

# NEW REVENUES — NEW RULES

- 1) The Metro Mayors Caucus has not proposed altering the HUTF formula which governs the distribution of \$600M in revenues annually statewide, of which the metro area receives just 38% of local share distributions and 37% of CDOT's investment.
- 2) However, new fees being proposed that would be disproportionately paid by residents in urban areas within the state's 5 Metropolitan Planning Organizations (MPOs) where funding local projects is critical to addressing safety, climate, equity, and mobility challenges.
- 3) The 16 counties and 84 municipalities that make up the MPOs are home to 84% of the population, a significant share of transit dependent and underserved populations, 66% of CDOT system VMT, and generate 82% of the state's sales tax, 90% of income tax, and 90% of its GDP.
- 4) The local governments in the MPOs must also maintain 60% of the paved county lane miles and 84% of the city paved lane miles — more than 48,000 paved lane miles total — or 72% of the city and county paved lane miles statewide.
- 5) Allocating 75% of any new dollars to the state's MPOs on a per capita basis and 25% of the dollars to CDOT and the rural TPRs through the HUTF would mirror the compromise in SB17-267.
- 6) Fifty percent (50%) of the new dollars to the MPOs would be programmed in collaboration with CDOT for system improvements, resulting over 50% of all dollars being programmed for CDOT system improvement and allowing access to additional federal dollars that can expedite CDOT system projects.
- 7) In this plan, the MPOs would provide more than 80% of the new revenues statewide; **all areas outside the MPOs** would provide less than 20% of the new revenues and still receive \$1.40 in investment for each \$1 contributed.
- 8) Direct funding to MPOs will allow MPOs to prioritize universal safe access through funding of multi-modal – historically the DRCOG region has allocated approximately 40-50% of available funds to multi-modal improvements.
- 9) DRCOG and North Front Range MPOs also face reclassification to Severe for Ozone non-attainment and must meet the GHG pollution targets in HB19-1261.
- 10) Creating a clear nexus between where new fees are imposed and the infrastructure they fund is important for both equity and transparency and does not increase legal exposure.

	HUTF	75%
Formula	60/22/18	75% to MPOs
CDOT, Counties & Cities investment in MPOs (84% of pop)	61%	75%
CDOT, Counties & Cities investment in rural TPRS (16% of pop)	39%	25%
Minimum CDOT System Investment	60%	53%*
Investment in Rural TPRS for \$1 Contributed	\$2.16	\$1.39

\*Overall CDOT system investment likely higher as MPOs could use allocation to gain access to Federal dollars not available to CDOT

TPR or MPO	Pop	% Sales	
		Tax	Share @75%
DRCOG	57.3%	62%	51%
Grand Valley MPO	2.4%	3%	2%
North Front Range	8.9%	7%	8%
Pikes Peak	12.3%	8%	11%
Pueblo Area	2.7%	2%	2%
All Other Areas (Rural TPRS)	16.4%	18%	25%