



Southwest Transit Coordinating Council

Regular Meeting Agenda

Friday, September 21, 2018, 9:00 a.m.

Carnegie Building 1188 E 2nd Ave., Durango

- I. Introductions
- II. Consent Agenda:
 - 1. July 2018 Meeting Minutes
- III. Discussion Items
 - 1. Roadrunner Stagelines - Bustang Outrider Update
 - 2. Statewide Transportation Ballot Issues – Jessica Laitsch
 - 3. Review Transit Council Goals – Jessica Laitsch
- IV. Reports
 - 4. Transit Provider Updates
 - 5. Human Service Provider Updates
 - 6. Grant Updates

Video/Phone Conference Info:

<https://www.zoom.us/j/510934526>

1-646-558-8656 (US Toll), Meeting ID: 510 934 526

PO Box 963, Durango, CO 81301
970.779.4592
www.swccog.org

Southwest Transit Coordinating Council – Meeting Minutes
20 July 2018
Carnegie Building, 1188 E. 2nd Ave., Durango, CO 81301

In Attendance:

Kalisha Crossland - San Juan Basin Public Health
Matt Nesbitt – Roadrunner Transit
Peter Tregillus – Roadrunner Transit
Sarah Dodson – City of Durango
Dave Gore – City of Durango
Debbie Condrey – Archuleta County
Matt Muraro – Colorado Department of Transportation (via telephone)
Jessica Laitsch - Southwest Colorado Council of Governments (SWCCOG)
Dylan Lucas - Southwest Colorado Council of Governments (SWCCOG)

I. Introductions

The meeting was called to order at 9:05 a.m.

II. Consent Agenda

1. March 2018 meeting minutes

Sarah corrected that Durango Transit's Fort Lewis route will continue to run on a 30 minute schedule, the minutes implied that this was new. Peter mentioned that SUCAP is still waiting for their new buses.

III. Discussion Items

Update on State Ballot Initiative 153

Sarah explained the proposed funding split included in ballot Initiative 153. Peter asked how the multimodal portion would be managed. Sarah replied that this has not yet been finalized. Matt Muraro mentioned that the list of key projects was independently identified. Sarah pointed out that in addition to the identified key projects, funding is also intended for operations.

Sarah explained that proposed Initiative 167 would only supply money for roads and would not create a funding stream. Matt clarified that it would be specific to state highways. Sarah stated that proposed initiatives must be submitted with enough signatures by August 6 to appear on the November ballot. There was discussion about the impacts if these initiatives pass or fail.

Sarah summarized the training opportunities provided by the Colorado Mobility Action Committee in the next few weeks.

Emergency Preparedness Discussions:

Peter asked if any transit providers had been asked to help with evacuations related to the mudslides. Sarah replied that the train has agreements with local raft companies to help with evacuations when needed, and a number of other agencies including the school district were on call. Jessica mentioned that she had seen an advertisement for a service for individuals needing help evacuating. Sarah added that the City of Durango was involved with transportation for homeless citizens who were evacuated.

Transit Infrastructure:

Peter reported that Southwest Philanthropy Days will be held in September, this event is primarily targeted to potential funders. He mentioned that there will be a panel concerning infrastructure in the

region, he will be presenting on transit at this event.

Review Transit Council Goals:

Jessica explained that there was discussion about reviewing the Council's goals. The Transit Council last updated the mission, vision and goals in late 2015. Sarah suggested looking at the updated Statewide Transit Plan to ensure the goals align with the State's vision. Peter and Matt Nesbitt suggested long-term goals related to infrastructure and drivers. Sarah asked about the transit priority list for the State. Jessica replied that there were few changes to what had been discussed. Peter asked about the goal to visit human service agencies. Kalisha mentioned that she takes information from the Transit Council meetings to her organization. Jessica stated that she would include this topic on a future agenda. Peter asked about the status of the study with Nelson/Nygaard. Jessica replied that the consultants have begun stakeholder meetings and are looking at a stakeholder meeting in Southwest Colorado on August 2, she will send information as details are set. Peter asked if this is a multi-region plan. Jessica summarized that this is an interstate regional study including Arizona, New Mexico, and Utah funded by a grant awarded to the SWCCOG.

IV. Reports

Transit Provider Updates

Peter reported that Roadrunner Transit has been seeing ridership increasing with increased gas prices and asked if anyone else has noticed the same. Matt added that the Walmart to Mercy Medical Center route has been busy. Sarah reported that it is difficult to compare Durango's ridership before and after their service reductions, but they did provide more trolley rides in May and June compared to the first three months of the year. She added that the 30 minute headways are not working, they plan to add another trolley to allow 20 minute headways. She mentioned that the City's transit survey results are in and show significant need in the community. David mentioned that they use the Ride Systems app to monitor their ridership and bus routes. This also allows riders to have better information about when buses will arrive.

Matt mentioned that other organizations, such as waste collection services, are having trouble finding drivers. There was general discussion regarding the impacts of marijuana with respect to hiring and retaining drivers. Debbie described the demand and options for medical and general transportation between Pagosa Springs and Durango.

Matt reported that the Roadrunner Stage Lines drivers and mechanic will be in training later in July. He added that they are waiting on a delivery date for the new buses. Peter added that other issues include schedule issues with the Bustang line to Denver and the lack of storage and work facilities for the buses, necessitating that repairs take place in Grand Junction.

Debbie reported that road construction is impacting the Mountain Express routes, they are working to receive better notification of road closures. She added that ridership is plateauing.

Sarah reported that on staffing changes for Durango Transit and that they will be seeking to hire more drivers.

Human Service Provider Updates

Kalisha reported on staffing changes at San Juan Basin Health Department.

The meeting was adjourned at 10:12 am.

ALL OUTRIDER ROUTES 7 DAYS A WEEK AND HOLIDAYS EXCEPT LAMAR TO PUEBLO WHICH IS 5 DAYS A WEEK AND NOT RUNNING ON HOLIDAYS

LAMAR TO PUEBLO SCHEDULE

Stop Name and Location	Departure Time West Bound	Departure Time East Bound
Lamar - Lamar Welcome Center - 4th & Beech	7:10am	Arrive 6:48pm
Fort Lyon - Front Gate - County Roads HH & 15	7:53am	6:08pm
Las Animas - City Hall - Carson Avenue & Prowers Court	8:08am	5:55pm
La Junta - La Junta Senior Center - 2nd & Raton	Arrive 8:33am & depart at 8:38am	5:32pm
Swink - NB Powers at 3rd	8:51am	5:12pm
Rocky Ford - Uptown Music & Video - 700 Swink Avenue	9:04am	4:59pm
Manzanola - Justin Valdez Park - 1st & Park	9:17am	4:46pm
Fowler - Gerard Park - 6th & Grant Avenue	9:35am	4:28pm
Pueblo Memorial Airport	10:08am	3:50pm
Pueblo Transit Center - 123 Court Street	Arrive 10:26am	Depart 3:35pm

DURANGO TO GRAND JUNCTION SCHEDULE

Stop Name and Location	Departure Time North Bound	Departure Time South Bound
Durango - Durango Transit Center - 250 W. 8th Street	6:40am	7:10pm
Mancos - Mancos Valley Chamber of Commerce - 101 E. Bauer Avenue	7:10am	6:37pm
Cortez - Fiesta Mexicana - 430 State Street	7:27-7:42am	6:10pm-6:20pm
Dolores - Dolores Food - 400 Railroad Avenue	7:55am	5:57pm
Rico - Mountain Top Market - 225 South Glasgow Avenue	8:37am	5:15pm
Telluride - Society Conoco - 100 Society Drive	9:10am-9:40am	4:12pm-4:42pm
Placerville - M&M Mercantile - 240 Front Street	9:58am	3:54pm
Ridgeway - Ridgeway Chamber of Commerce - Sherman & Highway 62	10:25am	3:26pm
Montrose - Montrose Travel Center - 1442 North Townsend	11:00-11:15am	2:36pm-2:51pm
Delta (NB) - Valley View Bakery - 802 Main street	11:38am	
Delta (SB) - NAPA -841 Main Street		2:10pm
Grand Junction Greyhound Station - 230 South 5th Street	12:23pm	1:25pm

ALAMOSA TO PUEBLO SCHEDULE

Stop Name and Location	Departure Time Northeast Bound	Departure Time Southwest Bound
Alamosa - Loaf N Jug - Highway 160 and Highway 17	6:00am	6:53pm
Moffat - Town Park - 5th & Reynolds	6:45am	6:08pm
Poncha Springs - Poncha Market	7:35am	5:18pm
Salida- Chaffee Shuttle - 52 Jones Avenue	7:45am	5:05pm (connect w/Denver to Gunnison)
Cotopaxi - Cotopaxi Store on U.S. 50	8:15am	4:27pm
Canon City - Big Daddy's Diner - 420 Royal Gorge Blvd.	9:00am	3:45pm
Penrose - Alta Truck Stop/Shell Station - 916 Colorado 115	9:17am	3:36pm
Pueblo West - CDOT Park & Ride - U.S. 50 & South McCulloch Blvd. West	9:37am	3:22pm
Pueblo Memorial Airport		
Pueblo - Pueblo Transit Center	10:10am	2:50pm

GUNNISON TO DENVER SCHEDULE

Stop Name and Location	Departure Time Northeast Bound	Departure Time Southwest bound
Gunnison - Econo Lodge (April 8 through December 14)	6:15am	6:40pm
Gunnison - Econo Lodge (December 15 through April 7)	6:05am	6:50pm
Monarch Mountain (December 15 through April 7) *No service April 8 through December 14	6:55am	6:00pm
Salida - Chaffee Shuttle - 54 Jones Avenue	7:45am	5:05pm
Buena Vista - VFW (Johnson Village)	8:15am	4:30pm
Fairplay - Sinclair Station	8:55am	3:50pm
Pine Junction - RTD Park and Ride	10:05am	2:35pm
Denver Union Station	10:50am	1:55pm
Denver Bus Center	11:00am	1:45pm

2018 Statewide Ballot Issues

To: Southwest Transit Coordinating Council
From: Jessica Laitsch
Date: 18 September, 2018

Comments: There are a two transportation related issues that will appear on the 2018 Statewide ballot:

- Proposition 109/Initiative #167 – Authorize Bonds for Transportation Projects
 - This would require the state to raise \$3.5 billion in bonds, without raising taxes or fees. The initiative does not identify how the State would finance the bond payments. The proceeds would go solely to state road and bridge expansion, construction, maintenance, and repair on a specified list of 66 projects across the state. For the projects listed in the measure the estimated funding need is \$5.6 billion. The list of projects identified for Southwest Colorado (CDOT Region 5) is attached.

 - Proposition 110/Initiative #153 – Transportation Funding
 - This would increase the state sales tax rate by .62 percent, from 2.9% to 3.52%, between January 1, 2019 and January 1, 2039. The initiative would allow CDOT to issue bonds up to \$6.0 billion. The revenue from the tax increase would be used as follows:
 - 45 percent for bond repayment and state transportation funding;
 - 15 percent for multimodal transportation; and
 - 40 percent for municipal and county transportation projects.
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Initiative #167 Authorize Bonds for Highway Projects

1 **Proposition ? proposes amending the Colorado statutes to:**

- 2 ♦ require the state to borrow up to \$3.5 billion in 2019 to fund up to 66 specific
3 highway projects;
- 4 ♦ direct the state to identify a source of funds to repay the borrowed amount
5 without raising taxes or fees; and
- 6 ♦ limit the total repayment amount, including principal and interest, to \$5.2 billion
7 over 20 years.

8 **Summary and Analysis**

9 This analysis outlines current state highway funding and describes the bond sale and
10 repayment authorized by the measure for a specific list of statewide road and bridge
11 projects. The analysis also describes transportation funding commitments that are
12 conditional on the outcome of this measure.

13 **Current state highway funding.** Maintenance and construction of state highways
14 are funded through the Colorado Department of Transportation (CDOT). CDOT receives
15 most of its revenue from federal and state gasoline and diesel fuel taxes and from state
16 vehicle registration fees, as shown in Figure 1. For state budget year 2017-18, CDOT
17 spent approximately \$1.2 billion, or roughly 85 percent of its revenue, on state highway
18 maintenance and operations and \$220.5 million, or 15 percent, on construction.

19 **Figure 1**
20 **State Transportation Funding Sources and Uses**
21 *Budget Year 2017-18*

Sources Total: \$1.4 Billion	Uses Total: \$1.4 Billion
Other* \$241.8 million	Construction \$220.5 million
Federal Gas Tax \$526.8 million	Maintenance \$875.5 million
Registration Fees \$339.5 million	
State Gas Tax \$321.6 million	Operations \$333.6 million

Source: Colorado Department of Transportation.

*Other funding sources include federal grants, tolls, and other state and local funds.

1 **Bond sale and repayment.** Proposition ? directs CDOT to borrow up to \$3.5 billion
2 by selling transportation revenue bonds. The total repayment amount, including
3 principal and interest, is limited to \$5.2 billion. The bonds must be repaid in 20 years,
4 and the state must reserve the right to repay the bonds ahead of schedule without
5 penalty. Assuming the repayment schedule is for the full \$5.2 billion over 20 years, the
6 average annual repayment cost will be \$260 million. Actual repayment amounts will vary
7 depending on the terms of the revenue bonds.

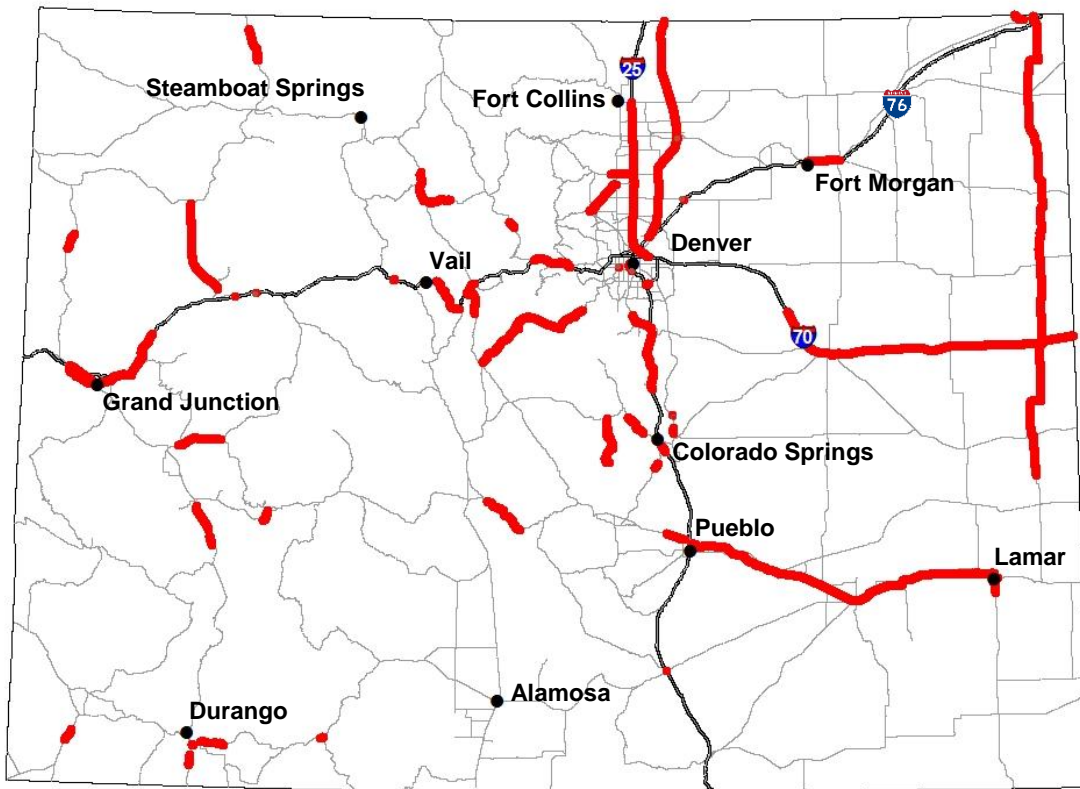
8 **Past bond sale and repayment for transportation projects.** In 1999, voters
9 approved the sale of \$1.5 billion worth of bonds for transportation projects. The state
10 was required to use the borrowed money to pay for up to 24 transportation projects
11 across the state. Repayment costs for the 1999 bonds totaled \$2.3 billion. The debt
12 was fully repaid through various state and federal sources in December 2016.

13 **Transportation funding commitments conditional on the outcome of**
14 **Proposition ?.** In the last two years, the state legislature passed two laws to increase
15 funding for future transportation projects. In 2017, the state committed \$1.5 billion for
16 transportation projects through the sale and lease-back of state buildings. In 2018, the
17 state devoted another \$1.0 billion over a 20-year period for transportation projects from
18 existing state revenues. Under current law, the \$3.5 billion in proposed borrowing will
19 replace these commitments, resulting in a net increase of \$1.0 billion for transportation.

20 **Road and bridge projects.** Borrowed money under Proposition ? may only be used
21 for road and bridge expansion, construction, maintenance, and repair on the
22 66 transportation projects identified in the measure. These projects are located
23 throughout the state as shown in Figure 2. The funding provided through the measure is
24 not enough to pay for all the projects identified in the measure; the estimated cost of the
25 projects is \$5.6 billion. The final selection and order of construction will be determined
26 by CDOT and the Transportation Commission, an 11-member body appointed by the
27 Governor to prioritize statewide transportation needs.

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Figure 2
Map Highlighting State Highway System Projects Included in Proposition ?



*For information on those issue committees that support or oppose the measures on the ballot at the **November 6, 2018**, election, go to the Colorado Secretary of State's elections center web site hyperlink for ballot and initiative information:*

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Arguments For

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- 1) Proposition ? accelerates the construction of essential highway projects without raising taxes or fees. Building and maintaining a highway system are core functions of government. The state has failed to invest sufficient funds to maintain and expand the highway system. The measure corrects this by directing the state to prioritize highway projects ahead of other programs.

- 2) The lack of highway capacity is the most significant contributor to traffic congestion in the state and causes delays, increases business costs, and reduces driver and passenger safety. The measure requires the state to invest more money in transportation, improving the state's economy and quality of life.

1 **Arguments Against**

- 2 1) Proposition ? commits up to \$5.2 billion to repay borrowing without creating a
3 new source of revenue. This commitment diverts money from other programs,
4 which may include education, health care, and routine transportation
5 maintenance. Furthermore, the measure would pay for only a portion of the
6 projects and fails to address the cost of ongoing maintenance of these projects.
- 7 2) In 2018, the state demonstrated its commitment to transportation funding by
8 pledging \$1.0 billion from existing revenue sources. If Proposition ? passes, it
9 replaces this commitment with borrowed money. Borrowing is expensive. Under
10 this measure, approximately \$1.7 billion in taxpayer money will be spent on
11 interest payments.

12 **Estimate of Fiscal Impact**

13 Proposition ? makes changes to transportation finance over 20 years. Its effects on
14 state revenue and expenditures are summarized below.

15 **State revenue.** The measure requires the state to sell revenue bonds, which will
16 increase state revenue by up to \$3.5 billion. Under current law, bond revenue collected
17 under Proposition ? will replace \$1.5 billion in state revenue from the sale and
18 lease-back of state buildings. On net, Proposition ? increases state revenue by up to
19 \$2.0 billion.

20 **State expenditures.** The measure authorizes \$3.5 billion in state revenue from the
21 sale of bonds to be spent on transportation projects. However, current state law directs
22 other funding commitments to be cancelled if the measure passes, resulting in a net
23 increase in spending on transportation of up to \$1.0 billion.

24 The measure commits up to \$5.2 billion to the repayment of debt. These financing
25 costs will replace the \$2.25 billion in financing costs related to the sale and lease-back of
26 state buildings, resulting in a net increase in financing costs of up to \$2.95 billion.

Proposition 109 Authorize Bonds for Highway Projects

Proposition 109 proposes amending the Colorado statutes to:

- ◆ require the state to borrow up to \$3.5 billion in 2019 to fund up to 66 specific highway projects;
- ◆ direct the state to identify a source of funds to repay the borrowed amount without raising taxes or fees; and
- ◆ limit the total repayment amount, including principal and interest, to \$5.2 billion over 20 years.

Summary and Analysis

This analysis outlines current state highway funding and describes the bond sale and repayment authorized by the measure for a specific list of statewide road and bridge projects. The analysis also describes transportation funding commitments that are conditional on the outcome of this measure.

Current state highway funding. Maintenance and construction of state highways are funded through the Colorado Department of Transportation (CDOT). CDOT receives most of its revenue from federal and state gasoline and diesel fuel taxes and from state vehicle registration fees, as shown in Figure 1. For state budget year 2017-18, CDOT spent approximately \$1.2 billion, or roughly 85 percent of its revenue, on state highway maintenance and operations and \$220.5 million, or 15 percent, on construction.

Figure 1
State Transportation Funding Sources and Uses
Budget Year 2017-18

Sources Total: \$1.4 Billion	Uses Total: \$1.4 Billion
Other* \$241.8 million	Construction \$220.5 million
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Source: Colorado Department of Transportation.

*Other funding sources include federal grants, tolls, and other state and local funds.

1 **Bond sale and repayment.** Proposition 109 directs CDOT to borrow up to
2 \$3.5 billion by selling transportation revenue bonds. The total repayment amount,
3 including principal and interest, is limited to \$5.2 billion. The bonds must be repaid in
4 20 years, and the state must reserve the right to repay the bonds ahead of schedule
5 without penalty. Assuming the repayment schedule is for the full \$5.2 billion over
6 20 years, the average annual repayment cost will be \$260 million. Actual repayment
7 amounts will vary depending on the terms of the revenue bonds.

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9 approved the sale of \$1.5 billion worth of bonds for transportation projects. The state
10 was required to use the borrowed money to pay for up to 24 transportation projects
11 across the state. Repayment costs for the 1999 bonds totaled \$2.3 billion. The debt
12 was fully repaid through various state and federal sources in December 2016.

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14 **Proposition 109.** In the last two years, the state legislature passed two laws to increase
15 funding for future transportation projects. In 2017, the state committed \$1.5 billion for
16 transportation projects through the sale and lease-back of state buildings. In 2018, the
17 state devoted another \$1.0 billion over a 20-year period for transportation projects from
18 existing state revenues. Under current law, the \$3.5 billion in proposed borrowing will
19 replace these commitments, resulting in a net increase of \$1.0 billion for transportation.

20 **Road and bridge projects.** Borrowed money under Proposition 109 may only be
21 used for road and bridge expansion, construction, maintenance, and repair on the
22 66 transportation projects located throughout the state identified in the measure on
23 pages X through XX. The funding provided through the measure is not enough to pay
24 for all the projects identified in the measure; the estimated cost of the projects is
25 \$5.6 billion. The final selection and order of construction will be determined by CDOT
26 and the Transportation Commission, an 11-member body appointed by the Governor to
27 prioritize statewide transportation needs.

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- 29 1) Proposition 109 accelerates the construction of essential highway projects
30 without raising taxes or fees. Building and maintaining a highway system are
31 core functions of government. The state has failed to invest sufficient funds to
32 maintain and expand the highway system. The measure corrects this by
33 directing the state to prioritize highway projects ahead of other programs.

- 1 2) The lack of highway capacity is the most significant contributor to traffic
2 congestion in the state and causes delays, increases business costs, and
3 reduces driver and passenger safety. The measure requires the state to invest
4 more money in transportation, improving the state's economy and quality of life.

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7 new source of revenue. This commitment diverts money from other programs,
8 which may include education, health care, and routine transportation
9 maintenance. Furthermore, the measure would pay for only a portion of the
10 projects and fails to address the cost of ongoing maintenance of these projects.
- 11 2) In 2018, the state demonstrated its commitment to transportation funding by
12 pledging \$1.0 billion from existing revenue sources. If Proposition 109 passes, it
13 replaces this commitment with borrowed money. Borrowing is expensive. Under
14 this measure, approximately \$1.7 billion in taxpayer money will be spent on
15 interest payments.

16 **Estimate of Fiscal Impact**

17 Proposition 109 makes changes to transportation finance over 20 years. Its effects
18 on state revenue and expenditures are summarized below.

19 **State revenue.** The measure requires the state to sell revenue bonds, which will
20 increase state revenue by up to \$3.5 billion. Under current law, bond revenue collected
21 under Proposition 109 will replace \$1.5 billion in state revenue from the sale and
22 lease-back of state buildings. On net, Proposition 109 increases state revenue by up to
23 \$2.0 billion.

24 **State expenditures.** The measure authorizes \$3.5 billion in state revenue from the
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26 other funding commitments to be cancelled if the measure passes, resulting in a net
27 increase in spending on transportation of up to \$1.0 billion.

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Last Draft as Mailed to Interested Parties

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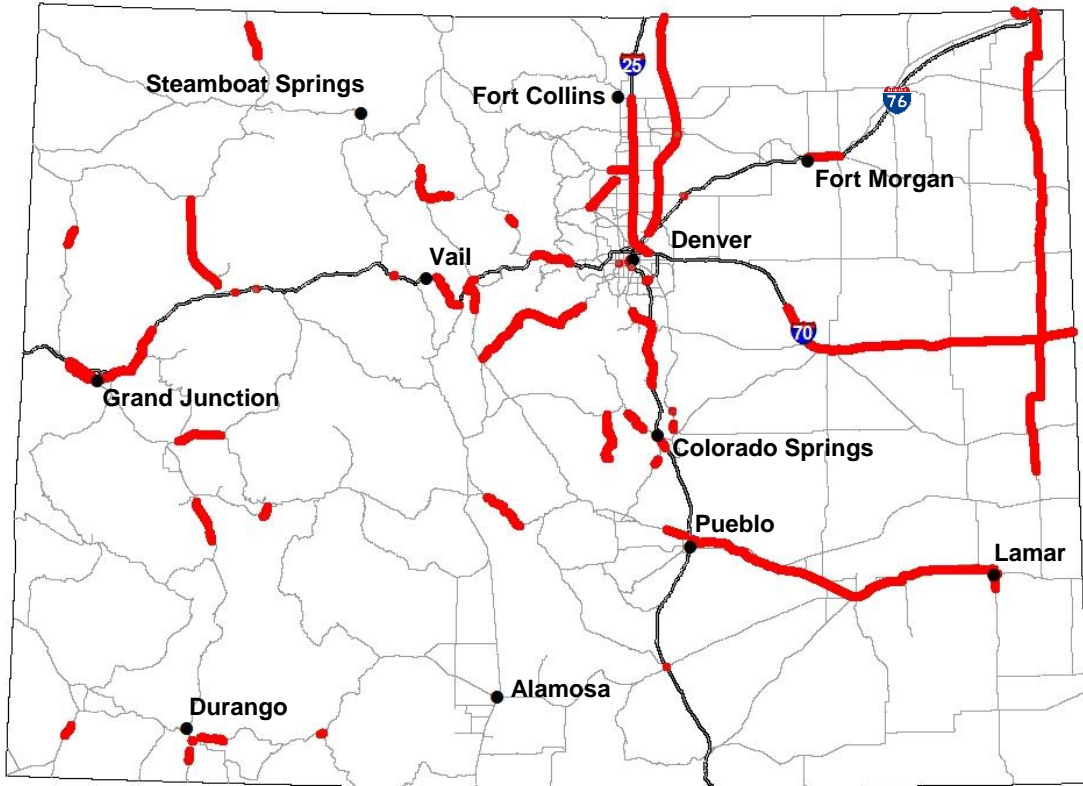
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Last Draft Comments from Interested Parties

Proposition 109 Authorize Bonds for Highway Projects

Jon Caldara, representing the Independence Institute:

In the “purposes” you don’t say the real purpose which is to borrow \$3.5 billion for specific transportation projects and have the state repay the borrowed amount, without raising taxes or fees, by reallocating less than 2% of the state budget.

That’s the whole purpose for the initiative!!!! That should be stated right at first. Not to do so seems hostile towards the measure.

In the arguments for you fail to mention that the projects are listed in the wording of the measure itself. Voters know exactly what they are going to get.

Thanks you.

Michael Lewis, representing the Colorado Department of Transportation:

The Colorado Department of Transportation (CDOT) and Transportation Commission (TC) are encouraged that two ballot issues are being proposed to address critical transportation needs in the state of Colorado. As such we have been working to provide the most accurate information to the public about how we would implement the voters' intent, should either of the initiatives pass.

As the primary tool to inform the public about proposed ballot issues, the Blue Book is relied upon by agencies like the Colorado Department of Transportation to accurately communicate facts and information about them. We greatly appreciate the effort that it takes to ensure the appropriate detail is included, in order to be consistent in its discussion of the impacts of the two upcoming transportation ballot initiatives, and of how CDOT may implement them.

The current Blue Book draft appears to have an inconsistent analysis of the two initiatives. We would appreciate the Legislative Council consider the following:

- **Initiative 167:** The draft Initiative 167 section includes a map of all of the listed projects. While the Blue Book text correctly acknowledges that the project list contained in Initiative 167 will cost approximately \$5.6 billion and will need to be adjusted down to account for the \$3.5 billion actually available for construction of the improvements, we are concerned that inclusion of a map that shows all the projects could mislead the voters.

It would also be important to note that SB 18-001 repeals the final three years of transportation funding under SB 17-267 should Initiative 167 be passed. SB 17-267 provided for an issuance of \$1.88 billion in Certificates of Participation (COPs) for projects around the state. The repeal would eliminate \$1.5 billion, making the net benefit of the passage of Initiative 167 \$2 billion, rather than \$3.5 billion.

Last Draft Comments from Interested Parties

Michael Lewis, representing the Colorado Department of Transportation (cont.):

Request. We request that you either eliminate the map or adjust the map to more accurately reflect the impact of Initiative 167. CDOT would also be able to provide additional information on how we would implement the project plan.

Again, in order to provide the public with the most accurate and consistent information on the content of the potential ballot issues as well as how CDOT would implement the proposed initiatives, we request that the Legislative Council apply a consistent analysis to the two initiatives. At a minimum, we would request that both initiatives be treated equally in inclusion or removal of a map.

Thank you for your attention to this matter. We appreciate the complexities you have to consider when developing the Blue Book for voters and providing them with the most accurate and consistent information. Please let us know if you have any questions or would like to discuss this material in greater detail.

Shayne Madsen, representing the Independence Institute and the Fix Our Damn Roads Issue Committee:

Thank you for the opportunity to submit these final comments. On behalf of the Independence Institute and the Fix Our Damn Roads issue committee, we have the following comments:

First we request that the third bullet on the first page, lines 6 & 7 be redrafted to state “direct the state to reallocate less than 2% of the budget to repay the borrowed amount without raising taxes or fees.” This revision will fairly and objectively reflect the intent and language of the measure.

Second, in the Arguments For section (where deference is given to the proponents of the measure), please add “or fees” on line 5 to reflect the actual language of the measure and be consistent with the staff blue book draft. The next sentence is not needed so we suggest that the sentence beginning with “Building” on lines 5 and 6 be deleted in its entirety. The last sentence in lines 7 and 8 should be revised to read “The measure corrects this by directing the state to re-prioritize less than 2% of the state budget to pay for the costs of transportation borrowing.”

Carla Perez, representing Let’s Go Colorado:

Ms. Perez submitted written comments (Attachment A).

Eric Richardson, representing the Colorado Department of Transportation:

Page 3 Map: Should make it clear that this map was not put together by CDOT, and it contains \$5.6 billion worth of projects that cannot be completed with potentially \$3.5 billion in bonds. Underneath the map, language such as: "Map illustrates \$5.6 billion in project expenditures. Map source: Initiative #167 Sponsors."

3rd Draft

Initiative #167 Authorize Bonds for Highway Projects

1 Proposition ? proposes amending the Colorado statutes to:

- 2 ♦ require the state to borrow up to \$3.5 billion in 2019 to fund up to 66 specific
3 highway projects;
- 4 ♦ direct the state to identify a source of funds to repay the borrowed amount
5 without raising taxes or fees; and
- 6 ♦ limit the total repayment amount, including principal and interest, to \$5.2 billion
7 over 20 years.

8 Summary and Analysis

9 This analysis outlines current state highway funding and describes the bond sale and
10 repayment authorized by the measure for a specific list of statewide road and bridge
11 projects. The analysis also describes transportation funding commitments that are
12 conditional on the outcome of this measure.

13 **Current state highway funding.** Maintenance and construction of state highways
14 are funded through the Colorado Department of Transportation (CDOT). CDOT receives
15 most of its revenue from federal and state gasoline and diesel fuel taxes and from state
16 vehicle registration fees, as shown in Figure 1. For state budget year 2017-18, CDOT
17 spent approximately \$1.2 billion, or roughly 85 percent of its revenue, on state highway
18 maintenance and operations and \$220.5 million, or 15 percent, on construction.

19 **Figure 1**
20 **State Transportation Funding Sources and Uses**
21 *Budget Year 2017-18*

Sources Total: \$1.4 Billion	Uses Total: \$1.4 Billion
Other* \$241.8 million	Construction \$220.5 million
Federal Gas Tax \$526.8 million	Maintenance \$875.5 million
Registration Fees \$339.5 million	Operations \$333.6 million
State Gas Tax \$321.6 million	

Source: Colorado Department of Transportation.

*Other funding sources include federal grants, tolls, and other state and local funds.

3rd Draft

1 **Bond sale and repayment.** Proposition ? directs CDOT to borrow up to \$3.5 billion
 2 by selling transportation revenue bonds. The total repayment amount, including
 3 principal and interest, is limited to \$5.2 billion. The bonds must be repaid in 20 years,
 4 and the state must reserve the right to repay the bonds ahead of schedule without
 5 penalty. Assuming the repayment schedule is for the full \$5.2 billion over 20 years, the
 6 average annual repayment cost will be \$260 million. Actual repayment amounts will vary
 7 depending on the terms of the revenue bonds.

8 **Past bond sale and repayment for transportation projects.** In 1999, voters
 9 approved the sale of \$1.5 billion worth of bonds for transportation projects. The state
 10 was required to use the borrowed money to pay for up to 24 transportation projects
 11 across the state. Repayment costs for the 1999 bonds totaled \$2.3 billion. The debt
 12 was fully repaid through various state and federal sources in December 2016.

13 **Transportation funding commitments conditional on the outcome of**
 14 **Proposition ?.** In the last two years, the state legislature passed two laws to increase
 15 funding for future transportation projects. In 2017, the state committed \$1.5 billion for
 16 transportation projects through the sale and lease-back of state buildings. In 2018, the
 17 state devoted another \$1.0 billion over a 20-year period for transportation projects from
 18 existing state revenues. Under current law, the \$3.5 billion in proposed borrowing will
 19 replace these commitments, ~~resulting in a net increase of \$1.0 billion for transportation.~~

20 **Road and bridge projects.** Borrowed money under Proposition ? may only be used
 21 for road and bridge expansion, construction, maintenance, and repair on the
 22 66 transportation projects identified in the measure. These projects are located
 23 throughout the state as shown in Figure 2. The funding provided through the measure is
 24 not enough to pay for all the projects identified in the measure; the estimated cost of the
 25 projects is \$5.6 billion. The final selection **of what projects can be built** and order of
 26 construction will be determined
 27 by CDOT and the Transportation Commission, an 11-member body appointed by the
 Governor to prioritize statewide transportation needs.

Comment: Delete this language. This is not an increase in new funding in CDOT has to make the bond payments from existing funds should the legislature be unable or choose not to make a fund transfer to CDOT.

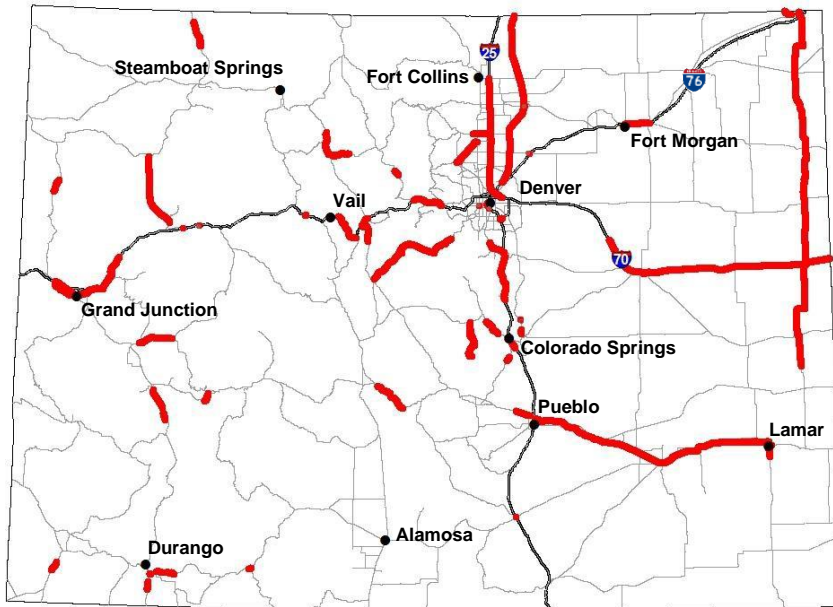
Comment: Need to recognize that all projects can be built under this proposal.

3rd Draft

1
2

Figure 2
Map Highlighting State Highway System Projects Included in Proposition ?

Commented [CP1]: Comments submitted on behalf of the Let's Go, Colorado campaign.



Comment: Map is inaccurate because it gives the reader the impression that these projects can be built under the initiative and they cannot because of insufficient funds in the proposal.

*For information on those issue committees that support or oppose the measures on the ballot at the **November 6, 2018**, election, go to the Colorado Secretary of State's elections center web site hyperlink for ballot and initiative information:*

<http://www.sos.state.co.us/pubs/elections/Initiatives/InitiativesHome.html>

3 Arguments For

- 4 1) Proposition ? accelerates the construction of essential highway projects without
- 5 raising taxes or fees. Building and maintaining a highway system are core
- 6 functions of government. The state has failed to invest sufficient funds to
- 7 maintain and expand the highway system. The measure corrects this by
- 8 directing the state to prioritize highway projects ahead of other programs.

- 9 2) The lack of highway capacity is the most significant contributor to traffic
- 10 congestion in the state and causes delays, increases business costs, and
- 11 reduces driver and passenger safety. The measure requires the state to invest
- 12 more money in transportation, improving the state's economy and quality of life.

3rd Draft

1 Arguments Against

2 1) Proposition ? commits up to \$5.2 billion to repay borrowing without creating a
3 new source of revenue. This commitment diverts money from other programs,
4 which may include education, health care, and routine transportation
5 maintenance. Furthermore, the measure would pay for only a portion of the
6 projects and fails to address the cost of ongoing maintenance of these projects.

7 2) In 2018, the state demonstrated its commitment to transportation funding by
8 pledging \$1.0 billion from existing revenue sources. If Proposition ? passes, it
9 replaces this commitment with borrowed money. Borrowing is expensive. Under
10 this measure, approximately \$1.7 billion in taxpayer money will be spent on
11 interest payments.

12 Estimate of Fiscal Impact

13 Proposition ? makes changes to transportation finance over 20 years. Its effects on
14 state revenue and expenditures are summarized below.

15 **State revenue.** The measure requires the state to sell revenue bonds, which will
16 increase state revenue by up to \$3.5 billion. Under current law, bond revenue collected
17 under Proposition ? will replace \$1.5 billion in state revenue from the sale and
18 lease-back of state buildings. On net, Proposition ? increases state revenue by up to
19 \$2.0 billion.

20 **State expenditures.** The measure authorizes \$3.5 billion in state revenue from the
21 sale of bonds to be spent on transportation projects. However, current state law directs
22 other funding commitments to be cancelled if the measure passes, resulting in a net
23 increase in spending on transportation of up to \$1.0 billion.

24 The measure commits up to \$5.2 billion to the repayment of debt. These financing
25 costs will replace the \$2.25 billion in financing costs related to the sale and lease-back of
26 state buildings, resulting in a net increase in financing costs of up to \$2.95 billion.

**Proposition #109
Authorize Bonds for Highway Projects
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Authorize Bonds for Highway Projects
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Authorize Bonds for Highway Projects
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Initiative 167
Authorize Bonds for Highway Projects

1 **Ballot Title:** SHALL STATE DEBT BE INCREASED \$3,500,000,000, WITH A MAXIMUM
2 REPAYMENT COST OF \$5,200,000,000, WITHOUT RAISING TAXES OR FEES, BY A
3 CHANGE TO THE COLORADO REVISED STATUTES REQUIRING THE ISSUANCE OF
4 TRANSPORTATION REVENUE ANTICIPATION NOTES, AND, IN CONNECTION
5 THEREWITH, NOTE PROCEEDS SHALL BE RETAINED AS A VOTER-APPROVED REVENUE
6 CHANGE AND USED EXCLUSIVELY TO FUND SPECIFIED ROAD AND BRIDGE EXPANSION,
7 CONSTRUCTION, MAINTENANCE, AND REPAIR PROJECTS THROUGHOUT THE STATE?

8 *Be it Enacted by the People of the State of Colorado:*

9 **SECTION 1.** In Colorado Revised Statutes, **add** part 11 to article 4 of title 43 as follows:

10 **PART 11**
11 **FIX OUR DAMN ROADS**

12 **43-4-1101. Short Title.** THE SHORT TITLE OF THIS ACT IS "FIX OUR DAMN ROADS."

13 **43-4-1102. Legislative declaration.** (1) THE PEOPLE OF THE STATE OF COLORADO FIND
14 AND DECLARE THAT:

15 (a) COLORADO'S ELECTED OFFICIALS HAVE DECREASED FUNDING FOR THE CORE
16 GOVERNMENTAL FUNCTION OF ROAD AND BRIDGE CONSTRUCTION, MAINTENANCE AND REPAIR OVER
17 THE LAST DECADE; AND

18 (b) WITHOUT RAISING TAXES OR FEES, THE SALE OF ADDITIONAL REVENUE ANTICIPATION NOTES
19 SHOULD BE AUTHORIZED IN THE AMOUNT OF THREE BILLION FIVE HUNDRED MILLION DOLLARS WITH THE
20 PROCEEDS TO BE SPENT SOLELY ON ROAD AND BRIDGE EXPANSION, CONSTRUCTION, MAINTENANCE
21 AND REPAIR ON THE STATEWIDE PROJECTS LISTED IN THIS PART 11 TO ACCELERATE COMPLETION OF
22 THOSE PROJECTS, THAT THE PRINCIPAL AND INTEREST ON THE BORROWED MONEY SHOULD BE PAID
23 OUT OF THE STATE BUDGET AS PROVIDED IN THIS PART 11, THAT THE BORROWED MONEY AND THE
24 INTEREST BE EXCLUDED FROM THE STATE'S SPENDING LIMIT, AND FINALLY THAT THE EXECUTIVE
25 BRANCH AGENCIES BE PROHIBITED FROM TRANSFERRING THESE PROCEEDS TO ANY OTHER PROGRAMS
26 OR PURPOSES.

27 **43-4-1103. Revenue Anticipation Notes.** AS SOON AS POSSIBLE AFTER THE EFFECTIVE
28 DATE OF THIS PART 11, BUT NO LATER THAN JULY 1, 2019, THE EXECUTIVE DIRECTOR OF THE
29 DEPARTMENT OF TRANSPORTATION SHALL ISSUE REVENUE ANTICIPATION NOTES IN A MAXIMUM
30 AMOUNT OF THREE BILLION FIVE HUNDRED MILLION DOLLARS WITH A MAXIMUM REPAYMENT COST OF
31 FIVE BILLION TWO HUNDRED MILLION DOLLARS. THE MAXIMUM REPAYMENT TERM FOR ANY NOTES
32 SHALL BE TWENTY YEARS, AND THE CERTIFICATE, TRUST INDENTURE OR OTHER INSTRUMENT
33 AUTHORIZING THEIR ISSUANCE SHALL PROVIDE THAT THE STATE MAY PAY THE NOTES IN FULL BEFORE
34 THE END OF THE SPECIFIED PAYMENT TERM WITHOUT PENALTY. THESE PURPOSES CAN BE ACHIEVED
35 WITHOUT RAISING TAXES.

36 **43-4-1104. Required Action by the general assembly.** WITHOUT RAISING TAXES OR
37 FEES, COMMENCING AS SOON AS POSSIBLE AFTER THE EFFECTIVE DATE OF THIS PART 11, ON OR
38 BEFORE JULY 1, 2019, AND ON OR BEFORE JULY 1 OF EACH YEAR THEREAFTER UNTIL THE NOTES ARE
39 PAID IN FULL, THE GENERAL ASSEMBLY SHALL IDENTIFY AND APPROPRIATE IN EACH FISCAL YEAR

1 SUFFICIENT FUNDS FOR THE REPAYMENT COST OF THE NOTES UNTIL THE NOTES ARE PAID IN FULL. ANY
2 ANNUAL APPROPRIATIONS MADE BY THE GENERAL ASSEMBLY SHALL BE MADE IN ACCORDANCE WITH
3 LAW AND RULINGS ISSUED BY THE COLORADO SUPREME COURT.

4 **43-4-1105. Restricted use of proceeds.** THE PROCEEDS OF SUCH ADDITIONAL
5 TRANSPORTATION REVENUE ANTICIPATION NOTES SHALL BE EXCLUDED FROM STATE FISCAL YEAR
6 SPENDING LIMITS AND SHALL BE USED EXCLUSIVELY FOR ROAD AND BRIDGE EXPANSION,
7 CONSTRUCTION, MAINTENANCE AND REPAIR AND SHALL NOT BE USED FOR TRANSIT, ADMINISTRATION
8 OR INDIRECT COSTS AND EXPENSES. THE PROCEEDS DISTRIBUTED HEREUNDER SHALL BE IN ADDITION
9 TO ANY REVENUE APPROPRIATED OR DEDICATED FOR ROAD AND BRIDGE EXPANSION, CONSTRUCTION,
10 MAINTENANCE AND REPAIR. THE PROCEEDS SHALL BE USED ONLY FOR THE PROJECTS IDENTIFIED IN
11 THIS PART 11 AND FOR COSTS DIRECTLY RELATED TO SUCH PROJECTS INCLUDING PLANNING,
12 ENGINEERING, ENVIRONMENTAL ASSESSMENTS, AS WELL AS PROCUREMENT AND ADMINISTRATIVE
13 COSTS. THE EXECUTIVE BRANCH SHALL NOT TRANSFER THE PROCEEDS TO ANY OTHER PROGRAMS OR
14 FOR OTHER PURPOSES.

15 **43-4-1106. Projects.** (1) THE COLORADO DEPARTMENT OF TRANSPORTATION AND THE
16 TRANSPORTATION COMMISSION SHALL USE THE PROCEEDS DESCRIBED IN SECTION 43-4-1105
17 EXCLUSIVELY FOR THE FEDERAL AID TRANSPORTATION PROJECTS LISTED IN THIS SECTION:

18 (a) IN THE NORTH FRONT RANGE TRANSPORTATION PLANNING REGION:

19 (I) US 34 / US 85 INTERCHANGE RECONFIGURATION, IMPROVEMENTS TO THE SAFETY AND
20 CAPACITY OF THE INTERCHANGE AND CORRIDOR IMPROVEMENTS BASED OFF HIGHWAY 85 PLANNING
21 AND ENVIRONMENTAL LINKAGES; AND

22 (II) I-25 NORTH, STATE HIGHWAY 7 TO STATE HIGHWAY 14, ADD A LANE IN EACH DIRECTION,
23 INTERCHANGE RECONSTRUCTION, MAINLINE RECONSTRUCTION, SAFETY AND INTELLIGENT
24 TRANSPORTATION SAFETY IMPROVEMENTS.

25 (b) IN THE PIKES PEAK TRANSPORTATION PLANNING REGION:

26 (I) STATE HIGHWAY 21, CONSTITUTION TO NORTH CAREFREE, CONSTRUCTION OF INTERIM
27 CONTINUOUS FLOW INTERSECTION;

28 (II) US 24 WEST, I-25 TO WOODLAND PARK, DRAINAGE AND INTERSECTION IMPROVEMENTS
29 ON US 24 FROM I-25 TO WOODLAND PARK;

30 (III) I-25 SOUTH, WIDENING S. ACADEMY TO CIRCLE/LAKE, WIDENING OF ROADWAY TO SIX
31 LANES; AND

32 (IV) STATE HIGHWAY 21, RESEARCH PARKWAY INTERCHANGE, CONSTRUCTION OF NEW
33 GRADE-SEPARATED INTERCHANGE AT STATE HIGHWAY 21 AND RESEARCH PARKWAY.

34 (c) IN THE PUEBLO AREA TRANSPORTATION PLANNING REGION:

35 (I) US 50B, WIDEN TO FOUR LANES, SHOULDERS, PASSING LANES AND OTHER SAFETY
36 IMPROVEMENTS TO THE KANSAS BORDER; AND

37 (II) US 50, WEST OF PUEBLO, WIDEN THE DIVIDED HIGHWAY FROM TWO LANES TO THREE
38 LANES.

- 1 (d) IN THE SOUTHEAST TRANSPORTATION PLANNING REGION: US 287 LAMAR RELIEVER
2 ROUTE, CONSTRUCTION OF RELIEVER ROUTE, REALIGNMENT OF US 50 TO FUTURE US50/US 287
3 INTERCHANGE.
- 4 (e) IN THE UPPER FRONT RANGE TRANSPORTATION PLANNING REGION:
- 5 (I) I-76, FORT MORGAN TO BRUSH, PHASE 4 RECONSTRUCTION OF ROADWAY AND
6 INTERCHANGES BETWEEN FT. MORGAN AND BRUSH;
- 7 (II) I-76, FORT MORGAN TO BRUSH, PHASE 5 RECONSTRUCTION OF ROADWAY AND
8 INTERCHANGES BETWEEN FT. MORGAN AND BRUSH; AND
- 9 (III) STATE HIGHWAY 52 INTERCHANGE IN HUDSON, RECONSTRUCTION OF INTERCHANGE.
- 10 (f) IN THE GREATER DENVER AREA TRANSPORTATION PLANNING REGION:
- 11 (I) I-25 SOUTH, MONUMENT TO CASTLE ROCK, EXPAND CAPACITY MONUMENT TO CASTLE
12 ROCK AS OUTLINED IN PLANNING AND ENVIRONMENTAL LINKAGES STUDY;
- 13 (II) I-25 CENTRAL, SANTA FE TO ALAMEDA, VALLEY HIGHWAY PHASE 2.0 IMPROVEMENTS,
14 COMPLETE ALAMEDA INTERCHANGE INCLUDING RECONSTRUCTION OF LIPAN, RECONSTRUCTION OF
15 ALAMEDA BRIDGE OVER THE SOUTH PLATTE AND FINALIZE RAMP CONFIGURATION;
- 16 (III) I-25, VALLEY HIGHWAY PHASE 3.0, SANTA FE TO BRONCO ARCH, REPLACEMENT OF
17 BRIDGES AND INTERCHANGES AND ROADWAY WIDENING, CONGESTION RELIEF, SAFETY, AND MOBILITY
18 IMPROVEMENTS;
- 19 (IV) US 85, WIDENING FROM C-470 TO I-25 IN CASTLE ROCK (LOUVIERS TO MEADOWS),
20 RECONSTRUCTION OF TWO LANE ROADWAY TO FOUR LANES WITH A DIVIDED MEDIAN AND
21 ACCELERATION/DECELERATION LANES AND FOOT TRAIL;
- 22 (V) STATE HIGHWAY 66 CORRIDOR IMPROVEMENTS WEST, WIDENING, SAFETY, AND
23 INTERSECTION IMPROVEMENTS;
- 24 (VI) STATE HIGHWAY 119, EXPAND CAPACITY;
- 25 (VII) I-25 NORTH, US 36 TO 120TH, IMPROVEMENTS ON I-25 BETWEEN US 36 AND 120TH.
26 POTENTIAL IMPROVEMENTS INCLUDE AUXILIARY LANES, ADDITIONAL LANE BETWEEN 84TH AVE. AND
27 THORNTON PARKWAY AND RECONSTRUCTION OF 88TH AVE. BRIDGE;
- 28 (VIII) I-25 NORTH, US 36 TO STATE HIGHWAY 7, TOLLED EXPRESS LANE IMPROVEMENTS,
29 EXPAND TOLLED EXPRESS LANES FROM CURRENT PLANNED END AT E-470 TO STATE HIGHWAY 7;
- 30 (IX) I-70 WEST, WESTBOUND PEAK PERIOD SHOULDER LANE, MIRROR EASTBOUND PEAK
31 PERIOD SHOULDER LANE FROM TWIN TUNNELS (EXIT 241) TO EMPIRE JUNCTION;
- 32 (X) I-70 WEST, FLOYD HILL, RECONSTRUCT WESTBOUND BRIDGE AT KERMIT'S AND
33 CONSTRUCT THIRD LANE DOWN FLOYD HILL TO BRIDGE. CONSTRUCTION OF THIRD LANE TO TWIN
34 TUNNELS, EITHER PEAK PERIOD SHOULDER LANES OR PERMANENT;
- 35 (XI) I-225, I-25 TO YOSEMITE, COMPLETE NATIONAL ENVIRONMENTAL POLICY ACT DESIGN,

- 1 REMOVING BOTTLENECK AT YOSEMITE, RAMPS, LANES, INTERCHANGES AND BRIDGE REPLACEMENT AT
2 ULSTER;
- 3 (XII) I-270, WIDENING FROM I-76 TO I-70, RECONSTRUCTION TO IMPROVE CAPACITY, SAFETY,
4 AND ECONOMIC COMPETITIVENESS. CAPACITY IMPROVEMENTS, REPLACEMENT OF BRIDGES, AND
5 RECONSTRUCT CONCRETE PAVEMENT;
- 6 (XIII) US 6, WADSWORTH INTERCHANGE, RECONSTRUCT INTERCHANGE TO IMPROVE SAFETY
7 AND RELIEVE CONGESTION;
- 8 (XIV) I-270/US 85, I-270 TO 62ND AVE. INTERCHANGE, RECONSTRUCT INTERCHANGE AT I-
9 270 INTERSECTION AT 60TH AVE. TO IMPROVE SAFETY AND CAPACITY;
- 10 (XV) 104TH GRADE SEPARATION, CONSTRUCTION OF GRADE SEPARATED INTERCHANGE AT
11 10TH AND 104TH/US 85 AND RAILROAD CROSSING GRADE SEPARATION;
- 12 (XVI) 120TH GRADE SEPARATION, CONSTRUCTION OF A GRADE SEPARATED INTERCHANGE AT
13 120TH AND US 85/RAILROAD CROSSING GRADE SEPARATION 120TH; AND
- 14 (XVII) US 285, RICHMOND HILL TO SHAFFER'S CROSSING, WIDEN ROADWAY TO FOUR LANES
15 WITH MEDIAN AND CONSTRUCTION OF GRADE SEPARATED INTERCHANGE AT KING'S VALLEY.
- 16 (g) IN THE CENTRAL FRONT RANGE TRANSPORTATION PLANNING REGION:
- 17 (I) STATE HIGHWAY 67, DIVIDE TO VICTOR, SHOULDER WIDENING AND SAFETY
18 IMPROVEMENTS;
- 19 (II) STATE HIGHWAY 115, REPLACE AND WIDEN ROCK CREEK BRIDGE; AND
- 20 (III) US 285, FAIRPLAY TO RICHMOND HILL, ADDITION OF PASSING LANES AND SHOULDER
21 IMPROVEMENTS.
- 22 (h) IN THE INTERMOUNTAIN TRANSPORTATION PLANNING REGION:
- 23 (I) I-70, GARFIELD COUNTY/NEW CASTLE INTERCHANGE UPGRADE;
- 24 (II) I-70 WEST, G SPUR ROAD (EDWARDS INTERCHANGE), PHASE 2 OF EDWARDS
25 INTERCHANGE; INTERCHANGE AND INTERSECTION IMPROVEMENTS;
- 26 (III) STATE HIGHWAY 9, FRISCO NORTH, COMPLETION OF CORRIDOR INCLUDING MINIMAL
27 WIDENING, WATER QUALITY AND DRAINAGE IMPROVEMENTS, AND TWO INTERCHANGE IMPROVEMENTS;
- 28 (IV) STATE HIGHWAY 13, RIFLE NORTH, CONSTRUCTION UPGRADES;
- 29 (V) I-70 WEST, VAIL PASS AUXILIARY LANES AND WILDLIFE OVERPASS, COMPLETE NATIONAL
30 ENVIRONMENTAL POLICY ACT DESIGN AND PRELIMINARY ENGINEERING FOR RECOMMENDED THIRD
31 LANE (BOTH DIRECTIONS) TO INCREASE SAFETY AND MOBILITY. INSTALL PERMANENT WATER QUALITY
32 FEATURES, AND WIDEN ROADWAY;
- 33 (VI) I-70 WEST, EXIT 203 INTERCHANGE IMPROVEMENTS,

- 1 (VII) I-70 WEST, FRISCO TO SILVERTHORNE AUXILIARY LANE, IMPROVEMENTS AND
2 UPGRADES; AND
- 3 (VIII) I-70 WEST, SILVERTHORNE INTERCHANGE, RECONSTRUCTION OF EXIT 205
4 INTERCHANGE AND RELATED IMPROVEMENTS FOR FOUR RAMPS.
- 5 (i) IN THE NORTHWEST TRANSPORTATION PLANNING REGION:
- 6 (I) US 40, KREMMLING EAST AND WEST, PHASED ADDITION OF SHOULDERS AND PASSING
7 LANES ON 14 MILES;
- 8 (II) US 40, FRASER TO WINTER PARK, CAPACITY IMPROVEMENTS (FOUR LANE FACILITY).
- 9 (j) IN THE GRAND VALLEY TRANSPORTATION PLANNING REGION:
- 10 (I) I-70, BUSINESS LOOP, I-70B WIDENING; COMPLETE RECONSTRUCTION AND WIDENING TO
11 MEET CURRENT GEOMETRIC DESIGN STANDARDS AND IMPROVE SAFETY, DRAINAGE AND ACCESSSES
12 ALONG THE CORRIDOR; ADD LANES IN EACH DIRECTION TO MAKE A THREE-LANE ROADWAY SECTION
13 AND RECONSTRUCT FRONTAGE ROADS 5TH STREET TO EXIT 26 CORRIDOR, NEW CAPACITY;
- 14 (II) I-70, PALISADE TO DEBEQUE, RECONSTRUCTION WITH REALIGNMENT OF CURVES AND
15 OTHER SAFETY IMPROVEMENTS;
- 16 (III) US 6 IMPROVEMENTS MESA COUNTY, COMPLETION OF INTERSECTION STUDIES AND
17 PRELIMINARY ENGINEERING FOR SAFETY AND MOBILITY THROUGHOUT THE CORRIDOR; INTERSECTION,
18 SHOULDERS, AND OTHER SAFETY AND MOBILITY IMPROVEMENTS AT SPECIFIED LOCATIONS
19 THROUGHOUT THE CORRIDOR; AND
- 20 (IV) STATE HIGHWAY 340, SAFETY AND CAPACITY IMPROVEMENTS INCLUDING INTERSECTION
21 IMPROVEMENTS.
- 22 (k) IN THE EASTERN TRANSPORTATION PLANNING REGION:
- 23 (I) I-70 EAST, REPLACEMENT OF ALKALI-SILICA REACTIVITY PAVEMENT AND ASSOCIATED
24 SAFETY IMPROVEMENTS; AND
- 25 (II) US 385 SAFETY IMPROVEMENTS, INTERSECTION, SHOULDERS, AND OTHER SAFETY
26 IMPROVEMENTS AT SPECIFIED LOCATIONS.
- 27 (l) IN THE SOUTHWEST TRANSPORTATION PLANNING REGION:
- 28 (I) US 160 MOBILITY IMPROVEMENTS, CORRIDOR IMPROVEMENTS, PASSING LANES, AND
29 SHOULDER WIDENING AT SELECT LOCATIONS;
- 30 (II) US 160 TOWAOC, ADDITION OF PASSING LANES AND VEHICLE TURNOUTS;
- 31 (III) US 160 ELMORE'S EAST, COMPLETION OF SPECIFIED IMPROVEMENTS;
- 32 (IV) US 160 PAGOSA, RECONSTRUCTION TO CORRECT WHEEL RUTTING AND ADDITION OF
33 PEDESTRIAN FACILITIES FOR SAFETY;

1 (V) US 550 SOUTH, SUNNYSIDE, MAJOR RECONSTRUCTION REQUIRING WIDENING TO A FOUR-
2 LANE ROADWAY, INCLUDING EARTHWORK, DRAINAGE, IRRIGATION, UTILITIES, PAVING, PEDESTRIAN
3 BRIDGE, SOUND WALL, ANIMAL CROSSINGS;

4 (VI) US 550 CORRIDOR SOUTH, GAP RECONSTRUCTION TO FOUR LANES, INCLUDING
5 DRAINAGE, UTILITIES, ANIMAL CROSSINGS, AND INTERSECTION IMPROVEMENTS;

6 (VII) US 550/US 160 CONNECTION, COMPLETE THE CONNECTION OF US 550 TO US 160 AT
7 THE GRANDVIEW INTERCHANGE; AND

8 (VIII) US 550/US 160 CONNECTION, FINALIZE PRE-CONSTRUCTION, PURCHASE REQUIRED
9 RIGHT-OF-WAY, COMPLETE FINAL DESIGN AND PREPARE ADVERTISEMENT.

