Discussion Draft for Stakeholder Input

Draft Legislative Proposal on State Transportation Funding

Sponsors:

Majority Leader Fenberg and Speaker Garnett & Sen. Winter and Rep. Gray in collaboration with the Polis Administration

Modernizing Transportation Bill Objectives

Bottomline: What Will This Transportation Proposal Do?

For the first time, this future-looking package advances a comprehensive transportation funding plan to modernize our state's transportation system.

1. **Make much-needed improvements to Colorado road and highways, with a focus on rural roads.**
2. **Reduce traffic and congestion through improvements to key corridors.**
3. **Electrify our transportation system by investing in charging infrastructure and cleaner vehicles.**
4. **Expand transit options statewide.**

Bottomline: What Will This Transportation Plan Accomplish?

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; and
- ➔ 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; and
- ➔ 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.

The Status Quo - Not a Sustainable Option

"We can't settle for simply keeping up, we must lead this market-driven transition or risk being left behind. The spirit of innovation and creativity already lives here in Colorado, and this proposal is a reflection of that." -- ***Governor Jared Polis***

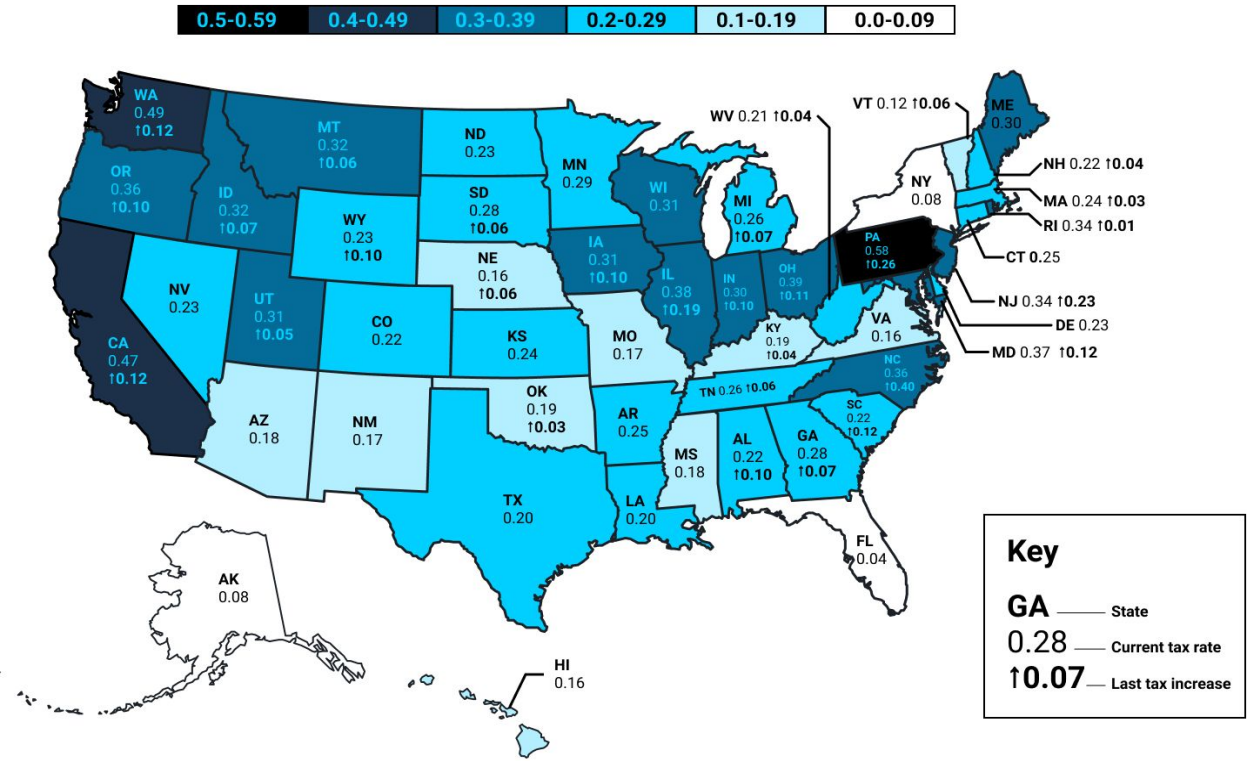
Gas Tax Cannot Pay for Our Roads

The Colorado gas tax is not a sustainable source of funding and our transportation system suffers as a result.

- ➔ Current gas tax of **22 cents** doesn't go as far as it did in 1991.
- ➔ Gas tax would be **44 cents** today if it had kept pace with inflation.
- ➔ Colorado has the **10th lowest gas rate** among all 50 states.
- ➔ We will purchase **less gas** as fuel efficiency and electric vehicle purchases increase.
- ➔ The state fuel tax hasn't changed in **30 years** but the cost of paving the roads we use has gone up 300%.
- ➔ State gas tax generated **$624 million** in 2020.
- ➔ If it had kept pace with inflation since 1993, it would have raised double that amount — **$1.2 billion**:
  - The loss is nearly $8 billion over 30 years; and
  - The purchasing power today is half of what it was 30 years ago.

