



Larimer County Transportation Funding Study

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Larimer County Transportation Funding Study

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Introduction

Transportation Master Plan

In July 2017, the Board of County Commissioners adopted Larimer County’s first update to the Transportation Master Plan (TMP) since 2006. The TMP provides a comprehensive analysis of the Larimer County (the County) transportation system and identifies and examines strategies to address future needs and goals for the system. While roads are the predominant means of transportation, the County is also planning for the expansion and maintenance of other important elements of the transportation network listed below:

- Roadway network, including mainline county roads, intersections, public subdivision roads and bridges;
- Bicycle facilities;
- Pedestrian facilities; and
- Rail crossings

Through the TMP planning process, improvement needs were identified in the categories of capacity, maintenance, safety, and multi-modal. As summarized in Table 1, the annual funding target to address the improvement needs through 2040 is \$25.7 million (current year dollars, 2017\$).

Table 1. Summary of Needs through 2040 (2017\$)

Needs Category	Average Annual Cost
System Capacity	\$13,160,000 ¹
Bridge Structures	\$3,500,000
Safety	\$500,000
Mainline Pavement	\$4,370,000 ²
Subdivision Pavement	\$3,640,000
Multi-Modal	\$750,000
Freight Transport	\$ above ³
TOTAL	\$25,730,000

¹ Value includes high and medium priority projects in the short term and high priority in the long term only as defined in the TMP

² Includes 15% adjustment factor

³ Costs reflected in Capacity and Mainline Pavement amounts

The TMP analyzed and projected the County's existing revenue sources through 2040 and estimated these sources will provide a total of approximately \$529 million (2017\$) in transportation funding. When combined with additional revenue of \$3.6 million (2017\$) anticipated from debt funding from subdivision roads, **the County's transportation funding deficit is estimated to be \$12.175 million per year between 2017 and 2040.**

Purpose of this Memorandum

This memorandum presents the findings of the County's Transportation Funding Study. The goal of the Study is to identify potential revenue sources to address the funding gap determined in the TMP. This memorandum includes:

- A peer county comparison of infrastructure, demographics, and transportation funding approaches;
- Illustrative examples of potential long-term funding sources; and
- A discussion of the next steps.

