



## Proposition 110 – Let's Go, Colorado Brief

Coloradans are tired of sitting in traffic and driving on roads in poor condition. Transportation infrastructure continues to be the top issue for voters, and that intensity, coupled with the realization by voters that there is a need for a new funding sources, creates an environment in which we're confident that a small tax increase will be approved by voters. As you know, a well-maintained transportation system supports our economy (from high tech to tourism to oil and gas) and helps retain good jobs in Colorado.

We've determined through research and many stakeholder discussions that a minor sales tax raise is the best solution to our transportation funding challenges. First, it provides an immediate source of revenue to begin projects quickly. Second, it ensures that everyone pays their fair share, including the 80 million tourists who visit our state annually.

### What Prop. 110 does

- Raise state sales tax by 0.62%. This translates to about 6 cents on a \$10 purchase and raises approximately \$767 million in the first year. The tax will sunset in 20 years.
- Revenues will go directly to state and local transportation projects as well as multimodal projects shared 45/40/15 respectively. No legislative action is required.
- Gives CDOT the ability to bond up to \$6.0 billion to accelerate projects on the adopted list. Link to adopted Transportation Commission list of projects below.

### Statewide Projects (45% of the funding)

Colorado's transportation needs have gone unmet for decades. As a result, CDOT is facing a backlog of \$9 billion in unfunded projects. CDOT has worked diligently with the Statewide Transportation Advisory Committee (STAC) to prioritize critical projects across the state.

On July 19<sup>th</sup> the Transportation Commission adopted a list of 107 specific projects statewide that will be advanced should the ballot initiative pass. Below are some highlighted projects that improve movements along the Front Range, within metro areas, west into the mountains and throughout the eastern plains. Projects will advance based on project readiness and regional equity, but the stated intent is to move the larger projects first to minimize the risk of completing project within the 7-10 year commitment. CDOT has developed a user-friendly website to learn about all the adopted projects. The FULL LIST of 107 projects can be found at <http://togetherwego.codot.gov>.

### A Few Highlighted Projects

I 70 Westbound Peak Period Shoulder Lanes	\$105 m
I 70 West Floyd Hill widening, simplified curves and bridges, safety improvements	\$550 m
I 270 Widening I 76 to I 70	\$233 m
I 25 Valley Highway widening from Alameda to 6 <sup>th</sup> Avenue	\$134 m

US 50 East of Pueblo widening	\$50 m
US 24 West from Divide to I 25	\$64 m
I 25 North from SH 66 to SH 14	\$603 m
I 25 Colorado Springs congestion relief from South Academy to Baptist Road	\$369 m
US 85 Corridor improvements	\$43 m
US 34/US 85 Interchange reconfiguration	\$113 m
SH 13 Rifle North	\$35 m
US 160 Dry Creek Passing and Mobility Improvements	\$36 m
US 285: Safety and Mobility Improvements from Center to Saguache (shoulders)	\$31 m

Tourism. Over 82 million visitors come to Colorado each year and spend over \$21 billion on purchases like hotels, rental cars, food and recreation. This proposed state sales tax increase, totaling about six cents on a ten-dollar purchase, will allow the state to address our growing transportation problems and ensure tourists visiting Colorado pay their fair share toward improving our transportation infrastructure.

#### **Local Transportation Investment (40% of the funds)**

Nearly 88% of all roads in Colorado are local. This proposal lets local communities identify their own transportation projects, allowing our communities to prioritize and meet their most urgent needs. This revenue will be split 50/50 between cities and counties based on the existing statutory formula of lane miles and vehicle registrations. Projects could include:

- Street repaving and pothole repair
- New intersections shoulders and signals
- Matching for state projects
- Bike lanes, sidewalks and other transit options

#### **Multimodal Projects (15% of the funds)**

This measure also creates a flexible statewide transportation solution to improve and diversify Colorado's transportation system and address the demands of its growing population. The Multimodal Fund is entirely new and creates investment opportunities for the state and local governments to address mobility issues, develop and expand transportation demand management programs, fund transit capital and operating expenses, and develop or expand bicycle and pedestrian systems.

Allocation from the Multimodal fund are as follows:

- CDOT will bond against the first \$30M/year for multimodal projects statewide at a shared cost with local entities (50/50). The Transportation Commission (TC) adopted the \$800 million Multi-modal project list in July 2018. Projects reflect the unique needs of communities across the state. The full list of multimodal projects can be found at <http://togetherwego.codot.gov>

#### **A Few Highlighted Multi-modal Projects**

East Colfax BRT	\$110 m
Colorado Springs Transit Center	\$20 m
RFTA Glenwood Maintenance Facility Expansion	\$30 m
SH 119 Downtown Longmont to Downtown Boulder	\$370 m

- Of the remaining dollars, 85% will be allocated to local multimodal projects (on-demand transit for the elderly, demand management programs, technology improvements and bike/ped projects) and 15% to state multimodal projects like Bustang.