

METRO MAYORS CAUCUS

WELCOME

INTRODUCTION OF MAYORS AND GUESTS

- Introductions by new mayors: Boulder Mayor Suzanne Jones, Englewood Mayor Joe Jefferson, Federal Heights Mayor Dan Dick, Littleton Mayor Bruce Beckman, Edgewater Mayor Kris Teegardin & Lakewood Mayor Adam Paul

LEGISLATIVE UPDATES & MAYORS' DISCUSSION

GEOFF WILSON, GENERAL COUNSEL, CML

- Simplified Sales Tax
 - 73% of revenues are from sales tax as opposed to other states
 - Very good for business as opposed to being reliant on property tax
 - Duty to simplify as much as possible to support businesses
 - CO home rule municipalities get to define tax base, collect revenues and can audit collections
 - Legislature has limited authority with respect to local sales tax – limited only to the appeals process
 - Partnering with CACI, Colorado Retail Council and Denver Metro Chamber on simplification effort - identify standard definitions to simplify collections for vendors
 - All changes must be adopted locally
 - Working for a year and a half to make sure that all definitions can be adopted by cities without a TABOR election – make it clear that the change doesn't result in new revenue
 - Goal is to reduce taxpayer confusion
 - Businesses will also have greater assurance that the same words in our tax codes won't mean different things in different jurisdictions
 - Working to enable tax base information for all municipalities on locational software alongside tax rate information so that merchants can more easily assure that they remit the right amount to the right jurisdiction (e.g., in the case of deliveries).
 - Any other changes are up to the local jurisdictions + above partners
 - Next steps
 - Have fought for many years a single point of remittance (DOR), but now in digital age there is the ability to do so with a single form and point of collection that is not DOR
 - Will explore possibility of electronic filing for multiple jurisdictions through a single portal as well as licensing for multiple jurisdictions through that same portal
 - Would be very convenient for multi jurisdictional retailers, while accommodating local base and rate variations

DAN HOPKINS, CHAIR OF SCFD

- SCFD Reauthorization
 - Process started in 2011 – hundreds of stakeholder surveys
 - Used to id issues
 - Addressed through task force
 - 12 recommendations for statute
 - Discussed in 3 open meetings
 - Board has voted for package 2x
 - Funding Compromise
 - Includes significant increase for T2 (87% increase) and T3 (88% increase)
 - T1 is seeing \$37M decrease
 - 97% of T3 orgs that request funding receive funding
 - most are totally funded (85% of actual dollar requests are honored by the county cultural councils)
 - Tier 3 growth is anticipated and funding in package will accommodate this
 - 76% of all visitors to Tier 1 come from outside Denver
 - SCFD cannot run campaign – that is run by CATZ & after passage of bill CATZ will take over
 - CATZ available for presentations
 - Momentum is growing
 - 150 individuals and organizations that have passed resolutions – including mayors and councils
 - 80 Tier 3 signed resolution
 - Have resolutions of support from all Tier 2's with Arvada Center's coming soon
 - SB 16 – one of first introduced
 - Bipartisan support including leadership from both parties in both houses
 - 21 Senate 34 House Cosponsors – majority already on board as cosponsors
 - Passed 5-0 in Senate Finance
 - Gunning, Atchison and former Mayor Murphy attended in support of the bill

CONSTRUCTION DEFECTS, LAKEWOOD MAYOR ADAM PAUL

- Owner Occupied Attached Housing
 - Senator Scheffel will join the HOA meeting tonight
 - ADR is off table for now due to Vallagio case pending before Colorado Supreme Court

TIF CLEANUP, CENTENNIAL MAYOR CATHY NOON

- Organizations meeting next Tuesday to button down fixing TABOR issues and deal with the applicability clause
- No DDA bill yet

Mayors Questions & Comments:

- SCFD – is it taken into account that some of the T3 are soliciting funds from multiple counties is this taken into account?
 - If a T3 can demonstrate service in multiple counties, then yes they can solicit from other counties.
- SCFD - MACC – looking for more information on the 76% of T1 visitors from outside of Denver. Asked SCFD to send to MACC.
- SCFD – FACE is still out there trying to get attention and showing up in force, but have failed to provide their copies of resolutions.
- State Simplification – Single Portal comment. MMC position has always been that we have opposed a state collected tax – this sounds different?
 - Sounds like this is a central point of collection and remittance
 - Must not give up opportunity to audit
 - Before becoming a home rule city Lone Tree found remittance spotty
 - Who would be doing the collection and remittance?
- Other issues
 - SB 100 Road and Bridge Bill – get specifics on who is carrying
 - Counties have taken away road and bridge fund

MAYOR'S HIGH FIVE

OLDE TOWN ARVADA - MAYOR MARC WILLIAMS, ARVADA

- Urban Renewal District
- 3.7M in streetscapes investment from TIF
- Wider sidewalks
- Diagonal to parallel parking
- Narrowed street to slow traffic
- Wayfinding, light posts, banners and planters
- 27 facade grants to change buildings
- Great “old bones” to build off of
- Found hidden behind a façade the first Arvada school house during restoration of Original School House 1882 - \$1.5 million
- Partnership with Jefferson County Library to put library in Olde Town – helps anchor redevelopment
- Turned parking lot into a park
- Added splash pad – also a draw
- Repurposed underutilized building – Masonic Lodge
- Park Place Olde Towne apartments – urban infill that buffers traffic and is adjacent to park
- Olde Town Transit Hub – when Gold Line comes to Arvada

- Built in to side of the hill
- Built with existing funds
- Shared parking - provides RTD parking and parking for Olde Town
- Highest level is at street level to preserve views
- Olde Town TOD – in place of where the 600 parking spaces were planned
 - Opened up 9-acre site for housing – working with Trammel Crow – open to owner occupied but need more construction defects action to make it happen
 - South side will be retail
- Building a hotel – first in Arvada – groundbreaking today for Hilton Garden Inn (136 Rooms)
- Water Tower Village was first redevelopment with housing
 - Was very high crime and blighted
 - AURA purchased 26 acres and 50 different parcels
 - Didn't need to use condemnation
 - 16% of apartment renters became homeowners
 - created 600 residential units, two pools and two pocket parks in its place`

NEW TRANSPORTATION POLLING DATA

BILL RAY, WR CONSULTING & TONY MILO, CEO OF COLORADO CONTRACTORS ASSOCIATION & PANEL

- 58% support statewide for a ¾ cent sales tax for transportation
- Have not seen this level of support in many years
- This builds upon the work of MMC with C20, P15 and A22 through MPACT64
- \$ would go into HUTF with local share
- \$650M 60/40 split CDOT/local

HERMAN STOCKINGER, CDOT

- Thank CCA for commitment to finding sustainable funding for maintenance and addressing congestion
- Much to be hopeful about
- This is almost a historic time as issues that typically dominate conversation are falling behind transportation (education, etc.)
- Seeing this level of attention at the legislature as well
 - As many ideas as there are legislators
 - Hospital Provider Fee (HPF) is a good temporary solution – 1st year of 228 funds dedicated to fixing viaduct
 - But HPF move is not a long term solution

MIZ CORDERO, DMCC VP OF PUBLIC AFFAIRS

- Kelly Brough in Florida
- Chamber has 59 bosses that are all over the spectrum politically
 - Clear that they want best and nonpartisan policy solutions
 - Right now they are not interested in looking at a tax increase

