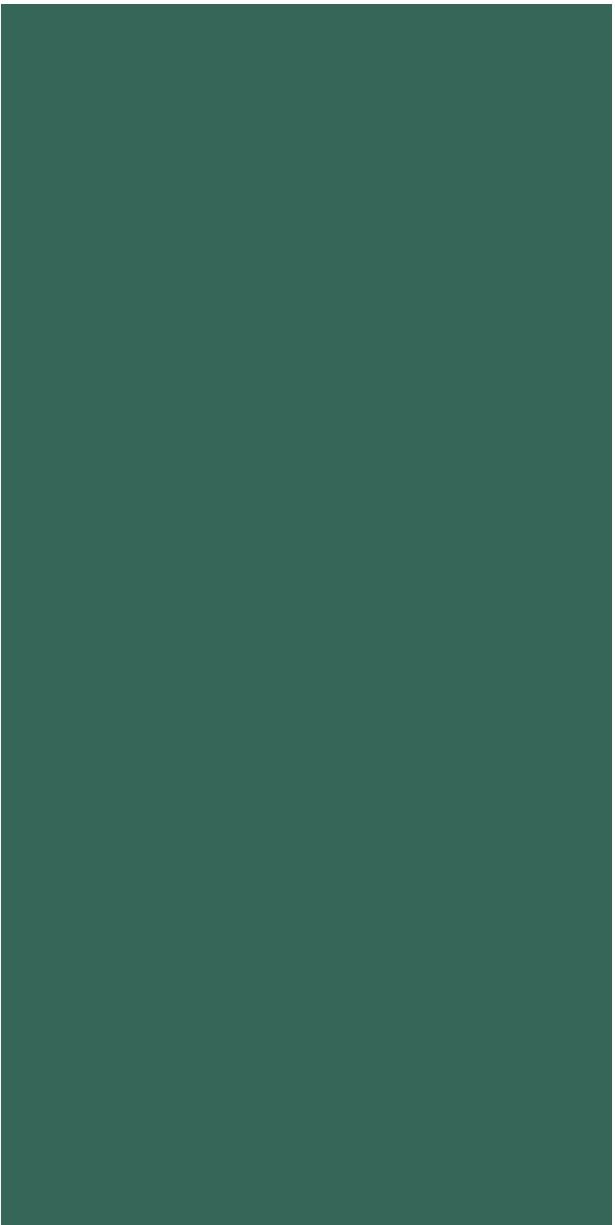




**Fix Colorado
Roads**



BUILDING THE MOMENTUM

FIX COLORADO ROADS COALITION

- NCLA
- Colorado Counties, Inc.
- Colorado Concern
- Colorado Business Roundtable
- NFIB
- Upstate Colorado
- Weld County
- Glenwood Springs Chamber of Commerce
- Colo-Wyo Petroleum Marketers Assoc
- Colorado Assoc of Commerce & Industry
- Fort Collins Chamber of Commerce
- Vail Valley Partnership
- Colorado Springs Regional Business Alliance
- South Metro Chamber of Commerce
- Loveland Chamber of Commerce
- AAA
- Colorado Motor Carriers Association
- Colorado Association of Realtors
- Greeley Chamber of Commerce
- Jefferson County Business Lobby
- Colorado Contractors Association



BUILDING THE MOMENTUM

- Strong Regional Consensus on North I-25
 - Local governments and business united
 - Weld / Larimer united
 - Local government investments – MPO, TIGER grant match
- Positioned North I-25 as a top priority for CDOT
 - Forged strong working relationship with CDOT
 - Developed Policy Framework responsive to CDOT needs/concerns
 - Resulted in CDOT proposing Phase One Project



BUILDING THE MOMENTUM

- Positioned transportation as a top priority of legislative leaders, Governor and Media
 - Secured \$199M and \$158M; portion of which will fund Phase One
 - Recognition that SB 228 needs to be replaced with something more reliable
 - Recognition that bonding is necessary financing mechanism
- Crafted/orchestrated introduction of The Fix Colorado Roads Act (SB 210)
 - \$3.5 Billion in projects statewide, TRANS Bonds, retention of 5% of state sales tax, 45 projects; \$1B in funds for CDOT maintenance
- Moved CDOT and the Governor from oppose to neutral
- Federal delegation support of widening of North I-25





