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Douglas W. Rex, Executive Director

**ADDENDUM**  
**DRCOG Board Work Session**  
**Wednesday, May 5, 2021**  
**4 p.m.**  
**VIDEO/WEB CONFERENCE**  
**Denver, CO**

Discussion of State transportation funding proposal, draft bill summary  
(Attachment C) Ron Papsdorf, Director, Transportation Planning and Operations

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To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Executive Director  
303-480-6701 or [drex@drcog.org](mailto:drex@drcog.org).

Meeting Date	Agenda Category	Agenda Item #
May 5, 2021	Discussion	ADDENDUM

#### SUBJECT

Discussion of State transportation funding proposal, draft bill summary.

#### PROPOSED ACTION/RECOMMENDATIONS

No action requested.

#### ACTION BY OTHERS

N/A

#### SUMMARY

Legislative leadership and other interest groups have been discussing and working on a draft state transportation funding proposal. Legislative leadership presented an overview of the draft at the April 7, 2021 Board Work Session meeting and indicated their intent to introduce legislation within a few weeks. Draft bill language was released April 29, 2021 and we expect the bill to be formally introduced around May 4. As soon as the bill is introduced, staff will get the information to the Board.

As drafted, the bill includes about \$5.27 billion over 10 years through a combination of new fees (\$3.78 billion), stimulus (\$569m) and state general funds (\$915m). Approximately \$2.23 billion of the funding would be allocated through the Highway Users Tax Fund (\$1.29 billion CDOT, \$521.1 million counties, \$426.4 million municipalities).

The remaining funding is proposed to be allocated to a new Nonattainment Fund (\$183.7 million) for CDOT to address pollution mitigations on road related projects in federal air quality nonattainment areas; an expanded Multimodal and Mitigation Options Fund (\$450.1 million) split 15% to CDOT and 85% to the state's transportation planning regions and MPOs; an expanded Bridge and Tunnel Enterprise (\$522.8 million); Front Range Passenger Rail study (\$2.5 million); and three new enterprises totaling \$734.3 million for electric vehicle charging infrastructure, vehicle fleet electrification incentives, and public transit electrification.

Staff seeks Board feedback to guide DRCOG's input on the bill as it goes through the legislative process.

#### PREVIOUS DISCUSSIONS/ACTIONS

[April 7, 2021](#) – Board Work Session discussion

#### PROPOSED MOTION

N/A

#### ATTACHMENT

Transportation bill summary

#### ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-4701 or [drex@drcog.org](mailto:drex@drcog.org); or Ron Papsdorf, Division Director, Transportation Planning & Operations, at 303-480-6747, or [rpapsdorf@drcog.org](mailto:rpapsdorf@drcog.org).

# Bottomline: What Will This Transportation Proposal Do?

## 1 Save Coloradans Money and Time Spent on the Roads

- Provides more transportation options and relief for Colorado drivers
- Balances regional transportation needs while supporting a statewide approach
- Makes key investments in rural and disproportionately impacted communities

## 2 Create a Transportation System That Supports a Dynamic Economy While Improving Air Quality

- Invests in infrastructure to help Colorado lead the market-driven transition that General Motors' and other companies are making toward an electric vehicle market by 2035
- Improves air quality by addressing air quality mitigation regulations proactively before federal and state sanctions force top-down, costly measures

## 3 Establish a Sustainable Funding Source for Our Transportation System

- Provides long overdue funds after years of failed legislative attempts and ballot measures to support our statewide transportation system
- Allows Colorado to compete with surrounding states who have already raised fees and invested in their transportation infrastructure

# Transportation Funding Summary - At a Glance

## “Sources”

### Overall Funding within Transportation Plan

- **\$3.784 B** in New Fee Revenue
- **\$1.484 B** in **General Fund & Stimulus Dollars**

**Total New Funds in Plan: \$5.268**

### General Fund Stats:

- Average 11 yrs: \$1484 = \$134.9
- Average over first 5 yrs: \$883.5 = **\$176.7**

## “Uses”

### Overall Allocations within Transportation Plan

- **Total HUTF (60%/40%): \$2.234 B**
  - State HUTF: \$1.287 B
  - Local HUTF: \$947.5 m
- **Nonattainment Region Enterprise (CDOT): \$183.7**
- **Bridge & Tunnel Enterprise (CDOT): \$522.8**
- **Revitalizing Main Streets (CDOT): \$85.1**
- **Multimodal and Mitigations Option Fund (15%/85%): \$450.1**
- **Front Range Rail: \$2.5 m in first year**
- **Three Green Enterprises: \$734.3**
- **Additional Stimulus Support: \$395**
- *(Includes FASTER Reductions, COP payments for 3 yrs and \$200m previously announced state stimulus support to transportation)*
- **8 Yrs COP Payments: \$660**