- Unanimous that we need to solve transportation infrastructure issues
- Short term ways to alleviate transportation funding issues as well as mid and long term
 - Short term – HPF
 - Maintain that it is legal to reenact it as an enterprise of the state
 - Frees up 228 funds and averts significant cuts to k-12 and higher ed
 - Very political issue
 - Seeking alternate legal opinions to assure legislators that it is legal to act
 - Looking to get bill out of Senate and a true up or down vote
- Mid Term
 - Also TRANS proposal out there
 - Don't support it without a new source of revenues
 - There are some options to look at that would free up \$250-350M/YR to bond against
- Long Term
 - Agree that we need to find new revenues
 - May be gas or sales tax
 - But also must fix our constitutional issues with A23 and Gallagher
- BBCO
 - At least 3 policy areas with proposals on ballot – as many as 10 proposals
 - initiative reform – supermajority approval for new and simple for removal
 - Semi-open primaries – using mail in ballots and allow independents to vote on one ballot or other (but not both)
 - De-Bruce or allow state to collect taxes collected beyond the TABOR cap
- This work around transportation must continue – believe that this is a three phase approach

WILL TOOR, SWEEP

- Former mayor and commissioner
- Active participant in the MPACT64 process
- Consensus emerged from MPACT64 and statewide polls support that our needs are multimodal
- January 2014 polling of MPACT found high support for safety and transit – particularly for kids and disabled – but also increased bus and rail
- 4.4% of commute trips are walking or cycling
- 150% growth in bike commuting in Denver and CO springs in last decade
- Public transit needs are real – BRT from Den to Ft. Collins, Bustang, Regional BRT, I-70 Mountain, Colfax BRT, NAMs
- If we create a new revenue stream – particularly using sales tax – must include funding to meet local transit needs since it will remove ability of metro area to fund regional priorities
- MPACT consensus on split .75 cent (40CDOT/30Transit/30local)

Mayors Questions & Comments

- How deep have we gone on the de-Bruce issue on use of dollars for transportation?

- CCA tested a one-liner and asked a longer question on de-Brucing with dedication to transportation and came out at about 60% yes
- CCA was not focused on push-back messaging
- Problematic in that the de-Brucing \$\$ is not a sustainable source of funding
- BBCO – found that there is a high level of support for de-Brucing in a variety of ways
- CCA agrees with much of what DMCC said but reliance on legislature to act is problematic and are constrained by the March 25 ballot filling deadline
- CCA – challenges with TRANS 2 proposal is that it is primarily state focused does little for local jurisdictions and transit
- CCA – clarity that bonding measure would still require voter approval
- What are the sources of funding that JBC is looking at? It was supposed to be used for TRANS last time and they siphoned it off.
 - Homestead Exemption is one area - \$140M and growing
 - Medicaid - Senator Cadman wants to find saving here but business community is worried because
 - \$6B program of which CO only has to pay 10% - HPF pays the bulk
 - DMCC – there is not much savings here & would have negative economic impact
 - If HPF goes away – we all wind up paying for the rest of it
- Sales tax increase – how would dollars come down to cities?
 - 60/22/18 is the HUTF shareback
 - Within the 18% to cities - there are a number of factors that determine the exact distribution but this proposal would be a 50 to 100% increase for cities
 - Can be used for roads or transit
- Is it a good time to go on ballot during a general election? This was a small poll and small polls are not terribly reliable.
 - CCA 600 sample poll is pretty good – particularly given that the results were consistent across two polls
 - Demographically representative
 - General election voters are less tax sensitive and younger base
 - Off year – older and more tax sensitive
 - 2018 will be a contested Gubernatorial campaign
 - A lot of campaigns will be spending a lot to get voters out that are the same base in 16
- Why are citizens so opposed to a gas tax?
 - CCA – there is a huge voter opposition to the gas tax and have tested arguments for including last increase in 24 years and direct linkage to using cars – only got to 37% support
- Transit – MPACT64 arrived at having two pots a local pot that could be used for transit at their option plus a set aside for transit needs statewide
 - If it goes into HUTF cannot do this off the top transit or transit targeting
- Transportation is used by all of us and it is integral to our lives
- Tying to HPF is too partisan and its not even that much money
- We need a dedicated transportation revenue fee – as a voter wants to see it dedicated to transportation only

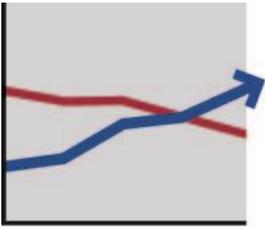
- Just finished a study on the SE corridor and realize that there is no more room for lanes and the solutions have to be transit oriented
- DBJ article on importance of transit to Panasonic City, Olde Town, Schwab campus all are illustrative of how transit is the future of the region – need to think long-term
- Need to keep this concept of a dedicated revenue source for transportation on the table
- We should tie this polling back into the MPACT64 model and tie it to 40/30/30 and look at the ballot language that would support this
 - At least preserve the opportunity to move forward
- Concerns from some parts of the metro area (in North) that they won't get their needs met based on any new transportation revenue

MAYORS ATTENDING:

Mayor	Marc	Williams	Arvada
Mayor	Steve	Hogan	Aurora
Mayor	Suzanne	Jones	Boulder
Mayor	Dick	McLean	Brighton
Mayor	Randy	Ahrens	Broomfield
Mayor	Cathy	Noon	Centennial
Mayor	Laura	Christman	Cherry Hills Village
Mayor	Michael	Hancock	Denver
Mayor	Kris	Teegardin	Edgewater
Mayor	Joe	Jefferson	Englewood
Mayor	Daniel	Dick	Federal Heights
Mayor	Marjorie	Sloan	Golden
Mayor	Ron	Rakowsky	Greenwood Village
Mayor	Christine	Berg	Lafayette
Mayor	Adam	Paul	Lakewood
Mayor	Bruce	Beckman	Littleton
Mayor	Jim	Gunning	Lone Tree
Mayor	John	O'Brien	Lyons
Mayor	Dallas	Hall	Sheridan
Mayor	Clint	Folsom	Superior
Mayor	Heidi	Williams	Thornton
Mayor	Herb	Atchison	Westminster
Mayor	Joyce	Jay	Wheat Ridge

MAYORS UNABLE TO ATTEND:

Mayor	Rick	Pilgrim	Bow Mar
Mayor	Jeffrey	Huff	Castle Pines
Mayor	Paul	Donahue	Castle Rock
Mayor	Gale	Christy	Columbine Valley
Mayor	Sean	Ford	Commerce City
Mayor	Joe	Baker	Dacono
Mayor	Tina	Harris	Erie
Mayor	Paul	Sorensen	Firestone
Mayor	Lisa	Jones	Foxfield
Mayor	Tony	Carey	Frederick
Mayor	Mike	Dunafon	Glendale
Mayor	Dennis	Coombs	Longmont
Mayor	Bob	Muckle	Louisville
Mayor	Sean	Forey	Morrison
Mayor	Joe	Gierlach	Nederland
Mayor	Joyce	Downing	Northglenn
Mayor	Mike	Waid	Parker



HARSTAD STRATEGIC RESEARCH, INC.

2820 N. Lakeridge Trail
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Tel: 303-545-0200

Fax: 303-442-9196

www.HarstadResearch.com

TO: Interested Parties
FROM: Harstad Strategic Research
DATE: January 13, 2016
RE: A Solid Majority Support a Sales Tax Increase to Fund Colorado's Roads

Harstad Strategic Research conducted a telephone survey of 609 likely 2016 voters statewide in Colorado. The survey was conducted by telephone using live interviewers calling cell phones and landlines December 1-6, 2015. The margin of error is plus or minus 4% of the percentages reported.

Colorado voters want something to be done about the roads and they are ready to act. Fully 57% of voters say they would vote YES on a ballot measure that would increase the state sales tax by three-quarters of 1% of every dollar spent; only 41% say that they would vote NO. The fact that it would mean a tax increase of \$650 million dollars did not dissuade them: they were informed of this upfront and nevertheless support the measure by a 16 point margin.

