



CDOT Revenue Forecast FY 2025-26 Quarter 3

March 19, 2026



COLORADO

Department of Transportation



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Overview of CDOT Revenue Forecast

The Colorado Department of Transportation's (CDOT) Office of Financial Management and Budget (OFMB) maintains an annual revenue model to inform the budget-setting process. The OFMB updates this model quarterly to monitor the current fiscal year's performance and project revenue for future fiscal years. The data inputs for this model include, but are not limited to, the following:

- Historical performance of fee revenues
- National economic performance indicators, such as the year-over-year percent change in real U.S. GDP growth
- Inflation estimates based on data from Moody's and the National Highway Cost Construction Index (NHCCI)
- State population and demographic data from the Department of Local Affairs
- Data on annual vehicle miles traveled (VMT) in Colorado from the CDOT Division of Transportation Development
- Estimated vehicle costs, including federal or state rebates for certain vehicles
- Vehicle sales and energy consumption data from the Energy Information Administration
- State fleet data from the Colorado Department of Revenue
- The Colorado Clean Cars standard as baseline for electric vehicle adoption

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

OFMB also maintains a forecast for most CDOT enterprise fees. The following enterprise fees are included in this forecast:

- Congestion Impact Fee
- Bridge Safety Surcharge
- Bridge and Tunnel Impact Fee
- Enterprise Retail Delivery Fees
- Enterprise Rideshare Fees
- Oil and Gas Production Fees
- Fuels Impact Fee
- Miscellaneous sources of enterprise revenue

Budget to Forecast Comparison for FY 2025-26

This section compares this current forecast with the forecast used to set the FY 2025-26 budget. It highlights any substantial differences between the current forecast and the current budget.

CDOT Revenue

Highway Users Tax Fund

Forecasted Changes to CDOT HUTF Revenue for FY 2025-26

Revenue Source	CDOT FY 2025-26 Budget	FY 26 Q3 Forecast	Variance
CDOT First Stream	\$112,369,862	\$116,933,900	\$4,564,038
CDOT Second Stream	\$415,820,341	\$398,314,100	(\$17,506,241)
CDOT FASTER	\$122,359,750	\$122,995,200	\$635,450
CDOT Retail Delivery Fee	\$10,267,421	\$10,194,500	(\$72,921)
FASTER Transit and Rail	\$5,000,000	\$5,000,000	\$0
CDOT Other Distribution	\$61,200	\$61,200	\$0
CDOT HUTF Revenue Total	\$665,878,574	\$653,498,900	(\$12,379,674)

Compared to the FY 2025-26 budgeted amounts for HUTF revenue:

- The combined revenues from first and second stream distributions are lagging behind expectations. This is largely being driven by lower than expected motor fuel revenue. The chart below shows how motor fuel vehicle revenue through February compares to the same time period in previous fiscal years



- The increase to first stream revenue is related to a structural change made to better account for vehicle registration revenue between first and second stream. There was a corresponding decrease to second stream revenue
- Projected revenue from the FASTER Road Safety Surcharge was increased based on actuals through February

Other CDOT Cash Funds

Forecasted Changes to CDOT Cash Fund Revenue for FY 2025-26

Revenue Source	CDOT FY 2025-26 Budget	FY 26 Q3 Forecast	Variance
Aeronautics Fund	\$57,000,000	\$49,613,300	(\$7,386,700)
MMOF*	\$20,612,617	\$20,612,617	\$0
Law Enforcement Assistance Fund	\$1,245,323	\$1,245,323	\$0
State Infrastructure Bank	\$1,247,663	\$1,247,663	\$0
Marijuana Tax Cash Fund*	\$450,000	\$450,000	\$0
Other CDOT Cash Funds Total	\$80,555,603	\$73,168,903	(\$7,386,700)

*Funding from the MMOF and Marijuana Tax Cash Fund are appropriated in the Long Bill. These amounts represent CDOT's appropriation, and do not necessarily reflect forecasted revenue.

Compared to the FY 2025-26 budgeted amounts for CDOT cash fund revenue:

- The revenue forecast was reduced based on a new aviation fuel forecast from the Division of Aeronautics

CDOT Federal Revenue

CDOT is currently conducting revenue reconciliation for federal funding. Information on CDOT's final federal obligation limitation and any required revenue adjustments related to federal revenues will be published in the forecast next quarter.