Other States Have Addressed the Challenge

State Gas Taxes Since 2013 in Dollars



Institution On Taxation and Economic Policy. Most States Have Raised Gas Taxes in Recent Years. ITEP, 27 June 2019, itep.org/most-states-have-raised-gas-taxes-in-recent-years-0419/.

Transportation Investment Advocacy Center. State Motor Fuel Excise Taxes. 13 Jan. 2020, transportationinvestment.org/research/funding-techniques/state-motor-fuel-excise-taxes/.

Illustrated by John Reis

In many states a bipartisan or republican lead effort is underway to increase the current gas tax, including:

- Alaska (D)
- Kentucky (R)
- Louisiana (R)
- Massachusetts (D)
- Missouri (R)
- Montana (R)
- New Mexico (D)
- North Dakota (R)
- Wyoming (Sponsored by Joint Revenue Interim Committee)

In 2019, bipartisan bills raised the gas tax in:

- Alabama
- Arkansas
- Illinois
- Ohio

If We Do Nothing . . . Consumers Pay More

This bill aims to provide net savings to Colorado drivers and families.

$6.3 billion/year

Coloradans already pay a high price for transportation, but those dollars are spent on repairs and lost time in traffic, not on an investment in our roads. Colorado drivers pay an $6.3 billion annually in wear and tear, fuel, and accelerated depreciation.

$732/year

Drivers spend approximately $732 per year stuck in traffic and on repairs for wear/tear on their vehicles because our roads have deteriorated or are clogged and congested.

Transportation Funding Plan

Overall Bill Summary

Reduce Fees & Save Coloradans Money

FASTER Reduction:

- ➔ The plan offers relief on vehicle registration fees to account for economic hardship in the post-pandemic economy.
  - ◆ **Reduction of FASTER Road Safety Surcharge for 2022 and 2023:**
    - Revenue reduction will be backfilled to maintain safety programs.
    - $90 million in savings for Colorado consumers.
    - Rates will resume in calendar year 2024.

Other Consumer Measures:

- ➔ **Delay onset** of all NEW transportation fees until Fiscal Year 2023.
- ➔ Pilot **payment plan option for EV fees** to increase consumer convenience and decrease one-time financial impact of fee on consumers.

Anticipated Consumer Costs Offset by Savings:

- ➔ The average Colorado consumer will pay approximately $28 annually and save far more.
- ➔ Currently average Coloradan pays $732 annually on maintenance and repairs due to deteriorated roads and lost time.

Transportation Funding Proposal | Summary

Nearly $3.924 billion from new fee revenue to modernize and future-proof our transportation system and to stabilize funding over the next 11 years.

- ➔ **$2.728 billion** of new fee revenue supports the State and local share of HUTF:
  - ◆ 10% of State share will be allocated to support multimodal in the 10-year plan; and
  - ◆ At least 10% of local share allocated to support multimodal.

- ➔ **$724 million** of new fee revenue supports a downpayment on Colorado's Greenhouse Gas Pollution Reduction Roadmap to help meet transportation emissions reduction goals by 2030 and reduce local air pollution:
  - ◆ 20% of these "electrification" expenditures also support multimodal transportation.

- ➔ **$366 million** of new fee revenue allocated to the newly-expanded Multimodal and Mitigation Option Fund (MMOF) will support mitigation of Greenhouse Gases.

- ➔ **$106 million** of new fee revenue allocated to a newly created nonattainment fund to support communities in nonattainment regions address pollution mitigations on road related projects.

General Fund & Stimulus Support

- **$1.230 billion** in general fund/stimulus investment in this transportation funding plan — average of $111.8 over 11 years:
  - **$430 million** in stimulus funds; and
  - **$800 million** in an ongoing general fund contribution.
- Helps cover the $150 million annual debt payment on the four SB 267 COP tranches for 11 years.
- Ensures a transparent and predictable GF contribution over the next 11 years.

History of General Fund Contributions to CDOT:

On average **$106.7 million** transferred from the General Fund to CDOT from FY10 through FY20.

These transfers swung from $0 to $495 million and were very inconsistent.

