



**COLORADO**  
Department of Transportation

**CCI Spring Conference**  
**May 31, 2022**



# Funding for Counties



# County Funding Overview

## County funding streams

- HUTF (22%)
- SB260 fees
- FASTER
- Off System Bridge Formula
- Revitalizing Main Streets
- MMOF
- IIJA



## HUTF

- County has flexibility in how to spend the HUTF dollars
- maintenance and engineering
- Increase over ten years in HUTF revenues for locals due to SB260 fees = \$947.5M

## SB 260 fees with local HUTF impacts

- Road Usage Fee = two cents immediate increase and one cent increase/yr up to eight cent increase
- Electric Vehicle Fee = annual increases over ten years (\$55 to \$159/year)
- Retail Delivery Fee = \$0.27 on retail deliveries
- Personal Car Share Fee = \$2 FASTER exemption removed
- Rental Fee = index existing \$2 fee



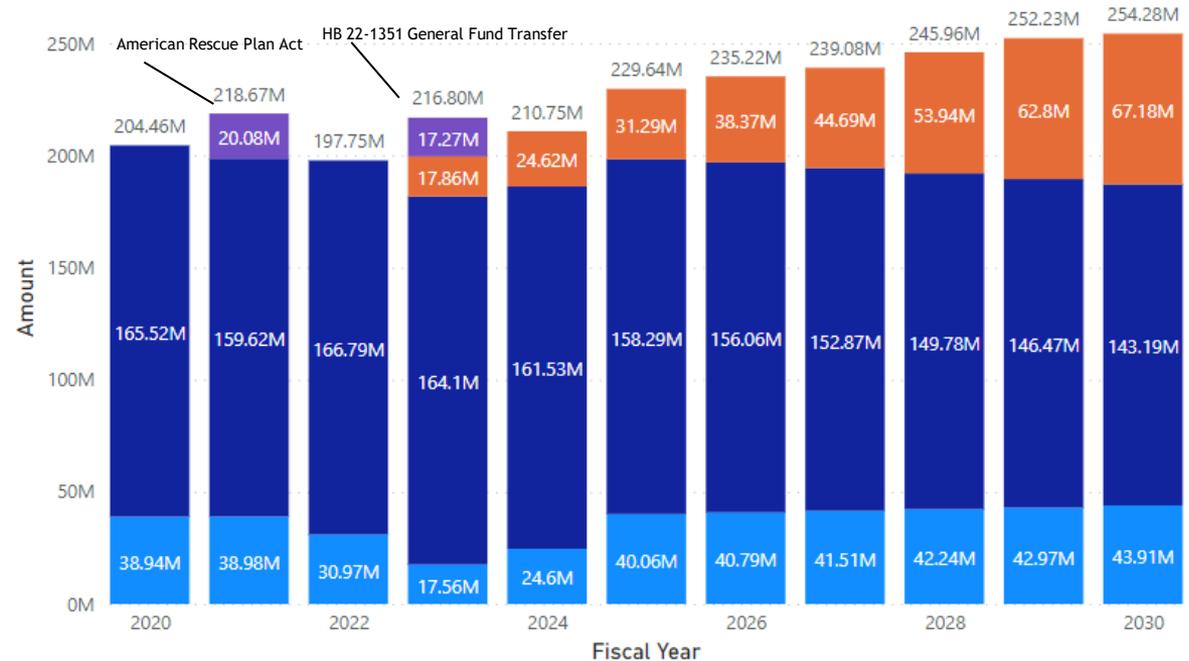
# HUTF Revenue Forecast

This graph shows CDOT's total HUTF revenue forecast for counties.

It is expected that revenue from existing fuel taxes will decrease over time, while revenue from the new fees created in SB 21-260 will increase in future years.