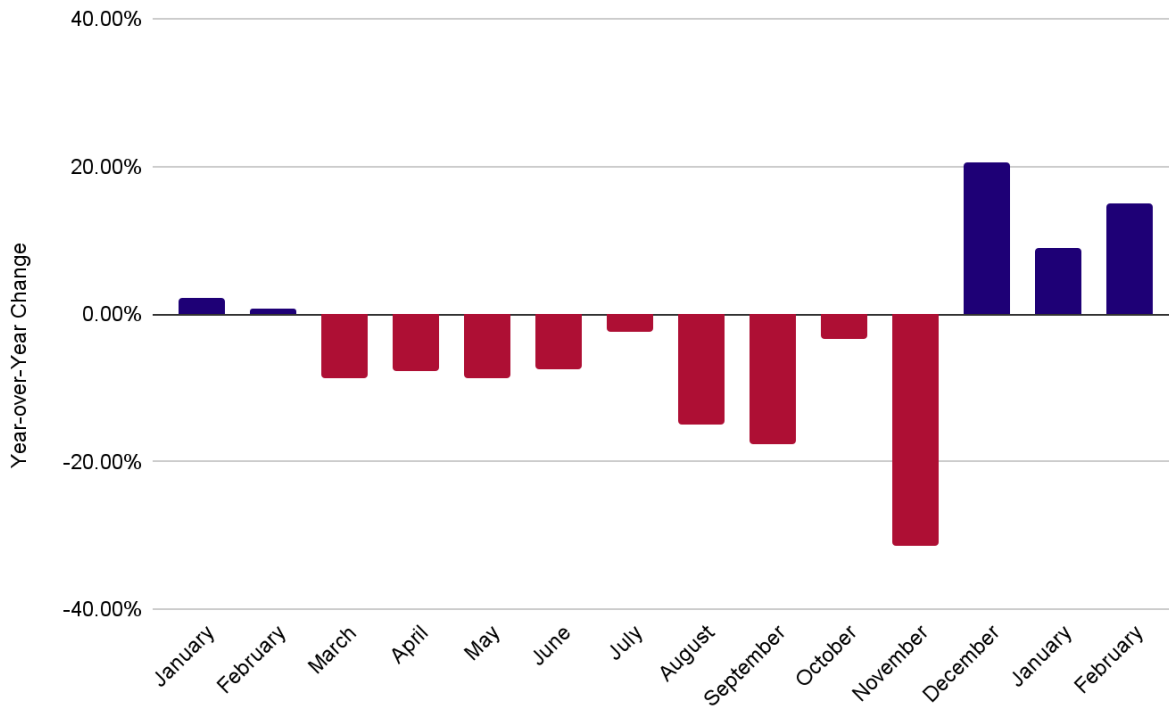
Colorado Transportation Investment Office

Forecasted Changes to CTIO Cash Fund Revenue for FY 2025-26

Revenue Source	CDOT FY 2025-26 Budget	FY 26 Q3 Forecast	Variance
SB 24-184 Congestion Impact Fee	\$57,662,237	\$52,073,421	(\$5,588,816)
Managed Lane Revenue	\$525,000	\$525,000	\$0
Toll Revenue	\$114,474,885	\$114,474,885	\$0
Toll Violations	\$50,800,000	\$50,800,000	\$0
Service Charges	\$12,225,000	\$12,225,000	\$0
CTIO Total	\$235,687,122	\$230,098,306	(\$5,588,816)

Compared to the FY 2025-26 budgeted amounts for CTIO cash fund revenue:

- The revenue expectations from the Congestion Impact Fee have been reduced based on decreased vehicle rentals in 2025. Vehicle rentals declined on a year-over-year basis through much of 2025. So far, vehicle rentals seem to be rebounding in 2026.



Colorado Bridge and Tunnel Enterprise

Forecasted Changes to BTE Cash Fund Revenue for FY 2025-26

Revenue Source	CDOT FY 2025-26 Budget	FY 26 Q3 Forecast	Variance
Bridge Safety Surcharge	\$117,599,801	\$118,135,835	\$536,034
Bridge and Tunnel Impact Fee	\$34,665,377	\$47,578,599	\$12,913,222
Bridge and Tunnel Retail Delivery Fee	\$11,609,476	\$11,527,065	(\$82,411)
Build America Bonds Credit	\$0	\$0	\$0
FHWA Transfer from CDOT	\$15,000,000	\$0	(\$15,000,000)
Miscellaneous Enterprise Revenue	\$2,500,000	\$8,458,498	\$5,958,498
Bridge and Tunnel Enterprise Total	\$181,374,654	\$185,699,997	\$4,325,343

Compared to the FY 2025-26 budgeted amounts for BTE cash fund revenue:

- Revenue expectations for the Bridge Safety Surcharge were increased slightly based on actual revenue
- Revenue expectations for the Bridge and Tunnel Impact Fee were increased due to the passage of SB 25-320, which increased the Bridge and Tunnel Fee rates by \$0.02 in FY 2025-26 and \$0.01 FY 2026-27 and FY 2027-28.
- The July 2025 Budget Amendment adopted by the Transportation Commission eliminated the \$15.0 million FHWA transfer from CDOT to backfill lost FASTER revenue from the passage of SB 25-258 and restore allocations to CDOT Asset Management programs. The \$15.0 million transfer to BTE is used to assist with annual debt service payments on its Series 2019A and Series 2024B Senior Revenue Bonds.

Clean Transit Enterprise

Forecasted Changes to CTE Cash Fund Revenue for FY 2025-26

Revenue Source	CDOT FY 2025-26 Budget	FY 26 Q3 Forecast	Variance
Clean Transit Enterprise Fund*	\$49,089,048	\$49,089,048	\$0
Local Transit Operations Cash Fund	\$38,886,376	\$39,120,804	\$234,428
Local Transit Grant Program Cash Fund	\$5,555,197	\$5,588,686	\$33,489
Rail Funding Program Cash Fund	\$11,110,393	\$11,177,372	\$66,979
CTE Interest Earnings	\$0	\$1,890,000	\$1,890,000
Clean Transit Enterprise Total	\$104,641,014	\$106,865,910	\$2,224,896

Compared to the FY 2025-26 budgeted amounts for CTE cash fund revenue:

- Revenue expectations for Oil and Gas Production Fee revenue increased slightly to account for changes to the Retail Delivery Fee. The final revenue from this fee will be constrained by SB 24-230. Under this bill, CTE is required to keep total revenue collections in its first five years under \$100 million.
- Beginning this fiscal year, OFMB began forecasting interest earnings in Enterprise cash funds, and this will be included in the budget for future years.

