

**COLORADO**

Department of Transportation

**MOVE Colorado**  
**Keith Sheaffer,**  
Reg. 4 South Program Engineer



# What we do ...

**MONITORS**  
**278 of 522**  
AVALANCHE PATHS

**MAINTAINS,  
& REPAIRS**  
**MORE THAN 23,000**  
HIGHWAY LANE MILES

**SPENDS**  
**\$69 MILLION**  
**PER YEAR ON**  
SNOW REMOVAL

**KEEPS**  
**35**  
**MOUNTAIN**  
**PASSES**  
OPEN YEAR-ROUND

**ADMINISTERS**  
**ABOUT \$11**  
**MILLION**  
IN FEDERAL  
**GRANTS**  
**FOR TRANSIT**  
**OPERATORS**

**OVERSEES**  
**\$41 MILLION**  
IN FEDERAL AVIATION  
GRANTS FOR AIRPORTS

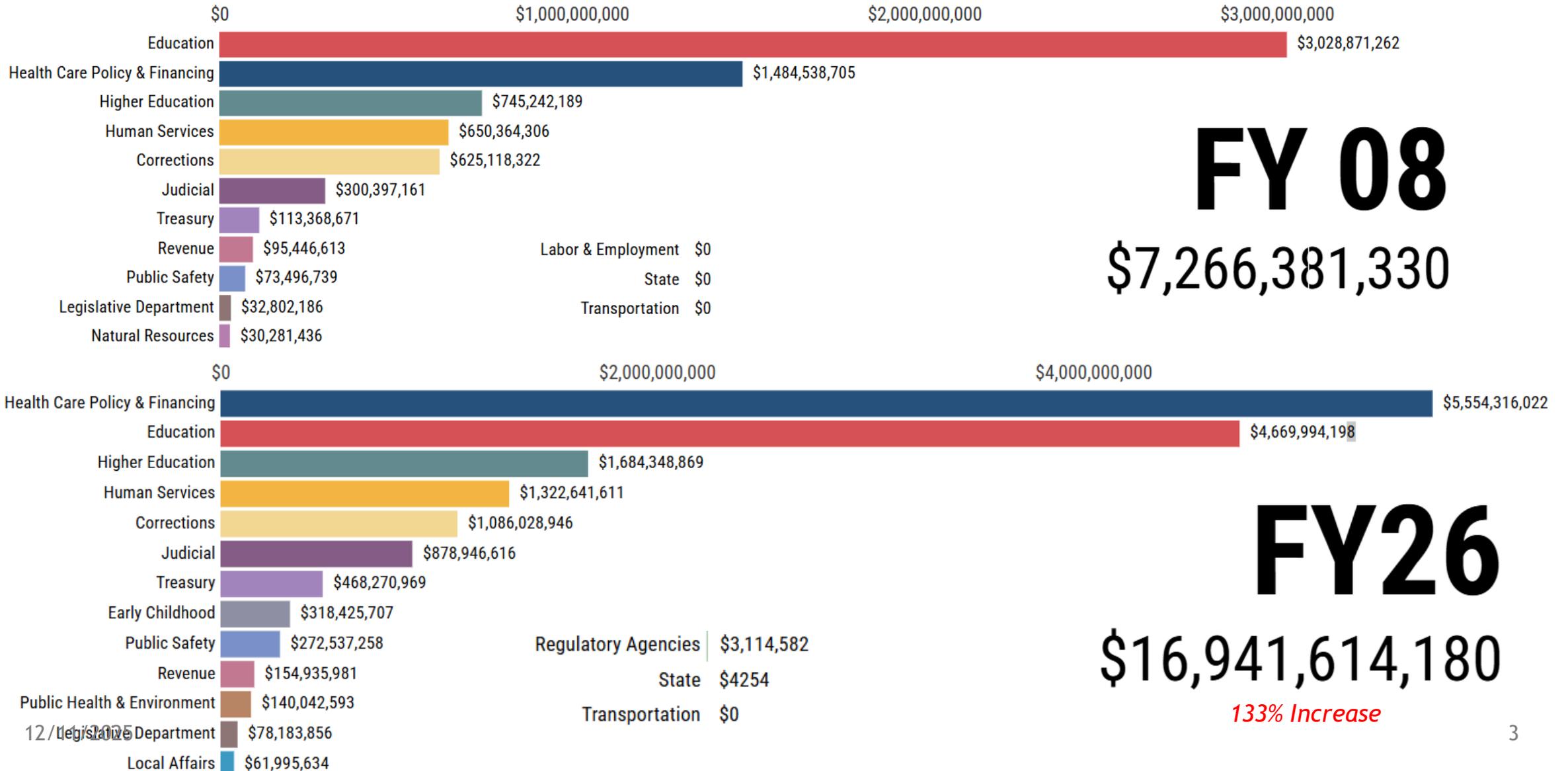
**MAINTAINS**  
**3,447**  
**BRIDGES**

**OVERSEES**  
**28 BILLION**  
ANNUAL VEHICLE  
MILES TRAVELED

**MANAGES**  
**OVER \$5**  
**MILLION**  
IN FEDERAL  
**GRANTS FOR**  
**SAFE DRIVING**  
**PROGRAMS**



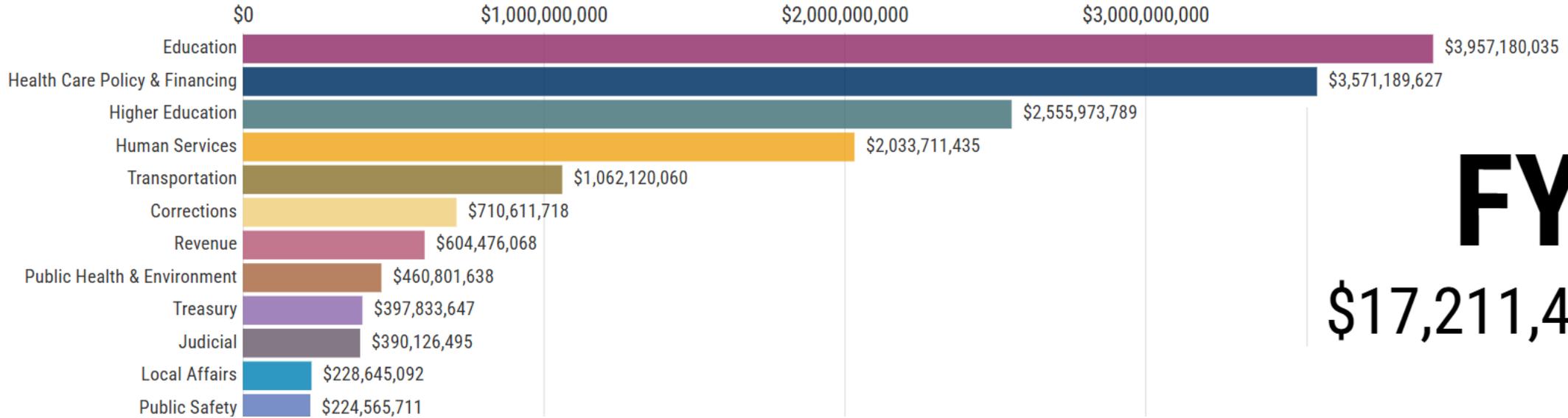
# GENERAL FUND 2008 VS 2026





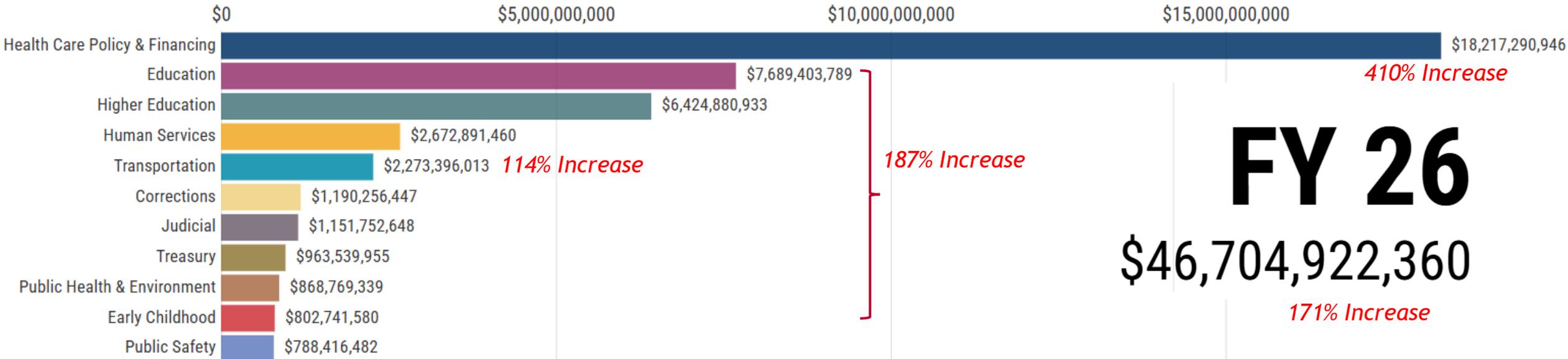
# STATE BUDGET 2008 VS 2026

Source: Common Sense Institute



## FY 08

**\$17,211,468,105**

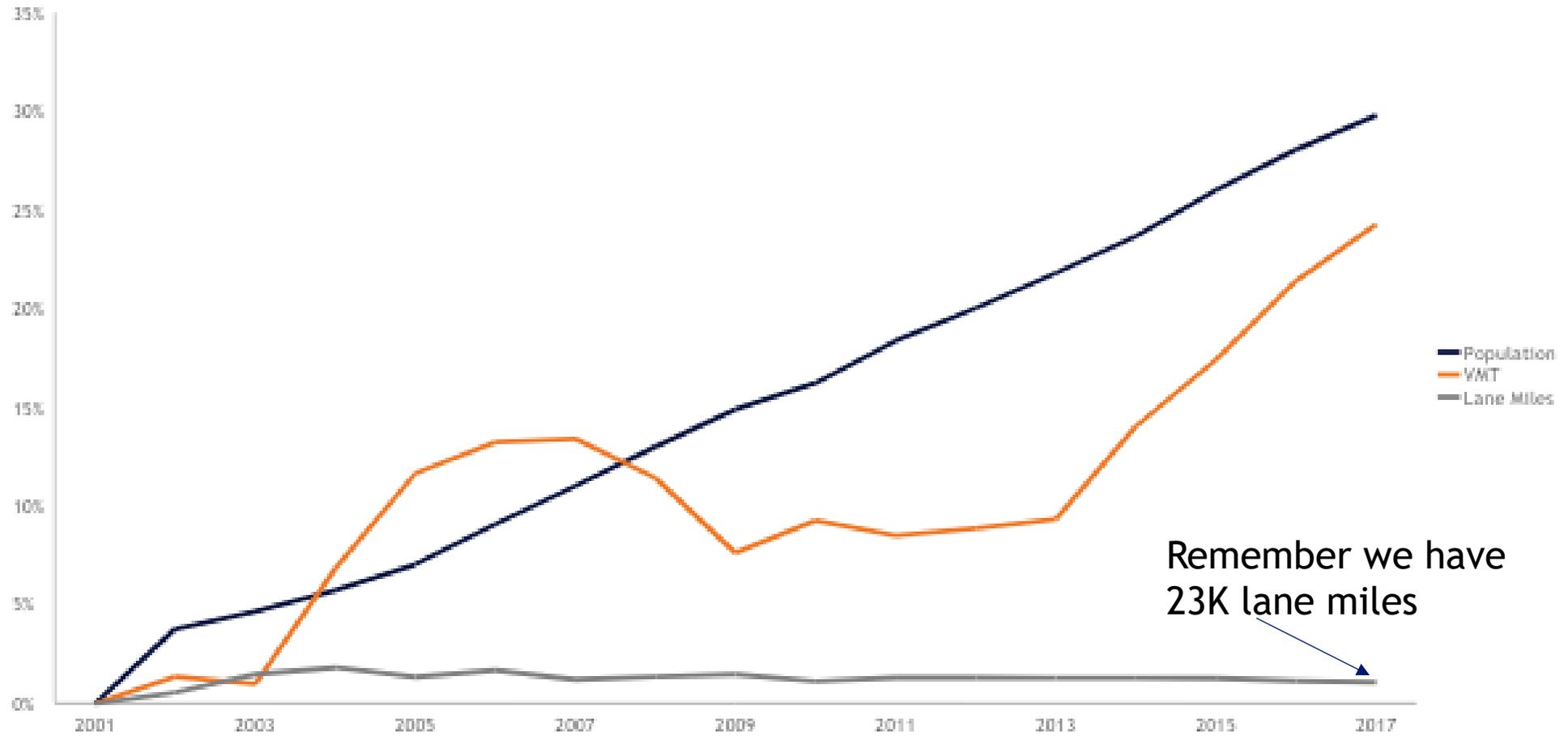


## FY 26

**\$46,704,922,360**



# Trends in Transportation



Remember we have 23K lane miles



# Transportation Funding Trends

## SB 21-260

Established new fees and four new Enterprises.

