



November 5, 2019 Coordinated Election	
Ballot Issue:	COUNTY-INITIATED BALLOT ISSUE: 1A Half Penny 4 Larimer County
Proposed Ballot Question	<p>Basics of the tax proposal:</p> <ul style="list-style-type: none"> • 1/2 penny County sales tax • Expires after 20 years • Estimated to generate \$32M/Year - \$1B over life of the tax • First \$10M - Seed Money for I25 - 402 to SH66 • 50% (.25) - Streets/Roads • 15-20% - Transit (capital and operations - that shows regional impact) • 35% - County Facilities: Veterans/Safety (alternative and corrections), Human Services (consolidated center - 1 stop shop) • 5% of transportation list doesn't have specific roads - alternative transportation based (ex: bike trails to connect all communities - including overpass/underpass) <p>Official Text: SHALL LARIMER COUNTY TAXES BE INCREASED \$39,000,000 DOLLARS ANNUALLY (ESTIMATED FIRST FISCAL YEAR DOLLAR INCREASE IN 2020), AND BY WHATEVER ADDITIONAL AMOUNT AS MAY BE RAISED ANNUALLY THEREAFTER, FOR A PERIOD OF 20 YEARS BY THE IMPOSITION OF A 0.5% (50 CENTS ON 100 DOLLARS) SALES AND USE TAX, WITH ALL REVENUE FROM SUCH TAX TO BE USED IN ACCORDANCE WITH THE BOARD OF COUNTY COMMISSIONERS RESOLUTION NO. 08272019R008 TO SERVE COMMUNITY MEMBERS IN FORT COLLINS, LOVELAND, WELLINGTON, WINDSOR, BERTHOUD, ESTES PARK, TIMNATH, JOHNSTOWN AND UNINCORPORATED AREAS OF LARIMER COUNTY AS FOLLOWS:</p> <p>- \$10,000,000 FOR LOCAL MATCH TO FUND IMPROVEMENTS TO INTERSTATE HIGHWAY 1-25 BETWEEN STATE HIGHWAY 402 AND STATE HIGHWAY 66 ALLOCATED FROM THE FIRST \$2,000,000 COLLECTED IN EACH OF THE FIRST FIVE (5) YEARS OF TAX COLLECTION;</p>

	<p>AND WITH THE REMAINING PROCEEDS DISTRIBUTED AS FOLLOWS:</p> <ul style="list-style-type: none"> - BETWEEN 45% TO 50% TO DESIGN AND CONSTRUCT TRANSPORTATION CAPA.CITY EXPANSION PROJECTS ON MAJOR STREETS, HIGHWAYS, AND ROADWAYS, WHICH MAY INCLUDE, WITHOUT LIMITATION, INTERSECTIONS, BICYCLE LANES, GRADE SEPARATED CROSSINGS, SIDEWALKS, SIGNALIZATION AND OTHER IMPROVEMENTS RELATED.TO REGIONAL MOBILITY; -BETWEEN 15% AND 20% TO PLAN, DESIGN, CONSTRUCT, EQUIP, AND OPERATE PUBLIC TRANSPORTATION DIRECTLY OR BY AGREEMENT; AND - 35% TO PURCHASE, CONSTRUCT, EQUIP, OPERATE, MAINTAIN, IMPROVE, REMODEL, REPLACE, AND LEASE EXISTING AND FUTURE LARIMER COUNTY FACILITIES INCLUDING A CONSOLIDATED CENTER FOR HUMAN AND ECONOMIC HEALTH SERVICES AND VETERANS SERVICES, EXPANDED ALTERNATIVE SENTENCING AND COMMUNITY CORRECTIONS FACILITIES, EXPANDED NUMBER OF COURTROOMS AND ASSOCIATED SUPPORT SPACE FOR THE STATE 8TH JUDICIAL DISTRICT COURT AND LARIMER COUNTY COURT, AND FOR PUBLIC FACILITIES AS MORE PARTICULARLY DESCRIBED IN THE LARIMER COUNTY 2018 FACILITIES MASTER PLAN AS ADOPTED AND AS MAY BE AMENDED FROM TIME TO TIME AFTER PUBLIC HEARING; <p>AND SHALL THE COUNTY BE AUTHORIZED TO COLLECT, RETAIN AND SPEND ALL PROCEEDS OF SUCH TAX WITHOUT LIMITATION BY ARTICLE X, SECTION 20 OF THE COLORADO CONSTITUTION, AND FURTHER PROVIDED THAT AN ANNUAL REPORT SHALL BE PUBLISHED AND PROVIDED TO THE BOARD OF COUNTY COMMISSIONERS ON THE DESIGNATION OR USE OF THE REVENUES FROM THE TAX INCREASE IN THE PRECEDING CALENDAR YEAR CONSISTENT WITH ITS APPROVED PURPOSES?</p> <p><input type="checkbox"/> YES <input type="checkbox"/> NO</p>
<p>Other Considerations</p>	<ul style="list-style-type: none"> • Would not result in an increase to tax on groceries or prescription drugs. • Triggers TABOR election notice requirements (“by increasing taxes”)
<p>Chamber Position</p>	<p>The Chamber Board is recommending a YES vote on Issue 1A.</p>