Nonattainment Area Air Pollution Mitigation Enterprise

Forecasted Changes to NAAPME Cash Fund Revenue for FY 2025-26

Revenue Source	CDOT FY 2025-26 Budget	FY 26 Q3 Forecast	Variance
Retail Delivery Fee	\$3,006,854	\$2,985,510	(\$21,344)
Rideshare Fee	\$10,370,748	\$9,315,076	(\$1,055,672)
NAAPME Interest Earnings	\$0	\$1,000,000	\$1,000,000
Nonattainment Enterprise Total	\$13,377,602	\$13,300,586	(\$77,016)

Compared to the FY 2025-26 budgeted amounts for NAAPME cash fund revenue:

- Revenue expectations for the Retail Delivery Fee and Rideshare Fees were decreased based on actual revenue to date.
- Beginning this fiscal year, OFMB began forecasting interest earnings in Enterprise cash funds, and this will be included in the budget for future years.

Fuels Impact Enterprise

Forecasted Changes to FIE Cash Fund Revenue for FY 2025-26

Revenue Source	CDOT	FY 26 Q3 Forecast	Variance
Fuels Impact Reduction Fee	\$15,000,000	\$15,000,000	\$0
FIE Interest Earnings	\$0	\$780,000	\$780,000
Fuels Impact Enterprise Total	\$15,000,000	\$15,780,000	\$780,000

Compared to the FY 2025-26 budgeted amounts for NAAPME cash fund revenue:

- Beginning this fiscal year, OFMB began forecasting interest earnings in Enterprise cash funds, and this will be included in the budget for future years.

Statewide Highway Users Tax Fund Forecast

The Highway Users Tax Fund (HUTF) is made up of state-levied taxes and fees associated with the operation of motor vehicles in Colorado. The State Treasurer distributes HUTF proceeds to CDOT, the Colorado State Patrol, the Department of Revenue, counties, and municipal governments according to statutory formulas and annual appropriations.

HUTF Revenue Sources

This section outlines the revenue sources that flow through the HUTF. They include taxes and fees on motor vehicles, vehicle registration fees, FASTER Safety fees, retail delivery fees, and several miscellaneous collections.

HUTF Summary Table (millions)

Revenue Source	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28
Motor Fuel Taxes	\$644.3	\$637.2	\$634.1	\$630.1
Vehicle Registration Fees	\$244.4	\$253.0	\$264.8	\$279.8
FASTER Collections	\$232.5	\$217.0	\$219.2	\$242.3
Road Usage Fee	\$120.1	\$147.1	\$175.7	\$203.7
Miscellaneous Collections	\$26.5	\$32.3	\$32.3	\$32.3
Retail Delivery Fee	\$22.6	\$25.5	\$28.4	\$31.7
Statewide HUTF Revenue	\$1,290.5	\$1,312.1	\$1,354.6	\$1,419.9

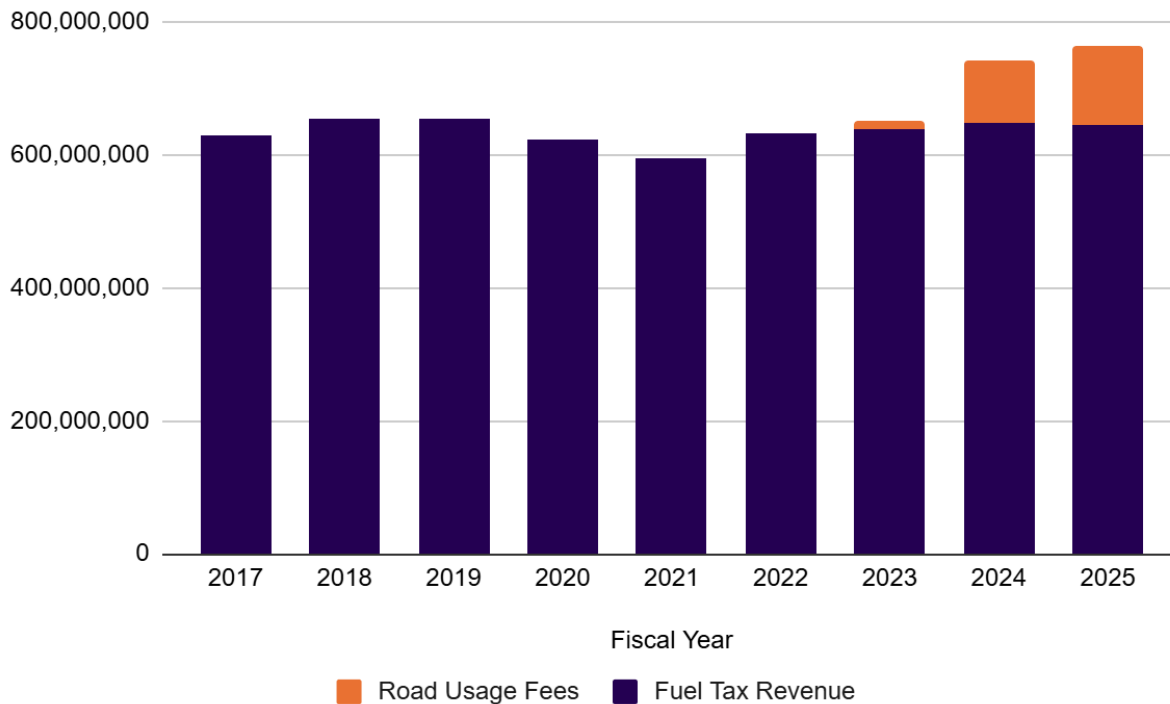
Motor Fuel Taxes and Fees

Motor fuel taxes are currently the primary source of transportation revenue in the state. Colorado has an excise tax of 22 cents per gallon for gasoline and 20.5 cents per gallon for diesel/special fuel.

Senate Bill 21-260 created an additional road usage fee, which is assessed on each gallon of gasoline and diesel. This fee is being 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 state began collecting revenue from this fee in April 2023.