10 (m) IN THE SAN LUIS VALLEY TRANSPORTATION PLANNING REGION, US 50 SAFETY AND
11 MOBILITY IMPROVEMENTS BETWEEN SALIDA AND COALDALE, ADDITION OF PASSING LANES AND
12 VEHICLE TURNOUTS.

13 (n) IN THE GUNNISON VALLEY TRANSPORTATION PLANNING REGION:

14 (I) US 50 LITTLE BLUE CANYON, RECONSTRUCTION AND WIDENING OF EXISTING ROADWAY
15 TEMPLATE TO MEET CURRENT GEOMETRIC DESIGN STANDARDS AND IMPROVE ROADSIDE SAFETY,
16 DRAINAGE AND ACCESS ALONG THE CORRIDOR; ADDITION OF PASSING LANES AND MITIGATION OF
17 GEOHAZARD LANDSLIDE WITHIN THE PROJECT LIMITS; PHASED IMPLEMENTATION;

18 (II) US 550 SAFETY IMPROVEMENTS, SPECIFIED STUDY TO REVIEW INTERSECTION
19 IMPROVEMENTS. US 550 REGION 3 ONLY;

20 (III) US 550 UNCOMPAHGRE RIVER AND COLONA, ADDITION OF SHOULDERS BETWEEN
21 UNCOMPAHGRE RIVER AND COLONA (BILLY CREEK); CONSTRUCTION OF DEER FENCING AND ANIMAL
22 UNDERPASSES; AND

23 (IV) STATE HIGHWAY 92, SAFETY IMPROVEMENTS INCLUDING RECONSTRUCTION OF THE
24 SURFACE, ADDITION OF 4-8' PAVED SHOULDERS ACROSS ROGERS MESA, AND OTHER SAFETY
25 IMPROVEMENTS INCLUDING ACCESS AND INTERSECTION IMPROVEMENTS.

26 (o) IN THE SOUTH CENTRAL TRANSPORTATION PLANNING REGION, I-25, STATE HIGHWAY
27 10/STATE HIGHWAY 160, INTERCHANGE RECONSTRUCTION AT WALSENBURG.

28 (p) US 85 CORRIDOR IMPROVEMENTS, SAFETY, INTERSECTION AND INTERCHANGE
29 IMPROVEMENTS.

30 **43-4-1107. Effective Date** THIS PART 11 SHALL BECOME EFFECTIVE UPON PROCLAMATION
31 BY THE GOVERNOR AND SHALL BE SELF-EXECUTING.

Project Name	Development Program ID	Project Description	Fix Our Roads Proposed Funding Amount	SB 1 & SB 267 (Year 1)	Federal Grants or Other Funding (doesn't count against region allotment)	MPO/TPR	Region	Also on #153 Project List
US 160: Dry Creek Passing and Mobility Improvements	83	US 160 Mobility Improvements, corridor improvements, passing lanes, and shoulder widening at select locations.	\$ 36,000,000			Southwest	5	Yes
US 160: Towaoc Passing Lanes	81	US 160 Towaoc, addition of passing lanes and vehicle turnouts.	\$ 2,000,000	\$ 9,000,000	\$ 2,200,000	Southwest	5	Yes
US 160: Elmore's East	138	US 160 Elmore's East, completion of specified improvements.	\$ 66,431,000			Southwest	5	Yes
US 160: Pagosa Reconstruction and Multi-Modal Improvements	84	US 160 Pagosa, reconstruction to correct wheel rutting and addition of pedestrian facilities for safety.	\$ 22,670,000		\$ 3,000,000	Southwest	5	Yes
US 550 South: Sunnyside	90	US 550 South, Sunnyside, major reconstruction requiring widening to a four-lane roadway, including earthwork, drainage, irrigation, utilities , paving, pedestrian bridge, sound wall, animal crossings.	\$ 32,620,000			Southwest	5	No
US 550 South: Gap	91	US 550 Corridor South, gap reconstruction to four lanes, including drainage, utilities, animal crossings, and intersection improvements.	\$ 31,992,000			Southwest	5	Yes
US 550/US 160 Connection	92	US 550/US 160 Connection, finalize pre-construction, purchase - required rights-of-way, complete final design and prepare advertisement (Phase 1). US 550/US 160 Connection, complete the connection of US 550 to US 160 at the Grandview interchange (Phase 2).		\$ 54,400,000	\$ 45,200,000	Southwest	5	Yes
US 550: Shoulder Improvements, Deer Fencing and Animal Underpasses between Uncompahgre River and Colona (Billy Creek)	94	US 550 Uncompahgre River and Colona, addition of shoulders between Uncompahgre River and Colona (Billy Creek); construction of deer fencing and animal underpasses.	\$ 30,537,000			Gunnison Valley	3	Yes
US 50 Passing Lanes	158	US 50 safety and mobility improvements between Salida and Coaldale, addition of passing lanes and vehicle turnouts.	\$ 8,432,000			San Luis Valley	5	Yes
Fiscal Constraint Target			\$294,082,000		\$ 96,968,000			
Surplus / Deficit			\$0					

**Initiative #153
 Authorize Sales Tax and Bonds for Transportation Projects**

1 **Proposition ? proposes amending the Colorado statutes to:**

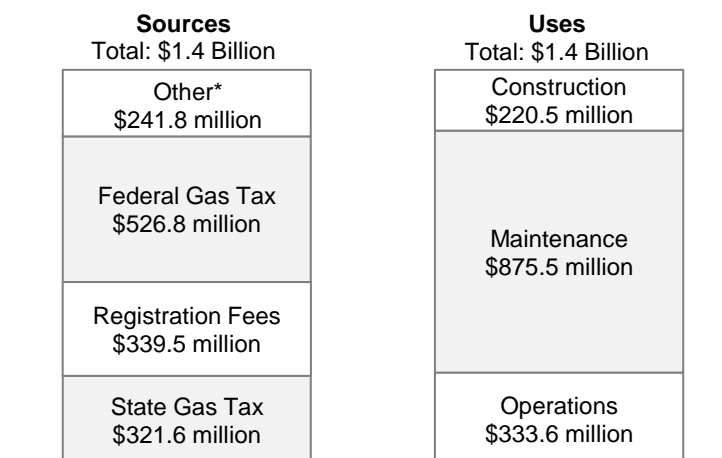
- 2 ♦ increase the state’s sales and use tax rate from 2.9 percent to 3.52 percent for
 3 20 years;
- 4 ♦ distribute the new tax revenue for transportation as follows: 45 percent to the
 5 state; 40 percent to local governments; and 15 percent for multimodal
 6 transportation projects; and
- 7 ♦ permit the state to borrow up to \$6.0 billion for transportation projects and limit
 8 the total repayment amount, including principal and interest, to \$9.4 billion over
 9 20 years.

10 **Summary and Analysis**

11 This analysis outlines state highway funding and the state sales and use tax under
 12 current law. In addition, it describes the sales and use tax increase and the bond sale
 13 and repayment authorized by the measure.

14 **Current state highway funding.** Maintenance and construction of state highways
 15 are funded through the Colorado Department of Transportation (CDOT). CDOT receives
 16 most of its revenue from federal and state gasoline and diesel fuel taxes and from state
 17 vehicle registration fees, as shown in Figure 1. For state budget year 2017-18, CDOT
 18 spent approximately \$1.2 billion, or roughly 85 percent of its revenue, on state highway
 19 maintenance and operations and \$220.5 million, or 15 percent, on construction.

20 **Figure 1**
 21 **State Transportation Funding Sources and Uses**
 22 *Budget Year 2017-18*



Source: Colorado Department of Transportation.
 *Other funding sources include federal grants, tolls, and other state and local funds.

Sales and use tax. The state sales tax is paid on the purchase price of most items. Some items are exempt, such as food bought at grocery stores, prescription drugs, household utilities, and gasoline. The tax applies to some services, including telephone service, food and drink service at restaurants and bars, and short-term lodging. The state use tax is paid when sales tax was due but not collected. In addition to the state's 2.9 percent rate, most cities and counties also have sales and use taxes. Combined state and local sales tax rates in Colorado range from 2.9 percent to 11.2 percent, depending on where a purchase is made.

Amount of the tax increase. Beginning January 1, 2019, the measure increases the state sales tax rate from 2.9 percent to 3.52 percent for 20 years. The measure is estimated to raise about \$767 million in the first year that it applies. Table 1 provides examples of estimated state sales taxes paid currently and under Proposition ? based on family income. Under the measure, the average amount of sales tax paid by a Colorado family with an average income of \$74,374 is estimated to increase by \$131.

Table 1
Comparison of Average Annual Estimated State Sales Taxes Due
under Current Law and Proposition ?

	Current Law	Under Proposition ?	
Family Income	State Sales Tax Paid (2.9%)	Tax Increase (0.62%)	Total State Sales Tax Paid (3.52%)
\$6,495	\$197	\$42	\$239
\$13,143	\$235	\$50	\$285
\$24,015	\$359	\$77	\$436
\$42,272	\$459	\$98	\$557
\$74,374	\$611	\$131	\$742
\$83,473	\$730	\$156	\$886
\$190,232	\$1,171	\$250	\$1,421

Source: Colorado Department of Revenue, 2016 Tax Profile & Expenditure Report.

Use of new tax revenue for transportation. The additional tax revenue collected under Proposition ? is dedicated to the following uses:

- 45 percent to CDOT for state transportation projects, including debt repayment;
- 40 percent to local governments for transportation projects; and
- 15 percent for multimodal transportation projects.

The state's share of the additional tax revenue will be spent by CDOT on state transportation projects that address safety, maintenance, and congestion and to repay borrowing under this measure for transportation projects. The Transportation Commission, an 11-member body appointed by the Governor to prioritize statewide transportation needs, will determine the use of these funds.

The local share of the additional revenue will be distributed to every city and county for transportation projects based on an existing formula in state law.

1 The additional tax revenue identified for multimodal transportation projects will mostly
2 be spent by local governments. Multimodal transportation provides additional
3 transportation options and includes bike paths, sidewalks, and public transit, such as
4 buses, rail, and rides for the elderly and disabled.

5 **Bond sale and repayment.** Proposition ? permits CDOT to borrow up to \$6.0 billion
6 by selling transportation revenue bonds. The total repayment amount, including
7 principal and interest, is limited to \$9.4 billion over 20 years, and the state must reserve
8 the right to repay the bonds ahead of schedule without penalty. Assuming the
9 repayment schedule is for the full \$9.4 billion over 20 years, the average annual
10 repayment cost will be \$470 million. Actual repayment amounts will vary depending on
11 the terms of the revenue bonds. The measure creates a citizen oversight commission to
12 annually report on the use of the bond proceeds.

13 **Past bond sale and repayment for transportation projects.** In 1999, voters
14 approved the sale of \$1.5 billion worth of bonds for transportation projects. The state
15 was required to use the borrowed money to pay for up to 24 transportation projects
16 across the state. Repayment costs for the 1999 bonds totaled \$2.3 billion. The debt
17 was fully repaid through various state and federal sources in December 2016.

*For information on those issue committees that support or oppose the measures on the ballot at the **November 6, 2018**, election, go to the Colorado Secretary of State's elections center web site hyperlink for ballot and initiative information:*

<http://www.sos.state.co.us/pubs/elections/Initiatives/InitiativesHome.html>

18 Arguments For

- 19 1) Colorado's highways are deteriorating, and the cost of improvements continues
20 to increase. The state needs to invest immediately in its infrastructure and
21 cannot afford to expand and modernize its transportation system without a new
22 revenue source. Colorado needs a modern transportation system that includes
23 road, bus, bike, pedestrian, and rail options to address its growing population.
24 This measure creates a flexible statewide transportation solution, and it lets local
25 communities identify their own transportation projects and prioritize their most
26 urgent needs.
- 27 2) Proposition ? creates a sustainable source of funding for Colorado's
28 transportation needs. Colorado's highway costs outpace collections from the gas
29 tax. This measure offers a way for the state to increase transportation funding
30 and repay bonds. This new, dedicated revenue for transportation will allow the
31 state to continue to meet its obligations to fund education, health programs, and
32 public safety while also investing heavily in Colorado's roads.

1 Arguments Against

- 2 1) Proposition ? raises taxes for a fundamental government service that should be
3 fully funded through the state budget. Any shortfall in transportation funding is a
4 result of prioritizing state spending in other areas of government. The state can
5 fund roads with the money it collects in taxes, rather than resorting to expensive
6 borrowing. Additionally, this measure dedicates too much revenue to multimodal
7 transportation, money that should be used exclusively for road repair and
8 improvement. The majority of the workforce use their personal vehicles to
9 commute daily and depend on quality road and highway maintenance.
- 10 2) Sales taxes, which are already high, provide a poor method of funding
11 transportation. The total sales tax rate exceeds 10 percent in some areas of
12 Colorado. Raising the state sales tax disproportionately affects low-income
13 individuals because they must spend a larger share of their budget buying
14 taxable necessities.

15 Estimate of Fiscal Impact

16 Proposition ? makes changes to transportation finance over 20 years. Its effects on
17 state and local government revenue and expenditures are summarized below.

18 **State revenue.** This measure increases sales and use tax revenue by
19 \$366.0 million (half-year impact) in state budget year 2018-19, and by \$766.7 million in
20 state budget year 2019-20. The sales and use tax revenue increase continues for
21 20 years. In addition, the measure authorizes CDOT to sell bonds, increasing revenue
22 by up to \$6.0 billion over three years.

23 **State expenditures.** This measure will increase expenditures equal to the amount
24 of revenue described above for construction and maintenance of transportation projects,
25 and debt service. The measure commits up to \$9.4 billion to the repayment of debt.

26 **Local government revenue and expenditures.** The measure increases state
27 distributions to local governments for transportation projects by \$146.4 million (half-year
28 impact) in state budget year 2018-19, and by \$306.7 million in state budget
29 year 2019-20. These increases continue for 20 years.

Proposition 110 Authorize Sales Tax and Bonds for Transportation Projects

1 **Proposition 110 proposes amending the Colorado statutes to:**

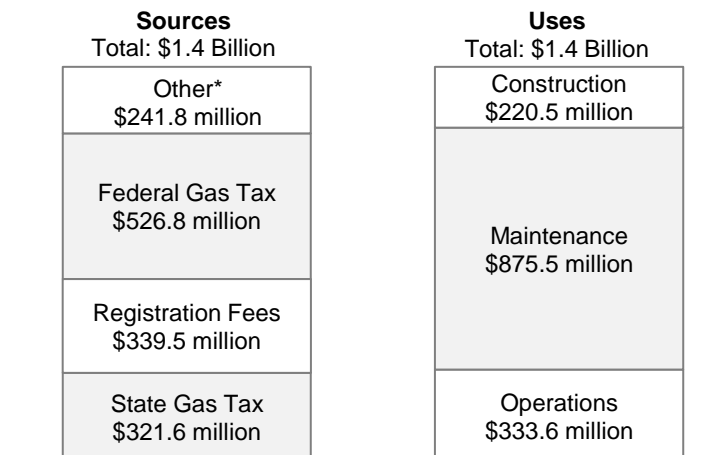
- 2 ♦ increase the state’s sales and use tax rate from 2.9 percent to 3.52 percent for
3 20 years;
- 4 ♦ distribute the new tax revenue for transportation as follows: 45 percent to the
5 state; 40 percent to local governments; and 15 percent for multimodal
6 transportation projects; and
- 7 ♦ permit the state to borrow up to \$6.0 billion for transportation projects and limit
8 the total repayment amount, including principal and interest, to \$9.4 billion over
9 20 years.

10 **Summary and Analysis**

11 This analysis outlines state highway funding and the state sales and use tax under
12 current law. In addition, it describes the sales and use tax increase and the bond sale
13 and repayment authorized by the measure.

14 **Current state highway funding.** Maintenance and construction of state highways
15 are funded through the Colorado Department of Transportation (CDOT). CDOT receives
16 most of its revenue from federal and state gasoline and diesel fuel taxes and from state
17 vehicle registration fees, as shown in Figure 1. For state budget year 2017-18, CDOT
18 spent approximately \$1.2 billion, or roughly 85 percent of its revenue, on state highway
19 maintenance and operations and \$220.5 million, or 15 percent, on construction.

20 **Figure 1**
21 **State Transportation Funding Sources and Uses**
22 *Budget Year 2017-18*



Source: Colorado Department of Transportation.

*Other funding sources include federal grants, tolls, and other state and local funds.

Sales and use tax. The state sales tax is paid on the purchase price of most items. Some items are exempt, such as food bought at grocery stores, prescription drugs, household utilities, and gasoline. The tax applies to some services, including telephone service, food and drink service at restaurants and bars, and short-term lodging. The state use tax is paid when sales tax was due but not collected. In addition to the state's 2.9 percent rate, most cities and counties also have sales and use taxes. Combined state and local sales tax rates in Colorado range from 2.9 percent to 11.2 percent, depending on where a purchase is made.

Amount of the tax increase. Beginning January 1, 2019, the measure increases the state sales tax rate from 2.9 percent to 3.52 percent for 20 years. The measure is estimated to raise about \$767 million in the first year that it applies. Table 1 provides examples of estimated state sales taxes paid currently and under Proposition 110 based on family income. Under the measure, the average amount of sales tax paid by a Colorado family with an average income of \$74,374 is estimated to increase by \$131.

Table 1
Estimated Average Annual State Sales Taxes Due
Under Current Law and Proposition 110*

Family Income	Current Law	Under Proposition 110	
	State Sales Tax Paid (2.9%)	Tax Increase (0.62%)	Total State Sales Tax Paid (3.52%)
\$6,495	\$197	\$42	\$239
\$13,143	\$235	\$50	\$285
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\$190,232	\$1,171	\$250	\$1,421

Source: Colorado Department of Revenue, 2016 Tax Profile & Expenditure Report.
**Estimates are for Colorado households and exclude other taxpayers, such as tourists and businesses.*

Use of new tax revenue for transportation. The additional tax revenue collected under Proposition 110 is dedicated to the following uses:

- 45 percent to CDOT for state transportation projects, including debt repayment;
- 40 percent to local governments for transportation projects; and
- 15 percent for multimodal transportation projects.

The state's share of the additional tax revenue will be spent by CDOT on state transportation projects that address safety, maintenance, and congestion, and to repay borrowing under this measure for transportation projects. The Transportation Commission, an 11-member body appointed by the Governor to prioritize statewide transportation needs, will determine the use of these funds.

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2 be spent by local governments. Multimodal transportation provides additional
3 transportation options and includes bike paths, sidewalks, and public transit, such as
4 buses, rail, and rides for the elderly and disabled.

5 **Bond sale and repayment.** Proposition 110 permits CDOT to borrow up to
6 \$6.0 billion by selling transportation revenue bonds. The total repayment amount,
7 including principal and interest, is limited to \$9.4 billion over 20 years, and the state must
8 reserve the right to repay the bonds ahead of schedule without penalty. Assuming the
9 repayment schedule is for the full \$9.4 billion over 20 years, the average annual
10 repayment cost will be \$470 million. Actual repayment amounts will vary depending on
11 the terms of the revenue bonds. The measure creates a citizen oversight commission to
12 annually report on the use of the bond proceeds.

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14 approved the sale of \$1.5 billion worth of bonds for transportation projects. The state
15 was required to use the borrowed money to pay for up to 24 transportation projects
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18 **Arguments For**

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22 revenue source. Colorado needs a modern transportation system that includes
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Last Draft as Mailed to Interested Parties

Initiative #153 Authorize Sales Tax and Bonds for Transportation Projects

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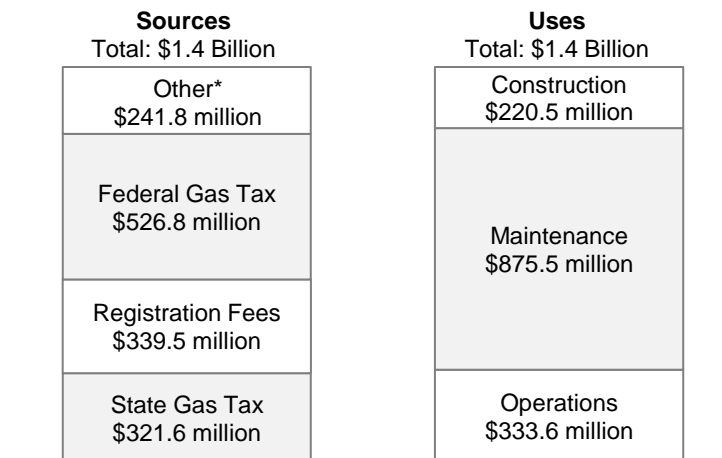
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28 transportation needs. Colorado's highway costs outpace collections from the gas
29 tax. This measure offers a way for the state to increase transportation funding
30 and repay bonds. This new, dedicated revenue for transportation will allow the
31 state to continue to meet its obligations to fund education, health programs, and
32 public safety while also investing heavily in Colorado's roads.

Last Draft as Mailed to Interested Parties

1 Arguments Against

- 2 1) Proposition ? raises taxes for a fundamental government service that should be
3 fully funded through the state budget. Any shortfall in transportation funding is a
4 result of prioritizing state spending in other areas of government. The state can
5 fund roads with the money it collects in taxes, rather than resorting to expensive
6 borrowing. Additionally, this measure dedicates too much revenue to multimodal
7 transportation, money that should be used exclusively for road repair and
8 improvement. The majority of the workforce use their personal vehicles to
9 commute daily and depend on quality road and highway maintenance.
- 10 2) Sales taxes, which are already high, provide a poor method of funding
11 transportation. The total sales tax rate exceeds 10 percent in some areas of
12 Colorado. Raising the state sales tax disproportionately affects low-income
13 individuals because they must spend a larger share of their budget buying
14 taxable necessities.

15 Estimate of Fiscal Impact

16 Proposition ? makes changes to transportation finance over 20 years. Its effects on
17 state and local government revenue and expenditures are summarized below.

18 **State revenue.** This measure increases sales and use tax revenue by
19 \$366.0 million (half-year impact) in state budget year 2018-19, and by \$766.7 million in
20 state budget year 2019-20. The sales and use tax revenue increase continues for
21 20 years. In addition, the measure authorizes CDOT to sell bonds, increasing revenue
22 by up to \$6.0 billion over three years.

23 **State expenditures.** This measure will increase expenditures equal to the amount
24 of revenue described above for construction and maintenance of transportation projects,
25 and debt service. The measure commits up to \$9.4 billion to the repayment of debt.

26 **Local government revenue and expenditures.** The measure increases state
27 distributions to local governments for transportation projects by \$146.4 million (half-year
28 impact) in state budget year 2018-19, and by \$306.7 million in state budget
29 year 2019-20. These increases continue for 20 years.

Last Draft Comments from Interested Parties

Proposition 110 Authorize Sales Tax and Bonds for Transportation Projects

Dan Blakenship, representing the Roaring Fork Transportation Authority:

Con: No dedicated funding for regional transportation authorities, which would have to persuade counties and municipalities within their boundaries to share their funding with them. Of the 15% multi-modal set aside, the vast majority goes to front range. The Intermountain Transportation Planning Region, which has one regional transportation authority and 7 municipal and county transit systems, will receive approximately \$2.5 million in funding per year to distribute between them for transit, trails, and other multi-modal projects.

Pro: A fairly high percentage of sales tax could be paid by tourists and out of state visitors.

Jon Caldara, representing the Independence Institute:

In the arguments against you are missing the fact that no projects are listed and guaranteed by name in the measure itself. Construction and transit projects are unknown and un-guaranteed. Taxpayers will NOT know what they've purchased until AFTER the tax increase passes. I believe this should be the lead argument against. How can it not even be mentioned???

Further, your tax per household doesn't add up. If the new tax is projected to bring in \$767 million a year, and our population is say 5.6 million, that's \$137 per man woman and child. If the average household is 2.5 people, that's \$342. I know some amount will be paid by tourists, but not that much! Are you not including sales tax that's paid by businesses? Those taxes are passed along to customers. Could someone explain to me how you came up with such ridiculously low "average household" tax numbers???? That whole section should be removed, or adjusted, or at the very least have an explanation of why it doesn't add up to \$767 million.

Danny Katz, representing CoPIRG:

We request that you add a map of the projects approved by the Colorado Department of Transportation for funding if Initiative 153 is approved by the voters.

We believe the Blue Book is a critical tool for educating voters in a clear, consistent, and accurate way on the impacts of ballot initiatives. We applaud your use of a chart to show a simple breakdown of CDOT's current funding sources and uses (Figure 1) as well as estimated sales tax dues based on different family income levels (Table 1). Both of these provide useful information for voters.

In addition, we request that you include a map of the statewide projects that CDOT has decided to fund with new revenue, similar to the map you include in the Blue Book analysis of Initiative 167.

Last Draft Comments from Interested Parties

Danny Katz, representing CoPIRG (cont.):

It is possible you left out a map or list of projects in 153 because the list does not appear in the ballot language itself. However, 153 clearly states that CDOT will determine the use of its share of the funding, something CDOT has recently done when it adopted a project list at their July 19th Transportation Commission meeting. They even produced a map of the projects similar to the one in 167. The intent was to provide voters with a road map of how new funding would be spent and we should take advantage of this opportunity to provide information to voters.

Given that CDOT has completed a lengthy process involving feedback from every region of the state to develop and approve a project list to inform the use of new funding, we believe it is critical that voters know this process has been completed and can see the results.

Providing the list of projects that will be funded is even more critical because there are two different transportation measures. Helping voters understand how each measure will invest dollars is extremely valuable to provide clarity and transparency.

We acknowledge that both Initiative 167 and Initiative 153 gives CDOT flexibility to make changes so some of the maps could be honed by future CDOT leadership.

However, it is unlikely this list will change significantly given the process that CDOT completed and you should provide a map or list of those projects they approved to voters.

Thank you for your consideration

Michael Lewis, representing the Colorado Department of Transportation:

The Colorado Department of Transportation (CDOT) and Transportation Commission (TC) are encouraged that two ballot issues are being proposed to address critical transportation needs in the state of Colorado. As such we have been working to provide the most accurate information to the public about how we would implement the voters' intent, should either of the initiatives pass.

As the primary tool to inform the public about proposed ballot issues, the Blue Book is relied upon by agencies like the Colorado Department of Transportation to accurately communicate facts and information about them. We greatly appreciate the effort that it takes to ensure the appropriate detail is included, in order to be consistent in its discussion of the impacts of the two upcoming transportation ballot initiatives, and of how CDOT may implement them.

The current Blue Book draft appears to have an inconsistent analysis of the two initiatives. We would appreciate the Legislative Council consider the following:

Last Draft Comments from Interested Parties

Michael Lewis, representing the Colorado Department of Transportation (cont.):

- **Initiative 153:** The draft Initiative 153 section does not include a map or other information on what CDOT would do with Initiative 153 funds, likely due to the fact that the initiative does not include a written list as does Initiative 167. On July 19, 2018, the Transportation Commission adopted a project list that would make use of a portion of the funds made available if Initiative 153 is approved by voters this November. The list includes 107 highway projects around the state totalling \$7 billion, four statewide programs worth nearly \$500 million, and a commitment to fund approximately \$1.5 billion in pavement improvements. Additionally, 19 transit and bicycle/pedestrian projects totaling just over \$800 million were selected from a portion of the sales tax increase that would be dedicated to multimodal projects. Enclosed with this communication is the list of projects, a map, fact sheet on the Commission action and the official resolution adopted by the Commission.

Request: We ask that you consider adding some of this material (or a link to it) in your Blue Book analysis in order to provide voters with the best information available on what CDOT would do with the Initiative 153 funds.

It occurs to us that it may be Legislative Council staff's view that because those project commitments by the Transportation Commission are not included in the text of Initiative 153, and are subject to change, they should not be included in the Blue Book analysis in any way (a map, a list of projects, or a website link). We would like to point out that, as the Legislative Council also notes, the Transportation Commission must decide on the final list of projects from Initiative 167. As a result, that list of projects is also subject to change. If that is the rationale for choosing not to include information for on the Initiative 153, we request it be applied consistently across both initiatives.

Again, in order to provide the public with the most accurate and consistent information on the content of the potential ballot issues as well as how CDOT would implement the proposed initiatives, we request that the Legislative Council apply a consistent analysis to the two initiatives. At a minimum, we would request that both initiatives be treated equally in inclusion or removal of a map.

Thank you for your attention to this matter. We appreciate the complexities you have to consider when developing the Blue Book or voters and providing them with the most accurate and consistent information. Please let us know if you have any questions or would like to discuss this material in greater detail.

Mr. Lewis submitted additional attachments (Attachment A).

Last Draft Comments from Interested Parties

Shayne Madsen, representing the Independence Institute and the Fix Our Damn Roads Issue Committee:

On behalf of the Independence Institute and the Fix our Damn Roads Issue Committee, we submit the following comments for changes in the Arguments Against on page 4 of the draft at the end of line 10. A new sentence that reads, "The measure does not identify any of the projects that will be funded and there is no guarantee in the measure that any transportation or multimodal project will be constructed."

Carla Perez, representing Let's Go Colorado:

Ms. Perez submitted written comments (Attachment B).

Project List for New Revenue Sources
7/20/2018

Project ID	Region	TPR	County	Project Name	Project Description	Phasing and Cost Estimate Details	Total Project Cost (P70) (Escalated to construction midpoint)	Other Funding Expected to be Available	Other Funding Assumptions	SB1 (Year 1) SB 267 (Years 1&2)	Init. #153 SB 1 (Year 2) SB 267 (Years 3&4)
B-1	1	Greater Denver Area, Pikes Peak Area	Douglas and El Paso	I-25: Colorado Springs Denver South Connection	Corridor mobility and safety improvements from Monument to C-470 as outlined in the EA/FONSI. Construction of one new managed lane (TEL) in each direction from Monument to Plum Creek Parkway.	Cost reflects minimum costs utilizing existing infrastructure but may not meet desired geometrics. Design to Budget of \$350m. Subsequent phase includes additional work needed to improve geometrics and reconstruct roadway, and full PEL improvements north of Plum Creek Parkway to C-470.	\$ 350,000,000	\$100,000,000	Local funding \$35m, INFRA Grant \$65m. Potential toll revenue but not assumed in other funding.	\$250,000,000	\$0
B-2	1	Greater Denver Area	Denver	I-25: Speer and 23rd Bridges	Replacement of bridges at 23rd and Speer, and construction of northbound connector road. These bridges were repaired in 2015 to extend their lifetime and provide better clearance.	Subsequent phase (not reflected in costs) includes second phase roadway widening, and other safety and mobility improvements to be identified in planned PEL.	\$57,140,000	\$10,000,000	Freight fund match	\$0	\$47,140,000
B-3	1	Greater Denver Area	Adams	I-25 North: 84th Ave to Thornton Pkwy widening	Improvements on I-25 between US 36 and 120th including addition of one General Purpose lane in each direction from 84th Ave. to Thornton Pkwy. and reconstruction of 88th Ave. bridge including a center loading median station for the Thornton Park-n-Ride. A Road Safety Audit was also conducted on this area and smaller interim safety improvements are taking place until funding is available for the larger project.	Subsequent phase (not reflected in costs) includes second phase auxiliary lanes and other improvements.	\$85,285,000	\$0		\$0	\$85,285,000
B-4	1	Greater Denver Area	Adams, Broomfield	I-25 North: TEL Expansion	Expansion of TOLLED Express Lanes (TELS) from current planned end at E-470 to Weld County Line. Project would need to be combined with local funds to rebuild I-25 / SH 7 Interchange.		\$101,750,000	\$25,000,000	Potential toll revenue assumed in other funding.	\$0	\$76,750,000
B-5	1	Greater Denver Area	Clear Creek	I-70 West: Westbound Peak Period Shoulder Lanes (PPSL)	Construction of a Peak Period Shoulder Lane (PPSL) on westbound I-70 from the Veterans Memorial Tunnels to Empire, similar to the eastbound I-70 Mountain Express Lane. The project will also include CO 103 interchange improvements, a Fall River Road Bridge, Greenway Trail improvements and County Road 314 Reconstruction.	Design to Budget	\$105,000,000	\$25,000,000	\$25m INFRA grant, Potential toll revenue but not assumed in other funding.	\$70,000,000	\$10,000,000
B-6	1	Greater Denver Area	Clear Creek	I-70 West: Floyd Hill	Westbound I-70 will be widened from two lanes to three at Floyd Hill to accommodate more travelers. I-70 will be reconfigured with simplified curves, bridges and walls to improve line of sight and improve driver safety. The new westbound I-70 alignment would also be placed in a tunnel at the bottom of Floyd Hill. Additionally, the project proposes completing a key link of the shared-use trail from the Clear Creek Greenway toward the Peaks to Plains Trail.	Design to Budget. Final alternative is unknown and the alignment may vary.	\$550,000,000	\$70,000,000	Bridge Enterprise Potential toll revenue but not assumed in other funding.	\$0	\$480,000,000

B-7	1	Greater Denver Area	Jefferson	I-70: Kipling Interchange	The Diverging Diamond Interchange (DDI) configuration was confirmed as the Preferred Alternative during the planning process. A DDI, similar to what was constructed at the US 36 and McCaslin Boulevard interchange in Louisville/Superior, is expected to provide improved operations and substantial safety benefits for all modes of travel.		\$63,816,000	\$0		\$0	\$63,816,000
B-8	1	Greater Denver Area	Denver	I-225: I-25 to Yosemite	Final alternative pending results of pilot. Remove bottleneck at Yosemite by splitting traffic going to northbound and southbound I-25 with two lanes for each direction. Includes replacement of Ulster bridge.	Design to Budget	\$61,394,000	\$0		\$0	\$61,394,000
B-9	1	Greater Denver Area	Adams	I-270: Widening from I-76 to I-70	Reconstruction of concrete pavement and replacement of bridges to improve capacity, safety, and economic competitiveness.		\$398,774,000	\$165,000,000	Potential toll revenue assumed in other funding & Potential Local Match	\$0	\$233,774,000
B-10	1	Greater Denver Area	Jefferson	US 6: Wadsworth Interchange	Reconstruction of the interchange at US 6 and Wadsworth.		\$68,151,000	\$0		\$0	\$68,151,000
B-11	1	Greater Denver Area	Douglas	US 85: Sedalia to Meadows Widening	Reconstruction of two lane roadway to four lanes with a divided median and acceleration/ deceleration lanes. Includes a 10 foot trail. Improvements are in accordance with an Environmental Impact Statement (EIS) that was completed in 2002.	Project could be divided into phases: US 85 Sedalia to Daniels Park; US 85 Daniels Park to Meadows	\$49,500,000	\$16,000,000	Local match	\$0	\$33,500,000
B-12	1	Greater Denver Area	Adams	US 85/Vasquez: I-270 to 62nd Ave. Interchange	The US 85: I-270 to 62nd Avenue interchange experiences high levels of congestion and crash rates. This project will improve safety and capacity by making the geometric configuration of the interchange more intuitive for drivers, adding grade separation, and improving access points.	Design to Budget. Phasing and early implementation alternatives are being investigated as part of the PEL. Interim improvements will not preclude PEL alternatives.	\$81,860,000	\$0		\$0	\$81,860,000
B-13	1	Greater Denver Area	Jefferson	US 285: Richmond Hill to Shaffer's Crossing	The preferred alternative, as identified during the planning phase, includes widening US 285 to four lanes and building a depressed median, as well as acceleration and deceleration lanes at interchanges between Richmond Hill and Shaffers Crossing.		\$70,576,000	\$0		\$0	\$70,576,000
B-14	1	Greater Denver Area	Adams	US 85: 120th Grade Separation	Construction of a grade separated interchange at 120th & US 85. The project will also grade separate 120th at the UPRR Crossing just east of US 85.		\$76,234,000	\$17,000,000	Local match	\$0	\$59,234,000
B-15	1	Greater Denver Area	Boulder, Weld, Broomfield, Adams	CO 7 Corridor Improvements	BRT, commuter bikeways, managed/express lanes, highway and other multimodal improvements to be determined from Boulder to Brighton.	Design to Budget	\$112,000,000	\$12,000,000	\$12M Region 4 Surface Treatment funds. See MMOF SH 7 project for further details on additional transit matching funds.	\$0	\$100,000,000
B-16	1	Greater Denver Area	Denver	I-25: Valley Highway Phase 3.0	Widening of I-25 from Alameda to 6th Ave.		\$134,062,000	\$0	Potential toll revenue but not assumed in other funding.	\$0	\$134,062,000

B-17	1	Greater Denver Area	Jefferson	C-470: 285 and Morrison Road	Reconstruction of 285 Interchange, with Flyover ramps, approximately 1.5 miles of additional GP lane in each direction, widening or replacement of Morrison Road Bridge, and relocation of the WB auxiliary access to Soda Lakes/Bear Creek to US 285, rather than immediately north of 285 on ramp.		\$136,687,000	\$0		\$0	\$136,687,000
B-18	1	Greater Denver Area	Arapahoe	I-25/Belleview	Interchange Improvements	Design to Build	\$90,000,000	\$0	Potential for local partnership to expand scope	\$0	\$90,000,000
B-19	1	Greater Denver Area	Arapahoe	CO 30 Improvements	Roadway widening and operational/safety improvements from Quincy to Airport.	Design to Budget	\$45,000,000	\$0		\$0	\$45,000,000
B-20	1	Greater Denver Area	Jefferson/Adams	SH 95/Sheridan Boulevard	Lane balancing/multimodal grade separation of US 36 bikeway		\$8,800,000	\$2,200,000	Local funds match	\$0	\$6,600,000
B-21	1	Greater Denver Area	Denver	Federal: Hampden to 52nd Ave	Roadway and pedestrian safety improvements.	Design to Budget	\$30,000,000	\$0			\$30,000,000
B-22	1	Greater Denver Area	Denver	Colfax: I-25 to Yosemite	Roadway and pedestrian operational and safety improvements.	Design to Budget	\$20,000,000	\$0		\$0	\$20,000,000
B-23	1	Greater Denver Area	Jefferson	US6/Heritage Road Interchange	Construct a new, grade separated interchange at US6 and Heritage Road in Golden.		\$41,487,000	\$1,000,000	Locals may seek funds for preliminary environmental and design.	\$0	\$41,487,000
B-24	1	Greater Denver Area	Gilpin	SH119 Shoulders	Widen/improve shoulders and make other safety improvements within the corridor.	Scalable	\$13,359,000	\$0		\$0	\$13,359,000
B-25	1	Greater Denver Area	Multiple	Bottleneck Reduction	Targeted improvements to relieve known bottlenecks in the Metro Area to improve operations and safety.	Highly scalable	\$92,388,000	\$0		\$0	\$92,388,000
B-26	1	Greater Denver Area	Adams	104th Ave: Colorado to US85	Capacity, operational and safety improvements on SH44 (104th Ave) from Colorado Blvd to approximately US85.	Design to Budget	\$20,000,000			\$0	\$20,000,000
B-27	1	Greater Denver Area	Douglas	I-25: Greenland to County Line	Addition of climbing lanes on SB I-25 between Greenland and County Line Rd.	Could be added to Gap segments 2/3	\$17,541,000	\$0		\$0	\$17,541,000
B-28	1	Greater Denver Area	Jefferson	SH121 (Wadsworth): 38th Ave to I-70	Add a lane in each direction and make bike and pedestrian improvements throughout the corridor.	Design to Budget	\$50,000,000	\$45,000,000	Local project has already received DRCOG funding. This would supplement the other funding to complete the project.	\$0	\$5,000,000

B-29	1	Greater Denver Area	Adams/Broomfield	I-25/SH7 Interchange Replacement (Mobility Hub)	Replace the interchange at I-25 and SH7 with a diverging diamond mobility hub that will enhance potential transit service with center loading stations and pedestrian walkways. Project may be phased as improvements become necessary.	This estimate assumes it is combined with the I-25 TEL widening and costs go up if done separately.	\$122,000,000	\$45,000,000.00	Match includes \$30m of local funding, and \$15 million CDOT transit funds. Additional project costs and funding sources to be determined based on initial project scope of this and other I-25/SH 7 projects on list, as well as potential federal grants.	\$0	\$70,000,000
B-30	2	Pueblo Area	Pueblo	1-25: City Center Drive to 13th St. (Phase of the New Pueblo Freeway)	Complete reconstruction and widening, construction of a split-diamond interchange between City Center Drive and 13th St. with additional exit ramps near 6th St., and construction of one-way frontage roads between the ramps. (MP 98 - 100)		\$228,635,000	\$0		\$0	\$228,635,000
B-31	2	Pikes Peak Area	El Paso	I-25: Colorado Springs Congestion Relief (SH 16 to Baptist Rd)	The proposed project will include work at multiple locations along I-25 in Colorado Springs including capacity and safety improvements from South Academy to CO 16; widening I-25 to six lanes from Circle to South Academy; add auxiliary lanes between Fillmore and Garden of the Gods; add a fourth lane in each direction of I-25 between Cimarron and Briargate; fix the functionally deficient I-25 bridge at Northgate and widen the shoulder from Northgate to Baptist Road.	Project could be divided into 5 phases of construction.	\$369,804,000	\$15,000,000	Surface Treatment	\$0	\$354,804,000
B-32	2	Pikes Peak Area	El Paso	US 24 West: Divide to 1-25	Add capacity and intersection/interchange improvements on US 24 between I-25 and Manitou Springs (MP 299-304). Drainage and intersection improvements on US 24 from I-25 to Divide (MP 304-278).	Design to budget. Project could be built in 2 independent phases. Phase one for Drainage and intersection improvements, and Phase two for capacity and intersection improvements on US 24 between I-25 and Manitou Springs.	\$70,000,000	\$0		\$0	\$70,000,000
B-33	2	Pikes Peak Area	El Paso	US 24 East: Widening Garret/Dodge to Stapleton Rd.	Widening of roadway to four lanes from Garrett Rd. to Stapleton Rd. (MP 318 - 324)		\$64,242,000	\$0		\$0	\$64,242,000
B-34	2	Pueblo Area	Pueblo	US 50: West of Pueblo	This project will add a third westbound lane on US 50 from just west of Pueblo Boulevard to Purcell Boulevard and will construct the US 50 and Purcell interchange to include pedestrian and bicycle facility improvements.		\$45,895,000	\$6,000,000	RPP	\$35,520,000	\$4,375,000
B-35	2	Pueblo Area/Southeast	Pueblo/Otero/Bent/Prowers	US 50: East Widening	Implement Tier II project along the US 50 Corridor from Pueblo to Holly (MP 318 - 467) per the Tier I FEIS/ROD. Likely project includes widening US 50 to four lanes. Location and length of project TBD.	Design to budget	\$50,000,000	\$0		\$0	\$50,000,000
B-36	2	Southeast	Prowers	US 287: Lamar Reliever Route	As the last remaining major improvement on the Ports to Plains corridor in Colorado, this project involves the phased construction of a new, two-lane roadway on US 287 and the realignment of US 50 in Lamar.	Project can be divided into two phases. Phase 1: US 50 Realignment (\$30M); Phase II US 287 Reliever Route (\$185M)	\$211,071,000	\$0		\$0	\$211,071,000
B-37	2	Pikes Peak Area	El Paso	SH 21: Research Pkwy. Interchange	Construction of new grade-separated interchange at SH 21 and Research Pkwy (MP 149-151).		\$39,896,000	\$0		\$0	\$39,896,000

B-38	2	Central Front Range	Teller	SH 67: Victor to Divide & North of Woodland Park	Shoulder widening and safety improvements. Victor to Divide and Woodland Park to Deckers.	Revised project limits. Design to budget.	\$25,000,000	\$0		\$0	\$25,000,000
B-39	2	South Central	Huerfano	US 160: Mobility Improvements	Addition of passing lanes, shoulder widening and safety improvements. (La Veta Pass to I-25)(MP 278-304)	Design to budget.	\$15,000,000	\$0		\$0	\$15,000,000
B-40	2	Central Front Range	Park	US 285: Fairplay to Richmond Hill	Addition of passing lanes, shoulder widening, and safety improvements to US285 in Park County	Design to budget.	\$15,000,000	\$0		\$0	\$15,000,000
B-41	2	Central Front Range	El Paso & Fremont	SH 115: Penrose to South Rock Creek full depth pavement reconstruction	Reconstruct concrete pavement with full depth concrete pavement (MP 26-34).	Design to budget	\$25,000,000	\$0		\$0	\$25,000,000
B-42	2	Pikes Peak Area	El Paso	SH 94: Safety Improvements	Safety Improvements on SH 94 from US 24 to Enoch Rd.	Design to budget.	\$11,000,000	\$0		\$0	\$11,000,000
B-43	2	Central Front Range	El Paso	SH 115: Rock Creek Bridge Replacement and Widening	Bridge replacement on SH 115 over Rock Creek and widening for approximately 1.5 miles south. (MP 37-39)		\$15,100,000	\$0		\$0	\$15,100,000
B-44	2	South Central	Huerfano / Las Animas	SH 69 and SH 12 Improvements	Shoulder widening, safety improvements, and passing lanes on SH 69 (MP 0-59) and SH 12 (MP 0-73.9)	Design to Budget	\$21,000,000	\$6,000,000	HSIP, RPP, FASTER	\$0	\$15,000,000
B-45	2	Pueblo Area	Pueblo	I-25 and Drew Dix/Dillon Interchange	Interchange, intersection and frontage road improvements at the Drew Dix and I-25 Interchange (MP 104). This area is being developed and conflicts with trucks and passenger vehicles is a safety issue that will continue to get worse.	1.5 Million from NHFP and 5.0 Million from Ballot.	\$6,500,000	\$1,500,000-	NHFP		\$5,000,000
B-46	3	Grand Valley	Mesa	I-70: Business Loop	Reconstruction of First and Grand intersection to improve operations and safety, meet current geometric design standards, and improve pedestrian safety.		\$32,549,000	\$0		\$0	\$32,549,000
B-47	3	Grand Valley	Mesa	I-70: Palisade to Debeque	This project corrects a sharp curve and narrow shoulders at the western entrance to DeBeque Canyon near Palisade that's resulted in numerous crashes involving commercial vehicles. It requires reconstruction of I-70, realigning curves and improving the elevation of the roadway. The project will also include construction of a connection to a bike and pedestrian trail in Mesa County. Initial phase includes identification of a preferred alternative, complete design and land acquisition.	Project can be phased.	\$71,014,000	\$0		\$0	\$71,014,000
B-48	3	Intermountain	Eagle	I-70 West: Dowd Canyon Interchange	Reconstruction and upgrade of I-70 Dowd Canyon Interchange for safety and operations in an area where curves and winter driving conditions create one of the highest crash rates on the I-70 corridor.		\$14,450,000	\$0		\$0	\$14,450,000

B-49	3	Intermountain	Eagle / Summit	I-70 West: Vail Pass	This project is a complete Environmental Assessment identifying a preferred alternative that includes eastbound and westbound auxiliary lanes and defining improvements including potential project phasing. Crash data indicates the west side of Vail Pass experiences higher-than-expected crashes due to differential speeds and steep grades, and the highest potential for crash reduction. According to 2016 data, I-70 over Vail Pass experienced closures for more than 177 hours, primarily due to crashes and weather.	Total Escalated Project Cost fixed to \$225 M will complete phase I, with a total project cost of \$400 M.	\$225,000,000	\$0		\$0	\$225,000,000
B-50	3	Intermountain	Summit	I-70 West: Exit 203 Interchange Improvements	This project will improve the capacity of the interchange by improving the westbound ramp and I-70 bridge. It will also improve the eastbound ramps and adjacent intersection that affects the operation of this interchange.	Project can be phased. \$2 M for preconstruction.	\$30,344,000	\$0		\$0	\$30,344,000
B-51	3	Intermountain	Summit	I-70 West: Frisco to Silverthorne Auxiliary Lane	This project will build an auxiliary lane along eastbound I-70 from Frisco to Silverthorne, as identified in the Silverthorne Planning and Environmental Linkages (PEL) study. This project is a safety and mobility improvement for eastbound I-70 that will require minimal widening.		\$16,924,000	\$0		\$0	\$16,924,000
B-52	3	Intermountain	Summit	I-70 West: Silverthorne Interchange	This project will replace the Silverthorne interchange with a Diverging Diamond Interchange (DDI) similar to the US 36 and McCaslin interchange in Louisville/Superior. The project includes paving, curb and drainage. All four ramps will be affected and additional capacity will be added to the on-ramp to westbound I-70.		\$24,701,000	\$0		\$0	\$24,701,000
B-53	3	Grand Valley	Mesa	US 6: Improvements Mesa County	This project will improve sections of US 6 in Fruita, Clifton and Palisade. The Fruita section includes intersection improvements and widening to the west of 22 Road. The Clifton section includes safety and mobility improvements along with access control and multi-modal facilities. The Palisade section includes intersection improvements from Clifton to Palisade including acceleration, deceleration and turn lanes.	Project can be phased.	\$47,651,000	\$4,000,000	Mesa County/ Grand Junction local match expected. See MMOF US 6 project for further details on additional transit matching funds not included in this row.	\$0	\$43,651,000
B-54	3	Northwest	Grand	US 40: Fraser to Winter Park	Construction of capacity improvements on US 40 between Fraser and Winter Park, likely widening to a four lane facility and adding a roundabout.		\$13,592,000	\$0		\$0	\$13,592,000
B-55	3	Gunnison Valley	Gunnison	US 50: Little Blue Canyon	US 50 through Blue Creek Canyon is a steep, curvy and very narrow section of roadway between Montrose and Gunnison. This project will reconstruct and widen the existing roadway, improve drainage and access, and add a minimum of 4-foot paved shoulders to meet current design standards and improve roadside safety. The project also includes rock fall mitigation work within the project limits to further improve public safety	Design to Budget.	\$29,500,000	\$20,000,000	Federal Lands Access Program - \$18 M NHFP - \$2 M	\$9,500,000	\$0
B-56	3	Intermountain	Summit	SH 9: Frisco North	Completion of corridor including minimal widening, water quality and drainage improvements, and improvements to two intersections including the potential for the replacement of a signal with a roundabout.	SB 267 funds are fixed.	\$13,817,000	\$0		\$10,250,000	\$3,567,000

B-57	3	Intermountain	Garfield	SH 13: Rifle North	This project addresses critical safety issues in four distinct segments that can be implemented in phases. Identified improvements will address safety, aging infrastructure and mobility by implementing pavement rehabilitation, adding paved shoulders, straightening curves, addressing substandard sections to meet the 65 mph speed limit, and wildlife mitigation.	Project cost pending additional review. Project can be phased. SB 267 funding is fixed at \$60m maximum and remainder must be from ballot. Design to Budget.	\$60,000,000	\$25,000,000	Potential BUILD Grant	\$0	\$35,000,000
B-58	3	Northwest	Rio Blanco	SH 13: Rio Blanco South to County Line Shoulders and Passing Lanes	This project will reconstruct CO 13 between Rio Blanco South and County Line to straighten out curves, add 8-foot-wide shoulders and construct uphill passing lanes between mile markers 16.5 and 17.2.	Project is scalable. Any savings may be used to help the unfunded portion of SH 13, Rifle North	\$24,700,000	\$0		\$21,300,000	\$3,400,000
B-59	3	Northwest	Moffat	SH 13: Wyoming South	This project will reconstruct CO 13 to straighten out curves, add 8-foot-wide shoulders, and add wildlife fencing and underpasses	Project is scalable. Any savings may be used to help the unfunded portion of SH 13, Rifle North	\$48,300,000	\$0		\$40,000,000	\$8,300,000
B-60	3	Gunnison Valley	Delta	SH 92: Safety Improvements	This project will reconstruct and widen the existing roadway to meet current design standards. It will also improve safety by reducing vertical curves to improve sight distance, adding 6- to 8-foot shoulders, consolidating or eliminating access points, and completing intersection improvements at three county roads to, at a minimum, add left turn lanes.	Project is scalable. Design to Budget.	\$32,915,000	\$0		\$0	\$32,915,000
B-61	3	Northwest	Rio Blanco	SH 139: Little Horse South	Safety improvements to CO 139 near Little Horse South will include surface reconstruction and the addition of 6-foot-wide paved shoulders. This project will begin at the south end of the Canyon Pintado National Historic District.		\$22,789,000	\$0		\$0	\$22,789,000
B-62	3	Grand Valley	Mesa	SH 340: Safety and Capacity improvements	Construction of safety improvements including adding/widening paved shoulders and intersection improvements.	Project could be divided into phases of approximately \$11 M, \$4 M, and \$7.5 M. The remainder of the corridor is scalable.	\$16,992,000	\$0		\$0	\$16,992,000
B-63	3	Intermountain	Garfield	I-70: Garfield County Interchange Improvements (New Castle)	This project will improve the New Castle I-70 interchange. Improvements include better acceleration and deceleration lanes, operational improvements for the spur road into New Castle and scour mitigation at the Colorado River bridge. This interchange has significant congestion at peak travel times.		\$15,072,000	\$0		\$0	\$15,072,000
B-64	3	Intermountain	Garfield	I-70: Glenwood Canyon Bridge Rail & Pavement	Address critical safety needs by removing old deficient guardrail and replacing with Type 8 Special. New bridge rail will be MASH rated and will require redesign. Additional safety needs will be addressed by rehabilitating the pavement with concrete and doing safety rock work and bridge joints. Phase one of two phases of improvements.	Design to Budget. Project can be phased.	\$50,000,000	\$0		\$0	\$50,000,000
B-65	3	Northwest	Grand	US 40: Kremmling East and West Phase I	Reconstruction and additional paved shoulder widening with passing lanes East and West of Kremmling.	Subsequent phase (not reflected in costs) includes additional improvements around Kremmling and improvements to Byers Canyon estimated at roughly \$40 M.	\$21,002,000	\$0		\$0	\$21,002,000
B-66	3	Grand Valley	Mesa	SH 141B: Mesa County	Upgrade to roadway template and additional lanes from D Rd. to B 1/2 RD for safety and congestion reduction.		\$21,378,000	\$0		\$0	\$21,378,000

B-67	3	Gunnison Valley	Montrose	US 550: Safety Improvements	This project will improve intersections by restriping lanes, installing left and right turn lanes and realigning side roads to increase sight distance for drivers turning onto the highway. It will also install deer fence and guards to increase wildlife safety and use CDOT's RoadX program and technology to increase wildlife-vehicle safety in the corridor. This project will also consolidate or eliminate access points and construct a 1-mile-long passing lane in each direction.		\$22,475,000	\$0		\$0	\$22,475,000
B-68	3	Grand Valley	Mesa	I-70 and 29 Rd Interchange	Design and prepare for the construct of a new interchange on Interstate 70 to connect to 29 Rd. Total Project Cost column only reflects cost to design project. Local funds are necessary for project construction.		\$10,000,000	\$5,000,000	Local city/county match	\$0	\$5,000,000
B-69	4	North Front Range, Greater Denver Area	Adams / Broomfield / Weld / Larimer	I-25 North: SH 66 to SH 402 (Segments 5 & 6)	Expanding I-25 with an Express Lane in each direction and improving the CO 56 on-ramps to I-25, this project will provide trip reliability, safety improvements and more for northern Colorado, and will do it about 14 years earlier than originally expected. Phase 5 and 6	Design to Budget. Cost includes segment 5 (SH 66 to 56) and Segment 6 (SH 56 to 402). Subsequent phase (not reflected in updated costs) includes: SH 7 to SH 66 (Express Lane) ~\$127 M SH 402 to SH 14 (replace interchanges and infrastructure) ~\$300 M US 34 and Centerra Interchanges ~\$180 M SH 14 Interchange ~\$55 M SH 14 to Wellington ~\$238 M SH66 to SH14 (GP Lanes 3+1) ~\$172M	\$653,000,000	\$100,000,000	Potential toll revenue assumed in other funding as well as potential grants or other funding sources.	\$200,000,000	\$353,000,000
B-70	4	North Front Range, Greater Denver Area	Weld/ Larimer	I-25 North SH 402 to SH 14 (Segments 7 & 8)	Project includes construction of bridges, other structures, and placement of 2 GP and 1 Express Lane on ultimate alignment to allow for simple widening to the ultimate 3 GP + 1 EL configuration. Includes all ROW to accommodate ultimate configuration. Construction elements are in addition to items planned in existing project.	Project cost under review and refinement, which may cause the \$80 million "other funding" need to fluctuate a bit.	\$330,000,000	\$80,000,000	Anticipated new federal grants and/or other funding sources	\$0	\$250,000,000
B-71	4	Eastern	Kit Carson	I-70: Replace Failing Pavement	Replacement of ASR and HMA pavement and associated safety improvements for four segments between Limon and Burlington.	Design to Budget. Project could be divided into phases: MP 368-380 HMA Rutting / Cracking ~\$65 M; MP 380-395.1 Failing SMA ~\$85 M; MP 402 - 407 Failing ASR ~\$25 M; MP 427-436.3 Failing HMA ~\$50 M	\$205,000,000	\$0		\$58,000,000	\$147,000,000
B-72	4	Upper Front Range	Morgan	I-76: Fort Morgan to Brush: Phase 4	This project will reconstruct I-76 east of Brush in Morgan County with the reconstruction of both lanes of eastbound and westbound I-76, the interchange at US 6 and two I-76 bridges (spanning the BNSF Railroad and Bijou Creek), that are functionally obsolete.		\$41,200,000	\$0		\$0	\$41,200,000
B-73	4	North Front Range	Larimer / Weld	US 34: Widening	US 34 from Loveland to east of Greeley is currently being studied under a Planning and Environmental Linkages (PEL) study, and the changes outlined in that study are vital to the future transportation needs of the region, including interchanges, safety and access improvements.	Design to Budget. Project could be divided into phases: MP 93.5 - 97.8 Widening ~\$25 M MP 97.8 - 113.65 Widening ~\$170 M	\$90,000,000	\$0		\$0	\$90,000,000

B-74	4	North Front Range	Weld	US 34 / US 85 Interchange Reconfiguration	Improvements to the safety and capacity of "Spaghetti Junction" interchange by making the geometric configuration more intuitive, adding grade separations, and improving access points.	Design to Budget. Project could be divided into phases- Phase 1: Replace aging infrastructure ~\$113M Phase 2: System to System connections ~\$50M	\$113,000,000	\$0		\$0	\$113,000,000
B-75	4	Upper Front Range, North Front Range, Greater Denver Area	Weld	US 85: Corridor Improvements	Project includes construction of new Peckham grade-separated intersection, railroad siding extensions, closure of railroad crossings at key county roads to limit number of trains blocking the road and construction of alternative routes. The US 85 Planning and Environmental Linkages (PEL) study, completed in 2018, outlines these components plus future corridor needs.	Design to Budget. Project includes: US 85/WCR44 in Peckham ~\$35.8 M; UPRR Sidings ~\$66.8 M Construction of new Peckham interchange, railroad siding extensions, and closure of county roads to reduce access points and construction of alternative routes as outlined in the US85 PEL	\$101,840,000	\$58,400,000	\$58.4m TC Program Reserve: \$34.9M UP ROW and \$24M+/- Peckham interchange	\$0	\$43,440,000
B-76	4	Eastern	Cheyenne	US 385	Intersection, shoulders, and other safety improvements at problem locations from Cheyenne / Kiowa County line northerly to I70	Design to Budget. Subsequent phase (not reflected in costs) includes additional reconstruction, intersection improvements, shoulders, and other safety improvements: Cheyenne County ~\$128 M; Kit Carson ~\$195 M; Yuma ~\$330 M; Phillips County ~\$155 M; Sedgwick ~\$135 M	\$40,000,000	\$0		\$0	\$40,000,000
B-77	4	Upper Front Range	Weld	SH 52 Interchange in Hudson	The I-76 and CO 52 interchange is located in the Town of Hudson in Weld County. CO 52 is a key corridor which carries traffic between the growing communities of Fort Lupton and Hudson. Upper Front Range 2040 Transportation Plan (2015) identifies this project as the No. 1 priority for Larimer, Morgan and Weld counties.	Design to Budget.	\$14,000,000	\$0		\$0	\$14,000,000
B-78	4	Upper Front Range, Eastern	Lincoln / Morgan / Weld	SH 71 Super 2	CDOT's vision includes reconstructing the corridor in a "Super 2" configuration. This would involve adding shoulders, passing and climbing lanes, intersection improvements, and additional lanes where applicable. The highway—defined by its rural character, rolling farmland, and bisecting interstate highways—can be split into three logical segments: Limon to Brush (including Last Chance and Woodrow), Brush to CO 14 (including Snyder), and CO 14 north to the Colorado-Nebraska state line (traveling through the Pawnee National Grasslands).	Design to Budget. Project could be divided into two phases of roughly equal value: Limon to Brush Brush to Nebraska	\$40,000,000	\$0		\$0	\$40,000,000
B-79	4	Greater Denver Area	Boulder	SH 119: Downtown Boulder to Downtown Longmont	Expected improvements include regional arterial Bus Rapid Transit (BRT), commuter bikeways, managed/express lanes, and other multi-modal improvements		\$509,000,000	\$9,000,000	\$9M CDOT RPP. See MMOF SH 119 project for further details on additional transit matching funds not included in this row. Potential toll revenue but not assumed in other funding.	\$0	\$130,000,000
B-80	4	North Front Range	Larimer	SH 402: Widening, Intersection and Safety Improvements	Widening, safety, and intersection improvements for Devolution.	Design to Budget	\$20,000,000	\$0		\$0	\$20,000,000