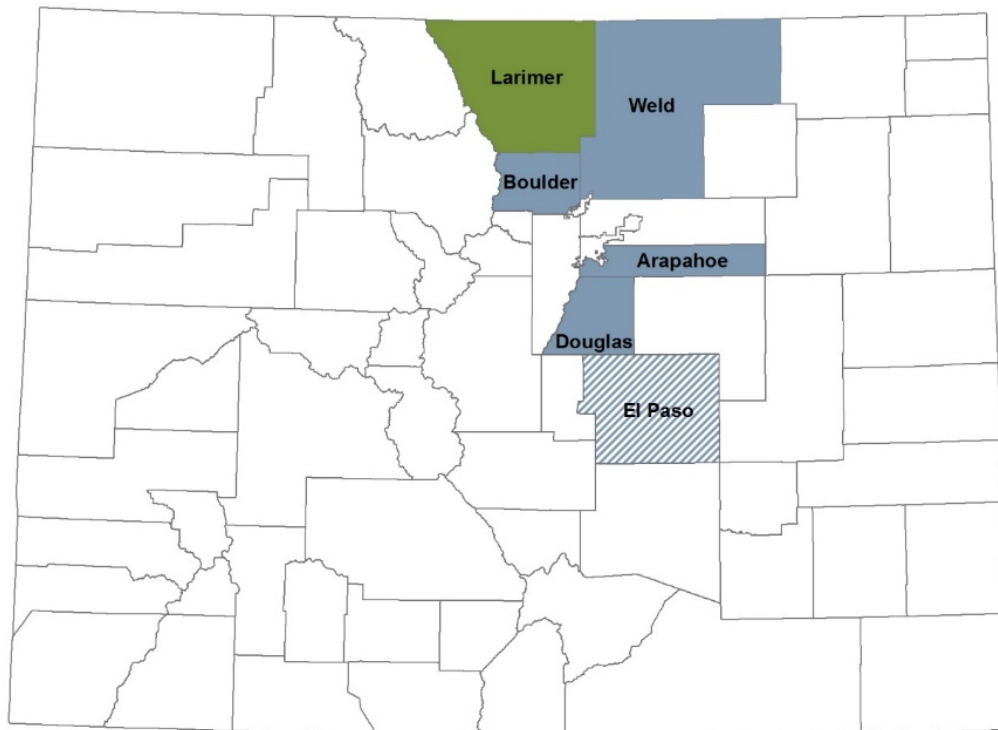
Peer County Comparison

As a starting point for the Transportation Funding Study, a peer review was conducted to gain a better understanding of how other counties within Colorado fund transportation. The counties were selected based on proximity to Larimer County, locations on the Front Range, and relatively similar urban and rural demographics and development. From these high level criteria, Arapahoe, Boulder, Douglas and Weld Counties were selected for the peer review.

Additionally, El Paso County was also included in some aspects of the peer county review as an example of a potential future population and level of infrastructure condition for Larimer County.

The 10-County Budget Survey (see below) was used to put into context the similarities and differences among Larimer County and the peer counties for a variety of demographic, cost, and revenue data points. Following this data review, interviews were conducted with the Public Works or Planning Directors. These interviews were focused on transportation funding, including obtaining lessons learned from successful and unsuccessful approaches used by each county to address similar transportation funding challenges.

Figure 1. Peer Counties



10-County Budget Survey

What is the 10-County Budget Survey?

The 10-County Budget Survey is a collection of data produced by the 10 Colorado counties listed below. The data is based on adopted budgets, as provided by participating counties. While the compilation of this data assisted in identifying similarities and differences between participating counties, it is important to note that these are not exact comparisons, as counties have varying definitions of costs and revenues, as well as the roles and responsibilities within the transportation department functions. Participating counties include:

- Adams
- Arapahoe
- Boulder
- Douglas
- El Paso
- Jefferson
- Larimer
- Mesa
- Pueblo
- Weld

Reports from the 10-County Budget Survey and additional information can be found online at <https://apps.larimer.org/tencounty/reports.cfm>

Findings from the 10-County Budget Survey

As shown in the tables that follow, given the small sample size of the peer review, there are outliers for the comparison metrics. As mentioned above, the objective of these comparisons was not to provide a statistically valid analysis but rather to put into context how Larimer County compares to the peers in terms of demographics, levels of infrastructure, and annual budgets for capital and maintenance projects.

Demographics and Infrastructure Comparison

Table 2 provides a comparison of demographics and the level of transportation infrastructure across the peer counties and Larimer County. As shown in the table, Larimer County's total population is similar to three counties, while the County's unincorporated percentage is the second highest. In terms of the infrastructure summary, Larimer County has more paved center line miles than all peer counties and maintains more bridges than all peer counties except Weld County.

Total County Budget and Transportation Staffing Levels Comparison

Table 3 provides a comparison of budget and staffing levels. Note that the term "transportation" is a summation of both the Road & Bridge and Engineering Divisions to account for variations in the division responsibilities and definitions among the counties. Though Larimer County's total county budget is similar to peer county budgets, a smaller percent of Larimer County's total budget is allocated to transportation. Similarly, Larimer County has fewer total transportation staff compared to the other counties and the peer county average. With regard to staffing levels, the information is provided for a context comparison purpose only. The scope of the Transportation Funding Study did not include an operational or organization efficiency analysis.