Revenue Trends - The increase in revenue from fuel taxes and fees in recent years has been mostly attributable to increases in the Road Usage Fee. Revenues from fuel excise taxes have decreased slightly in the last two fiscal years, and are forecasted to continue decreasing through this fiscal year. The chart below provides a breakout of fuel revenue.

Statewide Fuel Tax and Fee Revenue



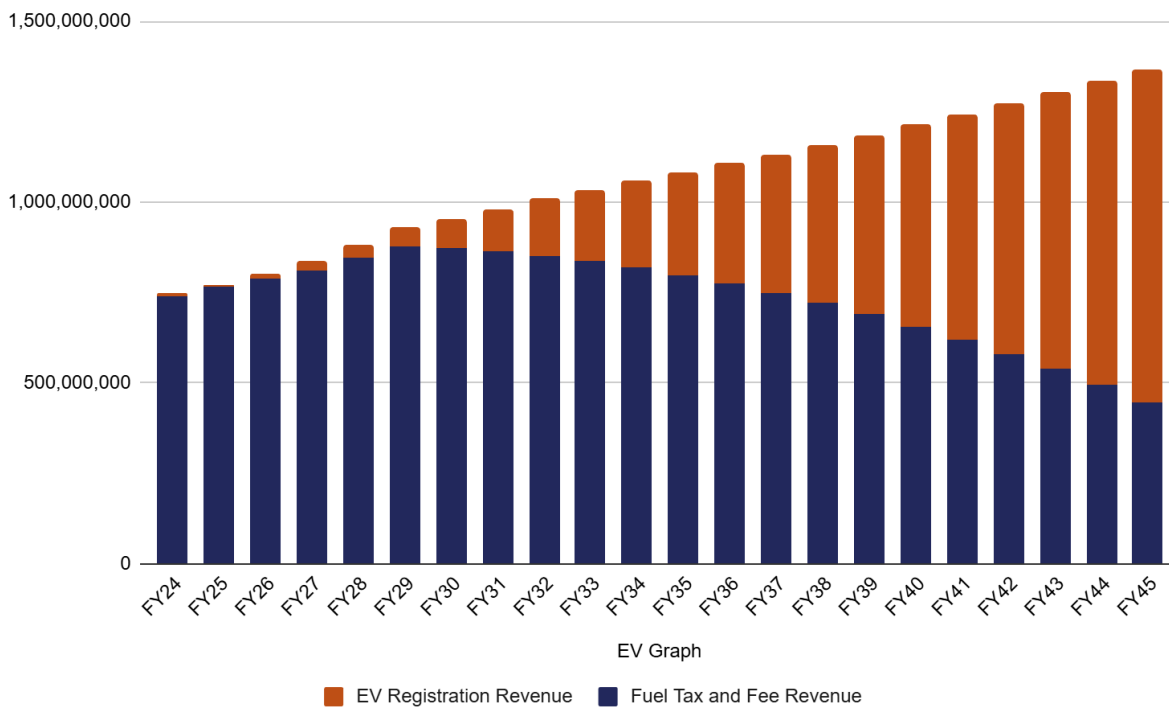
Motor Vehicle Registration Fees

The state collects several fees at the time of vehicle registration. Licensing fees, age-based fees, weight-based fees, and electric vehicle fees are credited to the HUTF.

- **Age and weight-based vehicle registration fees** - These are annual registration fees that vary based on the age and weight of a vehicle.
- **Plug-in Electric Motor Vehicle Registration Fee** - The state currently assesses an 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. This fee began annually increasing with inflation in FY 2022-23.
- **Electric Vehicle Road Usage Equalization Fee** - Senate Bill 21-260 imposed an additional registration fee on plug-in electric vehicles. Fees on passenger vehicles will be phased in through FY 2031-32. Beginning in FY 2032-33, the fee for passenger vehicles will be annually adjusted for inflation using the National Highway Cost Construction Index.
- **Commercial Electric Vehicle Fees** - In lieu of the regular equalization fee, electric commercial vehicles will pay an annual registration fee based on weight. Beginning in FY 2023-24, this fee will be annually adjusted for inflation based on the National Highway Cost Construction Index.

Revenue Trends - As electric vehicle adoption increases, HUTF revenue is expected to gradually shift away from fuel taxes and fees toward vehicle registration fees. The chart below outlines this forecasted revenue shift. CDOT’s forecast currently assumes that the state will reach its goal of 940,000 electric vehicles on the road by 2030. This shift will depend on actual electric vehicle adoption in future years.

Vehicle Revenue over Time



FASTER Fees

In 2009, the General Assembly passed Senate Bill 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. Revenue from FASTER fees must be used for safety projects.

- **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.). Senate Bill 25-258 temporarily reduces the Road Safety Surcharge by \$3.70 for all weight classes.
- **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 for each day a vehicle is rented. The rate for this fee is annually adjusted with inflation.
- **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.

Revenue Trends - Revenue from the Road Safety Surcharge will decrease between FY 2025-26 to FY 2027-28 due to the passage of SB 25-258. Additionally, revenue from Daily Vehicle Rental Fees is expected to decrease compared to the initial forecast used to set the budget.

Retail Delivery Fees

Senate Bill 21-260 imposed new fees on retail deliveries that are subject to the state sales tax. These fees are collected by retailers and distributed to the HUTF and several state enterprises. These fees are adjusted for inflation based on the Denver-Aurora-Lakewood Consumer Price Index annually.

Revenue Trends - Revenue from retail delivery fees have been growing rapidly since their implementation in 2023. The number of deliveries subject to the fee increased by 11.06 percent between FY 2023-24 to FY 2024-25.

