



**COLORADO**  
Department of Transportation

# Final Budget Allocation Plan Fiscal Year 2023-24





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Budget Category / Program	FY 2023-24 Final Budget
<b>Colorado Department of Transportation (CDOT)</b>	
Capital Construction	\$631.7 M
Asset Management	\$399.3 M
Safety	\$115.6 M
Mobility	\$116.8 M
Maintenance and Operations	\$394.5 M
Asset Management	\$358.1 M
Safety	\$12.2 M
Mobility	\$24.3 M
Multimodal Services & Electrification	\$45.7 M
Mobility	\$45.7 M
Suballocated Programs	\$310.0 M
Aeronautics	\$64.2 M
Highway	\$151.9 M
Transit and Multimodal	\$93.9 M
Administration & Agency Operations	\$112.1 M
Debt Service	\$28.4 M
Contingency Reserve	\$0 M
Other Programs	\$34.3 M
<b>Total - CDOT</b>	<b>\$1,556.6 M</b>

Budget Category / Program	FY 2023-24 Final Budget
<b>Colorado Bridge and Tunnel Enterprise (BTE)</b>	
Capital Construction	\$101.7 M
Asset Management	\$101.7 M
Maintenance and Operations	\$0.8 M
Asset Management	\$0.8 M
Administration & Agency Operations	\$1.8 M
Debt Service	\$48.7 M
<b>Total - BTE</b>	<b>\$153.0 M</b>



Budget Category / Program	FY 2023-24 Final Budget
<b>Colorado Transportation Investment Office (CTIO)</b>	
Maintenance and Operations	\$66.1 M
Administration & Agency Operations	\$4.1 M
Debt Service	\$0.0 M
<b>Total - CTIO</b>	<b>\$70.2 M</b>

Budget Category / Program	FY 2023-24 Final Budget
<b>Clean Transit Enterprise (CTE)</b>	
Suballocated Programs	\$7.7 M
Transit and Multimodal	\$7.7 M
Administration & Agency Operations	\$1.3 M
Debt Service	\$0.0 M
<b>Total - (CTE)</b>	<b>\$9.0 M</b>

Budget Category / Program	FY 2023-24 Final Budget
<b>Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)</b>	
Multimodal Services & Electrification	\$8.3 M
Mobility	\$8.3 M
Administration & Agency Operations	\$0.2 M
Debt Service	\$0.0 M
<b>Total - NAAPME</b>	<b>\$8.5 M</b>
<b>Total - CDOT and Enterprises</b>	<b>\$1,797.2 M</b>



# Colorado Department of Transportation

## Fiscal Year 2023-24 Final Budget Allocation Plan

Jared Polis | Governor  
Shoshana M. Lew | Executive Director

## Transportation Commission

- Don Stanton, Chair | District 2
- Gary Beedy, Vice-Chair | District 11
- Yessica Holguin | District 1
- Eula Adams | District 3
- Karen Stuart | District 4
- Kathleen Bracke | District 5
- Barbara Vasquez | District 6
- Kathy Hall | District 7
- Mark Garcia | District 8
- Lisa Hickey | District 9
- Terry Hart | District 10

Herman Stockinger | Commission Secretary

Jennifer Uebelher | Commission Liaison

Per the attached Resolution #TC-2023-03-11, the Transportation Commission presents the Final Budget Allocation Plan for the period July 1, 2023 through June 30, 2024 for approval by the Governor

Approved: \_\_\_\_\_

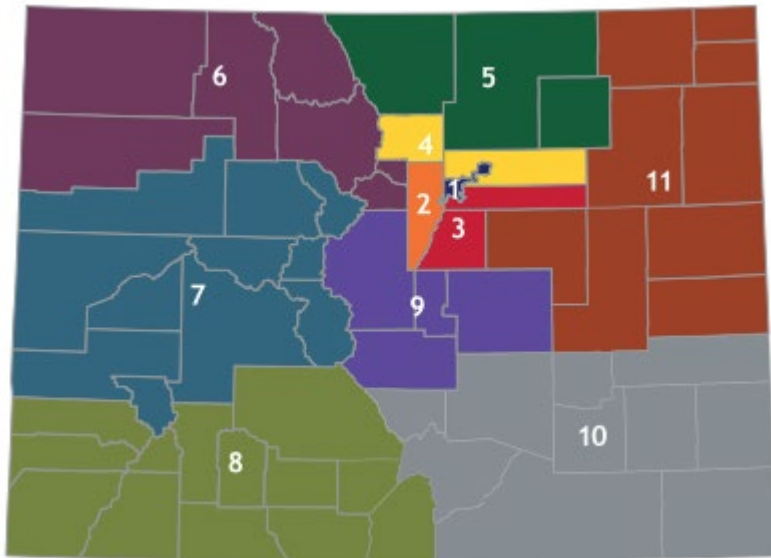
Date: \_\_\_\_\_

*Made pursuant to the provisions of Sections 43-1-106 and 43-1-113, C.R.S.*



The eleven-member Colorado Transportation Commission provides oversight, policy direction, and makes resource allocation decisions for the Colorado Department of Transportation. The powers and duties of the Commission are set forth in Section 43-1-106 C.R.S. Transportation Commissioners are appointed to four-year terms on a staggered schedule by the Governor and confirmed by the state Senate. Each Commissioner represents a specific geographic portion of the state, and a map of the state's Transportation Commissions Districts can be found in Figure 1 below./

The members of the Transportation Commission also serve as the board members of the Colorado Bridge & Tunnel Enterprise.



**D-1**

Commissioner Yessica Holguin  
Counties: Denver

**D-2**

Commissioner Chair Don Stanton  
Counties: Jefferson and a portion of Broomfield

**D-3**

Commissioner Eula Adams  
Counties: Arapahoe and Douglas

**D-4**

Commissioner Karen Stuart  
Counties: Adams, Boulder, and a portion of Broomfield

**D-5**

Commissioner Kathleen Bracke  
Counties: Larimer, Morgan, Weld, and a portion of Broomfield

**D-6**

Commissioner Barbara Vasquez  
Counties: Clear Creek, Gilpin, Grand, Jackson, Moffat, Rio Blanco, and Routt

**D-7**

Commissioner Kathy Hall  
Counties: Chaffee, Delta, Eagle, Garfield, Gunnison, Lake, Mesa, Montrose, Ouray, Pitkin, and Summit

**D-8**

Commissioner Mark Garcia  
Counties: Alamosa, Archuleta, Conejos, Costilla, Dolores, Hinsdale, La Plata, Mineral, Montezuma, Rio Grande, Saguache, San Juan, and San Miguel

**D-9**

Commissioner Lisa Hickey  
Counties: El Paso, Fremont, Park, and Teller

**D-10**

Commissioner Terry Hart  
Counties: Baca, Bent, Crowley, Custer, Huerfano, Kiowa, Las Animas, Otero, Prowers, and Pueblo

**D-11**

Commissioner Vice-Chair Gary Beedy  
Counties: Cheyenne, Elbert, Kit Carson, Lincoln, Logan, Phillips, Sedgwick, Washington, and Yuma

Commissioner Secretary  
Herman Stockinger





## Colorado Aeronautical Board

The Division of Aeronautics is advised by the seven-member Colorado Aeronautical Board, which provides oversight, policy direction, and makes resource allocation decisions for CDOT's Division of Aeronautics. The members of the board are appointed by the Governor and confirmed by the Senate. Appointments are made to ensure a broad representation of the airports throughout the state.

### Colorado Aeronautical Board Members

**Kenneth Maenpa, Chair** | Western Slope Governments

**Kent Holsinger, Vice-Chair** | Western Slope Governments

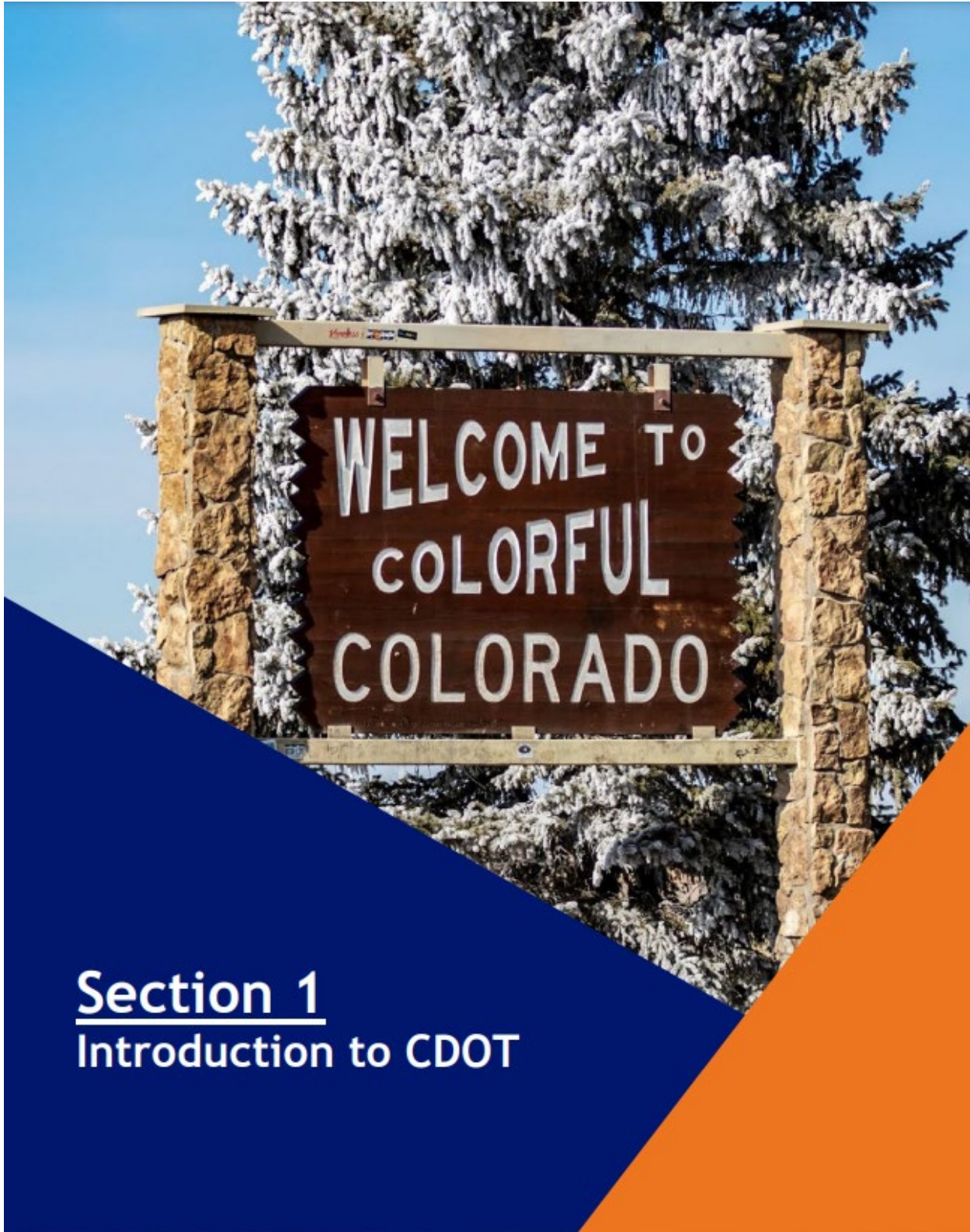
**Daniel Melia** | Eastern Slope Governments

**Chaz Tedesco** | Eastern Slope Governments

**Mark Van Tine** | Aviation Interests-at-Large

**Trimbi Szabo** | Pilot Organizations

**Steve Lee** | Airport Management



**Section 1**  
**Introduction to CDOT**



## Department Description

The Colorado Department of Transportation is the cabinet level department that plans for, operates, maintains, and constructs the state-owned multimodal transportation system.

Title 43, Article 1, Part 1 of the Colorado Revised Statutes (C.R.S.) grants authority to the Colorado Department of Transportation (CDOT) to cost-effectively address all present and future transportation challenges faced by Colorado. Under the direction of the Transportation Commission, CDOT formulates statewide transportation policy, provides strategic planning, and oversees the construction, maintenance, coordination, and operation of a statewide multimodal transportation system.

## CDOT by the Numbers

- Responsible for the Colorado State Highway system, encompassing 9,074 centerline miles, with 23,017 total lane miles.
- There are 3,469 bridges and other major structures throughout the state highway system.
- Colorado's aviation system includes 76 public-use airports and two seaplane bases.
- Heavy Fleet includes 926 snowplows and a total of 3,163 vehicles.
- Keeps 35 major mountain passes open for public travel throughout the year.
- Light Vehicle Fleet includes 273 alternative fuel vehicles.
- Manages over \$5 million in federal grants for safe driving programs
- Operates and maintains approximately 1,890 traffic signals on Colorado's roadways.
- Bustang, CDOT's interregional bus service, provided over one million revenue service miles in fiscal year 2022.
- Maintenance crews plowed more than six million lane miles last winter season.
- Helps maintain and monitor 278 avalanche paths.
- Helps provide 415 DC fast-charging stations along the state highway system.

## CDOT'S Vision

To enhance the quality of life and the environment of the citizens of Colorado by creating an integrated transportation system that focuses on safely moving people and goods by offering convenient linkages among modal choices.

## CDOT'S Mission

To provide the best multi-modal transportation system for Colorado that most effectively and safely moves people, goods, and information.

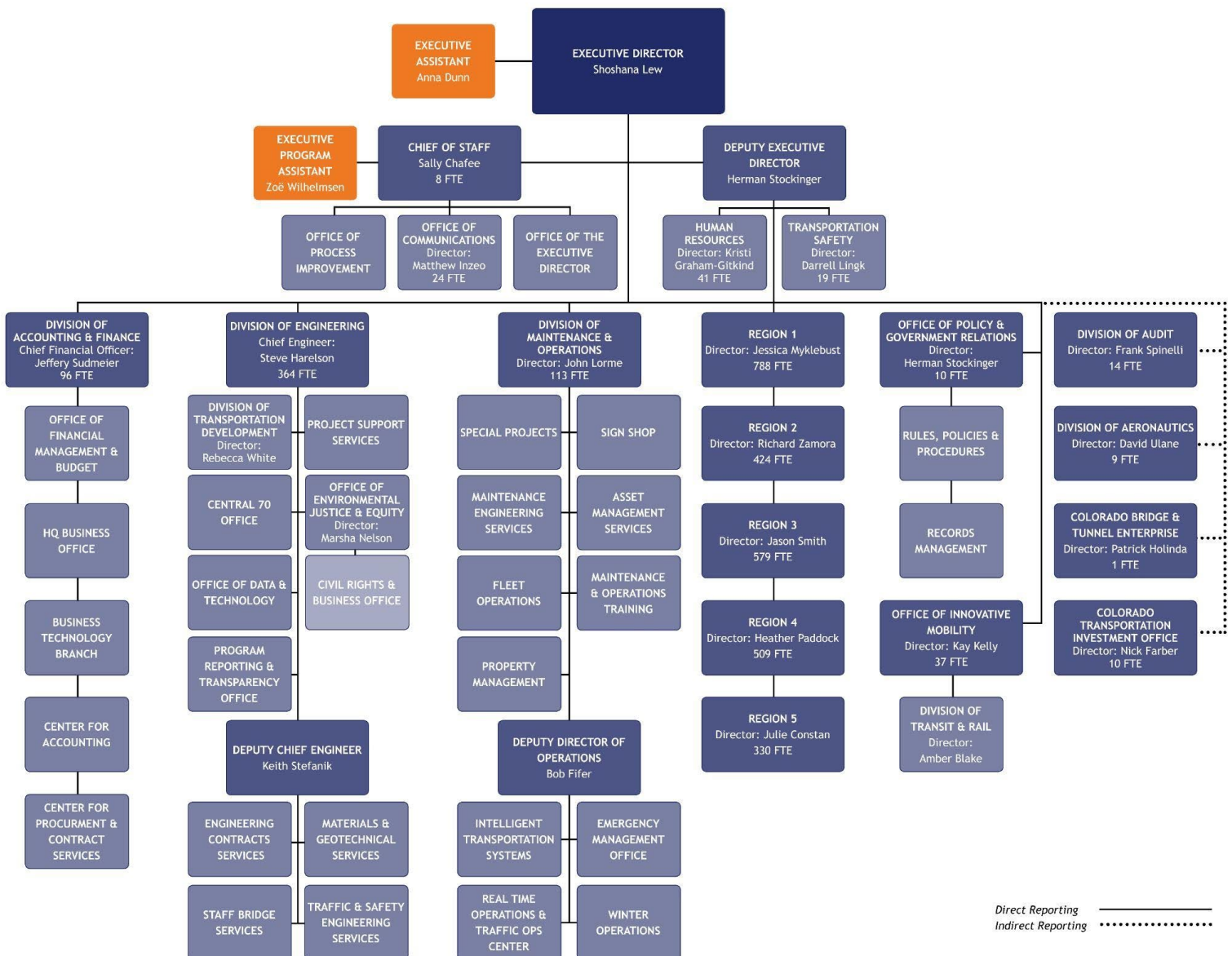
## CDOT Values

**RESPECT** customer service  
**EXCELLENCE & ACCOUNTABILITY**  
**INTEGRITY**  
people safety



# CDOT Organizational Chart

CDOT is organized according to state statutes, the Policy Directives of the Colorado Transportation Commission, and the directives of the Executive Director. The Department's organizational structure is shown below.





## CDOT Divisions and Offices

### Executive Director

**Leads CDOT in planning for and addressing Colorado’s transportation needs.** The Executive Director, with support from senior staff, sets the strategic direction for CDOT, makes recommendations to the Transportation Commission, ensures consistent communication, sets internal policy, establishes short and long-term strategic goals, and provides leadership for CDOT through execution of the Transportation Commission’s policies and adopted annual budgets.

### Division of Engineering

**Responsible for integrated project development, including planning, engineering, design, and construction.** Engineering activities include designing roadways, runways and bridges; construction project management; hydraulic and geological investigations; materials design and testing; and traffic analysis and Intelligent Transportation System integration.

### Division of Maintenance and Operations

**Responsible for the operation and maintenance of the state’s multimodal transportation system.** Using performance monitoring, the Division of Maintenance & Operations identifies and implements low-cost, high-value operational improvements to the system. It also manages emergency planning and preparedness, Colorado’s fiber network, CDOT’s vehicle fleet, and various ancillary assets of CDOT.

### Division of Accounting and Finance

**Responsible for producing CDOT’s annual budget.** Other functions include: forecasting transportation funding revenue from the Highway Users Tax Fund, managing federal aid billing, providing accounting services and managing CDOT’s procurement process.



## Office of Innovative Mobility

Expands mobility options through ridesharing, electrification, and other emerging technologies. In coordination with the Division of Transit & Rail, the office supports transportation options that help reduce congestion and emissions by avoiding single occupancy vehicle use.

## Office of Government Relations

Acts as liaison between CDOT and other governmental entities on transportation issues. The Office of Policy & Government Relations also provides standards on retention of records and oversees compliance with state and federal statutes.

## Office of Communication

Provides the public with current information on the state of the highway system. Updates are communicated via variable message signs, the COtrip website, television, radio, social media, and other channels. The Office of Communications also oversees public awareness campaigns and conducts internal communication efforts to keep CDOT employees informed of important events and initiatives.

## Office of Transportation Safety

Helps local law enforcement agencies with funding for educational programs. These programs focus on populations at high risk for crash involvement, such as younger and older drivers, motorcyclists, and passenger occupants who do not wear proper restraint devices. The Office of Transportation Safety also conducts internal safety programs to ensure that all employees are safe when performing their work.



## Division of Audit

**Provides assurance that controls are operating effectively and efficiently.** The Division of Audit conducts and supervises internal audits, external audits on persons or entities entering into contracts with CDOT, federally-required audits, financial audits to ensure the integrity of CDOT, and performance audits to determine the efficiency and efficacy of CDOT's operations.

## Division of Aeronautics

**Supports aviation interests statewide.** Under the guidance of the Colorado Aeronautical Board, the Division of Aeronautics awards and administers grants funded by aviation fuel tax receipts to help improve Colorado's 76 public-use airports.

## Division of Human Resources

**Maintains a talented and diverse workforce.** The Division of Human Resources recruits new employees, manages positive relations with employees, and develops and administers programs for professional and career development. CDOT is committed to nondiscriminatory practices and provides equitable opportunities for employment and advancement.

## Colorado Transportation Investment Office

**Responsible for seeking out innovative and efficient means of financing and delivering surface transportation projects.** Formerly the High Performance Transportation Enterprise (HPTE) the CTIO is a government-owned business within CDOT with the statutory power to impose tolls and other user fees, issue bonds, and enter into contracts with public and private entities to facilitate Public-Private Partnerships (P3s).





## Clean Transit Enterprise

**Electrifies Colorado’s transit system.** The Clean Transit Enterprise (CTE) issues grants, loans, and rebates that support transit electrification through the electrification of the public transit system and vehicle fleet, upgrades to public transit facilities to enable the safe operation and maintenance of electric vehicles, and the development of transit electrification plans to inform transit agencies as they prepare and transition to electric vehicles.

## Nonattainment Area Air Pollution Mitigation Enterprise

**Mitigates the environmental and health impacts of increased vehicle emissions from motor vehicles in nonattainment areas.** The Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME) provides funding for projects that reduce traffic through demand management or that directly reduce air pollution, such as retrofitting construction equipment, constructing roadside vegetation barriers along medians, and planting trees.