THE \$8+ BILLION CHALLENGE



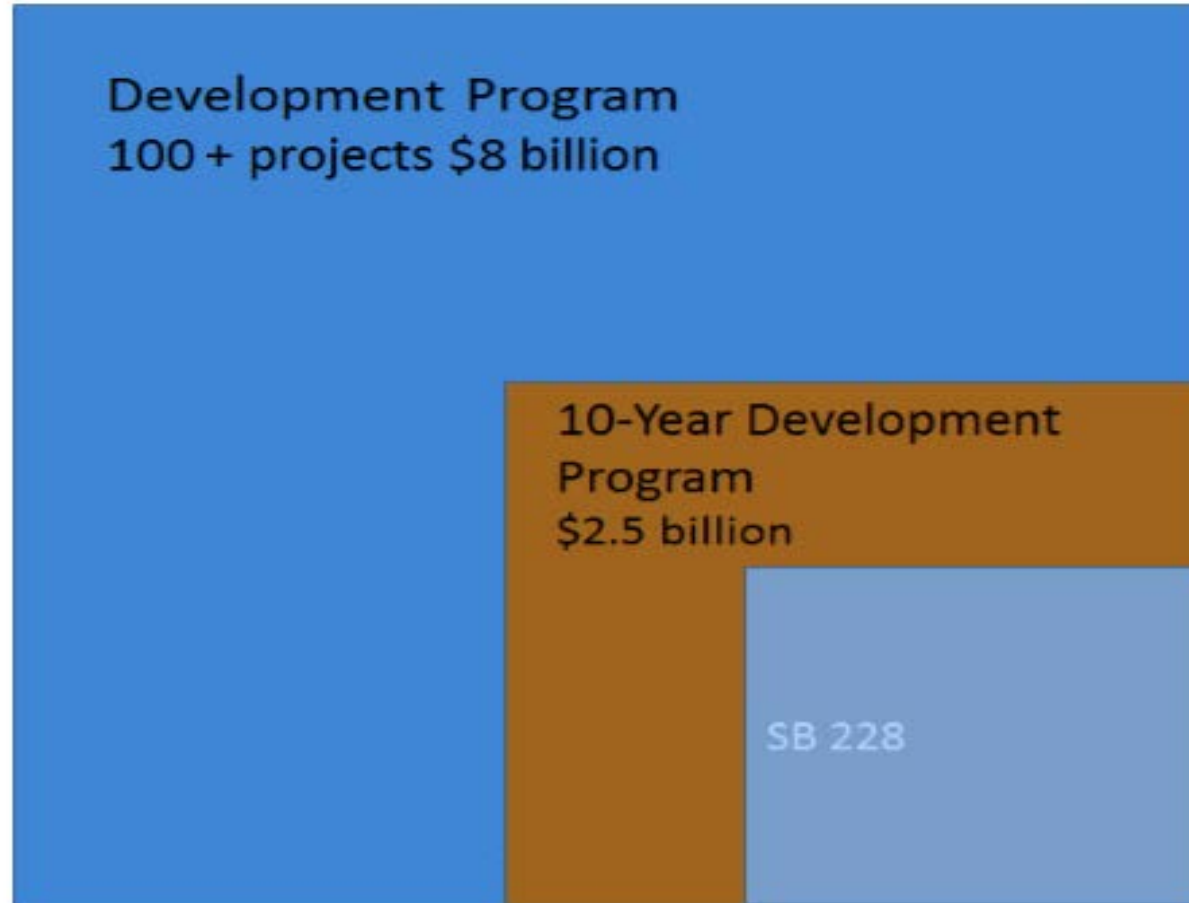
THE PROBLEM

- Colorado under-funds transportation
 - \$1B annual shortfall in CDOT budget
 - Vehicle travel on Colorado's highways increased by 73% from 1990 to 2013 with population growing 57% in the same period
 - NO dollars from state general fund to road system since 2010...
 - ...yet state revenue has grown by \$3B since 2009
 - Colorado has no permanent transportation funding mechanism (SB 1 replaced with SB 228 not effective)



CDOT's PROJECT DEVELOPMENT PROGRAM

The Development Program captures the priorities identified through the transportation planning process to support the identification and prioritization of major investment needs for future planning.