Miscellaneous Collections

Several other sources of motor vehicle revenue flow through the HUTF, including:

- Passenger Mile Taxes
- Bulk Transfer Fee Collections
- Traffic and DUI Fines
- Interest Earnings
- Mountain Highway Commercial Motor Vehicle Safety penalties

HUTF Revenue Distribution

HUTF revenue is distributed to state departments, counties, and municipalities based on annual appropriations and statutory formulas. The statewide distribution formulas are distributed based on “funding streams,” which are described in more detail in the sections below.

CDOT’s portion of revenue from the Highway Users Tax Fund is deposited in the State Highway Fund. The statewide distribution of HUTF funding is described below.

Statewide Revenue Distribution (millions)

Recipient	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28
Off-the-Top Appropriations	\$212.7	\$225.3	\$238.6	\$252.6
CDOT	\$656.2	\$653.5	\$668.3	\$704.1
DNR Capital Construction	\$0.3	\$0.3	\$0.3	\$0.3
Counties	\$244.3	\$250.0	\$257.0	\$264.9
Municipalities	\$176.9	\$183.0	\$190.4	\$198.0
Total HUTF Distributions	\$1,290.5	\$1,312.1	\$1,354.6	\$1,419.9

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” appropriations are made to the Colorado State Patrol and the Department of Revenue, 65 percent of the remaining 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 the following:

- Motor fuel taxes in excess of the first \$0.07
- Road usage fees
- Age-based registration fees
- Electric vehicle 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 revenue includes the FASTER fees, surcharges, and fine revenues. This includes the:

- Road Safety Surcharge

- Late Registration Fees
- Daily Vehicle Rental Fees
- Oversize/Overweight Vehicle Surcharges

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.

Senate Bill 25-258 temporarily adjusts the FASTER distribution formula to account for a temporary reduction to the Road Safety Surcharge rates. Between September 2025 to September 2027, the temporary formula distribution will be 54 percent to CDOT, 24 percent to counties, and 20 percent to municipalities.

Fourth Stream Revenue

The fourth stream includes revenue from the statewide Retail Delivery Fee. Of the state's Retail Delivery Fee revenue, 71.1% is allocated to the HUTF and 28.9% to the Multimodal Transportation and Mitigation Options Fund. The HUTF portion is then distributed as follows: 40% to the State Highway Fund, 33% to counties, and 27% to municipalities. CDOT's portion of this revenue can be used for transit projects that promote multimodal integration.

CDOT Revenue by Source

In addition to HUTF revenue, CDOT receives revenue from several other federal and state sources. This section summarizes the forecast for all CDOT sources of revenue.

CDOT Revenue by Cash Fund (millions)

Cash Fund	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28
State Highway Fund - HUTF	\$656.2	\$653.5	\$668.3	\$704.1
State Highway Fund - Legislative Initiatives	\$100.5	\$32.7	\$51.0	\$100.5
State Highway Fund - Miscellaneous	\$64.9	\$38.5	\$42.2	\$42.3
State Highway Fund - Bustang	\$4.2	\$4.3	\$4.4	\$4.5
State Highway Fund - Federal	\$794.9	\$799.5	\$806.3	\$814.0
Aeronautics Fund	\$43.8	\$49.6	\$50.0	\$50.7
Multimodal Options Fund	\$19.6	\$20.9	\$22.1	\$23.4
Law Enforcement Assistance Fund	\$1.2	\$1.2	\$1.2	\$1.2
State Infrastructure Bank Fund	\$1.4	\$1.4	\$1.4	\$1.5
Marijuana Tax Cash Fund	\$1.0	\$1.0	\$1.0	\$1.0
Fund 606	\$1.2	\$1.2	\$1.2	\$1.2
Cash Fund Revenue Total	\$1,688.9	\$1,603.8	\$1,649.1	\$1,744.5

State Highway Fund - State Funding

The Colorado General Assembly annually appropriates CDOT's Administration funding from the State Highway Fund; the Colorado Transportation Commission allocates the remaining funds. The sources of State Highway Fund revenue include the following:

- **Highway Users Tax Fund** - This includes CDOT's portion of the tax and fee revenue that is deposited in the HUTF.
- **Legislative Initiatives** - This includes annual General Fund transfers to the State Highway Fund.
- **Miscellaneous Revenues** - This includes smaller sources of State Highway Fund revenue, including proceeds from the sale of state property, interest, damage awards, and permit sales.
- **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. The primary source of Bustang revenue is fare revenue.

State Highway Fund - Federal Funding

The federal authorization legislation for transportation funding is the Infrastructure Investment and Jobs Act (IIJA). This law authorizes a certain level of funding in all the federal transportation programs. However, Congress' Appropriation Committees must appropriate those dollars on an annual basis. In most years, Congress appropriates less funds than they authorized in the federal authorization legislation. That limitation is called the "obligation limitation." Over the last few years, the funding we receive from the federal government has become more variable. The OFMB estimates what the federal obligation limitation will be for the upcoming fiscal year, and this estimate is used for budget development.

The largest source of CDOT's federal funding comes from the FHWA. Funding from the National Highway Performance Program and Surface Transportation Block Grant program are generally the most flexible source of funding, and the state has a high degree of discretion on how to allocate these funds. Funding in other programs are dedicated to specific purposes.