Summary of Revenue from New Fees

	10 Yr Total Revenue	Fee Amount
Road Usage Fee: New fee on fuel applied to the sale of fuel to offset consumer impact on roadway and transportation system.	$1.471 billion	**$.02 cent/gallon increase**, and increases $.02 every two years to $.08
Truck Fee: Additional diesel fee applied to the sale of fuel to offset additional impact of trucks on the roadway.	$499 million	**$.06 cent/gallon increase**, and increases $.01 every two years to $.08
Electric Vehicle Fee: Index existing $50/year EV registration fee and assess additional fee to establish parity with the amount of gas tax paid by a driver.	$ 367 million	**$9 annual BEV fee**, and increases to $90 by year 10; **$3.00 annual PHEV fee**, increases to $27 by year 10
TNC Fee: Fee on business to offset congestion and emission impacts on the transportation system for new transportation services and increased trips.	$203 million	**$0.30 per trip;** **$0.15** for carpool or ZEV
Online Retail Order Fee: Fee on online deliveries to offset impact on transportation system, air quality, and congestion.	$1.122 billion	**$.25 per delivery**
Personal Car Share Fee: Lift exemption on $2/day rental fee (index to CPI).	$17 million	**Lift $2/day exemption**
Rental Fee: Index existing fee to ensure users of the road pay their share.	$70 milion	**Index existing $2/day** rental fee to CPI
Taxi Fee: Fee on taxis to offset consumer impact on transportation system.	TBD	TBD, **per ride flat fee**
AV Safety Fee: Assess a safety fee on autonomous vehicles based on VMT.		**TBD**

Distribution of Revenue in Plan

	Total Revenue
HUTF (State Share): These revenues are allocated on a 60-22-18 (state, county, municipal) percentage share basis and are to be spent for improvements to highways, including new construction, safety improvements, maintenance, and capacity improvements.	$1.637 billion
HUTF (Local Share): Local share of the Highway Users Tax Fund 40% (22% county, 18% municipal).	$1.091 billion
Non-Attainment Fund: New fund for community impact and air pollution/GHG mitigation in nonattainment regions.	$106 million
Multimodal & Mitigation Options Fund (MMOF): The MMOF seeks to fund multimodal transportation projects and operations to support an integrated multimodal transportation system and to mitigate environmental impacts. Will also help advance Front Range Rail.	$366 million
Charging Infrastructure & Electric Vehicle Equity: Community Charging Stations & Community Alternative Transportation, including eBikes.	$323 million
CDPHE Fleet Electrification Incentives: Support fleet replacement.	$320 million
CDOT Public Transit Electrification: Support electrification of public transit and transit charging infrastructure.	$81 million
FASTER Fee Reduction:	-$90 million
CDOT COP Payments:	-$679 million

Striking the Right Balance:

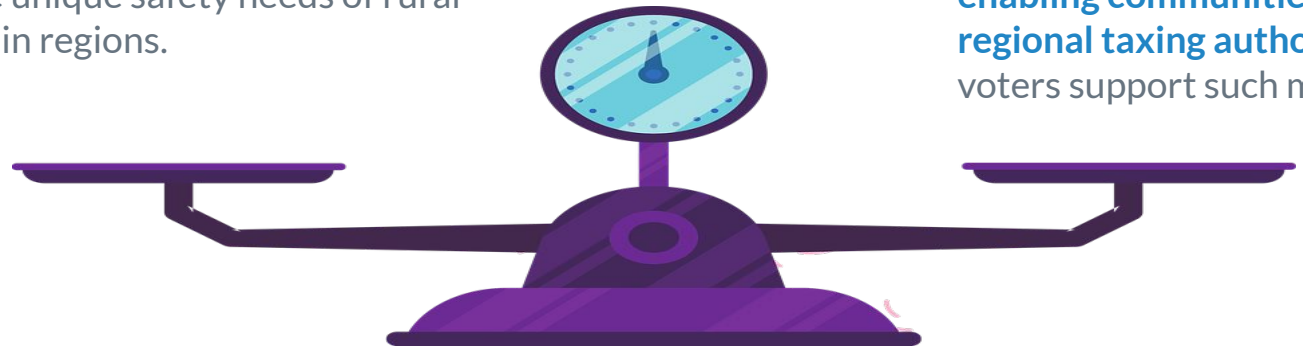
As we look to build back stronger, we want to do so in a way that bolsters all Colorado communities, rural and urban alike, by recognizing their unique needs.

Rural Needs and Challenges

- ➔ Respect the vital role rural communities play in bringing agricultural products to market and supporting Colorado's tourism economy.
- ➔ Ensure rural Colorado is an essential part of connecting Colorado's charging infrastructure.
- ➔ Address the unique safety needs of rural and mountain regions.

Urban Needs and Challenges

- ➔ Recognize the infrastructure, safety, equity, and climate mitigation needs of urban communities.
- ➔ Front Range communities disproportionately fund statewide infrastructure.
- ➔ Create greater regional flexibility by **enabling communities to create regional taxing authorities** if local voters support such measures.



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 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.

Transportation Plan Goals - Recap

Economic

- Provide consumer relief while stabilizing funding stream.
- Help stimulate the economy with thousands of good jobs on shovel ready transportation projects.
- Maintain existing infrastructure and invest in transportation innovations that prepare our economy for tomorrow.
- Provide economic opportunity that benefits all Coloradans.
- Access to new technologies and resources for all.