B-81	4	Upper Front Range	Morgan	I-76: Fort Morgan to Brush Phase 5	Project provides for the reconstruction of I-76 through Fort Morgan in Morgan County. The project will reconstruct both lanes of the interstate in the eastbound and westbound directions, reconstruct interchanges at CO 144, CO 52 (Main Street in Fort Morgan) and the Barlow Road interchange with new structures.	Design to Budget	\$65,000,000	\$0		\$0	\$65,000,000
B-82	4	Greater Denver Area	Boulder	SH 42: Safety and Intersection improvements including 95th St.	BRT, commuter bikeways, pedestrian and other highway and multimodal improvements in Louisville and Lafayette with potential devolution.	Design to Budget	\$27,400,000	\$500,000	\$500k in FASTER funds. See also transit MMOF SH 42 project for further details on additional transit matching funds not included in this row.	\$0	\$12,300,000
B-83	4	Greater Denver Area	Boulder/ Broomfield	US 287- from SH 66 to US 36	Full scope to be determined but may include BRT, commuter bikeways, managed/express lanes and other multimodal and highway improvements	Design to Budget. Project cost is an estimate to be refined.	\$57,000,000	\$0	See MMOF SH 287 project for further details on additional transit matching funds not included in this row.	\$0	\$45,000,000
B-84	4	Greater Denver Area	Boulder	US 36/28th Street and SH 93/Broadway	Operation improvements for multiple regional BRT routes	Design to Budget	\$26,000,000	\$0	See transit MMOF US 36/SH 93 project for further details on additional transit matching funds not included in this row.	\$0	\$10,000,000
B-85	5	San Luis Valley	Chaffee / Park	US 24: Safety and Mobility Improvements on Trout Creek Pass-	Shoulder widening/bike facilities and addition of passing lanes and bike facilities on Trout Creek Pass.	Not scalable.	\$7,742,000	\$0		\$0	\$7,742,000
B-86	5	Southwest	Montezuma	US 160: Reconstruction and Shoulder Widening MP 0 to MP 8	Full depth reconstruction of the existing paved surface and shoulder widening.		\$25,646,000	\$6,000,000	Surface Treatment	\$0	\$19,646,000
B-87	5	Southwest	Montezuma	US 160: Towaoc Passing Lanes	Addition of passing lanes and vehicle turnouts.	Design to Budget.	\$11,200,000	\$2,200,000	TIGER Grant for \$2m, and \$200k of already budgeted design funds.	\$9,000,000	\$0
B-88	5	Southwest	La Plata	US 160: Dry Creek Passing and Mobility Improvements	Addition of two eastbound lanes making it a divided 4-lane highway, with two new structures on mainline in each direction and realignment of CR 223. The project also includes shoulder widening and access consolidation.	Scalable, smaller projects could be completed over time.	\$36,000,000	\$0		\$0	\$36,000,000
B-89	5	Southwest	Archuleta	US 160: Pagosa Reconstruction and Multi-Modal Improvements	This project will reconstruct the surface of US 160 and provide multimodal improvements along the highway corridor in Pagosa Springs.	Scalable with 2 distinct projects; bridge and roadway.	\$23,670,000	\$3,000,000	Surface Treatment	\$0	\$20,670,000
B-90	5	San Luis Valley	Alamosa	US 160: Rio Grande River Bridge to SH 17	Improvements to Rio Grande bridge, realignment of roadway, and addition of bike and pedestrian facilities in Alamosa (4th Street to SH 17).	Scalable.	\$8,735,000	\$0		\$0	\$8,735,000
B-91	5	San Luis Valley	Saguache	US 285: Safety and Mobility Improvements between Center to Saguache (Widen Shoulders)	This project will widen the shoulders of US 285 from Center to Saguache.	This project is highly scalable.	\$33,680,000	\$2,800,000	Surface Treatment	\$0	\$30,880,000

B-92	5	Southwest	La Plata	US 550 South: Gap	Reconstruction to four lanes, including drainage, utilities, large and small mammal crossings, and intersection improvements.	Project is scalable to a two lane roadway.	\$31,992,000	\$0		\$0	\$31,992,000
B-93	5	Southwest	La Plata	US 550/US 160 Connection	This project is focused on the US 550 connection to US 160 as part of a long-range plan to enhance transportation for southwest Colorado. The connection is a key component for future growth and provides enhanced mobility and safety, economic vitality and connectivity for the entire Four Corners area and the growing communities within this region.	Design to Budget	\$99,600,000	\$45,200,000	FASTLANE - \$12.3 M; RPP; FASTER Safety; Surface Treatment	\$54,400,000	\$0
B-94	5	Gunnison Valley	Ouray	US 550: Ridgway to Ouray Shoulder Widening	Shoulder widening between Ridgway and Ouray.	The project is scalable.	\$17,597,000	\$7,050,000	Surface Treatment- \$5.9M; FASTER Safety- \$1.15M	\$0	\$10,547,000
B-95	5	Gunnison Valley	Ouray	US 550: Shoulder Improvements, Deer Fencing and Animal Underpasses between Uncompahgre River and Colona (Billy Creek)	This project will improve three miles of the shoulders along US 550 between the Uncompahgre River and Colona at Billy Creek. An animal underpass will be constructed, as well as deer fencing and animal escape ramps.	Not scalable.	\$30,537,000	\$0		\$0	\$30,537,000
B-96	5	San Luis Valley	Saguache	SH 17: Safety and Mobility Improvements North of Mosca (Widen shoulders)	This project will widen the shoulders of CO 17 just north of the community of Mosca.	Scalable, multiple projects (3-4) could be completed.	\$37,498,000	\$8,500,000	Surface Treatment	\$0	\$28,998,000
B-97	5	Gunnison Valley	San Miguel	SH 145: Safety and Mobility Improvements between Sawpit and Keystone Hill (Shoulder Widening and/or Passing Lanes)	This project will construct a passing lane and wider shoulder on CO 145 between Sawpit and Keystone Hill for safety and mobility improvements.		\$15,204,000	\$6,195,000	Surface Treatment - \$.5 M RPP - \$5 M FASTER SAFETY - \$695K	\$0	\$9,009,000
B-98	5	Southwest	La Plata	US 160: Elmore's East	This project will complete the improvements consistent with the Environmental Impact Statement and Record of Decision, which includes widening, access improvements and wildlife mitigation.		\$34,528,000	\$0		\$0	\$34,528,000
B-99	5	Southwest	Montezuma	US 491 Ute Farms Ditch	This project, in partnership with the Ute Mountain Tribe, will extend irrigation culverts on both sides of US160 in the southern part of the tribal property.	Not scalable due to size. Note: CDOT not constructing, only design & const. reimbursement to UMUT.	\$422,000	\$0		\$0	\$422,000
B-100	5	Southwest	Archuleta	US 160/SH151 Safety Mitigation	Extension of the westbound passing lane in both directions and the installation of two wildlife crossing structures along with wildlife fencing.	Phasing possible. Wildlife crossing structures could be phased.	\$8,831,000	\$0	Potential partnership with Southern Ute Tribe, CPW	\$0	\$8,831,000
B-101	5	San Luis Valley	Costilla	US160 Trinchera Safety Mitigation	Construction of an alternating passing lane in both directions and the installation of two wildlife crossing structures along with wildlife fencing.	Phasing possible. Wildlife crossing structures could be phased.	\$15,602,000	\$0	\$ -	\$0	\$15,602,000
B-102	5	San Luis Valley	Chaffee	US50/285 Intersection	RAB at intersection	Not scalable.	\$7,400,000	\$0		\$0	\$7,400,000

B-103	5	San Luis Valley	Chaffee/ Fremont	US 50 Passing Lanes	This project will construct wider shoulders, correct tight curves and mitigate potential rockslide areas on US 50 east of Salida.		\$8,432,000	\$0		\$0	\$8,432,000
B-104	5	San Luis Valley	Alamosa	SH 112 Asset Management	This project will resurface the existing pavement of CO 112 between US 285 and CO 17.	Design to Budget	\$15,000,000	\$0		\$0	\$15,000,000
B-105	5	Southwest	Montezuma	US 160 Improvements Cortez Partnership	Improvements to US 160 in Cortez that may include medians, access improvements, mobility improvements and surface treatment	fixed CDOT contribution, design to budget	\$4,000,000	\$2,000,000	Cortez expected match	\$0	\$2,000,000
B-106	5	Southwest	La Plata	US 550 Underpass Durango Partnership	Provide pedestrian underpass	fixed CDOT contribution, design to budget	\$4,000,000	\$2,000,000	Durango expected match	\$0	\$2,000,000
B-107	5	Southwest	La Plata	US 160 Safety and Mobility Improvements CR 225 to Dry Creek	Project scope includes the addition of passing opportunity or other mobility improvements such as turn lanes between approximate mile markers 94 to 97, approximately from County Road 225 to Dry Creek (CR223). Proposed project will work to fill the gap between two other proposed improvement projects on the corridor (Elmore's East and Dry Creek). Project would also include safety improvements such as shoulder widening, and wildlife-vehicle collision reduction improvements that may include large mammal underpass, deer fencing, jump outs and deer guards.	Scalable, smaller projects could be completed over time.	\$21,000,000	\$0		\$0	\$21,000,000

\$ 757,970,000 \$5,836,753,000

Statewide Programs

B-108	State-wide	Multiple	Multiple	Fiber & Technology	Provide funds for fiber and technology improvements to corridors already on the list. Provide funds for stand-alone fiber and technology projects. Support the RoadX program to prepare Colorado for new transportation technologies	Design Projects to Budget	\$120,000,000	\$0	Potential P3s, not quantified	\$0	\$120,000,000
B-109	State-wide	Multiple	Multiple	ADA Sidewalks & Bicycle/Pedestrian	Colorado has a list of pedestrian sidewalks along state highways that are not in compliance with federal standards. These funds will complete the projects that it will take for Colorado to come into federal compliance.	Specific one-time need	\$120,000,000	\$0		\$25,000,000	\$95,000,000
B-110	State-wide	Multiple	Multiple	Statewide Programs	Safety Shoulders, Rest Area Restoration, Small Freight Projects & Truck Parking, Wildlife Crash Mitigation	Design Projects to Budget	\$220,000,000	\$0		\$0	\$220,000,000

\$25,000,000 \$435,000,000

B-111	State-wide	Multiple	Multiple	Pavement Improvement Program	Highway Surface Treatment/Pavement Preservation & Reconstruction. Emphasis on including shoulder and other minor corridor safety and asset improvements when the highway is receiving pavement improvements to allow for a holistic approach to the corridor.	Design Projects to Budget. Delivery of the PIP will be over 20 years, and annual allocation will vary based on available revenue each year. Emphasis for initial projects may include counties with no other projects on the need list.	\$1,500,000,000	Variable. Some projects may be enhanced by utilizing a combination of sales tax funds and CDOT's base asset management program.	Variable	\$0	\$1,500,000,000
										\$0	\$1,500,000,000

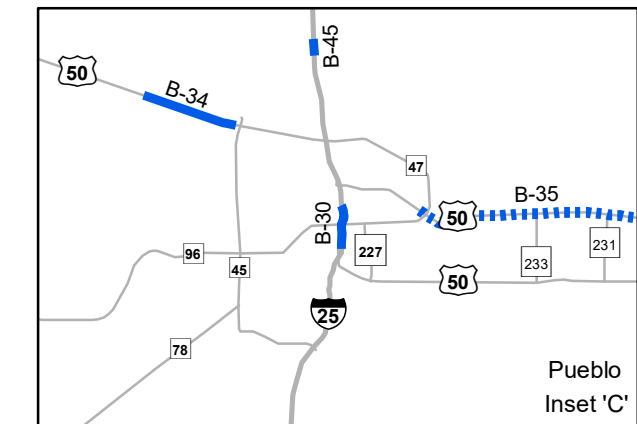
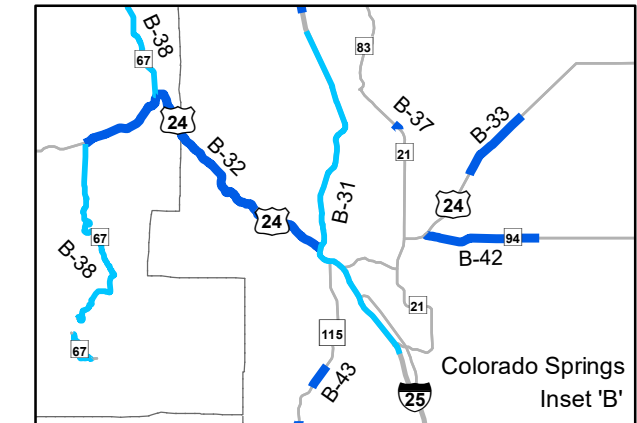
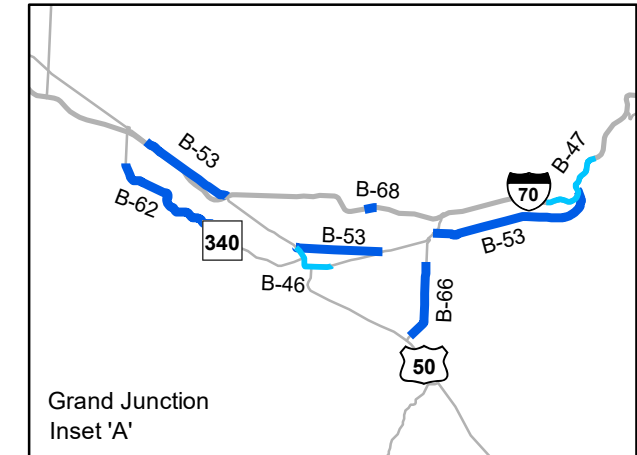
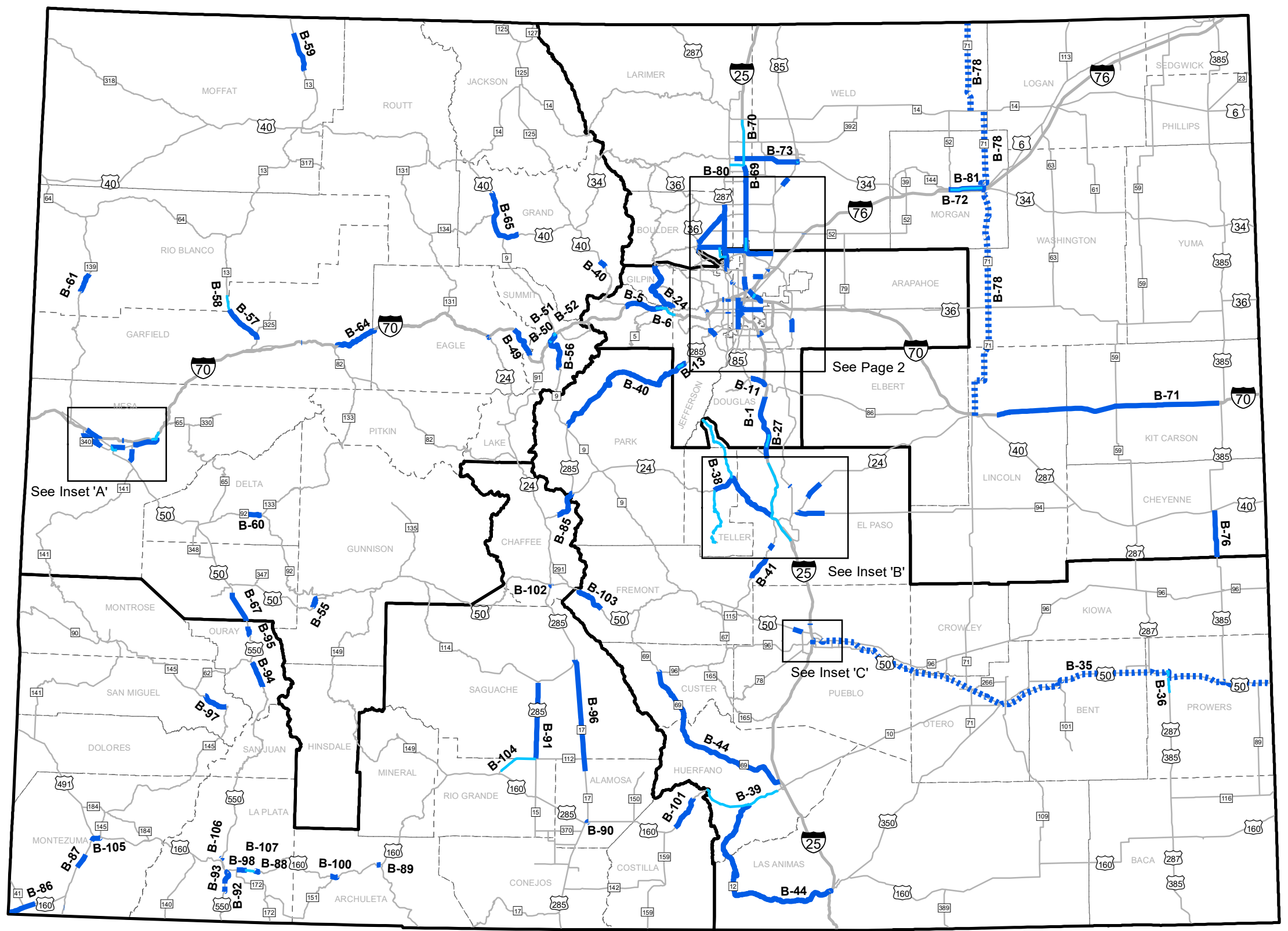
Project ID	Region	TPR	County	Project Name	Project Description	Phasing and Cost Estimate Details	Total Project Cost (P70)	Other Funding Expected to be Available	Other Funding Assumptions	Tentative Commitment, 1st 2 Years of SB 267	Commitment of the "up to \$30 m" per year bonding of Multimodal Options Fund
B-MM-1	1	Greater Denver Area	Denver	East Colfax BRT	Bus Rapid Transit from I-25 to I-225 with dedicated transit lanes from Broadway Ave to Yosemite Ave	All MMOF Design to Budget	\$184M	\$0.00	\$55M Denver GO Bonds leverages \$55M MMOF match. City will pursue FTA Small Starts for remainder of funds	\$0	\$110,000,000
B-MM-2	1	Greater Denver Area	Clear Creek	Idaho Springs Parking and Transit Center	Construct a parking garage and transit transfer center	All MMOF Design to Budget	\$15M	\$0.00	\$7.5M local funds leverages \$7.5M MMOF match. Local sources include downtown improvement district funds, local transportation ballot funds, and private funds.	\$0	\$15,000,000
B-MM-3	1	Greater Denver Area	Boulder/Weld/Broomfield/Adams	SH 7, Downtown Boulder to Downtown Brighton	BRT, commuter bikeways, managed/express lanes, highway and other multimodal improvements to be determined from Boulder to Brighton.	All MMOF Design to Budget	\$352M	\$112,000,000	See Project 143 for \$100 CDOT hwy funds that will leverage \$50M MMOF match. Project 143 also includes \$12M surface treatment funds. \$5M Local Funds leverages \$5M MMOF match.	\$0	\$60,000,000
B-MM-4	1	Greater Denver Area	Jefferson	US 6 Peaks to Plains Trail	The project of approximately 3-mile segment of trail, including bridges, creek access points and a series of parking lots, will provide a currently non-existent bicycle and pedestrian facility separated from vehicles on US Highway 6 through Clear Creek Canyon in support of safety for all. This is a fundamental project goal for the roughly 16 miles of the P2P through the Canyon, of which approximately eight miles are either constructed or in the planning/design phase.	All MMOF Design to Budget	\$30M	\$10,000,000	\$20M local funds leverages \$10M MMOF match.	\$0	\$20,000,000

B-MM-5	2	Pikes Peak Area	El Paso	Colorado Springs Downtown Transit Center	Purchase land, design, and construct a transit center in the downtown	All MMOF Design to Budget		\$20M	\$0.00	\$10M local funds leverages \$10M MMOF match. Local sources include federal formula transit funds and local transportation authority funds	\$0	\$20,000,000
B-MM-6	2	Pueblo Area	Pueblo	Pueblo City Transit Maintenance and Administration Facility	Replace and relocate the existing transit maintenance and administration building	All MMOF Design to Budget		\$15M	\$0.00	\$7.5M local funds leverages \$7.5M MMOF match. Local sources include federal formula transit funds and local transportation ballot funds	\$0	\$15,000,000
B-MM-7	2	Pikes Peak Area	El Paso	Manitou Springs Transit Hub	Reconstruct a transit center and facility that will provide parking and multi-modal transportation services.	All MMOF Design to Budget		\$17M	\$0	\$8.5M local funds leverages \$8.5M MMOF match. Local sources include city fund, parking fees, and private contributions, and regional transportation funds	\$0	\$17,000,000
B-MM-8	3	Grand Valley	Mesa	North Avenue (US 6) Corridor Improvements (Grand Junction)	A series of transit accessibility/pedestrian improvements	All MMOF Design to Budget		\$14M	\$0.00	\$7M local funds leverages \$7M MMOF match. Local sources include City sales tax, transportation impact fees, energy impact fees. Other local entities may also participate. The City intends to pursue federal competitive BUILD grant.	\$0	\$14,000,000
B-MM-9	3	Intermountain	Garfield	RFTA Glenwood Maintenance Facility Expansion	Expansion of existing maintenance and administration facility	All MMOF Design to Budget		\$30M	\$0.00	\$15M local funds leverages \$15M MMOF match. Local sources include remaining local bonding authority and/or agency reserves	\$0	\$30,000,000
B-MM-10	3	Intermountain	Summit	Breckenridge Transit Station Rebuild	Rebuild the Town's intermodal transit center	All MMOF Design to Budget		\$10M	\$0.00	\$5M local funds leverages \$5M MMOF match. Local sources include general fund revenues from the City and other partner transit agencies	\$0	\$10,000,000
B-MM-11	3	Northwest	Routt	Steamboat Springs Transit Center Renovation	Reconstruct a major transit center	All MMOF Design to Budget		\$18M	\$0.00	\$9M local funds leverages \$9M MMOF match. Local sources include the Urban Redevelopment Authority, city transit funds, and private contributions	\$0	\$18,000,000
B-MM-12	3	Grand Valley	Mesa	US 6 Corridor Transit Improvements (Mesa County)	Corridor improvements (Clifton to Fruita) to include transit signal priority, stop improvements, lighting, ADA, and other access improvements			\$11.30	\$47,651,000	See project 39 for \$43M CDOT hwy funds that will leverage \$11.3M MMOF match	\$0	\$11,300,000
B-MM-83	4	Greater Denver Area	Boulder/Broomfield	US 287- from SH 66 to US 36	BRT, commuter bikeways, managed/express lanes and other multimodal improvements	All MMOF Design to Budget		\$90M	\$45,000,000	See new R4 project # 170 for \$45M CDOT funds. \$6M Local Funds leverages \$6M MMOF match	\$0	\$12,000,000

B-MM-82	4	Greater Denver Area	Boulder	SH 42/95th Street	Potential devolution, safety and pedestrian improvements, BRT, commuter bikeways, and other multimodal improvements in Louisville and Lafayette.	All MMOF Design to Budget	\$27.4M	\$12,800,000	See Project 141 for \$12.3M in CDOT hwy funds, and .5M FASTER funds. Additionally, \$7.3M local funds leverages \$7.3M MMOF match.	\$0	\$14,600,000
B-MM-84	4	Greater Denver Area	Boulder	US 36/28th Street and SH 93/Broadway	Operation improvements for multiple regional BRT routes	All MMOF Design to Budget	\$26M	\$10,000,000.00	See new R4 project #171 for \$10M CDOT sales tax+\$10M MMOF match \$3M Local Funds + \$3M MMOF match	\$0	\$16,000,000
B-MM-79	4	Greater Denver Area	Boulder	SH 119- Downtown Boulder to Downtown Longmont	Expected improvements include regional arterial Bus Rapid Transit (BRT), commuter bikeways, managed/express lanes, and other multi-modal improvements	All MMOF Design to Budget	\$230-\$600M	\$139,000,000	See Project 74 for \$130M CDOT hwy funds that will leverage \$100M MMOF match. Project 74 also includes \$9M RPP funds. \$30M RTD leverages \$30M MMOF match. \$5M Local Funds leverages \$5M MMOF match. \$100M potential FTA Small Starts (competitive) could leverage an additional \$100M MMOF match.	\$0	\$370,000,000
B-MM-17	4	North Front Range	Larimer	Fort Collins West Elizabeth BRT	A series of capital and operating improvements along the West Elizabeth corridor	All MMOF Design to Budget	\$20M	\$0.00	\$10M local funds leverages \$10M MMOF match. Local sources include federal formula transit funds and local funds. The City plans to pursue competitive FTA Small Starts.	\$0	\$20,000,000
B-MM-18	5	Gunnison Valley	San Miguel	Transit System Replacement between Mountain Village and Telluride		All MMOF Design to Budget	\$10M	\$0.00	\$5M local funds leverages \$5M MMOF match.	\$0	\$10,000,000
B-MM-19	5	Southwest	La Plata	Transit and ADA Accessibility Upgrades (Durango)	A series of transit accessibility improvements around the city such as improved bus stops and access to bus stops.	All MMOF Design to Budget	\$20M	\$0.00	\$10M local funds leverages \$10M MMOF match. Local source is existing, dedicated .05 sales tax.	\$0	\$20,000,000

MMOF Fund **\$401,450,000**

\$802,900,000

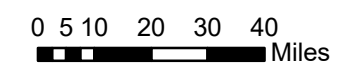


—— 8 21 Ballot List Highway Projects w/Project ID
- - - - 8 Ballot List Highway Projects w/Project ID (extent TBD)
 Note: Color differences are to differentiate overlapping projects
 - - - - County
 — Highway
 CDOT Region

Data Source: CDOT 2017/2018
 Created: August 16, 2018
 www.coloradodot.info



Ballot List Highway Projects



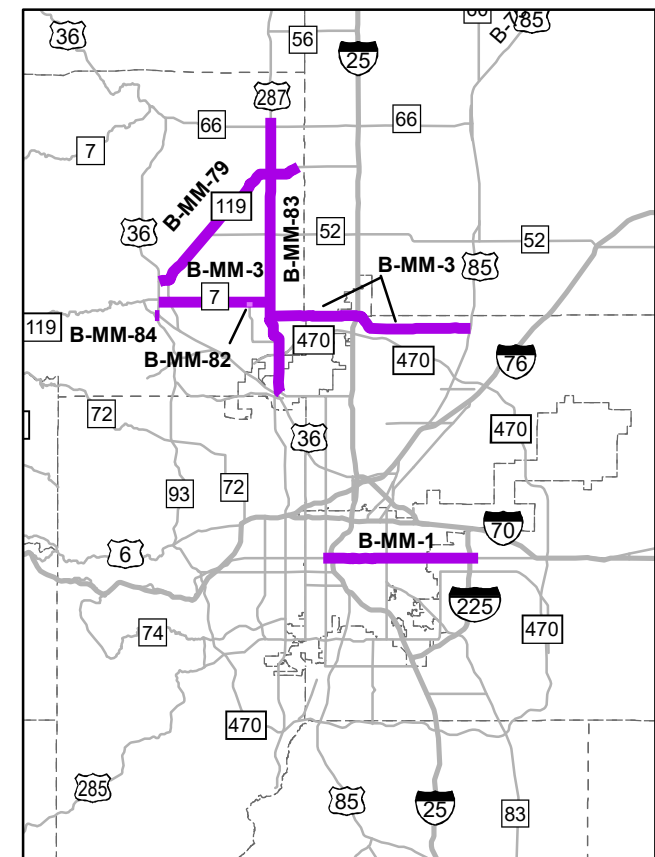
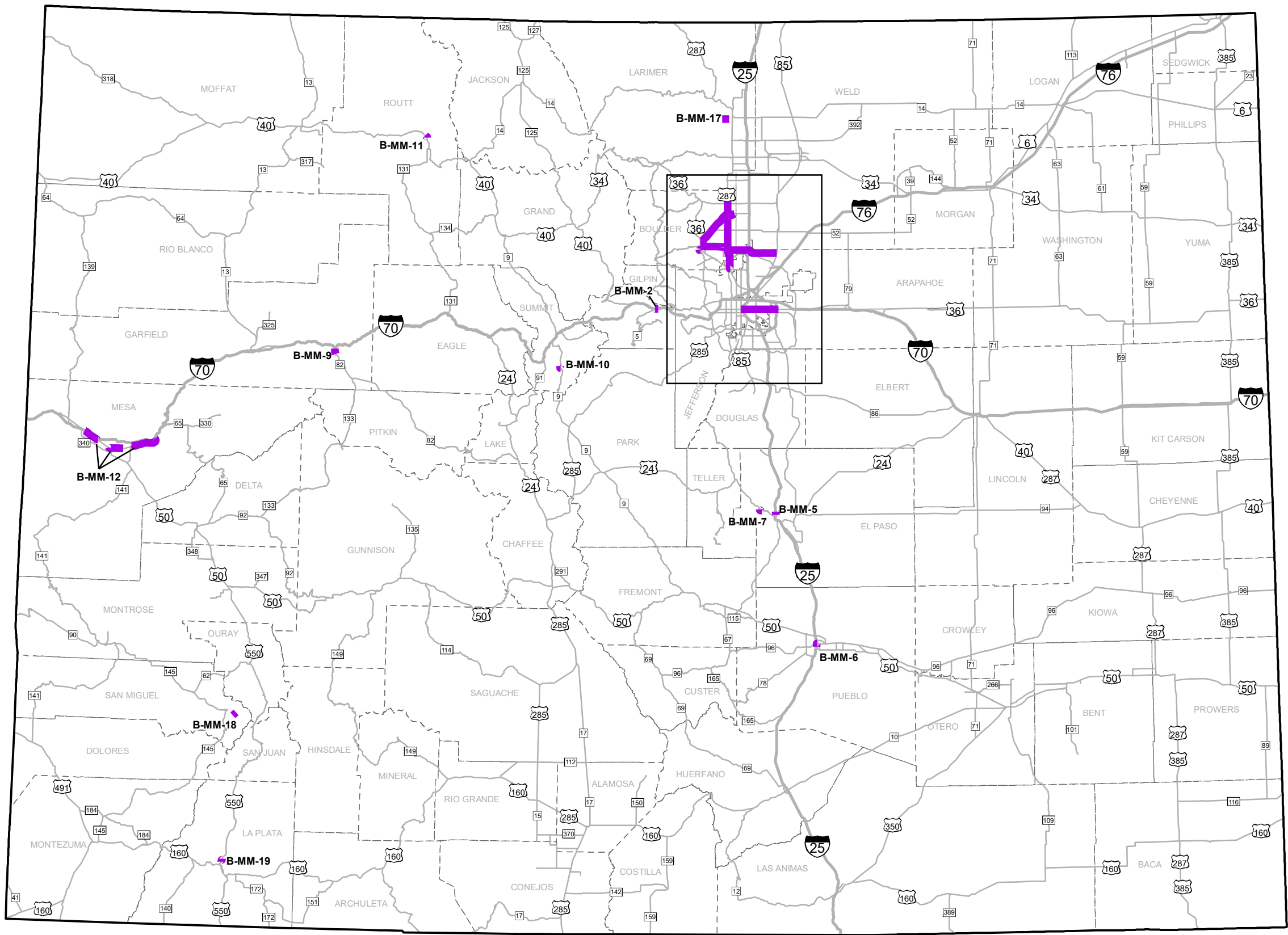
Ballot List ID	Region	TPR	County	Project Name
B-1	1	Greater Denver Area, Pikes Peak Area	Douglas and El Paso	I:25: Colorado Springs Denver South Connection
B-5	1	Greater Denver Area	Clear Creek	I-70 West: Westbound Peak Period Shoulder Lanes (PSSL)
B-6	1	Greater Denver Area	Clear Creek	I-70 West: Floyd Hill
B-13	1	Greater Denver Area	Jefferson	US 285: Richmond Hill to Shaffer's Crossing
B-24	1	Greater Denver Area	Gilpin	SH119 Shoulders
B-27	1	Greater Denver Area	Douglas	I-25: Greenland to County Line
B-30	2	Pueblo Area	Pueblo	1-25: City Center Drive to 13th St. (Phase of the New Pueblo Freeway)
B-31	2	Pikes Peak Area	El Paso	I-25: Colorado Springs Congestion Relief (SH 16 to Baptist Rd)
B-32	2	Pikes Peak Area	El Paso	US 24 West: Divide to 1-25
B-33	2	Pikes Peak Area	El Paso	US 24 East: Widening Garret/Dodge to Stapleton Rd.
B-34	2	Pueblo Area	Pueblo	US 50: West of Pueblo
B-35	2	Pueblo Area/Southeast	Pueblo/Otero/Bent/Prowers	US 50: East Widening
B-36	2	Southeast	Prowers	US 287: Lamar Reliever Route
B-37	2	Pikes Peak Area	El Paso	SH 21: Research Pkwy. Interchange
B-38	2	Central Front Range	Teller	SH 67: Victor to Divide & North of Woodland Park
B-39	2	South Central	Huerfano	US 160: Mobility Improvements
B-40	2	Central Front Range	Park	US 285: Fairplay to Richmond Hill
B-41	2	Central Front Range	El Paso & Fremont	SH 115: Penrose to South Rock Creek full depth pavement reconstruction
B-42	2	Pikes Peak Area	El Paso	SH 94: Safety Improvements
B-43	2	Central Front Range	El Paso	SH 115: Rock Creek Bridge Replacement and Widening
B-44	2	South Central	Huerfano / Las Animas	SH 69 and SH 12 Improvements
B-45	2	Pueblo Area	Pueblo	I-25 and Drew Dix/Dillon Interchange
B-46	3	Grand Valley	Mesa	I-70: Business Loop
B-47	3	Grand Valley	Mesa	I-70: Palisade to Debeque
B-48	3	Intermountain	Eagle	I-70 West: Dowd Canyon Interchange
B-49	3	Intermountain	Eagle / Summit	I-70 West: Vail Pass
B-50	3	Intermountain	Summit	I-70 West: Exit 203 Interchange Improvements

Ballot List ID	Region	TPR	County	Project Name
B-51	3	Intermountain	Summit	I-70 West: Frisco to Silverthorne Auxiliary Lane
B-52	3	Intermountain	Summit	I-70 West: Silverthorne Interchange
B-53	3	Grand Valley	Mesa	US 6: Improvements Mesa County
B-54	3	Northwest	Grand	US 40: Fraser to Winter Park
B-55	3	Gunnison Valley	Gunnison	US 50: Little Blue Canyon
B-56	3	Intermountain	Summit	SH 9: Frisco North
B-57	3	Intermountain	Garfield	SH 13: Rifle North
B-58	3	Northwest	Rio Blanco	SH 13: Rio Blanco South to County Line Shoulders and Passing Lanes
B-59	3	Northwest	Moffat	SH 13: Wyoming South
B-60	3	Gunnison Valley	Delta	SH 92: Safety Improvements
B-61	3	Northwest	Rio Blanco	SH 139: Little Horse South
B-62	3	Grand Valley	Mesa	SH 340: Safety and Capacity improvements
B-63	3	Intermountain	Garfield	I-70: Garfield County Interchange Improvements (New Castle)
B-64	3	Intermountain	Garfield	I-70: Glenwood Canyon Bridge Rail
B-65	3	Northwest	Grand	US 40: Kremmling East and West
B-66	3	Grand Valley	Mesa	SH 141B: Mesa County
B-67	3	Gunnison Valley	Montrose	US 550: Safety Improvements
B-68	3	Grand Valley	Mesa	I-70 and 29 Rd Interchange
B-70	4	North Front Range, Greater Denver Area	Weld/ Larimer	I-25 North SH 402 to SH 14 (Segments 7 & 8)
B-71	4	Eastern	Kit Carson	I-70: Replace Failing Pavement
B-72	4	Upper Front Range	Morgan	I-76: Fort Morgan to Brush: Phase 4
B-73	4	North Front Range	Larimer / Weld	US 34: Widening
B-74	4	North Front Range	Weld	US 34 / US 85 Interchange Reconfiguration
B-76	4	Eastern	Cheyenne	US 385
B-78	4	Upper Front Range, Eastern	Lincoln / Morgan / Weld	SH 71 Super 2

Ballot List ID	Region	TPR	County	Project Name
B-80	4	North Front Range	Larimer	SH 402: Widening, Intersection and Safety Improvements
B-81	4	Upper Front Range	Morgan	I-76: Fort Morgan to Brush Phase 5
B-85	5	San Luis Valley	Chaffee / Park	US 24: Safety and Mobility Improvements on Trout Creek Pass- Phase II
B-86	5	Southwest	Montezuma	US 160: Reconstruction and Shoulder Widening MP 0 to MP 8
B-87	5	Southwest	Montezuma	US 160: Towaoc Passing Lanes
B-88	5	Southwest	La Plata	US 160: Dry Creek Passing and Mobility Improvements
B-89	5	Southwest	Archuleta	US 160: Pagosa Reconstruction and Multi-Modal Improvements
B-90	5	San Luis Valley	Alamosa	US 160: Rio Grande River Bridge to SH 17
B-91	5	San Luis Valley	Saguache	US 285: Safety and Mobility Improvements between Center to Saguache (Widen Shoulders)
B-92	5	Southwest	La Plata	US 550 South: Gap
B-93	5	Southwest	La Plata	US 550/US 160 Connection
B-94	5	Gunnison Valley	Ouray	US 550: Ridgway to Ouray Shoulder Widening
B-95	5	Gunnison Valley	Ouray	US 550: Shoulder Improvements, Deer Fencing and Animal Underpasses between Uncompahgre River and Colona (Billy Creek)
B-96	5	San Luis Valley	Saguache	SH 17: Safety and Mobility Improvements North of Mosca (Widen shoulders)
B-97	5	Gunnison Valley	San Miguel	SH 145: Safety and Mobility Improvements between Sawpit and Keystone Hill (Shoulder Widening and/or Passing Lanes)
B-98	5	Southwest	La Plata	US 160: Elmore's East
B-99	5	Southwest	Montezuma	US 491 Ute Farms Ditch
B-100	5	Southwest	Archuleta	US 160/SH151 Safety Mitigation
B-101	5	San Luis Valley	Costilla	US160 Trinchera Safety Mitigation
B-102	5	San Luis Valley	Chaffee	US50/285 Intersection
B-103	5	San Luis Valley	Chaffee/Fremont	US 50 Passing Lanes
B-104	5	San Luis Valley	Alamosa	SH 112 Asset Management
B-105	5	Southwest	Montezuma	US 160 Improvements Cortez Partnership
B-106	5	Southwest	La Plata	US 550 Underpass Durango Partnership
B-107	5	Southwest	La Plata	US 160 Safety and Mobility Improvements CR 225 to Dry Creek

Attachment A

Ballot List ID	Region	TPR	County	Project Name
B-2	1	Greater Denver Area	Denver	I-25: Speer and 23rd Bridges
B-3	1	Greater Denver Area	Adams	I-25 North: 84th Ave to Thornton Pkwy widening
B-4	1	Greater Denver Area	Adams, Broomfield	I-25 North: TEL Expansion
B-7	1	Greater Denver Area	Jefferson	I-70: Kipling Interchange
B-8	1	Greater Denver Area	Denver	I-225: I-25 to Yosemite
B-9	1	Greater Denver Area	Adams	I-270: Widening from I-76 to I-70
B-10	1	Greater Denver Area	Jefferson	US 6: Wadsworth Interchange
B-11	1	Greater Denver Area	Douglas	US 85: Sedalia to Meadows Widening
B-12	1	Greater Denver Area	Adams	US 85/Vasquez: I-270 to 62nd Ave. Interchange
B-14	1	Greater Denver Area	Adams	US 85: 120th Grade Separation
B-15	1	Greater Denver	Boulder, Weld, Broomfield	CO 7 Corridor Improvements
B-16	1	Greater Denver Area	Denver	I-25: Valley Highway Phase 3.0
B-17	1	Greater Denver Area	Jefferson	C-470: 285 and Morrison Road
B-18	1	Greater Denver Area	Arapahoe	I-25/Bellview
B-19	1	Greater Denver Area	Arapahoe	CO 30 Improvements
B-20	1	Greater Denver Area	Jefferson/ Adams	SH 95/Sheridan Boulevard
B-21	1	Greater Denver Area	Denver	Federal: Hampden to 52nd Ave
B-22	1	Greater Denver Area	Denver	Colfax: I-25 to Yosemite
B-23	1	Greater Denver Area	Jefferson	US6/Heritage Road Interchange
B-25	1	Greater Denver Area	Multiple	Bottleneck Reduction
B-26	1	Greater Denver Area	Adams	104th Ave: Colorado to US85
B-28	1	Greater Denver Area	Jefferson	SH121 (Wadsworth): 38th Ave to I-70
B-29	1	Greater Denver Area	Adams/ Broomfield	I-25/SH7 Interchange Replacement (Mobility Hub)
B-69	4	North Front Range, Greater Denver Area	Adams / Broomfield / Weld / Larimer	I-25 North: SH 66 to SH 402 (Segments 5 & 6)
B-75	4	Upper Front Range, North Front Range, Greater Denver Area	Weld	US 85: Corridor Improvements
B-77	4	Upper Front Range	Weld	SH 52 Interchange in Hudson
B-79	4	Greater Denver Area	Boulder	SH 119: Downtown Boulder to Downtown Longmont
B-82	4	Upper Front Range	Morgan	I-76: Fort Morgan to Brush Phase 5
B-83	4	Greater Denver Area	Boulder/ Broomfield	US 287- from SH 66 to US 36
B-84	4	Greater Denver Area	Boulder	US 36/28th Street and SH 93/Broadway



8 21 Ballot List Multi-Modal Projects w/Project ID

Note: Color differences are to differentiate overlapping projects

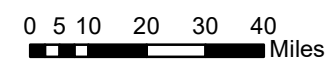
--- County

— Highway

Data Source: CDOT 2017/2018
 Created: July 17, 2018
 www.coloradodot.info



Ballot List Multi-Modal Projects



Ballot List ID	Region	TPR	County	Project Name
B-MM-1	1	Greater Denver Area	Denver	East Colfax BRT
B-MM-2	1	Greater Denver Area	Clear Creek	Idaho Springs Parking and Transit Center
B-MM-3	1	Greater Denver Area	Boulder/Weld/Broomfield/ Adams	SH 7, Downtown Boulder to Downtown Brighton
B-MM-4	1	Greater Denver Area	Jefferson	US 6 Peaks to Plains Trail
B-MM-5	2	Pikes Peak Area	El Paso	Colorado Springs Downtown Transit Center
B-MM-6	2	Pueblo Area	Pueblo	Pueblo City Transit Maintenance and Administration Facility
B-MM-7	2	Pikes Peak Area	El Paso	Manitou Springs Transit Hub
B-MM-8	3	Grand Valley	Mesa	North Avenue (US 6) Corridor Improvements (Grand Junction)
B-MM-9	3	Intermountain	Garfield	RFTA Glenwood Maintenance Facility Expansion
B-MM-10	3	Intermountain	Summit	Breckenridge Transit Station Rebuild
B-MM-11	3	Northwest	Routt	Steamboat Springs Transit Center Renovation
B-MM-12	3	Grand Valley	Mesa	US 6 Corridor Transit Improvements (Mesa County)
B-MM-83	4	Greater Denver Area	Boulder/Broomfield	US 287- from SH 66 to US 36
B-MM-82	4	Greater Denver Area	Boulder	SH 42/95th Street
B-MM-84	4	Greater Denver Area	Boulder	US 36/28th Street and SH 93/Broadway
B-MM-79	4	Greater Denver Area	Boulder	SH 119- Downtown Boulder to Downtown Longmont
B-MM-17	4	North Front Range	Larimer	Fort Collins West Elizabeth BRT
B-MM-18	5	Gunnison Valley	San Miguel	Transit System Replacement between Mountain Village and Telluride
B-MM-19	5	Southwest	La Plata	Transit and ADA Accessibility Upgrades (Durango)



CDOT'S LIST: TC ADOPTED JULY, 2018

SB1/267 BALLOT



WHAT'S NOT INCLUDED?

Local shares of sales tax/SB1 revenue (40% of total)

Most of the multimodal sales tax funds

WHAT REVENUE IS INCLUDED?

\$300 M in SB 18-1 of \$450 M in CDOT SB 18-1 funds over two years

\$1.7 B in SB 17-267 four full years of transfers (minus transit)

\$7 B in CDOT 45% share of sales tax over 20 years- includes all reasonably expected revenue with expected growth over time

\$400 M in one portion of the 15% share of sales tax dedicated to multimodal options- includes only small bonded portion (along with \$400 M to match those funds)

SPECIFIC "HIGHWAY" PROJECTS

\$6.6 B for projects across Colorado

Goal to complete in ten years

Includes projects that will utilize bond funds and projects paid for with pay-as-you-go (paygo) funds

Specific projects includes 107 projects in Denver & Front Range | South & Southeastern | Inter-Mountain and Western Slope | North & Northeastern

STATEWIDE PROGRAMS

\$460 M to statewide programs

Specific projects not selected

Rural focus for most statewide programs

Statewide Programs include:

Fiber & Technology: \$120 M

ADA Sidewalks & Bicycle/Pedestrian: \$120 M

Safety Shoulders, Rest Area Restoration, Small

Freight Projects & Truck Parking, Wildlife

Crash Mitigation: \$220 M

GROWTH REVENUE

\$2 B in sales tax growth revenue **dedicated to**

\$1.5 B pavement improvement program

\$500 M to future needs/projects

Pavement Improvement Program will include other shoulder/safety improvements along routes selected for paving

SPECIFIC "MULTIMODAL BOND" PROJECTS

\$400 M in sales tax funding

Larger projects expected to utilize bond proceeds

19 projects across state and in every CDOT Region | Projects are at least \$10 million Include at least 50/50 match | Constitutes less than 1/3 of total multimodal revenue

Resolution #TC18-07-15

Selecting projects and programs to be funded if Initiative #153 is successful in November, 2018.

Approved by the Transportation Commission on July 19, 2018.

WHEREAS, the Colorado Department of Transportation (“CDOT”) is an executive department of the State of Colorado (“State”); and

WHEREAS, pursuant to §43-1-106(8)(a) and (j), C.R.S., the Colorado Transportation Commission (“Commission”) is charged with formulating general policy with respect to the management, construction, and maintenance of public highways and other transportation systems in the state and to do all other things necessary and appropriate in the construction, improvement, and maintenance of the state highway and transportation systems; and

WHEREAS, Initiative #153 has been filed, and if placed on the ballot and approved by the people of Colorado would increase the state sales tax by .62% for twenty years and dedicate those funds to local roads, highways, and multimodal options across the state; and

WHEREAS, the Commission is responsible for determining priorities for highways dollars expected to be approximately \$345 million in the first year, and multimodal projects totaling no more than \$400 million if matched by an additional \$400 million from other local or state sources; and

WHEREAS, the Department, with the participation of transportation planning partners from around the state, including the Statewide Transportation Advisory Committee utilizing the existing statewide transportation planning process has created a Development Program of projects that account for the highest priority highway projects across the state that are unfunded or underfunded, and the Department is developing a similar program for transit priorities; and

WHEREAS, it is important to provide the citizens of Colorado an expectation of what projects the department would fund if Initiative #153 were to pass; and

WHEREAS, another potential ballot question, Initiative #167 is also being considered but contains its own list of projects to be funded and therefore does not require the Commission to approve a list of projects; and

WHEREAS, the Commission has considered a list of projects and programs that addresses statewide equity and the need for a variety of projects including mobility, asset preservation and improvement, safety and multimodal options; and

WHEREAS, the Commission acknowledges that Initiative #153 also provides local governments with sales tax funds for local transportation priorities and multimodal projects, including rail, in addition to what the Commission is responsible for, and those local governments will use their own planning processes to determine project selection for those funds; and

WHEREAS, no new funding scenario is able to cover all transportation needs in the state and Colorado’s highway system has project needs that exceed \$10 billion in addition to deficits to appropriately maintain the state’s existing highway system of over \$200 million annually; and

NOW, THEREFORE, BE RESOLVED, the Commission approves for priority funding the highway and

multimodal projects included in Appendix A of this resolution, including 120 projects that are not listed in any priority order and will be funded in a statewide equitable way and based on the readiness of each project with a target completion of all projects within ten years after the enactment of Initiative #153 in January, 2019; and

NOW, THEREFORE, BE IT FURTHER RESOLVED, the Commission also approves several statewide programs, including Fiber and Technology; ADA Sidewalks and Bicycle/Pedestrian; Safety Shoulders, Rest Area Restoration, Small Freight and Truck Parking, and Wildlife Crash Mitigation; and the Pavement Improvement Program, with project selection for each of the statewide programs to be determined by the Commission at a later date should Initiative #153 be approved by voters; and

NOW, THEREFORE, BE IT FURTHER RESOLVED, the Commission commits to the dollar amount for each project or program, and if a project is unable to be constructed with the funding made available, the scope of the project shall be modified; and

NOW, THEREFORE, BE IT FURTHER RESOLVED the Commission recognizes the potential volatility of new funding sources and may in the future make adjustments to Appendix A to match actual new revenue receipts;

NOW, THEREFORE, BE IT FURTHER RESOLVED the Commission acknowledges that in addition to Initiative #153, full funding by the Colorado General Assembly of SB 18-001 and SB 17-267 is also necessary to complete the projects in Appendix A, and those projects are commitments only to the degree these additional funding sources are available to help cover the associated cost of each project; and

NOW, THEREFORE, BE IT FURTHER RESOLVED the Commission acknowledges the role of the Statewide Transportation Advisory Committee, planning partners and transportation advocates across the state in developing a list of projects and programs that will support the economic vitality of Colorado and the quality of life of the public by improving how we safely move people, goods and information on Colorado's transportation system.



Herman Stockinger, Secretary
Transportation Commission of Colorado

7-14-18

Date

3rd Draft

Initiative #153 Authorize Sales Tax and Bonds for Transportation Projects

- **Proposition ? proposes amending the Colorado statutes to:**
 - ♦ increase the state’s sales and use tax rate from 2.9 percent to 3.52 percent for 20 years;
 - ♦ distribute the new tax revenue for transportation as follows: 45 percent to the state; 40 percent to local governments; and 15 percent for multimodal transportation projects; and
 - ♦ permit the state to borrow up to \$6.0 billion for transportation projects and limit the total repayment amount, including principal and interest, to \$9.4 billion over 20 years.
 - Establish a citizen oversight commission to annually report on the use of the bond proceeds related to this initiative.

Summary and Analysis

This analysis outlines state highway funding and the state sales and use tax under current law. In addition, it describes the sales and use tax increase and the bond sale and repayment authorized by the measure.

Current state highway funding. Maintenance and construction of state highways are funded through the Colorado Department of Transportation (CDOT). CDOT receives most of its revenue from federal and state gasoline and diesel fuel taxes and from state vehicle registration fees, as shown in Figure 1. For state budget year 2017-18, CDOT spent approximately \$1.2 billion, or roughly 85 percent of its revenue, on state highway maintenance and operations and \$220.5 million, or 15 percent, on construction.

Figure 1
State Transportation Funding Sources and Uses
Budget Year 2017-18

Sources Total: \$1.4 Billion	Uses Total: \$1.4 Billion
Other* \$241.8 million	Construction \$220.5 million
Federal Gas Tax \$526.8 million	Maintenance \$875.5 million
Registration Fees \$339.5 million	Operations \$333.6 million
State Gas Tax \$321.6 million	

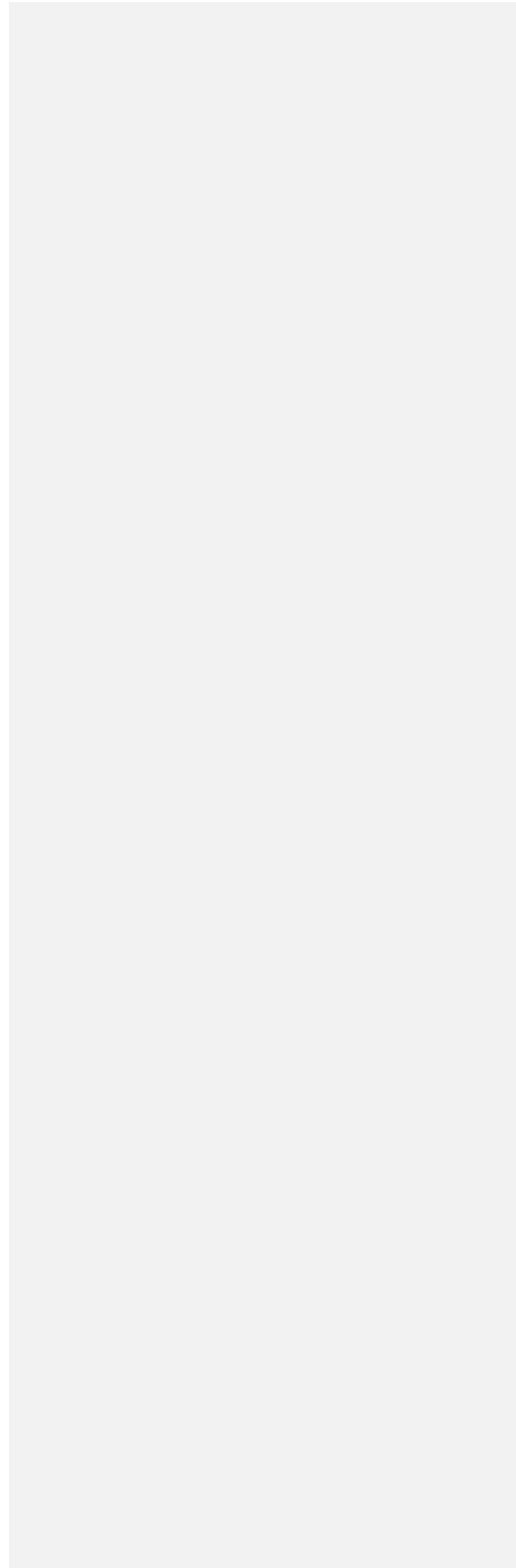
Source: Colorado Department of Transportation.
*Other funding sources include federal grants, tolls, and other state

LGC Comment: Recognizing the creation of the citizen oversight committee is essential to the transparency and accountability of the measure to the citizens of Colorado. Creation of such a committee for agency oversight has been a fundamental element of annual legislative debate on increasing funding for transportation.

3rd Draft

and local funds.

- 1 -



3rd Draft

- **Sales and use tax.** The state sales tax is paid on the purchase price of most items.
- Some items are exempt, such as food bought at grocery stores, prescription drugs, household utilities, and gasoline. The tax applies to some services, including telephone service, food and drink service at restaurants and bars, and short-term lodging. The state use tax is paid when sales tax was due but not collected. In addition to the state's 2.9 percent rate, most cities and counties also have sales and use taxes. Combined state and local sales tax rates in Colorado range from 2.9 percent to 11.2 percent, depending on where a purchase is made.
- **Amount of the tax increase.** Beginning January 1, 2019, the measure increases the state sales tax rate from 2.9 percent to 3.52 percent for 20 years. The measure is estimated to raise about \$767 million in the first year that it applies. **"Both Colorado residents and visitors contribute to total sales and use tax receipts."** Table 1 provides examples of estimated state sales taxes paid currently and under Proposition ? based on family income. Under the measure, the average amount of sales tax paid by a Colorado family with an average income of \$74,374 is estimated to increase by \$131.

**Table 1
Comparison of Average Annual Estimated State Sales Taxes Due under Current Law and Proposition ?**

	Current Law	Under Proposition ?	
Family Income	State Sales Tax Paid (2.9%)	Tax Increase (0.62%)	Total State Sales Tax Paid (3.52%)
\$6,495	\$197	\$42	\$239
\$13,143	\$235	\$50	\$285
\$24,015	\$359	\$77	\$436
\$42,272	\$459	\$98	\$557
\$74,374	\$611	\$131	\$742
\$83,473	\$730	\$156	\$886
\$190,232	\$1,171	\$250	\$1,421

Source: Colorado Department of Revenue, 2016 Tax Profile & Expenditure Report.

- **Use of new tax revenue for transportation.** The additional tax revenue collected under Proposition ? is dedicated to the following uses:
 - 45 percent to CDOT for state transportation projects, including debt repayment;
 - 40 percent to local governments for transportation projects; and
 - 15 percent for multimodal transportation projects.
- The state's share of the additional tax revenue will be spent by CDOT on state transportation projects that address safety, maintenance, and congestion and to repay borrowing under this measure for transportation projects. The Transportation Commission, an 11-member body appointed by the Governor to prioritize statewide
 - transportation needs, **will** determine the use of these funds. **The map of adopted projects is shown below. (Insert Maps from CDOT in letter to Mike Maurer dated 8/20/18)**

Comment: One reason the sales tax was the selected method to fund transportation is it captures the impact the 82 million visitors/tourist have on Colorado's transportation system. Visitor will share the burden and pay into the transportation fund to help pay for needed transportation improvements to improve safety and reduce congestion.

Comment: The Colorado Transportation Commission, appointed by the Governor and confirmed by the Senate, passed a resolution adopting the list of 107 projects statewide that would be built if #153 is approved by voters. This map is the result of countless hours of public hearings, input and negotiation with transportation planning partners across the state. The list is an official commitment on the part of the State to the public regarding use of funds under #153 and should be included in full or by link in the bluebook.

3rd Draft

- The local share of the additional revenue will be distributed to every city and county
- for transportation projects based on an existing formula in state law.

1 The additional tax revenue identified for multimodal transportation projects will mostly
2 be spent by local governments. Multimodal transportation provides additional
3 transportation options and includes bike paths, sidewalks, and public transit, such as
4 buses, rail, and rides for the elderly and disabled.

5 **Bond sale and repayment.** Proposition ? permits CDOT to borrow up to \$6.0 billion
6 by selling transportation revenue bonds. The total repayment amount, including
7 principal and interest, is limited to \$9.4 billion over 20 years, and the state must reserve
8 the right to repay the bonds ahead of schedule without penalty. Assuming the
9 repayment schedule is for the full \$9.4 billion over 20 years, the average annual
10 repayment cost will be \$470 million. Actual repayment amounts will vary depending on
11 the terms of the revenue bonds. The measure creates a citizen oversight commission to
12 annually report on the use of the bond proceeds.

13 **Past bond sale and repayment for transportation projects.** In 1999, voters
14 approved the sale of \$1.5 billion worth of bonds for transportation projects. The state
15 was required to use the borrowed money to pay for up to 24 transportation projects
16 across the state. Repayment costs for the 1999 bonds totaled \$2.3 billion. The debt
17 was fully repaid through various state and federal sources in December 2016.

*For information on those issue committees that support or oppose the measures on the ballot at the **November 6, 2018**, election, go to the Colorado Secretary of State's elections center web site hyperlink for ballot and initiative information:*

<http://www.sos.state.co.us/pubs/elections/Initiatives/InitiativesHome.html>

Comment: This link does not appear to send the reader to anything specific on the SOS website

18 Arguments For

19 1) Colorado's highways are deteriorating, and the cost of improvements continues
20 to increase. The state needs to invest immediately in its infrastructure and
21 cannot afford to expand and modernize its transportation system without a new
22 revenue source. Colorado needs a modern transportation system that includes
23 road, bus, bike, pedestrian, and rail options to address its growing population.
24 This measure creates a flexible statewide transportation solution, and it lets local
25 communities identify their own transportation projects and prioritize their most
26 urgent needs.

27 **1) Colorado's transportation needs have gone unmet for decades. As a result, CDOT is facing a backlog of \$9 billion in unfunded projects because the state uses an out-of-date funding source - the gas tax - that can no longer meet our needs. The number of miles driven on our roads has doubled since 1991 but the state now spends nearly half the amount per driver on transportation than it did at that time. This proposed state sales tax increase, totaling about six cents on a ten-dollar purchase, will allow the state to address our growing transportation problems and ensure tourists visiting Colorado pay their fair share toward improving our transportation infrastructure. This measure creates a flexible statewide transportation solution, and it lets local communities identify their own transportation**

Commented [CP1]: These comments are provided on behalf of the Let's Go, Colorado (LGC) campaign.

Comment: This new paragraph more accurately reflects both the need for the initiative and purpose for which it was submitted by the broad, diverse and bipartisan coalition that developed the initiative. The LCS draft language is AN opinion of how the initiative benefits Colorado but does not reflect the perspective of the coalition that initiated this effort.

