

Department of Transportation
FY 2026-27 Joint Budget
Committee Hearing Agenda

Friday, December 12, 2025

1:30 pm – 3:00 pm

1:30 pm – 1:35 pm Introductions and Opening Comments

Presenter: Shoshana Lew, Executive Director

1:35 pm – 1:50 pm Budget Overview and Previous Year JBC Actions

Main Presenter:

- Jeff Sudmeier, Chief Financial Officer

Supporting Presenters:

- Shoshana Lew, Executive Director
- Emily Haddaway, Legislative Liaison

Topics:

- JBC actions from FY 2025-26: Pages 9-10, Question 6 in the packet, Slide 11

1:50 pm – 1:55 pm Federal Funds and DUI Prevention Funding

Main Presenters:

- Jeff Sudmeier, Chief Financial Officer

Supporting Presenters:

- Shoshana Lew, Executive Director
- Emily Haddaway, Legislative Liaison

Topics:

- Status of ARPA Funds: Page 21, Question 12 in the packet, Slides 13
- Funds for DUI prevention campaigns: Pages 21-22, Question 12 in the packet, Slide 14

1:55 pm – 2:05 pm Multimodal Transportation Fund

Main Presenter:

- Darius Pakbaz, Director, Division of Transportation Development

Supporting Presenters:

- Shoshana Lew, Executive Director
- Jeff Sudmeier, Chief Financial Officer
- Emily Haddaway, Legislative Liaison

Topics:

- Planned use of General Fund transfers from S.B. 21-260: Page 20, Question 10 in the packet, Slide 17
- Effects of FY 2025-26 MMOF cash fund transfer to the General Fund for Transportation Planning Regions (TPRs): Page 20-21, Question 11 in the packet, Slide 16

2:05 pm – 2:15 pm Ten-Year Plan Update

Main Presenter:

- Darius Pakbaz, Director, Division of Transportation Development

Supporting Presenters:

- Shoshana Lew, Executive Director
- Jeff Sudmeier, Chief Financial Officer
- Emily Haddaway, Legislative Liaison

2:15 pm – 2:30 pm Enterprise Updates

Main Presenters:

- Jeff Sudmeier, Chief Financial Officer
- Piper Darlington, Director, Colorado Transportation Investment Office

Supporting Presenters:

- Shoshana Lew, Executive Director
- Emily Haddaway, Legislative Liaison

Topics:

- High Performance Transportation Enterprise name change: Page 10, Question 7 in the packet, Slide 25
- Express Lane Closures: Pages 11-12, Question 8 in the packet, Slides 26-27
- Status of projects funded by CDOT's enterprises: Pages 12-19, Question 9 in the packet, Slides 28-30

2:30 pm – 2:45 pm Aeronautics Funds

Main Presenters:

- Dave Ulane, Director, Division of Aeronautics

Supporting Presenters:

- Shoshana Lew, Executive Director
- Jeff Sudmeier, Chief Financial Officer
- Emily Haddaway, Legislative Liaison

Topics:

- Aviation Cash Fund: Page 5, Question 2 in the packet, Slide 32
- Status of implementing H.B. 24-1235: Page 2-3, Question 3 in the packet, Slide 33
- Reclassifying aviation revenue: Page 4-8, Questions 4-5 in the packet, Slides 34

Department of Transportation

FY 2026-27 Joint Budget Committee Hearing

Friday, December 12, 2025

1:30 pm – 3:00 pm

Common Question for Department Hearings (Written-only Response)

1. Please provide a breakdown of your department's total advertising budget for the current and prior fiscal year. Specifically:

a. What is the total amount budgeted and expended on advertising and media placement type?

CDOT budgeted and spent \$4,169,500 in the prior fiscal year on advertising and has budgeted \$4,048,000 for the current fiscal year. Approximately two-thirds of these funds are planned for the Department's 14 specific traffic safety campaigns and are funded through a federal grant from NHTSA to the Governor's Highway Safety Office.

Advertising for Express Lanes and Bustang account for most of the rest of this budget, with small budgets for our Speed Enforcement program, e-bike safety, winter driving, and recruitment.

b. How are those advertising dollars allocated across different media types (e.g., television (national/local/cable), radio (terrestrial vs streaming), SEM, digital (display, YouTube), connected TV, social media, print, outdoor, etc.)?

The goals and budget for each campaign dictate the media types CDOT purchases; this is broken down by campaign and then media type below:

Cannabis and Driving

- Out-of-Home - 14%
- Print - 5%
- Streaming Audio - 12%
- Digital - 69%

Occupant Protection

- Broadcast Radio - 23%
- Streaming Audio - 4%
- Out-of-Home - 34%
- Digital - 39%

Pedestrian

- Out-of-Home - 51%

- Streaming Audio - 11%
- Digital - 38%

Distracted Driving Education/General

- Broadcast Radio - 25%
- Streaming Audio - 15%
- Digital - 60%

Speed

- Out-of-Home - 16%
- Streaming Audio - 9%
- Digital - 75%

Distracted (Hands Free Law)

- Broadcast Radio - 20%
- Streaming Audio - 15%
- Digital - 65%

Child Passenger Safety

- Digital - 100%

Motorcycle Rider Awareness

- Broadcast Radio - 24%
- Streaming Audio - 20%
- Out-of-Home - 13%
- Digital - 43%

Driver Awareness of Motorcycles

- Broadcast Radio - 24%
- Streaming Audio - 17%
- Out-of-Home - 34%
- Digital - 25%

Click it or Ticket / Seatbelt Statewide

- Broadcast Radio - 17%
- Streaming Audio - 7%
- Out-of-Home - 21%
- Digital - 55%

Click it or Ticket / Seatbelt Rural

- Broadcast Radio - 39%
- Streaming Audio - 13%
- Digital - 48%

Teen

- Digital - 100%

Bicycle

- Out-of-Home - 34%
- Streaming Audio - 27%
- Digital - 39%

DUI

- Out-of-Home - 32%
- Streaming Audio - 8%
- Digital - 60%

Express Lanes

- Broadcast: 40%
- Radio: 5%
- Streaming Audio: 12%
- Streaming Video: 12%
- Digital advertising: 9%
- Out of Home: 12%
- Print Media: 8%
- Influencers: 2%

Bustang

- Search: 5%
- YouTube: 10%
- Terrestrial Radio & Streaming Audio (packaged deal): 22%
- Paid Social: 28%
- Out of Home: 31%
- Direct Mail: 4%

Winter Driving

- Paid social: 100%

Speed Enforcement

- Print: 8%
- Influencers: 7%
- Facebook Advertisements (Boosts): 5%
- Digital: 80%

E-bike Safety

- Digital (youtube; website banners; connected TV): 57%
- Social: 43%

Recruitment

- Youtube: 100%

How much of that spending is directed to Colorado-based or local media outlets? How is the media currently purchased?

100% of the media buys are Colorado based; our vendors buy locally through media outlets and geo-target our digital media to only serve in Colorado.

- c. **What performance metrics or evaluation tools does the department use to measure the effectiveness of these advertising campaigns? What are the goals of the campaigns, and what key performance indicators are measured for success?**

In addition to media impressions, online engagement is also tracked (e.g. likes and comments). CDOT's annual driver survey, annual seat belt survey, and a biennial survey on campaign visibility also provide clues on how driver behavior is improving. Finally, media buyers use a mix of internal and external metrics and tools to measure performance, as follows:

- Internal
 - Google Analytics for web engagement
 - Ad platform reporting tools (Meta Ads, Google Ads, The Trade Desk, Campaign Manager 360)
 - Audience identification and media consumption tools (MRI Simmons, Claritas C360, GFK/MRI Lifestyle Data)
 - External
 - Third-party performance and audience study results
 - CDOT public data
- d. **If any portion of advertising is managed through third-party vendors (or 'partners'); or media buying firms, please provide any available data or reporting from those companies on campaign performance and spending. How often do the departments discuss media placements with these vendors?**

CDOT works closely with three established Colorado media firms across our portfolio of campaigns on each campaign's respective media strategy. This includes at least one in-person meeting to review the full strategy for the year plus follow-up emails and phone calls to finalize the strategy. Then after the media buy is placed, the media buying firm monitors performance and with CDOT's alignment makes optimizations to campaigns as needed.

All of the advertising discussed above is managed through vendors, specifically media buyers. Because buying is done within each of the campaigns across CDOT's media portfolio, reporting documents are voluminous. If the committee would like to examine specific campaigns or a selection of examples, CDOT is happy to provide those.

- e. **Monthly or quarterly reporting - how is reporting delivered?**

Smaller campaigns provide monthly reports as part of their invoicing process. Each traffic safety campaign provides a detailed report at the end of each seasonal flight of four to eight weeks, and reports for each flight of Express Lanes follow each six- to eight-week advertising flight. Bustang advertising reports quarterly. All of the larger campaigns (traffic safety, Express Lanes, Bustang) provide detailed plans at the beginning of each year as well as comprehensive end of year reports.

Aeronautics Funds

2. Aviation Cash Fund

[Rep. Brown] Please provide an overview of the total amount currently in the Aviation Cash Fund.

- CDOT's Aviation Fund includes revenue from aviation gasoline excise taxes and fuel sales taxes. The Division's cash balance at the end of November was \$20.4 million. Of this balance, \$19.3M is currently committed to existing and programmed discretionary aviation grants and statewide initiatives throughout the state.

3. Status of Implementing HB 24-1235

[Rep. Brown] HB 24-1235 "instructs the Division of Aeronautics in CDOT, when considering grant applications for the State Aviation Grant Program, to designate the lesser of 10 percent of the amount awarded in grants per year, or \$1.5 million, for the purpose of aiding the transition from leaded to unleaded aviation gasoline." Please provide an update on:

- The number of applications the grant program has received:
 - To date, the Division of Aeronautics has received six Unleaded Fuel Transition Grant applications.
- The number of grants awarded:
 - Five of the six grants have been awarded by the Colorado Aeronautical Board (CAB) and have been executed with the airport sponsors. The sixth application was recently submitted to the Division and will be considered by the CAB during the week of January 26, 2026.
- The amount of funding awarded for each grant:
 1. Centennial Airport (2024) - Awarded \$300,000 for an unleaded fuel subsidy.
 2. Rocky Mountain Metropolitan Airport (2024) - Awarded \$35,000 for a match on Federal funds for unleaded fuel infrastructure.
 3. Centennial Airport (2025) - Awarded \$350,000 for an unleaded fuel subsidy.
 4. Colorado Air and Space Port (2025) - Awarded \$92,700 for design of unleaded fuel infrastructure.
 5. Rocky Mountain Metropolitan Airport (2025) - Awarded \$300,000 for an unleaded fuel subsidy.

6. Colorado Air and Space Port (2026) - Submitted a request for \$334,800 for the installation of unleaded fuel infrastructure.
- The amount of funding each grant has expended:
 1. Centennial Airport (2024) - Expended \$252,428.79
 2. Rocky Mountain Metropolitan Airport (2024) - Expended \$0.00 (The unleaded fuel infrastructure is planned to be installed by the end of December 2025)
 3. Centennial Airport (2025) - Expended \$0.00 (Will fully expend their 2024 funding prior to utilizing this grant)
 4. Colorado Air and Space Port (2025) - \$18,789.07
 5. Rocky Mountain Metropolitan Airport (2025) - Expended \$0.00 (The airport is currently in the process of installing its unleaded fuel infrastructure; this funding will be utilized once the infrastructure is in place and operational, expected in December 2025)
 6. Colorado Air and Space Port (2026) - Expended \$0.00 (This grant has not been approved or executed yet)

4. Reclassifying Aviation Revenue

[Rep. Taggart] Regarding the reclassification of aviation revenue to be exempt from TABOR, discuss the division of aviation revenue between distributions to airports and local government, and administration. If 65 percent of the state sales and use taxes collected on aviation fuels are distributed to airports, what happens to the other 35 percent of revenue?

- The remaining 35% of aviation fuel tax revenues are allocated under statute by the Colorado Aeronautical Board (CAB) to fund the Division's discretionary aviation grant program, a variety of statewide aviation safety initiatives, our aviation education and workforce development grant program, and Division administrative costs. More details about these programs can be found in our most recent 2024 Annual Report. The 2025 Annual Report will be published in late January 2026. Additional context about our Division and our programs is also covered in this [brief video](#).
- For 2025, the CAB approved 58 Division discretionary grants to 48 airports statewide, totaling \$18.8 million. The table below shows 2025 state, local, and federal funding for Colorado airports, excluding DEN.



2025 Aviation Grant Summary

2025 Colorado Discretionary Aviation Grant (CDAG) Program					
		State	Local	Federal	Total
State and Local Program		\$16,110,776	\$4,527,740	N/A	\$20,638,516
Federal Match Program	Airport Improvement Program (AIP)	\$768,946	\$1,000,000	\$24,330,000	\$26,098,946
	Bipartisan Infrastructure Law (BIL)	\$1,908,991	\$3,780,000	\$74,380,000	\$80,068,991
Grand Total (39 Airports)		\$18,788,713	\$9,307,740	\$98,710,000	\$126,806,453*

\$742,700 was allocated for unleaded fuel transition projects.