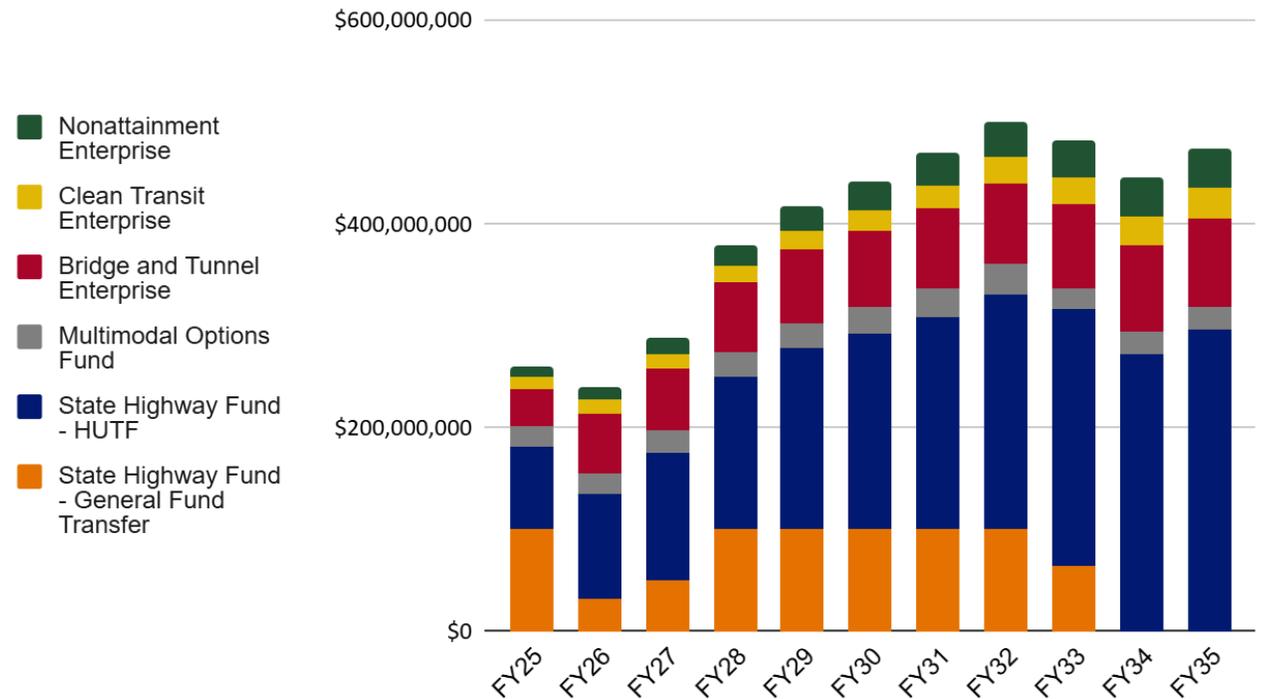
Fee revenue collections began in FY 2023 and phase in through FY 2032.

\$100 M Annual General Fund transfer began in FY 2025; reduced in FY 2026 and FY 2027,

Allocates funding to CDOT, Enterprises, and locals.

Additional HUTF revenue put in place under SB 21-260 helps to offset slowing growth and eventual decline in existing HUTF revenue streams.

## Statewide Revenue from SB 21-260





# Transportation Funding Trends

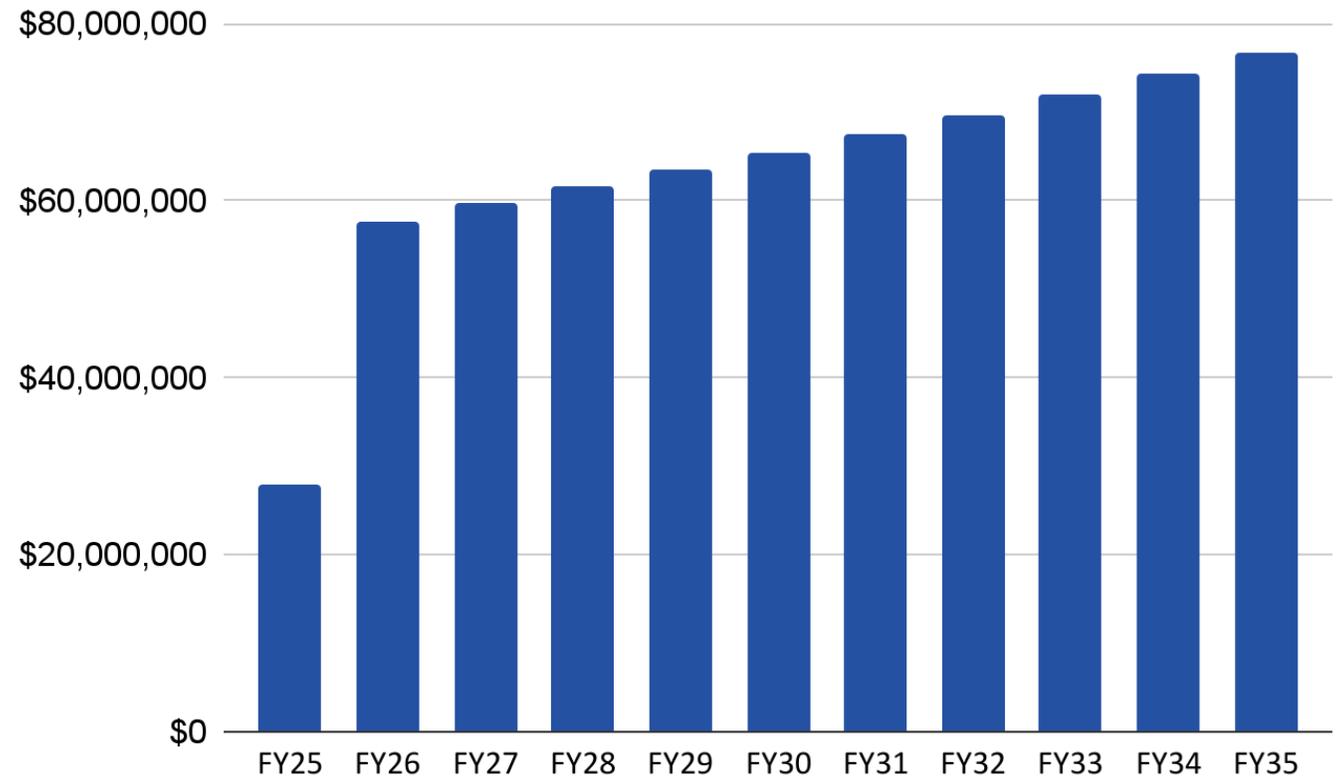
## SB 24-184

Expands CTIO's capacity to prioritize the mitigation of congestion on roadways.

Creates a fee of up to \$3 per day on all vehicle rentals, which increases with inflation in future years.

The fee revenue must be used for transit and rail projects aimed at reducing roadway congestion in Colorado.

## Long Range Congestion Impact Fee Forecast





# Transportation Funding Trends

## SB 24-230

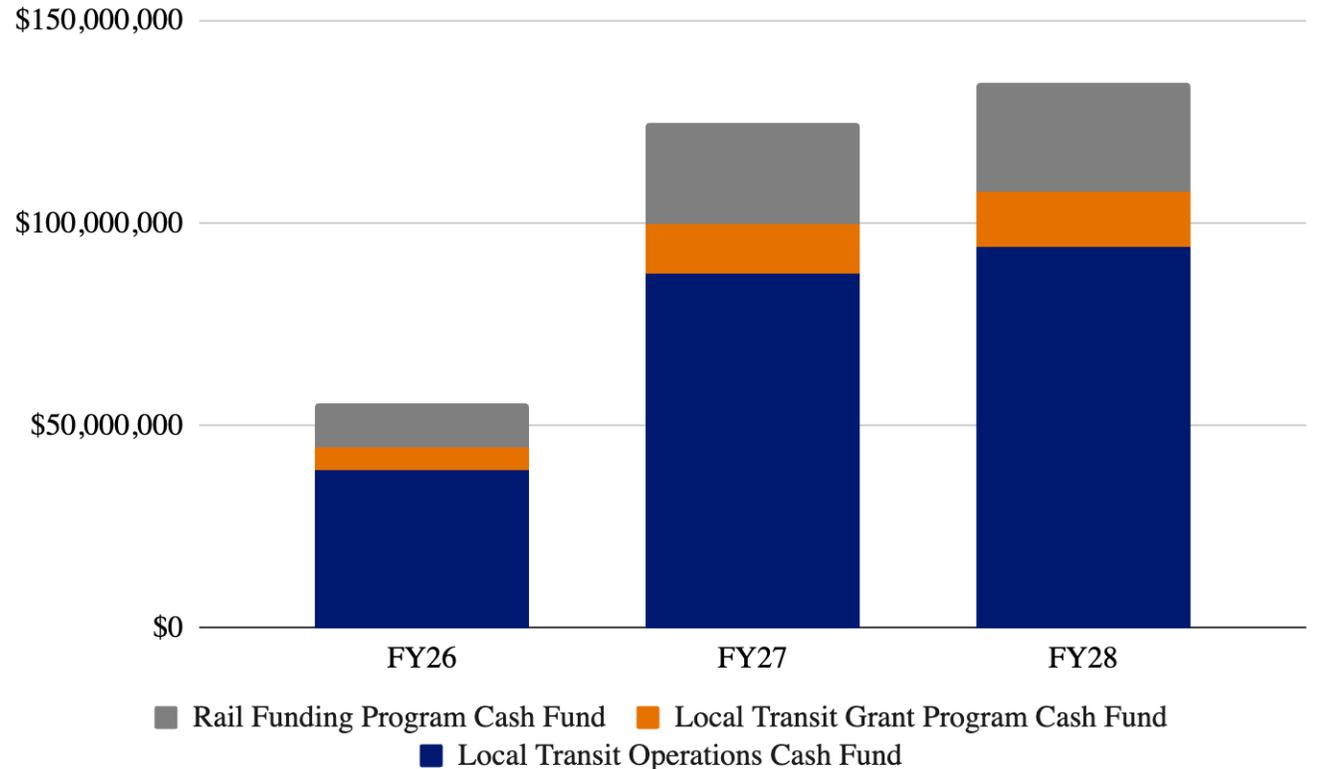
Requires CTE to impose new Oil and Gas production fee.

