



HB 17-1242
MMC Feedback to Colorado General Assembly
March 21, 2016

Metro Mayors Caucus is a coalition of Denver area 40 mayors. We appreciate the bi-partisan leadership behind this bill. Coloradans are frustrated with gridlock and deserve the opportunity vote to increase investment in transportation infrastructure in November.

Any measure before voters in 2017 must balance urban, rural and resort needs. We support a long-term, sustainable, multi-modal revenue source because a comprehensive and interconnected, statewide transportation system is vital to the economy and quality of life in all of Colorado. And, if the metro area economy or quality of life declines due to a failure to adequately invest in our roadways and multi-modal infrastructure, Colorado suffers. HB 1242 strikes an acceptable balance, but further amendments could mobilize significant opposition.

Assuming intent was to net CDOT \$300M, the HB17-1242 YR1 distribution is:

- **55%** to CDOT to net \$375M (off the top - \$75M is necessary to offset FASTER loss)
- **31%** to Local Government (70% of remainder)
- **13%** to Mobility Infrastructure and Services Statewide “MIS” (30% of remainder)

This is Not A “Metro Area Bill”

- Metro area will contribute **61%** or more of the total dollars
- Metro area is **56%** of the population and growing
- Metro area **will get just 41% of the new dollars** in HB 1242 (assumes CDOT nets \$300M)
 - 38% of CDOT dollars in Tier One project list
 - 61% of city dollars in HUTF distribution to metro cities
 - 22% of county dollars in HUTF distribution to metro counties
 - 50% of MIS dollars to metro if grants mirror population distribution

HB17-1242 Is Already a Compromise

- A Metro RTA could be tailored to our needs & produce a higher return at lower rate
 - If needs statewide are so different, should each region create its own RTA?
- HB 1242, as introduced, reflects major MPACT64 compromises:
 - Less MIS funding than metro area needs — more than some rural areas want
 - MIS is reduced from 30% to 13% with extra dollars to locals unrestricted (can be spent on roads)
- Further changes to 1242 likely to generate significant, bipartisan opposition
- Metro area must move people and goods efficiently — requires significant MIS investment

Congestion is the #1 Voter Concern in Metro Denver

- Congestion is a quality of life and economic development issue
- Filling potholes is critical but won't fix congestion
- State of Colorado spends under a penny per day, per person on transit - 20x less than the average state
- Building more lanes in metro Denver could bankrupt any revenue source while destroying adjoining neighborhoods and businesses
- Metro area must have multi-modal solutions
- Statewide multi-modal pot encourages collaboration and facilitates larger scale projects
- New dollars must also serve needs of growing elderly population, persons with disabilities, commuters, children, and others who don't drive

MMC may support amendments

- To allow CDOT to share in the growth of the revenues
- To allow CDOT to net \$300M

MMC is highly unlikely to support amendments to bill that

- Give cities a less than equal share of local dollars
- Further exaggerate wealth transfer from metro area to rural areas
- Reduce multi-modal/MIS share
- Limit flexibility for local governments
- Remove multi-modal projects (less than 3% in metro area) from bond package
- "Promise" ongoing general fund transfers — prior promises have proved unreliable

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