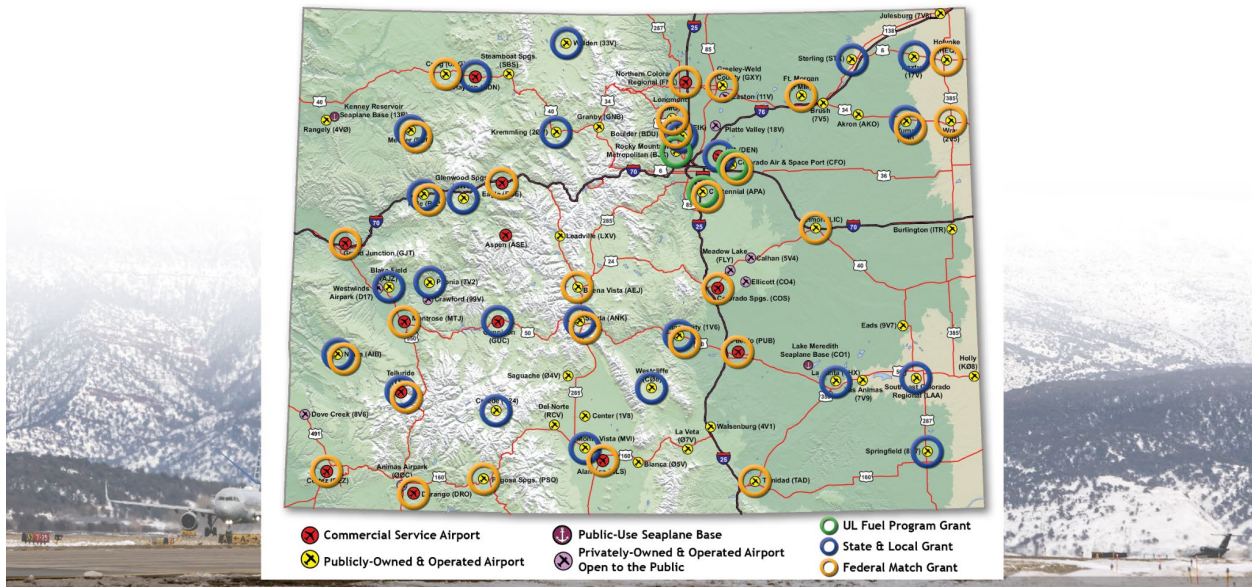
- Awarded a total of **58** discretionary grants to **48 airports**.
- TOTAL CDAG FUNDS PLANNED: **\$19 Million**.
- *Excluding Federal Funds at DEN

- The CAB and Division team work to support airports statewide, with approximately 75% of the Division's grant funding being provided to airports and projects not eligible for federal funding, with a focus on rural airports. A prime example of this was this year's \$4.3 million Division grant to Jackson County to fully rehabilitate the runway at the Walden/Jackson County airport in rural North Park, the largest single grant in the Division's history. This is an important regional airport in rural North Park, but one not eligible for federal funding.
- The map below shows the geographic distribution of the Aeronautics Division's grants in 2025.



2025 Aviation Grant Summary

State and Local Program (Presented Dec 2024)



- Many of Colorado's smaller rural airports don't sell significant amounts of aviation fuel, so they accordingly don't receive significant aviation fuel tax disbursements. This is a key factor in the CAB's focus on the Division's grant funds to these smaller airports. Details about individual airport fuel tax disbursements for the most recent calendar year (2024) are found on page 6 in the Division's 2024 annual report, linked above.
- For FY 2025-26, the Division's administrative costs are forecast to be \$860K, just 1.9% of the Division's overall budget, and far below the 5% statutory cap on administrative expenses.

5. *[Rep. Taggart]* Please explain how the executive branch arrived at the estimated \$29 million in savings that were outlined in the Governor's Budget Request Letter.

- Eligible Colorado public-use airports are recipients of aviation fuel excise and sales tax disbursements on general aviation fuel (AvGas), \$0.04 per gallon on non-commercial jet fuel, and 65% of the 2.9% sales tax collected on the retail price of jet fuel, and \$0.04 per gallon of aviation gasoline. These monthly revenue disbursements must be used by airports solely for aviation purposes. The \$29 million in savings is based on the OSPB September forecast on aviation excise and sales tax revenue. This calculation isolates the portion of revenue distributed directly to Colorado's airports under the disbursement formula. The proposed reclassification will not affect the Department's budget or operations.

Prior Year Budget Actions

6. *[Sen. Bridges]* Please provide a chart showing all of the prior year actions the JBC took that impacted the Department's budget.

Summary Table

Bill Number	Short Title	FY 2025-26 Budget Impact	FY 2026-27 Budget Impact	Impacted Budget Lines or Programs
SB 25-257	Modify General Fund Transfers to the State Highway Fund	-\$74.8 M	-\$56.5M	10 Year Plan, Revitalizing Mainstreets*
SB 25-258	Temporarily Reduce Road Safety Surcharge	-\$17.8 M	-\$22.2 M	Asset Management, FASTER Safety
SB 25-320	Commercial Motor Vehicle Transportation	\$14.0 M	\$7.1 M	Bridge and Tunnel Enterprise
SB 25-264	Cash Fund Transfers to the General Fund	\$0.0 M	\$0.0 M	Reduced MMOF fund balance only**
SB 25-206	FY 2025-26 Long Bill - Marijuana Impaired Driving	-\$0.5 M	\$0.0 M	Reduced MTCF Appropriation

* This action permanently eliminated the \$7 million annual Revitalizing Mainstreets General Fund Transfer established in SB21-260 from July 1, 2025, through July 1, 2031. This resulted in a total reduction of **\$49 million** of expected revenue through 2031.

While SB 25-264 did not make any changes to CDOT appropriations, it transferred **\$71.4 million from the Multimodal Transportation and Mitigation Options Fund. This reduced the overall amount of funding available for MMOF projects.

SB 25-257 Modify General Fund Transfers to the State Highway Fund

- SB 25-257 temporarily reduced annual General Fund transfers to the State Highway Fund (SHF) in FY 2025-26 and FY 2026-27. Previous legislation (SB 21-260) transferred General Funds to the SHF and to CDOT's Revitalizing Main Streets (RMS) program annually.
- The original transfers to the SHF were set at \$100 million annually through FY 2028-29 and \$82.5 million annually starting in FY 2029-30 through FY 2031-32. SB 25-257 reduced the General Fund transfers to the SHF to \$32.2 million in FY 2025-26 and to \$50.5 million in FY 2026-27. Transfers in future years were increased to offset this short term decrease.
- Additionally, SB 25-257 eliminated the annual \$7 million transfer to the RMS program.

SB 25-258 Temporarily Reduce Road Safety Surcharge

- SB 25-258 reduced the Road Safety Surcharge by \$3.70 for every vehicle weight class from July 1, 2025 through June 30, 2027. This is expected to reduce revenue by \$17.8

million in FY 2025-26 and \$22.2 million in FY 2026-27. SB 25-258 also temporarily adjusted FASTER revenue distribution to minimize the impact of lost revenue for local governments.

SB 25-320 Commercial Motor Vehicle Transportation

- SB 25-320 increased the Bridge and Tunnel Impact Fee by two cents in FY 2025-26 and by one cent in FY 2026-27 and FY 2027-28. SB 25-320 increased estimated revenue by \$14 million in FY 2025-26 and by \$7.1 million in FY 2026-27.

SB 25-264 Cash Fund Transfers to the General Fund

- SB 25-264 transferred \$71.4 million from the Multimodal Transportation and Mitigation Options Fund (MMOF) to the General Fund. While this bill decreased the fund balance of the MMOF, impacting the funding that can be awarded to MMOF projects, the transfer did not directly impact CDOT's annual appropriations.

SB 25-206 Marijuana Impaired Driving

- In the FY 2025-26 Long Bill, appropriations for the Marijuana Impaired Driving Program were reduced from \$950,000 to \$450,000 for FY 2025-26.

Enterprise Updates

7. High Performance Transportation Enterprise Name Change

[Sen. Bridges] Discuss why the Department chose to rename the High Performance Transportation Enterprise, which is set in statute. When did the Department do this, and does the Department plan to run a bill to change the name of the enterprise in statute?

- While the High Performance Transportation Enterprise (HPTE) is doing business as the Colorado Transportation Investment Office (CTIO), the legal name remains the same. In 2021, at the direction of the HPTE Board of Directors, HPTE underwent a rebranding effort in response to new enterprises coming online at CDOT and the need for a more descriptive name that better reflected the enterprise's work. A new visual identity was created to support the new name and more closely align with CDOT's colors and brand guidelines.
- HPTE remains the legal name of the enterprise and is retained in all legal, contractual, and legislative documents. Changing the enterprise's legal name to CTIO was contemplated as part of SB 24-184 (Support Surface Transportation Infrastructure Development). However, it more than doubled the bill's length, making it more convoluted. As a result, the name change was removed from the bill draft and tabled for a future date. CTIO would welcome a bill to change the enterprise's name in statute for consistency.

8. Express Lane Closures

[Rep. Taggart] Please explain how the High Performance Transportation Enterprise and/or the Department determines and notifies the public about when express lanes are open or closed. How does the Department ensure predictability in express lane closures, and how does the Department update the public and commuters on the status of express lanes?

[Sen. Bridges] COTrip is not a reliable source of information for the public using express lanes. How does the HPTE inform drivers about the status of express lanes?

Mountain Express Lanes

- The I-70 Peak Period Shoulder Lanes (PPSL), more commonly referred to as the Mountain Express Lanes (MEXL), are 24 miles long (12 miles in each direction), running eastbound from Empire Junction through the Veterans Memorial Tunnels and westbound from the Veterans Memorial Tunnels to Empire Junction. They are unique on the CTIO Express Lanes Network as they are the only facility that does not operate 24/7.
- The eastbound direction opened for tolling in December 2015, and the westbound direction opened in 2022. They both use a Hard Shoulder Running concept, in which the inside shoulder lane is used as a single-lane Express Lane to provide additional capacity in the corridor during peak travel periods only. The hours/days of operation each year are restricted under an MOU with FHWA. When not open to traffic, the lanes are used as an emergency shoulder for vehicle breakdowns and emergency services.
- Over the past year, CTIO staff reviewed the MOU's parameters and discussed possible changes with FHWA to better reflect the corridor's growing needs. In November and December of 2024, CTIO and CDOT convened a working group of stakeholders, including representatives from Idaho Springs, Clear Creek County, Denver Transit, the I-70 Coalition, FHWA, and law enforcement, to discuss how to provide CTIO with greater flexibility through expanded hours/days of operation. An increase in the number of fixed days was agreed, along with a pool of flexible hours to open the lanes when traffic volumes warrant it (CTIO has traffic-count triggers to track this).

How does CTIO keep the travelling public informed about when the lanes are open?

- CTIO is committed to improving communication on when the lanes are open. To support this, CTIO recently added outreach steps beyond the overhead signs drivers see before reaching MEXL. They include:
 - **Look-ahead calendar:** CTIO posts a “Fixed Days” calendar on the CTIO website that gives a two-month look-ahead of when the lanes will be open.
 - **I-70 Express Lanes text alert notifications:** CDOT has developed text notifications for the I-70 corridor that send alerts to notify drivers and stakeholders of unexpected closures, delays, and re-openings.

- Drivers can sign up by texting **Xpresslanes** to **21000**.
- Almost 1,000 individuals have subscribed to the alert service in the six months since it was announced, and CTIO uses various outreach methods, including CDOT's social media channels, to promote the text alert service.

9. Status of projects funded by CDOT enterprises

[JBC Staff] Please provide an overview of grants and projects funded by CDOT's five enterprises, including:

- The amount of funds distributed and/or awarded to each project,
- The status of the project and funds (awarded, in progress, or completed), and
- The impacts of completed projects.

Colorado Transportation Investment Office

Express Lane Funding & Financing

Historically, CTIO has been instrumental in securing funding for billions of dollars in CDOT projects through innovative financial strategies (see figure 2 below). CTIO has undertaken revenue risk, user fee-based, availability payment, and more traditional projects across the Denver Metropolitan Area and in the I-70 Mountain Corridor. CTIO employs innovative finance mechanisms as part of its overall strategy to deliver surface transportation projects, such as user fees, bonds, federal loans, and through P3s.

CTIO possesses the authority to impose user fees, such as tolls and rental car fees, as outlined in SB 184, to fund surface transportation infrastructure projects. This capability is granted under section 43-4-806(1) of the Colorado Revised Statutes, which mandates the pursuit of innovative financing methods, including public-private partnerships, operating concession agreements, and user fee-based project financing. Under these statutes, the CTIO has the autonomy to independently evaluate and implement the most effective funding mechanisms for each project.

The innovative use of Express Lanes has had a transformative impact on Colorado's infrastructure development and the combination of revenues from Express Lanes and federal funding dollars has proven a successful model for financing CDOT projects. Tolled Express Lanes increase Colorado's competitiveness for federal grants. Grant applications for projects that raise revenue directly are given priority at the US Department of Transportation. The applications for each of the TIGER/INFRA and BUILD grant programs specifically contain provisions that indicate a preference for projects that impose user fees.