Fee calculated quarterly using avg. oil and gas spot price, fee collections begin on or after July 1, 2025.

Revenue initially constrained by requirements imposed by Prop 117.

Fee revenue to be used to expand local transit service, provide grants to eligible entities for expenses related to public transportation, and for passenger rail projects.

## Oil and Gas Production Fee Forecast





# Transportation Funding Trends

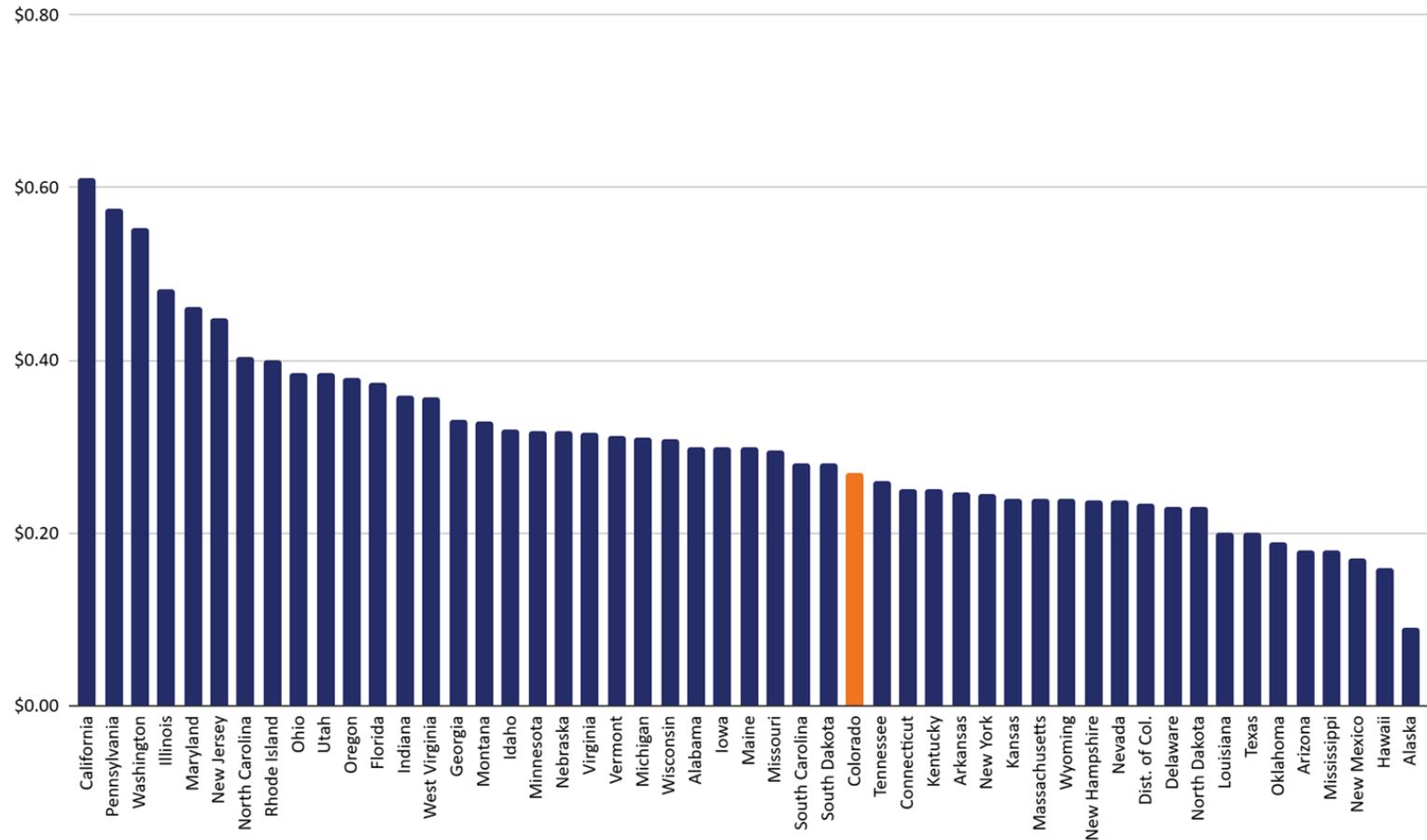
## Fuel Taxes and Fees

Colorado's combined gasoline tax and fee rate of 27 cents per gallon currently ranks 30th among states and the D.C.

The average state gasoline tax is 30.5 cents per gallon. 26 states and the D.C. have variable rates that adjust with inflation or prices.

Colorado's Road Usage Fee will be phased in over several years. Starting in FY 2032-33 it will be indexed to inflation.

## Gasoline Tax and Fee Rates by State





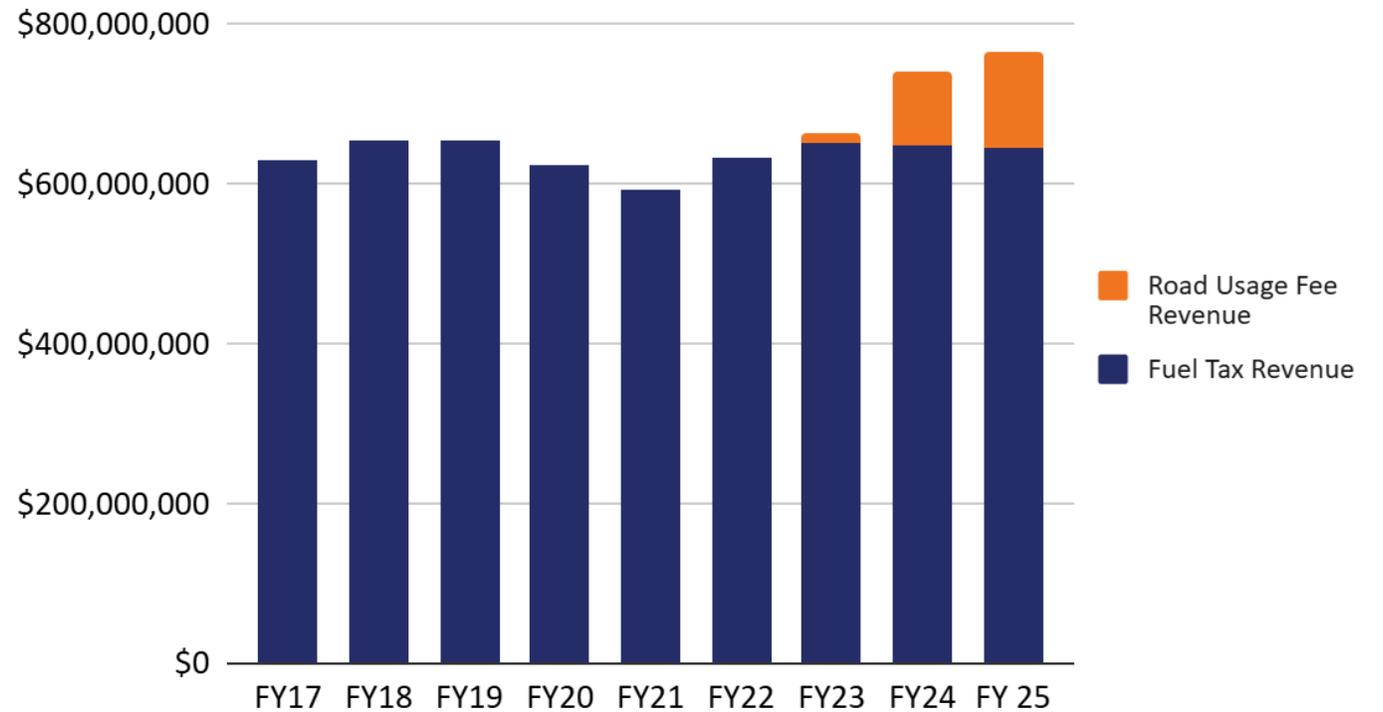
# Transportation Funding Trends

## Fuel Taxes and Fees

The revenue from gasoline and special fuel taxes decreased in 2020 and 2021 due to the impacts of the pandemic.

While fuel tax revenue has largely returned to pre-pandemic levels, it has stayed relatively stagnant over the last few years. The annual increases to the Road Usage Fee are the primary driver of growth to fuel tax and fees.