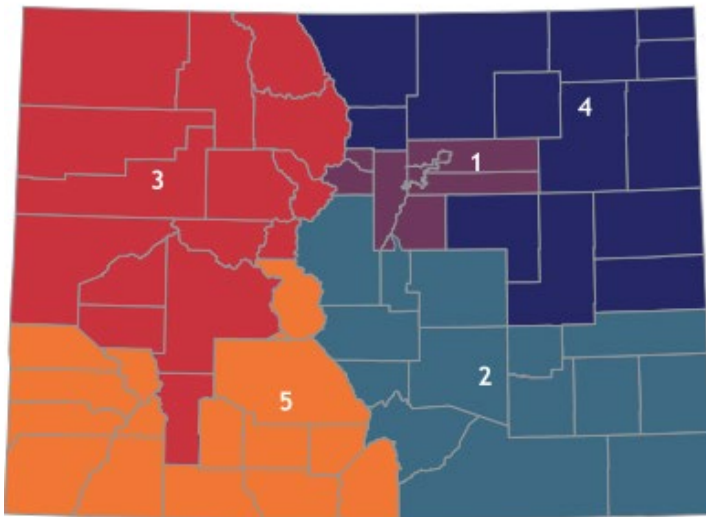
## Statewide Bridge and Tunnel Enterprise

**Finances, repairs, reconstructs and replaces Designated Bridges as defined by SB09-108 and repairs, maintains, and more safely operates tunnels.** The BTE operates as a government-owned business within CDOT with the Colorado Transportation Commission serving as the Statewide BTE Board of Directors.



## CDOT Transportation Regions

Colorado's five Transportation Regions operate under the guidance of the Executive Director, the Deputy Executive Director, and their respective Regional Transportation Directors. All Regions design highway projects and award contracts to private companies that submit the lowest bids to construct the projects. The Regions also deliver needed maintenance for the state multimodal transportation system and maintain ongoing contact with local governments, industry, and the public within their geographic area. Each region covers all aspects of CDOT operations for that geographic area, including: engineering, planning and environmental management, traffic operations, right-of-way acquisition and surveying, and utilities management.



### CDOT Headquarters

Executive Director: Shoshana Lew  
2829 W. Howard Pl. | Denver, CO 80204

### R-1

Director: Jessica Myklebust  
2829 W. Howard Pl. | Denver, CO 80204

### R-2

Director: Richard Zamora  
5615 Willis Blvd. | Pueblo, CO 81008

### R-3

Director: Jason Smith  
222 S. 6th St. | Grand Junction, CO 81501

### R-4

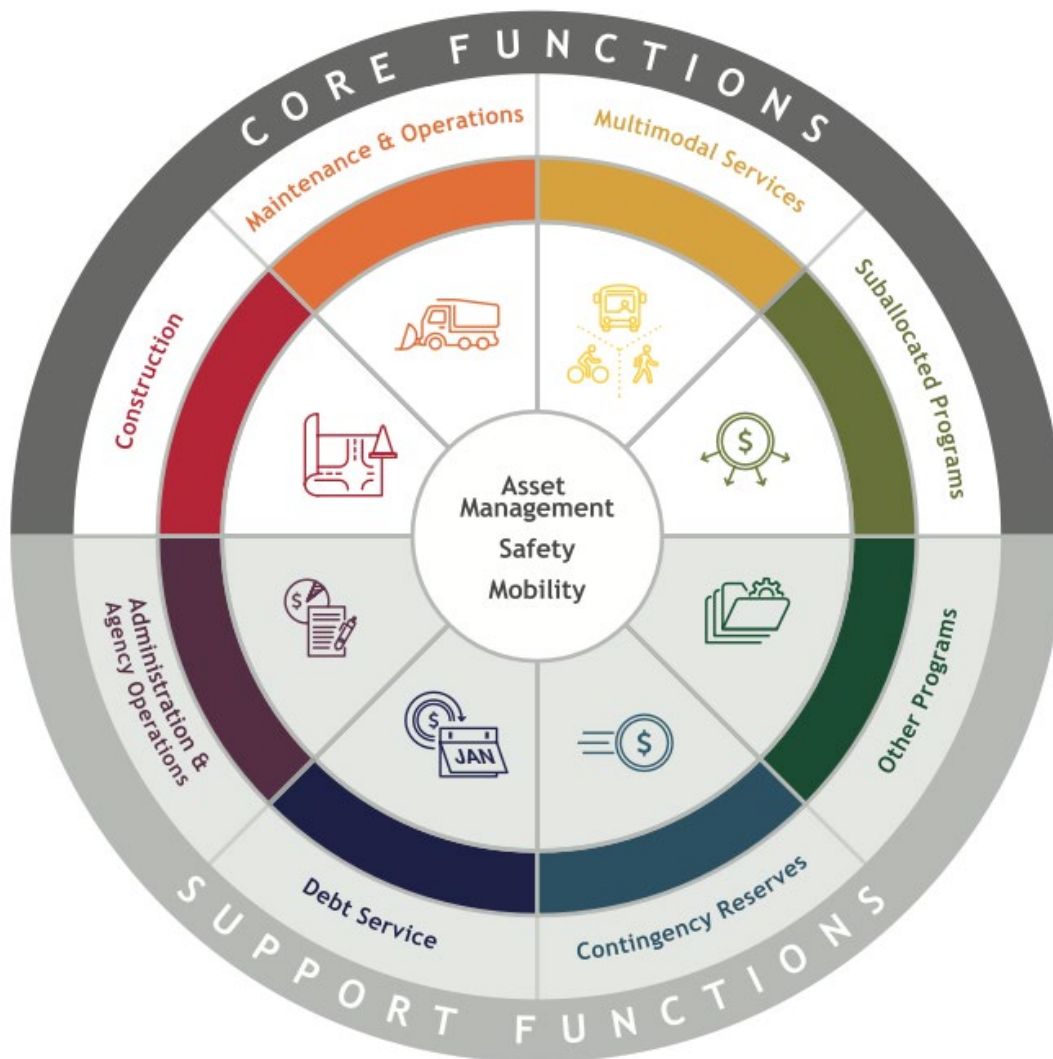
Director: Heather Paddock  
10601 W. 10th St. | Greeley, CO 80634

### R-5

Director: Julie Constan  
3803 N. Main Ave. #306 | Durango, CO 81301

## CDOT Core and Support Functions

CDOT has four core functions pursuant to state and federal statute and the policies of the Colorado Transportation Commission, including construction, maintenance and operations, multimodal services, and suballocated programs. Each of these four core areas incorporate safety, mobility, and asset management. In addition to the core functions, the Department also performs several key support functions necessary for its operations.





## CDOT Core Functions

### Construction

CDOT delivers an annual construction program focused on maintaining the condition of existing assets, improving the safety of the system, and enhancing mobility through major upgrades and expansions of the system. Funding for construction supports not only the work performed on the road by contractors, but also design, right of way acquisition, and related support tasks.

### Maintenance & Operations

CDOT is responsible for the daily maintenance and operation of the state's multimodal transportation system. The 13 Maintenance Program Areas include activities such as pavement repair, slope maintenance, and snow and ice removal. They also include programs focused on ensuring the system operates efficiently, such as removing inoperable vehicles from traffic through Safety Patrol and Heavy Tow services, as well as providing real-time travel information via variable message signs and the COtrip website.

### Multimodal Services

CDOT works to reduce pollution and congestion by providing multimodal transportation options through its Office of Innovative Mobility and Division of Transit and Rail. This includes Bustang and Bustang Outrider interregional bus service, strategic investment in multimodal infrastructure such as mobility hubs, support for transit and light duty vehicle electrification, bike and pedestrian programs, and other innovative programs focused on providing more travel choices to Coloradans.

### Suballocated Programs

CDOT administers several suballocated programs, passing funds through to local agencies to prioritize and deliver transportation improvements. This includes transit and aeronautics grant programs, as well as flexible programs, such as STP-Metro and CMAQ, used for a variety of highway and multimodal improvements. Suballocated programs are organized into three categories: Highways, Transit, and Aeronautics.



## CDOT Support Functions

### Administration & Agency Operations

Administration & Agency Operations programs support the Department's core functions through support services such as contracting and procurement, development of specifications and standards, materials testing, finance and accounting, and human resources, among others. Salaries and benefits make up the largest portion of Administration and Agency Operations costs. Other examples include software and IT infrastructure, and legal expenses

### Debt Services

CDOT, the Colorado Bridge & Tunnel Enterprise (BTE), and the Colorado Transportation Investment Office (CTIO) periodically issue debt and are responsible for annual debt service payments. The majority of this debt is associated with Certificates of Participation (COPs) issued under SB 17-267 for "strategic transportation projects," bonds issued under the federal Build America Bonds program to advance the replacement of poor bridges under the Funding Advancements for Surface Transportation and Economic Recovery (FASTER) Bridge program, and debt held by the CTIO on major toll corridor projects.

### Contingency Reserves

CDOT maintains a contingency fund to provide a source of funding for emergencies (such as major rockfall events or flooding), and for other unplanned or unanticipated needs such as the need to commit matching funds for grant opportunities. Ultimately, the majority of contingency funds are allocated to Construction or Maintenance and Operations programs.

### Other Programs

CDOT administers several other programs that support its core functions and the achievement of the Department's mission to provide the best multimodal transportation system for Colorado that most effectively and safely moves people, goods, and information. This includes the Department's planning and research programs, and safety education programs focused on driver education and enforcement activities.



## Understanding the CDOT Budget

The budget for most of CDOT’s core and support functions is allocated and directed by the Transportation Commission. This Budget Allocation Plan provides a detailed breakout of CDOT’s budget allocations. Distributions for some programs, such as Surface Treatment, are based on performance systems, allowing CDOT to allocate funding to the areas where they are needed most. Certain programs are funded with a mixture of “flexible” federal apportionments such as National Highway Performance Program and Surface Transportation Program, as well as state Highway User Tax Funds. Other federal programs, such as Transportation Alternatives (TAP), Surface Transportation Program (STP)-Metro, Congestion Mitigation and Air Quality (CMAQ), and Highway Safety Improvement (HSIP) are based on “inflexible” apportionments that must be used for designated purposes per federal authorization act requirements with required state or local match.

The Department’s Revenue Allocation Plan, included as Appendix A, represents the amount of revenue the Department anticipates it will receive over the fiscal year, and how it intends to allocate those revenues to each budget program. The Spending Plan, included as Appendix B, complements the Revenue Allocation Plan and provides a more comprehensive view of multi-year capital budgets and expenditures.

### Revenue Allocation

The Revenue Allocation Plan, included as Appendix A, is developed by forecasting anticipated revenues for the upcoming fiscal year and allocating those revenues to budget programs. These programs are established to serve a specific departmental function, for example, geohazard mitigation, and are organized into categories representing the four core functions, and the four support functions. Core functions are further subdivided into categories for Asset Management, Safety, and Mobility (or highways, transit, multimodal, and aeronautics in the case of suballocated programs).

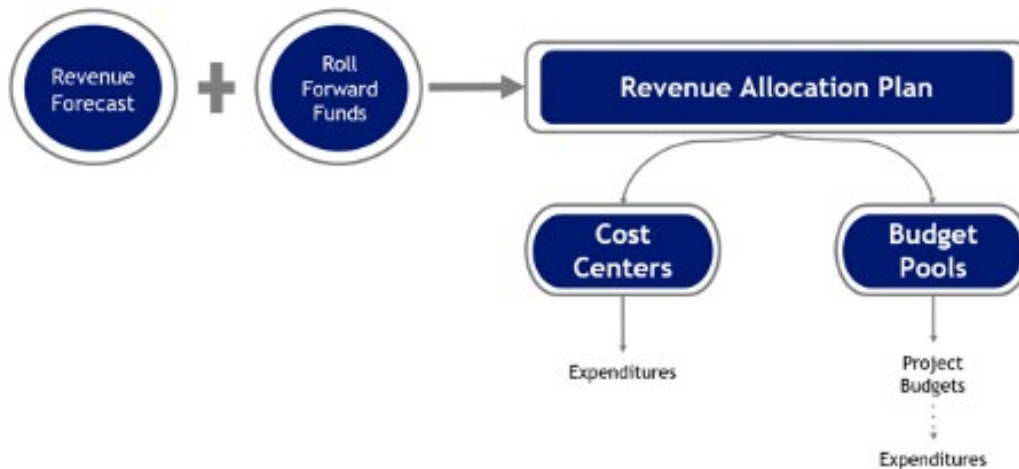
Each of the budget programs included in the Revenue Allocation Plan are composed of either cost centers or budget pools. In general, cost centers represent the operating portion of the Department’s budget, while budget pools represent the capital portion. While most operating expenditures occur during the fiscal year of the budget, most capital expenditures span multiple fiscal years. Since the state fiscal year ends in the middle of the construction season, even single season construction projects span multiple fiscal years. Major projects such as the I-25 South Gap can span five or six fiscal years.

At the end of the fiscal year, the budget has either been spent directly from a cost center or it has been budgeted to a project from a budget pool (Appendix C includes information on open projects and project balances). In general, open projects from a prior fiscal year are paid for out of previously received revenues. The Revenue Allocation Plan represents new anticipated

revenue that is available for operating expenses during the fiscal year, and for new capital projects.

Any budget at the end of the fiscal year remaining in a cost center or budget pool (in the case of a budget pool, funding that has not been budgeted to a specific project), rolls forward (“Roll Forward Budget”) and is amended into the budget for the new fiscal year. Roll forward budget for the prior fiscal year will be amended into the FY 2023-24 Annual Budget after the close of FY 2022-23 in August 2023. With respect to capital programs, the bulk of expenditures lag about one year behind the year the dollars were budgeted.

### CDOT Budget Allocation

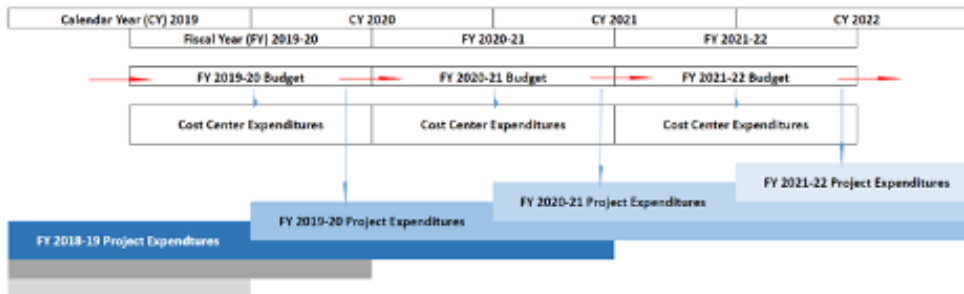


### Spending Plan

The Department provides a Spending Plan, included as Appendix B, to communicate the complex nature of multi-year capital budgeting more clearly. The Spending Plan is populated with the Department’s anticipated expenditures for FY 2023-24 by budget category, using the same primary budget categories that are used in the Revenue Allocation Plan (e.g. Capital Construction, Maintenance and Operations, etc.). These anticipated expenditures include spending from budgets that originated in revenue allocations from multiple prior years.



## Illustrative Flow of Budget and Expenditures



## CDOT Strategic Goals

The scope of CDOT’s mission and responsibilities is far-reaching, so to focus its efforts, CDOT sets several Wildly Important Goals (WIGs) each fiscal year to quantify strategic success. WIGs integrate CDOT’s many functions with the Governor’s “Bold Four” initiatives, helping the administration achieve its vision for Colorado. WIGs also align with the “Reimagine State Government” initiative by harnessing new innovations and the expertise of employees to ensure safety, eliminate waste, identify cost savings, and deliver exceptional services to Coloradans.

Transportation provides access to jobs, schools, recreation, goods and more, and is hence the backbone of Colorado’s economy. It is also one of the primary sources of emissions statewide. CDOT thus plays a vital role in building a better future for all Coloradans, and to sustainably drive economic growth and improve quality of life, we must play our part with extraordinary thought and care. We are up to the challenge.

### Advancing Transportation Safety (formally Whole System Whole Safety)

Advance the safety of Colorado’s transportation system so all travelers arrive safely at their destination.

### Clean Transportation

Reduce pollution in our air and congestion on our roads.

### Accountability and Transparency

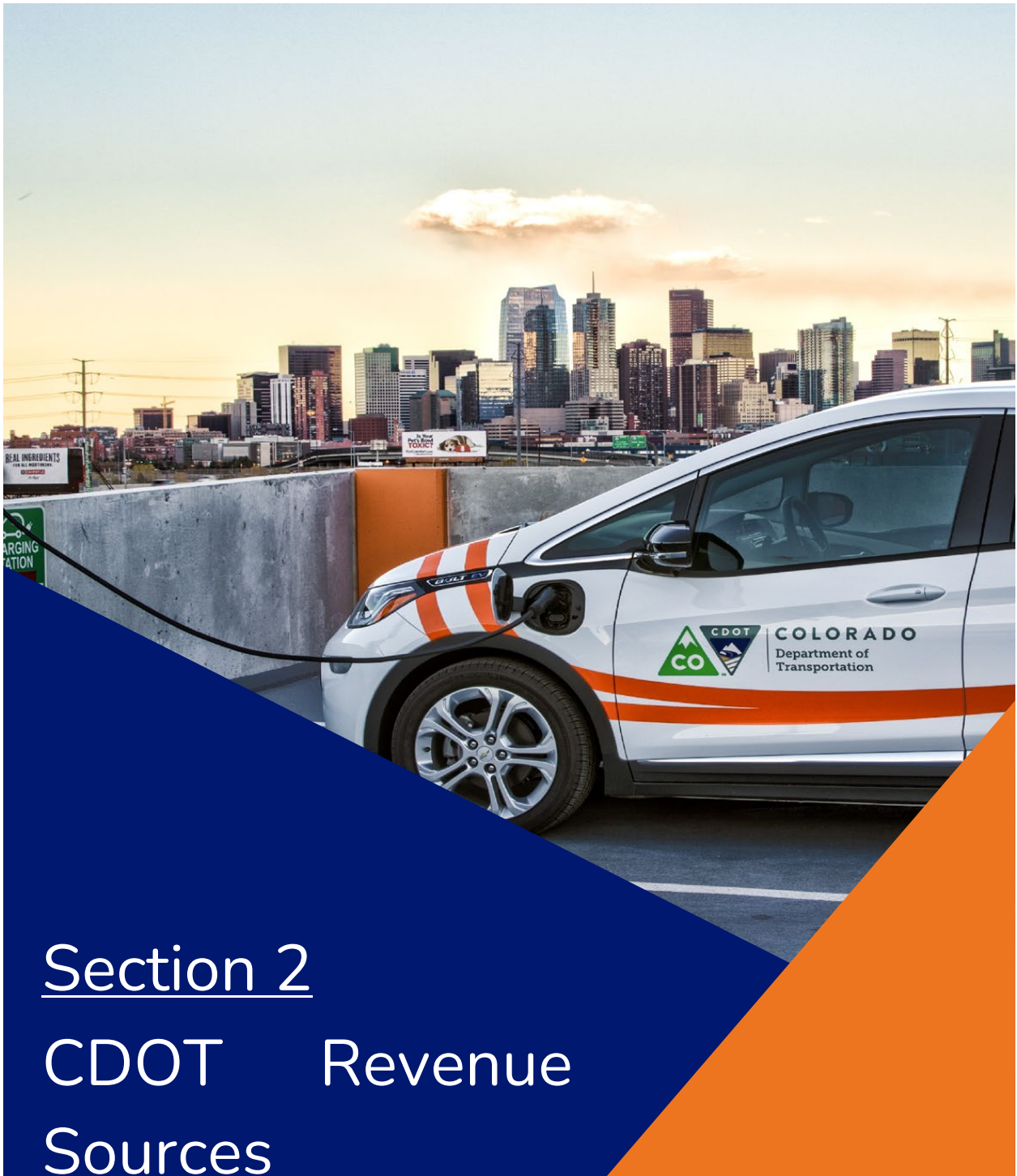
Ensure efficient use of taxpayer funds and efficient construction project delivery.





## FY 2023-24 Decision Items

Decision items represent major changes from the previous year's budget. Per Department Policy, decision items more than \$1.0 million require Transportation Commission approval. Decision items below \$1.0 million require approval by the Department's Executive Management Team. For FY 2023-24, there are no decision items approved by the EMT that require additional approval by the TC based on the request amount.



Section 2  
CDOT Revenue  
Sources



## CDOT Funding

Under the State Constitution (Article X Section 18), the revenue collected from state motor vehicle fuel taxes and fees and license and registration fees must be used for the construction, maintenance, and supervision of the state's public highways. The revenues from these sources are deposited in the Highway Users Tax Fund (HUTF) and distributed to CDOT, counties, and municipalities based on formulas in state statute.

In addition to HUTF revenue, CDOT also receives funding from the state's General Fund, federal funding, and revenue from other smaller sources. Most of the Department's funding is deposited in the State Highway Fund (SHF), which is CDOT's primary cash fund. Most of the funding in the SHF is continuously appropriated and allocated at the discretion of the Transportation Commission.

CDOT also has four Enterprises: the Colorado Bridge and Tunnel Enterprise (BTE), the Colorado Transportation Investment Office (CTIO), the Clean Transit Enterprise (CTE), and the Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME). An enterprise is a self-supporting, government-owned business that receives revenue in return for the provision of a good or service. Enterprise revenue is not subject to statewide revenue limits under TABOR.

## Transportation Finance in Colorado

Historically, CDOT's primary sources of revenue have been state (\$0.22 per gallon) and federal (\$0.184 per gallon) fuel taxes, as well as state vehicle registration fees. Over time, the declining purchasing power from fuel excise taxes and increasing fuel efficiency have diminished the Department's ability to maintain the state's transportation system.