There is majority support for the sales tax increase nearly statewide, including Denver, the suburbs, the Colorado Springs TV market, men and women, and younger and older voters. This survey, and a survey we conducted in June of 2015, indicate that voters are tired of the potholes and the traffic congestion. They are aware that there are a lot more cars and trucks on the road, and many say that the problems with the roads are getting worse. When we asked in June of last year if road construction and repair funding should be increased, 73% of voters said yes.

Shall state taxes be raised by \$650 million. This proposal would increase the sales tax by three-quarters of one cent per dollar spent. The revenue would be dedicated to the Highway User Trust Fund for road and bridge construction and repair. Would you definitely vote yes, probably vote yes, probably vote no, or would you definitely vote no?

57% Yes

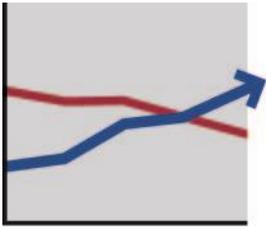
41% No

Voters want something to be done even though many are not yet aware of the full extent of the problems with the roads: fully one-half of our state roads are rated in poor condition, 16% of Colorado bridges are in need of repair and 6% of bridges are structurally deficient. Many also don't know yet that C-DOT's budget has shrunk by 30% and the department simply can't keep up with the list of road improvements and repairs. When voters

learn about the scope of the problems, their commitment to fixing our roads and bridges grows even stronger.

Voters were not as supportive of a bonding measure. When asked if they would support issuing bonds to fund road and bridge projects, only 41% said YES and 52% said NO. When voters were read arguments for and against a bonding measure, there was less support. They heard the argument that a bonding measure would jump-start 50 critical transportation projects across the state without a tax increase. And they heard the argument against a bonding measure: that issuing more debt was irresponsible and deceptive, that the \$5.5 billion has to come from somewhere, and that it probably meant deep cuts to the public schools. After hearing both sides, voters reject the bonding measure by a decisive 59% to 33% margin. A bonding measure was not the focus of this survey, so a version linked to a state sales tax increase was not tested in this survey.

Voters believe it is imperative that we fix the roads, but they prefer a small increase in the state sales tax of three-quarters of one cent per dollar spent, where the revenue is dedicated to road and bridge construction and repair, over other alternative funding measures.



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TO: Whom It May Concern
FROM: Harstad Strategic Research
DATE: August 26, 2015
RE: Key Findings From a Colorado Voter Survey on Funding Roads

Harstad Strategic Research conducted a statewide Colorado telephone survey of 602 likely 2016 voters. The survey was conducted using live interviewers from July 15-20, 2015.

Colorado voters want something to be done about the roads. Fully 73% of voters say repairing roads and bridges and building new roads to reduce traffic should be a funding priority for state government.

Colorado Democrats and Republicans disagree on a lot, but they agree that we've got to find more funding for road construction and repair – including 75% of registered Democrats, 69% of registered Republicans, and 77% of registered Independents. Young and old, women and men, rural and urban, large majorities of Coloradans across the board agree on this.

The reason? Voters cite the number and the size of potholes, rough and uneven roads, and heavy traffic and congestion. They say these things affect their quality of life and that poor road conditions are dangerous for drivers. They also say that things are getting worse.

- Fully 70% of voters say that the number of potholes has gotten worse over the past five years. Nearly two-thirds of voters (64%) say that potholes are a significant problem for them personally.
- A 63% majority say that traffic congestion during their commute has gotten a lot worse. Over half of voters statewide say that traffic on I-70 alone is a problem for them personally.
- More than half (58%) say that the roads they regularly drive are only fair or poor condition; just over a third (37%) say good condition, and only a relative handful say the roads are in excellent shape (5%). Over half (54%) say that their quality of life will improve if funding for roads is increased.

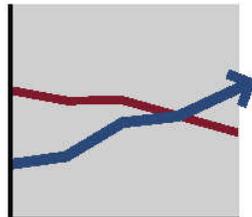
Voters are even more adamant that something needs to be done after they hear some of the facts: the 30% reduction in the Colorado Department of Transportation's budget over the past five years, the dramatic increase in travel on our highways as Colorado's population has grown, and the ratings that say that half of our state highways are in poor condition.

Voters also recognize that the condition of our roads and highway has a big impact on our economy, so in their view increasing funding is seen as smart. Fully 58% say that increased funding for the roads will help Colorado's economy.