3rd Draft

projects and prioritize their most urgent needs – be they road, bus, bike, pedestrian or rail options - needs that cannot be met without a new revenue source

28 2) Proposition ? creates a sustainable source of funding for Colorado's
29 transportation needs. Colorado's highway costs outpace collections from the gas
30 tax. This measure offers a way for the state to increase transportation funding
31 and repay bonds. This new, dedicated revenue for transportation will allow the
32 state to continue to meet its obligations to fund education, health programs, and
33 public safety while also investing heavily in Colorado's roads. The list of projects
to be built with the passage of this measure can be found at
<http://togetherwego.codot.gov>.

1 Arguments Against

2 1) Proposition ? raises taxes for a fundamental government service that should be
3 fully funded through the state budget. **Any shortfall in transportation funding is a**
4 **result of prioritizing state spending in other areas of government.** The state can
reallocate funds to roads with the money it collects in taxes, rather than resorting
to expensive
5 borrowing. Additionally, this measure dedicates too much revenue to multimodal
6 transportation, money that should be used exclusively for road repair and
7 improvement. The majority of the workforce use their personal vehicles to
8 commute daily and depend on quality road and highway maintenance.

9 2) Sales taxes, which are already high, provide a poor method of funding
10 transportation. The total sales tax rate exceeds 10 percent in some areas of
11 Colorado. Raising the state sales tax disproportionately affects low-income
12 individuals because they must spend a larger share of their budget buying
13 taxable necessities.

14 Estimate of Fiscal Impact

15 Proposition ? makes changes to transportation finance over 20 years. Its effects on
16 state and local government revenue and expenditures are summarized below.

17 **State revenue.** This measure increases sales and use tax revenue by
18 \$366.0 million (half-year impact) in state budget year 2018-19, and by \$766.7 million in
19 state budget year 2019-20. The sales and use tax revenue increase continues for
20 20 years. In addition, the measure authorizes CDOT to sell bonds, increasing revenue
21 by up to \$6.0 billion over three years.

22 **State expenditures.** This measure will increase expenditures equal to the amount
23 of revenue described above for construction and maintenance of transportation projects,
24 and debt service. The measure commits up to \$9.4 billion to the repayment of debt.

25 **Local government revenue and expenditures.** The measure increases state
26 distributions to local governments for transportation projects by \$146.4 million (half-year
27 impact) in state budget year 2018-19, and by \$306.7 million in state budget
28 year 2019-20. These increases continue for 20 years.

Comment: The citizens of Colorado have a right to know what projects will be built with the passage of this initiative. By listing the projects here they become part of the public record.

Comment: This sentence is factually inaccurate. The General Assembly is mandated by state constitution or federal law to invest in other priorities, specifically education, health care and pensions.

Comment: Add "reallocate" to reflect the only way it can really be done.

Proposition #110
Authorize Sales Tax and Bonds for Transportation Projects
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Initiative #153
Authorize Sales Tax and Bonds for Transportation Projects
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Initiative 153
Authorize Sales Tax and Bonds for Transportation Projects

1 **Ballot Title:** SHALL STATE TAXES BE INCREASED \$766,700,000 ANNUALLY FOR A
2 TWENTY-YEAR PERIOD, AND STATE DEBT SHALL BE INCREASED \$6,000,000,000 WITH A
3 MAXIMUM REPAYMENT COST OF \$9,400,000,000, TO PAY FOR STATE AND LOCAL
4 TRANSPORTATION PROJECTS, AND, IN CONNECTION THEREWITH, CHANGING THE
5 COLORADO REVISED STATUTES TO: 1) INCREASE THE STATE SALES AND USE TAX
6 RATE BY 0.62% BEGINNING JANUARY 1, 2019; REQUIRING 45% OF THE NEW REVENUE
7 TO FUND STATE TRANSPORTATION SAFETY, MAINTENANCE, AND CONGESTION
8 RELATED PROJECTS, 40% TO FUND MUNICIPAL AND COUNTY TRANSPORTATION
9 PROJECTS, AND 15% TO FUND MULTIMODAL TRANSPORTATION PROJECTS, INCLUDING
10 BIKE, PEDESTRIAN, AND TRANSIT INFRASTRUCTURE; 2) AUTHORIZE THE ISSUANCE OF
11 ADDITIONAL TRANSPORTATION REVENUE ANTICIPATION NOTES TO FUND PRIORITY
12 STATE TRANSPORTATION MAINTENANCE AND CONSTRUCTION PROJECTS, INCLUDING
13 MULTIMODAL CAPITAL PROJECTS; AND 3) PROVIDE THAT ALL REVENUE RESULTING
14 FROM THE TAX RATE INCREASE AND PROCEEDS FROM ISSUANCE OF REVENUE
15 ANTICIPATION NOTES ARE VOTER-APPROVED REVENUE CHANGES EXEMPT FROM ANY
16 STATE OR LOCAL REVENUE, SPENDING, OR OTHER LIMITATIONS IN LAW?

17 *Be it enacted by the People of the State of Colorado:*

18 **SECTION 1. Legislative declaration.** (1) The voters of the state of Colorado hereby find
19 and declare that:

20 (a) It is critical to construct, improve, and maintain transportation infrastructure throughout
21 the state in order to meet the demands created by both current and future statewide economic
22 expansion and population growth;

23 (b) Sufficient, sustainable, steady, and dedicated funding streams are needed to fund the
24 critical transportation infrastructure construction, improvement, and maintenance that will allow
25 the statewide transportation system to meet both current and future demands;

26 (c) Current sources of dedicated transportation funding are not generating enough
27 revenue to fund current and future transportation infrastructure needs throughout the state. The
28 state last increased the rates of the taxes on gasoline and special fuel, the largest source of
29 dedicated transportation funding, in the early 1990s, and these taxes do not increase with
30 inflation. As a result, the declining purchasing power of the revenue generated by these taxes
31 has prevented the state's transportation budget from keeping pace with the growing transportation
32 infrastructure needs throughout the state.

33 (d) An additional source of voter-approved funding for transportation is needed to meet
34 statewide transportation infrastructure funding needs.

35 (2) The voters further find and declare that all new voter-approved transportation funding
36 will be spent throughout the state to:

37 (a) Address poor road and bridge conditions like potholes and rough pavement that
38 damage vehicles, require vehicle owners to pay for expensive vehicle repairs, and increase costs
39 for Colorado families;

1 (b) Reconstruct and rehabilitate state highways to better maintain them and prevent and
2 avoid costly future repairs;

3 (c) Support local government efforts to fund local transportation projects that are critical
4 for their communities;

5 (d) Improve highways to increase their capacity and accommodate population growth;

6 (e) Provide additional seasonal maintenance on state highways;

7 (f) Address increased traffic congestion through multimodal transportation options;

8 (g) Allow the state's growing population of seniors to age in place and provide greater
9 mobility for persons with disabilities; and

10 (h) Invest in the economic future of the state by providing a modern multimodal statewide
11 transportation system that will support and strengthen the economy of the state and attract more
12 businesses and employers to the state.

13 **SECTION 2.** In Colorado Revised Statutes, 39-26-105, **amend** (1)(a)(I)(A) as follows:

14 **39-26-105. Vendor liable for tax - repeal.** (1) (a) (I) (A) Except as provided in ~~sub-~~
15 ~~subparagraph (B) of this subparagraph (I) and in subparagraph (II) of this paragraph (a)~~
16 SUBSECTIONS (1)(a)(I)(B) AND (1)(a)(II) OF THIS SECTION, every retailer shall, irrespective of the
17 provisions of section 39-26-106, be liable and responsible for the payment of an amount
18 equivalent to two and ninety one-hundredths percent of all sales made on or after January 1,
19 2001, BUT BEFORE JANUARY 1, 2019, AND ON AND AFTER JANUARY 1, 2039, AND AN AMOUNT EQUAL
20 TO THREE AND FIFTY-TWO ONE-HUNDREDTHS PERCENT OF ALL SALES MADE ON AND AFTER JANUARY
21 1, 2019, BUT BEFORE JANUARY 1, 2039, by the retailer of commodities or services as specified in
22 section 39-26-104.

23 **SECTION 3.** In Colorado Revised Statutes, 39-26-106, **amend** (1) as follows:

24 **39-26-106. Schedule of sales tax.** (1) (a) (I) Except as otherwise provided in
25 ~~subparagraph (II) of this paragraph (a),~~ SUBSECTION (1)(a)(II) OF THIS SECTION, there is imposed
26 upon all sales of commodities and services specified in section 39-26-104 a tax at the rate of
27 ~~three~~ TWO AND NINETY ONE-HUNDREDTHS percent of the amount of the sale, to be computed in
28 accordance with schedules or systems approved by the executive director of the department of
29 revenue. ~~Said~~ THE schedules or systems shall be designed so that no ~~such~~ tax is charged on
30 any sale of seventeen cents or less.

31 (II) On and after ~~January 1, 2001~~ JANUARY 1, 2019, BUT BEFORE JANUARY 1, 2039, IN
32 ADDITION TO THE TAX IMPOSED UNDER SUBSECTION (1)(a)(I) OF THIS SECTION, there is imposed upon
33 all sales of commodities and services specified in section 39-26-104 a tax at the rate of ~~two and~~
34 ~~ninety~~ SIXTY-TWO one-hundredths percent of the amount of the sale to be computed in accordance
35 with schedules or systems approved by the executive director of the department of revenue;
36 EXCEPT THAT THE TAX IS NOT IMPOSED ON SALES OF AVIATION FUELS USED IN TURBO-PROPELLER OR
37 JET ENGINE AIRCRAFT. ~~Said~~ THE schedules or systems shall be designed so that no ~~such~~ tax is
38 charged on any sale of seventeen cents or less.

39 (b) ~~Notwithstanding the three percent rate provisions of paragraph (a) of this subsection~~

1 ~~(1), for the period May 1, 1983, through July 31, 1984, the rate of the tax imposed pursuant to this~~
2 ~~subsection (1) shall be three and one-half percent.~~

3 **SECTION 4.** In Colorado Revised Statutes, **amend** 39-26-112 as follows:

4 **39-26-112. Excess tax - remittance.** If ~~any~~A vendor, during any reporting period,
5 collects as a tax an amount in excess of ~~three percent of all taxable sales made prior to January~~
6 ~~1, 2001, and two and ninety one-hundredths percent of all taxable sales made on or after January~~
7 ~~1, 2001, such~~BUT BEFORE JANUARY 1, 2019, AND ON AND AFTER JANUARY 1, 2039, OR COLLECTS AS
8 A TAX AN AMOUNT IN EXCESS OF THREE AND FIFTY-TWO HUNDREDTHS PERCENT OF ALL TAXABLE SALES
9 MADE ON OR AFTER JANUARY 1, 2019, BUT BEFORE JANUARY 1, 2039, THE vendor shall remit to the
10 executive director of the department of revenue the full net amount of the tax imposed in this part
11 1 and also ~~such~~THE excess. The retention by the retailer or vendor of any excess of tax
12 collections over the APPLICABLE percentage of the total taxable sales of ~~such~~THE retailer or vendor
13 or the intentional failure to remit punctually to the executive director the full amount required to be
14 remitted by the provisions of this part 1 is ~~declared to be unlawful and constitutes a misdemeanor.~~

15 **SECTION 5.** In Colorado Revised Statutes, 39-26-123, **amend** (3); and **add** (7) as follows:

16 **39-26-123. Receipts - disposition - transfers of general fund surplus - sales tax**
17 **holding fund - creation - definitions.** (3) EXCEPT AS OTHERWISE PROVIDED IN SUBSECTION (7) OF
18 THIS SECTION, for any state fiscal year commencing on or after July 1, 2013, the state treasurer
19 shall credit eighty-five percent of all net revenue collected under the provisions of this ~~article~~
20 ARTICLE 26 to the old age pension fund created in section 1 of article XXIV of the state constitution.
21 The state treasurer shall credit to the general fund the remaining fifteen percent of the net
22 revenue, less ten million dollars, which the state treasurer shall credit to the older Coloradans
23 cash fund created in section 26-11-205.5 (5). ~~C.R.S.~~

24 (7) (a) THE STATE TREASURER SHALL CREDIT THE NET REVENUE COLLECTED UNDER THE
25 PROVISIONS OF THIS ARTICLE 26 THAT IS ATTRIBUTABLE TO THE ADDITIONAL SALES AND USE TAXES
26 LEVIED PURSUANT TO SECTIONS 39-26-106 (1)(a)(II) AND 39-26-202 (1)(b) AS FOLLOWS:

27 (I) FORTY-FIVE PERCENT OF THE ANNUAL NET REVENUE COLLECTED DURING EACH STATE
28 FISCAL YEAR TO THE STATE HIGHWAY FUND FOR ALLOCATION TO THE STATE AS SPECIFIED IN SECTION
29 43-4-206(4);

30 (II) FIFTEEN PERCENT OF THE ANNUAL NET REVENUE COLLECTED DURING EACH STATE FISCAL
31 YEAR TO THE MULTIMODAL TRANSPORTATION OPTIONS FUND AS SPECIFIED IN SECTION 43-1-106 (8)(t)
32 AND SECTION 43-4-1103(1) AND (2); AND

33 (III) FORTY PERCENT OF THE ANNUAL NET REVENUE COLLECTED DURING EACH STATE FISCAL
34 YEAR TO THE LOCAL TRANSPORTATION PRIORITIES FUND, WHICH FUND IS HEREBY CREATED IN THE
35 STATE TREASURY; EXCEPT THAT FIFTY PERCENT OF SUCH FUND SHALL BE ALLOCATED TO COUNTIES,
36 PURSUANT TO SECTION 43-4-207(1) AND (2)(b), AND FIFTY PERCENT SHALL BE ALLOCATED TO CITIES
37 AND COUNTIES, CITIES, AND INCORPORATED TOWNS, PURSUANT TO SECTION 43-4-208(1), (2)(b), (5)
38 AND (6).

39 (b) THE VOTERS HEREBY FIND AND DECLARE THAT BECAUSE THE SALES AND USE TAX REVENUE
40 GENERATED BY THE SALES AND USE TAXES LEVIED PURSUANT TO SECTIONS 39-26-106 (1)(a)(I) AND
41 39-26-202 (1)(a) IS SUFFICIENT TO FULLY FUND THE OLD AGE PENSION FUND AS REQUIRED BY ARTICLE
42 XXIV OF THE STATE CONSTITUTION, THE STATE MAY CONSTITUTIONALLY CREDIT ALL REVENUE

1 GENERATED BY THE ADDITIONAL SALES AND USE TAXES LEVIED PURSUANT TO SECTIONS 39-26-106
2 (1)(a)(II) AND 39-26-202 (1)(b) TO THE STATE HIGHWAY FUND, THE LOCAL TRANSPORTATION
3 PRIORITIES FUND, AND THE MULTIMODAL TRANSPORTATION OPTIONS FUND IN THE MANNER SPECIFIED
4 IN SUBSECTION (7)(a) OF THIS SECTION.

5 **SECTION 6.** In Colorado Revised Statutes, 39-26-202, **amend** (1)(a) and (1)(b); and
6 **repeal** (2) as follows:

7 **39-26-202. Authorization of tax.** (1) (a) Except as otherwise provided in ~~paragraph (b)~~
8 ~~of this subsection (1) and in subsection (3)~~ SUBSECTIONS (1)(b) AND (3) of this section, there is
9 imposed and shall be collected from every person in this state a tax or excise at the rate of ~~three~~
10 TWO AND NINETY ONE-HUNDREDTHS percent of storage or acquisition charges or costs for the
11 privilege of storing, using, or consuming in this state any articles of tangible personal property
12 purchased at retail.

13 (b) On and after ~~January 1, 2001~~ JANUARY 1, 2019, BUT BEFORE JANUARY 1, 2039, IN
14 ADDITION TO THE TAX IMPOSED UNDER SUBSECTION (1)(a) OF THIS SECTION, there is imposed and
15 shall be collected from every person in this state a tax or excise at the rate of ~~two and ninety~~
16 SIXTY-TWO one-hundredths percent of storage or acquisition charges or costs for the privilege of
17 storing, using, or consuming in this state any articles of tangible personal property purchased at
18 retail; EXCEPT THAT THE TAX OR EXCISE IS NOT IMPOSED ON STORAGE OR ACQUISITION CHARGES OR
19 COSTS FOR THE PRIVILEGE OF STORING, USING, OR CONSUMING IN THIS STATE ANY AVIATION FUELS
20 USED IN TURBO-PROPELLER OR JET ENGINE AIRCRAFT PURCHASED AT RETAIL.

21 (2) ~~Notwithstanding the three percent rate provisions of subsection (1) of this section, for~~
22 ~~the period May 1, 1983, through July 31, 1984, the rate of the tax imposed pursuant to this section~~
23 ~~shall be three and one-half percent.~~

24 **SECTION 7.** In Colorado Revised Statutes, **add** 39-26-202.5 as follows:

25 **39-26-202.5 Effect of voter approval - spending limitations.** REVENUE FROM THE
26 TEMPORARY SALES AND USE TAX RATE INCREASE, AUTHORIZED AT THE NOVEMBER, 2018 ELECTION
27 AND IMPOSED IN SECTIONS 39-26-106 (1)(a)(II) AND 39-26-202 (1)(b), AND PROCEEDS OF THE
28 ADDITIONAL TRANSPORTATION REVENUE ANTICIPATION NOTES, AUTHORIZED AT THE NOVEMBER, 2018
29 ELECTION AND ISSUED PURSUANT TO SECTION 43-4-705 (13)(b), AND EARNINGS ON SUCH REVENUE
30 AND SUCH PROCEEDS SHALL BE RETAINED AND SPENT BY THE STATE, CITIES AND COUNTIES AS VOTER-
31 APPROVED REVENUE CHANGES AND SHALL BE EXEMPT FROM ALL REVENUE, SPENDING AND OTHER
32 LIMITATIONS UNDER SECTION 20 OF ARTICLE X OF THE CONSTITUTION OR ANY OTHER LAW.

33 **SECTION 8.** In Colorado Revised Statutes, 39-28.8-501, **amend** (1) as follows:

34 **39-28.8-501. Marijuana tax cash fund - creation - distribution - legislative**
35 **declaration.** (1) The marijuana tax cash fund, referred to in this part 5 as the "fund", is created
36 in the state treasury. The fund consists of any applicable retail marijuana sales tax transferred
37 pursuant to section 39-28.8-203 (1)(b) on or after July 1, 2014, and any ~~revenues~~ REVENUE
38 transferred to the fund from any sales tax imposed pursuant to ~~section 39-26-106~~
39 SECTION 39-26-106 (1)(a)(I) on the retail sale of products under articles 43.3 and 43.4 of title 12
40 C.R.S..

41 **SECTION 9.** In Colorado Revised Statutes, 43-1-106, **add** (8)(t)(I) and (II) as follows:

1 **43-1-106. Transportation commission - powers and duties - repeal.** (8) In addition to
2 all other powers and duties imposed upon it by law, the commission has the following powers and
3 duties:

4 (t) TO DISTRIBUTE FUNDS WITHIN THE MULTIMODAL TRANSPORTATION OPTIONS FUND
5 CREATED UNDER 43-4-1103 IN THE FOLLOWING MANNER:

6 (i) UPON ALLOCATION OF THE STATE'S SHARE OF MULTIMODAL FUNDING ATTRIBUTABLE TO
7 REVENUE FROM THE TEMPORARY SALES AND USE TAX RATE INCREASE, AUTHORIZED AT THE
8 NOVEMBER, 2018 ELECTION AND IMPOSED IN SECTIONS 39-26-106 (1)(a)(II) AND 39-26-202 (1)(b),
9 THE COMMISSION SHALL EVALUATE AND CHOOSE CAPITAL OR OPERATING COSTS FOR BUSTANG,
10 BUSTANG OUTFIDER, OR OTHER INTER-REGIONAL PUBLIC TRANSIT; PARK-N-RIDE LOTS AND TRANSIT
11 STATIONS; TRANSPORTATION DEMAND MANAGEMENT PROGRAMS; MULTI-MODAL MOBILITY PROJECTS
12 ENABLED BY NEW TECHNOLOGY; PLANNING AND ENGINEERING STUDIES NEEDED TO PLAN AND
13 CONSTRUCT MULTIMODAL PROJECTS; AND CAPITAL OR OPERATING COSTS FOR BICYCLE AND
14 PEDESTRIAN PROJECTS THAT FURTHER THE STATE'S GOALS FOR MULTIMODAL TRANSPORTATION.

15 (ii) THE COMMISSION SHALL ESTABLISH A FORMULA FOR DISBURSEMENT OF THE REMAINING
16 AMOUNT IN THE FUND, BASED ON POPULATION AND TRANSIT RIDERSHIP AND AFTER CONSULTATION
17 WITH THE TRANSPORTATION ADVISORY COMMITTEE, THE TRANSIT AND RAIL ADVISORY COMMITTEE,
18 TRANSIT ADVOCACY ORGANIZATIONS, AND BICYCLE AND PEDESTRIAN ADVOCACY ORGANIZATIONS.
19 SUCH FUNDS SHALL BE EXPENDED ON CAPITAL OR OPERATING COSTS FOR FIXED ROUTE AND
20 ON-DEMAND TRANSIT; TRANSPORTATION DEMAND MANAGEMENT PROGRAMS; MULTIMODAL MOBILITY
21 PROJECTS ENABLED BY NEW TECHNOLOGY; STUDIES; AND BICYCLE OR PEDESTRIAN PROJECTS. SUCH
22 FUNDS SHALL BE ALLOCATED TO:

23 (A) METROPOLITAN PLANNING ORGANIZATIONS, WHICH SHALL SELECT PROJECTS TO BE
24 FUNDED AND MANAGE SUCH FUNDS AS ARE ALLOCATED; AND

25 (B) AS TO AREAS OF THE STATE WHERE NO METROPOLITAN PLANNING ORGANIZATION EXISTS,
26 THE COMMISSION SHALL SELECT PROJECTS TO BE FUNDED AND MANAGE SUCH FUNDS AS ARE
27 ALLOCATED.

28 (iii) RECIPIENTS OF THE FUNDS AS PROVIDED IN SUBSECTION (8)(t)(II) OF THIS SECTION SHALL
29 PROVIDE A MATCH EQUAL TO THE AMOUNT OF THE AWARD OF MULTIMODAL OPTIONS FUNDS. THE
30 COMMISSION MAY CREATE A FORMULA FOR REDUCING OR EXEMPTING AN OTHERWISE APPLICABLE
31 REQUIREMENT FOR MATCHING FUNDS FOR LOCAL GOVERNMENTS OR AGENCIES THAT THE COMMISSION
32 DETERMINES HAVE BUDGETS THAT FALL BELOW A THRESHOLD DETERMINED BY THE COMMISSION TO BE
33 UNABLE TO PROVIDE A FULL MATCH DUE TO THEIR SIZE OR SPECIAL CIRCUMSTANCES AS DETERMINED
34 BY THE COMMISSION. PRIOR TO DOING SO, THE COMMISSION MUST CONSULT WITH THE ORGANIZATIONS
35 SET FORTH IN SUBSECTION (8)(t)(II) OF THIS SECTION.

36 **SECTION 10.** In Colorado Revised Statutes, 43-4-206, **amend** (1) introductory portion,
37 (2)(a), (2)(b), and (3); and **add** (4) as follows:

38 **43-4-206. State allocation.** (1) Except as otherwise provided in ~~subsection (2)~~
39 SUBSECTIONS (2), (3), AND (4) of this section, after paying the costs of the Colorado state patrol
40 and ~~such~~ ANY other costs of the department, exclusive of highway construction, highway
41 improvements, or highway maintenance, ~~as~~ THAT are appropriated by the general assembly,
42 MONEY IN the highway users tax fund shall be paid to the state highway fund IN ACCORDANCE WITH
43 SECTION 43-4-205 and ~~shall be~~ expended for the following purposes:

1 (2) (a) ~~Notwithstanding the provisions of subsection (1) of this section, the revenues~~
2 REVENUE accrued to and transferred to the highway users tax fund pursuant to section 39-26-123
3 (4)(a) or 24-75-219, C.R.S. or appropriated to the highway users tax fund pursuant to House Bill
4 02-1389, enacted at the second regular session of the sixty-third general assembly, and credited
5 to the state highway fund pursuant to section 43-4-205 (6.5) shall be expended by the department
6 of transportation for the implementation of the strategic transportation project investment program
7 in the following manner:

8 (I) No more than ninety percent of such revenues shall be expended for highway
9 purposes or highway-related capital improvements, including, but not limited to, high occupancy
10 vehicle lanes, park-and-ride facilities, and transportation management systems, and at least ten
11 percent of such revenues shall be expended for transit purposes or for transit-related capital
12 improvements.

13 (II) (Deleted by amendment, L. 2000, p. 1741, § 1, effective June 1, 2000.)

14 (b) Beginning in 1998, the department of transportation shall report annually to the
15 transportation committee of the senate and the transportation and energy committee of the house
16 of representatives concerning the ~~revenues~~ REVENUE expended by the department pursuant to
17 ~~paragraph (a) of this subsection (2)~~ SUBSECTION (2)(a) OF THIS SECTION AND, BEGINNING IN 2019,
18 SUBSECTION (4) OF THIS SECTION. THE DEPARTMENT SHALL PRESENT THE report ~~shall be presented~~
19 at the joint meeting required under section 43-1-113 (9)(a) and THE REPORT shall describe for
20 each fiscal year, if applicable:

21 (I) The projects on which the ~~revenues~~ REVENUE credited to the state highway fund
22 pursuant to ~~paragraph (a) of this subsection (2)~~ are SUBSECTIONS (2) AND (4) OF THIS SECTION IS
23 to be expended, including the estimated cost of each project, the aggregate amount of revenue
24 actually spent on each project, and the amount of revenue allocated for each project in such fiscal
25 year. The department of transportation shall submit a prioritized list of such projects as part of
26 the report.

27 (II) The status of such projects that the department has undertaken in any previous fiscal
28 year;

29 (III) The projected amount of revenue that the department expects to receive under this
30 subsection (2) AND SUBSECTION (4) OF THIS SECTION during ~~such~~ THE fiscal year;

31 (IV) The amount of revenue that the department has already received under this
32 subsection (2) AND SUBSECTION (4) OF THIS SECTION during ~~such~~ THE fiscal year; and

33 (V) How the ~~revenues~~ REVENUE expended under this subsection (2) during ~~such~~ THE fiscal
34 year ~~relate~~ RELATES to the total funding of the TRANSPORTATION PROJECTS, INCLUDING MULTIMODAL
35 CAPITAL PROJECTS, THAT ARE INCLUDED IN THE strategic transportation project investment program.

36 (3) ~~Notwithstanding the provisions of subsection (1) of this section, the revenues~~ THE
37 REVENUE credited to the highway users tax fund pursuant to section 43-4-205 (6.3) shall be
38 expended by the department of transportation only for road safety projects, as defined in section
39 43-4-803 (21); except that the department shall, in furtherance of its duty to supervise state
40 highways and as a consequence in compliance with section 43-4-810, expend ten million dollars
41 per year of the revenues for the planning, designing, engineering, acquisition, installation,
42 construction, repair, reconstruction, maintenance, operation, or administration of transit-related

1 projects, including, but not limited to, designated bicycle or pedestrian lanes of highway and
2 infrastructure needed to integrate different transportation modes within a multimodal
3 transportation system, that enhance the safety of state highways for transit users.

4 (4) FORTY-FIVE PERCENT OF THE ANNUAL NET REVENUE THAT IS ATTRIBUTABLE TO THE
5 ADDITIONAL SALES AND USE TAXES LEVIED PURSUANT TO SECTIONS 39-26-106 (1)(a)(II) AND
6 39-26-202 (1)(b) AND THAT THE STATE TREASURER CREDITS TO THE STATE HIGHWAY FUND, AS
7 REQUIRED BY SECTION 39-26-123 (7)(a), SHALL BE EXPENDED BY THE DEPARTMENT OF
8 TRANSPORTATION AS FOLLOWS:

9 (a) AS MUCH OF THE ANNUAL NET REVENUE AS IS NEEDED TO MAKE FULL PAYMENTS OF
10 AMOUNTS ALLOCATED BY THE TRANSPORTATION COMMISSION ON AN ANNUAL BASIS PURSUANT TO
11 SECTION 43-1-113, MUST BE EXPENDED TO MAKE PAYMENTS ON REVENUE ANTICIPATION NOTES ISSUED
12 PURSUANT TO SECTION 43-4-705 (13)(b); AND

13 (b) THE REMAINDER OF NET REVENUE UNDER THIS SUBSECTION (4), IF ANY, MUST BE
14 EXPENDED ON PRIORITY MAINTENANCE AND PRIORITY CONSTRUCTION PROJECTS, INCLUDING
15 MULTIMODAL CAPITAL PROJECTS, AS DETERMINED BY THE COMMISSION.

16 (4.5) (a) THE DEPARTMENT OF TRANSPORTATION SHALL NOT EXPEND NET REVENUE THAT IS
17 CREDITED TO THE STATE HIGHWAY FUND PURSUANT TO SUBSECTION (4) OF THIS SECTION TO SUPPORT
18 TOLL HIGHWAYS.

19 (b) THE DEPARTMENT SHALL NOT EXPEND SUCH NET REVENUE TO SUPPORT TOLL LANE
20 CONSTRUCTION OR MAINTENANCE UNLESS:

21 (I) A FEDERAL RECORD OF DECISION HAS BEEN ISSUED IN WHICH THE RECORD OF DECISION
22 INCLUDED PLANNING STAGES IN WHICH THE DEPARTMENT SOLICITED AND RECEIVED MEANINGFUL
23 PUBLIC PARTICIPATION AND INPUT;

24 (II) TOLL REVENUE IS NOT COLLECTED FOR THE SINGULAR OR PRIMARY PURPOSE OF REVENUE
25 GENERATION;

26 (III) TOLL REVENUE COLLECTION IS UTILIZED AS A MECHANISM TO INCREASE TRAVEL TIME
27 RELIABILITY AND MITIGATE CONGESTION;

28 (IV) THE PROJECT CONTAINS ONE OR MORE MULTIMODAL OR ALTERNATIVE MODES OF TRAVEL
29 FOR NONTOLL PAYING PERSONS, INCLUDING, BUT NOT LIMITED TO, BUS RAPID TRANSIT, INTERREGIONAL
30 BUS SERVICE, LOCAL BUS SERVICE, OR HIGH-OCCUPANCY PASSENGER VEHICLES;

31 (V) TOLL REVENUE REMAINS ON THE CORRIDOR IN WHICH IT WAS RAISED AND IS EXPENDED
32 BY THE DEPARTMENT ONLY FOR MAINTENANCE, OPERATIONS, OR CONSTRUCTION OF MOBILITY
33 IMPROVEMENTS; AND

34 (VI) THE TOLL LANE IS CONSTRUCTED ADJACENT TO ONE OR MORE UNTOLLED LANES AND THE
35 ADDITION OF THE TOLL LANE WILL RESULT IN DEMONSTRABLY LOWER CONGESTION IN THE UNTOLLED
36 LANES.

37
38 **SECTION 11.** In Colorado Revised Statutes, 43-4-207, **amend** (1), (2) introductory
39 portion, and (2)(b) introductory portion as follows:

1 **43-4-207. County allocation.** (1) After paying the costs of the Colorado state patrol and
2 ~~such~~—ANY other costs of the department, exclusive of highway construction, highway
3 improvements, or highway maintenance, ~~as~~—THAT are appropriated by the general assembly,
4 ~~twenty six percent of the balance of the highway users tax fund~~—THE REVENUE REQUIRED BY
5 SECTION 43-4-205 TO BE PAID FROM THE HIGHWAY USERS TAX FUND TO THE COUNTY TREASURERS OF
6 THE RESPECTIVE COUNTIES AND THE AMOUNT ALLOCATED TO COUNTIES FROM THE LOCAL
7 TRANSPORTATION PRIORITIES FUND, AS SPECIFIED IN SECTION 39-26-123 (7)(a)(III), shall be paid to
8 the county treasurers of the respective counties, subject to annual appropriation by the general
9 assembly, and shall be allocated and expended as provided in this section. The ~~moneys thus~~
10 MONEY received ~~shall be~~ IS allocated to the counties as provided by law and shall be expended
11 by the counties only on the construction, engineering, reconstruction, maintenance, repair,
12 equipment, improvement, and administration of the county highway systems and any other public
13 highways, including any state highways, together with acquisition of rights-of-way and access
14 rights for the same, for the planning, designing, engineering, acquisition, installation, construction,
15 repair, reconstruction, maintenance, operation, or administration of transit-related projects,
16 including, but not limited to, designated bicycle or pedestrian lanes of highway and infrastructure
17 needed to integrate different transportation modes within a multimodal transportation system, AS
18 MATCHING MONEY FOR PROJECTS RECEIVING FUNDING FROM THE MULTIMODAL TRANSPORTATION
19 OPTIONS FUND PURSUANT TO EITHER SECTIONS 43-4-1103 (2)(a) OR (b), and for no other purpose;
20 ~~except that a county may expend no more than fifteen percent of the total amount expended under~~
21 ~~this subsection (1) for transit-related operational purposes and except that moneys~~ EXCEPT THAT
22 MONEY received pursuant to section 43-4-205 (6.3) shall be expended by the counties only for
23 road safety projects, as defined in section 43-4-803 (21). The amount to be expended for
24 administrative purposes shall not exceed five percent of each county's share of the funds
25 available.

26 (2) For the fiscal year commencing July 1, 1989, and each fiscal year thereafter, for the
27 purpose of allocating ~~moneys~~—MONEY in the highway users tax fund to the various counties
28 throughout the state, the following method is ~~hereby~~ adopted:

29 (b) All ~~moneys~~—MONEY credited to the fund in excess of eighty-six million seven hundred
30 thousand dollars ~~shall be~~—AND ALL MONEY CREDITED TO THE LOCAL TRANSPORTATION PRIORITIES
31 FUND AS REQUIRED BY SECTION 39-26-123 (7)(a) THAT IS REQUIRED BY SUBSECTION (1) OF THIS
32 SECTION TO BE PAID TO THE COUNTY TREASURERS OF THE RESPECTIVE COUNTIES IS allocated to the
33 counties in the following manner:

34 **SECTION 12.** In Colorado Revised Statutes, 43-4-208, **amend** (1), (2) introductory
35 portion, (2)(a), and (6)(a) as follows:

36 **43-4-208. Municipal allocation.** (1) After paying the costs of the Colorado state patrol
37 and ~~such~~—ANY other costs of the department, exclusive of highway construction, highway
38 improvements, or highway maintenance, ~~as~~—THAT are appropriated by the general assembly, ~~and~~
39 ~~making allocation as provided by sections 43-4-206 and 43-4-207, the remaining nine percent of~~
40 ~~the highway users tax fund~~—THE REVENUE REQUIRED BY SECTION 43-4-205 TO BE PAID FROM THE
41 HIGHWAY USERS TAX FUND TO CITIES AND INCORPORATED TOWNS AND THE AMOUNT ALLOCATED TO
42 CITIES AND INCORPORATED TOWNS FROM THE LOCAL TRANSPORTATION PRIORITIES FUND, AS
43 SPECIFIED IN SECTION 39-26-123(7)(a)(III), shall be paid to the cities and incorporated towns within
44 the limits of the respective counties, subject to annual appropriation by the general assembly, and
45 shall be allocated and expended as provided in this section. Each city treasurer shall account for
46 the moneys thus received as provided in this part 2. Moneys so allocated shall be expended by
47 the cities and incorporated towns for the construction, engineering, reconstruction, maintenance,

1 repair, equipment, improvement, and administration of the system of streets of such city or
2 incorporated town or of any public highways located within such city or incorporated town,
3 including any state highways, together with the acquisition of rights-of-way and access rights for
4 the same, and for the planning, designing, engineering, acquisition, installation, construction,
5 repair, reconstruction, maintenance, operation, or administration of transit-related projects,
6 including, but not limited to, designated bicycle or pedestrian lanes of highway and infrastructure
7 needed to integrate different transportation modes within a multimodal transportation system, AS
8 MATCHING MONEY FOR PROJECTS RECEIVING FUNDING FROM THE MULTIMODAL TRANSPORTATION
9 OPTIONS FUND PURSUANT TO EITHER SECTIONS 43-4-1103 (2)(a) OR (b), and for no other purpose;
10 ~~except that a city or an incorporated town may expend no more than fifteen percent of the total~~
11 ~~amount expended under this subsection (1) for transit-related operational purposes and except~~
12 ~~that moneys~~ EXCEPT THAT MONEY paid to the cities and incorporated towns pursuant to section
13 43-4-205 (6.3) shall be expended by the cities and incorporated towns only for road safety
14 projects, as defined in section 43-4-803 (21). The amount ~~to be~~ expended for administrative
15 purposes shall not exceed five percent of each city's share of the funds available.

16 (2) For the purpose of allocating ~~moneys~~ MONEY in the highway users tax fund to the
17 various cities and incorporated towns throughout the state, the following method is adopted:

18 (a) EXCEPT AS OTHERWISE PROVIDED IN SUBSECTION (6) OF THIS SECTION, eighty percent
19 shall be allocated to the cities and incorporated towns in proportion to the adjusted urban motor
20 vehicle registration in each city and incorporated town. The term "urban motor vehicle
21 registration" includes all passenger, truck, truck-tractor, and motorcycle registrations. The
22 number of registrations used in computing the percentage shall be those certified to the state
23 treasurer by the department of revenue as constituting the urban motor vehicle registration for the
24 last preceding year. The adjusted registration shall be computed by applying a factor to the actual
25 number of such registrations to reflect the increased standards and costs of construction resulting
26 from the concentration of vehicles in cities and incorporated places. For this purpose the following
27 table of actual registration numbers and factors shall be employed:

28	Actual registrations	Factor
29	1 -- 500	1.0
30	501 -- 1,250	1.1
31	1,251 -- 2,500	1.2
32	2,501 -- 5,000	1.3
33	5,001 -- 12,500	1.4
34	12,501 -- 25,000	1.5
35	25,001 -- 50,000	1.6
36	50,001 -- 85,000	1.7
37	85,001 -- 130,000	1.8
38	130,001 -- 185,000	1.9
39	185,001 and over	2.0

40 (6) (a) In addition to the provisions of subsection (2)(a) of this section, on or after July 1,
41 1979, eighty percent of all additional ~~funds~~ MONEY becoming available to cities and incorporated
42 towns from the highway users tax fund pursuant to sections 24-75-215 ~~C.R.S.~~ and 43-4-205
43 (6)(b)(III) AND (6)(c) AND, ON AND AFTER JANUARY 1, 2019, EIGHTY PERCENT OF THE MONEY CREDITED
44 TO THE LOCAL TRANSPORTATION PRIORITIES FUND AS REQUIRED BY SECTION 39-26-123 (7)(a)(III)
45 THAT IS REQUIRED BY SUBSECTION (1) OF THIS SECTION TO BE PAID TO THE CITIES AND INCORPORATED
46 TOWNS WITHIN THE LIMITS OF THE RESPECTIVE COUNTIES shall be allocated to the cities and

1 incorporated towns in proportion to the adjusted urban motor vehicle registration in each city and
2 incorporated town. The term "urban motor vehicle registration", as used in this section, includes
3 all passenger, truck, truck-tractor, and motorcycle registrations. The number of registrations used
4 in computing the percentage shall be those certified to the state treasurer by the department of
5 revenue as constituting the urban motor vehicle registration for the last preceding year. The
6 adjusted registration shall be computed by applying a factor to the actual number of such
7 registrations to reflect the increased standards and costs of construction resulting from the
8 concentration of vehicles in cities and incorporated places. For this purpose the following table
9 of actual registration numbers and factors shall be employed:

10 **Actual registrations Factor**

11	1 -- 500	1.0
12	501 -- 1,250	1.1
13	1,251 -- 2,500	1.2
14	2,501 -- 5,000	1.3
15	5,001 -- 12,500	1.4
16	12,501 -- 25,000	1.5
17	25,001 -- 50,000	1.6
18	50,001 -- 85,000	1.7
19	85,001 -- 125,000	1.8
20	125,001 -- 165,000	1.9
21	165,001 -- 205,000	2.0
22	205,001 -- 245,000	2.1
23	245,001 -- 285,000	2.2
24	285,001 -- 325,000	2.3
25	325,001 -- 365,000	2.4
26	365,001 -- 405,000	2.5
27	405,001 -- 445,000	2.6
28	445,001 -- 485,000	2.7
29	485,001 -- 525,000	2.8
30	525,001 -- 565,000	2.9
31	565,001 -- 605,000	3.0

32 **SECTION 13.** In Colorado Revised Statutes, 43-4-705, **amend** (13) as follows:

33 **43-4-705. Revenue anticipation notes - repeal.** (13) (a) Notwithstanding any other
34 provision of this part 7 to the contrary, the executive director shall have the authority to issue
35 revenue anticipation notes pursuant to this part 7 only if voters statewide approve the ballot
36 question submitted at the November, 1999, statewide election pursuant to section 43-4-703 (1)
37 and only then to the extent allowed under the maximum amounts of debt and repayment cost so
38 approved.

39 (b) AFTER THE REPAYMENT IN FULL OF ALL REVENUE ANTICIPATION NOTES ISSUED AS
40 AUTHORIZED BY SUBSECTION (13)(a) OF THIS SECTION, THE EXECUTIVE DIRECTOR SHALL BE
41 AUTHORIZED TO ISSUE ADDITIONAL REVENUE ANTICIPATION NOTES IN A MAXIMUM TOTAL PRINCIPAL
42 AMOUNT OF SIX BILLION DOLLARS AND WITH A MAXIMUM TOTAL REPAYMENT COST OF NINE BILLION AND
43 FOUR HUNDRED MILLION DOLLARS. THE MAXIMUM NUMBER OF YEARS TO MATURITY FOR ANY NOTES
44 ISSUED PURSUANT TO THIS SUBSECTION (13)(b) IS TWENTY YEARS, AND THE CERTIFICATE, TRUST
45 INDENTURE, OR OTHER INSTRUMENT AUTHORIZING THEIR ISSUANCE SHALL PROVIDE THAT THE NOTES
46 ARE SUBJECT TO REDEMPTION BEFORE THE END OF THE SPECIFIED PAYMENT TERM WITH OR WITHOUT

1 PENALTY.

2 **SECTION 14.** In Colorado Revised Statutes, **amend** 43-4-713 as follows:

3 **43-4-713. Annual reports - provision of information of website.** (1) No later than
4 ~~January 15, 2001~~ JANUARY 15, 2020, and no later than January 15 of each year thereafter, the
5 executive director shall submit a report to ~~the members of~~ the joint budget committee of the
6 general assembly, ~~the members of~~ the legislative audit committee of the general assembly, ~~the~~
7 ~~members of~~ the transportation and energy committee of the house of representatives, and ~~the~~
8 ~~members of~~ the transportation committee of the senate that includes, at a minimum, the following
9 information:

10 (a) The total amount of ADDITIONAL revenue anticipation notes issued by the executive
11 director ~~in accordance with this part 7~~ AS AUTHORIZED BY SECTION 43-4-705 (13)(b);

12 (b) The ~~qualified federal aid~~ transportation projects, INCLUDING MULTIMODAL CAPITAL
13 PROJECTS, THAT ARE ON THE DEPARTMENT'S PRIORITY LIST FOR TRANSPORTATION FUNDING AND for
14 which the proceeds from ~~such~~ THE ADDITIONAL revenue anticipation notes have been expended,
15 the amount of note proceeds expended on each project, the status of each project, THE ACTUAL
16 COST OF EACH COMPLETED PROJECT, and the estimated date of completion for ~~such~~ ANY projects
17 not yet completed;

18 (c) The total amount of ~~federal~~ transportation funds paid to the department since ~~such~~ THE
19 ADDITIONAL revenue anticipation ~~have been~~ WERE issued; and

20 (d) The total amount of proceeds from the issuance of THE ADDITIONAL revenue
21 anticipation notes, state matching funds, and federal transportation funds allocated by the
22 commission in each state fiscal year for the payment of ~~such~~ THE ADDITIONAL revenue anticipation
23 notes and the costs associated with the issuance and administration of such notes.

24 (2) IN ADDITION TO POSTING AND MAINTAINING THE ANNUAL REPORTS REQUIRED BY
25 SUBSECTION (1) OF THIS SECTION ON ITS WEBSITE, THE DEPARTMENT SHALL POST AND MAINTAIN ON
26 ITS WEBSITE IN AN EASILY ACCESSIBLE AND USER-FRIENDLY FORMAT, AND REGULARLY UPDATE, THE
27 INFORMATION REQUIRED TO BE INCLUDED IN ITS ANNUAL REPORTS PURSUANT TO SUBSECTION (1)(b)
28 OF THIS SECTION. NOTWITHSTANDING SECTION 24-1-136 (11)(a), THE REPORTING REQUIREMENT
29 SPECIFIED IN SUBSECTION (1) OF THIS SECTION CONTINUES UNTIL THE YEAR FOLLOWING THE YEAR IN
30 WHICH THE LAST PAYMENT ON ADDITIONAL REVENUE ANTICIPATION NOTES ISSUED AS AUTHORIZED BY
31 SECTION 43-4-705 (13)(b) IS MADE.

32 **SECTION 15.** In Colorado Revised Statutes, **amend** 43-4-714 as follows:

33 **43-4-714. Priority of strategic transportation project investment program.** (1) If the
34 executive director issues any revenue anticipation notes in accordance with the provisions of this
35 part 7, the proceeds from the sale of such notes that are not otherwise pledged for the payment
36 of such notes shall be used for the ~~qualified federal aid~~ transportation projects included in the
37 strategic transportation project investment program of the department of transportation.

38 (2) IN ADDITION TO THE REQUIREMENT SPECIFIED IN SUBSECTION (1) OF THIS SECTION,
39 PROCEEDS FROM THE SALE OF ANY ADDITIONAL REVENUE ANTICIPATION NOTES THAT THE EXECUTIVE
40 DIRECTOR ISSUES PURSUANT TO SECTION 43-4-705 (13)(b) THAT ARE NOT OTHERWISE PLEDGED FOR
41 THE PAYMENT OF THE NOTES IN THE PROCEEDINGS, INSTRUMENTS, OR CONTRACTS GOVERNING THE

1 NOTES AND REVENUE GENERATED BY ANY ADDITIONAL STATE SALES AND USE TAX THAT IS ALLOCATED
2 TO THE STATE HIGHWAY FUND PURSUANT TO SECTION 43-4-206 (4) IN EXCESS OF AMOUNTS NEEDED
3 FOR PAYMENT OF THE NOTES MUST BE EXPENDED ON PRIORITY MAINTENANCE AND PRIORITY
4 CONSTRUCTION PROJECTS, INCLUDING MULTIMODAL CAPITAL PROJECTS SUBJECT TO THE MATCHING
5 REQUIREMENTS IN SECTION 43-4-1103 (2)(a), AS DETERMINED BY THE COMMISSION.

6 **SECTION 16.** In Colorado Revised Statutes, **add** 43-4-714.5 as follows:

7 **43-4-714.5. Transportation revenue anticipation notes citizen oversight committee**
8 **- creation - appointment of members - charge - report.** (1)(a) THE TRANSPORTATION REVENUE
9 ANTICIPATION NOTES CITIZEN OVERSIGHT COMMITTEE IS HEREBY CREATED TO PROVIDE OVERSIGHT OF
10 THE EXPENDITURE BY THE DEPARTMENT OF THE PROCEEDS OF ADDITIONAL REVENUE ANTICIPATION
11 NOTES ISSUED AS AUTHORIZED BY SECTION 43-4-705 (13)(b). THE COMMITTEE CONSISTS OF THE
12 EXECUTIVE DIRECTOR OF THE DEPARTMENT, OR HIS DESIGNEE, AND FOURTEEN APPOINTED MEMBERS,
13 AT LEAST ONE OF WHOM MUST BE APPOINTED FROM AND ACTUALLY RESIDE IN EACH OF THE ELEVEN
14 TRANSPORTATION COMMISSION DISTRICTS OF THE STATE CREATED IN SECTION 43-1-106 (2) AND THE
15 REMAINING THREE OF WHOM SERVE AS AT-LARGE MEMBERS OF THE COMMITTEE, WHO MUST BE
16 APPOINTED AS FOLLOWS:

17 (I) THE GOVERNOR SHALL APPOINT SIX MEMBERS OF THE COMMITTEE, AND NO MORE THAN
18 FOUR OF THE MEMBERS APPOINTED BY THE GOVERNOR SHALL BE AFFILIATED WITH THE SAME POLITICAL
19 PARTY;

20 (II) THE SPEAKER OF THE HOUSE OF REPRESENTATIVES SHALL APPOINT TWO MEMBERS OF THE
21 COMMITTEE;

22 (III) THE PRESIDENT OF THE SENATE SHALL APPOINT TWO MEMBERS OF THE COMMITTEE;

23 (IV) THE MINORITY LEADER OF THE HOUSE OF REPRESENTATIVES SHALL APPOINT TWO
24 MEMBERS OF THE COMMITTEE; AND

25 (V) THE MINORITY LEADER OF THE SENATE SHALL APPOINT TWO MEMBERS OF THE COMMITTEE.

26 (b) COMMITTEE MEMBERS SERVE FOR FOUR-YEAR TERMS AND MAY BE REMOVED FOR CAUSE
27 BY THE APPOINTING AUTHORITY; EXCEPT THAT THE INITIAL TERMS OF THREE OF THE MEMBERS
28 APPOINTED BY THE GOVERNOR, AND ONE OF THE MEMBERS APPOINTED BY EACH OF THE OTHER
29 APPOINTING AUTHORITIES, AS DESIGNATED BY THE GOVERNOR OR OTHER APPOINTING AUTHORITY, ARE
30 TWO YEARS. COMMITTEE MEMBERS RECEIVE NO COMPENSATION OR REIMBURSEMENT FOR THEIR
31 SERVICE ON THE COMMITTEE.

32 (c) THE APPOINTING AUTHORITIES SHALL CONSULT WITH EACH OTHER TO ENSURE THAT THE
33 MEMBERSHIP OF THE COMMITTEE INCLUDES:

34 (I) A MEMBER WHO HAS PROFESSIONAL PUBLIC FINANCE EXPERIENCE;

35 (II) A MEMBER WHO IS A CERTIFIED PUBLIC ACCOUNTANT;

36 (III) A MEMBER WHO IS A LICENSED ATTORNEY;

37 (IV) A MEMBER WHO IS A CONTRACTOR WITH EXPERIENCE WORKING ON TRANSPORTATION
38 INFRASTRUCTURE PROJECTS;

1 (V) A MEMBER WHO IS A LICENSED CIVIL ENGINEER; AND

2 (VI) A MEMBER WHO IS A TRANSIT PROFESSIONAL.

3 (d) A COMMITTEE MEMBER WHO IS APPOINTED FROM A TRANSPORTATION COMMISSION
4 DISTRICT IS DEEMED TO HAVE RESIGNED FROM THE COMMITTEE IF THE MEMBER CEASES TO RESIDE IN
5 THE DISTRICT.

6 (2) THE COMMITTEE SHALL MEET AT LEAST TWO TIMES PER YEAR BUT NOT MORE THAN FOUR
7 TIMES PER YEAR TO EXAMINE THE EXPENDITURE BY THE DEPARTMENT OF ANY PROCEEDS OF
8 TRANSPORTATION REVENUE ANTICIPATION NOTES ISSUED AS AUTHORIZED BY SECTION 43-4-705
9 (13)(b) AND ANY ADDITIONAL STATE SALES AND USE TAX REVENUE THAT IS ALLOCATED TO THE STATE
10 HIGHWAY FUND PURSUANT TO SECTION 43-4-206 (4) AND VERIFY THAT SUCH NOTE PROCEEDS AND
11 TAX REVENUE ARE EXPENDED:

12 (a) IN COMPLIANCE WITH THE REQUIREMENTS OF SECTION 43-4-714 (2); AND

13 (b) APPROPRIATELY, TRANSPARENTLY, EFFECTIVELY, AND EFFICIENTLY.

14 (3) (a) THE COMMITTEE SHALL ANNUALLY REPORT TO THE TRANSPORTATION LEGISLATION
15 REVIEW COMMITTEE CREATED IN SECTION 43-2-145 REGARDING ITS ACTIVITIES AND FINDINGS.

16 (b) NOTWITHSTANDING SECTION 24-1-136 (11)(a), THE REPORTING REQUIREMENT SPECIFIED
17 IN SUBSECTION (3)(a) OF THIS SECTION CONTINUES UNTIL THE YEAR FOLLOWING THE YEAR IN WHICH
18 THE LAST PAYMENT ON ADDITIONAL REVENUE ANTICIPATION NOTES ISSUED AS AUTHORIZED BY SECTION
19 43-4-705 (13)(b) IS MADE.

20 (c) THE COMMITTEE SHALL TERMINATE AFTER IT FILES ITS FINAL REPORT AS AUTHORIZED IN
21 THIS SECTION.

22 **SECTION 17.** In Colorado Revised Statutes, **add** part 11 to article 4 of title 43 as follows:

23 **PART 11**
24 **MULTIMODAL TRANSPORTATION OPTIONS FUNDING**

25 **43-4-1101. Legislative declaration.** (1) THE PEOPLE OF THE STATE HEREBY FIND AND
26 DECLARE THAT:

27 (a) BY APPROVING THE BALLOT ISSUE SUBMITTED AT THE NOVEMBER, 2018 STATEWIDE
28 ELECTION PURSUANT TO SECTION 43-4-705 (13)(b), THE VOTERS OF THE STATE AUTHORIZED THE
29 STATE TO COLLECT, AND THE STATE AND LOCAL GOVERNMENTS TO RETAIN AND SPEND, A SUBSTANTIAL
30 AMOUNT OF NEW DEDICATED FUNDING, MOST OF WHICH WILL BE USED TO ACCELERATE THE
31 COMPLETION OF PLANNED HIGHWAY PROJECTS THROUGHOUT THE STATE;

32 (b) IT IS NECESSARY, APPROPRIATE, AND IN THE BEST INTEREST OF THE STATE TO USE A
33 PORTION OF THE NEWLY AUTHORIZED DEDICATED TRANSPORTATION FUNDING TO FUND MULTIMODAL
34 TRANSPORTATION PROJECTS AND OPERATIONS THROUGHOUT THE STATE AS AUTHORIZED BY THIS
35 PART 11 BECAUSE, IN ADDITION TO THE GENERAL BENEFITS THAT IT PROVIDES TO ALL COLORADANS,
36 AN INTEGRATED MULTIMODAL TRANSPORTATION SYSTEM:

37 (I) BENEFITS SENIORS BY MAKING AGING IN PLACE MORE FEASIBLE FOR THEM;

1 (II) BENEFITS RESIDENTS OF RURAL AREAS BY PROVIDING THEM WITH FLEXIBLE PUBLIC
2 TRANSPORTATION SERVICES;

3 (III) PROVIDES ENHANCED MOBILITY FOR PERSONS WITH DISABILITIES; AND

4 (IV) PROVIDES SAFE ROUTES TO SCHOOLS FOR CHILDREN.

5 **43-4-1102. Definitions.** AS USED IN THIS PART 11, UNLESS THE CONTEXT OTHERWISE
6 REQUIRES:

7 (1) "COMMISSION" MEANS THE TRANSPORTATION COMMISSION CREATED IN SECTION 43-1-106
8 (1).

9 (2) "DEPARTMENT" MEANS THE DEPARTMENT OF TRANSPORTATION.

10 (3) "FUND" MEANS THE MULTIMODAL TRANSPORTATION OPTIONS FUND CREATED IN SECTION
11 43-4-1103 (1).

12 (4) "MULTIMODAL TRANSPORTATION OPTIONS" MEANS CAPITAL OR OPERATING COSTS FOR
13 FIXED ROUTE AND ON-DEMAND TRANSIT; TRANSPORTATION DEMAND MANAGEMENT PROGRAMS;
14 MULTIMODAL MOBILITY PROJECTS ENABLED BY NEW TECHNOLOGY; MULTIMODAL TRANSPORTATION
15 STUDIES; AND BICYCLE OR PEDESTRIAN PROJECTS.

16 **43-4-1103. Multimodal transportation options fund - creation - revenue source for**
17 **fund - use of fund.** (1) THE MULTIMODAL TRANSPORTATION OPTIONS FUND IS HEREBY CREATED IN
18 THE STATE TREASURY. THE FUND CONSISTS OF SALES AND USE TAX NET REVENUE THAT IS
19 ATTRIBUTABLE TO THE ADDITIONAL SALES AND USE TAXES LEVIED PURSUANT TO SECTIONS 39-26-106
20 (1)(a)(II) AND 39-26-202 (1)(b) AND THAT IS CREDITED TO THE FUND PURSUANT TO SECTION 39-26-
21 123 (7)(b) AND ANY OTHER MONEY THAT THE GENERAL ASSEMBLY MAY APPROPRIATE OR TRANSFER
22 TO THE FUND. THE STATE TREASURER SHALL CREDIT ALL INTEREST AND INCOME DERIVED FROM THE
23 DEPOSIT AND INVESTMENT OF MONEY IN THE FUND TO THE FUND AND SHALL ALLOCATE THE INTEREST
24 AND INCOME BETWEEN THE ACCOUNTS OF THE FUND IN THE PERCENTAGES DESIGNATED BY THE
25 COMMISSION PURSUANT TO SUBSECTION (2) OF THIS SECTION.

26 (2) MONEY MUST BE EXPENDED FROM THE FUND AS FOLLOWS:

27 (a) UP TO THIRTY MILLION DOLLARS PER YEAR TO BE EXPENDED TO MAKE PRINCIPAL AND
28 INTEREST PAYMENTS ON TRANSPORTATION REVENUE ANTICIPATION NOTES FOR THOSE MULTIMODAL
29 PROJECTS SELECTED BY THE TRANSPORTATION COMMISSION WHERE A STATE AGENCY, LOCAL
30 GOVERNMENT OR LOCAL TRANSIT AGENCY HAS COMMITTED TO PROVIDE REQUIRED MATCHING FUNDS
31 EQUAL TO THE AMOUNT EXPENDED FROM THE FUND FOR A PROJECT;

32 (b) EIGHTY-FIVE PERCENT OF THE REMAINING REVENUE IN THE FUND FOR LOCAL MULTIMODAL
33 PROJECTS TO BE DETERMINED AS PROVIDED IN SECTION 43-1-106 (8)(t)(II); AND

34 (c) THE FINAL FIFTEEN PERCENT OF REVENUE TO BE EXPENDED ON MULTIMODAL PROJECTS
35 THAT ARE SELECTED BY THE TRANSPORTATION COMMISSION AS PROVIDED IN SECTION 43-1-106 (8)(t)(I).

36 **SECTION 18. Effective date.** This act takes effect on January 1, 2019.

Southwest Transit Council - 2016

Vision and Purpose

Southwest Transit Vision: The Southwest Transit Council will provide coordination and support for transportation services that encourage transit travel among the region's residents, employees, and visitors.

Transit Council Purpose: To collaborate between social services, employers, educators, medical providers and transit to get regional support for present and future issues by recognizing grant opportunities and identifying needs of the region.

The group talked about this question: What is the purpose of this Council?

Answers:

- It's not just about accessing money. We coordinate between and hook up and link systems and services to become more efficient and avoid duplicating effort.
- Collaboration.
- Working to identify and then meet or address needs.
- Ongoing reporting of needs as they vary across each area.
- Linking our transportation systems together where possible (acknowledged that in our rural/vast area, this is very challenging).

Long-term Goals

1. Adopt policies that encourage sustainable, transit-oriented development that maximize choices and incentives for reducing dependency on the private automobile.
2. Identify and explore funding opportunities to preserve existing transportation services, expand the transportation network, and share funding information with all transportation providers.
3. Consider regional bus service to boost commerce, tourism, and economic development.
4. Ensure mobility and access for seniors, people with disabilities, people on limited incomes, and other transit dependent populations.
5. Support existing and future transportation services with informational programs, outreach, and incentives.

Goals for 2016

In support of goal #2 “Identify and explore funding opportunities to preserve existing transportation services, expand the transportation network, and share funding information with all transportation providers”:

#1 Seek and understand funding opportunities, and bring to the Council.

Strategies and actions:

- Utilize meetings and email to share grant and other funding opportunities.
- Share funding resources between members and also from the SWCCOG staff to the members.

In support of goal #4 “Ensure mobility and access for seniors, people with disabilities, people on limited incomes, and other transit dependent populations”:

#2 Increase access to employment, education, and medical opportunities (specifically for/with an emphasis toward)

Strategies and Actions:

- Determine opportunities for any project between transit systems
- Advocacy
- Increase resources for marketing our systems to users
- Link the Council to the TPR (see #5)
- Play a communication role about funding opportunities related to achieving this goal

Note: The group acknowledged the difficulty in opening up new transit with shrinking dollars to cover existing systems. However, that said, this remains a goal. The group agreed that reviewing the needs expressed by human service providers is an important step and that where possible, those needs could be considered by each individual member.

#3 Better engage human service agencies.