**Total Expenditures in Plan: \$5.268**

### Total Enterprised - \$1440.7

- Existing Bridge Enterprise (Modifying scope to include tunnels): \$522.8
- New Nonattainment Region Enterprise: \$183.7
- New Community Charging: \$310.2
- New Clean Fleet Enterprise: \$289.1
- New Public Transit Enterprise: \$134.9

# Transportation Bill Summary - Modifications from Original Draft Proposal

	Original Proposal (Powerpoint Deck)	New Proposal (Draft Bill Language)
<b>Total New Fee Revenue</b>	<b>\$3.749 B</b>	<b>\$3.784 B</b>
<b>Total General Fund &amp; Stimulus</b>	<b>\$1.230 B</b>	<b>\$1.484 B</b>
<ul style="list-style-type: none"> <li><i>Federal and State Stimulus Within the \$1.484 B</i></li> </ul>	\$430 m	\$568.5 m
<ul style="list-style-type: none"> <li><i>Average General Fund &amp; Stimulus / 11yrs</i></li> </ul>	\$111.82 m	\$134.9 m
<ul style="list-style-type: none"> <li><i>Average General Fund &amp; Stimulus First 5 Yrs.</i></li> </ul>	\$126 m	\$176.7 m
<b>Total Dollars in Plan</b>	<b>4.979 B</b>	<b>\$5.268 B</b>

# Transportation Funding Summary - General Fund & Stimulus Commitments

## Ongoing General Fund Commitments - \$800 m

- \$660 m State Highway Fund/COP Payments
- **\$84 m** Multimodal & Mitigation Options Fund
- **\$56 m** State Highway Fund/Revitalizing Main Streets

## One Time General Fund or Stimulus Dollars - \$684 m

- \$141 m State Highway Fund /Front load COP Payments
- \$18 m State Highway Fund/Faster Reduction Backfill State HUTF
- \$36 m HUTF Local Share/Faster Reduction Backfill Local Share
- \$170 m State Highway Fund/Previously Announced State Stimulus Funds/ Shovel Ready Projects
- **\$256.9 m** Multimodal Options Fund
- **\$29 m** State Highway Fund/Revitalizing Main Streets
- \$2.5 m Front Range Rail
- \$30 m State Highway Fund/Previously Announced State Stimulus Funds/Safer Main Streets (*separate bill*)

*\*Note: Figures in red align to the \$426 m in slide 9*

**Total General Fund Contribution to Transportation: \$1.484 B**

# Transportation Bill Summary

<b>Deal Component/Concept</b>	<b>New Proposal (Draft Bill Language)</b>
Alignment with Federal Infrastructure Plan	Includes language to conduct multi agency review of Federal Infrastructure Plan to reassess distributions of funds and make recommendations with legislature.
Review of General Fund Contribution	Includes language to review the General Fund commitment in year 5.
Review of the EV Equalization Fee	Includes language to review the EV & RUF Fees in year 5 to ensure parity.

# Transportation Bill Summary - Modifications from Original Draft Proposal

Fee Revenue/ Parameters	Original Proposal (Powerpoint Deck)	New Proposal (Draft Bill Language)
<b>Road Usage Fee</b>	Started at 2 cents; increased 2 cents every two yrs. Up to 8 cents. <b>Projected revenue of \$1.471 B</b>	Starts at 2 cents and goes up 1 cent annually up to 8 cents. <b>Projected revenue of \$1.552 B</b>
<b>Clean Truck Fee</b>	Started at 6 cents; increased 1 cent every yr. up to 8 cents <b>Projected revenue of \$499 m</b>	Now called Bridge and Tunnel Enterprise Fee. Lowered to reflect same fee schedule as RUF above. <b>Projected revenue \$401 m.</b>
<b>EV Equalization Fee</b>	Additional fee on top of existing \$50 (9,18,27,36,45,54,63,72,81,90) Goes from \$60.19 - \$153.20 <b>Projected Revenue \$367 m</b>	Additional fee on top of existing \$50 (4,8,12,16,26,36,51,66, 81,96 ) Goes from \$55 - \$159 Review/Assess parity in yr 5 for changes in yr 6. <b>Projected Revenue \$321.9 m</b>
<b>TNC Fee</b>	30 cent fee. <b>Projected revenue of \$203 m</b>	Same
<b>Delivery Fee</b>	25 cent fee. <b>Projected revenue of \$1.122 B</b>	Increased fee to 27 cents. <b>Projected revenue \$1.214 B</b>
<b>Personal Car Share</b>	Lift current \$2 exemption. <b>Projected revenue of \$17 m</b>	Same
<b>Rental Fee</b>	Index existing \$2 fee. <b>Projected revenue of \$70 m</b>	Same. Project Revenue \$74.6 m
<b>Taxi Fee</b>	Conduct a study on fee. Projected revenue is zero until after study determines rate.	Same
<b>Autonomous Vehicle Fee</b>	Conduct a study on fee. Projected revenue is zero until after study determines rate.	Same



