

Colorado Transportation Commission Schedule & Agenda

February 19-20, 2025
12:00 p.m.

Transportation Commission Workshops

Wednesday, February 19, 2025

| Time | Topic | Speaker |
|------------|--|--|
| 12:00 p.m. | Lunch for Commissioners (optional) | None |
| 1:00 p.m. | Floyd Hill Funding and Project Update | Jessica Myklebust |
| 1:30 p.m. | Budget Workshop <ul style="list-style-type: none"> • FY 25 Budget Supplement & Budget Amendment (include TC Contingency Funding for Bridge Repair in Region 5) • FY 26 Budget Update | Jeff Sudmeier, Bethany Nicholas, and Julie Constan |
| 2:30 p.m. | Bridge & Tunnel Enterprise Workshop <ul style="list-style-type: none"> • BTE Series 2025A Bond Transaction • Draft Final BTE FY 25-26 Budget Allocation Plan | Patrick Holinda & Katie Carlson |
| 3:15 p.m. | Break | None |
| 3:30 p.m. | Right of Way Condemnation Authorization Request | Keith Stefanik |
| 3:45 p.m. | Traffic Incident Management: Incident Response Team and Safety Patrol | Bob Fifer |
| 4:15 p.m. | Audit Review Committee | Frank Spinelli |
| 5:00 p.m. | Adjournment | None |

Transportation Commission Meeting

Thursday, February 20, 2025

| 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. | Legislative Update | Emily Haddaway |
| 9:45 a.m. | FHWA Division Administrator Report | John Cater |
| 9:50 a.m. | STAC Report | Gary Beedy |
| 9:55 a.m. | Act on Consent Agenda: Proposed Resolution #1: Approve the Regular Meeting Minutes of January 16, 2025 Proposed Resolution #2: IGA Approval >\$750,000 | Herman Stockinger Lauren Cabot |

| | | |
|-----------------------------------|---|--|
| 10:00 a.m. (consent continued) | Proposed Resolution #3: Disposal Parcels 29-C-EX and 1-EX, El Rancho Proposed Resolution #4: Disposal Parcels 203, 204, 205, 206, and 207-EX, Silverplume Proposed Resolution #5: Approval of CDOT Maintenance Projects Between \$150k-\$300k Proposed Resolution #6: MMOF Match Reduction Request | Jessica Myklebust Jessica Myklebust Shawn Smith Darius Pakbaz |
| 10:05 a.m. | Discuss and Act on Proposed Resolution #7: Right of Way Condemnation Authorization Request- Front Range Holdings LLC | Keith Stefanik |
| 10:10 a.m. | Discuss and Act on Proposed Resolution #8: Right of Way Condemnation Authorization Request- WCR 34 & HWY 25-220 LLC | Keith Stefanik |
| 10:15 a.m. | Discuss and Act on Proposed Resolution #9: 5th Budget Supplement of FY 25 | Jeff Sudmeier and Bethany Nicholas |
| 10:20 a.m. | Discuss and Act on Proposed Resolution #10: Commitment of Additional 10-Year Plan Funds to Floyd Hill Project | Jeff Sudmeier and Bethany Nicholas |
| 10:25 a.m. | Discuss and Act on Proposed Resolution #11: Courtesy Patrol Intra-Agency Agreement Between CTIO & CDOT | Piper Darlington |
| 10:30 a.m. | Discuss and Act on Proposed Resolution #12: Request for Express Approval - Proposed Public Private Initiative Agreement with National Renewable Solution ("NRS") | Bob Fifer |
| 10:35 a.m. | Recognition for CDOT staff for assisting law enforcement during a high-speed pursuit on I-70 | Shawn Smith |
| 10:45 a.m. | Other Matters | None |
| 10:50 a.m. | Adjournment | None |

The Bridge and Tunnel Enterprise Board of Directors will not be meeting in February.

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

Information Only

- Project Budget/Expenditure Memo (Jeff Sudmeier)
- SIB Program Mid-Year Account Update (Jeff Sudmeier)
- FY 2023-24 CDOT Financial and Single Audit Results (Jeff Sudmeier)
- FY 2023-24 Bridge and Tunnel Enterprise Audited Financial Statements (Patrick Holinda)
- Bridge and Tunnel Enterprise Q2 FY2024-25 Quarterly Report (Patrick Holinda)
- February 2025 TC Grants Memo (Anna Dunn & Leslie Welch)



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Transportation Commission Memorandum

To: Transportation Commission
From: Keith Stefanik, Chief Engineer
Jessica Myklebust, Region 1 Transportation Director
Jeff Sudmeier, Chief Financial Officer
Kurt Kionka, Floyd Hill Project Director
Date: February 19, 2025

Subject: I-70 Floyd Hill to the Veterans Memorial Tunnels
Project Update and Funding Request

Purpose

To update the Transportation Commission (TC) on the progress of the I-70 Floyd Hill Project and request additional funding to complete the I-70 Floyd Hill Project.

Action

Approval of Proposed Resolution #9 approving the February Budget Supplement and Proposed Resolution #10 approving the commitment and advancement of additional 10-Year Plan Strategic Project funds to the I-70 Floyd Hill Project.

Project Background

The I-70 Floyd Hill Project, from west of Evergreen to eastern Idaho Springs, encompasses an eight-mile section of the I-70 Mountain Corridor that acts as an economic gateway for the state of Colorado and the nation. Home to long-time residents, dozens of large and small businesses and tourism traffic, this section of I-70 is in desperate need of improvements. CDOT spent several years studying the corridor, meeting with residents, stakeholders and community leaders, and drafting potential solutions for this corridor and its aging infrastructure, which is long overdue for replacement.

The conceptual design for the I-70 Floyd Hill Project was completed in 2020 and identified two alternatives for the corridor. The alternatives included a canyon viaduct and a tunnel option. Ultimately the tunnel option was screened out due to the high cost and risk. The Environmental Assessment completed in 2021 included a refined version of the canyon viaduct alternative. The Finding of No Significant Impact was signed in January 2023, allowing construction to move forward.

The project goals for the I-70 Floyd Hill Project are:

- Improve safety, mobility, operations and maintenance
- Replace aging infrastructure, reconfigure non-standard interchanges, meet current design standards, reduce emergency response times and improve resiliency
- Foster stakeholder commitment and partnership through CSS process
- Enhance environmental stewardship
- Minimize construction and economic impacts through innovation
- Optimize scope, schedule and budget

The project scope elements and benefits of the I-70 Floyd Hill Project are:

- Add a third westbound I-70 travel lane in this two-lane bottleneck which will be a full-time tolled Express Lane from west of Homestead Road (Exit 247) to Idaho Springs (Exit 241)
- Rebuild bridges, addressing heavy usage and wear and tear
- Construct a missing two-mile section of the frontage road between US 6 and the Hidden Valley/Central City Parkway interchanges, which will improve resiliency and emergency response
- Build an extended on-ramp from US 6 onto eastbound I-70 to give slow-moving vehicles more room to merge
- Improve traffic flow and access at interchanges and intersections
- Improve sight distance and safety by straightening roadway curves
- Improve the Clear Creek Greenway trail
- Implement environmental mitigation to enhance wildlife connectivity, air and water quality, stream conditions and recreation
- Install two permanent air quality monitors

Project Delivery

CDOT determined that the project scope elements and benefits of the I-70 Floyd Hill Project could be delivered through three early action projects using CDOT's main construction delivery method of Design-Bid-Build (DBB). Below is a summary of the four main projects that deliver the full I-70 Floyd Hill Project:

- I-70 Genesee Wildlife Crossing using DBB (Complete)
- US40 Homestead & CR65 Roundabouts using DBB (Complete)
- El Rancho West Park & Ride using DBB (Substantially Complete)
- I-70 Floyd Hill Project using Construction Manager General Contract (CMGC)
 - Construction Package 1 - East Section (Under Construction)
 - Construction Package 2 - West Section (Under Construction)
 - Construction Package 3 - Access and Grading (Under Construction)
 - Construction Package 4 - Central Section (Design Complete)

As indicated above, the three early action projects are complete and successfully delivered. The I-70 Floyd Hill Project began construction in July 2023 and the accomplishments thus far include:

- Highway widening: Crews completed rock scaling and blasting in the Eastern Section of the Project, removing 97,000 tons of material from the hillside above eastbound I-70. Crews began rock scaling and blasting in the Central and West sections of the Project along I-70 between the US 6 interchange and the Veterans Memorial Tunnels in late-2024, completing 17 blasts and removing over 40,000 tons of material.
- Drainage and retaining wall installation: Crews installed 5,600 linear feet of drainage pipe and built retaining walls reinforced with 73,000 square feet of shotcrete, which helps maintain the corridor aesthetic with a natural-looking finish.
- Wildlife safety: Crews implemented a wildlife mitigation system, which included 2 miles of deer fencing in both directions of I-70 between Soda Creek and Homestead roads, accompanied by seven escape ramps and deer guard on County Road 65. This work complements the recently completed I-70 Floyd Hill Early Project, which built a wildlife underpass at I-70 and Genesee, and is expected to decrease wildlife vehicle collisions by 90%.
- New pavement: Crews used 17,900 tons of asphalt to construct 5.5 lane miles of permanent roadway between Idaho Springs (Exit 241) and CR 65 (Exit 248). Motorists are now driving on permanent pavement on eastbound I-70 between US 6 and CR 65.
- Multimodal support: The Project implemented an on-demand, daily courtesy shuttle from April through September, providing 650 trips to help multimodal users navigate the ongoing one-mile Clear Creek Greenway Trail closure between US 6 and the Hidden Valley interchange.
- Local economy boost: Over 1,000 field employees have contributed to more than 271,000 work hours to the Project. Kraemer North America currently has 158 subcontractors, with 148 being Colorado businesses and 82 certified as disadvantaged business enterprises, which are for-profit businesses that are majority-owned by socially or economically disadvantaged individuals. Nearly 100 suppliers support the Project.

Project Cost

The estimated cost for the I-70 Floyd Hill Project shown in the 10-Year Plan is \$700 million and was based upon the conceptual design and 2020 construction pricing. In 2022 CDOT was awarded a \$100 million INFRA Grant, increasing available project funding to \$800 million. As the design of the project progressed, more detail became known, including changes to design standards and new requirements. The Environmental Assessment established design criteria that included assumed reduced

shoulder widths along I-70 where it navigates narrow sections of the Clear Creek canyon. After consultation with FHWA, the project did not move forward with a design exception for reduced shoulder widths. It was ultimately decided that additional shoulder widths are required on the I-70 bridge structures which result in additional cost to the project.

Regarding project costs, the 2020 cost estimate for the I-70 Floyd Hill Project assumed an escalation rate of 2.5% year over year. CDOT tracks construction cost escalation and inflation across CDOT projects on an ongoing basis. CDOT data for the last four years reports an escalation at 3.84% in 2021, 6.18% in 2022, 7.51% in 2023 and 6.75% in 2024. The higher escalation rates account for \$170 million in additional costs to the I-70 Floyd Hill Project when compared to the 2020 cost estimate.

Upon completion of 90% plans and cost reconciliation for the I-70 Floyd Hill Construction Package 4 - Central Section in December 2024, the estimated budget became more clear, resulting in the need for additional funding.

Project Budget Information

In September 2022, CDOT was awarded a \$100 million grant from the Infrastructure Investment and Jobs Act (IIJA). This is more than CDOT has received through any prior single grant from the U.S. Department of Transportation. The table below provides a summary and comparison of the previously identified funding amounts assumed compared to the current funding need.

| Funding Source | Previously Identified Funding Amount | Proposed Funding Amount | Funding Difference Amount |
|--------------------------------|--------------------------------------|-------------------------|---------------------------|
| 10-Year Plan Strategic Funds* | \$340,000,000 | \$380,000,000 | \$40,000,000 |
| Bridge and Tunnel Enterprise** | \$260,000,000 | \$300,000,000 | \$40,000,000 |
| CTIO (TIFIA)*** | \$100,000,000 | \$80,000,000 | -\$20,000,000 |
| USDOT INFRA Grant | \$100,000,000 | \$100,000,000 | \$0 |
| HSIP | \$0 | \$5,000,000 | \$5,000,000 |
| FASTER Safety Mitigation | \$5,000,000 | \$10,000,000 | \$5,000,000 |
| Regional Priority Projects | \$0 | \$30,000,000 | \$30,000,000 |
| Total | \$805,000,000 | \$905,000,000 | \$100,000,000 |

*TC approval request via Proposed Resolutions 9 and 10 at February 2025 meeting

**Eligible funding to be approved by BTE Board in a future action

***CTIO funding subject to final approval from CTIO Board and completion of successful financing

The above table identifies \$100 million in additional funding sources and amounts required to complete the I-70 Floyd Hill Project and are detailed below:

- An additional \$40 million of strategic funds are needed to meet the estimated project cost as indicated in the first line of the above table. To accomplish this, Region 1 is proposing to reallocate \$10 million from the I-25 Interchange Reconstruction at Speer Boulevard and 23rd Avenue Project (FY19-FY26 10-Yr Plan period) to the I-70 West: Floyd Hill Project. Region 1 also proposes to advance \$30 million from the FY27+ 10-YR Plan period to the FY19-FY26 period by reallocating \$15 million from the FY27+ period from the I-70 and Kipling Street Interchange and \$15 million from the FY 27+ period from the I-70 Climbing Lane from Bakerville to the Eisenhower Tunnel project to the I-70 West: Floyd Hill project in the FY19-FY26 10-YR Plan period.
- The Bridge and Tunnel Enterprise (BTE) eligible costs have also increased by approximately \$40 million through the development of the design for the project, thus the increase in BTE contribution to this Project.
- Further information regarding the financing potential for the project resulted in a revised estimated value from TIFIA of \$80 million, which is \$20 million less than originally anticipated. The reduction in the assumed TIFIA amount was primarily related to the conflict between the the current 2035 operational end date of the Mountain Express Lanes and the thirty year term of the loan CTIO has been pursuing.
- Region 1 has identified \$30 million of Regional Priority Projects (RPP) pool funding that was unprogrammed.
- Region 1 has identified \$5 million HSIP funding and \$5 million FASTER Safety Mitigation funding which are unprogrammed funds that were recently returned to the pool from savings on previously completed projects.

Next Steps

CDOT requests the Transportation Commission's approval to reallocate \$10 million in strategic funding from the FY 19-26 Period (via Proposed Resolution #9 - February 2025 Budget Supplement) and advance \$30 million in strategic funding from Planned Fiscal Years 27+ Period to the FY19-26 Period for the Floyd Hill Project (via Proposed Resolution #10 - Reallocating and Advancing 10-Year Plan Strategic Funding).

This reallocation/advancement of 10 Year Plan Funds combined with \$40 million of available Region 1 pool funds will allow the final construction package for the Floyd Hill Project to be negotiated in March 2025 and remain on schedule to begin in summer 2025.

Attachments

Attachment A: Floyd Hill Presentation



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I-70 Floyd Hill Project Update

February 19, 2025



I-70 Floyd Hill Project Status

Why are we here today?

- Give an update on Project progress
- To secure funding to deliver final package of I-70 Floyd Hill Project

Project Update

- Under construction since July 2023, approximately 18 months
- Three construction packages are underway
- I-70 will be in final alignment based on current design in late 2028
 - Eastbound I-70 = End of 2027
 - Westbound I-70 = End of 2028
 - Project fully complete = 2029



Construction Map & Timeline

East Section

Starts: July 2023

Ends: Summer 2026

Central Section

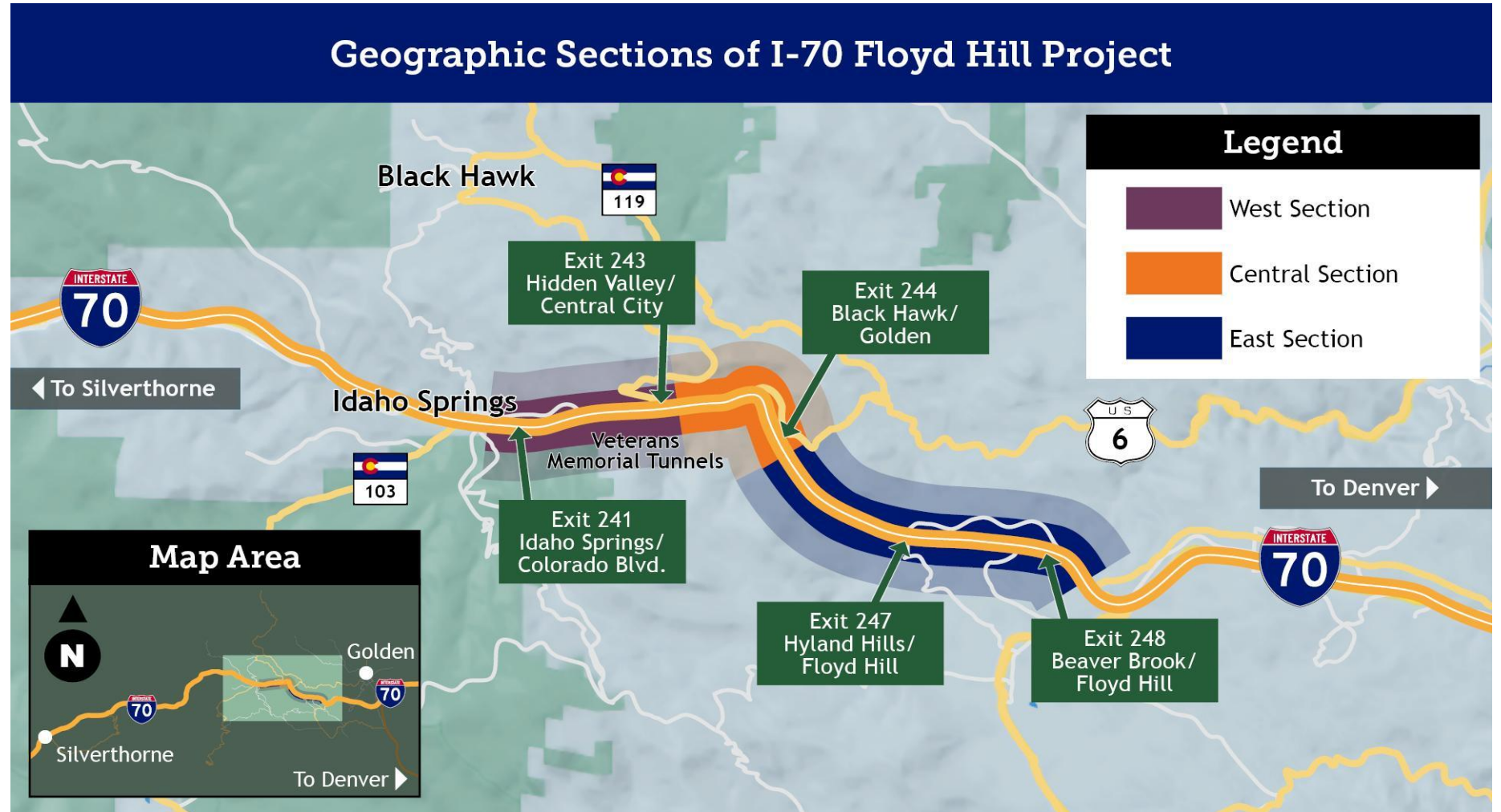
Starts: March 2024

Ends: Mid 2029

West Section

Starts: Fall 2023

Ends: Fall 2027





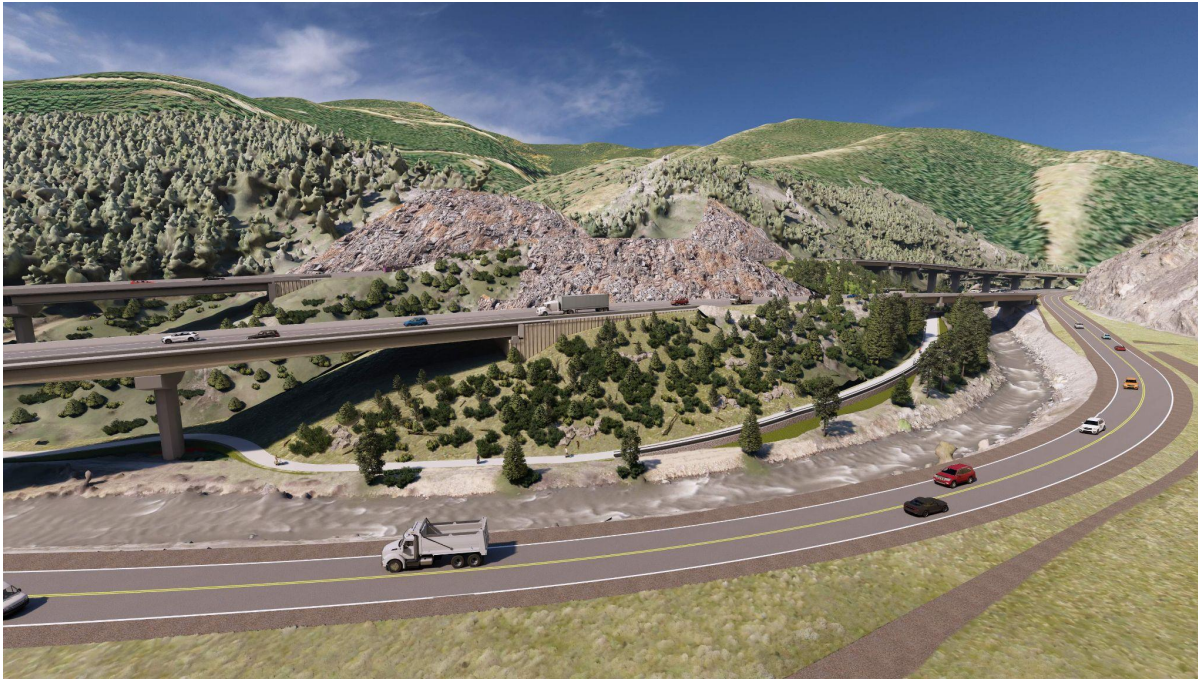
Project Benefits

- Project Improvement benefit include:
 - Travel time reliability by adding a third westbound I-70 travel lane, which will be a full-time, tolled Express Lane between Homestead Rd. (Exit 247) and Idaho Springs (Exit 241)
 - Emergency response and resiliency by constructing a missing two-mile section of frontage road between US 6 and Hidden Valley/Central City Parkway
 - Merge conditions and traffic flow by extending the on-ramp from US 6 onto eastbound I-70
 - Traffic flow and access at interchanges and intersections
 - Safety by addressing sight distance and straightening roadway curves
 - Clear Creek Greenway trail to benefit multi-modal transportation and recreation
- Other Project Benefits:
 - Enhance wildlife connectivity, air and water quality, stream conditions and recreation
 - Install two permanent air quality monitors





Design Renderings of Final Project





Project Achievements

- Completed rock scaling and blasting in the East Section of the Project
- Began rock scaling and blasting in the Central and West sections of the Project, completing 17 blasts
- Installed 5,600 linear feet of drainage pipe
- Built retaining walls reinforced with 73,000 square feet of shotcrete
- Installed two miles of deer fencing in both directions, seven wildlife escape ramps and a deer guard on County Road 65
- Constructed 5.5 lane miles of permanent roadway between Idaho Springs (Exit 241) and CR 65 (Exit 248)
- Implemented an on-demand, daily courtesy shuttle from April through September, providing 650 trips to help multimodal users navigate the ongoing one-mile Clear Creek Greenway Trail closure





2024 Construction Activities





Early Projects

I-70 & Genesee Wildlife Underpass

Completed: June 2024

Cost: \$14 million



US 40 & Floyd Hill Roundabouts

Completed: August 2024

Cost: \$14 million



I-70 El Rancho Pegasus Shuttle Stop

Completion: February 2025

Cost: \$4 million





Project Cost Update

- In 2020, estimated project cost was \$700 million based on 20% conceptual design
 - Project received an additional \$100 million in 2022 from a successful USDOT INFRA Grant
- As design progressed from conceptual to final the project details become known
- Since 2020, industry faced cost pressures resulting in rising construction and material costs which directly impacted the I-70 Floyd Hill Project
- Additionally, Project team continuously finding cost savings wherever possible
 - Identified over \$140 million in savings from 30% design
- 2025 cost to deliver as scoped is now \$905 million
- The discussion today is to find a way to fully fund the Project and keep construction moving forward



I-70 Floyd Hill Project Cost Pressure Examples

| Material | *2020 Material Cost | **2023 Material Cost | Percent Increase |
|---------------------|---------------------|----------------------|------------------|
| Steel | \$1.22 / Lb. | \$2.16 / Lb. | 77% |
| Structural Concrete | \$806 / Yard | \$970 / Yard | 20% |
| Asphalt | \$93 / Ton | \$126 / Ton | 35% |

* Based on Environmental Assessment, more intense industry cost pressures than expected.

** Disturbance in supply chain, labor cost increase above 5% annually to the midpoint of actual expected construction vs. 2.5% expected before 2020.



CTIO Project Financing

Operations of the Eastbound and Westbound I-70 Peak Period Shoulder Lanes (or MEXL Lanes) is governed by a 3-Party Memorandum of Understanding (MOU) between FHWA, CDOT and CTIO.

- The MOU outlines operations limits of the lanes, including a days/hours cap on when the shoulder can be open as a lanes
- The MOU states that the lanes will cease operation by 2035 unless modified by a different project
- CTIO's financing capacity assumes that both Eastbound and Westbound MEXL revenue plus the future revenue generated from the Floyd Hill lane are available to secure a 30 year federal loan infrastructure loan
- The current 2035 end date creates a conflict with the 30 year term of the loan CTIO is pursuing for the project
- CTIO is assessing impacts to the financing schedule
- CTIO is updating its traffic and revenue modeling to refine its estimated project contribution
- Currently assuming \$80 million in financing





Funding Status

| Funding Source | Previously Identified Funding Amount | Proposed Funding Amount | Funding Difference Amount |
|--------------------------------|--------------------------------------|-------------------------|---------------------------|
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| Bridge and Tunnel Enterprise** | \$260,000,000 | \$300,000,000 | \$40,000,000 |
| CTIO (TIFIA)*** | \$100,000,000 | \$80,000,000 | -\$20,000,000 |
| USDOT INFRA Grant | \$100,000,000 | \$100,000,000 | \$0 |
| HSIP | \$0 | \$5,000,000 | \$5,000,000 |
| FASTER Safety Mitigation | \$5,000,000 | \$10,000,000 | \$5,000,000 |
| Regional Priority Projects | \$0 | \$30,000,000 | \$30,000,000 |
| Total | \$805,000,000 | \$905,000,000 | \$100,000,000 |

*TC approval request via Proposed Resolutions 9 and 10 at February 2025 meeting

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Recommended Solution for 10 Year Plan Funding

| Region 1 10-YR Plan Project | Current Fiscal Year (FY) FY19 to FY26 Period | Reallocation / Advancement of Funds to FY19 to FY26 Period | Revised FY19 to FY26 Period | Current FY27+ Period | Reallocation Of Funds to FY27+ Period | Revised FY27+ Period |
|--|---|--|-----------------------------------|----------------------------|--|----------------------------|
| I-70 West: Floyd Hill | \$ 340,000,000 | \$ 40,000,000 | \$ 380,000,000 | \$0 | No Change | \$0 |
| I-25 Interchange Reconstruction at Speer Boulevard and 23 rd Avenue | \$ 15,000,000 | \$ (10,000,000) | \$ 5,000,000 | \$0 | \$ 10,000,000 | \$ 10,000,000 |
| I-70 and Kipling Street Interchange | \$ 2,500,000 | No Change | \$ 2,500,000 | \$ 27,500,000 | \$ (15,000,000) | \$ 12,500,000 |
| I-70 Climbing Lane from Bakerville to the Eisenhower Tunnel | \$ 2,500,000 | No Change | \$ 2,500,000 | \$ 25,000,000 | \$ (15,000,000) | \$ 10,000,000 |



Transportation Commission Memorandum

To: The Transportation Commission

From: Jeff Sudmeier, Chief Financial Officer

Bethany Nicholas, CDOT Budget Director

Date: February 19, 2025

Subject: Draft FY 2025-26 Final Annual Budget

Purpose

To review the draft FY 2025-26 Final Annual Budget Allocation Plan, set for adoption in March 2025.

Action

The Division of Accounting and Finance (DAF) is requesting that the Transportation Commission (TC) review the draft FY 2025-26 Final Annual Budget Allocation Plan and provide feedback to the Department in preparation for the March 2025 meeting when the FY 2025-26 Final Annual Budget will be presented to the TC for adoption.

FY 2025-26 Final Annual Budget

The total revenue available for allocation in the FY 2025-26 Final Annual Budget Allocation Plan for CDOT and the enterprises is \$2,204.7 million. Since the Proposed Budget was adopted in November 2024, staff worked with division and region staff to finalize budget allocations which includes updating allocations with dedicated revenue sources to match the [Fiscal Year 2024-25 Quarter 2 Revenue Forecast](#), updating allocations that are established through the asset management budget setting process, updating statewide common policies, etc.

The FY 2025-26 Final Annual Budget Allocation Plan includes the Revenue Allocation Plan, Spending Plan, and other budget appendices. The Revenue Allocation Plan and Spending Plan are included as attachments, and all materials can be found on [CDOT's website](#).

Update on CDOT's Legislative Budget

The Department worked closely with the Office of State Planning and Budget (OSPB) to reduce the impact of reductions in the November 1 Budget Request, while recognizing the continued need across state agencies to identify reductions in order to balance the state budget. This resulted in the submittal by the Department of a Budget Amendment, [BA-01 Decision Item Modifications](#), to the legislature on January



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30, 2025 to modify decision items R-03 and R-04 from the original November 1 Budget Request. The budget amendment proposes that the R-04 Reductions to the Road Safety Surcharge be reduced so the revenue impact is decreased from \$65.1 million to \$21.8 million. The proposed fee reduction may change depending on the revenue projections in OSPB's March forecast. The Road Safety Surcharge fee reductions would be limited to FY 2025-26 and FY 2026-27, and would adjust the FASTER formula to keep local cities and counties held harmless.

Additionally, CDOT BA-01 proposes that the General Fund Transfers to the State Highway Fund be reduced by an additional \$25.0 million in each of the next two years, resulting in a total of \$64.0 million in FY 2025-26 and \$49.5 million in FY 2026-27. To maintain the original intended transfers over time laid out in SB21-260, the updated request increases transfers in FY 2032-33 by \$50.0 million.

The total reduction in revenue and transfers will result in \$85.8 million less in FY 2025-26 and \$71.7 million less in FY 2026-27 available for the Department when compared to current law. The Department may explore a potential Certificate of Participation (COP) financing to offset the short-term impacts of these proposals.

In total, BA-01 reduces the impacts of the original November 1 Budget Request by approximately \$18.0 million in FY 2025-26 and \$19.0 million in FY 2026-27. As noted, BA-01 also limits the reduction to the Road Safety Surcharge to two fiscal years, instead of imposing a permanent reduction.

Apart from the Budget Amendment, there have not been any legislative proposals introduced that have a significant impact on the Department's budget. Staff will continue to monitor the legislative session and update the TC on any proposals with significant impacts.

Changes from the Proposed Budget

An updated Revenue Allocation Plan is attached for review. Noteworthy changes from the FY 2025-26 Proposed Budget include the following:

- **Asset Management (Lines 4-7) and FASTER Safety Program (Line 15):** Allocations for asset management programs that receive FASTER revenue per Policy Directive (PD) 1608.2, including culvert and tunnel construction, traffic signals, geohazards mitigation, and surface treatment, have been updated to reflect an increase in FASTER revenue pursuant to BA-01, discussed above. Overall FASTER revenue to asset management programs increased by \$17.3 million relative to the Proposed Budget. Revenue available for the FASTER Safety Program (Line 15) increased by \$25.9 million, for a total FY 2025-26 allocation of \$67.4 million.
- **10 Year Plan Project Lines (Lines 10, 19 and 46):** The total budget allocated for the 10 Year Plan for FY 2025-26 is \$95.9 million, which is a reduction of



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\$24.1 million from the Proposed Budget. This is primarily the result of BA-01 (discussed above), which further reduced the General Fund transfer from SB 21-260 for FY 2025-26. The total General Fund allocated to the 10 Year Plan was reduced by \$25.0 million, from \$36.0 million in the Proposed Budget to \$11.0 million in the Final Budget.

In addition to inflexible federal sources, such as PROTECT, Bridge Formula Program, and Carbon Reduction, the budget for 10 Year Plan Projects also includes \$8.5 million in remaining flexible federal funds. This is an increase of \$0.9 million from the Proposed Budget.

Of the total \$95.9 million allocated to the 10 Year Plan Projects lines, 10% is allocated to the Multimodal line (Line 46). Typically funds are allocated evenly between the Asset Management and Capital Mobility lines (Lines 10 and 19); however, for FY 2025-26 this will be done during the course of the fiscal year. Policy Directive (PD) 703.0 allows staff to transfer funds between 10 Year Plan lines to correspond to an approved project list, so funds may be balanced between asset management and capital mobility as approved projects are funded.

- **Agency Operations and Administration (Lines 66 and 67):** Allocations for statewide common policies were updated to align with the Governor's revised budget for FY 2025-26 that was submitted to the legislature on January 2, 2025. More detail on this request can be found on the [Governor's Office of State Planning and Budgeting website](#). Final allocations to Agency Operations and Administration are \$83.8 million and \$51.8 million, respectively. For Agency Operations, this is an increase of \$6.3 million or 8.1% over the final TC-approved budget for FY 2024-25. For Administration, this is an increase of \$2.6 million or 5.2% over the spending authority in the FY 2024-25 Long Bill.

The legislature will continue the budget setting process for FY 2025-26, which will likely drive further changes to statewide common policies that impact the Agency Operations and Administration lines. If needed, the CDOT Annual Budget will be amended in July 2025 to address any changes, and to update the Administration budget to match the final spending authority for FY 2025-26 after the session concludes in May 2025.

- **Commission Reserve Funds (Line 73):** The final surplus of flexible state funds that is left unallocated in the Commission Reserve Funds line was reduced from \$18.4 million in the Proposed Budget to \$5.3 million in the Final Budget. This is the result of a reduction to the forecast for HUTF revenue in FY 2025-26, as well as increased allocations in the Agency Operations and Administration lines for statewide common policies and EMT-approved decision items. The remaining \$5.3 million balance is available to address final changes to statewide common policies after the Long Bill is passed, potential reductions to the TC Program Reserve resulting from FY 2024-25 revenue reconciliation, or



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other needs that may arise.

- **Enterprise budgets (Lines 79 through 135):** Enterprise budgets reflect allocations that were reviewed with, and /or adopted by enterprise boards since last fall. Allocations for the Colorado Transportation Investment Office and the Clean Transit Enterprise are updated to incorporate revenue associated with SB 24-184 and SB 24-230, respectively, and budget categories were updated to align with the uses of this new revenue.

Decision Items

During the FY 2025-26 budget-building process, CDOT divisions and regions requested decision items, which are requests for funding that represent a significant change to a division's current program (e.g. new or expanded programs or investments). In accordance with Policy Directive (PD) 703.0, decision item requests of less than \$1 million are reviewed and subject to approval by the EMT, while decision items of \$1 million or greater are reviewed by the EMT and then forwarded to the TC for consideration, with final approval with the Final Annual Budget Allocation Plan in March 2024.

For FY 2025-26, there were no decision items approved by the EMT that require additional approval by the TC based on the request amount; however, there are two notable decision items that are being shared with the TC as information items:

- The Division of Maintenance and Operations (DMO) requested \$697,000 for their new maintenance work order system in FY 2025-26. The work order system will improve workflow and scheduling of maintenance activities.
- The Division of Engineering requested \$850,000 to support big data expansion in FY 2025-26. The CDOT Executive Steering Group (ESG) for big data has authorized the Office of Data Management to procure software and support services in FY 2025-26 that will provide CDOT with access to traffic data that is used by transportation planners, traffic engineers, and project engineers, consolidating and making more cost effective what are now multiple individual project-level purchases of traffic data.

Additional Changes Before Adoption in March 2025

The Department anticipates the following changes for the Final FY 2025-26 Annual Budget prior to its adoption in March 2024:

- The Revenue Allocation Plan will be updated to include estimated roll-forward budget for FY 2024-25 to provide the complete budget that is available for planning and programming in FY 2025-26. Roll-forward budget represents 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.



COLORADO

Department of Transportation

Next Steps

- In March 2025, the TC will be asked to review and adopt the FY 2025-26 Final Annual Budget Allocation Plan.
- By April 15, 2025, staff will submit the FY 2025-26 Final Annual Budget Allocation Plan to the Governor's Office and legislature, per statute.
- By June 30, 2025, the Governor will sign his approval of the FY 2025-26 Final Annual Budget Allocation Plan and the Budget will be available for expenditure when the new fiscal year begins July 1, 2025.

Attachments

Attachment A - Draft FY 2025-26 Revenue Allocation Plan

Attachment B - Draft FY 2025-26 Spending Plan

Attachment C - 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 | FY 2025-26 Proposed Allocation Plan | C. FY 2025-26 Final 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 | \$611.0 M | \$611.0 M | | |
| 3 | Asset Management | \$0.0 M | \$423.5 M | \$381.0 M | \$398.3 M | \$398.3 M | | |
| 4 | Surface Treatment | \$0.0 M | \$229.0 M | \$223.2 M | \$229.7 M | \$229.7 M | TC | FHWA / SH / SB 09-108 |
| 5 | Structures | \$0.0 M | \$63.4 M | \$55.8 M | \$60.9 M | \$60.9 M | TC | FHWA / SH / SB 09-108 |
| 6 | System Operations | \$0.0 M | \$27.3 M | \$23.3 M | \$25.9 M | \$25.9 M | TC | FHWA / SH |
| 7 | Geohazards Mitigation | \$0.0 M | \$9.7 M | \$5.0 M | \$8.1 M | \$8.1 M | TC | SB 09-108 |
| 8 | Permanent Water Quality Mitigation | \$0.0 M | \$6.5 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 | \$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 | \$67.2 M | TC / FR | FHWA |
| 11 | Safety | \$0.0 M | \$132.0 M | \$95.1 M | \$120.9 M | \$120.9 M | | |
| 12 | Highway Safety Improvement Program | \$0.0 M | \$43.1 M | \$40.2 M | \$40.1 M | \$40.1 M | FR | FHWA / SH |
| 13 | Railway-Highway Crossings Program | \$0.0 M | \$3.8 M | \$3.5 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 | \$2.7 M | TC | FHWA / SH |
| 15 | FASTER Safety | \$0.0 M | \$75.2 M | \$41.5 M | \$67.4 M | \$67.4 M | TC | SB 09-108 |
| 16 | Americans with Disabilities Act Compliance | \$0.0 M | \$7.2 M | \$7.2 M | \$7.2 M | \$7.2 M | TC | FHWA / SH |
| 17 | Mobility | \$0.0 M | \$161.5 M | \$113.5 M | \$91.8 M | \$91.8 M | | |
| 18 | Regional Priority Program | \$0.0 M | \$50.0 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 | \$19.2 M | \$19.2 M | SL | FHWA / SB 21-260 |
| 20 | Freight Programs | \$0.0 M | \$23.8 M | \$22.6 M | \$22.6 M | \$22.6 M | FR | FHWA / SH / SL |
| 21 | Maintenance and Operations | \$0.0 M | \$405.1 M | \$420.5 M | \$419.8 M | \$419.8 M | | |
| 22 | Asset Management | \$0.0 M | \$368.5 M | \$384.0 M | \$384.1 M | \$384.1 M | | |
| 23 | Maintenance Program Areas | \$0.0 M | \$297.9 M | \$312.8 M | \$312.8 M | \$312.8 M | | |
| 24 | Roadway Surface | \$0.0 M | \$41.7 M | \$36.0 M | \$36.0 M | \$36.0 M | TC | SH |
| 25 | Roadside Facilities | \$0.0 M | \$23.8 M | \$24.3 M | \$24.3 M | \$24.3 M | TC | SH |
| 26 | Roadside Appearance | \$0.0 M | \$11.9 M | \$8.3 M | \$8.3 M | \$8.3 M | TC | SH |
| 27 | Structure Maintenance | \$0.0 M | \$6.0 M | \$6.2 M | \$6.2 M | \$6.2 M | TC | SH |
| 28 | Tunnel Activities | \$0.0 M | \$6.0 M | \$4.8 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 | \$110.5 M | TC | SH |
| 30 | Traffic Services | \$0.0 M | \$77.4 M | \$81.9 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 | \$20.9 M | TC | SH |
| 32 | Planning and Scheduling | \$0.0 M | \$17.9 M | \$19.9 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 | \$13.2 M | TC | SH |
| 34 | Property | \$0.0 M | \$22.7 M | \$22.7 M | \$22.7 M | \$22.7 M | TC | SH |
| 35 | Capital Equipment | \$0.0 M | \$23.3 M | \$23.3 M | \$23.4 M | \$23.4 M | TC | SH |
| 36 | Maintenance Reserve Fund | \$0.0 M | \$12.0 M | \$12.0 M | \$12.0 M | \$12.0 M | TC | SH |
| 37 | Safety | \$0.0 M | \$12.2 M | \$12.2 M | \$11.4 M | \$11.4 M | | |
| 38 | Strategic Safety Program | \$0.0 M | \$12.2 M | \$12.2 M | \$11.4 M | \$11.4 M | TC | FHWA / SH |
| 39 | Mobility | \$0.0 M | \$24.4 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 | \$14.4 M | TC | SH |
| 41 | Intelligent Transportation System Investments | \$0.0 M | \$10.0 M | \$10.0 M | \$10.0 M | \$10.0 M | TC | FHWA / SH |
| 42 | Multimodal and Mobility Programs | \$0.0 M | \$57.1 M | \$59.6 M | \$56.9 M | \$56.9 M | | |
| 43 | Mobility | \$0.0 M | \$57.1 M | \$59.6 M | \$56.9 M | \$56.9 M | | |
| 44 | Innovative Mobility Programs | \$0.0 M | \$9.3 M | \$9.3 M | \$9.4 M | \$9.4 M | TC | FHWA / SH |
| 45 | National Electric Vehicle Program | \$0.0 M | \$14.5 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 | \$9.6 M | \$9.6 M | TC | FHWA / SB 21-260 |
| 47 | Rail Program | \$0.0 M | \$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 | \$23.3 M | \$23.3 M | TC | SB 09-108 / Fare Rev. / SB 21-260 |
| 49 | Suballocated Programs | \$0.0 M | \$327.5 M | \$371.1 M | \$359.2 M | \$359.2 M | | |
| 50 | Aeronautics | \$0.0 M | \$57.4 M | \$68.1 M | \$56.1 M | \$56.1 M | | |
| 51 | Aviation System Program | \$0.0 M | \$57.4 M | \$68.1 M | \$56.1 M | \$56.1 M | AB | SA |
| 52 | Highway | \$0.0 M | \$155.4 M | \$148.7 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 | \$63.8 M | FR | FHWA / LOC |
| 54 | Congestion Mitigation and Air Quality | \$0.0 M | \$53.8 M | \$51.4 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 | \$11.4 M | FR | FHWA / FTA / LOC |
| 56 | Off-System Bridge Program | \$0.0 M | \$22.5 M | \$22.1 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 | \$154.3 M | | |
| 58 | Recreational Trails | \$0.0 M | \$1.6 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 | \$3.1 M | TC | FHWA / LOC |
| 60 | Transportation Alternatives Program | \$0.0 M | \$22.8 M | \$21.8 M | \$21.8 M | \$21.8 M | FR | FHWA / LOC |
| 61 | Transit Grant Programs | \$0.0 M | \$53.9 M | \$43.1 M | \$43.2 M | \$43.2 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 | \$68.2 M | SL | SB 21-260 |
| 63 | Carbon Reduction Program - Local | \$0.0 M | \$9.9 M | \$9.4 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 | \$7.0 M | SL / TC | SB 21-260 |
| 65 | Administration & Agency Operations | \$0.0 M | \$128.0 M | \$136.0 M | \$137.2 M | \$137.2 M | | |
| 66 | Agency Operations | \$0.0 M | \$77.5 M | \$81.9 M | \$83.8 M | \$83.8 M | TC / AB | FHWA / SH / SA / SB 09-108 |
| 67 | Administration | \$0.0 M | \$48.8 M | \$52.5 M | \$51.8 M | \$51.8 M | SL | SH |
| 68 | Project Initiatives | \$0.0 M | \$1.7 M | \$1.7 M | \$1.7 M | \$1.7 M | TC | SH |
| 69 | Debt Service | \$89.6 M | \$44.5 M | \$44.5 M | \$44.5 M | \$134.1 M | | |
| 70 | Debt Service | \$89.6 M | \$44.5 M | \$44.5 M | \$44.5 M | \$134.1 M | DS | SH |
| 71 | Contingency Reserve | \$0.0 M | \$15.0 M | \$33.4 M | \$20.3 M | \$20.3 M | | |
| 72 | Contingency Fund | \$0.0 M | \$15.0 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 | \$5.3 M | \$5.3 M | TC | FHWA / SH |
| 74 | Other Programs | \$0.0 M | \$34.6 M | \$36.8 M | \$39.4 M | \$39.4 M | | |
| 75 | Safety Education | \$0.0 M | \$16.0 M | \$17.4 M | \$20.0 M | \$20.0 M | TC / FR | NHTSA / SL |
| 76 | Planning and Research | \$0.0 M | \$17.7 M | \$18.2 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 | \$1.2 M | TC | SIB |

| | | | | | | | | | |
|-----|---|----------|-------------|-------------|-------------|-------------|--------------|-------------------------------------|--|
| 78 | Total - CDOT | \$89.6 M | \$1,728.8 M | \$1,691.4 M | \$1,688.3 M | \$1,777.9 M | | | |
| 79 | Colorado Bridge & Tunnel Enterprise (BTE) | | | | | | | | |
| 80 | Capital Construction | \$0.0 M | \$109.8 M | \$121.5 M | \$110.6 M | \$110.6 M | | | |
| 81 | Asset Management-BTE | \$0.0 M | \$109.8 M | \$121.5 M | \$110.6 M | \$110.6 M | | | |
| 82 | 10-Year Plan Projects | \$0.0 M | \$72.8 M | \$84.5 M | \$62.7 M | \$62.7 M | BTE Board | SB 09-108, SB 21-260 | |
| 83 | Safety Critical and Asset Management Projects | \$0.0 M | \$37.0 M | \$37.0 M | \$48.0 M | \$48.0 M | BTE Board | SB 09-108, SB 21-260 | |
| 84 | Maintenance and Operations | \$0.0 M | \$2.1 M | \$2.1 M | \$2.4 M | \$2.4 M | | | |
| 85 | Asset Management-BTE | \$0.0 M | \$2.1 M | \$2.1 M | \$2.4 M | \$2.4 M | | | |
| 86 | Maintenance and Preservation | \$0.0 M | \$2.1 M | \$2.1 M | \$2.4 M | \$2.4 M | BTE Board | SB 09-108 | |
| 87 | Administration & Agency Operations | \$0.0 M | \$2.4 M | \$2.4 M | \$2.2 M | \$2.2 M | | | |
| 88 | Agency Operations-BTE | \$0.0 M | \$2.4 M | \$2.4 M | \$2.2 M | \$2.2 M | BTE Board | SB 09-108, SB 21-260 | |
| 89 | Debt Service | \$0.0 M | \$49.3 M | \$61.5 M | \$66.2 M | \$66.2 M | | | |
| 90 | Debt Service-BTE | \$0.0 M | \$49.3 M | \$61.5 M | \$66.2 M | \$66.2 M | BTE Board | FHWA / SH | |
| 91 | Total - Bridge & Tunnel Enterprise (BTE) | \$0.0 M | \$163.5 M | \$187.4 M | \$181.4 M | \$181.4 M | | | |
| 92 | Colorado Transportation Investment Office (CTIO) | | | | | | | | |
| 93 | Capital Construction | \$0.0 M | \$0.0 M | \$0.0 M | \$83.3 M | \$83.3 M | | | |
| 94 | Mobility | \$0.0 M | \$0.0 M | \$0.0 M | \$83.3 M | \$83.3 M | | | |
| 95 | Capital Construction-CTIO | \$0.0 M | \$0.0 M | \$0.0 M | \$83.3 M | \$83.3 M | CTIO Board | Tolls / Managed Lanes Revenue | |
| 96 | Maintenance and Operations | \$0.0 M | \$123.4 M | \$181.2 M | \$8.7 M | \$8.7 M | | | |
| 97 | Asset Management | \$0.0 M | \$123.4 M | \$181.2 M | \$8.7 M | \$8.7 M | | | |
| 98 | Express Lanes Operations | \$0.0 M | \$123.4 M | \$181.2 M | \$8.7 M | \$8.7 M | CTIO Board | Tolls / Managed Lanes Revenue | |
| 99 | Multimodal and Mobility Programs | \$0.0 M | \$0.0 M | \$0.0 M | \$57.0 M | \$57.0 M | | | |
| 100 | Rail Projects | \$0.0 M | \$0.0 M | \$0.0 M | \$57.0 M | \$57.0 M | CTIO Board | SB 24-230 | |
| 101 | Administration & Agency Operations-CTIO | \$0.0 M | \$4.1 M | \$4.1 M | \$60.1 M | \$60.1 M | | | |
| 102 | Agency Operations-CTIO | \$0.0 M | \$4.1 M | \$4.1 M | \$60.1 M | \$60.1 M | CTIO Board | Tolls / Fee for Service / SB 24-230 | |
| 103 | Debt Service-CTIO | \$0.0 M | \$0.0 M | \$0.0 M | \$29.1 M | \$29.1 M | | | |
| 104 | Debt Service-CTIO | \$0.0 M | \$0.0 M | \$0.0 M | \$29.1 M | \$29.1 M | CTIO Board | Tolls / Managed Lanes Revenue | |
| 105 | Total - Colorado Transportation Investment Office (CTIO) | \$0.0 M | \$127.4 M | \$185.2 M | \$238.2 M | \$238.2 M | | | |
| 106 | Clean Transit Enterprise (CTE) | | | | | | | | |
| 107 | Multimodal and Mobility Programs | \$0.0 M | \$16.6 M | \$68.1 M | \$66.1 M | \$66.1 M | | | |
| 108 | Mobility | \$0.0 M | \$16.6 M | \$68.1 M | \$66.1 M | \$66.1 M | | | |
| 109 | Zero Emissions Transit Grant Program | \$0.0 M | \$16.6 M | \$68.1 M | \$11.3 M | \$11.3 M | CTE Board | SB 21-260 | |
| 110 | Local Transit and Rail Grant Programs | \$0.0 M | \$0.0 M | \$0.0 M | \$54.8 M | \$54.8 M | CTE Board | SB 24-230 | |
| 111 | Administration & Agency Operations | \$0.0 M | \$1.6 M | \$1.6 M | \$2.3 M | \$2.3 M | | | |
| 112 | Agency Operations-CTE | \$0.0 M | \$0.6 M | \$0.6 M | \$1.1 M | \$1.1 M | CTE Board | SB 21-260/SB 24-230 | |
| 113 | Contingency Reserve-CTE | \$0.0 M | \$1.0 M | \$1.0 M | \$1.3 M | \$1.3 M | CTE Board | SB 21-260 | |
| 114 | Debt Service | \$0.0 M | \$0.0 M | \$0.0 M | \$0.0 M | \$0.0 M | | | |
| 115 | Debt Service-CTE | \$0.0 M | \$0.0 M | \$0.0 M | \$0.0 M | \$0.0 M | CTE Board | SB 21-260 | |
| 116 | Total - Clean Transit Enterprise (CTE) | \$0.0 M | \$18.1 M | \$69.7 M | \$68.5 M | \$68.5 M | | | |
| 117 | Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME) | | | | | | | | |
| 118 | Multimodal and Mobility Programs | \$0.0 M | \$10.7 M | \$13.2 M | \$13.2 M | \$13.2 M | | | |
| 119 | Mobility | \$0.0 M | \$10.7 M | \$13.2 M | \$13.2 M | \$13.2 M | | | |
| 120 | NAAPME Projects | \$0.0 M | \$10.7 M | \$13.2 M | \$13.2 M | \$13.2 M | NAAPME Board | SB 21-260 | |
| 121 | Administration & Agency Operations | \$0.0 M | \$0.2 M | \$0.2 M | \$0.2 M | \$0.2 M | | | |
| 122 | Agency Operations-NAAPME | \$0.0 M | \$0.2 M | \$0.2 M | \$0.2 M | \$0.2 M | NAAPME Board | SB 21-260 | |
| 123 | Contingency Reserve-NAAPME | \$0.0 M | \$0.0 M | \$0.0 M | \$0.0 M | \$0.0 M | NAAPME Board | SB 21-260 | |
| 124 | Debt Service | \$0.0 M | \$0.0 M | \$0.0 M | \$0.0 M | \$0.0 M | | | |
| 125 | Debt Service-NAAPME | \$0.0 M | \$0.0 M | \$0.0 M | \$0.0 M | \$0.0 M | NAAPME Board | SB 21-260 | |
| 126 | Total - Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME) | \$0.0 M | \$10.9 M | \$13.4 M | \$13.4 M | \$13.4 M | | | |
| 127 | Fuels Impact Enterprise (FIE) | | | | | | | | |
| 128 | Suballocated Programs | \$0.0 M | \$14.8 M | \$14.8 M | \$14.9 M | \$14.9 M | | | |
| 129 | Highway | \$0.0 M | \$14.8 M | \$14.8 M | \$14.9 M | \$14.9 M | | | |
| 130 | Fuels Impact Grants | \$0.0 M | \$14.8 M | \$14.8 M | \$14.9 M | \$14.9 M | FIE Board | SB 23-280 | |
| 131 | Administration & Agency Operations | \$0.0 M | \$0.2 M | \$0.2 M | \$0.1 M | \$0.1 M | | | |
| 132 | Agency Operations-FIE | \$0.0 M | \$0.2 M | \$0.2 M | \$0.1 M | \$0.1 M | FIE Board | SB 23-280 | |
| 133 | Contingency Reserve-FIE | \$0.0 M | \$0.0 M | \$0.0 M | \$0.0 M | \$0.0 M | FIE Board | SB 23-280 | |
| 134 | Debt Service | \$0.0 M | \$0.0 M | \$0.0 M | \$0.0 M | \$0.0 M | | | |
| 135 | Debt Service-FIE | \$0.0 M | \$0.0 M | \$0.0 M | \$0.0 M | \$0.0 M | FIE Board | SB 23-280 | |
| 136 | Total - Fuels Impact Enterprise (FIE) | \$0.0 M | \$15.0 M | \$15.0 M | \$15.0 M | \$15.0 M | | | |
| 137 | Total - CDOT and Enterprises | \$89.6 M | \$2,063.8 M | \$2,162.1 M | \$2,204.7 M | \$2,279.3 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