In response, the Colorado General Assembly provided additional one-time funding for the maintenance and expansion of the state's highway through several General Fund transfers and SB 17-267 Lease-Purchase agreements. While this one-time funding helped fund critical projects statewide, it only provided temporary support to the Department's budget.

Senate Bill 21-260 Sustainability of the Transportation System, which was passed in the 2021 legislative session, created several new fuel and registration fees to increase the Department's funding and provide long-term support for the Department's construction and maintenance operations. It also allocated additional funding from the federal American Rescue Plan Act and the state General Fund.

This section provides an overview of CDOT's historical revenue and provides additional information on expected revenue changes from the passage of SB 21-260.



## Transportation Revenue Forecasting

The Office of Financial Management and Budget (OFMB) maintains an annual revenue model to guide CDOT's budget-setting process. OFMB's revenue team updates the model quarterly to monitor the current year's fiscal performance and inform the budget for future years. Some of the data used by the model includes, but is not limited to:

- National economic performance indicators, such as the year-over-year percent change in real U.S. GDP growth
- State population data such as net immigration, annual vehicle miles traveled (VMT) in Colorado, and the historical performance of the Highway User Tax Fund
- Bureau of Labor Statistics & Bureau of Economic Analysis data, such as historical and forecasted year-over-year percent changes in personal income and the consumer price index
- The forecasted, aggregated interest rates on new car loans annually, and retail gasoline prices from the Energy Information Administration
- Estimated vehicle costs, including federal or state rebates for certain vehicles, as well vehicle fuel efficiency, and annual vehicle scrappage rates

The model also includes federally or state-appropriated funding from grants or other sources, such as the Federal Highway Administration (FHWA) the Federal Transit Administration (FTA), and the National Highway Traffic Safety Administration (NHTSA).

The outputs from this model are used to develop the Annual Revenue Allocation Plan. During the annual budget development process, CDOT staff reconciles annual projected revenues with the expenditure requests from all of the Department's divisions and executive management. Staff then updates the Revenue Allocation Plan as decisions are made. OFMB staff provides draft and final versions of the Revenue Allocation Plan for formal review and approval by the Transportation Commission, which then becomes CDOT's official budget for the next fiscal year.

## State Revenue and Expenditure Limits

Colorado voters approved Amendment 1 to the State Constitution (Article X, Section 20) in 1992, commonly known as the Taxpayer's Bill of Rights (TABOR). TABOR limits growth in fiscal year spending for state and local governments and requires any revenue collected in excess of current spending limits to be refunded to taxpayers. More information on TABOR refund mechanisms can be found [here](#).

TABOR requires state and local governments to obtain approval from voters to establish new taxes, raise tax rates, or issue multi-year bonded debt. TABOR prohibits a state property tax, local income taxes, and the taxation of income at different tax rates.



Voters passed referendum C in 2005, which triggered a five-year “time-out period” from the limits imposed under TABOR. During this period, the state was authorized to retain and spend all of the revenue it collected. At the end of this time-out period, the year in which the state collected the highest amount of revenue (FY 2007-08) became the state’s new revenue limit. This new revenue limit is adjusted for inflation and population every year.

## CDOT Revenue Sources

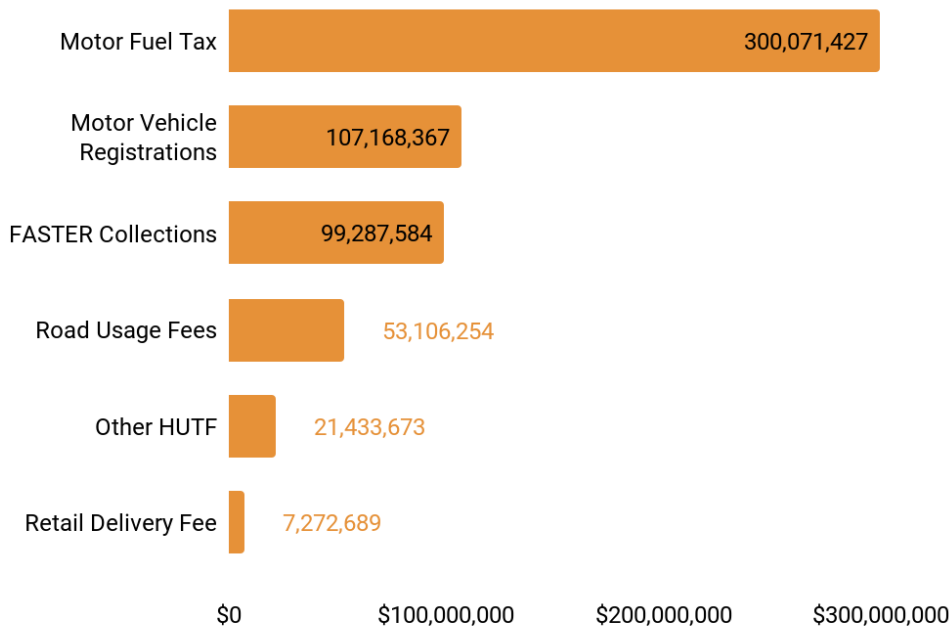
The table below provides an historical overview of CDOT’s revenue, and each revenue source is described in more detail below.

Category (millions)	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Budgeted	FY 2023-24 Forecasted
Highway Users Tax Fund	\$422.7	\$446.0	\$475.9	\$489.1
Highway Users Tax Fund - FASTER	\$113.8	\$103.0	\$84.8	\$99.3
Legislative Initiatives	\$651.6	\$965.2	\$0.7	\$0.0
Capital Construction Fund	\$0.5	\$0.8	\$1.0	\$0.5
Federal Revenue	\$910.5	\$929.6	\$829.2	\$832.9
Aeronautics Revenue	\$16.6	\$55.1	\$36.0	\$65.0
Miscellaneous Revenue	\$43.4	\$28.3	\$30.9	\$52.0
State Infrastructure Bank	\$0.7	\$0.7	\$0.3	\$1.1
State Multimodal Transportation Funding	\$153.9	\$21.7	\$121.7	\$14.3
State Safety Education Programs	\$2.1	\$3.6	\$2.9	\$2.6
<b>Grand Total</b>	<b>\$2,315.7</b>	<b>\$2,553.9</b>	<b>\$1,583.3</b>	<b>\$1,556.7</b>



## Highway Users Tax Fund Overview

The revenue that flows through the Highway Users Tax Fund (HUTF) includes state-levied taxes and fees associated with the operation of motor vehicles in the state. The State Treasurer distributes the HUTF proceeds between CDOT, counties, and municipal governments according to statutory formulas. The sources of forecasted FY 2023-24 revenue are shown in the figure below.



### HUTF Revenue History (Millions)

Category (millions)	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Budgeted	FY 2023-24 Forecasted
Motor Fuel Tax	\$295.9	\$312.2	\$304.8	\$300.1
Motor Vehicle Registrations	\$105.7	\$111.5	\$108.9	\$107.2
Other	\$21.1	\$22.3	\$21.8	\$21.4
Retail Delivery Fee	\$0.0	\$0.0	\$6.6	\$7.3
Road Usage Fees	\$0.0	\$0.0	\$33.9	\$53.1
FASTER Revenue	\$113.8	\$103.0	\$84.8	\$99.3
<b>Grand Total</b>	<b>\$536.5</b>	<b>\$548.9</b>	<b>\$560.7</b>	<b>\$588.3</b>



**Motor Fuel Taxes** - State excise taxes are levied at 22 cents per gallon for gasoline and 20.5 cents per gallon for diesel/special fuel.

**Road Usage Fee** - SB 21-260 created the road usage fee, which will be assessed on each gallon of gasoline and diesel. This fee will be phased in between FY 2022-23 to FY 2031-32. Beginning in FY 2032-33, this fee will be annually adjusted for inflation based on the National Highway Cost Construction Index. The Road Usage Fee schedule is shown below.

<b>Fiscal Year</b>	<b>Road Usage Fee</b>
FY 2022-23	\$0.02
FY 2023-24	\$0.03
FY 2024-25	\$0.04
FY 2025-26	\$0.05
FY 2026-27	\$0.06
FY 2027-28	\$0.07
FY 2028-29	\$0.08
FY 2029-30	\$0.08
FY 2030-31	\$0.08
FY 2031-32	\$0.08

**Retail Delivery Fees** - SB 21-260 imposed new fees on retail deliveries that are subject to the state sales tax. These fees are assessed by the state, the Statewide Bridge and Tunnel Enterprise, and four new enterprises created in the bill and are collected by the retailer from the purchaser. The initial fee rates are shown in the table below. In subsequent years, these fees will be adjusted for inflation based on the Denver-Aurora-Lakewood Consumer Price Index. The fees will only be adjusted for inflation in future years if the sum of the adjustments to all the fees results in an increase of at least one whole cent. The state's share of this revenue is distributed to the HUTF and the Multimodal Transportation and Mitigation Options Fund. The table below outlines the initial fee rates for retail delivery fees.

<b>Retail Delivery Fees</b>	<b>Fee Rate</b>
State (Highway Users Tax Fund and Multimodal Options Fund)	8.4 cents / delivery
Bridge and Tunnel Enterprise	2.7 cents / delivery
Community Access Enterprise	6.9 cents / delivery
Clean Fleet Enterprise	5.3 cents / delivery
Clean Transit Enterprise	3.0 cents / delivery
Air Pollution Mitigation Enterprise	0.7 cents / delivery
<b>Total of Retail Delivery Fees</b>	<b>27.0 cents / delivery</b>

**Prearranged Ride Fee** - SB 21-260 imposed a new fee on prearranged rides requested and accepted through a digital network operated by transportation network companies. The prearranged ride fee is made up of the Clean Fleet Per Ride Fee and the Air Pollution Mitigation Per Ride Fee. The fee rates are shown on the table below. A lower rate is imposed for zero emission motor vehicle (ZEV) rides and carshare rides. In subsequent years, this fee will be adjusted for inflation based on the Denver-Aurora-Lakewood Consumer Price Index in years where the sum of the inflation adjustments for the Air Pollution and Mitigation Per Ride Fee and the Clean Fleet Per Ride Fee result in an increase of one whole cent.

<b>Prearranged Ride Fee</b>	<b>Carshare/ZEV Rate</b>	<b>Standard Rate</b>
Clean Fleet Per Ride Fee	3.75 cents/ride	7.5 cents/ride
Air Pollution Mitigation Per Ride Fee	11.25 cents/ride	22.5 cents/ride
<b>Total of Prearranged Ride Fees</b>	<b>15 cents/ride</b>	<b>30 cents/ride</b>

**Age and Weight-Based Vehicle Registration Fees** - Annual registration fees based on the age and weight of a vehicle are deposited in the HUTF. These fees are outlined in the table below.





Fee	Amount
<b>Weight-based Registration Fees</b>	<p><b>\$3.00</b> for motorcycles</p> <p><b>\$6.00</b> for passenger vehicles up to 2,000 pounds, plus \$0.20 extra per 100 pounds (up to 4,500 pounds)</p> <p><b>\$12.50</b> for passenger vehicles 4,500 pounds or more, plus \$0.60 for each additional 100 pounds</p>
<b>Age-based Registration Fees</b>	<p><b>\$12.00</b> for vehicles under 7 years' old</p> <p><b>\$10.00</b> for vehicles between 7 and 10 years' old</p> <p><b>\$7.00</b> for vehicles 11 years and older</p>

**Plug-in Electric Motor Vehicle Registration Fee** - The state currently assesses a \$50 annual registration fee on plug-in hybrid electric vehicles and battery electric vehicles. Of this fee, 60 percent is allocated to the HUTF and 40 percent is allocated to the Electric Vehicle Grant Fund in the Colorado Energy Office.

Pursuant to SB 21-260, this fee amount will annually increase with inflation beginning in FY 2022-23.

**Electric Vehicle Road Usage Equalization Fee** - SB 21-260 imposes an additional road usage equalization registration fee on regular and commercial plug-in electric vehicles. Fees on passenger vehicles will be phased in through FY 2031-32. Beginning in FY 2032-33, this fee will be annually adjusted for inflation using the National Highway Cost Construction Index. The fee schedule for passenger vehicles is shown below.

Fiscal Year	Annual Battery Electric Vehicle Fee	Annual Plug-in Hybrid Electric Vehicle Fee
FY 2021-22	\$0.00	\$0.00
FY 2022-23	\$4.00	\$3.00
FY 2023-24	\$8.00	\$5.00
FY 2024-25	\$12.00	\$8.00
FY 2025-26	\$16.00	\$11.00
FY 2026-27	\$26.00	\$13.00
FY 2027-28	\$36.00	\$16.00

FY 2028-29	\$51.00	\$19.00
FY 2029-30	\$66.00	\$21.00

In lieu of the regular equalization fee, electric commercial vehicles will pay an annual registration fee based on weight. For FY 2022-23, this fee is \$50 for vehicles 10,001 pounds to 16,000 pounds; \$100 for vehicles 16,001 pounds to 26,000 pounds; and \$150 for vehicles greater than 26,000 pounds. Beginning in FY 2023-24, this fee will be annually adjusted for inflation based on the National Highway Cost Construction Index.

**FASTER Revenue** - In 2009, the General Assembly passed SB 09-108, also known as the Funding Advancements for Surface Transportation and Economic Recovery (FASTER) Act. This bill created new motor vehicle fees, fines, and surcharges to fund road, bridge, and public transit projects. The fees and surcharges created by FASTER are outlined below.

**CDOT FASTER Revenue (millions)**

Category (millions)	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Budgeted	FY 2023-24 Forecasted
Road Safety Surcharge	\$80.3	\$63.7	\$54.4	\$67.9
Late Registration Fees	\$17.9	\$20.3	\$13.2	\$13.4
Daily Vehicle Rental Fee	\$14.9	\$18.1	\$16.6	\$17.4
Oversize/Overweight Surcharge	\$0.7	\$0.8	\$0.6	\$0.6
Unregistered Vehicle Fine	\$0.0	\$0.0	\$0.0	\$0.0
<b>Grand Total</b>	<b>\$113.8</b>	<b>\$102.9</b>	<b>\$84.8</b>	<b>\$99.3</b>

**Road Safety Surcharge** - The Road Safety Surcharge applies to every registered vehicle, and it ranges between \$16 and \$39, depending on the vehicle. The amount of the Road Safety Surcharge is set in statute (§43-4-804(1) C.R.S.).

SB 21-260 temporarily reduces the Road Safety Surcharge fee for two years. For all registration periods between January 1, 2022, and January 1, 2024, the amount of each Road Safety Surcharge is reduced by \$5.55.

**Late Registration Fees** - In Colorado, motor vehicles must be registered annually. At the end of each registration period, motor vehicle owners have a one-month grace period to renew their registration. The FASTER late registration fee is charged when a motor vehicle is registered after the grace period. The fee is \$25 for each month the vehicle registration is late, and up to \$100 total. The county office that collects the late registration fee retains \$10 of the fee.



**Daily Vehicle Rental Fee** - All car rental companies in Colorado are required to collect a fee of \$2 for each day a vehicle is rented. With the passage of SB 21-260, this fee will be increased by inflation annually beginning in FY 2022-23.

**Oversize/Overweight Vehicle Surcharges** - Special permits are required when a vehicle exceeds the size and weight restrictions for Colorado’s roadways. CDOT is responsible for approving and issuing all special permits. This surcharge is due any time a vehicle requires a single-trip permit to travel, and ranges between \$15 and \$400 depending on the vehicle’s size and weight and the duration of the permit.

**Miscellaneous HUTF Revenue** - This category includes revenue from traffic penalties and judicial collections, interest earnings, and various cash program revenues.

## Statewide HUTF Distribution

HUTF revenue is distributed to CDOT, counties, and municipalities based on statutory formulas. The statewide distribution of HUTF funding is described below.

### Statewide HUTF Revenue (millions)

Category (millions)	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Budgeted	FY 2023-24 Forecasted
Distributed to Other Agencies	\$165.8	\$177.2	\$191.0	\$199.4
Distributed for Other Purposes	\$5.3	\$5.3	\$5.3	\$5.3
CDOT	\$536.5	\$548.9	\$560.7	\$588.3
Counties	\$198.6	\$203.3	\$210.3	\$220.6
Municipalities	\$136.9	\$140.0	\$147.5	\$156.9
<b>Total</b>	<b>\$1,043.1</b>	<b>\$1,074.7</b>	<b>\$1,114.8</b>	<b>\$1,170.6</b>

HUTF revenue is allocated based on different statutory formulas, which are described below.

**First Stream Revenue** - First stream HUTF revenue consists of the following:

- Proceeds from the first \$0.07 of fuel excise taxes
- Vehicle license plate, identification plate, and placard fees
- Driver license, motor vehicle title and registration, and motorist insurance identification fees



- Proceeds from the passenger-mile tax levied on commercial bus services
- Interest earnings

After “off-the-top” distributions to the Colorado State Patrol and the Department of Revenue, 65 percent of first stream revenue is distributed to CDOT, 26 percent is distributed to counties, and 9 percent is distributed to municipalities.

**Second Stream Revenue** - Second stream HUTF revenue consists of motor fuel taxes in excess of the first \$0.07 and age-based registration fees. Of this revenue, 60 percent is distributed to CDOT, 22 percent to counties, and 18 percent to municipalities.

**Third Stream Revenue** - Third stream revenues include the fees, surcharges, and fine revenues authorized by FASTER that are distributed to CDOT. Of this revenue, \$15.0 million is set aside for spending on transit projects, and the remaining funding is distributed using the same formula as second stream revenue.

**SB 21-260 Allocation** - The distributions of revenues from the newly created Road Usage Fee, Electric Vehicle Road Usage Equalizations Fees, and retail delivery fees are described below.

**Road Usage Fees** - Revenue from these fees are distributed to the HUTF using the same formula as second stream revenue.

**Electric Vehicle Road Usage Equalization Fees** - Revenue from the fees assessed on passenger electric vehicles are distributed from the HUTF using the same formula as second stream revenue. Of the revenue generated from commercial electric vehicles, 70 percent is distributed to the HUTF, and 30 percent is distributed directly to the State Highway Fund for freight-related projects. The portion distributed to the HUTF is distributed using the same formula as second stream revenue.

**Retail Delivery Fees** - Of the revenue generated from the state’s portion of Retail Delivery fee, 71.1 percent is distributed to the HUTF and 28.9 percent is distributed to the Multimodal Transportation and Mitigation Options Fund. Of the revenue deposited in the HUTF, 40 percent is paid to the State Highway Fund, 33 percent is paid to counties, and 27 percent is paid to municipal governments.

Revenue from the Retail Delivery Fee may be used for transit-related projects needed to integrate different transportation modes.

## Capital Construction Fund Overview

Each year, the Department is required to submit a request for funding to the Capital Development Committee (CDC) of the General Assembly (43-1-113 (2.5) C.R.S.). In recent years, the CDC has allocated \$500,000 to CDOT for capital development projects.



Referendums C and D went to voters in 2005, which together would have allowed the state to borrow up to \$1.7 billion for transportation projects, with Referendum C providing the funding to repay the debt. When C passed and D failed, the General Assembly began appropriating Capital Development Funds to CDOT. These appropriations have provided \$500,000 annually to CDOT since FY 2010-11.

CDOT received additional funding from the CDC in FY 2018-19 for a San Luis Valley Doppler Weather Radar partnership and in FY 2020-22 for weather radar systems in southwest Colorado. The table below provides an overview of funding from the Capital Construction Fund.

Fiscal year	Controlled Maintenance	Capital Renewal & Recapitalization	Capital Expansion	Capital IT Projects
FY 2016-17		\$500,000		
FY 2017-18		\$500,000		
FY 2018-19		\$500,000	\$902,000	
FY 2019-20		\$500,000		
FY 2020-21		\$500,000		
FY 2021-22		\$500,000	\$300,000	
FY 2022-23		\$500,000		

## Legislative Initiatives

In addition to the Department’s dedicated funding sources, the General Assembly will often transfer or appropriate additional funding from the state’s General Fund for CDOT programs. This section provides an overview of recent legislative initiatives.

Category (millions)	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Budgeted	FY 2023-24 Forecasted
HB 20-1360 (Long Bill)	\$1.0	\$0.0	\$0.0	\$0.0
SB 21-110	\$30.0	\$0.0	\$0.0	\$0.0
SB 21-260	\$0.0	\$176.7	\$0.7	\$0.0
SB 22-180	\$0.0	\$40.0	\$0.0	\$0.0
SB 21-265	\$0	\$124.0	\$0	\$0
<b>Grand Total</b>	<b>\$31.0</b>	<b>\$340.7</b>	<b>\$0.7</b>	<b>\$0.0</b>



## SB 17-267 - Sustainability of Rural Colorado

Senate Bill (SB) 17-267 directed the State Treasurer to execute lease-purchase agreements on existing state facilities to generate revenue for priority transportation projects. These agreements function as sales of state property to private investors, and they require investors to immediately lease the buildings back to the state. Leases are renewed annually for up to 20 years, after which the state resumes ownership of the buildings. The table below provides additional information on SB 17-267 revenue.

	FY 2018-19 Actual	FY 2019-20 Actual	FY 2020-21 Actual	FY 2021-22 Actual
SB 17-267 COP Revenue	\$424,154,455	\$559,809,594	\$620,559,397	\$624,425,703
<b>Grand Total</b>	<b>\$424,154,455</b>	<b>\$559,809,594</b>	<b>\$620,559,397</b>	<b>\$624,425,703</b>

## FY 2020-21 Long Bill - Transportation Services for Vulnerable Populations

The FY 2020-21 provided a \$1.0 million General Fund appropriation to the Department to fund programs that provide transportation services to vulnerable populations.