# Transportation Bill Summary - Modifications from Original Draft Proposal

Allocations	Original Proposal (Powerpoint Deck)	New Proposal (Draft Bill Language)
Total HUTF	\$2.723 B	\$2.234 B
<ul style="list-style-type: none"> <li>State HUTF (60%)</li> </ul>	\$1.637 B	\$1.287 B
<ul style="list-style-type: none"> <li>Local HUTF (40%)</li> </ul>	\$1.091 B	\$947.5 m
Nonattainment Fund (CDOT)	\$106 m	\$183.7 m (New Enterprise within CDOT)
Existing Bridge Enterprise	NA	\$522.8 m (Expanded scope to include tunnel maintenance)
Revitalizing Main Streets (CDOT)	NA	\$85.1 m
MMOF	\$366 m (40% / 60% Split)	\$450.1 m (15% / 85% Split)
Front Range Rail	Unspecified	\$2.5 m in first year for study of alternative routes

# Transportation Bill Summary - Modifications from Original Draft Proposal

Allocations	Original Proposal (Powerpoint Deck)	New Proposal (Draft Bill Language)
3 New Electrification Enterprises	\$724 m	\$734 m
<ul style="list-style-type: none"> <li>New Community Access Enterprise (CEO)</li> </ul>	\$323 m	\$310 m
<ul style="list-style-type: none"> <li>New Clean Fleet Enterprise (CDPHE)</li> </ul>	\$320 m	\$289 m
<ul style="list-style-type: none"> <li>New Clean Transit Enterprise (CDOT)</li> </ul>	\$81 m	\$134 m
Nonattainment Enterprise (CDOT)	\$106 m to a fund in CDOT (Not previously enterprised)	\$183.7 m
Existing Bridge Enterprise	NA	\$522.8 m
Total Enterprised	\$724	\$1.440 B

# Transportation Fee Allocations

Fee	Total	HUTF State	Non-Attainment	Bridge & Tunnel Enterprise	Revitalizing Main Streets	MMOF	HUTF Local	Commercial Charging Enterprise	Fleet Electric Enterprise	Public Transit Enterprise
Road Usage Fee	\$1,552.3 B	\$931.4 m					\$620.9 m			
Road Impact Fee	\$401.4 m			\$401.4 m						
Electric Vehicle Fee	\$321.9 m	\$193.1 m					\$128.8 m			
TNC Fee	\$203.2 m		\$152.3 m						\$50.8 m	
Retail Delivery Fee	\$1,214 B	\$107.4 m	\$31.5 m	\$121.4 m		\$109.2 m	\$161.1 m	\$310.2 m	\$238.3 m	\$134.9 m
Personal Car Share Fee	\$17.0 m	\$10.20 m					\$6.80 m			
Rental Fee	\$74.6 m	\$44.8 m					\$29.8 m			
General Fund (See Note on Slide 4)	\$426 m				\$85.1 m	\$340.9 m				
<b>Total</b>	<b>\$4,210 B</b>	<b>\$1,286.9 B</b>	<b>\$183.7</b>	<b>\$522.8 m</b>	<b>\$85.1 m</b>	<b>\$450.1 m</b>	<b>\$947.5 m</b>	<b>\$310.2 m</b>	<b>\$289.1 m</b>	<b>\$134.9 m</b>

# Accountability & Transparency

## Attuning to Colorado Needs



Each enterprise will develop a ten year plan that will be used to assess the funding levels needed to achieve the desired outcomes. Project management public dashboards will show key performance indicators for projects within Enterprises and CDOT. CDOT will update their existing 10 Year Plan

## Climate Goals



CEO and CDPHE, in consultation with CDOT, will report annually on progress towards 2030 EV plan and GHG Roadmap goals resulting from enterprise and transportation investments in this plan.



## Accountability

CDOT and Enterprises will maintain clear accountability mechanisms, engage a wide variety of stakeholders to ensure funding achieves intended outcomes, and will regularly report to the transportation commission, legislature, and construction partners.



## Transparency

Enterprises will maintain accessible and transparent summary information regarding implementation status, funding, and expenditures on their websites. CDOT will continue with their new commitment to enhanced accountability and transparency measures.