Two Surveys of Likely 2016 Voters in Colorado

609 likely voters, December 1-6, 2015

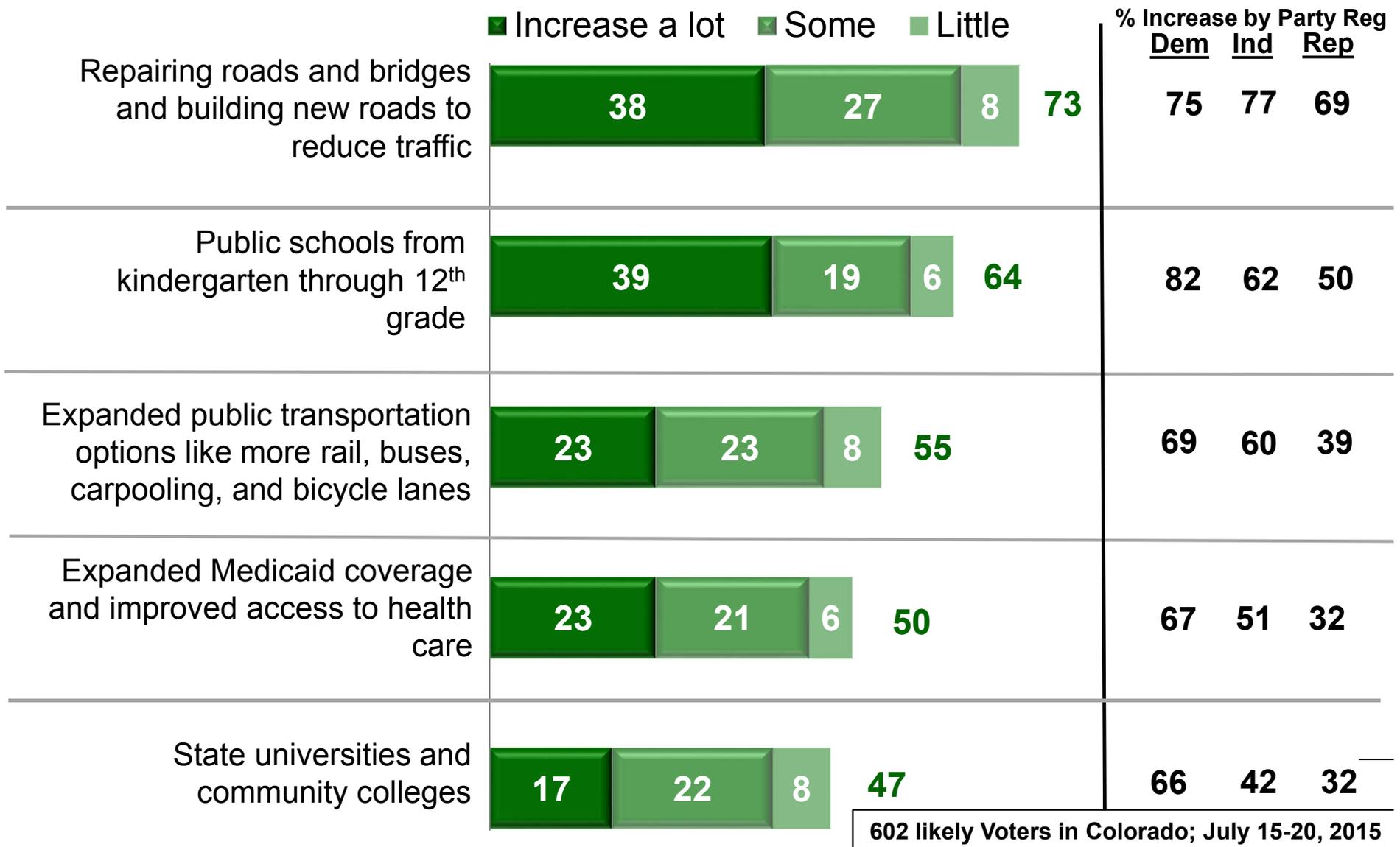
602 likely voters, July 15-20, 2015



**HARSTAD STRATEGIC
RESEARCH, INC.**

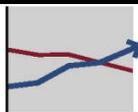
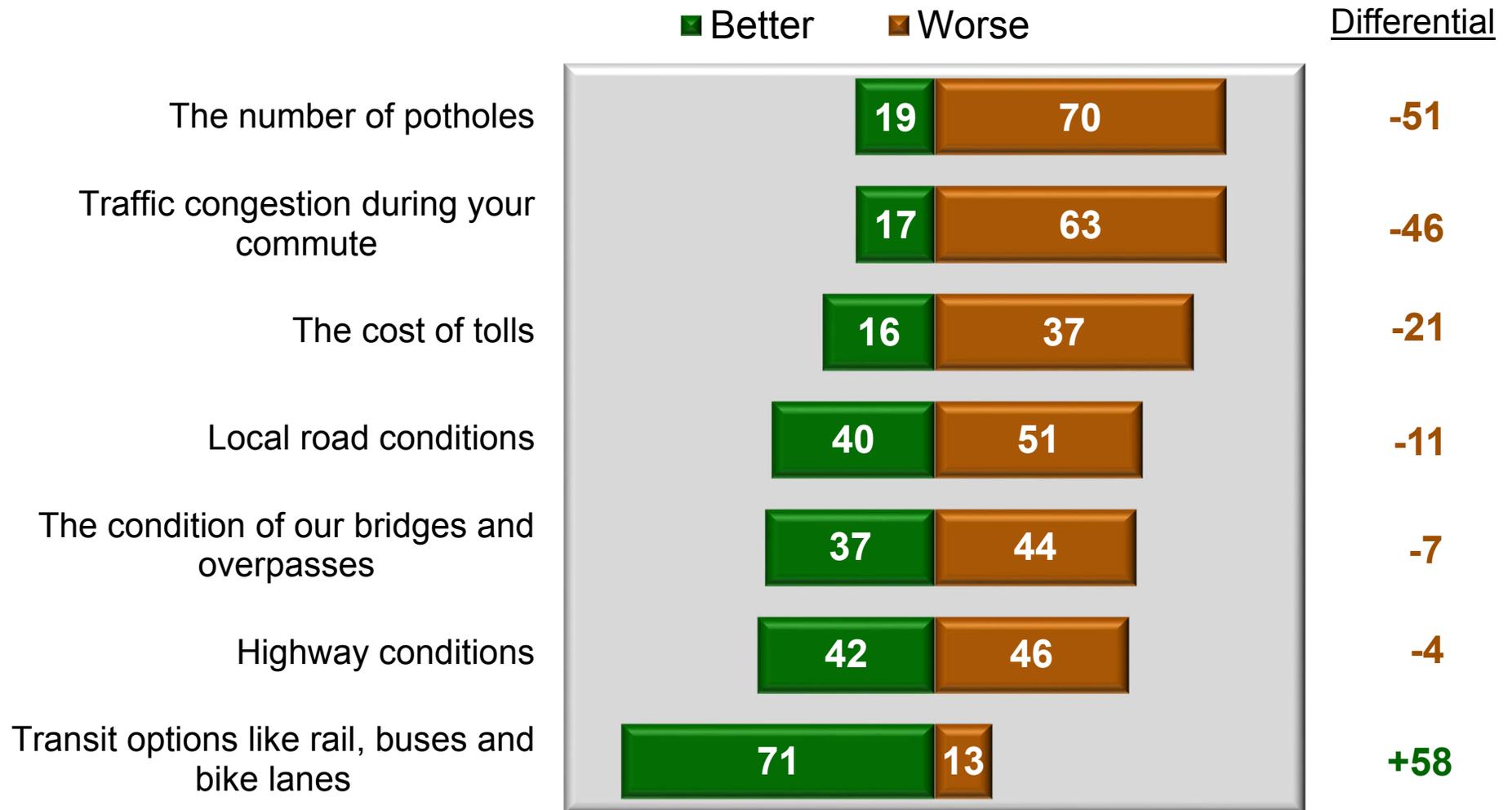
Roads and schools are the top priority for state government

Q2. Let me read you a few issues some people might consider higher or lower priorities for state government here in Colorado. For each one, please tell me if you think state spending for this should be increased, decreased, or kept the same.



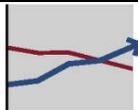
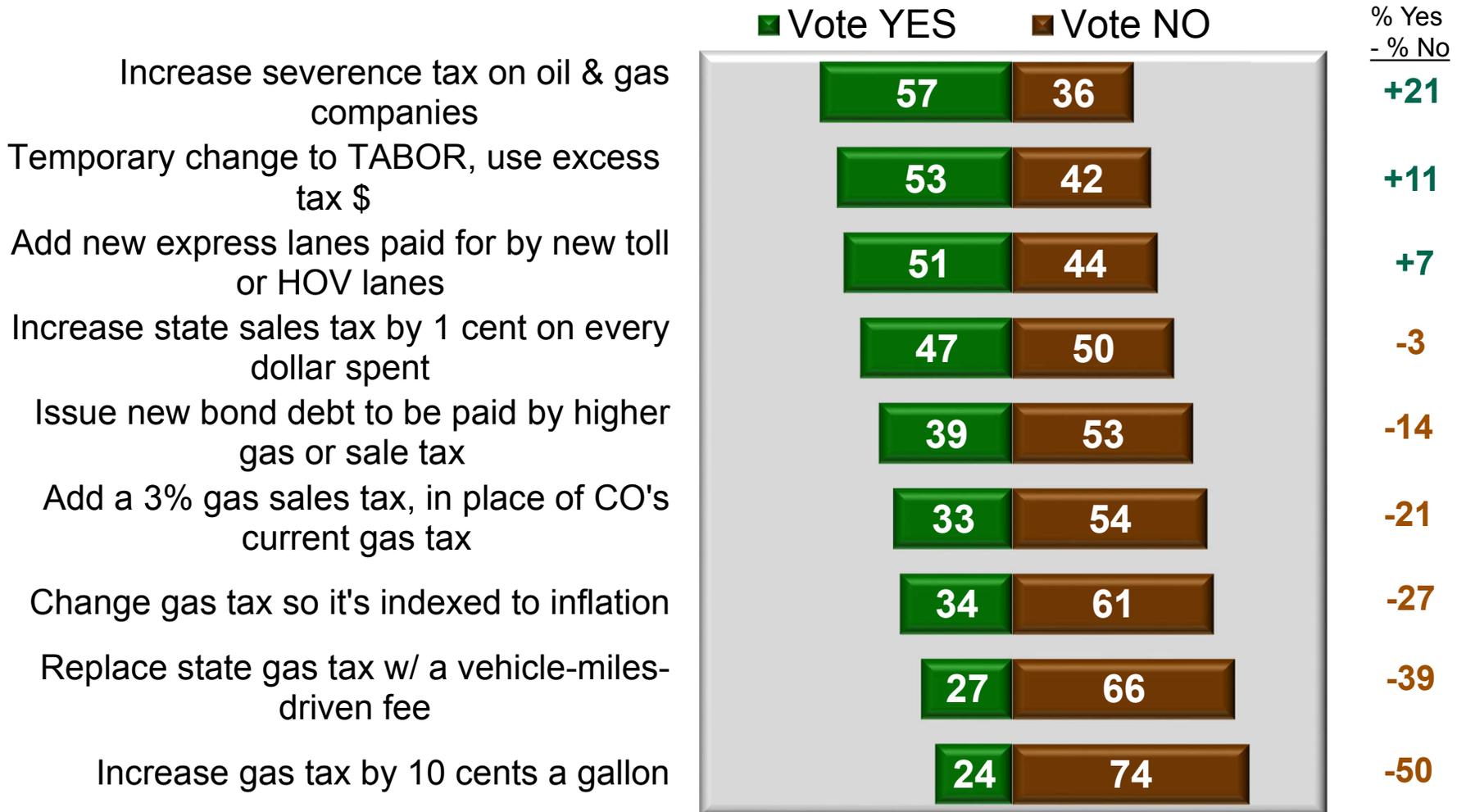
Voters see road conditions worsening

