR works collaboratively with CDOT's Transit and Rail Advisory Committee (TRAC) to develop and promote the Division's vision, policies, and priorities for transit and rail services in Colorado.

Mr. Spinelli also provided information regarding DTR functions, which include:

- Develops the State of Colorado's Statewide Transit Plan (SWTP) and the Colorado State Freight and Passenger Rail Plan (State Rail Plan).
- Operates the Bustang Express Bus Service, which includes the Pegasus Bustang, Snowstang, Bustang Outrider, and other seasonal Bustang routes.
- Administers at least 16 Federal Transit Authority (FTA) grants and 5 non-federal transit programs.
- Has a budget of \$242.2 million in Fiscal Year 2024 (per CDOT OFMB).
 - Largest drivers of budget include FTA Grants (\$147.5 million), Bustang Operations (\$50.9 million), and American Rescue Plan Act (ARPA) Stimulus Funds (\$37.3 million).

CFO Sudmeier stated that the DTR budget is subject to large fluctuations and that the \$242 million presented for 2024 is larger than the typical DTR budget. The reasons for this are upfront stimulus funding, a large amount of Bustang funding provided by the legislature in order to expand service (with 2024 beginning a pilot phase expected to encompass multiple years) and FTA grants. FTA grants usually have a lag time before they are actually received, resulting in carry-over balances that artificially increase the projected 2024 DTR budget to \$242 million.

Motion to Approve FY 2025 Internal Audit Plan

Mr. Spinelli asked for a motion to approve the Proposed Audit and the Alternative Audit of Assessing the efficiency and effectiveness of the Division of Accounting and Finance. Chair Adams asked for a motion for approval of the FY 2025 Audit Plan. Commissioner Parson made the motion, which was seconded by Commissioner Ridder. All voted to approve the Audit Plan.

Outstanding Recommendations

Mr. Spinelli stated that the Audit Division monitors the recommendations that have been made, both in internal audit reports as well as by other auditors such as the OSA. Mr. Spinelli stated that there is one open recommendation made by the Audit Division, there are two open recommendations from the OSA Single Audit, and seven open recommendations made as a result of the OSA Performance Audit Review.

Closing Remarks and Adjournment

Chair Adams requested a briefing on the various audits conducted on CDOT and an update on completion status of outstanding recommendations for the next ARC meeting.

External Audit Manager Robyn Lamb introduced two new audit staff members.

The meeting was adjourned at 4:26 pm.



Transportation Commission Memorandum

To: Colorado Transportation Commission

From: Anna Dunn, Grants Coordinator in OPRG

Date: November 8th, 2024

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 and 2023 grant programs and awarded proposals, please refer to archived TC Grants Memos from December 2023 or prior.

The following discretionary grant programs have closed and awards have been announced:

1. MULTIMODAL PROJECT DISCRETIONARY GRANTS (MPDG): A multi-billion dollar "umbrella" program that contains Mega, INFRA, and Rural Surface Transportation.
 - I-76 Phase IV Reconstruction in Region 4
 - \$29.1M Awarded!
 - US 160 Safety & Mobility Improvements in Region 5
 - \$58.9M Awarded!
2. RECONNECTING COMMUNITIES AND NEIGHBORHOODS (RCN)
 - Federal & Colfax Cloverleaf Interchange Planning Grant in Region 1
 - \$2M Awarded!
3. STRENGTHENING MOBILITY AND REVOLUTIONIZING TRANSPORTATION (SMART)
 - I-25 Coordinated Adaptive Ramp Metering (CARM) Expansion in Region 1
 - \$1.4M Awarded!