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

| Line | Budget Category / Program | FY 2025-26 Projected Expenditures |
|-----------|--|-----------------------------------|
| 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 | \$ 1,135.2M |
| 3 | Pre-Construction Activities | \$ 147.6M |
| 4 | Right of Way | \$ 34.1M |
| 5 | Acquisitions | \$ 29.2M |
| 6 | CDOT Staff Salaries and Benefits | \$.9M |
| 7 | Personal/Professional Services | \$ 1.6M |
| 8 | Indirect Allocations to Projects* | \$.9M |
| 9 | Other | \$ 1.4M |
| 10 | Design and Other Pre-Construction Activities | \$ 113.5M |
| 11 | Personal/Professional Services | \$ 71.5M |
| 12 | CDOT Staff Salaries and Benefits | \$ 12.5M |
| 13 | Indirect Allocations to Projects* | \$ 14.7M |
| 14 | Other | \$ 14.8M |
| 15 | Construction Activities | \$ 987.7M |
| 16 | Contractor Payments | \$ 772.M |
| 17 | Personal/Professional Services | \$ 23.4M |
| 18 | CDOT Staff Salaries and Benefits | \$ 2.9M |
| 19 | Indirect Allocations to Projects* | \$ 112.9M |
| 20 | Construction Engineering Allocations to Projects* | \$ 64.M |
| 21 | Other | \$ 12.6M |
| 22 | Maintenance and Operations | \$ 420.5M |
| 23 | CDOT Staff Salaries and Benefits | \$ 181.5M |
| 24 | Personal/Professional Services | \$ 16.8M |
| 25 | Operating | \$ 160.9M |
| 26 | Capital | \$ 2.7M |
| 27 | Other | \$ 12.6M |
| 28 | Property | \$ 22.7M |
| 29 | CDOT Staff Salaries and Benefits | \$ 2.5M |
| 30 | Personal/Professional Services | \$.1M |
| 31 | Operating | \$.7M |
| 32 | Capital | \$ 19.3M |
| 33 | Capital Equipment | \$ 23.3M |
| 34 | Capital | \$ 23.2M |
| 35 | Operating | \$.1M |
| 36 | Multimodal Services, Non Construction | \$ 37.6M |
| 37 | CDOT Staff Salaries and Benefits | \$ 2.M |
| 38 | Personal/Professional Services | \$ 21.5M |
| 39 | Operating | \$ 5.7M |
| 40 | Capital | \$ 8.4M |
| 41 | Suballocated Programs | \$ 332.3M |

| | | |
|--|--|--------------------|
| 42 | Grant Payments to Local Entities | \$ 316.M |
| 43 | CDOT Staff Salaries and Benefits | \$.5M |
| 44 | Personal/Professional Services | \$ 7.9M |
| 45 | Operating | \$ 7.9M |
| 46 | Administration & Agency Operations | \$ 130.3M |
| 47 | CDOT Staff Salaries and Benefits | \$ 40.9M |
| 48 | Personal/Professional Services | \$ 5.2M |
| 49 | Operating | \$ 84.2M |
| 50 | Debt Service | \$ 59.0M |
| 51 | Debt Service | \$ 59.0M |
| 52 | Other Programs, Non Construction | \$ 37.M |
| 53 | CDOT Staff Salaries and Benefits | \$.4M |
| 54 | Personal/Professional Services | \$ 5.1M |
| 55 | Operating | \$ 2.3M |
| 56 | Division of Transportation Development(DTD) Projects and Studies | \$ 29.2M |
| 57 | Total - CDOT | \$ 2,152.0M |
| 58 Colorado Bridge & Tunnel Enterprise (BTE) | | |
| | Projected Cash Balance | \$ 88.5M |
| | Projected FY26 Revenue | \$ 187.7M |
| | Total Projected - BTE | \$ 276.2M |
| 59 | Capital Construction | \$ 207.4M |
| 60 | Pre-Construction Activities | \$ 31.8M |
| 61 | Right of Way | \$ 15.6M |
| 62 | Acquisitions | \$ 12.7M |
| 63 | CDOT Staff Salaries and Benefits | \$.4M |
| 64 | Personal/Professional Services | \$.4M |
| 65 | Other | \$ 2.1M |
| 66 | Design and Other Pre-Construction Activities | \$ 16.2M |
| 67 | Personal/Professional Services | \$ 13.8M |
| 68 | CDOT Staff Salaries and Benefits | \$ 1.3M |
| 69 | Other | \$ 1.1M |
| 70 | Construction Activities | \$ 175.6M |
| 71 | Contractor Payments | \$ 155.6M |
| 72 | Personal/Professional Services | \$ 4.6M |
| 73 | CDOT Staff Salaries and Benefits | \$ 1.M |
| 74 | Other | \$ 14.4M |
| 75 | Maintenance and Operations | \$ 2.1M |
| 76 | Asset Management | \$ 2.1M |
| 77 | Maintenance and Preservation-CBE | \$ 2.1M |
| 78 | Administration & Agency Operations | \$ 2.4M |
| 79 | Agency Operations-CBE | \$ 2.4M |
| 80 | Debt Service | \$ 61.5M |
| 81 | Debt Service-CBE | \$ 61.5M |
| 82 | Total - BTE | \$ 273.4M |
| 83 Colorado Transportation Investment Office (CTIO) | | |
| | Projected Cash Balance | \$ 126.7M |
| | Projected FY26 Revenue | \$ 183.3M |
| | Total Projected - CTIO | \$ 310M |

| | | |
|---|--|------------------|
| 84 | Capital Construction | \$ 10.M |
| 95 | Construction Activities | \$ 10.M |
| 96 | Contractor Payments | \$ 4.6M |
| 97 | Personal/Professional Services | \$ 1.3M |
| 99 | Other | \$ 4.1M |
| 100 | Maintenance and Operations | \$ 80.2M |
| 101 | Asset Management-CTIO | \$ 80.2M |
| 102 | Express Lanes Operations | \$ 80.2M |
| 103 | Multimodal and Mobility Programs | \$ 9.5M |
| 104 | Rail Projects | \$ 9.5M |
| 105 | Administration & Agency Operations | \$ 4.1M |
| 106 | Agency Operations | \$ 4.1M |
| 107 | Debt Service | \$0.0 M |
| 108 | Debt Service | \$0.0 M |
| 109 | Total - CTIO | \$ 103.8M |
| 110 Clean Transit Enterprise (CTE) | | |
| | Projected Cash Balance (not eligible for roll forward) | \$ 21.1M |
| | Projected FY26 Revenue | \$ 69.7M |
| | Total Projected - CTE | \$ 90.8M |
| 111 | Multimodal and Mobility Programs | \$ 16.7M |
| 112 | Mobility | \$ 16.7M |
| 113 | Zero Emissions Transit Grant Program | \$16.6 M |
| 114 | Local Transit and Rail Grant Program | \$0.1 M |
| 115 | Administration & Agency Operations | \$1.6 M |
| 116 | Agency Operations - Clean Transit | \$1.6 M |
| 117 | Contingency Reserve - Clean Transit | \$0.0 M |
| 118 | Debt Service | \$ 0.0 M |
| 119 | Debt Service - Clean Transit | \$ 0.0 M |
| 120 | Total - CTE | \$18.3 M |
| 121 Nonattainment Area Air Pollution Mitigation (NAAPME) | | |
| | Projected Cash Balance | \$ 17.6M |
| | Projected FY26 Revenue | \$ 13.4M |
| | Total Projected - NAAPME | \$ 31M |
| 122 | Multimodal Services & Electrification | \$25.0 M |
| 123 | NAAPME Projects | \$25.0 M |
| 124 | Administration & Agency Operations | \$0.2 M |
| 125 | Agency Operations - Nonattainment | \$0.2 M |
| 126 | Debt Service | \$ 0.0 M |
| 127 | Debt Service - Nonattainment | \$ 0.0 M |
| 128 | Total - NAAPME | \$25.2 M |
| 129 Fuels Impact Enterprise | | |
| | Projected Cash Balance | \$ 6.3M |
| | Projected FY26 Revenue | \$ 15.0M |
| | Total Projected - Fuels Impact | \$ 21.3M |
| 130 | Suballocated Programs | \$14.8 M |
| 131 | Fuels Impact Grants | \$14.8 M |
| 132 | Administration & Agency Operations | \$0.2 M |

| | | |
|-----|--|--------------------|
| 133 | Agency Operations - Fuels | \$0.2 M |
| 134 | Debt Service | \$ 0.0M |
| 135 | Debt Service - Fuels | \$ 0.0M |
| 136 | Total - Fuels Impact | \$15.0 M |
| 137 | Total - CDOT and Enterprises | \$ 2,587.6M |
| 138 | Indirect and Construction Engineering ** | |
| 139 | Indirect and Construction Engineering** | \$ 184.4M |
| 140 | Indirect Budget Allocations** | \$ 120.1M |
| 141 | CDOT Staff Salaries and Benefits | \$ 99.M |
| 142 | Personal/Professional Services | \$ 8.9M |
| 143 | Other | \$ 12.2M |
| 144 | Construction Engineering Budget Allocations** | \$ 64.3M |
| 145 | CDOT Staff Salaries and Benefits | \$ 14.M |
| 146 | Personal/Professional Services | \$ 49.5M |
| 147 | Other | \$.8M |
| 148 | Total - Indirect and Construction Engineering ** | \$ 184.4M |
| 149 | Total - CDOT, Enterprises and Indirect and Construction Engineering | \$ 2,772.0M |

M is millions in dollar amount

*Allocations of indirects and construction engineering that are assessed to construction projects (i.e. the source of indirects and construction engineering)

**Allocations of indirects and construction engineering to cost centers for construction program operations.

This section reflects actual spending by the Department (i.e. the uses of indirects and construction engineering)



COLORADO

Department of Transportation

February 2025 Budget Workshop Draft FY26 Final Annual Budget



Agenda

Fiscal Year 2026 (FY26) Final Annual Budget Allocation Plan:

- FY25 Sources and Uses
- FY25 Final Budget Allocation Plan
 - Narrative and Appendices
 - Revenue Allocation Plan
 - Spending Plan
- Update - Legislative Budget Amendment
- Changes from Proposed Budget
- Decision Items
- Timeline and Next Steps



Fire engine at Eisenhower-Johnson memorial tunnel



Sources of CDOT Funding - FY 2025-26

Federal Programs

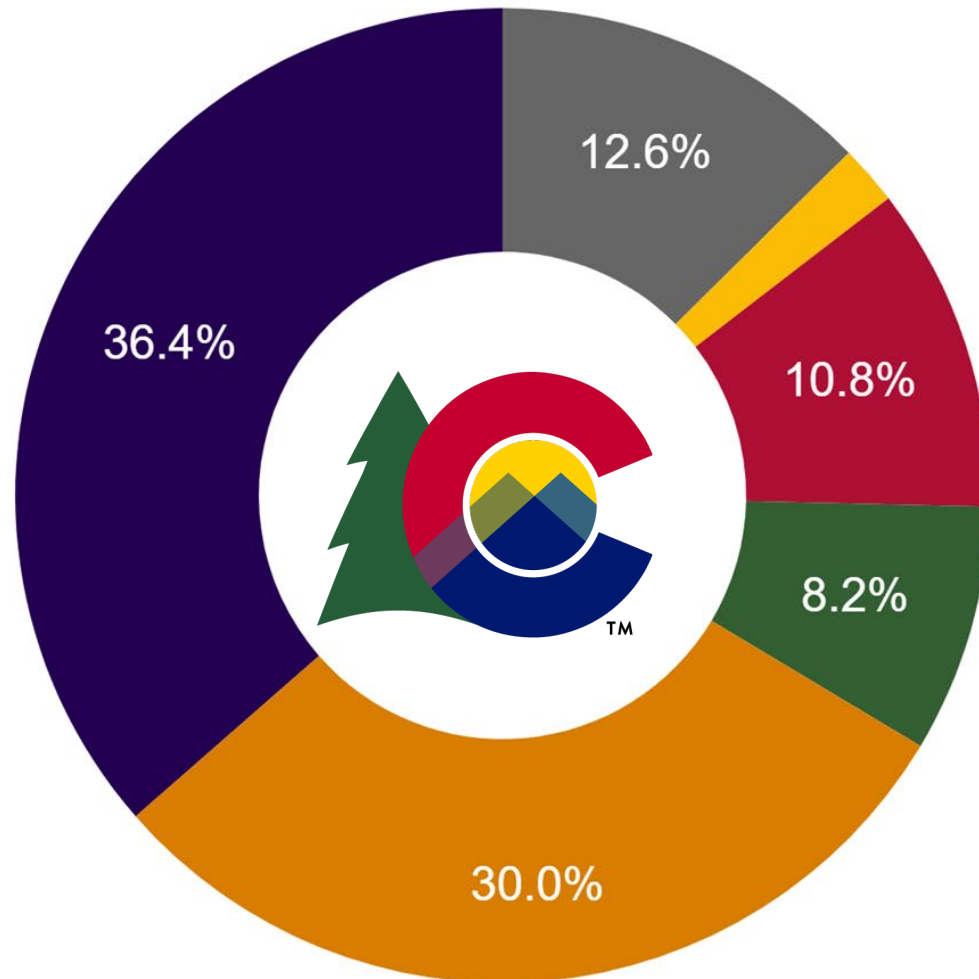
\$803.3 million - 36.4%
18.4 cents per gallon paid at the pump, Federal General Fund

Highway Users Tax Fund

\$660.8 million - 30.0%
Fuel Taxes and Fees, vehicle registrations, traffic penalty revenue, FASTER, Retail Delivery Fee

Bridge & Tunnel Enterprise

\$181.4 million - 8.2%
FASTER fees, Bridge Impact Fee, Retail Delivery Fees



Other State Funds

\$277.5 million - 12.6%

Aviation fuel taxes, appropriated special programs, miscellaneous revenue, Clean Transit Enterprise, Nonattainment Enterprise, Clean Fuels Enterprise

Legislative Initiatives

\$43.5 million - 2.0%

General Fund Transfers to the State Highway Fund, Capital Development Committee funds

Colorado Transportation Investment Office

\$238.2 million - 10.8%

Toll and enforcement revenue, Congestion Impact Fee



Uses of CDOT Funding - FY 2025-26

Multimodal Services

\$193.2 million - 8.8%

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

Administration and Agency Operations

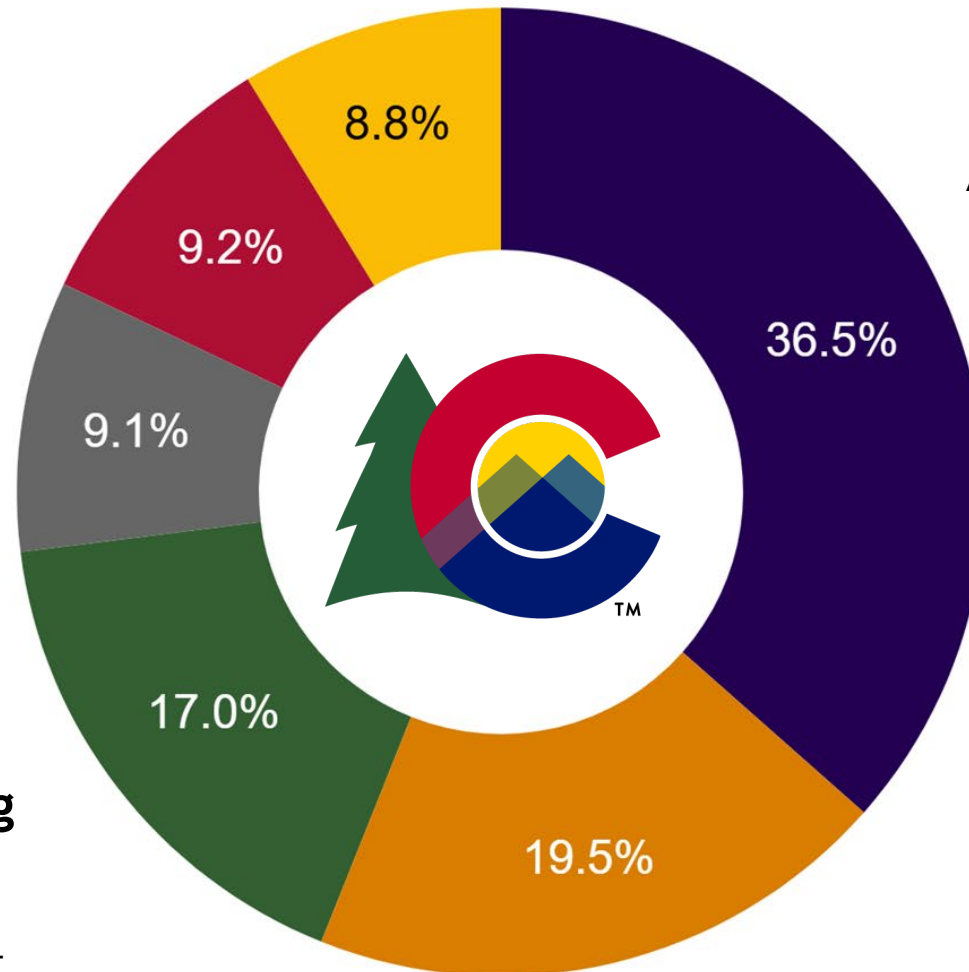
\$202.1 million - 9.2%

Appropriated Administration budget, agency operations and project initiatives

Other Programs, Debt Service, Contingency Funding

\$199.5 million - 9.1%

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



Capital Construction

\$804.9 million - 36.5%

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

Maintenance and Operations

\$430.8 million - 19.5%

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

Suballocated Programs

\$374.1 million - 17.0%

Aeronautics funding, sub allocated federal programs, Revitalizing Main Streets

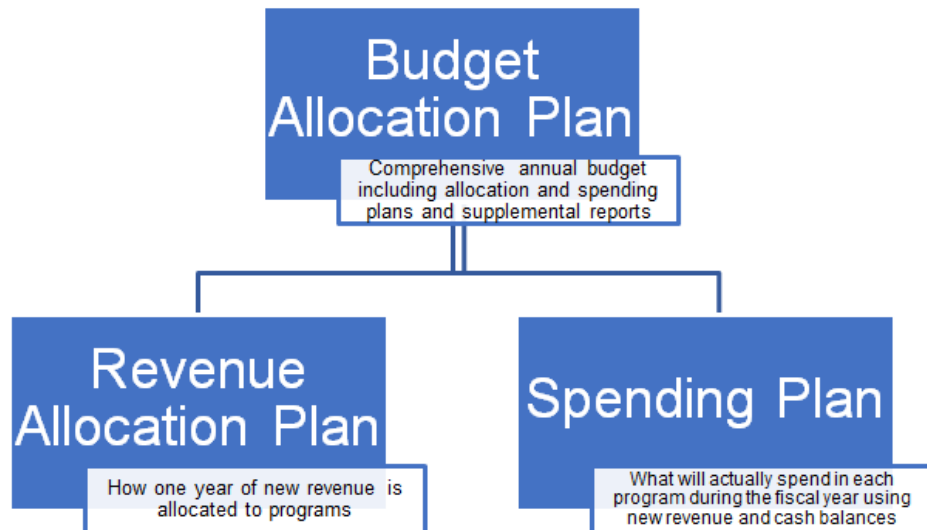


Narrative and Other Budget Appendices



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

| Fiscal Year (FY) 2025 -26 Revenue Allocation Plan | | | | | | | | |
|---|--|------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|---|-------------|-----------------------------------|
| Line | Budget Category / Program | A. Rollover from FY 2024-25* | B. FY 2024-25 Final Allocation Plan | FY 2025-26 Proposed Allocation Plan | C. FY 2025-26 Final 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 | \$411.0 M | \$411.0 M | | |
| 3 | Asset Management | \$0.0 M | \$423.5 M | \$381.0 M | \$398.3 M | \$398.3 M | | |
| 4 | Surface Treatment | \$0.0 M | \$29.0 M | \$23.2 M | \$29.7 M | \$29.7 M | TC | FHWA / SH / SB 09-108 |
| 5 | Structures | \$0.0 M | \$63.4 M | \$55.8 M | \$60.9 M | \$60.9 M | TC | FHWA / SH / SB 09-108 |
| 6 | System Operations | \$0.0 M | \$27.3 M | \$23.3 M | \$25.9 M | \$25.9 M | TC | FHWA / SH |
| 7 | Geohazards Mitigation | \$0.0 M | \$9.7 M | \$5.0 M | \$8.1 M | \$8.1 M | TC | SB 09-108 |
| 8 | Permanent Water Quality Mitigation | \$0.0 M | \$6.5 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 | \$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 | \$67.2 M | TC / FR | FHWA |
| 11 | Safety | \$0.0 M | \$132.0 M | \$95.1 M | \$120.9 M | \$120.9 M | | |
| 12 | Highway Safety Improvement Program | \$0.0 M | \$43.1 M | \$40.2 M | \$40.1 M | \$40.1 M | FR | FHWA / SH |
| 13 | Railway Highway Crossings Program | \$0.0 M | \$3.8 M | \$3.5 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 | \$2.7 M | TC | FHWA / SH |
| 15 | FASTER Safety | \$0.0 M | \$75.1 M | \$41.5 M | \$67.4 M | \$67.4 M | TC | SB 09-108 |
| 16 | Americans with Disabilities Act Compliance | \$0.0 M | \$7.2 M | \$7.2 M | \$7.2 M | \$7.2 M | TC | FHWA / SH |
| 17 | Mobility | \$0.0 M | \$161.5 M | \$113.5 M | \$91.8 M | \$91.8 M | | |
| 18 | Regional Priority Program | \$0.0 M | \$0.0 M | \$0.0 M | \$0.0 M | \$0.0 M | TC | FHWA / SH |
| 19 | 10 Year Plan Projects - Capital Mobility | \$0.0 M | \$87.7 M | \$40.8 M | \$19.2 M | \$19.2 M | SL | FHWA / SB 21-260 |
| 20 | Freight Programs | \$0.0 M | \$23.8 M | \$22.6 M | \$22.6 M | \$22.6 M | FR | FHWA / SH / SL |
| 21 | Maintenance and Operations | \$0.0 M | \$405.1 M | \$420.5 M | \$419.8 M | \$419.8 M | | |
| 22 | Asset Management | \$0.0 M | \$368.5 M | \$384.0 M | \$384.1 M | \$384.1 M | | |
| 23 | Maintenance Program Areas | \$0.0 M | \$297.9 M | \$312.8 M | \$312.8 M | \$312.8 M | | |
| 24 | Roadway Surface | \$0.0 M | \$41.7 M | \$36.0 M | \$36.0 M | \$36.0 M | TC | SH |
| 25 | Roadside Facilities | \$0.0 M | \$23.8 M | \$24.3 M | \$24.3 M | \$24.3 M | TC | SH |
| 26 | Roadside Appearance | \$0.0 M | \$11.9 M | \$8.3 M | \$8.3 M | \$8.3 M | TC | SH |
| 27 | Structure Maintenance | \$0.0 M | \$6.0 M | \$6.2 M | \$6.2 M | \$6.2 M | TC | SH |
| 28 | Tunnel Activities | \$0.0 M | \$6.0 M | \$4.8 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 | \$110.5 M | TC | SH |
| 30 | Traffic Services | \$0.0 M | \$77.4 M | \$81.9 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 | \$20.9 M | TC | SH |
| 32 | Planning and Scheduling | \$0.0 M | \$17.9 M | \$19.9 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 | \$13.2 M | TC | SH |
| 34 | Property | \$0.0 M | \$22.7 M | \$22.7 M | \$22.7 M | \$22.7 M | TC | SH |
| 35 | Capital Equipment | \$0.0 M | \$23.3 M | \$23.3 M | \$23.4 M | \$23.4 M | TC | SH |
| 36 | Maintenance Reserve Fund | \$0.0 M | \$12.0 M | \$12.0 M | \$12.0 M | \$12.0 M | TC | SH |
| 37 | Safety | \$0.0 M | \$12.2 M | \$12.2 M | \$11.4 M | \$11.4 M | TC | FHWA / SH |
| 38 | Strategic Safety Program | \$0.0 M | \$12.2 M | \$12.2 M | \$11.4 M | \$11.4 M | TC | FHWA / SH |
| 39 | Mobility | \$0.0 M | \$24.4 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 | \$14.4 M | TC | SH |
| 41 | Intelligent Transportation System Investments | \$0.0 M | \$10.0 M | \$10.0 M | \$10.0 M | \$10.0 M | TC | FHWA / SH |
| 42 | Multimodal and Mobility Programs | \$0.0 M | \$57.1 M | \$59.6 M | \$56.9 M | \$56.9 M | | |
| 43 | Mobility | \$0.0 M | \$57.1 M | \$59.6 M | \$56.9 M | \$56.9 M | | |
| 44 | Innovative Mobility Programs | \$0.0 M | \$9.3 M | \$9.3 M | \$9.4 M | \$9.4 M | TC | FHWA / SH |
| 45 | National Electric Vehicle Program | \$0.0 M | \$14.5 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 | \$9.6 M | \$9.6 M | TC | FHWA / SB 21-260 |
| 47 | Rail Program | \$0.0 M | \$0.0 M | \$0.0 M | \$0.0 M | \$0.0 M | SL | |
| 48 | Bustang | \$0.0 M | \$13.7 M | \$23.7 M | \$23.3 M | \$23.3 M | TC | SB 09-108 / Fare Rev. / SB 21-260 |
| 49 | Suballocated Programs | \$0.0 M | \$327.5 M | \$377.1 M | \$359.2 M | \$359.2 M | | |
| 50 | Aeronautics | \$0.0 M | \$57.4 M | \$68.1 M | \$56.1 M | \$56.1 M | | |
| 51 | Aviation System Program | \$0.0 M | \$57.4 M | \$68.1 M | \$56.1 M | \$56.1 M | AB | SA |
| 52 | Highway | \$0.0 M | \$155.4 M | \$148.7 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 | \$63.8 M | FR | FHWA / LOC |
| 54 | Congestion Mitigation and Air Quality | \$0.0 M | \$53.8 M | \$51.4 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 | \$11.4 M | FR | FHWA / FTA / LOC |
| 56 | Off System Bridge Program | \$0.0 M | \$22.5 M | \$22.1 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 | \$154.3 M | | |
| 58 | Recreational Trails | \$0.0 M | \$1.6 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 | \$3.1 M | TC | FHWA / LOC |

- Balanced using December 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:
 - \$1,688.3 million for CDOT programs
 - \$516.4 million for transportation enterprises
 - \$2,204.7 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 |
|-----------|--|-----------------------------------|
| 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 | \$ 1,135.2M |
| | Pre-Construction Activities | \$ 147.6M |
| | Right of Way | \$ 34.1M |
| | Acquisitions | \$ 29.2M |
| | CDOT Staff Salaries and Benefits | \$.9M |
| | Personal/Professional Services | \$ 1.6M |
| | Indirect Allocations to Projects* | \$.9M |
| | Other | \$ 1.4M |
| | Design and Other Pre-Construction Activities | \$ 113.5M |
| | Personal/Professional Services | \$ 71.5M |
| | CDOT Staff Salaries and Benefits | \$ 12.5M |
| | Indirect Allocations to Projects* | \$ 14.7M |
| | Other | \$ 14.8M |
| 15 | Construction Activities | \$ 987.7M |
| | Contractor Payments | \$ 772.M |
| | Personal/Professional Services | \$ 23.4M |
| | CDOT Staff Salaries and Benefits | \$ 2.9M |
| | Indirect Allocations to Projects* | \$ 112.9M |
| | Construction Engineering Allocations to Projects* | \$ 64.M |
| | Other | \$ 12.6M |
| 22 | Maintenance and Operations | \$ 420.5M |
| | CDOT Staff Salaries and Benefits | \$ 181.5M |
| | Personal/Professional Services | \$ 16.8M |
| | Operating | \$ 160.9M |
| | Capital | \$ 2.7M |
| | Other | \$ 12.6M |
| 28 | Property | \$ 22.7M |
| | CDOT Staff Salaries and Benefits | \$ 2.5M |
| | Personal/Professional Services | \$.1M |
| | Operating | \$.7M |
| | Capital | \$ 19.3M |
| 33 | Capital Equipment | \$ 23.3M |
| | Capital | \$ 23.2M |
| | Operating | \$.1M |
| 36 | Multimodal Services, Non Construction | \$ 37.6M |
| | CDOT Staff Salaries and Benefits | \$ 2.M |
| | Personal/Professional Services | \$ 21.5M |
| | Operating | \$ 5.7M |
| | Capital | \$ 8.4M |
| 41 | Suballocated Programs | \$ 332.3M |

Total estimated expenditures in FY 2025-26, \$2,587.6 M:

- CDOT: \$2,152.0 million
- Bridge and Tunnel Enterprise: \$273.4 million
- Colorado Transportation Investment Office: \$103.8 million
- Clean Transit Enterprise: \$18.3 million
- Nonattainment Enterprise: \$25.2 million
- Fuels Impact Enterprise: \$15.0 million



Update - Legislative Budget Amendment

- A Budget Amendment, [BA-01 Decision Item Modifications](#), was submitted to the legislature on January 30, 2025 to modify decision items R-03 and R-04. Details will be presented on the following slides.
- The total reduction in revenue and transfers will result in \$85.8 million less in FY 2025-26 and \$71.7 million less in FY 2026-27 available for the Department when compared to current law.
- The proposed fee reduction may change depending on the revenue projections in OSPB’s March forecast.
- In total, BA-01 *reduces the impacts of the original November 1 Budget Request by approximately \$18.0 million in FY 2025-26 and \$19.0 million in FY 2026-27*. As noted, BA-01 also *limits the reduction to the Road Safety Surcharge to two fiscal years, instead of imposing a permanent reduction*.

| Proposal | FY26 Nov 1, 2024 Decision Item | FY26 Jan 30, 2025 Amendment | FY27 Nov 1, 2024 Decision Item | FY27 Jan 30, 2025 Amendment |
|--------------------------------------|--------------------------------------|-----------------------------------|--------------------------------------|-----------------------------------|
| R-03 General Fund Transfer Reduction | -\$39,000,000 | -\$64,000,000 | -\$24,500,000 | -\$49,500,000 |
| R-04 Road Safety Surcharge Reduction | -\$65,059,678 | -\$21,816,746 | -\$66,197,749 | -\$22,200,000 |
| Net Impact | -\$104,059,678 | -\$85,816,746 | -\$90,697,749 | -\$71,700,000 |



Reduction to General Fund Transfers

R-03 changes with BA-01:

- General Fund Transfers to the State Highway Fund be reduced by an *additional* \$25.0 million in each of the next two years, resulting in a total of \$64.0 million in FY 2025-26 and \$49.5 million in FY 2026-27.
- To maintain the original intended transfers over time laid out in SB21-260, the updated request increases transfers in FY 2032-33 by \$50.0 million.

| Description | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | Total Transfers |
|----------------------|----------------|---------------|---------------|----------------|----------------|----------------|----------------|----------------|---------------|-----------------|
| Current Law | \$100.0 | \$100.0 | \$100.0 | \$100.0 | \$100.0 | \$82.5 | \$82.5 | \$82.5 | \$0.0 | \$747.5 |
| R-03 Proposal | \$100.0 | \$61.0 | \$75.5 | \$100.0 | \$100.0 | \$100.0 | \$100.0 | \$100.0 | \$11.0 | \$747.5 |
| Reduction | \$0.0 | -\$39.0 | -\$24.5 | \$0.0 | \$0.0 | \$17.5 | \$17.5 | \$17.5 | \$11.0 | \$0.0 |

| Description | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | Total Transfers |
|-----------------------|----------------|---------------|---------------|----------------|----------------|----------------|----------------|----------------|---------------|-----------------|
| Current Law | \$100.0 | \$100.0 | \$100.0 | \$100.0 | \$100.0 | \$82.5 | \$82.5 | \$82.5 | \$0.0 | \$747.5 |
| BA-01 Proposal | \$100.0 | \$36.0 | \$50.5 | \$100.0 | \$100.0 | \$100.0 | \$100.0 | \$100.0 | \$61.0 | \$747.5 |
| Reduction | \$0.0 | -\$64.0 | -\$49.5 | \$0.0 | \$0.0 | \$17.5 | \$17.5 | \$17.5 | \$61.0 | \$0.0 |

| Description | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | Total Transfers |
|------------------------|--------------|----------------|----------------|--------------|--------------|--------------|--------------|--------------|---------------|-----------------|
| Impact of BA-01 | \$0.0 | -\$25.0 | -\$25.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$50.0 | \$0.0 |



Impact to CDOT's Budget

BA-01 reduces General Fund transfers available to fund 10 Year Plan Projects in FY26.
 (More info on the 10 Year Plan is provided later in the presentation)

| Line Number | One Sheet Budget Line | Before Decision Items | Proposed Budget | Final Budget | Change from Proposed to Final |
|-------------|--|-----------------------|------------------|------------------|-------------------------------|
| 10 | 10 Year Plan Projects - Capital AM | \$76.1 M | \$67.2 M | \$67.2 M | \$0.0 M |
| 19 | 10 Year Plan Projects - Capital Mobility | \$76.1 M | \$40.8 M | \$19.2 M | -\$21.7 M |
| 46 | 10 Year Plan Projects - Multimodal | \$16.9 M | \$12.0 M | \$9.6 M | -\$2.4 M |
| 48 | Bustang (General Fund only) | \$0.0 M | \$10.0 M | \$10.0 M | \$0.0 M |
| 72 | Contingency Fund | \$15.0 M | \$15.0 M | \$15.0 M | \$0.0 M |
| n/a | Total Impact of BA-01 | \$184.1 M | \$145.0 M | \$120.9 M | -\$24.1 M |

The balance of flexible FHWA funds increased by \$0.9 M from the Proposed Budget to the Final budget for a total of \$8.5 M. This was allocated to Line 19. 10% of the total is allocated to Multimodal (Line 46).



Reduction to Road Safety Surcharge Fee

R-04 changes with BA-01:

- Reduction to the Road Safety Surcharge fee is reduced so the revenue impact is decreased from \$65.1 million to \$21.8 million (relative to current law). The fee reduction is \$3.70 across all weight categories.
- The Road Safety Surcharge fee reductions would be limited to FY 2025-26 and FY 2026-27, and we would adjust the FASTER formula to keep local cities and counties held harmless.

| Description | Current Law | FY26 R-04 | FY26 BA-01 | Change from R-04 to BA-01 |
|--|------------------|-----------------|------------------|---------------------------|
| Forecasted FASTER Revenue | \$144.2 M | \$79.1 M | \$122.4 M | \$43.2 M |
| FASTER Transit Allocation | -\$10.0 M | -\$10.0 M | -\$10.0 M | \$0.0 M |
| Remaining FASTER Revenue to Allocate | \$134.2 M | \$69.1 M | \$112.4 M | \$43.2 M |
| <i>Allocation to Asset Management Programs (40%)</i> | <i>\$53.7 M</i> | <i>\$27.6 M</i> | <i>\$44.9 M</i> | <i>\$17.3 M</i> |
| <i>Allocation to FASTER Safety Program (60%)</i> | <i>\$80.5 M</i> | <i>\$41.5 M</i> | <i>\$67.4 M</i> | <i>\$25.9 M</i> |

BA-01 results in a \$43.2 M increase to FASTER allocations for FY26



Final Budget - Asset Management and FASTER Safety Program lines

BA-01 increases FASTER revenue available for asset classes that are eligible to receive FASTER funding per PD 1608.2 (geohazards, signals, culverts, tunnels, and surface treatment), and for the FASTER Safety Program.

| Line Number | One Sheet Budget Line - ALL Funds | Before Decision Items | Proposed Budget | Final Budget | Change from Proposed to Final |
|-------------|-----------------------------------|-----------------------|------------------|------------------|-------------------------------|
| 1 | Surface Treatment | \$233.0 M | \$223.2 M | \$229.7 M | \$6.5 M |
| 2 | Structures | \$63.4 M | \$55.8 M | \$60.9 M | \$5.0 M |
| 3 | System Operations | \$27.3 M | \$23.3 M | \$25.9 M | \$2.6 M |
| 4 | Geohazards Mitigation | \$9.7 M | \$5.0 M | \$8.1 M | \$3.1 M |
| 15 | FASTER Safety | \$80.5 M | \$41.5 M | \$67.4 M | \$25.9 M |
| n/a | Total FASTER Allocation | \$413.9 M | \$348.8 M | \$392.1 M | \$43.2 M |

Final allocations, *including federal funds*, after incorporating BA-01



Changes from the Proposed Budget

| Budget Line | Line # | FY25 Final Budget | FY26 Proposed Budget | FY26 Final Budget | Explanation |
|--------------------------|------------|-------------------|----------------------|-------------------|--|
| Asset Management | 4-7 | \$329.3 M | \$307.3 M | \$324.7 M | impacted by BA-01 |
| FASTER Safety | 15 | \$75.2 M | \$41.5 M | \$67.4 M | impacted by BA-01 |
| 10 Year Plan Projects | 10, 19, 46 | \$194.9 M | \$120.0 M | \$95.9 M | impacted by BA-01 and final balancing |
| Agency Operations | 66 | \$77.5 M | \$81.9 M | \$83.8 M | Common policies, salaries and benefits, decision items |
| Administration | 67 | \$49.9 M* | \$52.5 M | \$51.8 M | Common policies, salaries and benefits |
| Commission Reserve Funds | 73 | \$0 M | \$18.4 M | \$5.3 M | final balancing |

*The FY25 Final Budget is the Long Bill, HB 24-1430



FY 2025-26 Decision Items

Per PD 703.0 Decision Items:

- less than \$1 million are reviewed and subject to approval by the Executive Management Team (EMT)
 - Notable new program costs over \$500,000 at staff discretion should be provided to the TC as an Information Item
- \$1 million or greater are reviewed by the EMT and then forwarded to the TC for consideration, with final approval with the Final Annual Budget Allocation Plan in March 2025.

For FY 2025-26, there were no decision items approved by the EMT that require additional approval by the TC based on the request amount.



Timeline and Next Steps

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

- February 2025: DAF will incorporate estimated FY 2024-25 roll forwards into the Revenue Allocation Plan
- **March 2025: The Commission will be asked to review and adopt the FY 2025-26 Final Annual Budget Allocation Plan.**
- April 2025: The approved FY 2025-26 Final Annual Budget Allocation Plan will be submitted to the Governor's Office and legislature.
- June 2025: The Governor will approve the FY 2025-26 Final Annual Budget Allocation Plan, and budget will be available for expenditure beginning July 1, 2025.



Light Rail bridge over 6th Avenue with view of downtown



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Questions?



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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
Date: February 19, 2025

Subject: Bridge and Tunnel Enterprise Series 2025A Bond Transaction Workshop

Purpose

Staff prepared this workshop to provide the Bridge and Tunnel Enterprise (BTE or the Enterprise) Board of Directors (Board) a briefing on a proposed financing structure for the contemplated Series 2025A BTE Infrastructure Revenue Bond (IRB) transaction.

Action

No approval action is being requested this month. Staff requests Board feedback on ongoing Enterprise planning activities in advance of a request to approve the Series 2025A Bond transaction in March 2025.

Background

Bridge and Tunnel Enterprise issued the first tranche of its new money Infrastructure Revenue Bonds in the spring of 2024. This transaction 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 for BTE's calendar year (CY) 2024 construction projects.

Subsequently, in December of 2024, BTE closed on its Series 2024B Refunding Bonds, which refunded its remaining outstanding Series 2010A Build America Bonds. The benefits of this transaction included:

- Reducing BTE's aggregate debt service obligation while correspondingly increasing the Enterprise's pay-as-you-go program through fiscal year (FY) 2041.
- Increasing BTE's structuring flexibility and capacity for future new money issuances by reducing the maximum annual aggregate debt service peak.
- Eliminating the Build America Bonds subsidy, and reducing programmatic reliance on these funds, which are subject to federal sequestration.

BTE's recent refunding transaction strengthened its financial position ahead of planned new money financings in 2025 and 2026. BTE's Plan of Finance, which includes three planned transactions totaling \$400 million to \$500 million, will allow the Enterprise to meet its

commitments to the CDOT 10-Year Plan, manage its cash flow and fiscal constraints, and deliver all planned projects on their current schedules.

Details

BTE is presenting two potential 30-year structures for the Series 2025A bond transaction, the second of the three planned financings. Each scenario will be sized for a project fund of \$225 million, with principal payments starting in December 2029. The scenarios were sized based on funding needs for BTE's calendar year 2025 construction projects, primarily the I-70 Floyd Hill project, which is expected to bring a funding request to the BTE Board in March ranging from \$230 million to \$240 million. Various terms were considered for this transaction; however, staff recommends a 30-year term (versus a shorter 15- or 20-year term) based on the following factors:

- Preserves pay-go capacity
- Provides more capacity and flexibility for future financing initiatives
- Rate differential between 30-year term and shorter terms is limited based on the relatively flat shape of the municipal yield curve
- Consistent with structuring for past BTE debt issuances

The first structure is 30-year level debt service with a par value of \$205,875,000. The total debt service is \$426,272,678 with an average annual debt service of \$13,750,732. The maximum annual debt service reaches \$14,670,650 in FY 2038.

The second structure is 30-year modified wrapped debt service with a par value of \$206,915,000. The total debt service is \$487,353,667 with an average annual debt service of \$15,721,086. The maximum annual debt service is \$54,739,638 and is realized in FY53. The deferral of \$143.62 million of the principal to the later years of the bond allows for greater flexibility to refinance the debt service structure with a 10-year par call option to meet future Enterprise needs.

Although the 30-year level debt service structure results in total gross debt service savings, the total net present value debt service for the two contemplated structures is nearly equal at approximately \$215 million. This value is calculated by discounting future debt service payments to present value to provide a comparison of both structures with consideration given to the time value of money. The modified wrapped debt service structure also provides approximately \$2 million in increased pay-go program annually. Both structures would reach final maturity in FY 2055.

Next Steps

1. Staff will continue to work with the underwriting syndicate, its Municipal Advisor, and Bond Counsel to prepare all necessary financing documents
2. BTE Staff will return next month to present the approving resolution for the financing and a budget supplement to allocate financing proceeds to CY 2025 projects.
3. Staff will coordinate with the Office of Financial Management and Budget to adjust the FY2025 and FY2026 budgets to account for changes from the recent financing transactions

Attachments

Attachment A: BTE Series 2025A Bond Transaction Workshop



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Statewide Bridge and Tunnel Enterprise Workshop

February 2025



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Department of Transportation

BTE Series 2025A Bond Transaction

February 2025



Agenda

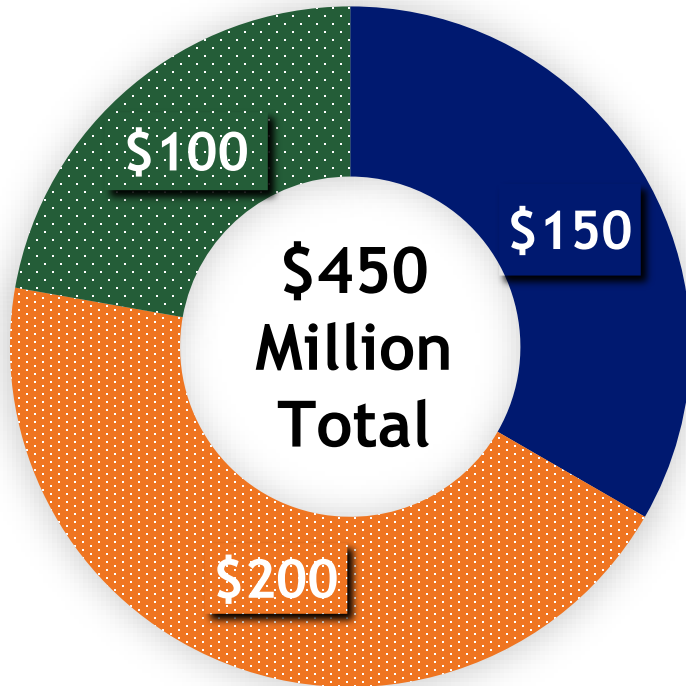
1. Overview of the Current Plan of Finance for the Infrastructure Revenue Bonds (IRBs)
2. Planned 2025 New Money Transaction Structuring
3. Financial Forecast Update
4. Timing and Next Steps





Current BTE Plan of Finance

Estimated Infrastructure Revenue Bond Issuances (\$ in Millions)



- Series 2024A (Complete)
- Series 2025A (Planned)
- Series 2026A (Planned)

- **Goals:**
 - Eliminate funding gap
 - Fund strategic projects timely
 - Maintain positive BTE cash-flow
 - Preserve Pay-Go Program
- **Progress:**
 - Series 2024A closed in April 2024
 - \$150 million in par value
 - \$164 million in proceeds with premium
 - \$163 million budgeted
 - Year-to-date \$49 million expended and \$50 million encumbered
 - Refunded outstanding Series 2010A bonds in December 2024 to provide additional flexibility and capacity



Series 2025A Structuring Considerations

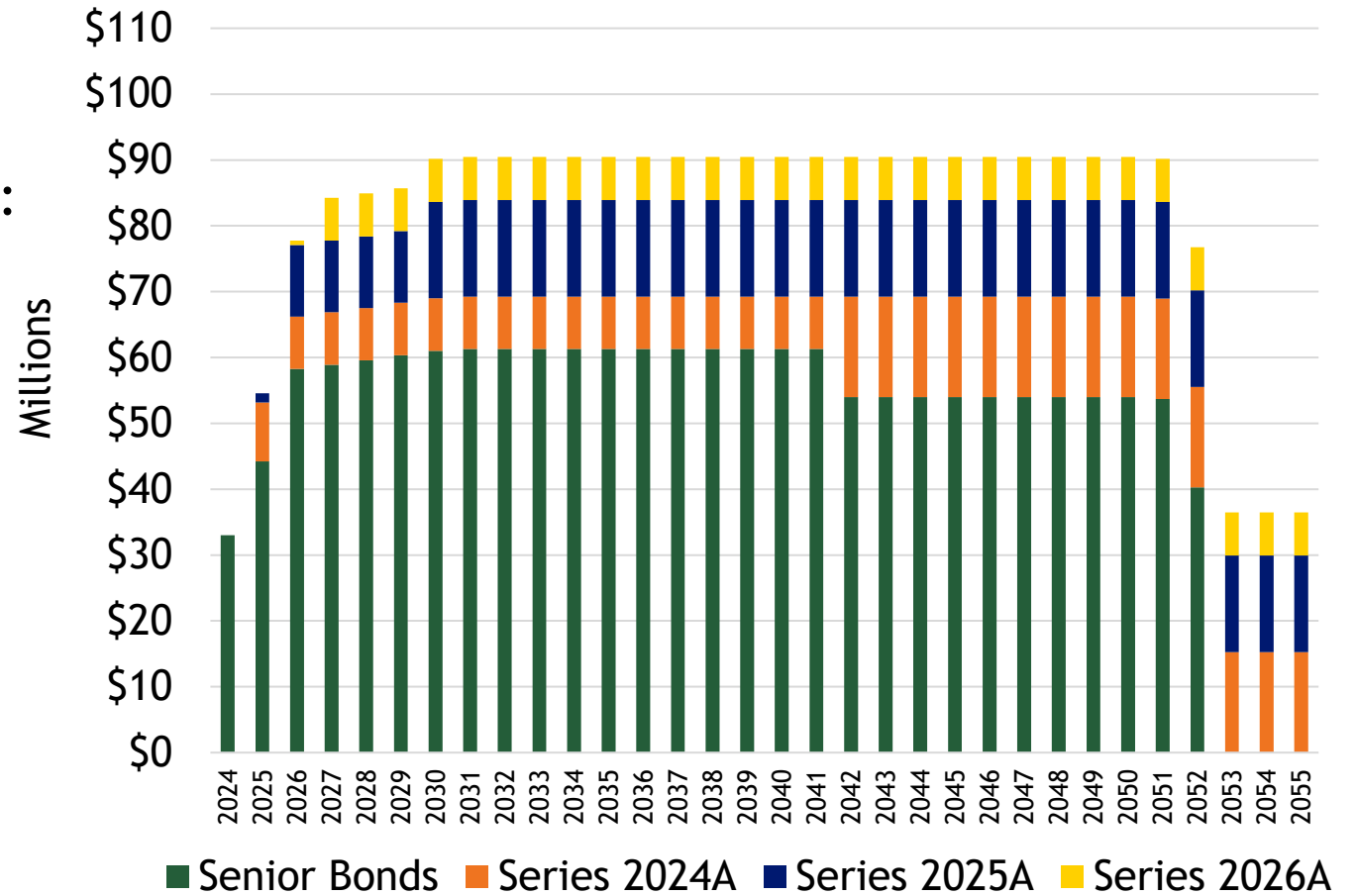
- Various structuring scenarios were considered; however, staff are presenting two structures with a 30-year term based on the following factors:
 - Preserves pay-go capacity
 - Provides more capacity and flexibility for future financing initiatives with additional callable maturities
 - Rate differential between 30-year term and shorter terms is limited based on the relatively flat shape of the municipal yield curve (currently 15bps between 20 and 30 years)
 - Consistent structuring with past BTE debt issuances
- Scenarios are sized to provide a project fund of \$225 million for BTE's calendar year 2025 construction projects
- Scenarios assume principal amortization starting in 2029 to provide additional capacity during a period of increased program delivery



Financing Structure #1 - 30-Year Level Amortization

- **Series 2025A Bond Statistics***
 - Par value: \$205,875,000
 - Total Debt Service: \$426,272,678
 - Total Net Present Value Debt Service: \$215,387,492
 - Maximum Annual Debt Service: \$14,670,650 in FY38
 - Average Annual Debt Service \$13,750,732
 - Final Maturity Date in FY55
- **Maximum Aggregate Annual Debt Service: \$90,468,728***

Aggregate BTE Debt Service by Fiscal Year



Note: Senior Bonds inclusive of Central 70 Note, Series 2019A Refunding Bond, and Series 2024B Refunding Bond debt service

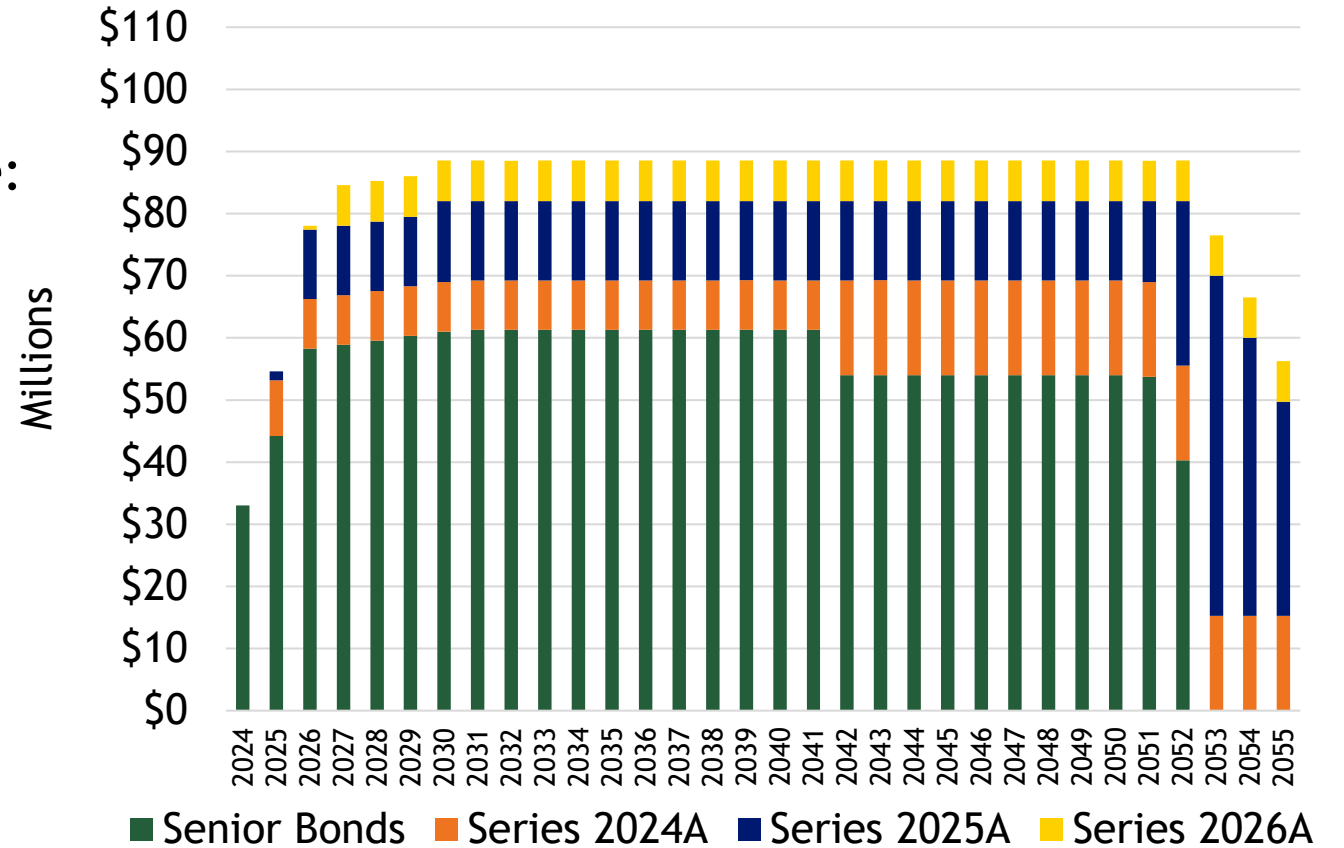
* Current estimates based on market conditions as of February 6th



