



ARAPAHOE COUNTY





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Transportation Funding Information Session

Board of County Commissioners

August 5, 2025



Overview

- Informational Only – No Decisions Needed
 - Current Funding Process
 - Current Service Level & Gaps
 - Funding Approaches for Other Counties
 - Options with Additional 1A Funding
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Current Funding Process

- Transportation Funds
 - Road & Bridge Fund (Fund 16)
 - Infrastructure Fund (Fund 42)
 - General Fund (Fund 10) - Professional Services
- Road & Bridge Fund – Fund 16
 - Each county in Colorado is required to have a Road & Bridge Fund (CRS 43-2-202 & 203)
 - Highway Users Tax Fund is largest revenue source CRS 43-4-201-207
 - Includes FASTER distribution SB09-108, Transportation Fees to HUTF (fuel, delivery, EV registration) SB21-260
 - Property Tax
 - Per Road & Bridge Statute CRS 43-2-202: is to consist of revenue from the levied tax authorized by 43-2-203 and is to be spent on road and bridge construction, maintenance and administration. Municipalities are entitled to receive 50% of the revenue from the road and bridge property tax mill levy. Funding is not permitted from the General Fund (CRS30-25-106).
 - Arapahoe County adjusts the mill levy each year to keep revenue flat (Roughly \$5.7M/year)

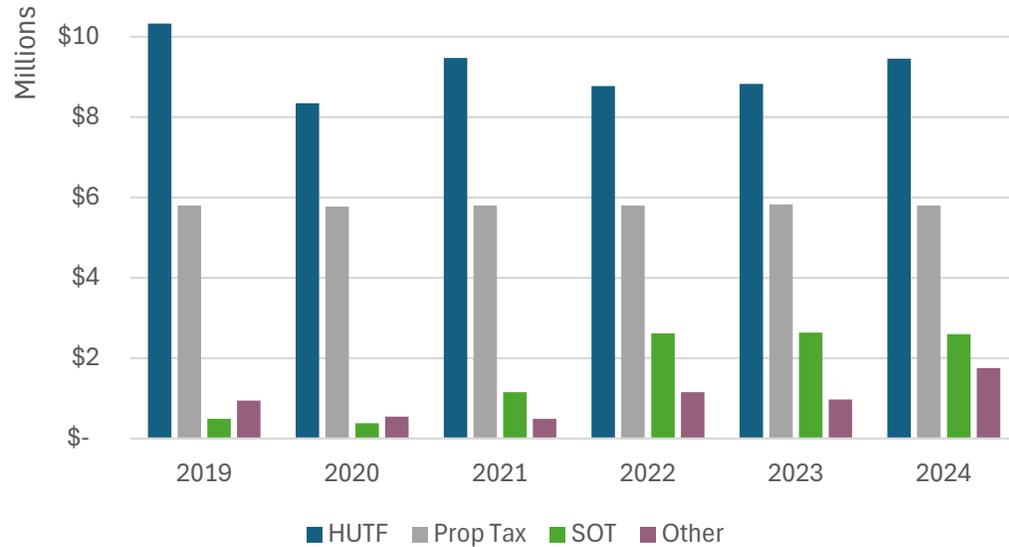


Current Funding Process (cont.)

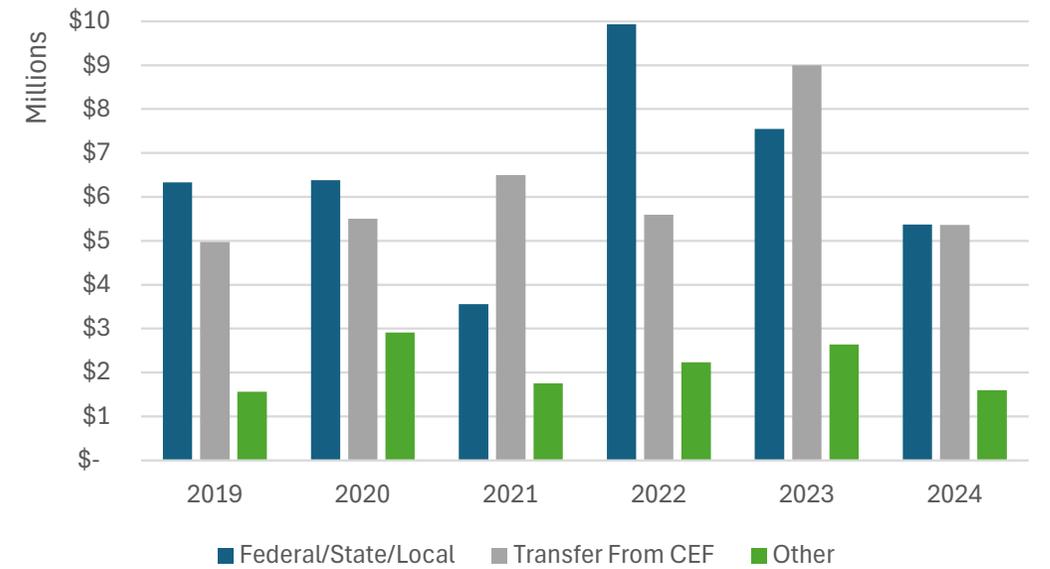
- Specific Ownership Tax
 - Increased \$750,000 starting in 2021
 - Increased \$1.5 million in 2022 after CentrePoint debt was paid off
- Mineral Severance Tax
- Infrastructure Fund – Fund 42
 - Funds only capital construction costs of individual road, highway and drainage projects
 - Funds from the Capital Expenditure Fund for the Capital Improvement Program and transferred to the Infrastructure Fund for transportations needs.
 - Local, State and Federal matching funds for cooperation and partnership projects
 - Developer contributions
 - Transportation Impact Fees
 - Regional Transportation Impact Fees/Rural Transportation Impact Fees

