



## **MTD Governance Committee**

**October 19, 2012**

**1:30 PM to 3:30 PM**

**Offices of HDR, Inc. — 303 17<sup>th</sup> Avenue, Suite 700**

### **Attending:**

Bob Murphy, Lakewood  
Ed Icenogle  
Eric Bergman, CCI Staff  
Peter Kenney, MMC  
Rick Pilgrim, Bow Mar  
Pat Quinn, Broomfield

Catherine Marinelli, MMC Staff  
Paul Ryan, Denver Mayor's Office  
Don Hunt, CDOT (Phone)  
Jack Hilbert, Douglas Co. (Phone)  
Will Toor, Boulder Co.  
Robin Kneich, Denver City Council

### **Absent:**

Jim Gunning, Lone Tree  
Don Rosier, Jefferson Co.  
Herman Stockinger, CDOT Staff

### **Pikes Peak RTA**

- Extended negotiation to arrive at IGA that created the RTA
  - Every jurisdiction must vote affirmatively to join RTA
  - Passed in 2004
- Membership - All El Paso local governments
  - Colorado Springs - 3
  - El Paso County - 3 Commissioners (of 5 total)
    - County is 23% of population, City is 70 %
  - Woodland, Manitou and Raima - 1 each
- Voter approved 1% sales tax for roads, transit, maintenance projects (not state highways)
  - \$75M/year
  - List of projects
    - A, B and C lists — to be completed in order — each list had to be completed before moving to the next project list
      - Representatives prioritized within the list
    - Projected A list would have 80% of expected sales taxes
      - 60 A list projects
    - B list would have 100% of expected
    - C would have 120%

- 10% transit, 35% maintenance, rest 55% for capital
  - Transit and maintenance portions are permanent (½ cent)
    - Transit Projects
      - All transit is through City of Colo. Springs
      - Colorado Springs transit (Mountain Metro) serves the City and up to Manitou Springs
      - Not an enterprise
      - Run as a department of the City
      - 10% for transit has to go to a city
        - City gives some funding for para-transit
    - Capital = 10 years
      - 2012 Extension on ballot for another ten years
      - Capital projects to transit, trails, and other categories
      - Projects vetted thoroughly before added to the list
- Pikes Peak sees the RTA as a supplement to their roads and streets programs and not as regionally strategic projects
- Everyone agreed to maintenance of effort
  - Co. Springs hard hit by recession & had to reduce transit funding
  - Others did not press maintenance of effort issue
- Funding distribution
  - Population used to determine allotment for capital projects
  - Submitted projects that fit within 80% of allocation (to ensure adequate funds)
  - No qualifier of being on regional significance
  - Hearings and open houses on projects within the area

### **Other models**

- Trans Net ½% sales tax for San Diego

### **Equity Questions**

- Email exchange among members on equity questions expose differing viewpoints and areas of agreement
  - Is equity from this point forward or backward looking taking into account prior investments?
  - Amount dedicated to regionally significant projects vs. local
  - Will design criteria be imposed on projects?
  - Level of specificity and prioritization of projects?
- Equity among communities of interest?
- Does equity mean every jurisdiction gets a project?
  - Maybe there can be some level of balance among jurisdictions
  - Definition of community of interest should not be considered to mean every jurisdiction

- North end communities should decide on priorities up there, and south end communities should set their priorities and then we can figure out what can fit within the amount we can raise within a given number of years
- We need to be sure that the project list describes an appealing place where people want to live
- Big projects that positively impact metro commutes

### **Projects:**

- Dividing the money between capital, transit and maintenance is a good model
  - Transit set aside?
- Possible Projects:
  - Unfunded FasTracks projects
  - I-70 viaduct (\$2B to I-225)
  - C-470 (\$400M) to Wadsworth
  - I-25 North (\$140M for managed lanes \$300M for added lanes)
  - Bi-directional I-25
  - I-25 and Arapahoe Interchange (\$100M)
  - Highway 7 - including bikeways
  - Potential BRT in managed lanes needs to be part of the discussion
  - Bicycle pedestrian projects should be allowed on the list as well
    - Counties to compile list of projects
    - Many bike-ped projects associated with FasTracks are unfunded
  - TREX lanes converted to managed lanes?
  - Should not exclude general purpose lanes
    - CDOT working on policy for metro interstates where default is managed lanes
      - Exceptions will have to disprove need
      - CDOT to provide information re managed lane capacity and non-managed lane capacity
- Arguments about controversial projects will hurt us at the ballot
- Every project will have multiple funding sources — not just this new \$\$
  - Having this incremental additional money will help us leverage other sources
  - Managed lanes are revenue source
- Straw Man Project List
  - Rick will put together a table of projects and funding sources
    - Managed lanes, bridge & road enterprise, other user fees
    - Possible gas tax increase revenues
      - ½ to system preservation & rural safety
      - ½ to capacity (\$100M statewide/\$50M metro)
  - Above mentioned projects are a potential A list

- Circulate for discussion to see what's missing
- Should MTD have the power to bond?
  - Conventional wisdom is that adding debt to ballot question loses some votes

### **Straw Man Governance Option**

- Will be taken to MMC and MACC for comment

### **Legislation**

- An RTA requires each jurisdiction to vote affirmatively
- IGA entity has no bonding or taxing authority
- Legislation likely necessary
- If in 2013 there will be deadlines for action
- After the election we can figure out likely sponsors for this
- In legislation: define region, name date before which a voter ask cannot take place, define authority

### **Next Meeting**

- November 16, 2012