Financing Structure #2 - 30-Year Modified Wrap

- **Series 2025A Bond Statistics***
 - Par value: \$206,915,000
 - Total Debt Service: \$487,353,667
 - Total Net Present Value Debt Service: \$215,451,990
 - Maximum Annual Debt Service: \$54,739,638 in FY53
 - Average Annual Debt Service \$15,721,086
 - Final Maturity date in FY55
- **Maximum Aggregate Annual Debt Service: \$88,534,071***

Aggregate BTE Debt Service by Fiscal Year

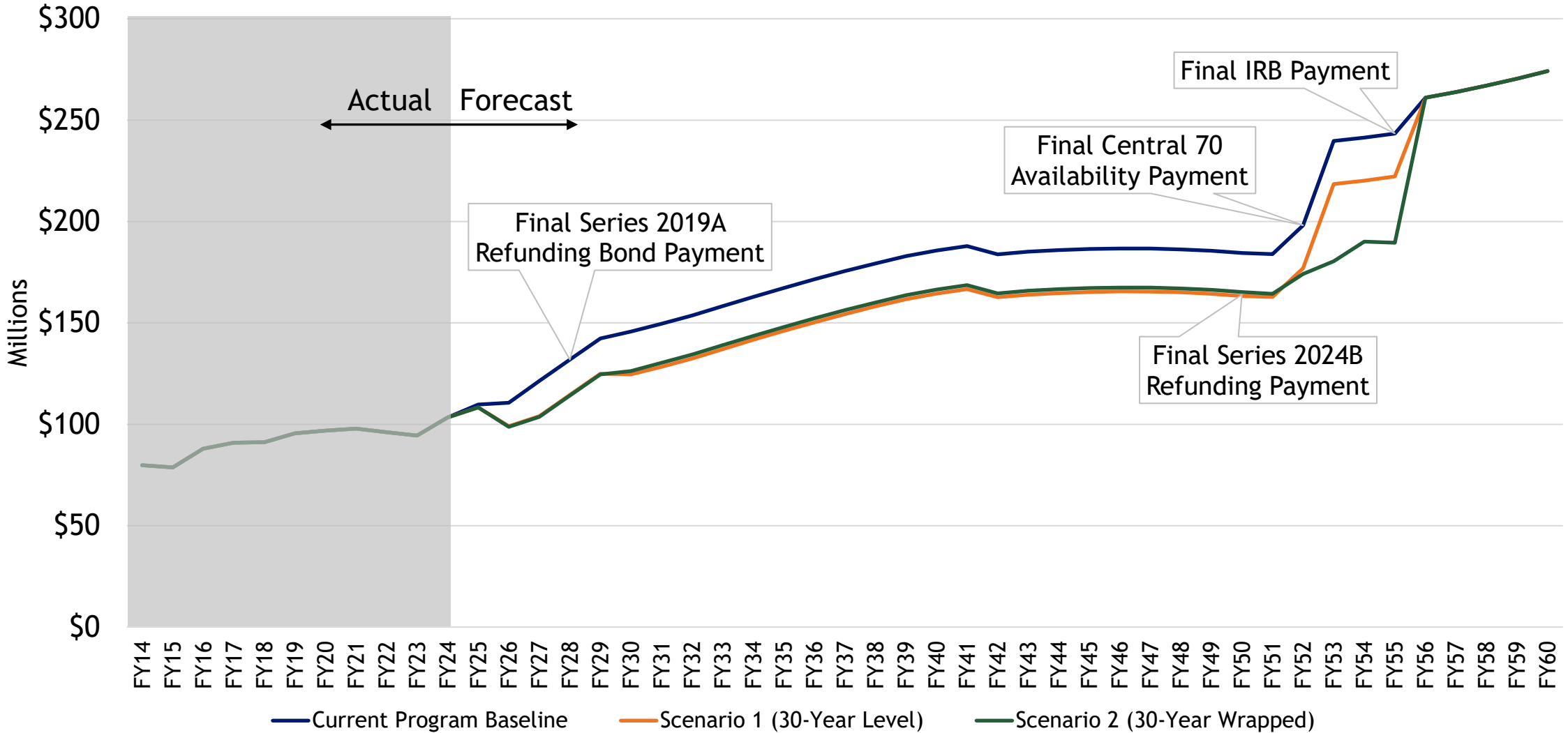


Note: Senior Bonds inclusive of Central 70 Note, Series 2019A Refunding Bond, and Series 2024B Refunding Bond debt service

* Current estimates based on market conditions as of February 6th



Pay-go Forecast for Both Scenarios





Select Bond Statistics Comparison

30-Year Level Amortization Structure

- Total Series 2025A Bond Debt Service: \$426,272,678
- Total Series 2025A NPV Debt Service*: \$215,387,492
- Maximum Aggregate Annual Debt Service: \$90,468,728
- More principal is amortized in the earlier years of the bond but there is less flexibility to refinance the debt service structure with a 10-year Par Call option

30-Year Modified Wrap Structure

- Total Series 2025A Debt Service: \$487,353,667
- Total Series 2025A NPV Debt Service*: \$215,451,990
- Maximum Aggregate Annual Debt Service: \$88,534,071
- Deferral of more principal to later years of the bond allows for greater flexibility to refinance the debt service structure with a 10-Year Par Call option

* Assumes a discount rate equate to the True Interest Cost for prospective issuance



Other Considerations

- IRB indenture pledges SB260 Bridge and Tunnel fees if/when litigation reaches a final non-appellate judgement
- With current pledge of the Bridge Safety Surcharge, BTE's IRB credit ratings are: A+ (stable) Moody's and A- (stable) S&P
 - Staff are performing a break-even analysis to determine if credit enhancement through bond insurance results in cost savings on the transaction
- BTE is planning to also solicit a rating from Kroll for the upcoming transaction
 - Kroll also provided a rating on the CTIO I-25NEL TIFIA Loan
- Building in a par-call option to be aligned with call date for Series 2024A transaction on December 1, 2034



BTE Financial Forecast

FY24-FY33 Available Revenues vs. Project Commitments by FY (\$ in Millions) Programmatic Baseline - No Additional Bonding

| Funding/Expense Source | FY24 | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | Total |
|--|--------------|-----------------|-----------------|-----------------|-----------------|-----------------|-------------|---------------|---------------|---------------|----------|
| Revenues ¹ | \$ 170 | \$ 168 | \$ 181 | \$ 192 | \$ 204 | \$ 215 | \$ 219 | \$ 223 | \$ 227 | \$ 232 | \$ 2,032 |
| 2024A Bond Proceeds | 164 | | | | | | | | | | \$ 164 |
| Surplus/Deficit from Prior FY ² | 15 | 17 | (165) | (146) | (242) | (227) | (143) | 3 | 153 | 306 | \$ (429) |
| Non-Project Expenses ³ | (51) | (51) | (63) | (62) | (63) | (64) | (65) | (65) | (65) | (65) | \$ (615) |
| 10-Year Plan Projects (FY23-FY26) ⁴ | (172) | (231) | (60) | (205) | (117) | (59) | - | - | - | - | \$ (843) |
| Safety Critical & Asset Management Projects ⁴ | (109) | (60) | (31) | (13) | (1) | (1) | (1) | (1) | (1) | (1) | \$ (216) |
| 2024A Infrastructure Revenue Bonds Debt Service ⁵ | - | (9) | (8) | (8) | (8) | (8) | (8) | (8) | (8) | (8) | \$ (73) |
| Cumulative Capacity/Deficit | \$ 17 | \$ (165) | \$ (146) | \$ (242) | \$ (227) | \$ (143) | \$ 3 | \$ 153 | \$ 306 | \$ 465 | |

Source: Various, see below

¹ OFMB and pertinent debt service schedules - Reflective of the BABs Bonds Refunding as of December 2024.

² BTE staff - Amounts reflected are annual estimated year-end roll forwards from the prior fiscal year

³ BTE staff and pertinent debt service schedules

⁴ Region staff - Based on planning-level project expenditure forecasts. Subject to change.

⁵ Based on 2024A IRB debt service schedule



Estimated Maximum BTE
Deficit

Note: Variances in the funding gap are expected as construction cost estimates, schedules, and expenditure forecasts are refined.



BTE Financial Forecast Including Future IRB Financing

FY24-FY33 Available Revenues vs. Project Commitments by FY (\$ in Millions) Current Plan of Finance - \$450 million Par Value Bonding Scenario

| Funding/Expense Source | FY24 | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | Total |
|---|--------------|--------------|---------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|-----------------|
| Revenues ¹ | \$ 170 | \$ 168 | \$ 181 | \$ 192 | \$ 204 | \$ 215 | \$ 219 | \$ 223 | \$ 227 | \$ 232 | \$ 2,032 |
| Total Planned Bonding Program | 164 | 200 | 100 | - | - | - | - | - | - | - | \$ 464 |
| Surplus/Deficit from Prior FY ² | 15 | 17 | 33 | 141 | 27 | 25 | 91 | 217 | 347 | 482 | \$ 1,395 |
| Non-Project Expenses ³ | (51) | (51) | (63) | (62) | (63) | (64) | (65) | (65) | (65) | (65) | \$ (615) |
| 10-Year Plan Projects (FY23-FY26) ⁴ | (172) | (231) | (60) | (205) | (117) | (59) | - | - | - | - | \$ (843) |
| Safety Critical and Asset Management Projects ⁴ | (109) | (60) | (31) | (13) | (1) | (1) | (1) | (1) | (1) | (1) | \$ (216) |
| Total Estimated Infrastructure Revenue Bonds Debt Service ⁵ | - | (10) | (20) | (26) | (26) | (26) | (28) | (27) | (27) | (27) | \$ (216) |
| Cumulative Capacity/Deficit | \$ 17 | \$ 33 | \$ 141 | \$ 27 | \$ 25 | \$ 91 | \$ 217 | \$ 347 | \$ 482 | \$ 621 | |

Forecast Low Point in
Funding Resources



FY29-FY33 Avg. Annual
Funding Capacity = \$125M

Source: Various, see below

¹ OFMB and pertinent debt service schedules - Reflective of the BABs Bonds Refunding as of December 2024.

² BTE staff - Amounts reflected are annual estimated year-end roll forwards from the prior fiscal year

³ BTE staff and pertinent debt service schedules

⁴ Region staff - Based on planning-level project expenditure forecasts. Subject to change.

⁵ Based on 2024A IRB debt service schedule and Staff calculated debt service for contemplated issuances



Prospective Transaction Timing

| February | March | April | May |
|---|--|--|---|
| <ul style="list-style-type: none"> • BTE to present proposed financing structure to the Board • 2nd draft of POS and financing documents distributed • Distribute rating packets | <ul style="list-style-type: none"> • Ratings calls • Underwriter’s due diligence call • Ratings received • BTE Board presented the approving resolution for financing • BTE Board presented a budget supplement to allocate financing proceeds to CY2025 projects • Post POS and investor presentation | <ul style="list-style-type: none"> • Bond pricing (expected April 3rd) • Post Final Official Statement • Bond closing (expected April 15th) • BTE coordinates with OFMB to reconcile the FY2025 budget to account for changes from the recent financing transactions | <ul style="list-style-type: none"> • Construction expenditures forecast to begin for CY2025 projects |

Board items are represented in Bold



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Questions or comments?





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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

Date: February 19, 2025

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

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 Annual Budget Allocation Plan for Special Revenue Fund (C.R.S 43-4-805(3)(a) 538) (Fund 538) for review and comment.

Action

The Board is asked to review and comment on the FY 2025-26 Final Annual Budget Allocation Plan and BTE staff will return next month seeking the Board's approval and adoption of this budget.

Background

In November 2024, the Board approved resolution #BTE 2024-11-03, adopting a Final Proposed Annual Budget Allocation Plan for FY 2025-26. In coordination with the Office of Financial Management and Budget (OFMB), BTE staff has reviewed the updated revenue forecast projections and has made changes to the previously proposed program allocations in order to balance the BTE FY 2025-26 Final Annual Budget Allocation Plan. Additional details regarding the sources and uses for the \$181.4 million of forecasted FY 2025-26 BTE revenues can be found in the attached BTE FY 2025-26 Final Annual Budget Allocation plan and FY 2025-26 Final Annual Budget Workshop. If necessary, Staff plans to return to the Board seeking approval to amend the FY 2025-26 Final Annual Budget Allocation Plan after the closing of the program's contemplated 2025 Infrastructure Revenue Bond issuance that was workshopped with the Board in January 2025.

Next Steps

1. In March 2025, BTE will request approval and adoption of the Final FY 2025-26 budget.
2. If necessary, Staff will return at a later date seeking approval to amend the Final FY 2025-26 budget to reflect the impacts of the contemplated Infrastructure Revenue Bond issuance.

Attachments

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

Attachment B: Bridge and Tunnel Enterprise Fiscal Year 2025-26 Final Annual Budget Workshop

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

| Line | Fiscal Year 2025-26 Revenue Source | Estimated Revenue |
|------|---|-----------------------------|
| 1 | FASTER Bridge Safety Surcharge Fee | \$ 117,599,801 |
| 2 | Bridge & Tunnel Impact Fee | \$ 34,665,377 |
| 3 | Bridge & Tunnel Retail Delivery Fee | \$ 11,609,476 |
| 4 | Interest Earnings | \$ 2,450,000 |
| 5 | US Treasury Subsidy for Build America Bonds | \$ - |
| 6 | Federal Funds for 2019A and 2024B Bond Debt Service | \$ 15,000,000 |
| 7 | Central 70 Conduit Issuer Fee | \$ 50,000 |
| 8 | Total Estimated Revenue | \$ 181,374,654 |
| 9 | Proposed Program Allocation Type | Proposed Allocations |
| 10 | Administrative & Operating Activities | |
| 11 | Bridge and Tunnel Enterprise Staff Compensation and Employee Appreciation | \$ (966,567) |
| 12 | Bridge and Tunnel Enterprise Program Support and Other Consulting | \$ (1,075,000) |
| 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 | \$ (7,200) |
| 17 | Operating Expenses | \$ (4,000) |
| 18 | Trustee Fee | \$ (10,000) |
| 19 | Total Administrative & Operating Activities | \$ (2,154,467) |
| 20 | Support Services | |
| 21 | Additional Project and Program Support Services | \$ - |
| 22 | Total Support Services | \$ - |
| 23 | Maintenance | |
| 24 | Routine Maintenance on Bridge and Tunnel Enterprise Structures | \$ (1,362,318) |
| 25 | Total Maintenance | \$ (1,362,318) |
| 26 | Preservation | |
| 27 | Bridge and Tunnel Preservation | \$ (1,000,000) |
| 28 | Total Preservation | \$ (1,000,000) |
| 29 | Debt Service and Availability Payments | |
| 30 | Series 2019A Refunding Bonds Debt Service | \$ (13,721,200) |
| 31 | Series 2024B Refunding Bonds Debt Service | \$ (11,804,500) |
| 32 | Central 70 Availability Payment | \$ (32,743,837) |
| 33 | Series 2024A Infrastructure Revenue Bond Debt Service | \$ (7,960,975) |
| 34 | Total Debt Service and Availability Payments | \$ (66,230,512) |
| 35 | Construction Program | |
| 36 | 10-Year Plan Projects | \$ (62,674,853) |
| 37 | Safety Critical and Asset Management Projects | \$ (47,952,504) |
| 38 | Total Construction Program | \$ (110,627,357) |
| | Total Fund 538 Revenues | \$ 181,374,654 |
| | Total Fund 538 Allocations | \$ (181,374,654) |
| | Remaining Unbudgeted Funds | \$ - |



COLORADO
Department of Transportation

Draft FY 2025-26 Final Budget

February 2025



Agenda

1. BTE Budget Setting Basics
2. Revised BTE FY 2025-26 Revenue Forecast
3. Updated BTE FY 2025-26 Program Allocations
4. Next Steps





BTE Budget Setting Basics

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



Revised BTE FY 2025-26 Revenue Forecast

1) Elimination of the Build America Bonds Subsidy (BABs)

- Issuance of the Series 2024B Refunding Bonds eliminated the BABs subsidy.
- Last BABs subsidy payment was received in December 2024 prior to refunding.
- Reduction of \$5,148,202 to BTE's annual revenue

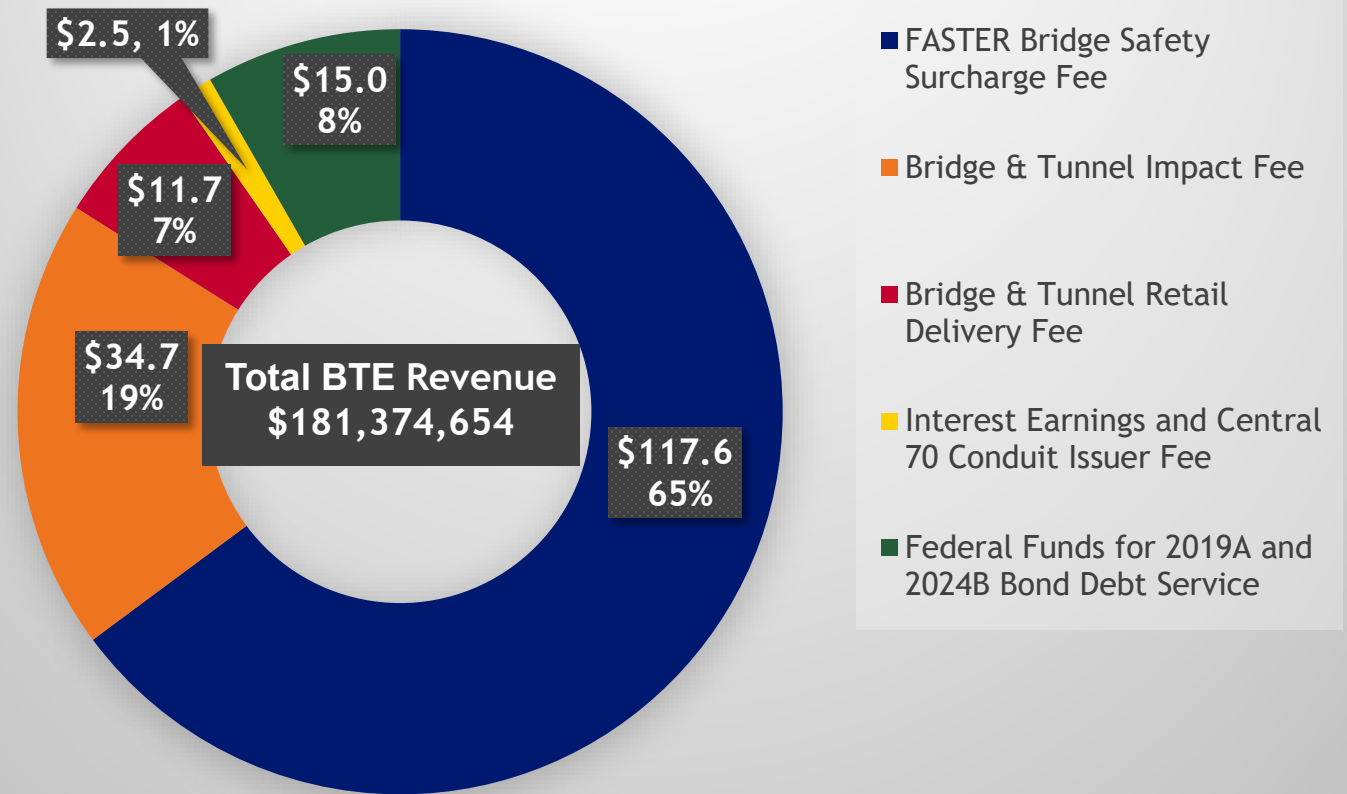
2) Reduction to Impact Fee Forecast

- OFMB FY25 Q2 Revenue Forecast was updated to reflect the new fuel forecast.
- BTE's Impact fee forecast was reduced by approximately \$900,339.

3) Overall Change in BTE Total Revenue

- A Reduction of \$6,048,541 or 3.2%

Estimated BTE FY26 Revenue
(\$ in millions)



Revenue forecast is provided by OFMB



Updated BTE FY 2025-26 Program Allocations

1) Administration and Operating - Overall

Reduction of \$624,793

- Updated staff compensation data to reflect new internal staff
- Reduction in consulting program support
- Reduction in out of state travel

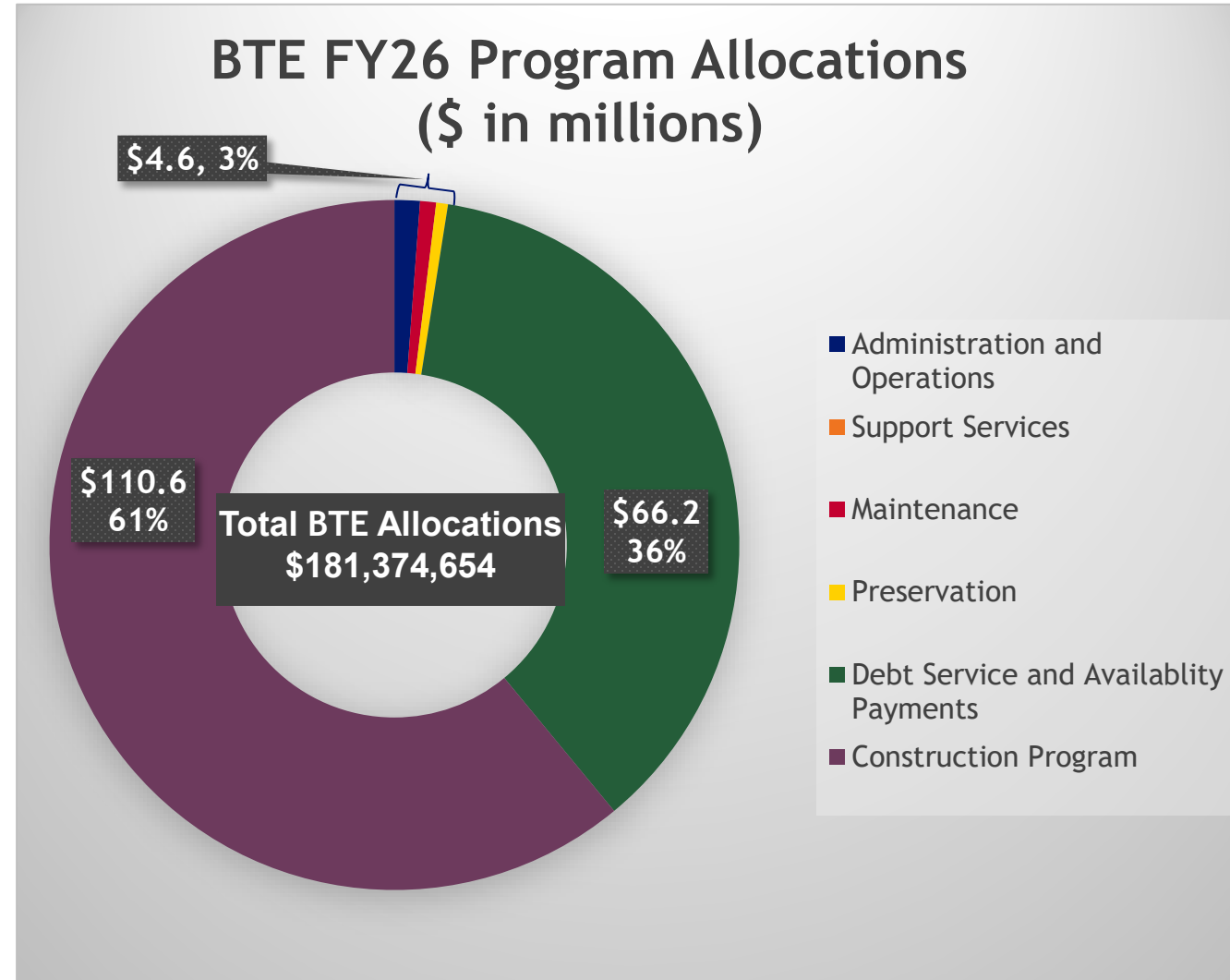
2) Debt Service- Overall Reduction of \$3,826,900

- Elimination of Series 2010A bond debt service & Addition of Series 2024B bond debt service due to refunding

3) Capital Construction Program- Overall

Reduction of \$1,596,848

- Reduction to unprogrammed project allocations
- **Total Allocations and Revenues balance to \$181,374,654**





Next Steps

March

BTE will request approval and adoption of the Final FY 2025-26 Budget Allocation Plan.

FY 2025-26

BTE, in coordination with OFMB, will return seeking approval to amend the Final FY 2025-26 Budget Allocation Plan to reflect the impacts of the contemplated calendar year 2025 new money IRB issuance.



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Department of Transportation

Questions or comments?





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Department of Transportation

Transportation Commission Memorandum

To: Transportation Commission

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

Date: February 3, 2025

Subject: Report pursuant to Colorado Revised Statutes, §43-1-208 Regarding Project Number NHPP 0253-285, I-25 Segment 5 (CO 66 to CO 56), Project Code 24309, Seeking Approval to Initiate and Conduct Condemnation Proceedings.

Purpose

CDOT Region 4 seeks condemnation authorization of three temporary easements and one utility easement necessary for Project Number NHPP 0253-285.

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 June 19, 2024, the Right of Way Plans for NHPP 0253-285, I-25 Segment 5 were authorized, which allowed CDOT to acquire land necessary for the project by purchase, exchange, or negotiations with the landowner listed below. The plans were revised on August 1, 2024 and on February 4, 2025.

CDOT is unable to reach a settlement agreement following negotiations with the landowner to date.

The I-25 Segment 5 project is necessary to construct an express lane in each direction to North I-25 approximately between CO 66 and CO 56. The project also includes rehabilitation, new construction and/or reconstruction of bridges and pavement, drainage improvements, minor roadway geometry correction and shoulder widening through the corridor. This will improve safety, efficiency and connectivity for the traveling public and is therefore, desirable.

Overview of Property Previously Approved for Negotiation:

Region 4 seeks to acquire through condemnation proceedings six temporary easements and one utility easement owned by Front Range Investment Holdings, LLC, a Colorado limited liability company, previously approved for negotiation.

The property owner and additional parties with a possessory interest will be informed of the Transportation Commission meeting on 2/20/2025 through a letter to be mailed no later than 2/6/2025.

1.

Address: Located in the SW ¼ and NW ¼ Qtr of Sec. 35 Twp 3N, Rng 68W, Parcel ID #106135000004 and 106135200016.

Landowner's Name: Front Range Investment Holdings, LLC, a Colorado limited liability company.

Current Size of Property: 227.16 acres (larger parcel per waiver valuation).

Proposed Size of Acquisition: 0.41 acres of temporary easement.

Purpose of Parcels Necessary for Project:

TE-550: 8,504 sq.ft., \$612. Temporary Easement acquisition for access, construction and grading, for a period of two years.

TE-550A: 8,762 sq.ft., \$631. Temporary Easement acquisition for access, construction and grading, for a period of two years.

TE-556: 605 sq.ft., \$44. Temporary Easement acquisition for access, construction and grading, for a period of two years.

Estimated Property Value, Damages and Benefits (if any): \$1287.

Method to Determine Property Value, Damages and Benefits (if any): Waiver Value was based on value conclusions in appraisal report by Mark Federer for similar property in the vicinity.

Date of Initial Offer: October 9, 2024

Summary of Counteroffers:

Landowner and CDOT are in agreement on these parcels. They were included in the offer for another parcel (UE-557 REV) which is for the purpose of Little Thompson Water District, who will be a co-petitioner to condemn for interest in this parcel. Little Thompson Water District and landowner are struggling to agree to language for this easement, which may require a legal action. These parcels may be included in that legal action because they were part of the offer to purchase the other parcels.

2.

Address: Located in the W ½ Sect. 26, Twp 4N Rng 68W, Parcel ID # 106126200004.

Landowner's Name: Front Range Investment Holdings, LLC, a Colorado limited liability company, Little Thompson Water District (easement holder).

Current Size of Property: 1,596 acres (larger parcel per CDOT appraisal)

Proposed Size of Acquisition: 0.1 acres permanent utility easement and 0.43 acres of temporary easement.

Purpose of Parcels Necessary for Project:

UE-557 REV: 4,355 sq.ft., \$1,176. Permanent Utility Easement acquisition for access, construction, use and maintenance of utilities, including waterline facilities.

TE-557A: 400 sq.ft., \$30. Temporary Easement acquisition for access, construction and grading, for a period of two years.

TE- 557B: 400 sq.ft., \$30. Temporary Easement acquisition for access, construction and grading, for a period of two years.

TE- 557C: 18,000 sq.ft., \$1,296. Temporary Easement acquisition for access, construction and grading, for a period of two years.

Estimated Property Value, Damages and Benefits (if any): \$2532. (Original FMV was \$4,860 for UE-557. The parcel was revised to UE-557 REV to decrease the size of the permanent easement and to add a temporary easement (TE-557C) in order to address the landowner's concerns. The total value of the revised parcels (UE-557 REV + TE-557C) is \$2,472 when applying the appraiser's unit value conclusion to the revised parcel areas.)

Method to Determine Property Value, Damages and Benefits (if any): Value was based on appraisal report by Mark Federer, dated September 23, 2024 with valuation date of August 28, 2024.

Date of Initial Offer: October 9, 2024

Summary of Counteroffers:

CDOT and the landowner are generally in agreement on the proposed acquisition. UE-557 REV is for the benefit of Little Thompson Water District (who will be named jointly on the petition to condemn for interest in this easement). Little Thompson Water District and landowner are struggling to agree to language for this easement.

Summary of Additional Parties with Interest in the Property:

UE-557 REV is for the purpose of Little Thompson Water District who will be a co-petitioner to condemn for interest in this parcel.

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



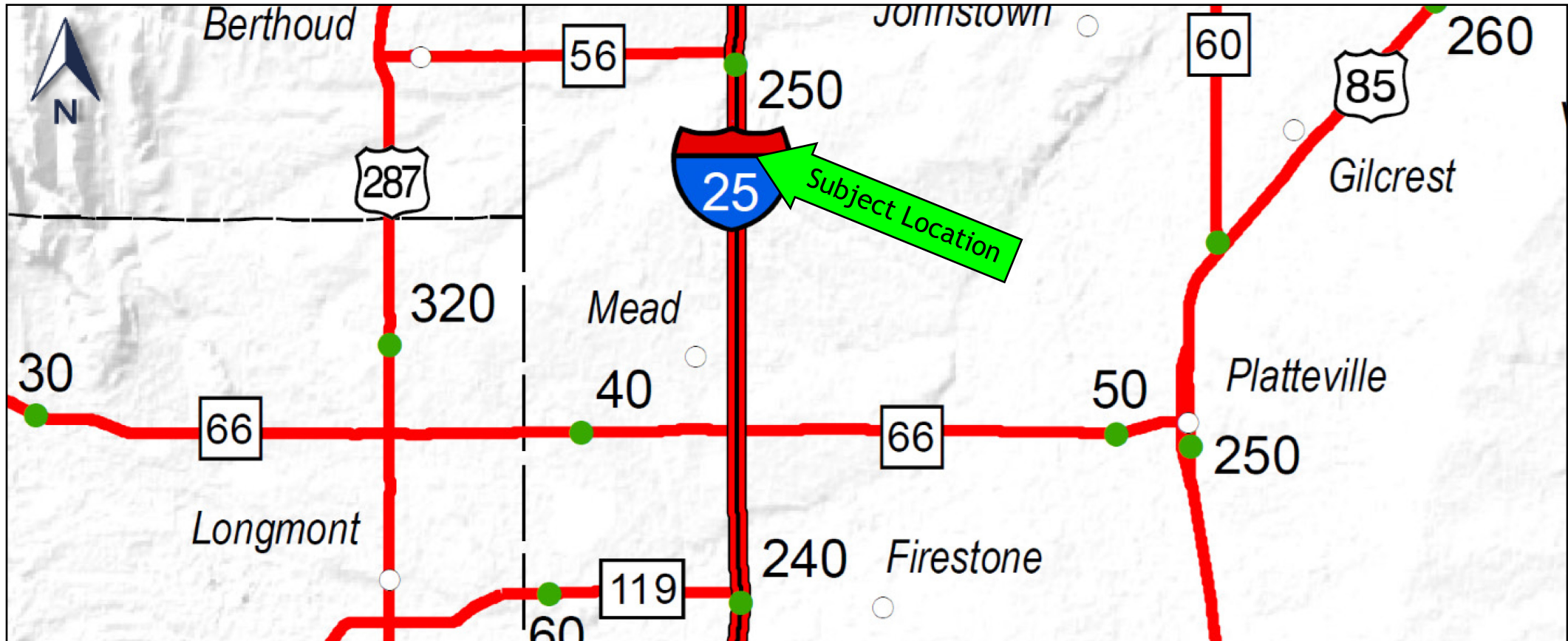
Condemnation Authorization I-25 North Segment 5 - SH 66 to SH 56

District: 5

Region: 4

Project: NHPP-0253-285

Project Code: 24309

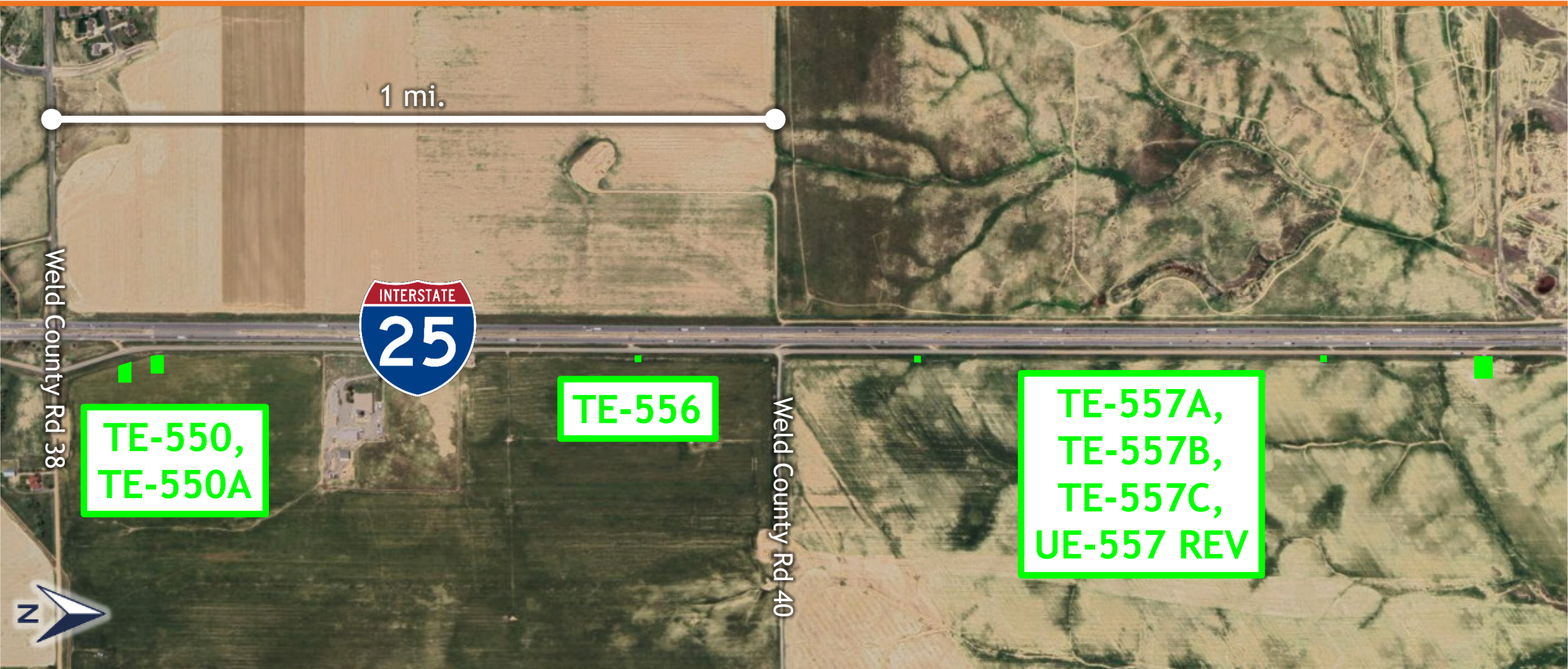


Owners: Front Range Investment Holdings, LLC

Project Purpose: Improve safety, efficiency and connectivity for the traveling public



Condemnation Authorization I-25 North Segment 5 - SH 66 to SH 56



Location of all Parcels



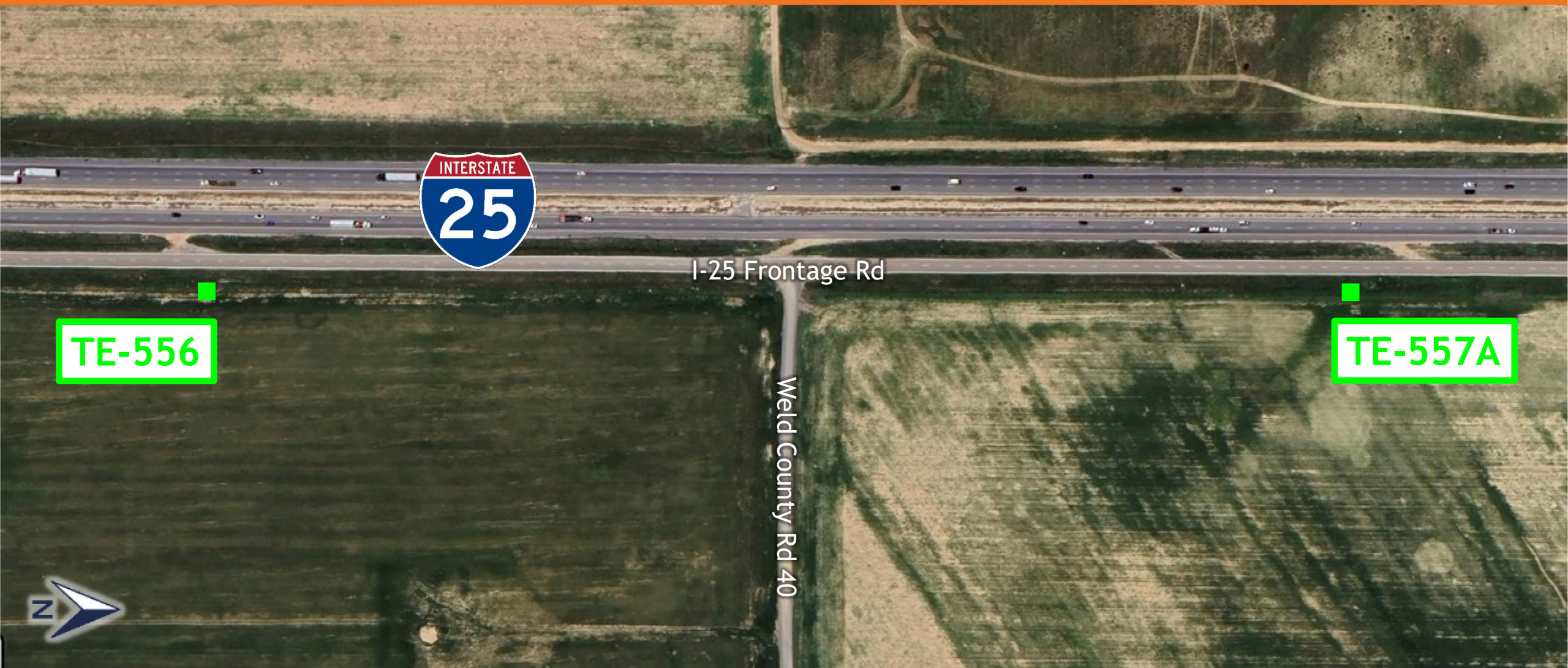
Condemnation Authorization I-25 North Segment 5 - SH 66 to SH 56



Location of Parcels TE-550, TE-550A



Condemnation Authorization I-25 North Segment 5 - SH 66 to SH 56



Location of Parcels TE-556, TE-557A



Condemnation Authorization I-25 North Segment 5 - SH 66 to SH 56



Location of Parcels TE-557B, TE-557C, UE-557 REV



Condemnation Authorization I-25 North Segment 5 - SH 66 to SH 56

| OFFERS | DATE | AMOUNT |
|-------------------------------|--------------------|----------|
| Notice of Interest to Acquire | October 9, 2024 | N/A |
| Valuation | September 23, 2024 | \$4,860 |
| CDOT Initial Offer | October 9, 2024 | \$4,860 |
| CDOT Revised Offer | | \$2,532* |
| CDOT Last Written Offer | | |

- *Revised offer is lower as Utility Easement was revised to decrease the size of the permanent easement and to add a temporary easement (TE-557C) in order to address the landowner's concerns.
- UE-557 REV is for the benefit of Little Thompson Water District, who along with landowner are struggling to agree to language for this easement

Colorado Department of Transportation



10601 W 10th St,
Greeley, CO 80634
Phone: 970-350-2100

Region 4

PTS

Sheet Revisions

| Date | Description | Initials |
|----------|----------------|----------|
| 06/20/24 | DELETED TE-557 | WRD |
| 11/22/24 | REVISED UE-557 | CFS |
| | | |
| | | |
| | | |

Sheet Revisions

| Date | Description | Initials |
|------|-------------|----------|
| | | |
| | | |
| | | |
| | | |

Sheet Revisions

| Date | Description | Initials |
|------|-------------|----------|
| | | |
| | | |
| | | |
| | | |

Right of Way Plans

Tabulation of Properties

| | | | |
|---|-----------------|--------------|------------|
| Project Number: NHPP 0253-285 | | | |
| Project Location: I-25 Segment 5 (CO 66 to CO 56) | | | |
| Project Code: | Last Mod. Date: | Subset: | Sheet No.: |
| 24309 | 11/22/2024 | 2.09 of 2.10 | 2.09 |

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R.O.W. TABULATION OF PROPERTIES IN WELD COUNTY INTERSTATE HIGHWAY 25 - SEGMENT 5

| Parcel No. | Ownership Name and Mailing Address | Parcel Id Site Address | Location | Area In Square Feet [Acres] | | | | Reception No. | Title Commitment No. | Purpose |
|-------------------|---|---|---|-----------------------------|--------------|---------------------|------------------------|---------------|----------------------|---|
| | | | | Area Of Parcel SF (Acres) | Existing ROW | Net Area left+right | Remainder Left | | | |
| TE-550 | FRONT RANGE INVESTMENT HOLDINGS LLC, a Colorado limited liability company P.O. BOX 23 KIRKLAND, WA 98083 | 106135000004 18494 EAST I-25 FRONTAGE RD. WELD COUNTY, CO | T3N, R68W, 6TH P.M. SW 1/4, SEC. 35 | 8,504 (0.195) | | | | | 597-F0427511-380-TOA | Access, Construction and Grading |
| TE-550A | same as above | | | 8,762 (0.201) | | | | | | Access, Construction and Grading |
| RW-553 | LITTLE THOMPSON WATER DISTRICT 835 EAST HIGHWAY 56 BERTHOUD, CO 80513 | 106134000026 NONE LISTED WELD COUNTY, CO | NE 1/4, SEC. 34 | 21,001 (0.482) | | | 196,799 (4.518) | | 383-F14155-23 | Roadway Infrastructure Improvements |
| TE-553 | same as above | | | 2,581 (0.059) | | | | | | Access, Construction and Grading |
| AC-553 | same as above | | | | | | | | | No Access |
| RW-555 | The Robert W. Coyle Revocable Trust Dated April 5, 2017 11 Cavanaugh Rd, Bennett, CO 80102 | 106134000027 NONE LISTED WELD COUNTY, CO | NE 1/4, SEC. 34 | 65,447 (1.50) | | | 6,695,501 (153.708) | | 383-F14156-23 | Roadway Infrastructure Improvements |
| PE-555 | same as above | | | 64,992 (1.492) | | | | | | Access, Construction, Use, and Maintenance of Utilities, Including Waterline Facilities |
| TE-555 | same as above | | | 1,124 (0.026) | | | | | | Access, Construction, Use, and Maintenance of Utilities, Including Waterline Facilities |
| AC-555 | same as above | | | | | | | | | No Access |
| TE-556 | FRONT RANGE INVESTMENT HOLDINGS LLC, a Colorado limited liability company P.O. BOX 23 KIRKLAND, WA 98083 | 106135200016 NONE LISTED WELD COUNTY, CO | NW 1/4, SEC. 35 | 605 (0.014) | | | | | 597-F0427661-380-TOA | Access, Construction and Grading |
| UE-557 REV | FRONT RANGE INVESTMENT HOLDINGS, LLC, a Colorado limited liability company P.O. BOX 654 KIRKLAND, WA 98083 | 106126200004 NONE LISTED BERTHOUD, CO | W 1/2, SEC. 26 | 4,255 (0.098) | | | | | 598-F0427912-380-TOA | Access, Construction, Use, and Maintenance of Utilities, Including Waterline Facilities |
| TE-557 | DELETED | | | DELETED | | | | | | DELETED |
| TE-557A | same as above | | | 400 (0.009) | | | | | | Access, Construction and Grading |
| TE-557B | same as above | | | 400 (0.009) | | | | | | Access, Construction and Grading |

Colorado Department of Transportation



10601 W 10th St,
Greeley, CO 80634
Phone: 970-350-2100

Region 4

PTS



| Sheet Revisions | | | Sheet Revisions | | | Sheet Revisions | | |
|-----------------|--|----------|-----------------|-------------|----------|-----------------|-------------|----------|
| Date | Description | Initials | Date | Description | Initials | Date | Description | Initials |
| 06/20/24 | REVISED RW-558, RW-559, PE-559, TE-559, AC-559 | WRD | | | | | | |
| 08/20/24 | REVISED RW-558 REV, AC-558 REV, AC-561 | CFS | | | | | | |
| 11/22/24 | DELETED PE-561; ADDED PE-562, TE-557C | CFS | | | | | | |

| Right of Way Plans | | | |
|---|----------------|--------------|-----------|
| Tabulation of Properties | | | |
| Project Number: NHPP 0253-285 | | | |
| Project Location: I-25 Segment 5 (CO 66 to CO 56) | | | |
| Project Code: | Last Mod. Date | Subset | Sheet No. |
| 24309 | 11/22/24 | 2.10 of 2.10 | 2.10 |

R.O.W. TABULATION OF PROPERTIES IN WELD COUNTY INTERSTATE HIGHWAY 25 - SEGMENT 5

| Parcel No. | Ownership Name and Mailing Address | Parcel Id Site Address | Location | Area In Square Feet [Acres] | | | | | Reception No. | Title Commitment No. | Purpose |
|-------------------|---|--|-----------------|-----------------------------|--------------|---------------------|------------------------|-----------------|---------------|-----------------------------|--|
| | | | | Area Of Parcel SF (Acres) | Existing ROW | Net Area left+right | Remainder Left | Remainder Right | | | |
| TE-557C | FRONT RANGE INVESTMENT HOLDINGS, LLC, a Colorado limited liability company P.O. BOX 654 KIRKLAND, WA 98083 | 106126200004 NONE LISTED BERTHOUD, CO | W 1/2, SEC. 26 | 18,000 (0.413) | | | | | | | Access, Construction and Grading |
| RW-558 REV2 | Anadarko E&P Onshore LLC, a Delaware limited liability company, formerly Anadarko E&P Company LP, a Delaware limited partnership PO BOX 173779 DENVER, CO 80217 | 106127000013 NONE LISTED BERTHOUD, CO | E 1/2, SEC. 27 | 288,458 (6.622) | | | 9,085,353 (208.571) | | | 383-F14157-23 | Roadway Infrastructure Improvements |
| TE-558 | same as above | | | 33,945 (0.779) | | | | | | | Access, Construction and Grading |
| TE-558A | same as above | | | 36,667 (0.842) | | | | | | | Access, Construction and Grading |
| AC-558 REV2 | same as above | | | | | | | | | | No Access |
| RW-559 REV | Anadarko E&P Onshore LLC, a Delaware limited liability company, formerly Anadarko E&P Company LP, a Delaware limited partnership PO BOX 173779 DENVER, CO 80217 | 106127000012 NONE LISTED WELD COUNTY, CO | E 1/2, SEC. 27 | 89,679 (2.059) | | | 3,135,198 (71.974) | | | 383-F14158-23 | Roadway Infrastructure Improvements |
| PE-559 REV | same as above | | | 28,017 (0.643) | | | | | | | Access, Construction, Use, and Maintenance of Utilities, Including Waterline Facilities |
| TE-559 REV | same as above | | | 13,452 (0.309) | | | | | | | Access, Construction and Grading |
| AC-559 REV | same as above | | | | | | | | | | No Access |
| RW-561 | MILE 250 LLC, A COLORADO LIMITED LIABILITY COMPANY 1853 CHESAPEAKE CIR. APT B JOHNSTOWN, CO 80534 | 106122400018 20125 WEST I-25 FRONTAGE RD. BERTHOUD, CO | SE 1/4, SEC. 22 | 288,876 (6.632) | | | 2,865,739 (65.788) | | | 383-F14163-23 | Roadway Infrastructure Improvements |
| PE-561 | DELETED | | | DELETED | | | | | | | DELETED |
| AC-561 REV | same as above | | | | | | | | | | No Access |
| PE-562 | MLD EQUITIES LLC 1416 HARRIS DR. FT. COLLINS, CO, 80524 | 106122400015 20550 COUNTY ROAD 7 BERTHOUD, CO | SE 1/4, SEC. 22 | 4,666 (0.107) | | | | | | 580-F0427921-340-JNH, AMD 4 | Access, Construction, Use and Maintenance of Highway Facilities, Including Utilities, Drainage and Access Road, and Associated Appurtenances |
| TE-579 | LONGSHADOWS LLC, a Delaware limited liability company 2664 N. GENEVA TER CHICAGO, IL 60614 | 120702300006 INTERSTATE 25 WELD COUNTY, CO | SW 1/4, SEC. 2 | 150 (0.003) | | | | | | | Access, Construction and Grading |



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Phone: 970-350-2100

Region 4

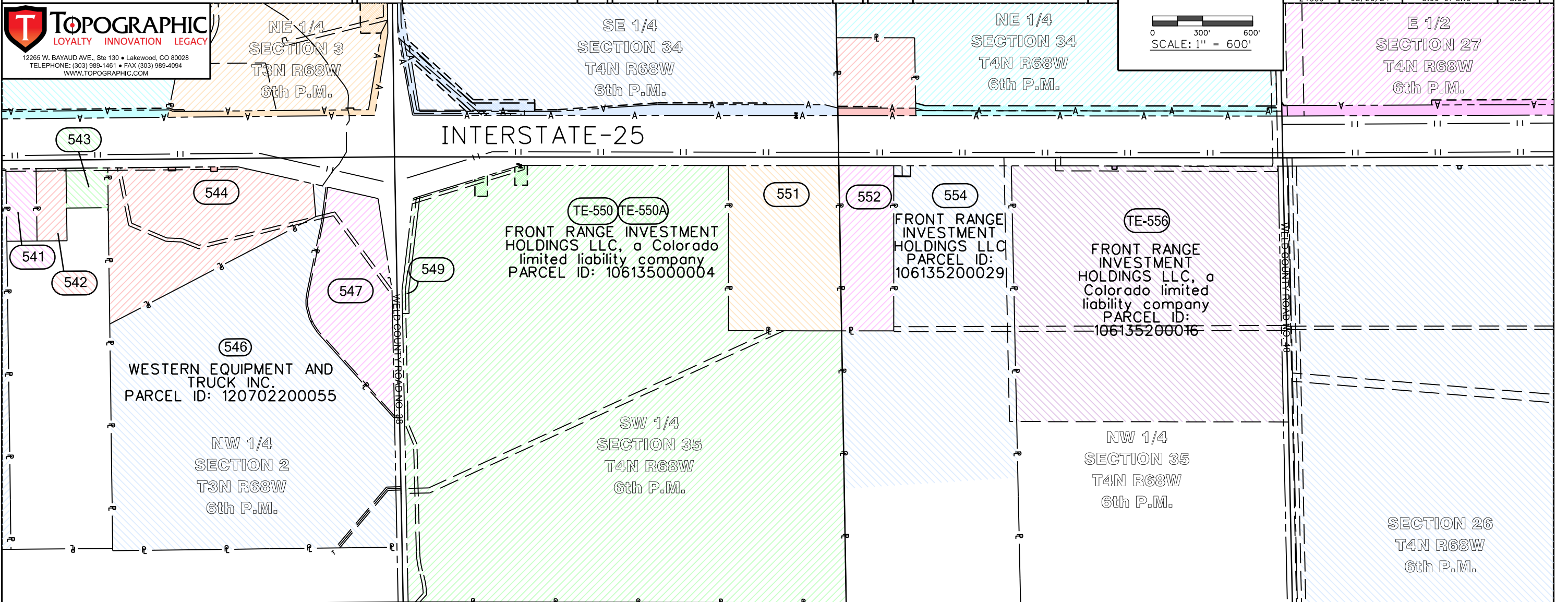
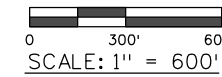
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| Sheet Revisions | | | Sheet Revisions | | | Sheet Revisions | | |
|-----------------|--|----------|-----------------|-------------|----------|-----------------|-------------|----------|
| Date | Description | Initials | Date | Description | Initials | Date | Description | Initials |
| 06/20/24 | REVISED PE-547, DELETED RW-547, TE-547, AC-547 | WRD | | | | | | |
| 08/20/24 | DELETED PE-547 REV | CFS | | | | | | |

Project Number: NHPP 0253-285
Project Location: I-25 Segment 5 (CO 66 to CO 56)

| Project Code | Last Mod. Date | Subset | Sheet No. |
|--------------|----------------|--------------|-----------|
| 24309 | 08/20/24 | 8.06 of 8.10 | 8.06 |



541
MARK E. DONES AND
MICHELE E. DONES
PARCEL ID:
120702000015

542
CAROL E. STEFFES AND
LEO F. STEFFES
PARCEL ID: 120702000017

543
LOTTIE M. AND
ANDREW E. DONES
PARCEL ID:
120702000018

TE-544 TE-544A
STEVEN R. LOUTH
PARCEL ID:
120702000036

NE 1/4
SECTION 35
T4N R68W
6th P.M.