Some Basics	<p>Larimer County has been a good steward of our county tax dollars overall and has handled some very challenging situations including a major fire, a major flood, a recession and several facility expansions by using reserves and budgeting well. Additionally, Larimer County has been a leader among county and local governments in Northern Colorado in their dedication of funding to Fix North I-25.</p> <p>The County led an extensive process to create the transportation portion of this ballot issue. Included in that process was in-depth analysis of the needs, a comparison with similar sized counties, and extensive discussion and coordination among city / town transportation professionals in Larimer County. The process for the other elements of the measures was less rigorous.</p> <p>Key data points related to the need for transportation expansion in Larimer County:</p> <ul style="list-style-type: none"> ● 48.5% of Fort Collins residents work in another community ● 75% of Loveland residents work in another community ● 94% of Wellington residents work in another community ● Larimer County’s population is projected to increase by 45% by 2040 ● County polling suggests that citizens are willing to pass a ballot measure that includes a ½ cent sales and use tax increase with revenue being used to improve regional roads, bridges, highways and intersections as well as facilities. (63%) ● When the projects are split apart (roads vs buildings), buildings do not fair well (59% would vote against) but roads continue to be favored (64% would vote for) ● Projects recommended (but not included in ballot language): <ul style="list-style-type: none"> ○ US 34 Widening (Loveland) ○ Lemay Realignment (Fort Collins) ○ Owl Canyon Improvements ○ Moraine Ave (Estes Park) ○ LCR 5 (Timnath) ○ SH 392 Bridge Improvements (Windsor) ○ 1st Street (Berthoud) ○ SH 1 Interchange (Wellington) ○ LCR 3 Bridge (Johnstown) ● There are no maximum taxing authority limits for counties or municipalities. The limits were removed from statute in 2000.
Additional Resources	<p>https://www.betterlarimercounty.com/ https://www.coloradoan.com/story/news/2019/10/16/colorado-election-2019-issue-1-a-</p>

Where We Stand Positions

BASIC PHILOSOPHY:

The Chamber believes a region’s transportation infrastructure is a key element for its quality of life, safety and economic viability. Regarding the latter, transportation infrastructure, particularly a properly functioning highway and street system, remains a cornerstone to a viable and healthy economy. Transportation infrastructure includes roads and streets, signalization, mass transit, air service, pedestrian and bicycle. The Chamber believes that all such elements must be present to have a viable transportation system that meets the needs of the community. And, as noted above, the Chamber believes emphasis must be placed on an adequate road/streets system which is properly planned for future capacity and is focused on putting resources on street surfaces as opposed to landscaping and auxiliary surfaces.

FINANCING TRANSPORTATION:

From a regional perspective, Northern Colorado is the fastest growing region in the state of Colorado. Yet, there are billions of dollars of unfunded priority transportation needs in Larimer and Weld counties.

- A maximum and equitable allocation of financial resources for transportation should be directed to the North Front Range region from state and federal resources.
- Funding mechanisms such as Regional Transportation Authorities or a Larimer County transportation tax should be considered to fund intra-regional transportation needs.
- Leaders need to keep streets as a transportation a top funding priority.
- The Chamber believes that a clear nexus should exist between street over-sizing fees collected and their ultimate use. As well, the Chamber is opposed to overly burdensome transportation fees levied upon business and development.

REGIONAL TRANSPORTATION:

The Chamber supports a regional approach to transportation planning and finance which may include a regional transportation authority or other such entity. Barriers that prevent the public and/or local governments from developing innovative funding mechanisms should be removed.