Transportation

- Invest in the 10-year plan.
- Deliver results with strong accountability & transparency.
- Maintain existing infrastructure.
- Fix decaying rural roads.
- Increase travel options with improved transit, bicycle, and pedestrian infrastructure.
- Relieve congestion in highest use corridors.
- Ensure the vitality of main streets.
- Address declining revenue from increased fuel efficiency and electrification.

Air Quality

- Reduce local air pollution, especially in heavily impacted communities.
- Help achieve transportation GHG emission targets.
- Help meet State EV adoption goals: 940,000 EVs by 2030.
- Incentivize use of EVs — buses, on-demand ride services, & delivery trucks.
- Build EV charging infrastructure statewide.
- Decrease air quality impacts of large construction projects.

The legislative sponsors welcome your feedback and suggestions.

Please send comments to the following email address. Although we will not be able to respond to every email, we will review each email as we proceed with the bill drafting process.

Coloradotransportationfeedback@gmail.com

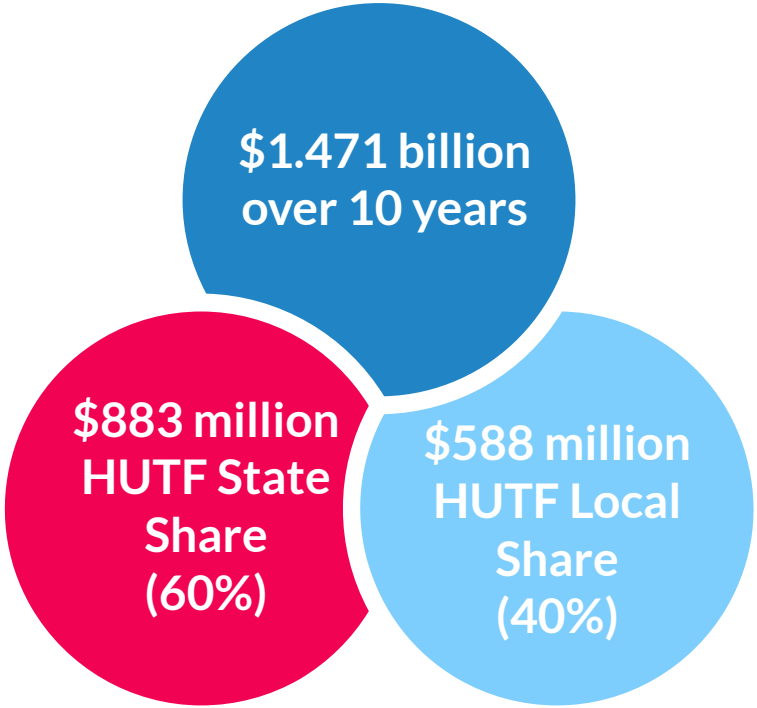
Thank you for your interest and participation in this process.
Your feedback is appreciated and valued.

The remaining slides provide additional background on specific “sources” and “uses” and outline accountability measures and outcomes of this transportation plan.

Details of New Revenue Sources/Fees

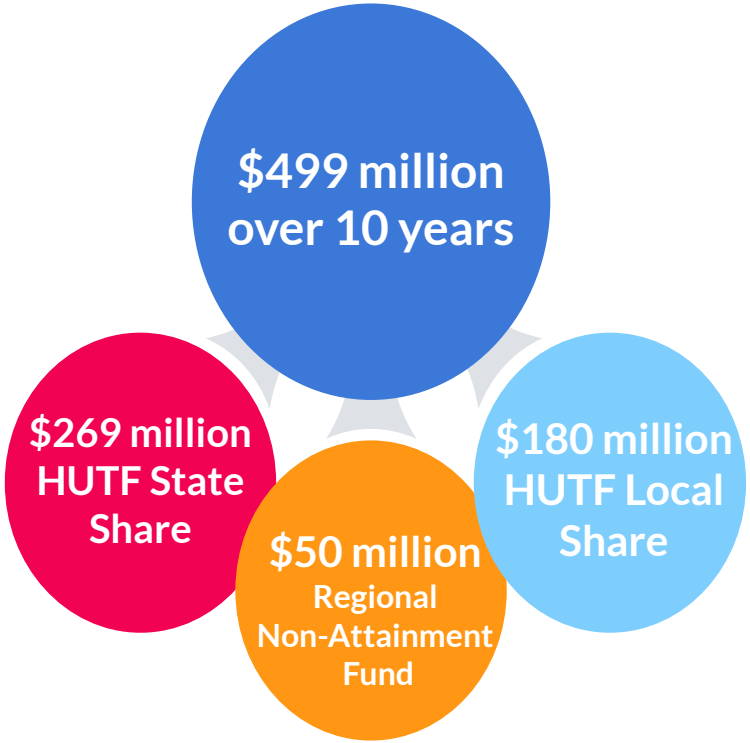
Transportation Funding Proposal | Road Use Fee

- New fee on fuel/diesel applied to the sale of fuel to offset consumer impact on roadway and transportation system.
- Fuel purchase is a proxy for how much someone drives (use of the roads).
- Begins with $.02 per gallon in FY 2023
  - Increases $.02 every two years up to $.08 by FY 2029; and
  - In FY 2033, indexes to NHCCI moving forward.
- Fee collected at the wholesale level.
- Protects the purchasing power of the HUTF.
- Estimated to cost the average driver about $10/year.
- Funds HUTF with existing formula.