## SB 21-110 - Fund Safe Revitalization of Main Streets

In FY 2020-21, this bill transferred \$30 million from the General Fund to the State Highway Fund to provide additional funding for the Department’s Revitalizing Main Streets and Safer Main Streets programs.

## SB 21-260 - Sustainability of the Transportation System

In FY 2021-22, this bill transferred \$170 million from the General Fund to the State Highway Fund to provide additional funding for shovel ready projects and \$6.7 million for the Safer Main Streets program.

## SB 22-180 - Programs to Reduce Ozone Through Increased Transit

In FY 2021-22, this bill transferred \$40 million from the General Fund to the State Highway Fund to provide additional funding for multimodal activities. Of this funding, \$30 million will be used



for a pilot project to expand Bustang, and \$10 million will be used for the Department’s Revitalizing Main Streets Program.

## SB 21-265 - Transfer from the General Fund to the State Highway Fund

In FY 2021-22, this bill transferred \$124 million from the General Fund to the State Highway Fund. This funding was intended to backfill the department for debt service expenditures made related to SB 17-267.

## Federal Sources of Revenue

In addition to state sources of funding, CDOT relies on revenue from the federal government. Federal funding for highway and transit projects primarily comes from the Federal Highway Trust fund, which is funded with federal fuel taxes. In recent years, fuel taxes have been insufficient to fully fund the Federal Highway Trust fund, and it has been supplemented by transfers from the federal General Fund.

This section outlines Colorado’s federal funding in more detail, which is summarized in the table below.

Category (millions)	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Budgeted	FY 2023-24 Forecasted
Federal Highway Revenue	\$610.4	\$802.0	\$736.0	\$740.7
Federal Highway Revenue - Local Match	\$22.3	\$31.1	\$27.4	\$33.8
Federal Safety Revenue	\$9.1	\$9.1	\$9.7	\$11.7
Federal Transit Revenue	\$73.8	\$78.3	\$38.1	\$31.7
Federal Transit Revenue - Local match	\$12.7	\$9.0	\$18.1	\$15.1
SB 21-260 - ARPA Transfer*	\$182.2	\$0.0	\$0.0	\$0.0
<b>Total</b>	<b>\$910.5</b>	<b>\$929.6</b>	<b>\$829.2</b>	<b>\$832.9</b>

\*This amount only includes the portion of the SB 21-260 ARPA transfer that was directed to the State Highway Fund. The portion directed to the Multimodal Transportation and Mitigation Options Fund is shown in the State Multimodal Transportation Funding section below.



## Federal Highway Revenue

On November 15, 2021, President Biden signed into law the Infrastructure Investment and Jobs Act, or the IIJA. The IIJA includes a reauthorization of surface transportation funding over five years and authorizes \$550 billion in new federal infrastructure investment over federal fiscal years 2022 through 2026. This includes an increased level of funding to existing US Department of Transportation (USDOT) formula programs, funding for new formula programs, and several new grant funding opportunities. The Department estimates that it will receive a total of \$3.9 billion over five years under the IIJA, of which approximately \$209.9 million per year is new funding. This includes an average increase of \$116.9 million per year to existing federal-aid highway programs over the previous FAST Act and \$93.1 million to four new programs: Carbon Reduction Program; the Promoting Resilient Operations for Transformative, Efficient and Cost-saving Transportation (PROTECT) Program; the National Electric Vehicle Formula Program; and the FHWA Bridge Program. Federal transit funding to Colorado would also increase by about \$140 million to \$183.0 million per year for five years.

In addition to the multiyear Authorization Act mentioned above, federal revenues depend on the passage of an annual Appropriations Act, or the extension of an act via “Continuing Resolution,” in order to obligate federal resources and receive subsequent cash reimbursement. Colorado receives approximately 1.36 percent of the national total of “formula” funds distributed by the Federal Highway Administration (FHWA). Additionally, the State may receive discretionary grants from the USDOT, such as RAISE or INFRA, which are not projected as part of the revenue allocation model, but could increase overall federal revenues.

The Federal Highway Trust Fund finances most federal government spending for highways and transit. The Highway Account in the Federal Highway Trust fund is funded by various excise and sales taxes, which are summarized in Table 10 below. All federal-aid projects must be in an approved Statewide Transportation Improvement Program (STIP), and the FHWA must authorize projects in advance. State spending on authorized projects is reimbursed by the FHWA, and most federal-aid funding programs require a state or local match.

## Summary of HUTF Fuel Taxes (Proceeds go to the Highway and Mass Transit Accounts)

Tax Type	Gross Tax Rate	Net to Highway Account
Gasoline	18.4 cents per gallon	15.44 cents per gallon
Diesel	24.4 cents per gallon	21.44 cents per gallon





Gasohol (10 percent ethanol)	18.3 cents per gallon	10.14 cents per gallon
<b>Special Fuels</b>		
General Rate	18.4 cents per gallon	15.44 cents per gallon
Liquefied petroleum gas	18.3 cents per gallon	16.2 cents per gallon
Liquefied natural gas	24.3 cents per gallon	22.44 cents per gallon
M85 (from natural gas)	9.25 cents per gallon	7.72 cents per gallon
Compressed Natural Gas	48.544 cents per thousand cubic feet	38.83 cents per thousand cubic feet

## Summary of HUTF Non-Fuel Taxes (Proceeds go to the Highway Account)

Tax Type	Tax
Tires	
0-40 pounds	No Tax
41-70 pounds	15 cents per pound in excess of 40 pounds
71-90 pounds	\$4.50 plus 30 cents per pound in excess of 70 pounds
More than 90 pounds	\$10.50 plus 50 cents per pound in excess of 90 pounds
Truck and trailer sales	12.0 percent of retailer's sales price for tractors and trucks over 33,000 pounds gross vehicle weight (GVW) and trailers over 26,000 pounds GVW

Heavy vehicle use

Annual tax: Trucks 55,000 pounds and over GVW, \$100 plus \$22 for each 1,000 pounds (or fraction thereof) in excess of 55,000 pounds (maximum tax of \$550)

## Federal Transit Revenue

The Federal Transit Administration (FTA) provides financial and technical assistance to local public transit systems and oversees safety measures and technology research. FTA funding for local transit projects comes from the Mass Transit Account of the Federal Highway Trust Fund, which is currently supported by the motor fuel taxes shown in the table below.

Local sources of revenue are used to match FTA apportionments, and the amount of local matching funding is shown in table above.

Tax Type	Tax Rate
Gasoline	2.86 cents per gallon
Diesel	2.86 cents per gallon
Gasohol (10 percent ethanol)	2.86 cents per gallon
Special Fuels	
General Rate	2.86 cents per gallon
Liquefied petroleum gas	2.13 cents per gallon
Liquefied natural gas	1.86 cents per gallon
M85 (from natural gas)	1.43 cents per gallon
Compressed natural gas	9.71 cents per thousand cubic feet

## Federal Safety Revenue

The National Highway Transportation Safety Administration (NHTSA) administers grant programs for state safety projects. This funding supports programs for state and community highway safety, traffic safety information systems, alcohol-impaired driving countermeasures, and motorcyclist safety.



## Federal and State Stimulus Funding

CDOT is receiving Federal Stimulus funding through three different pieces of legislation: (1) The CARES Act of 2020 (2) The Coronavirus Response and Relief Supplemental Appropriation Act (CRRSAA), and (3) The American Rescue Plan Act of 2021 (ARPA). The Department also received state stimulus funding from SB 21- 110, SB 21-265, and SB 21-260.

### Coronavirus Aid, Relief, and Economic Security (CARES) Act (March 2020)

The Coronavirus Aid, Relief, & Economic Security (CARES) Act was signed into law providing \$2 trillion in support for a variety of industries affected by COVID-19, including the transit industry, which was allocated \$25 billion in funding. This transit funding was provided to support transit operations to prevent, prepare for, and respond to COVID-19.

Of the \$25 billion in transit funds for the nation, funds were allocated by formula programs as follows:

- \$22.7 billion through the Urbanized Areas Formula Program (49 USC 5307)
- \$2.2 billion through Formula Grants for Rural Areas (49 USC 5311)
- \$3 million through the Tribal Transit Formula Program
- \$75 million for FTA administration and oversight

Beginning January 20, 2020, all activities normally eligible under the Urbanized Area (49 USC 5307) and Rural Area (49 USC 5311) formula programs were eligible for CARES Act funding, including Operating (including Administrative cost), Capital (preventive maintenance, rolling stock), and Planning. Colorado received \$325.3 million, of which CDOT received \$39.8 million.

### Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) (H.R. 133)

The Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA) is a \$900 billion bill that provides funding for transportation, education, and other Coronavirus relief. CRRSAA was included in the Consolidated Appropriations Act, 2021 (H.R. 133), a \$2.3 trillion spending bill that combined the \$900 billion in stimulus relief for the COVID-19 pandemic in the United States with a \$1.4 trillion omnibus federal government spending bill for the 2021 federal fiscal year. The bill was signed into law by the President on December 27, 2020.

Of the \$900 Billion, CRRSAA included \$14 billion to support the transit industry during the COVID-19 public health emergency. The bill also included \$9.8 billion in flexible COVID-19 relief



funding for highways with 100 percent federal share. CDOT has been working to move quickly and distribute dollars equitably.

**Highway Funding** - Of the \$9.8 billion flexible relief funding, CDOT received \$134,249,400. These funds may be used for preventive maintenance, routine maintenance, operations, personnel, including salaries of employees, and no state match is required. Funds were allocated based on the Surface Transportation Block Grant (STBG) Program formula, which allocates more than half of the funding on the basis of population.

Of the total amount, \$48.9 million was suballocated to Metropolitan Planning Organizations.

**Transit Funding** - Of the \$14 billion allocated to support the transit industry, Colorado will receive \$284.1 million, of which \$78.4 million will flow through CDOT. The remaining \$205.7 million in funds coming to Colorado will flow directly from the Federal Transit Administration (FTA) to urban transit agencies such as RTD, TransFort, Pueblo Transit, and Grand Valley Transit (Grand Junction). CRRSAA directs transit recipients to prioritize payroll and operational needs.

The FTA funds that CDOT is responsible for managing are suballocated by program: 1) \$78.1 million in Section 5311 funds for rural transit agencies (transit outside urbanized areas), 2) \$0.2 million in Section 5310 funds (seniors & persons with disabilities) to small urban areas, and 3) \$0.1 million in Section 5310 funds for rural areas.

The FTA does not have a sub-allocation formula for 5311 rural transit agencies and relies on CDOT to make that allocation. The largest pool of funds (\$78.1 million) will be allocated proportionally based on the size of agency budgets.

## American Rescue Plan Act of 2021 (ARPA) (H.R. 1319)

CDOT received \$343.5 million from the American Rescue Plan (H.R. 1319) through SB 21-260 Sustainability of the Transportation System. These funds are an allocation of the State and Local Fiscal Recovery Funds (SLFRF) from the US Treasury and will fall into expenditure category 6: Revenue Replacement; 6.1 Provision of Government Services. The funds were available upon transfer on June 30, 2021 and costs can be incurred through December 31, 2024. The Treasury Interim Final Rule further clarified that as long as funds are obligated by December 31, 2024, the performance period extends through December 31, 2026.

Of the amount transferred to the Department, \$159.5 will be used for shovel ready state highway projects, \$161.34 will be transferred to the Multimodal Transportation and Mitigation Options Fund for multimodal projects, and the remainder will be used for the Revitalizing Main Streets Program and Burnham Yard.



## Aeronautics Revenue

CDOT's Division of Aeronautics provides financial assistance to Colorado's 74 public use airports, promotes aviation safety and education, and promotes economic development through the development, operation, and maintenance of the state aviation system. Sources of aeronautics revenue are described in more detail below, and information on the distribution of this funding can be found in the Revenue Allocation section.

Category (millions)	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Budgeted	FY 2023-24 Forecasted
Aviation Jet Fuel Excise Tax	\$1.7	\$2.5	\$1.7	\$2.1
CSP Rent	\$0.0	\$0.3	\$0.0	\$0.0
Interest on Deposits	\$0.1	\$8.7	\$0.2	\$0.0
Jet Fuel Sales and Use Tax	\$14.8	\$43.4	\$33.8	\$62.6
Unrealized Investment Income	-\$0.4	\$0.0	\$0.1	\$0.0
Aviation Gasoline Excise Tax	\$0.3	\$0.2	\$0.2	\$0.2
Federal FAA Grant	\$0.0	\$0.0	\$0.0	\$0.0
Inspection Fees	\$0.0	\$0.0	\$0.0	\$0.0
<b>Grand Total</b>	<b>\$16.6</b>	<b>\$55.1</b>	<b>\$36.0</b>	<b>\$65.0</b>

**Gasoline Excise Taxes** - Colorado collects a tax of \$0.06 per gallon of gasoline used in non-turbo-propeller and non-jet aircraft, and a tax of \$0.04 per gallon of gasoline used in turbo-propeller and jet aircraft.

**Aviation Fuel Sales Tax** - The state assesses a sales tax of 2.9 percent of the value of all aviation fuel sold in Colorado.

**Miscellaneous Revenue** - The Division of Aeronautics receives revenue from multiple miscellaneous sources, including inspection fees and interest on deposits.

**Federal Aviation Administration Funding** - From time to time, the Division of Aeronautics is the recipient of Federal Aviation Administration (FAA) Airport Improvement Program (AIP) grants, generally for AIP-eligible statewide planning efforts.



## Miscellaneous State Highway Fund Revenue

In addition to motor fuel taxes and registration fees, there are various smaller sources of revenue to the State Highway Fund. Examples of this revenue include proceeds from the sale of state property, interest earned on the money in the cash fund, and the issuance of oversize/overweight permits.

Category (millions)	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24
	Actual	Actual	Budgeted	Forecasted
Damage Awards	\$18.2	\$1.8	\$4.5	\$1.8
Interest Earned	\$8.4	\$10.0	\$3.6	\$29.1
Intergovernmental Services	\$0.0	\$0.0	\$2.0	\$0.0
Permits	\$6.9	\$8.2	\$7.6	\$8.4
PFAS Program	\$1.9	\$2.6	\$1.9	\$2.6
Property	\$1.3	\$1.3	\$1.4	\$1.3
Sales	\$4.2	\$3.0	\$4.5	\$3.6
Service Charges	\$2.5	\$1.5	\$5.4	\$5.2
<b>Grand Total</b>	<b>\$43.4</b>	<b>\$28.3</b>	<b>\$30.9</b>	<b>\$52.0</b>

## State Multimodal Transportation Funding

In addition to State highway funding, CDOT receives revenue for multimodal transportation projects, including transit, bike, and pedestrian projects. Most of this funding is transferred to local governments to assist with local multimodal projects, and the remainder is retained by CDOT for statewide multimodal initiatives.

Colorado's rapidly increasing population has led to an increase in congestion and greater wear on the state's roadways. Given the Department's current long-term revenue outlook, funding for multimodal projects will be critical to help keep the roads safe, reduce vehicle travel, and reduce the state's greenhouse gas emissions.



While funding for multimodal transportation has increased in recent years, most of this funding has been one-time funding from the state’s General Fund. The long-term funding dedicated to multimodal projects is currently limited in future years.

This section outlines the revenue used for multimodal transportation projects.

Category (millions)	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Budgeted	FY 2023-24 Forecasted
Multimodal Transportation Options Fund	\$146.8	\$0.0	\$114.8	\$7.3
Southwest Chief Rail Commission	\$0.1	\$14.9	\$0.0	\$0.0
Rail and Transit - State Highways	\$5.0	\$5.0	\$5.0	\$5.0
Bustang	\$0.6	\$1.6	\$1.9	\$1.7
<b>Grand Total</b>	<b>\$153.9</b>	<b>\$21.7</b>	<b>\$121.7</b>	<b>\$14.0</b>

**Multimodal Transportation and Mitigation Options Fund** - In 2018, SB 18-001 created the Multimodal Transportation Options Fund and transferred a total of \$94.25 million in one-time funding from the General Fund (after a \$2.5 million set-aside for the Southwest Chief and Front Range Rail Commission). Of this funding, 85 percent (\$80.12 million) must be granted to local governments, and 15 percent (\$14.13 million) is retained by CDOT for multimodal projects. More information on the allocation of this funding can be found in the CDOT Budget Allocation Section.

**Senate Bill 19-125 - CDOT Supplemental Appropriations Bill** - Senate Bill 18-001 was passed after the passage of the Long Bill, and there was no opportunity for CDOT to seek an appropriation from the legislature for \$71.75 million in funds transferred to the MMOF for FY 2018-19.

CDOT received a supplemental appropriation to use the MMOF funding in Senate Bill 19-125. This appropriation is available to the Department through the end of FY 2022-23.

The FY 2019-20 portion of MMOF funding was appropriated in the Long Bill for FY 2019-20, and this funding is available to the Department through the end of FY 2023-24.

**SB 21-260 - Sustainability of the Transportation System** - SB 21-260 renamed the Multimodal Transportation Options Fund to the Multimodal Transportation and Mitigation Options Fund. In addition to the multimodal projects that could previously be funded from this cash fund, the Department can also fund greenhouse gas mitigation projects with this funding.

Additionally, this fund will receive ongoing funding from the newly created Retail Delivery Fee and dedicated General Fund transfers. This fund receives 28.9 percent of the state portion of the retail delivery fees.

**Southwest Chief and Front Range Passenger Rail Commission (Repealed)** - SB 21-238 repealed the previous Passenger Rail Commission on May 15, 2022 and created the Front Range Passenger Rail District. The new district will extend from Wyoming to New Mexico along the I-25 corridor, and it will have the authority to develop, finance, and operate an interconnected rail system. The remaining balance in the Passenger Rail Commission’s cash fund was transferred to the Passenger Rail District.

**State Rail and Transit** - Each year, \$15 million from the FASTER Road Safety Surcharge is annually set aside for transit projects. FASTER transit funds are split between local transit grants (\$5 million per year) and statewide projects (\$10 million per year).

The \$5 million in local transit grants are awarded competitively by CDOT, while the \$10 million in statewide funds are programmed by the CDOT Division of Transit and Rail to statewide, interregional, and regional projects. Local recipients are required to provide a minimum 20 percent local match. Among the types of projects that have been awarded are the purchase or replacement of transit vehicles, construction of multimodal stations, and acquisition of equipment for consolidated call centers.

**Bustang** - Bustang is an interregional bus service operated by the Department that connects commuters along the I-25 Front Range and I-70 Mountain Corridors. Bustang links local transit systems together and addresses demand for reliable transit alternatives along the highest traveled corridors of the state. Additional information on Bustang Routes can be found in the Revenue Allocation section.

In July of 2022, the Transportation Commission (TC) approved a transfer of \$35.9 million of MMOF funds from 10 Year Plan Projects to Bustang to expand regional Bustang service. Of the \$35.9 million that was transferred, \$18.9 million is part of the balance of the FY 2021-22 allocation that was rolled forward into FY 2022-23, and \$17.0 million is in the FY 2022-23 allocation that is appropriated in the FY 2022-23 Long Bill.

The primary source of revenue for Bustang is fare revenue, and total Bustang fare revenue is shown in the table below.

**Bustang Fare Revenue**

Fiscal Year	Fare Revenue (Millions)
FY 2018-19	\$2.6





FY 2019-20	\$2.1
FY 2020-21	0.6
FY 2021-22	1.6
<b>Grand Total</b>	<b>\$6.9</b>

## State Safety Education Programs

In addition to the Federal safety funding the state gets from NHTSA, the state funds several other safety programs, primarily focused on impaired driving programs. These programs are described below.

Category (millions)	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Budgeted	FY 2023-24 Forecasted
First Time Drunk Driver (FTDD)	\$1.5	\$2.6	\$1.5	\$1.5
Law Enforcement Assistance Fund (LEAF)	\$0.1	\$0.1	\$0.4	\$0.1
Marijuana Impaired Driving Program	\$0.5	\$1.0	\$1.0	\$1.0
<b>Grand Total</b>	<b>\$2.1</b>	<b>\$3.6</b>	<b>\$2.9</b>	<b>\$2.6</b>

**Law Enforcement Assistance Fund** - Every person who is convicted of, or pleads guilty to, driving under the influence (DUI) pays a fine of \$75, of which \$60 is credited to the Law Enforcement Assistance Fund (LEAF). After appropriations to the Colorado Department of Public Health and Environment (CDPHE) for evidential breath alcohol testing and the Colorado Bureau of Investigation (CBI) for toxicology lab services, the remainder of the funding is diverted to CDOT (80 percent) and the Department of Human Services (DHS) (20 percent). CDOT's portion of this funding is used to increase the law enforcement presence on public highways during periods of the year known to have a higher incidence of impaired driving.

**First Time Drunk Driver** - Under current state law, a driver must pay a \$95 reinstatement fee to reinstate a driver license that was canceled or denied. Of this fee, \$22 is deposited in the First Time Drunk Driving (FTDD) Offender Account. After appropriations to the Colorado Department of Revenue (DOR) for costs related to ignition interlock devices, the remainder of this funding is appropriated to CDOT and used for the High Visibility Enforcement (HVE) periods required by statute.

Enforcement episodes include, but are not limited to, specific dates that have high incidences of impaired driving crashes, such as St. Patrick's Day, 4th of July, Labor Day, etc. CDOT implements the enforcement episodes based on problem identification analysis.