## HUTF Revenue

Funding Type ● FASTER ● Regular HUTF ● SB 21-260 ● Transfer

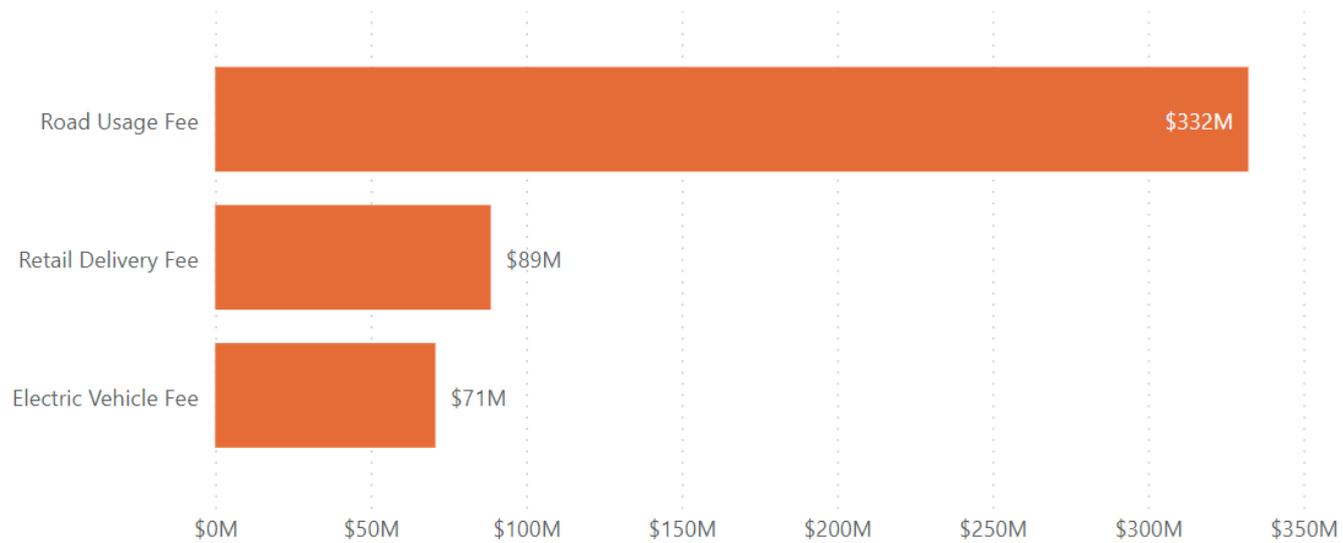




# SB 21-260 Fees - County Revenue

Total SB 21-260 Revenue (FY 2022-23 to FY 2031-32)

Type ● County





# Long Term EV Forecast - County Revenue

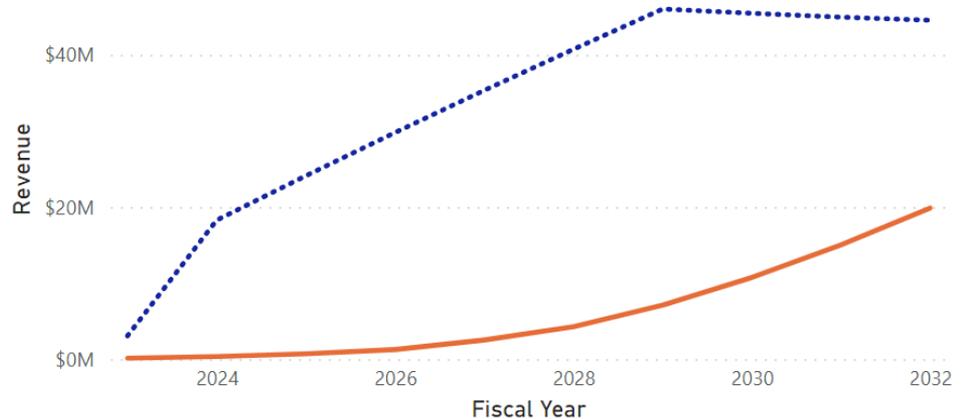
Overall, CDOT expects that revenue from fuel taxes and the new Road Usage Fee will begin decreasing over time.

As this graph shows, revenue from the new Road Usage Fee increases with the bill's fee schedule, and then gradually decreases in future years.

At the same time, revenue from electric vehicle registration fees is expected to rapidly increase over the coming decade.