## CDOT Fuel Tax and Fee Revenue

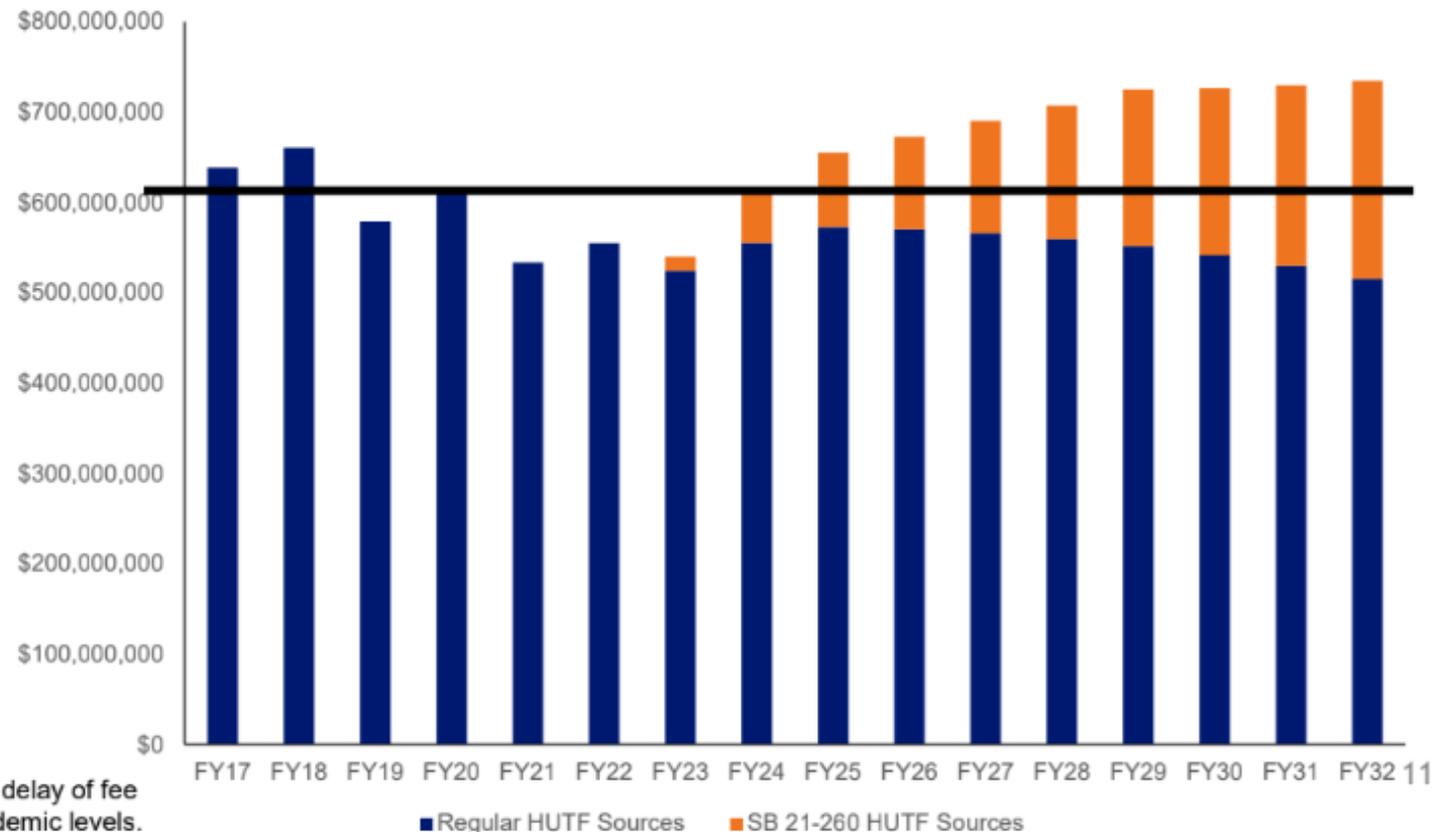




# State Highway Fund - HUTF

Highway Users Tax Fund - CDOT	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Road Usage Fee	\$ 7,625,259	\$ 53,414,950	\$ 71,569,488	\$ 89,510,242	\$ 107,036,794	\$ 123,847,128	\$ 139,793,915	\$ 137,283,846	\$ 134,187,012	\$ 130,403,256
EV Plug-in Fee - Incremental Revenue	\$ 55,408	\$ 156,005	\$ 330,942	\$ 631,567	\$ 1,088,533	\$ 1,737,462	\$ 2,614,912	\$ 3,773,990	\$ 5,260,175	\$ 7,152,404
EV Road Equalization Fees	\$ 182,216	\$ 547,011	\$ 1,215,280	\$ 2,370,411	\$ 5,202,333	\$ 9,665,857	\$ 17,736,823	\$ 29,073,106	\$ 44,213,930	\$ 63,878,101
Retail Delivery Fee - HUTF	\$ 7,421,172	\$ 8,042,172	\$ 8,995,744	\$ 9,937,331	\$ 10,961,593	\$ 12,090,852	\$ 13,342,383	\$ 14,728,619	\$ 16,260,396	\$ 17,947,926
Highway Users Tax Fund Total	\$ 15,284,056	\$ 62,160,139	\$ 82,111,453	\$ 102,449,551	\$ 124,289,254	\$ 147,341,300	\$ 173,488,033	\$ 184,859,562	\$ 199,921,513	\$ 219,381,686

- Additional HUTF revenue put in place under SB 21-260 helps to offset declines in existing HUTF revenue streams.
- FY 24 is forecasted to be the first year where CDOT HUTF revenue surpasses pre-pandemic levels\*.



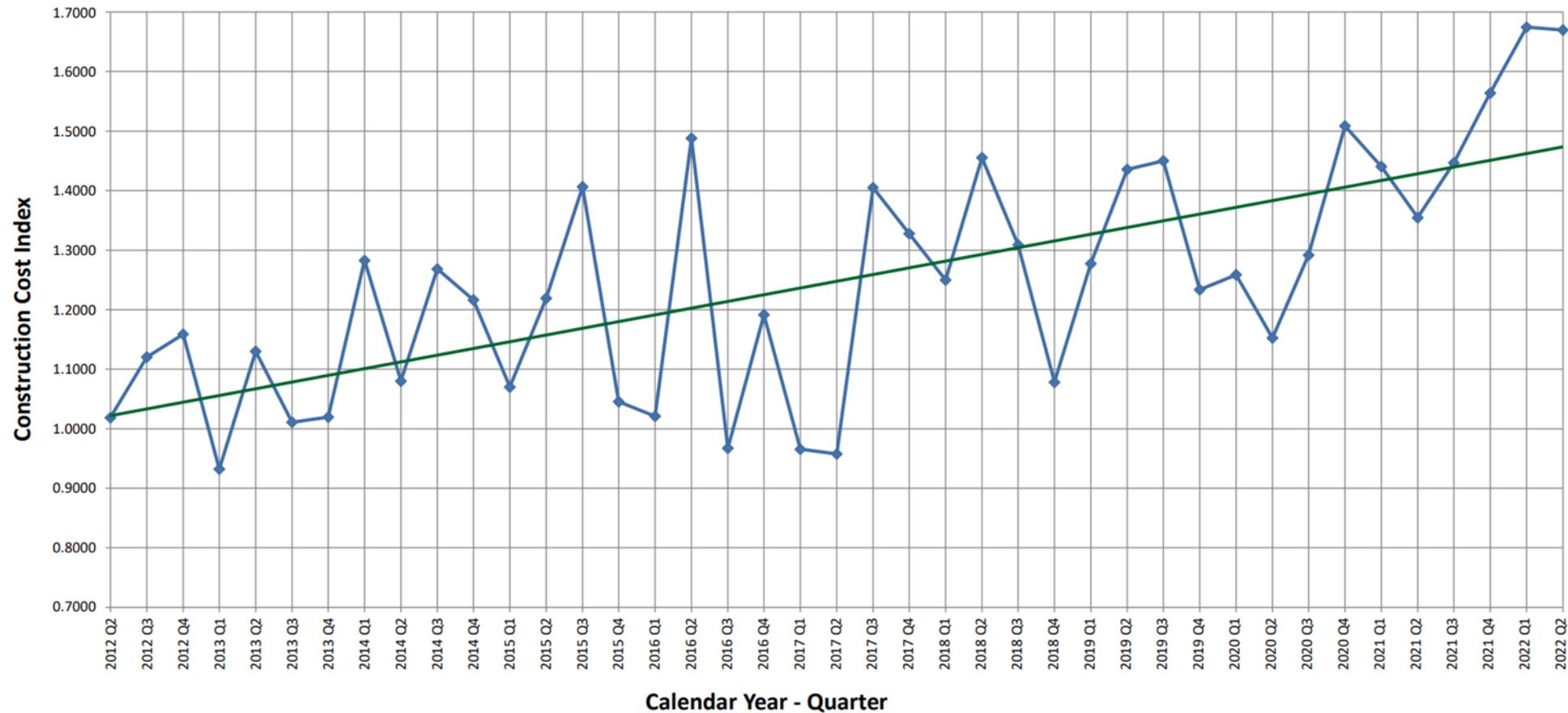
\*Does not include General Fund transfers tied to temporary FASTER fee reduction or delay of fee collections. If included, FY 23 is the first year where CDOT HUTF surpassed pre-pandemic levels.



# Construction Cost Escalation Fund

Colorado CCI - Quarterly Data, Cumulative Assuming 2012 Q1 = 1.0000

Quarterly Trendline: Annual Percentage = 4.52%





# Transportation Funding Trends

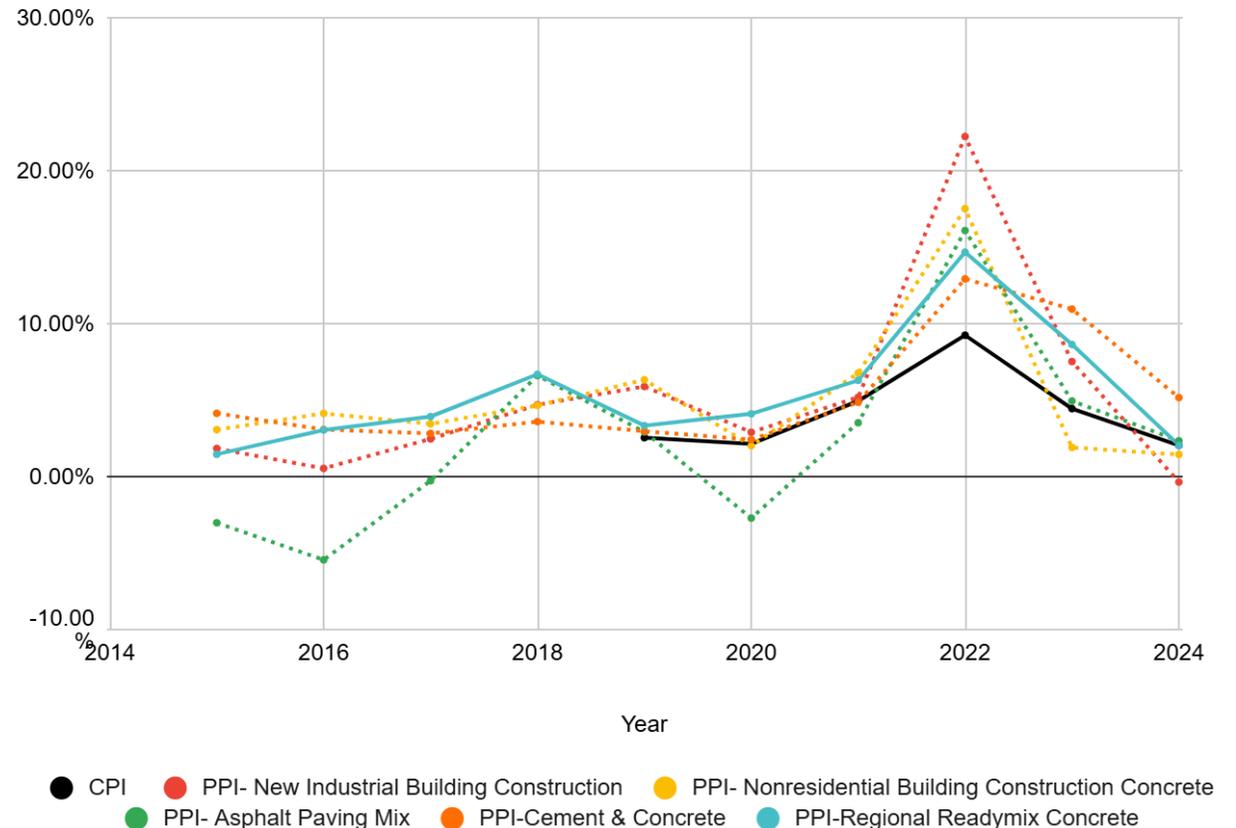
## Inflationary Pressures

In 2021 and 2022 inflation surged sharply, with annual increases of 5% and 9.3%, respectively.

Inflation in the construction sector has exceeded economy-wide inflation. CPI peaked in 2022 at 9.3%, while indices for construction and materials were significantly higher between 13% and 22.3%.

In 2024, economy-wide inflation growth rates declined to close to pre pandemic averages. Inflation in construction materials is still above CPI levels.