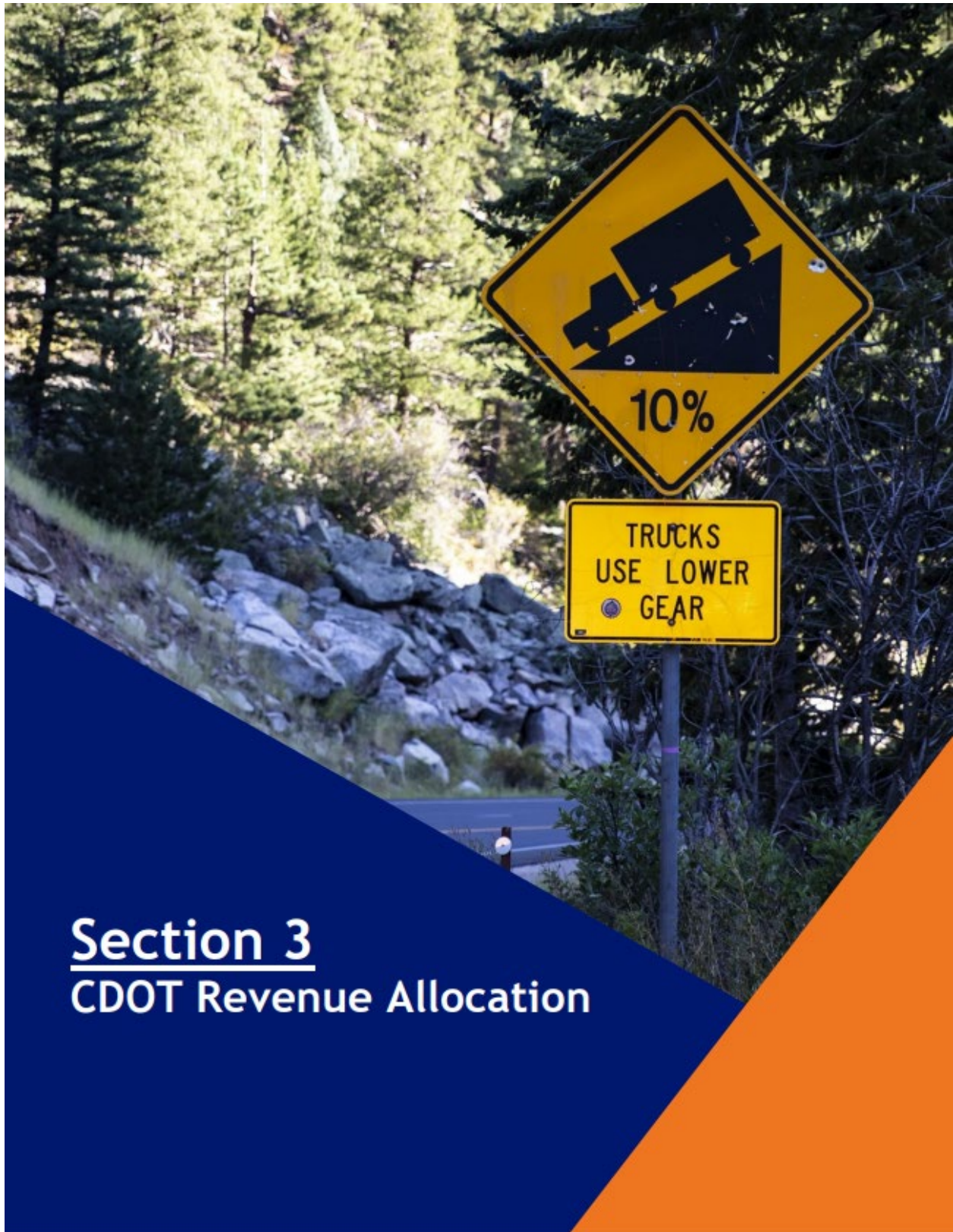
**Marijuana Tax Cash Fund** - The Marijuana Tax Cash Fund (MTCF) is funded by state sales and excise taxes on medical and recreational marijuana. CDOT currently receives an annual appropriation to fund outreach and education on marijuana impaired driving. In addition to outreach and education on impaired driving, CDOT uses this MTCF appropriation to fund local law enforcement in their efforts to enforce impaired driving laws.

**Education and Outreach** - In 2020 the Colorado Department of Transportation launched a new campaign developed for Coloradans, by Coloradans, to curb marijuana-impaired driving across the state. The campaign is based on feedback gathered during the Colorado Cannabis Conversation which engaged over 80,000 cannabis consumers on the topic. The new ad campaign aims to give consumers pause and consider the risks of driving high. The ads remind Coloradans that “lives are at stake every time you get behind the wheel.” The campaign can be seen online, on connected TV, in print, at dispensaries and heard on the radio. CDOT is also continuing its partnership with the cannabis industry to help educate consumers about the laws and risks of driving under the influence of cannabis and providing resources to help consumers make responsible decisions. To learn more about CDOT’s new campaign and view creative materials, visit [DriveHighDUI.com](http://DriveHighDUI.com).

## State Infrastructure Bank

The Colorado State Infrastructure Bank (SIB) is a revolving fund created by the General Assembly that is authorized to make loans to public and private entities to facilitate the financing of transportation projects in the state. The fund receives interest income from the fund’s loan portfolio and the fund’s cash balance. More information on how this revenue is distributed can be found in the CDOT Revenue sources section.

Category (millions)	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Budgeted	FY 2023-24 Forecasted
State Infrastructure Bank	\$0.7	\$0.7	\$0.3	\$1.1
<b>Grand Total</b>	<b>\$0.7</b>	<b>\$0.7</b>	<b>\$0.3</b>	<b>\$1.1</b>



## Section 3 CDOT Revenue Allocation



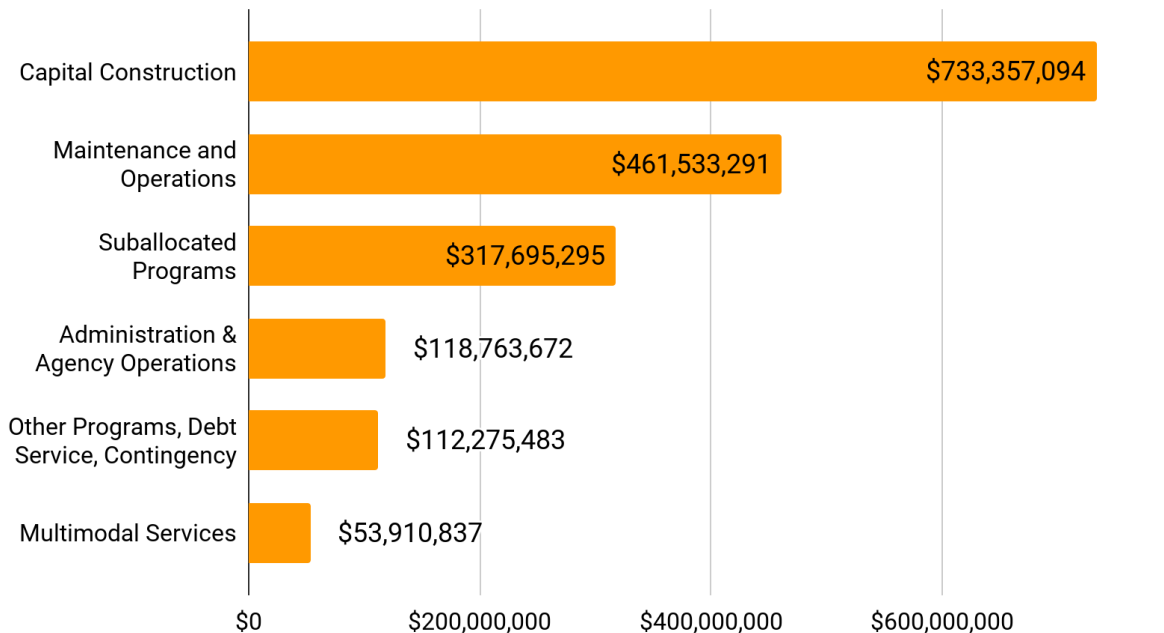
## CDOT Revenue Allocation

Each year, the Transportation Commission allocates the estimated revenue that will be available for the upcoming budget year to CDOT’s various programs. The Revenue Allocation Plan (“one sheet”) summarizes the estimated FY 2023-24 revenue that will be allocated to each line of CDOT’s budget. This section describes the allocation of the Department’s revenue in more detail, and the one-sheet can be found in Appendix A.

The Department has created several categories to provide increased transparency into the Department’s spending. The Department’s budget categories are split between Core Functions and Support Functions.

The figure below summarizes how funding is distributed between each program for FY-2023-24. This figure includes total revenue for both CDOT and CDOT enterprises. More detailed information on each of the Department’s core and support functions can be found in the sections below.

FY 2023-24 Budget Allocation





## Capital Construction

Supported by construction contractors, CDOT delivers an annual construction program focused on maintaining the condition of existing assets, improving the safety of the system, and enhancing mobility through major upgrades and expansion of the system. CDOT’s construction program includes 14 construction programs organized into three categories: Asset Management, Safety, and Mobility. Funding for construction includes not only the work performed on the road by contractors, but also design, right of way acquisition, and related support costs.

Recent increases in funding can be attributed to one-time General Fund transfers, as described in the Revenue Allocation section above.

### CDOT Capital Construction Allocations (millions)

	FY 2020-21 Budget	FY 2021-22 Budget	FY 2022-23 Budget	FY 2023-24 Budget
<b>Asset Management</b>	<b>\$325.2</b>	<b>\$336.1</b>	<b>\$392.3</b>	<b>\$399.3</b>
Surface Treatment	\$223.2	\$223.3	\$225.6	\$225.6
Structures	\$51.8	\$61.9	\$62.5	\$63.3
System Operations	\$31.4	\$34.3	\$26.9	\$26.3
Geohazards Mitigation	\$12.3	\$10.1	\$10.0	\$9.7
Permanent Water Quality Mitigation	\$6.5	\$6.5	\$6.5	\$6.5
10 Year Plan Projects - Capital AM	\$0.0	\$0.0	\$60.9	\$68.0
<b>Safety</b>	<b>\$127.6</b>	<b>\$115.3</b>	<b>\$121.6</b>	<b>\$115.6</b>
Highway Safety Improvement Program	\$32.8	\$33.1	\$39.4	\$42.9
Railway-Highway Crossings Program	\$3.6	\$3.6	\$3.6	\$3.8
Hot Spots	\$2.2	\$2.2	\$2.2	\$2.7
FASTER Safety	\$67.6	\$69.2	\$69.2	\$59.0
ADA Compliance	\$21.4	\$7.2	\$7.2	\$7.2
<b>Mobility</b>	<b>\$520.8</b>	<b>\$520.9</b>	<b>\$134.1</b>	<b>\$116.8</b>
Regional Priority Program	\$48.4	\$48.4	\$50.0	\$50.0
10 Year Plan Projects - Capital Mobility	\$450.0	\$450.0	\$63.5	\$42.9
Freight Programs	\$22.4	\$22.5	\$20.7	\$23.9
<b>Total</b>	<b>\$973.6</b>	<b>\$972.3</b>	<b>\$647.9</b>	<b>\$631.7</b>



## Asset Management

**Surface Treatment** - The Department's Surface Treatment Program maintains the quality of the pavement on state highways at the highest possible level. Department staff utilizes pavement management software and annual data collection to make recommendations on the segments of the state highway system should be prioritized for rehabilitation.

The main sources of funding for the Surface Treatment Program are State Highway Funds and federal reimbursement for eligible expenditures.

**Structures** - This program provides inspection and inventory of the statewide structures, manages all essential repairs and critical findings for statewide structural asset programs, and evaluates permits required for oversized and overweight vehicles.

The main sources of funding for the Structures Program are State Highway Funds and federal reimbursement for eligible expenditures.

**System Operations** - This program is focused on implementing new and innovative technology, deploying and integrating statewide Intelligent Technology Systems (ITS), incorporating automated performance measures, and extending technical resources to CDOT regions in the areas of traffic signal and ramp metering. This program also leads and/or participates in the development and implementation of arterial and freeway management strategies throughout the state.

**Geohazards Mitigation** - Mountain and canyon corridors are affected by several geologic hazards such as debris flow, embankment distress, landslides, rockfalls, rockslides, and sinkholes. The Geohazards Program designs mitigation plans, reviews consultant designs, performs site inspections during construction, responds to rock falls, and other geological hazards-related emergencies. Other work includes responding to requests from Maintenance, Engineering, and the public when slope issues are observed. The current inventory of recognized geological hazards throughout the state is just over 3,000.

The main source of revenue for the Geohazards Program is the State Highway Fund.

**Permanent Water Quality Mitigation** - The primary goal of the Permanent Water Quality (PWQ) Program is to treat pollution in stormwater from CDOT roadways before it flows into Colorado's rivers, lakes and streams. Pollutants from CDOT roadways include oil and grease, copper, any fluids from vehicles, lead and chloride. The PWQ Control Measures (CMs) that clean these pollutants from stormwater include swales, basins or ponds, and porous surfaces. Each of these CMs capitalizes on natural mechanisms, such as sediment removal or infiltrating water through the ground, to eliminate roadway pollutants from entering surface and groundwater.

The PWQ Program is a regulatory program that is evaluated by the Colorado Department of Public Health and Environment through CDOT's stormwater (MS4) permit. CDOT Headquarters staff support Regions in assessing whether or not PWQ Control Measures (CMs) are required on

transportation projects, in tracking CMs in a statewide inventory, and in ensuring CMs are inspected and maintained to promote healthy Colorado water. The scenic byways throughout Colorado are maintained and improved through CDOT's Permanent Water Quality Program.

The main source of revenue for this program is the State Highway Fund and federal reimbursement for eligible expenditures.

**10 Year Plan Projects - Capital AM** - This line includes new flexible federal funding authorized under the IIJA for construction projects in the Department's 10 Year Plan that support Asset Management. It also includes funding for the Promoting Resilient Operations for Transformative, Efficient and Cost-saving Transportation (PROTECT) formula program and the Bridge program, both new federal programs authorized by the IIJA.

**PROTECT Formula Program** - The Promoting Resilient Operations for Transformative, Efficient and Cost-saving Transportation (PROTECT) Program is a federally mandated program that provides funding for projects that involve planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.

The PROTECT Program is a new program created under the IIJA. Funds are apportioned to states by formula. Of the amounts apportioned to a state for a fiscal year, the state may use:

- Not more than 40 percent for construction of new capacity
- Not more than ten percent for development phase activities

Highway, transit, and certain port projects are eligible for PROTECT funding and there is a higher Federal share if the State develops a resilience improvement plan and incorporates it into its long-range transportation plan.

The source of revenue for the formula PROTECT Program is the Federal Highway Trust Fund. These funds remain available for four years after expiration of the federal legislation under which they are authorized and are subject to the overall obligation limitation on federal highway funding.

**Bridge Formula Program** - The Bridge Formula Program is a new federally mandated program created under the IIJA to replace, rehabilitate, preserve, protect, and construct bridges on public roads. Colorado is expected to receive \$225 million under the new program to address highway bridge needs, which is \$45 million annually.

Funds are apportioned to states based on the following formula:

- 75 percent based on relative costs of replacing State's poor condition bridges
- 25 percent based on relative costs of rehabilitating State's fair condition bridges

According to the FHWA, this funding will help improve the condition of about 481 bridges in poor condition and to preserve and improve more than 5,000 bridges in fair condition in



Colorado. Of the total apportionment, 15 percent of funds are reserved for “off-system” (non-Federal-aid highway) bridge projects. No match is required if the bridge is owned by a local agency or federally-recognized Tribe. The program sets aside three percent of the appropriated funds for Tribal transportation facility bridges, which shall be administered as if made available under the Tribal Transportation Program

The source of revenue for the Bridge Program is advance appropriations from the federal General Fund. These funds remain available for four years after expiration of the federal legislation under which they are authorized and are subject to the overall obligation limitation on federal highway funding.

## Safety

**Highway Safety Improvement Program** - The primary goal of the Highway Safety Improvement Program (HSIP) program is to achieve a significant reduction in fatalities and serious injuries on all publicly maintained roads. This includes public roads not owned by the state and roads on tribal lands. To comply with this program, CDOT is required to develop a strategic highway safety plan that identifies and analyzes highway safety programs and opportunities, create projects to reduce the identified safety problems, and evaluate and update the plan on a regular basis.

Beginning In FY 2020-21, \$11.4 million of HSIP funding was diverted annually to the Department’s new Strategic Safety Program, which is described in more detail below. The main sources of funding for the HSIP program are State Highway Funds and federal reimbursement for eligible expenditures.

**Railway-Highway Crossings Program** - The Railway-Highway Crossings program is a federally mandated program for the elimination of hazards at railway-highway crossings. The purpose of this program is to reduce the number of injuries and fatalities at public crossings throughout the state. Nationwide, since the program’s inception in 1987 through 2014, for which the most recent data is available, fatalities at public crossings have decreased by 57 percent. The overall reductions in fatalities come despite an increase in vehicle miles traveled on roadways and an increase in passenger and freight traffic on railways.

The main sources of revenue to the Railway-Highway Crossings program are federal highway funds and local matching funds.

**Hot Spots** - This is a CDOT safety program that seeks to mitigate minor unforeseen issues that need immediate attention, as well as add funding to ongoing projects for unforeseen safety issues discovered during the project process.

The main sources of funding for the Hot Spots program are State Highway Funds and federal reimbursement for eligible expenditures.





**FASTER Safety** - FASTER safety funding is used for road safety projects, defined in statute as a construction, reconstruction, or maintenance project the Transportation Commission, a county, or municipality determines is needed to enhance roadway safety. Projects that have been funded with FASTER safety funding include pavement and other asset management projects, intersection and interchange improvements, shoulders and safety-related widening, and wildlife fencing.

FASTER Safety projects are funded through distributions of revenue generated by Senate Bill 09-108, which are credited to the Highway Users Tax Fund. This funding source is described in more detail in the State Revenue Section above.

**ADA Compliance** - The landmark Americans with Disabilities Act (ADA) mandates that qualified individuals with disabilities shall not be excluded from participation in, denied the benefit of, or be subjected to discrimination under any program or activity.

For CDOT and its sub-recipients, these services or activities are any that are transportation related. These can include but are not limited to: roadways, contiguous walkways, intersections, rest areas, roadside emergency telephones, public conveyances such as buses and light rail, and literature related to any of these. CDOT is pursuing an aggressive strategy of upgrading curb ramps through regular program delivery, as well as committing dedicated funding toward curb ramp upgrading to achieve ADA compliance within five years.

The main sources of funding for the ADA Compliance Program are State Highway Funds and federal reimbursement for eligible expenditures.

## Capital Construction and Mobility

**Regional Priority Program** - The objective of the Regional Priority Program (RPP) is to supplement the formula-driven funding allocations to the five CDOT engineering regions with flexible state funding. This funding is used at the discretion of each Regional Transportation Director, in consultation with local elected officials and other stakeholders in each region. RPP funds are distributed to the CDOT Regions according to a formula that is weighted on these factors: 50 percent population, 35 percent state highway system lane miles, and 15 percent state highway system truck Vehicle Miles Traveled (VMT).

The RPP is funded through annual Transportation Commission allocations of State Highway Funds with federal reimbursement for eligible expenditures.

**10 Year Plan Projects - Capital Mobility** - This line was previously called “Strategic Projects” and included funding from SB 17-267, SB 18-001, and SB 19-262. Funding from General Fund transfers, as described in the General Fund Transfers section, primarily goes to strategic construction projects. This line now includes General Fund transfers and also new flexible



federal funding authorized under the IIJA. This allocation is dedicated to construction projects in the Department’s 10 Year Plan that support mobility.

**Freight Programs** - This line was previously called “National Highway Freight Program” and included a budget for the National Highway Freight Program (NHFP). This is a formula-based program with the purpose of improving the efficient movement of freight on the National Highway Freight Network (NHFN). The NHFN includes the interstates, several small segments of other corridors important to freight movement, and approximately 240 miles of Critical Urban and Critical Rural Freight Corridors to be designated by the state.

The main sources of funding for the NHFP are State Highway Funds and federal reimbursement for eligible expenditures.

Beginning in FY 2022-23, the Freight Programs line includes funding for NHFP, and also CDOT’s portion of the Perfluoroalkyl and Polyfluoroalkyl Substances (PFAS) fee on fuel products. This revenue is anticipated to be used for freight-related projects and initiatives in the coming years. For FY 2023-24, the Department is forecasting \$2.6 million in PFAS revenue, which is included in this line along with NHFP revenue.

## Maintenance and Operations

CDOT maintenance and operations staff are responsible for the daily maintenance and operation of the state transportation system. This includes Maintenance Program Areas focused on activities such as snow and ice removal and pavement repair, and programs focused on ensuring the system operates efficiently, such as Courtesy Patrol and Heavy Tow services to remove inoperable vehicles from traffic, and real-time travel information provided to travelers via Variable Message Signs, or the COTRIP website.