~~DELETED RW-547~~ ~~DELETED PE-547~~ ~~DELETED TE-547~~ ~~DELETED AC-547~~
REV
THE TIMOTHY HUGH AND DIANA
LYNN VIDER FAMILY TRUST
PARCEL ID: 120702200054

549
CENTRAL WELD COUNTY WATER
DISTRICT, A QUASI-MUNICIPAL
CORPORATION AND LITTLE
THOMPSON WATER DISTRICT, A
QUASI-MUNICIPAL CORPORATION
PARCEL ID: 106135000005

552
AMERICAN TELEPHONE AND
TELEGRAPH COMPANY, A NEW
YORK CORPORATION
PARCEL ID: 106135000002

551
AMERICAN TELEPHONE AND
TELEGRAPH COMPANY, A NEW
YORK CORPORATION
PARCEL ID: 106135000003



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Region 4

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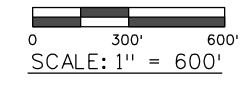
| Sheet Revisions | | | Sheet Revisions | | | Sheet Revisions | | |
|-----------------|--|----------|-----------------|-------------|----------|-----------------|-------------|----------|
| Date | Description | Initials | Date | Description | Initials | Date | Description | Initials |
| 06/20/24 | REVISED RW-558, AC-558, RW-559, PE-559 TE-559, AC-559; DELETED TE-557 | WRD | | | | | | |
| 08/20/24 | REVISED RW-558 REV & AC-558 REV | CFS | | | | | | |
| 11/22/24 | REVISED UE-557; ADDED TE-557C | CFS | | | | | | |

Right of Way Plans

Ownership Map

Project Number: NHPP 0253-285
Project Location: I-25 Segment 5 (CO 66 to CO 56)

| Project Code | Last Mod. Date | Subset | Sheet No. |
|--------------|----------------|--------------|-----------|
| 24309 | 11/22/24 | 8.07 of 8.10 | 8.07 |



NW 1/4
SECTION 34
T4N R68W
6th P.M.

SW 1/4
SECTION 27
T4N R68W
6th P.M.

NW 1/4
SECTION 27
T4N R68W
6th P.M.

SW 1/4
SECTION 22
T4N R68W
6th P.M.

NE 1/4
SECTION 34
T4N R68W
6th P.M.

E 1/2
SECTION 27
T4N R68W
6th P.M.

SE 1/4
SECTION 22
T4N R68W
6th P.M.

RW-555 PE-555 AC-555

The Robert W. Coyle Revocable Trust
Dated April 5, 2017
NO ADDRESS LISTED
PARCEL ID: 106134000027

RW-558 TE-558 TE-558A AC-558
REV2 REV2

Anadarko E&P Onshore LLC, a Delaware limited liability company,
formerly Anadarko E&P Company LP, a Delaware limited partnership
NO ADDRESS LISTED
PARCEL ID: 106127000013

RW-559 PE-559
REV REV
TE-559 AC-559
REV REV

Anadarko E&P Onshore LLC, a Delaware limited liability company, formerly Anadarko E&P Company LP, a Delaware limited partnership
NO ADDRESS LISTED
PARCEL ID: 106127000012

INTERSTATE -25

554

FRONT RANGE INVESTMENT HOLDINGS LLC
PARCEL ID: 106135200029

TE-556

FRONT RANGE INVESTMENT HOLDINGS LLC, a Colorado limited liability company
PARCEL ID: 106135200016

DELETED
UE-557 TE-557 TE-557A TE-557B TE-557C
REV

FRONT RANGE INVESTMENT HOLDINGS, LLC, a Colorado limited liability partnership
PARCEL ID: 106126200004

NW 1/4
SECTION 35
T4N R68W
6th P.M.

SECTION 26
T4N R68W
6th P.M.

Post-Amerco Real Property Condemnation Authorization Requests

February 19, 2025 Transportation Commission Meeting

Region X - 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 |
|-------------|---------------------------------|---------------|--------------|------------|-------------|--|------------------|--|-------------------|-------------------------------|---|
| 5 | I-25 Segment 5 (CO 66 to CO 56) | NHPP 0253-285 | 24309 | UE-557 REV | 4,255 | Front Range Investment Holdings, LLC, a Colorado | \$1,148.85 | A | 8/28/2024 | N/A | N/A |
| 5 | I-25 Segment 5 (CO 66 to CO 56) | NHPP 0253-285 | 24309 | TE-557A | 400 | Front Range Investment Holdings, LLC, a Colorado | \$30.00 | A | 8/28/2024 | N/A | N/A |
| 5 | I-25 Segment 5 (CO 66 to CO 56) | NHPP 0253-285 | 24309 | TE-557B | 400 | Front Range Investment Holdings, LLC, a Colorado | \$30.00 | A | 8/28/2024 | N/A | N/A |
| 5 | I-25 Segment 5 (CO 66 to CO 56) | NHPP 0253-285 | 24309 | TE-557C | 18,000 | Front Range Investment Holdings, LLC, a Colorado | \$1,296.00 | A | 8/28/2024 | N/A | N/A |
| 5 | I-25 Segment 5 (CO 66 to CO 56) | NHPP 0253-285 | 24309 | TE-556 | 605 | Front Range Investment Holdings, LLC, a Colorado | \$44.00 | WV | 8/28/2024 | N/A | N/A |
| 5 | I-25 Segment 5 (CO 66 to CO 56) | NHPP 0253-285 | 24309 | TE-550 | 8,504 | Front Range Investment Holdings, LLC, a Colorado | \$612.00 | WV | 8/28/2024 | N/A | N/A |
| 5 | I-25 Segment 5 (CO 66 to CO 56) | NHPP 0253-285 | 24309 | TE-550A | 8,762 | Front Range Investment Holdings, LLC, a Colorado | \$631.00 | WV | 8/28/2024 | N/A | N/A |

EXHIBIT "A"

PROJECT CODE: 24309
PROJECT NUMBER: NHPP 0253-285
TEMPORARY EASEMENT NUMBER: TE-550
DATE: MARCH 15, 2024

LEGAL DESCRIPTION

A Temporary Easement No. TE-550 of the Department of Transportation, State of Colorado, Project Code 24309, Project Number NHPP 0253-285, containing 8,504 square feet (0.195 acres), more or less, being a part of a parcel of land recorded at Reception No. 4547329 in the Weld County Colorado Clerk and Recorders Office, lying in the Southwest Quarter of Section 35, Township 4 North, Range 68 West, of the 6th Principal Meridian, Weld County, Colorado, said Temporary Easement being more particularly described as follows:

Commencing at the Southwest Corner of said Section 35, whence the West Quarter Corner of said Section 35 bears North 00° 03' 36" East, a distance of 2661.98 feet; Thence North 15°41'11" East, a distance of 500.35 feet, to a point on the west line of said Reception No. 4547329 and the east right-of-way line of I-25, said point being the POINT OF BEGINNING;

1. Thence along said west line and said east right-of-way line, North 17°05'49" West, a distance of 78.47 feet;
2. Thence departing said west line and said east right-of-way line, North 90°00'00" East, a distance of 124.92 feet;
3. Thence South 00°00'00" East, a distance of 75.00 feet;
4. Thence North 90°00'00" West, a distance of 101.85 feet, to the west line of said Reception No. 4547329 and the east right-of-way line of I-25, to the POINT OF BEGINNING.

The above-described Temporary Easement contains 8,504 square feet (0.195 acres), more or less.

The purpose of the above-described Temporary Easement is for access, construction and grading purposes.

BASIS OF BEARINGS: Bearings used in the calculation of coordinates are based on a grid bearing of N00°06'53"E from the Control Monument "CM 4771" (NGS Stainless Deep Rod stamped "RAMES 1992", MP 247.74), Section 35, Township 4 North, Range 68 West, Sixth P.M. and the Control Monument "CM 4823" (CDOT Type 5 monument, MP 248.23), Section 26, Township 4 North, Range 68 West, Sixth P.M. as obtained from a Global Positioning System (GPS) survey based on the National Spatial Reference System (NSRS).

For and on Behalf of
Topographic, Co.
Chet Smith, PLS 38271
12265 W. Bayaud Ave, Suite 130
Lakewood, CO 80228

EXHIBIT "A"

PROJECT CODE: 24309
PROJECT NUMBER: NHPP 0253-285
TEMPORARY EASEMENT NUMBER: TE-550A
DATE: MARCH 15, 2024

LEGAL DESCRIPTION

A Temporary Easement No. TE-550A of the Department of Transportation, State of Colorado, Project Code 24309, Project Number NHPP 0253-285, containing 8,762 square feet (0.201 acres), more or less, being a part of a parcel of land recorded at Reception No. 4547329 in the Weld County Colorado Clerk and Recorders Office, lying in the Southwest Quarter of Section 35, Township 4 North, Range 68 West, of the 6th Principal Meridian, Weld County, Colorado, said Temporary Easement being more particularly described as follows:

Commencing at the Southwest Corner of said Section 35, whence the West Quarter Corner of said Section 35 bears North 00° 03' 36" East, a distance of 2611.98 feet; Thence North 03°50'30" East, a distance of 758.10 feet, to a point on the west line of said Reception No. 4547329 and the east right-of-way line of I-25, said point being the POINT OF BEGINNING;

1. Thence along said west line and east right-of-way line, North 00°03'36" East, a distance of 40.09 feet;
2. Thence North 90°00'00" East, a distance of 119.29 feet;
3. Thence South 00°00'00" East, a distance of 75.00 feet;
4. Thence North 90°00'00" West, a distance of 108.60 feet, to the west line of said Reception No. 4547329 and the east right-of-way line of I-25;
5. Thence along said west line and east right-of-way line, North 17°05'49" West, a distance of 36.52, to the POINT OF BEGINNING.

The above-described Temporary Easement contains 8,762 square feet (0.201 acres), more or less.

The purpose of the above-described Temporary Easement is for access, construction and grading purposes.

BASIS OF BEARINGS: Bearings used in the calculation of coordinates are based on a grid bearing of N00°06'53"E from the Control Monument "CM 4771" (NGS Stainless Deep Rod stamped "RAMES 1992", MP 247.74), Section 35, Township 4 North, Range 68 West, Sixth P.M. and the Control Monument "CM 4823" (CDOT Type 5 monument, MP 248.23), Section 26, Township 4 North, Range 68 West, Sixth P.M. as obtained from a Global Positioning System (GPS) survey based on the National Spatial Reference System (NSRS).

For and on Behalf of
Topographic, Co.
Chet Smith, PLS 38271
12265 W. Bayaud Ave, Suite 130
Lakewood, CO 80228

EXHIBIT "A"

PROJECT CODE: 24309
PROJECT NUMBER: NHPP 0253-285
TEMPORARY EASEMENT NUMBER: TE-556
DATE: MARCH 15, 2024

LEGAL DESCRIPTION

A Temporary Easement No. TE-556 of the Department of Transportation, State of Colorado, Project Code 24309, Project Number NHPP 0253-285, containing 605 square feet (0.014 acres), more or less, being a part of a parcel of land recorded at Reception No. 4547329 in the Weld County Colorado Clerk and Recorders Office, lying in the Northwest Quarter of Section 35, Township 4 North, Range 68 West, of the 6th Principal Meridian, Weld County, Colorado, said Temporary Easement being more particularly described as follows:

Commencing at the Northwest Corner of said Section 35, whence the West Quarter Corner of said Section 35 bears South 00° 04' 07" West, a distance of 2661.98 feet; Thence South 02°48'39" East, a distance of 995.40 feet, to a point on the west line of said Reception No. 4547329 and the east right-of-way line of I-25, said point being the POINT OF BEGINNING;

1. Thence departing said west line and said east right-of-way line, South 89°55'53" East, a distance of 20.19 feet;
2. Thence South 00°09'52" West, a distance of 30.00 feet;
3. Thence North 89°55'53" West, a distance of 20.14 feet to a point on said west line and said east right-of-way line;
4. Thence along said west line and east right-of-way line, North 00°04'09" East, a distance of 30.00 feet, to a point on said west line and said east right-of-way line and the POINT OF BEGINNING.

The above-described Temporary Easement contains 605 square feet (0.014 acres), more or less.

The purpose of the above-described Temporary Easement is for access, construction and grading purposes.

BASIS OF BEARINGS: Bearings used in the calculation of coordinates are based on a grid bearing of N00°06'53"E from the Control Monument "CM 4771" (NGS Stainless Deep Rod stamped "RAMES 1992", MP 247.74), Section 35, Township 4 North, Range 68 West, Sixth P.M. and the Control Monument "CM 4823" (CDOT Type 5 monument, MP 248.23), Section 26, Township 4 North, Range 68 West, Sixth P.M. as obtained from a Global Positioning System (GPS) survey based on the National Spatial Reference System (NSRS).

For and on Behalf of
Topographic, Co.
Chet Smith, PLS 38271
12265 W. Bayaud Ave, Suite 130
Lakewood, CO 80228

EXHIBIT "A"

PROJECT CODE: 24309
PROJECT NUMBER: NHPP 0253-285
UTILITY EASEMENT NUMBER: UE-557 REV
DATE: NOVEMBER 22, 2024

LEGAL DESCRIPTION

A Utility Easement No. UE-557 REV of the Department of Transportation, State of Colorado, Project Code 24309, Project Number NHPP 0253-285, containing 4,255 square feet (0.098 acres), more or less, being a part of a parcel of land recorded at Reception No. 3472111 in the Weld County Colorado Clerk and Recorders Office, lying in the West Half of Section 26, Township 4 North, Range 68 West, of the 6th Principal Meridian, Weld County, Colorado, said Utility Easement being more particularly described as follows:

Commencing at the Northwest Corner of said Section 26, whence the Southwest Corner of said Section 26 bears South 00° 13' 15" East, a distance of 5333.72 feet; Thence South 22° 17' 58" East, a distance of 133.02 feet, to a point on the west line of said Reception No. 3472111 and the east right-of-way line of I-25, said point being the POINT OF BEGINNING;

1. Thence along said west line and east right-of-way line, North 00° 13' 15" West, a distance of 20.00 feet;
2. Thence South 89° 59' 02" East, a distance of 36.85 feet;
3. Thence North 00° 04' 23" East, a distance of 46.94 feet, to the south line of an existing LTWD easement recorded at Reception No. 2604540;
4. Thence along said south line, South 86° 01' 45" East, a distance of 40.63 feet;
5. Thence South 00° 59' 02" East, a distance of 43.60 feet;
6. Thence North 89° 00' 58" East, a distance of 41.66 feet;
7. Thence South 00° 59' 02" East, a distance of 20.00 feet;
8. Thence South 89° 00' 58" West, a distance of 73.13 feet;
9. Thence North 89° 58' 59" West, a distance of 46.98 feet, to the POINT OF BEGINNING.

The above-described Utility Easement contains 4,255 square feet (0.098 acres), more or less.

The purpose of the above-described Utility Easement is for access, construction, use and maintenance of utilities, including waterline facilities.

BASIS OF BEARINGS: Bearings used in the calculation of coordinates are based on a grid bearing of N00°06'53"E from the Control Monument "CM 4771" (NGS Stainless Deep Rod stamped "RAMES 1992", MP 247.74), Section 35, Township 4 North, Range 68 West, Sixth P.M. and the Control Monument "CM 4823" (CDOT Type 5 monument, MP 248.23), Section 26, Township 4 North, Range 68 West, Sixth P.M. as obtained from a Global Positioning System (GPS) survey based on the National Spatial Reference System (NSRS).

For and on Behalf of
Topographic, Co.
Chet Smith, PLS 38271
12265 W. Bayaud Ave, Suite 130
Lakewood, CO 80228



EXHIBIT "A"

PROJECT CODE: 24309
PROJECT NUMBER: NHPP 0253-285
TEMPORARY EASEMENT NUMBER: TE-557A REV
DATE: MARCH 15, 2024

LEGAL DESCRIPTION

A Temporary Easement No. TE-557A REV of the Department of Transportation, State of Colorado, Project Code 24309, Project Number NHPP 0253-285, containing 400 square feet (0.009 acres), more or less, being a part of a parcel of land recorded at Reception No. 3472111 in the Weld County Colorado Clerk and Recorders Office, lying in the West Half of Section 26, Township 4 North, Range 68 West, of the 6th Principal Meridian, Weld County, Colorado, said Temporary Easement being more particularly described as follows:

Commencing at the Southwest Corner of said Section 26, whence the Northwest Corner of said Section 26 bears North 00° 13' 15" West, a distance of 5333.72 feet; Thence North 02°30'36" East, a distance of 1,049.51 feet, to a point on the west line of said Reception No. 3472111 and the east right-of-way line of I-25, said point being the POINT OF BEGINNING;

1. Thence along said west line and said east right-of-way line, North 00°13'15" West, a distance of 20.00 feet;
2. Thence departing said west line and said east right-of-way line, North 89°46'45" East, a distance of 20.00 feet;
3. Thence South 00°13'15" East, a distance of 20.00 feet;
4. Thence South 89°46'45" West, a distance of 20.00 feet, to said west line and said east right-of-way line and to the POINT OF BEGINNING.

The above-described Temporary Easement contains 400 square feet (0.009 acres), more or less.

The purpose of the above-described Temporary Easement is for access, construction and grading purposes.

BASIS OF BEARINGS: Bearings used in the calculation of coordinates are based on a grid bearing of N00°06'53"E from the Control Monument "CM 4771" (NGS Stainless Deep Rod stamped "RAMES 1992", MP 247.74), Section 35, Township 4 North, Range 68 West, Sixth P.M. and the Control Monument "CM 4823" (CDOT Type 5 monument, MP 248.23), Section 26, Township 4 North, Range 68 West, Sixth P.M. as obtained from a Global Positioning System (GPS) survey based on the National Spatial Reference System (NSRS).

For and on Behalf of
Topographic, Co.
Chet Smith, PLS 38271
12265 W. Bayaud Ave, Suite 130
Lakewood, CO 80228

EXHIBIT "A"

PROJECT CODE: 24309
PROJECT NUMBER: NHPP 0253-285
TEMPORARY EASEMENT NUMBER: TE-557B REV
DATE: MARCH 15, 2024

LEGAL DESCRIPTION

A Temporary Easement No. TE-557B REV of the Department of Transportation, State of Colorado, Project Code 24309, Project Number NHPP 0253-285, containing 400 square feet (0.009 acres), more or less, being a part of a parcel of land recorded at Reception No. 3472111 in the Weld County Colorado Clerk and Recorders Office, lying in the West Half of Section 26, Township 4 North, Range 68 West, of the 6th Principal Meridian, Weld County, Colorado, said Temporary Easement being more particularly described as follows:

Commencing at the Northwest Corner of said Section 26, whence the Southwest Corner of said Section 26 bears South 00° 13' 15" East, a distance of 5333.72 feet; Thence South 02°26'51" East, a distance of 1,286.91 feet, to a point on the west line of said Reception No. 3472111 and the east right-of-way line of I-25, said point being the POINT OF BEGINNING;

1. Thence along said west line and east right-of-way line, North 00°13'15" West, a distance of 20.00 feet;
2. Thence departing said west line and east right-of-way line, North 89°46'45" East, a distance of 20.00 feet;
3. Thence South 00°13'15" East, a distance of 20.00 feet;
4. Thence South 89°46'45" West, a distance of 20.00 feet to said west line and said east right of way line and to the POINT OF BEGINNING.

The above-described Temporary Easement contains 400 square feet (0.009 acres), more or less.

The purpose of the above-described Temporary Easement is for access, construction and grading purposes.

BASIS OF BEARINGS: Bearings used in the calculation of coordinates are based on a grid bearing of N00°06'53"E from the Control Monument "CM 4771" (NGS Stainless Deep Rod stamped "RAMES 1992", MP 247.74), Section 35, Township 4 North, Range 68 West, Sixth P.M. and the Control Monument "CM 4823" (CDOT Type 5 monument, MP 248.23), Section 26, Township 4 North, Range 68 West, Sixth P.M. as obtained from a Global Positioning System (GPS) survey based on the National Spatial Reference System (NSRS).

For and on Behalf of
Topographic, Co.
Chet Smith, PLS 38271
12265 W. Bayaud Ave, Suite 130
Lakewood, CO 80228

EXHIBIT "A"

PROJECT CODE: 24309
PROJECT NUMBER: NHPP 0253-285
TEMPORARY EASEMENT NUMBER: TE-557C
DATE: NOVEMBER 22, 2024

LEGAL DESCRIPTION

A Temporary Easement No. TE-557C of the Department of Transportation, State of Colorado, Project Code 24309, Project Number NHPP 0253-285, containing 18,000 square feet (0.413 acres), more or less, being a part of a parcel of land recorded at Reception No. 3472111 in the Weld County Colorado Clerk and Records Office, lying in the West Half of Section 26, Township 4 North, Range 68 West, of the 6th Principal Meridian, Weld County, Colorado, said Temporary Easement being more particularly described as follows:

Commencing at the Northwest Corner of said Section 26, whence the Southwest Corner of said Section 26 bears South 00° 13' 15" East, a distance of 5333.72 feet; Thence South 18°40'15" East, a distance of 157.99 feet, to a point on the west line of said Reception No. 3472111 and the east right-of-way line of I-25, said point being the POINT OF BEGINNING;

1. Thence along said west line and east right-of-way line, North 00°13'15" West, a distance of 120.00 feet;
2. Thence North 89°37'37" East, a distance of 150.00 feet;
3. Thence South 00°13'15" East, a distance of 120.00 feet;
4. Thence South 89°37'37" West, a distance of 150.00 feet, to the POINT OF BEGINNING.

The above-described Temporary Easement contains 18,000 square feet (0.413 acres), more or less.

The purpose of the above-described Temporary Easement is for access, construction, and grading purposes.

BASIS OF BEARINGS: Bearings used in the calculation of coordinates are based on a grid bearing of N00°06'53"E from the Control Monument "CM 4771" (NGS Stainless Deep Rod stamped "RAMES 1992", MP 247.74), Section 35, Township 4 North, Range 68 West, Sixth P.M. and the Control Monument "CM 4823" (CDOT Type 5 monument, MP 248.23), Section 26, Township 4 North, Range 68 West, Sixth P.M. as obtained from a Global Positioning System (GPS) survey based on the National Spatial Reference System (NSRS).

For and on Behalf of
Topographic, Co.
Chet Smith, PLS 38271
12265 W. Bayaud Ave, Suite 130
Lakewood, CO 80228



| | |
|---|--|
| Colorado Department of Transportation Condemnation Authorization Contact Summary | Project Code: 24309 |
| | Parcel: TE-550,TE-550A,TE-556 & UE-557 |
| | Owner: Front Range Investment Holdings |

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 |
|-----------|--------------------------------|--------------------|
| 8/5/2024 | First Contact w/Property Owner | Notice of Intent |
| 8/5/2024 | Discussion of CDOT Project | Notice of Intent |
| 10/9/2024 | CDOT Offer | \$2532.00 |
| N/A | Owner Counter-Offer | N/A |
| N/A | CDOT Last Offer | N/A |
| 2/6/2025 | Last Contact w/Property Owner | TC Notice |

| | |
|--|---|
| Number of Property Owner Contacts Attempted: | 4 |
|--|---|

| | |
|---|---|
| Number of Successful Property Owner Contacts: | 2 |
|---|---|

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

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



COLORADO
Department of Transportation

Transportation Commission Memorandum

To: Transportation Commission

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

Date: February 3, 2025

Subject: Report pursuant to Colorado Revised Statutes, §43-1-208 Regarding Project Number NHPP 0253-285, I-25 Segment 5 (CO 66 to CO 56), Project Code 24309, Seeking Approval to Initiate and Conduct Condemnation Proceedings.

Purpose

CDOT Region 4 seeks condemnation authorization of four temporary easements, two permanent easements, three utility easements and three fee simple parcels necessary for Project Number NHPP 0253-285.

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 June 19, 2024, the Right of Way Plans for NHPP 0253-285, I-25 Segment 5 were authorized, which allowed CDOT to acquire land necessary for the project by purchase, exchange, or negotiations with the landowner listed below.

CDOT is unable to reach a settlement agreement following negotiations with the landowner to date.

The I-25 Segment 5 project is necessary to construct an express lane in each direction to North I-25 approximately between CO 66 and CO 56. The project also includes rehabilitation, new construction and/or reconstruction of bridges and pavement, drainage improvements, minor roadway geometry correction and shoulder widening through the corridor. This will improve safety, efficiency and connectivity for the traveling public and is therefore, desirable.

Overview of Property Previously Approved for Negotiation:

Region 4 seeks to acquire through condemnation proceeding four temporary easements, two permanent easements, three utility easements, and three fee simple

parcels owned by, WCR 34 & HWY 25-220, LLC, a Colorado limited liability company, previously approved for negotiation.

The property owner and additional parties with a possessory interest will be informed of the Transportation Commission meeting on 2/20/2025 through a letter to be mailed no later than 2/6/2025.

Address: Lot 5, Track B and Lot 6 of the Raterink Mixed-Used Subdivision, Final Plat, located within the SW1/4 of Section 11, Township 3N, Range 68W, Weld County CO Parcel ID #'s: 120711302005, 120711302009, 120711302006

Landowner's Name: WCR 34 & HWY 25-220, LLC, a Colorado limited liability company (landowner), Town of Mead (easement holder for sanitary sewer facilities), United Power (easement holder for electric and communication facilities), Saddle Butte Pipeline (easement holder for oil and gas pipeline), Platte River Power Authority (easement holder for electric transmission line), Larry H. Miller Management Corporation (lien holder, Assignment of Deed of Trust).

Current Size of Property: 134.91 acres (larger parcel per CDOT appraisal)

Proposed Size of Acquisition: 11.72 acres

Purpose of Parcels Necessary for Project:

RW-516REV: 231,283 sq.ft., \$330,735. Fee simple acquisition necessary for roadway infrastructure improvements.

Improvements including wire fence and gate/chain link fence, \$4,374.

Compensable damages/cost to cure gate/chain link fence, \$281.

RW-517REV: 34,964 sq.ft., \$49,999. Fee simple acquisition necessary for roadway infrastructure improvements.

RW-520REV: 6,593 sq.ft., \$9,428. Fee simple acquisition necessary for roadway infrastructure improvements.

PE-516 REV: 57,508 sq.ft., \$74,013. Permanent Easement acquisition for access, construction, use and maintenance of highway facilities, including utilities, and associated appurtenances.

UE-516: 18,864 sq.ft., \$24,278. Permanent Utility Easement acquisition for access, construction, use and maintenance of utilities, including power facilities. This permanent easement is being acquired for the benefit of United Power to replace their existing easement. United Power will be a joint petitioner in filing.

UE-517: 6,259 sq.ft., \$8,055. Permanent Utility Easement acquisition for access, construction, use and maintenance of utilities, including power facilities. This permanent easement is being acquired for the benefit of United Power to replace their existing easement. United Power will be a joint petitioner in filing.

UE-520: 4,975 sq.ft., \$6,403. Permanent Utility Easement acquisition for access, construction, use and maintenance of utilities, including power facilities. This permanent easement is being acquired for the benefit of

United Power to replace their existing easement. United Power will be a joint petitioner in filing.

PE-520: 3,337 sq.ft., \$4,295. Permanent Easement acquisition for access, construction, use and maintenance of highway facilities, including utilities, drainage and access road, and associated appurtenances.

TE- 516 REV: 135,346 sq.ft., \$38,709. Temporary Easement acquisition for access, construction and grading, for a period of two years.

TE- 517 REV: 6,259 sq.ft., \$1,790. Temporary Easement acquisition for access, construction and grading, for a period of two years.

TE- 520 REV: 4,975 sq.ft., \$1,423. Temporary Easement acquisition for access, construction and grading, for a period of two years.

TE- 520A: 400 sq.ft., \$114. Temporary Easement acquisition for access, construction and grading, for a period of two years.

Estimated Property Value, Damages and Benefits (if any): \$553,900

Method to Determine Property Value, Damages and Benefits (if any): Value was based on appraisal report by Charles Nelson, dated September 8, 2024 with date of valuation on September 3, 2024.

Date of Initial Offer: October 3, 2024 via certified mail and email.

Summary of Counteroffers:

The landowner's appraisal concluded at \$6,770,000, which is approximately \$6.2M higher than CDOT's FMV. Current discussions between CDOT and the landowner are focused on a Possession and Use Agreement. If successful, this will allow CDOT to take possession of the property for CDOT's Project while also allowing additional time to continue negotiations. CDOT is requesting authorization to condemn at this time in the event negotiations for Possession and Use become futile and condemnation becomes necessary to protect the construction schedule.

Summary of Additional Parties with Interest in the Property:

Town of Mead (easement holder for sanitary sewer facilities) - CDOT is seeking a Common Use Agreement with this easement holder. The CUA is pending CDOT's review of the Town's requested redlines.

United Power (easement holder for electric and communication facilities) - UE-516, UE-517 and UE-520 are being proposed to replace United Power's interest in their existing easement. United Power will be a joint petitioner in the condemnation to condemn for these interests. See attached TPA between United Power and CDOT. Saddle Butte Pipeline (easement holder for oil and gas pipeline), CDOT is seeking a Common Use Agreement with this easement holder.

Platte River Power Authority (easement holder for electric transmission line) - CDOT will seek a Common Use Agreement with this easement holder.

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



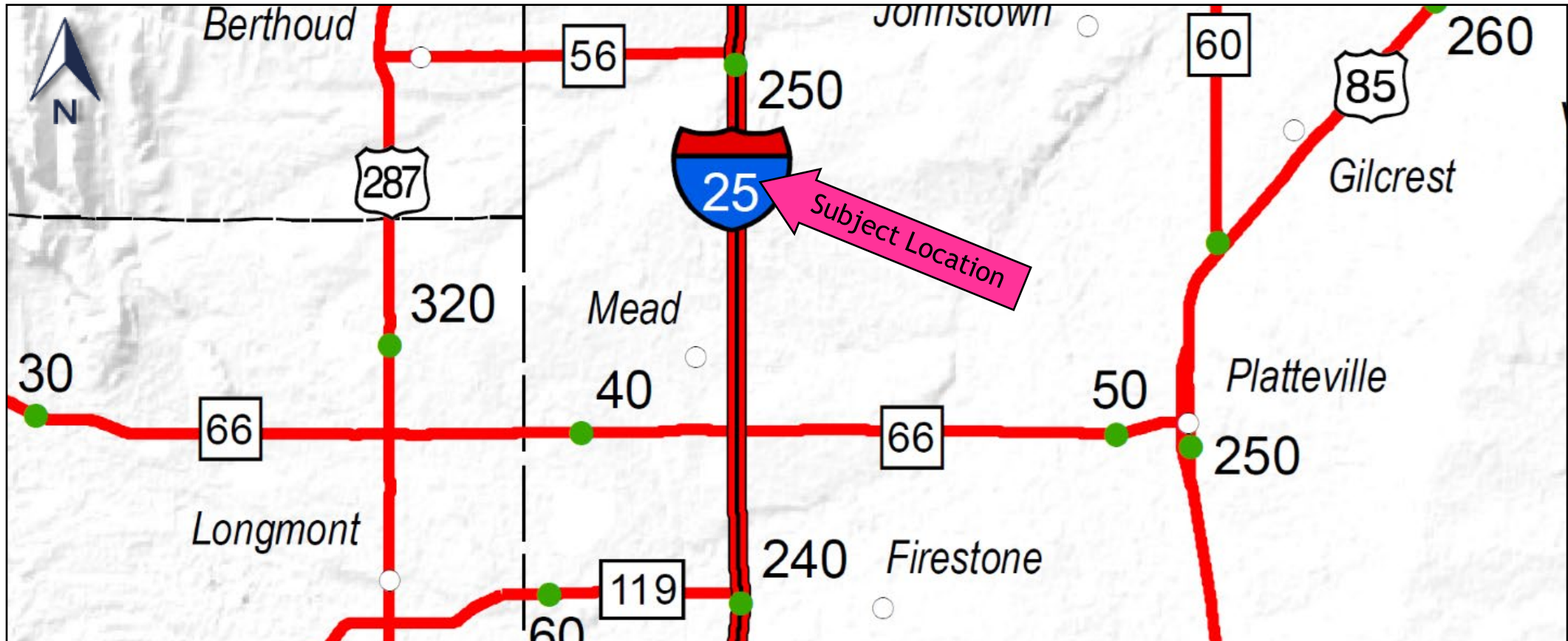
Condemnation Authorization I-25 North Segment 5 - SH 66 to SH 56

District: 5

Region: 4

Project: NHPP-0253-285

Project Code: 24309



Owners: WCR 34 & HWY 25-220, LLC

Project Purpose: Improve safety, efficiency and connectivity for the traveling public



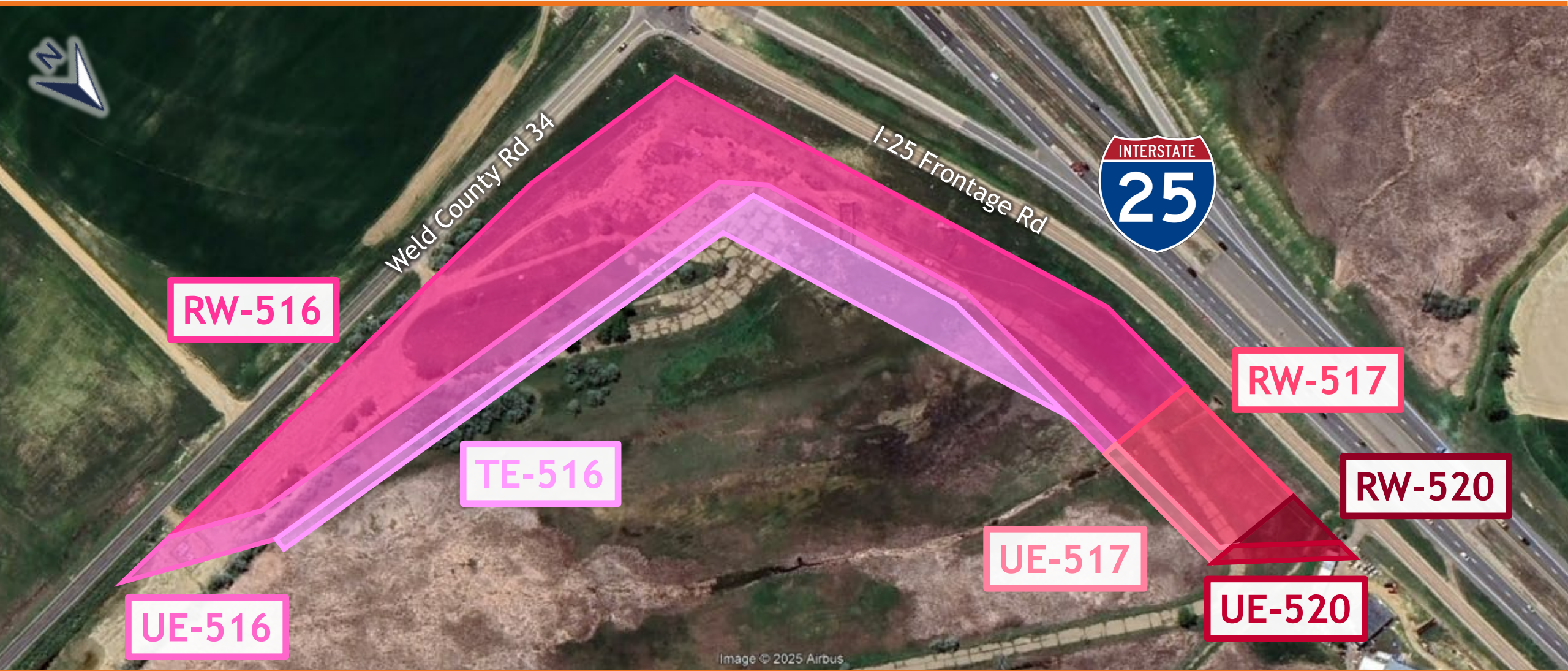
Condemnation Authorization I-25 North Segment 5 - SH 66 to SH 56



Location of all Parcels by Ownership series



Condemnation Authorization I-25 North Segment 5 - SH 66 to SH 56



Location of all Parcels



Condemnation Authorization I-25 North Segment 5 - SH 66 to SH 56

| OFFERS | DATE | AMOUNT |
|-------------------------------|-------------------|-------------|
| Notice of Interest to Acquire | August 5 , 2024 | N/A |
| Valuation | September 8, 2024 | \$553,900 |
| CDOT Initial Offer | October 3, 2024 | \$553,900 |
| Owner Appraisal | | \$6,770,000 |
| | | |
| | | |

- Owner has concerns about impact of project on access.
- Owner and representatives have not submitted an official counteroffer but have indicated they will not accept anything that is significantly lower than their appraisal.
- CDOT and landowner are working toward a Possession & Use Agreement. If successful, this will grant CDOT irrevocable possession of the property to advance work on the I-25 project while allowing more time for negotiations to continue without the pressure of the construction schedule.



10601 W 10th St,
Greeley, CO 80634
Phone: 970-350-2100

Region 4

PTS

TOPOGRAPHIC
LOYALTY INNOVATION LEGACY

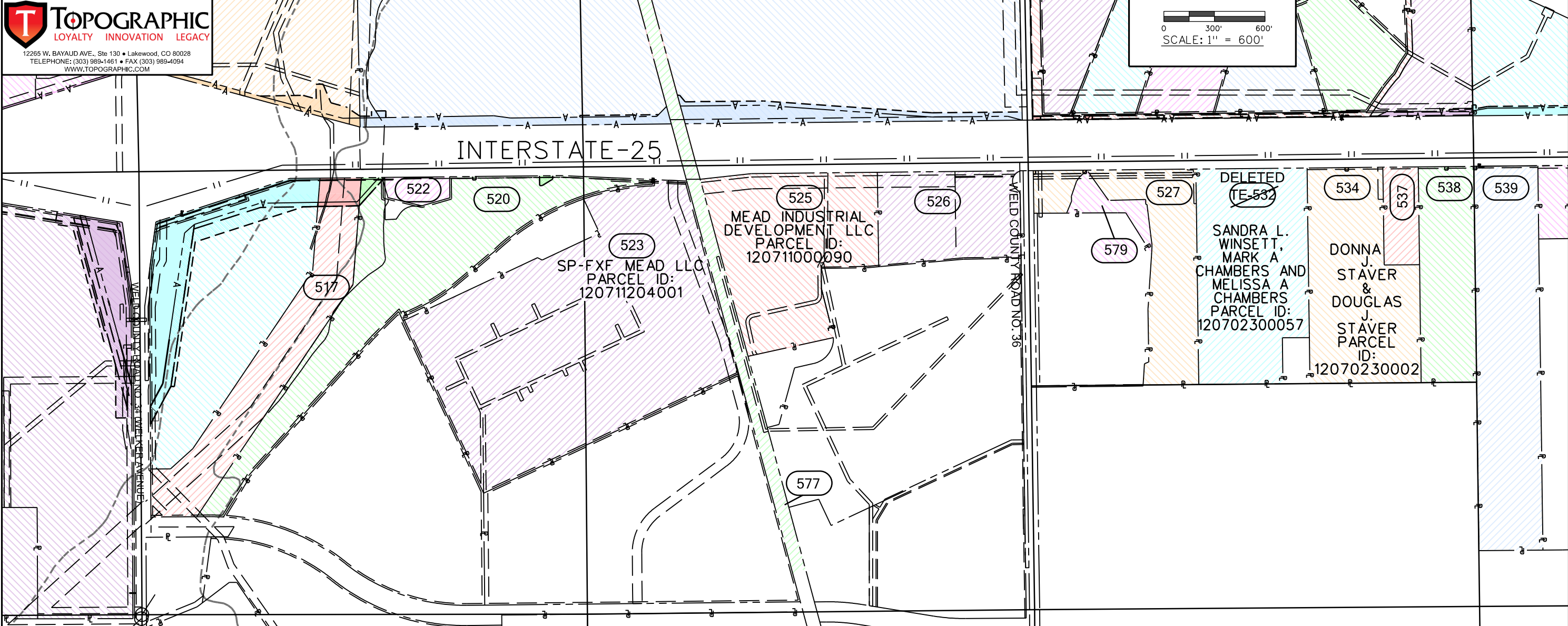
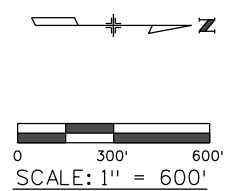
12265 W. BAYAUD AVE., Ste 130 • Lakewood, CO 80028
TELEPHONE: (303) 989-1461 • FAX (303) 989-4094
WWW.TOPOGRAPHIC.COM

| Sheet Revisions | | |
|-----------------|--|----------|
| Date | Description | Initials |
| 06/20/24 | REVISED RW-517, TE-517, AC-517, RW-520, TE-520, AC-520; DELETED PE-517, PE-517A, TE-517A, TE-526, TE-532 | WRD |
| | | |
| | | |

| Sheet Revisions | | |
|-----------------|-------------|----------|
| Date | Description | Initials |
| | | |
| | | |
| | | |

| Sheet Revisions | | |
|-----------------|-------------|----------|
| Date | Description | Initials |
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| Right of Way Plans | | | |
|---|----------------|--------------|-----------|
| Ownership Map | | | |
| Project Number: NHPP 0253-285 | | | |
| Project Location: I-25 Segment 5 (CO 66 to CO 56) | | | |
| Project Code | Last Mod. Date | Subset | Sheet No. |
| 24309 | 03/13/2023 | 8.04 of 8.10 | 8.04 |



| | | | | | |
|---|---|---|---|--|--|
| <p>DELETED DELETED RW-517 PE-517 PE-517A TE-517 UE-517 REV DELETED REV TE-517A AC-517 REV</p> <p>WCR 34 & HWY 25-220, LLC, a Colorado limited liability company PARCEL ID: 120711302009</p> | <p>RW-520 PE-520 UE-520 REV TE-520 TE-520A AC-520 REV REV</p> <p>WCR 34 & HWY 25-220, LLC, A COLORADO LIMITED LIABILITY COMPANY PARCEL ID: 120711302006</p> | <p>522 ROBERT A. LATIMER JR. AND TATYANA G. LATIMER PARCEL ID: 120711001014</p> | <p>DELETED TE-526 MEAD INVESTORS 2, LLC PARCEL ID: 120711000001</p> | <p>TE-527 TE-527A LONGSHADOWS, LLC, a Delaware limited liability company PARCEL ID: 120702300008</p> | <p>TE-538 TE-538A DOUGLAS J. AND DONNA J. STAVER PARCEL ID: 120702000052</p> |
| <p>577 GREAT WESTERN RAILROAD</p> | <p>TE-579 LONGSHADOWS, LLC PARCEL ID: 1207102300006</p> | <p>537 DOUGLAS J. AND DONNA J. STAVER PARCEL ID: 12070230001 REC.* 4376333</p> | <p>TE-539 DOUGLAS J. STAVER & DONNA J. STAVER PARCEL ID: 120702000053</p> | | |

Post-Amerco Real Property Condemnation Authorization Requests

February 19, 2025 Transportation Commission Meeting

Region X - 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 |
|-------------|---------------------------------|---------------|--------------|------------|-------------|--|-------------------|--|-------------------|-------------------------------|
| 5 | I-25 Segment 5 (CO 66 to CO 56) | NHPP 0253-285 | 24309 | RW-516 REV | 231,283 | WCR 34 & HWY 25-220, LLC, a Colorado limited liability company | \$553,900.00 | A | 9/3/2024 | \$6,770,000.00 |
| 5 | I-25 Segment 5 (CO 66 to CO 56) | NHPP 0253-285 | 24309 | PE-516 REV | 57,508 | WCR 34 & HWY 25-220, LLC, a Colorado limited liability company | included in above | A | 9/3/2024 | included in above |
| 5 | I-25 Segment 5 (CO 66 to CO 56) | NHPP 0253-285 | 24309 | UE-516 | 18,864 | WCR 34 & HWY 25-220, LLC, a Colorado limited liability company | included in above | A | 9/3/2024 | included in above |
| 5 | I-25 Segment 5 (CO 66 to CO 56) | NHPP 0253-285 | 24309 | TE-516 REV | 135,346 | WCR 34 & HWY 25-220, LLC, a Colorado limited liability company | included in above | A | 9/3/2024 | included in above |
| 5 | I-25 Segment 5 (CO 66 to CO 56) | NHPP 0253-285 | 24309 | RW-517 REV | 34,964 | WCR 34 & HWY 25-220, LLC, a Colorado limited liability company | included in above | A | 9/3/2024 | included in above |
| 5 | I-25 Segment 5 (CO 66 to CO 56) | NHPP 0253-285 | 24309 | UE-517 | 6,259 | WCR 34 & HWY 25-220, LLC, a Colorado limited liability company | included in above | A | 9/3/2024 | included in above |
| 5 | I-25 Segment 5 (CO 66 to CO 56) | NHPP 0253-285 | 24309 | TE-517 REV | 6,259 | WCR 34 & HWY 25-220, LLC, a Colorado limited liability company | included in above | A | 9/3/2024 | included in above |
| 5 | I-25 Segment 5 (CO 66 to CO 56) | NHPP 0253-285 | 24309 | RW-520 REV | 6,593 | WCR 34 & HWY 25-220, LLC, a Colorado limited liability company | included in above | A | 9/3/2024 | included in above |
| 5 | I-25 Segment 5 (CO 66 to CO 56) | NHPP 0253-285 | 24309 | PE-520 | 3,337 | WCR 34 & HWY 25-220, LLC, a Colorado limited liability company | included in above | A | 9/3/2024 | included in above |
| 5 | I-25 Segment 5 (CO 66 to CO 56) | NHPP 0253-285 | 24309 | UE-520 | 4,975 | WCR 34 & HWY 25-220, LLC, a Colorado limited liability company | included in above | A | 9/3/2024 | included in above |
| 5 | I-25 Segment 5 (CO 66 to CO 56) | NHPP 0253-285 | 24309 | TE-520 REV | 4,975 | WCR 34 & HWY 25-220, LLC, a Colorado limited liability company | included in above | A | 9/3/2024 | included in above |
| 5 | I-25 Segment 5 (CO 66 to CO 56) | NHPP 0253-285 | 24309 | TE-520A | 400 | WCR 34 & HWY 25-220, LLC, a Colorado limited liability company | included in above | A | 9/3/2024 | included in above |

EXHIBIT "A"

PROJECT CODE: 24309
PROJECT NUMBER: NHPP 0253-285
PERMANENT EASEMENT NUMBER: PE-516 REV
DATE: MARCH 15, 2024

LEGAL DESCRIPTION

A Permanent Easement No. PE-516 REV of the Department of Transportation, State of Colorado, Project Code 24309, Project Number NHPP 0253-285, containing 57,508 square feet (1.320 acres), more or less, being a part of Lot 5, Raterink Mixed-Use Subdivision Final Plat, recorded at Reception No. 4542531 of the Weld County Colorado Clerk and Records Office, lying in the Southwest Quarter of Section 11, Township 3 North, Range 68 West, of the 6th Principal Meridian, Weld County, Colorado, said Permanent Easement being more particularly described as follows:

Commencing at the Southwest Corner of said Section 11, whence the West Quarter Corner of said Section 11 bears North 00° 36' 16" West, a distance of 2638.56 feet; Thence North 81°31'04" East, a distance of 1286.95 feet, to the POINT OF BEGINNING;

1. Thence South 61°43'30" East , a distance of 257.18 feet;
2. Thence South 89°41'39" West, a distance of 104.52 feet;
3. Thence North 61°43'30" West, a distance of 156.59 feet;
4. Thence North 81°46'20" West, a distance of 902.44 feet;
5. Thence North 40°48'30" West, a distance of 77.48 feet;
6. Thence South 81°43'30" East, a distance of 969.81 feet, to the POINT OF BEGINNING.

The above-described Permanent Easement contains 57,508 square feet (1.320 acres), more or less.

The purpose of the above-described Permanent Easement is for access, construction use and maintenance of highway facilities, including utilities drainage and access road, and associated appurtenances.

BASIS OF BEARINGS: Bearings used in the calculation of coordinates are based on a grid bearing of N00°06'53"E from the Control Monument "CM 4771" (NGS Stainless Deep Rod stamped "RAMES 1992", MP 247.74), Section 35, Township 4 North, Range 68 West, Sixth P.M. and the Control Monument "CM 4823" (CDOT Type 5 monument, MP 248.23), Section 26, Township 4 North, Range 68 West, Sixth P.M. as obtained from a Global Positioning System (GPS) survey based on the National Spatial Reference System (NSRS).

For and on Behalf of

Topographic, Co.
Chet Smith, PLS 38271
12265 W. Bayaud Ave, Suite 130
Lakewood, CO 80228

EXHIBIT "A"

PROJECT CODE: 24309
PROJECT NUMBER: NHPP 0253-285
PARCEL NUMBER: RW-516 REV
DATE: MARCH 15, 2024

LEGAL DESCRIPTION

A tract or parcel of land No. RW-516 REV of the Department of Transportation, State of Colorado, Project Code 24309, Project Number NHPP 0253-285, containing 231,283 square feet (5.310 acres), more or less, being a part of Lot 5, Raterink Mixed-Use Subdivision Final Plat, recorded at Reception No. 4542531 of the Weld County Colorado Clerk and Records Office, lying in the Southwest Quarter of Section 11, Township 3 North, Range 68 West, of the 6th Principal Meridian, Weld County, Colorado, said tract or parcel being more particularly described as follows:

Commencing at the Southwest Corner of said Section 11, whence the West Quarter Corner of said Section 11 bears North 00° 36' 16" West, a distance of 2638.56 feet; Thence North 09°43'10" East, a distance of 1078.34 feet, to a point on the north line of said Lot 5 and the POINT OF BEGINNING;

1. Thence departing said north line, South 00°55'48" East, a distance of 346.63 feet;
2. Thence South 17°58'17" East, a distance of 406.71 feet;
3. Thence South 40°48'30" East, a distance of 77.48 feet;
4. Thence South 81°46'20" East, a distance of 902.44 feet;
5. Thence South 61°43'30" East, a distance of 156.59 feet, to the south line of said Lot 5 and the north right-of-way line of WCR 34;;
6. Thence along said south line and said north right-of-way line, South 89°41'39" West, a distance of 812.03 feet;
7. Thence continuing along said south line and said north right-of-way line, North 82°25'27" West, a distance of 287.50 feet to the east right-of-way line of I-25 and the west line of said Lot 5;
8. Thence along said west line and east right-of-way line, North 17°58'02" West, a distance of 834.04 feet;
9. Thence continuing along said west line and east right-of-way line, North 00°36'16" West, a distance of 179.79 feet;
10. Thence along the north line of said Lot 5, South 85°29'42" East, a distance of 143.82 feet, to the POINT OF BEGINNING.

The above-described parcel contains 231,283 square feet (5.310 acres), more or less.