Table 2. Demographic & Infrastructure Comparisons

County	Total Population	Unincorporated Population	Paved Center Line Miles	Unpaved Center Line Miles	Bridges Maintained
Arapahoe	628,323	15%	477	680	43
Boulder	321,872	14%	348	194	81
Douglas	332,647	57%	387	250	77
Weld	297,032	15%	737	2,217	450
Peer Average	394,969	25%	487	835	161
Larimer	333,577	22%	809	302	200

Source: 10-County Budget Survey, 2016

Table 3. Budget & Staffing Comparisons

County	2016 Total County Budget (thousands)	2016 Transportation Budget (thousands)	2016 Transportation Staff
Arapahoe	\$349,833	\$18,423	85
Boulder	\$387,500	\$36,955	112
Douglas	\$346,031	\$67,261	149
Weld	\$326,544	\$80,464*	180
Peer Average	\$352,477	\$50,776	123
Larimer	\$354,082	\$29,577	91

Source: 10-County Budget Survey, 2016

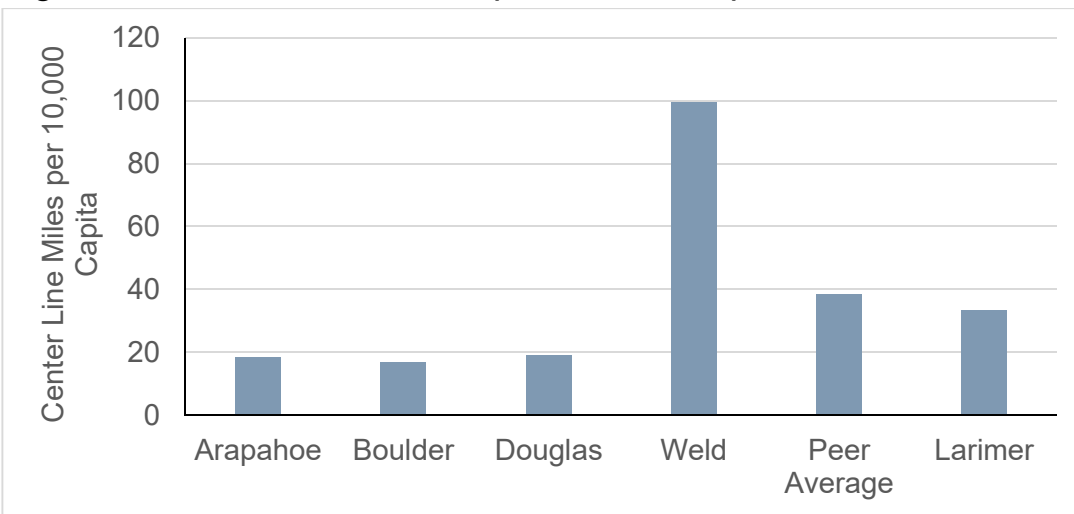
Data provided for general context purposes only

Center Line Miles Comparison

As shown in Figure 2, Larimer County has more center line miles per capita than all counties except Weld County. In the context of the transportation budget per center line mile, Figure 3 indicates that Larimer County's transportation budget per center line mile is lower than all peers except Arapahoe County. Combined, these charts show that the County is tasked with managing more infrastructure with fewer resources than its peer counties.

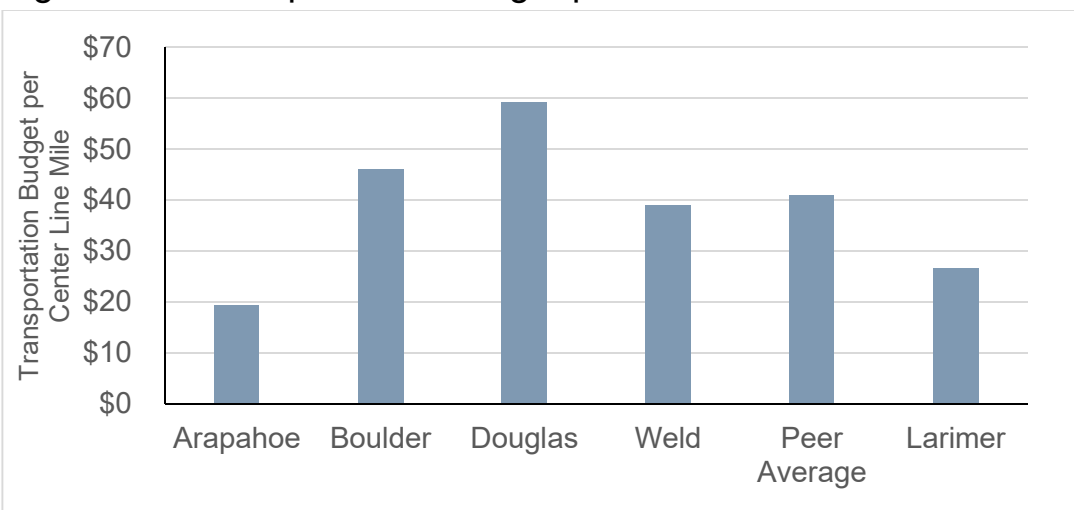
Again, note that "Transportation" refers to a sum of the Road & Bridge and Engineering Divisions to account for differences in the definition of division responsibilities and budget categories among the counties.