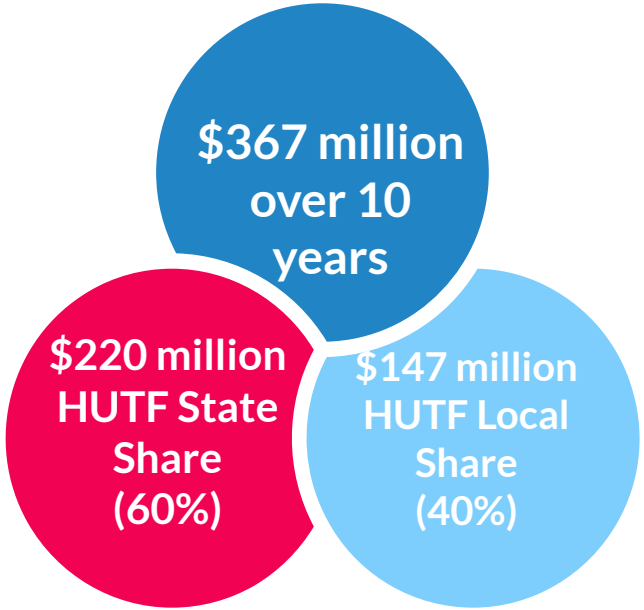
Transportation Funding Proposal | Truck Fee

- New diesel fee applied to the sale of fuel to offset additional impact of trucks on the roadway.
- Fuel serves as a proxy for how much the truck is driven (use of the roads).
- Begins with $.06 per gallon in FY 2023
  - Increases $.01 every two years up to $.08 by FY 2027; and
  - In FY 2033, road use fee would be indexed to NHCCI.
- Fee collected at the wholesale level.
- Protects the purchasing power of the HUTF.
- Funds HUTF with existing formula.
- Current exemptions on diesel vehicles are extended to this fee and honored in same manner.



Transportation Funding Proposal | Electric Vehicle Fee

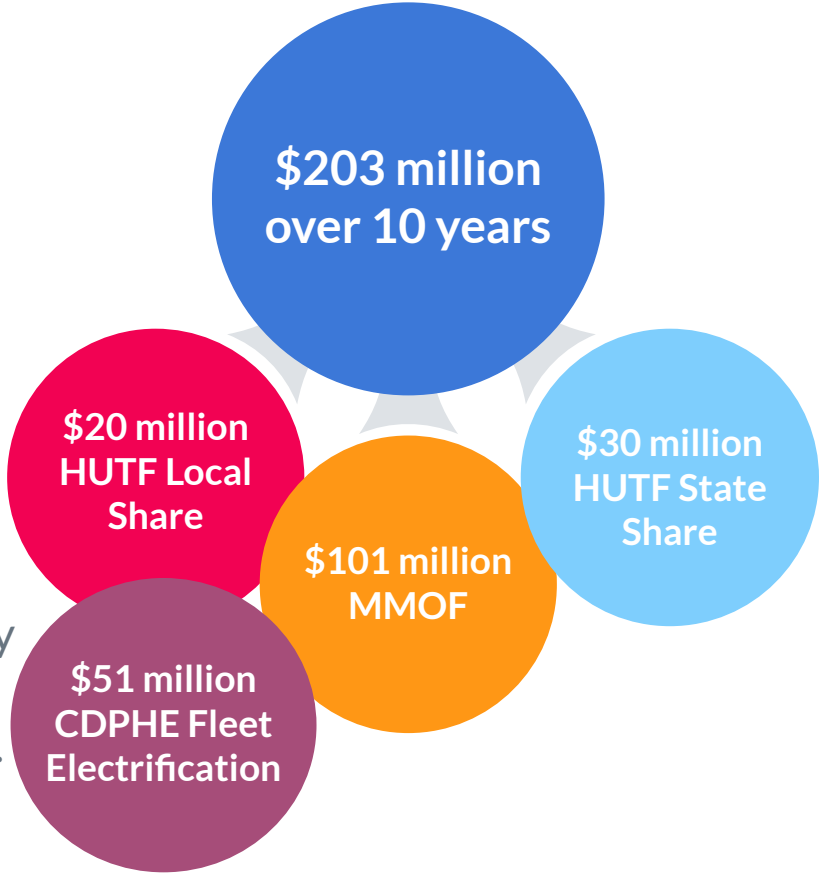
- As electric vehicles (EV) expand market share, ultimately this fee becomes the primary revenue stream funding HUTF:
  - Index existing $50/year EV registration fee.
  - New BEV* fee schedule begins FY 2023 with a $9 increase in year one and slowly increases to $90 by FY 2032 and added onto the $50 base fee (indexed).
  - New PHEV* fee schedule begins in FY 2023 with a $3 increase in year one, increases to $27 by FY 2032.
- In FY 2033, fee would be indexed to NHCCI.
- Funds HUTF.
- Pilot payment options for this fee to mitigate consumer impact and allow for payment over time.
- Pilot program, administered by the Colorado Energy Office, to test collecting revenue from EVs based on electricity consumption rather than a flat registration fee.