CPI & PPI Comparison - Annual % Change





# Sources of CDOT and Enterprise Revenue FY 2025-26

## Colorado Transportation Investment Office

\$235.7 million - 10.8%

Tolling and managed lane revenue, Congestion Impact fee

## Bridge & Tunnel Enterprise

\$181.4 million - 8.3%

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

## Clean Transit Enterprise

\$104.6 million - 4.8%

Retail Delivery fee, Oil and Gas Production fee

## Nonattainment Enterprise

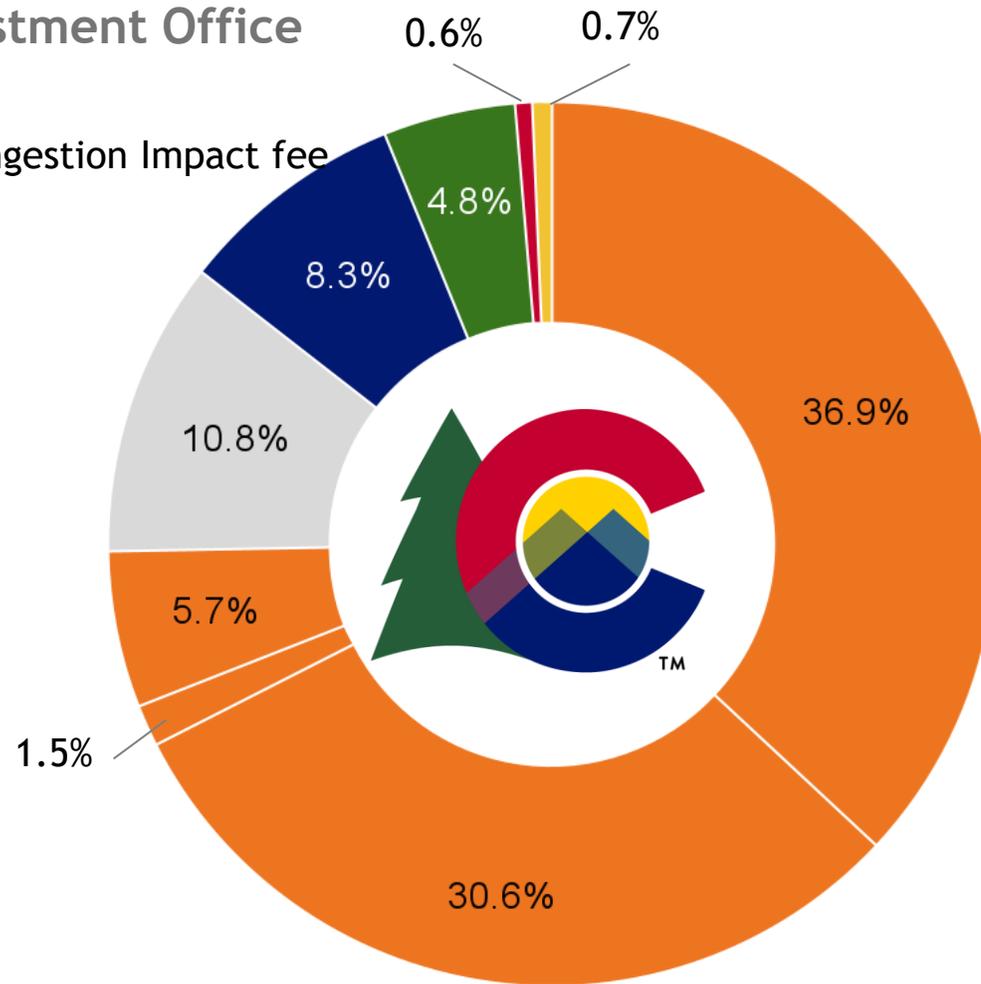
\$13.4 million - 0.6%

Retail Delivery fee, Rideshare fee

## Fuels Impact Enterprise

\$15.0 million - 0.7%

Fuels Impact Reduction fee



**\$2,177.0M CDOT + Enterprises**

## CO Department of Transportation

\$1,627.5 million - 74.7%

## Federal Programs

\$804.2 million - 36.9%

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

## Highway Users Tax Fund

\$665.9 million - 30.6%

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

## General Fund

\$32.2 million - 1.5%

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

## Other State Funds

\$124.7 million - 5.7%

Aviation fuel taxes, appropriated special programs, miscellaneous revenue



# Uses of CDOT and Enterprise Revenue FY 2025-26

## Multimodal Services

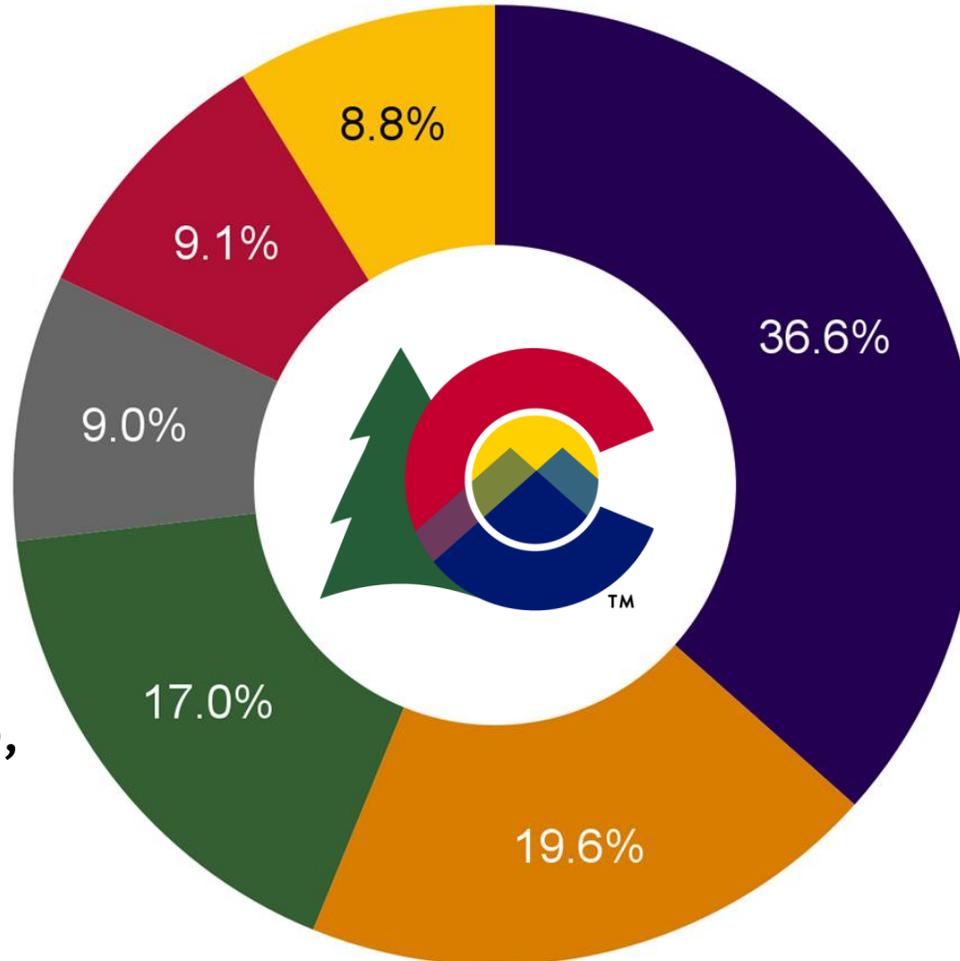
\$193.2 million - 8.8%  
Innovative Mobility, NEVI, 10-Year Plan Projects (Transit), Rail, Bustang

## Administration and Agency Operations

\$201.2 million - 9.1%  
Appropriated Administration budget, agency operations and project initiatives

## Other Programs, Debt Service, Contingency Funding

\$197.6 million - 9.0%  
State safety education, planning and research, State Infrastructure Bank, Debt Service, Contingency and Reserve funds



## Capital Construction

\$806.0 million - 36.6%  
Asset Management, Safety Programs, 10-Year Plan projects, Regional Priority Program

## Maintenance and Operations

\$430.9 million - 19.6%  
Maintenance Program Areas, Strategic Safety Program, Real-time Traffic Operations, ITS Investments

## Suballocated Programs

\$373.7 million - 17.0%  
Aeronautics funding, sub allocated federal programs, Revitalizing Main Streets



# Flexible vs. Inflexible Revenue Sources

## Flexible sources of Revenue



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

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

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

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

Flexible federal funds can be used for most capital projects.

## Inflexible sources of Revenue

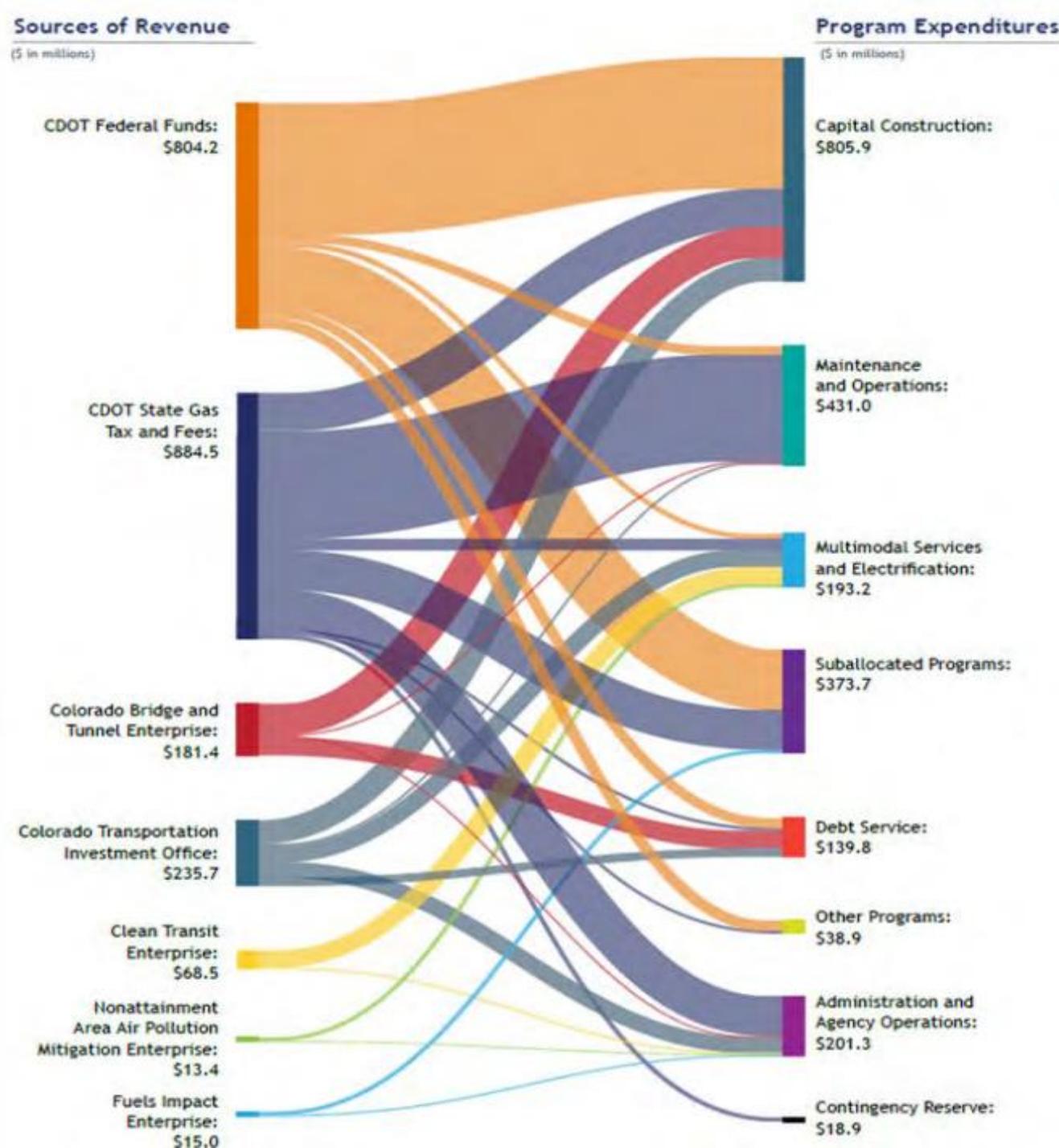


- Multimodal Options fund (MMOF)
- General Fund transfers to the MMOF and Revitalizing Main Streets
- Inflexible FHWA funds (e.g. HSIP, CMAQ, TAP, Bridge Formula Program, PROTECT, etc.), FTA and NHTSA funds
- All enterprise revenue