Strategies and Actions

- Revisit the list of human service needs each year.
- Add additional counties’ needs to the current list.

- Use the “take the table” to them concept in understanding what their needs are (i.e., go to their meetings). Also, use the following tools for seeking human service needs: surveys, 1:1 conversations, building relationships and meetings.

In support of all long-term goals through the creation of a more effective and efficient Transit Council:

#4 Be a center point and forum for: a) sharing knowledge and resources; b) collaborating; c) reporting on needs and problem solving around those needs; and d) bringing trainings to the region that will help each member better perform their functions and duties.

Strategies and Actions

- The SWTC will, through the help of SWCCOG staff, bring in 1-2 trainings in 2016. A priority is Medicaid billing.
- Everyone will report at each meeting what they are doing, needs, etc. Increase the concept of the Council being a forum.
- The members will share information that comes to them over email or in other ways.
- When possible, each member will share technical expertise with other members.

#5 When asked, the SWCCOG will be a voice at the policy level for transit, working with the TC members. (does this fall under goal #6?)

Strategies and Actions

- SWCCOG staff will summarize the TC meeting minutes and share with the TPR and visa-versa.
- The SWCCOG staff, when asked, will give the Council a voice in policy matters and will bring any opportunities to the TC members for consideration.

#6 Structure

- The group will meet quarterly and use email as necessary in-between meetings.
- The TC will elect a chair and vice-chair
- Create operating agreements (bylaws)

Roles:

Transit Council - content experts, sets the mission, vision, purpose and goals

SWCCOG staff - facilitators, day to day, project based, “linkers,” provide clerical and financial assistance and oversight, explore ways to build capacity

CDOT - serve in advisory capacity

Measures of Success:

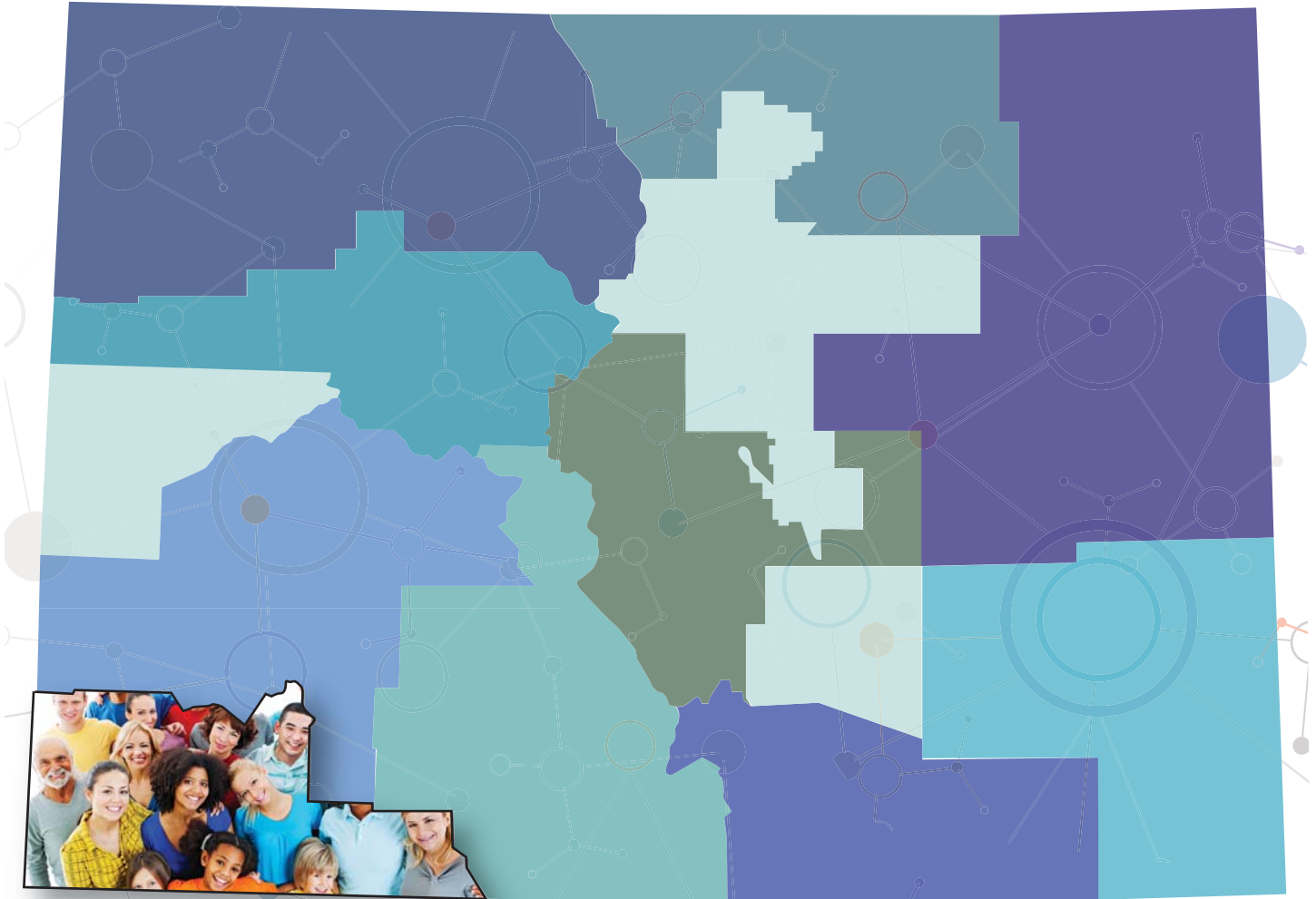
The group discussed this question: The Transit Council will be successful if...

The answers:

- Goals are set and met.
- We leave the meeting with information, collaboration, training and other items that help members do their jobs and apply the knowledge and resources to each particular area, agency and community.
- Space is provided to have a conversation about regional transit.
- If it serves as a resource and knowledge center.
- We are able to say we are on a regional transit council for grant purposes.

Southwest

Transportation Planning Region
Regional Coordinated Transit &
Human Services Plan



Prepared for:
**Colorado Department of Transportation
Division of Transit and Rail
and Southwest Transportation Planning Region**

December 2014

Prepared by:



In association with:
Cambridge Systematics
Nelson\Nygaard Consulting Associates
OV Consulting
TransitPlus

**SOUTHWEST TRANSPORTATION
PLANNING REGION
REGIONAL COORDINATED TRANSIT AND
HUMAN SERVICES PLAN**

Prepared for:

Colorado Department of Transportation
Division of Transit and Rail and
Southwest Transportation Planning Region

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SOUTHWEST REPORT



1.0 INTRODUCTION

Public transportation is a lifeline for many residents throughout the Southwest Transportation Planning Region (TPR) and state of Colorado. Transit services connect residents, employees, and visitors to major activity centers such as jobs, schools, shopping, medical care, and recreation. These transit services are important contributing factors to the economic, social, and environmental health of the state and also provide many benefits to individuals and communities. The following are just a few of the benefits:

- ▶ Economic benefits of transit include providing access to jobs, shopping, and other destinations; creating jobs in public transit and related industries; reducing the cost of transportation for individuals and families with a portion of the cost savings redirected to the local economy; providing businesses with access to a broader labor market with more diverse skills; and providing savings associated with the reliability and effects of reduced congestion.
- ▶ Social benefits of transit include providing transportation options to access destinations; reducing household expenditures on transportation, allowing savings to be spent in the local economy; reducing non-transportation service costs; reducing travel time and accidents because of less congestion on the road; providing accessibility of transit by all segments of the population; providing health benefits associated with walking to/from transit; and providing an overall savings in time and money.
- ▶ Environmental benefits of transit include reducing emissions and the carbon footprint, reducing gas consumption, improving air quality with a reduction in associated health issues; and lessening impacts on the environment and neighborhoods due to transit's typically smaller footprint.

The Division of Transit and Rail (DTR) within the Colorado Department of Transportation (CDOT), in cooperation with the Southwest TPR, developed this Regional Coordinated Transit and Human Services Plan to meet all CDOT and Federal Transit Administration (FTA) planning requirements for funding eligibility and planning for Colorado's transit needs. CDOT will use this plan to evaluate grant applications for state and federal funds received by regional transit and human service providers over the next five years. Transit and human service providers in the TPR will use this plan to prioritize transit investments in the next several years that work toward implementation of the TPR's long-term transit vision and goals, and priority strategies.

1.1 Purpose of Plan

This plan serves as the Regional Coordinated Transit and Human Services Plan for the region per FTA requirements. It identifies projects and strategies to enable the region's transit and human service providers to improve mobility of the populations who rely upon human service transportation or public transit, to minimize duplication of federally-funded services, and to leverage limited funds. The coordination projects and strategies identified generally have a short-term focus and are based on the prioritized needs of the TPR.

In addition, this plan identifies a regional transit vision and financial plan to guide transit investment over the next 20+ years. Along with the state's other Regional Coordinated Transit and Human Services Plans, this plan will act as the foundation for Colorado's first Statewide Transit Plan setting the stage for CDOT's vision, goals, policies and strategies for long-term transit investment.

Key findings and recommendations from this Regional Coordinated Transit and Human Services Plan will be integrated into the Statewide Transit Plan and into the Southwest TPR Regional Transportation Plan. Both of these documents will become part of the Statewide Transportation Plan, which is a long-term comprehensive policy document intended to address the state's multimodal transportation needs.

1.2 Federal and State Planning Regulations

There are a variety of federal and state planning regulations and requirements that are met through the development of this plan and its incorporation in the Statewide Transit Plan. These are described below.

1.2.1 Federal Planning Regulations

Federal planning regulations are codified in 23 Code of Federal Regulations 450, which requires each state to carry out a continuing, cooperative, and comprehensive statewide multimodal transportation planning process. This includes developing a long-range statewide transportation plan with a minimum 20-year forecast period for all areas of the state and a statewide transportation improvement program that facilitates the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight (including accessible pedestrian walkways and bicycle transportation facilities) and that fosters economic growth and development within and between states and urbanized areas, while minimizing transportation-related fuel consumption and air pollution in all areas of the state. The long-range transportation plan shall consider connections among public transportation, non-motorized modes (e.g., bicycle and pedestrian facilities), rail, commercial motor vehicle, and aviation facilities, particularly with respect to intercity travel.

The transportation planning process considers projects, strategies, and services that address several planning factors including:

- ▶ Economic vitality of the US, state, metropolitan and non-metropolitan areas
- ▶ Safety of the transportation system for motorized and non-motorized users
- ▶ Security of the transportation system for motorized and non-motorized users
- ▶ Accessibility and mobility of people and freight
- ▶ Protection and enhancement of the environment, promotion of energy conservation, improvement of the quality of life, and promotion of consistency between transportation improvements and state and local planned growth and economic development patterns
- ▶ Enhancement of integration and connectivity of the transportation system, across and between modes throughout the state, for people and freight
- ▶ Promotion of efficient system management and operations
- ▶ Preservation of the existing transportation system

The planning process is to be conducted in coordination with local officials in metropolitan and non-metropolitan areas, federal land management agencies, Tribal governments, health and human service agencies, and agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation. In addition, preparation of the Regional Coordinated Transit and Human Services Plans should be coordinated and consistent with the statewide transportation planning process.

1.2.2 MAP-21

On July 6, 2012, President Obama signed into law Moving Ahead for Progress in the 21st Century Act (MAP-21), providing approximately \$10 billion per year nationally for transit funding in fiscal years 2013 and 2014. CDOT receives and distributes a portion of these federal transit funds to transit and human service providers throughout Colorado through a competitive grant process. Under MAP-21 several transit programs were consolidated and streamlined, and there is a new requirement that recipients of transit funds develop a Transit Asset Management Plan. There is also new emphasis on performance-based planning and establishment of performance measures and targets that must be incorporated into the long-range planning and short-term programming processes. Seven national goal areas were established: safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. In August 2014, MAP-21, which was set to expire on September 30, 2014, was given a short-term extension to May 31, 2015.

Similar to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the previous transportation authorization bill, MAP-21 requires that projects selected for federal funding under the Elderly Individuals and Individuals with Disabilities program (Section 5310) be derived from a locally

developed, coordinated public transit human services transportation plan. This plan meets this requirement for the region. While not a requirement for other FTA funds, FTA recommends, as a best practice, that all projects be identified through a coordinated planning process and be consistent with a plan.

1.2.3 Title VI

Title VI is a federal statute that is intended to ensure that programs (including public transit and human services) receiving federal financial assistance do not discriminate or deny benefits to people based on race, color, or national origin, including the denial of meaningful access to transit-related programs and activities for people with limited English proficiency (LEP). Title VI applies to CDOT and all CDOT grant partners receiving federal funds. While this document is not intended to be a Title VI compliance report, it provides information on the demographic characteristics in the region compared to services provided in the region to assist with a Title VI assessment. The process to develop this transit plan includes information and outreach to individuals by providing language assistance upon request and by providing public information materials in Spanish.

1.2.4 Environmental Justice

Executive Order 12898 calls on all federal agencies to make environmental justice part of their mission by identifying and addressing disproportionate and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations. Similar to Title VI, this plan does not provide a comprehensive environmental justice evaluation. It does, however, provide information on low-income and minority populations in comparison service areas in the region to assist with understanding how well these populations are served by transit services in the region. The process to develop this transit plan included gathering information and providing outreach to low-income and minority populations in the Southwest region.

1.2.5 Colorado Planning Requirements

CDOT is the agency responsible for providing strategic planning for statewide transportation systems to meet the transportation needs and challenges faced by Colorado, promoting coordination among different modes of transportation, and enhancing the state's prospects to obtain federal funds by responding to federal mandates for multimodal planning. State planning regulations, consistent with federal planning regulations, call for a multimodal plan that considers the connectivity among modes of transportation, coordinate with local land use planning, focuses on preservation of the existing transportation system to support the economic vitality of the region, enhances safety of the system, addresses strategic mobility and multimodal choice, supports urban and rural mass transit, promotes environmental stewardship, provides for effective, efficient and safe freight transport, and reduces greenhouse gas emissions.

In 2009, state legislation created DTR with responsibility for planning, developing, operating, and integrating transit and rail into the statewide transportation system. As part of that mandate, a statewide transit and passenger rail plan that identifies local, interregional and statewide transit and passenger rail needs and priorities shall be developed and integrated into the Statewide Transportation Plan.

As a first step, a State Freight and Passenger Rail Plan was developed by DTR and adopted by the Colorado Transportation Commission in March 2012 (see **Section 1.3.2** for a summary). The next step was to develop the Statewide Transit Plan, which was done concurrent to the development of this Regional Transit Plan. DTR may also expend funds to construct, maintain, and operate interregional transit, advanced guideway, and passenger rail services, among other things.

In addition, DTR is responsible for the administration of federal and state transit grants. In accordance with FTA, DTR will use this plan to determine if grant applications are consistent and compatible with the Plan's vision,



goals, and strategies. Those that are consistent will be eligible for state and federal funding allocations through CDOT.

1.3 Relevant Statewide Background Reports/Plans

The following section describes transportation planning documents that have been completed in the last five years and their key findings and recommendations relevant to this Regional Transit Plan.

1.3.1 Statewide Bicycle and Pedestrian Plan

CDOT adopted Colorado's first Statewide Bicycle and Pedestrian Plan in October 2012. The plan focused on developing investment criteria for evaluating bicycle and pedestrian projects and programs, and performance measures. These criteria are based on a vision and eight broadly supported goals that can be achieved in part through improved bicycle and transportation projects and increased bicycling and walking activity. The goals identified through extensive public and stakeholder input include the following:

1. Enhance safety
2. Increase bicycling and walking activity
3. Expand recreational opportunities and enhance quality of life
4. Improve public health
5. Improve environment, air quality, and fossil fuel independence
6. Provide transportation equity
7. Maximize transportation investments
8. Improve the state and regional economies

The plan points out that nearly all transit trips begin and end with a walking trip and many also include a bicycle trip at the origin and/or destination and that successful bicycle and pedestrian networks have the potential to greatly expand the reach and effectiveness of public transit. Colorado's major metropolitan transit agencies, as well as many mountain communities, operate buses with bike racks. The plan suggests that the next step will be to increase the percentage of transit stops and stations that are easily accessible by bike or on foot and the percentage that provide secure bicycle parking.

1.3.2 Colorado State Freight and Passenger Rail Plan

The Colorado State Freight and Passenger Rail Plan, completed in March 2012, offers recommendations for both short- and long-term investments in the state's rail system while embracing a performance-based evaluation process and positioning Colorado to receive federal funding for infrastructure projects. This plan provides guidance for investing in future rail needs and presents ways to enhance passenger and freight rail development to support economic growth and environmental sustainability. It is a project-based plan required to have a major update at least every five years. In 2014, CDOT amended the passenger rail elements with a high speed transit vision based on the conclusions of the Advanced Guideway System (AGS) Feasibility Study and the Interregional Connectivity Study (ICS). The high-speed transit vision encompasses 340 miles of high-speed passenger transit network through or affecting four I-70 Mountain Corridor counties west of the Denver region from Eagle County Regional Airport to Denver International Airport (DIA), and twelve I-25 Front Range counties from Fort Collins to Pueblo. The next update for the plan is anticipated to begin in 2016.

No projects in the plan directly affect the Southwest region.

1.3.3 Colorado 2011 Aviation System Plan

The Colorado Aviation System Plan Update, completed in 2011, is a performance-based plan that summarizes how airports of different classifications are meeting their assigned objectives and how the state airport system



as a whole measures up. It identifies and describes actions and projects with the potential to improve system performance and offers generalized cost estimates for these policy choices.

This plan includes an objective for all airports in the Major and Intermediate categories to have access to ground transportation services for the millions of visitors who reach Colorado each year by air and support the Colorado economy. Ground transportation could include shuttles, taxis, buses, rail, and rental cars. There are no airports in the Southwest region that have been identified in the plan as needing improved ground transportation.

1.3.4 Colorado Statewide Intercity and Regional Bus Network Plan

The 2014 Colorado Statewide Intercity and Regional Bus Network Plan updates the 2008 plan. The plan develops a regional network and provides policies for extending regional services within Colorado, in addition to state-to-state trips served by intercity bus. It also provides a specific analysis of the I-70 corridor.

- ▶ **Interregional express bus service:** Travels between regions, focuses on commuter service, typically operates weekdays, and attempts to provide time sensitive travel times.
- ▶ **Intercity bus service:** Provides long-distance travel connecting major hubs throughout the nation; typically funded with fares, and carries luggage and sometimes packages.
- ▶ **Regional bus service:** Provides travel into urban areas and resort communities; typically provides more frequent bus service each day than intercity bus service. Administration and operating funds come from federal, state and/or local sources.
- ▶ **Essential bus service:** Focuses on meeting the needs of residents in rural areas for medical and essential services and typically provides very infrequent service.

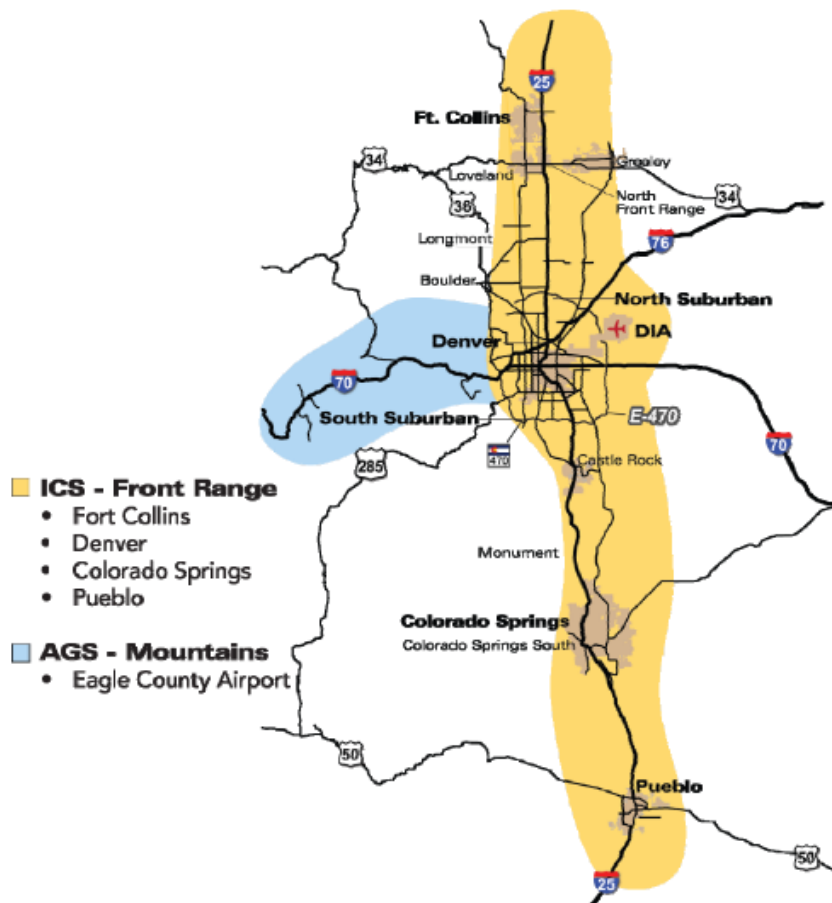
Figure 1-1 includes the existing and proposed statewide routes identified in the Intercity and Regional Bus Network Plan. Recommendations made in this plan for the Southwest TPR include:

- ▶ A long-term plan emphasizing activities in early years
- ▶ Identified Pagosa Springs, San Juan County, Durango, Bayfield, southern La Plata County, Mancos, Cortez, and Dove Creek as high transit dependent communities
- ▶ Identified unserved potential intercity bus stops but did not include any communities with less than 2,500 residents, which excluded many of the rural Southwest communities identified in the needs analysis. Recommended Bayfield (outside Durango) and Pagosa Springs as candidate stops on the intercity bus network.
- ▶ Proposed routes in the Southwest TPR that included a regional bus network with stops in Cortez, Durango, Bayfield, Pagosa Springs, and New Mexico.
- ▶ For rural areas, suggested establishing mechanisms to enable rural services to pick up and drop off passengers en route to regional service centers, in addition to building coordination opportunities and pursuing federal and state funding for rural human services agencies.

1.3.5 Interregional Connectivity Study and Advanced Guideway System Feasibility Study

The ICS and the AGS Feasibility Study, together, represent the vision for a comprehensive future high-speed transit system in the state. The two studies were conducted between April 2012 and 2014 and coordinated throughout the planning processes, each examining the potential for high-speed transit alignments and ridership along different corridors. The ICS study limits included DIA to the east, the C-470/I-70 interchange near Golden to the west, the city of Fort Collins to the north and the City of Pueblo to the south. The AGS study limits extended from the C-470/I-70 interchange near Golden west to Eagle County Regional Airport. **Figure 1-2** provides a snapshot of the study area.

Figure 1-2 ICS and AGS Study Area



Source: *Interregional Connectivity Study, 2014*

The recommendations for the ICS system, combined with the I-70 Mountain Corridor AGS system, estimate 18 million riders per year in 2035, with corresponding revenue of \$342 million to \$380 million annually. Implementation of the high-speed transit vision (both ICS and AGS combined) is estimated at over \$30 billion in capital costs. Implementation of the full high-speed transit vision from Fort Collins to Pueblo is assumed to begin with a Minimum Operating Segment such as DIA to Briargate to the south or DIA to Fort Collins to the north. Detailed information and reports on each study can be found on CDOT's Transit and Rail Program website.



1.3.6 Southwest Energy Efficiency Project – Economic Benefits of Transit Systems: Colorado Case Studies

In September 2013, the Southwest Energy Efficiency Project released their report, “Economic Benefits of Transit Systems: Colorado Case Studies,” which examined Fort Collins, the Roaring Fork Valley, and Grand Valley. This study showed quantifiable annual net benefits created by transit systems in each respective community. These benefit calculations took into account gasoline savings, vehicle maintenance savings, reduced congestion savings, avoided public assistance payments, reduced parking infrastructure demand, reduced cost of medical trips, and income from employment accessible by transit. Other benefits of transit that cannot be monetarily quantified include increased independence for elderly and disabled citizens, improved air quality, and health benefits of walking or biking to and from transit stops.

1.4 Relevant Southwest TPR Background Studies/Plans

Past studies conducted within the Southwest TPR provide a framework for understanding the transportation needs throughout the region. Relevant reports and plans are listed below with a brief description and key findings.

1.4.1 Southwest Regional Transit Coordinating Council Action Plan

The Southwest Regional Transit Coordinating Council (RCC) Action Plan was originally drafted in 2011 and revised in August 2012.

The plan has four main goals. Information on the status of each goal is included below.

- ▶ Sustain and expand public and specialized transportation services in the region
 - The RCC notes that several organizations in the region are having difficulty identifying needed funding, including the Archuleta County Senior Center, Road Runner Transit, and the Southwest Center for Independence’s short-term rental car program.
 - Policies and procedures were established for a Regional Transit Voucher Program to provide support to human service agencies through transit vouchers for their clients. The program has yet to be implemented.
- ▶ Develop a mechanism to coordinate existing public and specialized transit service providers
 - The Southwest Colorado Community College Mancos campus is interested in using a portion of its student fees to fund transportation service between Durango, Mancos, and Cortez. The school is working with the RCC, the Southwest Colorado Council of Governments, and SUCAP/Road Runner Transit to develop a plan for students, with the Ute Mountain Ute Tribe as one potential partner to operate this service.
 - RCC served as a point of contact for statewide transit planning efforts.
- ▶ Develop a mechanism to sustain and strengthen the RCC
 - The RCC sees consistent attendance and engagement from a small group of five to six individuals representing diverse interests from across the region. They actively seek participation from other providers by offering information, assistance, and coordination. They have a large distribution list of individuals who are interested in being involved but who are unable to attend regular meetings.
 - The RCC is looking at ways to support their efforts, including hiring a mobility manager.
- ▶ Complete Southwest Colorado Accessible Transportation Plan for end users
 - The RCC administered a survey of residents about transportation issues



1.4.2 2035 Southwest Local Transit and Human Service Transportation Coordination Plan and Regional Transportation Plan

In 2008, the Southwest TPR completed its Local Transit and Human Service Transportation Coordination Plan as part of its 2035 Regional Transportation Plan. The information and the outcomes from this plan were incorporated into the Southwest 2035 Regional Transportation Plan to reflect the multimodal needs of the region. The recommendations included in the transit plan were used as a starting place for discussion of transit needs and in developing this plan.

The 2035 Regional Transportation Plan includes the following findings about the Southwest region. Many of these findings are still true as of 2014. The plan can be found at http://scan.org/uploads/Current_2035_RTP.pdf.

- ▶ Population and employment growth are affecting transportation needs in the region.
- ▶ Growth in the second home market is affecting how the population is distributed, forcing some local workers to move farther away from employment centers.
- ▶ There is a strong desire among residents to fund modal choices, such as regional public transportation, Transportation Demand Management programs, and better bicycle and pedestrian facilities.
- ▶ There is a strong desire among residents to expand coordinated and comprehensive planning.
- ▶ The study recommended the Durango Transit Center, which was implemented and opened in 2009.

1.4.3 CDOT Statewide Survey of Older Adults and Adults with Disabilities (2013)

In 2013, CDOT DTR conducted a statewide survey to learn about the travel behavior and characteristics of older adult (65 years or older) and disabled (18 years or older) residents of Colorado and to determine their transportation priorities, needs, and preferences. The survey also gathered information on the gaps and barriers to using transit and identified areas of focus to help address the transportation needs of older adults and adults with disabilities. The survey was conducted through direct mail efforts and also distributed by agencies throughout the state that serve older adults and adults with disabilities. Both Spanish and English versions were available for respondents. Survey results are reported at the statewide level and by transportation planning region. Additional information and findings from the survey are included in Chapter 5 of this plan. **Appendix E** includes the full survey report for the Southwest region.

1.4.4 Southwest Colorado Regional Transit Feasibility Study

This study was completed in 2009 for the Region 9 Economic Development District of Southwest Colorado. The primary focus of the study was to determine the needs for regional transit services and to identify the most feasible, cost-effective and efficient means of providing transit services along potential transit corridors. The major corridors studied include: US 160, US 491, SH 145, SH 172, and US 550. The study includes a preferred service plan with levels of service and an implementation plan for the recommended services. Many of the issues and recommendations captured in this study remain today.

1.4.5 Ignacio Area Corridor Access Plan

The Ignacio Area Corridor Access Plan (<http://www.southernute-nsn.gov/tribal-planning/>), a joint project of the Southern Ute Indian Tribe, CDOT, the Town of Ignacio, and La Plata County, was adopted in 2011. Two key findings relate to transportation service in the region:

- ▶ Expected new development will put a strain on existing transportation resources.
- ▶ Stakeholders identified lack of public transit as the top issue facing Ignacio and surrounding areas.

1.5 Plan Methodology

Many strategies were used to obtain the data and public input needed to develop this Regional Coordinated Transit and Human Services Plan. One of the foundational elements of the methodology was to use the principles developed by CDOT's Transit and Rail Advisory Committee (TRAC) to guide the process. A Statewide Steering Committee (SSC) was formed to create a framework for the development of the regional and statewide transit plans, to create a statewide vision, supporting goals and objectives for transit, and to guide the overall plan development process. Demographic data were used to identify regional characteristics and growth projections for transit demand in the future. Additionally, the region created a Transit Working Group (TWG) that met three times over the course of the planning process, developed a survey to obtain operational data and issues and needs from stakeholders, and held public open houses to gather input from the public.

1.5.1 Transit and Rail Advisory Committee Guiding Principles

The following are the guiding principles developed by the TRAC, which serve as a foundation for developing transit policies at CDOT. The principles were also used to guide the development of this plan.

TRAC Guiding Principles

- ▶ When planning and designing for future transportation improvements, CDOT will consider the role of transit in meeting the mobility needs of the multimodal transportation system. CDOT will facilitate increased modal options and interface to facilities for all transportation system users.
- ▶ CDOT will consider the role of transit in maintaining, maximizing, and expanding system capacity and extending the useful life of existing transportation facilities, networks, and right-of-way.
- ▶ CDOT will promote system connectivity and transit mobility by linking networks of local, regional, and interstate transportation services.
- ▶ CDOT will work toward integrating transit to support economic growth, development, and the state's economic vitality. CDOT will pursue transit investments that support economic goals in an environmentally responsible manner.
- ▶ CDOT will establish collaborative partnerships with local agencies, transit providers, the private sector, and other stakeholders to meet the state's transit needs through open and transparent processes.
- ▶ CDOT will advocate for state and federal support of transit in Colorado including dedicated, stable, and reliable funding sources for transit. Through partnerships, CDOT will leverage the limited transit funds available to seek new dollars for transit in Colorado.

1.5.2 Plan Development Process

At the inception of the planning process for the Southwest region, the planning team identified key stakeholders to be invited to participate in a TWG to guide and direct the development of the Regional Coordinated Transit and Human Services Plan. The TWG included representatives from public and private transit agencies, human service organizations, workforce centers, area agencies on aging, veteran organizations, community centered boards, elected officials, municipal staff, CDOT DTR, DTD, and regional staff, and key consultant team members. The TWG convened at key intervals throughout the planning process with the following objectives:

- ▶ **Meeting 1 (August 2013):** Identify the region's transit and human service transportation issues/needs and provide information on plan approach. Develop draft transit vision and goals.
- ▶ **Meeting 2 (October 2013):** Finalize regional transit vision and goals; gather input on approach to prioritization of regional transit projects; and identify potential regional coordination strategies.
- ▶ **Meeting 3 (February 2014):** Review key concepts and major findings; identify final plan strategies; provide an overview of financial scenarios; and concur on plan recommendations.



The TWG identified visionary concepts for transit within their region at Meeting 1, and from that juncture, the planning team drafted a transit vision statement and key supporting goals. At Meeting 2, the TWG reviewed the statewide transit vision, goals, and objectives developed by the SSC to ensure that their region was compatible with the larger statewide transit vision and goals. The TWG refined and provided comment on the region's transit vision and goals to ensure that it met the needs of the region. The transit vision and supporting goals were used to vet key strategies and projects to include in the plan. At Meeting 3, the TWG identified high-priority strategies for inclusion in the implementation portion of this plan. **Appendix B** includes a list of TWG invitees, TWG meeting materials and minutes, and TWG meeting sign in sheets.

Additionally, as part of the plan development process, a transit provider and human service agency survey was developed and distributed to obtain provider service, operational, and financial information. The TWG assisted with completion of the surveys. Survey results were used to identify needs and gaps in service for human services and general public transit, to develop financial summaries of agencies in the TPR, and to support the development of high priority strategies for implementation in the TPR. **Appendix D** includes provider and human service agency survey respondents and survey questionnaires.

Another element of the planning process was the review of demographic characteristics, growth projections, and development of a future transit demand methodology. The methodology used general population growth projections through 2040 and the growth of the population aged 65+ through 2040.

1.5.3 Public Involvement Process

Public outreach and involvement for the Statewide Transit Plan and Regional Coordinated Transit and Human Services Plans was conducted to be inclusive of all interested stakeholders. Strategies included public open houses, three TWG meetings, a Transit Plan website for sharing plan information, and an online comment form. The website provided up-to-date information on SSC meetings, TWG meetings, and public meetings in each TPR. Exhibit boards, PowerPoint presentations, meeting materials, and meeting notes for all meetings were made available on the project website.

Seventeen public open house meetings were held throughout the rural areas of the state across the 10 rural TPRs. Notification of the open houses was provided to the TWG members, local agencies, transit providers, local libraries, community centers, senior centers, and local media. Information was prepared in both Spanish and English. Translation services were provided upon request for language and hearing impaired. Meetings were held in ADA accessible facilities.

The Southwest TPR public open house meetings were held on October 23, 2013, at the La Plata County Fairgrounds in Durango, at the City of Cortez, and at the City of Pagosa Springs Town Hall. The meetings had an open house format with the project team making a presentation. Public comments were collected via computer, hard copy comment forms, and the Transit Plan website. Additionally, an online GIS-based mapping tool was created to record geographically based comments. Attendees included

For more information, or for those who require accommodation for disabilities or a language interpreter, including hearing impaired, please contact Beth Vogelsang at (303)589-5651 no later than 3 business days before the meeting. The facility is accessible for disabled individuals.

Can't make the meeting?
View materials and provide comments at our project website: <http://coloradotransportationmatters.com/other-cdot-plans/transit/>
Comments can also be made using the CDOT PinTool at: <http://dtapps.coloradodot.info/pintransit>

Si no puede asistir a la reunión, lo invitamos a que revise los materiales y comparta sus comentarios en el sitio del proyecto: <http://coloradotransportationmatters.com/other-cdot-plans/transit/>
Los comentarios también se pueden hacer usando el sistema PinTool de CDOT en <http://dtapps.coloradodot.info/pintransit>



general public, transit providers, elected officials, and agency staff. Input received from attendees included the following key comments:

- ▶ There is a lack of service for medical trips, especially in the more rural areas of the region.
- ▶ The frequency of service is a big challenge.
- ▶ There is a need for operating funds to help increase frequency and gain and keep ridership.
- ▶ Improved signage and branding of today's services would help to increase ridership.
- ▶ There is a need to coordinate with the hospitals to provide transportation.
- ▶ Funding for transit, other than the gas tax, is needed.
- ▶ It should be recognized that highways are also subsidized, not just transit, and millions go to pay for low-volume roads – it's a double standard, paying for low-volume roads but not rural transit.
- ▶ There is a need for better access to the airport especially for people with disabilities.
- ▶ Regional service between Pagosa Springs and Durango is important for commuters and medical and shopping trips.
- ▶ Improvement is needed for local transit circulation and interregional service.

Appendix C includes meeting materials and the sign-in sheets from the Southwest TPR public meetings.

1.6 Relationship to Statewide Planning Efforts

As previously mentioned, this Regional Coordinated Transit and Human Services Plan will be integrated into the Statewide Transit Plan and the Southwest TPR Regional Transportation Plan. The Statewide Transit Plan and Regional Transportation Plan will then be integrated in the Statewide Transportation Plan, which is a long-term comprehensive policy document intended to address the state's multimodal transportation needs.

The Statewide Transit Plan is a performance-based plan that includes a statewide transit vision statement and a set of performance measures to track CDOT's progress at achieving the statewide transit vision and goals over time.

1.6.1 Statewide Transit Vision and Goals

This region's transit vision and goals directly support the statewide transit vision, supporting goals, and objectives that were developed through the statewide planning process. The statewide transit vision and goals are broad and reflective of the entire state. They were developed through a series of meetings with the SSC over the course of this plan's development.

Statewide Transit Vision

Colorado's public transit system will enhance mobility for residents and visitors in an effective, safe, efficient, and sustainable manner; will offer meaningful transportation choices to all segments of the state's population; and will improve access to and connectivity among transportation modes.

Supporting Goals and Objectives

Goals and objectives that are related to the impacts of transit on the statewide transportation network were crafted in the planning process. Statewide goals and objectives include:

System Preservation and Expansion

Establish public transit as an important element within an integrated multimodal transportation system by supporting and implementing strategies that:

- ▶ Preserve existing infrastructure and protect future infrastructure and right-of-way
- ▶ Expand transit services based on a prioritization process
- ▶ Allocate resources toward both preservation and expansion



- ▶ Identify grant and other funding opportunities to sustain and further transit services statewide
- ▶ Develop and leverage private sector investments

Mobility/Accessibility

Improve travel opportunities within and between communities by supporting and implementing strategies that:

- ▶ Strive to provide convenient transit opportunities for all populations
- ▶ Make transit more time-competitive with automobile travel
- ▶ Create a passenger-friendly environment, including information about available services
- ▶ Increase service capacity
- ▶ Enhance connectivity among local, intercity and regional transit services, and other modes
- ▶ Support multimodal connectivity and services

Transit System Development and Partnerships

Increase communication, collaboration, and coordination within the statewide transportation network by supporting and implementing strategies that:

- ▶ Meet travelers' needs
- ▶ Remove barriers to service
- ▶ Develop and leverage key partnerships
- ▶ Encourage coordination of services to enhance system efficiency

Environmental Stewardship

Develop the framework of a transit system that is environmentally beneficial over time by supporting and implementing strategies that:

- ▶ Reduce vehicle miles traveled and greenhouse gas emissions
- ▶ Support energy efficient facilities and amenities

Economic Vitality

Create a transit system that will contribute to the economic vitality of the state, its regions, and its communities to reduce transportation costs for residents, businesses, and visitors by supporting and implementing strategies that:

- ▶ Increase the availability and attractiveness of transit
- ▶ Inform the public about transit opportunities locally, regionally, and statewide
- ▶ Further integrate transit services into land use planning and development

Safety and Security

Create a transit system in which travelers feel safe and secure and in which transit facilities are protected by supporting and implementing strategies that:

- ▶ Help agencies maintain safer fleets, facilities, and service
- ▶ Provide guidance on safety and security measures for transit systems

1.6.2 Statewide Transit Performance Measures

Under MAP-21, the U.S. DOT will establish performance measures and state DOTs will develop complementary performance targets. For transit, MAP-21 focuses on the state of good repair and asset management. Transit agencies receiving federal assistance are required to develop performance targets for state of good repair. They will also be required to develop asset management plans, which include capital asset inventories, condition assessments, decision support tools, and investment prioritization. Within four years of the enactment of



MAP-21 and every other year thereafter, states are required to submit reports on the progress made toward achieving performance targets.

DTR initiated the development of transit performance measures in their document entitled *Establishing a Framework for Transit and Rail Performance Measures*, December 2012. They have continued the effort through the inclusion of measures in CDOT Policy Directive 14, which provides a framework for the statewide transportation planning process, which will guide development of a multimodal, Statewide Transportation Plan and distribution of resources for the Statewide Transportation Plan, the Statewide Transportation Improvement Program, and the annual budget.

This work was used to develop an initial set of performance measures that were reviewed with the SSC for the Statewide Transit Plan. Comments and suggestions from the SSC were then taken to the TRAC Performance Measure Subcommittee and the TRAC Statewide Transit Plan Subcommittee for review followed by approval of the full TRAC. Through this process, the performance measures below were identified as a reasonable starting point for DTR to initiate its performance-based planning work. These performance measures meet the requirements of MAP-21.

At the regional level, transit agencies are encouraged to review and use these categories and performance measures to identify and implement projects that help achieve the state’s transit vision and meet the national goals.

Table 1-1 CDOT Division of Transit and Rail Performance Measures

Category	Goal	Performance Measure
System Preservation and Expansion	Establish public transit as an important element within an integrated multimodal transportation system.	<ul style="list-style-type: none"> ▪ Portion of CDOT grantees with Asset Management Plans in place for state or federally funded vehicles, buildings, and equipment by 2017 (PD 14) ▪ Percentage of vehicles in rural Colorado transit fleet in fair, good, or excellent condition, per FTA definitions (PD 14) ▪ Annual revenue service miles of regional, interregional, and intercity passenger service (PD 14)
Mobility/Accessibility	Improve travel opportunities within and between communities.	<ul style="list-style-type: none"> ▪ Percentage of rural population served by public transit ▪ Annual revenue service miles of regional, inter-regional, and intercity passenger service (PD 14) ▪ Percent of agencies providing up-to-date online map/schedule information ▪ Annual small urban and rural transit grantee ridership compared to five year rolling average (PD 14)
Transit System Development and Partnerships	Increase communication, collaboration, and coordination within the statewide transportation network.	<ul style="list-style-type: none"> ▪ Percentage of grantee agencies reporting active involvement in local/regional coordinating councils or other transit coordinating agency
Environmental Stewardship	Develop a framework of a transit system that is environmentally beneficial over time.	<ul style="list-style-type: none"> ▪ Percentage of statewide grantee fleet using compressed natural gas, hybrid electric or clean diesel vehicles, or other low emission vehicles ▪ Passenger miles traveled on fixed-route transit



Category	Goal	Performance Measure
Economic Vitality	Create a transit system that will contribute to the economic vitality of the state, its regions, and its communities to reduce transportation costs for residents, businesses, and visitors.	<ul style="list-style-type: none"> Percentage of major employment and activity centers that are served by public transit
Safety and Security	Create a transit system in which travelers feel safe and secure and in which transit facilities are protected.	<ul style="list-style-type: none"> Percentage of vehicles in rural Colorado transit fleet in fair, good, or excellent condition, per FTA definitions (PD 14) Number of fatalities involving transit vehicles per 100,000 transit vehicle miles Percentage of grantees that have certified CDOT Safety and Security Plans which meet FTA guidance

1.6.3 Transit Asset Management

Asset management is a critical area of focus for any transportation provider regardless of mode. In fact, it is seen as so important that it will soon become the driving force behind CDOT’s department-wide approach to resource allocation and project prioritization.

With the adoption of MAP-21, Transit Asset Management (TAM) is now a priority area of focus for the FTA. MAP-21 requires that all FTA grant recipients develop TAM plans and that the states certify these plans. CDOT’s approach to helping its grant partners meet this new set of requirements is based on a combination of general oversight of asset management practices at the agency level and providing focused and direct technical assistance where appropriate.

At the time of this writing, FTA had not yet provided final rules or guidance regarding how to satisfy the new asset management requirements in MAP-21. However, the legislation itself articulates two basic requirements that TAM plans must contain: an inventory of all transit capital assets and a prioritized capital development/replacement plan. CDOT is helping its grant partners meet these most basic requirements through the ongoing Statewide Transit Capital Inventory (STCI) project, which will provide a comprehensive inventory of transit assets throughout the state, including rolling stock, facilities, and park and rides. In addition to completing an asset inventory for each recipient of federal funds, CDOT and its STCI consultant team will prepare prioritized capital development/replacement plans for each transit provider. In the case that an agency has already developed an asset management plan, CDOT will review the plan for conformity with FTA’s expectations and regulations.

CDOT is also providing technical assistance in the form of a guide to the preparation of Asset Management Plans, a revised guide to implementing a preventative maintenance program for rolling stock, and training and information sessions at conferences. A Transit Infrastructure Specialist is an available resource to all grant partners as a subject matter expert on the creation and implementation of TAM plans, maintenance procedures and policies, and the development of capital projects.

Progress on CDOT’s asset management initiatives will be measured by several performance metrics. Some of these are identified in CDOT’s Policy Directive 14 and others have been developed as a part of this plan. Chapter 7 discusses asset management related strategies.



1.7 *Overview of Plan Contents*

The Regional Coordinated Transit and Human Services Plan is organized into seven chapters as described below. Overall, the plan is intended to paint a picture of the region, document transportation needs based on various demographic data and trends, illustrate available funding, identify the transit needs, and recommend strategies for meeting the needs over the short-, mid-, and long-term. This plan is intended to be an action plan and used to guide the region in making decisions about how best to invest limited resources to implement transit projects that improve mobility and offer transportation choices for the region.

Chapter 1 – Introduction: Describes why the plan was developed, the process used to develop the plan, and the planning requirements fulfilled by this plan.

Chapter 2 – Regional Overview: Describes the region’s major activity centers and destinations, key demographics, and travel patterns. It includes existing data on populations often associated with transit demand in a community (people over age 65, low-income people, and households without vehicles). Other data are included on persons with disabilities, veterans, race, ethnicity, and English proficiency to provide a comprehensive picture of the region’s need for transit.

Chapter 3 – Existing Transit Provider and Human Service Agencies: Summarizes the key features of the region’s public and private transit providers, as well as the human service agencies in the region. Information is provided on service areas, types of service, eligibility, and ridership.

Chapter 4 – Current and Potential Funding: Describes the variety of transit funding sources at various levels of government and the challenges faced by transit and human service transportation providers in seeking these various funding sources.

Chapter 5 – Transit Needs and Service Gaps: Describes key findings from the review of the region’s demographic profile and the existing and future unmet transit needs.

Chapter 6 – Financial and Funding Overview: Summarizes the anticipated funding through 2040 and the funding needed through 2040 based on population growth.

Chapter 7 – Implementation Plan: Provides an overview of the high priority strategies identified in the region to meet the region’s transit vision and goals over the next 15 years to 2030.



2.0 REGIONAL OVERVIEW

This Chapter includes an overview of the Southwest Transportation Planning Region (TPR), provides a map that identifies major activity centers and destinations in the region, and provides demographic information about populations that are typically aligned with transit use.

2.1 *Transportation Planning Region Description*

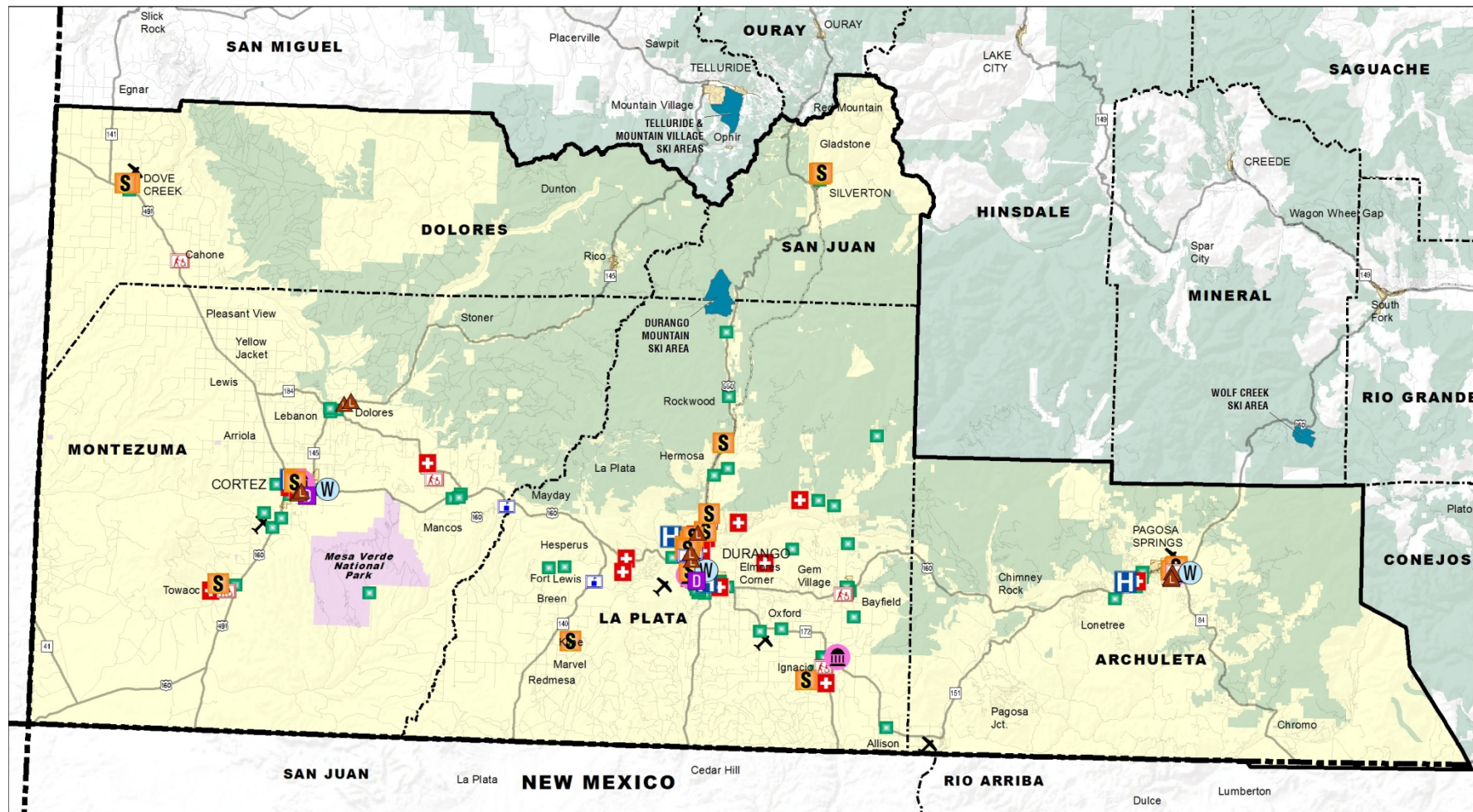
The Southwest Transportation Planning Region (TPR) encompasses the five-county area located in southwestern Colorado (Archuleta, Dolores, La Plata, Montezuma, and San Juan) and includes portions of the Southern Ute Indian Tribe and the Ute Mountain Ute Indian Tribe reservations. The Southwest TPR encompasses over 6,000 square miles; is characterized by a mix of public, private, and tribal lands; and is predominantly rural in character. Geographically, the Southwest TPR is located in a transitional zone between the southwestern edge of the Rocky Mountains and the eastern edge of the Colorado Plateau. It also offers opportunities for outdoor recreation, limited stakes gambling, and tourist attractions as discussed in the Southwest 2035 Regional Transportation Plan (see **Section 1.4.2**). It includes Mesa Verde National Park, San Juan National Forest, and the Durango Mountain Resort.

The region is rural with long distances between communities. US Routes 550, 160, 491, and 84 traverse the area. Several State Highways also provide connections between smaller communities and include SH 184, SH 145, SH 172, SH 511 and SH 151. Cortez (in Montezuma County), Durango (in La Plata County), and Pagosa Springs (in Archuleta County) can be thought of as the region's "activity hubs"—communities with the highest concentration of jobs and services (such as workforce centers, medical clinics, and educational institutions). Durango is the most populated of these three communities, located in the most populous county in the region—La Plata. **Sections 2.3 and 2.4** provide detailed demographic and economic information about the region, focusing on transit-dependent populations.

Figure 2-1 illustrates the activity centers and major destinations within the Southwest TPR. Chapter 3 presents information on the region's public and private transit and human services providers.

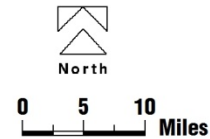
Figure 2-1 Major Activity Centers and Destinations Map

Business locations derived from 2011 ESRI data.



Legend

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2.2 *Regional Transit Vision and Goals*

The Southwest Transit Working Group (TWG) developed a high level vision and supporting goals for transit in the region. These were developed with consideration for the transit vision and goals developed for the Statewide Transit Plan by the Statewide Steering Committee (SSC). The TWG was charged with crafting a regional transit vision and supporting goals that align with the statewide transit vision and goals. The outcome of this process resulted in the following transit vision and goals for the Southwest TPR.

Southwest Transit Vision:

The Southwest TPR will provide coordinated transportation services that encourage transit travel among the region's residents, employees, and visitors.

Supporting Goals:

- ▶ Adopt policies that encourage sustainable, transit-oriented development that maximize choices and incentives for reducing dependency on the private automobile.
- ▶ Identify and explore funding opportunities to preserve existing transportation services, expand the transportation network, and share funding information with all transportation providers.
- ▶ Consider regional bus service to boost commerce, tourism, and economic development.
- ▶ Ensure mobility and access for seniors, people with disabilities, people on limited incomes, and other transit dependent populations.
- ▶ Support existing and future transportation services with informational programs, outreach, and incentives.

2.3 *Population Characteristics*

An understanding of the distribution and density of population and employment is an integral part of the transportation planning process. Demographics such as population, employment, and age distribution can tell a story about the complex travel needs of residents and employees, especially as they relate to the use of transit service. In this Chapter, the presentation of relevant data focusing on transit-dependent persons, including older adults, persons with disabilities (including some veterans and older adults), and low-income individuals, is based largely on a series of maps and tables. They show key population characteristics emphasizing the transit-dependent populations that tend to have limited mobility options and a higher propensity to use and need public transit services.

Some population segments have a greater need for public transit and depend on it as their primary form of transportation. Typically, the reasons relate to economics, ability, or age, and whether individuals own or have access to a private vehicle. Transit dependency characteristics based on age include both youth (individuals 18 or younger) and older adults (persons age 65 or older). Others who typically rely on public transit include people with disabilities, individuals with low income, zero-vehicle households, veterans, and persons with limited English proficiency (LEP).

In general, the two key markets for public transportation services are:

- ▶ "Transit Dependent" riders who do not always have access to a private automobile. This grouping includes individuals who may not be physically (or legally) able to operate a vehicle, or those who may not be able to afford to own a vehicle.
- ▶ "Choice" riders are those who usually or always have access to a private automobile (either by driving a car or getting picked up by someone) but choose to take transit because it offers them more or comparable convenience. For example, a choice rider might choose to add 10 minutes to their overall trip via bus to save a 10 dollar all-day parking charge. A commuter might choose to take a bus if they can work along the way rather than focusing on driving.



Another newer trend that has increased transit ridership over the last several years is the increase in the Millennial population choosing to use public transportation as a lifestyle choice. This generational shift is occurring across the United States as the Millennials and many other Americans are increasingly choosing to use modes of transportation other than the private automobile, such as transit, carpools, vanpools, biking, and walking. Millennials are choosing to live in walkable communities closer to jobs, recreation and amenities so that they can use transit and eliminate the expense of vehicle ownership. This is impacting the typical travel patterns that have been seen in the United States since the coming of age of the automobile in the 1950s. Transit agencies must now consider not only the transit dependent users but also consider the impact that the Millennial generation will have on their transit system ridership.

The following sections detail various demographic data as collected from the U.S. Census and from the State Demographer, that are typically aligned with the primary markets for transit ridership and use. They also analyze the spatial distribution of people who are more likely to take transit as well as the location of activity centers and destinations that are likely to generate transit ridership. Population within the Southwest region is heavily concentrated in Durango and a few smaller communities such as Cortez and Pagosa Springs. The key demographic characteristics highlighted in this plan include older adults (65+), households with no vehicle, low-income, race and ethnicity, LEP, persons with disabilities, and veteran population.

2.3.1 Population Growth

As shown in **Table 2-1** and **Figure 2-2**, each county in the Southwest region is expected to experience population growth between 2013 and 2040, but some counties (Archuleta especially) will grow faster than others. San Juan is expected to grow the least over the next few decades.

These growth projections take into account several variables, including economic variables, age- and sex-specific survival rates, fertility rates, migration patterns, the base year population, elderly population, and “special populations” (including college students, state prison inmates, ski resorts, and military populations), whose growth projections differ systematically from the projection for the population at large. Archuleta County has seen a high rate of second home production relative to the other counties, which drives both population and economic activity and explains the high rate of growth predicted for that county relative to others in the region.

The region is expected to grow significantly faster than Colorado as a whole (77 percent growth in the region versus 47 percent for the state overall). The next several sections discuss segments of the population that are predicted to drive that growth.

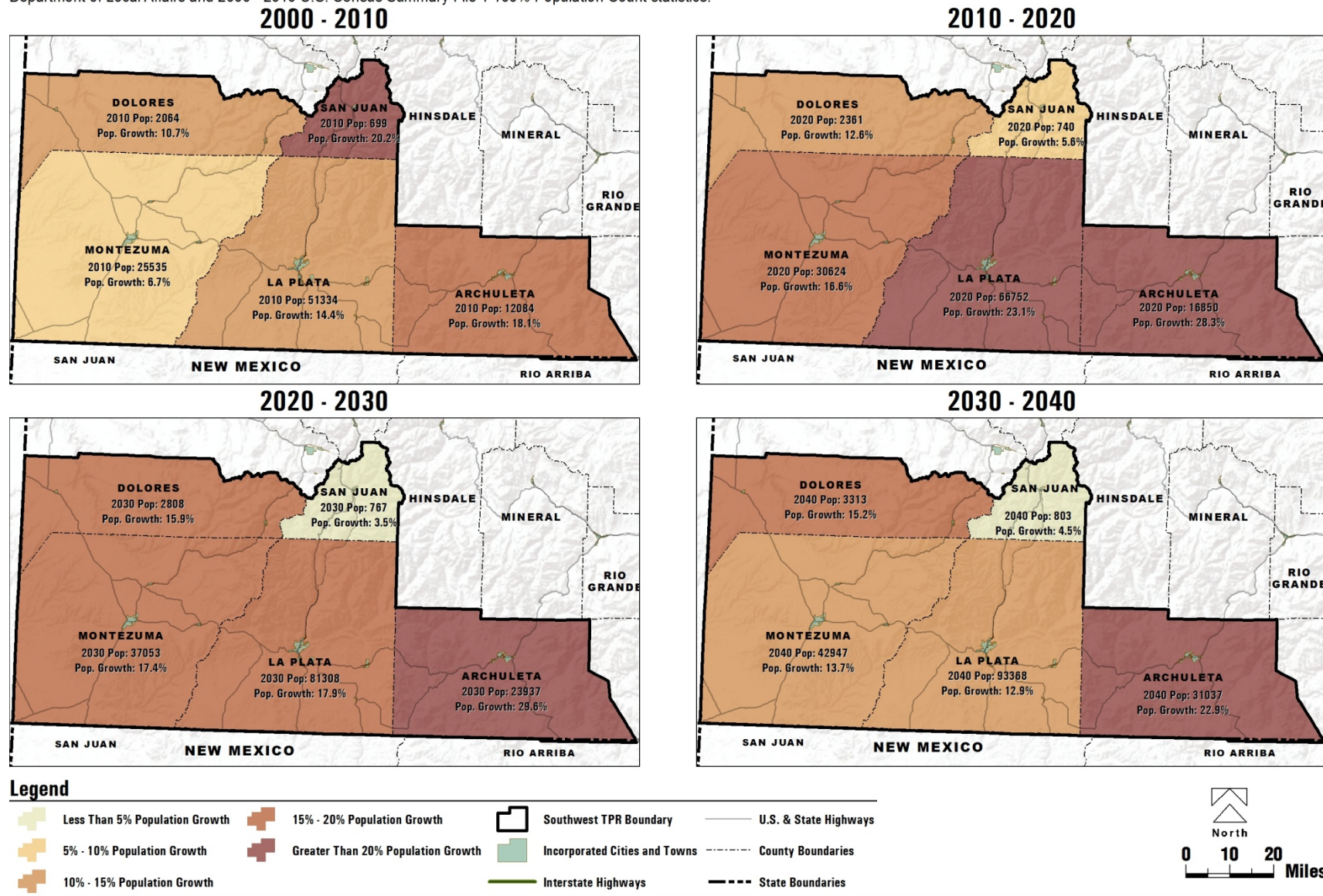
Table 2-1 Projected Population Growth by County

County	2013	2020	2030	2040	Total % Growth from 2013 to 2040
Archuleta	12,729	16,850	23,937	31,037	144%
Dolores	2,097	2,361	2,808	3,313	58%
La Plata	55,104	66,752	81,308	93,368	69%
Montezuma	26,481	30,624	37,053	42,947	62%
San Juan	697	740	767	803	15%
TPR Overall	97,108	117,327	145,873	171,468	77%
Statewide Total	5,267,800	5,915,922	6,888,181	7,749,477	47.1%

Source: Based on 2012 estimates provided by the Colorado State Demographer’s Office through the Department of Local Affairs

Figure 2-2 Population Growth

Population growth based on 2012 estimates provided by the State Demographer's Office through the Colorado Department of Local Affairs and 2000 - 2010 U.S. Census Summary File 1 100% Population Count statistics.





2.3.2 Population Growth Ages 65+

Transportation is a critical support that enables people to age in their community. **Table 2-2** presents the projected growth in older adults (people aged 65 and older) for the Southwest region. Overall, the area is projected to see a very high rate of increase of older adults (more than doubling its current 65+ population by 2040). However, the older adult population will grow more slowly in the Southwest TPR than in the state overall.