The purpose of the above-described parcel is for roadway infrastructure improvements.

BASIS OF BEARINGS: Bearings used in the calculation of coordinates are based on a grid bearing of N00°06'53"E from the Control Monument "CM 4771" (NGS Stainless Deep Rod stamped "RAMES 1992", MP 247.74), Section 35, Township 4 North, Range 68 West, Sixth P.M. and the Control Monument "CM 4823" (CDOT Type 5 monument, MP 248.23), Section 26, Township 4 North, Range 68 West, Sixth P.M. as obtained from a Global Positioning System (GPS) survey based on the National Spatial Reference System (NSRS).

For and on Behalf of
Topographic, Co.
Chet Smith, PLS 38271
12265 W. Bayaud Ave, Suite 130
Lakewood, CO 80228

EXHIBIT "A"

PROJECT CODE: 24309
PROJECT NUMBER: NHPP 0253-285
PARCEL NUMBER: RW-517 REV
DATE: MARCH 15, 2024

LEGAL DESCRIPTION

A tract or parcel of land No. RW-517 REV of the Department of Transportation, State of Colorado, Project Code 24309, Project Number NHPP 0253-285, containing 34,964 sq. ft. (0.803 acres), more or less, being a part of Tract B, Raterink Mixed-Use Subdivision Final Plat, recorded at Reception No. 4542531 of the Weld County Colorado Clerk and Records Office, lying in the Southwest Quarter of Section 11, Township 3 North, Range 68 West, of the 6th Principal Meridian, Weld County, Colorado, said tract or parcel being more particularly described as follows:

Commencing at the Southwest Corner of said Section 11, whence the West Quarter Corner of said Section 11 bears North 00° 36' 16" West, a distance of 2638.56 feet; Thence North 09°43'10" East, a distance of 1078.34 feet, to a point on the south line of said Tract B and the POINT OF BEGINNING;

1. Thence along said south line, North 85°29'42" West, a distance of 143.82 feet, to the east right-of-way line of I-25 and the west line of said Tract B;
2. Thence along said west line and east right-of-way line, North 03°36'16" West, a distance of 246.01 feet, to the north line of said Tract B;
3. Thence along said north line, South 85°29'42" East, a distance of 126.48 feet;
4. Thence departing said north line, South 47°58'50" East, a distance of 21.68 feet;
5. Thence South 00°55'48" East, a distance of 232.88 feet, to a point on the south line of said Tract B and to the POINT OF BEGINNING.

The above-described parcel contains 34,964 sq. ft. (0.803 acres), more or less.

The purpose of the above-described parcel is for roadway infrastructure improvements.

BASIS OF BEARINGS: Bearings used in the calculation of coordinates are based on a grid bearing of N00°06'53"E from the Control Monument "CM 4771" (NGS Stainless Deep Rod stamped "RAMES 1992", MP 247.74), Section 35, Township 4 North, Range 68 West, Sixth P.M. and the Control Monument "CM 4823" (CDOT Type 5 monument, MP 248.23), Section 26, Township 4 North, Range 68 West, Sixth P.M. as obtained from a Global Positioning System (GPS) survey based on the National Spatial Reference System (NSRS).

For and on Behalf of
Topographic, Co.
Chet Smith, PLS 38271
12265 W. Bayaud Ave, Suite 130
Lakewood, CO 80228

EXHIBIT "A"

PROJECT CODE: 24309
PROJECT NUMBER: NHPP 0253-285
PARCEL NUMBER: RW-520 REV
DATE: MARCH 15, 2024

LEGAL DESCRIPTION

A tract or parcel of land No. RW-520 REV of the Department of Transportation, State of Colorado, Project Code 24309, Project Number NHPP 0253-285, containing 6,593 sq. ft. (0.151 acres), more or less, being a part of Lot 6, Raterink Mixed-Use Subdivision Final Plat, recorded at Reception No. 4542531 of the Weld County Colorado Clerk and Records Office, lying in the Southwest Quarter of Section 11, Township 3 North, Range 68 West, of the 6th Principal Meridian, Weld County, Colorado, said tract or parcel being more particularly described as follows:

Commencing at the Southwest Corner of said Section 11, whence the West Quarter Corner of said Section 11 bears North 00° 36' 16" West, a distance of 2638.56 feet; Thence North 07°03'20" East, a distance of 1320.22 feet, to a point on the south line of said Lot 6 and the POINT OF BEGINNING;

1. Thence along said south line, North 85°29'42" West, a distance of 126.48 feet, to the east right-of-way line of I-25 and the west line of said Lot 6;
2. Thence along said west line and east right-of-way line, North 03°36'16" West, a distance of 104.67 feet;
3. Thence departing said west line and said east right-of-way line, South 47°58'50" East, a distance of 171.21 feet, to the POINT OF BEGINNING.

The above-described parcel contains 6,593 sq. ft. (0.151 acres), more or less.

The purpose of the above-described parcel is for roadway infrastructure improvements.

BASIS OF BEARINGS: Bearings used in the calculation of coordinates are based on a grid bearing of N00°06'53"E from the Control Monument "CM 4771" (NGS Stainless Deep Rod stamped "RAMES 1992", MP 247.74), Section 35, Township 4 North, Range 68 West, Sixth P.M. and the Control Monument "CM 4823" (CDOT Type 5 monument, MP 248.23), Section 26, Township 4 North, Range 68 West, Sixth P.M. as obtained from a Global Positioning System (GPS) survey based on the National Spatial Reference System (NSRS).

For and on Behalf of
Topographic, Co.
Chet Smith, PLS 38271
12265 W. Bayaud Ave, Suite 130
Lakewood, CO 80228

EXHIBIT "A"

PROJECT CODE: 24309
PROJECT NUMBER: NHPP 0253-285
TEMPORARY EASEMENT NUMBER: TE-516 REV
DATE: MARCH 15, 2024

LEGAL DESCRIPTION

A Temporary Easement No. TE-516 REV of the Department of Transportation, State of Colorado, Project Code 24309, Project Number NHPP 0253-285, containing 135,346 square feet (3.107 acres), more or less, being a part of Lot 5, Raterink Mixed-Use Subdivision Final Plat, recorded at Reception No. 4542531 of the Weld County Colorado Clerk and Records Office, lying in the Southwest Quarter of Section 11, Township 3 North, Range 68 West, of the 6th Principal Meridian, Weld County, Colorado, said Temporary Easement being more particularly described as follows:

Commencing at the Southwest Corner of said Section 11, whence the West Quarter Corner of said Section 11 bears North 00° 36' 16" West, a distance of 2638.56 feet; Thence North 09°43'10" East, a distance of 1078.34 feet, to a point on the north line of said Lot 5 and the POINT OF BEGINNING;

1. Thence departing said north line, South 00°55'48" East, a distance of 84.59 feet;
2. Thence South 17°58'17" East, a distance of 674.66 feet;
3. Thence South 81°43'30" East, a distance of 868.17 feet;
4. Thence South 08°16'30" West, a distance of 20.00 feet;
5. Thence South 61°43'30" East, a distance of 257.18 feet; to the south line of said Lot 5 and the north right-of-way line of WCR 34;
6. Thence along said south line and said north right-of-way line South 89°41'39" West, a distance of 104.52 feet;
7. Thence North 61°43'30" West, a distance of 156.59 feet;
8. Thence North 81°46'20" West, a distance of 902.44 feet;
9. Thence North 40°48'30" West, a distance of 77.48 feet;
10. Thence North 17°58'17" West, a distance of 406.71 feet;
11. Thence North 00°55'48" West, a distance of 346.63 feet
12. Thence along said north line, South 85°29'42" East, a distance of 25.11 feet, to the POINT OF BEGINNING.

The above-described Temporary Easement contains 135,346 square feet (3.107 acres), more or less.

The purpose of the above-described Temporary Easement is for access, construction and grading purposes.

BASIS OF BEARINGS: Bearings used in the calculation of coordinates are based on a grid bearing of N00°06'53"E from the Control Monument "CM 4771" (NGS Stainless Deep Rod stamped "RAMES 1992", MP 247.74), Section 35, Township 4 North, Range 68 West, Sixth P.M. and the Control Monument "CM 4823" (CDOT Type 5 monument, MP 248.23), Section 26, Township 4 North, Range 68 West, Sixth P.M. as obtained from a Global Positioning System (GPS) survey based on the National Spatial Reference System (NSRS).

For and on Behalf of
Topographic, Co.
Chet Smith, PLS 38271
12265 W. Bayaud Ave, Suite 130
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EXHIBIT "A"

PROJECT CODE: 24309
PROJECT NUMBER: NHPP 0253-285
TEMPORARY EASEMENT NUMBER: TE-517 REV
DATE: MARCH 15, 2024

LEGAL DESCRIPTION

A Temporary Easement No. TE-517 REV of the Department of Transportation, State of Colorado, Project Code 24309, Project Number NHPP 0253-285, containing 6,259 square feet (0.144 acres), more or less, being a part of Tract B, Raterink Mixed-Use Subdivision Final Plat, recorded at Reception No. 4542531 of the Weld County Colorado Clerk and Records Office, lying in the Southwest Quarter of Section 11, Township 3 North, Range 68 West, of the 6th Principal Meridian, Weld County, Colorado, said Temporary Easement being more particularly described as follows:

Commencing at the Southwest Corner of said Section 11, whence the West Quarter Corner of said Section 11 bears North 00° 36' 16" West, a distance of 2638.56 feet; Thence North 11°02'42" East, a distance of 1080.91 feet, to a point on the south line of said Tract B and the POINT OF BEGINNING;

1. Thence along said south line, North 85°29'42" West, a distance of 25.11 feet,
2. Thence departing said south line, North 00°55'48" West, a distance of 232.88 feet;
3. Thence North 47°58'50" West, a distance of 21.68 feet, to a point on the north line of said Tract B;
4. Thence along said north line, South 85°29'42" East, a distance of 41.05 feet;
5. Thence departing said north line, South 00°55'48" East, a distance of 246.14 feet, to a point on the south line of said Tract B and to the POINT OF BEGINNING.

The above-described Temporary Easement contains 6,259 square feet (0.144 acres), more or less.

The purpose of the above-described Temporary Easement is for access, construction and grading purposes.

BASIS OF BEARINGS: Bearings used in the calculation of coordinates are based on a grid bearing of N00°06'53"E from the Control Monument "CM 4771" (NGS Stainless Deep Rod stamped "RAMES 1992", MP 247.74), Section 35, Township 4 North, Range 68 West, Sixth P.M. and the Control Monument "CM 4823" (CDOT Type 5 monument, MP 248.23), Section 26, Township 4 North, Range 68 West, Sixth P.M. as obtained from a Global Positioning System (GPS) survey based on the National Spatial Reference System (NSRS).

For and on Behalf of
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12265 W. Bayaud Ave, Suite 130
Lakewood, CO 80228

EXHIBIT "A"

PROJECT CODE: 24309
PROJECT NUMBER: NHPP 0253-285
TEMPORARY EASEMENT NUMBER: TE-520 REV
DATE: MARCH 15, 2024

LEGAL DESCRIPTION

A Temporary Easement No. TE-520 REV of the Department of Transportation, State of Colorado, Project Code 24309, Project Number NHPP 0253-285, containing 4,975 square feet (0.114 acres), more or less, being a part of Lot 6, Raterink Mixed-Use Subdivision Final Plat, recorded at Reception No. 4542531 of the Weld County Colorado Clerk and Records Office, lying in the Southwest Quarter of Section 11, Township 3 North, Range 68 West, of the 6th Principal Meridian, Weld County, Colorado, said Temporary Easement being more particularly described as follows:

Commencing at the Southwest Corner of said Section 11, whence the West Quarter Corner of said Section 11 bears North 00° 36' 16" West, a distance of 2638.56 feet; Thence North 08°49'56" East, a distance of 1322.68 feet, to a point on the south line of said Lot 6 and the POINT OF BEGINNING;

1. Thence along said south line, North 85°29'42" West, a distance of 41.05 feet;
2. Thence departing said south line, North 47°58'50" West, a distance of 171.21 feet, to a point on the west line of said Lot 6 and the east right-of-way line of I-25;
3. Thence along said west line and said east right-of-way line, North 00°36'16" West, a distance of 33.98 feet, to the northwest corner of said Lot 6;
4. Thence departing said west line and east right-of-way line, South 47°58'50" East, a distance of 226.74 feet, to the POINT OF BEGINNING

The above-described Temporary Easement contains 4,975 square feet (0.114 acres), more or less.

The purpose of the above-described Temporary Easement is for access, construction and grading purposes.

BASIS OF BEARINGS: Bearings used in the calculation of coordinates are based on a grid bearing of N00°06'53"E from the Control Monument "CM 4771" (NGS Stainless Deep Rod stamped "RAMES 1992", MP 247.74), Section 35, Township 4 North, Range 68 West, Sixth P.M. and the Control Monument "CM 4823" (CDOT Type 5 monument, MP 248.23), Section 26, Township 4 North, Range 68 West, Sixth P.M. as obtained from a Global Positioning System (GPS) survey based on the National Spatial Reference System (NSRS).

For and on Behalf of
Topographic, Co.
Chet Smith, PLS 38271

12265 W. Bayaud Ave, Suite 130
Lakewood, CO 80228

EXHIBIT "A"

PROJECT CODE: 24309
PROJECT NUMBER: NHPP 0253-285
TEMPORARY EASEMENT NUMBER: TE-520A
DATE: MARCH 15, 2024

LEGAL DESCRIPTION

A Temporary Easement No. TE-520A of the Department of Transportation, State of Colorado, Project Code 24309, Project Number NHPP 0253-285, containing 400 square feet (0.009 acres), more or less, being a part of Lot 6, Raterink Mixed-Use Subdivision Final Plat, recorded at Reception No. 4542531 of the Weld County Colorado Clerk and Records Office, lying in the Southwest Quarter of Section 11, Township 3 North, Range 68 West, of the 6th Principal Meridian, Weld County, Colorado, said Temporary Easement being more particularly described as follows:

Commencing at the West Corner of said Section 11, whence the Southwest Corner of said Section 11 bears South 00° 36' 16" East, a distance of 2638.56 feet; Thence South 05°04'47" East, a distance of 640.81 feet, to a point on the west line of said Lot 6 and the east right-of-way line of I-25, and the POINT OF BEGINNING;

1. Thence departing said west line, North 89°23'44" East, a distance of 20.00 feet;
2. Thence South 00°36'16" East, a distance of 20.00 feet;
3. Thence South 89°23'44" West, a distance of 20.00 feet, to the west line of said Lot 6 and the east right-of-way line of I-25;
4. Thence along said west line and east right-of-way line, North 00°36'16" West, a distance of 20.00, to the POINT OF BEGINNING.

The above-described Temporary Easement contains 400 square feet (0.009 acres), more or less.

The purpose of the above-described Temporary Easement is for access, construction and grading purposes.

BASIS OF BEARINGS: Bearings used in the calculation of coordinates are based on a grid bearing of N00°06'53"E from the Control Monument "CM 4771" (NGS Stainless Deep Rod stamped "RAMES 1992", MP 247.74), Section 35, Township 4 North, Range 68 West, Sixth P.M. and the Control Monument "CM 4823" (CDOT Type 5 monument, MP 248.23), Section 26, Township 4 North, Range 68 West, Sixth P.M. as obtained from a Global Positioning System (GPS) survey based on the National Spatial Reference System (NSRS).

For and on Behalf of
Topographic, Co.
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12265 W. Bayaud Ave, Suite 130
Lakewood, CO 80228

EXHIBIT "A"

PROJECT CODE: 24309
PROJECT NUMBER: NHPP 0253-285
UTILITY EASEMENT NUMBER: UE-516
DATE: MARCH 15, 2024

LEGAL DESCRIPTION

A Utility Easement No. UE-516 of the Department of Transportation, State of Colorado, Project Code 24309, Project Number NHPP 0253-285, containing 18864 sq. ft. (0.433 acres), more or less, being a part of Lot 5, Raterink Mixed-Use Subdivision Final Plat, recorded at Reception No. 4542531 of the Weld County Colorado Clerk and Recorders Office, lying in the Southwest Quarter of Section 11, Township 3 North, Range 68 West, of the 6th Principal Meridian, Weld County, Colorado, said Utility Easement being more particularly described as follows:

Commencing at the Southwest Corner of said Section 11, whence the West Quarter Corner of said Section 11 bears North 00° 36' 16" West, a distance of 2638.56 feet; Thence North 11°02'43" East, a distance of 1080.91 feet, to a point on the north line of said Lot 5 and the POINT OF BEGINNING;

1. Thence South 00°55'48" East, a distance of 340.51 feet;
2. Thence South 17°58'17" East, a distance of 415.29 feet;
3. Thence North 81°43'30" West, a distance of 27.87 feet;
4. Thence North 17°58'17" West, a distance of 406.71 feet;
5. Thence North 00°55'48" West, a distance of 346.63 feet to a point on said north line of said Lot 5;
6. Thence along said north line of said Lot 5, South 85°29'42" East, a distance of 25.11 feet, more or less, to the POINT OF BEGINNING.

The above-described Utility Easement contains 18864 sq. ft. (0.433 acres), more or less.

The purpose of the above-described Utility Easement is for access, construction, use and maintenance of roadway purposes.

BASIS OF BEARINGS: Bearings used in the calculation of coordinates are based on a grid bearing of N00°06'53"E from the Control Monument "CM 4771" (NGS Stainless Deep Rod stamped "RAMES 1992", MP 247.74), Section 35, Township 4 North, Range 68 West, Sixth P.M. and the Control Monument "CM 4823" (CDOT Type 5 monument, MP 248.23), Section 26, Township 4 North, Range 68 West, Sixth P.M. as obtained from a Global Positioning System (GPS) survey based on the National Spatial Reference System (NSRS).

For and on Behalf of

Topographic, Co.
Chet Smith, PLS 38271
12265 W. Bayaud Ave, Suite 130
Lakewood, CO 80228

EXHIBIT "A"

PROJECT CODE: 24309
PROJECT NUMBER: NHPP 0253-285
UTILITY EASEMENT NUMBER: UE-517
DATE: MARCH 15, 2024

LEGAL DESCRIPTION

A Utility Easement No. UE-517 of the Department of Transportation, State of Colorado, Project Code 24309, Project Number NHPP 0253-285, containing 6259 sq. ft. (0.144 acres), more or less, being a part of Tract B, Raterink Mixed-Use Subdivision Final Plat, recorded at Reception No. 4542531 of the Weld County Colorado Clerk and Recorders Office, lying in the Southwest Quarter of Section 11, Township 3 North, Range 68 West, of the 6th Principal Meridian, Weld County, Colorado, said Utility Easement being more particularly described as follows:

Commencing at the Southwest Corner of said Section 11, whence the West Quarter Corner of said Section 11 bears North 00° 36' 16" West, a distance of 2638.56 feet; Thence North 11°02'43" East, a distance of 1080.91 feet, to a point on the south line of said Tract B and the POINT OF BEGINNING;

1. Thence along said south line, North 85°29'42" West, a distance of 25.11 feet;
2. Thence departing said south line, North 00°55'48" West, a distance of 232.88 feet;
3. Thence North 47°58'50" West, a distance of 21.68 feet;
4. Thence South 85°29'42" East, a distance of 41.05 feet, to a point on west line of said Tract B;
5. Thence along said west line, South 00°55'48" East, a distance of 246.14 feet, to the POINT OF BEGINNING.

The above-described Utility Easement contains 6259 sq. ft. (0.144 acres), more or less.

The purpose of the above-described Utility Easement is for access, construction, use and maintenance of roadway purposes.

BASIS OF BEARINGS: Bearings used in the calculation of coordinates are based on a grid bearing of N00°06'53"E from the Control Monument "CM 4771" (NGS Stainless Deep Rod stamped "RAMES 1992", MP 247.74), Section 35, Township 4 North, Range 68 West, Sixth P.M. and the Control Monument "CM 4823" (CDOT Type 5 monument, MP 248.23), Section 26, Township 4 North, Range 68 West, Sixth P.M. as obtained from a Global Positioning System (GPS) survey based on the National Spatial Reference System (NSRS).

For and on Behalf of
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Chet Smith, PLS 38271
12265 W. Bayaud Ave, Suite 130

Lakewood, CO 80228

EXHIBIT "A"

PROJECT CODE: 24309
PROJECT NUMBER: NHPP 0253-285
UTILITY EASEMENTNUMBER: UE-520
DATE: MARCH 15, 2024

LEGAL DESCRIPTION

A Utility Easement No. UE-520 of the Department of Transportation, State of Colorado, Project Code 24309, Project Number NHPP 0253-285, containing 4975 sq. ft. (0.114 acres), more or less, being a part of Lot 6, Raterink Mixed-Use Subdivision Final Plat, recorded at Reception No. 4542531 of the Weld County Colorado Clerk and Records Office, lying in the Southwest Quarter of Section 11, Township 3 North, Range 68 West, of the 6th Principal Meridian, Weld County, Colorado, said Utility Easement being more particularly described as follows:

Commencing at the West Corner of said Section 11, whence the Southwest Corner of said Section 11 bears South 00° 36' 16" East, a distance of 2638.56 feet; Thence North 08°49'57" East, a distance of 1322.68 feet, to a point on the south line of said Lot 6, and the POINT OF BEGINNING;

1. Thence along said south line, North 85°29'42" West, a distance of 41.05 feet;
2. Thence departing said south line, North 47°58'50" West, a distance of 171.21 feet to a point on the west line of said Lot 6 and the east line of I-25;
3. Thence along said west line of Lot 6 and said east line of I-25, N00°36'16"W, a distance of 33.98 feet, to the northwest corner of said Lot 6;
4. Thence S47°58'50"E, a distance of 226.78 feet, to the POINT OF BEGINNING.

The above-described Utility Easement contains 4975 sq. ft. (0.114 acres), more or less.

The purpose of the above-described Utility Easement is for access, construction, use and maintenance of roadway purposes.

BASIS OF BEARINGS: Bearings used in the calculation of coordinates are based on a grid bearing of N00°06'53"E from the Control Monument "CM 4771" (NGS Stainless Deep Rod stamped "RAMES 1992", MP 247.74), Section 35, Township 4 North, Range 68 West, Sixth P.M. and the Control Monument "CM 4823" (CDOT Type 5 monument, MP 248.23), Section 26, Township 4 North, Range 68 West, Sixth P.M. as obtained from a Global Positioning System (GPS) survey based on the National Spatial Reference System (NSRS).

For and on Behalf of
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Chet Smith, PLS 38271
12265 W. Bayaud Ave, Suite 130
Lakewood, CO 80228

| | |
|---|--|
| Colorado Department of Transportation Condemnation Authorization Contact Summary | Project Code: 24309 |
| | Parcel: 516,517 & 520 (10xTEs, 6xPEs, & 3xFees Simple/REV) |
| | Owner: WCR 34 & I-25 -220 LLC Properties |

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 |
|------------|--------------------------------|--------------------|
| 12/26/2023 | First Contact w/Property Owner | Access Agreement |
| 8/5/2024 | Discussion of CDOT Project | Notice of Intent |
| 10/3/2024 | CDOT Offer | \$553,900.00 |
| 10/3/2024 | Owner Counter-Offer | \$6,770,000.00 |
| N/A | CDOT Last Offer | N/A |
| 2/6/2025 | Last Contact w/Property Owner | TC Notice |

| | |
|--|----|
| Number of Property Owner Contacts Attempted: | 16 |
|--|----|

| | |
|---|----|
| Number of Successful Property Owner Contacts: | 12 |
|---|----|

| | |
|--|--|
| Matters Discussed During Property Owner Contacts (check all that apply) | |
| <input checked="" type="checkbox"/> Access <input checked="" type="checkbox"/> Valuation <input checked="" type="checkbox"/> Owner Appraisal Reimbursement <input checked="" type="checkbox"/> Project Timeline <input checked="" type="checkbox"/> Design <input checked="" type="checkbox"/> CDOT Processes <input checked="" type="checkbox"/> Other Specify here: Possession & Use Agreement | |



COLORADO
Department of Transportation

Transportation Commission Memorandum

To: Transportation Commission
From: Bob Fifer, Deputy Director of Operations
Date: February 20, 2025

Subject: Traffic Incident Management: Incident Response Team and Safety Patrol

Purpose

This memorandum summarizes an informational workshop regarding the background and purpose of the Incident Response Program. This program focuses on our most congested and crash-prone highways, primarily within Region 1.

Action

No action is required at this time.

Background

Traffic incidents are unplanned roadway events that affect or impede the normal flow of traffic, for example crashes, debris on the road, stranded motorists, abandoned vehicles, etc.

Traffic incidents increase the likelihood of secondary crashes and threaten the safety of incident responders and the traveling public. On the interstates within the City and County of Denver, AADT ~269k means that for every ~20 seconds of on-scene first responders at a primary crash, the probability of a secondary crash increases by ~1%. Additionally, secondary crashes occur on average once every 10 primary crashes and 54 disabled vehicles. Several findings and research support a fast incident response and crash clearance as the primary focus to reduce the chances of a secondary crash.

On average, if a traffic incident lasts longer than 33 minutes, then a secondary accident is likely to occur. Incidents affect travel reliability, commerce, and transportation system performance. One of the essential responsibilities of transportation and public safety agencies is to ensure the safe and quick clearance of traffic incidents.

Traffic Incident Management (TIM) is a process that involves detecting, responding to, and clearing traffic incidents. TIM aims to restore traffic flow quickly and safely from non-reoccurring congestion (incidents).

Effective TIM reduces the duration and impacts of traffic incidents; improves the safety of motorists, crash victims, and emergency responders; and reduces the frequency of secondary crashes. TIM is integral to the The United States Department of Transportation (USDOT) National Roadway Safety Strategy (NRSS), and is specifically called out as a key element for the post-crash care objective.

The goal for the Federal Highway Administration (FHWA) TIM Program is to improve the safety of responders and road users continuously, the reliability of travel, and the efficiency of incident and emergency response through the institutionalization of TIM programs.

Some benefits of TIM:

- **Safety:** TIM improves safety for motorists, emergency responders, and crash victims.
- **Travel time:** TIM reduces the duration and impact of traffic incidents, which reduces travel delays and congestion.
- **Air quality:** TIM can support better air quality and energy savings.

For TIM to be effective and successful, there are critical components:

- **Training**
 - TIM training includes multiagency and multidisciplinary training, tabletop exercises, and after-action reviews.
- **Communication**
 - TIM uses standardized communications terminology and protocols, wireless information networks, and alternative communications devices.
- **Technology**
 - TIM uses advanced technologies to improve detection, response, and clearance.
- **Policies**
 - TIM includes the development of unified policies, procedures, and operations.

Traffic Incident Management is critical in the safety and operations of Colorado's most congested and impactful highways. We support TIM practices by leveraging several tools, including but not limited to training, cameras, message boards, variable speed limits, Traffic Operations Centers (TOC), Incident Response Team (IRT), and Safety Patrol.

Incident Response Team (IRT)

CDOT established an in-sourced program in 2017. The primary purpose of the Incident Response Team is to enhance communication, post-crash care and safety among CDOT employees, first responders, and the traveling public during incidents and crashes

that impact travel lanes. Secondly, the Incident Response Team helps keep CDOT Maintainers focused on maintenance activities versus responding to crashes. The Incident Response Team operates within Region 1 and primarily on the interstates. The Incident Response Team responds to an average of 18 lane impact incidents a day on the Region 1 interstates during program hours, and **5,377 incidents** in 2024.

As one of the most effective elements of a successful TIM program, some of the fundamental benefits and core services of the Incident Response program include:

- Assessing and responding to life safety, safeguarding the scene and crash victims.
- Rapid initial assessment and coordination required for response, traffic control and assets.
- Quick clearance of the incident.
- CDOT on-scene representative for resource request, coordination, and management between first responders and CDOT.
- Unified command coordination and participation.
- Environmental impact, fuel spills, idling vehicles, etc.
- Reporting critical information regarding the incident.
- Provide on-scene, real-time updates on traffic conditions, crashes, and stranded motorists to the Traffic Operations Centers.
- Ensuring the crash scene is cleared of all debris and the traffic is restored.

The CDOT Incident Response Program is an in-sourced service with highly trained and certified personnel using specialized vehicles to patrol congested highways and respond to traffic incidents within the lanes of travel.

- Hours of Service: 6 AM until 7 PM (8 PM in the Mountains) 7 days a week (excluding holidays)
- Number of Vehicles: 8
- Number of Employees: 7 + 1 Supervisor
- Total Program Cost: \$1.13M

Safety Patrol Program

CDOT established the contracted program, then the Mile High Courtesy Patrol, in 1992. The Safety Patrol primarily assists stranded motorists by providing fuel, jump starts, tire changes, and directions. They also assist CDOT Traffic Operations Centers with locating incidents, removing debris, and assisting with traffic control. Since then, the Safety Patrol has driven more than five million miles and responded to more than 500,000 incidents, clearing an incident every 12 minutes. Each year, it is estimated that there are over 1.1 million breakdowns on Colorado highways, and the Safety Patrol assists over **40,000 motorists annually** in the areas they patrol.

As one of the most effective elements of a successful TIM program, some of the fundamental benefits and core services of the Safety Patrol program include:

- Reduced Incident Duration
- Assistance to Stranded Motorists and Crash Victims

- Assist with Traffic Control and Advance Warning
- Quick Debris Removal
- Real-time Updates on Traffic Conditions

The CDOT Safety Patrol Program is a contracted service with Incident Clear with trained personnel using specialized vehicles to patrol congested highways and respond to traffic incidents systematically.

- Hours of Service: 6 AM until 7 PM, 7 days a week (8pm in the Mountains)
- Number of Vehicles: 56 (R1, R2, R4)
- Total Program Cost: \$6.78M (R1, R2, R4)
 - GIECO Sponsorship: \$675k
 - CTIO Operations Contribution: \$623k (Pending TC Resolution from CTIO will sponsor Mountain Safety Patrol to help with costs)
- CTIO is proposing marketing support of the Mountain Corridor Safety Patrol Program.

Next Steps

None at this time

Attachments

Workshop Presentation



COLORADO
Department of Transportation
Division of Maintenance & Operations

Traffic Incident Management Safety Patrol and Incident Response February 2025



Traffic Incident Management





Purpose of Traffic Incident Management







CDOT's Traffic Incident Management

The Traffic Incident Management program removes incidents from Colorado's highways and restores normal travel operations as safely and quickly as possible.

- ✓ CDOT partners with multiple agencies to:
 - ✓ Improve responder safety
 - ✓ Enhance safe and quick clearance of traffic incidents
 - ✓ Support prompt, reliable and interoperable communications
 - ✓ Reduce secondary incidents
 - ✓ Support economic vitality by minimizing delay





Detection and Monitoring

Cameras, queuing, speed and traffic signal sensors.



Communication and Coordination

Two-Way Radios, dedicated TIM Platform, Mobile Data Terminals, CAD to CAD communications.



Traffic Control and Warning Systems

Advance warning signs, variable message signs, traffic preemption, lane closures and diversion.



Incident Clearance and Response Support

Work Zone intrusion devices, traffic management, crash responder safety equipment.

Safety Patrol & Incident Response Team

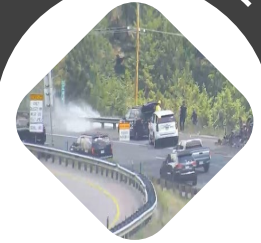
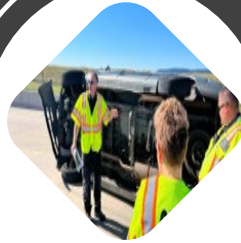
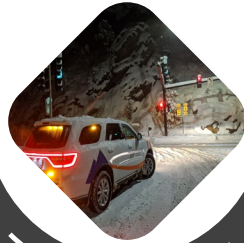
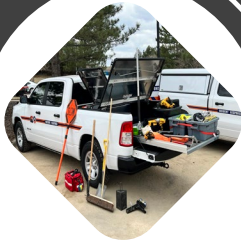




Incident Response Team

ADDITIONAL BENEFIT

Incident Response Team helps keep CDOT Maintainers focused on maintenance activities versus responding to crashes.



IMPACT

Incident Response Team responds to an average of **18 lane impact incidents a day** on the Region 1 interstates during program hours, and **5,377 incidents in 2024**.

IN 2017

CDOT established an in-sourced program with the primary purpose to enhance **communication, post-crash care** and **safety** among CDOT employees, first responders, and the traveling public during incidents and crashes that impact travel lanes.

SAFETY

Assessing and responding to **life safety**, safeguarding the scene and crash victims. Rapid initial **assessment and coordination** required for response, traffic control and assets. **CDOT on-scene representative** for resource request, coordination, and management between first responders and CDOT.

OPERATIONS

Hours of Service: 6 AM until 7 PM (8 PM in the Mountains) **7 days a week** (excluding holidays)
Number of Vehicles: 7 + 1 Supervisor
Total Program Cost: \$1.13M



Safety Patrol At-A-Glance



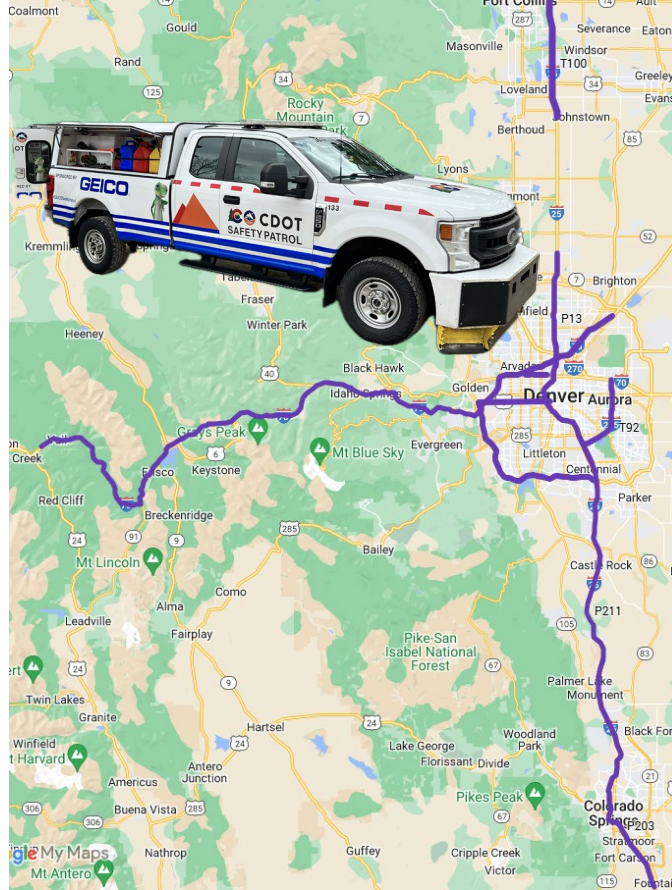
CDOT established the contracted program, then the Mile High Courtesy Patrol, in 1992.



The Safety Patrol primarily **assists stranded motorists** by providing fuel, jump starts, tire changes, and directions.



Since then, the Safety Patrol has driven more than **five million miles** and responded to more than **500,000 incidents**, clearing an incident **every 12 minutes**.



Safety Patrol assists over **40,000 motorists annually** in the areas they patrol.



Hours of Service: 6 AM until 7 PM, **7 days a week** (8pm in the Mountains)



Number of Vehicles: 56 (R1, R2, R4)
Total Program Cost: \$6.78M (R1, R2, R4)
➤ Sponsorship: **\$675k**
➤ CTIO Operations Contribution: **\$623k**



CTIO Safety Patrol Sponsorship (I-70)

- CTIO been exploring how it can support the critical safety patrol services on the I-70 Mountain Corridor
- Safety and Toll Enforcement Program(STEP) Revenues will sponsor 9 Safety trucks at a cost of \$50 K/truck for a total of \$450,000 in year 1
- The concept has been reviewed and supported by the CDOT and CTIO communications team
- Win-Win for CDOT and CTIO
 - fills a budget need for DMO
 - helps CTIO publicly support safety with its civil penalty revenues





THANK YOU!

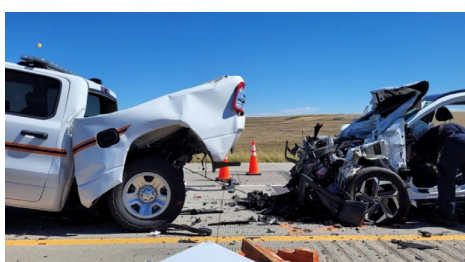
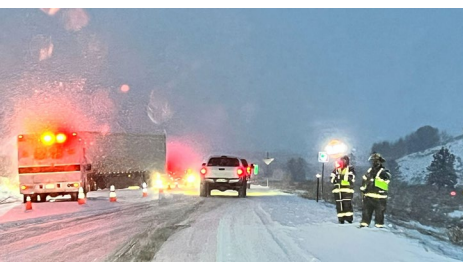


DO YOU HAVE ANY
QUESTIONS?





COLORADO
Department of Transportation
Division of Maintenance & Operations





COLORADO

Department of Transportation

Division of Audit

**Colorado Transportation Commission
Audit Review Committee Agenda
Wednesday, February 19, 2025**

**Eula Adams, Chair
District 3**

**Rick Ridder
District 6**

**Hannah Parsons
District 9**

All commissioners are invited to attend this Committee meeting

| | | |
|-----------|--|---------------|
| 1. | Call to Order | Verbal |
| 2. | Motion to Approve October 16, 2024 Minutes | p. 1 |
| 3. | Motion to Release DAF Operations Audit | Verbal |
| 4. | Fiscal Year (FY) 2025-2026 Risk Assessments | Verbal |
| 5. | FY 2026 Internal and External Audit Plans | Verbal |
| 6. | Outstanding Recommendations | Verbal |

Note: The agenda may be altered at the chair's discretion

Transportation Commission (TC) Notes January 15th - January 16th, 2025

Transportation Commission Workshops January 15, 2025

1:00 pm - 5:00 pm

Attendance:

11 Transportation Commissioners were present: Chair: Terry Hart, Vice Chair: Eula Adams, Yessica Holguin, Mark Garcia, Shelley Cook, Karen Stuart, Barbara Bowman, Rick Ridder, and Todd Masters, Hannah Parsons, and Cecil Gutierrez.

Transportation Commission Workshops

1. Budget Workshop - Jeff Sudmeier and Bethany Nicholas

FY '26 Budget Update

Purpose and Action:

The Proposed FY 2025-26 Revenue Allocation Plan totals \$2,162.1 million for CDOT and the transportation enterprises. In accordance with Policy Directive (PD) 703.0, decision items requests of less than \$1 million are reviewed and subject to approval by the Executive Management Team (EMT), while decision items of \$1 million or greater are reviewed by the EMT and then forwarded to the TC for consideration, with final approval with the Final Annual Budget Allocation Plan in March 2025. If all of these requests are approved by the EMT for inclusion in the Final Budget, staff will need to reallocate that amount from the balance in the Commission Reserve Funds line to the impacted budget lines, leaving a balance of approximately \$2.6 million in the Commission Reserve Funds line after accounting for changes to the CDOT HUTF revenue forecast.

The Governor's Budget Request includes four decision items that were submitted by CDOT, which are briefly summarized below. More information about each of these items can be found in the January Transportation Commission packet.

- R-01 Multimodal Options Fund Spending Authority
- R-02 Continuous Spending Authority for Clean Transit Enterprise Cash Fund
- R-03 Reduce SB 21-260 Transfers and Extend the Funding
- R-04 Reduce Road Safety Surcharge and Distribution Update

No action is required at this time.

Discussion:

- It was clarified that two representatives from the Division of Accounting and Finance would be the ones to meet with the JBC.
- Commissioner Garcia asked about R04, the reduction in the safety surcharge from the FASTER revenue, and the underlying reasoning for reducing the fee. It was clarified that the \$65 million decrease is strictly out of the CDOT portion of the fees. The significant imbalance in the budget was pointed to, and one of the CDOT specific items put forth to reduce requests of the budget was to reduce the FASTER fee to allow for more room TABOR cap. At this point in the legislative process, it is just a proposal and there will be continued discussions throughout the next month to determine where it is headed.
- Commissioner Cook asked about updates for the proposed road maintenance enterprise that was discussed at the December Joint Budget Committee (JBC) meeting. During this discussion and other discussions with stakeholders, there was some feedback received about looking at some different fee sources. At this point nothing has been introduced, but by next month's meeting there is likely going to be a better sense of timeline and how the proposals will fare. Past fees of this sort have lagged by about a year, which gives a rough estimate for this proposal's timeline, but nothing is concrete at this point.

Revenue Forecast Update

Purpose and Action:

The Office of Financial Management and Budget (OFMB) released its second FY 2024- 25 quarterly revenue forecast, which is summarized in an informational memo in this month's packet. OFMB reduced its forecast for fuel tax and fee revenue compared to the previous quarter. These changes result in a reduction of \$12.8 million in CDOT's Highway Users Tax Fund (HUTF) that is available for the FY 2025-26 Annual Budget. Based on the revised revenue forecast, that amount is reduced by \$12.8 million to just \$5.6 million coming from fuel tax and fee revenue. Updated allocations will be presented in February 2025. In addition, staff will reduce the obligation limitation assumption to 87% for FY26, to mitigate against large reductions to the TC Program Reserve during revenue reconciliation. Congress is considering legislation that may impact future obligation limitations for state DOTs, which is currently being monitored by OFMB.

Discussion:

- Commissioner Ridder inquired if the reduction in the fuel fees appears to be a trend or a one time incidence. The response was that since the update is based upon the last three months of data, it is hard to tell at this point if it will be a long term trend. It could be a wide combination of things affecting this revenue stream and thus difficult to determine any singular root causes.

State Match for Federal PROTECT Grant Application for Avalanche Mitigation

Purpose and Action:

The Division of Accounting and Finance (DAF) is requesting the TC to review and adopt the fifth budget amendment to the FY 2024-25 Annual Budget, in accordance with Policy Directive (PD) 703.0, which consists of one item that requires TC approval. The fifth budget amendment reallocates \$5,352,000 from the TC Program Reserve Fund in the Commission Reserve Funds line (Line 73) to the Geohazards Mitigation line (Line 7) to provide state match for the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) grant going towards the statewide avalanche mitigation project. This project includes modernizing our avalanche mitigation technology from WWII howitzer cannons to Remote Avalanche Control Systems, performing a small slope study, and supporting debris removal equipment and statewide transportation system resilience efforts. This move would leave a balance of approximately \$45 million in the Commission Program Reserve Budget. If the grant award is not successful, the \$5.4 million will be retained to advance avalanche mitigation efforts. The requested action is a review and potential adoption of the budget amendment to reallocate \$5,352,000 to the Geohazards Mitigation line as a state match for the statewide avalanche mitigation project.

Discussion:

- Commissioner Garcia expressed excitement about the project and asked about the locations and phases of the avalanche mitigation phases, which are as follows: phase one is along i-70 just east of the Eisenhower Tunnel on Mount Bethel, phase two is Wolf Creek Pass, phase three is Coal Bank Pass and Molas Pass along US 550, and phase four is Red Mountain Pass between and Ouray and Silverton.
- Commissioner Ridder asked about acquiring parts for current avalanche mitigation equipment, and it was made clear that while there is an adequate stockpile, these weapons are beginning to age out and the availability of parts will continue to decline.
- Commissioner Bowman also expressed excitement for this project.

2. Fuel Impact Enterprise (FIE) Workshop on Budget, Funding Distribution and Potential Projects - Darius Pakbaz and Craig Hurst

Purpose and Action:

The purpose of this memorandum is to provide an overview of the Fuels Impact Enterprise (FIE), the fiscal year 2024-25 budget, and to discuss the next steps in the grant program. The FIE Board of Directors are being asked to review and provide feedback on the fiscal year 2024-25 budget as it is broken down into revenues, allocations and expenses, and administrative and operating activities. During revenue reconciliation of the fiscal year 2024 funds, additional, unobligated funds were collected and staff is asking for direction from the Board of Directors on how to distribute these funds. No action required at this time. However, potential action on budget amendments for the fiscal year 2024-25 budget at a future board meeting, as well as finalization of the fiscal year 2026 budget, consideration of usage of funds by the board, and execution of intergovernmental agreements with local entities.

Two options were identified:

1. Distribute \$1,226,810 to local agencies already receiving grants from FIE, according to the formula in statute.

2. Distribute \$1,226,810 to the Board Directed Statewide Hazmat and Freight Projects.

Discussion:

- Commissioner Stuart asked if there was a staff recommendation and if a pro and a con for each option could be provided. For option one, it was explained that a potential con is that local agencies may be unable to use the funds and they will need to be redistributed and the IGAs may require readjustment, which requires additional work. The pro is that there would be more money going to the localities where the fuel distribution centers are located. For option two, statewide distribution to Hazmat and Freight projects allows money to go to areas that were not yet identified within statute. However, the potential TABOR limitations may pose an issue. For option two, the money would potentially increase the amount of work able to be done by the enterprise to benefit the movement of fuel and freight, but it is hard to identify specific projects at this point. However, there is a list of projects that would be eligible for and benefit from this additional funding.

3. CDOT Speed Safety Camera Program - San Lee and Ben Acimovic

Purpose and Action:

Colorado Revised Statute 42-4-110.5 was revised in July of 2024 and enabled CDOT to administer a Speed Safety Camera Program, allowing for Speed Safety Cameras (SSC), also referred to as an automated vehicle identification systems (AVIS). The purpose of this discussion is to provide an overview of the CDOT Speed Safety Camera Program that is scheduled to begin in the Spring of 2025. CDOT is focusing on work zones in March 2025 with one (1) pilot site expanding to up to four (4) within the calendar year. The goal of the AVIS Program is to establish an effective corridor program to reduce speeding and increase safety along CDOT owned highway facilities as noted in the Colorado Revised Statutes 42-4-110.5. No action is required at this time.

Discussion:

- STAC Chair Beedy asked if this could be presented to the STAC, and asked if there will be signs letting drivers know that there will be cameras ahead, to dissuade the assumption that this is a “gotcha” program focused on capturing the maximum number of violations and revenue possible. It was explained that signage has been developed, and it is required at certain points by statute, but observations and peer learning from other states have shown that excess signage is beneficial.
- Chief Engineer Keith Stefanik added that this is a strategy they have been looking at for some time, and after working closely with the legislature to ensure the revised statute reflected CDOT’s ability to work with Colorado State Patrol (CSP) to support the advancing transportation safety Wildly Important Goal (WIG). They established a strategy to have 150 calendar days of camera speed enforcement this year to support this goal. It was emphasized that this is not designed to be a revenue generating project, as they will not break even for a while.
- Vice Chair Adams asked about the difference between a \$2 million pilot and a \$5 million pilot. The initial backend setup will cost about \$1 million, and the cost after that depends on the level of expansion and the total number of other sites, cameras, and hours. The first site will be I-70 at Floyd Hill, and expand to up to five other sites.

- Commissioner Garcia mentioned the \$40 million in fines raised through CTIO, and inquired about expansion in workzones throughout different parts of the state. Other states have shown impressive trends in citations in even the first few months, and they hope to mirror that same level to justify and determine their expansion plan. One of the most important factors guiding the rate of expansion is the efficiency of the back office and the hearing process, but the efficacy of the initial pilot program will determine the official expansion plan.
- Commissioner Gutierrez asked if it was possible to expand faster than the outlined one-year period, but it was emphasized that this is not something to be rushed into. The current focus is on school and work zones to focus on improving safety for vulnerable users. Placement on large freeways such as I-70 or I-25 would result in a massive amount of citations right away, potentially before the hearing process and backend framework is in place. There are certain criteria that need to be met, and ramping up too quickly may hinder that and trigger high levels of scrutiny on the program.
- Commission Chair Hart emphasized the focus on protecting people in sensitive areas by slowing people down rather than generating revenue from citations. He also showed support for the fact that it is CDOT managing this enforcement program, and appreciated the caution and hesitation shown throughout its development.
- Commissioner Holgiun asked about potential opportunities to proactively focus on outreach and marketing of the program to ensure knowledge of it, even if that may reduce potential revenue by increasing compliance. In response, the solid line movement violation was referenced as something that people have often gotten away with, as it is less of a clear cut violation. Speeding, on the other hand, is an explicit violation, and potentially requires less outreach than other programs, as enforcement itself is an effective outreach program.

4. Bridge and Tunnel Enterprise (BTE) Workshop on BTE 10-Year Plan Financing - Patrick Holinda and Katie Carlson

Purpose and Action:

Staff prepared this workshop to provide the Bridge and Tunnel Enterprise (BTE or the Enterprise) Board of Directors (Board) a briefing on the outcome of the Series 2024B Senior Revenue Refunding Bond (Series 2024B Refunding Bond) transaction and an informational progress update on BTE's contemplated new money financing in early 2025. In December of 2024, BTE closed on its Series 2024B Refunding Bonds, which refunded the remaining outstanding Series 2010A Build America Bonds. Staff will now coordinate with OFMB to adjust the FY2025 and FY2026 budgets to reflect the Series 2024B Refunding Bond transaction and work with the underwriting syndicate, its Municipal Advisor, and Bond Counsel to evaluate and refine structuring alternatives for the planned new money financing in early 2025. There will also be a future workshop recommending a structure for the contemplated 2025 new money financing. No approval action requested this month. Staff requests Board feedback on ongoing Enterprise planning activities.

Discussion:

- Commissioner Garcia asked about the cumulative funding capacity from FY29 to FY33. It was also pointed out that this is focusing on the delivery of the first four years of

the 10-year plan, and the investment strategy beyond FY27 will depend on the projects selected in the updated 10-yr plan, and to not view the budget surplus as going unused.

5. Request for Approval- National Renewable Solutions (NRS) Request for Approval - Public Private Initiative Agreement (New Longitudinal Overhead Transmission Lines in CDOT Right-of-Way [ROW]) - Bob Fifer and Heather Paddock

Purpose and Action:

This workshop summarized an unsolicited proposal for a unique public-private partnership, its background, and the proposed next steps. In October 2022, National Renewable Solutions (NRS) submitted to CDOT an Unsolicited Proposal (§§ 43-1-1201, C.R.S.) to build a longitudinal high voltage transmission line on the I-76 corridor right of way from mile point 99.2 to mile point 151.8 in exchange for provision of fiber instruction along the corridor and power infrastructure. After evaluation and technical review, FHWA provided conditional approval via email. Today's action item is a Resolution providing express approval of the proposed PPI Agreement pursuant to Section 3.2.2.6 of the Utility Accommodation Code.

There is also interest in proposing legislation that would allow high voltage transmission lines to be sited in highway rights-of-way in Colorado. This was recently done in Minnesota, and has been established since the early 2000s in Wisconsin.

Discussion:

- Vice Chair Adams asked about separating these use of the ROW and the provision of fiber as two separate transactions to determine if it would be a fair market deal to exchange these two services quid pro quo. It was noted that when this proposal was accepted, part of the process was assessing the market value of this transaction and it was determined that this would be a fair market deal. All assets are treated competitively neutral when making these decisions.
- Commissioner Holguin asked about the impact to the highway during the construction and inquired about the special extenuating circumstances that allow this to happen. It was explained that in terms of construction, the underground conduit bank was identified as being extremely disruptive, but aerial implementation is much less invasive and allows for pole placement and stringing in a shorter time period with less disruption to the roadway and safety. However, specific impacts on the roadway and traffic have yet to be determined, with future coordination, permitting, and construction planning determining this. The extenuating circumstances are mainly regarding the expansion and provision of renewable energy, as this project will allow 1200 megawatts (MW) from northeast Colorado into the main grid. This is supplemented by the inclusion of fiber optics, allowing CDOT to expand their network and help expedite rural broadband into this part of the state. This section of the interstate was identified as being unique, with a relatively large right of way and a smaller volume of traffic passing through. These attributes paired with the potential benefits led to the affirmation of extenuating circumstances. There has also been a lot of thought going towards utilizing the right of way, and this presents a viable use case.

However, because this will set precedent, it is important to clearly establish how and why this may be successful.

- Commissioner Garcia affirmed that it will be CDOT fiber, and asked if there was any thought about integrating rail into the right of way, which there is currently not.
- Commissioner Ridder and Commissioner Cook shared concerns about potential fire risk and other damages and how electrical infrastructure may pose a risk in a dry environment such as the project area. It was noted that risk mitigation is incorporated into the plan for this project. For example, the general design life of these structures is 100 years, but these are being designed to a 300 year standard, and resilience is being taken into consideration, especially with regard to fires. NRS representatives also explained the breakers that shut the line down within 1/60th of a second in the event of a fault. Further operations and maintenance considerations involve proactive inspections and repairing potential fault points before they fail, as well as managing vegetation in the area. There are also plans for coordination with local EMS and other services to develop training, create emergency preparedness plans, and share resources.
- Commissioner Parsons asked about the process for defining mitigating circumstances and how that was applied to this project. Chief Engineer Stefanik pointed to the extensive analysis done and emphasized that this is not granting an easement within the right of way. While this scenario does set precedent, the unique context of this right of way creates an isolated scenario, and thus there are few other areas within the state that fall under this same circumstance.
- Commissioner Gutierrez asked about any other projects in northeast Colorado that are also being serviced by this company, and if other companies may need these same transmission requirements. It was explained that there is hesitancy to provide an advantage to one particular company.
- Vice Chair Adams referred back to the unprecedented nature of this in Colorado, and asked about discussion with other states or areas where projects like this have been implemented, and inquired about potential issues seen in these projects. The response was that NRS worked closely with the Wisconsin DOT and have not heard any issues with their other projects. Several of their past developments have involved transmission lines to link them to the main grid. This project is done in coordination with other industry partners, some local, that have experience in similar transmission-related projects.
- Commissioner Masters asked how quickly CDOT is prepared to take advantage of the fiber optics asset involved in this project. It was clarified that it may take several years before communities can begin to utilize this. The planning and permitting process itself may take over a year. However, CDOT will not have to spend anything to connect to and access the fiber line.
- Commissioner Holguin asked about CDOT's role with the impacted towns and who is responsible for notifying these communities. The response was that CDOT is in coordination with FHWA and a public process will be part of the requirements for this process, however, CDOT may not lead it, it may be placed in NRS's hands.
- Commissioner Gutierrez asked about the capacity of the fiber line, and if there will be excess fiber included, beyond CDOT's current needs. The answer was yes, since one

consideration of the project is to provide broadband into rural areas, there will be excess fiber included to support that and allow affected communities to utilize it.

