



Fiscal Note

Legislative Council Staff

Nonpartisan Services for Colorado's Legislature

HB 26-1076: TRANSPORTATION STATUTORY CLEAN-UP

Prime Sponsors:

Rep. Paschal; Lindsay

Fiscal Analyst:

Colin Gaiser, 303-866-2677
colin.gaiser@coleg.gov

Published for: House Trans., Hous. & Local Gov.

Drafting number: LLS 26-0614

Version: Initial Fiscal Note

Date: February 9, 2026

Fiscal note status: The fiscal note reflects the introduced bill.

Summary Information

Overview. The bill makes several changes to clarify and clean up statute related to transportation.

Types of impacts. The bill is projected to affect the following areas on an ongoing basis:

- Minimal State Revenue
- Minimal State Workload

Appropriations. No appropriation is required.

Table 1
State Fiscal Impacts

Type of Impact	Budget Year FY 2026-27	Out Year FY 2027-28
State Revenue	\$0	\$0
State Expenditures	\$0	\$0
Transferred Funds	\$0	\$0
Change in TABOR Refunds	\$0	\$0
Change in State FTE	0.0 FTE	0.0 FTE

Summary of Legislation

The bill makes various changes to statute related to the Colorado Department of Transportation (CDOT). These changes include:

- renaming the Freight Mobility and Safety Branch in CDOT's Transportation Development Division to the Office of Freight Mobility and Safety;
- removing the cost formula calculation used to charge state agencies for their State of Colorado motor vehicle fleet usage, and clarifying that individual state agencies are charged a proportionate amount of money for operating fueling infrastructure;
- clarifying that a commercial vehicle may not enter the farthest left-hand general-purpose lane when driving certain sections of Interstate 70;
- adding a member representing the City and County of Broomfield to the Transportation Commission's Efficiency and Accountability Committee;
- repealing a statutory section concerning a completed study prepared by Legislative Council Staff on the Transportation Commission districts;
- clarifying that fees for roadside chain service permits are deposited into the State Highway Fund, rather than the Highway Users Tax Fund;
- establishing a statutory definition for "toll evasion";
- limiting the term for Nonattainment Area Air Pollution Mitigation Enterprise board members to four years; and,
- repealing the requirement that the Transportation Commission approve certain money transfers directed by the Division of Aeronautics.

State Revenue

The bill may minimally increase state revenue to the State Highway Fund. [Senate Bill 25-069](#) established a new permit for installing and removing chains or alternate traction devices on motor vehicles. While the bill was projected to increase administrative expenses paid from the State Highway Fund, the bill required fees to be credited to the Highway Users Tax Fund (HUTF). As of February 2026, no permit fees have been collected.

State Expenditures

Department of Transportation

Overall, the bill has minimal operational impacts on CDOT that are not expected to impact expenditures.

If the department installs additional vehicle fueling infrastructure, future year costs will be addressed through the annual budget process.

Governor's Office

Workload will minimally increase for the Governor's Office of Boards and Commissions to process board changes under the bill. This work can be accomplished within existing appropriations.

Effective Date

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

State and Local Government Contacts

Counties	CDPHE
Judicial	Public Safety
Legislative Council Staff	Revenue
Local Affairs	Transportation
Personnel	