The change over time differs drastically among counties. The two fastest growing counties, Archuleta and La Plata, are expected to see their older adult population more than double between 2013 and 2040. In La Plata, the growth rate for the senior population is double that of the population overall. Dolores County will see the slowest growth in older adult population, and given its overall population projection, the county will become younger by 2040 (growth in its population overall will outpace growth in its older adult population).

Table 2-2 Projected Growth of Residents Age 65+

County	2013	2020	2030	2040	Total % Growth from 2013 to 2040
Archuleta	2,706	4,022	5,369	5,932	119%
Dolores	417	447	455	458	10%
La Plata	7,417	11,381	15,774	17,837	140%
Montezuma	4,924	6,505	7,975	8,241	67%
San Juan	120	150	163	152	27%
TPR Overall	15,584	22,505	29,736	32,620	109%
Statewide Total	645,735	891,805	1,240,944	1,423,691	120.5%

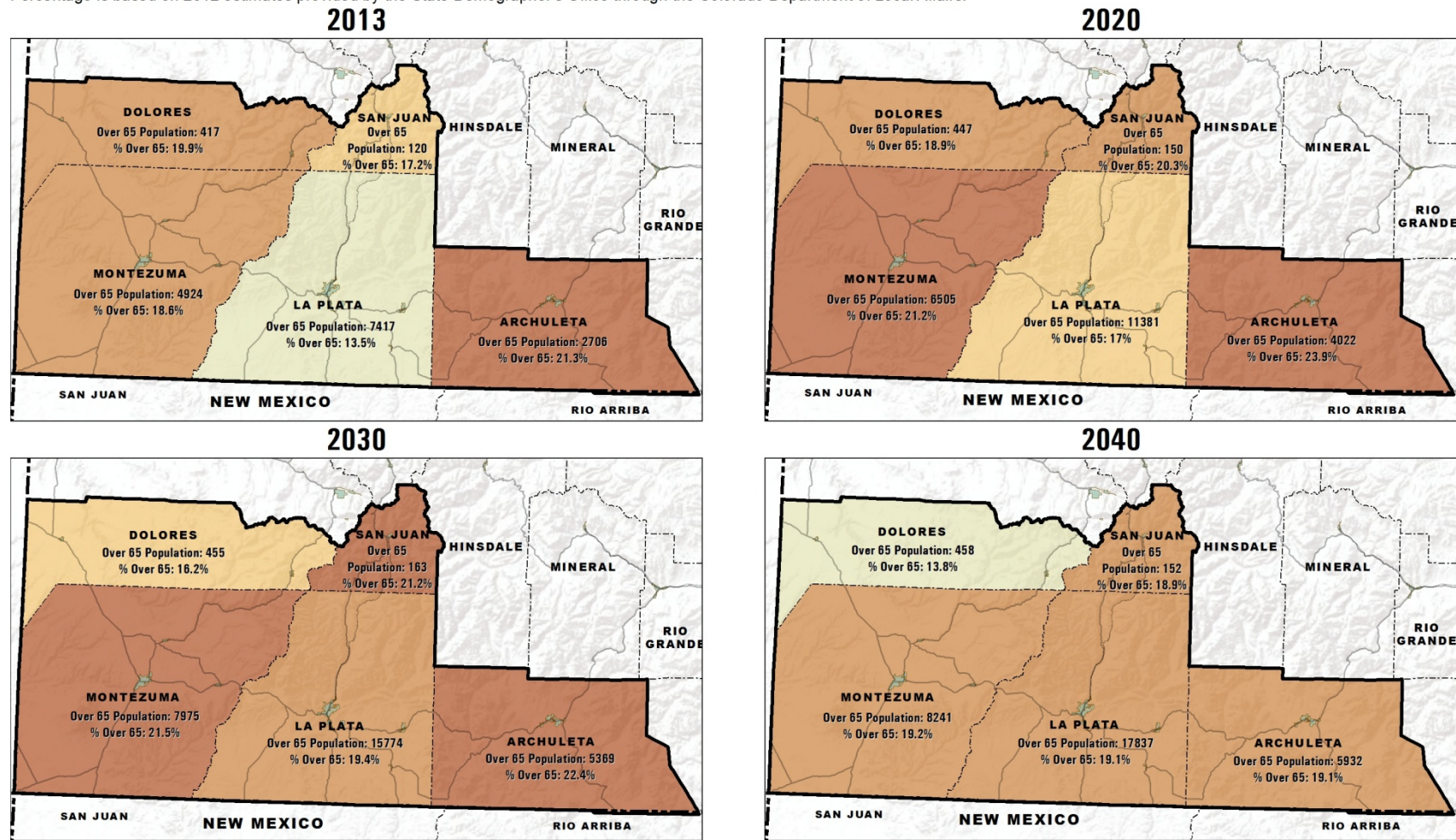
Source: Based on 2012 estimates provided by the Colorado State Demographer's Office through the Department of Local Affairs

Figure 2-3 shows the growth of the total population of residents aged 65+ in 10-year increments, with the population at its peak in 2030 and tapering off in some counties by 2040.



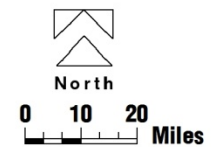
Figure 2-3 Projected Growth of Residents Age 65+

Percentage is based on 2012 estimates provided by the State Demographer's Office through the Colorado Department of Local Affairs.



Legend

- Less Than 15% Age 65+
- 15% - 18% Age 65+
- 18% - 21% Age 65+
- 21% - 24% Age 65+
- Southwest TPR Boundary
- U.S. & State Highways
- Incorporated Cities and Towns
- County Boundaries
- Interstate Highways
- State Boundaries





2.3.3 Zero Vehicle Households

Because people without ready access to an automobile have more constraints on their ability to travel, there is a need to consider those populations that do not have vehicles in their household.

According to the 2011 American Community Survey five-year estimates, about 3.6 percent of households in the region were “zero vehicle households.” The least populous county, San Juan, had the highest share of households without access to a vehicle (9.4 percent) when these data were recorded. Archuleta County, projected to be the fastest growing of any county in the region, and Dolores County had the lowest percentage of zero vehicle households (1.4 percent) in 2011. In Archuleta County, this could mean that many new vehicles will be added to roads over the next 20 to 30 years.

The region overall has a lower rate of zero vehicle households than the state as a whole, which is not surprising given its rural setting and long distances between economic hubs. **Table 2-3** contains the data shown geographically in **Figure 2-4**.

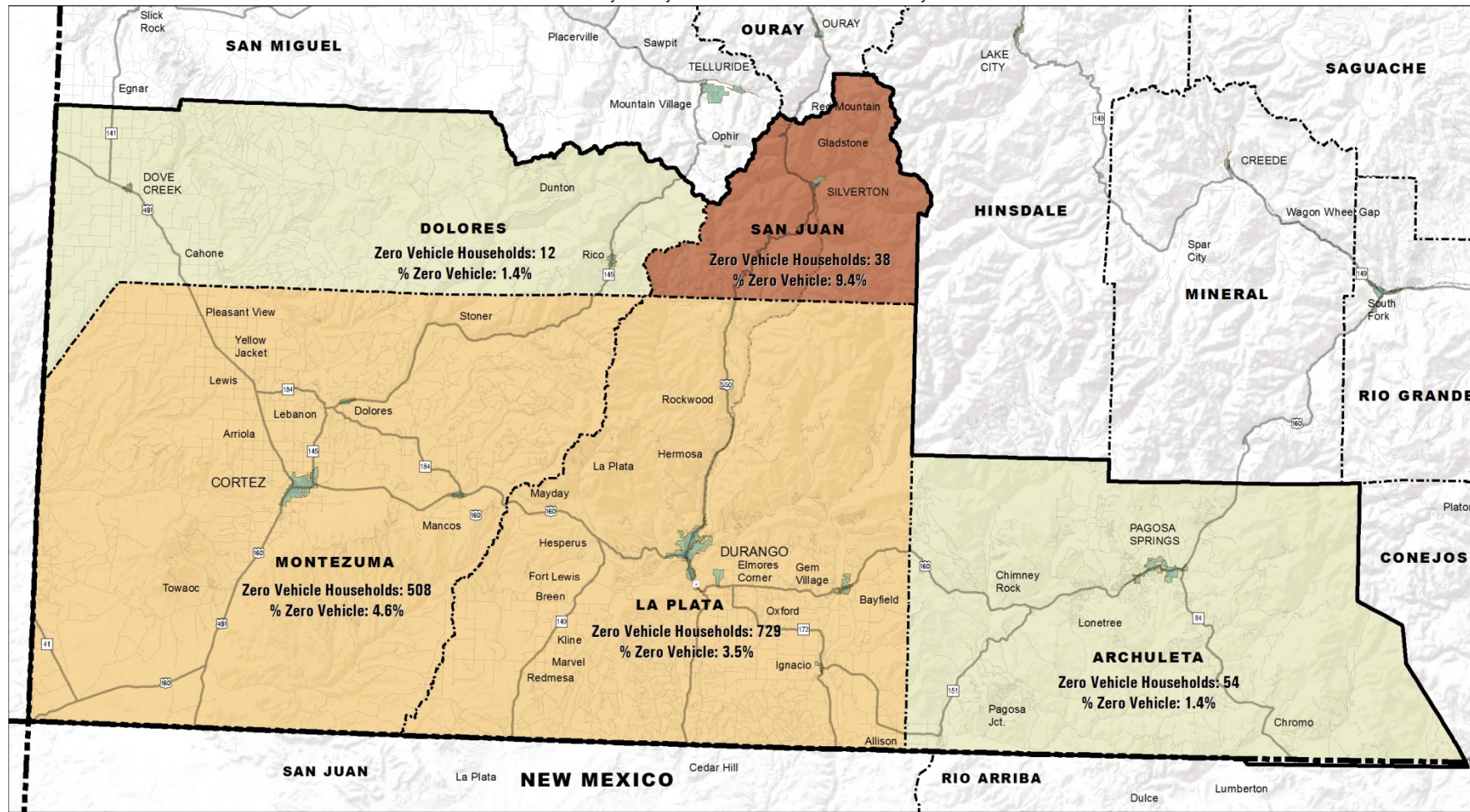
Table 2-3 2011 Households with No Vehicle

County	2011	% Households with No Vehicle
Archuleta	54	1.4%
Dolores	12	1.4%
La Plata	729	3.5%
Montezuma	508	4.6%
San Juan	38	9.4%
TPR Overall	1,341	3.6%
Statewide Total	111,148	5.7%

Source: 2011 U.S. Census American Community Survey Five-Year Estimate

Figure 2-4 2011 Percentage of Households with No Vehicle

Zero vehicle household data extracted from 2011 U.S. Census American Community Survey Table B08201 - Household Size by Vehicles Available.



Legend

- Less Than 3% Zero Vehicle Households
- 3% - 6% Zero Vehicle Households
- 6% - 9% Zero Vehicle Households
- Greater Than 9% Zero Vehicle Households
- Southwest TPR Boundary
- County Boundaries
- Interstate Highways
- U.S. & State Highways
- State Boundaries
- Incorporated Cities and Towns



0 5 10 Miles



2.3.4 Poverty Level

Data from the American Community Survey provides an overview of how wealth and poverty are distributed in the Southwest region (see **Figure 2-5**). Due to the costs of owning and maintaining a car, poverty is one of several factors used to identify populations that may need to rely on transit.

Federal poverty thresholds take into account household size, ages of persons in household, and number of children. **Table 2-4** shows the estimated population within each county that falls below the poverty level, as indicated in the 2007–2011 American Community Survey.

San Juan County, the smallest and slowest growing county in the Southwest TPR, stands out for its high poverty rate, which is the highest in the five-county region and almost twice the rate for Colorado overall. Archuleta County, expected to grow the most between now and 2040, has the lowest poverty rate in the region (7.6 percent). The region’s poverty rate is very similar to the state overall.

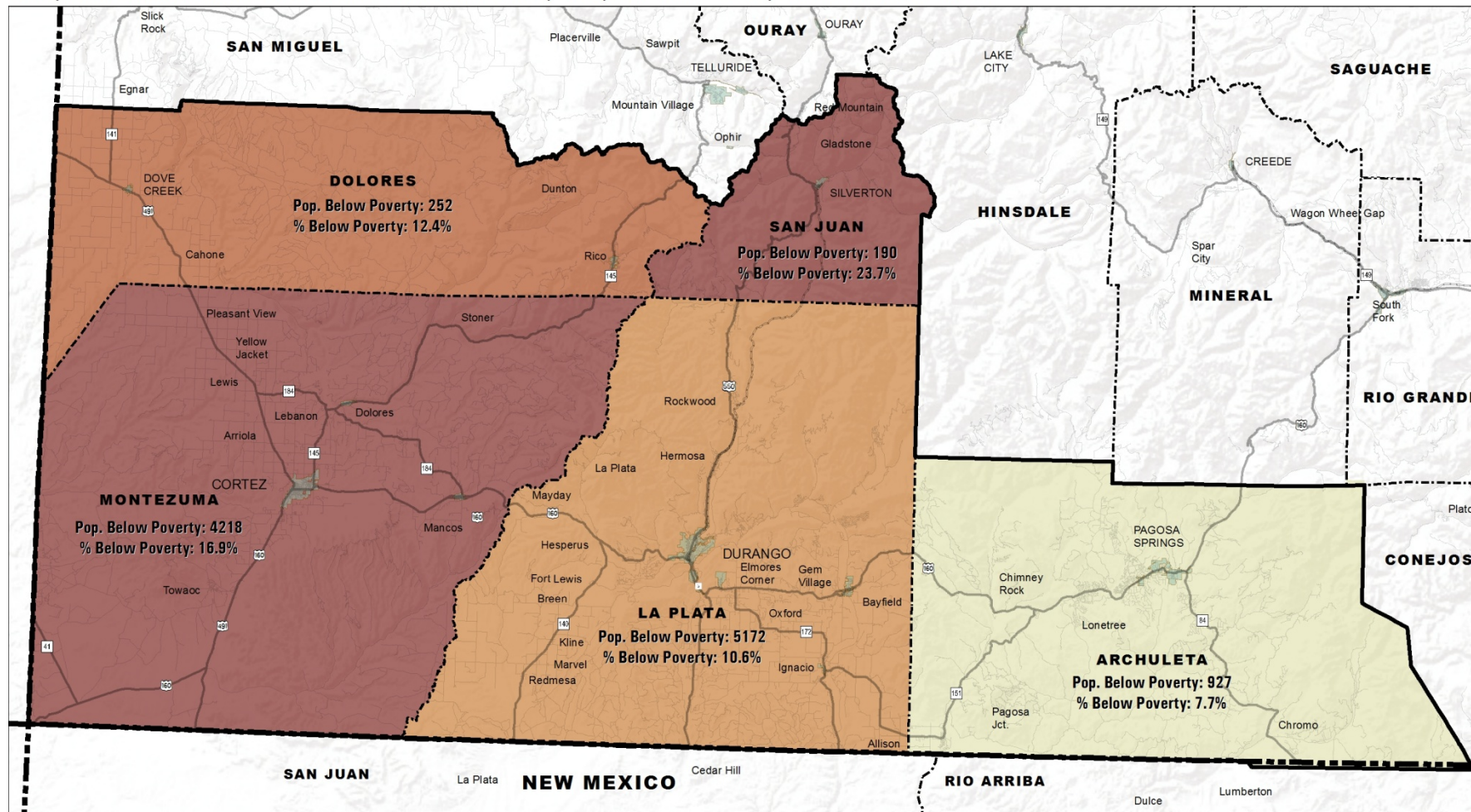
Table 2-4 2011 Population Below Federal Poverty Level

County	2011	% Below Federal Poverty Level
Archuleta	927	7.6%
Dolores	252	12.3%
La Plata	5,172	10.2%
Montezuma	4,218	16.9%
San Juan	190	23.7%
TPR Overall	10,759	12.1%
Statewide Total	607,727	12.5%

Source: 2011 U.S. Census American Community Survey Five-Year Estimate

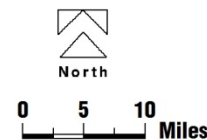
Figure 2-5 2011 Population Below Federal Poverty Level

Poverty status data extracted from 2011 U.S. Census American Community Survey Table S1701 - Poverty Status in the Past 12 Months



Legend

- | | | | | | | | |
|--|--|--|--|--|-------------------------------|--|-----------------------|
| | Less Than 8% of Population Below Poverty Level | | 12% - 14% of Population Below Poverty Level | | Incorporated Cities and Towns | | Interstate Highways |
| | 8% - 10% of Population Below Poverty Level | | Greater Than 14% of Population Below Poverty Level | | County Boundaries | | U.S. & State Highways |
| | 10% - 12% of Population Below Poverty Level | | Southwest TPR Boundary | | State Boundaries | | |





2.3.5 Race and Ethnicity

While race and ethnicity have no direct bearing on a person’s willingness or ability to use public transit services, these characteristics are often correlated with other factors that could influence individuals’ transit-dependency.

The most diverse county in the region is Montezuma; about one-sixth of its population is non-white. Dolores and San Juan counties are the least diverse with more than 95 percent of their populations being white. While the TPR as a whole has a similar racial makeup to the state, four of its five counties have a larger white population (as a percentage) than that of the state. In addition, 12 percent of the population in the TPR identified themselves as Hispanic/Latino. This is somewhat lower than the statewide average of 20 percent.

Table 2-5 and **Figure 2-6** illustrate the geographic distribution of the non-white population in the Southwest TPR.

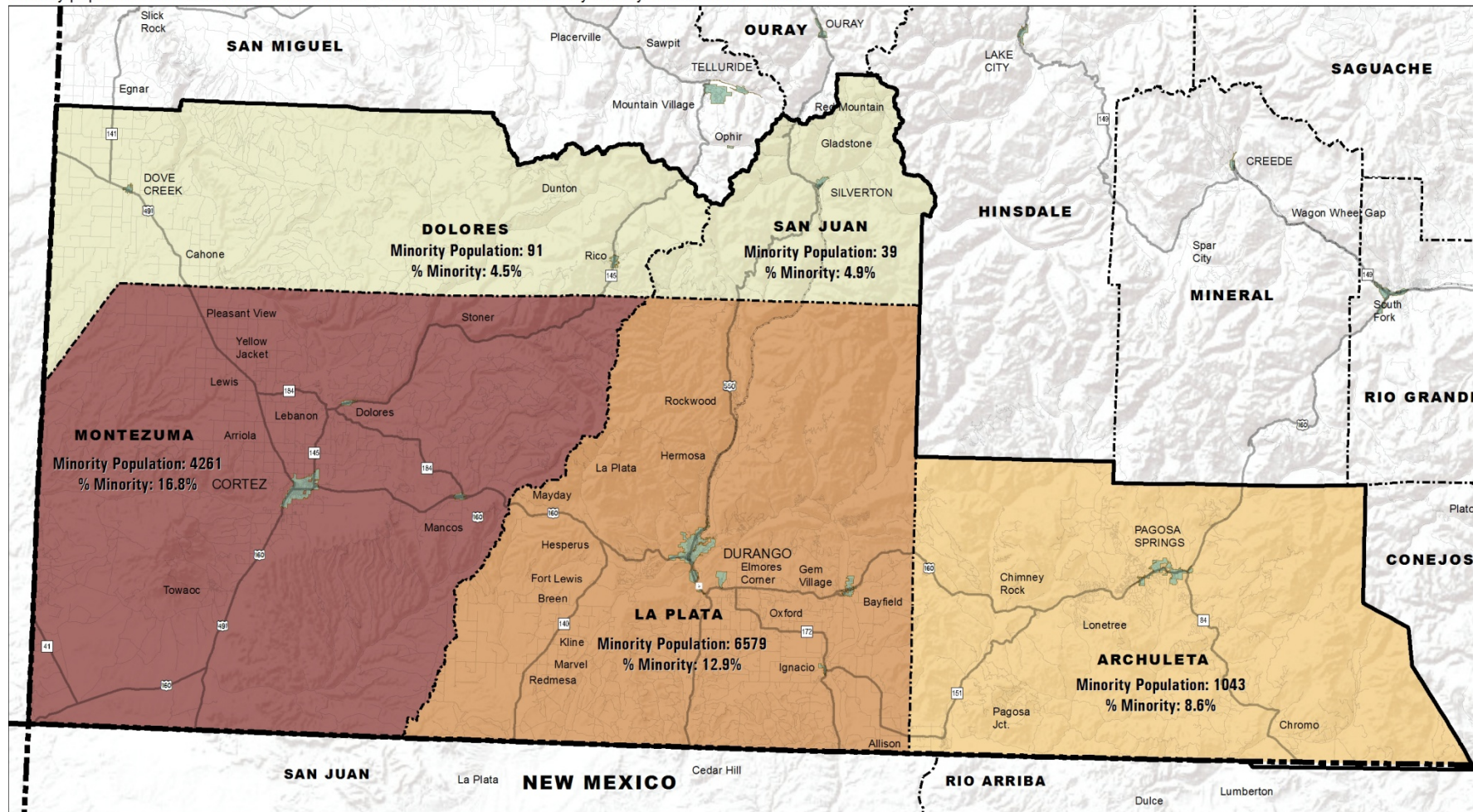
Table 2-5 2011 Race

County	White Alone	Black or African American Alone	American Indian and Alaska Native Alone	Asian Alone	Native Hawaiian and Other Pacific Islander Alone	Some Other Race Alone	Two or More Races	Minority Percentage (Non-White Alone)
Archuleta	11,109	31	29	59	12	448	464	8.6%
Dolores	1,952	0	45	7	0	0	39	4.5%
La Plata	44,241	305	3,177	370	35	1,557	1,135	12.9%
Montezuma	21,111	11	2,958	112	0	382	798	16.8%
San Juan	762	0	3	14	0	11	11	4.9%
TPR Overall	79,175	347	6,212	562	47	2,398	2,447	13.2%
Statewide Total	4,167,044	195,640	48,201	134,228	5,798	255,364	159,786	16.1%

Source: 2011 U.S. Census American Community Survey Five-Year Estimate

Figure 2-6 2011 Minority Population

Minority population data extracted from 2011 U.S. Census American Community Survey Table B02001 - Race



Legend

- Less Than 5% Minority Population
- 5% - 10% Minority Population
- 10% - 15% Minority Population
- Greater Than 15% Minority Population
- Southwest TPR Boundary
- County Boundaries
- State Boundaries
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways



0 5 10
Miles



2.3.6 Limited English Proficiency Population

Table 2-6 and **Figure 2-7** illustrate the number of people within the region who have LEP. The American Community Survey categorizes this information based on how much English people are able to speak. For the purposes of this report, the portion of the population that is classified as having LEP is those who speak English “not at all,” “not well,” or “well” but not fluently.

Overall, rates of LEP in the region are very low, and there is not much variation across counties. San Juan has the highest percentage of LEP (2.9 percent), suggesting that transportation-related materials and training should be sensitive to these needs. However, given that it is such a low percentage, there is not a strong need for transit information and programming in other languages at this time. In fact, the region has a much higher rate of English proficiency than the state overall.

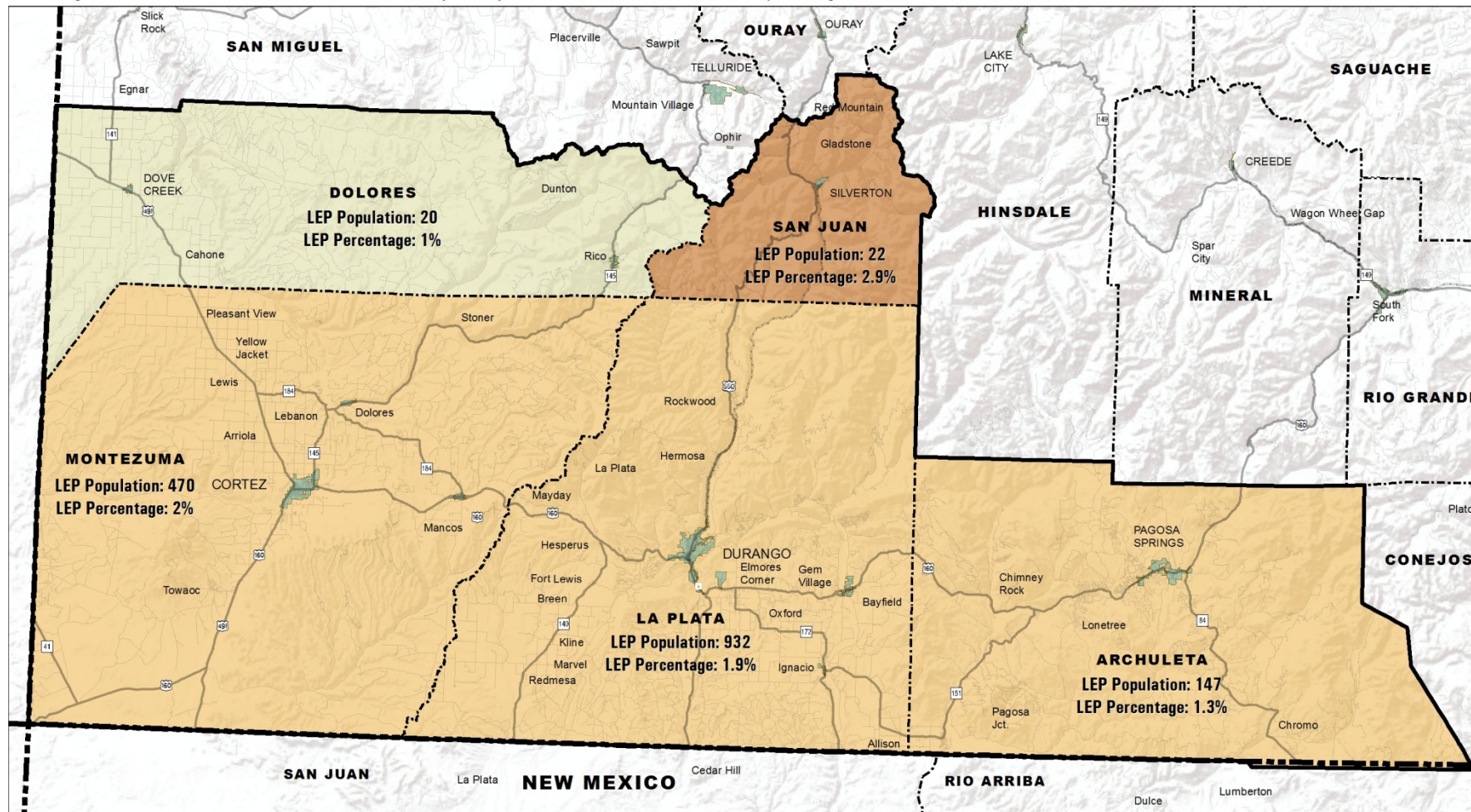
Table 2-6 2011 Limited English Proficiency Population

County	2011	% Limited English Proficiency
Archuleta	147	1.3%
Dolores	20	1.0%
La Plata	932	1.9%
Montezuma	470	2.0%
San Juan	22	2.9%
TPR Overall	1,591	1.8%
Statewide Total	264,397	5.7%

Source: 2011 U.S. Census American Community Survey Five-Year Estimate, based on values for “Speak English – not at all, not well or well”

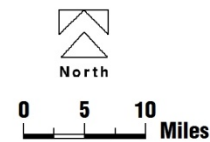
Figure 2-7 2011 Limited English Proficiency Population

Percentage is based on the 2007-2011 American Community Survey Table B16004, and on values for "Speak English - well, not well, or not at all".



Legend

- Less than 1% Limited English Proficiency Population
- 1% - 2% Limited English Proficiency Population
- 2% - 3% Limited English Proficiency Population
- 3% - 4% Limited English Proficiency Population
- Greater Than 4% Limited English Proficiency Population
- Southwest TPR Boundary
- Incorporated Cities and Towns
- Interstate Highways
- U.S. & State Highways
- County Boundaries
- State Boundaries





2.3.7 Population of People with Disabilities

People with disabilities are likely to depend on transportation services to maintain their personal mobility. According to the American Community Survey, about 11.3 percent of the overall population in the Southwest TPR is disabled. This is slightly higher than Colorado overall, in which almost 10 percent of people have disabilities.

Almost one-fifth of the population of Dolores County has a disability. This county, which is one of the region’s smallest and most rural, is likely to exhibit a high need for transportation services, especially to provide access to critical medical services in other counties. Archuleta and Montezuma counties have large populations of people with disabilities, which represent more than 10 percent of their overall populations.

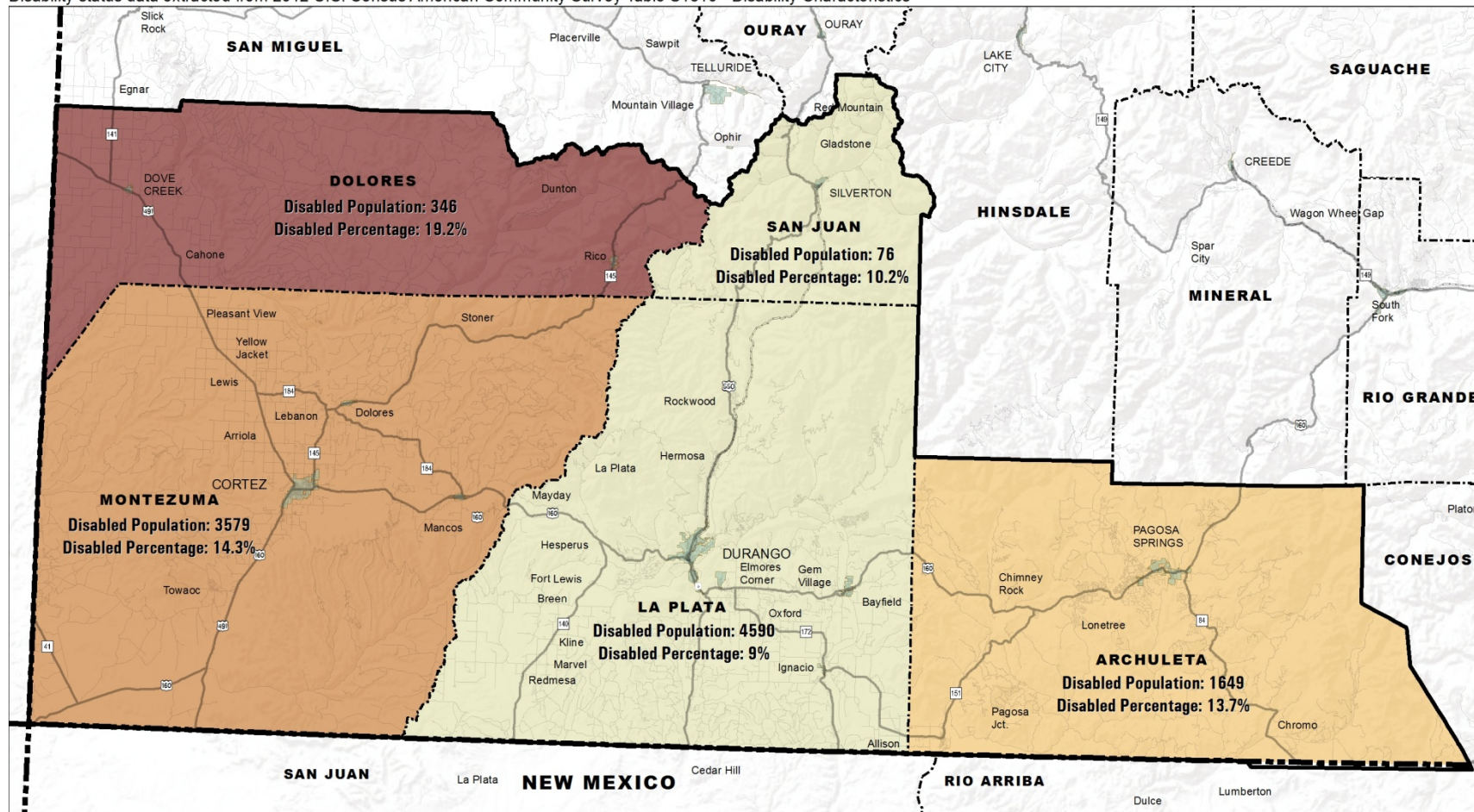
Table 2-7 2012 Disabled Population

County	2012	% Disabled Population
Archuleta	1,649	13.7%
Dolores	346	19.2%
La Plata	4,590	9.0%
Montezuma	3,579	14.3%
San Juan	76	10.2%
TPR Overall	10,240	11.3%
Statewide Total	487,297	9.8%

Source: 2012 U.S. Census American Community Survey Five-Year Estimate

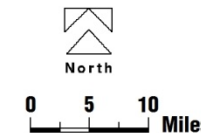
Figure 2-8 2012 Disabled Population

Disability status data extracted from 2012 U.S. Census American Community Survey Table S1810 - Disability Characteristics



Legend

- Less Than 12% Disabled Population
- 12% - 14% Disabled Population
- 14% - 16% Disabled Population
- 16% - 18% Disabled Population
- Greater Than 18% Disabled Population
- Southwest TPR Boundary
- Incorporated Cities and Towns
- County Boundaries
- State Boundaries
- Interstate Highways
- U.S. & State Highways





2.3.8 Veteran Population

Veterans do not have an inherent transit dependency, but a person’s status as a veteran is often associated with other characteristics that suggest certain services (such as medical or transportation) may be important for their well-being.

Table 2-8 and **Figure 2-9** illustrate the veteran population within the Southwest region. Unsurprisingly, the highest numbers of veterans reside in La Plata County, which is the most populated county in the TPR. All counties within the region include 8 to nearly 11 percent veterans, which is higher than that of the state overall.

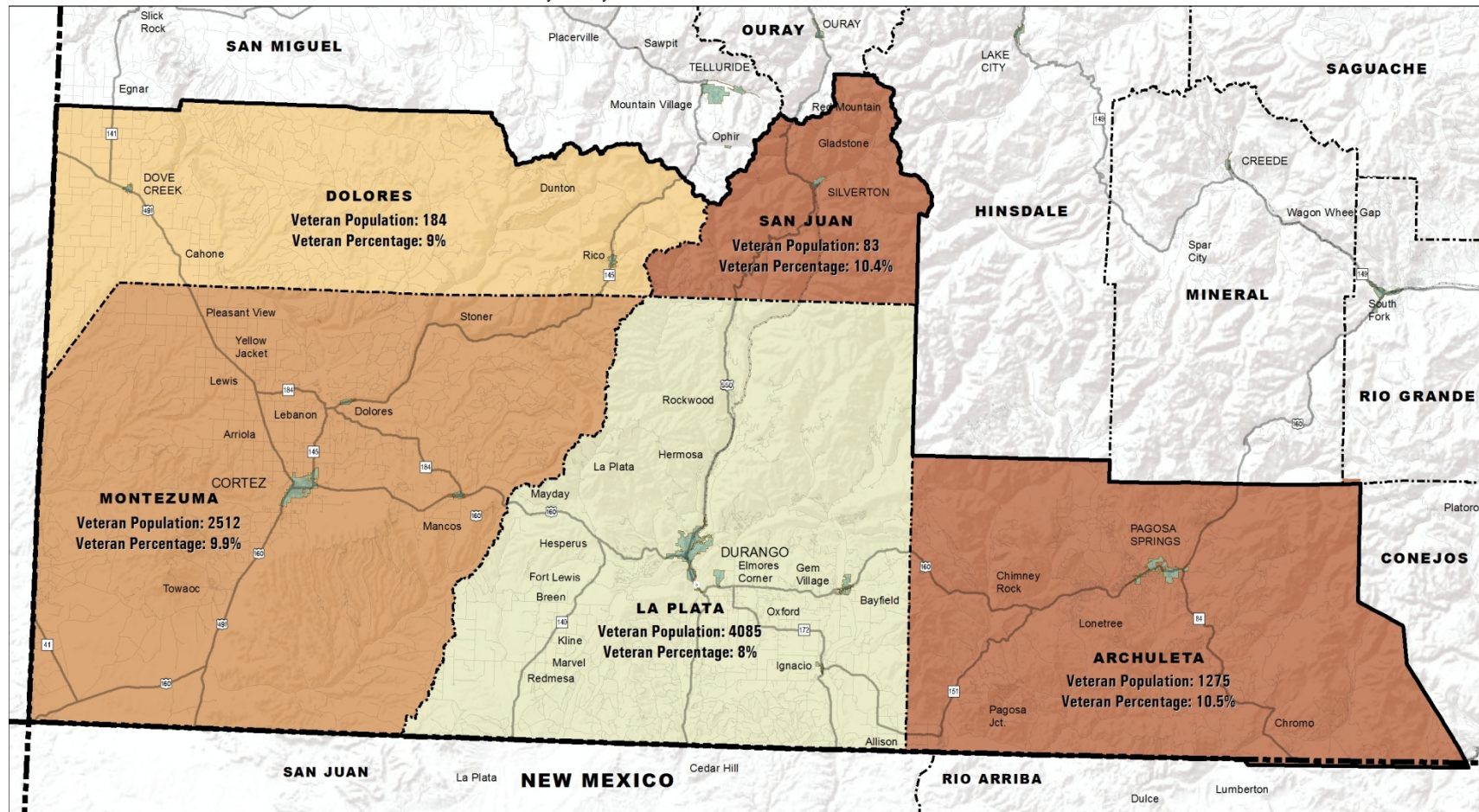
Table 2-8 2011 Veteran Population

County	2011	% Veteran Population
Archuleta	1,275	10.5%
Dolores	184	9.0%
La Plata	4,085	8.0%
Montezuma	2,512	9.9%
San Juan	83	10.4%
TPR Overall	8,139	8.9%
Statewide Total	405,303	8.2%

Source: 2011 U.S. Census American Community Survey Five-Year Estimate

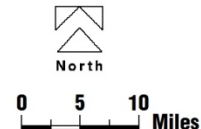
Figure 2-9 2011 Veteran Population

Veteran status data extracted from 2011 U.S. Census American Community Survey Table S2101 - Veteran Status



Legend

- | | | | | | | | | | |
|--|---------------------------------|--|-------------------------------------|--|-------------------------------|--|-------------------|--|-----------------------|
| | Less Than 8% Veteran Population | | Greater Than 11% Veteran Population | | Southwest TPR Boundary | | County Boundaries | | Interstate Highways |
| | 8% - 9% Veteran Population | | 9% - 10% Veteran Population | | Incorporated Cities and Towns | | State Boundaries | | U.S. & State Highways |





2.4 *Employment and Job Characteristics*

As a region, the main employment sectors include tourism, industrial jobs, and regional and national services. A significant percentage of the TPR is made up of national parks, forests, and monuments in addition to ski resorts. These destinations attract tourists and require an associated service and tourism employment base.

Figure 2-10 illustrates projected job growth in the region through 2040. While the region's employment grew relatively slowly between 2000 and 2010, growth is projected to increase between 2010 and 2040, particularly in Archuleta, La Plata, and Montezuma counties. Archuleta's fastest growing employment sector is in retiree-generated jobs, suggesting an increased need for both commute-based transportation and services for older adults.

Figure 2-11 provides a snapshot of the commuting patterns in the region with each line indicating the number of commuter trips taken per day between counties. La Plata County (home to Durango) and Montezuma County (home to Cortez) are the region's two main employment centers. Each attracts employees from neighboring counties and New Mexico. The most common commute patterns in the region include the west-east route from Montezuma to La Plata and the north-south route from New Mexico to La Plata. Montezuma attracts most of its commuters from La Plata and Dolores counties and from New Mexico. These patterns demonstrate that many commuters travel long distances to reach their jobs.

2.5 *Summary of Community Characteristics*

The demographic and economic characteristics described in this chapter provide insight into locations and populations that are likely to need transportation-related services and investments over the next few decades (see **Figure 2-12**).

As a region, the Southwest TPR is expected to experience concentrated population growth, particularly among the older adult population, and currently has a large population of veterans and people with disabilities. The region also has a high rate of poverty. Taken together, these characteristics suggest that transportation services will be an increasing need in the TPR, especially given its rural character and limited transportation options in the outlying sections of the region. When prioritizing among investments, translated informational and training materials likely will not be a near-term need; the region has a high level of English proficiency.

Looking at specific counties, the older adult population, employment, and general population growth projected in Archuleta County suggests there will be an increased need for the region's residents to access jobs in Archuleta and for Archuleta's residents to access social services, particularly in La Plata and Montezuma counties. Archuleta also is the region's least poor county and has a growing second home market, suggesting that the service and tourism-based workers in that county may need to commute from other locations.

Durango and Cortez will continue to be regional economic hubs, attracting commuters from elsewhere in the region and out of state. La Plata and Montezuma counties also will experience a growing older adult population. La Plata's senior population growth rate is almost double that of the state overall. Montezuma County has a high poverty rate. Intra-county transportation services for the aged and inter-county transportation services for those unable to afford their own transportation will be needed to provide access to regional services and jobs.

San Juan and Dolores counties will be a challenge to address their increasing transportation needs. San Juan is the slowest growing county in the region but has twice the growth rate in its senior population than that of the state. It also has the highest poverty rate of any county in the region and about one-tenth of its households have no vehicle available, the same percentage of its population living with disabilities. Therefore, San Juan is likely to be a very highly transit dependent county. However, being the least populated county in the region with long distances between Silverton (its population center) and services in Durango and Cortez, it will be difficult to serve with regular transit service. Dolores County presents a similar challenge given its small population, rural character, and high percentage of people with disabilities.

Figure 2-10 Job Growth

Job growth based on 2012 estimates provided by the State Demographer's Office through the Colorado Department of Local Affairs.

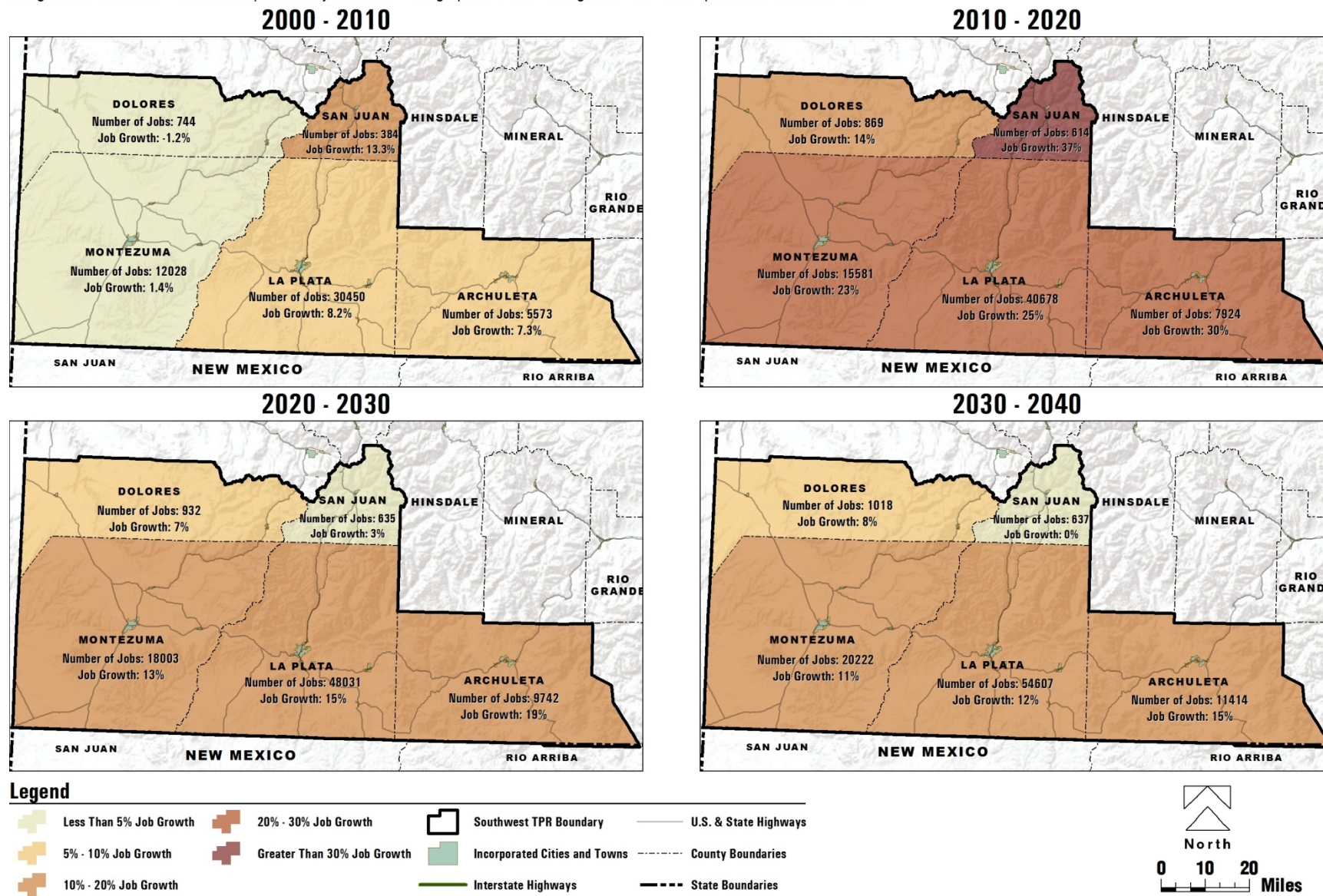
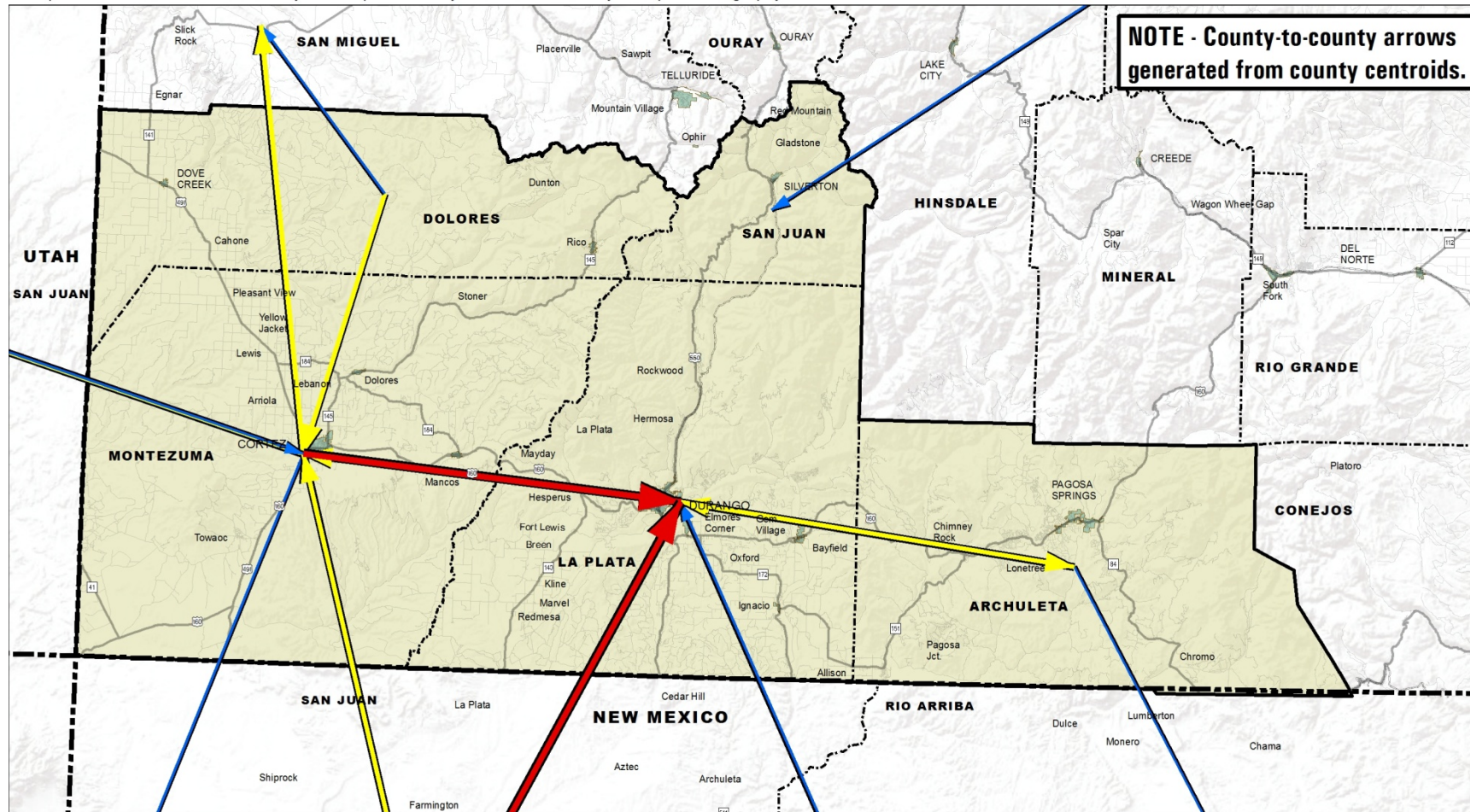


Figure 2-11 Employed Working Outside of County of Residence

*Note: Values are based on the 2006-2010 US Census American Community Survey (ACS) Metropolitan and Micropolitan Table 2 - Residence County to Workplace County Flows for the U.S. by Workplace Geography



NOTE - County-to-county arrows generated from county centroids.

Legend

- Inter-County Commuter Trips**
- 100 - 500 Commuters
- 50 - 100 Commuters
- 500 - 1400 Commuters
- Southwest TPR Boundary
- U.S. & State Highways
- County Boundaries
- Incorporated Cities and Towns
- Interstate Highways
- State Boundaries

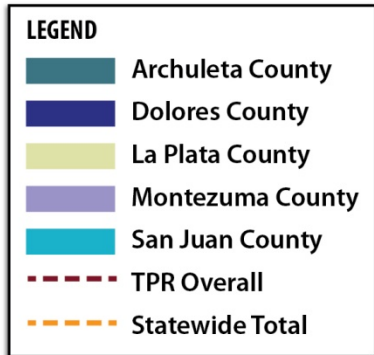
North

0 5 10
 Miles

* County-to-county commuters totaling less than 50 not depicted.

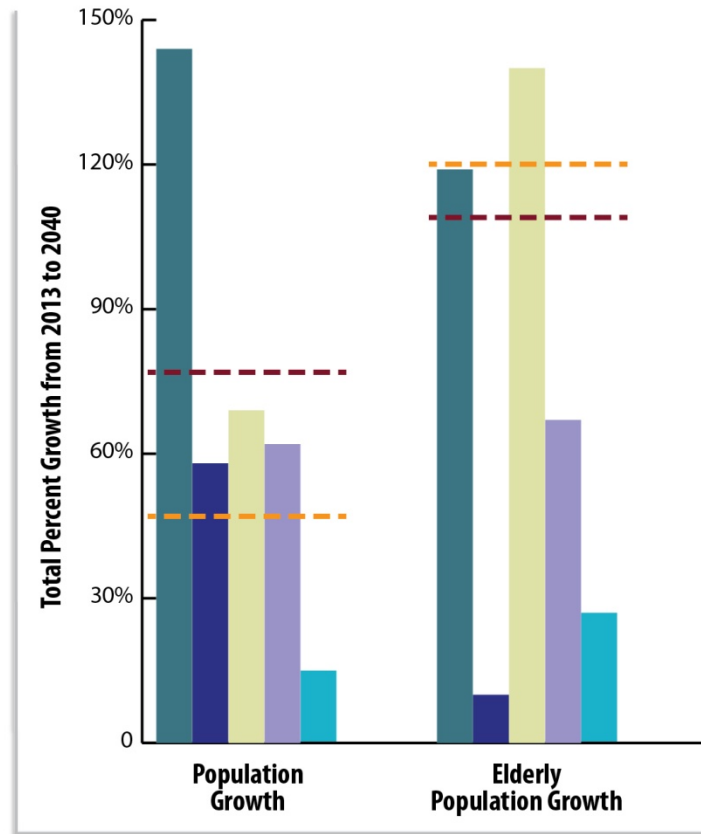


Figure 2-12 Counties with Higher than Statewide and TPR Average Transit Needs Indicators



Population Growth Projections from 2013 to 2040

Source: Based on 2012 estimates provided by the Colorado State Demographer's Office through the Department of Local Affairs

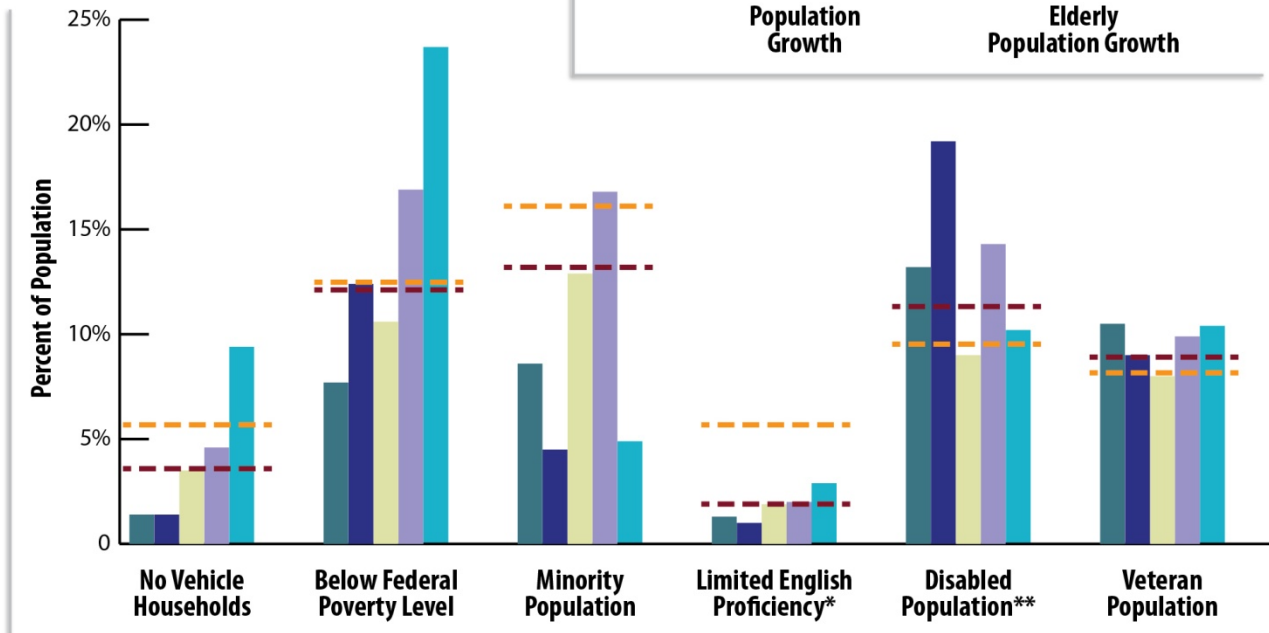


Demographic Profile Summary

Source: 2011 U.S. Census American Community Survey

*Source: 2011 U.S. Census American Community Survey, based on values for "Speak English - not at all, not well or well"

**Source: 2012 U.S. Census American Community Survey





3.0 EXISTING TRANSIT PROVIDERS AND HUMAN SERVICE AGENCIES

This Chapter describes existing public and private transit providers and the human service agencies in the region, as well as their current coordination activities. The information included in this Chapter was gathered through detailed surveys that were distributed to all transit providers and human service agencies in the Southwest TPR and supplemented by telephone interviews and web research.

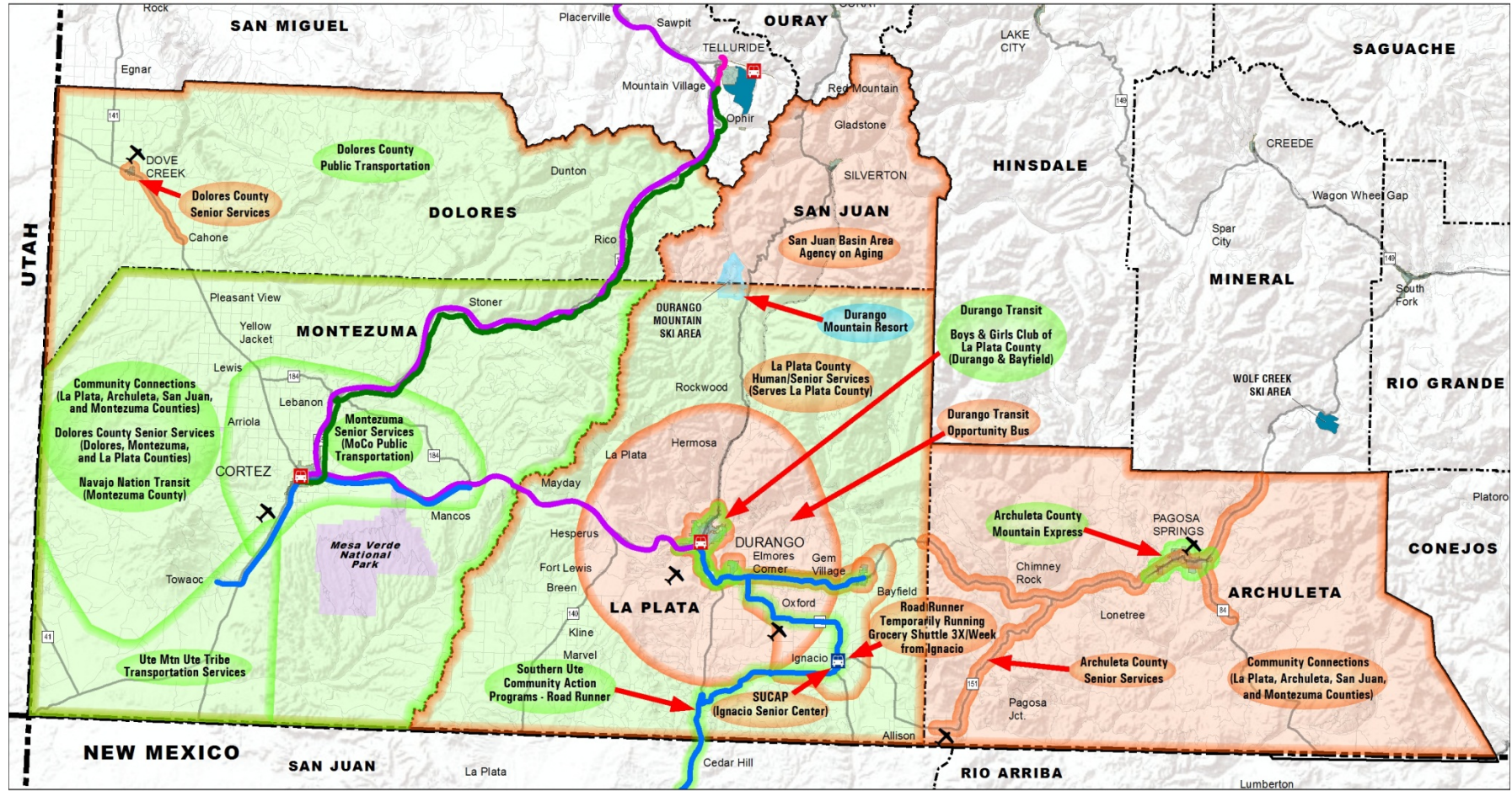
Figure 3-1 provides a snapshot of the primary public and private transit providers, resort transit providers, and human service agency transportation services available in the Southwest region. While this map is not inclusive of every small agency, taxi service, or mountain resort transportation, it does provide a useful summary of the services that are available as well as an illustration of some gaps in service.

The inventory of services was developed primarily through survey responses collected from transit providers and human services agencies. Additional information was collected through feedback from the Transit Working Group, public meeting attendees, and agency websites.

Appendix A includes definitions of key terms used throughout this Chapter and the rest of the plan.

Figure 3-1 Transit Provider System Map

Transit service provider information based upon 2013 research and data provided by Nelson/Nygaard Consulting Associates.



Legend

- Rural Transit Service Providers
- Human Service Transportation Providers
- Resort Transit Service Providers
- SUCAP/Road Runner (formerly Greyhound #469 -- Grand Junction-Durango)
- Regional Bus Routes (SUCAP, Ute Mountain Tribe)
- Town of Mountain Village Fixed-Route Bus (Mtn Village-Telluride)
- Town of Mountain Village Van Pool (Mtn Village-Montrose-Norwood-Cortez)
- Inter-City Bus Stations
- Regional Bus Stations
- Southwest TPR Boundary
- Ski Areas
- Incorporated Cities and Towns
- National Park and Monuments
- Airports and Airfields
- County Boundaries
- State Boundaries
- North
- 0 5 10 Miles
- U.S. & State Highways



3.1 Public Transit Providers

Public transit services are those that are funded by the local or regional agencies and that are open to all members of the public. These differ from human service transportation services that are limited to clientele who qualify, e.g., people over the age of 65.

The region has three fixed/deviated route transit services: Durango Transit in Durango, Mountain Express Transit in Pagosa Springs/Archuleta County (seasonal), and Road Runner Transit. All services are open to the general public.