- Commission Chair Hart brought up the permitting process and asked about any local land use considerations that NRS will need to follow, and NRS will be permitting this process in all relevant jurisdictions. It was noted that NRS is in communication with all of the impacted areas already. One of the biggest considerations when submitting these applications is site control, and they are currently working through that before submitting applications to Logan county, Washington County, Morgan County, Sedgwick County, and City of Sterling. Commission Chair Hart also inquired about the public education and public notification process, which will likely require a high level of coordination between jurisdictions. While engagement is required in the permitting process, NRS follows a standard engagement process in every project, and desires feedback from stakeholders and the general public.
- Chief Engineer Stefanik clarified the relationship between permitting and the NEPA process, and asked NRS what level of NEPA they believe is required for this project. NRS stated that based upon the current regulatory documents, they believe the project could qualify as a categorical exclusion, but they are prepared to address any higher forms of overview or environmental assessments.

Transportation Commission Regular Meeting

January 16th, 2025

Call to Order, Roll Call

11 Transportation Commissioners were present: Chair: Terry Hart, Vice Chair: Eula Adams, Yessica Holguin, Mark Garcia, Shelley Cook, Karen Stuart, Barbara Bowman, Rick Ridder, and Todd Masters, Hannah Parsons, and Cecil Gutierrez.

Swearing in of Commissioner Cecil Gutierrez

- The TC Secretary, Herman Stockinger, conducted the formal swearing in ceremony of Commissioner Gutierrez.

Public Comments

- Andrew Gunning, Executive Director of PPACG, thanked CDOT staff for their assistance in navigating the transportation planning process and the greenhouse gas (GHG) rules. PPACG will be able to meet the GHG reduction standards and is excited about their finished plans, including their land use plan, transit plan, and the other smart growth development projects that are in the works. He also thanked the PPACG staff behind the scenes that did all the heavy lifting throughout the plan development.
- John Liosatos, Transportation Director of PPACG, recognized Chris LaPlante and Libba Rollins with CDOT for their help in ensuring PPACG understood the process and was able to navigate it effectively.

Comments of the Chair and Commissioners

- Commissioner Masters reminded folks that Colorado is sending firetrucks and other emergency support services to California and to be respectful of these trucks on the roads.
- Commissioner Garcia thanked the teams keeping roads open over the holidays and wished John Lorme, the retiring CDOT Department of Maintenance and Operations Director, well in his future endeavors.
- Commissioner Holguin mentioned the canceled DRCOG Regional Transportation Commission (RTC) meeting this month, as well as her recent presentation at the neighborhood collaboration transportation subcommittee meeting, where there was significant interest in federal bus rapid transit (BRT).
- Commissioner Cook mentioned that DRCOG has been awarded an Innovative Finance and Asset Concession Grant to be used to accelerate BRT planning in the 2050 RTP. In addition, the Jefferson County Wildfire Protection Plan is posted, the Lakewood speed limit resolution has passed, and Wheatridge voters approved a sales tax extension to improve corridors, bike facilities, and drainage. The Morrison Spring Street bridge is 80% completed and the timber structure of the bridge is worth noting. Commissioner Cook also complemented the Bustang services and showed appreciation for the opportunity to attend the Community Solutions Annual Legislative Forum in Boulder.
- Commissioner Ridder applauded the commitment of the CDOT staff on the morning of January 1st for maintaining the roadways, as well as the positive momentum and dedication to advancing passenger rail in the north of the state. He also mentioned the work he has been doing to mitigate wildlife incidents and maintain wildlife corridors.
- Commissioner Stuart welcomed Commissioner Gutierrez to the Commission and expressed appreciation for the work done by John Lorme throughout his career. Commissioner Stuart also thanked the seven snowplow drivers that blocked a fleeing criminal, leading to their arrest.
- Commissioner Bowman wished everyone a happy New Year.
- Commissioner Parsons expressed gratitude for the team at PPACG and CDOT for their work on the PPACG GHG report.
- Commissioner Gutierrez thanked the warm welcome from the Commission and appreciated the assistance that CDOT has provided during the onboarding process.
- Commission Vice Chair Adams welcomed Commissioner Gutierrez to the Commission and echoed the comments made about John Lorme, emphasizing his willingness to listen and the good work he has done. Vice Chair Adams also emphasized the commitment to safety made by everyone in CDOT.
- Commission Chair Hart congratulated the folks in Region 2 for receiving a significant award of \$40 million to expand lanes along the US50 passage from Pueblo to Kansas. Chair Hart also emphasized the importance of respecting the people working on the highways and the need to slow down when passing these areas, as well as honored the work John Lorme has done throughout his career at CDOT.

Executive Director's Management Report - Shoshana Lew

- Executive Director Lew applauded PPACG's work on their GHG plan development and shared excitement about the recipients of the Women's Transportation Seminar (WTS) awards and the US 50 project receiving an award. Executive Director Lew echoed thanks to the CDOT team for their work over the holidays to keep roads open and safe, as well as thanked John Lorme for his incredible work and mentioned that John Lorme's successor will be announced within the next few days.

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

- There were no major action items at the most recent board meeting, but announced that CTIO is now required to produce a capital plan that aligns with CDOT's 10-Year Plan, as outlined in Senate Bill 24-184.
- Key takeaways from the Safety and Tolling Enforcement Program included a reduction in average daily express lane violations, from 2,600 in the prior warning period to 1,400 violations per day in the most recent period, a 47% reduction. From September 2023 to January 2025, the program saw an 85% decrease in violations, and 79% of drivers that receive a violation do not commit a second.
- Senate Bill 24-184, which expands rail and transit projects for the state, went live to help expand the Winter Park Express Rail service. The funding was used to reduce the ticket price and expand the days and number of trains available. Weekend trains are at 90% capacity, and bookings are much higher than last year.
- Commissioner Garcia asked about inmates being used to review camera footage, and CTIO Director Piper Darlington explained the process of camera review, a very small part of the project, is contracted through the Colorado Corrections Institute.

Legislative Report - Emily Haddaway

- The CDOT SMART Act hearing is tomorrow, where each agency will be presenting on their WIGS and sharing other information about each department. There has also been a lot of time dedicated to getting the new class of legislators up to speed. Common themes that have come up in the first week include the budget and potential measures needed if different regulations or protections are lifted at the federal level.
- Some introduced bills include a Voting Rights Act, workers rights, and gun control legislation. The governor mentioned transit and housing as continuing to be a priority, even though there are no major bills regarding these things like there were last year. The Transportation Legislative Review Committee (TLRC) bills from over the summer were introduced, as well as the Transportation Planning Region (TPR) bill that changes the maximum allowable number of TPRs in Colorado to 16 from 15.
- Other topics include legalizing key trucks and allowing transmission lines in the right of way. We can expect to see a bill next week that would enable CDOT to allow independent businesses to set up in the right of way and provide chain assist services. Lastly, we can expect to see more emissions bills, another Regional Transportation District (RTD) bill, and a big focus on the budget.

FHWA Division Administrator Report - John Cater

- Colorado has received \$825 million in grants alone under the Infrastructure Investment and Jobs Act (IIJA), and the grants process is not letting up. Furthermore, Colorado has received \$154 million in grants in just the last 6 weeks, including the Reconnecting Communities Pilot Program, the Charging and Fuel Infrastructure pilot program, the RAISE program, the Rural Program, Safe Streets and Roads for All, the Strengthening Mobility and Revolutionizing Transportation (SMART) program, and the Low Carbon Transportation Materials Program.
- While final 2024 fatality data is not out yet, rates seem to be trending in a good direction, down by 5% in Colorado. with total fatalities under 700.

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

- The previous STAC meeting was lighter in terms of materials and mostly consisted of work on the Statewide Plan work plan and deciding how to utilize STAC to assist the TPRs in receiving information on grants and the grant process.
- Additionally, STAC is interested in working with communities that passed transportation districts to generate tax revenue to share information on how they got passed and the relevant funding sources utilized.
- Another future endeavor for the STAC is gaining a better understanding of the various enterprises and how their funding moves forward. There is a lot of opportunity to share enterprise funding information with STAC and the local communities to ensure accurate understanding of these processes.
- The STAC is providing a GHG planning standard refresher and is beginning to work with MPOs on this.
- Lastly, the STAC discussed an update to the Rural Transportation Funding program.

Discuss and Act on Consent Agenda - Herman Stockinger

- Proposed Resolution #1: Approve the Regular Meeting Minutes of December 18th, 2024 - Herman Stockinger
- Proposed Resolution #2: IGA Approval >\$750,000 - Lauren Cabot
- Proposed Resolution #3: Disposal Parcel 47REV-EX located at Marshall St. and W 49th Drive in Wheat Ridge - Jessica Myklebust
- Proposed Resolution #4: Disposal Parcel 350-EX located at US Highway 50 and Morris Ave in Pueblo - Shane Ferguson
- Proposed Resolution #5: FY '25 Maintenance Projects - \$150k-\$300k - John Lorme and Jim Fox
- Proposed Resolution #6: STIP Amendment #3, Additional Funding for US 287 Safety Improvements - Jamie Collins

A motion by Commission Chair Hart was raised to approve, and seconded by Commissioner Ritter and passed unanimously.

Discuss and Act on Proposed Resolution #7: 5th Budget Amendment of FY '24-'25 - Jeff Sudmeier

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

Discuss and Act on Proposed Resolution #8: PPACG GHG Transportation Report for the 2050 RTP - Darius Pakbaz

Discussion:

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

Recognitions:

- US 50 Blue Mesa Bridges Project - Jason Smith and Keith Stefanik
 - The goals of the response and the project were shared, and it was emphasized that the key to success was communication and the team itself.
 - Director Lew pointed to the unique balance of this project between routine maintenance and a natural disaster situation and the unprecedented process and cadence of the entire process. Both the engineering work and the human aspect of the project were applauded.
 - Commissioner Bowman lauded the handling of this crisis by every party involved and thanked them for their work.
 - Commissioner Stuart brought up the initial virtual town hall meeting and the countless impacts of this project on the people in the area.
 - Commissioner Gutierrez commented on both projects and highlighted CDOT's culture throughout the organization that allows them to efficiently and effectively respond to issues such as this.
- Recognition of CDOT Awards - Women's Transportation Seminar (WTS) - Jessica Myklebust
 - WTS CO Employer of the Year: CDOT
 - WTS CO Person of the Year: Heather Paddock
 - WTS Innovative Transportation Solution: US50 Blue Mesa Emergency Repairs and Centerra-Loveland Mobility Hub

Adjournment

The meeting was adjourned at approximately 10:40 am.

The next Transportation Commission meetings, workshops and regular meeting will be held on February 19th and February 20th, 2025.



COLORADO
Department of Transportation

Transportation Commission Memorandum

To: Transportation Commission

From: Lauren Cabot

Date: January 22, 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: February 3, 2025

Subject: Parcels 1-EX and 29-C-EX, I70 and US40, El Rancho, Jefferson County

Purpose

The purpose of this memorandum is to provide the Transportation Commission with the necessary supporting documents including legal descriptions and maps to declare Parcel 1-EX, acquired for CDOT Project No. P.W.A. No. 6007-D and Parcel 29-C-EX, acquired for CDOT Project No. I 70-3(33)253) Sec2, 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 Region 1 is requesting the Transportation Commission adopt a resolution to declare Parcel 1-EX of CDOT No. P.W.A. No. 6007-D and Parcel 29-C-EX of CDOT Project No. I 70-3(33)253), as excess property and allow for its disposal.

Background

Parcel 1-EX is located west of Evergreen Parkway and runs parallel to the north side of US 40 in the County of Jefferson and contains 53,919 Sq Ft (1.238 Acres) (+/-) of land that is located outside of the right of way necessary for US40. Parcel 1-EX was acquired by CDOT as part of Project No. P.W.A. No. 6007-D in 1938 for the construction of Interstate US40 (formerly State Highway No 2).

Parcel 29-C-EX is located west of Evergreen Parkway and runs parallel to the south side of Interstate 70 in the County of Jefferson and contains 43,363 Sq Ft (0.995 Acres) (+/-) of land that is located outside of the right of way necessary for Interstate 70. Parcel 29-C-EX was acquired by CDOT as part of Project No. I 70-3(33)253) Sec 2 in 1973 for the construction of Interstate 70.

Details

CDOT Region 1 has determined the disposal of parcels 1-EX and 29-C-EX will not affect the operation, use, maintenance or safety of the highway facility. The property will be sold at fair market value to the adjacent property owner 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, pursuant to C.R.S. 43-1-106(8)(n); 43-1-110; 43-1-114(3) and 43-1-210; Code of Federal Regulations and Title 23, Part 710, Section 409 (23 CFR 710.409) CDOT will dispose of parcels 1-EX and 29-C-EX together containing 97,282 Sq Ft (2.233 Acres) (+/-) of land that is no longer needed for transportation purposes to the adjacent property owner for fair market value.

Attachments

Legal Description with Exhibit

EXHIBIT "A"

PROJECT NUMBER: P.W.A. 6007-D

PARCEL NUMBER: 1-EX

DATE: JUNE 11, 2024

LEGAL DESCRIPTION

A tract or parcel of land No. 1-EX, being a portion of U.S. Highway No. 40, Project No. P.W.A. 6007-D, ROW No. 714 in Book 7, located in Block 1, Genesee Park State Subdivision in the Northeast Quarter of the Southeast Quarter of Section 16, Township 4 South, Range 71 West of the Sixth Principal Meridian, in Jefferson County, Colorado, said tract or parcel being more particularly described as surveyed as follows:

Beginning at a #5 rebar with 1.25" yellow plastic cap stamped LINN INC PLS 14112 at the southeast corner of that certain parcel of land described in Special Warranty Deed recorded September 23, 2005 at Reception No. 2005087431, said monument being shown on Land Survey Plat recorded March 4, 1998 at Reception No. F0566619, said monument lying on the northerly right of way line of said U.S. Highway No. 40, Project No. P.W.A. 6007-D, whence the Northeast corner of said Southeast Quarter bears North 00°17'34" West, a distance of 634.92 feet;

1. Thence South 00°39'05" East, a distance of 47.09 feet to a point on the east line of said Southeast Quarter of Section 16;
2. Thence South 23°15'02" West, a distance of 7.86 feet;
3. Thence along the arc of a curve to the right having a radius of 33.50 feet and a central angle of 72°11'17", an arc distance of 42.21 feet (chord bears South 59°20'41" West, 39.47 feet);
4. Thence along the arc of a curve to the left having a radius of 571.50 feet and a central angle of 07°16'24", an arc distance of 72.55 feet (chord bears North 88°11'52" West, 72.50 feet);
5. Thence South 88°09'55" West, a distance of 110.15 feet;
6. Thence along the arc of a curve to the right having a radius of 560.00 feet and a central angle of 17°41'21", an arc distance of 172.89 feet (chord bears North 82°59'24" West, 172.20 feet);
7. Thence North 68°49'51" West, a distance of 22.93 feet;
8. Thence North 69°20'06" West, a distance of 46.94 feet;
9. Thence North 74°53'50" West, a distance of 24.34 feet;
10. Thence North 64°00'47" West, a distance of 146.21 feet;
11. Thence North 61°08'31" West, a distance of 168.89 feet;
12. Thence North 59°41'23" West, a distance of 96.18 feet;
13. Thence North 62°17'32" West, a distance of 191.14 feet;

(continued)



EXHIBIT "A"

PROJECT NUMBER: P.W.A. 6007-D

PARCEL NUMBER: 1-EX

DATE: JUNE 11, 2024

LEGAL DESCRIPTION

(continued)

14. Thence along the arc of a curve to the left having a radius of 1466.00 feet and a central angle of $10^{\circ}37'34''$, an arc distance of 271.89 feet (chord bears North $67^{\circ}36'19''$ West, 271.50 feet);

15. Thence North $00^{\circ}43'17''$ East, a distance of 43.67 feet to a #4 rebar with 1.5" aluminum cap stamped IRA HARDIN LS 5239 at the southwest corner of said parcel described at Reception No. 2005087431 and as shown on said Land Survey Plat recorded at Reception No. F0566619;

16. Thence along the northerly right of way line of said U.S. Highway No. 40 along the arc of a curve to the right having a radius of 1980.00 feet and a central angle of $11^{\circ}05'31''$, an arc distance of 383.31 feet (chord bears South $66^{\circ}29'13''$ East, 382.71 feet) to a #4 rebar with 1.5" aluminum cap stamped IRA HARDIN LS 5239;

17. Thence South $60^{\circ}57'10''$ East along said northerly right of way line, a distance of 459.29 feet to a #4 rebar with 1.5" aluminum cap stamped IRA HARDIN LS 5239;

18. Thence along said northerly right of way line along the arc of a curve to the left having a radius of 590.10 feet and a central angle of $51^{\circ}08'15''$, an arc distance of 526.68 feet (chord bears South $86^{\circ}31'07''$ East, 509.37 feet) to the True Point of Beginning.

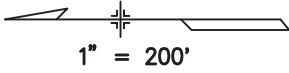
The above described parcel contains 53,919 Square Feet, or 1.238 Acres, more or less.

Basis of Bearings: All bearings are based on the State Plane grid bearing of South $00^{\circ}19'04''$ East along the west line of said Southwest Quarter of Section 15. The line is monumented at the north end by a 2" Aluminum Pipe & 3.25" Aluminum Cap stamped J.W. Andrews 5240, Dist. Court 82CV2536, as shown on monument record filed Nov. 27, 1990 by Andrews, PLS No. 5240, and at the south end by a Stone, 10" x 3", 10" above ground, with crosscut on top as shown on monument record filed Nov. 27, 1990 by Andrews.

For and on behalf of
Foresight West Surveying, Inc.
L.J. Ludeman, PLS 25636
1309 S. Inca Street, Denver, CO 80223

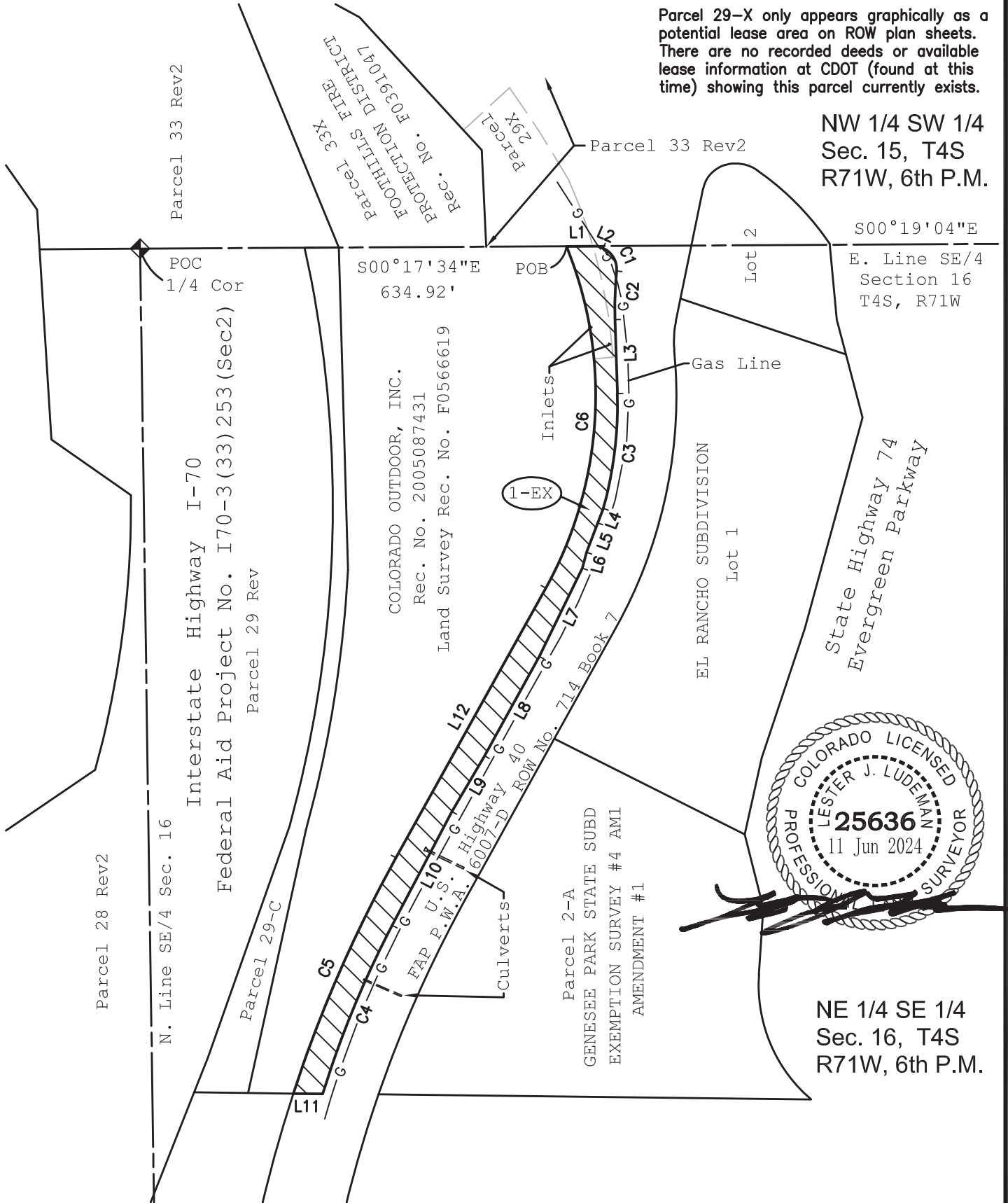


Exhibit "A" - U.S. Highway No. 40
 Parcel 1-EX 53,919 Sq. Ft. (1.238 Acres)



Parcel 29-X only appears graphically as a potential lease area on ROW plan sheets. There are no recorded deeds or available lease information at CDOT (found at this time) showing this parcel currently exists.

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



NE 1/4 SE 1/4
 Sec. 16, T4S
 R71W, 6th P.M.

Exhibit "A" - U.S. Highway No. 40
Parcel 1-EX 53,919 Sq. Ft. (1.238 Acres)

| Line | Bearing | Distance |
|------|--------------|----------|
| L1 | S00°39'05" E | 47.09' |
| L2 | S23°15'02" W | 7.86' |
| L3 | S88°09'55" W | 110.15' |
| L4 | N68°49'51" W | 22.93' |
| L5 | N69°20'06" W | 46.94' |
| L6 | N74°53'50" W | 24.34' |
| L7 | N64°00'47" W | 146.21' |
| L8 | N61°08'31" W | 168.89' |
| L9 | N59°41'23" W | 96.18' |
| L10 | N62°17'32" W | 191.14' |
| L11 | N00°43'17" E | 43.67' |
| L12 | S60°57'10" E | 459.29' |

| Curve | Delta Angle | Radius | Arc Distance | Chord Bearing | Chord |
|-------|-------------|----------|--------------|---------------|---------|
| C1 | 72°11'17" | 33.50' | 42.21' | S59°20'41" W | 39.47' |
| C2 | 7°16'24" | 571.50' | 72.55' | N88°11'52" W | 72.50' |
| C3 | 17°41'21" | 560.00' | 172.89' | N82°59'24" W | 172.20' |
| C4 | 10°37'34" | 1466.00' | 271.89' | N67°36'19" W | 271.50' |
| C5 | 11°05'31" | 1980.00' | 383.31' | S66°29'13" E | 382.71' |
| C6 | 51°08'15" | 590.10' | 526.68' | S86°31'07" E | 509.37' |



EXHIBIT "A"

PROJECT NUMBER: I 70-3(33) 253 Sec. 2
PARCEL NUMBER: 29-C-EX
DATE: JUNE 23, 2024

LEGAL DESCRIPTION

A tract or parcel of land No. 29-C-EX, being all that parcel known as 29-C in State Department of Highways, Division of Highways, State of Colorado Project No. I 70-3(33)253 Sec. 2, recorded February 26, 1973 in Book 2477, Page 263, Reception No. 550853, located in Block 1, Genesee Park State Subdivision in the Northeast Quarter of the Southeast Quarter of Section 16, Township 4 South, Range 71 West of the Sixth Principal Meridian, in Jefferson County, Colorado, more particularly described as surveyed as follows:

Beginning at the northeast corner of said Parcel No. 29-C lying on the east line of said Southeast Quarter of Section 16, whence the northeast corner of said Southeast Quarter bears North 00°19'04" West, a distance of 244.99 feet;

1. Thence South 00°07'55" East, a distance of 51.00 feet to a #4 rebar with 1.5" aluminum cap stamped IRA HARDIN LS 5239 at the northeast corner of that certain parcel of land described in Special Warranty Deed recorded September 23, 2005 at Reception No. 2005087431, said monument being shown on Land Survey Plat recorded March 4, 1998 at Reception No. F0566619, said monument marking the southeast corner of said Parcel No. 29-C, Project No. I 70-3(33)253 Sec. 2;

2. Thence South 88°23'21" West, a distance of 479.88 feet to a #5 rebar with 1.25" yellow plastic cap stamped CLC ASSOC PLS 38060;

3. Thence along the arc of a curve to the right having a radius of 1812.00 feet and a central angle of 12°25'44", an arc distance of 393.07 feet (chord bears North 80°49'17" West, 392.30 feet) to a #5 rebar with 1.25" yellow plastic cap stamped CLC ASSOC PLS 38060;

4. Thence North 77°35'12" West, a distance of 400.50 feet to a #4 rebar with 1.5" aluminum cap stamped COLO DIV HWYS, said monument being shown on said Land Survey Plat recorded March 4, 1998 at Reception No. F0566619, said monument marking the southwest corner of said Parcel No. 29-C, Project No. I 70-3(33)253 Sec. 2; o. I 70-3(33)253 Sec. 2;

5. Thence North 00°41'46" East, a distance of 80.30 feet to a #5 rebar with 1.25" orange plastic cap stamped PLS 25636;

6. Thence South 68°28'10" East, a distance of 55.90 feet;

7. Thence South 70°33'25" East, a distance of 365.80 feet;

8. Thence along the arc of a curve to the left having a radius of 1787.00 feet and a central angle of 27°51'32", an arc distance of 868.89 feet (chord bears South 88°31'18" East, 860.36 feet) to the True Point of Beginning.

The above described parcel contains 43,363 Square Feet, or 0.995 Acres, more or less.

Basis of Bearings: All bearings are based on the State Plane grid bearing of South 00°19'04" East along the east line of said Southeast Quarter of Section 16. The line is monumented at the north end by a 2" Aluminum Pipe & 3.25" Aluminum Cap stamped J.W. Andrews 5240, Dist. Court 82CV2536, as shown on monument record filed Nov. 27, 1990

by Andrews, PLS No. 5240, and at the south end by a Stone, 10" x 3" 10" above ground, with crosscut on top as shown on monument record filed Nov. 27, 1990 by Andrews.

For and on behalf of
Foresight West Surveying, Inc.
L.J. Ludeman, PLS 25636
1309 S. Inca Street, Denver, CO 80223

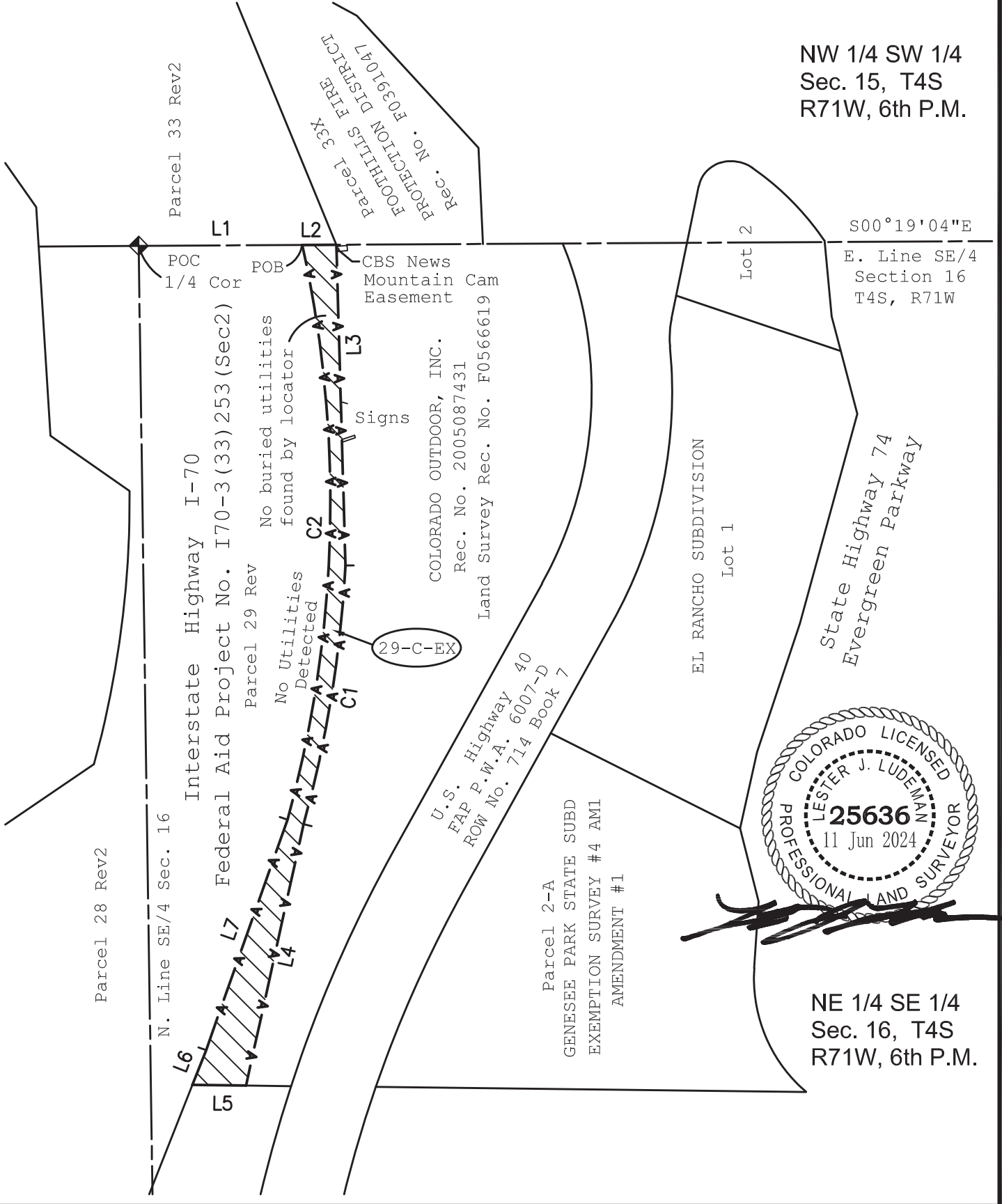


Exhibit "A"

1" = 200'

Parcel 29-C-EX 43,363 Sq. Ft. (0.995 Acres)

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



29-C-EX



NE 1/4 SE 1/4
Sec. 16, T4S
R71W, 6th P.M.

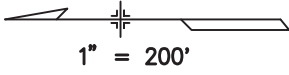
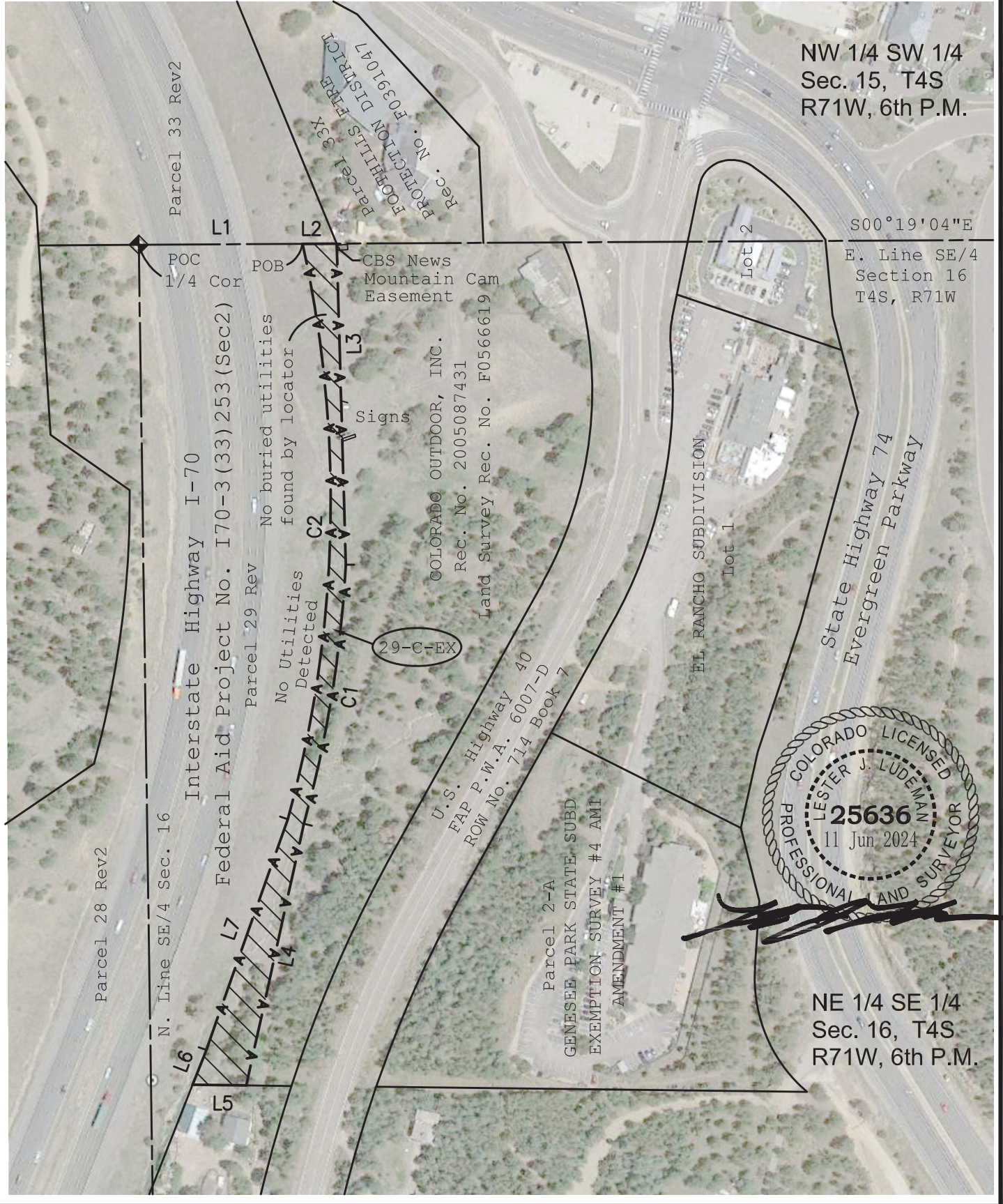


Exhibit "A"

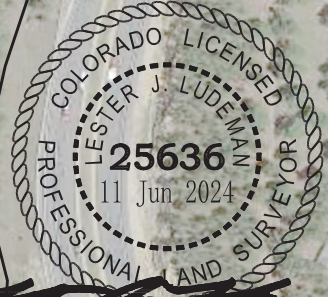
Parcel 29-C-EX 43,363 Sq. Ft. (0.995 Acres)



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

S00°19'04"E
E. Line SE/4
Section 16
T4S, R71W

State Highway 74
Evergreen Parkway



NE 1/4 SE 1/4
Sec. 16, T4S
R71W, 6th P.M.

[Handwritten signature]

Exhibit "A"

Parcel 29-C-EX 43,363 Sq. Ft. (0.995 Acres)

| Line | Bearing | Distance |
|------|-------------|----------|
| L1 | S00°19'04"E | 244.99' |
| L2 | S00°07'55"E | 51.00' |
| L3 | S88°23'21"W | 479.88' |
| L4 | N77°35'12"W | 400.50' |
| L5 | N00°41'46"E | 80.30' |
| L6 | S68°28'10"E | 55.90' |
| L7 | S70°33'25"E | 365.80' |

| Curve | Delta Angle | Radius | Arc Distance | Chord Bearing | Chord |
|-------|-------------|----------|--------------|---------------|---------|
| C1 | 12°25'44" | 1812.00' | 393.07' | N80°49'17"W | 392.30' |
| C2 | 27°51'32" | 1787.00' | 868.89' | S88°31'18"E | 860.36' |





COLORADO

Department of Transportation

Transportation Commission Memorandum

To: The Transportation Commission

From: Keith Stefanik, P.E. Chief Engineer

Date: February 3, 2025

Subject: Parcels 203-EX, 204-EX, 205-EX, 206-EX, and 207-EX, Water Street (formerly State Highway 91), Silver Plume, Clear Creek County

Purpose

The purpose of this memorandum is to provide the Transportation Commission with the necessary supporting documents including legal descriptions and maps to declare Parcels 203-EX, 204-EX, 205-EX, 206-EX, and 207-EX, acquired for Project No. A.W.P. 6009A 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 Region 1 is requesting the Transportation Commission adopt a resolution to declare Parcels 203-EX, 204-EX, 205-EX, 206-EX, and 207-EX of CDOT Project No. A.W.P. 6009A as excess property and allow for their disposal.

Background

Parcels 203-EX, 204-EX, 205-EX, 206-EX, and 207-EX were acquired in 1938 for the construction of Water Street (formerly SH 91) in Clear Creek County. Parcels 203-EX, 204-EX, 205-EX, 206-EX, and 207-EX are located between South Garfield St and Woodward Ave on the north side of Water Street (Formerly SH 91) in Silver Plume.

In 1966, Project No. I 70-3(26)225 Sec 3 relocated SH 91 from Water Street to the south of Silver Plume into the current alignment of Interstate 70 and because of Project No. I 70-3(26)225 Sec 3, Water Street (formerly SH91) is now the Frontage Road for Interstate 70 through Silver Plume.

Parcels 203-EX, 204-EX, 205-EX, 206-EX, and 207-EX are located outside of the right of way necessary for the Interstate 70 Frontage Road and together contain 5,787 Sq Ft (0.133 Acres) (+/-) of land.

Details

CDOT Region 1 has determined the disposal of Parcels 203-EX, 204-EX, 205-EX, 206-EX, and 207-EX will not affect the operation, use, maintenance or safety of the highway facility.

The properties will be sold at fair market value to each respective adjacent property owner in accordance with C.R.S. 43-1-210(5).

CDOT will be relieved of maintenance responsibilities and liability associated with these parcels. CDOT will also obtain revenue from the sale of the parcels 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, pursuant to C.R.S. 43-1-106(8)(n); 43-1-110; 43-1-114(3) and 43-1-210; Code of Federal Regulations and Title 23, Part 710, Section 409 (23 CFR 710.409) CDOT will dispose of Parcels 203-EX, 204-EX, 205-EX, 206-EX, and 207-EX together containing 5,787 Sq Ft (0.133 Acres) (+/-) of land that is no longer needed for transportation purposes to each respective adjacent property owner for fair market value.

Attachments

Legal Description with Exhibit

EXHIBIT "A"

PROJECT NUMBER: I 70-3(26)224 Sec 3

PARCEL NUMBER: 203-EX

DATE: October, 2024

DESCRIPTION

A tract or parcel of land No. 203-EX of the Department of Transportation, State of Colorado (CDOT) Project No. I 70-3(26)224 Sec 3 containing 452 sq. ft. (0.010 acres), lying in NE quarter of the NE quarter of Section 24, Township 4S, Range 75W, of the 6th Principal Meridian, in Clear Creek County, Colorado, being a portion of the parcels of land acquired by State Highway Board Resolution No. A-335 dated 4/22/1938 said parcel 203-EX being more particularly described as follows:

BEGINNING at a found No. 4 rebar with cap "PLS No. 10847" and being the southeast corner of Lot B as platted in Deed Book 502 at Page 434 among the records of Clear Creek County, Colorado, said point lying on the northerly right-of-way line of Water Street;

THENCE running through the aforementioned lands of CDOT the following two (2) courses and distances:

1. **THENCE** S. 04°44'21" E., a distance of 12.76 feet to a point;
2. **THENCE** S. 88°07'01" W., a distance of 70.92 feet to a point, said point lying on the southerly line of the aforementioned Lot B;

THENCE running with the southerly line of the aforementioned Lot B N. 77°50'29" E., a distance of 71.43 feet and the **POINT OF BEGINNING**.

The above-described parcel contains 452 sq. ft. (0.010 acres).

Basis of Bearings: Bearings used in the calculations of coordinates are based on a grid bearing of N. 12°21'51" W. from an No. 5 Rebar with plastic cap "Illegible" located at the intersection of the northerly right-of-way line of Water Street and the westerly right-of-way line of Woodward Street, and a No. 5 Rebar with plastic cap "PLS 5240" set on the westerly right-of-way line of Woodward Street being the southwest corner of Parcel 1 as described in Deed Book 878 at Page 969 among the land records of Clear Creek County, Colorado. The survey data was obtained from a Global Positioning System (GPS) survey based on the Colorado High Accuracy Reference Network (CHARN).

Authored For and on Behalf of the
Department of Transportation
Dane M. Courville, PLS 38548
425 Corporate Circle
Golden, CO 80401



EXHIBIT "A"

PROJECT NUMBER: I 70-3(26)224 Sec 3

PARCEL NUMBER: 204-EX

DATE: October, 2024

DESCRIPTION

A tract or parcel of land No. 204-EX of the Department of Transportation, State of Colorado (CDOT) Project No. I 70-3(26)224 Sec 3 containing 1,427 sq. ft. (0.033 acres), lying in NE quarter of the NE quarter of Section 24, Township 4S, Range 75W, of the 6th Principal Meridian, in Clear Creek County, Colorado, being a portion of the parcels of land acquired by State Highway Board Resolution No. A-335 dated 4/22/1938 said parcel 204-EX being more particularly described as follows:

BEGINNING at a found No. 4 rebar with cap "PLS No. 10847" set in a brick pillar and being the southeast corner of Lot A as platted in Deed Book 1057 at Page 196 among the records of Clear Creek County, Colorado, said point lying on the westerly line of the lands now or formerly in the name of Christian Frey as recorded in Deed Book 977 at Page 606 and the northerly right-of-way line of Water Street;

THENCE running first on the westerly line of the aforementioned lands of Christian Frey and then continuing through the lands of CDOT S. 12°30'20" E., a distance of 26.12 feet to a point;

THENCE continuing through the aforementioned lands of CDOT the following two (2) courses and distances:

1. **THENCE** S. 88°07'01" W., a distance of 75.49 feet to a point;
2. **THENCE** N. 04°44'21" W., a distance of 12.76 feet to a found No. 4 rebar with cap "PLS No. 10847", said point being a common corner between the aforementioned Lot A and Lot B as platted in Deed Book 502 at Page 434 among the records of Clear Creek County, Colorado;

THENCE running with the southerly line of the aforementioned Lot A N. 77°50'29" E., a distance of 72.47 feet and the **POINT OF BEGINNING**.

The above-described parcel contains 1,427 sq. ft. (0.033 acres).

Basis of Bearings: Bearings used in the calculations of coordinates are based on a grid bearing of N. 12°21'51" W. from an No. 5 Rebar with plastic cap "Illegible" located at the intersection of the northerly right-of-way line of Water Street and the westerly right-of-way line of Woodward Street, and a No. 5 Rebar with plastic cap "PLS 5240" set on the westerly right-of-way line of Woodward Street being the southwest corner of Parcel 1 as described in Deed Book 878 at Page 969 among the land records of Clear Creek County, Colorado. The survey data was obtained

from a Global Positioning System (GPS) survey based on the Colorado High Accuracy Reference Network (CHARN).

Authored For and on Behalf of the
Department of Transportation
Dane M. Courville, PLS 38548
425 Corporate Circle
Golden, CO 80401



EXHIBIT "A"

PROJECT NUMBER: I 70-3(26)224 Sec 3

PARCEL NUMBER: 205-EX

DATE: October, 2024

DESCRIPTION

A tract or parcel of land No. 205-EX of the Department of Transportation, State of Colorado (CDOT) Project No. I 70-3(26)224 Sec 3 containing 1,639 sq. ft. (0.038 acres), lying in NE quarter of the NE quarter of Section 24, Township 4S, Range 75W, of the 6th Principal Meridian, in Clear Creek County, Colorado, being a portion of the parcels of land acquired by State Highway Board Resolution No. A-335 dated 4/22/1938 said parcel 205-EX being more particularly described as follows:

COMMENCING at a found No. 5 rebar with plastic cap "Illegible" being the southeast corner of the lands now or formerly in the name of IIP-CO 1 LLC as recorded in Deed Book 1022 at Page 514 among the land records of Clear Creek County, Colorado, said point being the intersection of the easterly right-of-way of Woodward Street and the northerly right-of-way of Water Street;

THENCE along an arc to the right, having a radius of 1382.50 feet, a central angle of $02^{\circ}57'01''$, a distance of 71.19 feet (a chord of which is S. $81^{\circ}49'29''$ W., for a distance of 71.18 feet) to a point;

THENCE along an arc to the right, having a radius of 1802.80 feet, a central angle of $02^{\circ}13'05''$, a distance of 69.79 feet (a chord of which is S. $84^{\circ}58'55''$ W., for a distance of 69.79 feet) to point, said point being a common corner between the lands now or formerly in the name of Christian Frey as recorded in Deed Book 977 at Page 606 and Lloyd B. Culp as recorded in Deed Book 895 at Page 985 among the records of Clear Creek County, Colorado and being the **TRUE POINT OF BEGINNING**.

THENCE running through the aforementioned lands of CDOT the following three (3) courses and distances:

1. **THENCE** S. $12^{\circ}41'36''$ E., a distance of 20.50 feet to a point;
2. **THENCE** along an arc to the right, having a radius of 1823.06 feet, a central angle of $02^{\circ}32'36''$, a distance 80.93 feet (a chord of which is S. $87^{\circ}15'52''$ W., for a distance of 80.92 feet) to a point;
3. **THENCE** N. $12^{\circ}30'20''$ W., a distance of 20.65 feet to a point, said point being the southwest corner of the aforementioned lands of Christian Frey;

THENCE running on the southerly line of the aforementioned lands of Christian Frey along an arc to the left, having a radius of 1802.80 feet, a central angle $02^{\circ}34'15''$, a distance of 80.89 feet

(a chord of which is N. 87°22'35" E., for a distance of 80.88 feet) and the **POINT OF BEGINNING**.

The above-described parcel contains 1,639 sq. ft. (0.038 acres).

Basis of Bearings: Bearings used in the calculations of coordinates are based on a grid bearing of N. 12°21'51" W. from an No. 5 Rebar with plastic cap "Illegible" located at the intersection of the northerly right-of-way line of Water Street and the westerly right-of-way line of Woodward Street, and a No. 5 Rebar with plastic cap "PLS 5240" set on the westerly right-of-way line of Woodward Street being the southwest corner of Parcel 1 as described in Deed Book 878 at Page 969 among the land records of Clear Creek County, Colorado. The survey data was obtained from a Global Positioning System (GPS) survey based on the Colorado High Accuracy Reference Network (CHARN).

Authored For and on Behalf of the
Department of Transportation
Dane M. Courville, PLS 38548
425 Corporate Circle
Golden, CO 80401



EXHIBIT "A"

PROJECT NUMBER: I 70-3(26)224 Sec 3

PARCEL NUMBER: 206-EX

DATE: October, 2024

DESCRIPTION

A tract or parcel of land No. 206-EX of the Department of Transportation, State of Colorado (CDOT) Project No. I 70-3(26)224 Sec 3 containing 741 sq. ft. (0.017 acres), lying in NE quarter of the NE quarter of Section 24, Township 4S, Range 75W, of the 6th Principal Meridian, in Clear Creek County, Colorado, being a portion of the parcels of land acquired by State Highway Board Resolution No. A-335 dated 4/22/1938 said parcel 206-EX being more particularly described as follows:

COMMENCING at a found No. 5 rebar with plastic cap "Illegible" being the southeast corner of the lands now or formerly in the name of IIP-CO 1 LLC as recorded in Deed Book 1022 at Page 514 among the land records of Clear Creek County, Colorado, said point being the intersection of the easterly right-of-way of Woodward Street and the northerly right-of-way of Water Street;

THENCE along an arc to the right, having a radius of 1382.50 feet, a central angle of $02^{\circ}57'01''$, a distance 71.19 feet (a chord of which is S. $81^{\circ}49'29''$ W., for a distance of 71.18 feet) to a point;

THENCE along an arc to the right, having a radius of 1802.80 feet, a central angle of $01^{\circ}01'22''$, a distance 32.18 feet (a chord of which is S. $84^{\circ}23'04''$ W., for a distance of 32.18 feet) to a point, said point being a common corner between the lands now or formerly in the name of Lloyd B. Culp as recorded in Deed Book 895 at Page 985 as recorded among the records of Clear Creek County, Colorado and the lands of the aforementioned IIP-CO 1 LLC and being the **TRUE POINT OF BEGINNING**.

THENCE running through the aforementioned lands of CDOT the following three (3) courses and distance:

1. **THENCE** S. $06^{\circ}47'36''$ E., a distance of 20.27 feet to a point;
2. **THENCE** along an arc to the right, having a radius of 1823.06 feet, a central angle of $01^{\circ}06'57''$, a distance 35.50 feet (a chord of which is S. $85^{\circ}26'05''$ W., for a distance of 35.50 feet) to a point;
3. **THENCE** N. $12^{\circ}41'36''$ W., a distance of 20.50 feet to a point, said point being a common corner between the aforementioned lands of the Lloyd B. Culp and the lands now or formerly in the name of Christian Frey as recorded in Deed Book 977 at Page 606 among the land records of Clear Creek County, Colorado;

THENCE running on the southerly line of the aforementioned lands of Lloyd B. Culp along an arc to the left, having a radius of 1802.80 feet, a central angle of 01°11'43", a distance of 37.61 feet (a chord of which is N. 85°29'36" E., for a distance of 37.61 feet) and the **POINT OF BEGINNING**.

The above-described parcel contains 741 sq. ft. (0.017 acres).

Basis of Bearings: Bearings used in the calculations of coordinates are based on a grid bearing of N. 12°21'51" W. from an No. 5 Rebar with plastic cap "Illegible" located at the intersection of the northerly right-of-way line of Water Street and the westerly right-of-way line of Woodward Street, and a No. 5 Rebar with plastic cap "PLS 5240" set on the westerly right-of-way line of Woodward Street being the southwest corner of Parcel 1 as described in Deed Book 878 at Page 969 among the land records of Clear Creek County, Colorado. The survey data was obtained from a Global Positioning System (GPS) survey based on the Colorado High Accuracy Reference Network (CHARN).

Authored For and on Behalf of the
Department of Transportation
Dane M. Courville, PLS 38548
425 Corporate Circle
Golden, CO 80401



EXHIBIT "A"

PROJECT NUMBER: I 70-3(26)224 Sec 3

PARCEL NUMBER: 207-EX

DATE: October, 2024

DESCRIPTION

A tract or parcel of land No. 207-EX of the Department of Transportation, State of Colorado (CDOT) Project I 70-3(26)224 Sec 3 containing 1,528 sq. ft. (0.035 acres), lying in NE quarter of the NE quarter of Section 24, Township 4S, Range 75W, of the 6th Principal Meridian, in Clear Creek County, Colorado, being a portion of the parcels of land acquired by State Highway Board Resolution No. A-335 dated 4/22/1938 said parcel 207-EX being more particularly described as follows:

BEGINNING at a found No. 5 rebar with plastic cap "Illegible" being the southeast corner of the lands now or formerly in the name of IIP-CO 1 LLC as recorded in Deed Book 1022 at Page 514 among the land records of Clear Creek County, Colorado, said point being the intersection of the westerly right-of-way of Woodward Street and the northerly right-of-way of Water Street;

THENCE running through the aforementioned lands of CDOT the following three (3) courses and distances:

1. **THENCE** S. 58°33'05" W., a distance of 46.67 feet to a point;
2. **THENCE** S. 81°27'44" W., a distance of 60.95 feet to a point;
3. **THENCE** N. 06°47'36" W., a distance of 20.27 feet to a point, said point being a common corner between the aforementioned lands of IIP-CO 1 LLC and the lands now or formerly in the name of Lloyd B. Culp as recorded in Deed Book 895 at Page 985 among the land records of Clear Creek County, Colorado;

THENCE running on the southerly line of the aforementioned lands of IIP-CO 1 LLC the following two courses and distances:

1. **THENCE** along an arc to the left, having a radius of 1802.80 feet, a central angle of 01°01'22", a distance of 32.18 feet (a chord of which is N. 84°23'04" E., for a distance of 32.18 feet) to a point;
2. **THENCE** along an arc to the left, having a radius of 1382.50 feet, a central angle of 02°57'01", a distance of 71.19 feet (a chord of which is N. 81°49'29" E., for a distance of 71.18 feet) to the **POINT OF BEGINNING**.