**BEV = battery electric vehicle.*
PHEV = plug-in hybrid electric vehicle.

Transportation Funding Proposal | TNC Fee

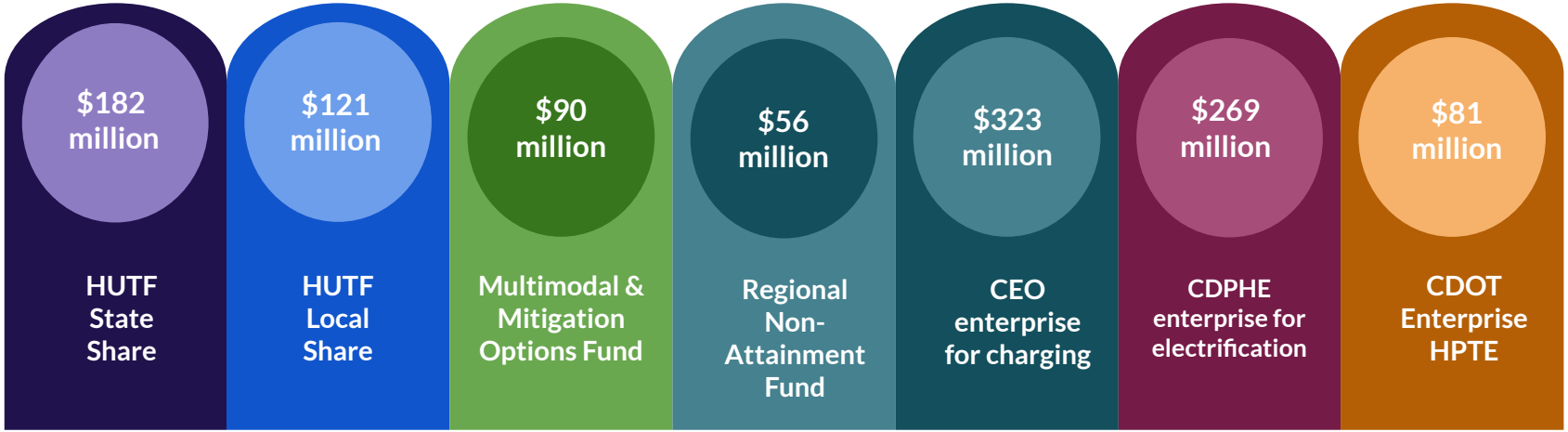
- Business fee to offset congestion and emission impacts on the transportation system for new transportation services and increased trips.
  - Flat per ride fee not based on miles traveled.
  - $0.30 per trip; $0.15 for carpool or ZEV.
  - Indexed to CPI.
  - Begins FY 2023.
- Innovative partnership with TNC companies creating targeted incentives for TNC vehicle electrification.
- According to the SB239 report, at least 12 states and several localities nationwide already have a fee or sales tax on ride shares, ranging from $0.20 to $1/trip or 1% to 7% of total fare.



Transportation Funding Proposal | Delivery Fee

- $0.25 impact fee on delivery services to offset impact on the transportation system, air quality, and congestion from increased delivery frequency.
- Fee will be applied at point of sale to the consumer beginning in FY 2023.
- Will only be assessed on deliveries made in an automobile.
  - Bicycle/courier deliveries exempted.
- Half the states impose some type of a fee or tax on delivery charges, anywhere between 4.0% and 8.25%.

Generates $1.230 in new Revenue



Transportation Funding Proposal | Other Fees

	Total Revenue	HUTF State	HUTF Local
Personal Car Share Fee: Lift exemption on $2/day rental fee (index to CPI).	$17 million	$10 million	$7 million
Rental Fee: Index the existing $2/day rental fee to CPI.	$70 million	$42 million	$28 million
Taxi Fee: Apply a per ride flat fee. Amounts still under consideration. Considering a study to determine best implementation.	TBD	-	-
AV Safety Fee: Assess a safety fee on autonomous vehicles based on VMT; no anticipated revenue in the first 10 years.	0	-	-

Details of New Revenue Distributions

Transportation Funding Proposal | Distribution Summary

Revenue generated from fees will fund one of the following uses:

HUTF: 60%-40% split between State and local

$2.728 billion

CDOT's New Multimodal and Mitigation Options Fund, with expanded eligibility

$366 million

New fund for community impact and e-waste pollution mitigation in nonattainment regions

