



# HB26-1076:

# Transportation Statutory Clean-up

**Sponsors:** Rep. Paschal and Rep. Lindsay

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## Background

Over the 2025 legislative interim, the Colorado Department of Transportation conducted a department-wide review of the statutes governing Colorado's transportation system. Through this process, CDOT compiled a list of statutory revisions needed to improve clarity and efficiency.

All changes are technical or minor in scope, intended to reduce confusion and reaffirm original legislative intent, rather than shift policy direction. The revisions have been consolidated into a single, good-governance package.

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## Bill Overview

### Sections 1, 3, 5 & 9: Rename Freight Mobility & Safety Branch

- Changes the name of the Freight Mobility and Safety branch within the Transportation Development Division to the Office of Freight Mobility and Safety. This aligns with desired naming practices and creates organizational consistency.

### Section 2: EV Infrastructure Fleet Costs

- Clarifies that each state agency is responsible for paying its proportionate part of the cost of maintenance and operation of fueling infrastructure to support its motor vehicle fleet.

### Section 4: Clarify Commercial Vehicle Lane Restrictions

- Clarifies that a driver of a commercial vehicle may not enter the farthest left-hand "general-purpose" lane when driving specified sections of Interstate 70. This change prevents CMV operators from interpreting the Mountain Express Lane and Floyd Hill Express Lanes as the far-left lanes.

### Section 6: Add Broomfield County to Transportation Commission District 4

- Clarifies which Transportation Commission district represents the City and County of Broomfield, providing Broomfield residents with more clarity regarding their representative. Broomfield had not yet been incorporated as a county when the districts were last updated.

**SUPPORT HB26-1076: Transportation Statutory Clean-Up**

For more information, contact Emily Haddaway at  
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## **Sections 7 & 8: Correct Chief Engineer Statute**

- Relocates a provision concerning the chief engineer from the statutory section governing the Highway Maintenance Division to the statutory section governing the Chief Engineer.

## **Section 10: Repeal Transportation Commission District Study**

- Repeals a statutory section concerning a study prepared by Legislative Council staff on the Transportation Commission districts, which has been completed.

## **Section 11: Clarify Chain Assist Permit Revenue Allocation**

- Clarifies where revenue is directed from a permitting fee imposed by the department on companies authorized to install and remove tire chains, as established in Senate Bill 25-069, from the Highway Users Tax Fund to the State Highway Fund. This aligns with the sponsors' original intent.

## **Sections 12 & 13: Repeal Obsolete Highway Users Tax Fund Allocation Language**

- Repeals outdated and obsolete provisions concerning the Highway Users Tax Fund.

## **Section 14: Toll Evasion Definition**

- Defines "Toll Evasion" for purposes of civil penalties, enforcement, and administration of the use of a toll highway in a manner that aligns with current practice and the intent of HB22-1074.

## **Section 15: Standardize NAAPME Board Terms**

- Establishes a 4-year term limit for members of the Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME) board who are appointed by the governor and clarifies when the initial term for each appointment ends. NAAPME is the only enterprise board within CDOT that does not have statutory term limits. This change creates consistency across CDOT enterprises.

## **Section 16: Remove Transportation Commission from Aeronautical Board SIB Fund Transfer Process**

- In 2023, the Transportation Commission approved a revision to 2 CCR 605-1, granting the Colorado Aeronautical Board sole authority over Aviation State Infrastructure Bank (SIB) loans, removing the Transportation Commission from most loan approvals. However, the Commission is still required under 43-10-103 to approve transfers from the aviation SIB back into the Division fund, creating an unnecessary procedural step. This section removes this requirement.

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