### Asset Management

**Maintenance Program Areas** - To provide statewide consistency in service, CDOT uses a performance-based budgeting system for its maintenance program. The Maintenance Levels of Service (MLOS) system includes an annual physical rating and/or survey to gauge conditions for approximately 64 activities or system categories. The measured items all fall under six Maintenance Program Areas (MPA):

- Roadway Surface
- Roadside Facilities
- Roadside Appearance
- Structure Maintenance
- Tunnel Activities
- Snow and Ice Control



Additionally, there are operational MPA's that are funded through MLOS but are not measured and assigned a letter grade:

- Traffic services
- Materials, Equipment, and Buildings
- Planning and Scheduling

## Maintenance and Operations Allocations (millions)

	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24
	Budget	Budget	Budget	Budget
<b>Asset Management</b>	<b>\$332.9</b>	<b>\$312.3</b>	<b>\$336.1</b>	<b>\$358.1</b>
Maintenance Program Areas	\$265.2	\$263.5	\$273.8	\$284.9
Express Lane Corridor Mtce and Ops	\$2.9	\$5.0	\$11.0	\$12.1
Property	\$29.3	\$19.9	\$27.9	\$25.6
Capital Equipment	\$23.5	\$23.9	\$23.4	\$23.5
Maintenance Reserve Fund	\$12.0	\$0.0	\$0.0	\$12.0
<b>Safety</b>	<b>\$11.4</b>	<b>\$11.4</b>	<b>\$12.2</b>	<b>\$12.2</b>
Strategic Safety Program	\$11.4	\$11.4	\$12.2	\$12.2
<b>Mobility</b>	<b>\$24.6</b>	<b>\$24.0</b>	<b>\$24.0</b>	<b>\$24.3</b>
Real-time Traffic Operations	\$14.6	\$14.0	\$14.0	\$14.3
ITS Investments	\$10.0	\$10.0	\$10.0	\$10.0
<b>Total</b>	<b>\$368.9</b>	<b>\$347.7</b>	<b>\$372.3</b>	<b>\$394.5</b>

## Funding in Maintenance Program Areas (millions)

	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24
	Budget	Budget	Budget	Budget
<b>Maintenance Program Areas</b>	<b>\$265.3</b>	<b>\$263.4</b>	<b>\$273.7</b>	<b>\$284.9</b>
Roadway Surface	\$36.8	\$40.4	\$37.7	\$40.9
Roadside Facilities	\$24.5	\$21.4	\$22.8	\$24.3
Roadside Appearance	\$10.8	\$9.8	\$10.8	\$9.3
Structure Maintenance	\$6.2	\$5.4	\$5.7	\$5.6
Tunnel Activities	\$6.0	\$4.0	\$6.4	\$5.0
Snow and Ice Control	\$79.8	\$79.1	\$84.1	\$84.9
Traffic Services	\$65.9	\$69.0	\$71.9	\$75.7
Materials, Equipment, and Buildings	\$17.4	\$17.5	\$18.2	\$21.1
Planning and Scheduling	\$17.9	\$16.8	\$16.1	\$18.1



There are 13 service levels established for each MPA, with calculations translated to a scale of A+ through F, with A+ being the highest service level and F being the lowest.

The main source of funding to the CDOT maintenance program is the State Highway Fund.

**Express Lanes Corridor Maintenance and Operations** - Formerly referred to as Toll Corridor General Purpose Lanes. This budget is used to pay for general purpose lane maintenance activities in express lanes corridors, such as US-36 and Central 70, where a third party is performing this work on CDOT's behalf. The main source of revenue for this program is the State Highway Fund.

**Property** - This budget is used for CDOT's inventory of over 1,200 buildings, which include vehicle storage facilities, sand sheds, office buildings and lab facilities, as well as a limited number of employee housing facilities and storage sheds.

In addition to ongoing maintenance and repair, the structural conditions of each building are evaluated and graded annually. CDOT's goal is to maintain 85 percent or more of its buildings at a level C or better, on an A through F rating scale. Existing buildings are assessed for replacement or refurbishment to maintain desired condition levels. The main source of revenue for this program is the State Highway Fund.

**Capital Equipment** - CDOT relies on a wide variety of heavy road equipment for the maintenance of the state highway system. The fleet includes:

- Trucks used to haul asphalt, rocks, and earth
- Trucks that plow snow and distribute snow and ice melting materials
- Large mobile sweepers
- Large landscaping mowers
- A hot plant for producing asphaltic concrete pavement

CDOT has developed an expected useful life for all heavy equipment based on age and usage (mileage or hours), and the Department has a vigorous fleet management system to proactively address the condition of its fleet.

The main source of revenue for this program is the State Highway Fund.

**Maintenance Reserve Fund** - This funding is used to fund emergency maintenance activities, such as snow and ice removal and wildfire response. The Division of Maintenance and Operations uses this funding to reimburse any budget used for emergency response activities. The main source of revenue for this program is the State Highway Fund.



## Safety

**Strategic Safety Program** - In FY 2020-21, the Transportation Commission approved the transfer of \$11.4 million in funding from the Highway Safety Improvement Program (HSIP) to the newly established Strategic Safety Program. The Strategic Safety Program is focused on decreasing the frequency and severity of accidents through systematic statewide safety improvement programs including: 6-inch striping, interstate cable rail, rumble strips, variable speed limit signage, and Manual for Assessing Safety Hardware (MASH) compliant guardrail. In FY 2022-23 the Strategic Safety Program is funded at \$12.2 million, with that same amount allocated for FY 2023-24.

## Mobility

**Real-time Traffic Operations** - Under this program, the Department removes incidents from Colorado's highways and restores normal traffic operations as safely and quickly as possible. This program includes the State Farm Safety Patrol, which provides limited roadside assistance at no charge to drivers.

**ITS Investments** - The Colorado Department of Transportation uses advanced technology and information systems to manage and maintain safe and free-flowing state highways and to inform motorists in Colorado about traffic and roadway conditions. Travel information is provided to the public by a variety of methods including:

- The COTrip.org website displaying Closed Circuit Television (CCTV) images, speed maps and travel times, weather conditions, construction information, alerts (including Amber Alerts)
- 511 Interactive Voice Response (IVR) system providing up-to-date road and weather conditions, construction, special events, travel times, and transfers to bordering states and other transportation providers
- Variable Message Signs (VMS) providing travel messages including: closures, alternative routes, road condition information, special events, and real-time trip travel time information

The main sources of funding for this program are State Highway Funds and federal reimbursement for eligible expenditures.



## Multimodal Services & Electrification

CDOT works to reduce air pollution and roadway congestion by providing multimodal transportation options through its Office of Innovative Mobility and Division of Transit and Rail. This includes providing Bustang and Bustang Outrider interregional bus service, strategic investment in multimodal infrastructure such as Mobility Hubs, and support for transit and light duty vehicle electrification.

	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24
	Budget	Budget	Budget	Budget
<b>Mobility</b>	<b>\$70.1</b>	<b>\$69.8</b>	<b>\$55.1</b>	<b>\$45.4</b>
Innovative Mobility Programs	\$11.1	\$11.1	\$8.9	\$9.0
National Electric Vehicle Program	\$0.0	\$0.0	\$11.3	\$14.5
Carbon Reduction Program - CDOT *	\$0.0	\$0.0	\$8.8	\$0.0
10 Year Plan Projects - Multimodal	\$50.0	\$50.0	\$17.2	\$12.3
Rail Commission	\$0.1	\$0.4	\$0.0	\$0.0
Bustang	\$8.9	\$8.3	\$8.8	\$9.6

\* This allocation is now being reported as part of the 10 Year Plan Projects- Capital Mobility line.

### Mobility

**Innovative Mobility Programs** - The Office of Innovative Mobility incorporates the Division of Transit and Rail, integrating its functions with other means of expanding multimodal transportation options, including ridesharing, electrification, and emerging technologies, providing additional choices to avoid single occupancy vehicle use. Through these initiatives, the Department hopes to reduce total vehicle miles traveled (VMT) per capita in the state and looks to curb the growth of greenhouse gas and ozone causing emissions from transportation-related activities.

**National Electric Vehicle Program** - The National Electric Vehicle formula program is a new federally mandated program created under the IIJA to strategically deploy electric vehicle (EV) charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability.

Funds are apportioned to states using the same formula distribution as federal-aid highway apportionments. Of the total funding that goes to this program, ten percent of funding is set aside for discretionary grants to State and local governments that require additional assistance to strategically deploy EV charging infrastructure.

Key provisions include:



- Funded projects must be located along designated alternative fuel corridors
- Each state must submit a plan to USDOT describing its planned use of funds
- If a state does not submit a plan (or carry it out), the USDOT may withhold or withdraw funds and redistribute within the state, or to other states
- The Program establishes the DOT-DOE Joint Office of Energy and Transportation
- USDOT is required to designate national EV charging corridors to support freight and goods movement

The source of revenue for the National Electric Vehicle Program is advance appropriations from the federal General Fund. These funds remain available for four years after expiration of the federal legislation under which they are authorized and are subject to the overall obligation limitation on federal highway funding.

**Carbon Reduction Program - CDOT** - The Carbon Reduction Program is a federally mandated program that provides funding for projects that reduce transportation emissions or that focus on the development of carbon reduction strategies. Funding is apportioned by formula and includes a suballocated portion. This line is for the CDOT-directed funds.

The Carbon Reduction Program is a new program created under the IIJA. Use of this funding requires the Department, in consultation with the Metropolitan Planning Organizations, to develop (and update at least every four years) a carbon reduction strategy and submit it to the US Department of Transportation (USDOT) for approval. The USDOT must certify that the Department's strategy meets the statutory requirements.

The source of revenue for the Carbon Reduction Program is the Highway Trust Fund. These funds remain available for four years after expiration of the federal legislation under which they are authorized and are subject to the overall obligation limitation on federal highway funding.

**10 Year Plan Projects - Multimodal** - This line was previously called "Strategic Transit and Multimodal Projects" and includes statewide transit funding from SB 17-267 and CDOT's portion of the Multimodal Transportation Options Program funds from SB 18-001.

Of the funding the Department receives from SB 17-267, 10 percent must be used for transit projects and this funding is funneled into strategic transit projects. This line now includes SB 17-267 transit funding, and also new flexible federal funding authorized under the IIJA. This allocation is dedicated to projects in the Department's 10 Year Plan that support multimodal initiatives.

SB 18-001 allocated a total of \$94.25 million to the Multimodal Transportation Options Fund. Of this funding, 15 percent must be used for statewide multimodal projects (\$10.8 million in FY 2018-19 and \$3.4 million in FY 2019-20). SB 21-260 renamed this to the Multimodal Transportation *and Mitigation* Options program, and provides ongoing funding from new fees and General Fund transfers. For FY 2022-23, the Fund is anticipated to receive \$108.1 million



transferred from the General Fund and \$6.7 million from the new Retail Delivery fee, for a total of \$114.8 million. The budget for this program is annually appropriated by the legislature and the Department received spending authority for the full \$114.8 million in the FY 2022-23 Long Bill. This amount is also reflected in the Revenue Allocation Plan. The funding will continue to be split 85 percent for local multimodal projects, and 15 percent for statewide multimodal projects.

**Front Range Passenger Rail Commission (Repealed)** - SB 21-238 repealed the Passenger Rail Commission on May 15, 2022 and created the Front Range Passenger Rail District. The remaining balance in the Cash Fund will be transferred to the new Passenger Rail District.

**Bustang** - Since Bustang service began on July 13, 2015, its ridership has increased by more than 300 percent, and it has provided service to more than 690,000 passengers, with ridership averaging more than 19,000 passengers per month in FY 2018-19. Bustang initially started with three routes to Fort Collins, Colorado Springs, and Glenwood Springs from Denver. Since then, additional bus routes have been added, which are discussed below.

**Bustang Outrider** - In addition to the primary Bustang routes described above, CDOT began the Bustang Outrider program in 2018. Bustang Outrider expanded the program and added a number of routes:

- Lamar to Colorado Springs is in service Monday through Friday except major holidays, operated by Senior Resource Development Agency of Pueblo, Inc. (SRDA)
- Alamosa to Salida to Pueblo is in service daily and is also operated by SRDA
- Gunnison to Salida to Denver is operating in service daily and is operated by Alpine Express Shuttle
- Durango to Grand Junction has transitioned to Outrider from Roadrunner operating in service daily by Southern Colorado Community Action Agency (SoCoCAA, formerly SUCAP)
- Denver to Salt Lake City, currently operated by Greyhound, will be replaced in January 2021 as Outrider

Additionally, there are several new routes that began in 2021, which include:

- Trinidad to Pueblo for 5 days/week service, except major holidays
- Sterling to Greeley for 5 days/week service, except major holidays
- Telluride to Grand Junction for 5 days/week service, except major holidays
- Craig to Denver via U.S. 40 for 7 days/week service, except major holidays

**Snowstang** - Starting December 14, 2019, Snowstang provided 40 days of service to the Arapahoe Basin, Loveland, and Steamboat ski areas on Saturdays and Sundays. Snowstang was suspended on March 18, 2020 through the COVID-19 pandemic. Snowstang resumed for the 2021-22 ski season.





**Estes Park** - Bustang provides service from downtown Denver to Estes Park on weekends. This route includes stops at the Estes Park Visitor Center and the Rocky Mountain National Park (RMNP) Park & Ride transit hub.

## Suballocated Programs

CDOT administers several suballocated programs by passing funds through to local agencies to prioritize and deliver transportation improvements. This includes transit and aeronautics grant programs and programs such as STBG-Urban and CMAQ that are used for a variety of highway and multimodal improvements. Suballocated programs are organized into three categories: Highway, Transit and Multimodal, and Aeronautics.

### Suballocated Programs (millions)

	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24
	Budget	Budget	Budget	Budget
<b>Aeronautics</b>	<b>\$31.8</b>	<b>\$19.3</b>	<b>\$35.3</b>	<b>\$64.2</b>
Aviation System Programs	\$31.8	\$19.3	\$35.3	\$64.2
<b>Highway</b>	<b>\$125.8</b>	<b>\$126.5</b>	<b>\$143.8</b>	<b>\$151.9</b>
STBG-Urban (STP - Metro)	\$55.7	\$56.0	\$61.9	\$66.0
CMAQ	\$50.5	\$50.7	\$51.7	\$52.8
Metropolitan Planning	\$9.1	\$9.2	\$10.7	\$10.7
Off-System Bridge Program	\$10.5	\$10.6	\$19.5	\$22.4
<b>Transit and Multimodal</b>	<b>\$66.6</b>	<b>\$78.4</b>	<b>\$194.1</b>	<b>\$93.8</b>
Recreational Trails	\$1.6	\$1.6	\$1.6	\$1.6
Safe Routes to Schools	\$3.1	\$3.1	\$3.1	\$3.1
Transportation Alternatives Program	\$12.3	\$12.0	\$20.6	\$21.6
Transit Grant Programs	\$49.6	\$61.7	\$61.0	\$51.7
Multimodal Options Program- Local	\$0.0	\$0.0	\$97.6	\$6.2
Carbon Reduction Program - Local	\$0.0	\$0.0	\$9.5	\$9.6
Revitalizing Main Streets Program	\$0.0	\$0.0	\$0.7	\$0.0
<b>Total</b>	<b>\$224.2</b>	<b>\$224.2</b>	<b>\$373.2</b>	<b>\$309.9</b>



## Aeronautics

The Division of Aeronautics promotes the safe operation and accessibility of general aviation and intrastate commercial aviation in Colorado. The objectives of the Division are to:

- Set priorities for improving the state's air transportation system
- Provide financial assistance to maintain and improve Colorado's 74 public use airports
- Promote aviation safety and education
- Promote economic development through the development, operation, and maintenance of the state aviation system

**Distribution of Aviation Revenue** - Revenue from aviation fuel taxes is distributed to the state airports by CDOT's Division of Aeronautics. Airports receive an amount equal to \$0.04 for each taxable gallon of gasoline sold at each airport, and 65 percent of the sales and use taxes generated at each airport by the aviation fuel sales tax.

**Colorado Discretionary Aviation Grant (CDAG) Program** - After distributing funding to airports, the remaining funding is used for the Colorado Discretionary Aviation Grant (CDAG) Program. The CDAG Program was developed to maintain and improve the statewide aviation system. This is achieved by providing grants that help meet individual airport and statewide aviation goals and needs.

## Highway

**Surface Transportation Block Grant (STBG)-Urban Program** - The Surface Transportation Block Grant Program (STBG) is a federally mandated program that provides flexible funding to states and localities for projects to preserve and improve the conditions and performance on:

- Any Federal-aid highway, bridge, and tunnel projects on any public road
- Pedestrian and bicycle infrastructure
- Transit capital projects, including intercity bus terminals

STBG-Urban is a sub-program of STP for urbanized areas with populations greater than 200,000. Project selection for STBG-Urban funds is conducted by federally designated regional Transportation Management Areas (TMAs) composed of local governments. In Colorado, the Denver Regional Council of Governments (DRCOG), the Pikes Peak Area Council of Governments (PPACG), and the North Front Range Metropolitan Planning Organization (NFRMPO) select projects and the member governments that receive funding contribute matching funds. Project finance is administered by CDOT.

The main sources of revenue to the STBG-Urban program are:



- Federal highway funds equal to the estimated net revenue amount of the STBG apportionment set-aside for urban areas with populations exceeding 200,000 (82.79 percent)
- Required local match (17.21 percent)
- Additional local funds in excess of the required matching amounts

The annual apportionment of federal spending authority for the STBG-Urban is available for four fiscal years after expiration of the federal legislation under which they are authorized and are subject to the overall obligation limitation on federal highway funding.

**Congestion Mitigation and Air Quality** - Congestion Mitigation and Air Quality (CMAQ) is a federally mandated program to improve air quality in nonattainment and maintenance areas for ozone, carbon monoxide, and particulate matter. These include the areas of the North Front Range Metropolitan Planning Organization (NFRMPO), the Denver Regional Council of Governments (DRCOG), Aspen, Cañon City, Pagosa Springs, Steamboat Springs, and Telluride.

Funds may be used for transportation projects designed to contribute to the attainment or maintenance of national ambient air quality standards (NAAQS), with a high level of effectiveness in reducing air pollution. [More information on the CMAQ program.](#)

The main sources of revenue to the CMAQ program are:

- Federal highway funds (82.79 percent)
- Required local matching funds (17.21 percent)
- Additional local funds above the matching requirement

Federal funds are apportioned according to a formula based on population and severity of pollution in ozone and carbon monoxide areas. These funds remain available for four years after expiration of the federal legislation under which they are authorized and are subject to the overall obligation limitation on federal highway funding.

**Metropolitan Planning** - The Metropolitan Planning program is a federally mandated program to fund transportation planning processes at federally designated Metropolitan Planning Organizations (MPOs). This planning process establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas with populations exceeding 50,000. The MPOs in Colorado are the Denver Regional Council of Governments (DRCOG), the Pikes Peak Area Council of Governments (PPACG), the North Front Range Metropolitan Planning Organization (NFRMPO), the Pueblo Area Council of Governments, and the Grand Valley MPO (GVMPO).

The main sources of revenue to the Metropolitan Planning program are:

- Federal funds (Federal Highway Administration and Federal Transit Authority) (82.79 percent)
- Required local matching funds (17.21 percent)

These funds remain available for four years after expiration of the federal legislation under which they are authorized and are subject to the overall obligation limitation on federal highway funding.

**Off-System Bridge Program** - This line provides funding to administer off-system (local agency) bridge inspection, tunnel inspection, and the bridge program (major rehabilitation and replacement). CDOT Off-System Bridge program is funded partially through a federal program and partially through Transportation Commission-directed funds.

## Transit and Multimodal

**Recreational Trails** - The Recreational Trails Program provides funds from the FHWA to States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses.

The Recreational Trails program is funded through federal reimbursement for eligible expenditures. This funding is set aside from the department's Transportation Alternatives apportionment.

**Safe Routes to Schools** - Colorado established The Safe Routes to School (SRTS) program in 2004 to distribute federal and state funding to eligible projects that improve safety for pedestrians and bicyclists in school areas, and encourage children in grades K-8 to safely bicycle and walk to and from school.

Eligible activities include, but are not limited to:

- Planning, design, and construction of safe school routes for children to walk and bike to and from school
- Planning, design, and construction of facilities for pedestrians and bicyclists to travel to and from school
- Educating children, parents, and communities about safe walking and bicycling practices and the health benefits that result from walking and bicycling to and from school

Funds are awarded through a statewide competitive process for construction and education projects chosen by an advisory committee appointed by CDOT's executive director. Since its inception, the Safe Routes to School Program has distributed \$36.4 million in state and federal funds supporting 157 infrastructure and 155 non-infrastructure projects across all regions of the state.



For FY 2021-22, 13 projects were recommended for funding, totaling \$5.0 million. For the upcoming FY 2023-24 cycle, the Colorado Safe Routes to School (CSRTS) Committee will be eliminating the match requirement for qualifying areas.

**Transportation Alternatives Program** - The Transportation Alternatives Program (TAP) was a program established under Section 1122 of MAP-21 and continued as a set-aside under Section 1109 of the FAST Act. The TAP provides funding for bicycle, pedestrian, historic, scenic, and environmental mitigation transportation projects.

Eligible activities include but are not limited to:

- Construction, planning, and design of facilities for pedestrians and bicyclists
- Construction of turnouts, overlooks and viewing areas, and preservation of historic transportation facilities
- Some environmental mitigation activities, including vegetation management, and archeological and stormwater mitigation related to highway projects
- The Recreational Trails Program

The main sources of revenue for the Transportation Alternatives program are:

- Federal highway funding (82.79 percent)
- Local matching funds (17.21 percent)
- Additional local funds above the matching requirement

**Transit Grant Programs** - Each year CDOT grants funding out to local entities for transit projects. This funding comes from federal transit funding and state FASTER funding.

**Federal Funding** - A portion of fuel taxes collected at the federal level is distributed to states for the operation and maintenance of state public transportation systems. This source of funding is described in greater detail in the CDOT Revenue sources section.

**FASTER Transit Grants** - The FASTER legislation authorized \$15 million each year for transit funding. Of this funding, \$5 million in local transit grants are awarded competitively by CDOT regional offices. Local recipients are required to provide a minimum 20 percent local match. Among the types of projects that have been awarded are the purchase or replacement of transit vehicles, construction of multimodal stations, and acquisition of equipment for consolidated call centers. The remaining \$10 million in FASTER transit funding is used for statewide, interregional, and regional projects.