4. RAISE
 - I-270 & Vasquez Interchange Planning in Region 1 w/ Adams County
 - \$4.8M Awarded!
5. BIP Planning
 - CO 96 Critical Bridges Replacement Feasibility Analysis
 - \$760,000 Awarded!
6. 5339s (Low-No Emissions and Bus & Bus Facilities)
 - CDOT submitted applications for 11 agencies, and were awarded the following to support local agencies in grant administration and project delivery:
 - \$1,951,080 awarded for Telluride to modernize the Galloping Goose Transit Maintenance Facility
 - \$418,359 awarded for Archuleta County Mountain Express Transit to build a new park-and-ride facility in Aspen Springs, and support a new bus route from Aspen Springs to Pagosa Springs, Bayfield, and Durango.
 - \$4,573,000 awarded for Eagle Valley Transportation Authority to buy hybrid-electric buses to replace older diesel vehicles
 - \$32,837,664 awarded for Roaring Fork Transportation Authority (RFTA) to modernize its Glenwood Springs Operations and Maintenance Facility to support its planned zero-emission bus fleet.
 - \$659,089 awarded for Durango Transit to replace aging buses and improve safety at several bus stops
 - \$1,516,108 awarded for Gunnison Valley Rural Transportation Authority to purchase new buses and expand the Gunnison Valley RTA's fleet.
7. MULTIMODAL PROJECT DISCRETIONARY GRANTS (MPDG): A multi-billion dollar “umbrella” program that contains Mega, INFRA, and Rural Surface Transportation.
 - US 287 Corridor Safety Project in Region 4
 - \$47.2M Awarded!
8. CONSOLIDATED RAIL INFRASTRUCTURE & SAFETY IMPROVEMENTS (CRISI) GRANT PROGRAM
 - Modernizing Rail on the Front Range: PTC Installation & Grade Crossing Safety and Operational Improvements
 - \$66.4M Awarded!
9. ADVANCING DIGITAL CONSTRUCTION MANAGEMENT SYSTEMS (ADCMS)
 - Revised application to establish CDOT’s first vehicle-mounted LiDAR and Photogrammetry program.
 - \$1.44M Awarded!

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

1. BRIDGE INVESTMENT PROGRAM (BIP) - LARGE BRIDGE
 - CDOT revised the Region 1 I-270 Corridor Improvements Bridge Bundle application
 - FHWA has provided CDOT with its Mid-Review scores. I-270 received very positive reviews but could still be rated higher in order to receive award. CDOT staff are responding to these scores to hopefully increase our ratings.
2. ADVANCED TRANSPORTATION TECHNOLOGY and INNOVATION (ATTAIN)
 - CDOT’s Traffic Safety and Engineering Services Branch submitted an application to purchase equipment, software, and training materials to establish CDOT’s first LiDAR and Photogrammetry technology program.

3. CONGESTION RELIEF PROGRAM (CRP)
 - The Federal Blvd BRT Service Builder Project in Region 1
4. VEHICLE TECHNOLOGIES OFFICE (VTO) TECHNOLOGY INTEGRATION (TI)
 - OIM submitted two applications to two different “areas of interest”
 - Community-Driven Data Solutions: Using Advanced Artificial Intelligence to Address Transportation Equity in Colorado
 - Colorado ZEV Emergency Responder Safety Training Program
5. MULTIMODAL PROJECT DISCRETIONARY GRANTS (MPDG): Rural Surface Transportation grants are still under review, even though Mega and INFRA have been awarded.
 - Kings Valley Drive & US 285 Grade-Separation in Region 1 w/ Jefferson County
 - US 50 Safety & Highway Improvements for Freight and Travel (SHIFT) in Region 2 w/ Otero County
 - State-Wide Avalanche Protocol (SWAP) in Regions 3 & 5
 - US 550 & Animas River Crossing Project in Region 5 w/ La Plata County
6. LOW CARBON TRANSPORTATION MATERIALS (LCTM)
 - CDOT’s Chief Engineer’s Office submitted a proposal to support CDOT’s burgeoning LCTM Review and Implementation Process
7. ACTIVE TRANSPORTATION INFRASTRUCTURE INVESTMENT PROGRAM (ATIIP)
 - CO 7 Bike and Ped Improvements in Regions 1 & 4
 - Bridging Denver Area Network Gaps in R1
 - CO 145 Rural Active Connection and Equity in R5
8. WILDLIFE CROSSINGS PILOT PROGRAM (WCPP)
 - US 40 Empire Crossing in R1
 - I-25 Raton Pass Multi-State Network Connectivity in R2
 - I-70 East Vail Pass Wildlife Crossings in R3
 - US 287 Wildlife Crossing Infrastructure in R4
9. RAILROAD CROSSING ELIMINATION (RCE)
 - US 40 Crossings East & West of Craig Planning Project in R3
10. RECONNECTING COMMUNITIES PROGRAM (RCP)
 - Federal Blvd & US 36 BRT Connection Planning Project in R1
 - US85 Bridge Replacement & Multimodal Connections - Venetucci Blvd to Fountain Creek in R2
11. BRIDGE INVESTMENT PROGRAM (BIP) - PLANNING
 - I-70 West Applewood to Lakewood Critical Bridges Planning in R1
12. BRIDGE INVESTMENT PROGRAM (BIP) - OTHER than LARGE BRIDGE (>\$100M)
 - US50 Blue Mesa Bridges Emergency Repairs