CTIO completed a Federal Funding Assessment Report in March 2025, which provides more detailed financial information on potential federal grants (see below for an excerpt detailing the funding CTIO has secured).

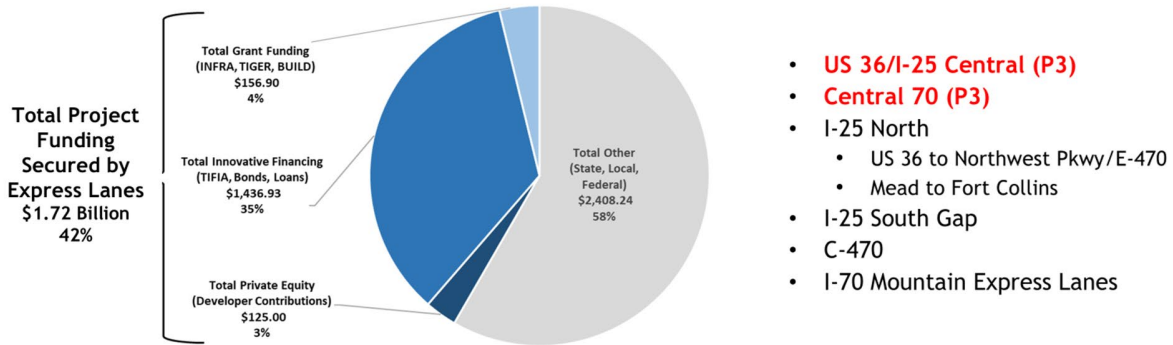
CTIO works closely with the CDOT grants team to identify opportunities for collaboration to secure additional much-needed funding to meet the state's growing transportation needs.

Table 1: Express Lane Projects Funding Overview

Program	Projects	Funding Amount (million dollars, rounded)
Federal grant funding INFRA, TIGER, BUILD		
INFRA	I-70 Mountain Express Lane (Westbound)—Veterans Memorial Tunnels to Empire Junction	\$25
	I-25 South Gap Express Lanes (Monument to Castle Rock)	\$65
	I-70 Floyd Hill to Veterans Memorial Tunnels	\$100
BUILD	I-25 North Express Lanes (Berthoud to Johnstown)	\$20
Transportation Investment Generating Economic Recovery (TIGER)	US 36 Express Lanes (I-25 to Table Mesa Drive) - Phase 1	\$10
	I-25 North Express Lanes (Johnstown to Fort Collins)	\$22
Total: \$242		
Innovative financing TIFIA, Bonds, Loans		
TIFIA	US 36 Express Lanes (I-25 to Table Mesa Drive): Phase 1	\$54
	US 36 Express Lanes (I-25 to Table Mesa Drive): Phase 2	\$60
	I-25 North Express Lanes (Johnstown to Fort Collins)	\$154
	C-470 Express Lanes (I-25 to Wadsworth Boulevard)	\$107
	Central 70 Express Lanes (Brighton Boulevard to Chambers Road)	\$416
Private Activity Bonds (PABs)	Central 70 Express Lanes (Brighton Boulevard to Chambers Road)	\$115
Loan Agreement with Bank of America	I-70 Mountain Express Lane (Eastbound)-Empire Junction through Veterans Memorial Tunnels	\$25
	I-25 North Express Lanes (120th Avenue to Northwest Parkway/E-470)	\$22
Loan Agreement and Master Trust Indenture with TIFIA	C-470 Express Lanes (I-25 to Wadsworth Boulevard)	\$162
Total: \$1,115		
Private equity developer contributions		
Private Equity	US 36 Express Lanes (I-25 to Table Mesa Drive): Phase 2	\$60
Private Equity	Central 70 Express Lanes (Brighton Boulevard to Chambers Road)	\$65
Total: \$125		

Project Financing Secured Through Express Lanes

CTIO and CDOT have delivered \$4.13 billion in joint projects since 2009



Bridge and Tunnel Enterprise

The Bridge and Tunnel Enterprise serves as the state's primary program for bridge replacement projects and a key strategic business partner and funding source for several major projects in CDOT's 10-year vision plan. The legacy Statewide Bridge Enterprise (BE) program was formed in 2009 by the FASTER legislation (SB09-108) to accelerate the repair, reconstruction, and replacement of rapidly deteriorating bridge infrastructure throughout the state. Subsequently, the passage of SB 21-260 in 2021 renamed the BE as the Statewide Bridge and Tunnel Enterprise (BTE or Enterprise) and expanded the scope of the Enterprise to include tunnel projects. Further, the passage of HB 23-1276 in 2023 further expanded BTE's scope to include preventative maintenance projects for bridges rated good and fair based on the National Bridge Inspection Standard (NBIS) rating scale. Since its inception in 2009, the Enterprise has successfully executed its business purpose and has decreased the percentage of poor-rated bridges statewide, identified in accordance with the NBIS, from approximately 9% to approximately 4%.

The attached project lists and metrics provide a life-to-date representation of the Enterprise's capital construction program, spanning from its inception to the present. There are detailed project lists for each BTE project type: bridge replacements, bridge preventive maintenance, and tunnel projects. A high-level summary of the program's entire capital construction portfolio and its impact on addressing the State's poor deck area and other critical asset management needs can be found in the summary table below.

Project Status	Structure Count	Poor Deck Area Addressed in Sq.ft	Budget
In Design			
<i>Bridge Replacement</i>	20	189,295	\$53,109,814
<i>Tunnels*</i>	0	N/A	\$1,803,600
<i>Bridge Preventive Maintenance</i>	0	N/A	\$0
In Construction			
<i>Bridge Replacement</i>	14	126,665	\$441,019,897
<i>Tunnels</i>	2	N/A	\$31,207,251
<i>Bridge Preventive Maintenance</i>	12	856 linear feet of expansion joints, 1,180 linear feet of bridge rail	\$8,655,008
Complete			
<i>Bridge Replacement</i>	184	2,087,892	\$1,759,109,531
<i>Tunnels</i>	0	N/A	\$0
<i>Bridge Preventive Maintenance</i>	0	N/A	\$0
Total	232	2,403,852	\$2,294,905,101

*Tunnel structures are not listed under design since the same structures are being reported as part of the in construction structure count.

Clean Transit Enterprise

The Clean Transit Enterprise (CTE) was created within the Colorado Department of Transportation (CDOT) by Colorado SB 21-260 to reduce and mitigate the adverse environmental and health impacts of air pollution and greenhouse gas emissions produced by motor vehicles used to make retail deliveries by funding the replacement of existing gasoline and diesel transit vehicles with electric motor vehicles, deployment of associated charging infrastructure, modification of facilities to allow for the safe operation and maintenance of electric transit motor vehicles; and planning studies that enable transit agencies to plan for transit vehicle electrification. The Enterprise imposes a Clean Transit Retail Delivery Fee to fund its operations and has the power to issue grants, loans and rebates to support the electrification of public transit in Colorado. The following table summarizes the grants awards the CTE has made to support transit vehicle electrification since the program began.

Agency/Entity	Project Title	Funding Award	Award Year	Grant Status
Via Mobility Services	Renewable Energy Microgrid Project	\$1,500,000	FY 2024-25	Under Contract
Town of Avon	2024 EV Charging Equipment	\$384,000	FY 2024-25	Under Contract
Laradon Hall Society for Exceptional Children and Adults	Van Replacement	\$238,484	FY 2024-25	Vehicle Purchase Completed
Roaring Fork Transportation Authority (RFTA)	Replace 10 Diesel Buses with Battery Electric Buses (BEBs)	\$5,460,000	FY 2024-25	Under Contract
Developmental Disabilities Resource Center (DDRC)	Vehicle Replacements	\$150,000	FY 2024-25	Under Contract
Town of Breckenridge	VW Funds Gap Request	\$2,943,112	FY 2024-25	Under Contract
Town of Telluride	Bus Replacement	\$164,507	FY 2024-25	Under Contract
Town of Winter Park	Electric Bus Purchase	\$966,420	FY 2024-25	Under Contract
Town of Avon	2024 2 BEV Buses	\$1,714,706	FY 2024-25	Under Contract
City of Fort Collins	Bus Replacements	\$882,945	FY 2024-25	On hold at request
City of Boulder	Battery Electric Buses	\$595,826	FY 2024-25	Under Contract

Agency/Entity	Project Title	Funding Award	Award Year	Grant Status
City & County of Denver	Fleet Transition Plan	\$40,000	FY 2024-25	Under Contract
City of Durango	ZEV Transition Plan	\$40,489	FY 2024-25	Under Contract
Mesa County RTPO	ZEV Transition Plan	\$90,000	FY 2024-25	Under Contract
Town of Mountain Village	ZEV Transition Plan	\$35,848	FY 2024-25	Under Contract
City of Pueblo	Fleet Transition Plan	\$99,000	FY 2023-24	Under Contract
Larandon Hall	Electrification Plan	\$90,000	FY 2023-24	Under Contract
Mountain Valley Transit	ZEV Transition Plan	\$40,500	FY 2023-24	Under Contract
Via Mobility	Fleet Transition Plan	\$67,500	FY 2023-24	Under Contract

In 2024, SB24-230 added an additional business purpose to CTE to include, “investing in public transit, including vehicles, infrastructure, equipment, materials, supplies, maintenance, and operations and staffing, to achieve the level of frequent, convenient, and reliable transit that is known to increase ridership by replacing car trips with bus and rail trips and forms of transit known to support denser land use patterns that further reduce pollution due to shorter trip lengths and greater walking and cycling mode share. The legislation enabled the CTE to establish an Oil & Gas Production Fee to be paid by every producer of oil and gas in the state to fund three programs:

- **Local Transit Operations Formula Grant Program** (70% of proceeds) – supports the expansion of transit services across the state through funding for transit operations and fleet expansion.
- **Rail Funding Program** (20% of proceeds) – provides investment in passenger rail initiatives.
- **Local Transit Grant Competitive Program** (10% of proceeds) – provides funding to incentivize the creation of Regional Transit Authorities and help fund multimodal facilities.

The CTE is currently working to stand up these new programs.

- The vehicle purchase project completed by Laradon Hall Society for Exceptional Children and Adults will result in the addition of 2 electric vans to their organization's fleet. They will replace 2 gasoline powered vehicles that are more than 10 years old and are used to provide daily transportation to Laradon's clients, connecting them to programs at multiple sites across the Denver Metro and driving an average of 55 - 150 miles per day.

Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)

The Non-Attainment Area Air Pollution Mitigation Enterprise (NAAPME) allocates funding between two programs: Small Grant Program - The Community Clean Transportation Assistance Program (CCTAP) and the Large Grant Program - Bus Rapid Transit (BRT).

The NAAPME Board of Directors awarded 11 local agencies funding totalling \$17.3 million dollars for eligible CCTAP projects that help reduce the environmental and health impacts of transportation in the Nonattainment Area. The projects selected aim to improve multimodal access, promote active transportation options like biking and walking, and increase safety and connectivity through infrastructure upgrades and strategic mobility hubs. Nonattainment Enterprise staff will continue to administer CCTAP by engaging with grant recipients and regional CDOT planners, providing technical support throughout the award process, and initiating reimbursements as projects reach completion.

Agency Name	Project Name	Award Amount	Award Year	Grant Status
Boulder County	CO 119 Mobility - Last Mile to Finish Line	\$3,157,440	FY 2024-25	In Progress
City of Denver	First and Last Mile - Federal BRT	\$800,000	FY 2024-25	In Progress
City of Fort Collins	Connecting North College	\$528,275	FY 2024-25	In Progress
City of Fort Collins	Taft Hill Widening	\$539,864	FY 2024-25	In Progress
City of Greeley	Greeley Connected: Mobility Hubs	\$1,360,000	FY 2024-25	In Progress
Regional Air Quality Council	Environmental Justice Air Pollution Mitigation	\$1,531,758	FY 2024-25	In Progress
Town of Estes Park	Moraine Avenue Multimodal Trail	\$4,543,231	FY 2024-25	In Progress
Town of Loveland	US 34 & US287 ACCESS Project	\$1,184,797	FY 2024-25	In Progress

Agency Name	Project Name	Award Amount	Award Year	Grant Status
Town of Mead	CO66 Pedestrian Trail	\$1,360,000	FY 2024-25	In Progress
Weld County	WCR 59 & CO 52 Roundabout	\$1,794,634	FY 2024-25	In Progress

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

The Fuels Impact Enterprise (FIE)

The Fuels Impact Enterprise (FIE) allocates funding for projects for the improvement of hazardous mitigation corridors in the state, prioritizing safety and environmental impacts.

FIE allocates its initial fee collection of \$10 million dollars across five local agencies distributed on an annual basis. As of November 2025, all local agencies have received two fiscal years worth of funding for a total distribution to the five agencies of \$20 million.

Local Agency	Percentage of Initial Fee	Annual Allocation
Adams County	64%	\$6,400,000
City of Aurora	20%	\$2,000,000
El Paso County	13%	\$1,300,000
Mesa County	2.4%	\$240,000
Otero County	.06%	\$60,000

Should the Enterprise collect less than \$10 million annually, the local agencies will be issued the apportionment of the total collected based on the percentages above.

Additional fees collected that exceed the initial \$10 million are distributed to statewide projects along hazardous mitigation corridors at the direction of the Board of Directors. As of November 2025, the below statewide projects have been funded and are in progress.