Figure 2. Center Line Miles per 10,000 Capita



Source: 10-County Budget Survey, 2016

Figure 3. Transportation Budget per Center Line Mile



Source: 10-County Budget Survey, 2016



Transportation Revenue Sources Comparison

Table 4 summarizes the primary transportation revenue sources of each county. As revenue from State sources (Highway User Tax Fund (HUTF) and specific ownership tax) are relatively similar among all counties, with annual levels based on legislative formulas, this table highlights the different approaches each county has taken to fund transportation with locally controlled revenue sources. For example, Douglas County has significantly more transportation revenue than other counties, largely funded through the Road & Bridge mill levy and sales tax, with approximately 57% of the county population within the unincorporated area. Reflecting the private sector investment in energy production, Weld County receives \$11.5 million in revenue from the oil and gas industry, making it the county with the second-most transportation revenue. Boulder County receives more than one-quarter of its total transportation funding from sales tax. While Larimer, Arapahoe, and Boulder Counties have similar levels of transportation revenue, as described in more detail below, Larimer County relies heavily on a number of smaller “other” revenue sources, identified in Table 4, that total over \$4.3 million.

As shown in Table 5, over time Larimer County has maximized other locally controlled revenue sources to support transportation, including revenues from cable franchise fees, traffic fines, transportation impact fees, the Federal Forest Reserve Act Program, federal mineral lease, federal payment in lieu of taxes (PILT), state severance tax, and the state motor vehicle tax. Weld County and Larimer County are the two counties that have the greatest diversity in their transportation revenue sources. Table 10 provides a summary and description of available transportation funding sources in Colorado.

As shown in Table 4, among the counties, the two largest sources of locally controlled revenue are the Road & Bridge mill levy and sales tax. Table 6 shows the effective rate of these two sources. As described in more detail below, only the voters in Boulder County and Douglas County have approved the allocation of county sales tax toward transportation. In terms of the Road & Bridge tax, the mill levy levels range from a low of 0.186 in Boulder County to a high of 4.493 in Douglas County. Larimer County is on the lower end of the range with a mill levy of 0.580 mills, excluding the temporary I-25 mill levy increase through year 2020.

However, while Larimer County’s mill levy is lower than most of its peers, it should be noted that annual funding for transportation has increased over time. As shown in Figure 4, total funding allocated to transportation within Larimer County has increased from \$16.9 million in 2007 to \$24.0 million in 2016. This increase reflects a reduction in the Road & Bridge mill levy level between 2007 and 2009, but simultaneously, the Larimer County Commissioners allocated all revenue from the State specific ownership tax to transportation and increased the use and share of funds from other revenue sources to provide an offset.