FHWA Programs (millions)

FHWA Formula Programs	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28
National Highway Performance Program	\$314.5	\$315.7	\$323.2	\$326.6
Surface Transportation Block Grant	\$147.4	\$150.5	\$153.8	\$155.2

FHWA Formula Programs	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28
Highway Safety Improvement Program	\$48.4	\$50.2	\$51.4	\$51.9
Railway-Highway Crossings Program	\$3.2	\$3.2	\$3.2	\$3.3
CMAQ	\$41.7	\$42.5	\$43.5	\$43.9
Metro Planning (MPP)	\$6.4	\$6.6	\$6.7	\$6.8
National Freight Program	\$16.6	\$17.0	\$17.4	\$17.5
Carbon Reduction Program	\$15.1	\$15.4	\$15.8	\$15.9
PROTECT Program	\$17.0	\$17.4	\$17.8	\$17.9
Recreational Trails	\$1.6	\$1.6	\$1.6	\$1.6
State Planning and Research	\$14.2	\$14.5	\$14.8	\$15.0
Transportation Alternatives Program	\$17.1	\$17.5	\$17.8	\$18.2
Total Formula Programs	\$643.3	\$652.1	\$667.0	\$673.9

FHWA Funding - Required Local Match (millions)

FHWA Local Matching Funds	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28
Local Match	\$35.0	\$35.6	\$33.8	\$34.1
Local Match Total	\$35.0	\$35.6	\$33.8	\$34.1

FHWA Funding - Other Programs (millions)

Program	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28
NHPP Exempt Allocations	\$8.6	\$8.6	\$8.6	\$8.6
FHWA Bridge Formula	\$45.0	\$45.0	\$45.0	\$45.0
National Electric Vehicle Formula Program	\$12.0	\$12.0	\$0.0	\$0.0
Total Other Allocations	\$65.6	\$65.6	\$53.6	\$53.6

Other Federal Funding (millions)

Federal Funding	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28
FTA	\$29.6	\$29.8	\$30.1	\$30.4
FTA - Local Match	\$7.2	\$7.3	\$7.4	\$7.4
NHTSA	\$14.2	\$14.3	\$14.5	\$14.6
Other Federal Programs Total	\$51.0	\$51.5	\$52.0	\$52.5

Other CDOT Cash Funds

In addition to the revenue that goes to the State Highway Fund, CDOT receives revenue to several other cash funds. These revenues are typically dedicated to specific purposes, and are explained in greater detail below.

- **Aeronautics Fund** - This includes revenue from aviation gasoline excise taxes and fuel sales taxes. This funding is continuously appropriated. The revenue in the aeronautics fund is allocated by the Colorado Aeronautical Board.
- **Multimodal Transportation and Mitigation Options Fund (MMOF)** - This cash fund includes funds transferred to the MMOF from the General Fund, as well as revenue from the Retail Delivery Fee. Of the revenue to this fund, 85% is granted out to local entities and 15% is retained by the state for Bustang operations.
- **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) and the Colorado Bureau of Investigation (CBI), 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.
- **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.
- **Marijuana Tax Cash Fund** - Each year, CDOT receives an appropriation for the Marijuana Tax Cash fund for impaired driving education and outreach.

CDOT Appropriations Requests

Each year, CDOT submits appropriations requests for the MMOF and its Marijuana Impaired Driving Program, which is funded out of the Marijuana Tax Cash Fund. As of this writing, the General Assembly is still conducting figure setting hearings for the FY 2026-27 budget, and the final amounts for these programs has not been decided. This section will be updated next quarter to discuss any final decisions made by the General Assembly.

Colorado Transportation Investment Office

The Colorado Transportation Investment Office (CTIO) has the statutory authority 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). Revenue to the Colorado Transportation Investment Office primarily includes toll and fine revenue from the state’s express lanes.

Additionally, SB 24-184 authorized the Colorado Transportation Investment Office to impose a Congestion Impact Fee on short-term rental vehicles. This fee is currently \$3.00 per day/per rental. Starting in FY 2026-27, this fee will be annually adjusted for inflation. Revenue from this fee must go toward completing, operating, and maintaining multimodal surface transportation infrastructure projects.

Forecasted CTIO Revenue (millions)

Revenue Source	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28
SB 24-184 Congestion Impact Fee	\$27.4	\$52.1	\$56.5	\$62.4
Managed Lane Revenue	\$3.4	\$0.5	\$0.6	\$0.6
Toll Revenue	\$56.0	\$114.5	\$136.5	\$156.8
Toll Violations	\$22.9	\$50.8	\$47.2	\$47.2
Service Charges	\$7.7	\$12.2	\$15.4	\$12.2
CTIO Total	\$117.4	\$230.1	\$256.1	\$279.1

Congestion Impact Fee

CTIO assesses a Congestion Impact Fee on all daily vehicle rentals. For FY 2025-26, this fee is \$3.00, and it is assessed at the same time as the statewide Daily Vehicle Rental Fee. This fee will be adjusted for inflation in future years. As discussed above on page 7, vehicle rentals have been declining on a year-over-year basis. This is expected to reduce revenue expectations compared to the FY 2025-26 budget.

Colorado Bridge and Tunnel Enterprise

The original business purpose of the Bridge and Tunnel Enterprise was to finance, repair, reconstruct, and replace any designated bridge in the state. Senate Bill 21-260 changed the scope of the enterprise to include tunnel projects and House Bill 23-1276 expanded the scope to include preventive maintenance projects.

This section outlines the revenue sources for the Colorado Bridge and Tunnel Enterprise. The table below provides an overview of the current forecast, and each revenue source is described in additional detail below.

BTE Revenue Forecast (millions)

Revenue Source	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28
Bridge Safety Surcharge	\$115.6	\$118.1	\$120.9	\$123.5
Bridge and Tunnel Impact Fee	\$25.7	\$47.6	\$47.7	\$54.6
Bridge and Tunnel Retail Delivery Fee	\$10.2	\$11.5	\$12.9	\$14.3
Build America Bonds Credit	\$2.9	\$0.0	\$0.0	\$0.0
FHWA Transfer from CDOT	\$9.6	\$0.0	\$15.0	\$15.0
Miscellaneous Enterprise Revenue	\$11.5	\$8.5	\$10.3	\$6.1
Bridge and Tunnel Enterprise Total	\$175.4	\$185.7	\$206.8	\$213.6

Bridge Safety Surcharge

The Bridge Safety Surcharge was created by SB 09-108 (FASTER) and is assessed at the time of vehicle registration. This fee amount varies based on vehicle weight.