- I-70 Bridges near Deer Trail (\$7 million)
- I-70 Resurfacing from Horizon Drive to Palisade, Grand Junction (\$8 million)
- Region 2 - Paving Projects on Freight Routes (\$1.25 million)
- Region 3 - Paving Projects on Freight Routes (\$1.25 million)
- Region 4 - Paving Projects on Freight Routes (\$1.25 million)

- Region 5 - Paving Projects on Freight Routes (\$476,810)

Multimodal Transportation Fund

10. Planned Use of General Fund Transfers from SB 21-260

[Rep. Sirota] Please provide details on how the Department plans to use the \$10.5 million that the MMOF is scheduled to receive from a General Fund transfer through SB 21-260.

- All monies transferred to the Fund, including the \$10.5 million annual GF transfers and the Retail Fee Revenues directed to the program, are combined and allocated according to statute (43-4-1103(2)(a)(I) CRS).
 - 15% of funds are allocated to the Transportation Commission, which has committed the funding to the expansion and ongoing operations of its statewide Bustang services.
 - 85% of funds are allocated for Local MMOF Projects and are competitively awarded by the state's 15 Transportation Planning Regions (TPR) to local agency-sponsored projects. TPRs have awarded all FY 2026-27 Local MMOF funds to 36 projects across the state, with an average award of \$483,584. Approximately 45% of the FY 2026-27 funds consist of the general fund transfers, with retail fee revenues comprising the remaining 55%. An additional 20 projects have been awarded FY 2027-28 and/or FY 2028-29 Local MMOF funds.

11. Effects of 2025-26 MMOF Cash Fund Transfer to the General Fund for Transportation Planning Regions (TPRs)

[Sen. Kirkmeyer] Please explain the effects of the \$71.4 million cash fund transfer from the MMOF to the General Fund from SB 25-264. How has this transfer affected the Transportation Planning Regions (TPRs), and how do they allocate funds to local projects?

- **Overview:** TPRs had awarded MMOF funding allocations through FY 2024-25 to local projects, many of which were already underway. To maintain the funding for those projects and to avoid the Local Agency's potential default on their financial project commitments, TPRs chose to backfill those awards with allocations in FY2025-26 to FY 2028-29. In some TPRs, future allocations in FY2025-26 to FY 2027-28 had also been awarded to projects and therefore had to be reduced or cancelled altogether to account for the funding loss.
- **Background:** Transportation Planning Regions (TPRs) manage the MMOF project selection process for funds allocated to the TPRs. Due to the significant planning, design, and pre-work required for large capital projects, they must be "shovel ready" when full funding is secured. To accommodate this, TPRs often award projected future year funds, with some MMOF awards extending as far as FY 2028-29. Although funds are awarded, CDOT only completes contracting once the appropriation is received and available to avoid committing funds that may not materialize in future fiscal years.

Historically, the MMOF Local Program has fully allocated all available revenues to the TPRs, meaning all existing funding was already committed to planned projects when the legislature swept a portion (\$71.4 million) of the fund balance. This cash balance had accumulated because the delivery of planned projects was slower than anticipated. Despite the sweep, TPRs still intend to deliver these committed projects and require the funding.

Consequently, to align the reduced funding with the existing project awards, TPRs had to backfill these awards using future fiscal year revenue allocations. This action allows them to maintain funding for projects already underway and prevents local agencies from potentially defaulting on their financial commitments. In TPRs where future allocations were already awarded, the loss of funds necessitated the reduction or cancellation of some planned projects.

Federal Funds and Marijuana Tax Cash Fund

12. Status of ARPA Funds

[Sen. Amabile] Please discuss the status of ARPA funds from Appendix D in the Transportation Briefing. Are the amounts shown as not expended unobligated funds? If so, what does this mean?

- The status of the Department's ARPA funds can be found on this dashboard: <https://federalfunds.colorado.gov/arpa-data/statewide-spending-data>.
- All of the Department's ARPA funds are fully obligated. They were 100% obligated as of the December 31, 2024 deadline set by the U.S. Treasury. Funds showing as unexpended in Appendix D of the Transportation Briefing document are obligated, meaning there is a contract or intergovernmental agreement in place, but they have not yet been spent.

13. Funds for DUI Prevention Campaigns

[Sen. Kirkmeyer] Please explain where the Department receives funds for both marijuana-impaired driving prevention campaigns and DUI prevention campaigns. If the Department receives funds from various sources (e.g. federal and state) for impaired driving prevention efforts, please specify the amounts the Department receives from each source, and what the funds are used for.

- The CDOT Communications office receives funds for both types of campaigns, as detailed below:
 - **Marijuana and Impaired Driving Prevention:** These are state funds from marijuana tax proceeds dedicated to a standalone campaign targeting cannabis consumers in the state. In FY 2025-26, the budget for this campaign is \$450,000. Funds are used for a media buy, ad design, news media outreach, leveraging partnerships with industry and public relations.

- **Impaired Driving Prevention:** These are federal funds from NHTSA dedicated to preventing drunk driving (alcohol) and raising awareness about the dangers that "poly consumption" has on driving (mixing alcohol with other drugs). In FY 2025-26 the budget for this campaign is \$850,000. Funds are used for a media buy, ad design, news media outreach, public relations, express consent awareness, and partnerships with rideshare companies. Although NHTSA permits states to use federal grants to create cannabis campaigns, CDOT's Highway Safety Office does not have the 402/164 funds to replace what we receive from State funding for this campaign. Those funds are already dedicated to other impairment-related issues. Therefore, state funds are needed. Other reasons include:
 - We are playing 'catch up' with cannabis, meaning there have been drunk driving campaigns since the 1980's but only recently have there been campaigns on cannabis and driving.
 - Cannabis consumers don't think of cannabis impairment the way they do alcohol impairment. Therefore, a generic impaired driving campaign that doesn't directly speak to cannabis consumers will not be effective.
 - Cannabis consumers need a campaign that meets them where they are when it comes to their beliefs about cannabis and driving. The look and feel of the campaign must connect with them.

FY2026 MMOF Funding Reconciliation

Reduced or Cancelled Project Awards

Region	Agency	Project Name	Original Award	New Award	Amount Changed	Funding Impact
Denver Area	Erie	SW Weld County Transit First and Last Mile Study	\$ 83,000	\$ -	\$ (83,000)	Cancelled
Denver Area	Aurora	Sidewalk Multimodal Access Improvements	\$ 3,088,000	\$ 2,094,000	\$ (994,000)	Reduced
Denver Area	Boulder	SE Boulder County SuperFlex	\$ 1,855,000	\$ 401,000	\$ (1,454,000)	Reduced
Denver Area	Castle Pines	I-25 and Castle Pines Pkwy. Bike/Ped Overpass - Preconstruction Activities	\$ 750,000	\$ 250,000	\$ (500,000)	Reduced
Denver Area	Jefferson County	Jefferson County Bicycle Plan Implementation	\$ 624,000	\$ -	\$ (624,000)	Cancelled
Denver Area	Wheat Ridge	Ward Station Multimodal Access Improvements	\$ 4,825,000	\$ -	\$ (4,825,000)	Cancelled
Gunnison Valley	Cedaredge	Cedaredge Elementary School Safe Sidewalk to School	\$ 325,000	\$ 100,000	\$ (225,000)	Reduced
Gunnison Valley	Gunnison County	Brush Creek Road Trail and Transit Project	\$ 511,321	\$ 411,321	\$ (100,000)	Reduced
Gunnison Valley	Nucla	Nucla Main Street Improvement and Beautification, Phase II	\$ 1,197,946	\$ 788,286	\$ (409,660)	Reduced
Gunnison Valley	Telluride	Congestion and Pedestrian Safety Study SH145	\$ 200,000	\$ -	\$ (200,000)	Cancelled
Intermountain	Avon	US 6 Multimodal Safety and Mobility	\$ 3,000,000	\$ 2,630,920	\$ (369,080)	Reduced
North Front Range	City of Greeley	10th Street Transit Vision	\$ 450,000	\$ -	\$ (450,000)	Cancelled
North Front Range	FT. Collins (Transfort)	On-Route Battery Electric Bus Chargers – South Transit Center	\$ 1,000,000	\$ -	\$ (1,000,000)	Cancelled
Pikes Peak	Colorado Springs	Union Blvd Urban Trail: MLK Bypass to Fountain Blvd	\$ 745,320	\$ -	\$ (745,320)	Cancelled
Pikes Peak	Colorado Springs - MMT	Bus Stop ADA Compliance & Accessibility / Amenity Improvements	\$ 1,075,000	\$ -	\$ (1,075,000)	Cancelled
Pikes Peak	PPRTA	COS: Homestead, Woodmen, Skyline, trail crossings	\$ 853,000	\$ -	\$ (853,000)	Cancelled
Upper Front Range	Town of Estes	Fall River Trail II	\$ 1,438,557	\$ 864,018	\$ (574,539)	Reduced
Upper Front Range	Town of Estes Park	Estes Park Transit Operations	\$ 214,448	\$ 203,776	\$ (10,672)	Reduced
Upper Front Range	Weld County	Weld County On-Demand Transit Service	\$ 263,415	\$ 249,934	\$ (13,481)	Reduced

FY2026 MMOF Funding Reconciliation

Delayed Project Awards

Region	Agency	Project Name	Original Award	New Award	Amount Changed	Funding Impact
Central Front Range	Cripple Creek	Cripple Creek City Park Sidewalks	\$ 128,500	\$ 128,500	\$ -	Delayed
Central Front Range	Custer County Government	Custer County Sidewalk Installation	\$ 250,000	\$ 250,000	\$ -	Delayed
Denver Area	A Little Help	A Little Help with Transportation for Older Adults in Metro Denver	\$ 26,547	\$ 26,547	\$ -	Delayed
Denver Area	Arapahoe County	Arapahoe County Transit and Micromobility Study	\$ 727,000	\$ 727,000	\$ -	Delayed
Denver Area	Boulder County	Lafayette-Boulder Protected Bikeway Feasibility Study	\$ 212,000	\$ 212,000	\$ -	Delayed
Denver Area	Broomfield	SH-7 Corridor Multimodal Improvements - Preconstruction	\$ 3,403,000	\$ 3,403,000	\$ -	Delayed
Denver Area	CDOT	SH-7/95th St. Intersection Improvements	\$ 2,928,391	\$ 2,928,391	\$ -	Delayed
Denver Area	Centennial	Colorado Blvd Multimodal Improvements: Arapahoe-Dry Creek	\$ 4,680,000	\$ 4,680,000	\$ -	Delayed
Denver Area	Commerce City	88th Widening: I76 to CO2	\$ 2,400,000	\$ 2,400,000	\$ -	Delayed
Denver Area	Douglas County	Douglas County Transit Pilot Projects	\$ 1,250,000	\$ 1,250,000	\$ -	Delayed
Denver Area	Douglas County Government	2023 Douglas County Transportation	\$ 161,713	\$ 161,713	\$ -	Delayed
Denver Area	DRCOG	DRCOG AAA Choice Services Program Transportation	\$ 54,622	\$ 54,622	\$ -	Delayed
Denver Area	Erie	Erie FlexRide	\$ 600,000	\$ 600,000	\$ -	Delayed
Denver Area	Littleton	Mineral Station Area Multimodal Improvements	\$ 1,197,000	\$ 1,197,000	\$ -	Delayed
Denver Area	Longmont	WCR26: Union Reservoir to St Vrain State Park Multiuse Trail	\$ 1,091,000	\$ 1,091,000	\$ -	Delayed
Denver Area	Thornton	124th Multimodal Improvements: Claude-Colorado	\$ 3,162,000	\$ 3,162,000	\$ -	Delayed
Denver Area	Thornton	Thornton Pkwy Multiuse Path: I25-Grant	\$ 996,000	\$ 996,000	\$ -	Delayed
Denver Area	Thornton	Big Dry Creek Trail: 136th-144th	\$ 3,000,000	\$ 3,000,000	\$ -	Delayed
Denver Area	Thornton	Colorado Blvd Separated Bike Facility: 88th-E470 - Precon	\$ 1,026,000	\$ 1,026,000	\$ -	Delayed
Denver Area	Via Mobility Services	Via Mobility Services - operating assistance	\$ 438,700	\$ 438,700	\$ -	Delayed
Denver Area	Wheat Ridge	Wadsworth Blvd. Shared-Use Path: 32nd Ave. to 35th Ave.	\$ 3,750,000	\$ 3,750,000	\$ -	Delayed
Denver Area	Wheat Ridge	35th Ave Multimodal Improvements: Sheridan to Wadsworth - Precon	\$ 2,475,000	\$ 2,475,000	\$ -	Delayed