Q11. Let me read you some things related to our transportation infrastructure here in Colorado. After I read each one, I'll ask you whether it has gotten better or worse over the last five years.



We Tested Several Measures to Fund Road Construction and Repair in July 2015

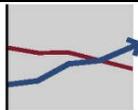
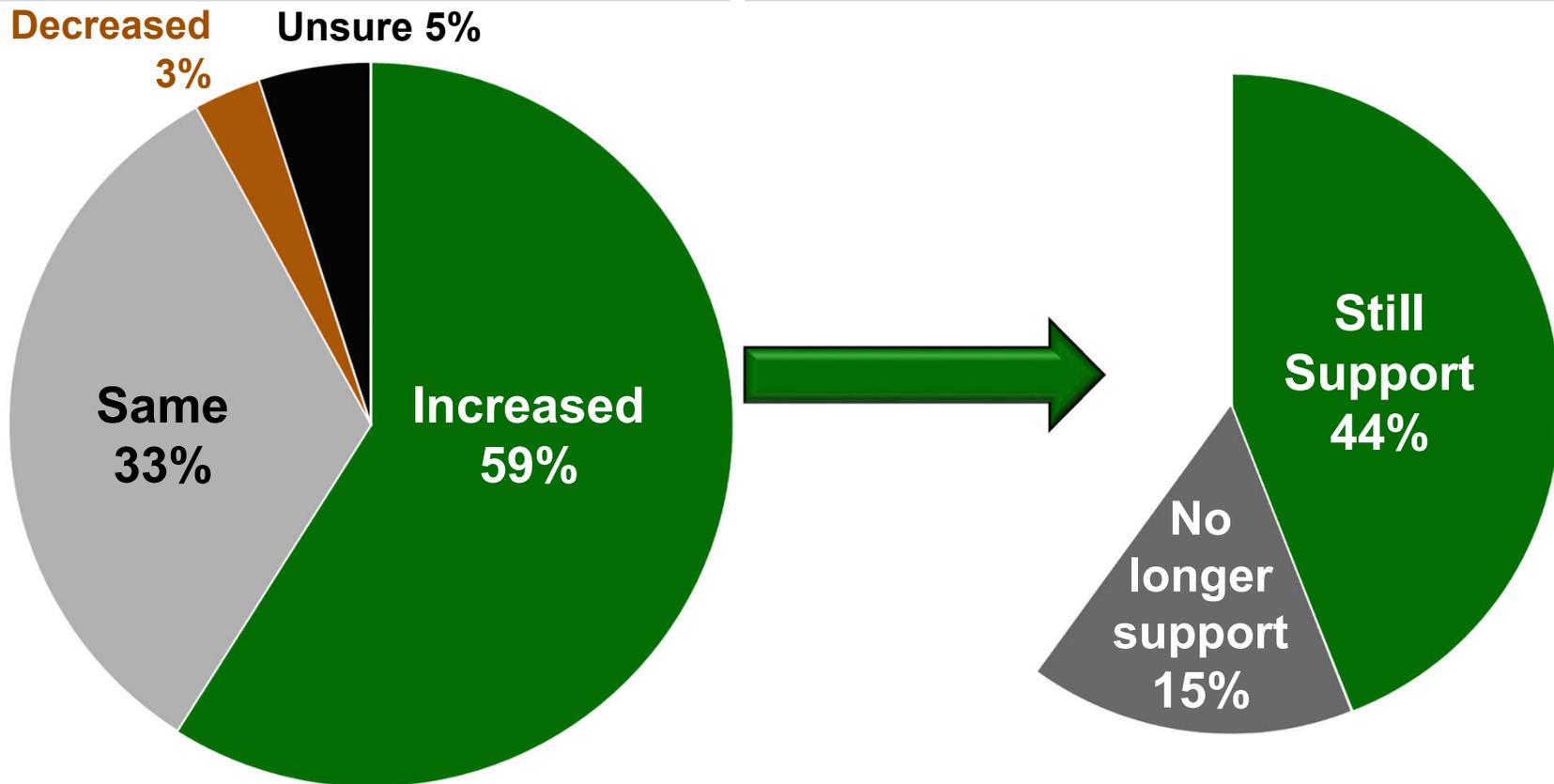
Q7. Let me read you some proposals to raise the funds needed to build and repair our roads and bridges. After I read each one, I'll ask you how you would vote on it if it were on the ballot in the next election.



A majority initially support increasing funding for roads and bridges, but support slips when it entails higher fees or taxes

Q6. Generally speaking, do you think funding for building and repairing roads and bridges should be increased, kept at the same level, or decreased? [Ask if 'increased:'] Would you say funding should be increased a lot, or just a little?

Q6A. [IF INCREASE, ASK:] What if you had to pay somewhat higher fees or taxes, would you still support increasing funding for building and repairing roads and bridges, or would you prefer to keep funding at the same level and avoid having to pay higher fees or taxes?



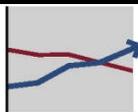
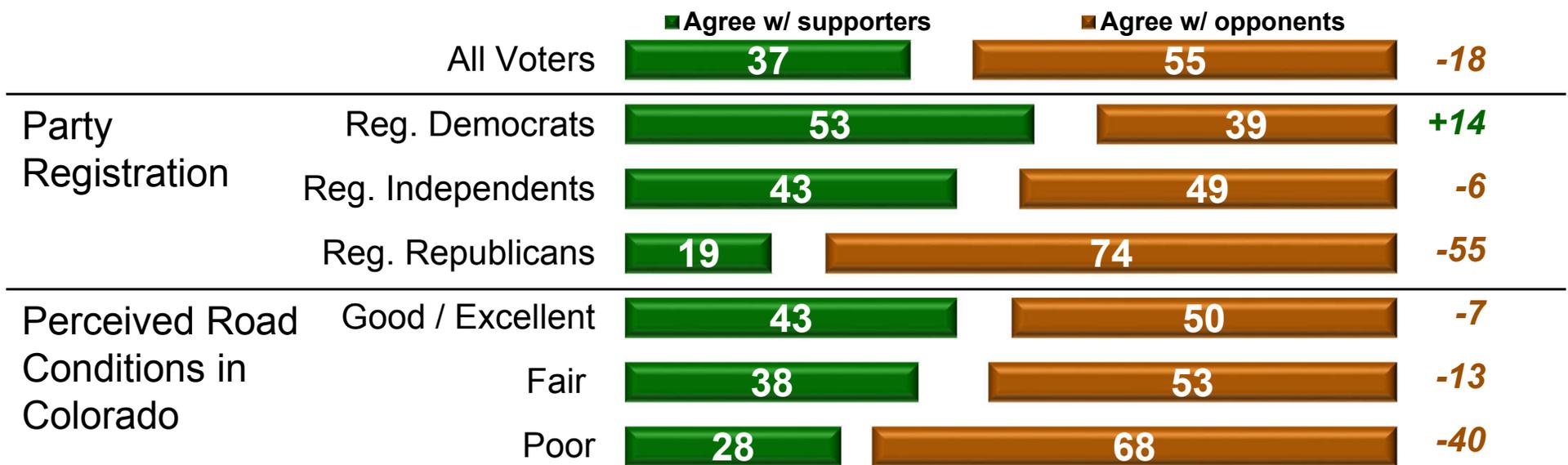
Voters reject an increase in the gas tax after hearing pros and cons

Q9. Given nearly \$1 billion yearly funding gap, one proposal to raise the revenue is to increase Colorado's gas tax by 10 cents per gallon of gas. Now let me tell you what supporters and opponents say about raising the gas tax.

