

# 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 \$25m 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, Plus additional \$25.
- New Community Charging: \$310.2
- New Clean Fleet Enterprise: \$289.1
- New Public Transit Enterprise: \$134.9

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.

# 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 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>

ALLOCATIONS	SB21-260: As Amended
Total HUTF	\$2.234 B
<ul style="list-style-type: none"> <li data-bbox="324 227 658 263">• <i>State HUTF (60%)</i></li> </ul>	\$1.287 B
<ul style="list-style-type: none"> <li data-bbox="324 306 658 342">• <i>Local HUTF (40%)</i></li> </ul>	\$947.5 m
Nonattainment Enterprise Fund (CDOT)	\$183.7 m (New Enterprise within CDOT) <i>(Plus \$25 m additional from Senate Amendment to CDOT for mitigation of air quality)</i>
Existing Bridge Enterprise	\$522.8 m (Expanded scope to include tunnel maintenance)
Revitalizing Main Streets (CDOT)	\$85.1 m
MMOF	\$447.6 m (15% / 85% Split)
Front Range Rail & SW Chief Line	\$2.5 m for FRR study of alternative routes. \$12m for SW Chief Line

## 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.

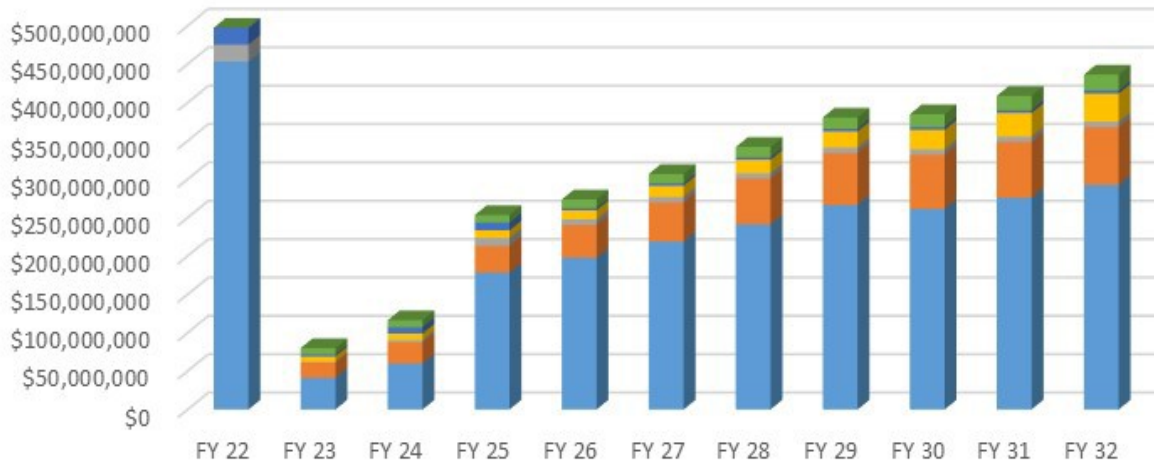
**\$289.1 MILLION**  
INVESTMENT

### 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

## SB 260 Incremental Revenue to CDOT FY 22 - FY 32

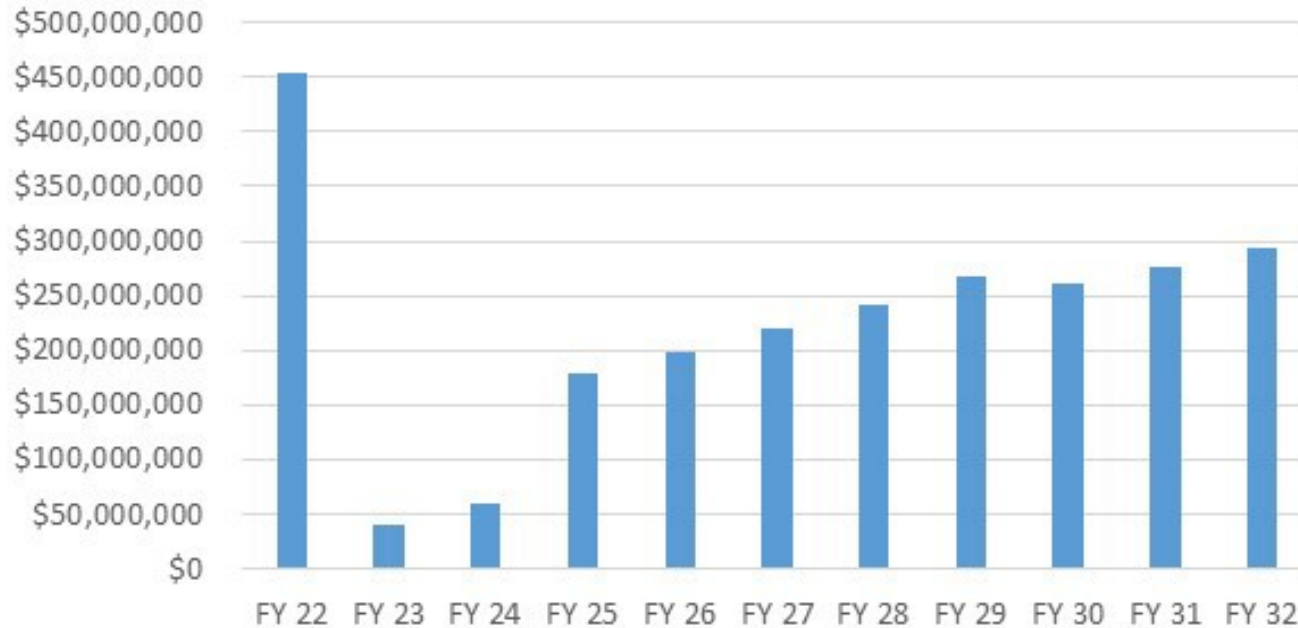


Total \$3,482 M FY 22 - FY 32

- State Highway Fund - \$2,488 M
- Bridge and Tunnel Enterprise - \$522.8 M
- Non-Attainment Enterprise - \$183.7 M
- Clean Transit Enterprise - \$134.9 M
- Revitalizing Main Streets - \$85.1 M
- Multimodal and Mitigation Options Fund (CDOT Share) - \$67.1 M