FY2026 MMOF Funding Reconciliation

Delayed Project Awards

Region	Agency	Project Name	Original Award	New Award	Amount Changed	Funding Impact
Denver Area	Wheat Ridge	Tabor St Multimodal Improvements: Clear Creek Trail to I70 Frontage Rd N - Precon	\$ 2,000,000	\$ 2,000,000	\$ -	Delayed
Eastern	City of Wray	Sidewalk Installation and Improvements in Wray	\$ 1,224,182	\$ 1,224,182	\$ -	Delayed
Eastern	Town of Limon	Biking and Walking Improvements to Town Anch	\$ 201,883	\$ 201,883	\$ -	Delayed
Grand Valley	City of Grand Junction	North Ave Enhanced Transit Corridor Improvement	\$ 962,500	\$ 962,500	\$ -	Delayed
Grand Valley	Town of Palisade	Palisade Elberta Ave	\$ 610,000	\$ 610,000	\$ -	Delayed
Gunnison Valley	All Points Transit	Rural Transit Operations - Regional Dial a Ride and Montrose Public Service	\$ 242,505	\$ 242,505	\$ -	Delayed
Gunnison Valley	All Points Transit	Microtransit Pilot and Regional Delta-Montrose Route Service	\$ 1,130,050	\$ 1,130,050	\$ -	Delayed
Gunnison Valley	All Points Transit	Rural Transit Operations - Regional Dial a Ride and Montrose Public Service	\$ 70,000	\$ 70,000	\$ -	Delayed
Gunnison Valley	Mesa County / Grand Valley Transit	GV Transit Fixed Route and Paratransit Operations	\$ 389,626	\$ 389,626	\$ -	Delayed
Intermountain	Glenwood Springs	US 6 & 24 Shared Use Path	\$ 750,000	\$ 750,000	\$ -	Delayed
Intermountain	Lake County	Lake County Transit Implementation: operations	\$ 760,561	\$ 760,561	\$ -	Delayed
Intermountain	Parachute	1st Street/US 6 Multimodal Improvements Design	\$ 425,000	\$ 425,000	\$ -	Delayed
Intermountain	Vail	Vail Intermodal Mobility Hub Expansion	\$ 750,000	\$ 750,000	\$ -	Delayed
North Front Range	City of Fort Collins	Foothills Transit Station and Roundabout	\$ 803,523	\$ 803,523	\$ -	Delayed
North Front Range	City of Greeley	Greeley Active Modes Plan	\$ 117,661	\$ 117,661	\$ -	Delayed
North Front Range	City of Loveland	US 34 Transit Sidewalk Connectivity Project	\$ 1,215,612	\$ 1,215,612	\$ -	Delayed
North Front Range	Greeley/CDOT	MERGE US34 Regional Mobility Hub	\$ 4,970,221	\$ 4,970,221	\$ -	Delayed
North Front Range	Larimer County	Taft Hill Road Corridor Project	\$ 1,251,288	\$ 1,251,288	\$ -	Delayed
North Front Range	NFRMPO	RideNoCo Sustainable Funding	\$ 130,000	\$ 130,000	\$ -	Delayed
North Front Range	Weld County	Weld County On-demand Transit Program	\$ 354,180	\$ 354,180	\$ -	Delayed
Northwest	Walden	Fifth St. Sidewalks	\$ 950,000	\$ 950,000	\$ -	Delayed
Pikes Peak	Colorado Springs	Hancock Sidewalk - Sand Creek Trail To Academy Blvd.	\$ 504,000	\$ 504,000	\$ -	Delayed

FY2026 MMOF Funding Reconciliation

Delayed Project Awards

Region	Agency	Project Name	Original Award	New Award	Amount Changed	Funding Impact
Pikes Peak	Envida/Disability Services	Coordinated Mobility on Demand in the Pikes Peak Region	\$ 312,246	\$ 312,246	\$ -	Delayed
Pikes Peak	MMT - Colorado Springs	Enterprise Asset Management (EAM) System Implementation	\$ 250,000	\$ 250,000	\$ -	Delayed
Pikes Peak	MMT - Colorado Springs	Two (2) Battery Electric Buses for Route 3 Service Expansion	\$ 1,512,000	\$ 1,512,000	\$ -	Delayed
Pikes Peak	MMT - Colorado Springs	2022-MMOF-S: Two (2) Battery Electric Bus Chargers & Install	\$ 100,000	\$ 100,000	\$ -	Delayed
Pikes Peak	MMT - Colorado Springs	Downtown Shuttle ZEB	\$ 4,841,659	\$ 4,841,659	\$ -	Delayed
Pikes Peak	Pike Ride	Enhancing Micromobility Accessibility	\$ 227,375	\$ 227,375	\$ -	Delayed
Pikes Peak	PPRTA	Sinton Trail at Centennial Blvd	\$ 3,072,725	\$ 3,072,725	\$ -	Delayed
Pueblo Area	City of Pueblo	Haaff Elementary SRTS	\$ 91,816	\$ 91,816	\$ -	Delayed
Pueblo Area	City of Pueblo	Pueblo Westside Trail (Wildhorse)	\$ 850,000	\$ 850,000	\$ -	Delayed
Pueblo Area	City of Pueblo	Pueblo Transit Vanpools	\$ 150,200	\$ 150,200	\$ -	Delayed
Pueblo Area	City of Pueblo	Arkansas River and Fountain Creek Signage	\$ 128,000	\$ 128,000	\$ -	Delayed
Pueblo Area	City of Pueblo	TripSpark's MyRide	\$ 90,000	\$ 90,000	\$ -	Delayed
Pueblo Area	Pueblo County	Industrial Boulevard and Purcell Boulevard inter	\$ 181,000	\$ 181,000	\$ -	Delayed
Pueblo Area	Pueblo County	Connecting Communities	\$ 1,327,528	\$ 1,327,528	\$ -	Delayed
Pueblo Area	Pueblo West Metro District	Pueblo West Civic Park Phase 1	\$ 513,806	\$ 513,806	\$ -	Delayed
San Luis Valley	City of Monte Vista	Monte Vista Sidewalk Improvements	\$ 1,634,900	\$ 1,634,900	\$ -	Delayed
South Central	Huerfano County	Cuchara Multi-Use Connector Trail	\$ 418,000	\$ 418,000	\$ -	Delayed
South Central	SCCOG	Walsenburg Transit Facility	\$ 258,281	\$ 258,281	\$ -	Delayed
South Central	Town of La Veta	Main Street Revitalization - Downtown Improven	\$ 165,838	\$ 165,838	\$ -	Delayed
Southeast	Bent County	Bent County Sidewalk Improvements	\$ 313,249	\$ 313,249	\$ -	Delayed
Southeast	City of Lamar	South Lamar Sidewalk Improvements	\$ 102,668	\$ 102,668	\$ -	Delayed
Southeast	Town of Granada	Granada Sidewalk Improvements	\$ 263,256	\$ 263,256	\$ -	Delayed
Southeast	Town of Pritchett	Pritchett Sidewalks Design	\$ 100,000	\$ 100,000	\$ -	Delayed
Southwest	Montezuma County	Paths to Mesa Verde Segments C & D	\$ 833,095	\$ 833,095	\$ -	Delayed
Southwest	Town of Pagosa Springs	1st Street Pedestrian Bridge	\$ 1,124,040	\$ 1,124,040	\$ -	Delayed
Upper Front Range	Town of Estes Park	Moraine Avenue Multi-Modal Trail Design Projec	\$ 300,000	\$ 300,000	\$ -	Delayed
Upper Front Range	Town of Platteville	Downtown Business District Sidewalk & Landsc	\$ 696,230	\$ 696,230	\$ -	Delayed



COLORADO

Department of Transportation

2025 CDOT Joint Budget Committee Hearing

December 12, 2025



CDOT Presenters

- Shoshana Lew, Executive Director
- Jeff Sudmeier, Chief Financial Officer
- Darius Pakbaz, Director, Division of Transportation Development
- Piper Darlington, Director, Colorado Transportation Investment Office
- David Ulane, Director, Division of Aeronautics
- Emily Haddaway, Legislative Liaison



Agenda

1. Intro from Executive Director.....Shoshana Lew
2. CDOT Budget OverviewJeff Sudmeier
3. Prior Year Budget Actions.....Jeff Sudmeier
4. Federal Funds & Marijuana Tax Cash Fund.....Jeff Sudmeier
5. Multimodal Transportation Fund.....Darius Pakbaz
6. Ten Year Plan Update.....Darius Pakbaz
7. Enterprise UpdatesJeff Sudmeier and Piper Darlington
8. Aeronautics Funds.....Dave Ulane