IN PROGRESS

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

1. Federal-State Partnership for Intercity Passenger Rail (FSP) Grant Program
 - Grant team is preparing a Mountain Rail Package to pursue this funding. Due Dec 16
2. PROTECT (See below)
3. RAISE (See below)

NEW & FORTHCOMING OPPORTUNITIES

The following discretionary programs are newly released or are expected to release in the near future. CDOT is interested in pursuing eligible and competitive projects or partnerships for each program:

1. PROMOTING RESILIENT OPERATIONS FOR TRANSFORMATIVE, EFFICIENT, AND COST-SAVING TRANSPORTATION PROGRAM (PROTECT)

- The NOFO released on Oct 25. Applications are due Feb 24.
 - The grants team is currently developing its priority list for submissions.

2. REBUILDING AMERICAN INFRASTRUCTURE FOR SUSTAINABILITY AND EQUITY (RAISE)

- The NOFO released on Nov 1. Highly-rated resubmitted grants (with no changes) are due on Dec 2 and all other grants are due Jan 30.
 - The grants team is currently developing its priority list for submissions.

CDOT DISCRETIONARY GRANT SUCCESS BY THE NUMBERS

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

- CDOT has been awarded \$508.6M, including both direct and indirect via local agency partnerships
- 18 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 identifying grants for FSP, RAISE, and PROTECT and anticipates final approval from the Executive Director by 11/15.



Bridge and Tunnel Enterprise Board of Directors Memorandum

To: The Bridge and Tunnel Enterprise Board of Directors

From: Patrick Holinda, Bridge and Tunnel Enterprise Manager

Date: November 21, 2024

Subject: Bridge and Tunnel Enterprise Q1 FY2025 Quarterly Report

Purpose

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

Action

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

Background

BTE Plan of Finance

The successful issuance of the first tranche of the Enterprise's Infrastructure Revenue Bonds ("IRBs") in spring 2024 generated approximately \$163 million in project funds to support CDOT with the funding and delivery of the 10-Year Plan and the US 50 Blue Mesa Bridges Emergency Response Project. These funds are fully budgeted to BTE's calendar year 2024 construction projects and efforts are underway to evaluate the Enterprise's financing capacity for future new money issuances planned in 2025 and 2026 to fund upcoming construction projects. As part of this process, staff are evaluating an opportunity to refund the remaining unrefunded Series 2010A Build America Bonds to eliminate BTE's current debt service coverage bottleneck and provide the Enterprise with the additional capacity necessary to deliver its capital program through fiscal year 2041, with additional revenues available for pay-go projects.

Ultimately, BTE anticipates financing an estimated total of \$400M to \$500M in BTE eligible 10-Year Plan scope in multiple tranches to address the Enterprise's funding gap and allow for the timely completion of several key strategic projects.

US 50 Blue Mesa Bridges Emergency Response Project

In April 2024, cracks were found in the steel girders carrying a fracture critical span of the US 50 bridge over Blue Mesa Reservoir (K-07-B) between Gunnison and Montrose, leading to emergency closure of the bridge. Shortly afterwards, it was determined that the US 50 over Lake Fork (K-07-A) bridge to the west of this location also required repair due fracture critical elements and structural details similar to those found on K-07-B. After the inspection and analysis required to determine a rough order of magnitude cost estimate for the emergency project was completed, the BTE Board of Directors (Board) acted quickly to approve \$81 million for bridge repairs to K-07-B and K-07-A in June 2024. It was determined that more extensive repairs were required than initially anticipated, leading the Board to approve an additional \$15 million in September 2024.

Phase I repairs, which involved fixing cracks and critical issues in four areas on K-07-B that pose an imminent risk to structural integrity, are complete and the bridge opened to traffic on July 3rd. Phase II, which includes permanent repairs to both K-07-B and K-07-A, is underway and scheduled for completion in 2025. A full reopening of bridges is scheduled for fall 2024 in advance of project completion. A future risk and resilience project, which includes several treatments that are expected to increase the remaining service lives of the bridges an additional 30 years, is currently in design and will be advanced to construction when funding becomes available.

Program Progress

In Q1 FY2025, staff continued to make progress addressing the state’s “Poor” bridge population and completing tunnel projects. A summary of the Enterprise’s activities and accomplishments for this period is provided below.