Table 4. Key Transportation Revenue Sources Comparison (thousands)

County	State HUTF	Road & Bridge Mill Levy ⁴	Specific Ownership	Sales Tax	Oil & Gas Revenue ⁵	Other Sources (Larimer Only) ⁶	Total
Arapahoe	\$8,921	\$2,966	\$9,950	\$0	\$0	--	\$21,837
Boulder	\$6,116	\$638	\$8,477	\$5,222	\$0	--	\$20,453
Douglas	\$7,000	\$12,591	\$9,001	\$23,114	\$0	--	\$51,706
Weld	\$9,900	\$8,250	\$9,000	\$0	\$11,500	--	\$38,650
Peer Average	\$7,984	\$6,111	\$9,107	\$7,084	\$2,875	--	\$33,162
Larimer	\$7,911	\$2,354	\$8,169	\$0	\$0	\$4,325	\$22,759

Source: 10-County Budget Survey, 2016
 Data does not include impact fees

Table 5. Other Revenue Sources

County	Cable Franchise Fees	Traffic Fines	Trans. Impact / Permit Fees	Federal Forest Reserve Act	Federal Mineral Lease	Federal Payment in Lieu of Taxes	State Severance Tax	State Motor Vehicle Tax	State Grazing Fees	State Energy Impact Assistance	Oil & Gas Revenue	SE Public Improvement Metropolitan District
Arapahoe			X									X
Boulder			X			X						
Douglas												X
Weld			X		X	X	X	X	X	X	X	
Larimer	X	X	X	X	X	X	X	X				

⁴ Larimer County's Road & Bridge mill levy revenue excludes revenue from the temporary I-25 mill levy (2016-2020).

⁵ Oil and gas revenue includes severance tax.

⁶ Other sources include cable franchise fees, traffic fines, severance tax, PILT, Forest Reserve Act fees, mineral lease fees, regional road fees, capital expansion fees, and motor vehicle tax.

Table 6. Key Transportation Revenue Sources Effective Rate Comparison

County	Road & Bridge Mill Levy ⁷	Sales Tax
Arapahoe	0.654	N/A
Boulder	0.186	0.10%
Douglas	4.493	0.40%
Weld	1.444	N/A
Peer Average	1.694	0.25%
Larimer	0.580	N/A

Source: 10-County Budget Survey, 2016

Figure 4. Larimer County Transportation Funding Trends



Note: 'Other' sources identified in Table 5

Federal Funding Comparison

Another funding source comparison reflects the potential availability of federal funding to support county transportation projects. As indicated in Table 7, among its peers, Larimer County is the only county that is not part of a major urban Council of Governments (COG) or Major Urban Metropolitan Planning Organization (MPO). As part of the TMP analysis, it was assumed that Larimer County would receive an average of \$0.5 million in federal funds from the North Front Range Metropolitan Planning Organization (NFRMPO) and the Upper Front Range Transportation Planning Regional (UFRTPR). The other peer counties (excluding El Paso County) are all members of the Denver Regional Council of Governments (DRCOG).

⁷ Larimer County's Road & Bridge mill levy effective rate excludes revenue from the temporary I-25 mill levy (2016-2020).



Additionally, El Paso County, is a member of the Pikes Peak Area Council of Governments (PPACG). As shown in the table, based on information provided by each county, membership in the larger, urban planning organization results in average annual federal funding support ranging from \$1.0 million to \$5.0 million per year. While Larimer County has aggressively pursued grant opportunities, the average annual funding rate is approximately \$500,000 per year.

Table 7. Role of Grant Funding

County	COG/MPO	Estimated Annual Grant Funding
Arapahoe	DRCOG	\$5.0 million
Boulder	DRCOG	\$1.0 - 2.0 million
Douglas	DRCOG	\$2.0 million
Larimer	NFRMPO, UFRTPR	\$0.5 million
Weld	NFRMPO, DRCOG, UFRTPR	\$4.0 - \$5.0 million
El Paso	PPACG	\$4.0 - \$5.0 million

Source: 10-County Budget Survey, 2016

Transportation Revenue Sources per Center Line Mile Comparison

One final comparison metric based on the 10-County Budget Survey, provides a comparison of the revenue per center line mile for the State and locally controlled revenue sources. As discussed with Table 4, this comparison highlights where each county puts an emphasis on their primary transportation revenue sources. Including the “Other Sources” category, Larimer County’s total transportation revenue per center line mile sums to \$20,000, compared to the peer average of \$38,000.