Supporters of raising the gas tax say it is simplest, quickest, and fairest way to pay for repairing highways, roads, and bridges. The price of gas is so low that even with a higher tax, people will pay far less than they were. They say our gas tax hasn't been raised in 24 years – and neighboring western states have just increased theirs. If we don't do something, it will hurt our economy and quality of life.

Opponents of raising the gas tax say it will hurt the economy. They say if businesses are forced to pay more for fuel, they can't hire. They say the gas tax is unfair, that farmers, those who depend on the car, and those who can least afford it will end up bearing most of the cost. They also say there is enough funding for our roads but too often it is wasted.

Now, hearing a more about raising the gas tax, do you agree more with supporters or opponents of raising the tax?

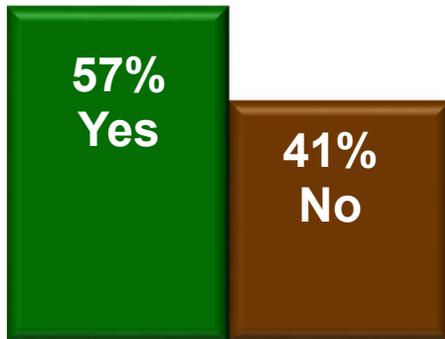


We Focused on a Few Promising Alternative Ballot Measures in the December Survey

As a ballot measure, this proposal would read: *[Read, randomize]* – would you definitely vote yes, probably vote yes, probably vote no, or would you definitely vote no?

Sales tax increase of $\frac{3}{4}\text{¢}$ per dollar

+16

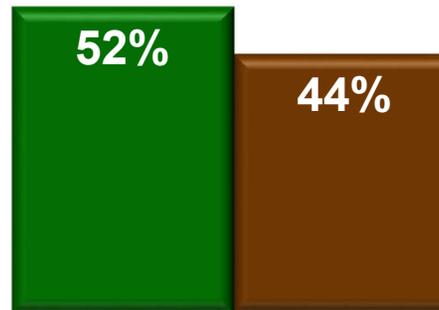


Yes No

Shall state taxes be raised by \$650 million. This proposal would increase the sales tax by $\frac{3}{4}\text{¢}$ per dollar spent. The revenue would be dedicated to the Highway User Trust Fund for road and bridge construction and repair

Versions of a 1¢ sales tax increase and 10¢ gas tax cut

+8

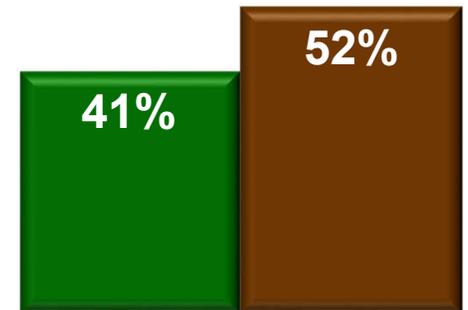


Yes No

Shall state taxes be raised by \$900 million. This proposal would increase the sales tax by 1¢ per dollar spent / cut the gas tax by 10 ¢ per gallon / revenue dedicated to the Highway User Trust Fund

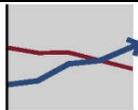
Bonding Measure

-11



Yes No

Shall the state of Colorado's debt be increased by \$3.5 billion by issuing bonds to address transportation, road and bridge projects. The maximum repayment cost would be \$5.5 billion

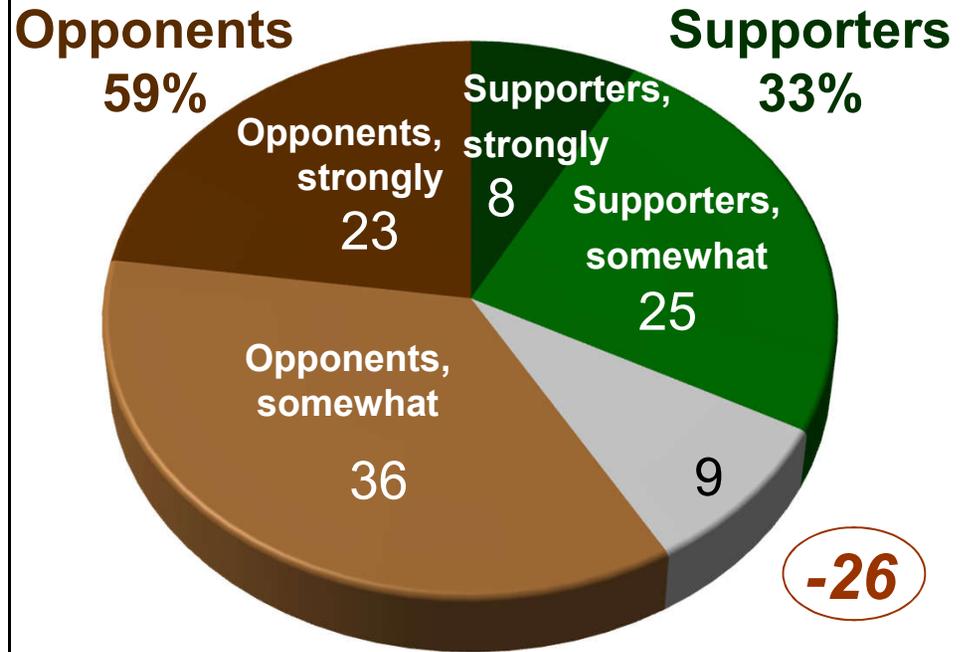
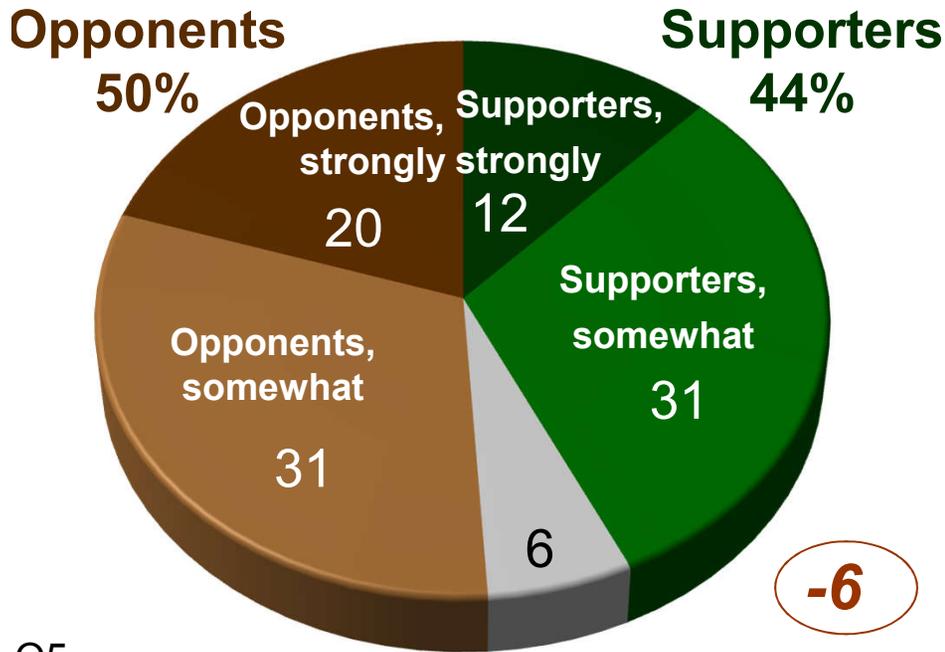


Voters Reject the Bonding Measure Despite the Fact that it Doesn't Involve a Tax Increase

Supporters of the proposal say this bonding program is needed to jump-start critical transportation projects across Colorado. They say there is a list of 50 or more projects that must be addressed, and bonding might be the only way. They also say that this can be done without a tax increase.