Projects with Design Funding Approved in Q1 FY2025

Structure ID	Region	County	Facility over Featured Intersection	Budget
L-11-C	5	Saguache	SH 114 ML over Saguache Creek	\$862,635
K-09-B	5	Saguache	SH 114 ML over Cochetopa Creek	See L-11-C

Projects with Construction Funding Approved in Q1 FY2025

Structure ID	Region	County	Facility over Featured Intersection	Budget
A-27-A	4	Sedgwick	US 385 ML over Draw	\$22,653,754
B-27-A	4	Phillips	US 6 ML over Frenchman Creek	See A-27-A
B-27-D	4	Phillips	US 6 ML over Frenchman Creek	See A-27-A
B-27-F	4	Phillips	US 6 ML over Draw	See A-27-A
K-07-A	3	Gunnison	US 50 ML over Lake Fork Gunnison River	\$15,000,000
K-07-B	3	Gunnison	US 50 ML over Gunnison/Blue Mesa Reservoir	See K-07-A

Projects that Completed Construction in Q1 FY2025

Old Structure ID	New Structure ID	Region	County	Facility over Featured Intersection
G-12-C	G-12-U	2	Park	SH 9 ML over Platte Gulch
H-13-N	H-12-O	2	Park	US 24 ML over Draw
I-13-G	I-13-GA	2	Park	US 24 ML over Draw
I-13-H	I-13-HA	2	Park	US 24 ML over Draw
I-15-AO	I-15-D	2	Teller	US 24 ML over Draw
I-15-T	I-15-C	2	Teller	US 24 ML over Draw
J-14-C	J-14-CA	2	Park	SH 9 ML over Louis Gulch
J-15-G	J-15-GA	2	Fremont	SH 9 ML over Mack Gulch
M-21-B	M-21-K	2	Otero	US 350 ML over Lone Tree Arroyo
M-21-C	M-21-CA	2	Otero	US 350 ML over Hoe Ranch Arroyo
M-21-I	M-21-IA	2	Otero	US 350 ML over Draw
M-21-J	M-21-JA	2	Otero	US 350 ML over Draw
M-22-U	M-22-UA	2	Otero	US 350 ML over Otero Ditch
M-22-Y	M-22-YA	2	Otero	US 350 ML over Draw
N-21-C	350AO47131BR	2	Otero	US 350 ML over Draw
N-21-F	N-21-FA	2	Otero	US 350 ML over Sheep Canyon Arroyo
O-19-D	350AO10296BL	2	Las Animas	US 350 ML over Lunning Arroyo
E-17-GV	E-17-GX	1	Adams	I-76 ML WBND over York Street
E-17-GW	E-17-GX	1	Adams	I-76 ML EBND over York Street
B-16-AM	B-16-AMA	4	Larimer	Prospect Road over I-25 ML
C-17-EL	E-17-ELA	4	Larimer	I-25 ML over Draw

E-17-EO	E-17-GJ	4	Larimer	I-25 ML over UPRR
J-12-AJ	Rehab	5	Chaffee	US 285 ML over Draw

Program Controls

The overall program Schedule Performance Index (SPI) and active project SPI at the end of Q1 FY2025 was 0.95 and 0.90 respectively, down from 0.96 and 0.94 at the end of Q4 FY2024. These key performance indicators are used by program staff to monitor projects that have the potential to fall behind their baseline schedule. An overall and active project SPI above 0.90 generally indicates that projects in the program’s project portfolio are being executed efficiently. The program overall and active monthly SPI for Q1 FY2024 is listed below.

Program Overall Monthly and Active Project SPI

Month	Overall SPI	Active SPI
July	0.93	0.91
August	0.90	0.80
September	0.95	0.90

Budget and Encumbrance Balances

BTE staff continues to coordinate with Region staff to de-budget projects that are substantially complete in accordance with the SB 16-122. Since June 30, 2024, the budget and encumbrance balances have not changed. The only remaining project requiring de-budgeting is awaiting the completion and approval of a Letter of Map Revision (LOMR).

Program Financial Information

As of Q1 FY2025, the budgeted amount of FASTER funds for FY2025 were \$110.4 million which is based on a historic revenue forecast prior to the fiscal year starting. The newest revenue forecast predicts \$115.5M in collections. As of September 30th, the revenue collections totaled \$30.4M. The budgeted amount of SB-260 funds was \$35.9 million which is based on a historic revenue forecast prior to the fiscal year starting. The newest revenue forecast predicts \$38.3 million in collections. As of September 30th, revenue collections totaled \$8.6M.