Table 8. Key Transportation Revenue Sources (thousands) per Center Line Mile

County	State HUTF	Road & Bridge Mill Levy ⁸	Specific Ownership	Sales Tax	Oil & Gas Revenue ⁹	Other Sources (Larimer Only) ¹⁰	Grant Funds	Total
Arapahoe	\$7	\$3	\$9	\$0	\$0	--	\$5	\$22
Boulder	\$11	\$1	\$16	\$10	\$0	--	\$1.5	\$41
Douglas	\$11	\$20	\$14	\$36	\$0	--	\$2.0	\$84
Weld	\$3	\$3	\$3	\$0	\$4	--	\$4.5	\$15
Peer Average	\$8	\$7	\$11	\$12	\$1	--	\$3.25	\$41
Larimer	\$7	\$2	\$7	\$0	\$0	\$4	\$5	\$20.5

Source: 10-County Budget Survey, 2016

⁸ Larimer County’s Road & Bridge mill levy revenue excludes revenue from the temporary I-25 mill levy (2016-2020).

⁹ Oil and gas revenue includes severance tax.

¹⁰ Other sources include cable franchise fees, traffic fines, severance tax, PILT, Forest Reserve Act fees, mineral lease fees, regional road fees, capital expansion fees, and motor vehicle tax.

Peer County Interviews

In addition to reviewing the 10-County Budget Survey, all four peer counties and El Paso County were interviewed to obtain additional information on transportation funding issues. As stated earlier, El Paso County was not included in the peer analysis, but included in the interview process as representing a potential indicator of future needs in Larimer County. Further, as El Paso County is a member of a Regional Transportation Authority (RTA), part of the interview process was intended to obtain information on potential benefits of an RTA approach to the county and its municipalities.

Through this interview process, every county discussed its estimated annual funding gap. As seen in Table 9, estimated annual funding gaps range from \$7 million in Boulder County to \$14 million in Arapahoe County. As indicated below, Weld County and El Paso County did not have an estimated average annual funding gap and provided a qualitative response.

Table 9. Estimated Annual Funding Gap

County	Estimated Annual Funding Gap
Arapahoe	\$14 million
Boulder	\$7 million
Douglas	\$16 million
Larimer	\$12 million
Weld	Not Available
El Paso	"larger than Larimer County"

Source: Peer County Interviews, 2017

As part of the lessons learned discussions, each county was asked to provide feedback on successful and unsuccessful attempts to increase transportation funding. A summary of the historic and planned approaches to increase revenues is described below.

Arapahoe County

Arapahoe County implemented a Rural Transportation Impact Fee in 2017. This fee is structured like a district, in that fees collected within a certain area must be used on transportation projects within that same area. Arapahoe County also investigated implementing a regional road fee previously but did not move forward with this source. Currently, Arapahoe County is developing a 10-year budget plan to assess funding needs for major county services and facilities, including transportation. The outcome of the budget plan process will be a recommendation for a countywide bond package, which is tentatively scheduled to go to the voters in 2019.



Boulder County

Boulder County attempted to pass a transportation sales tax in 1997 and failed after citizens expressed concerns with its heavy emphasis on transit and bicycle projects. Boulder County successfully passed the sales tax in 2001 at an effective rate of 0.10 percent after redirecting how the funds would be allocated. The current sales tax is dedicated 85 percent for Road & Bridge projects and 15 percent for regional trails. The sales tax passed again for a 15-year renewal in 2007.

Douglas County

As shown in Table 4, Douglas County receives approximately \$23 million in sales tax revenue for transportation. Based on the successful 1995 one percent sales and use tax referendum, 40 percent of annual revenue is allocated to transportation. The remaining 60 percent is allocated to the Justice Center (43 percent) and Open Space (17 percent). The initial sales tax was for a 15-year period and was brought forward to the voters for renewal in 2007. Building on the successes from the initial sales tax projects and programs, and using a campaign built on the theme of a “Stronger Douglas County,” the sales tax was extended for another 15 years.