CDOT Funding Overview





Sources of CDOT Funding FY 2026-27

Colorado Transportation Investment Office

\$255.2 million - 11.1%

Tolling and managed lane revenue, Congestion Impact fee

Bridge & Tunnel Enterprise

\$199.2 million - 8.6%

Bridge Safety surcharge, Bridge and Tunnel Impact fee, Retail Delivery fee

Clean Transit Enterprise

\$127.1 million - 5.5%

Retail Delivery fee, Oil and Gas Production fee

Nonattainment Enterprise

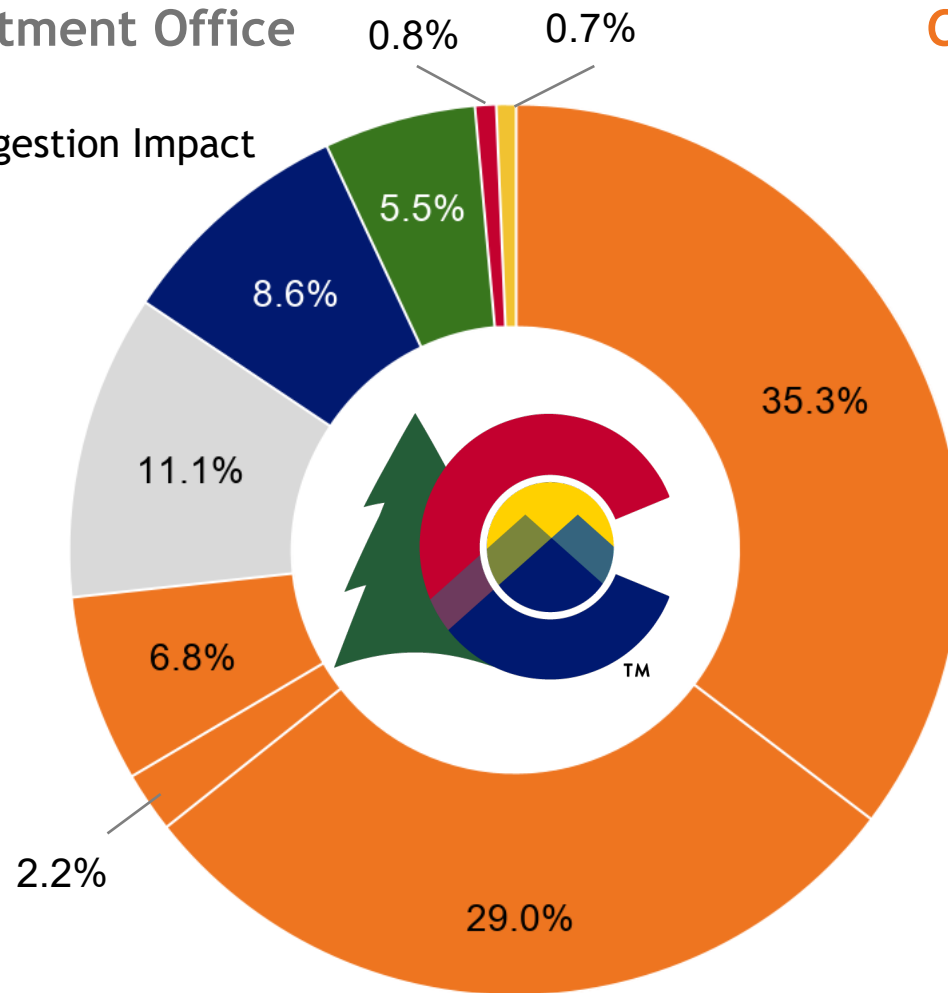
\$17.4 million - 0.8%

Retail Delivery fee, Rideshare fee

Fuels Impact Enterprise

\$15.8 million - 0.7%

Fuels Impact Reduction fee



\$2,304.6M CDOT + Enterprises

CO Department of Transportation

\$1,689.9 million - 73.3%

Federal Programs

\$813.2 million - 35.3%

18.4 cents per gallon paid at the pump, Federal General Fund

Highway Users Tax Fund

\$669.1 million - 29.0%

Fuel taxes and fees, vehicle registrations, FASTER fees, Retail Delivery fee

General Fund

\$50.5 million - 2.2%

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

Other State Funds

\$156.7 million - 6.8%

Aviation fuel taxes, appropriated special programs, miscellaneous revenue



CDOT and Enterprise Budget Allocation FY 2026-27

Multimodal Services

\$236.5 million - 10.3%

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

Administration and Agency Operations

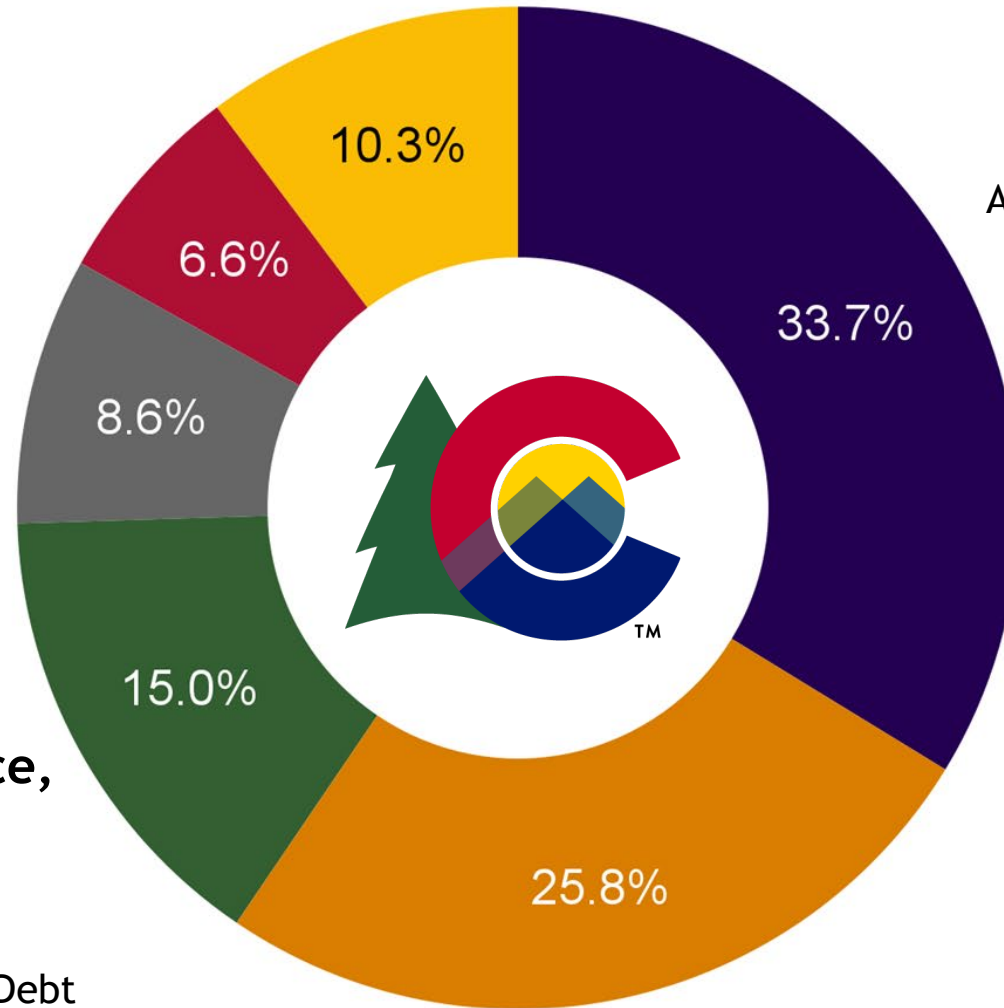
\$152.4 million - 6.6%

Appropriated Administration budget, agency operations and project initiatives

Other Programs, Debt Service, Contingency Funding

\$198.6 million - 8.6%

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



Capital Construction

\$777.5 million - 33.7%

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

Maintenance and Operations

\$593.6 million - 25.8%

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

Suballocated Programs

\$346.0 million - 15.0%

Aeronautics funding, sub allocated federal programs, Revitalizing Main Streets



Flexible vs. Inflexible Revenue Sources

Flexible sources of Revenue



- HUTF in the State Highway Fund (SHF)
- General Fund transfers
- Interest income on the SHF, and most other misc revenue

Used to fund maintenance activities, department administration, debt service, and to provide state match to federal funds.

- HUTF - FASTER funds
- HUTF - FASTER transit
- Flexible FHWA Funds (STBG, NHPP)

FASTER provides funding for safety-related capital construction projects, and for transit projects and grants.

Flexible federal funds can be used for most capital projects.

Inflexible sources of Revenue



- Multimodal Options fund (MMOF)
- General Fund transfers to the MMOF and Revitalizing Main Streets
- Inflexible FHWA funds (e.g. HSIP, CMAQ, TAP, Bridge Formula Program, PROTECT, etc.), FTA and NHTSA funds
- All enterprise revenue

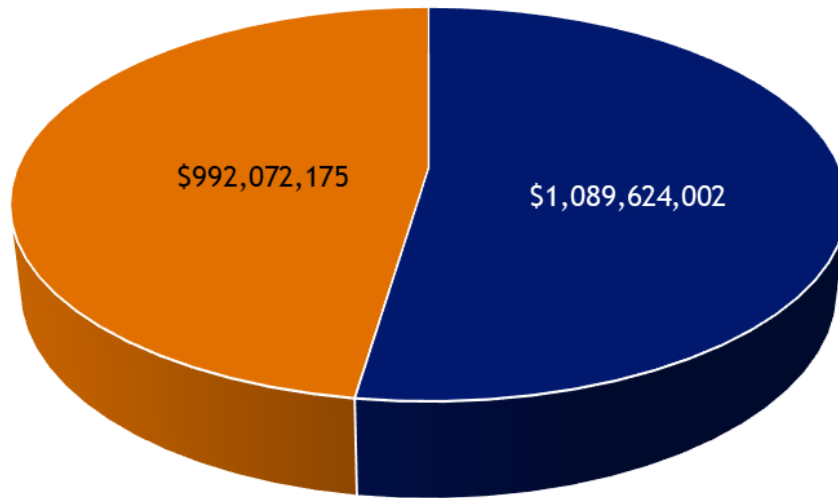
Under current law, all of these funds are dedicated to specific programs and purposes and can not be used to backfill other revenue sources.

Enterprise revenues must be used for the mission and purpose of the Enterprise.



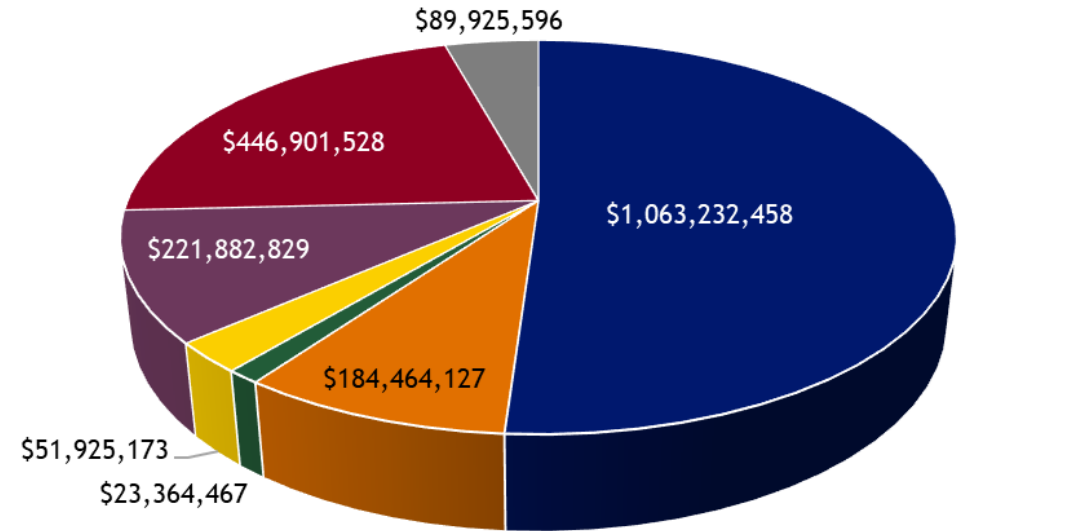
Cash Fund Balances

CDOT and Enterprise Fund Balances



■ Cash ■ Project Financing

CDOT and Enterprise Fund Balances



■ CDOT - SHF ■ CDOT - MMOF ■ CDOT - Aviation ■ CDOT - Other ■ CTIO ■ BTE ■ Other Enterprises

Status varies by fund, but the Department's primary fund, the State Highway Fund, is fully encumbered, indicating CDOT's capital and grant programs are fully programmed.

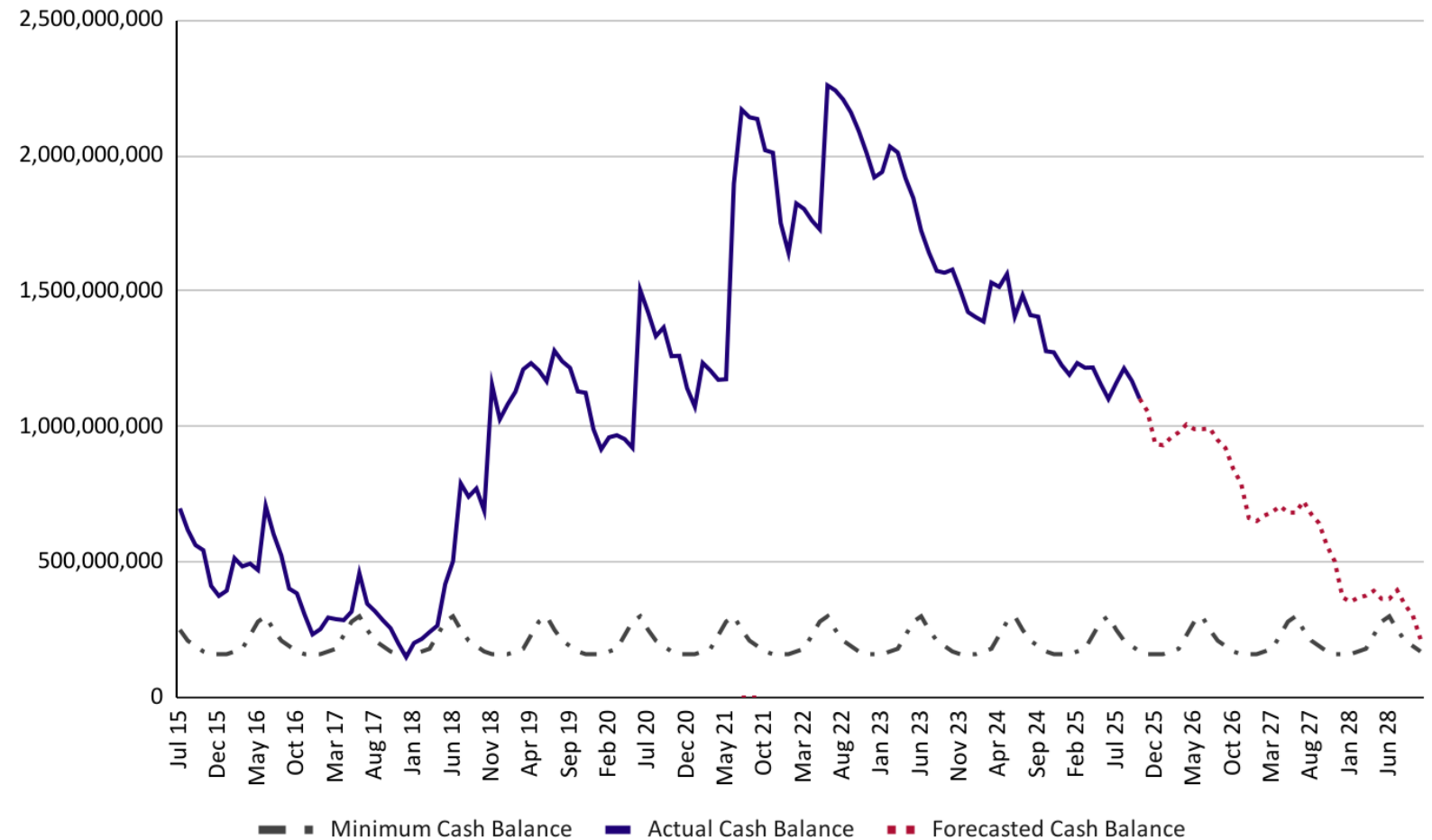


Cash Fund Balances

State Highway Fund Balance

The final October cash balance in the State Highway Fund was \$560.9 million and the remaining balance in the SB 17-267 trustee account was \$502.3 million.

The majority of the cash balance is the result of one-time funds that CDOT received through various legislative initiatives such as SB 17-267, SB 18-001, or SB 21-260. Once these funds are spent down in the next two fiscal years on construction projects already underway, the cash balance is projected to return to target levels.





Prior Year Budget Actions





Legislative Budget Actions

Bill Number	Short Title	FY 2025-26 Budget Impact	FY 2026-27 Budget Impact	Impacted Budget Lines or Programs
SB 25-257	Modify General Fund Transfers to the State Highway Fund	-\$74.8 M	-\$56.5 M	10 Year Plan, Revitalizing Main Streets*
SB 25-258	Temporarily Reduce Road Safety Surcharge	-\$17.8 M	-\$22.2 M	Asset management, FASTER Safety
SB 25-320	Commercial Motor Vehicle Transportation	\$14.0 M	\$7.1 M	Bridge and Tunnel Enterprise
SB 25-264*	Cash Fund Transfers to the General Fund	\$0.0 M	\$0.0 M	Reduced MMOF fund balance only**
SB 25-206	FY 2025-26 Long Bill - Marijuana Impaired Driving	-\$0.5 M	\$0.0 M	Reduced MTCF Appropriation

*This action permanently eliminated the \$7 million annual Revitalizing Mainstreets GF Transfer established in SB 21-260 from July 1, 2025, through July 1, 2031. This resulted in a total reduction of \$49 million of expected revenue through 2031.

**While SB 25-264 did not make any changes to CDOT appropriations, it transferred \$71.4 million from the Multimodal Transportation and Mitigation Options Fund. This reduced the overall amount of funding available for MMOF projects.



