



Metro Mayors Caucus
Wednesday, April 6
7:30 am – 10:00 am
Board Room - Denver Metro Chamber of Commerce
1445 Market Street – 4th Floor

Breakfast Provided by the City of Superior

AGENDA

- 7:30 AM** **Welcome & Introductions**
- 7:40 AM** **Legislative Updates**
- 8:20 AM** **High Five – Superior’s Diverging Diamond**
 ○ *Mayor Clint Folsom, Superior*
- 8:30 AM** **Break**
- 8:45 AM** **Recognition of Outgoing Mayors**
- 8:55 AM** **Statewide Transportation Funding**
- Overview of Titles filed by Colorado Contractors Association
 - MMC Preliminary Responses and Caucus Discussion
- 10:00 AM** **Adjourn**

From: bill@wr-communications.com 
Subject: RELEASE - Infrastructure construction groups submit 10 titles for 2016 ballot consideration
Date: March 25, 2016 at 4:10 PM
To: bill@wr-communications.com



Infrastructure construction groups submit 10 titles for 2016 ballot consideration

FOR IMMEDIATE RELEASE

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DENVER—The Colorado Contractors Association, Associated General Contractors of Colorado, the Colorado Construction Industry Coalition and Move Colorado today announced that it has submitted 10 ballot initiatives seeking to address statewide transportation, mobility and safety funding, while ensuring accountability and transparency for taxpayers.

The different ballot initiatives, listed below and attached, were submitted to keep several options available while additional research and discussions are held in conjunction with the title board process during April. The coalition will ultimately pick one measure for signature collection and inclusion on the 2016 statewide ballot.

“We believe that 2016 will be the year of transportation on the ballot,” said Tony Milo, executive director of the Colorado Contractors Association. “Through extensive research, stakeholder engagement and statewide outreach, we have learned that Coloradans are concerned about the safety and congestion on our state’s road, highways and bridges—and that they want something done to address those concerns.”

Ballot initiatives:

All measures, except for Version 10, seek to raise about \$640 million in the first full year through a Transportation Safety Sales Tax at the rate of 6.2 cents on a \$10 purchase subject to the state’s sales and use tax. The money would be deposited into the Highway Users Trust Fund (HUTF) and would be constitutionally directed for state and local road, bridge and transportation projects that address safety and congestion. All measures include language to exempt the money from TABOR.

In all versions that include an HUTF distribution to counties and cities, each local agency is permitted under current state law to use the funds for roadway or transit projects.

Version 1 sets a base ballot initiative that only seeks the sales and use tax increase of 6.2 cents on \$10 and directs that money to HUTF. This includes a 10 percent allocation to transit from the state’s portion of the funding.

Version 2 sets a base ballot initiative that only seeks the sales and use tax increase of 6.2 cents on \$10 and directs that money to HUTF. It requires that during any three-year period the state must expend a portion of the revenues on one or more projects in each of the state’s transportation regions (statewide expenditures) and that the Department of Transportation produce an annual report on how the money was spent (accountability report). This includes a 10 percent allocation to transit from the state’s portion of the funding.

portion of the funding.

Version 3 uses the base ballot initiative and requires that during any three-year period the state must expend a portion of the revenues on one or more projects in each of the state's transportation regions (statewide expenditures), that none of the funds can be used for toll roads (tolling prohibition), and that the Department of Transportation produce an annual report on how the money was spent (accountability report). This includes a 10 percent allocation to transit from the state's portion of the funding.

Version 4 utilizes the base ballot initiative language, includes the three provisions of statewide expenditures, tolling prohibition and accountability report—and adds a 12-year sunset. This includes a 10 percent allocation to transit from the state's portion of the funding.

Version 5 utilizes the base ballot initiative language, includes the three provisions of statewide expenditures, tolling prohibition and accountability report—and adds a limit of “not more than three percent of such revenues may be expended on administration or the hiring of additional departmental employees.” This includes a 10 percent allocation to transit from the state's portion of the funding. This version includes a 10-year sunset.

Version 6 includes the above components of statewide expenditures, tolling prohibition, accountability report and 3 percent limit—and allows 20 percent of the state's portion to be used for transit projects. This version includes a 10-year sunset.

Version 7 utilizes the base ballot initiative language but excludes transit projects as an allowable use of the state's share of the new revenue.

Version 8 utilizes the base ballot initiative language—including components of statewide expenditures, tolling prohibition and accountability report—but excludes transit projects as an allowable use of the state's share of the new revenue.

Version 9 utilizes the base ballot initiative language, includes the three provisions of statewide expenditures, tolling prohibition and accountability report—and adds a 12-year sunset. This version excludes transit projects as an allowable use of the state's share of the new revenue.

Version 10 sets a state-only Transportation Safety Sales Tax at a rate of 3 cents on a \$10 purchase subject to the state's sales and use tax. This measure would raise more than \$300 million in its first year. The money would be deposited into the Highway Users Trust Fund and would be constitutionally directed for the state to use for road, bridge, highway and transportation projects that address safety and congestion.

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