## Incremental State Highway Fund Revenue

### SB 260 Incremental State Highway Fund Revenue FY 22 - FY 32

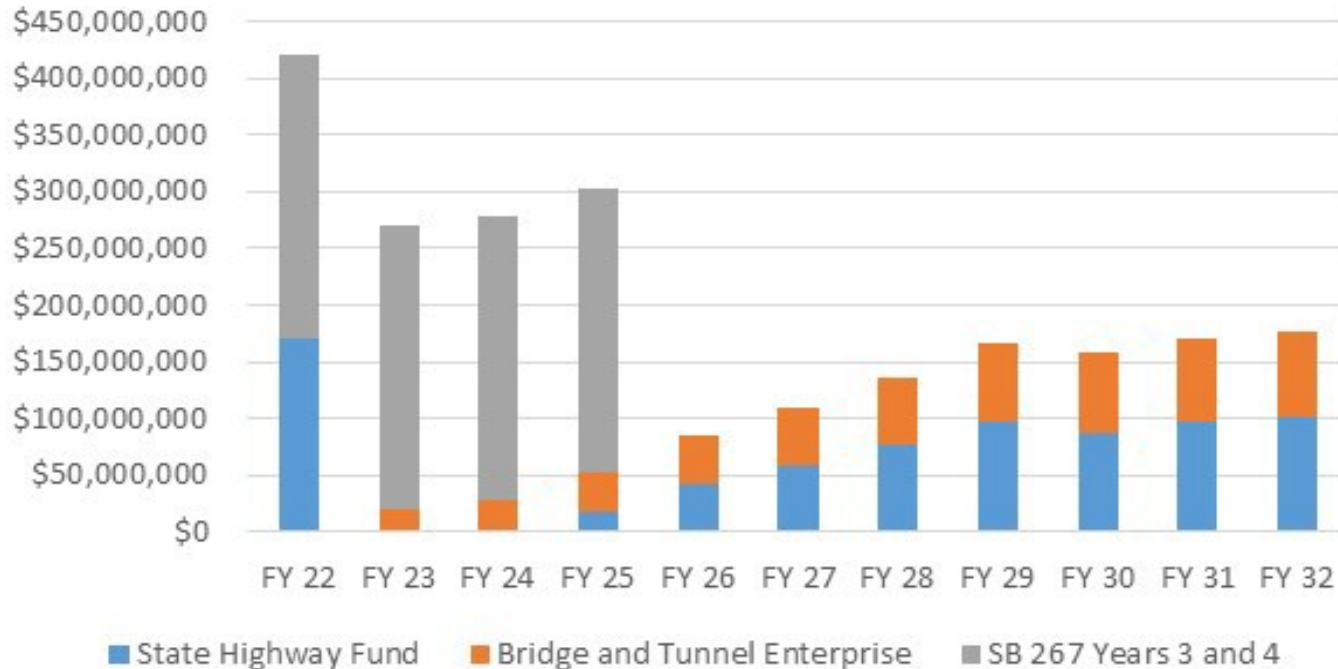


- Includes upfront Stimulus funding and ongoing General Fund
- Addresses multiple needs – partially covers COP debt service, offsets FASTER fee reductions, backfills declining HUTF revenue in order to maintain existing programs, and provides funding to advance 10-Year Plan projects



# Flexible State Highway Fund and Bridge and Tunnel Enterprise Funding

## "Flexible" Revenue



Used to support existing programs, offset future declines other funding sources, and advance new 10-Year Plan Projects

- \$749.5 M State Highway Fund including \$170 M in upfront State Stimulus for “Shovel Ready Projects”
- \$522.8 M Bridge and Tunnel Enterprise

10-Year Plan funding could be supplemented by funding from existing programs, and from less flexible sources such as the Non-Attainment Fund and Multimodal and Mitigation Options Fund

## Regionally Significant Projects

- CDOT implements new procedures and guidelines detailing how these projects impact statewide greenhouse gas emissions and vehicle miles traveled.
- At a minimum, these procedures and guidelines must:
  - Implement rules issued by Air Quality Control Commission
  - Otherwise reduce GHG emissions to help achieve targets established in 25-107-2 (g) (HB 1261 GHG reduction goals)
  - Apply same level of analytical scrutiny to GHGs as other pollutants of concern
  - Consider the role of land use
- CDOT (and DRCOG and NFRMPO) must update their plans to be in compliance with these policies by October 1, 2022. If this date is not met, MMOF expenditures can only be spent on those projects/programs that help meet compliance.

## Regionally Significant Projects

- Model air pollutant emission impacts preconstruction and during construction.
- Develop and implement a particulate matter construction plan to provide ongoing monitoring, communications, and action plans to prevent emission exceedances
  - Focus on disproportionately impacted communities
- Develop and implement a plan to mitigate air quality impacts on communities
  - Focus on adjacent disproportionately impacted communities and on fine particulate matter
- With the exception of I-270, applies only to projects that do not have a signed NEPA document as of July 1, 2022.
- Also requires a review and update to the Department's public engagement plan for capacity projects.

# What Now?

## Programming

- \$170 M in Shovel Ready Stimulus funds
- ~\$65 M in additional Year 3 SB 267 funding (~\$53 M highway; \$12 M transit) to 10-Year Plan Projects (July)

Identification of resource needs to deliver expanded capital construction program and local pass-through programs

Establishment of new enterprises, new revenue sources and new programs (i.e. new funds and budget pools, new reports,

Deployment of additional rounds of Revitalizing Main Street and Multimodal and Mitigation Options Fund grant funding (Ongoing; building from current programs)

# QUESTIONS