The above-described parcel contains 1,528 sq. ft. (0.035 acres).

Basis of Bearings: Bearings used in the calculations of coordinates are based on a grid bearing of N. 12°21'51" W. from an No. 5 Rebar with plastic cap "Illegible" located at the intersection of

the northerly right-of-way line of Water Street and the westerly right-of-way line of Woodward Street, and a No. 5 Rebar with plastic cap "PLS 5240" set on the westerly right-of-way line of Woodward Street being the southwest corner of Parcel 1 as described in Deed Book 878 at Page 969 among the land records of Clear Creek County, Colorado. The survey data was obtained from a Global Positioning System (GPS) survey based on the Colorado High Accuracy Reference Network (CHARN).

Authored For and on Behalf of the
Department of Transportation
Dane M. Courville, PLS 38548
425 Corporate Circle
Golden, CO 80401

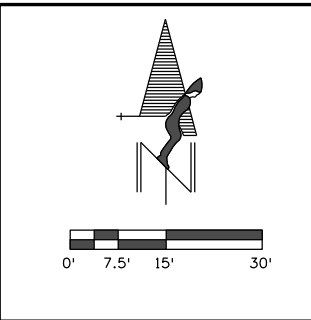




425 Corporate Circle
Golden, CO 80401
Phone: 720-497-6983
Fax: 720-497-69014

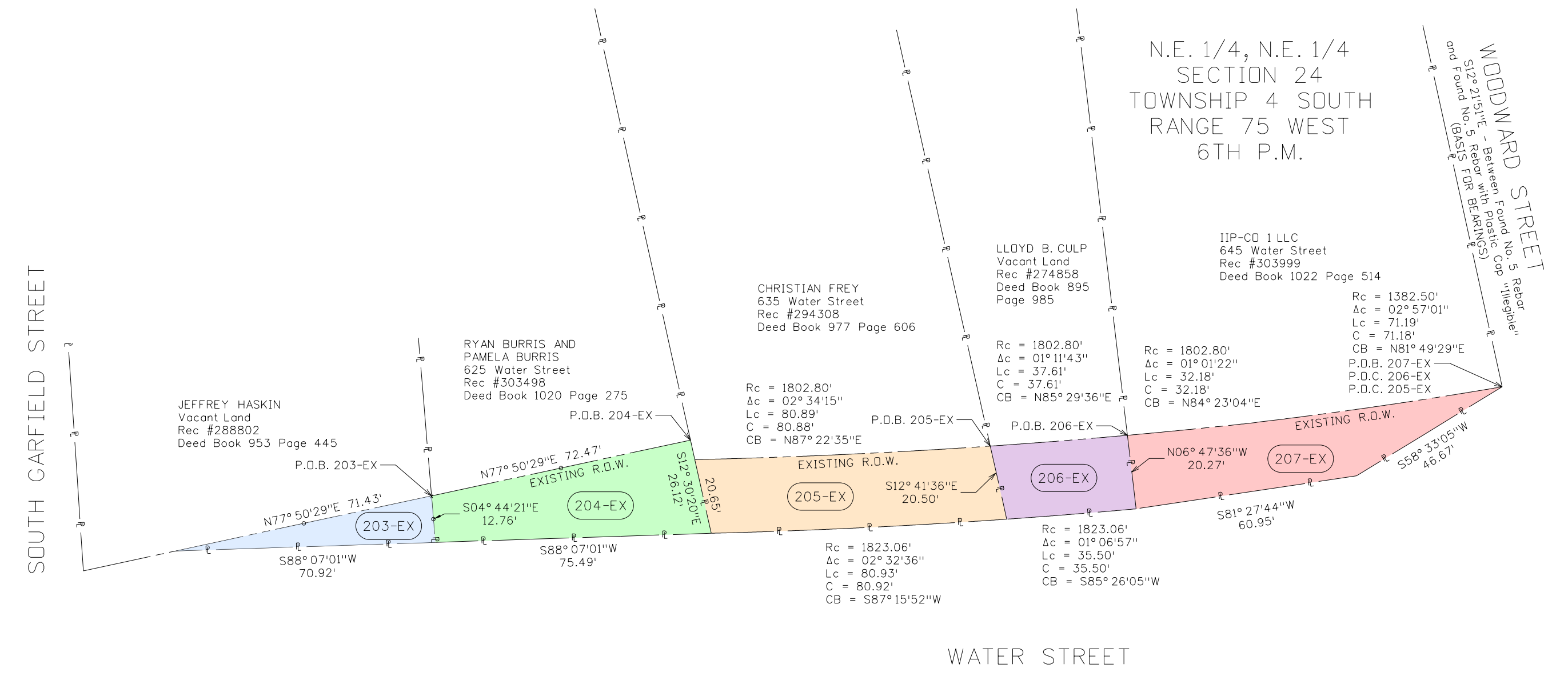
Region 1 West

| Sheet Revisions | | | Sheet Revisions | | | Sheet Revisions | | |
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| Right of Way Exhibit | | | |
|-------------------------------------|----------------|--------|-----------|
| Project Number: I 70-3(26)224 Sec 3 | | | |
| Project Location: Silver Plume, CO | | | |
| Project Code: | Last Mod. Date | Subset | Sheet No. |
| | 10/22/2024 | | |

10/22/2024 dreefmrj 4:12:04 PM C:\Users\dreefmrj\Desktop\Projects\Disposal\Projects\Silver Plume Disposal\Silver Plume_Disposal_Exhibit.dgn





COLORADO
Department of Transportation

Transportation Commission Memorandum

To: Transportation Commission

From: Shawn Smith, Director of Maintenance and Operations

CC: Herman Stockinger, Deputy Executive Director

Date: February 20, 2025

Subject: FY 25 Maintenance Project List

Purpose

The Maintenance Sections have identified projects valued at between \$150,000 and \$300,000 for construction in FY 25. The resolution details additions to project locations, type, and dollar value.

Action

Per CRS 24-92-109 and PD 703.0 CDOT is required to prepare estimates of proposed work exceeding \$150,000 up to \$300,000 for Transportation Commission approval prior to undertaking the work.

Background

The program allows the Maintenance Sections the flexibility to react to current needs by treating individual segments of highways showing distress.

Sufficient funds exist within the appropriate MPA's to pursue these projects. The projects are in accordance with the directive and all other requirements. The Division of Maintenance & Operations recommends approval of the projects on the FY25 \$150K-300K list.

Next Steps

Upon approval, the Maintenance forces will proceed with construction of these projects in FY 25.

Attachments

Resolution for Transportation Commission Approval - Includes Project List



COLORADO
Department of Transportation

Transportation Commission Memorandum

To: Transportation Commission

From: Darius Pakbaz, Director, Division of Transportation Development

Date: February 20, 2025

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

Purpose

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

Action

CDOT Staff recommend the Transportation Commission adopt a Resolution to approve reduced or eliminated Match Funding Rate requirements on two local candidate MMOF projects.

Background

The MMOF program, governed by Title 43-4-1103(1) of the Colorado Revised Statutes, permits the TC to reduce or exempt the standard 50% match requirement for local governments due to their size or any other special circumstance. In May 2024, the TC adopted Resolution #TC-2024-05-06 to reduce or eliminate match requirements for most of Colorado's counties and cities based on a formula of economic indicators that demonstrate the fiscal hardship of local governments.

In addition to match reductions by formula, the statutes permit the TC to grant match reductions on individual projects if those reductions are recommended by CDOT staff. Applicants seeking reduced match rates beyond those given by the TC formula must obtain the approval and support of the Regional Planning Commission (RPC) that awards the local MMOF funds in their Transportation Planning Region (TPR) based on a demonstration of special circumstances or economic conditions.

Competitive project selections are underway now and will be continuing in TPRs statewide through the winter and spring seasons.

The following two MMOF applicants in the North Front Range (NFR) and Upper Front Range (UFR) are requesting reduction of match requirements on proposed projects. In each case, the RPCs have determined the reduced match rates are justified and in the best interest of their regions and formally support the award of MMOF funding with reduced match requirements. CDOT Staff have no objections or concern for the reduced match rate requirements and recommend the TC approve.

A TC approval for match reduction would apply only to the projects as described below.

Request #1: Weld County (joint requests from UFR and NFR TPRs)

Project Name: Weld County On-demand Transit Program

MMOF Funding: \$263,415

Match Rate Required: 50%

Match Rate Requested: 25%

Request #2: Platteville, Town of

Project Name: Downtown Business District Sidewalk Improvement

MMOF Funding: \$668,227

Match Rate Required: 50%

Match Rate Requested: 25%

Next Steps

Additional match reduction requests in other regions may be submitted for TC consideration over the next several months.

Attachments

North Front Range (NFR) Resolution of support, Weld County Match Reduction Request

Upper Front Range (UFR) Resolution, Weld County Match Reduction Request

Weld County Match Reduction Request Letter

Upper Front Range (UFR) Resolution, Platteville Match Reduction Request

Platteville Match Reduction Request Letter



RESOLUTION NO. 2025-05
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
APPROVING THE MULTIMODAL TRANSPORTATION AND MITIGATION OPTIONS FUND (MMOF) MATCH
RELIEF REQUEST FOR THE *WELD COUNTY ON-DEMAND TRANSIT PROGRAM PROJECT*

WHEREAS, Colorado Senate Bill (SB) 21-260 requires a match rate of 50 percent for every Multimodal Transportation and Mitigation Options Fund (MMOF) project; and

WHEREAS, the Transportation Commission (TC) is allowed to create a formula for reducing the match requirement for local agencies; and

WHEREAS, with the *Weld County On-Demand Transit Program* project application submitted during the 2024 MMOF Call for Projects, Weld County submitted a letter and documentation requesting a match rate reduction from 50 percent to 25 percent; and

WHEREAS, NFRMPO Staff have deemed the request reasonable; and

WHEREAS, the MMOF Scoring Committee have recommended the project be funded with the requested match rate with the understanding that if the requested rate is not approved Weld County and project partners must either meet the required match rate of 50 percent of the award will be revised.

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby requests the TC grant the *Weld County On-Demand Transit Program* project a 25 percent match rate.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 6th day of February 2025.

Kristin Stephens
Kristin Stephens (Feb 7, 2025 09:35 MST)

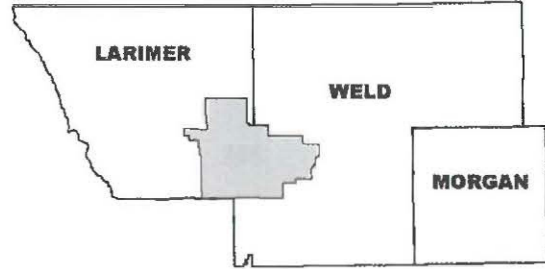
Kristin Stephens, Vice Chair

ATTEST:

Paul Sizemore
Paul Sizemore (Feb 7, 2025 10:08 MST)

Paul Sizemore, Executive Director

**UPPER FRONT RANGE
TRANSPORTATION PLANNING REGION
REGIONAL PLANNING COMMISSION**
P.O. BOX 758, GREELEY, COLORADO 80632



RESOLUTION OF ADOPTION

Upper Front Range Multi Modal Transportation and Mitigation Options Fund (MMOF) Support of Match Reduction Request

UPPER FRONT RANGE REGIONAL PLANNING COMMISSION

WHEREAS, the Multimodal Transportation & Mitigation Options Fund (MMOF), created within the State Treasury under Colorado Senate Bill 2018-001, was amended under Colorado Senate Bill 2021-260; and

WHEREAS, the Colorado Transportation Commission (TC) is required in the legislation to establish a distribution formula for the MMOF Local Fund based on population and transit ridership criteria; and

WHEREAS, the Transportation Commission is responsible for ensuring the use of MMOF Local Funds complies with the goals, purposes and requirements of the MMOF Program Guide for project selections made by municipalities and counties within the MPO's & TPR's; and

WHEREAS, the Upper Front Range Regional Planning Commission is reviewing a Town of Platteville MMOF application for sidewalk improvements; and

WHEREAS, The Town of Platteville has a match rate requirement of fifty percent (50%); and

WHEREAS, The Town of Platteville provided documents supporting the match reduction request in accordance with the program guidelines; and

WHEREAS, The Town of Platteville is requesting a match rate of twenty-five percent (25%).

NOW THEREFORE BE IT RESOLVED, the Upper Front Range Regional Planning Commission recommends support of a match rate reduction from fifty percent (50%) to twenty-five percent (25%) for the Town of Platteville.


Jon Becker, Morgan County Commissioner
Chair of the Upper Front Range Transportation Planning Region

12-5-2024
Date

LARIMER COUNTY
COMMISSIONER KRISTIN STEPHENS
MARK PETERSON, P.E., ENGINEERING
(970) 498-7002

WELD COUNTY
COMMISSIONER KEVIN ROSS
ELIZABETH RELFORD, PUBLIC WORKS
(970) 400-3748

MORGAN COUNTY
COMMISSIONER JON BECKER
BRUCE BASS, PUBLIC WORKS DIRECTOR
(970) 542-3500



TOWN OF PLATTEVILLE

Troy Renken, Town Manager
400 Grand Avenue, Platteville, Colorado 80651
970.785.2245 - 970.785.2476 (f)
(trenken@plattevillegov.org)

November 26, 2024

UFR Regional Planning Commission
Chair Kevin Ross
Weld County BOCC

Reference: MMOF Match Reduction Request


Commissioner Ross,

The Town of Platteville has applied for Multi-Model Transportation & Mitigation Options Fund grant funding to pursue the Downtown Business District Sidewalk & Landscape Project and is requesting an exception from the 50% local match requirement as shown in the Qualifying Match Criteria table.

In accordance with the MMOF Program Guidelines applicants may request match alleviation based upon having a population of less than 20,000 residents and a poverty rate of 12% or higher. Platteville qualifies for a match reduction as its population was 2,660 with a poverty rate of 13.76% in 2017 based upon the US Census American Community Survey 5-year estimate.

On behalf of the Platteville Board of Trustees I'd like to request a grant match reduction from 50% to 25% for this project. I appreciate your consideration to this request and please let me know if I can provide additional information as needed.

Sincerely,


Troy Renken, Town Manager

**UPPER FRONT RANGE
TRANSPORTATION PLANNING REGION
REGIONAL PLANNING COMMISSION**
P.O. BOX 758, GREELEY, COLORADO 80632

RESOLUTION OF ADOPTION

**Upper Front Range Multi Modal Transportation and Mitigation Options Fund (MMOF) Support of
Match Reduction Request**

UPPER FRONT RANGE REGIONAL PLANNING COMMISSION

WHEREAS, the Multimodal Transportation & Mitigation Options Fund (MMOF), created within the State Treasury under Colorado Senate Bill 2018-001, was amended under Colorado Senate Bill 2021-260; and

WHEREAS, the Colorado Transportation Commission (TC) is required in the legislation to establish a distribution formula for the MMOF Local Fund based on population and transit ridership criteria; and

WHEREAS, the Transportation Commission is responsible for ensuring the use of MMOF Local Funds complies with the goals, purposes and requirements of the MMOF Program Guide for project selections made by municipalities and counties within the MPO's & TPR's; and


WHEREAS, the Upper Front Range Regional Planning Commission is reviewing a Weld County MMOF application for contracted on-demand transit services as an eligible project in partnership with many Weld County communities contributing local match funding; and

WHEREAS, Weld County has a match rate requirement of fifty percent (50%); and

WHEREAS, Weld County provided documents supporting the match reduction request in accordance with the program guidelines; and

WHEREAS, both Larimer and Morgan Counties border Weld County, who are members of the Upper Front Range Transportation Planning Region, were granted twenty-five percent (25%) rate reductions.

NOW THEREFORE BE IT RESOLVED, the Upper Front Range Regional Planning Commission recommends support of a match rate reduction from fifty percent (50%) to twenty-five percent (25%) for Weld County.



**Jon Becker, Morgan County Commissioner
Chair of the Upper Front Range Transportation Planning Region**



Date

LARIMER COUNTY
COMMISSIONER KRISTIN STEPHENS
MARK PETERSON, P.E., ENGINEERING
(970) 498-7002

WELD COUNTY
COMMISSIONER KEVIN ROSS
ELIZABETH RELFORD, PUBLIC WORKS
(970) 400-3748

MORGAN COUNTY
COMMISSIONER JON BECKER
BRUCE BASS, PUBLIC WORKS DIRECTOR
(970) 542-3500



DEPARTMENT OF PUBLIC WORKS

1111 H Street
Greeley, Colorado 80631
Website: www.weldgov.com
Email: epinkham@weld.gov
Phone: (970) 400-3750
Fax: (970) 304-6497

November 7, 2024

RE: FY 2024-2028 MMOF Call for Projects – On-demand Transit Program Local Match Reduction

Dear Colorado Transportation Commission,

Weld County is formally requesting a reduction to the local match requirement for MMOF funding as determined by the Colorado Transportation Commission and stated in the MMOF Program Overview. Weld County is looking to contract transportation service on behalf of eight Weld County communities to continue a much-needed transit mobility program to the region. The program serves our 60+ community as well as individuals living with a disability with transportation to a variety of regional destinations at no cost to the rider. This much needed program promotes a complete and integrated multimodal system in Upper Front Range region. The program meets several of the funding goals of MMOF including:

- Benefits seniors by making aging in place more feasible.
- Benefits residents of rural and disproportionately impacted communities by providing them with more access and flexible public transportation services.
- Provides enhanced mobility for persons with disabilities.
- Reduces emissions of air pollutants and greenhouse gases.

Weld County requests a lowered local match amount due to budget constraints with several of our partner communities. The communities of Ault, Fort Lupton, Gilcrest, Keenesburg, Kersey, Nunn, and Platteville are looking to continue to provide a portion of the local match for the program, however struggle to come up with the proportional amount needed. According to the MMOF Program Overview, Weld County is required to match MMOF funding at 50%. We are requesting this amount be reduced to 25%. Weld County and our partner communities look forward to continuing to provide this service to our residents and municipal partners. Thank you for your consideration of reducing Weld County's MMOF local match from 50% to 25%, to be able to contract this very important transportation service to our unincorporated residents and small rural communities.

Sincerely,

Evan Pinkham, MPA
Transportation Planner
Weld County Public Works



COLORADO
Department of Transportation

Transportation Commission Memorandum

To: The Transportation Commission
From: Jeff Sudmeier, Chief Financial Officer
Bethany Nicholas, CDOT Budget Director
Date: February 20, 2025

Subject: February 2025 Budget Supplement

10 Year Plan Changes

Region 1 and Division of Transit and Rail - 10 Year Plan - Transfer \$2,200,000 from ID 2714 Castle Rock Mobility Hub to ID 2744 Lone Tree Mobility Hub to fund the shortfall identified by the lowest bids due to steel prices. See attached memo "1" for more information.

Region 1 - 10 Year Plan - Transfer \$10,000,000 from ID 2575 I-25 Interchange Reconstruction at Speer Boulevard and 23rd Avenue to ID 0004 I-70 West: Floyd Hill to provide additional funds needed due to cost increases and contribute to providing full funding for the final construction package. This transfer is in addition to the approval of an additional commitment of 10-Year Plan funds included in Proposed Resolution 10. See I-70 West: Floyd Hill memo for more information.

Region 3 - 10 Year Plan - Use \$19,000,000 in savings from 3 completed projects to fund phase 1 and 2 of I-70 Exit 203, effectively advancing the second phase forward from FY27. Although these savings are being used to advance the project there is not an associated cost increase at this time and some or all of the FY27 funds may be reassigned to a different project in the future. See attached memo "2" for more information.

Contingency Reserve Request

Region 5 requests \$4,100,000 in Transportation Commission Contingency Reserve funds to complete retrofits on CDOT Structure K-01-B, which received an emergency declaration from the Chief Engineer in November, 2024. See attached memo "3" for more information.

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 | | \$19,972,392 |
| September-24 | Balance 3S25 | | \$20,017,044 |
| October-24 | Balance 42S25 | | \$20,102,544 |
| November-24 | Balance 52S25 | | \$20,102,544 |
| December-24 | Balance 62S25 | | \$20,102,544 |
| January-25 | Balance 72S25 | | \$20,102,544 |
| | Region 5 Bridge Repair Request | -\$4,100,000 | |
| February-25 | Pending Balance 82S25 | | \$16,002,544 |

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 |
| November-24 | Balance 5S25 | | \$2,709,912 |
| December-24 | Balance 6S25 | | \$2,564,645 |
| January-25 | Balance 7S25 | | \$2,564,645 |
| February-25 | Pending Balance 8S25 | | \$2,564,645 |

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-24 | Balance 5S25 | | \$50,056,233 |
| December-24 | Balance 6S25 | | \$50,043,478 |
| January-25 | Balance 7S25 | | \$50,043,478 |
| | Budget Amendment #5 | -\$5,352,000 | |
| | Returned Civil Rights Business Bond Funds | \$2,500,000 | |
| February-25 | Pending Balance 8S25 | | \$47,191,478 |

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 |
| November-24 | Balance 5S25 | | \$20,000,000 |
| December-25 | Balance 6S25 | | \$20,000,000 |
| January-25 | Balance 7S25 | | \$20,000,000 |
| | EMT approved Transfer to R2 and R1 | -\$543,000 | |
| February-25 | Pending Balance 8S25 | | \$19,457,000 |



Attachment 1

To: Transportation Commission

From: Jessica Myklebust, Region 1 Transportation Director
Paul DesRocher, Director, Division of Transit and Rail

Date: February 3, 2025

Subject: Request for 10-Year Plan transfer from Castle Rock Mobility Hub to Lone Tree Mobility Hub

Purpose

Region 1 and the Division of Transit and Rail request the transfer of \$2.2 million in 10-Year Plan funding from the Castle Rock Mobility Hub (Planning ID# 2714) to the Lone Tree Mobility Hub (Planning ID# 2744) to address budget shortfalls.

Action

The Lone Tree Mobility Hub is a pivotal component of Region 1's 10-Year Strategic Plan, aimed at improving the efficiency of Bustang's South Line and boosting ridership. This project will incorporate slip-ramp bus stops, a steel truss pedestrian bridge, stair/ramp access, and enhanced multimodal infrastructure, ensuring seamless connections to Bustang for all travel modes. The facility is slated to open in the summer of 2026.

During the bidding process, which began on December 12, 2024, Region 1 received five bids from contractors. Unfortunately, the lowest bid exceeded the project's original budget. The primary driver of this overage is the significant rise in structural steel prices. Given current market trends, CDOT's Engineering Estimate and Market Analysis team (EEMA) anticipates further price increases and recommends awarding the current low bid rather than re-advertising the project.

Financial Summary

| Category | Estimated Cost |
|-----------------------|----------------------------|
| Design | \$2M |
| Construction | \$23.1M (previously \$21M) |
| Right-of-Way Estimate | \$1.5M |

| | |
|----------------------------------|----------------|
| Total Project Cost | \$26.6M |
| Current Budget | \$24.5M |
| Additional Funding Needed | \$2.2M |

Given this funding gap, we request the transfer of \$2.2 million from the Castle Rock Mobility Hub's available 10-Year Plan allocation to cover the shortfall for the Lone Tree Mobility Hub.

Background

The Bustang South Line, which operates between Colorado Springs and Denver Union Station, currently offers 12 weekday round trips and 6 weekend round trips. This service level was increased in late 2024 from 8 weekday round trips and 3 weekend round trips. These enhancements will further increase ridership. The planned stop improvements at the Lone Tree Mobility Hub, including slip-ramp bus stops, are expected to reduce trip times and make the service more attractive to commuters.

Castle Rock Mobility Hub

The Castle Rock Mobility Hub is still in the planning phase, currently working through site selection with the Town of Castle Rock and other stakeholders. Due to the scope and complexity of the project, funding requirements for Castle Rock are expected to exceed the available \$13.5 million in the 10-Year Plan, even without considering this funding transfer. Therefore, Region 1 agrees that utilizing \$2.2 million of the Castle Rock Mobility Hub's allocation will not negatively impact its long-term funding needs.

Recommendation

Staff recommends approval of the transfer of \$2,200,000 in 10-Year Plan funding from the Castle Rock Mobility Hub to the Lone Tree Mobility Hub to ensure timely and cost-effective completion of the Lone Tree project.



COLORADO
Department of Transportation

Attachment 2

To: Transportation Commission

From: Jason Smith, Region 3 Transportation Director

Date: February 20, 2025

Subject: Request for funding approval I-70 Exit 203
Improvements Project #24873

Purpose

Region 3 requests to advance I-70 Exit 203 in its entire \$44M budget (Planning ID #1157) advertise Phase 1 and Phase 2 together.

Action

The I-70 Exit 203 Improvements project is part of Region 3's 10-Yr Strategic Plan. The project is both complex and significant. The project includes safety, mobility and traffic operations improvements to improve the I-70 Exit 203 interchange and intersecting Colorado State Highway 9. The project is expected to take three seasons to complete.

The project has a total estimated cost of \$44,000,000 of which \$25,000,000 is funded as Phase 1 in the current 10-Year Plan. The remaining cost of \$19,000,000 is identified as Phase 2 in the 10-Year Plan in future years. Region 3 would like to deliver Phase 1 and Phase 2 as one project to reduce the overall construction duration and increase the economy of scale. To achieve this goal, Region 3 would like to use \$19,000,000 of its 10-Year Plan balance to advertise the project which is available due to various project savings. The funding was made available from projects US 50 Grand Junction to Delta Repairs (ID 0035), US24 Leadville South (ID 0049 0050) and CO 14 Grizzly Ranch North (ID 0052 005) which were completed with realized 10 Year Plan savings.

Background

The I-70 Exit 203 Interchange experiences congestion during peak travel times. This project will improve the operations of the interchange by improving the westbound ramp and bridge over I-70. The project will also improve the eastbound ramps and adjacent intersection on CO 9 that affects the operation of this interchange.

Recommendation

Staff recommends effectively advancing phase 2 of the project by allocation of \$19,000,000 in current 10 Year Plan savings.



COLORADO

Department of Transportation

Region 5

Office of the Region Transportation Director
3803 N. Main Avenue, Ste. 306
Durango, CO 81301-4034

To: Transportation Commission
From: Julie Constan, PE, Region 5 Transportation Director
Date: February 4, 2025
Subject: Request for Emergency funds for bridge repairs at K-01-B, MP 85.5 Sh 141A

Purpose

Region 5 requests the use of \$4,100,000 of Transportation Commission Contingency Reserve to complete repairs at K-01-B, MP 85.5 SH 141A.

Background

On August 12th, CDOT Maintenance crews discovered heavy rains had caused Mesa Creek, that flows into the Dolores River, to experience severe runoff. CDOT Structure K-01-B was subject to a flood surge estimated at 2250 cfs, approximately equal to a 25-year return interval. The drainage basin is approximately 100 square miles and a wildfire in 2018 left a burn scar of approximately 30 square miles within the basin. Scour and debris removed the south abutment embankment and existing armor (Abutment 1) leaving approximately 25-feet of exposed abutment piling, see Figure 1 below.

The bridge was temporarily closed while Region engineers and an inspection team assessed the event. Maintenance forces re-constructed the abutment armoring using material best classified as soil filled riprap with a D50 of 18 to 24-inches using a stack and place method with an excavator. However, the Maintenance crews were unable to place enough riprap to cover the exposed pilings leaving approximately 10 feet of exposure. The re-constructed abutment does not meet HEC-23 standards and is not keyed at the toe of fill, however, it is sufficient for a temporary solution to provide support to the exposed abutment piles.

A permanent solution to protect the abutment is needed.

Staff Bridge research of the as-built records for the construction of the structure determined that the south pier (Pier 1) is not supported by piling. The pier is approximately 25-feet in length and rests on two 7.5-foot X 7.5-foot X 2-foot shallow footings bearing on a combination of sand/small gravel and gravel/river rock. The pier was backfilled with river gravel and mechanically tamped. The top of footing was approximately 5-feet under the channel bottom at the time of as-built. During the event, the pier was exposed to a combination of pier scour and abutment scour.

Pier 1 is a high risk structural element if another similar or greater event occurs. The temporary riprap installation at the abutment will not protect the pier.



There are no plans to replace this structure in the future. In lieu of full replacement, a structural underpinning of the Pier 1 is proposed. At the abutment, a shoring system consisting of a concrete soil nail wall is proposed to meet the requirements of temp shoring, final support for the piling, and repairing the exposed abutment face. These proposed retrofits will achieve performance criteria for bridge scour up to the 500-year return interval.

The Region desires to complete the repair before spring runoff in 2025. Region 5 received an emergency declaration for this work from the Chief Engineer on November 6th and have initiated design work so that the Region can advertise for bids in early 2025.

CO 141, while not a high traffic roadway (AADT 370) is a critical route connecting rural communities (Norwood, Nucla, and Naturita) to the City of Grand Junction to the north for critical agricultural supply and medical needs. If this bridge is closed the detour route is 230 miles, or approximately 4 hours. County roads are not available in this area as detour routes due to the rough canyon terrain that the highway travels. Figure 2 below shows the detour route and project location

Recommendation

Staff recommends allocation of \$4,100,000 in Contingency Reserve to the project.





Figure 1 Original scour from washout event. Scour prism oval outline around Pier 1 is a textbook signature of pier scour footprint. Prior to the abutment failure, pier scour is suspected to have reached near the bottom of the pier footing prior to filling in with material from tailend of runoff surge.



Figure 2 – Project Location & Detour Route: 230 Miles, or approx. 4 hours of driving. Project location is shown with the green circles.





Colorado Transportation Investment Office Memorandum

To: Transportation Commission and the CTIO Board of Directors

From: Piper Darlington, CTIO Director, and Josh Gerace, CTIO Deputy Chief of Tolling Operations

Date: February 20, 2025

Subject: Safety and Toll Enforcement Program (STEP) - Safety Patrol Sponsorship and Intra Agency Agreement

Purpose:

To update the Transportation Commission (TC) and the Colorado Transportation Investment Office (CTIO)¹ Board of Directors on an opportunity to utilize Safety and Tolling Enforcement (STEP) revenues to support safety patrol services on the I-70 mountain corridor.

Requested Action:

CTIO staff is seeking TC approval of Proposed Resolution #11 authorizing an Intra Agency Agreement (IAA) for Safety Patrol Sponsorship, a \$450,000 M payment, and proposed Statement of Work (SOW) between CTIO and CDOT.

Background:

CTIO partners with the Division of Maintenance and Operations (DMO), traffic operations team, to provide safety patrol services across the Express Lanes network. These services are highly visible and valued by the traveling public with CDOT's customer service team consistently receiving positive comments. For CTIO, they are especially critical to the operations of the I-70 Mountain Express Lanes (MEXL) during both opening and closing of the lane as well as during peak traffic times to ensure that accidents are cleared quickly and the MEXL lanes remain open for operations.

CTIO and CDOT have a number of Intra Agency Agreements (IAA) that recognize the specialized nature of the expertise and services CTIO provides to CDOT, such as the annual Fee for Service IAA, and CDOT provides to CTIO, through the annual Tolling Operations and Maintenance IAA. CTIO is seeking to use a similar structure to provide funding for the sponsorship of the critical safety patrol services on the I-70 Mountain Corridor using revenue STEP. As part of the sponsorship, CTIO will receive Express Lanes advertising on 9 safety patrol vehicles that operate along the corridor.

¹ The High Performance Transportation Enterprise (HPTE) is now doing business as the Colorado Transportation Investment Office (CTIO). CTIO is how the enterprise refers to itself now and in the future. However, the HPTE name is retained for legislative and legal documents.

Key Considerations

- The IAA model describes the business relationship between CTIO and CDOT. It enables CDOT to recoup the fair market value of its services to CTIO in an exchange transaction.
- This model has been validated by the Colorado Attorney General's Office and documents the necessary contractual obligations between CTIO and CDOT.
- Approval of the IAA will reinforce the mutually beneficial partnership between CDOT and CTIO and fairly compensate CDOT for the value it provides to CTIO through this sponsorship.

Options and Recommendation

- Review and approve the IAA, \$450,000 payment, and SOW for year 1 services. **Staff Recommendation.**
- Review the IAA, \$450,000 payment, and SOW, but with instructions to add to amend the SOW. Staff would make the necessary revisions and return with a revised SOW and budget.
- Review the IAA, \$450,000 payment, and SOW, but with instructions to eliminate or reduce the SOW. Staff would make the necessary revisions and return with a revised SOW and budget.

Next Steps:

- If approved by both the TC and CTIO Board, staff will take steps to execute the IAA and make the payment for year 1 services.
- CTIO and DMO staff will agree on final design of the advertising to be deployed on the safety patrol vehicles

Attachments:

- Attachment A: I-70 Mountain Corridor Safety Patrol Sponsorship IAA
- Attachment B: Proposed Resolution #11

STATE OF COLORADO
INTERAGENCY AGREEMENT
COVER PAGE

Paying State Agency

High Performance Transportation Enterprise

Performing State Agency

Department of Transportation (CDOT)

Agreement Number

Agreement Performance Beginning Date

The Effective Date

Agreement Expiration Date

A year from the Effective Date

Agreement Maximum Amount

Term

Total for All State Fiscal Years: **\$450,000**

Agreement Authority

§§43-1-110 and 43-4-806(6)(g) and (h), C.R.S.

Agreement Purpose

The purpose of this Agreement is for HPTE to compensate CDOT for the fair market value of certain services to be provided to CDOT

Exhibits and Order of Precedence

The following Exhibit(s) and attachment(s) are included with this Agreement:

1. Exhibit A – Statement of Work

In the event of a conflict or inconsistency between this Agreement and any Exhibit or attachment, such conflict or inconsistency shall be resolved by reference to the documents in the following order of priority:

1. The provisions of the other sections of the main body of this Agreement.
2. Exhibit A, Statement of Work.

Principal Representatives

For the Paying State Agency:

Piper Darlington, Director
High Performance Transportation
Enterprise 2829 W.Howard Place
Denver, CO 80222

Email: Piper.Darlington@state.co.us

For the Performing State Agency:

Keith Stefanik, Chief Engineer Colorado
Department of Transportation
2829 W.Howard Place
Denver, CO 80222

Email: Keith.Stefanik@state.co.us

SIGNATURE PAGE

THE PARTIES HERETO HAVE EXECUTED THIS AGREEMENT

Each person signing this Agreement represents and warrants that the signer is duly authorized to execute this Agreement and to bind the Party authorizing such signature.

STATE OF COLORADO

Jared S. Polis, Governor

INSERT-Name of Paying Agency or IHE

- INSERT-Name & Title of Head of Paying Agency or IHE

INSERT-Name of Performing Agency or IHE
INSERT-Name & Title of Head of Performing Agency or IHE

-
- By: Name & Title of Person Signing for Paying Agency or IHE

Date: _____

By: Name & Title of Person Signing for Performing Agency or IHE

Date: _____

STATE CONTROLLER
Robert Jaros, CPA, MBA, JD

By: Name of Paying Agency or IHE Delegate

Effective Date: _____

In accordance with §24-30-202, C.R.S., this Contract is not valid until signed and dated above by the State Controller or an authorized delegate.

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1. PARTIES

This Interagency Agreement (this “Agreement”) is entered into by and between the Paying Agency, (the “Paying Agency”), and the Performing Agency, (the “Performing Agency”) who are named on the Cover Page of this Agreement. The Paying Agency and the Performing Agency may each individually be referred to as a “Party” and collectively as the “Parties.” Each Party is an agency of the STATE OF COLORADO, hereinafter called the “State.”

2. TERM AND EFFECTIVE DATE

A. Effective Date

This Agreement shall not be valid or enforceable until the Effective Date.

B. Term

The Parties’ respective performances under this Agreement shall commence on the Agreement Performance Beginning Date shown on the Cover Page for this Agreement and shall terminate on the Agreement Expiration Date shown on the Cover Page for this Agreement unless sooner terminated or further extended in accordance with the terms of this Agreement.

C. Termination for Convenience

Either Party may terminate this Agreement for convenience by giving the other Party 90 days prior written notice setting forth the date of termination.

3. STATEMENT OF WORK AND BUDGET

A. Work

The Performing Agency shall complete the Work as described in this Agreement and in accordance with the provisions of Exhibit A. The Paying Agency shall have no liability to compensate

the Performing Agency for the delivery of any goods or the performance of any services that are not specifically set forth in this Agreement.

B. Goods and Services

The Performing Agency shall procure goods and services necessary to complete its obligations using Agreement funds and shall not increase the maximum amount payable hereunder by the Paying Agency.

4. PAYMENTS TO THE PERFORMING AGENCY

A. Maximum Amount

Payments to the Performing Agency are limited to the unpaid, obligated balance of the Agreement funds. The Paying Agency shall not pay the Performing Agency any amount under this Agreement that exceeds the Agreement Maximum Amount for that State Fiscal Year shown on the Cover Page for this Agreement.

B. Payment Procedures

- i. The Performing Agency shall initiate payment requests by invoice to the Paying Agency, in a form and manner approved by the Paying Agency. To facilitate Fiscal Year End closing, final invoices for each Fiscal Year should be submitted to the Paying Agency by July 15th of the following Fiscal Year.
- ii. The Paying Agency shall pay each invoice within 30 days following the Paying Agency's receipt of that invoice, so long as the amount invoiced correctly represents work completed by the Performing Agency and previously accepted by the Paying Agency during the term that the invoice covers.
- iii. In accordance with the Fiscal Procedures Manual, each Agency shall report the outstanding balance of this Agreement on Exhibit AR_AP at Fiscal Year end.

5. RECORDS, MAINTENANCE, AND INSPECTION

A. Maintenance

During the term of this Agreement and for a period terminating upon the later of (i) the six year anniversary of the final payment under this Agreement or (ii) the resolution of any pending Agreement matters (the "Record Retention Period"), each Party shall maintain, and allow inspection and monitoring by the other Party, and any other duly authorized agent of a governmental agency, of a complete file of all records, documents, communications, notes and other written materials, electronic media files, and communications, pertaining in any manner to the work or the delivery of services or goods hereunder.

B. Inspection

The Paying Agency shall have the right to inspect the Performing Agency's performance at all reasonable times and places during the term of this Agreement. The Performing Agency shall permit the Paying Agency, and any other duly authorized agent of a governmental agency having jurisdiction to monitor all activities conducted pursuant to this Agreement, to audit, inspect, examine, excerpt, copy and/or transcribe the Performing Agency's records related to this Agreement during the Record Retention Period to assure compliance with the terms hereof or to evaluate performance hereunder. Monitoring activities controlled by the Paying Agency shall not unduly interfere with the Performing Agency's performance hereunder.

6. CONFIDENTIAL INFORMATION

Each Party shall treat the confidential information of the other Party with the same degree of care and protection it affords to its own confidential information, unless a different standard is set forth in this Agreement. Each Party shall notify the other Party immediately if it receives a request or demand from a third party for records or information of the other Party.

7. DISPUTE RESOLUTION

The failure of a Party to perform its respective obligations in accordance with the provisions of this Agreement is a breach of this Agreement. In the event of disputes concerning performance hereunder or otherwise related to this Agreement, the Parties shall attempt to resolve them at the divisional level. If this fails, disputes shall be referred to senior departmental management staff designated by each Party. If this fails, the executive director of each Party shall meet and attempt resolution. If this fails, the matter shall be submitted in writing by both Parties to the State Controller, whose decision shall be final.

8. NOTICES AND REPRESENTATIVES

Each individual identified as a Principal Representative on the Cover Page for this Agreement shall be the Principal Representative of the designating Party. All notices required or permitted to be given under this Agreement shall be in writing, and shall be delivered **(A)** by hand with receipt required, **(B)** by certified or registered mail to such Party's Principal Representative at the address set forth on the Cover Page or **(C)** as an email with read receipt requested to the Principal Representative at the email address, if any, set forth on the Cover Page for this Agreement. Either Party may change its Principal Representative by notice submitted in accordance with this section without a formal amendment to this Agreement. Unless otherwise provided in this Agreement, notices shall be effective upon delivery of the written notice.

9. GENERAL PROVISIONS

A. Assignment

The Performing Agency's rights and obligations under this Agreement are personal and may not be transferred or assigned without the prior, written consent of the Paying Agency. Any attempt at assignment or transfer without such consent shall be void. Any assignment or transfer of the Performing Agency's rights and obligations approved by the Paying Agency shall be subject to the provisions of this Agreement.

B. Counterparts

This Agreement may be executed in multiple, identical, original counterparts, each of which shall be deemed to be an original, but all of which, taken together, shall constitute one and the same agreement.

C. Digital Signatures

If any signatory signs this Agreement using a digital signature in accordance with the Colorado State Controller Contract, Grant and Purchase Order Policies regarding the use of digital signatures issued under the State Fiscal Rules, then any agreement or consent to use digital signatures within the electronic system through which that signatory signed shall be incorporated into this Agreement by reference.

D. Third Party Beneficiaries

Except for the Parties' respective successors and assigns, this Agreement does not and is not intended to confer any rights or remedies upon any person or entity other than the Parties. Enforcement of this Agreement and all rights and obligations hereunder are reserved solely to the Parties. Any services or benefits which third parties receive as a result of this Agreement are incidental to this Agreement, and do not create any rights for such third parties.

EXHIBIT A, STATEMENT OF WORK AND BUDGET

Overview:

HPTE will pay CDOT to place advertising for the Express Lanes on its fleet of safety patrol vehicles for a one-year period on the I-70 Mountain Corridor from Mile Post (MP) 176 to 259. HPTE operates tolled Mountain Express Lanes (MEXL) in this area of the I-70 Mountain Corridor. The MEXL's operate during peak travel times including holiday and weekends, to help improve throughput and relieve congestion. Advertising will include Express Lane logos of various sizes on the sides and hood of vehicles and the tailgate of trucks. This Statement of Work covers advertising and advertising only, and will not affect operational priorities of both parties.

Responsibilities of the Parties:

- A. CDOT shall complete the following activities:
 - a. Discuss with HPTE the advertising location(s) on various vehicle types.
 - b. Review and approve HPTE proposed advertising material to ensure compliance with all other required safety markings.
 - c. Complete placement of approved advertising on the following safety patrol vehicles:
 - i. 6 Service Patrol Light Duty Trucks
 - ii. 3 Flatbed "Rollback" Trucks
 - d. Complete agreement administration duties and required reporting.

- B. HPTE shall complete the following activities:
 - a. Discuss with CDOT the advertising location(s) on various vehicle types.
 - b. Provide proposed advertising material for CDOT review and acceptance.
 - c. Complete agreement administration duties.
 - d. Provide payment in accordance with the payment section of the Statement of Work.

Safety Patrol Schedule:

CDOT shall provide safety patrol vehicles with approved Express Lane advertising on the following schedule:

| Safety Patrol Vehicle Type | Days of Operation | Hours of Operation |
|-----------------------------------|---------------------------------|---------------------------|
| Service Patrol Light Duty Trucks | Fridays, Saturdays, and Sundays | 5:30 am-8:00 pm |
| Flatbed "Rollback" Trucks | Fridays, Saturdays, and Sundays | 5:30 am-8:00 pm |
| Flatbed "Rollback" Truck | Monday thru Thursday | 7:00 am-7:00 pm |

Safety Patrol Services:

CDOT safety patrol vehicles with approved Express Lane advertising will provide the following services to drivers along the I-70 Mountain Corridor:

- Flat Tire Change
- Fuel Delivery
- Water/Coolant Transfer
- Debris Removal
- Jump Start

- Incident Scene Protection
- Driver Assistance
- Minor Mechanical Assistance
- Traffic Control
- Tow to Safety (only Flatbed trucks)

Timeline for Implementation:

Following execution of the Agreement, CDOT and HPTE will complete the key duties on the following timeline:

- Discuss with HPTE the advertising location(s) on various vehicle types (1-2 weeks).
- Review and approve HPTE proposed advertising material to ensure compliance with all other required safety markings (1-2 weeks).
- Complete placement of approved advertising on the following safety patrol vehicles (by the end of month 1)
- Provide advertising on safety patrol vehicles on the I-70 corridor (from 2-12 months)
- Reporting and Evaluation (1-45 days following completion of year 1 services)

Reporting and Evaluation:

- A. No later than 45 days following the end of the one-year period, CDOT shall submit to HPTE a report. The report will include a narrative summary of CDOT’s activities during the prior year, including:
- a. The number of Safety Patrol Vehicles that displayed the Express Lanes logos
 - b. The number of trips those vehicles took on the respective Express Lanes corridor
 - c. The estimated number of travelers on the I-70 corridor who saw the advertising
 - i. To estimate this number, CDOT will:
 1. Utilize the average daily traffic (ADT) in the area where the vehicle travels (ex. 50,000)
 - a. If CDOT has data that estimates how many people are in each vehicle, this can be added as a multiplier. (ex. 1.5)
 2. Hours each vehicle is on the road per day, as a percentage of the total daily traffic (ex. 12 hours or 0.5)
 3. Days driven per month (ex. 30)
 4. Industry exposure rate estimate (ex. 3% or 0.03)
 - a. $Actual\ exposure = (50,000 \times 1.5) \times 0.5 \times 30 \times 0.03$
 $= 33,750\ actual\ exposure/vehicle/month$
 - d. The number of on-scene assists Safety Patrol provided to drivers along the corridor within the contract term.
- B. The submissions of the report will be used by CDOT and HPTE to:
- a. Serve as a baseline metric to evaluate how effective the advertising is in reaching drivers who travel the corridor and report to program leadership on the outcome of the advertising campaign.
 - b. To recognize revenue and expenses, respectively, and are to be tied to the specific tasks, and categories of work within each task, described in the Statement of Work.

Amendments and Modifications:

- A. The Parties may agree to modify the specific tasks set forth in the Statement of Work to be undertaken by CDOT during the term of this Agreement, provided that such modifications do not result in an increase or decrease in the overall estimated value of the Services to be provided under this Agreement. Any such modifications shall be specifically identified, and their estimated values reconciled, in the progress report submitted by CDOT.
- B. Any modifications to the Statement of Work resulting in an increase or decrease in the overall estimated value of the Services shall not be undertaken unless agreed to in writing by the Parties in an amendment to this Agreement.

Payment Process:

- A. CDOT intends to record the full Agreement Funds as unearned revenue and recognize revenue as Services are performed during the course of the term of the agreement.
- B. Services to be provided, and the Agreement Funds, therefore, are for the full year covered by this Agreement, as may be amended from time to time. Milestone deadlines contained in the Statement of Work are for informational and work progress tracking purposes only and are not binding on CDOT. Services provided by CDOT within the one-year period shall be compensated as part of the Agreement Funds provided for herein. No deductions shall be made for Services completed outside the timeframes set forth in the Statement of Work, provided such Services are completed within the term of the Agreement.
- C. Any Services not completed within the term of this Agreement shall be reflected in the report and evaluation submitted by CDOT. In the event the services actually completed during the one-year term is less than was estimated in the Statement of Work, CDOT may be required to reimburse HPTE for the services not completed. The value of the uncompleted portion of the services, if any, shall reflect the fair market value of the same, and shall be mutually agreed upon and set forth in writing by the Parties in an amendment to this Agreement.

Renewal:

- A. It is expressly contemplated that the Parties intend to extend this Agreement for additional one-year terms for services to be provided by CDOT to HPTE in future years. Such extensions shall be documented by formal written notice pursuant to Section 8 of the Agreement and shall include an updated statement of the services and a budget for those services to be provided in the subsequent years.
- B. CDOT agrees to work with HPTE to draft and finalize a Statement of Work and costs for services for subsequent years on a mutually agreed upon timeline.
- C. If the scope of services and payment amount for the renewal terms are deemed acceptable by HPTE, the same shall be set forth in a written amendment executed and approved by the Parties.
- D. If the HPTE Board of Directors allocates funds for CDOT in the full amount included in the proposed scope of services submitted by CDOT, such proposed scope of services shall be

deemed approved by HPTE, notwithstanding any failure of the Parties to execute a written amendment prior to the start of the subsequent term(s). The Parties shall thereafter execute a written amendment for such subsequent years, the terms and conditions of which shall not be inconsistent with the budget action taken by the HPTE Board of Directors.

- E. If the scope of services and payment amount to be provided by CDOT are approved by HPTE as provided for in Section 8, HPTE agrees that it shall pay CDOT the agreed upon payment amount upon execution of the amended agreement.
- F. If the Parties are unable to agree upon a scope of services and payment amount for the following year prior to the expiration of the prior year, this Agreement shall terminate and be of no further force and effect for a subsequent year.
- G. If both parties agree to renew the agreement, the costs for the safety patrol contract increases each year, the sponsorship value per vehicle will increase by 3% a year.

Consideration; Exchange Transaction:

The Parties acknowledge that the mutual promise and covenants contained herein, and other good and valuable considerations, are sufficient and adequate to support this Agreement. The Parties further acknowledge that, for accounting purposes, this Agreement represents an exchange transaction for HPTE's purchase of specific services provided by CDOT at the market value of such services.

Year One Budget:

The annual cost of advertising is \$50,000 per vehicle, 9 vehicles total. For year 1, HPTE will pay \$450,000. CTIO has benchmarked this cost against similar vehicle advertising campaigns and finds the costs to be fair and reasonable.



COLORADO
Department of Transportation

Transportation Commission Memorandum

To: Transportation Commission
From: Bob Fifer, Deputy Director of Operations
Heather Paddock, Region 4 Transportation Director
Date: February 20, 2025

Subject: National Renewable Solutions (NRS) Request for Approval - Public-Private Initiative (PPI) Agreement (New Longitudinal Overhead Transmission Lines in CDOT ROW)

Purpose

This memorandum summarizes an unsolicited proposal for a unique public-private partnership, its background and seeks approval on TC Resolution.

Action

Issue a Resolution providing express approval of the proposed PPI Agreement with NRS for a Longitudinal, Overhead, High Voltage Transmission Line on I-76 pursuant to Section 3.2.2.6 of the Utility Accommodation Code.

Background

In October 2022, National Renewable Solutions (NRS) submitted to CDOT an Unsolicited Proposal (§§ 43-1-1201, C.R.S.) to build a longitudinal high voltage transmission line on the I-76 corridor right of way from mile point 99.2 to mile point 151.8. In exchange for this use of CDOT right of way (ROW), NRS will provide CDOT fiber instruction along the corridor and power infrastructure.

Over the last two years, staff has worked with NRS to understand better how the unique proposal could be accommodated in CDOT's ROW.

By October 2023, NRS had returned the State's Master Task Order Agreement with proposed revisions and comments.

From December 2023 through June 2024, CDOT staff and internal subject matter experts worked closely with partners at FHWA and Wisconsin DOT to evaluate and review the agreement's terms and conditions, which required a deeper technical

understanding of the proposal to install longitudinal high voltage transmission lines above ground.

In August 2024, NRS shared preliminary plan sets.

From September 2024 through November 2024, CDOT hosted technical review meetings with NRS, CDOT, and FHWA to better understand and inform the potential partnership.

In December 2024, the Federal Highway Administration (FHWA) scheduled a site visit of the I-76 corridor with CDOT. Following the site visit, FHWA provided conditional approval via email, stating their concurrence with CDOT to move forward with a master task order agreement and to continue working with NRS on the initial stages of preliminary engineering. FHWA expects that any detailed contingencies will be identified during preliminary engineering.

In January 2025, the program presented the topic and background to the Transportation Commission. In addition, NRS also presented details of the proposed projects and related extenuating circumstances.

The Department has determined special extenuating circumstances (see attached Memo) and now seeks express approval from the Transportation Commission to move forward with the partnership.

Next Steps

The program area is seeking concurrence from the Transportation Commission in February 2025. Pending approval and adoption of the TC Resolution, the Department will continue to move forward with this partnership by following these steps :

1. Executing a Master Task Order Agreement that outlines roles and responsibilities and the concept of the unsolicited proposal.
2. Executing subsequent Task Orders that specify project areas and specific infrastructure exchanges for specific locations.
3. The Partner must apply for and obtain applicable Region permits to perform and implement the work agreed upon in each Task Order.

Attachments

B - TC Resolution #12 - NRS PPI

C - Final NRS Chief Engineer Memo 2-6-2025 regarding Special Extenuating Circumstances

D - Value of NRS contribution Memo 2-6-2025 (Answer to Commission Holgiun's question on value)

E - National Renewable Solutions Unsolicited Proposal

Transportation Commission Resolution #12

Authorizing express approval for CDOT to finalize and execute a Master Task Order Agreement with the National Renewable Solutions, LLC (doing business as Pawnee Express, LLC) pursuant to the State Highway Utility Accommodation Code (2 CCR 601-18) and the Public-Private Initiatives Program, (C.R.S. §§ 43-1-1201, et seq.)

Approved by the Transportation Commission on February 20, 2025.