$106 million

3 New Enterprises:

- Infrastructure + EV Equity
- Fleet Incentives
- Public Transit Electrification

$724 million

HUTF Investments| Building a Statewide System

- Funds the CDOT 10 Year Plan:
  - Helps pay for the six unfunded years of the plan;
  - Create thousands of jobs across the State; and
  - Help stimulate the economy.
- Repairs over 2,600 lane miles of rural roads — the largest investment in rural roads ever.
- Delivers major improvements to relieve congestion on key interstates and highways.
  - I-70 (Floyd Hill), I-270, I-76, I-25, and US 285.
- Includes multimodal options into projects:
  - Builds a series of multimodal hubs on the I-25 corridor to give people workable transit options that are convenient and reduce VMT;
  - Builds out micro-transit options that work with the mountain express lanes along I-70; and
  - Advances Front Range Rail as a future transit option.

Transportation Funding Proposal | Distribution

CDOT's Multimodal and Mitigation Options Fund

- **$366 million over 10 years** dedicated to the Multimodal Options Fund (MMOF) to help state and local communities link local transit to the statewide transportation network.
  - Renaming the fund to Multimodal and Mitigation Options Fund.
- Eligibility will be expanded to include GHG mitigation expenses:
  - Allows local governments and planning regions to use funding to assist with compliance with new GHG regulations.
  - Eligible MMOF projects include funding for construction or operation of all types of transit projects and studies, including bicycle and pedestrian projects.
- Funds will be split 40% to State, 60% to local governments, using a formula based on population and transit ridership.
- Projects are selected to receive local MMOF by MPOs/TPRs.
- TPRs must provide CDOT with an annual report on the status of projects selected for funding through the MMOF Local Fund, and CDOT will use information to update legislature and Transportation Commission with no less than an annual accounting of expenditures.

Transportation Funding Proposal | Distribution

$724 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.
- **$323 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.
- **$320 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.
- **$81 million** investment

Transportation Funding Proposal | Distribution

New fund for community impact and air pollution mitigation in non-attainment regions

- **$106 million over 10 years** to CDOT to fund a state analog to the Federal Congestion Mitigation and Air Quality (CMAQ) program:
  - Eligibility will limited to communities currently within nonattainment regions; and
  - These currently include the DRCOG region and Weld/Larimer Counties.
- CDOT will work with local communities to identify and prioritize high-impact projects eligible for funding.
- Project categories eligible for investment:
  - Compliance with ozone requirements
  - Mitigation of project greenhouse gas emissions
  - Addressing impacts to environmental justice communities identified by NEPA

Investments, Results & Accountability

CDOT Investments | CDOT & 10 Year Plan

- CDOT will receive **$2.1 billion** in funding:
  - **$1.637 billion** over 11 years in HUTF funding.
  - **$54 million** over 11 years of MMOF funds.
  - **$81 million** contribution to support the electrification of public transit.
  - **$1.194 billion** benefit in general fund and stimulus contributions to help cover the cost of COP payments.
- CDOT will cover consumer reductions and portion of COP investments:
  - **-$36 million** cost over two years.
  - **-$679 million** in debt service on COP payments over 10 years from CDOT budget.
- Funding plan will make a major investment in the CDOT 10 Year Plan
  - First two years of 10YP (FY19-22) are paid for from existing funding sources ($1billion).
  - Remainder of **10YP will be paid off over the course of the decade** with the support of these new fees, state general fund/stimulus, and additional federal funding/grants anticipated in new federal infrastructure bill.

CDOT Accountability & Transparency| Results & Savings

- ➔ Strategic efforts to reduce costs and spend more efficiently on transportation projects. Achieved 6-8% cost savings in the first year.

- ➔ Project management public dashboards that show key performance indicators for every project.
  - ◆ Includes schedule tracking to project budget.
  - ◆ Information is now available in a clear, convenient online database.

- ➔ Additional transparency on how larger projects are chosen, delivered, and managed.
  - ◆ Regular reporting to the legislature and construction partners.

December 2020 | STATEWIDE PLAN INFORMATION | YTP.codot.gov

THE LATEST ON TRANSPORTATION PLANNING

YOUR TRANSPORTATION PRIORITIES POWERED BY YOU

COLORADO Department of Transportation

VISION FOR COLORADO'S TRANSPORTATION SYSTEM

10-YEAR STRATEGIC PROJECT PIPELINE

Grand Avenue Bridge ribbon cutting ceremony in Glenwood Springs

"In May 2019, I directed the Colorado Department of Transportation (CDOT) to embark on an effort to refresh our transportation plan and priorities based on firsthand input from residents across the state.

Our goals were simple: to hear directly from Coloradans about what they need from our transportation system; to ensure that we are prioritizing precious taxpayer dollars in ways that best deliver on those needs; and to energize an ongoing statewide conversation about the vitality of transportation in connecting our daily lives.

Now, with that input gathered from across the state, we're ready to present our 10-year vision for Colorado's transportation system."

