

# WHAT DOES THIS TRANSPORTATION PROPOSAL DO?

## 1 Saves 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 Creates 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 Establishes 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

FUNDING	SB21-260: As Amended
Total New Fee Revenue	\$3.784 B
Total General Fund & Stimulus	\$1.581 B
<ul style="list-style-type: none"><li>Federal and State Stimulus Within the \$1.484 B</li></ul>	\$578.5 m
<ul style="list-style-type: none"><li>Average General Fund &amp; Stimulus / 11yrs</li></ul>	\$144 m
<ul style="list-style-type: none"><li>Average General Fund &amp; Stimulus First 5 Yrs.</li></ul>	\$186 m
Total Dollars in Plan	\$5.365 B

## GENERAL FUND | STIMULUS COMMITMENTS

### Ongoing General Fund Commitments - \$887.5M

- \$660M State Highway Fund/COP Payments
- \$84M Multimodal & Mitigation Options Fund
- \$56M State Highway Fund/Revitalizing Main Streets
- \$87.5M (\$17.5 m from FY25 - FY29)

### One Time General Fund or Stimulus Dollars - \$693.5M

- \$141M State Highway Fund /Front load COP Payments
- \$18M State Highway Fund/Faster Reduction Backfill State HUTF
- \$36M HUTF Local Share/Faster Reduction Backfill Local Share
- \$170M State Highway Fund/Previously Announced State Stimulus Funds/ Shovel Ready Projects
- \$268.9M Multimodal Options Fund (includes \$2.5 for Front Range Rail and an additional \$12m for SW Chief Line)
- \$29.6M State Highway Fund/Revitalizing Main Streets & Burnham Yard
- \$30M State Highway Fund/Previously Announced State Stimulus Funds/Safer Main Streets (*separate bill*)

# \$1.581 B

TOTAL GENERAL FUND  
CONTRIBUTION TO TRANSPORTATION

FEE REVENUE/PARAMETERS	SB21-260: As Amended
<b>Road Usage Fee</b>	Fee starts at 2 cents and goes up 1 cent annually to 8 cents; indexed to inflation after FY32. <b>Projected revenue of \$1.552 B</b>
<b>Bridge and Tunnel Enterprise Fee</b>	<b>Now called Bridge and Tunnel Enterprise Fee.</b> 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 (4,8,12,16,26,36,51,66, 81,96 ) Goes from \$55 - \$159. Review/re-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>
<b>Delivery Fee</b>	27 cent fee on all retail deliveries at point of sale. . <b>Projected revenue \$1.214 B</b>
<b>Personal Car Share</b>	Lift current \$2 exemption. <b>Projected revenue of \$17 m</b>
<b>Rental Fee</b>	Index existing \$2 fee. Project Revenue \$74.6 m
<b>Taxi Fee</b>	Conduct a study on fee. Projected revenue is zero until after study determines rate.
<b>Autonomous Vehicle Fee</b>	Conduct a study on fee. Projected revenue is zero until after study determines rate.

ALLOCATIONS	SB21-260: As Amended
<b>Total HUTF</b>	\$2.234 B
• <i>State HUTF (60%)</i>	\$1.287 B
• <i>Local HUTF (40%)</i>	\$947.5 m
<b>Nonattainment Enterprise Fund (CDOT)</b>	\$183.7 m (New Enterprise within CDOT) <i>(Plus \$50 m directly to CDOT for mitigation of air quality per Senate/House Amendments)</i>
<b>Existing Bridge Enterprise</b>	\$522.8 m (Expanded scope to include tunnel maintenance)
<b>Revitalizing Main Streets (CDOT)</b>	\$85.1 m
<b>MMOF</b>	\$447.6 m (15% / 85% Split)
<b>Front Range Rail &amp; SW Chief Line</b>	\$2.5 m for FRR study of alternative routes. \$12m for SW Chief Line