THEN AND NOW

per capita spending

1991

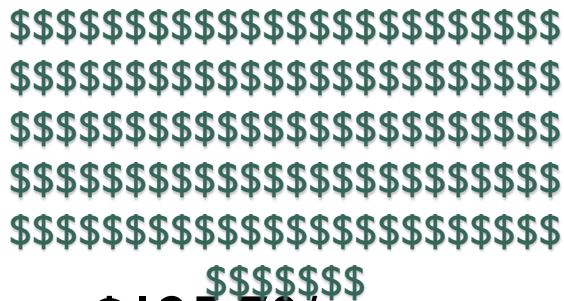


3.3 million



27.7 billion

vehicles miles traveled



\$125.70/person

VS.

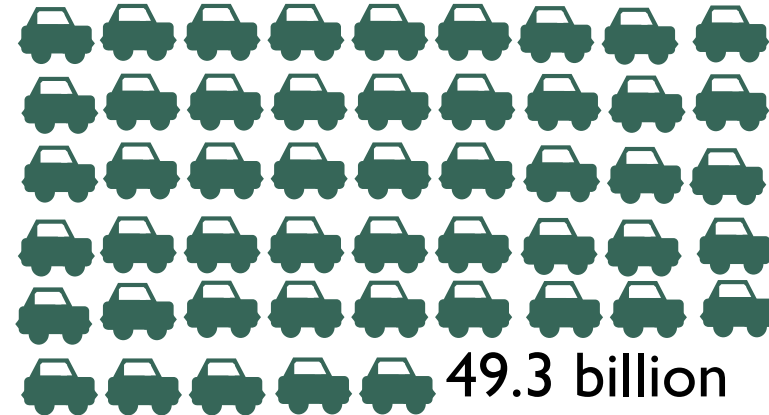
population

2015



5.4 million

vehicle
miles
traveled



49.3 billion

vehicle miles traveled

dollars
spent/person



\$68.94/person

All dollar figures adjusted for inflation



OUR CHALLENGE

continued growth

From
2013
to
2040



Population

+47%



7.8 MILLION
COLORADANS



Vehicle Travel

+47%



41.8 BILLION
MILES TRAVELED



Avg. Traffic Delay
on congested corridors

2 to 3
TIMES



DURING
PEAK HOURS
(if we do nothing)



COLORADO
Department of Transportation



STATEWIDE POLLING – PUBLIC SEES PROBLEM

NCLA / Fix N I-25 did statewide polling (March 2015 & March 2016)

- Nearly 9 of 10 voters view the state's roads, bridges and infrastructure as in need of repair
- 8 of 10 would like to see portion of state budget set aside for large, economically significant transportation projects (2015 poll)
- 67% support renewal of TRANS Bonds (uninformed), 77% support (informed)
- Gas tax increase won't pass on ballot; dedicated sales tax mixed polling
- 54 percent oppose increasing license and car registration fees by \$20 (2015 poll)



THE UTAH COMPARISON

EAST-WEST AND NORTH-SOUTH TRANSPORTATION

Utah Wasatch Front

vs.

Colorado Front Range

POPULATION 2013: About 2,100,000 Wasatch Front (Ogden to Provo)

INTERSTATES: UDOT has constructed 6+2 managed lanes on I-80 from SLC Airport to Park City (37 miles) and 8+2 managed lanes on I-15 from Ogden to Provo/Spanish Fork (about 85 miles).