**Multimodal Options Program - Local** - SB 18-001 allocated \$94.25 million to the Multimodal Transportation Options Fund. Of this funding, 85 percent (\$80.12 million) must be used for local multimodal projects, and 15 percent (\$14.13 million) must be used for statewide multimodal projects.



SB 18-001 directed the Transportation Commission to develop a distribution formula based on population and ridership for local government funding. The formula for the local distribution of funding was developed in consultation with the Transit and Rail Advisory Committee, the Statewide Transportation Advisory Committee, transit advocacy organizations, and bicycle and pedestrian organizations. Generally, each funding recipient must match an equal amount to the award they receive from CDOT. However, the Transportation Commission may reduce or exempt the matching requirement for certain local governments due to size or special circumstances.

SB 21-260 renamed this to the Multimodal Transportation *and Mitigation* Options program and provides ongoing funding from new fees and General Fund transfers. For FY 2022-23, the Fund received \$108.1 million transferred from the General Fund and \$6.7 million from the new Retail Delivery fee, for a total of \$114.8 million. The budget for this program is annually appropriated by the legislature and the Department received spending authority for the full \$114.8 million in the FY 2022-23 Long Bill. This amount is also reflected in the Revenue Allocation Plan. The funding will continue to be split 85 percent for local multimodal projects, and 15 percent for statewide multimodal projects.

**Carbon Reduction Program - Local** - The Carbon Reduction Program is a federally mandated program that provides funding for projects that reduce transportation emissions or that focus on the development of carbon reduction strategies. This line houses the suballocated portion of the new Carbon Reduction Program.

The Carbon Reduction Program is a new program created under the IIJA. Use of this funding requires the Department, in consultation with the Metropolitan Planning Organizations, to develop (and update at least every four years) a carbon reduction strategy and submit it to the US Department of Transportation (USDOT) for approval. The USDOT must certify that the Department's strategy meets the statutory requirements.

The source of revenue for the Carbon Reduction Program is the Federal Highway Trust Fund. These funds remain available for four years after expiration of the federal legislation under which they are authorized and are subject to the overall obligation limitation on federal highway funding.

**Revitalizing Main Streets Program** - This program helps communities across the state implement transportation-related projects that improve safety and yield long-term benefits to community main streets. This line was added to the budget beginning in FY 2022-23. The Program was previously funded with one-time allocations from the Strategic Projects line.

In FY 2020-21, SB 21-110 transferred \$30 million from the General Fund to the State Highway Fund to provide additional funding for the Revitalizing Main Streets program. SB 21-260 provides ongoing funding for this program from General Fund transfers. Between FY 2024-25 to FY 2031-32, SB 21-260 transfers \$7.0 million to the State Highway Fund for the Revitalizing Main Streets and Safer Main Streets programs. This funding may be expended for multimodal projects.

Additionally, SB 21-260 transfers \$115 million of the revenue that is retained after increasing the excess state revenues cap to transportation. These transfers will occur over multiple fiscal years. Of this funding, 94 percent is transferred to the Multimodal Transportation and Mitigation Options Fund and 6 percent is transferred to the State Highway Fund for the Revitalizing Main Streets and Safer Main Streets programs.

## Administration & Agency Operations

Administration and Agency Operations programs support the Department’s core functions through support services such as contracting and procurement, development of specifications and standards, materials testing, finance and accounting, and human resources, among others. Salaries and benefits make up the largest portion of Administration and Agency Operations costs. Other examples include software and IT infrastructure, and legal expenses.

### Administration and Agency Operations Allocations (millions)

	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24
	Budget	Budget	Budget	Budget
<b>Administration and Agency Operations</b>	<b>\$100.9</b>	<b>\$102.7</b>	<b>\$105.3</b>	<b>\$112.1</b>
Agency Operations	\$62.6	\$62.6	\$59.7	\$66.2
Administration	\$35.7	\$37.5	\$42.9	\$44.5
Project Initiatives	\$2.6	\$2.6	\$2.6	\$1.4

**Agency Operations** - This category is the operational budget for the Department, and includes funding for personnel, office supplies and operations, IT infrastructure, and certain Division level programs and initiatives.

Funding for the Agency Operations budget comes from the State Highway Fund.

**Administration** - The Department’s Administration line is composed of expenditures that meet the criteria outlined in Section 43-1-113 (2)(c)(III), C.R.S. Unlike the majority of CDOT’s budget, funding for Administration is appropriated annually by the Colorado General Assembly and may not exceed 5 percent of the Department’s total budget. This appropriation comes from the State Highway Fund, and does not represent an increase in funding to CDOT. Rather, it is a ceiling set by the legislature on how much of the funding CDOT receives can be spent on administering the Department.

CDOT’s Administration funding is a single line item in the annual Long Bill. Administration activities are not supported by General Funds or federal funds. Several statewide common

policies are paid in whole or in part from the Administration line item, including legal services, property & liability insurance, workers’ compensation, and information technology services.

**Project Initiatives** - This line was created for the FY 2020-21 Annual Budget to separate the costs from limited duration internal project initiatives from the ongoing costs to provide operational support to the Department’s programs.

## Debt Service

CDOT and the state’s transportation Enterprises periodically issue debt and are responsible for annual debt service payments. The majority of this debt is associated with Certificates of Participation (COPs) issued under Senate Bill 17-267 for “strategic transportation projects,” bonds issued under the federal Build America Bonds program to advance the replacement of poor bridges under the FASTER Bridge program, and debt held by the Colorado Transportation Investment Office (CTIO) on major toll corridor projects.

### Debt Service Allocations (millions)

	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24
	Budget	Budget	Budget	Budget
Debt Service	\$62.8	\$9.6	\$0.0	\$28.4
Debt Service	\$62.8	\$9.6	\$0.0	\$28.4

### SB 21-267 Debt Service

SB 17-267 directed the State Treasurer to execute lease-purchase agreements on existing state facilities to generate revenue for priority transportation projects. These agreements function as sales of state property to private investors, and they require investors to immediately lease the buildings back to the state. Leases are renewed annually for up to 20 years, after which the state resumes ownership of the buildings.

SB 17-267 required the State Architect to select a list of state facilities with a net present value of at least \$2.0 billion. Between FY 2018-19 and FY 2021-22, the bill directs the State Treasurer to execute lease-purchase agreements on these facilities in amounts of up to \$500 million annually. The state’s obligation for lease payments may not exceed \$150 million annually, or \$3.0 billion over 20 years.





## Other Outstanding Debt

The Department makes lease payments on a series of COPs issued to renovate or replace CDOT properties. In recent years, CDOT has completed several projects to consolidate buildings for region and department headquarters. A summary of the current outstanding COP debt related to CDOT headquarters buildings can be found in the table below.

**CDOT Region 4 Building** - This project was completed in CDOT Engineering Region 4. It was completed on time and on budget in November 2016, and it consolidated 13 buildings into 4.

**CDOT Region 2 Building** - This project was completed in CDOT Engineering Region 2. It was completed on time and on budget in April 2018, and it consolidated 13 buildings into 3.

**CDOT Headquarters/Region 1** - This project was completed in May 2018. It was completed under budget and consolidated 32 buildings into 12. It serves as the main headquarters for the department and Engineering Region 1.

**Bridge Enterprise** - To accelerate the repair or replacement of Colorado's bridges that are in poor condition, FASTER created a new enterprise, the Bridge Enterprise (BE), and designated the Transportation Commission to serve as the Bridge Enterprise Board of Directors (Board). The business purpose of the Enterprise is to "finance, repair, reconstruct, and replace any designated bridge in the state" per C.R.S. 43-4-805 (2)(b). Because it was constituted as a government-owned business, the Enterprise may issue revenue bonds to accelerate construction of Colorado's poor bridges. In 2010, the Bridge Enterprise issued \$300 million in revenue bonds under the Build America Bonds Program.

With the passage of SB 21-260, the scope and mission of this Enterprise were expanded to include tunnel projects.

**Colorado Transportation Investment Office** - Colorado Transportation Investment Office (CTIO) board supervises and advises the Enterprise's Director, and is authorized to enter into agreements with the Transportation Commission and private industry to finance, build, operate, and maintain transportation infrastructure using innovative financing and contracting methods. The board is also authorized to issue revenue bonds that are payable from user fees generated on corridors owned by the Enterprise.



## CDOT Debt Service Allocations (millions)

Issuance	Original Principal Balance	Outstanding Balance (Prin + Int)
<b>State Highway Fund Total</b>	<b>\$1,846,634,000</b>	<b>\$2,671,649,839</b>
SB 267 Series 2018A- First Tranche	\$380,000,000	\$463,505,675
SB 267 Series 2020A- Second Tranche	\$309,824,000	\$410,400,691
SB 267 Series 2022A- Third Tranche	\$500,000,000	\$896,948,222
SB 267 Series 2021A- Fourth Tranche	\$500,000,000	\$723,393,000
R2/R4 COP Series 2017	\$58,665,000	\$83,127,525
HQ COPS Series 2016	\$47,710,000	\$59,490,850
Series 2020, Refunding HQ Facilities COPs	\$19,050,000	\$32,444,800
2012 Refunding	\$21,075,000	\$2,339,076
2012A COPS EEP	\$10,310,000	\$0
<b>Bridge and Tunnel Enterprise Total</b>	<b>\$334,660,000</b>	<b>\$445,762,316</b>
CBTE 2010A Bond	\$295,920,000	\$445,762,316
CBTE Series 2019A	\$38,740,000	
<b>Colorado Transportation Investment Office Total</b>	<b>\$257,390,000</b>	<b>\$46,956,354</b>
CTIO Burnham Yard Series 2021A	\$45,810,000	\$45,810,000
CTIO Tolling Equip & Software Series 2021	\$950,000	\$1,146,354
CTIO C-470 Toll Revenue Bonds Series 2017A	\$161,795,000	
CTIO I-25 North Express Lane Note Series 2016	\$23,630,000	
CTIO I-70 Mountain Express 2014	\$25,205,000	
<b>Total</b>	<b>\$2,438,684,000</b>	<b>\$3,164,368,509</b>



## Contingency Reserve

CDOT maintains a contingency fund to provide a source of funding for emergencies (such as major rockfall events or flooding), and for other unplanned or unanticipated needs such as the need to commit matching funds for grant opportunities. Ultimately, the majority of contingency funds are allocated to Construction or Maintenance and Operations programs.

### Contingency Reserve Allocations (millions)

	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24
	Budget	Budget	Budget	Budget
<b>Contingency Reserve</b>	<b>\$15.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
Contingency Fund	\$15.0	\$0.0	\$0.0	\$0.0
Reserve Fund	\$0.0	\$0.0	\$0.0	\$0.0

**Contingency Fund** - Every year, the Transportation Commission sets aside contingency funding for unforeseen emergencies. There are various emergencies that occur throughout the year that require additional funding to address including: large rock fall, landslides, floods, car crashes that do significant damage to the infrastructure, or other natural disasters. These funds are utilized for all of these events. It is difficult to predict the amount needed for responding to these events.

In order to increase allocations to the Faster Safety Program, MLOS, and Agency Operations for FY 2023-24, the allocation to the Contingency Fund was zeroed out for FY 2023-24. The Department plans to use the existing balance in the Contingency Fund to address unforeseen contingencies during the fiscal year.

**Program Reserve Fund** - Program Reserve funds are set aside under the purview of the Transportation Commission throughout the fiscal year. This budget can be used for unanticipated funding needs identified during the course of the year, including project funding shortfalls, settlements and grant match. The appropriate amount of funding for this pool is difficult to determine as the needs vary from year to year.

The Contingency and Program Reserve funds are often supplemented during the course of the year through the receipt of unanticipated revenue, including any funds received as part of the FHWA annual redistribution process in which additional federal funds are made available to the state at the end of the fiscal year. The amounts identified above represent initial allocations, and do not include supplemental allocations made over the course of the year.



## Other Programs

CDOT administers several other programs that support its core functions and the achievement of the Department's mission. This includes the Department's planning and research programs, and safety education programs focused on driver education and enforcement activities.

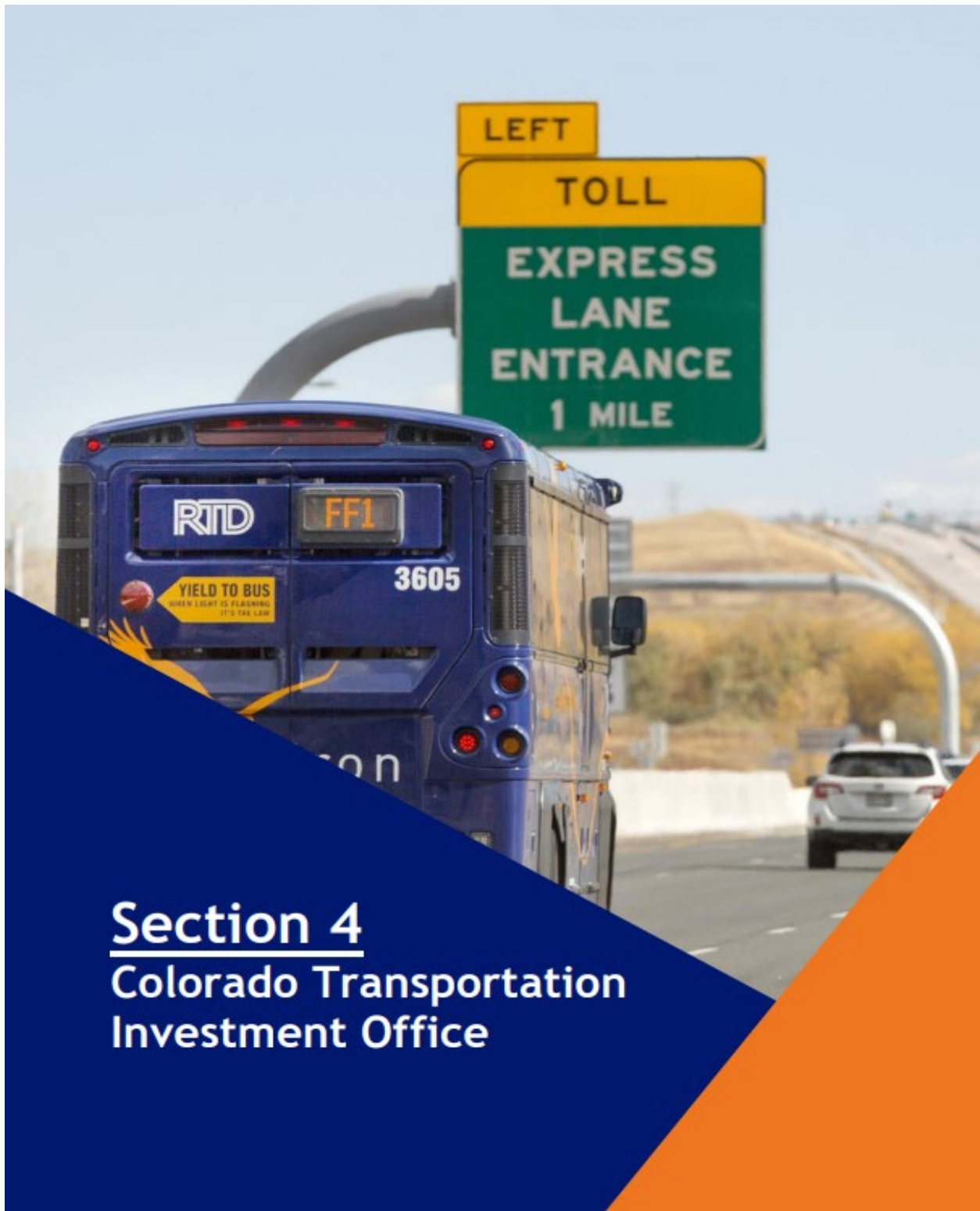
### Other Program Allocations (millions)

	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24
	Budget	Budget	Budget	Budget
<b>Other Programs</b>	<b>\$25.1</b>	<b>\$24.8</b>	<b>\$29.5</b>	<b>\$34.3</b>
Safety Education	\$13.0	\$9.9	\$14.1	\$15.8
Planning and Research	\$11.7	\$14.7	\$15.1	\$17.4
State Infrastructure Bank	\$0.4	\$0.2	\$0.3	\$1.1

**Safety Education** - The Department runs three programs that target education and enforcement of impaired driving. Current safety education programs administered by the Department include the LEAF program, the FTDD program, and a public awareness campaign on impaired driving. The funding for these programs is described in more detail in the Revenue Section.

**Planning and Research** - State Planning and Research (SPR) funds support statewide planning and research activities. These funds are used to establish a cooperative, continuous, and comprehensive framework for making transportation investment decisions and to carry out transportation research activities throughout the state.

**State Infrastructure Bank** - The Colorado State Infrastructure Bank (SIB) is a revolving fund created by the General Assembly that is authorized to make loans to public and private entities to facilitate the financing of transportation projects in the state.



**Section 4**  
**Colorado Transportation  
Investment Office**



## Colorado Transportation Investment Office (CTIO)

The Funding Advancement for Surface Transportation and Economic Recovery Act (Part 8 of Article 4, Title 43, Colorado Revised Statutes), otherwise known as FASTER, created the Colorado High Performance Transportation Enterprise (HPTE), now renamed the Colorado Transportation Investment Office (CTIO), in 2009 as an independent, government-owned business within CDOT. CTIO has the legal responsibility to aggressively seek out opportunities for innovative and efficient means of financing and delivering important surface transportation infrastructure projects in the state. It has the statutory power, among others, to impose tolls and other user fees, to issue bonds, and to enter into contracts with public and private entities to facilitate Public-Private Partnerships (P3s).

CTIO is an enterprise for purposes of Article X Section 20 of the State Constitution as long as it retains the authority to issue revenue bonds and receives less than 10 percent of its total revenues in grants from state and local governments. CTIO is overseen by a separate Board of Directors that includes external stakeholders from four geographic regions appointed by the Governor.

### CTIO Revenue (millions)

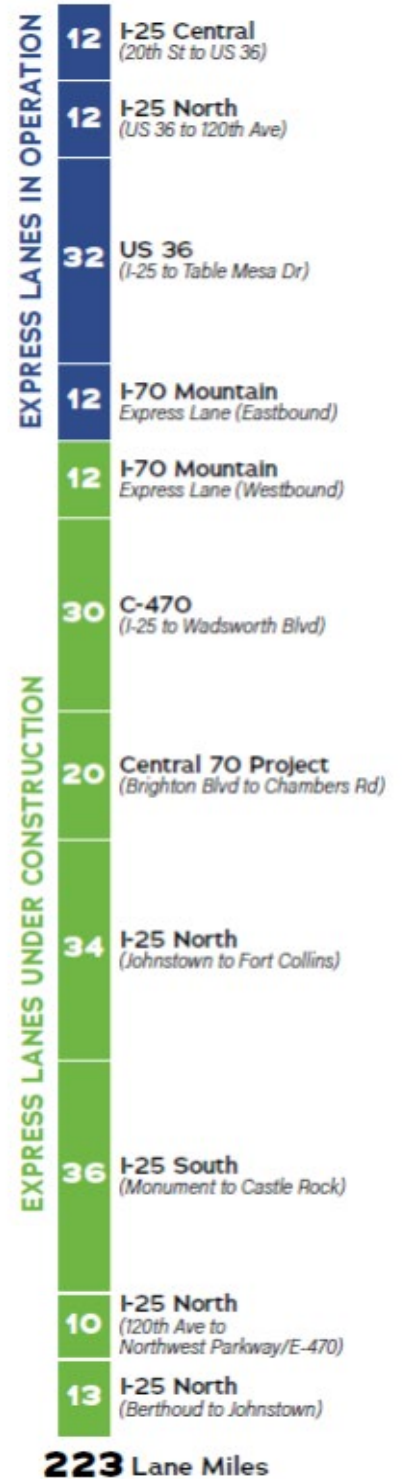
	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24
	Actual	Actual	Actual	Forecasted
<b>Colorado Transportation Investment Office</b>	<b>\$30.2</b>	<b>\$36.0</b>	<b>\$40.1</b>	<b>\$82.5</b>
Tolling and Managed Lanes Revenue	\$14.4	\$28.3	\$34.9	\$61.0
Operating Revenue & Other Charges	\$14.0	\$5.6	\$4.7	\$5.2
Fine Revenue	\$1.4	\$1.6	\$0.0	\$15.6
Interest Earned	\$0.4	\$0.5	\$0.5	\$0.7

### CTIO Budget Allocations (millions)

	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24
	Budget	Budget	Budget	Budget
<b>Colorado Transportation Investment Office</b>	<b>\$22.6</b>	<b>\$22.7</b>	<b>\$40.1</b>	<b>\$82.5</b>
Express Lanes Operations	\$17.0	\$9.9	\$36.1	\$78.4
Agency Operations	\$5.6	\$4.1	\$4.1	\$4.1
Debt Service	\$0.0	\$8.7	\$0.0	\$0.0



## Innovative Financing





CTIO (HPTE) was formed to pursue innovative means of more efficiently financing important surface transportation infrastructure projects. Since the creation of the Enterprise, nine out of ten CTIO projects have used some form of innovative financing. Innovative financing enabled by CTIO, through Express Lanes, has helped deliver more than \$3 billion in projects in the last five years. Since its creation, CTIO has:

- Helped secure \$130 million in federal grant dollars
- Directly attracted \$125 million in private investment
- Leveraged more than \$1 billion of bond proceeds and other loans to contribute to projects in the state's most congested regions