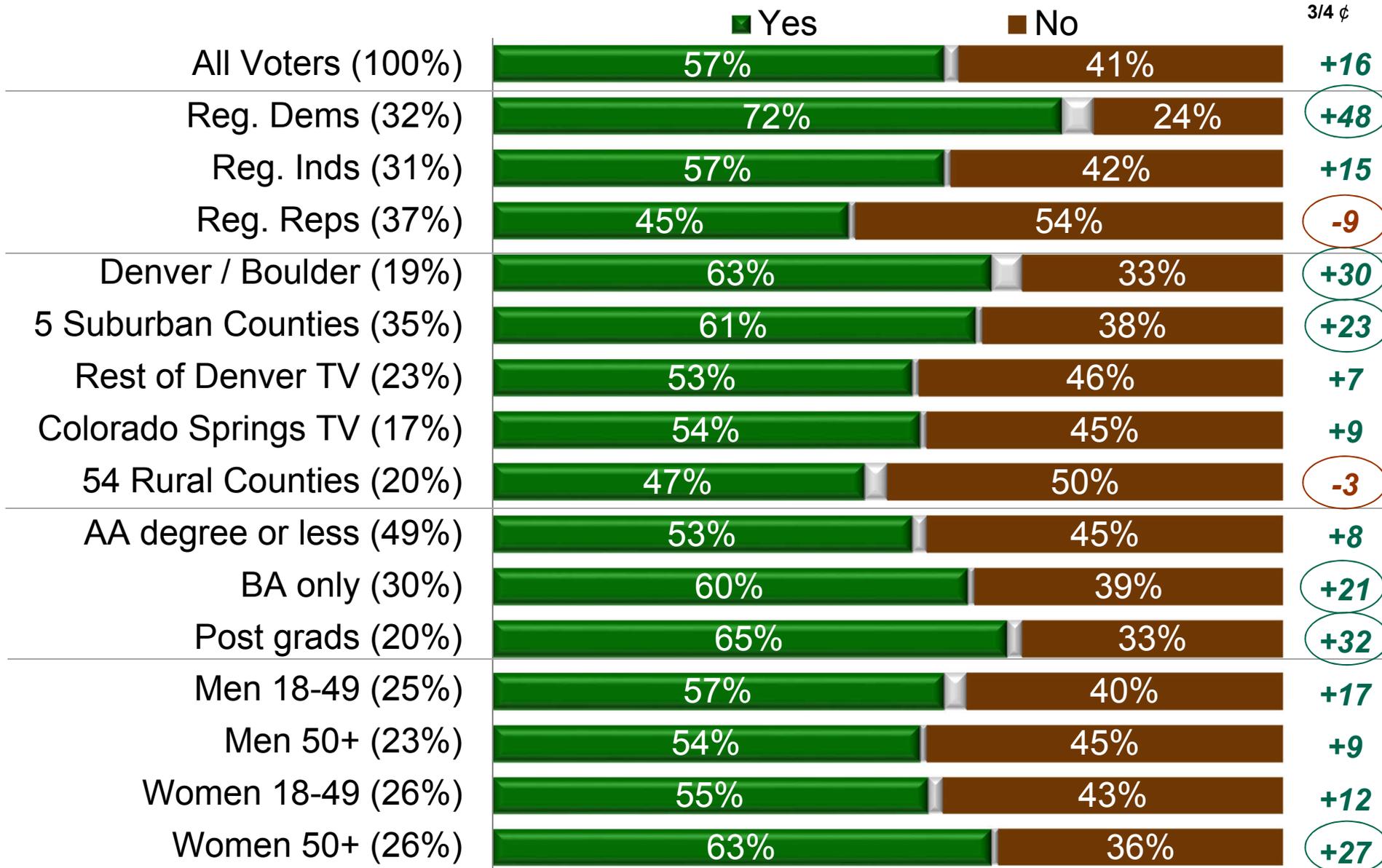
[1/2 of the sample] **Opponents** of the proposal say that the last thing Colorado needs is more debt. They say that repaying up to \$5.5 billion means a big tax increase later – because either taxes go up, or the transportation budget is stripped later on. And they say that it gives the funding to the state for big projects, and that we ought to be giving local towns and cities funding to repair their roads.

[1/2 of the sample] **Opponents** of the proposal say it is irresponsible and deceptive. They say that the money to repay \$5.5 billion has to come from somewhere – if it doesn't come from the budget for roads, it means cutting billions from the budget for public schools. They say it is deceptive because they are acting like it is free money, and they say it's irresponsible because it isn't free money and it will hurt the schools.



Support for the 3/4¢ per Dollar Spent State Sales Tax Increase

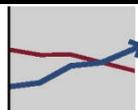
% Yes -
% No on
3/4 ¢



The Way We Characterize the Problem and Solution will Help Shore Up Support

Facts About the Problem	Facts about the Solution
<p>Over half of our state roads are rated in poor condition and one-third of these poor roads will require major reconstruction</p> <p>16% of Colorado bridges are in need of repair and 6% are structurally deficient</p> <p>The Colorado Department of Transportation – C-DOT – has had to cut its budget by 30% and they can't keep up with needed road repairs.</p>	<p>Funds raised would go into the Highway Users Trust Fund, which is constitutionally protected so that it can't be raided or used for any other purpose other than road and bridge construction and repair.</p> <p>The sales tax increase would provide more funding for local governments, towns and cities – over \$220 million a year <i>[in the case of the 1-10 proposal]</i> – for local road construction and repair.</p>

Results from regression analyses on voters' support for the 1-10 proposal



Voters' Response to Arguments Opposing the 1-10 Measure

Q11. Next, I'm going to read you some concerns people have raised about the proposal. For each one, please tell me how much it TROUBLES you – a great deal, quite a bit, just somewhat, or not at all.

■ % Great Deal + Quite a Bit Troubling

ONLY PARTS OF DENVER WILL BENEFIT Any major road construction will only benefit part of the Denver metro area, and the rest of us will be paying for it in higher taxes – \$900 million in higher taxes

44

HOLD ACCOUNTABLE We need to hold road construction companies accountable for sticking to a budget, not write them bigger checks.

42

HIGHER TAXES / POCKETBOOK This means \$900 million in higher taxes – and it hurts working families in Colorado. We need more money in our pockets, not less.

40

CONSTRUCTION CORPORATIONS Big road and highway construction corporations are behind this proposal, secretly pushing it because they will make millions in profits from the \$900 million tax increase.