- ▶ **Durango Transit** provides four bus routes and trolley service within the municipal limits of Durango, serving downtown, Fort Lewis College, Walmart and the Mercy Regional Medical Center. Durango Transit also operates the Opportunity Bus which provides door to door service for the elderly and disabled. Service is available in the evenings and Saturdays.
- ▶ **Mountain Express Transit** provides bus service in the Pagosa Springs area. A 'call & ride' door to door service is also available.
- ▶ **Southern Ute Community Action Programs (SUCAP) Road Runner Transit service** connects Bayfield and Ignacio with Durango, and Ignacio with Aztec, New Mexico. SUCAP's new intercity bus service, Road Runner Stage Lines, began in July 2014 and provides a new connection between Durango/Cortez and Grand Junction, Colorado. A dial-a-ride service is also available within the town of Ignacio and surrounding area within one mile of town limits.

There are also several demand-response services available to the general public within the region. In 2011, Dolores County began providing service to the general public on a demand response basis rather than a fixed route schedule, whereby service is pre-arranged through requests made by passengers. Montezuma County also provides demand response services to the general public through MoCo Public Transportation. Ute Mountain Ute Tribe provides service between Towaoc, Cortez and Mancos.

The Town of Mountain Village, in the Gunnison Valley TPR provides a commuter shuttle/vanpool service for town and non-town employees. One of the routes is from Cortez/Rico to Town Hall in Mountain Village.

Overall, there is good service coverage both for fixed route and demand response systems in terms of day of week and time of day in all counties except San Juan. Most services operate on weekdays with limited evening, Saturday and Sunday service.

Table 3-1 summarizes key information about each public transit provider in the region.



Table 3-1 Public Transit Provider Services Overview

Public Transit Provider Services Overview

Provider	Service Area	Service Type(s)	Span of Service	Days of Service	Fares	2012 Annual Ridership (includes all service types)	2012 Annual Operating and Admin Budget (includes all service types)
Dolores County Public Transportation	Dolores County including Cahone, Dove Creek, Rico; Durango, Cortez; Farmington, NM and Monticello and Moab, UT	<ul style="list-style-type: none"> ▪ Demand Response (door to door) 	8 AM – 5 PM	M – F	\$5 to \$25 depending on trip distance	6,400	\$130,800
Montezuma County (MoCo) Public Transportation	Montezuma County (including Dolores, Mancos, Cortez)	<ul style="list-style-type: none"> ▪ Demand Response 	8:30 AM – 4:30 PM	M–F	Varies between \$3 and \$15	8,700	\$158,685
Durango Transit – operated by City of Durango	Durango	<ul style="list-style-type: none"> ▪ Fixed Route ▪ Demand Response ▪ Travel Training ▪ Trolley 	6:30 AM - 7:00 PM (Winter Weekdays) 7:00 AM - 7:00 PM (Winter SA) 6:30 AM - 10:40 PM (Summer Weekdays) 7:00 AM - 10:40 PM (Summer SA)	All Days	\$.50 to \$1.00 Monthly passes can also be purchased	634,555	\$2,544,341
Mountain Express Transit* - operated by Archuleta County Transportation	Pagosa Springs and Archuleta County	<ul style="list-style-type: none"> ▪ Fixed Route ▪ Demand Response 	6:00 AM – 4:40 PM	M - F	\$1.00 to \$2.00	Not available	\$125,000
Road Runner Transit – operated by Southern Ute Community Action Programs (SUCAP)	Durango, Ignacio, Bayfield, Aztec, NM	<ul style="list-style-type: none"> ▪ Deviated Fixed Route ▪ Demand Response/ Dial-a-Ride ▪ ADA 	5:40 AM – 9:30 PM (Fixed Route) 11:00 AM – 9:30 PM (Demand Response)	M – F (Fixed Route) Sa - Su (Demand Response)	\$3.00 \$.50 for Dial-a-Ride Monthly passes can also be purchased	Not available	Not available



Public Transit Provider Services Overview

Provider	Service Area	Service Type(s)	Span of Service	Days of Service	Fares	2012 Annual Ridership (includes all service types)	2012 Annual Operating and Admin Budget (includes all service types)
Road Runner Stage Lines – operated by SUCAP	Durango, Mancos, Cortez, Dolores, Rico, Telluride, Placerville, Ridgway, Montrose, Delta, Grand Junction	<ul style="list-style-type: none"> Fixed Route Intercity Bus 	7:00 AM	M – F	\$40 one-way Durango to Grand Junction	Not available	Not available
Town of Mountain Village	Cortez/Rico to Mountain Village	<ul style="list-style-type: none"> Commuter Shuttle/ Vanpool 	3:30 AM – 5:30 PM	M – F	\$2.00	Not available	Not available
Ute Mountain Ute Tribe	Towaoc and Cortez	<ul style="list-style-type: none"> Demand Response 	4 runs per day	M - F	Donation	4,530	Not available

Source: Transit Agency Provider Survey, 2013, Web research, and Transit Working Group feedback

*Archuleta County Mountain Express Transit currently provides transportation on an interim basis for Archuleta County Senior Services (in association with Archuleta Seniors, Inc.)

3.2 Human Service Transportation Providers

Human service organizations often provide transportation for program clients to access their services and augment local public transportation services. **Table 3-2** describes human service transportation services available in the Southwest TPR.

The region’s primary population center, Durango is the focus of most of the human service transportation providers and is the primary destination of services that originate in other communities. Services are provided specifically for seniors, veterans, homeless people, people on limited incomes, members of local Native American tribes, and attendees of the Southwest Colorado Community College. Some of the services available offer direct transportation service and others offer other types of assistance such as fuel or transit subsidies, discussed further in **Section 3.3**.

Table 3-2 Human Service Transportation Provider Overview

Human Service Transportation Provider Overview				
Provider	Service Area	Passenger Eligibility	Service Type(s)	Days of Service
Volunteers of America - Southwest Safehouse	Durango	<ul style="list-style-type: none"> Women and children survivors of domestic violence 	<ul style="list-style-type: none"> Volunteers transport clients Bus tickets/passes Contract with other providers Gas vouchers Car repair vouchers 	Not available
Volunteers of America – Southwest Colorado Division	Durango	<ul style="list-style-type: none"> Veterans Low Income Homeless 	<ul style="list-style-type: none"> Program staff transport clients Volunteers transport 	Not available



Human Service Transportation Provider Overview

Provider	Service Area	Passenger Eligibility	Service Type(s)	Days of Service
			<ul style="list-style-type: none"> clients ▪ Car repair vouchers ▪ Referrals 	
Durango Transit – Opportunity Bus	Durango	<ul style="list-style-type: none"> ▪ Seniors ▪ Disabled 	<ul style="list-style-type: none"> ▪ Demand response (door to door) 	M - F
Montezuma County Senior Services (operated by MoCo Public Transportation)	Montezuma County (including Cortez, Dolores, Mancos)	<ul style="list-style-type: none"> ▪ Seniors ▪ Medicaid 	<ul style="list-style-type: none"> ▪ Non-Emergency Medical Transportation ▪ Shopping 	M – F 8:30 AM – 4:30 PM
Southwest Colorado Community College	Durango	<ul style="list-style-type: none"> ▪ High School Graduates/GED 	<ul style="list-style-type: none"> ▪ Volunteers transport clients ▪ Bus tickets/passes 	Not available
La Plata County Senior Services	La Plata County	<ul style="list-style-type: none"> ▪ Seniors ▪ Medicaid ▪ Disabled 	<ul style="list-style-type: none"> ▪ Demand Response (door to door) ▪ Bus tickets/passes ▪ Gas vouchers 	M – F 8:30 AM – 5:00 PM
Dolores County Senior Services	Dolores County and the communities of Dove Creek Egnar and Cahone; Durango, Cortez, NM and UT	<ul style="list-style-type: none"> ▪ 60+ ▪ Medicaid ▪ Disabled 	<ul style="list-style-type: none"> ▪ Demand response (door to door) ▪ Assistance with shopping ▪ Adaptive transportation 	M -F 8:00 AM – 5:00 PM
Archuleta County Senior Services / Archuleta Seniors, Inc.*	Pagosa Springs / Archuleta County; Durango, Farmington, NM	<ul style="list-style-type: none"> ▪ Seniors ▪ Disabled 	<ul style="list-style-type: none"> ▪ Demand Response 	M T W F 9:00 AM – 4:00 PM
Colorado Disabled American Veterans Van Program	Durango, Cortez, Pagosa Springs	<ul style="list-style-type: none"> ▪ Disabled ▪ Veteran 	<ul style="list-style-type: none"> ▪ Fixed Route 	Durango- Albuquerque VA Medical Center (M W F) Cortez-Albuquerque VA Medical Center (T W Th) Pagosa Springs- Farmington, NM (M F)
Ute Mountain Ute Tribe	Towaoc, Cortez; Durango and Farmington, NM by request	<ul style="list-style-type: none"> ▪ Seniors ▪ Disabled ▪ Developmentally disabled 	<ul style="list-style-type: none"> ▪ Demand Response 	M - F
Ignacio Senior Center (operated by SUCAP)	Ignacio town limits; Durango and Bayfield for medical appointments	<ul style="list-style-type: none"> ▪ Seniors ▪ Disabled 	<ul style="list-style-type: none"> ▪ Demand Response (door thru door) ▪ Non-Emergency Medical Transportation ▪ Assistance with Shopping ▪ Escorted transportation 	M – F 1:00 to 3:30 PM

* Archuleta Seniors, Inc., a non-profit, has taken over Archuleta County Senior Services. Their transportation services are currently being offered by Mountain Express Transit.

3.3 Other Human Service Agencies/Programs

Many other types of human service agencies in the region do not provide direct transportation for their clients but depend on others to provide it. These agencies rely on public transit and human service transportation programs to get their clients where they need to go and provide support services such as reduced cost or free bus passes or ridesharing programs. **Table 3-3** lists these other human service agencies/programs that need to be considered when determining transportation needs in the region.

Table 3-3 Human Service Transportation Supportive Services

Provider	Service Area	Clients Served	Supplementary Services
Volunteers of America – Durango Community Shelter	Durango		<ul style="list-style-type: none"> ▪ Bus tickets/passes ▪ Gas vouchers ▪ Car repair vouchers
Women’s Resource Center	Durango		<ul style="list-style-type: none"> ▪ Car repair vouchers
Manna – The Durango Soup Kitchen	Durango		<ul style="list-style-type: none"> ▪ Bus tickets/passes
Axis Health System	Pagosa Springs, Durango, Cortez	<ul style="list-style-type: none"> ▪ Mental Health/ Substance Abuse diagnosis 	<ul style="list-style-type: none"> ▪ Bus tickets/passes
Mercy Housing – Durango Properties	Durango	<ul style="list-style-type: none"> ▪ Low Income 	<ul style="list-style-type: none"> ▪ Bus tickets/passes ▪ Contract with other providers
Southwest Center for Independence	Archuleta, Dolores, La Plata, Montezuma, San Juan counties	<ul style="list-style-type: none"> ▪ Disabled 	<ul style="list-style-type: none"> ▪ Travel training
San Juan Basin Health Department	Archuleta, La Plata counties	<ul style="list-style-type: none"> ▪ Elderly ▪ Blind ▪ Disabled ▪ People living with AIDS 	<ul style="list-style-type: none"> ▪ Bus tickets/passes
San Juan Basin Area Agency on Aging	Archuleta, Dolores, La Plata, Montezuma and San Juan counties	<ul style="list-style-type: none"> ▪ Elderly (60+) 	<ul style="list-style-type: none"> ▪ Gas vouchers
Sunshine Gardens Senior Community	Durango	<ul style="list-style-type: none"> ▪ Elderly ▪ Medicaid 	<ul style="list-style-type: none"> ▪ Contract with other providers
The Training Advantage (a program division of SUCAP)	Archuleta, Dolores, La Plata, Montezuma, San Juan counties	<ul style="list-style-type: none"> ▪ Eligibility determined as part of Colorado Workforce Center procedures 	<ul style="list-style-type: none"> ▪ Bus tickets/ passes ▪ Gas vouchers ▪ Car repair vouchers

3.4 Privately Operated Public Transportation Services

Table 3-4 provides an overview of the privately operated transportation services that are available in the Southwest region. This includes private resort bus and shuttle operators, taxi services, intercity bus services, and other shuttle services (e.g., airport shuttles). Most are available to the general public except for the Boys and Girls Club (must be a member of the club) and Community Connections (requires an application to be eligible).

These services offer limited geographic coverage, with most services near the population center in Durango. The largest service area is offered by Community Connections, which is available only to a limited population, and Cortez Cab, which can be an expensive service for long distances.



Table 3-4 Privately Operated Public Transportation Services Overview

Provider	Service Area	Service Type(s)	Passenger Eligibility	Span of Service	Days of Service	Fares
Community Connections, Inc.	Archuleta, La Plata, Montezuma, San Juan counties	▪ Demand Response	Disabled Low Income	Not available	All Days	Not available
Boys and Girls Club of La Plata County	La Plata	▪ Fixed Route	Youth / Low Income / Members Only	2:00 PM – 6:00 PM	Weekdays	Not available
San Juan Sentry, LLC (Cortez Cab)	Dolores, La Plata, Montezuma, San Miguel	▪ Demand Response	General Public	6:00 AM – 2:00 AM (Weekdays and Saturdays) 6:00 AM – Mid-day (Sundays)	All Days	Not available
Durango Mountain Resort	Durango, Durango Mountain Resort, Durango Airport	▪ Fixed Route ▪ Demand Response	General Public	Not available	F Sa S during ski season	\$10 roundtrip
Ute Mountain Ute Tribe Transportation Services	Towaoc, Cortez, Mesa Verde National Park, Ute Mountain Tribal Park	▪ Demand Response ▪ Tourist/Guided Transportation	General Public	Morning only	Not available	Not available

Source: Rates and schedules based on stakeholder input and internet information in Q1 2014.

3.5 Existing Coordination Activities

The main coordination activities that have been implemented and/or that are underway in the region are categorized in five areas:

- ▶ Regional Transit Coordinating Council
- ▶ Partnerships
- ▶ Online Resource Portal
- ▶ Voucher Program
- ▶ Travel Training

Specific projects and coordination efforts are described in more detail in the following sections.

3.5.1 Regional Transit Coordinating Council

A Regional Transit Coordinating Council (RCC) was established for the Southwest region in 2010. The RCC received funding in 2014. The RCC’s overall mission is to “assist local governments and existing public transit and specialized transportation providers in the region with strategically managing a more coordinated transportation network within available funding for the maximum benefit of the community.” The Council has been meeting approximately monthly or bi-monthly for the past four years.

The RCC maintains a Regional Transit Guide, which is an inventory of the services available in southwest Colorado. In 2012, the Council created a Transit Action Plan, with four main goals:

- ▶ Sustain and expand public and specialized transportation services in the region
- ▶ Develop mechanisms to coordinate existing public and specialized transit service providers



- ▶ Develop mechanisms to sustain and strengthen the Regional Transit Coordinating Council
- ▶ Complete Southwest Colorado Accessible Transportation Plan for end users

3.5.2 Partnerships

There are several partnerships among transportation providers and human service agencies in the region.

- ▶ **Archuleta Seniors, Inc. (ASI)** is a private non-profit that runs senior services in Archuleta County. Previously, Archuleta County Transportation (ACT) provided transportation for seniors. As of early 2014, the fate of ACT was somewhat uncertain with the potential of going out of business in June 2014. As such, Mountain Express Transit currently provides transportation services for ASI clientele as an interim solution.
- ▶ **Sunshine Gardens**, a senior assisted living community, contracts with an outside party to provide transportation services for its residents.
- ▶ **Durango Transit** bulk purchases fuel with La Plata County. Durango Transit provides training to all transit agencies in the region. The Durango Transit Center is shared between Durango Transit, Durango Mountain Resort, and SUCAP's Road Runner Transit.
- ▶ **SUCAP's Road Runner Transit** shares the Durango Transit Center with Durango Transit. They also bulk purchase fuel with the Southern Ute Indian Tribe Motor Pool.
- ▶ **Dolores County Senior Services** shares training with Montezuma County Transportation and Durango Transit.

3.5.3 Online Resource Portal

SWConnect.org is a “resource portal and an online gathering center designed to highlight collective resources in our local communities of Archuleta, Dolores, La Plata, Montezuma, and San Juan counties.” The goal of the portal is to “create an opportunity to access quality information, to invite contributions from community members and host educational gatherings, all while growing our networks of peers, mentors, and partners within our five counties.”

The website www.swconnect.org maintains a searchable database of services in these counties, including many transportation resources. Each database entry includes information about hours of operation, eligibility, location, and contacts.

3.5.4 Regional Transit Voucher Program

The RCC has developed policies and procedures around a Regional Transit Voucher Program, but it has yet to be implemented.

3.5.5 Travel Training

In January 2014, the Durango Multi Modal Transportation Department launched the Way to Go! Club, a point rewards system that encourages people not to drive alone. The Department runs a complementary service—travel training—to provide people the resources and information necessary to make a change in the way they travel.

For businesses in Durango, Department staff will visit workplaces, assess strengths and potential barriers to alternatives to driving, and train any interested staff about the available transportation options, routes specific to the business' location, and tools for commuting without driving alone. Staff will also meet with interested individuals to help them find the best routes and modes of transportation for their travel needs. This free service is funded by a Federal Transit Administration Section 5316 (“Job Access and Reverse Commute” program) grant.



3.6 *Summary of Existing Services*

Southwest Colorado has several general public transit services with regional connectivity, especially within La Plata County and between Durango, Cortez, and destinations in New Mexico to the south and counties to the north. A number of demand-response services are also available throughout the region.

Local public transit is available within Durango (Durango Transit), Pagosa Springs (Archuleta County Mountain Express), the Durango Mountain Area (Durango Mountain Transit), Ignacio (Road Runner Transit) and the Ute Mountain Tribal Park (Ute Mountain Ute Transportation Services). Weekend and evening service for the general public is significantly limited. In addition transportation within and from San Juan County to other areas of the region is limited. Dolores and Montezuma counties provide demand-response service to the general public throughout their respective boundaries with some service to Durango.

Several human service transportation providers supplement public transit services to specific, transit-dependent population groups. The region's human services transportation is based in all counties of the region except San Juan County. Transportation programs for seniors are also available in each county through social services departments or private providers.

Some human service agencies provide supportive services, such as gas vouchers, bus passes or car repair reimbursement. These services are primarily available in Durango and to a broader population including seniors, people on low incomes, disabled, veterans, and women and children victims of domestic violence. The San Juan Basin Area Agency on Aging provides gas vouchers through a United Way grant, which is particularly important in San Juan County as there are no existing service providers.

The main coordination activity in the Southwest TPR is the RCC. Other activities include partnerships between human service agencies and transportation providers, an online inventory of available services, a developing transit voucher program, and travel training services.

Generally, coordination in the region is performed by the Southwest Colorado Council of Governments and the RCC. The RCC, however, has limited capacity and is looking to acquire funds for full-time staff support.



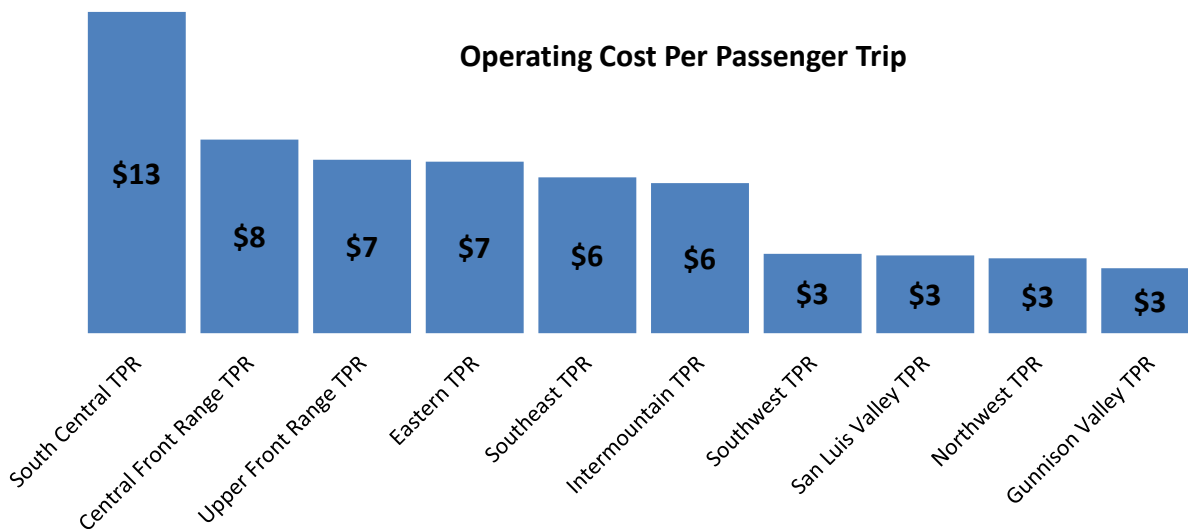
4.0 CURRENT AND POTENTIAL TRANSIT FUNDING

This Chapter presents a snapshot of current transit funding levels and potential sources of funds for the Southwest Transportation Planning Region (TPR). Significant current and potential future funding programs are summarized and estimates of funds generated through future potential revenue mechanisms are provided.

4.1 Current Transit Expenditures

Figure 4-1 illustrates the various levels of transit service provided in each of Colorado’s rural TPRs as measured by operating cost per passenger trip. Each region varies considerably in the scale and type of operations, system utilization and ridership, full-time resident population, and population of seasonal visitors and other system users. In 2012, approximately \$3 per trip was expended to support critical transit services within the Southwest TPR. While relatively low compared to other regions in Colorado, transit operating costs in the Southwest TPR are still high due to the higher cost of fuel, trip distances, and general maintenance imposed by the region’s geography and economy.

Figure 4-1 Operating Cost Per Passenger Trip in Colorado Transportation Planning Regions



Source: 2012 Self-reported data from CDOT Transit Agency Provider Survey, 2013

4.2 Current Transit Revenue Sources

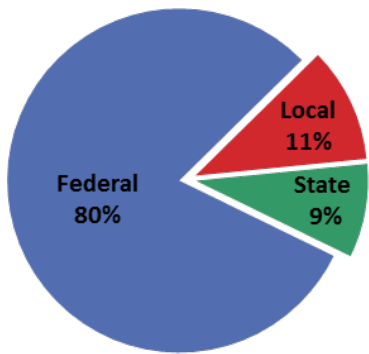
Transit service providers in the Southwest region and across Colorado rely on a patchwork of funding sources to continue operations or fund improvements and system expansions. Figure 4-2 displays information from the National Transit Database of rural providers for the nation and for Colorado. This information is compared to the aggregate regional financial information as reported to the Division of Transit and Rail (DTR) by providers in the region.



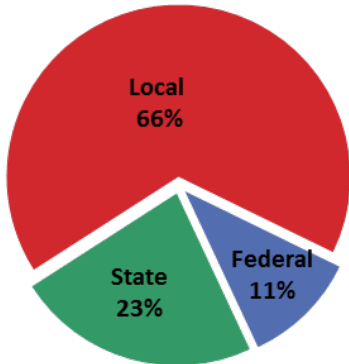
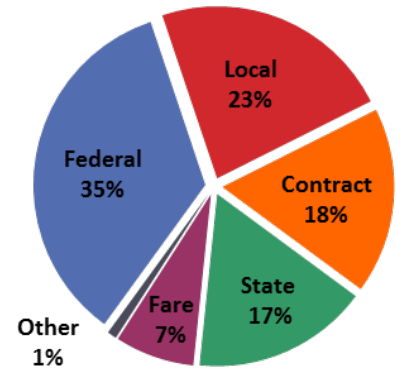
Figure 4-2 Comparison of National, State, and Regional Revenue Sources

Capital Revenue Sources

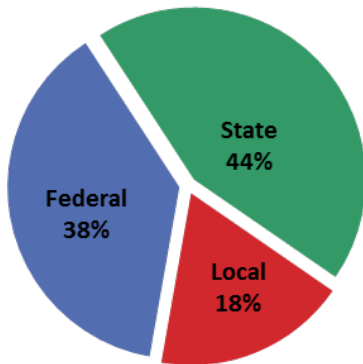
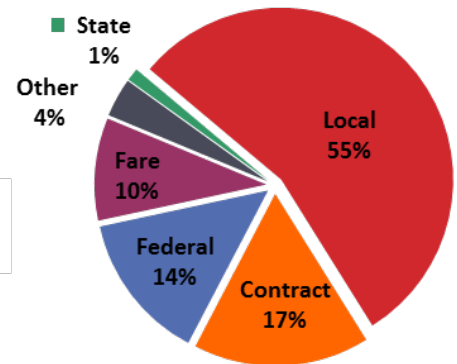
Operating Revenue Sources



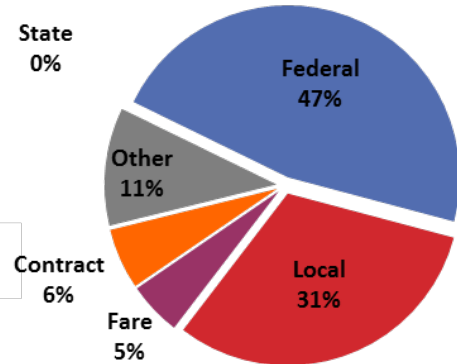
*National Average - Rural Providers
2012 National Transit Database*



*Colorado Average - Rural Providers
2012 National Transit Database*



*Southwest TPR Average
2012 Self-Reported Survey Data*



Source: National Transit Database, 2012 | CDOT Transit Agency Provider Survey, 2013

At the national level, most capital revenues are derived from federal sources, primarily Federal Transit Administration (FTA) grants. Over the past five years, federal capital spending increased substantially through the American Recovery and Reinvestment Act (ARRA) and some of those investments are still being awarded. In 2012, ARRA funding represented one-third of all federal transit-related capital funding nationally. However, in Colorado, relatively few ARRA investments and other large-scale transit capital projects are underway and the federal share of capital revenues is substantially less at the state level—at just 11 percent. The State of Colorado contributes more than twice the national average toward capital investments, primarily through the Funding Advancement for Surface Transportation and Economic Recovery (FASTER) program.



In the Southwest TPR, capital funding sources are relatively diversified with state and federal sources together accounting for most funds. State support was primarily provided through FASTER funding. Federal capital investments made up 38 percent of regional capital funding in 2012. However, in previous years federal investments have been the largest contributor. Capital expenditures and revenues are not consistent over time and different sources are used to fund different projects as needs arise. Local funding accounts for the remaining 18 percent of capital investments and includes a wide variety of local government contributions to services throughout the region.

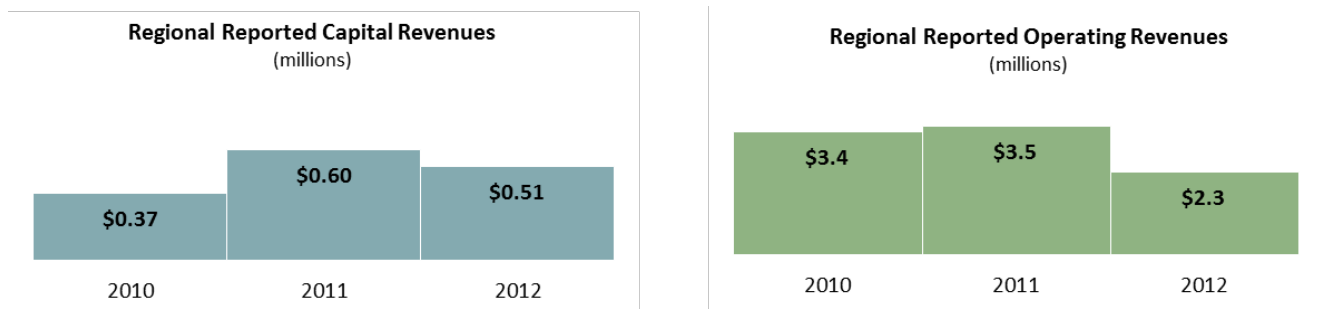
At the national level, operating revenues are relatively diversified among federal, local, agency-derived, and state funding sources. Colorado on average is more dependent on local sources and less reliant on federal and state sources for operating funds. However, within the Southwest TPR, the local share of operating revenues is less than the state average (31 percent compared to 55 percent). Federal operating grants make up nearly half of operating funding sources. Many providers in the region provide a variety of important local human services needs, which tend to be primarily funded through federal human services and health programs. Other sources such as private and philanthropic funds are also important sources for providers in the region.

4.3 Regional Transit Revenue Trends

While federal operating support for rural transit is relatively stable and predictable, many other funding sources are highly variable, including federal or state competitive grant awards, one-time transfers from local governments, private or philanthropic donations, or local tax revenues that are subject to fluctuations in local economies. When these funding streams decline or remain stagnant, transit agencies are forced to respond by reducing service, raising fares, eliminating staff positions, delaying system expansions, or postponing maintenance activities.

Figure 4-3 illustrates trends in reported capital and operating revenues for the past three years. Capital investments in new services and vehicle replacements have remained relatively consistent in the region in recent years. Operating revenues have also remained relatively stable recently. However, local funding has declined for many providers, and revenues derived from fares and donations vary from year to year. It should be noted that data for 2010 and 2011 are compiled from the National Transit Database and are not directly comparable to data derived from survey information reported by providers in the region in 2013 based on 2012 data.

Figure 4-3 Recent Trends in Regional Transit Revenues



Source: 2012 Self-reported data from CDOT Transit Agency Provider Survey, 2013



4.4 *Current and Potential Transit and Transportation Funding Sources*

Public funds are primarily used to support transit and transportation services in Colorado's rural areas. Support from federal agencies, state programs, and local governments provide most funding to support capital construction and acquisition. Operating and administration activities are most often supported by local governments, FTA grants, private or civic gifts and from agency-generated revenues such as contract services, service fares, and investments.

The following sections detail a number of commonly used funding streams and provide estimates of potential new revenue sources for the region.

4.4.1 **Federal Grant Programs – U.S. Department of Transportation**

Grant programs administered by the FTA provide the most significant source of ongoing funds to support transit services in rural areas. CDOT conducts a statewide competitive application process to determine awards of FTA grants and to ensure that it and the local grantees follow federal laws and regulations. CDOT contracts with the local grantees once it selects the funding recipients. FTA funds are complex and governed by varying requirements and provisions for use.

Only the 5311 grant programs are specifically intended to support transit in rural areas; however, under certain circumstances and with the discretion of the state, many other programs may be used to support rural services. The following list of major FTA and U.S. DOT programs cover grant assistance programs for rural areas. Providers in the Southwest region may not be eligible for some of these programs. CDOT provides a clearinghouse of information on current grant programs and can provide limited technical assistance with grant applications.

FTA Section 5311 Formula Grants for Rural Areas program provides formula funding to states for the purpose of supporting public transportation in areas with populations of less than 50,000. Funds may be used to support administrative, capital, or operating costs, including planning, job access, and reverse commute programs, for local transportation providers when paired with local matching funds. States may distribute funding to public, private non-profit, or tribal organizations, including Local and Regional Coordinating Councils. Within this program, Section 5311(f) requires at least 15 percent of a state's funds under this program to be used to support intercity bus services, unless the governor has certified that such needs are already being met. The Rural Transit Assistance Program and the Tribal Transit Program are funded as a takedown from the Section 5311 program. The federal share of eligible capital and project administrative expenses may not exceed 80 percent of the net cost of the project. For operating, the federal share may not exceed 50 percent of the net operating cost of the project. For projects that meet the requirements of the Americans with Disabilities Act (ADA), the Clean Air Act, or bicycle access projects, they may be funded at 90 percent federal match.

FTA Section (5311(b)(3)) Rural Transit Assistance Program (RTAP) provides a source of funding to assist in the design and implementation of training and technical assistance projects and other support services tailored to meet the needs of transit operators in rural areas. States may use RTAP funds to support non-urbanized transit activities in four categories: training, technical assistance, research, and related support services. Colorado receives a base allocation of \$65,000 annually in RTAP funds. There is no federal requirement for a local match. CDOT provides RTAP funding to the Colorado Association of Transit Agencies (CASTA).

FTA Section 5311(c) Tribal Transit Program provides funding for federally recognized tribes. Tribes may use the funding for capital, operating, planning, and administrative expenses for public transit projects. A 10 percent local match is required under the discretionary program; however, there is no local match required under the formula program.



FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities is a formula grant program intended to enhance mobility of seniors and persons with disabilities. It is used to fund programs that serve the special needs of transit-dependent populations beyond traditional public transportation services and ADA complementary paratransit services. Eligible recipients include states or local government authorities, private non-profit organizations, or public transportation operators. At least 55 percent of program funds must be used on public transportation capital projects that are intended to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable. The remaining 45 percent of program funds may be used for projects that exceed ADA requirements or that improve access to fixed-route service and decrease reliance by individuals with disabilities on paratransit services or that provide alternatives to public transportation for seniors and individuals with disabilities. The 5310 program funds certain capital and operating costs, with an 80 percent federal share for capital and 50 percent federal share for operating.

FTA Section 5304 Statewide and Metropolitan Planning funds can be used for a wide variety of transit planning activities, including transit technical assistance, planning, research, demonstration projects, special studies, training and other similar projects. These funds are not available for capital or operating expenses of public transit systems. First priority is given to statewide projects, which includes grant administration; the provision of planning, technical, and management assistance to transit operators; and special planning or technical studies. The secondary priority is given to the updating of existing regional transit plans. Third priority is given to requests for new regional transit plans. Fourth priority is given to requests to conduct local activities such as research, local transit operating plans, demonstration projects, training programs, strategic planning or site development planning.

FTA Section 5312 Research, Development, Demonstration, and Deployment Projects support research activities that improve the safety, reliability, efficiency, and sustainability of public transportation by investing in the development, testing, and deployment of innovative technologies, materials, and processes; carry out related endeavors; and support the demonstration and deployment of low-emission and no-emission vehicles to promote clean energy and improve air quality. Eligible recipients include state and local governments, public transportation providers, private or non-profit organizations, technical and community colleges, and institutions of higher education. Federal share is 80 percent with a required 20 percent non-federal share for all projects (non-federal share may be in-kind).

FTA Section 5322 Human Resources and Training program allows the FTA to make grants or enter into contracts for human resource and workforce development programs as they apply to public transportation activities. Such programs may include employment training, outreach programs to increase minority and female employment in public transportation activities, research on public transportation personnel and training needs, and training and assistance for minority business opportunities. Eligible recipients are not defined in legislation and are subject to FTA criteria. This program is initially authorized at \$5 million total through 2014. The federal share is 50 percent with a required 50 percent non-federal share for all projects.

FTA Section 5339 Bus and Bus Facilities program provides capital funding to replace, rehabilitate, and purchase buses, vans, and related equipment and to construct bus-related facilities. This program replaces the previous 5309 program and provides funding to eligible recipients that operate or allocate funding to fixed-route bus operators. Eligible recipients include public agencies or private non-profit organizations engaged in public transportation, including those providing services open to a segment of the general public, as defined by age, disability, or low income. States may transfer funds within this

program to supplement urban and rural formula grant programs, including 5307 and 5311 programs. Federal share is 80 percent with a required 20 percent local match.

FTA Section 5309 Fixed Guideway Capital Investment Grants (New Starts) program is the primary funding source for major transit capital investments. The 5309 program provides grants for new and expanded rail and bus rapid transit systems that reflect local priorities to improve transportation options in key corridors. This program defines a new category of eligible projects, known as core capacity projects, which expand capacity by at least 10 percent in existing fixed-guideway transit corridors that are already at or above capacity today, or are expected to be at or above capacity within five years. This discretionary program requires project sponsors to undergo a multi-step, multi-year process to be eligible for funding. Projects must demonstrate strong local commitment, including local funding, to earn a portion of this limited federal capital funding source. Generally, the program requirements limit funding to major urban providers; however, some rural systems have been competitive and received funding in recent years, including RFTA for the new VelociRFTA BRT service along SH 82. Maximum federal share is 80 percent.

Federal Highway Administration (FHWA) Surface Transportation Program (STP) provides flexible funding that states and local governments may use for a variety of highway-related projects as well as pedestrian and bicycle infrastructure; transit capital projects, including vehicles and facilities used to provide intercity bus service; transit safety infrastructure improvements and programs; and transportation alternatives as defined by MAP-21 to include most transportation enhancement eligibilities. Funds may be flexed to FTA programs, local governments, and transit agencies to support transit-related projects.

FHWA Transportation Alternatives Program (TAP) provides funding for programs and projects defined as transportation alternatives, including transit-related projects, pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, and community improvement activities. The TAP replaced the funding from pre-MAP-21 programs including the Transportation Enhancement Activities, Recreational Trails Program, and Safe Routes to School Program. Requirements and guidelines for this program, as related to transit, largely remain similar to the previous transportation enhancement program. TAP funds transferred to FTA are subject to the FTA program requirements, including a required 20 percent matching local funds.

FHWA National Highway Performance Program (NHPP) provides funding specifically to support the condition and performance of the National Highway System (NHS). While this is a highway-oriented program, NHPP funds can be used on a public transportation project that supports progress toward the achievement of national performance goals. Public transportation eligible projects include construction of publicly owned intracity or intercity bus terminals servicing the NHS, infrastructure-based intelligent transportation system capital improvements, and bicycle transportation and pedestrian walkways.

Veterans Transportation and Community Living Initiative (VTCLI) is a competitive grant program to support activities that help veterans learn about and arrange for locally available transportation services to connect to jobs, education, health care, and other vital services. The initiative focuses on technology investments to build One-Call/One-Click Transportation Resource Centers. The VTCLI program is a joint effort of the Departments of Transportation, Defense, Health and Human Services, Labor, and Veterans Affairs but is managed and administered by the FTA. Funded in 2011 and 2012 only, future funding for the effort has not been announced.



4.4.2 Federal Grant Programs – Other

Other federal agencies, including the Department of Health and Human Services, Department of Veterans Affairs, Department of Labor, Department of Education, and others, provide grants or continuing financial assistance to support the needs of aging residents, military veterans, unemployed workers, and other populations. A 2011 Government Accountability Office report found that over 80 federal programs may be used for some type of transit and transportation assistance. For a complete inventory of other federal programs available, see recent reports from the National Resource Center for Human Service Transportation Coordination (http://www.unitedweride.gov/NRC_FederalFundingUpdate_Appendix.pdf). Most federal human services related funding assistances flow through state or regional organizations and may be used to cover a wide range of services, including, but not dedicated to, transit and transportation assistance. These other federal programs may provide for contracted transportation services or offer reimbursement for transportation services provided to covered individuals or may be used as “non-federal” matches for FTA grants or may support transportation assistance and coordination positions.

The following section briefly describes current and major federal grant programs that are most frequently used to support transit and transportation services, according to the National Resource Center for Human Service Transportation Coordination.

Medicaid is the only program outside the U.S. DOT that requires the provision of transportation. This federal-state partnership for health insurance and medical assistance is provided for low-income individuals. In Colorado, Non-Emergency Medical Transportation (NEMT) is provided for medical appointments and services for clients with no other means of transportation. Medicaid in Colorado provides a significant source of funds for many transit service providers. However, these funds are provided on a reimbursement basis.

Older Americans Act (OAA), Title III provides funding to local providers for the transport of seniors and their caregivers. Eligible recipients include transportation services that facilitate access to supportive services or nutrition services, and services provided by an area agency on aging, in conjunction with local transportation service providers, public transportation agencies, and other local government agencies, that result in increased provision of such transportation services for older individuals. Under certain conditions, OAA funds can be used to meet the match requirements for programs administered by the FTA.

Workforce Investment Act (WIA) funds for Temporary Assistance to Needy Families (TANF) is a federal program that provides funding to states. State TANF agencies, including Colorado Works, may use TANF funds to provide support services including transportation. States have wide latitude on how this money can be spent, but the purchase of vehicles for the provision of transportation services for TANF-eligible individuals is included. Activities that may be covered under the TANF program include supporting and developing services such as connector services to mass transit, vanpools, sharing buses with elderly and youth programs, coordinating with existing human services transportation resources, employer provided transportation, or guaranteed ride home programs.

Community Development Block Grants (CDBG) are administered by the Department of Housing and Urban Development (HUD) and cover funding for transportation. A portion of CDBG funds are spent on directly operated transit services, transit facilities or transit-related joint facilities, and services for persons with disabilities, low-income populations, youth and seniors. These grants have statutory authority to be used as the “non-federal” matching funds for FTA formula grants.



Community Services Block Grants (CSBG) are administered by the Department of Health and Human Services and cover funding for transportation. CSBG funds are primarily intended to alleviate the causes and conditions of poverty in communities. Eligible transportation activities include programs or projects to transport low-income persons to medical facilities, employment services, and education or healthcare activities.

Vocational Rehabilitation grants are from the Department of Education. Often, a portion of these grants are used to provide participating individuals with transportation reimbursements, vouchers, bus passes, or other purchased transportation service, often from FTA grantees and subrecipients. State vocational rehabilitation agencies are encouraged to cooperate with statewide workforce development activities under the WIA. In Colorado, the Statewide Independent Living Council and State Rehabilitation Council administer these grants.

4.4.3 State, Local, and Agency-Derived Revenue Sources

In Colorado, local revenue sources provide an important source of funding for transit agencies and service providers. Transfers and grants from local governments provide ongoing operating support and assistance with one-time planning efforts or matching funds for major capital projects. The state of Colorado provides direct funding for capital equipment investments and for projects that support transit activities. Providers and agencies use a variety of other relatively small, but important funding sources to meet the needs of transit dependent populations in the state.

Funding Advancement for Surface Transportation & Economic Recovery (FASTER) is a state funding source that provides direct support for transit projects. FASTER funds provide \$15 million annually for statewide and local transit projects, such as new bus stops, bike parking, transit maintenance facilities, multimodal transportation centers, and other capital projects. FASTER transit funds are split between local transit grants (\$5 million per year) and statewide projects (\$10 million per year). CDOT DTR competitively awards the local transit grants and statewide funds. Local recipients are required to provide a minimum 20 percent local match. Among the types of projects that have been awarded are the purchase or replacement of transit vehicles, construction of multimodal stations, and acquisition of equipment for consolidated call centers.

In 2014, the Colorado Transportation Commission approved the use of these funds for operating and capital costs. As a result, \$3 million of the FASTER transit funds are now allocated to cover the cost of the planned Interregional Express Bus service and another \$1 million is available annually to cover the operating costs of other regional/interregional routes. From fiscal years 2010 to 2013, over \$52 million in FASTER funds have been invested in transit projects throughout the state. However, while total revenues collected under the overall FASTER program (\$252 million FY 2013) are projected to increase over time, the allocation for transit projects remains at a flat \$15 million per year.

The Colorado Veterans Trust Fund, administered by the Colorado Department of Military and Veteran Affairs, supports organizations providing transit and transportation assistance to veterans. The state supports Veterans Service Offices in each county and grants are awarded to non-profit organizations providing transportation and other services to veterans. An estimated \$200,000 a year is directed to supporting the transportation needs of veterans.

Highway Users Tax Fund (HUTF) is funded through revenues raised from the statewide gas tax, vehicle registration fees, license fees, and user fees. These taxes are not indexed to inflation or motor fuel prices. As a result, revenues within this fund do not keep pace with actual construction or program costs over time. Funds are distributed based on a formula to CDOT, counties, and municipalities. Under Senate Bill 13-140, local governments (counties and municipalities) are authorized to flex HUTF dollars



to transit-related projects. Transit and other multimodal projects allowed include, but are not limited to, bus purchases, transit and rail station constructions, transfer facilities, maintenance facilities for transit, rolling stock, bus rapid transit lanes, bus stops and pull-outs along roadways, bicycle and pedestrian overpasses, lanes and bridges. Local governments may expend no more than 15 percent of HUTF allocations for transit-related operational purposes.

Local Governments, including cities, counties, and special districts, support or directly fund rural transit services. These services are typically funded through a city or county's general fund, although mass transit districts, metropolitan districts, and rural transportation authorities can levy and collect dedicated funding from sales and use taxes. Local funds flow to public or non-profit transit or transportation service agencies either on a contract basis or in the form of general operating support. Transit agencies also often seek direct local support to provide matching funds to federal grant awards. Local governments in Colorado are most commonly funded through general sales and use taxes or property taxes.

In 1990, Colorado provided the “authority of counties outside the Regional Transportation District to impose a sales tax for the purpose of funding a mass transportation system.” Eagle, Summit, and Pitkin counties currently employ this Mass Transit District mechanism to support transit services. Unlike a rural transportation authority, this option does not require a geographic boundary separate from the county and does not require the creation of a legal authority.

In 1997, Colorado enabled the “Rural Transportation Authority Law” to allow any single or coalition of several local governments to create rural transportation authorities. These authorities are empowered to develop and operate a transit system, construct and maintain roadways, and petition the citizens within the authority boundary to tax themselves for the purpose of funding the authority and the services provided. There are currently five Rural Transportation Authorities active in Colorado (Roaring Fork, Gunnison Valley, Pikes Peak, Baptist Road, and South Platte Valley).

Fares and other revenues (such as advertising) generated by transit agencies are used to offset operating expenses. Farebox recovery varies by agency but rarely do passenger fares cover more than one-half of total operating and maintenance expenses. Because of this, transit agencies depend on the federal, state, and local revenue sources they receive to continue operating.

Service contracts are a way for local agencies to fund operations for specific economic or employment centers, such as universities or the campuses of major employers. Examples around the country include CityBus in Lafayette, Indiana, which has a service contract with Purdue University and Ivy Tech State College; Kalamazoo Metro Transit in Michigan, which contracts with Western Michigan University; Corvallis Transit in Oregon, with a contract with Oregon State University. Service contracts can also be made with neighboring counties or municipalities. In addition to service contracts, another way to partner with local colleges or universities is through a College Pass Program. These programs often involve a student activity fee for transit services administered by the school. This can be paired with a discounted or free pass that students can use to ride the transit system.

Private support from major employers within a transit agency service area can be a source of funds. These employers may be willing to help support the cost of vehicles or the operating costs for employee transportation. Individual companies or business groups may also fully fund or subsidize new express routes, dedicated vehicles, or improved transit facilities that specifically serve their employees. Sponsorship opportunities can range from small-scale benefits programs to encourage ridership (such as commuter passes) to service subsidies (such as direct contract payments or on-vehicle advertising) to larger capital investments in new vehicles or facilities serving business centers.



Charitable contributions are a source of revenue for many rural transit or service providers. While contributions from individuals are uncommon, community or private foundations may provide ongoing operating support or one-time grants for operating positions or even capital investments.

4.5 *Future Funding Options*

The following section describes options that can be considered by Colorado's local agencies to fund transit service. These sources include revenue streams that are relatively common across the country or those that are not often implemented except in a small number of communities. Available options for any given community are dependent on state and local regulations, funding needs, and political considerations. Many of the examples listed in this section are drawn from TCRP Project J-11, Task 14: Alternative Local and Regional Funding Mechanisms.

Local Sales Taxes: Local sales and use taxes are one of the most common sources of revenue used to fund public transit by counties, cities, and special districts. Revenues derived from sales taxes may be dedicated to a transit agency or special district or may be collected by a local government and transferred to a local public provider for ongoing support. Dedicated assessments commonly range from 0.25 to 1 percent of total taxable sales. The use of these revenues is generally flexible and can provide funding for specific capital projects or dedicated operating revenue to an entire agency. In Colorado, formation of special districts and any tax policy change resulting in net revenue gains requires voter approval under the TABOR constitutional amendment.

Property Taxes: Another common source of funding for transit agencies is property taxes. Property tax assessments are usually levied as a percentage of assessed residential and commercial value within a transit agency's service area. Property tax assessments that are levied solely on mineral or natural resource property value are infrequently used, but do exist. As with sales tax assessments, local communities seeking to raise property tax mil rates must seek voter approval and must consider TABOR and Gallagher limits.

Motor Fuel Taxes: Motor fuel taxes are commonly levied by states for transportation and most state funding for transit comes from fuel tax revenues. At the local or regional level, state motor fuel taxes are generally dedicated to roadways, although some local governments can transfer fuel tax revenues to transit, including in Colorado. In addition to state-collected fuel taxes, at least 15 states allow for local-option motor fuel taxes to be administered and collected at the city or county level.

Those states that enable local-option fuel taxes that may be used to support transit services within a local area include Tennessee, California, Florida, Illinois, Hawaii, and Virginia.

Vehicle Fees: Fees tied to vehicle ownership most commonly include annual registration titling fees and other mechanisms such as vehicle titling or sales fees, rental or lease taxes, toll revenues, parking, or taxi company licensing fees. State collected vehicle-related fees are used to support transit, including the FASTER program in Colorado. Locally collected vehicle related fees are not in widespread use to directly support transit, though there are a few examples around the country.

Triangle Transit in North Carolina and New York MTA both receive multiple types of vehicle fees that are collected at the local level. Allegheny County in Pennsylvania enacted a \$2 rental car fee to support transit services in the Pittsburgh region.

Parking Fees: Fees and fines for parking vehicles within certain city areas may be imposed to achieve local goals, including managing congestion and encouraging mode shifts to transit. Local transit agencies may receive funding for operations from parking fees and fines levied by local governments or they may receive parking related revenues generated at facilities (e.g., parking garages or park and ride lots actually owned by that transit provider).

The San Francisco Metropolitan Transportation Agency (Muni) receives a significant amount of revenues for the provision of transit services through parking fees and fines. Eighty percent of city parking revenues are dedicated to Muni operations.

Employee or Payroll-Based Taxes: Payroll taxes are generally imposed on the gross payroll of businesses within a transit district or transit agency service area and are paid by the employer. An income-based tax is imposed on employee earnings and may be administered by a local government based on employees' place of work.

Transit agencies currently using payroll taxes include TriMet in Oregon, New York MTA, and CityBus in Lafayette, Indiana.

Value Capture: Value capture describes a range of revenue mechanisms related to residential or commercial development, including impact fees, tax increment financing (TIF), and special assessment districts. Impact fees are based on anticipated traffic and transit volumes of major new developments and are used to offset the costs of new transportation infrastructure. TIF mechanisms seek to capture some portion of the value of redevelopment or new development property value within a certain geographic area and usually administered by local business improvement or special districts.

Tampa, Florida's Hillsborough Area Regional Transit Authority uses a combination of three value capture mechanisms. Impact fees provide matching funds for bus capital projects, TIF funds operations for the city's streetcar system, and a special assessment district funds the capital costs of the city's streetcar system.

Utility Taxes or Fees: Utility fees are annual flat assessments per household or housing unit that range from \$5 to \$15. These fees are widely used in Oregon for operations and maintenance expenditures for transit and capital improvements of transportation infrastructure, primarily local roads and streets. Local governments in other states such as Florida, Texas, and Washington have enacted utility fees for transportation, but their use is not widespread across the country.

In 2011, the Corvallis Transit System implemented a Transit Operations Fee that is a hybrid revenue mechanism but most closely associated with a utility fee. The fee is indexed to the average price of a gallon of gas and adjusted each year. In 2012, the fee was \$3.73 per month for single family residences and \$2.58 per unit per month for multifamily properties. Pullman Transit in Washington State levies a voter-approved 2 percent utility tax on natural gas, electricity, telephone, water, sewer, and garbage collection services within the city of Pullman. This tax brings in approximately \$1 million annually.

Room and Occupancy Taxes: Additional sales taxes for hotel and lodging purchases are common across the country and include flat service fees and percentage based sales taxes. This revenue source is popular in areas with high tourism demand to fund additional needs associated with visitors.

Savannah, Georgia uses room occupancy fees to fund free public transportation and Park City Transit in Utah relies on occupancy taxes to fund services.

Lottery or Limited Gaming Taxes: Taxes are imposed on the sale of lottery tickets, most often by a state, while local municipalities may tax casino revenues or assess a fee per machine. In Colorado, state lottery taxes are devoted to fund costs associated with open space and recreation as well as the state and local library system. Those municipalities or tribal governments that allow gaming may also transfer limited gaming fees to support local transit systems, including in Cripple Creek, Colorado.

The State of New Jersey diverts a portion of the state Casino Revenue Fund to support a Senior Citizens and Disabled Residents Transportation Assistance Program. The Commonwealth of Pennsylvania dedicates a percentage of lottery revenues to a free transit program for persons over 65 years old traveling in off-peak hours.



Vehicle-Miles Traveled Fees: A number of states are increasingly researching alternatives to fuel taxes that would instead charge drivers a fee based on the amount of miles traveled rather than a tax on the amount of fuel used. Fees could also be variable to help manage congestion at peak times. Generally, those states examining VMT-based fees consider this system to be a revenue-neutral alternative to fuel taxes, rather than a source of additional new funding.

Corporate Sponsorship: Businesses across the country have practiced funding private employee shuttles or vanpool options for decades and subsidized or fully funded transit passes are a common employee benefit. Individual companies or business groups may also fully fund or subsidize new express routes, dedicated vehicles, or improved transit facilities that specifically serve their employees. Sponsorship opportunities can range from small-scale benefits programs to encourage ridership (such as commuter passes) to service subsidies (such as direct contract payments or on-vehicle advertising) to larger capital investments in new vehicles or facilities serving business centers. Private sponsorship can be uncertain and unsustainable, but partnerships and contracts do provide alternative revenue streams and offer opportunities for increasing system ridership.

Public-Private Partnerships: Public-private partnerships or P3 arrangements generally refer to a range of project delivery and financing agreements (loans) between a public agency and private business to complete infrastructure projects. P3 arrangements are becoming increasingly common for major public works or infrastructure projects. However, according to the National Council of State Legislatures, P3s are used for less than 20 percent of transportation projects nationally and are not typically used for transit projects. In Denver, a recent agreement between the Regional Transportation District and Denver Transit Partners was the first full design-build-finance-operate-maintain transit P3 project in the United States.

States and communities across the country have enabled and enacted a wide variety of revenue mechanisms to directly or indirectly support transit services. Generally, those states with more robust local transit operations or with state policies that are more supportive of public transit allow for more innovative revenue options. In Colorado, the constitutional TABOR amendment restricts state and local governments from implementing new taxes without voter approval and from raising revenues collected under existing tax rates in excess of the rate of inflation and population growth, without voter approval. Additional constitutional restrictions in Colorado limit the ability of local governments to creatively finance transit services.

4.6 *Potential Revenue Estimates*

Transit providers in the Southwest TPR rely primarily on federal grant programs. However, the future of some of these programs is not clear and future funding levels may be substantially reduced. To meet future needs and continue to provide critical services in the region, alternative revenue sources should be considered.

Table 4-1 presents high-level estimates of the potential funds that could be generated by enabling additional or alternative revenue sources. These estimates are intended to provide an approximate gauge of the potential value of alternative revenue sources in closing future funding gaps. The exact amount of revenues that could become available depends on voter approval, implementation of the mechanism, and local limitations and tax policy. Values are based on currently published information for Archuleta, Dolores, La Plata, Montezuma, and San Juan counties.



Table 4-1 Estimates of Funds Generated Through Alternative Revenue Sources

Mechanism		Revenue Source	2012 Revenue Base	Annual Funds Generated
1.	0.7% sales tax	Net Taxable Sales	\$1,251,812,000	\$8,762,684
2.	1.0 mill levy	Assessed Property Value	\$3,401,623,424	\$3,401,623
3.	\$15 annual fee	Total Housing Units	48,846	\$732,690
4.	2% equivalent fee	Local Tourism Tax Receipts	\$11,755,600	\$235,112
5.	10% flex transfer	Local Highway Users Tax Fund	\$9,001,241	\$900,124

- Sales Tax Increase:** If each county in the region were to enact an additional levy of 0.7 percent of net taxable sales in the region, annual revenues would vary but could have reached nearly \$9 million in 2012. An increase in sales taxes would require voter approval and would be collected by either a dedicated regional transportation authority or local governments and then transferred to support transit services.
- Property Tax Increase:** If each county in the region were to increase property taxes the equivalent of 1.0 mill (or \$1 per \$1,000 of assessed value), the potential revenue generated in 2012 could have reached over \$3 million. An increase in taxes would require voter approval, and local cities and counties may be limited by existing TABOR revenue limits.
- Utility Fee Enactment:** If each county in the region were to enact a \$15 per housing unit annual fee to provide transportation and transit services, potential revenue could have reached over \$700,000 in 2012. Housing units account for single and multi-family residences, including those for seasonal use or second-home ownership. Housing units do not account for nightly lodging or rental units.
- Tourism Tax Enactment:** Visitors to the region generated over \$11 million in local tax receipts. If each county in the region were to enact a fee or daily tax on lodging equivalent to 2 percent of all local tourism-based tax receipts, approximately \$235,000 in annual revenues could have been generated. New taxes require voter approval in Colorado.
- Transfer of HUTF:** If each county in the region were to allocate 10 percent of HUTF receipts to transit, then approximately \$900,000 could have become available for transit-related investments. Some counties in the region do use these funds to support transit infrastructure.

4.7 CDOT Grants Process

CDOT DTR is responsible for awarding and administering state and federal transit funds to public transit and human service transportation providers throughout Colorado. State transit funds are provided through the FASTER Act passed by the state legislature in 2009. FASTER provides a fixed \$15 million per year for statewide, interregional, regional, and local transit projects.

On the federal side, FTA provides funding for transit services through various grant programs. FTA provides several grant programs directly to Designated Recipients, primarily in urbanized areas. For rural areas, FTA transit funds are allocated by formula to the state and are administered by DTR through a competitive application process. These grant programs provide funding assistance for administrative, planning, capital, and operating needs. For more information on the various FTA grant programs, visit the FTA website at <http://www.fta.dot.gov/index.html>.

To begin the grant application process, DTR issues a Notice of Funding Availability (NOFA) and a “call for projects” for FASTER and FTA funds annually or bi-annually. Capital and operating/administrative calls for projects are conducted separately and at different times during the year. Applications for FTA operating and



administrative funds are solicited every two years. Applications for FTA and FASTER capital funds are solicited every year in a single application, and DTR determines the appropriate source of funds (FTA or FASTER).

From the date of the NOFA, grant applicants have a minimum of 45 days to submit an application. The application process will soon be available online using DTR's new CoTRAMS grant management program. Prior to submitting an application, each grant applicant must submit an agency profile and capital inventory. Applications will not be reviewed until this is complete. Applicants applying for funds for a construction project must have complete and submit National Environmental Policy Act (NEPA) documentation with the application and demonstrate the readiness of the project to proceed.

Following the 45-day grant application period, applications for operating/administrative funds are then evaluated, scored, and ranked by both internal DTR staff and an Interagency Advisory Committee made up of individuals outside of DTR (including the Colorado Department of Human Services and the Public Utilities Commission). Amounts awarded are often less than the amount requested. Applications for capital funds are evaluated primarily on performance metrics (age, mileage, and condition).

DTR announces the awards and obtains CDOT Transportation Commission approval for projects that are awarded FASTER transit funds. Transportation Commission approval is not necessary for FTA awarded funds. All awards require a local match—50 percent local match for operating funds, and 20 percent for administrative and capital funds. All funds are awarded on a reimbursement basis; that is, grant recipients must first incur expenses before seeking reimbursement from CDOT.

Once funding awards are made, a scope of work for each awarded project is developed and negotiated between DTR and the grant applicant. Once the scope of work is complete, the project can be offered a contract. Once a DTR and the grant applicant fully execute a contract, CDOT issues a notice to proceed. For more information on the grant application process, visit the DTR Transit Grants website.



5.0 TRANSIT NEEDS AND SERVICE GAPS

This Chapter provides an assessment of key quantitative factors that play a role in assessing and understanding transit needs and gaps in the Southwest TPR. Additionally, an assessment of existing public transit and human service transportation services are reviewed with the needs and gaps expressed by a variety of sources and data collection efforts conducted as a part of this plan development. The sources used to prepare this subjective assessment of needs and gaps in the Southwest TPR include, but are not limited to, the Southwest Transit Working Group (TWG), provider and human service agency survey results, geographic analysis of the locations/concentrations of the likely transit user populations (see Chapter 2), CDOT survey of older adults and adults with disabilities, and input received from two public meetings in the region.

5.1 *Quantitative Assessment of Needs and Gaps*

This section provides information relevant to general population growth, elderly population growth, and growth in resort/tourism dollars spent in the TPR. These data aid in the quantitative assessment of transit needs and gaps in the Southwest region.

5.1.1 Population and Elderly Population Growth

Based on 2012 estimates from the Colorado State Demographer's Office (see Chapter 2), the general population in the Southwest region is expected to experience significant growth by 2040, with La Plata County absorbing most of the new population and Archuleta growing at the fastest pace. San Juan, the region's smallest county, is expected to grow only 15 percent. As a whole, the region is expected to add population at a higher rate than statewide (77 percent locally versus 47 percent statewide).

The counties in this region are large, rural, and mountainous. Travel over long distances to reach services and employment will continue to be a challenge for transit providers and passengers alike. Existing transit services in the region are primarily focused on providing access to social services during business hours. Only one system, Durango Transit, is designed to transport the general public within an urbanized area. Other transportation services focus on intercity connections within the region, but there are no strong existing connections between the region's main population centers in La Plata County and the region's fastest growing county, Archuleta.