SB 21-260 Fee Revenue Comparison

Source ● EV Road Usage Equalization Fee ● Road Usage Fee





# County FASTER Forecast

- **Program Purpose:** FASTER allows the state of Colorado to improve roadway safety, repair deteriorating bridges, and support and expand transit.
- **Program Funding:** \$85M forecasted for FY23, for state transportation projects
  - \$14.3M forecasted for FY23, for cities
  - \$17.6M forecasted for FY23, for counties
  - Lower numbers because HB1351 = general fund dollars covered the balance
- **Program Overview:**
  - Senate Bill 09-108, also known as the Funding Advancements for Surface Transportation and Economic Recovery Act of 2009 (FASTER), was signed into law on March 2, 2009.
  - FASTER legislation created the Colorado Bridge Enterprise (CBE) and the High Performance Transportation Enterprise (HPTE)
  - FASTER revenue is generated through several vehicle registration fees and fines



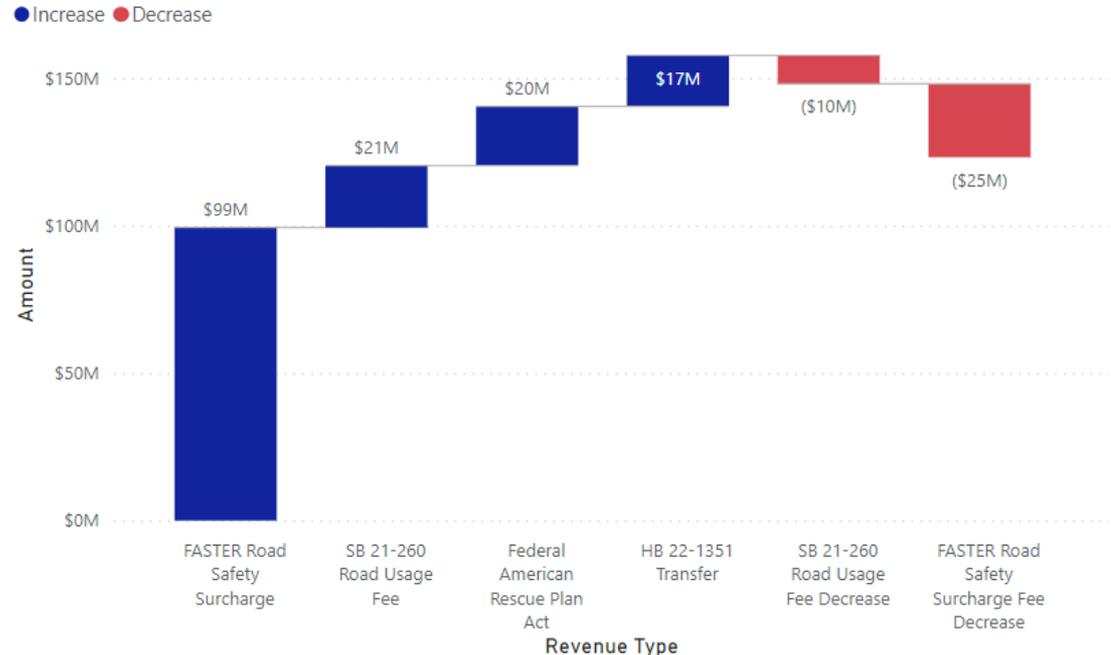
# HB 22-1351 Fee Reductions and Backfill

SB 21-260 decreased the FASTER Road Safety Surcharge rate for calendar years 2022 and 2023.

HB 22-1351 further decreased the Road Safety Surcharge Rate in 2023 and pushed out the start of the Road Usage Fee to April 2023. It also transferred funding from the General Fund to the HUTF to offset this fee decrease.

This graph shows the total county HUTF revenue between FY 2020-21 to FY 2023-24 with these changes.

Fee Impacts of SB 21-260 and HB 22-1351





# Federal Infrastructure Bill - Local Impacts

STBG: increased off-system bridge set-aside from 15% to 20% (resulting in an additional \$6M/yr for off-system bridges)

Bridge formula program = \$45M CO/yr for five; \$47.2 on system, \$6.75M to locals; for five years

Reconnecting Communities Pilot Program = discretionary funding coming in future

MEGA (National infrastructure project assistance program) = discretionary funds for state and local

Regional Project Assistance Prm (RAISE) = discretionary funds for state and local



Questions?