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

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

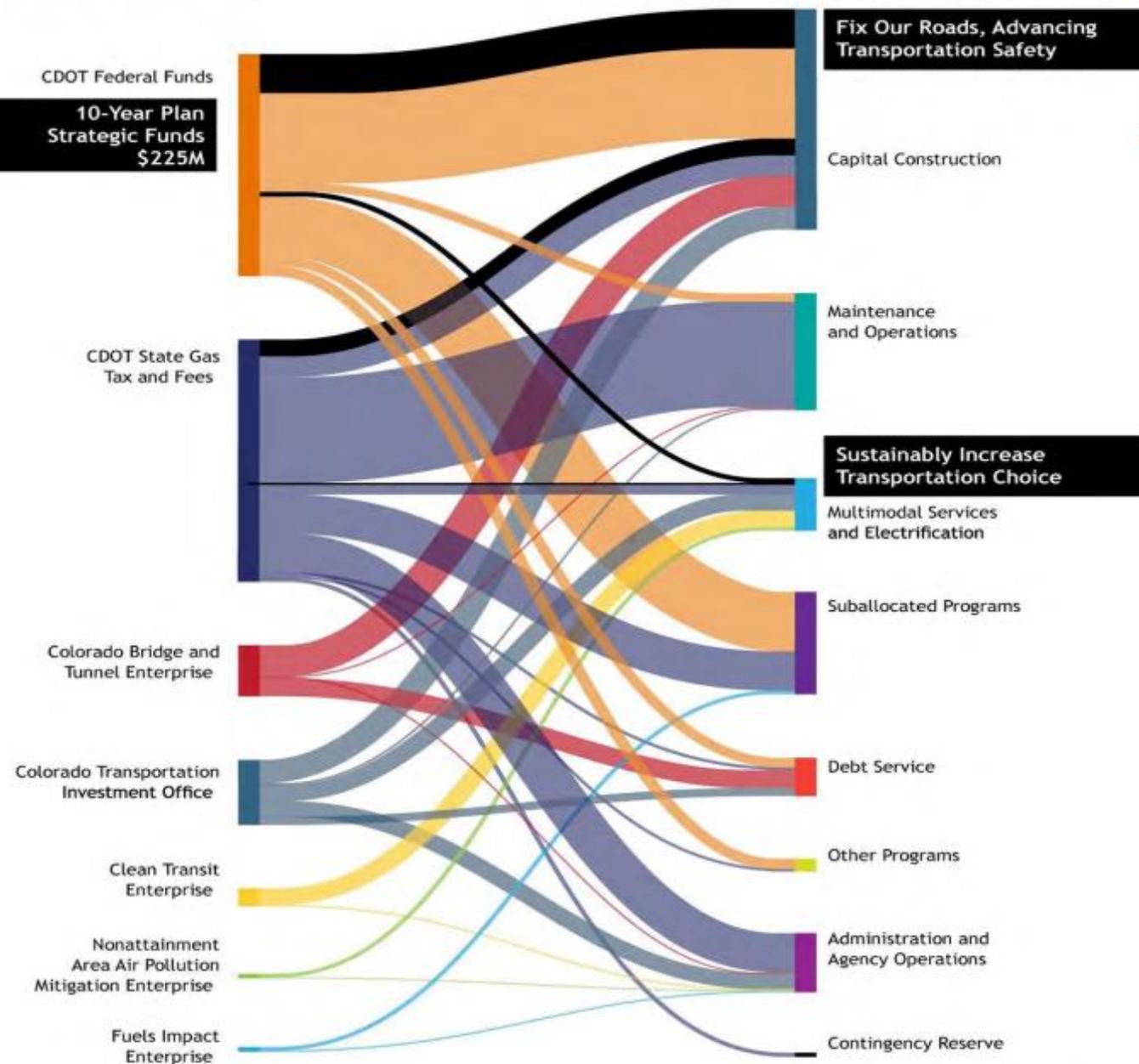
# CDOT's FY 2025-26 Budget Allocation



Largest program expenditure areas are:

- Capital Construction (\$805.9 million)
- Maintenance & Operations (\$431 million)

## Sources of Revenue

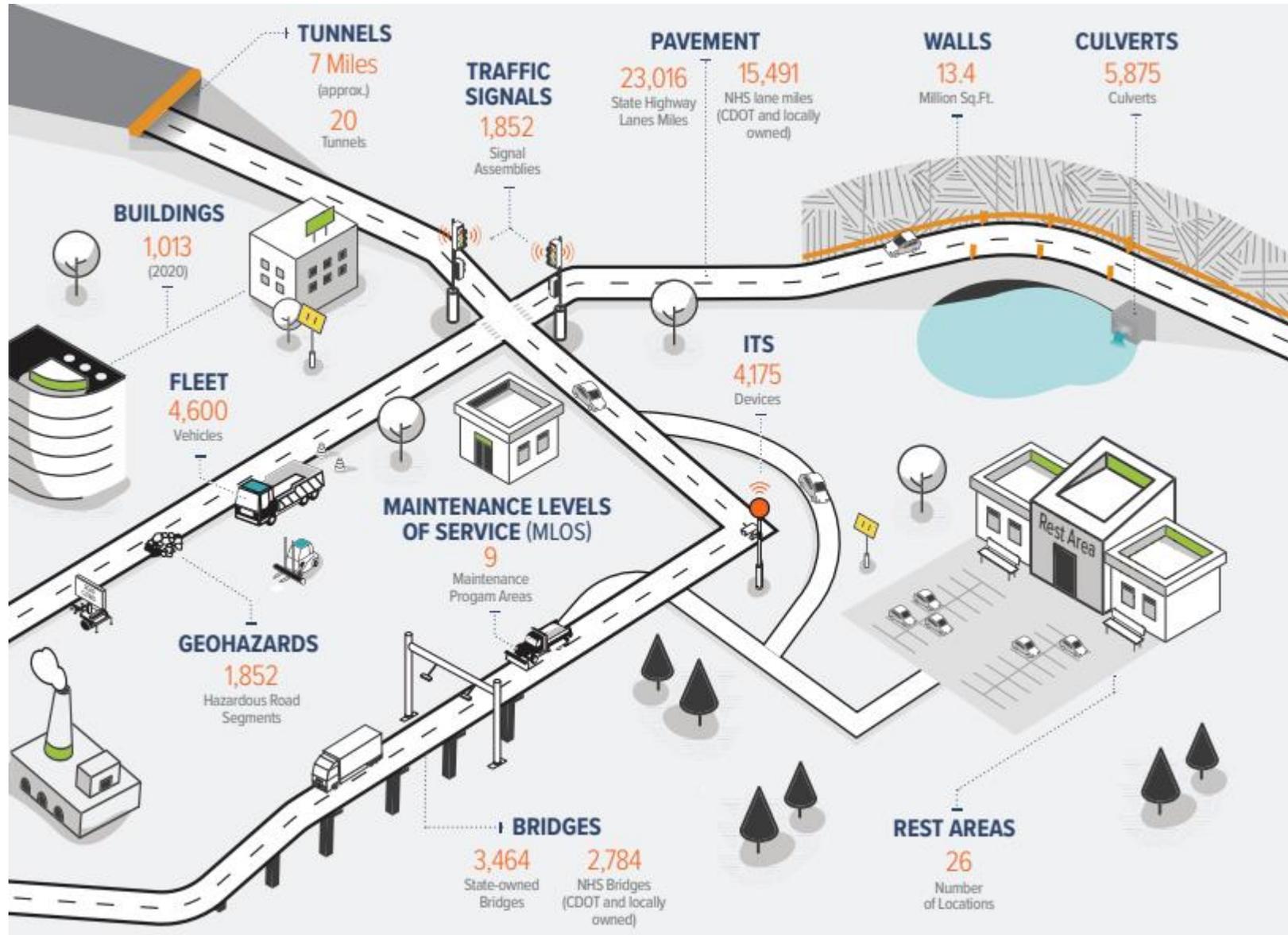


# 10-Year Plan Alignment with CDOT's Overall Budget

This diagram illustrates for planning purposes how the 10-Year Plan “strategic funding” is designed to work in parallel to CDOT’s other programs to stretch our budget further.



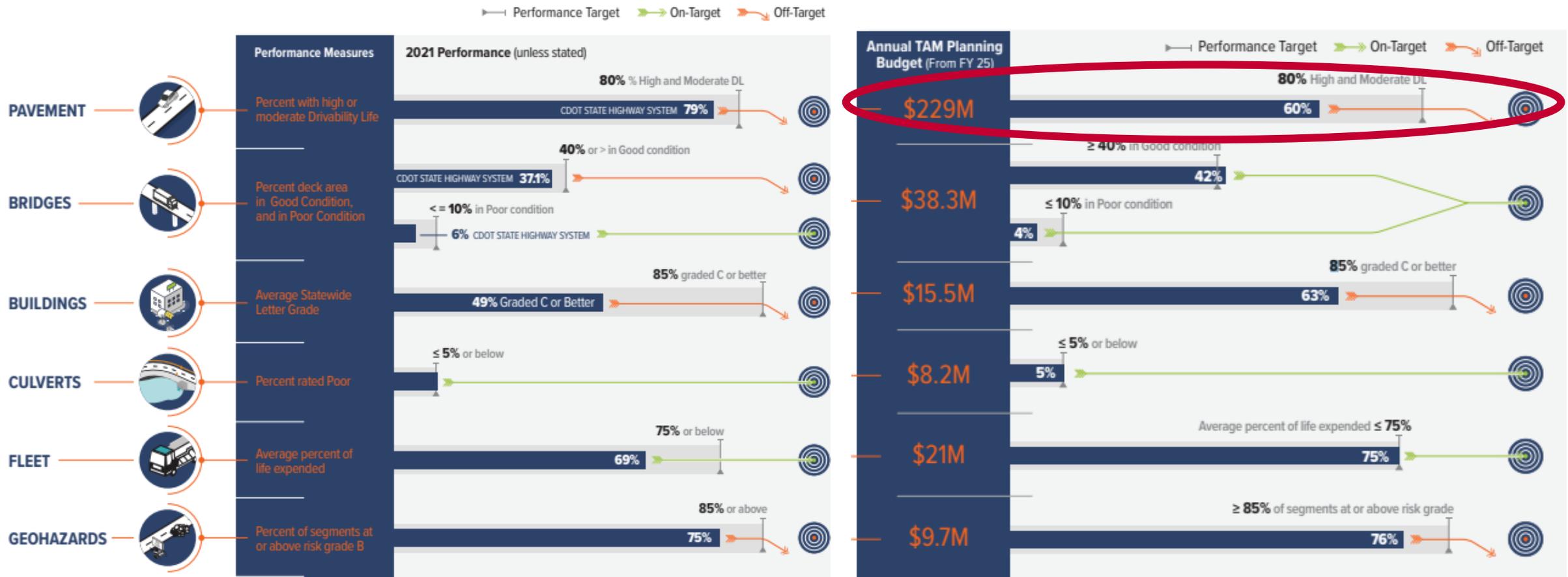
# CDOT's Assets



- 12 asset classes
- ~\$764/year
- Multi-Asset Model forecast condition



# Asset Performance and FY25 Investment



<https://www.codot.gov/performance/assets/cdot-fiscal-year-2023-performance-plan-06-30-22.pdf>