–Shoshana Lew, CDOT Executive Director

LEARN MORE YTP.codot.gov | YTP@state.co.us

Green Investments | Targeted Electrification Efforts

- Estimated to generate nearly **$724 million** for electrification for public transit, fleet electrification and charging infrastructure and equity to meet Colorado's climate and emission goals by 2030:
  - These investments, coupled with key regulatory efforts, position Colorado reducing transportation sector pollution 12 million metric tons(MMT) by 2030.
  - Enables Colorado to build out the infrastructure needed to achieve Electric Vehicle Plan goals of nearly 1 million electric vehicles on the road by 2030:
    - EV Plan also targets electric medium and heavy duty (MHD) vehicles accounting for 40% of new sales by 2030.
    - State funding will leverage private dollars, utility transportation electrification plan investments, and potential federal dollars.
    - State infrastructure investment will complement private sector development, ensuring reliable and consistent build-out throughout the State, including rural areas and tourist destinations.
  - By comparison, the NE Transportation and Climate Initiative (TCI), will invest $3 billion over 10 years for participating jurisdictions to invest in less polluting transportation options spread across 4 jurisdictions (MA, RI, CT, and DC).

Green Investments | Fleet Modernization (CDPHE)

- Anticipate 30% of Enterprise activities support low to moderate income or disproportionately impacted communities.
  - Reduce emissions and health disparities.
- Support electrification of buses, school buses, delivery trucks, transportation network companies, and public fleets:
  - Research innovative and emerging vehicle emission strategies.
  - Finance vehicle purchases to incentivize purchase.
  - Support a clean fleet to support fleet modernization.
  - Enhance penetration of renewable and clean vehicle technologies in the fleet through outreach, education, and other services.

Green Investments | Charging Infrastructure and Equity (CEO)

➔ Investment will build infrastructure\ture needed to achieve light and MHD EV goals, and support low income and disproportionately impacted communities:

- Anticipate that 30-40% of enterprise activities support low to moderate income or disproportionately impacted communities.
- Ensure lower-income Coloradans with old and inefficient cars, and small businesses with older trucks can upgrade to electric vehicles.
- Charging infrastructure to support EV goals

Green Investments | Summary

Reduces congestion and adds significant resources to multimodal and existing funding in the 10 Year Plan.

➔ Charging Infrastructure

- Public/workplace and multi-family chargers
- Charging for low- and moderate-income communities
- Medium and Heavy Duty (MHD) charging infrastructure
- Direct Current Fast Charging (DCFC)networks and plazas
- School bus/transit/shuttle charging
- Mobility hub charging
- Hydrogen fueling infrastructure

➔ Vehicle Incentives

- Public Fleets
- Medium and Heavy Duty Truck incentives (2-8)
- Low- and moderate- income incentives to support transition to EVs
- School buses/transit and shuttle incentives
- Low and moderate income Ebike programs
- TNC/high-mileage vehicle fleet incentives
- Trailer Refrigerated Units (TRU) electrification

➔ Multimodal Investments

- Low and moderate income Ebike programs
- Continue advancing Front Range Rail
- Expansion of Bustang and Outrider Services statewide
- Build multiple mobility hubs along the I-25 corridor
- Pedestrian and Bike path expansions
- Specific focus on urban arterials and pedestrian and bike safety

Transportation Equity and Access | Priorities

- Support **accessible and affordable transportation** for all Coloradans.
- Promote fair distribution of transportation resources, benefits, costs, programs, and services.
- **Support multimodal options** that enhance access, increase accessibility, offer more choice, and allow Coloradons to be less dependent on vehicle ownership in both rural and urban areas.
- **Pilot a payment plan** option for EV fee schedule to decrease one-time payment impact on consumers.
- Position Colorado to **achieve necessary pollution reduction targets by 2030**. Transportation is a top contributor to local air pollution that disproportionately impacts low-income communities and communities of color, and can lead to premature death, increased healthcare costs, lowered productivity, and decreased quality of life.
- **Target low to moderate income (LMI) and/or disproportionately impacted (DI) communities with new investments:**
  - More than 40% of the Infrastructure and Equity Enterprise is dedicated to expanding access to community charging, supporting Ebike adoption, and ensuring Coloradans with old and inefficient cars can upgrade to electric vehicles.
  - Approximately 30% of Fleet Modernization enterprise is dedicated to ensuring small businesses with older trucks can upgrade to electric vehicles, and replacing polluting trucks and buses with electric vehicles in communities disproportionately impacted by pollution.

Green Investments | Accountability + Transparency

- **Accountability**
  - Enterprises will create clear accountability mechanisms, engaging a wide variety of stakeholders, to ensure funding achieves intended outcomes.
- **Transparency**
  - Enterprises will maintain accessible and transparent summary information regarding implementation status, funding, and expenditures on their websites.
- **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 investment.
- **Attuning to Colorado Needs**
  - Each electrification enterprise will develop a 10 year plan that will be used to assess the investment plans needed to achieve the desired outcomes.