Federal Funds & Marijuana Tax Cash Fund





Status of ARPA Funds

Funding Source	Allocation	Amount Expended	Amount Encumbered	Amount Unencumbered
ARPA State & Local Fiscal Recovery Funds (SLFRF)	\$183.3 M	\$165.1 M	\$18.2 M	\$0.0 M
ARPA Refinance (GF)	\$173.1 M	\$60.4 M	\$110.5 M	\$2.2 M
State Stimulus	\$200.0 M	\$191.1 M	\$8.9 M	\$0.0 M

All of the Department's ARPA funds are fully obligated. They were 100% obligated as of the December 31, 2024 deadline set by the U.S. Treasury. Funds showing as unexpended in Appendix D of the Transportation Briefing document are obligated, meaning there is a contract or intergovernmental agreement in place, but they have not yet been spent.



Funds for DUI Prevention Campaigns

[Sen. Kirkmeyer] Please explain where the Department receives funds for both marijuana-impaired driving prevention campaigns, and DUI prevention campaigns. If the Department receives funds from various sources (e.g. federal and state) for impaired driving prevention efforts, please specify the amounts the Department receives from each source, and what the funds are used for.

Marijuana and Impaired Driving Prevention

- State funds from marijuana tax proceeds dedicated to a stand alone campaign targeting cannabis consumers in the state. In FY 2026 the budget for this campaign is \$450,000. Funds are used for a media buy, ad design, news media outreach, leveraging partnerships with industry and public relations.

Impaired Driving Prevention

- Federal funds from NHTSA are dedicated to preventing drunk driving (alcohol) and raising awareness about the dangers that "poly consumption" has on driving (mixing alcohol with other drugs). In FY 2026 the budget for this campaign is \$850,000. Funds are used for a media buy, ad design, news media outreach, public relations, express consent awareness, and partnerships with rideshare companies.



Multimodal Transportation Fund





FY 2025-26 MMOF Cash Fund Transfer

[Sen. Kirkmeyer] Please explain the effects of the \$71.4 million cash fund transfer from the MMOF to the General Fund from S.B. 25-264. How has this transfer affected the Transportation Planning Regions (TPRs), and how they allocate funds to local projects?

TPRs had awarded MMOF funding allocations through FY 2024-25 to local projects, many of which were already underway. To maintain the funding for those projects and to avoid the Local Agency's potential default on their financial project commitments, TPRs chose to backfill those awards with allocations in FY 2025-26 through FY 2028-29. In some TPRs, future allocations in FY 2025-26 through FY 2027-28 had also been awarded to projects and therefore had to be reduced or cancelled altogether to account for the FY 2024-25 funding loss.



Planned Use of General Fund Transfers from SB 21-260

[Rep. Sirota] Please provide details on how the Department plans to use the \$10.5 million that the MMOF is scheduled to receive from a General Fund transfer through S.B. 21-260.

All monies transferred to the Fund, including the \$10.5 million annual General Fund transfers and the Retail Fee Revenues directed to the program, are combined and allocated according to statute (43-4-1103(2)(a)(I) CRS).

- 15% of funds are allocated to the Transportation Commission, which has committed the funding to the expansion and ongoing operations of its statewide Bustang services.
- 85% of funds are allocated for Local MMOF Projects and are competitively awarded by the state's 15 Transportation Planning Regions (TPRs) to local agency-sponsored projects. TPRs have awarded all FY 2026-27 Local MMOF funds to 36 projects across the state, with an average award of \$483,584. Approximately 45% of the FY 2026-27 funds consist of the General Fund transfers, with retail fee revenues comprising the remaining 55%. Many of the local agency projects awarded FY 2026-27 funds are contractually obligated and already underway. An additional 20 projects have been awarded FY 2027-28 and/or FY 2028-29 Local MMOF funds.



FY 2026-27 MMOF Decision Item Overview

Fund Type	FY 2026-27 Base Request	FY 2026-27 Incremental Request	Total
Total Funds	\$26.4 M	\$29.2 M	\$55.6 M
General Fund	\$0	\$0	\$0
Cash Funds	\$26.4 M	\$29.2 M	\$55.6 M

The Multimodal Transportation and Mitigation Options Fund (MMOF) supports local multimodal transportation projects throughout Colorado. At the end of FY 2025-26, the program will lose access to a large portion of the MMOF fund balance after its original appropriation lapses. With lapsed access, previously awarded projects cannot be supported risking postponement or outright cancellation.

CDOT requests an appropriation of \$55.6 million in cash fund spending authority for FY 2026-27 to access all available MMOF funding and move forward with existing awarded projects and to distribute new revenue.



Ten-Year Plan Update





What is the 10-Year Plan?

10-Year Plan

Primary Purpose	Focused, Project-Oriented, Fiscally Constrained Investment Strategy
Time Horizon	10 Years with projects prioritized in 4-Year increments based on funding projections
Scale and Scope	Focuses on high-priority transportation projects
Requirements & Performance Measures	<ul style="list-style-type: none">Adheres to state planning requirements and the GHG Planning Standard (2 CCR 601-22, Section 8)Guided by Performance Goals and Objectives
Update Frequency	Updated Regularly (Quarterly reporting to show real-time funding, scope and project status updates)
Public & Stakeholder Involvement	Developed collaboratively with significant public & stakeholder involvement



Public Outreach Process

Building a Strong Foundation through Public Input

Public Outreach Efforts Throughout Colorado

Engagement at local, regional, and statewide stakeholders

Updating the 10-Year Plan for FYs 2027-2036 builds on the expansive outreach from our last planning effort, carrying forward the voices, priorities, and insights we heard from communities across the state. Results from recent planning outreach efforts include:

Monthly meetings with MPOs since May 2024

70+

Website Pageviews since May 2024

15K+

Quarterly meetings with rural TPRs since May 2024

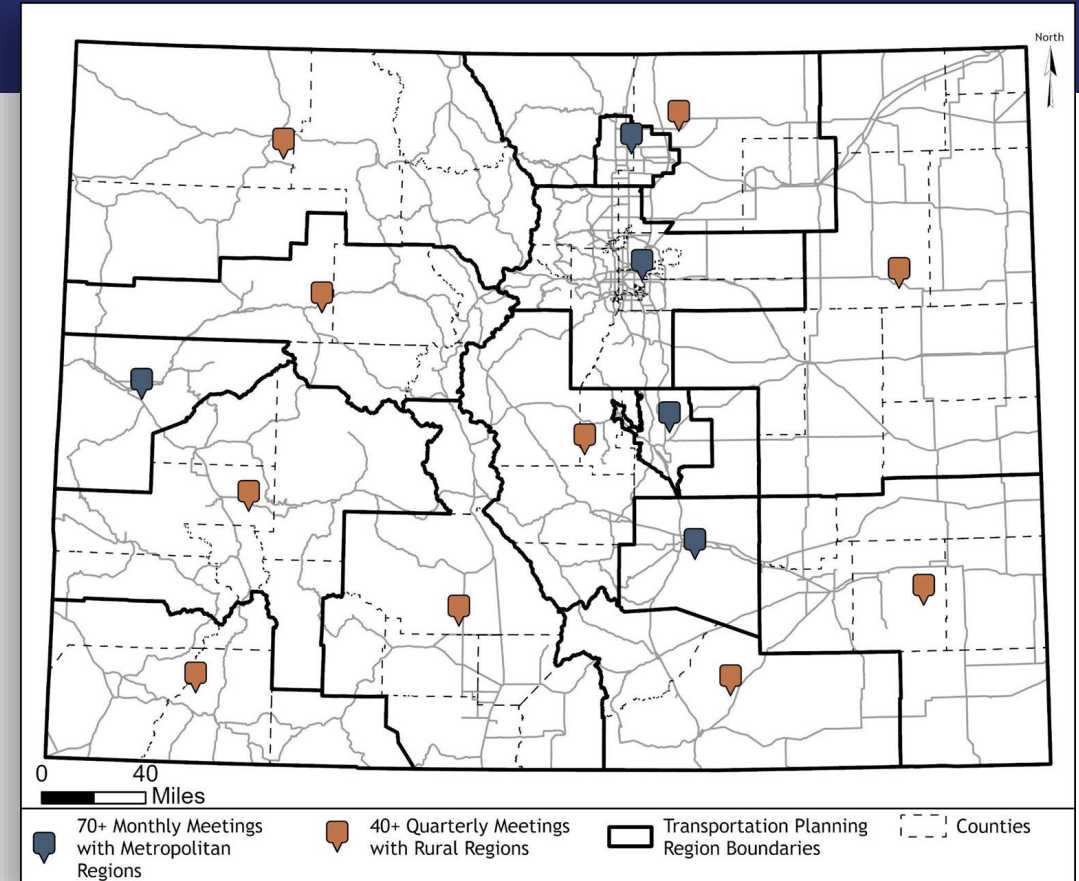
40+

Telephone Town Hall Participants

50K+

Completed Surveys

3.4K+





CDOT 10-Year Plan

Transition between 10-Year Plans Cycles

Current 10-Year Plan FY 2019-2027

“New” 10-Year Plan FY 2027-2036

2019-2022

4-Year Prioritized Plan #1

2023-2026

4-Year Prioritized Plan #2

2027+

The “Out” Years

- Developed in 2019
- Revised in 2022 (GHG Planning Standard)
- Projects selected as part of 2045 Statewide Plan Process

2027-2030

4-Year Prioritized Plan #1

2031-2036

The “Out” Years

- Development in 2025 as part of the 2050 Statewide Plan Process
- Anticipated adoption for Late Winter 2026
- Replaces “Out” Years with new four-year prioritized plan
- SB24-184 requires CTIO to develop a new multimodal strategic capital plan that aligns with department’s 10-Year Plan, incorporating the new funding from rental car fees.

Refresh Cycle to “New” Plan”

- Evaluate “out” years projects
- New Projects
- Revised funding scenarios
- Updated project pipeline



Accountability & Transparency Reporting on 10-Year Plan Progress

On-going transparency with the Public, Stakeholders, and Statewide Partners

10-Year Plan Dashboards

- Available publicly on codot.gov, with detailed funding and status, and estimated construction start/end dates

Quarterly 10-Year Plan Report

- Every project listed with approved strategic funding and current status in pipeline.

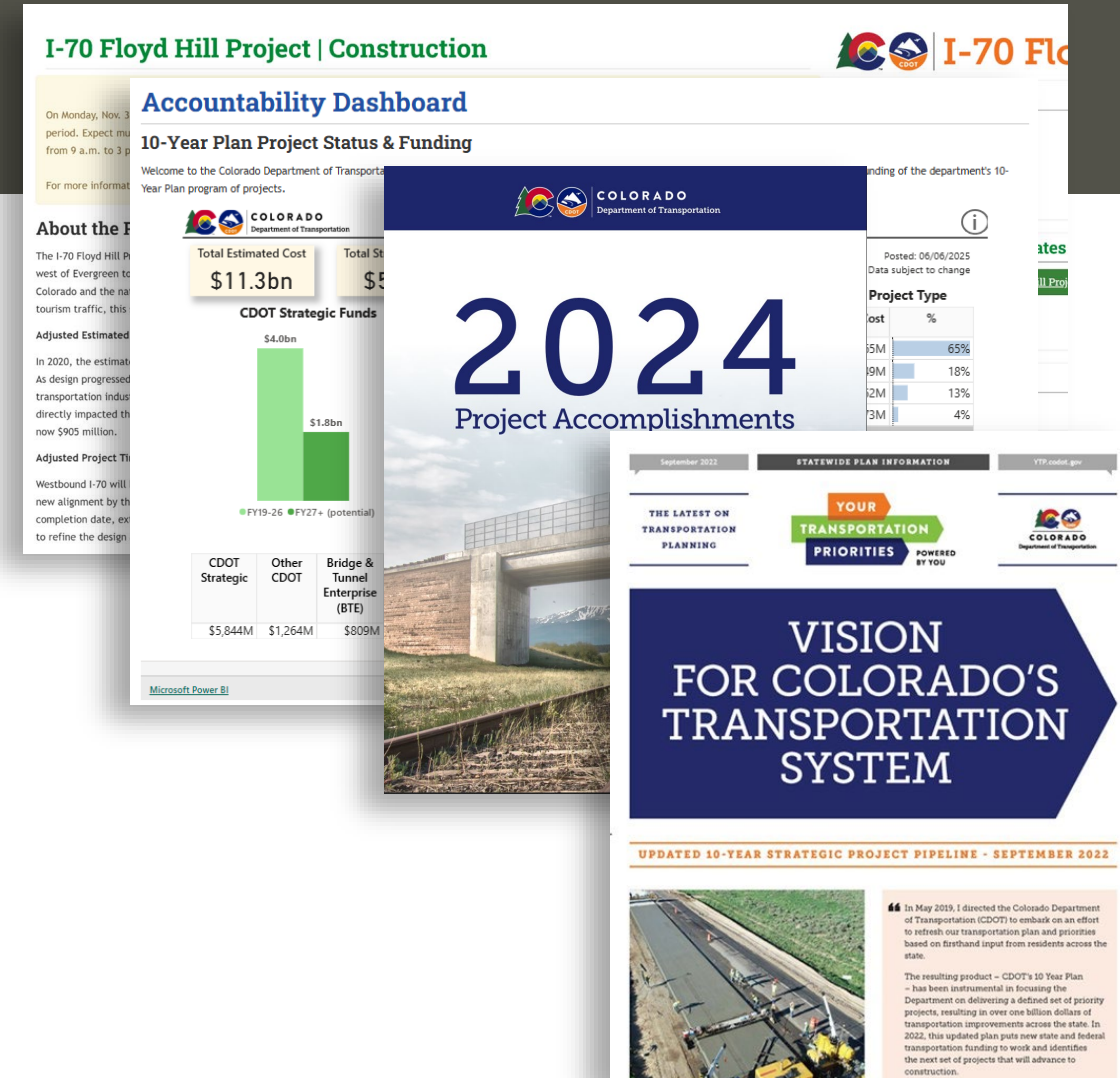
Annual 10-Year Plan Report, included in the Department's Budget Submission

- Published in November, similar to quarterly reports.