Revenue Sources 2019-2024

Road & Bridge Revenue Trends



Infrastructure Revenue Trends



Current Service Level & Gaps

- **Infrastructure Services** – Road & Bridge Fund and Transportation (Fund 42)
 - Levels of service significantly reduced or completely eliminated in Road & Bridge programs due to lack of funding. Significant backlog of deferred maintenance. We will discuss current levels of service in more detail on following slide
 - Significant backlog of capital projects that are needed for safety, compliance, sustainability, and overall quality of life. If not funded they shift “right”, but don’t go away.
 - What are the **most critical needs**?
 - *Ongoing funding to maintain Road & Bridge assets at the current condition level and address the current backlog of deferred maintenance that keeps growing each year*
 - *Ongoing funding for capital projects to help improve safety and compliance, alleviate congestion, and provide multi-modal and sustainable transportation options*
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Current Service Level & Gaps

2025 Road and Bridge Asset Value, Maintenance Needs, and Backlog at County Established/Targeted Medium Service Level

* Programed project list subject to change due to funding or actual experienced deterioration *

Asset Type	2025 Estimated Asset Value	(A) 2025 Current Annual Maintenance Budget	(B) Additional Recurring Maintenance Budget		Total Needed for Backlog, Current Maintenance, and Additional Recurring Maintenance (A,B,C)
			Needed (not inclusive of inflation)	(C) Backlog as of January 1, 2025	
Held Open Position + new inspector position					
Equipment Replacement	\$ 27,814,387	\$ 1,276,002	\$ 1,649,973	\$ 8,307,079	\$ 11,233,054
Major Structures/Bridges - Maintenance	\$ 172,200,000	\$ 25,000	\$ 688,800	\$ 2,583,000	\$ 3,296,800
Minor Structures	\$ 4,295,546	\$ -	\$ 50,000	\$ 1,000,000	\$ 1,050,000
Mini Structures/Culverts	\$ 17,427,543	\$ 300,000	\$ 100,000	\$ 250,000	\$ 650,000
Gravel Roads	\$ 70,392,445	\$ 1,100,000	\$ 650,000	\$ 7,228,307	\$ 8,978,307
Pavement Assets	\$ 728,244,000	\$ 8,826,710	\$ 8,976,290	\$ 85,917,781	\$ 103,720,781
Signs	\$ 3,085,857	\$ 211,244	\$ 45,910	\$ 1,023,258	\$ 1,280,412
Sign Posts	\$ 1,052,480	\$ 20,000	\$ 30,000	\$ -	\$ 50,000
Durable Markings	\$ 2,543,530	\$ 44,000	\$ 273,941	\$ 480,030	\$ 797,971
Signals	\$ 11,000,000	\$ 318,000	\$ -	\$ -	\$ 318,000
Fiber					
Concrete	\$ 722,194,298	\$ 1,427,321	\$ 5,794,622	\$ 16,842,305	\$ 24,064,248
Guard Rail	\$ 8,923,575	\$ 15,000	\$ 282,453	\$ 457,500	\$ 754,953
Snow Fence	\$ 2,851,200	\$ 5,000	\$ 153,400	\$ 228,030	\$ 386,430
Dust Control	\$ -	\$ -	\$ 350,000		\$ 350,000
Vegetation + ROW Mowing, Trees, Trash		\$ 10,000	\$ 190,000		\$ 200,000
Long Line Painting	\$ 200,000	\$ 200,000	\$ -	\$ -	\$ 200,000
Sub Total:	\$ 1,772,224,861	\$ 13,778,277	\$ 19,235,390	\$ 124,317,290	\$ 157,330,957



Approaches for Other Counties

- Researched the 10-County Member Counties
 - Four counties have a fixed mill levy for their Road & Bridge Fund
 - allows property tax revenue and shareback with their municipalities to grow
 - Five counties collect a transportation sales tax of some form ranging from 0.1% to 1.0%
 - Adams: 0.2% sales tax for transportation projects (remitted to County and cities based upon where the tax was collected)
 - Boulder: 0.1% transportation sales tax with 0.085% deposited in Road & Bridge Fund for transportation projects



Approaches for Other Counties (cont.)

- Douglas: 0.4% of the 1.0% sales and use tax goes to Road Sales & Use Tax Fund (there is a shareback with the municipalities), 0.18% of the 1.0% sales and use tax goes to the Transportation Infrastructure Fund
 - El Paso: 0.57% sales tax to be used on paving, preventative maintenance and concrete work
 - Pueblo: 1.0% sales tax to maintain Pueblo West streets and roads
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Options with Additional 1A Funding

- **Road & Bridge Fund**

- Increase the property tax allocation of the County mill levy to the Road & Bridge Fund
 - Approximately 50% of any increase is shared back with municipalities
 - Mill levy could be adjusted to obtain a higher property tax revenue amount that is held flat
 - Mill levy could be increased and held constant allowing property tax to naturally fluctuate with changes in the assessed value of property
 - Would adversely affect other property tax funds at a 2:1 ratio
- Shift the allocation of specific ownership tax from the General Fund to the Road & Bridge Fund
 - Ongoing or one-time infusion
- Adjust methodology for funding replacement of equipment/vehicles including maintenance
- Extend life and IG rents of equipment to reflect longevity and lessen budget impact

- **Infrastructure Fund**

- Increase the property tax allocation of the County mill levy to the Capital Expenditure Fund
 - Could be temporary for a few years or ongoing
- Use one-time funds for capital roadway projects in the short-term

To account for proper planning and long-term efficiency and benefits, PWD recommends having a dollar amount that is dedicated and can be used over multiple years instead of annually.