Additionally, Douglas County has access to one of the “Other Sources” for transportation projects. As shown in Table 5, the County is a member of the Southeast Public Improvement Metropolitan District (SPIMD). The SPIMD has legislative authority to collect a 2.0 mill levy for transportation and economic development projects along the I-25 corridor in southeast Denver. Douglas County has received approximately \$2 million to support infrastructure improvements that tie into the I-25 corridor.

Weld County

The Weld County Board of County Commissioners has allocated an additional \$10 million from property taxes to transportation in the last four years for the County Road 47/49 Corridor Project. This reallocation from the discretionary fund has increased transportation funding from \$6.5 million in 2013 to \$16.5 million in 2016 and 2017.

El Paso County

El Paso approved a one percent sales tax in 2004 for Pikes Peak Rural Transportation Authority (PPRTA). The maintenance and transit portion of this funding is perpetual, though the capital portion had a 10-year lifespan. Voters re-authorized the capital funds for another 10 years in 2012 with 80 percent approval. PPRTA revenue is allocated 10 percent to transit, 55 percent to a defined list of capital projects, and 35 percent to maintenance. The maintenance dollars are allocated among PPRTA members based upon population and adjusted with every new census.

In addition to the PPRTA, El Paso County residents also voted to create a second RTA in 2015. The Baptist Road Rural Transportation Authority (BRRTA) was a project-specific RTA to provide funds to accelerate a Colorado Department of Transportation (CDOT) project.

Summary

Reflecting the primary transportation funding sources used by the peer counties, and to put into context what would be required to close the funding gap from one source, Larimer County would need to increase the current sales and use tax by 19 percent or the General Fund mill levy by 17 percent with corresponding Road & Bridge mill levy by 517 percent.

Next Steps

Larimer County recognizes that most counties and municipalities struggle to meet transportation funding needs with the cities and towns in Larimer County being no exception. Larimer County as a whole has demonstrated the ability to cooperate with each other in delivering agreed upon regional projects as shown in funding I-25 improvements. Larimer County is looking to this model of cooperation and collaboration to address some of its transportation needs.

The recommendation from the Transportation Funding Study is to develop a Transportation Task Force to identify recommended solutions based on funding sources allowed under Colorado legislation. Table 10 provides a list of potential funding sources, which could be reviewed and evaluated in greater detail with the proposed Task Force. The table highlights existing Larimer County funding sources and includes descriptions of actions that would be required to increase the existing rate and the governance control (local, state or federal) for each funding source.

Task force membership should include representation from a range of public and private interests and geographic areas within Larimer County. Potential members could represent, but are not limited to:

- Chambers of Commerce and Business Associations
 - Fort Collins
 - Loveland
 - Estes Park
 - Wellington
- Planning Commission Members and Leadership staff
 - Larimer County
 - City of Fort Collins
 - City of Loveland
 - Estes Valley
 - Red Feather
- CDOT
- Finance Subcommittee – from County and municipal staff
- Technical Subcommittee – from County and municipal staff
- County Attorney Office