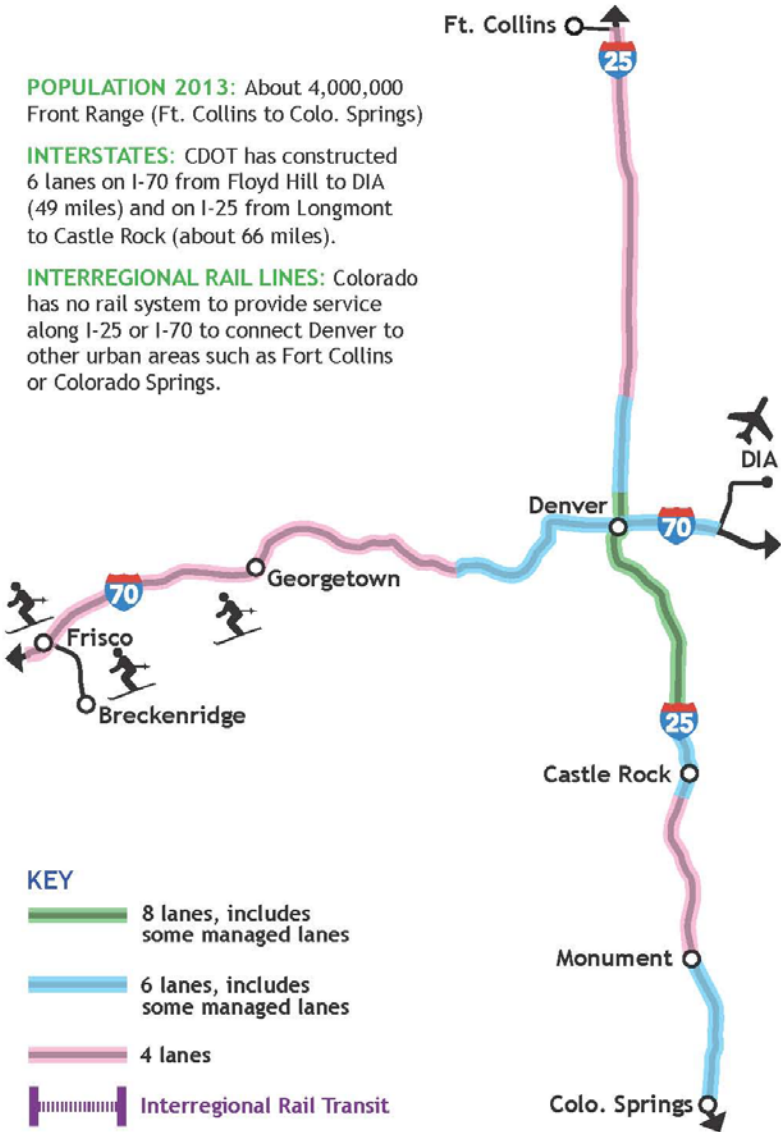
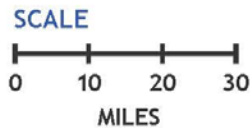
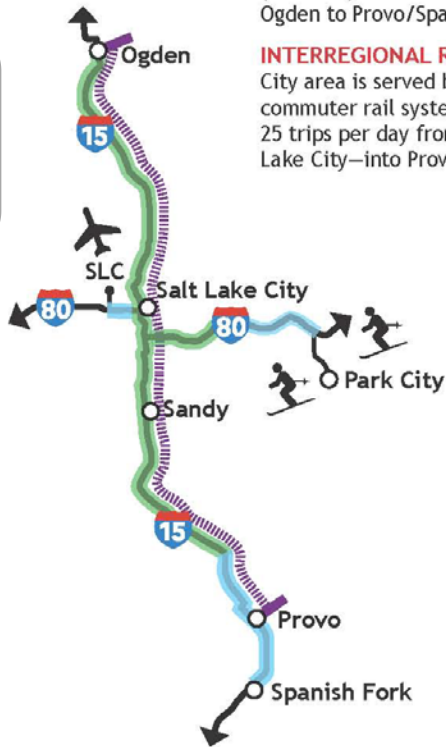
INTERREGIONAL RAIL LINES: The Salt Lake City area is served by *Frontrunner*, an 88-mile commuter rail system with 16 stations and 25 trips per day from Ogden—through Salt Lake City—into Provo along the I-15 corridor.