Bridge and Tunnel Impact Fee

The Bridge and Tunnel Impact Fee was created by SB 21-260, and it is assessed on special fuel sold in the state. This fee increases on an annual schedule set by statute.

Senate Bill 25-320 increased the Bridge and Tunnel Impact Fee by two cents in FY 2025-26 and one cent in FY 2026-27 and FY 2027-28. This fee increase substantially increased the revenue expectations from these fees compared to the FY 2025-26 budget.

Budget Changes Resulting from SB 25-320

Source	FY 2025-26	FY 2026-27
Previous Fee Rate	\$34.6	\$41.5
New Fee Rate Under SB 25-320	\$48.6	\$47.8
Increase	\$14.0	\$6.3

Retail Delivery Fees

The state's retail delivery fees were created by SB 21-260. These fees are collected in addition to the statewide retail delivery fee that goes to the HUTF and MMOF, discussed above. Overall, revenue from this fee has been slightly lower than initially forecasted for the FY 2025-26 forecast.

Miscellaneous Sources of Revenue

In addition to fee revenue, BTE receives revenue from several various sources, including revenue from FHWA, and miscellaneous state revenue from service charges and interest earnings on fund balances.

Clean Transit Enterprise

The Clean Transit Enterprise (CTE) was initially created within CDOT under SB 21-260 to support public transit electrification planning efforts, facility upgrades, fleet motor vehicle replacement, as well as construction and development of electric motor vehicle charging and fueling infrastructure. The business purpose of CTE was expanded with the passage of SB 24-230 to include reducing and mitigating the adverse environmental and health impacts of air pollution and greenhouse gas emissions produced by oil and gas development by investing in public transit. Senate Bill 24-230 requires the CTE to impose an Oil and Gas Production Fee that will be paid quarterly by every producer of oil and gas in the state effective July 1, 2025.

This section outlines the revenue sources for the Clean Transit Enterprise. The table below provides an overview of the current forecast, and each revenue source is described in additional detail below.

CTE Revenue Forecast (millions)

Revenue Source	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28
Clean Transit Enterprise Fund	\$11.3	\$12.8	\$14.3	\$15.9
Local Transit Operations Cash Fund	\$0.0	\$39.1	\$81.5	\$77.0
Local Transit Grant Program Cash Fund	\$0.0	\$5.6	\$11.6	\$11.0
Rail Funding Program Cash Fund	\$0.0	\$11.2	\$23.3	\$22.0
Clean Transit Enterprise Total	\$11.3	\$68.7	\$130.7	\$126.0

Retail Delivery Fee

The state’s retail delivery fees were created by SB 21-260. These fees are collected in addition to the statewide retail delivery fee that goes to the HUTF and MMOF, discussed above. Overall, revenue from this fee has been slightly lower than initially forecasted for the FY 2025-26 forecast.

Unlike other CDOT enterprises, revenue from this fee is annually appropriated to the Clean Transit Enterprise. While the table above provides information on the expected revenue to CTE, these revenue amounts do not necessarily reflect the total spending authority available to the Enterprise.

Oil and Gas Production Fees

Senate Bill (SB) 23-230 - “Concerning Support for Statewide Remediation Services that Positively Impact the Environment” established two new fees on oil and gas extraction in Colorado. The fees are collected by two existing state enterprises, the Clean Transit Enterprise (CTE) in the Colorado Department of Transportation and the Colorado Parks and Wildlife (CPW) in the Department of Natural Resources.

Under this bill, CTE is authorized to set and impose production fees within defined statutory ranges based on quarterly oil and gas spot prices, as calculated and published by the Energy and Carbon Management Commission (ECMC). ECMC’s role is to provide quarterly guidance on oil and gas market conditions, national security considerations, and regulatory developments to assist CPW and the CTE in setting fees within those ranges. The table below shows the fee amounts set and the actual revenue to date for the first two quarters of the fiscal year.

Oil and Gas Production Fee Amounts

Fiscal Year	Fiscal Year Quarter	Average WTI Price Forecast	Calculated Oil Fee	Average Henry Hub Price Forecast	Calculated Gas Fee	Total Revenue*
2026	Quarter 1	\$65.75	\$0.36	\$3.03	\$0.03	\$25,873,509
2026	Quarter 2	\$59.64	\$0.24	\$3.75	\$0.03	\$19,811,953**

*These revenue amounts are preliminary and subject to change.

**This includes revenue through the writing of this report, and may not be the total amount of revenue earned during the quarter.

Senate Bill 24-230 requires the CTE to limit its total revenue collection to less than \$100 million in the Enterprise’s first five fiscal years to comply with the limitations of Proposition 117. The bill gives the CTE Board the authority to adjust fees, lower fees, or stop fee collection to ensure that the Enterprise’s total revenue stays within this limit. It is anticipated that CTE will either set lower rates or stop collections in the third and fourth quarters to stay within this requirement. The table below outlines the forecasted maximum revenue the CTE can collect from Oil and Gas Production Fees in FY 2025-26.