Whereas, in October 2022, CDOT received an Unsolicited Proposal through the Public Private Initiatives Program from National Renewable Solutions, LLC (NRS) that contemplates building above-ground, longitudinal, high voltage transmission lines along the I-76 corridor from mile marker 99 to mile marker 152; and

Whereas, CDOT approved NRS' Unsolicited Proposal pursuant to C.R.S. §43-1-1203 and determined the cost-benefit of added infrastructure supports CDOT's mission and fairly compensates CDOT for the use of CDOT's Right of Way (ROW) in the form of an in-kind infrastructure exchange; and

Whereas, CDOT and NRS commenced negotiations and review of CDOT's standard template Master Task Order Agreement / Public Private Initiatives Agreement; and

Whereas, representatives from CDOT, NRS, and FHWA engaged in more detailed technical, safety, traffic, permitting, and other general process reviews related to NRS' proposed project details; and

Whereas, in December 2024, FHWA provided its preliminary and conditional approval to continue with NRS' proposed project; and

Whereas, CDOT and NRS presented the concept of the project and required next steps and approvals to the Transportation Commission in January 2025; and,

Whereas, pursuant to Section 3.2.2.5 of the State Highway Utility Accommodation Code, CDOT, through the Chief Engineer determined special extenuating circumstances exist pertaining to NRS' proposed project; and

Whereas, pursuant to Section 3.2.2.6 of the State Highway Utility Accommodation Code, coupled with the Transportation Commission's statutory authority under its police power to regulate the accommodation of utility facilities within State Highway ROW, express approval of the Transportation Commission is required before CDOT and NRS' Master Task Order Agreement can be finalized and executed;

Now Therefore Be It Resolved, based on the information presented in the January 2025 TC workshop, FHWA's preliminary and conditional approval, the Department's determination of special extenuating circumstances, and pursuant to Section 3.2.2.6 of the State Highway Utility Accommodation Code, coupled with the Transportation Commission's statutory authority under its police power to regulate the accommodation of utility facilities within State Highway ROW, the Transportation Commission hereby approves CDOT and NRS to finalize and execute the Master Task Order Agreement for NRS' proposed project.

Herman Stockinger, Secretary of Transportation Commission of
Colorado



COLORADO

Department of Transportation

Office of the Chief Engineer

Memorandum

To: Heather Paddock P.E., Region 4 Regional Transportation Director
Bob Fifer, Director of Operations

From: Keith Stefanik P.E, Chief Engineer

Date: February 4, 2025

Subject: Extenuating Circumstances Determination for I-76 Corridor Longitudinal Transmission Lines

National Renewable Solutions, LLC (NRS), doing business as Pawnee Express, LLC, has submitted an Unsolicited Proposal under CDOT's Public-Private Initiatives Program. This proposal includes the installation of longitudinal transmission lines within CDOT ROW along the I-76 Corridor (mile markers 99-152). Under Section 3.2.2.5 of the [State Highway Utility Accommodation Code](#), new utilities are generally not permitted within Interstate ROW unless extenuating circumstances exist.

The purpose of this memorandum is to determine whether such circumstances apply to NRS's proposal. Following a presentation by NRS and CDOT representatives at the January 2025 Transportation Commission Workshop, and based on my review, I find the following factors qualify as extenuating circumstances:

- 1) Alignment with Federal and State Initiatives:
 - a) Consistent with FHWA guidance on alternative uses of highway ROW.
 - b) Supports State goals for renewable energy and broadband expansion, including service to unserved and underserved communities.
- 2) Corridor Considerations:
 - a) Sufficient ROW width (400').
 - b) Moderate traffic volume (12,000 AADT).
 - c) Minimal visual and site impact.
 - d) Location outside the clear zone (30'-34').
 - e) Compatibility with current and long-term corridor plans.
- 3) Variance Justifications Under Section 2.2.5.2 of the State Highway Utility Accommodation Code:
 - a) Financial/Technical Hardship: Underground installation is cost-prohibitive (10x the cost of overhead lines).
 - b) Highway Operations and Safety: Overhead lines cause less disruption to highway operations than underground installation.



COLORADO

Department of Transportation

Office of the Chief Engineer

Based on these findings, I determine that extenuating circumstances exist for this specific project under Section 3.2.2.2 of the State Highway Utility Accommodation Code. This determination is project-specific and does not establish a precedent for future proposals, which will be evaluated independently. Should the project scope change, I reserve the right to reassess this determination.



COLORADO

Department of Transportation

National Renewable Solutions Memorandum

To: Transportation Commission

From: Bob Fifer, Deputy Director of Operations

Date: February 6, 2025

Subject: Evaluation of Public-Private Initiative (PPI) Agreement for National Renewable Solutions (NRS) -

Purpose

Commissioner Holgiun asked a question on how we know we are getting “value” (commensurate value) for access to to our right of way. This memorandum provides insight and background on evaluating the PPI with NRS based on statutory requirements.

Background

In October 2022, National Renewable Solutions (NRS) submitted to CDOT an Unsolicited Proposal (§§ 43-1-1201, C.R.S.) to build a longitudinal high voltage transmission line on the I-76 corridor right of way from mile point 99.2 to mile point 151.8. In exchange for the use of CDOT right of way (ROW), NRS will provide CDOT fiber along the corridor and power to CDOT infrastructure.

CDOT consistently evaluates unsolicited proposals through a committee and per Section 43-1-1203(4), C.R.S. states “The department shall base its evaluation of the unsolicited proposal on the following factors:

- (a) Unique and innovative methods, approaches, or concepts demonstrated by the proposal;
- (b) Scientific, technical, or socioeconomic merits of the proposal;
- (c) Potential contribution of the proposal to the department’s mission;
- (d) Capabilities, related experience, facilities, or techniques of the proposer or unique combinations of these qualities that are integral factors for achieving the proposal objectives;
- (e) Qualifications, capabilities, and experience of the proposed principal investigator, team leader, or key personnel who are critical in achieving the proposal objectives; and
- (f) Any other factors appropriate to a particular proposal.

(5) The department may accept an unsolicited proposal only if:

(a) The unsolicited proposal receives a favorable evaluation;”

CDOT determined that the Unsolicited Proposal received a favorable evaluation based on the following information:

NRS' Unsolicited Proposal aligned with CDOT's Fiber Expansion objective; which is building fiber across all interstates; along with CDOT's mission statement for improving the resources to the traveling public. NRS' project aligns with the Governor's Clean Air Initiative, FHWA's Alternative Use of the Highways, and CDOT's goals on fiber expansion.

NRS' Unsolicited Proposal will expand CDOT's fiber and provide power to CDOT's infrastructure at no cost, a value of over \$13M.


This fiber route would allow CDOT to provide fiber to new stakeholders in rural communities, which aligns with the Governor's Rural Broadband Initiative. Additionally, NRS will provide CDOT with power from their wind farm at no charge.

Based on the proposal, CDOT and the traveling public would benefit from NRS' contribution to advancing the highway system, by enabling reliable technology on this interstate, while reducing CDOTs operating costs associated with power. Additionally, CDOT would not have to construct or maintain fiber on this corridor.



Unsolicited Proposal

Submitted: CDOT ITS Branch
Colorado Department of Transportation
425C Corporate Circle
Golden, CO 80401

| Proposing Entity | Authorized Person |
|---|--|
| Name: Pawnee Express LLC. Address: 11100 Wayzata BLVD Suite 450, Minnetonka, MN 55305 Main Phone : 952 473-7500 State of Colorado Business ID #: 20221327151 | Name: Jesse Hopkins-Hoel Title: Chief Development Officer Address: 11100 Wayzata BLVD Suite 450, Minnetonka, MN 55305 Phone:952 473-7500 Email: jhopkinshoel@natrs.com Signature:  |

Purpose for Unsolicited Bid:

National Renewable Solutions, LLC (NRS) is a developer of utility scale solar, wind and energy storage projects. NRS is developing solar and wind renewable energy generating projects in Sedgewick, Logan, and Phillips Counties in NE Colorado. In advance of an application for a utility access permit, we are writing to request assistance from the Colorado Department of Transportation (CDOT) to use of ROW along Interstate Highway 76 for the construction of an electrical energy transmission line known as **Pawnee Express**, which would bring reliable renewable electricity to residents of the State of Colorado and would improve resiliency and reliability of the Public Service of Colorado (PSCo) and/or Tri-State Generation and Transmission (TSGT) electrical grid.

NRS is currently conducting design and site control phases for a 345kV transmission line that runs parallel to and within the I-76 ROW starting in Ft. Morgan and running to the NE into Sedgewick County. A 3rd Phase of the Pawnee Express project could extend the transmission line to a terminus at the Nebraska / Colorado border.

The time, expense, and regulatory complexity associated with building transmission infrastructure creates a major impediment to constructing renewable energy projects, particularly in areas without suitable existing infrastructure. **NRS wishes to use all tools necessary to optimize timing and streamline the process to meet Colorado's immediate renewable goals.** If approved, together, we can capitalize on this partnership and benefit in new and exciting ways.

As part of our proposed design, NRS would facilitate additional carrying capacity for fiber broadband for joint-use design alternatives. Optical Ground Wire (OPGW) installation on transmission poles in CDOT

ROW allows for continuous fiber for CDOT operations between the City of Brush and as far north as the Nebraska border along I-76. NRS has also designed the Pawnee Express transmission line with highway safety as a top priority. In particular, the line has been designed to:

1. Limit impact to traveling public by locating transmission poles further from the roadway and on elevated portions of the corridor.
2. Design foundations and dead-end structures to prevent downed line, with guard rail systems to be designed around critical poles.
3. Ensuring clear zone avoidance for transmission wire sag and sway, with a minimum clearance of 30 feet

I Project Characteristics

- A. **Description of the proposed project including purpose, state highway location, beginning and ending points.** The Pawnee Express 345kv transmission line (Figure 1) will connect several wind and solar projects in Sedgewick County into the I-76 Corridor at approximately 2.8 miles NE of Highway 55 (Figure 2). The line will move off the CDOT utility corridor near the City of Brush about 4.5 miles to the NE and head south into either the Pawnee or Story Substations (Figure 3). NRS is also evaluating a continuation of the transmission line to the Nebraska border. This proposal requests rights to the I76 corridor to the Nebraska border as part of a 2nd phase of project development, which would permit NRS to extend the project beyond the preliminary route.



Figure 1

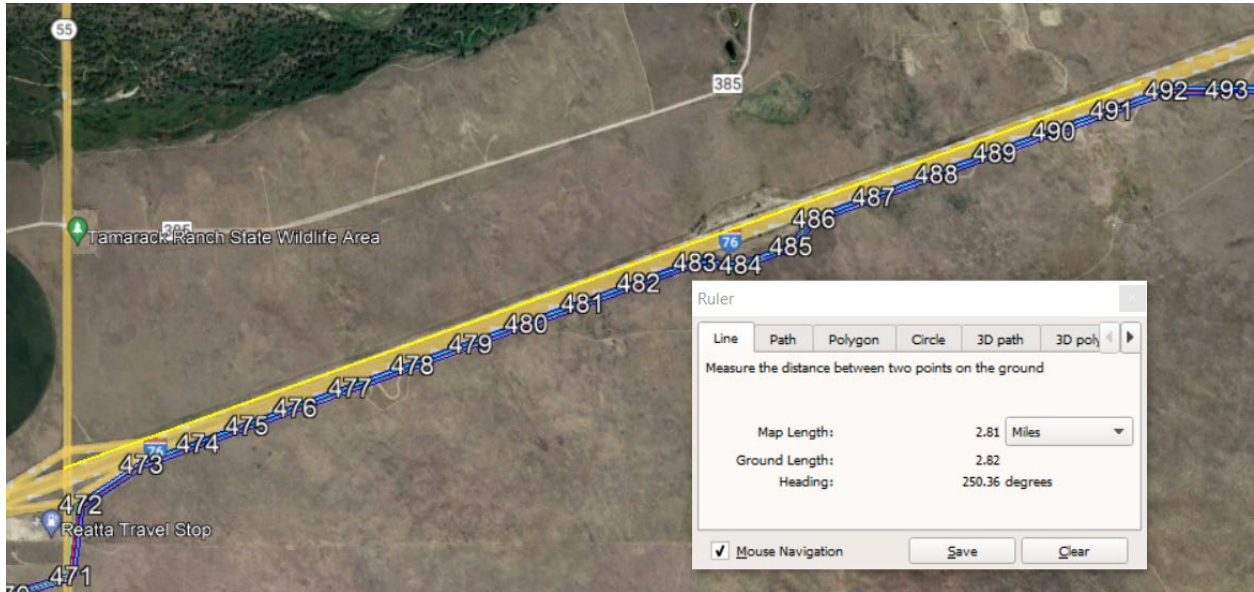


Figure 2 – North point of entry of the Transmission Line from renewable energy projects into CDOT corridor

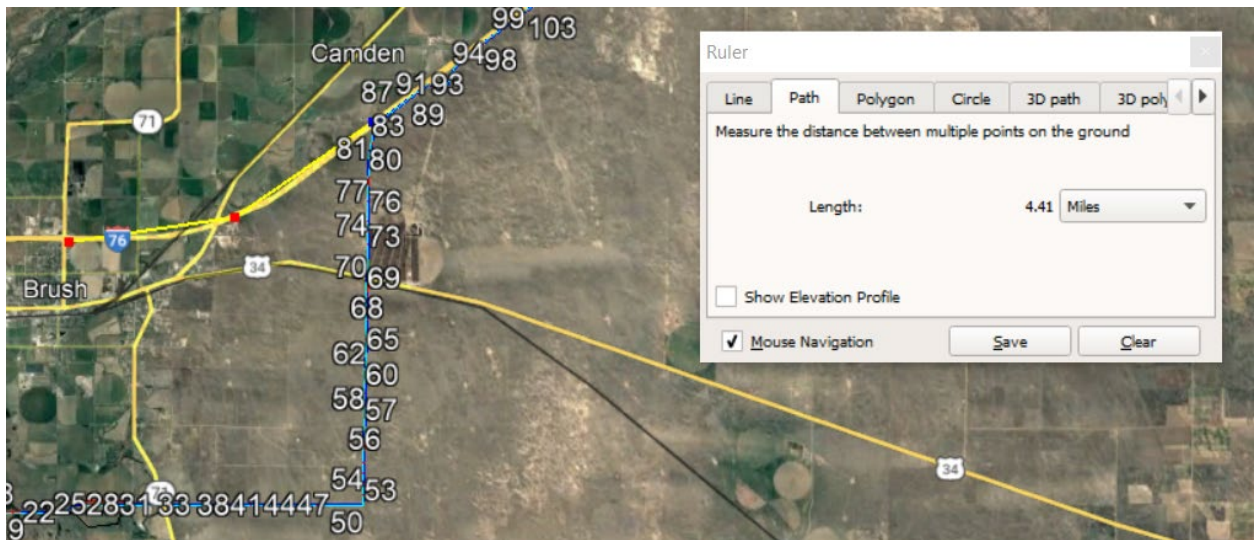


Figure 3 – south portion of the transmission line exiting CDOT corridor

- B. **Construction to be performed includes:** 1) Soil boring to determine final pole location, 2) foundation and hole drilling, 3) installation of a 345kv single or double circuit power line on approx. 413 steel monopole structures, 4) up to two Optical Ground Wire Fibers to support both the transmission line infrastructure and CDOT requirements, and 5) multiple fiber pull box locations (Depending on CDOT Requirements).

- C. **Access to existing CDOT fiber optic conduit and/or fiber optic cable including specific locations.** CDOT does not have existing fiber in this corridor. No access is required of future CDOT fiber optic conduit and/or fiber optic cable at any current location. We are proposing additional fiber optic cable installation.
- D. **Proposed Schedule.** Currently, the Pawnee Express team is acquiring private easements to the north and south of the requested I76 corridor and, in some areas, private “blowout” easements from landowners along the CDOT corridor. Anticipated completion for site control efforts is March 2023. Simultaneously, our engineering firm is working on the route and design with an anticipated design completion of May of 2023. Construction for drilling and anchor bolt cage installation could occur as early as January of 2024, with pole and conductor and fiber installation immediately following. Projected Commercial Operation Date (COD) of the Pawnee Express is Q3 to Q4 of 2025 to support anticipated electricity demand from Public Service of Colorado (PSCo) and/or Tri-State Generation & Transmission (TSGT). Pawnee Express is intended to be a long-term and stable addition to our electrical grid system. Accordingly, we request use of CDOT right of way for the life of the transmission project.
- E. **Identify critical factors to ensure the project’s success.** The Pawnee Express team identified several critical factors needed to ensure the project’s success:
1. Provide for safe and non-impactful travel for the roadway users.
 2. Poles that parallel the highway need extra consideration to avoid a vehicle strike.
 3. Transmission lines will conform to IEEE recommended best practice to allow for a maximum “sag and sway” and still provide 5-feet additional clearance from the “clear zone” of the highway.

The poles are generally placed at the maximum distance from the edge of road right of way. The attached PLS CAD model has approximate distances of 125 feet from the eastbound center line and approximately 5 feet inside the boundary of CDOT ROW and private land to the east of I-76. Moreover, poles with spans of 600-900 feet are strategically placed on elevated portions of the corridor further providing a natural buffer between the structure and motorist.

In the case of a catastrophic event, the design includes foundations and dead-end structures that facilitate the stoppage of any “domino effect” downed line. Currently, there is not a design option for transmission lines to have a “break-away” structure like street lighting. As an alternative, the NRS team would design and emplace guard rail systems along critical poles in consultation with CDOT Engineering.

The design has ACSR bundled conductor showing a minimum above ground clearance IAW NESC code + safety factor. This results in a minimum ground clearance of 30 feet at max sag. In addition, locating transmission poles approx. five feet from the edge of ROW allows for the maximum distance from “clear zones.”

- F. Identify any anticipated adverse social, economic and environmental impacts, and strategies or actions to mitigate the anticipated impacts.** This CDOT transmission route proposal has been submitted in order, specifically, to (a) mitigate impacts to rural farm and ranch lands, (b) largely mitigate collision and safety risks within the CDOT ROW, (c) provide positive economic impacts to communities within the generation project area and along the transmission path, alike. As the proposed Pawnee Express transmission line specifically supports 4-5 significant wind, solar and storage projects (totaling between 600-1000 MW), the overall economic impact is in excess of \$700 million dollars with portions of the revenues shared with local landowners who participate in the project, generate local tax revenue and create jobs during construction and for ongoing operation and maintenance of the project. Aside from the inclusion of fiber for CDOT within this proposal, the overall impact of the transmission will occur during the construction phase is estimated to be between \$50-\$80 million for local material (ie, steel rebar, cement, rock, matting, etc), local professional services (such as, survey, engineering, drill operators, line crews, laborer to support installation), and related local community services (such as lodging, gas, food).
- G. Identify unique and innovative methods, techniques and/or approaches that may be employed on the project.** Among the innovative and unique methods and techniques employed in design and construction of this project, we have highlighted three aspects for consideration:
1. The sharing of overhead fiber with existing transmission structure allows for a more efficient use of land and reduced impact to the surrounding area. By utilizing the existing utility corridors, the environmental impact is mitigated because this land has been cut and cleared and is suitable for utility purposes.
 2. The Pawnee Express line plan includes a second phase to extend the line and its capability to enhance the grid. Phase 2 would extend the transmission line by approximately another 20 miles within Colorado to the Nebraska border, connecting PSCO's system with the Southwest Power Pool. This second phase would provide up to 2 GW of transfer capability between the SPP system and the WECC system, providing additional grid stability and expanding the reach of renewable resources from Colorado and other areas in the Southwest United States to serve load centers in the Eastern Interconnect. This approach would further leverage the transmission benefits of PSCO's Colorado Power Pathway plan and extend the benefits of enhanced electrical transmission and fiberoptic cable systems to underserved areas in far Northeastern Colorado.
 3. Currently, Pawnee Express is reviewing the potential of the Bold Transmission Pole or mono-pole designs to facilitate a smaller footprint in lieu of traditional H-Frame or Lattice Tower construction. Innovative pole designs allow for increased power delivery capacity while minimizing structure heights reducing the right of way needed for the same (or greater) amount of electricity transmitted (75 feet on each side at 345kv line).

II. Qualifications, Capabilities and Experience

- A. **Description of proposer’s qualifications and capabilities to ensure successful completion of the proposed project.** National Renewable Solutions, LLC (“NRS”) is a renewable energy company founded in 2011 and based in Minnetonka, Minnesota. NRS originates, acquires, and develops renewable energy projects throughout the US at various stages, including from greenfield through operations. Our history represents a wind and solar portfolio of over 1 GW of either operating or NTP-ready projects, demonstrating a strong track record in a competitive field. Our current active development portfolio comprises over 4 GW of renewable projects. For further information, please visit our website at: [About - National Renewable Solutions \(natrs.com\)](http://natrs.com)
- B. **Identify related experience with similar projects that proposer successfully implemented, including experience in working and/or partnering with the public sector.** National Renewable Solutions, the parent company to Pawnee Express, successfully designed, engineered, and permitted a 345kv Transmission line entirely in Kansas Department of Transportation utility corridor along US Highway 77 in Marion and Butler County, Kansas. With a letter of committal, we moved forward on pole-by-pole approval with the KDOT engineers for “clear zones”, line of sight, and traffic safety hazards. This 25-mile line is currently under construction with Orsted as the primary contractor.
- C. **Describe project management techniques that are integral factors and how they will be applied for achieving successful implementation of the proposed project.** All NRS projects are submitted for bid with weighted criteria that includes completion schedule, safety, and performance incentives when particular KPIs are achieved. We understand a critical factor during the construction process is traffic management and ensuring safe passage for both our crews and the traveling public. Through project sequencing, construction crews work daily with CDOT safety coordinator to meet these goals.

I. Public Benefits

- A. **Identify potential contribution of the proposed project to the department’s mission and how the proposed project will benefit the overall transportation system.** NRS will include the installation of fiber optic cable along the utility corridor. Installation of 60 to 80 miles of fiber along an interstate highway for dedicated CDOT use enables expansion of Intelligent Transportation Systems (ITS). Robust dedicated fiber allows secure continuous network connectivity for dynamic message signs, roadway cameras, and highway truck travel information. The fiber system also has other regional and redundancy benefits by augmenting current CDOT networks. An additional benefit of incorporating this project into an existing transmission line project would reduce CDOT’s cost from burying fiber optic cable, estimated at up to \$300,000 per mile. Moreover, increased demand for electric vehicles would increase the demand for electrical energy to charge vehicle batteries beyond the capacity of current generation

and transmission systems. Pawnee Express would have the potential to deliver up to 1,200 MW of clean, renewable electricity to facilitate the transition to electric vehicles for the residents of Colorado.

- B. Identify the commensurate private contribution in conjunction with the public asset utilized to implement the project such as cash, equal sharing of proposer's fiber optic infrastructure within or outside project limits, maintenance including locates and splicing, other in-kind benefits, e.g., engineering services, and describe how the commensurate private contribution was calculated.** The proposal includes OPGW fiber cable strung on top of the 345kv transmission line that is co-used by the Pawnee Express for transmission related activities. Since the fiber comes in bundled strands, it is easy to isolate fibers that are dedicated to the CDOT mission. The fiber pull / splice boxes can be dictated at a pre-arranged distances based upon CDOT's needs. As part of the T-Line project, Pawnee Express would assume all engineering, material, installation, and testing costs for fiber installed on our transmission line.



COLORADO
Department of Transportation

Transportation Commission Memorandum

To: The Transportation Commission

From: Jeff Sudmeier, Chief Financial Officer

Date: February 19, 2025

Subject: Monthly Cash Balance Update

Purpose

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

Action

No action is requested at this time.

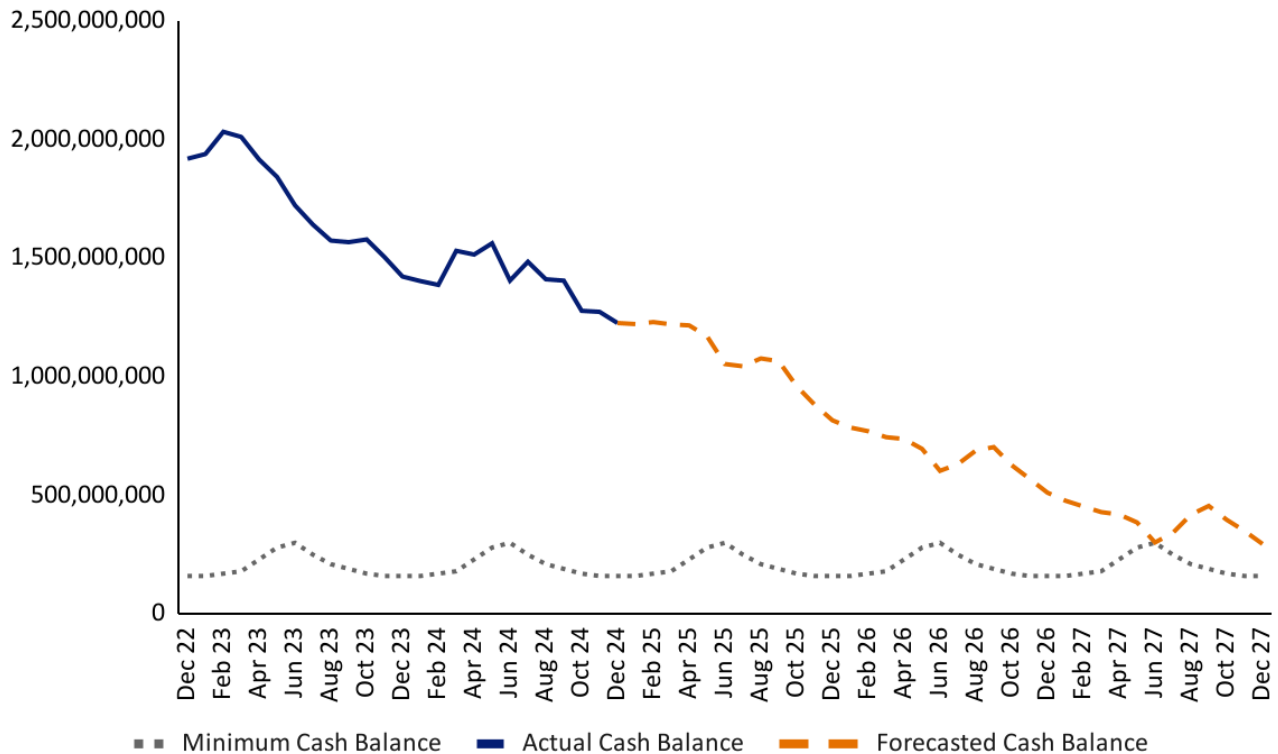
Summary

The actual cash balance for December 2024 was \$1.23 billion; \$1.07 billion above that month's minimum cash balance target of \$160.00 million. December's cash balance includes \$591.07 million in the State Highway Fund and \$635.81 million in the Senate Bill 267 trustee account.

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

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

Figure 1 - Fund 400 Cash Forecast



Cash Balance Overview

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

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

Revenue Sources Forecasted

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

- Highway Users Tax Fund - This primarily includes Motor Fuel Taxes, Vehicle Registration Fees, Road Usage Fees, and Retail Delivery fees.
- Miscellaneous State Highway Fund Revenue - This revenue includes proceeds from the sale of state property, interest earned on balances in the cash fund, the issuance of oversize/overweight permits, and revenue from various smaller sources.
- SB 17-267 - This bill directed the State Treasurer to execute lease-purchase agreements on existing state facilities to generate revenue for priority transportation projects.

- General Fund Transfers- Pursuant to SB 21-260, annual General Fund transfers will be made to the State Highway Fund between FY 2024-25 to FY 2031-32. This cash forecast assumes these transfers will be made in July of each year.

Expenditure Sources Forecasted

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

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

Cash Payments to Construction Contractors

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

Figure 2 - Cash Payments to Construction Contractors (millions)

| CY 2019 (actual) | CY 2020 (actual) | CY 2021 (actual) | CY 2022 (actual) | CY 2023 (actual) | CY 2024 (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, December month end expenditures were corresponding to an Expenditure Performance Index (XPI) of 1.10 (actual expenditures vs. baseline). There were \$881.5M actual expenditures YTD vs. the baseline of \$801.5M. 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

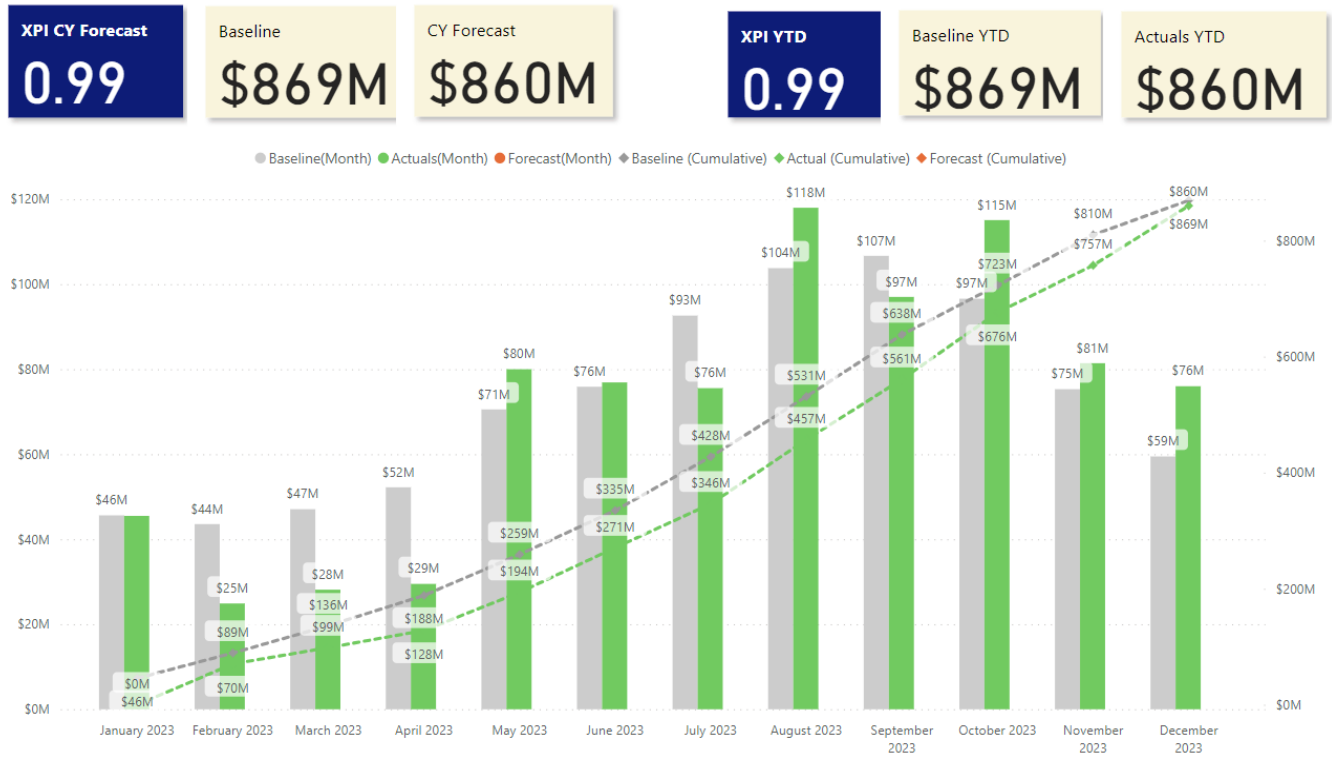
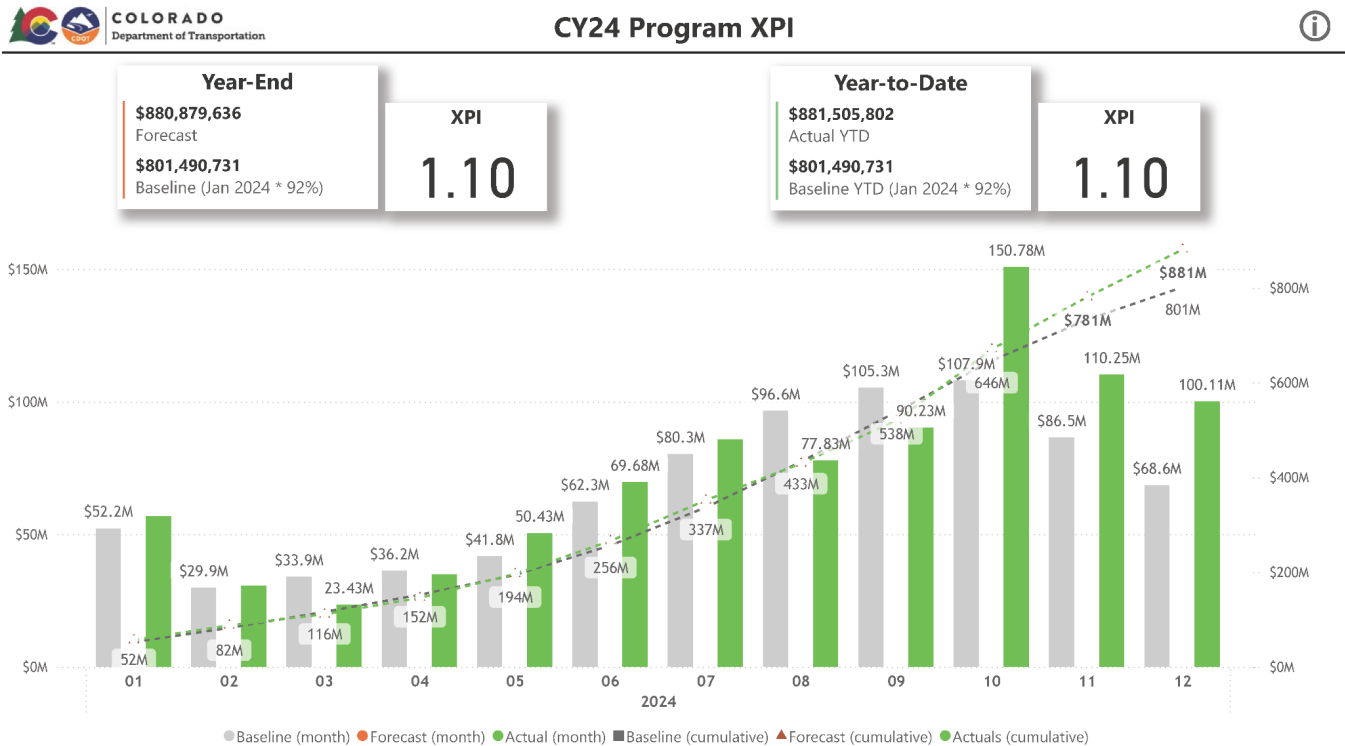


Figure 4 - Dashboard View, CY 24





Transportation Commission Memorandum

To: The Transportation Commission
From: Jeff Sudmeier
Date: February 20, 2025

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

Purpose

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

Action

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

Background

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

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





Mid-Year Summary

Assets:

As of December 31, 2024, the Colorado SIB had \$42.3 million in total assets (see Table 1). Of the total assets, 83.4% percent (\$35.3 million) was attributed to the Aeronautics account and 16.6% percent (\$7.0 million) was attributed to the Highway account. The Transit and Rail accounts of the Colorado SIB have never been capitalized, nor have any loans been made from those accounts.

Table 1: Colorado SIB Assets Summary, As of December 31, 2024

| Assets | Aeronautics | Highways | Total |
|---------------------------------|----------------------|---------------------|----------------------|
| Cash: | | | |
| Fund 715 | \$ 603,886 | \$ 4,914,828 | \$ 5,518,713 |
| Authorized Federal Funds | \$ 0 | \$ 0 | \$ 0 |
| Amount Available to Loan | \$ 603,886 | \$ 4,914,828 | \$ 5,518,713 |
| Amounts Receivable: | | | |
| Outstanding Loan Balances | \$ 34,679,047 | \$ 2,095,644 | \$ 36,774,691 |
| Accrued Interest | \$ 0 | \$ 0 | \$ 0 |
| Total Account Receivable | \$ 34,679,047 | \$ 2,095,644 | \$ 36,774,691 |
| Total Assets | \$ 35,282,933 | \$ 7,010,472 | \$ 42,293,405 |

As of December 31, 2024, there was a total of \$5.5 million available to loan, of which \$0.6 million was in the Aeronautics account and \$4.9 million was in the Highway account.





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Loans:

Currently, the Colorado SIB has ten outstanding loans totaling \$36.8 million (see Table 2). Five* loans are from the Aeronautics account, totaling \$34.7 million, and three* loans are from the Highway account totaling \$2.1 million. As of December 31, 2024, all Colorado SIB loans were current.

Table 2: Colorado SIB Loan Summary, As of December 31, 2024

| Loans | Original Loan | Balance Due | Debt Service | Interest Rate | Original Loan Date | Next Payment Due Date | Termination Date |
|-------------------------------------|---------------------|---------------------|---------------------|---------------|--------------------|-----------------------|------------------|
| Aeronautics Accounts: | | | | | | | |
| Colorado Springs | \$ 5,500,000 | \$ 3,962,774 | \$ 612,296 | 1.99% | 3/3/2021 | 3/3/2024 | 3/3/2031 |
| Colorado Springs | \$ 7,500,000 | \$ 4,784,200 | \$ 890,493 | 3.25% | 1/3/2020 | 1/3/2024 | 1/3/2030 |
| Arapahoe County Airport Authority | \$ 8,000,000 | \$ 3,438,708 | \$ 914,070 | 2.50% | 6/1/2018 | 6/1/2024 | 6/1/2028 |
| Rocky Mountain Metropolitan Airport | \$ 2,015,000 | \$ 1,081,816 | \$ 236,219 | 3.00% | 3/25/2019 | 3/25/2024 | 3/25/2029 |
| Grand Junction Airport | \$ 3,737,580 | \$ 3,411,549 | \$438,158 | 3.00% | 3/15/2023 | 3/15/2024 | 3/15/2033 |
| Telluride Regional Airport | \$ 10,000,000 | \$ 10,000,000 | \$ 1,202,414 | 3.50% | 7/9/2024 | 7/9/2025 | 7/9/2034 |
| Durango-La Plata Co Airport | \$ 8,000,000 | \$ 8,000,000 | \$ 961,931 | 3.50% | 10/29/2024 | 10/29/2025 | 10/29/2034 |
| Total Aeronautics | \$44,752,580 | \$34,679,047 | \$ 5,255,572 | | | | |
| Highway Accounts: | | | | | | | |
| Central City | \$ 1,521,693 | \$ 335,115 | \$ 173,867 | 2.50% | 7/17/2015 | 7/17/2024 | 7/17/2025 |
| Park County | \$ 566,500 | \$ 184,864 | \$ 64,728 | 2.50% | 2/26/2016 | 2/26/2024 | 2/26/2026 |
| Colorado Springs | \$ 2,500,000 | \$2,038,801 | \$ 278,316 | 1.99% | 3/3/2021 | 3/3/2024 | 3/3/2031 |
| Total Highway: | \$ 4,588,193 | \$ 2,558,780 | \$ 516,911 | | | | |
| Grand Total: | \$49,340,773 | \$36,774,691 | \$5,772,483 | | | | |





Interest Rate:

The Interest Rate for loans from the CO SIB shall be established and adopted by the resolution of the Transportation Commission no later than June 30 of each year for loans applied during the ensuing months of July, August, September, October, November and December. An Interest Rate shall be established and adopted by resolution of the Commission no later than December 31 of each year for loans originating during the ensuing months of January, February, March, April, May and June. On December 19, 2024, the Transportation Commission approved a resolution to keep the three and a half percent (3.5%) interest rate effective for the second half of FY 2024-25.

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

| Year | Interest Rate | Period | Fiscal Year | Quarter(s) |
|------------|---------------|----------------------------------|-------------|------------|
| 12/12/2019 | 2.50% | January 2020 - June 30, 2020 | | Q3/Q4 |
| 7/16/2020 | 2.00% | July 1, 2020 - December 31, 2020 | 2020 - 2021 | Q1/Q2 |
| 11/19/2020 | 2.00% | January 2021 - June 30, 2021 | | Q3/Q4 |
| 6/17/2021 | 2.00% | July 1, 2021 - December 31, 2021 | 2021 - 2022 | Q1/Q2 |
| 11/18/2021 | 2.00% | January 2022 - June 30, 2022 | | Q3/Q4 |
| 6/16/2022 | 3.00% | July 1, 2022 - December 31, 2022 | 2022 - 2023 | Q1/Q2 |
| 12/15/2022 | 3.50% | January 2023 - June 30, 2023 | | Q3/Q4 |
| 6/15/2023 | 3.50% | July 1, 2023 - December 31, 2023 | 2023 -2024 | Q1/Q2 |
| 12/15/2023 | 3.50% | January 2024 - June 30, 2024 | | Q3/Q4 |
| 6/20/2024 | 3.50% | July 1, 2024 - December 31, 2024 | 2024 -2025 | Q1/Q2 |
| 12/19/2024 | 3.50% | January 2025 - June 30, 2025 | | Q3/Q4 |

DAF continues to work with municipalities and the Division of Aeronautics to advertise the State Infrastructure Bank Program, by meeting with general use airports and presenting at the Colorado Airport Operators Association annual meetings.

Next Steps:

OFMB Staff will provide the Commission a final review of FY 2024-25 SIB account activities through June 30, in August 2025.





Memorandum

To: The Transportation Commission
From: Jeff Sudmeier, Chief Financial Officer
Amanda Silk, Director of Accounting
Date: January 27, 2025
Subject: FY 2023-24 Annual Financial Audit

Purpose

To present annual audit results for the Colorado Department of Transportation.

Action

No formal action is being requested. Informational only.

Background

On an annual basis, the Office of the State Auditor (OSA) engages an outside audit firm to conduct a financial and compliance audit for CDOT. For Fiscal Year 2023-24 (FY 2024), OSA contracted with CLA (Clifton Larson Allen LLP) to complete the annual audit. The purposes and the scope of the Fiscal Year 2023-24 audit were to:

- Determine whether the Department had adequate internal controls in place over, and complied with, applicable requirements related to its financial accounting and reporting processes for FY 2024.
- Determine whether the Department had effective internal controls in place over and complied with subrecipient monitoring requirements for the Highway Safety Cluster, Formula Grants for Rural Areas and Tribal Transportation Program, and Coronavirus State and Local Recovery Funds Program during FY 2024

The financial and compliance audits include a Financial Audit of CDOT, and a Single Audit of selected program areas. For FY 2024 this included the following:

- Highway Safety Cluster (NHTSA funding administered by the Office of Transportation Safety for safety programs and grants)
- Formula Grants for Rural Areas and Tribal Transportation Program (FTA funding administered by the Division of Transit and Rail as local transit grants)
- Coronavirus State and Local Recovery Funds Program (Federal stimulus funding allocated to the Multimodal Transportation and Mitigation Options Fund (MMOF) and Revitalizing Main Streets programs)

Financial audits are also conducted for the Bridge and Tunnel Enterprise and Colorado Transportation Investment Office.

Details

The FY 2024 Financial Audit included one finding classified as a significant deficiency on internal controls related to IT governance. The finding referenced two parts in this area and the recommendation is to implement a periodic review process of OIT's Colorado Information Security Policies and formalize and communicate procedures to align with the Department's current IT governance plan and procedural directive.

The FY 2024 Single Audit included four findings. Two of the findings were related to allowable costs and subrecipient monitoring and were classified as significant deficiencies. The recommendations include updating procedure guides and staff training. The other two findings were related to the period of performance and federal reporting and were classified as material weaknesses. The recommendations on these items include updating procedures and staff training.

The FY 2024 Financial Audits of the Bridge and Tunnel Enterprise and Colorado Transportation Investment Office included no findings.

Other Information:

The FY 2024 audits and financial statements for the Bridge and Tunnel Enterprise and Colorado Transportation Investment Office were released by the Legislative Audit Committee (LAC) in December and are available [here](#).

The FY 2024 audits and financial statements for CDOT are planned to be released by the LAC at their meeting on February 27, 2025. The Statewide Single Audit will be available [here](#) upon release by the LAC.



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Department of Transportation

Bridge and Tunnel Enterprise Board of Directors Memorandum

To: The Bridge and Tunnel Enterprise Board of Directors

From: Kay Hruska, Enterprise Controller

Jeff Sudmeier, Chief Financial Officer

Date: February 20, 2025

Subject: Fiscal Year 2024 Audited Financial Statements

Purpose

To present the Bridge and Tunnel Enterprise's (BTE) audited financial statements for the Fiscal Years ended 2023 and 2024.

Action

The purpose of this memo is informational only. No formal action is requested.

Background

On an annual basis, the Office of the State Auditor (OSA) engages an outside audit firm to conduct a financial and compliance audit of BTE. For Fiscal Year 2023-24, OSA contracted with CliftonLarsonAllen, LLP (CLA) to complete the annual audit. The purposes and scope of the Fiscal Year 2023-24 audit were to:

- Express opinions on the financial statements of the Enterprise as of and for the years ended June 30, 2024, included consideration of internal controls over financial reporting as required by auditing standards and **Governmental Auditing Standards** for the year ended June 30, 2024.
- Review of the Enterprise's compliance with rules and regulations governing the expenditure of federal and state funds for the year ended June 30, 2024.
- Issue a report on the Enterprise's internal control over financial reporting and on compliance with certain provisions of laws, regulations, contracts grant agreements and other matters based on CLA's audit of the financial statements performed in accordance with **Governmental Auditing Standards** for the year ended June 30, 2024.

No instances of noncompliance considered material to the financial statements were disclosed by the audit.

There were no findings for the year ended June 30, 2024.

There were no audit adjustments proposed.

Other Information

The Fiscal Year 2023-24 audited financial statements are posted to [BTE's website](#). If printed copies of the financial statements are desired, please contact Kay Hruska at kay.hruska@state.co.us.



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Department of Transportation

Bridge and Tunnel Enterprise Board of Directors Memorandum

To: The Bridge and Tunnel Enterprise Board of Directors

From: Patrick Holinda, Bridge and Tunnel Enterprise Manager

Date: February 20, 2025

Subject: Bridge and Tunnel Enterprise Q2 FY2025 Quarterly Report

Purpose

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

Action

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

Background

BTE Plan of Finance

The successful issuance of the 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. Ultimately, BTE anticipates financing an estimated total of \$400 million to \$500 million 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.

While planning for future Infrastructure Revenue Bond issuances, BTE identified an opportunity to address an existing debt service "bottleneck" through the refunding of its outstanding Series 2010A Build America Bonds. Prior to the refunding, BTE's overall debt service increased annually until fiscal year 2041 due to the Central 70 financing, which has availability payments that increase annually through fiscal year 2052. By refunding BTE's outstanding Series 2010A Build America Bonds and flattening BTE's debt service profile, the Enterprise now benefits from increased structuring flexibility and capacity for the financings needed to deliver the 10-Year Plan, increased near-term pay-as-you-go program revenues for safety critical projects through fiscal year 2041, and programmatic risk reduction. In addition to these benefits, the Series 2024B Senior Refunding Bond transaction resulted in approximately \$1.5 million in net present value savings on debt service payments.

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. Ultimately, 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 posed an imminent risk to structural integrity, are complete and the bridge opened to traffic on July 3rd, 2024. Phase II, which includes permanent repairs to both K-07-B and K-07-A, is underway and scheduled for completion in 2025. K-07-B and K-07-A fully opened to traffic on November 13th and December 6th, 2024, respectively. Crews will return to complete the remaining temperature dependent painting work in 2025. Both bridges received structural retrofits to ensure the bridges can support the weight of the repairs; a combined 410 tons of steel and 51,504 new bolts were added to the bridges.

A future risk and resilience project, which includes several treatments that are expected to increase the remaining service lives of the bridges by an additional 30 years, is currently in design and will be advanced to construction when funding becomes available. BTE partnered with CDOT to submit the US50 Blue Mesa Bridges Emergency Response Project and the future risk and resilience project for the USDOT Bridge Investment Program discretionary grant opportunity in advance of the November 1, 2024 application deadline. A grant award would backfill a portion of the expenses incurred for the emergency response and provide capacity for BTE to fully fund the risk and resilience project.

Program Progress

In Q2 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 Q2 FY2025

| Structure ID | Region | County | Facility over Featured Intersection | Budget |
|--------------|--------|--------------------|--|-------------|
| F-13-X | 1 | Clear Creek/Summit | Eisenhower Memorial Tunnel Lighting Upgrades | \$1,803,600 |
| F-13-Y | 1 | Clear Creek/Summit | Johnson Memorial Tunnel Lighting Upgrades | See F-13-X |

The construction phase for BTE’s *first* Bridge Preventative Maintenance project, the I-70 Glenwood Canyon Bridge & Rail Improvements Project, was funded in Q2 FY2025. The project will replace 856 linear feet of expansion joints, replace the existing concrete joint headers, and replace 1,180 linear feet of bridge rail, enabling the program to extend the service life and delay the deterioration of these structures.

Projects with Construction Funding Approved in Q2 FY2025

| Structure ID | Region | County | Facility over Featured Intersection | Budget |
|--------------|--------|----------|--|--------------|
| F-08-AD | 3 | Garfield | I-70 ML WBND over Bair Ranch Road, Draw | \$10,038,820 |
| F-08-AE | 3 | Garfield | I-70 ML EBND over Bair Ranch Road, Draw | See F-08-AD |
| F-08-AH | 3 | Garfield | I-70 ML EBND over Access Road, Colorado River | See F-08-AD |
| F-08-AL | 3 | Garfield | I-70 ML EBND over Colorado River | See F-08-AD |
| F-08-AR | 3 | Garfield | I-70 ML EBND over UPRR, Colorado River | See F-08-AD |
| F-08-AS | 3 | Garfield | I-70 ML WBND over UPRR, Colorado River | See F-08-AD |
| F-08-AU | 3 | Garfield | I70 ML EBND over French Creek | See F-08-AD |
| F-08-AV | 3 | Garfield | I-70 ML WBND over Hillside | See F-08-AD |
| F-08-BC | 3 | Garfield | Ramp to Shoshone over I-70, Colorado River | See F-08-AD |
| F-08-BH | 3 | Garfield | I-70 ML WBND over French Creek | See F-08-AD |
| F-08-BI | 3 | Garfield | I-70 ML EBND over Ramp, Railroad, Colorado River | See F-08-AD |
| F-08-BJ | 3 | Garfield | I-70 ML WBND over Hillside | See F-08-AD |

Projects that Completed Construction in Q2 FY2025

| Old Structure ID | New Structure ID | Region | County | Facility over Featured Intersection |
|------------------|------------------|--------|----------|--|
| H-13-A | H-13-J | 2 | Park | US 285 ML over Middle Fk. South Platte River |
| N-17-AD | N-17-ADA | 2 | Huerfano | I-25 ML SBND over US 160, SH 10, RR Spur |
| F-12-AT | F-12-ATA | 3 | Eagle | I-70 ML WBND over Polk Creek |

Program Controls

The overall program Schedule Performance Index (SPI) and active project SPI at the end of Q2 FY2025 was 0.96 and 0.92 respectively, up from 0.95 and 0.90 at the end of Q1 FY2025. 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 Q2 FY2025 is provided below.

Program Overall Monthly and Active Project SPI

| Month | Overall SPI | Active SPI |
|----------|-------------|------------|
| October | 0.96 | 0.93 |
| November | 0.96 | 0.92 |
| December | 0.96 | 0.92 |

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 December 31, 2024, the encumbrances have not changed, and the budget balances have increased by \$434,272. The Region 3 project is awaiting the final contractor and final consultant payments to be processed, then it will be ready for project closure. The Region 4 project is awaiting the completion and approval of a Letter of Map Revision (LOMR).

Program Financial Information

As of Q2 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 \$115.5 million in collections. As of December 31, 2024, the revenue collections totaled \$58.3 million. 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 \$37.6 million in collections. As of December 31, 2024, revenue collections totaled \$18 million.



Transportation Commission Memorandum

To: Colorado Transportation Commission

From: Anna Dunn, Grants Coordinator in OPR

Date: February 20, 2025

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

Purpose

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

Action

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

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

Background

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

The following discretionary grant programs have closed 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.
 - US 50 SHIFT in Region 2
 - \$40.5M 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
2. 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
- 3. BRIDGE INVESTMENT PROGRAM (BIP) - PLANNING
 - I-70 West Applewood to Lakewood Critical Bridges Planning in R1
- 4. BRIDGE INVESTMENT PROGRAM (BIP) - OTHER than LARGE BRIDGE (>\$100M)
 - US50 Blue Mesa Bridges Emergency Repairs
- 5. National Scenic Byways Program
 - Mount Blue Sky Scenic Byway: Interpretation Corridor Management Plan, R1
 - Roadside Markers Improvements on Colorado Byways, Statewide
- 6. Better Utilizing Investments to Leverage Development (BUILD), formerly RAISE
 - US 50 Safety Improvements West of Cañon City, R2
 - Morgan County Building Opportunities for Optimized Safety and Transportation, (BOOST), R4
 - Glenwood Canyon Resilient, Efficient, and Safe Corridor Upgrades and Enhancements (RESCUE), R3
 - Weather-Resilience, Environmental, Safe Travel by Rail (WEST Rail), DTR statewide

IN PROGRESS

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

1. PROTECT
 - CDOT is pursuing grants for State-Wide Avalanche Mitigation (SWAP) in Region 3 and 5 and a Culvert package in Region 3

CDOT DISCRETIONARY GRANT SUCCESS BY THE NUMBERS

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

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

Next Steps

Grants team is analyzing new messaging from USDOT to understand the best course forward with grants.