Archuleta and La Plata counties also present a challenge from the perspective of growth in their older adult populations. These two counties are the fastest growing in the region overall, and 10 to 25 percent of that growth is expected to come from an increase in the older adult population. The growth of the region's 65+ population by 2040 (109 percent) is similar to the state's overall (120 percent). Veterans, who are not all seniors but whose average age is older, also have particular needs to travel outside the Southwest region to access critical services at Veterans Affairs medical centers in Grand Junction and Albuquerque.

To the extent that the elderly population settles in existing population centers, such as Durango and Pagosa Springs, many of those individuals' service needs may be met locally, without the need to travel long distances. This could be the case especially in Durango. However, given the rural character of these counties and the increasing need for medical, food, and other support services as people age, transportation needs could become a barrier to reaching critical services in the region. Community Connections serves some of this demand currently (for low-income and disabled populations).



5.1.2 Resort/Tourism Demand Assessment

As a region, tourism is one of three predominant employment sectors. Since 2004, the region has experienced just over 1 percent growth in travel spending, with average annual spending of about \$375 million over that period. There are several small-to-large ski resorts in the area, including Durango Mountain Resort. The Southern Ute and Ute Mountain Ute Indian Tribes have limited stakes gambling casinos located near Durango and Cortez, which offer attractions for tourists who are less interested in the outdoor opportunities. However, tourism in the Southwest TPR is not supported only by resorts. It is wedged between the southwestern edge of the Rocky Mountains and the eastern edge of the Colorado Plateau. Such a landscape, which is home to Mesa Verde National Park and the San Juan National Forest, offers many opportunities for outdoor recreation, such as mountain biking, rafting, hiking, rock climbing, and camping. Resort spending alone in the area is expected to increase at an accelerating rate between now and 2040.

Transportation for visitors is an important consideration for encouraging growth in tourism in the region. Durango Mountain Resort is currently served by a demand response system from Durango and the Ute Mountain Ute tribal area offers reservation-based transportation from Cortez. As mentioned previously, the growth in Archuleta County is due in large part to a growth in the retiree population, who are themselves potential regional tourists. To attract that population to regional destinations, especially as that population ages, there may be a need for an improved connection between Archuleta and La Plata counties.

5.2 Qualitative Assessment of Needs and Gaps

Various limitations impact transit service delivery to the general public and specialized populations. According to CDOT's 2014 Statewide Survey of Older Adults and Adults with Disabilities, the three biggest limitations in southwestern Colorado are transportation affordability, service availability, and information about available services.

By reviewing these limitations and others within the Southwest TPR, a baseline is established, which then helps to identify the larger service needs and gaps. Identified service limitations and needs for the five-county TPR are reviewed below.

5.2.1 Spatial Limitations

Due to the region's rural character and size, there are several transportation needs related to spatial limitations. The following needs were identified throughout the planning process.

- ▶ Limited transportation options for veterans needing to travel outside the region to Veterans Affairs hospitals in Albuquerque and Grand Junction
- ▶ Lack of a plan for who assumes the responsibility of providing for senior transportation in Archuleta County, previously provided by Archuleta County Transportation and currently provided by Mountain Express Transit
 - "Archuleta [...] has discontinued transportation for seniors and non ambulatory persons because of funds. These people need transportation for medical purposes."¹
- ▶ Limited funding and/or vehicles to increase capacity of Road Runner Transit, though it has potential to increase connectivity to other destinations
- ▶ Mountainside Concierge is the only public transit available in San Juan County; there is a need to expand service to the general population to increase affordable access to La Plata County and Durango

¹ Respondent to 2014 CDOT Statewide Survey of Older Adults and Adults with Disabilities – Southwest Region



- ▶ Increasing demands on Dolores County Senior Services and La Plata County Human Services to increase availability to serve the demands of regional growth
- ▶ No employee-focused transportation for long-distance commutes and/or commutes at odd hours (for example, to casinos near Ignacio and Cortez and service workers from La Plata to Archuleta County)
- ▶ No transportation services for students between Durango, Cortez, and the Mancos Southwest Colorado Community College campus; Regional Transit Coordinating Council, Southwest Colorado Council of Governments, SUCAP/Road Runner Transportation, and the Ute Mountain Ute Tribe are working with the school to determine a solution

Transit cannot realistically bridge all the spatial gaps in such a large rural region, and people will need to continue to drive as they age in place. There are additional needs for resources to facilitate safe driving throughout the region.

The spatial limitation needs discussed above are supported by the following findings from CDOT's Statewide Survey of Older Adults and Adults with Disabilities for the Southwest region (see **Appendix E**).

- ▶ A majority of respondents (53 percent) rely on others for transportation.
- ▶ Twenty five percent of respondents have difficulty "sometimes" or "a lot of times" in finding transportation for trips they need or want to make. Of those 66 percent have difficulty finding transportation for medical appointments, 54 percent for shopping and pharmacy trips, and 45 percent for social activities, such as visiting friends and family, and community events.
- ▶ Fifty three percent of respondents who had trouble finding transportation indicated they were unable to get somewhere in the last month because they could not find transportation
- ▶ The biggest barrier to people's ability to use public transportation and/or paratransit is simply a lack of service provided where they live and/or where they want to go

5.2.2 Temporal Limitations

Similar to spatial limitations, temporal limitations create challenges for passengers trying to access education, medical, service, shopping, and employment centers at certain times during the week/day. The following are the temporal limitations and needs noted for the Southwest TPR.

- ▶ Limited frequency of Durango Transit and Road Runner Transit service
- ▶ Limited weekend service on Durango Transit (no Sunday service during the winter months) and Road Runner Transit
- ▶ Limited winter service on Durango Transit and Road Runner Transit, especially weekdays after 7:00 PM
- ▶ No MoCo Public Transit service after 4:30 PM or on weekends

CDOT's Statewide Survey of Older Adults and Adults with Disabilities for the Southwest Region indicated that service not operating during needed times was one of the biggest barriers to using transit. Weekends and weekdays from 10 AM to 4 PM are the most common timeframes during which these residents have difficulty finding transportation.

5.2.3 Funding Limitations

All general transit and human service transportation providers identified funding limitations and needs in the region. The following are the main issues identified:

- ▶ Extremely limited operating funding for maintaining and enhancing existing public transit and human service providers
- ▶ Limited financial support from the state
- ▶ Extremely limited capital funding to
 - Replace aging fleets



- Purchase vehicles and expand fleets
- Plan for and construct park-and-ride lots
- ▶ Financial strain on Dolores County Public and Senior Transportation, which is considering increasing fares to meet the financial needs of the program
- ▶ Limited grant funding to support fuel subsidies, regional voucher and/or short-term car rental programs
- ▶ Limited funding to support a full-time staff person for the RCC and/or support transit training for staff
- ▶ Limited funding to support and enhance SW Connect online resource

5.2.4 Program Eligibility and Trip Purpose Limitations

Many human service transportation programs are often available only to their program clients with no comingling of various subsets of the population allowed. This is often due to the funding limitations, liability concerns, vehicle needs, and passenger behavior. Program eligibility and trip purpose limitations also result in gaps and unmet needs in existing services. Examples in the Southwest TPR include:

- ▶ Limited inter-county services for the aging population in Archuleta County and Montezuma County
- ▶ Limited public transit for people accessing employment opportunities, especially for bringing residents from San Juan County and Montezuma County to job centers and resources in La Plata and Durango
- ▶ Increasing demand for transportation for service workers to and within Archuleta County
- ▶ Limited intra-regional transportation for tourists
- ▶ Difficulty for older adults and adults with disabilities to access medical appointments, shopping/pharmacy trips, community events, and visit family and friends in the Southwest region²

5.2.5 Human Services Transportation Coordination Limitations

The Southwest region established a RCC in 2010. The RCC has taken several steps to improve transit coordination in the region since that time, including drafting an Action Plan, hiring a part-time staff person, and continuing to work directly with service providers to develop new programs. Still, there are many opportunities to continue the RCC's work.

- ▶ Limited capacity of the RCC given that it only employs one part-time staff person
 - Need for full time staffing to implement the RCC's action plan and other coordination activities.
 - Received grant money in 2014.
- ▶ Lack of a local champion to update and implement the important regional strategies and goals identified in RCC's Action Plan
 - Need additional support especially to implement and administer the Voucher Program
- ▶ Limited coordination with other regions and states to ensure access to larger regional amenities and services
- ▶ Limited involvement in the RCC (active participation by five to six individuals)
 - Need to increase opportunities to be involved outside regular in-person meetings
- ▶ Need to monitor and expand, as appropriate, Durango's Way to Go Club travel training program
- ▶ Need to align financial and temporal incentives for veterans' travel. Currently, reimbursements offered to veterans for travel to medical appointments are higher than costs and driving travel time is much less than for transit.

² 2014 CDOT Statewide Survey of Older Adults and Adults with Disabilities – Southwest Region



5.2.6 Public Information Needs

Even with significant transit coverage and service availability, people will not be well-served if they do not know about transportation options. The region has made some attempts to increase public awareness, but there are further opportunities for public information.

- ▶ Limited knowledge among residents about the existing transportation resources
 - Need to increase the completeness, marketing, and usability of the SW Connect online resource
 - Need to offer printed transportation information through places of residence
 - Opportunity to update and enhance the RCC's Regional Transit Guide
- ▶ Limited knowledge among transportation providers of existing and ongoing CDOT plans and studies
- ▶ Lack of centralized transportation information
 - Need for a staff person to field telephone calls for information and potentially coordinate trips
 - Opportunities include the 211 service, Adult Resources for Care and Help (ARCH), and SW Connect

The need for more and better public informational resources in the region is supported by residents' responses to the CDOT survey of older adults and adults with disabilities. The top three sources of information about transportation services and programs preferred by these individuals are:

- ▶ Printed materials
- ▶ Through a place of residence
- ▶ Electronic (websites, email, social media, smart phone)



6.0 FINANCIAL AND FUNDING OVERVIEW

This Chapter presents current and estimated future operating expenses and revenues available in the Southwest Transportation Planning Region (TPR) through 2040. These estimates are based on survey reported data from providers in the region. Through Transit Working Group (TWG) meetings, every attempt was made to be inclusive of all providers and agencies operating in the region and to verify the accuracy of these data. These estimates reflect best available data and are intended solely to illustrate long-term trends in operating needs.

The 2040 operating revenue and expense projections presented here are intended to estimate the general range of future revenues available and the magnitude of future resource needs. While any forecast is subject to uncertainty, estimates may help guide regional actions and may indicate the need for future coordination, collaboration, and alternative revenue strategies.

6.1 Current and Future Operating Expenses

Generally, operating and administrative expenses for transit providers in the Southwest TPR have grown faster than available revenues or population growth, as a result of fast increasing fuel prices, workforce costs, and maintenance needs. The region’s full-time resident population is expected to grow 2.1 percent annually from 2010 to 2040 and reach approximately 171,500 persons by 2040. For some of the region’s larger providers, operating expenses have fallen in recent years as a result of service reductions. As shown in **Table 6-1**, operating revenues are projected to grow at a much slower pace than expenses; an average annual rate of just 0.9 percent through 2040.

Table 6-1 Existing and Projected Operating Revenues and Expenses to Maintain Existing Service Levels (2013 – 2040)

Southwest TPR	Year 2013	Year 2020	Year 2030	Year 2040	Average Annual Growth (2013–2040)
Operating Expenses	\$2,231,605	\$2,815,000	\$3,536,000	\$4,200,000	1.3%
Operating Revenues	\$2,231,605	\$2,728,000	\$3,310,000	\$3,585,000	0.9%
<i>Potential Funding (Gap) / Surplus</i>	0	(-\$87,000)	(-\$226,000)	(-\$615,000)	-0.4%

Source: CDOT, Transit Agency Provider Survey, 2013. Dollars in year of expenditure value.

In 2013, approximately \$2.2 million, or \$24 per capita, was expended to support critical transit and transportation services within all counties of the region. Per capita measures account only for full-time resident populations and do not capture seasonal visitors or workers. To provide the same level of service (as measured by per capita expenditures) in 2040 as today, the region will require approximately \$4.2 million in operating funds.

Table 6-2 provides an overview of several indicators often used to measure the performance of transit systems. The operating cost indicators provide an additional perspective on the operational costs in the Southwest TPR and the regional influences. Influences on operating cost measures include the rural nature of the area, long trip distances, higher fuel costs, and maintenance needs.



Table 6-2 Southwest TPR Average Transit Operating Cost

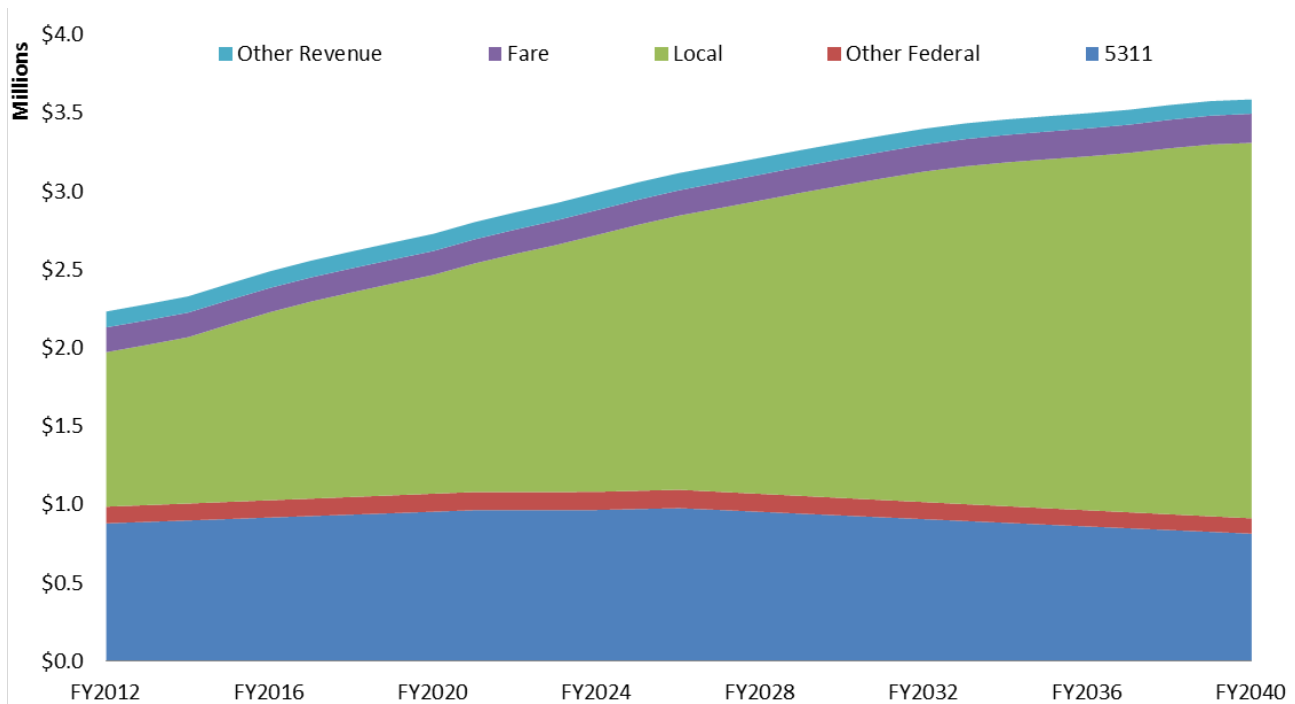
Performance Measure	Operating Cost
Cost per Capita	\$24
Cost per Passenger Trip	\$3
Cost per Revenue Mile	\$2
Cost per Revenue Hour	\$37

Source: Transit Agency Provider Survey, 2013

6.2 Current and Future Operating Revenues

By 2040, the Southwest region could expect transit revenues available for operating and administration purposes to reach an estimated \$3.6 million. Projections of future revenues are based on historical trends in provider budgets, current estimates of federal revenue growth, and state and regional population and economic growth rates. (All operating expenses also include administrative expenses as reported by the providers and as collected from available National Transit Database and survey reported data.) **Figure 6-1** illustrates potential future trends in major operating revenue sources currently used within the region.

Figure 6-1 Forecasted Operating Revenues in the Southwest TPR



The following information summarizes each revenue category identified in **Figure 6-1** above.

- ▶ **Federal Transit Administration (FTA) 5311 revenues** depend on fuel tax revenues forecasted to grow slowly to 2025 and then decline through 2040. Operating support through 5311 rural funds is the primary FTA grant program supporting transit service in the region today. CDOT estimates future FTA funding levels per Congressional Budget Office forecasts.



- ▶ **Other federal programs** used in the region include Title III of the Older Americans Act (OAA), Non-Emergency Medical Transportation (NEMT) Medicaid, Temporary Assistance for Needy Families/Workforce Investment Act (TANF/WIA), Head Start, and Community Services Block Grants (CSBG). Revenues available through these programs are variable over the long-run. Sequestration, reauthorization, or policy and program changes could impact the funding available through these important programs. Additionally, over the long-run, funding available for discretionary spending (such as transportation assistance) within these programs is likely to decline, as spending shifts to direct care.
- ▶ **Local governments**, including tribal governments, contribute a significant portion of operating funds to support transit and transportation services in the region. Cities and counties may provide matching funds for grant awards, general fund transfers, contract services, or in-kind contributions. Local funds are highly variable and depend on the fiscal health of governments and state of the economy in the region. Local sales and use taxes provide a significant source of revenue for local governments in the region (approximately two-thirds of all revenues in many municipalities and counties). Future revenues are based on long-term taxable sales forecasts for the state. Growth in sales tax revenue is expected to slow by 2040 as consumer spending shifts from durable goods to non-taxable services, such as healthcare.
- ▶ **Fare revenues** tend to be variable and many transit agencies in the region operate on a subsidized or no-fare basis. Growth in fare revenues is linked to personal income growth, ridership growth, and fare policy changes. In the Southwest TPR, fare revenues have on average declined with reductions in service levels. Based on regional trends, fare revenues are anticipated to grow at just 0.5 percent annually over the forecast period.
- ▶ **Other revenues** include additional FTA operating grant programs, contract revenues to local colleges, businesses, or organizations, and agency-derived sources such as donations, investments, and fees. These sources are important but relatively small sources of revenues for most providers and are assumed to remain stable over the forecast period.

Estimating future revenues is challenging, particularly for the diverse federal, state, and local funding mechanisms used to support transit services in rural areas. Federal legislation, such as Moving Ahead for Progress in the 21st Century Act, OAA, Social Security Act, and WIA provide significant and ongoing funding for transit and transportation services, but is subject to periodic reauthorizations and annual budget appropriations. Individual programs funded through the FTA, Department of Veteran Affairs, and Department of Health and Human Services continue to evolve over time. Changes in state funding formulas can significantly impact the monies available to providers in Colorado.

Other federal grant awards are competitive, often one-time grants, and highly uncertain over the long-term. Revenues from local governments or regional transportation authorities are often not dedicated and are subject to variations in local tax revenues and local budget processes. Donations and awards from private, civic, or philanthropic sources are highly variable and not often recurring. Fare and contract revenues reflect demand for services but may also vary substantially with local economic fluctuations or changes internal to the agency. Every effort has been made to reasonably estimate the overall level of revenues available to support operating expenses at the regional level.

6.3 Status Quo Revenue and Expense Summary

Based on best available information and known trends, it is currently forecast that transit expenses in the Southwest TPR will grow faster than transit revenues by .40 percent (average annual growth including inflation) between 2013 and 2040. As illustrated in **Table 6-1**, these trends could result in a potential funding gap of approximately \$615,000 in 2040. In terms of potential projects and strategies, this means the region will have to secure new funding sources to address funding gaps.



Future operating expense estimates represent only the resources necessary to maintain transit services at current levels on a per-capita basis. These estimates do not take into account any cost increases beyond inflation. For example higher costs of labor, fuel, administration, and maintenance can significantly increase operating costs. As a result, actual operating expenses in future years may run higher than anticipated. Additionally, revenue forecasts are highly variable and actual future values may be higher or lower than expected. In particular, sales and use tax collections are cyclical and depend entirely on economic conditions. Given the magnitude of potential future funding shortfalls in the region, alternative revenue sources, such as those described in Chapter 4, or growth in current revenue streams will more than likely be necessary to continue to fund improvements and to meet the growing needs of the general public, seasonal visitors, businesses, elderly, veterans, low-income, transit dependent populations.

7.0 IMPLEMENTATION PLAN

Transit is an important economic engine that helps drive the state of Colorado's economy. Transit helps connect employees, residents, and visitors to jobs and recreation and much more throughout the Southwest Transportation Planning Region (TPR). The strategies identified in this Chapter highlight the importance of continuing to make meaningful investments in transit in the region.

Based on the financial scenarios and the projected growth in the Southwest TPR, the highest priority strategies for the region have been identified including the associated costs, common funding sources, local champions and partners, and the ideal timeframe for implementation. Each strategy falls in line with the vision identified by the Southwest TPR Transit Working Group (TWG), aligns with one or more of the region's supporting goals, and supports the statewide goals and performance measures (see Chapter 1) established by CDOT with input from the Statewide Steering Committee.

7.1 High Priority Strategies

The following strategies are to be used as an implementation plan to help prioritize and fund projects over the next 15 years between now and 2030. The implementation plan should be used as a guide for moving the Southwest region's transit vision forward. The TWG identified these strategies based on input from the public, identified needs and gaps in service, and input from transit and human service providers in the region. The strategies are categorized by the regional goal that it supports and also includes information, as appropriate, on the performance measure categories the strategy supports. **Appendix D.5** includes a full list of regional transit projects identified by the Southwest TWG.

It should be noted that the strategies identified in this Chapter complement and are congruent with the recommendations that have been identified in plans and studies completed in the region within the last five years. This includes the local plans identified in Chapter 1, as well as the Statewide Intercity and Regional Bus Network Plan. It is important to connect all planning efforts to meet the overall combined vision and goals of various stakeholders and entities throughout the region.

Regional Goal 1: Adopt policies that encourage sustainable, transit-oriented development that maximize choices and incentives for reducing dependency on the private automobile.

Strategy 1.1: Reintroduce a short-term car rental program in Durango.

- ▶ Annual Operating Cost: \$5,000
- ▶ Capital Cost: None
- ▶ Timeframe: Short-term (1–2 years)
- ▶ Champions/Partners: City of Durango, Southwest Center for Independence, Regional Transit Coordinating Council (RCC)
- ▶ Performance Measure Categories: N/A
- ▶ Potential Funding Sources:
 - Operating* – General Funds/HUTF, Corporate Sponsorship, Charitable Contributions, Public-Private Partnerships

The Southwest Center for Independence ran a short-term car rental service temporarily but had to terminate the program due to a lack of funding. There continues to be desire in Durango to reinstate the program, as evidenced by conversations with the RCC, especially at the Durango Transit Center and Fort Lewis College. Short-term car rentals can reduce the need for car ownership by providing access to a shared pool of vehicles. These programs have been particularly successful at or near college campuses.



Expected Benefits/Needs Addressed	Potential Obstacles and Challenges
<ul style="list-style-type: none"> ▪ Reduced need for individual car ownership ▪ Enhances mobility when public transit service is limited, particularly on weekends or evenings ▪ Potential to reduce vehicle miles travelled 	<ul style="list-style-type: none"> ▪ Identifying an ongoing funding source ▪ Identifying an ongoing program manager

Strategy 1.2: Seek funding for full-time staff person for the Regional Transit Coordinating Council.

- ▶ Annual Operating Cost: \$50,000
- ▶ Capital Cost: None
- ▶ Timeframe: Short-term (1–2 years)
- ▶ Champions/Partners: Regional Transit Coordinating Council, CDOT/DTR, SWCCOG
- ▶ Performance Measure Categories: Transit System Development and Partnerships
- ▶ Potential Funding Sources:
 - Operating* – FTA 5322, FTA 5310, General Funds/HUTF, Corporate Sponsorship, Charitable Contributions, Public-Private Partnerships

The RCC already plays an integral role in supporting and enhancing transportation options in southwest Colorado. However, the RCC is hindered by a lack of capacity to take on new responsibilities. Without a funding commitment to secure a full-time, dedicated Mobility Manager for the region, the Southwest region may jeopardize opportunities for funding and coordination.

Expected Benefits/Needs Addressed	Potential Obstacles and Challenges
<ul style="list-style-type: none"> ▪ Increased coordination among transit providers and human service agencies ▪ Potential for cost savings and leveraging of funds 	<ul style="list-style-type: none"> ▪ Identifying sustainable funding

Strategy 1.3: Update, implement and monitor the Regional Transit Coordinating Council Action Plan for coordination activities in the Southwest region.

- ▶ Operating Cost: \$5,000 to \$10,000
- ▶ Capital Cost: None
- ▶ Timeframe: Short-term (1–2 years)
- ▶ Champions/Partners: Regional Transit Coordinating Council, SWCCOG
- ▶ Performance Measure Categories: Transit System Development and Partnerships
- ▶ Potential Funding Sources:
 - Operating* – FTA 5322, General Funds/HUTF, Corporate Sponsorship, Charitable Contributions, Public-Private Partnerships

As noted above, the RCC plays a critical role for transportation in the region. Its Action Plan has the potential to influence all regional coordination activities and service connections. The Action Plan needs a steward to remain effective.



Expected Benefits/Needs Addressed	Potential Obstacles and Challenges
<ul style="list-style-type: none"> ▪ Implementation of the RCC’s Action Plan ▪ Increased coordination 	<ul style="list-style-type: none"> ▪ Until a full-time staff person is identified, ongoing updating and monitoring will be difficult

Strategy 1.4: Seek funding to support and sustain SW Connect’s online Community Resource Portal.

- ▶ Annual Operating Cost: Staff time
- ▶ Capital Cost: None
- ▶ Timeframe: Short-term (1–2 years)
- ▶ Champions/Partners: SW Connect, Regional Transit Coordinating Council, CDOT Division of Transit and Rail
- ▶ Performance Measure Categories: Mobility/Accessibility
- ▶ Potential Funding Sources:
 - Operating* – FTA 5322, General Funds/HUTF, Corporate Sponsorship, Charitable Contributions, Public-Private Partnerships

SW Connect provides a unique service by offering an online, searchable database of community resources available in southwest Colorado. The resource portal has the potential to serve as a one-stop shop for transportation services (in addition to other community resources) by connecting people directly to the most appropriate service.

Expected Benefits/Needs Addressed	Potential Obstacles and Challenges
<ul style="list-style-type: none"> ▪ Promote awareness of community resources in Southwest Colorado ▪ Increase prominence of transportation services within the resource portal 	<ul style="list-style-type: none"> ▪ Identifying funding amidst critical operating funding needs

Strategy 1.5: Proactively pursue partnerships to maintain existing service, enhance coordination, and achieve economies of scale of existing services.

- ▶ Annual Operating Cost: RCC staff time
- ▶ Capital Cost: None
- ▶ Timeframe: Short-term (4–6 years)
- ▶ Champions/Partners: Regional Transit Coordinating Council, CDOT Division of Transit & Rail, other local providers and human services agencies
- ▶ Performance Measure Categories: Transit System Development and Partnerships
- ▶ Potential Funding Sources:
 - Operating* – Corporate Sponsorship, Public-Private Partnerships

To facilitate ongoing coordination and its associated benefits, partnerships between transportation agencies and other opportunities need to be proactively pursued. The RCC is in the best position to lead this effort although a full-time position is highly desirable to carry out this strategy.

Expected Benefits/Needs Addressed	Potential Obstacles and Challenges
<ul style="list-style-type: none"> ▪ Creation of new partnerships and coordination opportunities ▪ Potential cost savings and service coordination 	<ul style="list-style-type: none"> ▪ Agencies may be reluctant to partner unless they understand how it could benefit themselves ▪ Funding needed to support expanded RCC responsibilities



Regional Goal 2: Identify and explore funding opportunities to preserve existing transportation services and expand the transportation network, and to share funding information with all transportation providers.

Strategy 2.1: Support efforts at the local, regional, and state levels of government for more transportation funding.

- ▶ Annual Administrative Cost: Staff time
- ▶ Timeframe: Short-term (1–2 years)
- ▶ Champions/Partners: Southwest Colorado Council of Governments, Regional Transit Coordinating Council, CDOT, local and county elected officials
- ▶ Performance Measure Categories: N/A
- ▶ Potential Funding Sources: N/A

Cost sharing and leveraging limited funds is an integral part of effectively managing transportation services. Maximizing opportunities to leverage state and federal funding requires a joint effort by several agencies to demonstrate broad support for new and enhanced funding sources. It also requires a commitment of local funds to ensure the required matching funds. For many federal operating funds, a 50 percent local match is required and for federal capital funds, a 20 percent local match is required.

<i>Expected Benefits/Needs Addressed</i>	<i>Potential Obstacles and Challenges</i>
<ul style="list-style-type: none"> ▪ Increased level of funding for transit services ▪ Efficient use of limited funds ▪ Leverages federal and state funds and increases the effectiveness of local funding sources 	<ul style="list-style-type: none"> ▪ Difficult to increase funds without broad support ▪ Challenging to enhance funding for ongoing operations ▪ Continued monitoring necessary to remain aware of opportunities

Strategy 2.2: Identify local funds to match federal funds.

- ▶ Annual Administrative Cost: Staff time
- ▶ Timeframe: Short-term (1–2 years)
- ▶ Champions/Partners: Southwest Colorado Council of Governments, Regional Transit Coordinating Council, CDOT, Counties, local transit providers and human service agencies
- ▶ Performance Measure Categories: N/A
- ▶ Potential Funding Sources: N/A

<i>Expected Benefits/Needs Addressed</i>	<i>Potential Obstacles and Challenges</i>
<ul style="list-style-type: none"> ▪ Efficient use of limited funds ▪ Increases the effectiveness of local funding sources 	<ul style="list-style-type: none"> ▪ Garnering political will for local contributions

Strategy 2.3: Identify discretionary grant opportunities.

- ▶ Annual Administrative Cost: Staff time
- ▶ Timeframe: Short-term (4–6 years)
- ▶ Champions/Partners: Southwest Colorado Council of Governments, Regional Transit Coordinating Council, CDOT
- ▶ Performance Measure Categories: N/A
- ▶ Potential Funding Sources: N/A



Discretionary grants are typically highly competitive and often require a political champion, a high profile project, or a program or service that addresses relevant issues. Such grants are more often tied to capital funding although there are opportunities for discretionary grants to support demonstration projects or services, usually for a period of three years to “test” its effectiveness. Potential discretionary grant opportunities at the federal level include FTA Section 5310, 5311 and 5311 (f).

<i>Expected Benefits/Needs Addressed</i>	<i>Potential Obstacles and Challenges</i>
<ul style="list-style-type: none"> ▪ Extends the availability of funding ▪ Potential to “jump start” new program or services 	<ul style="list-style-type: none"> ▪ Highly competitive and difficult to secure ▪ Non-ongoing nature of discretionary funding

Regional Goal 3: Consider regional bus service to boost commerce, tourism, and economic development.

Strategy 3.1: Garner political and financial support to implement and fund the Intercity and Regional Bus Network Plan including future extensions to neighboring states.

- ▶ Operating Cost: Staff time
- ▶ Timeframe: Short-term (1–2 years)
- ▶ Champions/Partners: Regional Transit Coordinating Council, Southwest Colorado Council of Governments, CDOT, other local agencies as appropriate
- ▶ Performance Measure Categories: N/A
- ▶ Potential Funding Sources: N/A

To support all of the strategies recommended in the Intercity and Regional Bus Network Plan, the Southwest region will need a regional champion. This champion would be responsible for garnering the necessary political and financial support to implement the plan. The RCC and Southwest Colorado Council of Governments are well-positioned to lead this role in coordination with CDOT’s Division of Transit and Rail.

<i>Expected Benefits/Needs Addressed</i>	<i>Potential Obstacles and Challenges</i>
<ul style="list-style-type: none"> ▪ Increases opportunity for recommended intercity services to be funded and implemented ▪ Addresses shortfall in funding to maintain existing services ▪ Potential for increasing funding long-term 	<ul style="list-style-type: none"> ▪ Making the case for increased funding in an area with low population and other high priority needs

Strategy 3.2: Conduct a planning study to identify strategic locations for park-and-ride lots to service bus and carpooling for commuters, tourists, and residents.

- ▶ Administrative Cost: \$50,000
- ▶ Timeframe: Short-term (3–5 years)
- ▶ Champions/Partners: CDOT, local agencies as appropriate
- ▶ Performance Measure Categories: TBD
- ▶ Potential Funding Sources: FTA 5307 and 5339, FHWA TAP/STP, FASTER, General Funds/HUTF

Park-and-ride lots support the use of transit, group transportation services and carpooling, and vanpooling. As these activities help the state achieve its transportation goals, CDOT could lead this study at a statewide level because park-and-ride lots need to be strategically located throughout the state to maximize their usage. In



urban areas, the park-and-ride lots could help increase ridership on existing transit services. In rural areas in southwest Colorado, they can create an opportunity for new mobility options.

Expected Benefits/Needs Addressed	Potential Obstacles and Challenges
<ul style="list-style-type: none"> ▪ Facilitates carpooling and vanpooling and creates potential for transit connections within the Southwest TPR and beyond ▪ Improves visibility for transit and ridesharing 	<ul style="list-style-type: none"> ▪ Identifying funding for planning studies ▪ Identifying locations for park-and-ride lots and funds to acquire property

Strategy 3.3: Study fare integration opportunities between regional and local services.

- ▶ Capital Cost: \$35,000 to \$50,000
- ▶ Timeframe: Short-term (3–5 years)
- ▶ Champions/Partners: Regional Transit Coordinating Council, Durango Transit, SUCAP, other local agencies as appropriate
- ▶ Performance Measure Categories: TBD
- ▶ Potential Funding Sources: FTA 5307 and 5339, FHWA TAP/STP, FASTER, General Funds/HUTF

Fare integration can help promote ridership by simplifying the process for transferring between modes and operators. It can increase the efficiency of services by reducing the amount of time it takes to pay the fare upon boarding. In southwest Colorado, the biggest potential for fare integration is between the existing and planned intercity bus routes, and local services such as Durango Transit, Dolores County Public Transportation, Montezuma County Public Transportation and areas outside the region.

Expected Benefits/Needs Addressed	Potential Obstacles and Challenges
<ul style="list-style-type: none"> ▪ Reduces barriers for transferring between services ▪ Creates seamless transferring between multiple services ▪ Potential to increase ridership and service efficiency 	<ul style="list-style-type: none"> ▪ Coordinating between all the small transportation providers in the region ▪ Consensus on revenue sharing agreements

Strategy 3.4: Provide feeder service and coordinate schedule for convenient access to intercity and regional bus service.

- ▶ Annual Operating Cost: \$100,000
- ▶ Capital Cost: \$75,000 (per vehicle)
- ▶ Timeframe: Mid-term (7–12 years)
- ▶ Champions/Partners: Regional Transit Coordinating Council, CDOT
- ▶ Performance Measure Categories: System Preservation and Expansion, Mobility/Accessibility, Environmental Stewardship, Economic Vitality
- ▶ Potential Funding Sources: FTA 5307, 5311, and 5339, FHWA TAP/STP, FASTER, General Funds/HUTF, Corporate Sponsorship, Public-Private Partnerships

Feeder or connector service can be offered as a fixed-route service, demand-response service, or a flexible service or combination thereof. It is designed to “feed” passengers from low-density environments or communities not served by traditional fixed-route transit to nearby transit centers or rail stations. Feeder service can also be used to shorten paratransit trips by providing service to fixed-route transit and are particularly important in environments with poor pedestrian networks or long walking distances.



As the planned enhancements are made to regional and intercity bus service in Colorado, feeder services that link more rural patrons with station areas will be critical to the success of the overall network.

Expected Benefits/Needs Addressed	Potential Obstacles and Challenges
<ul style="list-style-type: none"> ▪ Increases access to improved regional transit connections, as planned in the Intercity and Regional Bus Network Plan ▪ Addresses first mile/last mile regional connections ▪ Potential to increase ridership 	<ul style="list-style-type: none"> ▪ Identifying funding for new services amid an operating budget shortfall for existing services ▪ Identifying an agency or organization to operate the services

Strategy 3.5: As feeder services develop, plan for increasing service frequency from one to two trips per day to three to four trips per day (as needed).

- ▶ Annual Operating Cost: \$100,000
- ▶ Timeframe: 1–6 years
- ▶ Champions/Partners: To be determined
- ▶ Performance Measure Categories: System Preservation and Expansion, Mobility/Accessibility, Environmental Stewardship, Economic Vitality
- ▶ Potential Funding Sources: FTA 5307, 5311, and 5339, FHWA TAP/STP, FASTER, General Funds/HUTF, Public-Private Partnerships

Expected Benefits/Needs Addressed	Potential Obstacles and Challenges
<ul style="list-style-type: none"> ▪ Increases service levels for passenger convenience 	<ul style="list-style-type: none"> ▪ Identifying necessary additional operating funding

Strategy 3.6: Work toward full implementation of a voucher program to subsidize the cost of local transit service for low income, elderly and disabled passengers.

- ▶ Annual Operating Cost: \$30,000 (*depending on usage*)
- ▶ Timeframe: Short-term (3–5 years)
- ▶ Champions/Partners: Regional Transit Coordinating Council, Southwest Center for Independence
- ▶ Performance Measure Categories: Mobility/Accessibility
- ▶ Potential Funding Sources: FTA 5307 & 5310, FHWA TAP/STP, FASTER, General Funds/HUTF, Charitable Organizations

Voucher programs typically involve an arrangement between a sponsoring organization or its agent and taxi and companies, limousine operators, nonprofit transportation providers, or transit providers. These programs accept and accommodate requests from sponsored customers, clients, or residents and/or accept vouchers provided by the sponsoring organization to riders as partial payment for the trip.

A voucher program allows people to make a trip that might not be served by transit and pay a lower rate than they would otherwise pay; for example, if they were paying a full taxi fare. Under a voucher program, riders are issued “scrips” or vouchers to pay for part of their trip. Vouchers can come in the form of paper tickets, debit cards, or simply a form of identification that allows direct billing of services provided.

Human service agencies that use this strategy generally limit taxi subsidies to agency clientele or program participants. Discretionary grants may be a good source of funding for a voucher program.



<i>Expected Benefits/Needs Addressed</i>	<i>Potential Obstacles and Challenges</i>
<ul style="list-style-type: none"> ▪ Increases affordability of transportation ▪ Leverages work already completed by the RCC and its partners ▪ Increases the mobility of particular population groups, such as seniors or people with disabilities 	<ul style="list-style-type: none"> ▪ Uncertain operating budget each year ▪ Identifying an ongoing funding source

Regional Goal 4: Ensure mobility and access for seniors, people with disabilities, people on limited incomes, and other transit dependent populations.

Strategy 4.1: Continue and support expanding van service for veterans to access VA hospitals and consider partnerships to provide transportation to the general public.

- ▶ Annual Operating Cost: \$50,000 to \$100,000
- ▶ Capital Cost: \$75,000 (for vehicles, as needed)
- ▶ Timeframe: Short-term (1–2 years)
- ▶ Champions/Partners: Local Departments of Veterans Affairs, Regional Transit Coordinating Council
- ▶ Performance Measure Categories: System Preservation and Expansion, Mobility/Accessibility
- ▶ Potential Funding Sources: FTA 5310, 5311 and 5307, FHWA TAP/STP, VTCLI, TANF/WIA, OAA, CSBG, FASTER Match, CO VTF, General Funds/HUTF

Currently, van service is offered to veterans traveling from Durango, Cortez, or Pagosa Springs to appointments in the Albuquerque, New Mexico VA Hospital. These transportation services offer critical connections to veterans in southwest Colorado, where a higher share of the population is veteran than the state as a whole. They should be maintained and expanded as needed. If capacity is available, then consider developing a partnership with the VA to open some seats to the general public.

<i>Expected Benefits/Needs Addressed</i>	<i>Potential Obstacles and Challenges</i>
<ul style="list-style-type: none"> ▪ Extends health care services available to veterans in Southwest Colorado ▪ Potential to increase transportation options for the general public to Farmington and Albuquerque, NM 	<ul style="list-style-type: none"> ▪ Funding controlled at the federal level ▪ May be difficult to identify funding for a service that comingles eligible veterans and the general public

Strategy 4.2: Maintain and enhance Archuleta County Mountain Express Transit services.

- ▶ Annual Operating Cost: \$50,000 to \$100,000
- ▶ Timeframe: Short-term (3–5 years)
- ▶ Champions/Partners: Archuleta County Mountain Express, Archuleta County Senior Services, Regional Transit Coordinating Council, CDOT
- ▶ Performance Measure Categories: System Preservation and Expansion, Mobility/Accessibility, Environmental Stewardship, Economic Vitality, Safety and Security
- ▶ Potential Funding Sources: FTA 5310, 5311, TAP/STP, VTCLI, TANF/WIA, OAA, CSBG, FASTER Match, CO VTF, General Funds/HUTF

Currently, Archuleta County Mountain Express offers a seasonal public transit service in the Pagosa Springs area. To increase transportation options for the general public—people who may not be eligible for other local services through Community Connections and Archuleta County Senior Services—the Archuleta County Mountain Express should be expanded to a year-round service. Also, to ensure continued service for Archuleta



County Senior Services patrons, Archuleta County Mountain Express should be considered a strong candidate to take over the transportation services previously provided by Archuleta County.

<i>Expected Benefits/Needs Addressed</i>	<i>Potential Obstacles and Challenges</i>
<ul style="list-style-type: none"> ▪ Maintain transportation service for Archuleta County Senior Services patrons ▪ Increase public transportation opportunities for people living in the eastern portion of the region 	<ul style="list-style-type: none"> ▪ Identifying funding to support expanded service

Strategy 4.3: Maintain and enhance Durango Transit services.

- ▶ Annual Operating Cost: \$50,000 to \$100,000
- ▶ Timeframe: Short-term (3–5 years)
- ▶ Champions/Partners: Durango Transit, Regional Transit Coordinating Council, CDOT
- ▶ Performance Measure Categories: System Preservation and Expansion, Mobility/Accessibility, Environmental Stewardship, Economic Vitality, Safety and Security
- ▶ Potential Funding Sources: FTA 5310, 5311 and 5307, FHWA TAP/STP, CSBG, FASTER Match, CO VTF, General Funds/HUTF

Durango Transit currently does not offer service on Sundays during the winter. Generally, service in the winter is more limited compared to summer months, including a lack of evening service. Given the population of students within its service area, expansion of service on nights and weekends should be considered as well as improved frequencies on weekdays.

<i>Expected Benefits/Needs Addressed</i>	<i>Potential Obstacles and Challenges</i>
<ul style="list-style-type: none"> ▪ Maintains existing service levels ▪ Potential to serve evening and weekend trip needs, which may be particularly relevant for students ▪ Could increase access to jobs, religious services, and other weekend or evening programs 	<ul style="list-style-type: none"> ▪ Identifying necessary operating funding ▪ Identifying necessary capital funding, as needed for vehicle replacements

Strategy 4.4: Maintain and enhance Road Runner Transit (SUCAP) services.

- ▶ Annual Operating Cost: \$50,000 to \$100,000
- ▶ Timeframe: Short-term (3–5 years)
- ▶ Champions/Partners: SUCAP, Regional Transit Coordinating Council, CDOT
- ▶ Performance Measure Categories: System Preservation and Expansion, Mobility/Accessibility, Environmental Stewardship, Economic Vitality, Safety and Security
- ▶ Potential Funding Sources: FTA 5310, 5311 and 5307, FHWA TAP/STP, CSBG, FASTER Match, CO VTF, General Funds/HUTF

Road Runner Transit operates several critical services in the region, including intercity fixed-route trips and dial-a-ride service for non-emergency medical transportation. In recent years, Road Runner Transit has experienced increased difficulty in identifying both capital and operating funding to maintain current service levels. As such, a critical regional service, Road Runner Transit must be maintained to ensure Goal 4 is achieved.



<i>Expected Benefits/Needs Addressed</i>	<i>Potential Obstacles and Challenges</i>
<ul style="list-style-type: none"> ▪ Maintain critical transportation services for medical needs ▪ Maintain critical links between southwest Colorado and cities outside the region and state 	<ul style="list-style-type: none"> ▪ Securing significant new capital and operating funding sources

Strategy 4.5: Maintain and enhance MoCo Public Transportation services (Montezuma County).

- ▶ Annual Operating Cost: \$25,000 to \$50,000
- ▶ Timeframe: Short-term (3–5 years)
- ▶ Champions/Partners: SUCAP, Regional Transit Coordinating Council, CDOT, Montezuma County
- ▶ Performance Measure Categories: System Preservation and Expansion, Mobility/Accessibility, Environmental Stewardship, Economic Vitality, Safety and Security
- ▶ Potential Funding Sources: FTA 5310, 5311, FHWA TAP/STP, TANF/WIA, OAA, CSBG, FASTER Match, CO VTF, General Fund/HUTF

MoCo Public Transportation provides a door-to-door demand response service within Montezuma County on weekdays. The service is offered to certain eligible individuals, such as those on Medicaid or HCBS clients. It is a critical service and should be maintained and expanded as funding permits. Enhancements could include weekend and/or evening service and potentially opening it to a larger segment of the population should be considered in the longer-term.

<i>Expected Benefits/Needs Addressed</i>	<i>Potential Obstacles and Challenges</i>
<ul style="list-style-type: none"> ▪ Maintain and enhance critical transportation for transit-dependent individuals 	<ul style="list-style-type: none"> ▪ Securing ongoing operating funding

Strategy 4.6: Maintain and enhance Dolores County Transportation services including a voucher program.

- ▶ Annual Operating Cost: \$25,000 to \$50,000
- ▶ Timeframe: Short-term (3–5 years)
- ▶ Champions/Partners: Dolores County Senior Transportation, Regional Transit Coordinating Council, CDOT
- ▶ Performance Measure Categories: System Preservation and Expansion, Mobility/Accessibility, Environmental Stewardship, Economic Vitality, Safety and Security
- ▶ Potential Funding Sources: FTA 5310, 5311, FHWA TAP/STP, TANF/WIA, OAA, CSBG, FASTER Match, CO VTF, General Funds/HUTF

Dolores County Senior Services currently provides transportation services for the general public (starting in 2011) and seniors between Cahone, Dove Creek, Rico and throughout the county, as well as to medical appointments outside the county and state. A voucher program could allow Dolores County residents near the CO-145 corridor access to regional SUCAP/Road Runner Transit service to points north and south. Dolores County is currently working with the Southwest Center for Independence and the Area Agency on Aging to implement a voucher program for individuals with low vision.

Secondly, almost one-fifth of Dolores County residents are people with disabilities. Senior transportation services do not necessarily cover these transit-dependent individuals. The County should explore options to extend eligibility to people with disabilities. The senior population in Dolores County is predicted to grow slowly relative to other counties in the region, which may allow capacity for other residents. However, this should be done only if seniors’ critical access needs could continue to be met.



<i>Expected Benefits/Needs Addressed</i>	<i>Potential Obstacles and Challenges</i>
<ul style="list-style-type: none"> ▪ Increase accessibility to critical care services within and outside Dolores County ▪ Increase access for people living in eastern Dolores County ▪ Establish partnerships to increase service levels 	<ul style="list-style-type: none"> ▪ Securing additional operating and capital funds, as needed ▪ Ensuring the needs of existing riders continue to be met

Strategy 4.7: Maintain and enhance La Plata County Senior Transportation Services.

- ▶ Annual Operating Cost: \$50,000 to \$100,000
- ▶ Timeframe: Short-term (3–5 years)
- ▶ Champions/Partners: La Plata County Senior Transportation Services, Regional Transit Coordinating Council, CDOT
- ▶ Performance Measure Categories: System Preservation and Expansion, Mobility/Accessibility, Environmental Stewardship, Economic Vitality, Safety and Security
- ▶ Potential Funding Sources: FTA 5310, 5311, TAP/STP, VTCLI, TANF/WIA, OAA, CSBG, FASTER Match, CO VTF, General Funds/HUTF

The La Plata County transportation service for seniors and disabled currently operates on weekdays only. Maintaining this service is critical; increasing service span to include weekends and/the general public should be considered.

<i>Expected Benefits/Needs Addressed</i>	<i>Potential Obstacles and Challenges</i>
<ul style="list-style-type: none"> ▪ Continue to provide reliable transportation to senior centers, medical appointments, pharmacies, and other trip purposes for seniors in La Plata County ▪ Increase mobility options for people with disabilities if eligibility is broadened 	<ul style="list-style-type: none"> ▪ Maintaining funding levels and identifying new funding sources

Strategy 4.8: Work with employers to organize vanpools and for car sharing for employees to travel to/from work.

- ▶ Annual Operating Cost: \$5,000
- ▶ Capital Cost: TBD
- ▶ Timeframe: Short-term (3–5 years)
- ▶ Champions/Partners: Regional Transit Coordinating Council
- ▶ Performance Measure Categories: Mobility/Accessibility, Economic Vitality
- ▶ Potential Funding Sources: FTA 5311, FHWA TAP/STP, CSBG, FASTER Match, CO VTF, General Funds/HUTF, Employer In-Kind Services

Southwest Colorado has a growing service employment market. Increasing transportation options for lower income residents to access regional job growth, particularly in Archuleta and La Plata counties, will increase job opportunities for residents and reduce transportation costs for families.



<i>Expected Benefits/Needs Addressed</i>	<i>Potential Obstacles and Challenges</i>
<ul style="list-style-type: none"> Increases access to jobs Reduces individuals' transportation costs Provide alternatives to driving alone for commuter and related trip purposes 	<ul style="list-style-type: none"> Identifying employers and employees willing to participate Identifying a staff person responsible for managing the program

Strategy 4.9: Continue and expand safe driving classes offered through AARP for seniors who opt to maintain their driver's license.

- ▶ Annual Operating Cost: Staff time
- ▶ Timeframe: 1–6 years
- ▶ Champions/Partners: AARP, San Juan Basin Area Agency on Aging
- ▶ Performance Measure Categories: N/A
- ▶ Potential Funding Sources: FTA 5310, 5311, AP/STP, VTCLI, TANF/WIA, OAA, CSBG, FASTER Match, CO VTF, General Funds/HUTF

Several counties in southwest Colorado are projected to see significant growth in their senior populations over the next several decades. Seniors who choose to maintain a rural lifestyle will become increasingly separated from social services, which are located primarily in the region's population centers of Durango, Cortez, and Pagosa Springs. Ensuring that these residents have the ability to continue to drive safely is important for their health and the safety of all who travel in the region.

<i>Expected Benefits/Needs Addressed</i>	<i>Potential Obstacles and Challenges</i>
<ul style="list-style-type: none"> Maintains mobility of aging adults Increases access to critical services in population centers Improves safety for all travelers 	<ul style="list-style-type: none"> Ensure that seniors are aware of and take advantage of safe driving classes Relies on AARP to continue to provide this valuable service

Strategy 4.10: Coordinate with Silverton-Durango Rail to provide transportation for residents traveling to Durango from San Juan County.

- ▶ Annual Operating Cost: Staff time
- ▶ Timeframe: Mid-term (7–12 years)
- ▶ Champions/Partners: Regional Transit Coordinating Council, Southwest Colorado Council of Governments, Silverton-Durango Railroad Company
- ▶ Performance Measure Categories: Mobility/Accessibility
- ▶ Potential Funding Sources: FTA 5311, TAP/STP, VTCLI, OAA, CSBG, FASTER Match, CO VTF, General Funds/HUTF

The residents of San Juan County are some of the region's poorest and least connected to critical services in La Plata County and other regional population centers. To increase residents' access to jobs and services, it is recommended that the RCC work with the Silverton-Durango Railroad Company, which currently provides tourist-based train excursions, to provide transportation for residents. This could come in the form of travel vouchers, train discounts, or even supplemental transportation such as on buses or vans.

<i>Expected Benefits/Needs Addressed</i>	<i>Potential Obstacles and Challenges</i>
<ul style="list-style-type: none"> Improve mobility and accessibility for residents of San Juan County 	<ul style="list-style-type: none"> Must negotiate a mutually beneficial agreement with the railroad company



Strategy 4.11: Subsidize the Mountainside Concierge service for low income residents in San Juan County.

- ▶ Annual Operating Cost: \$10,000 to \$20,000
- ▶ Capital Cost: None
- ▶ Timeframe: Mid-term (7–8 years)
- ▶ Champions/Partners: Regional Transit Coordinating Council, Southwest Colorado Council of Governments, Mountainside Concierge
- ▶ Performance Measure Categories: System Preservation and Expansion, Mobility/Accessibility, Economic Vitality
- ▶ Potential Funding Sources: FTA 5311, FHWA TAP/STP, VTCLI, TANF/WIA, OAA, CSBG, FASTER Match, CO VTF, General Funds/HUTF

Mountainside Concierge is a year-round privately operated demand response transportation service for San Juan County. People can reserve transportation for travel to airports, area attractions, ski areas, or other locations. The cost of this service is likely to be prohibitive for low-income residents in San Juan County. It is recommended that the region identify funding for travel on this service for eligible residents of San Juan County. This program could start as a pilot to assess demand and service effectiveness.

<i>Expected Benefits/Needs Addressed</i>	<i>Potential Obstacles and Challenges</i>
<ul style="list-style-type: none"> ▪ Improve mobility and accessibility for residents of San Juan County 	<ul style="list-style-type: none"> ▪ Operating costs could vary depending on usage ▪ Negotiating and mutually beneficial agreement

Regional Goal 5: Support existing and future transportation services with informational programs, outreach, and incentives.

Strategy 5.1: Update and enhance RCC's Regional Transit Guide to be more user-friendly and accessible to the target populations.

- ▶ Capital Cost: \$10,000 to \$15,000
- ▶ Timeframe: Short-term (1–2 years)
- ▶ Champions/Partners: Regional Transit Coordinating Council
- ▶ Performance Measure Categories: Mobility/Accessibility
- ▶ Potential Funding Sources: VTCLI, General Funds and Charitable and In-Kind Contributions

The RCC’s Regional Transit Guide, currently downloadable from its website, is a text document providing information about various transportation providers in the region. It is not regularly updated. The guide could be improved by redesigning it as a marketing piece and potentially adding a webpage to supplement the printed/downloadable guide. This should be viewed as a central strategy for increasing the awareness of transportation options available throughout the region.

<i>Expected Benefits/Needs Addressed</i>	<i>Potential Obstacles and Challenges</i>
<ul style="list-style-type: none"> ▪ Increased awareness of transportation options available ▪ Increased accessibility of transportation information by providing multiple languages and formats 	<ul style="list-style-type: none"> ▪ Maintaining and updating guide (especially in print) can be challenging ▪ Identifying a funding source to create the new guide and update on an ongoing basis



Strategy 5.2: Develop wide distribution network for the Regional Transit Guide.

- ▶ Annual Operating Cost: \$5,000 to \$7,000
- ▶ Timeframe: Short-term (1–2 years)
- ▶ Champions/Partners: Regional Transit Coordinating Council
- ▶ Performance Measure Categories: Mobility/Accessibility
- ▶ Potential Funding Sources: VTCLI, General Funds and Charitable and In-Kind Contributions

To enhance the efficacy of the previous strategy, it is recommended that the RCC develop a marketing strategy to promote the Regional Transit Guide. Partnerships with existing transportation and human service providers will establish a target audience for the guide; additional marketing could be considered as funding becomes available.

<i>Expected Benefits/Needs Addressed</i>	<i>Potential Obstacles and Challenges</i>
<ul style="list-style-type: none"> ▪ Increases efficacy of funds already invested in updating and enhancing the guide ▪ Increases awareness of transportation options 	<ul style="list-style-type: none"> ▪ Prioritizing staff time to market the guide

Strategy 5.3: Establish a mobility management function within the RCC to provide a one-stop shop/clearinghouse of information.

- ▶ Capital Cost: \$75,000 to \$100,000
- ▶ Timeframe: Mid-term (7–8 years)
- ▶ Champions/Partners: RCC, CDOT, Southwest Colorado Council of Governments
- ▶ Performance Measure Categories: Transit System Development and Partnerships
- ▶ Potential Funding Sources: VTCLI, General Funds, Charitable Contributions

Mobility management is an overarching approach to transportation focused on individual customer travel needs rather than a “one size fits all” solution. It improves awareness of transportation options and reduces customer confusion, expands travel options and access for consumers, and provides more cost-effective and efficient service delivery through improved coordination and partnerships.

In the medium-term, it is recommended that the RCC increase its role as a mobility manager—a single entity with the responsibility of maintaining coordination and efficient service delivery.

<i>Expected Benefits/Needs Addressed</i>	<i>Potential Obstacles and Challenges</i>
<ul style="list-style-type: none"> ▪ Simpler and more comprehensive transportation information for customers ▪ Matching riders with the most appropriate service provider 	<ul style="list-style-type: none"> ▪ Obtaining agency commitments to support mobility manager ▪ Securing funding to establish mobility management function

7.2 Implementation Plan Financial Summary

Table 7-1 provides an overview of estimated costs over the next 15 years associated with maintaining the existing system compared to implementing the high-priority strategies as identified in Section 7.1.

To maintain existing service levels in 2030, the region would require operating funds in the amount of approximately \$3.5 million. Inflation rates in Colorado over the last decade have averaged 2 percent per year. Price inflation for transportation commodities has averaged 3 percent and motor fuel price inflation has



averaged over 10 percent over the last decade. Inflation erodes the purchasing power of current revenue streams.

To implement the “growth” scenario, which implements the high priority strategies, an additional \$1.5 million of operating and administrative dollars would be required, increasing the annual shortfall to approximately \$1.7 million. Capital expenses associated with the high-priority strategies will require an additional \$315,000 between 2014 and 2030 in 2013 dollars to implement.

As shown, to maintain existing services and implement high priority strategies identified in the region, the Southwest TPR will need to secure new funding to ensure growth and expansion of transit and human services transportation in the region.

Table 7-1 Financial Summary

2030 Projected Annual Operating/Administrative Costs	
Status Quo – Maintain Existing Service Levels	\$3.5 million
Growth – Implement High Priority Strategies	\$1.5 million
Total - Status Quo and Growth Costs	\$5 million
2030 Anticipated Revenues	\$3.3 million
Shortfall	(\$1.7 million)
<i>Values in 2030 dollars</i>	
2014-2030 Projected Capital Costs	
Growth – Implement High Priority Strategies	\$315,000 in 2013 dollars \$504,000 in 2030 dollars

As discussed in Chapter 6, it is currently forecast that transit expenses in the Southwest region will grow faster than transit revenues, resulting in a potential funding gap of approximately \$615,000 to maintain existing service levels in 2040. In terms of potential projects and strategies, this means the region will have to secure new funding sources to address funding gaps.

Future operating expense estimates represent only the resources necessary to maintain transit services at current levels on a per-capita basis. These estimates do not take into account any cost increases beyond inflation. For example, higher costs of labor, fuel, administration, and maintenance can significantly increase operating costs. As a result, actual operating expenses in future years may run higher than anticipated.

To provide the same level of service (as measured by per capita expenditures) in 2040 as today, the region will require approximately \$4.2 million in operating funds.



COLORADO

Department of
Transportation



Hello United Way Partners!

I hope things are going well for you all this summer. Soon, you will be receiving a message from me about Partner Meetings across our region (stay tuned) BUT for today, I am talking about 2-1-1 Updates!



For those of you who may not know,

- 2-1-1 is a referral service for people who want help connecting with resources (housing, financial, food, education, health, disaster recovery and so much more)
- 2-1-1 is a service that is available across the country. For our 5 county region, it is paid for by United Way of Southwest Colorado
- 2-1-1 call specialists are trained to help people in crisis and to look for all possible resources to help, even if it is not the exact resource the caller asked about
- Calls are confidential
- 2-1-1 gathers data about community needs that we can use
- 2-1-1 can be activated to help extended hours during disasters and emergencies (which happened this year for Colorado fires)
- 2-1-1 can create custom resource guides for specific purposes (they created a great one for La Plata County for 416 Fire Recovery)
- Our region's calls are answered on the Western Slope and the staff work hard to learn as much as they can about our 5 counties
- **As United Way Partners, your partner agreements say that you will update your information with 2-1-1**
- **NOW IS A GREAT TIME TO UPDATE YOUR AGENCY'S INFO BECAUSE:**
 - **Local fires have put a lot of economic pressure on community members and more people are expected to be seeking help; La Plata County is giving out our 2-1-1 rack cards to direct people**
 - **Starbucks has partnered with 2-1-1 across the country and is training its staff to refer people who need help to call 2-1-1**

Here is how you can update your information:

Email Western Colorado 211 at wc211@wc211.org. They will send you a link with the profiles for your agency and then you can let them know if there are any changes that need to be made.

If your agency is not already in the system, there is a form on the website that you can fill out to get the profile started. <http://wc211.org/agencies/>

This service is **not** limited to United Way Partners, so please feel free to share with those other nonprofits and services that you think would be valuable in the database. The 211 folks did a massive update last year, but it is always possible they missed an organization.