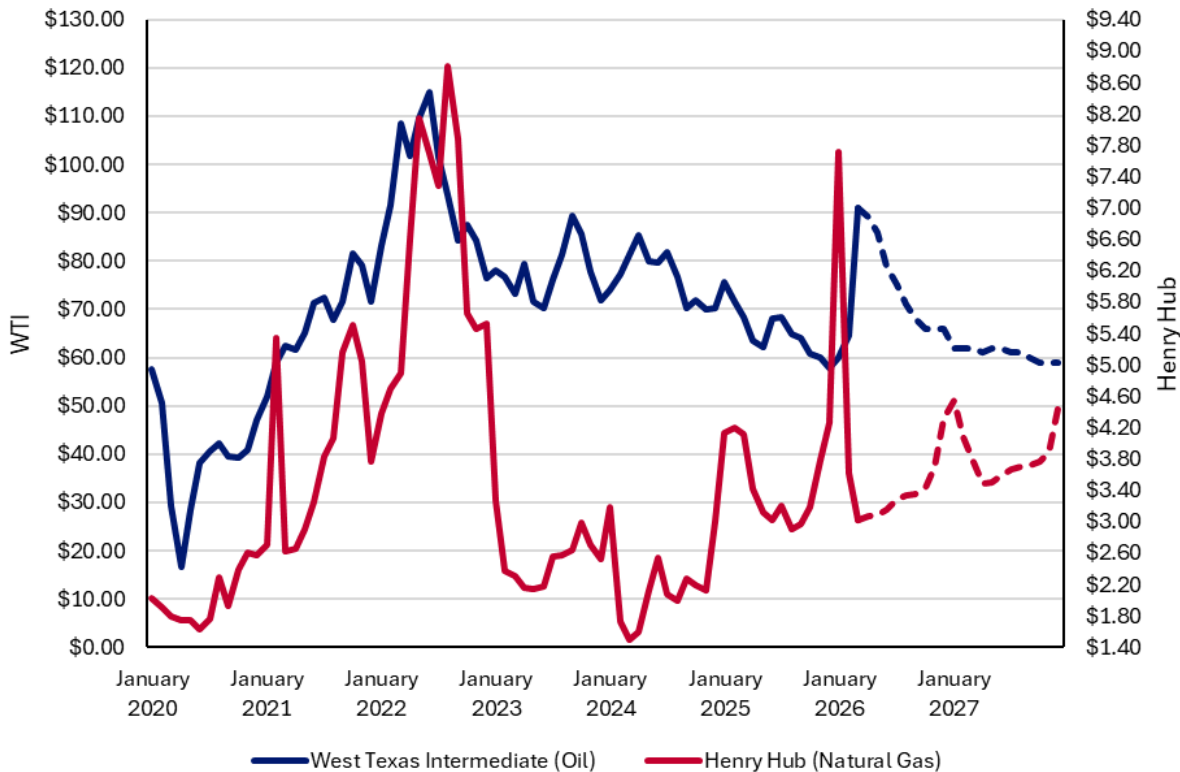
Maximum Fee Revenue Forecast in FY 2025-26

Forecast	Amount
Forecasted Maximum Oil and Gas Fee Revenue for FY 2025-26	\$55,886,862
Total Revenue to Date	\$45,685,462
Over/Under	(\$10,201,400)

The chart below shows the most recent price forecast from the U.S. Energy Information Administration (EIA). The onset of military action in Iran and throughout the region could

create significant instability with these prices. If the conflict is prolonged, it could increase prices beyond what is in EIA’s forecast.

Monthly Oil and Gas Price Forecast



Source: U.S. Energy Information Administration. Short-Term Energy Outlook March 10, 2026.

Nonattainment Area Air Pollution Mitigation Enterprise

This enterprise was created by Senate Bill 21-260 to mitigate the environmental and health impacts of increased air pollution for motor vehicle emissions in nonattainment areas resulting from the growth in rideshares and retail deliveries. It receives revenue from retail delivery fees and rideshare fees. Revenue is distributed through two programs: The Community Clean Transportation Assistance Program (CCTAP) and the Large Grants Program. The CCTAP distributed its first round of funding in FY2025-26. The Large Grants Program will support future projects such as Bus Rapid Transit.

NAAPME Revenue Forecast (millions)

Revenue Source	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28
NAAPME Retail Delivery Fee	\$2.6	\$3.0	\$3.3	\$3.7
NAAPME Per Ride Fee	\$8.1	\$9.3	\$11.4	\$14.0
Nonattainment Enterprise Total	\$10.7	\$12.3	\$14.8	\$17.7

Retail Delivery Fee

The state's retail delivery fees were created by SB 21-260. These fees are collected in addition to the statewide retail delivery fee that goes to the HUTF and MMOF, discussed above. Overall, revenue from this fee has been slightly lower than initially forecasted for the FY 2025-26 forecast.

Rideshare Fees

The state's Rideshare Fees were created by SB 21-260. These fees are collected for every ride taken using a rideshare. The full fee is assessed on individual rides in a gas-powered vehicle. A discounted rate is assessed for shared rides or rides in an electric vehicle. Overall this fee revenue has come in lower than initially forecasted for FY 2025-26.

Fuels Impact Enterprise

This enterprise was created by Senate Bill 23-280 to improve the transportation of fuel and monitor vehicle emissions. The enterprise distributes funds to Adams County, the City of Aurora, El Paso County, Mesa County, Otero County, and CDOT. These entities use the funds to make improvements on hazardous mitigation corridors and complete projects related to emergency response, environmental mitigation, or fuel transportation.

FIE Revenue Forecast (millions)

Revenue Source	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28
Fuels Impact Reduction Fee	\$15.0	\$15.0	\$15.0	\$15.0
Fuels Impact Enterprise Total	\$15.0	\$15.0	\$15.0	\$15.0

Fuels Impact Fee

The Fuels Impact Enterprise is funded by a Fuels Impact Reduction Fee of up to 0.6125 cents per gallon of fuel on licensed fuel excise tax distributors and licensed fuel distributors.