Table 10. Summary of Potential Sources

Potential Source	Description	Action Required to Increase Existing Rate	Governance
Real Property/Mill Levy	A mill levy is the assessed property tax rate used by local governments and other jurisdictions to raise revenue to cover annual expenses. A portion of the mill levy is dedicated to the Larimer County Road & Bridge Division.	Existing	Local
Retain I-25 Temporary Mill Levy	Retain the temporary increase in the Road & Bridge mill levy share of the total current countywide mill levy to implement the I-25 Improvement Project. Funds would be used for specific regional projects and continue the share-back approach of the current I-25 temporary mill levy.	Commission approval	Local
Transportation Capital Expansion Fees	Fees assessed on development or redevelopment of property within the County.	Existing	Local
Increase Transportation Capital Expansion Fees	Increase the fees assessed on development or redevelopment of property within the County.	Commission approval	Local
Cable Franchise Fees	This fee is charged for the use of right-of-way to operate licensed cable television franchises in Larimer County. Contracts are negotiated approximately every five years, and the fee is based upon a percentage of revenue. 100% of receipts dedicated to transportation.	Existing	Local
Traffic Fines	County share of traffic fines issued by the Office of the Sheriff. 100% of receipts dedicated to transportation.	Existing	Local
Bonding	Debt issuance is a short term measure to provide critical capital for project delivery.	Voter approval required	Local
Increase Mill Levy for Transportation	Increase the mill levy for transportation specifically.	Voter approval required	Local
Increase Sales & Use Tax	Implementation of a countywide sales tax dedicated for transportation infrastructure improvements. Based on examples from other Colorado counties, the new tax could be limited to a specified number of years (10 or 15 years) and could include an expenditure plan that provides a framework for the types of improvements that will be implemented using tax revenue and may also include a list of specific projects that must be completed within the term of the tax.	Voter approval required	Local
Regional Transportation Authority	Implementation of a multi-jurisdiction sales tax dedicated for transportation infrastructure improvements. A new RTA would need to establish boundaries for the proposed authority and have all participating government entities agree on the structure and tax amount. A vote is required to establish the authority and also to approve the sales tax. The RTA approach was implemented in El Paso County in 2004 to provide funding for roadway maintenance, roadway capital projects, and transit.	Voter approval required	Local



Local Improvement Districts	A Local Improvement District (LID) allows property owners within a defined geographic area to construct and finance public streets, storm drainage, water system or sanitary sewer improvements over a period of time so the whole cost of the improvement does not have to be paid at once. The cost of the public improvements is paid by the property owners through their property taxes.	Property owner approval by vote	Local
Metropolitan District	These districts are units of local government that provide public improvements and services to its property owners and residents through property tax revenue. A metropolitan district provides two or more types of improvements and services which could include: parks and recreation, sanitation sewer and stormwater, traffic and safety controls, street improvements, water system improvements, public transportation, television relay and translation systems, fiber optic communications systems, mosquito control, and fire protection.	Voter approval required	Local
Increase State Highway User Trust Fund	Increase funding to counties from the HUTF would require an increase in the state gas tax of 22 cents per gallon that is split between the State, cities, and counties.	Voter approval required	State
Increase Statewide Sales Tax	Increase the existing statewide sales tax rate and dedicated revenues to transportation projects. A sales tax rate from 2.9% to 3.52% for 20 years can generate approximately \$677 million per year. Based on a proposed legislative package in 2017, this would have generated approximately \$5.7 million per year for Larimer County.	State legislation and voter approval required	State
Specific Ownership Tax	A portion of the vehicle registration tax that is paid annually by vehicle owners. The County's entire share goes to the Larimer County Road & Bridge Division.	Existing	State
Increase Specific Ownership Tax	Existing State legislative formula determines fee paid by vehicle owners based on vehicle manufacturers' suggested retail prices (MSRP), age, and class. Funds are distributed back to the counties based on state highway miles within their jurisdiction for Class A vehicles (Interstate truck, truck tractor, trailer or semi-trailer tractor) or by distribution of property taxes for the remaining vehicle classes (B - non-interstate commercial carriers, C - passenger cars and trucks, D - utility trailer, camper trailer, and trailer coach, and F - mobile machinery and self-propelled construction equipment).	State legislation	State
Forest Reserve Act	Share of revenues generated from National Forest Lands and distributed on a formula to local government. 100% of receipts dedicated to transportation.	Existing	Federal
Mineral Lease	Mineral royalties, rents, and bonuses from federal lands in Larimer County. 100% of receipts dedicated to transportation.	Existing	Federal
Payment in Lieu of Taxes	PILTs are federal payments to local governments that help offset losses in property taxes due to nontaxable federal lands within their boundaries. 100% of receipts dedicated to transportation.	Existing	Federal
Fixing America's Surface Transportation (FAST) Act	Current Federal Transportation Legislation and source of competitive grant funds.	Existing	Federal

Current sources of transportation funding



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