COLORADO MOBILITY FUNDING

ADDING TO THE TOOLBOX
FEBRUARY 20 BOARD DISCUSSION

Metro Mayors Caucus discussions, 2012-present

Failure of Proposition 110

Local and regional discussions reemerge

Options for regional funding

Continue discussions, engage with counties, evaluate enabling legislation options for EMPO
2019 — THE CURRENT LOCAL SITUATION

• local needs and shortfalls continue to grow
• individual city and county funding talks threaten fracture
“ALL ROADS ARE LOCAL” (almost)

- 75% of paved lane miles are maintained by local jurisdictions
  - 33,000 by cities
  - 32,000 by counties
  - 23,000 by CDOT
REGIONAL MOBILITY TOOLS—GOALS

• accelerate regional and local priorities

• address congestion, pavement conditions and mobility needs

• allow each region to determine
  • priorities
  • equity
  • rate
  • distribution

• hold harmless—similar to regional transportation authorities and High-Performance Transportation Enterprise
REGIONAL TRANSPORTATION AUTHORITIES (RTA)

new regional transportation authority formed under existing statute or after amendments

**PROS**

- on statute and well-tested
- seven RTAs across state
- Pikes Peak RTA similar but smaller

**CONS**

- designed for small collaborations
- holdouts make corridor investments difficult
- creates new governing body with one representative per participant
**METRO TRANSPORTATION COLLABORATIVES (MTC)**

authorize new metro transportation collaboratives via legislation to set boundaries and governance

<table>
<thead>
<tr>
<th><strong>PROS</strong></th>
<th><strong>CONS</strong></th>
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<tbody>
<tr>
<td>• refine governance in legislation to meet regional needs</td>
<td>• requires legislation for each MTC</td>
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<td>• no need for multiple intergovernmental agreements</td>
<td>• new layer of government for each created</td>
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<td>• contiguity and continuity</td>
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EMPOWER METROPOLITAN PLANNING ORGs (E-MPO)

empower five existing metropolitan planning organizations with RTA-like taxing authority (same option for transportation planning regions?)

**PROS**
- no new government
- no formation costs
- experienced staff
- MPOs cover 83% of state population
- regions can tailor funding and priorities to local needs

**CONS**
- requires new legislation
- not a quick fix
## Colorado's Five MPOS

<table>
<thead>
<tr>
<th>MPO</th>
<th>Population</th>
<th>Percent of State Population</th>
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<tbody>
<tr>
<td>DRCOG</td>
<td>3,168,900</td>
<td>57.00%</td>
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<tr>
<td>PPACOG</td>
<td>681,469</td>
<td>12.30%</td>
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<tr>
<td>PACOG</td>
<td>151,301</td>
<td>2.70%</td>
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<tr>
<td>GVMPO</td>
<td>130,419</td>
<td>2.40%</td>
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<tr>
<td>NFRMPO</td>
<td>494,257</td>
<td>8.90%</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>4,626,346</strong></td>
<td><strong>83.00%</strong></td>
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FILLING THE TOOLBOX

- de-Brucing – 2019 ballot
- TRANS in 2020
- General Fund transfers
- public-private partnerships
- road-use charge
- RTAs
- E-MPOS
- local sales taxes
NEXT STEPS

1. Identify statute for E-MPO authority
2. Reach out to MPOs and jurisdictions statewide
3. Explore public awareness campaign