

MPACT 64

Metro Mayors Caucus — Progressive 15 — Action 22 — Club 20
Transportation

Action 22, Club 20, Progressive 15 and the Metro Mayors Caucus began collaborating in 2003 with the Colorado 64 Water principles. The four organizations whose memberships span the state of Colorado and encompass all 64 counties followed up that successful collaboration with the development of the 2005 Statewide Transportation Principles, updated earlier this year.

Recently, the four organizations collectively referred to as MPACT64, have met to identify areas of consensus around transportation funding alternatives. Simultaneously, conversations about state funding priorities, including transportation, are occurring in a variety of venues statewide. CDOT, MPACT64 and others have identified the need for a multi-pronged approach to addressing revenue needs. Through face-to-face meetings and conference calls, delegates to MPACT64 have endorsed the updated Transportation Principles, gained consensus around spending priorities and drafted funding strategies for the consideration of their respective members and key partners and leaders statewide.

Transportation Funding Priorities

1. Multi-modal Improvements including:
 - a. Roadway improvements
 - b. Bicycle and alternative modes
 - c. Inter-city transit funding
2. System preservation & annual maintenance
3. Safety (accelerate progress underway with FASTER)
4. New capacity and managed lanes
 - a. With limited exceptions, managed lanes should be used to address recurring traffic congestion and preserve the opportunity for uncongested travel
 - b. Managed lanes may or may not be appropriate to address non-recurring or incident based congestion
 - c. Managed lanes should not be used to address safety concerns such as shoulders, passing lanes, and climbing lanes

Transportation Revenue Strategies

1. Advance statewide revenue solutions prior to pursuing regional solutions.
 - a. Support a 2013 statewide election to increase revenues derived from the sale of motor fuels by:
 - (i.) increasing the motor fuels (diesel, gasoline & ethanol) tax by up to \$0.10 per gallon, or (ii.) by applying the existing state sales tax to motor fuels, and/or (iii.) by indexing the motor fuels tax to inflation
 - b. MPACT64 suggests phasing in any increase
2. Develop regionally and authorize legislatively a mechanism to enable regions to create transportation authorities or districts in partnership with CDOT to fund regional multi-modal improvements.
 - a. Regions should develop the governance structure, list of and timeline for improvements,

and identify sources and uses of revenues.

3. Managed Lanes, as described above, should be considered as a source of revenues in congested corridors seeking additional capacity.
4. A voter approved motor fuels tax increase needs to be balanced with efforts to identify long-term revenue solutions that acknowledge that motor fuels taxes are a declining source of revenue, including:
 - a. A process to thoroughly examine and propose a fair and equitable way for users of hybrid, alternative fuel and electric vehicles to pay their fair share for their impact on the transportation system; and
 - b. A study to identify and suggest implementation strategies for improving methods of collecting revenues from all transportation users.

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