POPULATION 2013: About 4,000,000 Front Range (Ft. Collins to Colo. Springs)





INTERSTATES: CDOT has constructed 6 lanes on I-70 from Floyd Hill to DIA (49 miles) and on I-25 from Longmont to Castle Rock (about 66 miles).

INTERREGIONAL RAIL LINES: Colorado has no rail system to provide service along I-25 or I-70 to connect Denver to other urban areas such as Fort Collins or Colorado Springs.

SLC to Park City
 37 mi 



KEY

-  8 lanes, includes some managed lanes
-  6 lanes, includes some managed lanes
-  4 lanes
-  Interregional Rail Transit

DIA to Copper Mtn.
 100 mi 



THE UTAH COMPARISON



Utah

84,899 sq. miles

3.0 million

4.5 million

1.4 million

\$15.1 billion

\$1.3 billion

DEMOGRAPHICS

Land Area

Current Population

2040 Projected Population

Current Employment

Overall State Budget

Transportation Dept. Budget



Colorado

104,185 sq. miles

5.4 million

7.8 million

2.8 million

\$27.1 billion

\$1.4 billion



THE UTAH COMPARISON HIGHWAY STATS



Utah



Colorado

CDOT has more overall highway infrastructure to maintain (with the same overall budget as Utah)...

16,154

Highway Lane Miles

23,018

1,867

On-System Bridges

3,400

... but Utah's Interstates are wider and able handle more traffic (even though they have half the population)

935

Interstate Centerline Miles
(Utah has 17 fewer centerline miles but...)

952

4,846

Interstate Lane Miles
(... over 700 more miles of extra lanes!)

4,106



THE UTAH COMPARISON TRANSPORTATION BUDGET



Utah



Colorado

\$282.9 million	Federal Funds	\$518.2 million
\$308.8 million	State Gas Tax	\$298.5 million
\$550.1 million	Sales Tax	\$0
\$131.9 million	Registration/Fees/FASTER	\$407.6 million
\$69.0 million	Local Match	\$31.5 million
\$0 (transfers have occurred in the past)	General Fund Transfer	\$158.5 million (temporary funding source)
<u>1.34 billion</u>	<u>TOTAL</u>	<u>\$1.41 billion</u>



THE UTAH COMPARISON TRANSPORTATION STATE FUNDING



Utah



Colorado

29.0 cents per gallon
(last increased in 2015)

29.0 cents per gallon
(last increased in 2015)

~1 cent statewide

Last increased in 2009

Periodic, not sustainable

State Gas Tax

State Diesel Tax

State Sales Tax

Registration Fees

General Fund

22.0 cents per gallon
(last increased in 1991)

20.5 cents per gallon
(last increased in 1991)

None

Last increased in 2009

Periodic, not sustainable



2017 ACTION PLAN

STRATEGY FOR TODAY AND THE FUTURE

THE BONDING PLUS PLAN

- \$3.5B+ Bonding Package
- General Fund Funding
- New Revenue Source(s)



“AMERICA’S STATES AND CITIES ARE FINALLY SEIZING ON RECORD-LOW INTEREST RATES TO FINANCE NEEDED WORK ON ROADS, BRIDGES AND SCHOOLS.”

Bloomberg, August 26, 2016



THE IMPERATIVE OF BONDING

- Only way to spur road building throughout state as soon as possible
- Accelerate completion of projects statewide
- Immediate and simultaneous construction of projects of all types and sizes
- Only way to complete large-scale, economically significant transportation projects
- Least expensive way to fund construction
 - Lock in low, 3-4%, interest rates
 - Forestall 7-8% construction inflation
- Assures Colorado's continued competitiveness



FUNDING THE BOND PROGRAM

- Restore General Fund Commitment to Transportation
- Identify New Funding Source
 - Political – Legislative and Voter – Viability Paramount



JOIN US



- 
- FixColoradoRoads.com
 - FixNorthI25.com