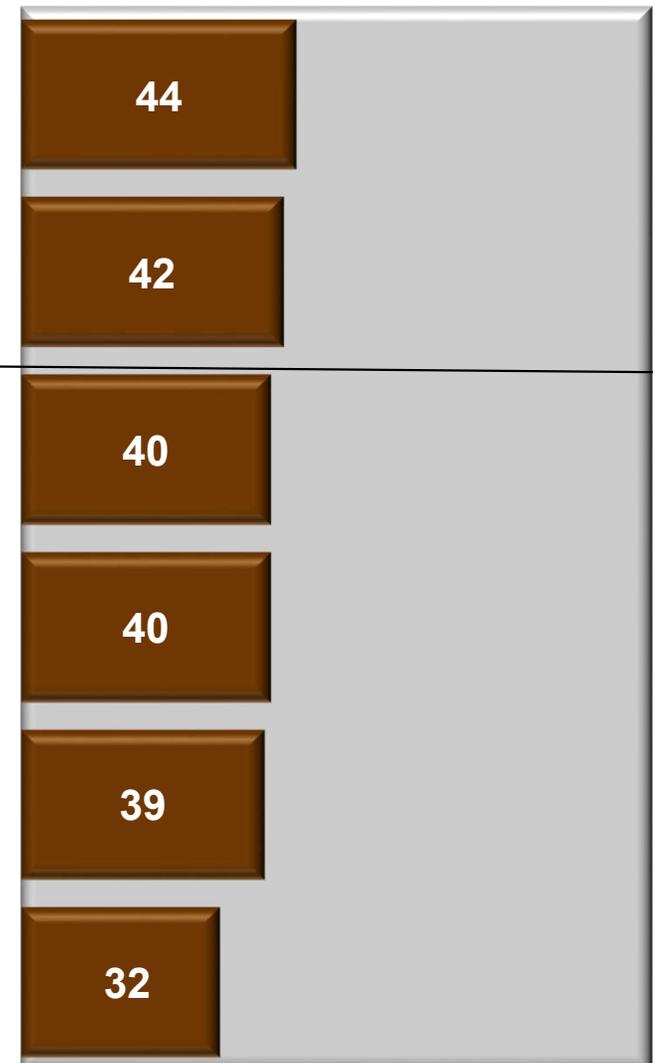
40

SHELL GAME The proposal is a deceptive shell game meant to trick Colorado voters into thinking they may save money, when in fact it will result in a big tax increase.

39

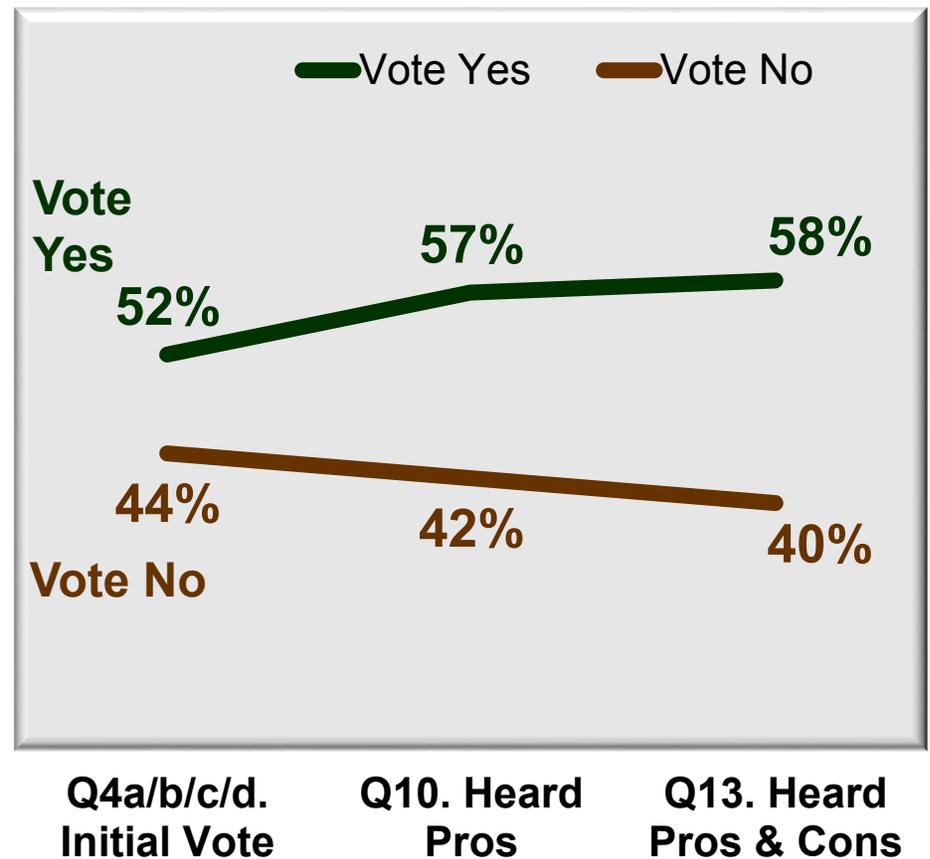
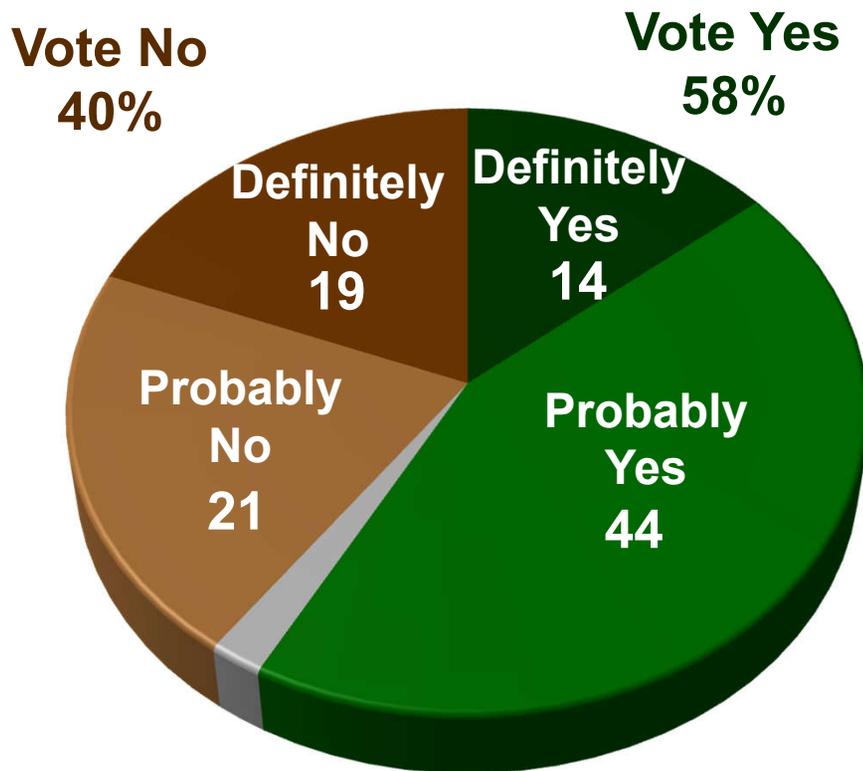
BIG NEW HIGHWAYS We have all seen the boondoggles of big new highways and toll roads – it is a waste of our tax dollars.

32

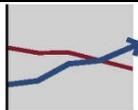


Vote After Hearing 7-8 Pros and 3 Cons

Q13. Shall state taxes be raised by \$900 million by cutting the gas tax by ten cents per gallon and increasing the sales tax by one cent per dollar spent. Revenue from the one cent sales tax increase would be dedicated to the Highway User Trust Fund for road and bridge construction and repair.



*all numbers are percentages



Reasons for Supporting the 1-10 Measure Among Voters Who were Persuaded to Support It

Q14. Of all of the reasons you've heard to support the proposal, which ONE do you think is most important?