# Asset Performance and FY25 Investment

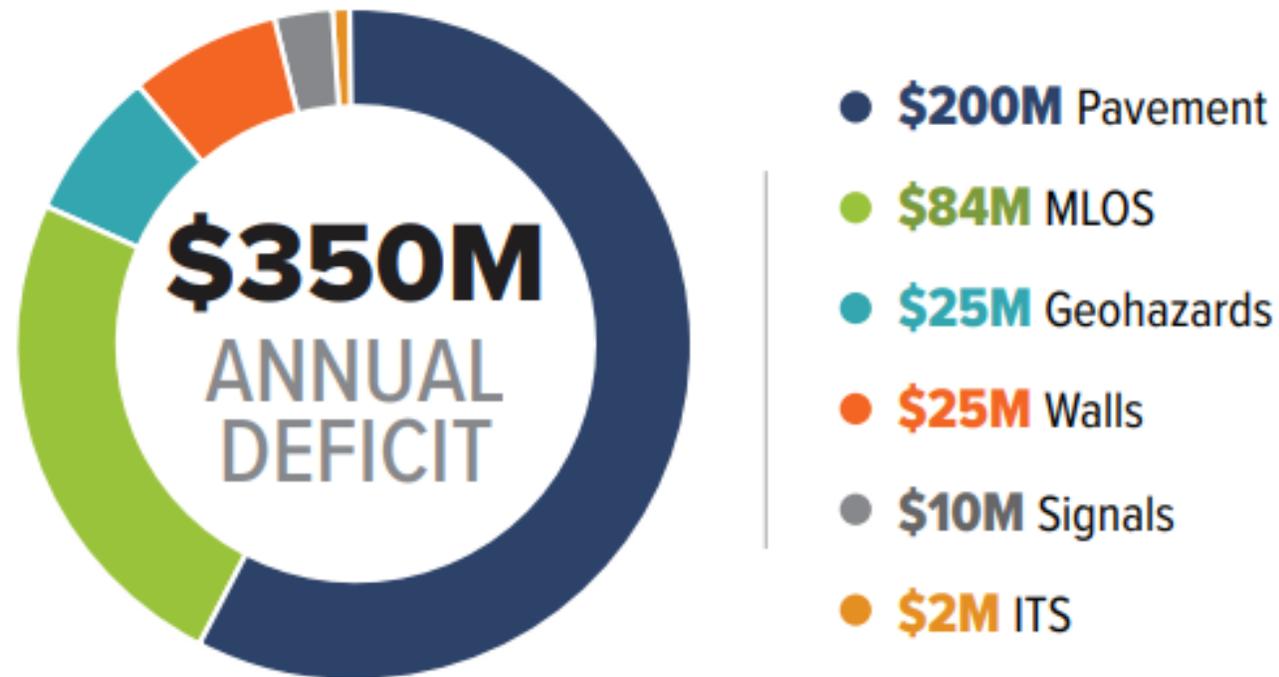


<https://www.codot.gov/performance/assets/cdot-fiscal-year-2023-performance-plan-06-30-22.pdf>



# Additional Funding/Year

**Figure ES-5** *Additional Funding per Year Required to Meet Asset\* Performance Targets in 10-Year Timeframe*



*\*For all CDOT's asset classes except buildings and rest areas.*



# Accountability and Transparency Dashboard



## 10 Year Plan 2019-2028: Statewide



Total Estimated Cost

**\$11.3bn**

Total Strategic Funds

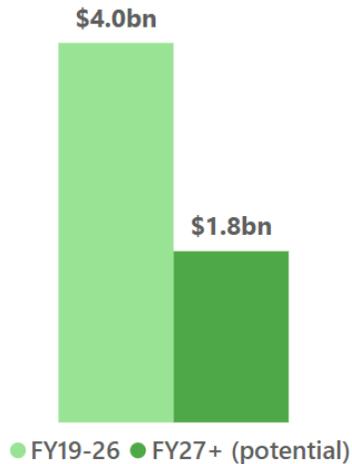
**\$5.8bn**

10Y Plan Projects

**364**

Posted: 06/06/2025  
Data subject to change

### CDOT Strategic Funds



### Projects by Status

Status	Project Count	%
Planning	151	41%
Design	83	23%
Construction	46	13%
Complete	84	23%
<b>Total</b>	<b>364</b>	<b>100%</b>

### Total Estimated Cost by Project Type

Project Type	Total Estimated Cost	%
Highway	\$7,365M	65%
Highway, Transit	\$2,049M	18%
Rural Paving	\$1,452M	13%
Transit	\$473M	4%
<b>Total</b>	<b>\$11,339M</b>	<b>100%</b>

### Strategic Funds by Project Type

Project Type	Strategic Funds	%
Highway	\$3,756M	64%
Highway, Transit	\$958M	16%
Rural Paving	\$862M	15%*
Transit	\$269M	5%
<b>Total</b>	<b>\$5,844M</b>	<b>100%</b>

### All Funds

CDOT Strategic	Other CDOT	Bridge & Tunnel Enterprise (BTE)	Colorado Transportation Investment Office (CTIO)	Federal Grants	Local	Total Funds
\$5,844M	\$1,264M	\$809M	\$606M	\$759M	\$313M	\$9,596M

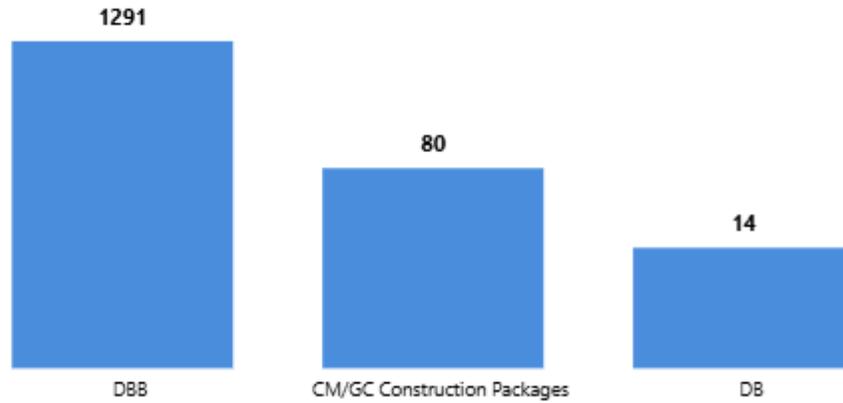


# Project Awards

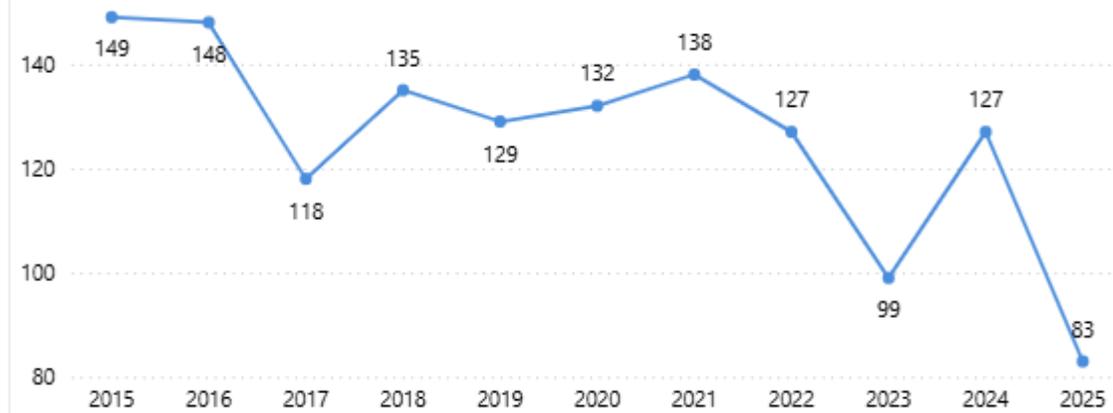
## Project Controls - Awards



**Delivery Type from 2015 to 2025**

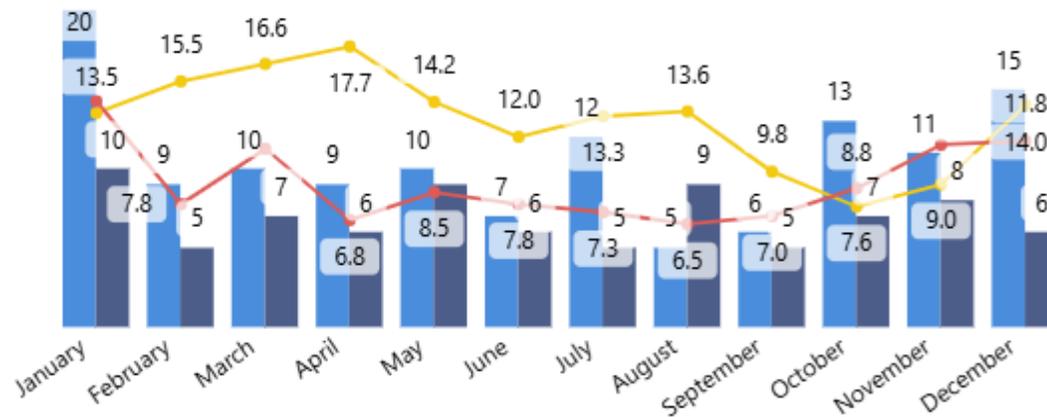


**# Awards/CY**



**# Awards/Month**

● 2024 Awards ● 2025 Awards ● Awards/Month(2011-2021) ● Awards/Month(2022-Current Year)



