

METRO MAYORS CAUCUS

LEGISLATIVE UPDATES & MAYORS' DISCUSSION

KEVIN BOMMER, CML

- SB177 – Urban Renewal
 - Consensus of CML, CCI, SDA
 - April 12 Senate Local Government Hearing
 - Did not resolve key issue – applicability
 - How will it effect existing obligations?
 - Key concern of bond and finance people
 - When is it triggered
 - Will be resolved outside of this bill process
 - What is being dealt with
 - TABOR
 - Mediation process clarified – inc. how to select mediator
 - Hold harmless provision to protect bond holders
- Payroll Tax on Low Wage Employers
 - House majority bill
 - Unlikely to get support in Senate
 - Offset costs of not paying living wage
- HPF
 - Bipartisan support in House
 - Don't think that Senate President Cadman will assign to a committee that would pass
 - Would pass on the floor
- SB 67 Business Personal Property Tax on Broadband Infrastructure
 - CML is opposed
 - Is investment that telecom should be making in first place
- Broomfield Bill – Transportation Bill
 - House and Senate Sponsors lined up?
 - Support of Governor?
 - Similar to 2011 Bill – TIF like component
- SB 123 TRANS Bond
 - Don't expect it to survive the House
- Road and Bridge Mill Levy Bill
 - Heavily amended in Senate
 - Would require counties to notice cities if a mill levy reduction
 - Senate not ready to implement the solution suggested by CML

CATHERINE MARINELLI, MMC

- Construction Defects
 - Mayor Adam Paul representing HOA with Trial Attorneys and CAI
 - Bill would be part of package
 - LIHTC – five year extension - \$5M per year
 - First Time Homebuyers Bill – state tax exempt
 - Construction Defects – 51% vote & informed consent
 - Study of construction defects court – special magistrate
 - Budget negotiations may mean no scoop from unclaimed property fund

MAYOR'S HIGH FIVE

SUPERIOR AND LOUISVILLE'S DIVERGING DIAMOND: MAYOR CLINT FOLSOM

- US 36 Interchange at McCaslin Blvd.
- Solution to congestion on interchange where you don't have the space for a cloverleaf and want to avoid the accidents associated with a fast-merge
- Interchange was a diamond, loop added – corresponding loop to handle traffic to Boulder because there was not sufficient room for the loop
- CDOT proposed diverging diamond in 2011 – only about 30 in the US so relatively new concept in US
- Takes up less land therefor less costly and quicker to build – also safer
- People must drive on left – simple if you follow the lanes and signs
- Had to get two communities on board
- Challenge – no way to exit and get back on highway
 - Challenge for buses to get off and back on – solution slip ramps
 - Better for RTD – no traffic and no intersections

RECOGNITION OF MAYORS LEAVING OFFICE

Mayors leaving office after the April election were recognized in a slideshow. Mayors Gunning and Pilgrim were presented with awards of gratitude for their service as Chair of the Metro Mayors Caucus and contributions to our transportation committees as the Chairs of MPACT64 and MTD.

CCA TRANPORATION BALLOT TITLES

MMC DISCUSSION

- Mayors have been working with CCA to incorporate recommendations developed by MPACT64 between 2012-2014
 - MPACT64 Proposal in '14 was 67% Roadways & Mobility and 33% Transit Statewide
 - Suggested to CCA that 25% to transit could be acceptable
- CCA Proposals
 - Max to transit is 12% (20% of CDOT's 60%) but paired with prohibition on tolling

- 5 other proposals provide on 6% to transit
- 6 of CCA’s proposals would prohibit tolling on funded projects which violates the MPACT64 Transportation Principles adopted by consensus of MPACT64 partners statewide in 2012, as well as the Denver Metro Chamber Transportation Principles and CDOT’s own policy that new capacity must include managed lanes
- MMC Executive Committee handout specifies problems with CCA proposals (attached)
- Several mayors not present weighed in with their agreement that none of the proposals could be supported
- Comments:
 - Doesn’t get anywhere close to where we need to be on transit
 - Removes sales tax capacity that is a necessity for local needs transportation and otherwise
 - Very disappointing – under impression that this was a good window of time
 - Not enough in it for transit
 - Looking forward to being able to get behind solutions that meet our mobility needs
 - Total agreement with the EC – not enough in any of the places that are important
 - Transit percentages are absolutely critical – so are actual allocations to projects
 - Metro area needs are different – and unfortunately none of the ten proposed measures reflects our needs
 - This is not “better than nothing” for a variety of reasons
 - Takes away sales tax capacity without advancing our mobility priorities
 - Has to be right for everybody to move forward
- Agreement of Mayors present and weighing in via email that there is no consensus of support for any of the CCA ballot measures

MAYORS ATTENDING:

Mayor	Marc	Williams	Arvada
Mayor	Steve	Hogan	Aurora
Mayor	Suzanne	Jones	Boulder
Mayor	Rick	Pilgrim	Bow Mar
Mayor	Dick	McLean	Brighton
Mayor	Cathy	Noon	Centennial
Mayor	Sean	Ford	Commerce City
Mayor	Michael	Hancock	Denver
Mayor	Daniel	Dick	Federal Heights
Mayor	Marjorie	Sloan	Golden
Mayor	Ron	Rakowsky	Greenwood Village
Mayor	Christine	Berg	Lafayette
Mayor	Bruce	Beckman	Littleton
Mayor	Jim	Gunning	Lone Tree

Mayor	Dennis	Coombs	Longmont
Mayor	Joyce	Downing	Northglenn
Mayor	Clint	Folsom	Superior
Mayor	Heidi	Williams	Thornton
Mayor	Herb	Atchison	Westminster
Mayor	Joyce	Jay	Wheat Ridge

MAYORS UNABLE TO ATTEND:

Mayor	Charles	Bayley	Bennett
Mayor	Randy	Ahrens	Broomfield
Mayor	Jeffrey	Huff	Castle Pines
Mayor	Paul	Donahue	Castle Rock
Mayor	Laura	Christman	Cherry Hills Village
Mayor	Gale	Christy	Columbine Valley
Mayor	Joe	Baker	Dacono
Mayor	Kris	Teegardin	Edgewater
Mayor	Joe	Jefferson	Englewood
Mayor	Tina	Harris	Erie
Mayor	Paul	Sorensen	Firestone
Mayor	Lisa	Jones	Foxfield
Mayor	Tony	Carey	Frederick
Mayor	Mike	Dunafon	Glendale
Mayor	Adam	Paul	Lakewood
Mayor	Bob	Muckle	Louisville
Mayor	John	O'Brien	Lyons
Mayor	Sean	Forey	Morrison
Mayor	Joe	Gierlach	Nederland
Mayor	Mike	Waid	Parker
Mayor	Dallas	Hall	Sheridan

MMC FEEDBACK ON CCA PROPOSALS 4.06.16

1. Transportation and mobility investments are critical to Colorado's economic future and quality of life which is why MMC convened MPACT64 and engaged in two years of consensus building around a balanced statewide approach to transportation funding.
2. The consensus funding model advanced by MPACT64 was a 7/10 of 1 cent sales tax that would provide 33% of the funding to transit statewide and split the remaining 67% between CDOT, counties and cities using the HUTF 60/22/18 distribution formula.
3. In considering the Colorado Contractors Associations' sales tax increase proposals, it is critical to remember that the Denver metro region is home to more than half the state's population and the generator of more than 59% of the state's sales tax. Therefore, any transportation finance proposal will derive a majority of its revenues from the metro area and should be constructed to address the comprehensive mobility needs of the metro region, as well as those of rural and resort communities.
4. Comprehensive mobility is critical to our region's future, as reflected in Metro Vision planning documents that dictate a mixture of investments including transit, new capacity, capacity management (HOV and Managed Lanes), and bike and pedestrian infrastructure.
5. The text of proposed ballot title #10 would raise the state sales tax by \$0.03 cents on a \$10 purchase, but would provide no money for transit or for city and county roadway and mobility needs. Any tax increase that does not address transit and local needs is detrimental to local government as it forecloses on the possibility of a future local or regional tax increase to address those needs.
6. Six of CCA's proposed titles would prohibit tolling on funded projects. This violates both the MPACT64 Transportation Principles and CDOT's stated policy. Managed lanes defray initial costs, provide ongoing revenues for corridor maintenance and improvements, and act as a demand management mechanism that uses market forces to encourage more efficient travel patterns.
7. Six of the ten ballot titles would allow some portion of the state's (60%) allocation to be used for transit, however five of them would cap transit expenditures at 6% of all dollars and one would cap it at a maximum of 12% of all dollars statewide. Transit is critical to meeting our first and last mile mobility needs, supporting our existing FasTracks investments, providing rubber tire service in areas not served by FasTracks and in meeting the mobility needs of our aging population. For these reasons, any proposal allocating less than the MPACT64 recommended 33% of total revenues for transit will not meet the threshold for consideration in many metro area communities. While we understand and support other parts of the state that may choose to prioritize highway and roadway investments, 2013 polling shows that there is both a desire and a need for a range of mobility solutions statewide, including senior and disabled transportation as well as pedestrian improvements that enhance local downtowns and provide safe routes to school. Any new revenue mechanism should not foreclose on these investments.
8. We appreciate the work done by CCA and share their commitment to advancing transportation solutions, however our support of any revenue proposal hinges on development of a funding formula that balances the current and future needs of urban, rural and resort communities. For all the above articulated reasons, the Metro Mayors Caucus cannot support any of the proposed ballot titles in current form.

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

Contacts:

Tony Milo / 303-921-4650

Bill Ray / 303-885-1881

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.

###

