



## Fiscal Note

### Legislative Council Staff

Nonpartisan Services for Colorado's Legislature

## HB 25-1228: BEST VALUE DESIGN-BUILD TRANSP CONTRACTS

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**Prime Sponsors:**

Rep. Barron; Lindsay  
Sen. Roberts; Kirkmeyer

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**Fiscal note status:** The revised fiscal note reflects the introduced bill, as amended by the House Transportation, Housing, and Local Government Committee.

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### Summary Information

**Overview.** The bill changes the definition of "best value" for design-build transportation contracts administered by the Department of Transportation.

**No fiscal impact.** The bill has no fiscal impact on state or local governments.

**Appropriations.** No appropriation is required.

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**Table 1**  
**State Fiscal Impacts**

<b>Type of Impact</b>	<b>Budget Year FY 2025-26</b>	<b>Out Year FY 2026-27</b>
State Revenue	\$0	\$0
State Expenditures	\$0	\$0
Transferred Funds	\$0	\$0
Change in TABOR Refunds	\$0	\$0
Change in State FTE	0.0 FTE	0.0 FTE

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## Summary of Legislation

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The bill changes the definition of “best value” for design-build transportation contracts administered by the Department of Transportation (CDOT). Currently the definition of “best value” means overall maximum value of a proposal to CDOT after considering all of the evaluation factors described in the specifications for the transportation project or the request for proposals, including, but not limited to:

- time needed for performance of the contract;
- innovative design approaches;
- scope and quality of the work;
- work management;
- aesthetics;
- project control; and,
- the total cost of the transportation project.

The bill changes the definition to mean overall maximum value of a proposal to CDOT after considering all of the evaluation factors described in the specifications for the transportation project or the request for proposals, including, but not limited to:

- project schedule;
- innovative solutions;
- increased scope;
- improved quality;
- aesthetics;
- sustainability;
- environmental impact;
- resilience; and,
- initial cost and long-term life-cycle cost of the transportation project.

## Assessment of No Fiscal Impact

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The bill changes the definition of “best value” for CDOT’s design-build contracts to consider different criteria. It does not change how CDOT administers projects and does not affect state or local government revenue or expenditures. For this reason, the bill is assessed as having no fiscal impact.

## Effective Date

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The bill takes effect 90 days following adjournment of the General Assembly sine die, assuming no referendum petition is filed.

## **State and Local Government Contacts**

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Transportation