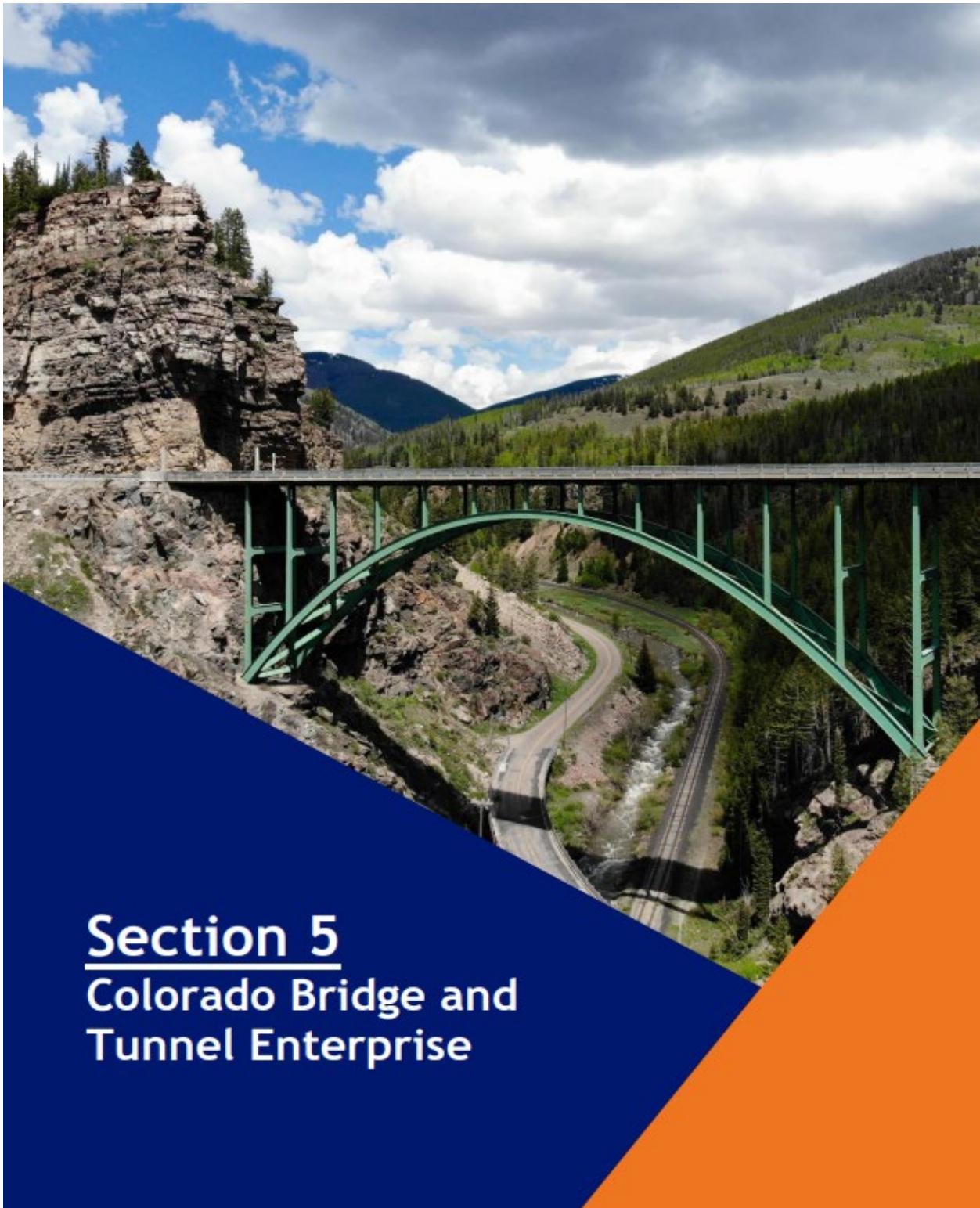
Express Lanes are tolled lanes that run adjacent to the free general purpose lanes. Express Lanes increase roadway capacity and help manage congestion on Colorado highways by adding lanes that provide a choice to drivers.

Since 2015, CTIO has been building its capacity for Express Lane operations and currently has 68 lane miles of Express Lanes in operation and 155 lane miles of Express Lanes under construction or in development. The figure to the right provides the lane miles of operational Express Lanes in Colorado, as well as those currently under construction or development.

CTIO operates and maintains the I-70 Mountain Express Lanes (eastbound and westbound), C-470 (I-25 to Wadsworth Boulevard), and Express Lanes on I-25 North. Plenary Roads Denver (PRD) operates and maintains US 36 and I-25 Central Express Lanes and CTIO provides oversight of those activities.







**Section 5**  
**Colorado Bridge and  
Tunnel Enterprise**



## Colorado Bridge and Tunnel Enterprise

On March 2, 2009, former Governor Bill Ritter signed into law Colorado Senate Bill 09-108, Funding Advancement for Surface Transportation and Economic Recovery, otherwise known as FASTER. A portion of the funding designated as the “bridge safety surcharge” is dedicated specifically for Colorado’s most deficient bridges identified as structurally deficient or functionally obsolete, and rated “poor” by the Colorado Department of Transportation (CDOT). Bridges rated as poor have a superstructure, substructure, or deck rated four out of ten or less. The Bridge Safety Surcharge ranges from \$13 to \$32 is imposed on vehicle registrations based on vehicle weight. The surcharge is a nominal dollar amount and does not adjust for inflation overtime.

To assist with this historic focus on Colorado’s poor bridges, FASTER created a new enterprise, the Colorado Bridge Enterprise (BE), and designated the Transportation Commission to serve as the Bridge Enterprise Board of Directors (Board). The business purpose of the Enterprise is to “finance, repair, reconstruct, and replace any designated bridge in the state” per C.R.S. 43-4-805 (2) (b). Because it was constituted as a government-owned business, the Enterprise may issue revenue bonds to accelerate construction of Colorado’s poor bridges.

Bridge projects under the Enterprise may include the repair, replacement, or ongoing operation or maintenance, or any combination thereof, of a designated bridge. A current list of FASTER eligible bridges can be found [here](#).

In 2021, SB 21-260 changed the name of the Statewide Bridge Enterprise to the Statewide Bridge and Tunnel Enterprise (BTE) and authorized it to impose a Bridge and Tunnel Impact Fee on diesel fuel and a Bridge and Tunnel Retail Delivery Fee.

### FASTER Bridges

The condition of different parts of a structure is rated on a scale of 0 to 9 (with 9 being “excellent” and zero being “failed”). Bridge condition is determined based on deck (riding surface), the superstructure (supports immediately beneath the driving surface) or the substructure (foundation and supporting posts and piers), or culvert ratings obtained from periodic structure inspections. The structure is classified as “poor” if the lowest rating is less than or equal to four out of nine.

Since the inception of the Bridge Enterprise in July 2009, 409 FASTER-eligible bridges have been identified. As of July 2022, 175 of these bridges have been replaced or repaired, 43 are in construction, and 34 are in the design phase.

In December 2010, the Bridge Enterprise issued \$300 million in bonds to accelerate the replacement and/or reconstruction of poor bridges. As of June 2016, all bond funds have been expended and the Enterprise is in the repayment phase of the bond program.

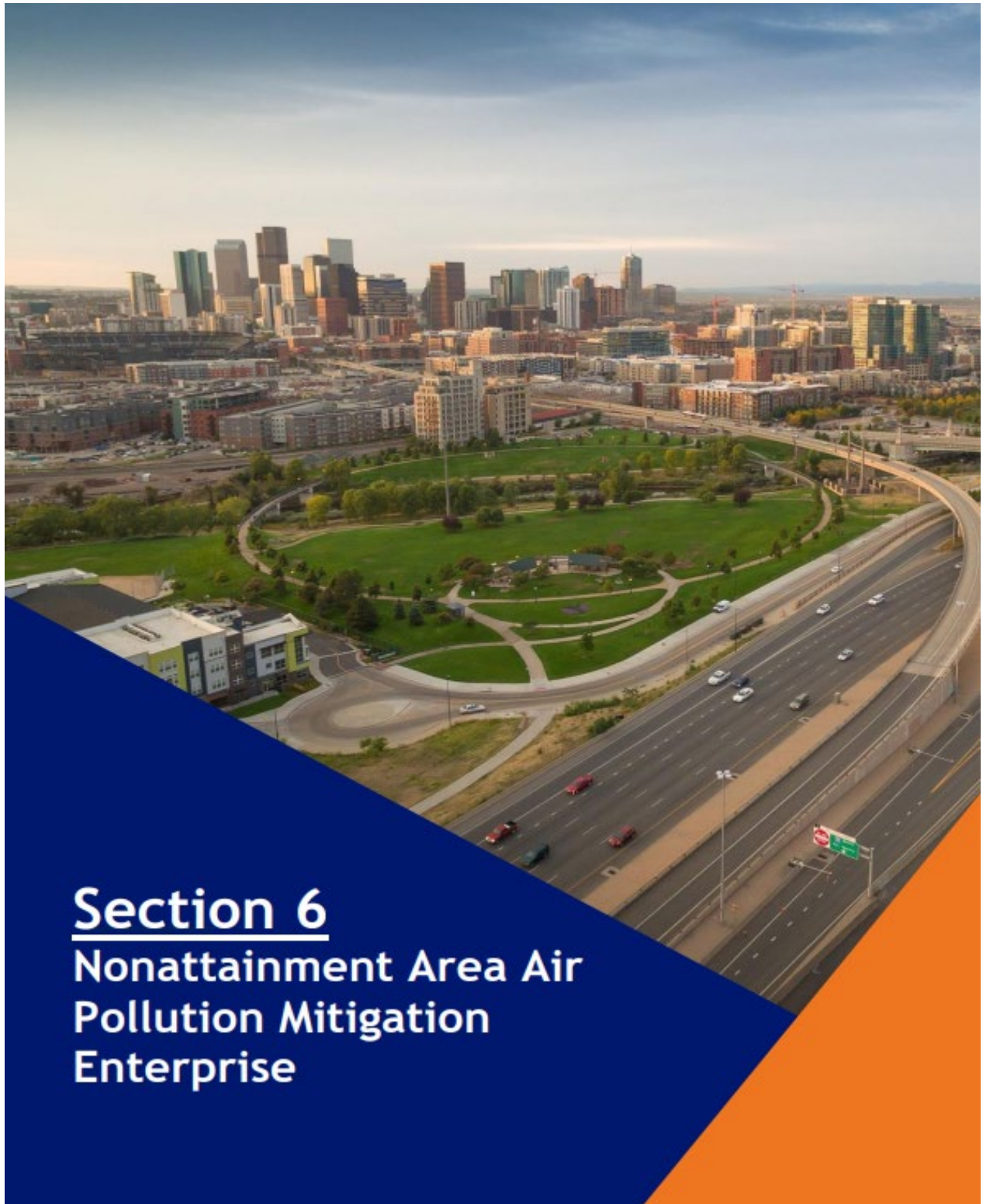


## Colorado Bridge and Tunnel Enterprise Revenue (millions)

	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Actual	FY 2023-24 Forecast
<b>Colorado Bridge and Tunnel Enterprise</b>	<b>\$126.6</b>	<b>\$117.4</b>	<b>\$145.2</b>	<b>\$152.9</b>
Bridge Safety Surcharge	\$106.4	\$109.5	\$109.0	\$109.0
Bridge and Tunnel Impact Fee	\$0.0	\$0.0	\$12.7	\$19.1
Bridge and Tunnel Retail Delivery Fee	\$0.0	\$0.0	\$7.5	\$8.2
Miscellaneous Enterprise Revenue	\$15.0	\$2.7	\$1.3	\$1.8
Build America Bonds Credit	\$5.2	\$5.2	\$5.1	\$5.1
Federal Highway Revenue	\$0.0	\$0.0	\$0.0	\$9.6
Transfer from CDOT	\$0.0	\$0.0	\$9.6	\$0.0

## Colorado Bridge and Tunnel Enterprise Allocations (millions)

	FY 2020-21 Budget	FY 2021-22 Budget	FY 2022-23 Budget	FY 2023-24 Budget
<b>Colorado Bridge and Tunnel Enterprise</b>	<b>\$120.9</b>	<b>\$125.3</b>	<b>\$145.2</b>	<b>\$152.9</b>
Bridge Enterprise Projects	\$100.2	\$105.8	\$94.5	\$101.6
Maintenance and Preservation	\$0.5	\$0.5	\$0.8	\$0.8
Agency Operations	\$2.0	\$1.9	\$1.9	\$1.8
Debt Service	\$18.2	\$17.2	\$48.0	\$48.7



**Section 6**  
**Nonattainment Area Air  
Pollution Mitigation  
Enterprise**



## Nonattainment Area Air Pollution Mitigation Enterprise

SB 21-260 created the Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME) within CDOT to mitigate the environmental and health impacts of increased air pollution for motor vehicle emissions in nonattainment areas resulting from the growth in Transportation Network Company rides and retail deliveries.

The Enterprise’s board consists of seven members, including the Executive Directors (or their designees) of the Colorado Department of Public Health and Environment and the Colorado Department of Transportation, and five members appointed by the Governor. Appointed members of the Board serve at the pleasure of the Governor, the qualifications for appointees are outlined in the bill. Members serve without compensation but must be reimbursed for necessary expenses.

In the spring of 2022, the NAAPME published its 10-year plan, which outlines the business purpose of the enterprise and includes an estimate of the funding needed to implement the plan. According to SB 21-260, the Enterprise must also create and regularly update a dashboard that provides updates on its 10-year plan, regularly engage with the public, and submit an annual report to the General Assembly and the Transportation Commission.

### Nonattainment Area Air Pollution Mitigation Enterprise Revenue (millions)

	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24
	Actual	Actual	Actual	Forecasted
<b>Nonattainment Enterprise</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$7.1</b>	<b>\$8.5</b>
Air Pollution Mitigation Per Ride Fee	\$0.0	\$0.0	\$1.9	\$2.1
Air Pollution Mitigation Retail Delivery Fee	\$0.0	\$0.0	\$5.2	\$6.4

### Nonattainment Area Air Pollution Mitigation Enterprise Allocations (millions)

	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24
	Budget	Budget	Budget	Budget
<b>Nonattainment Enterprise</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$7.1</b>	<b>\$8.5</b>
NAAPME Projects	\$0.0	\$0.0	\$6.6	\$8.3
Agency Operations	\$0.0	\$0.0	\$0.2	\$0.2
Contingency Reserve	\$0.0	\$0.0	\$0.2	\$0.0
Debt Service	\$0.0	\$0.0	\$0.1	\$0.0



**Section 7**  
**Clean Transit Enterprise**



## Clean Transit Enterprise

SB 21-260 created the Clean Transit Enterprise (CTE) within CDOT to reduce and mitigate the adverse environmental impacts and health impacts of air pollution and greenhouse gas emissions by supporting the replacement of existing gasoline and diesel transit vehicles with electric motor vehicles.

The Enterprise’s board consists of nine directors, including the Executive Directors (or their designees) of the Colorado Energy Office, the Colorado Department of Public Health and Environment, and the Colorado Department of Transportation, and six directors appointed by the Governor. The directors appointed by the Governor serve four-year terms, and the qualifications for appointees are outlined in the bill. Members serve without compensation but must be reimbursed for necessary expenses.

In the spring of 2022, the CTE published its 10-year plan, which outlines the business purpose of the enterprise and includes an estimate of the funding needed to implement the plan. According to SB 21-260, the Enterprise must also create and regularly update a dashboard that provides updates on its 10-year plan, regularly engage with the public, and submit an annual report to the General Assembly and the Transportation Commission.

### Clean Transit Enterprise Revenue (millions)

	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24
	Actual	Actual	Actual	Forecasted
<b>Clean Transit Enterprise</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$8.3</b>	<b>\$9.0</b>
Clean Transit Retail Delivery Fee	\$0.0	\$0.0	\$8.3	\$9.0

### Clean Transit Enterprise Allocations (millions)

	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24
	Budget	Budget	Budget	Budget
<b>Clean Transit Enterprise</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$8.3</b>	<b>\$9.0</b>
CTE Projects	\$0.0	\$0.0	\$6.8	\$7.7
Agency Operations	\$0.0	\$0.0	\$0.6	\$0.4
Contingency Reserve	\$0.0	\$0.0	\$0.8	\$0.9
Debt Service	\$0.0	\$0.0	\$0.1	\$0.0





Section 8  
Fuels Impact Enterprise



## Fuels Impact Enterprise

SB 23-280 created the Fuels Impact Enterprise within CDOT to administer the fuels impact reduction grant program and impose fees that are related to the transportation of fuel within Colorado. The Transportation Commission is directed to serve as the board of the Fuels Impact Enterprise and one full time employee is appropriated to implement the bill. Beginning on September 1, 2023, the Enterprise will impose a fuels impact reduction fee per gallon, which will be collected from fuel distributors. The Fuels Impact Fund balance is limited to \$15 million and the allocation is to be determined.



## Appendix A

### Revenue Allocation Plan

This appendix includes the Department’s Final Revenue Allocation Plan. The Revenue Allocation Plan represents how much the Department anticipates it will receive through a variety of revenue sources during the course of the fiscal year, and how it intends to allocate those revenues to specific purposes (budget programs).

In an effort to increase transparency in the budget, the Revenue Allocation Plan will include projected roll-forwards for FY 2022-23 to provide the complete budget that is available for programming in FY 2023-24. The roll forward budget represents remaining balances in programs which have not been encumbered in construction projects or grants, or expended by the end of the fiscal year. The majority of roll-forward balances are already committed to planned projects.

[The most current version of the revenue allocation plan can be found here](#)



## Appendix B

### Spending Plan

While the Revenue Allocation Plan shows how new revenue will be all located across the Department's cost centers and pools each fiscal year, it does not show what the Department plans to spend during each fiscal year or for each expenditure category (i.e. capital, operating or personal services). With this in mind, the Department developed the new Spending Plan to complement the Revenue Allocation Plan, which provides a more comprehensive view of multi-year budgets and expenditures.

The Spending Plan is populated with the Department's anticipated expenditures for FY 2023-24 by budget category, using the same primary budget categories that are used in the Revenue Allocation Plan (eg. Capital Construction, Maintenance and Operations, etc.). Within each primary budget category, expenses are then broken down by General Ledger account code to provide greater visibility into planned expenditures.

The Plan reports new revenue and cash balances rolled forward from prior fiscal years. For the Capital Construction program, estimated amounts are estimated using project delivery schedules. For other budget categories, estimated amounts are based on an average of prior year expenditures and budgeted amounts for FY 2023-24.

For FY 2023-24, the Department estimates that it will spend approximately \$XX billion across all program areas, including capital construction, maintenance, suballocated programs, administration, etc. The Department intends to update this report quarterly during FY 2023-24, and provide actual expenditures for comparison.

[The Spending Plan can be found here](#)



## Appendix C

### Open Projects and Unexpended Project Balances

As required by Section 43-1-113(6)(a), C.R.S., Appendix C serves as an addendum to the FY 2023-24 budget allocation plan and contains a complete list of all projects budgeted in prior years that have not been deleted or progressed to completion. This includes the balance of all funds carried over from previous years' budgets, whether resulting from construction or operation for less than the budgeted figure or from incomplete or deleted projects.

[A table containing a summary of open projects by fiscal year can be found here](#)



## Appendix D

### Planned Projects

As required by Section 43-1-113(2)(c), C.R.S., Appendix D serves as an addendum to the FY 2023-24 budget allocation plan and contains a complete list of all individual planned projects from FY 2022-23 through FY 2025-26. For these purposes, planned projects are those projects planned for award in FY 2022-2023, or previously awarded, with anticipated expenditures in FY 2022-23 or FY 2023-24. These figures will increase during the course of the year as additional projects are scheduled for advertisement.

[An updated list of planned project expenditures can be found here](#)



## Appendix E

### Total Construction Budget

As required by Section 43-1-113(2)(c), C.R.S Appendix D serves as an addendum to the FY 2023-24 Budget Allocation Plan, and contains a summary of the total construction budget for the given fiscal year.

[A summary of the construction budget by Budget Program line, project phase, as well as estimated construction engineering and indirect allocations can be found here](#)



## Appendix F

### Project Indirect Costs and Construction Engineering

As required by Section 43-1-106 (8)(h), C.R.S., Appendix E serves as an addendum to the FY 2023-24 Budget Allocation Plan and contains project indirect costs and construction engineering costs.

Each project participating in the federal program is charged a certain percentage for indirect costs. Indirect costs are costs that cannot be assigned to a particular project but are necessary for the construction program. Examples of indirect costs include personal services charges for supervisory engineering positions, materials testing, and engineering information technology costs.

Construction engineering costs (CE) are those costs that have been incurred for the purpose of ensuring compliance with specific project construction specifications, generally accepted construction standards, associated testing, and materials validation activities. Examples of costs accumulated in the CE budget pools include construction oversight, materials testing, and design services under construction.

The main sources of funds for the Department's project indirect and construction engineering costs are the State Highway Fund and federal reimbursement for eligible expenditures.

[Appendix F is an approximation of indirect and CE cost allocations to region and division cost centers in order to support construction programs can be found here](#)





## Appendix G

### CDOT Personnel Report

Appendix G provides the number of positions and associated salary and benefits costs in the same format as the Revenue Allocation Plan to provide visibility into staffing levels, and budget and expenditures on Department personnel. For FY 2023-24, the Department estimates spending approximately \$268 million on staff salaries and benefits for approximately 3,463 positions across CDOT, including the enterprises. [A table can be found here](#)