ALLOCATIONS	SB21-260: As Amended
<b>3 New Electrification Enterprises</b>	<b>\$734.3 m</b>
<ul style="list-style-type: none"><li>New Community Access Enterprise (CEO)</li></ul>	\$310.2 m
<ul style="list-style-type: none"><li>New Clean Fleet Enterprise (CDPHE)</li></ul>	\$289.1 m
<ul style="list-style-type: none"><li>New Clean Transit Enterprise (CDOT)</li></ul>	\$134.9 m
<b>Nonattainment Enterprise (CDOT)</b>	\$183.7 m <i>(Plus \$50 m directly to CDOT for mitigation of air quality per Senate/House Amendments)</i>
<b>Existing Bridge Enterprise</b>	\$522.8 m
<b>Total Enterprised</b>	<b>\$1.441 B</b>

## FUNDING PROPOSAL | DISTRIBUTION

**\$734 million** of new fee revenue supports **3 new electrification and charging infrastructure enterprises:**

### Charging Infrastructure & Electric Vehicle Equity

- New 'Community Access' Enterprise in Colorado Energy Office (CEO).
- Build charging infrastructure in communities across the State, link communities throughout the State with alternative transportation options (e-bikes), and support electric vehicle adoption in low and moderate income communities.

**\$310.2 MILLION**  
INVESTMENT

### Fleet Electrification Incentives

- New 'Clean Fleet' Enterprise in CO Department of Public Health and Environment (CDPHE)
- Support fleet replacement (delivery trucks, TNCs, school buses, and other light/medium/heavy duty vehicles) with incentives to meet climate and air quality goals
- Support CDPHE's Mobile Source Program to complement vehicle investment.

**\$289.1 MILLION**  
INVESTMENT

### Public Transit Electrification

- New enterprise in Colorado Department of Transportation (CDOT).
- Support electrification of public transit through electrification planning efforts, fleet replacement and associated charging infrastructure.

**\$134.9 MILLION**  
INVESTMENT

DEAL COMPONENT/CONCEPT	DRAFT BILL
<b>Alignment with Federal Infrastructure Plan</b>	Includes language to conduct multi agency review of Federal Infrastructure Plan to reassess distributions of funds and make recommendations with legislature.
<b>Review of General Fund Contribution</b>	Includes language to review the General Fund commitment in year 5.
<b>Review of the EV Equalization Fee</b>	Includes language to review the EV & RUF Fees in year 5 to ensure parity.
<b>RTA Enabling Language</b>	Includes language to empower local communities to have greater autonomy and control of their transportation funding.
<b>Future Proofs our transportations system</b>	Includes language to study how best to incorporate a safety fee on autonomous vehicles and studies how best to prepare for fees based on VMT and electricity usage moving forward.



# ACCOUNTABILITY & TRANSPARENCY



## ATTUNING TO COLORADO'S 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.



## 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.



## 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.



## 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.

## AT A GLANCE

### "SOURCES" OVERALL FUNDING

- **\$3.784B** in New Fee Revenue
- **\$1.581B** in **General Fund & Stimulus Dollars**

**\$5.365B**

**TOTAL NEW FUNDS &  
EXPENDITURES IN PLAN**

### GENERAL FUND STATS

- Average 11 yrs  
\$1.572 B = \$144 m
- Average over first 5 yrs  
\$883.5 = \$186 m

### "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
  - ◆ Plus an additional \$50m for CDOT Mitigation
- **Bridge & Tunnel Enterprise** (CDOT): \$522.8
- **Revitalizing Main Streets** (CDOT): \$85.1
- **Multimodal and Mitigations Option Fund** (15%/85%): \$447.6. Plus the following:
  - ◆ **Front Range Rail:** \$2.5 m
  - ◆ **SW Chief:** \$12m
- **Three Green Enterprises:** \$734.3
- **Additional Stimulus Support:** \$458
- *(Includes offsets to FASTER reductions, COP payments, \$500,000 for Burnham Yard, and \$200m previously announced state stimulus support to transportation)*
- **8 Yrs COP Payments:** \$660

### TOTAL ENTERPRISED - \$1.440.8 B

- 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