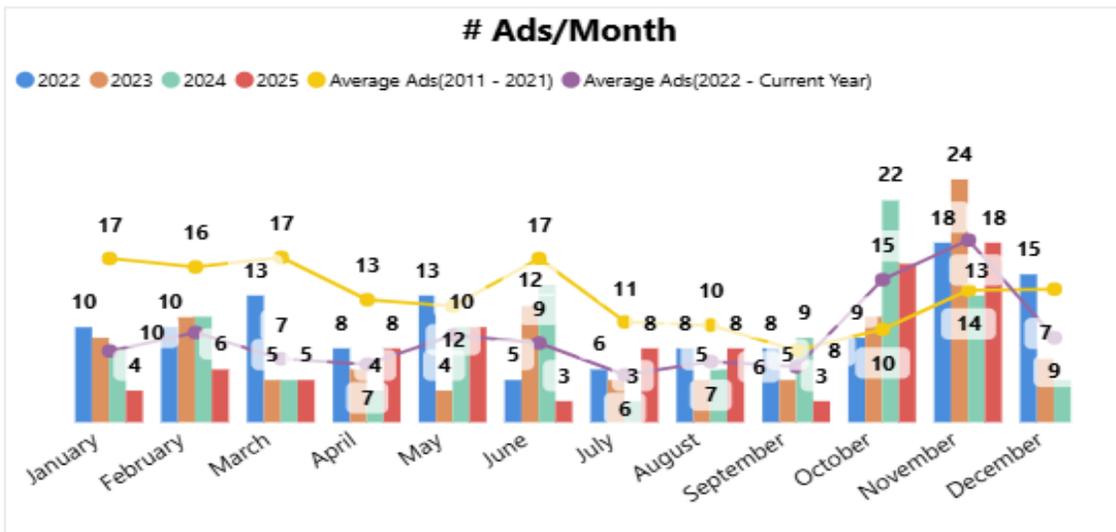
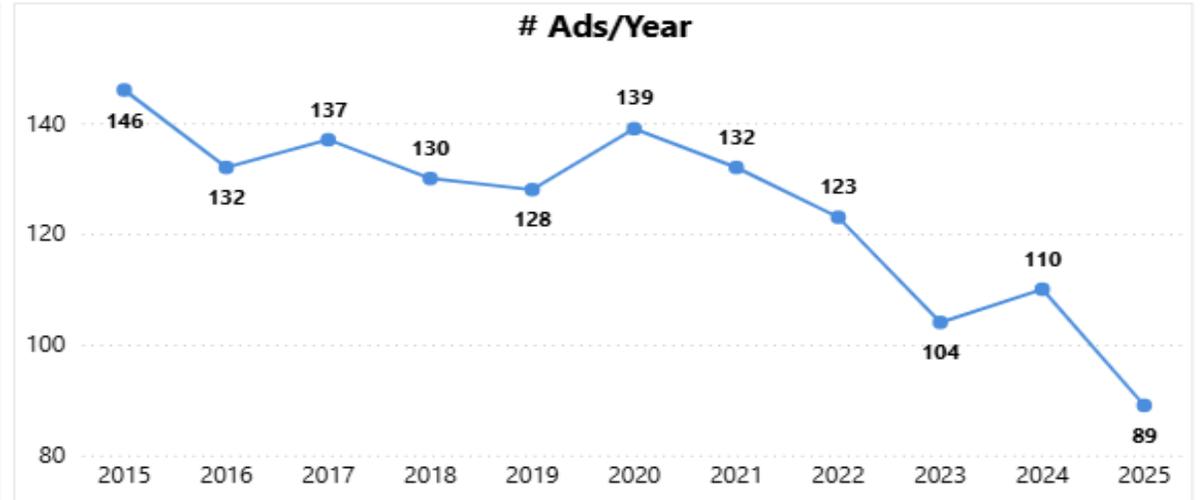
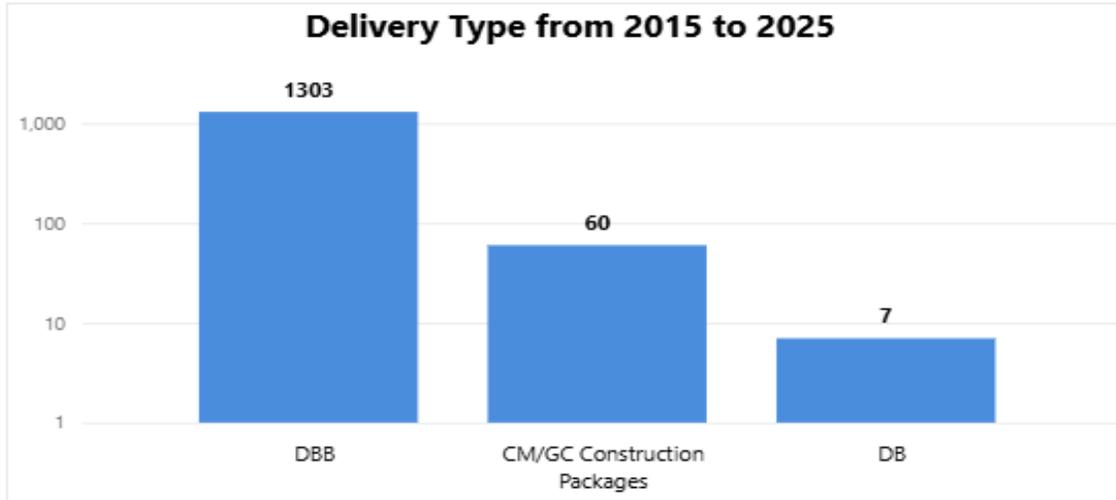
**\$ Awarded to Contractors/CY**





# Project Advertisements

## Project Controls - Advertisements



### # Ads/Year by Region

Region	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	Total
01	33	26	26	27	33	31	24	29	25	23	21	298
02	24	24	23	24	19	35	31	32	22	23	15	272
03	24	23	31	24	20	29	32	25	24	24	18	274
04	30	35	36	36	31	23	26	30	23	21	20	311
05	30	18	14	16	20	14	16	7	9	16	13	173
ST	5	6	7	3	5	7	3		1	3	2	42
<b>Total</b>	<b>146</b>	<b>132</b>	<b>137</b>	<b>130</b>	<b>128</b>	<b>139</b>	<b>132</b>	<b>123</b>	<b>104</b>	<b>110</b>	<b>89</b>	<b>1370</b>



# CDOT FY 2024-25 Wildly Important Goals (WIGs)



## Advancing Transportation Safety

- In an effort to protect the traveling public, CDOT and Colorado State Patrol will reduce the number of traffic-related fatalities and serious injuries in fiscal year 2027 by 22.5%, compared to the same month in fiscal year 2023.

## Clean Transportation



- Decrease transportation sector emissions of CO<sub>2</sub>e from 3.83 tons per capita in 2023 to 3.66 by June 30, 2027.
- Decrease transportation sector emissions of NO<sub>x</sub> from 7.80 pounds per capita in 2023 to 7.45 by June 30, 2027.
- Decrease transportation sector emissions of VOC from 2.54 pounds per capita in 2023 to 2.43 by June 30, 2027.



## Statewide Transit

- Increase ridership for the Bustang Family of Services from 290,737 in fiscal year 2024 to 325,625 (12% increase) by June 30, 2025.



# Colorado's 2035 Transportation Vision

- Outlines greenhouse gas (GHG) emission reduction, infrastructure, walkability, and transit-oriented development goals.
- Achieving the vision **will require the collective effort of partners across the entire state**, including local, state, and federal agencies, metropolitan planning organizations, and private sector stakeholders.
- Programs such as CDOT's **Revitalizing Main Streets** and **Office of Innovative Mobility Grants** empower Colorado communities to take critical steps toward achieving these goals.
- Landmark legislation such as SB24-230, SB24-184 and SB21-260 provide nearly \$200M in annual funding to both capital projects and transit operations through the Colorado Clean Transit Enterprise and Colorado Transportation Investment Office (CTIO).



Reducing non-auto transportation GHG emissions by an additional 1.2 Million Metric Tons in 2035.



Doubling Colorado's non-auto transportation trips from 9.6% to 19.2%.



Increasing transit service miles from the current 79 million to 145 million miles, an 83% increase.



Building 3,540 miles of new bicycle lanes, an 81% increase.



Creating 1,345 new miles of sidewalk, a 3.4% increase.



Ensuring 52% of new housing is built in transit-oriented areas.



# 2050 Statewide Transportation Plan Update

## What is the Statewide Transportation Plan?

- A 25-year vision guiding Colorado's transportation priorities and investments.
- Updated every 4 years to reflect evolving needs and priorities.

## The Updated Plan - Your Transportation Priorities

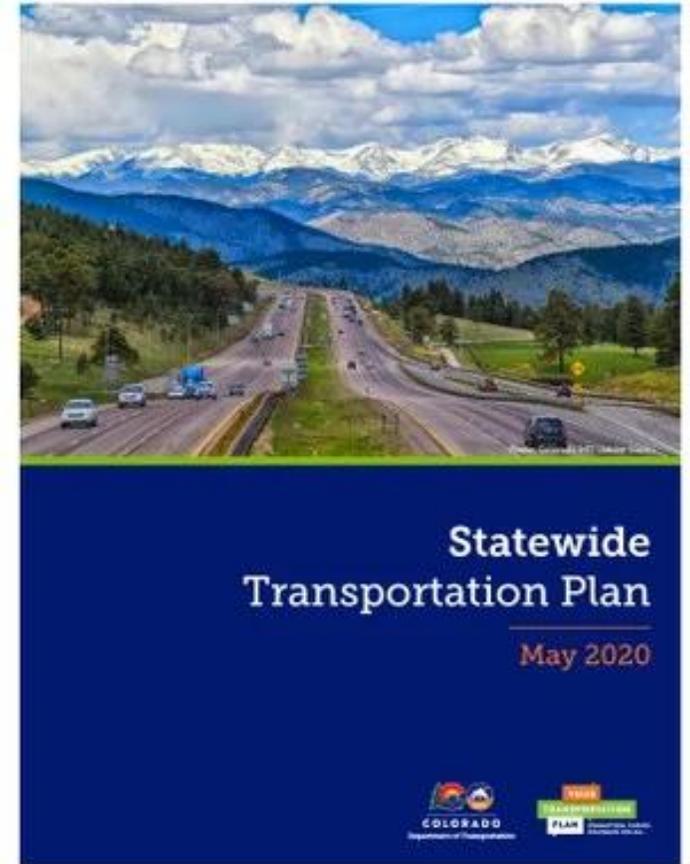
- **Process Kickoff:** CDOT has started developing the next statewide transportation plan.
- **Collaborative Vision:** Informed by input from residents and stakeholders across Colorado.
- **Focus on Multimodal Solutions** to meet regional and statewide needs.

## CDOT's Approach

- **Performance-Based:** Data-driven and investment-focused.
- **3C Process:** Continuous, Comprehensive, and Cooperative.

## Looking Ahead

- The plan, guiding priorities through 2050, will be published in 2025.





# 2050 Statewide Transportation Plan Goals

## Policy Directive 14.0 (PD 14)

- PD 14 establishes the framework for developing and implementing Colorado's 2050 Statewide Transportation Plan and 10-year plan by establishing performance goals and targets to help guide strategic transportation investments.



### Advancing Transportation Safety

No matter where you're going or how you're getting there, Colorado is committed to providing you a safe and efficient transportation network, so you arrive at your destination safely.



### Fix Our Roads

Prioritize strategic investments in Colorado's highways to improve infrastructure conditions.



### Sustainably Increase Transportation Choice

Provide alternatives to single occupancy vehicle travel that increase choices and reduce air pollution from transportation.



# Vision for the next 10-Year Plan

## Vision

Over the next decade, we will make strategic, high-quality investments to improve safety, fix our roads, and sustainably increase transportation choice.

## Desired Outcomes:

- ✓ Fix Our Roads
- ✓ Make transportation safer
- ✓ More Transportation Choice
- ✓ Complete Projects (Projects that consider the needs of people and places and use context-sensitive solutions to improve access, mobility, and safety)
- ✓ Quality over Quantity
- ✓ Accountable and Transparent





# Goal Achievement through 10-Year Plan

Achieve goals through a strategic pipeline of projects and prioritize projects that meet policy outcomes.



## Advancing Transportation Safety

- Targeted, safety-focused investments
- Address LOSS III/IV locations, meaning locations with high or moderate potential for crash reduction

Identify co-benefits - best project(s) that achieves multiple goal areas.



## Fix Our Roads

- Address poor assets and those expected to become poor over the next decade on the State Highway System
- “Worst-First” approach
- Support preventative maintenance

Crosswalk regional goals into PD-14 to find alignment when possible.



## Sustainably Increase Transportation Choice

- Alternatives to Single Occupancy Vehicle (SOV) travel
- Addresses transit system gaps
- Projects that improve air quality, reduce vehicle miles traveled (VMT) and support neighborhood centers

Ensure disproportionately impacted communities realize economic benefits from projects, consistent with TC Guiding Principles.



- Heard that “MOVE” is organized; must be willing to speak
  - TC
  - Where does transportation fall and what are the candidate's platform for transportation?
  - Providing choice?
- Initiative 125/126
- The “World will End”.....”in the next 10 years”
- 10-yr plan
- Hypocrisy



**COLORADO**

Department of Transportation

# THANK YOU

Keith G. Sheaffer, P.E.

Region 4 South Program Engineer

[Keith.sheaffer@state.co.us](mailto:Keith.sheaffer@state.co.us) | 970-518-2695

[Codot.gov](http://Codot.gov)