CDOT's Annual Project Accomplishments Report

- Projects completed in the prior calendar year from all CDOT programs.

Webpages for major projects on codot.gov





Enterprise Updates





High Performance Transportation Enterprise Name Change

[Sen. Bridges] Discuss why the Department chose to rename the High Performance Transportation Enterprise, which is set in statute. When did the Department do this, and does the Department plan to run a bill to change the name of the enterprise in statute?

In 2021, at the direction of the HPTE Board of Directors, HPTE underwent a rebranding effort in response to the new enterprises coming online at CDOT. A new visual identity was created to support the new name and more closely align with the colors and brand guidelines for CDOT.

HPTE remains the legal name for the enterprise and will be retained in all legal, contractual, and legislative documents.



Express Lane Closures

[Rep. Taggart] Please explain how the High Performance Transportation Enterprise and/or the Department determine and notify the public about when express lanes are open or closed.

- The Mountain Express Lanes (MEXL), are 24 miles long (12 miles in each direction), running eastbound from Empire Junction through the Veterans Memorial Tunnels and westbound from the Veterans Memorial Tunnels to Empire Junction. They are unique on the CTIO Express Lanes Network as they are the only facility that does not operate 24/7.
- Both Lanes use a Hard Shoulder Running concept, in which the inside shoulder lane is used as a single-lane Express Lane to provide additional capacity in the corridor during peak travel periods only. The hours/days of operation each year are restricted under an MOU with FHWA. When not open to traffic, the lanes are used as an emergency shoulder for vehicle breakdowns and emergency services.
- Over the past year, CTIO staff reviewed the MOU's parameters and discussed possible changes with FHWA to better reflect the corridor's growing needs. After convening a working group of stakeholders to discuss how to provide CTIO with greater flexibility through expanded hours/days of operation. An increase in the number of fixed days was agreed, along with a pool of flexible hours to open the lanes when traffic volumes warrant it.



Express Lane Closures Communication

[Rep. Taggart] Please explain how the High Performance Transportation Enterprise and/or the Department determine and notify the public about when express lanes are open or closed.

CTIO is committed to improving communication on when the lanes are open. To support this, CTIO recently added outreach steps beyond the overhead signs drivers see before reaching MEXL. They include:

- Look-ahead calendar: CTIO posts a “Fixed Days” calendar on the CTIO website that gives a two-month look-ahead of when the lanes will be open.
- I-70 Express Lanes text alert notifications: CDOT has developed text notifications for the I-70 corridor that send alerts to notify drivers and stakeholders of unexpected closures, delays, and re-openings.
- Drivers can sign up by texting Xpresslanes to 21000.
- Almost 1,000 individuals have subscribed to the alert service in the six months since it was announced, and CTIO uses various outreach methods, including CDOT’s social media channels, to promote the text alert service.



Status of Projects Funded by CDOT Enterprises

1

- Colorado Transportation Investment Office
 - Secured nearly \$1.7 billion in project funding via toll-backed project financing, private equity and grants for Central 70, C-470, I-25 North, I-25 South Gap, I-70 Mountain Express Lanes and US 36.
 - Financing in progress for I-70 Floyd Hill
 - Planning in progress related to SB 24-184 for mountain rail and front range rail.
- Bridge and Tunnel Enterprise
 - Deployed nearly \$2.3 billion to bridge repair and replacement projects across the state, driving down the state's percentage of poor rated bridges from 9% to 4%.
 - Addressed 2.4 million square feet of poor rated bridge deck area statewide.
 - Secured nearly \$300 million in project funding for I-70 Floyd Hill through the issuance of revenue bonds and allocation of fee revenues to address poor rated bridge infrastructure.



Status of Projects Funded by CDOT Enterprises

2

- Clean Transit Enterprise

- Awarded 8 planning and 11 capital grants totaling \$15.5 million to projects supporting transit electrification; Current NOFA to award up to \$20 million in additional capital grants in progress
- Issued NOFA for SB 24-230 Local Transit Operating Grants (Formula Program); Planning in progress for Competitive Local Transit Grant Program
- CTE Board committed to supporting Joint Service with SB 24-230 Passenger Rail Program; Exploring other uses including support for N-Line completion

- Non-Attainment Area Air Pollution Mitigation Enterprise

- Awarded 11 projects focused on air pollution mitigation to local agencies, totaling \$17.3 million, through the Community Clean Transportation Assistance Program (small grant program)
- Focus in 2026 is on Bus Rapid Transit (BRT) program (large grant program)



Status of Projects Funded by CDOT Enterprises

3

- Fuels Impact Enterprise
 - Distributed \$20 million by formula to local agencies (2 years of \$10 million annual allocation) for projects focused on the safety and environmental impacts on hazardous materials corridors
 - Awarded \$20 million to statewide projects including bridge and pavement projects on freight routes.



Aeronautics Funds





Overview of the Aviation Cash Fund

[Rep. Brown] Please provide an overview of the total amount currently in the Aviation Cash Fund.

CDOT's Aviation Fund includes revenue from aviation gasoline and non-commercial jet fuel excise taxes and jet fuel sales taxes.

The Division's cash balance forecast for the end of November is \$20.4 million. Of this balance, \$19.3 million is currently committed to existing and programmed discretionary aviation grants and statewide aviation initiatives throughout the state.



Status of Implementing HB 24-1236

HB 24-1235 “instructs the Division of Aeronautics in CDOT, when considering grant applications for the State Aviation Grant Program, to designate the lesser of 10 percent of the amount awarded in grants per year or \$1.5 million, for the purpose of aiding the transition from leaded to unleaded aviation gasoline.

Grant Awards	Submitted	Awarded	Expended to Date
Centennial Airport (2024)	-	\$300,000	\$252,429
Rocky Mountain Metropolitan Airport (2024)	-	\$35,000	\$0
Centennial Airport (2025)	-	\$350,000	\$0
Colorado Air and Space Port (2025)	-	\$92,700	\$18,789
Rocky Mountain Metropolitan Airport (2025)	-	\$300,000	\$0
Colorado Air and Space Port (2026)	\$334,800	-	-



Reclassifying Aviation Revenue

[Rep. Taggart] Regarding the reclassification of aviation revenue to be exempt from TABOR, discuss the division of aviation revenue between distributions to airports and local government, and administration. If 65 percent of the state sales and use taxes collected on aviation fuels are distributed to airports, what happens to the other 35 percent of revenue?

The remaining 35% of aviation fuel tax revenues are allocated under statute by the Colorado Aeronautical Board (CAB) to fund the Division's discretionary aviation grant program, a variety of statewide aviation safety initiatives, the aviation education and workforce development grant program, and Division administrative costs.

For 2025, the CAB awarded 58 Division discretionary grants to 48 airports statewide, totaling \$18.8 million.



2025 Aeronautics Grant Summary

2025 Colorado Discretionary Aviation Grant (CDAG) Program

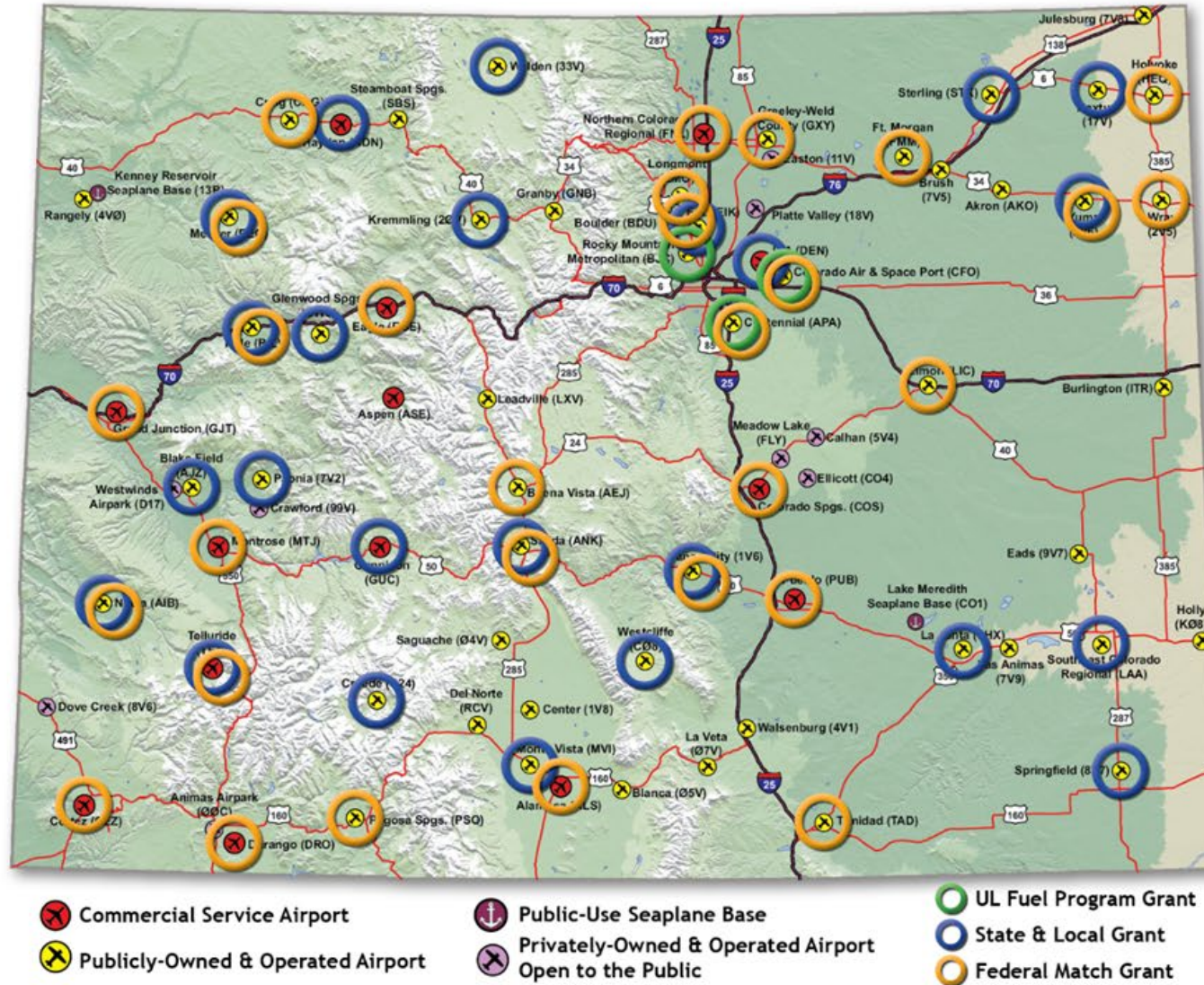
		State	Local	Federal	Total
State and Local Program		\$16,110,776	\$4,527,740	N/A	\$20,638,516
Federal Match Program	Airport Improvement Program (AIP)	\$768,946	\$1,000,000	\$24,330,000	\$26,098,946
	Bipartisan Infrastructure Law (BIL)	\$1,908,991	\$3,780,000	\$74,380,000	\$80,068,991
Grand Total (39 Airports)		\$18,788,713	\$9,307,740	\$98,710,000	\$126,806,453*

\$742,700 was allocated for unleaded fuel transition projects.

- Awarded a total of **58** discretionary grants to **48 airports**.
- TOTAL CDAG FUNDS PLANNED: **\$19 Million**.
- *Excluding Federal Funds at DEN



2025 Aviation Grant Summary Continued





Reclassifying Aviation Revenue Continued

[Rep. Taggart] Please explain how the executive branch arrived at the estimated \$29 million in savings that were outlined in the Governor's Budget Request Letter.

Eligible Colorado public-use airports are recipients of aviation fuel excise and sales tax disbursements which total 65% of the 2.9% sales tax collected on the retail price of jet fuel, all of the \$0.04 per gallon excise tax on non-commercial jet fuel, and \$0.04 of the \$0.06 per gallon excise tax on aviation gasoline. These monthly revenue disbursements must be used by airports solely for aviation purposes.

The \$29 million in savings is based on the OSPB September forecast on aviation excise and sales tax revenue. This calculation isolates the portion of revenue distributed directly to Colorado's airports under the disbursement formula. The proposed reclassification will not affect the Department's budget or operations.



COLORADO

Department of Transportation

Q&A

Thank You! For follow-up questions or comments, please contact:

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