

Move Colorado News

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<p><i>Move Colorado</i> is a private industry organization that provides information, sponsors education programs, and supports the efforts of Colorado community, business, and political leaders to solve transportation finance issues.</p>	
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Governor Ritter Appoints Co-Chairs

Gov. Bill Ritter named three people to head his blue-ribbon transportation panel: Doug Aden, the chairman of the Colorado Transportation Commission, State Treasurer Cary Kennedy and Bob Tointon, president of the construction management firm Phelps-Tointon.

Ritter plans to name between 20 and 30 members to the panel by April 9th. Sometime in April, the panel will kick off with a statewide summit meeting, and then hold regional summit meetings in at least five areas of the state during the spring and summer, delivering a report by the end of the year. Governor Ritter said "My mandate to the blue-ribbon committee is we should consider all funding streams."

Douglas County Joins as First Public Agency Member

Bruce Prommersberger, Membership Committee Chair announced the opening of the next phase of the *Move Colorado* Membership Campaign with a new Board of Director Member – Douglas County. Melanie Worley will represent Douglas County.

According to Prommersberger, the goal for 2006 was to build *Move Colorado* as an "Organization of Organizations" with Council Members representing business, economic development, community organizations and associations. We will continue to

broaden that base with public agency members vitally concerned with our transportation funding issues. Douglas County has provided local, regional and statewide leadership on this issue."

Melanie Worley is Past Chair of Progressive 15 which represents Northeast Colorado and chairs the DRCOG Ad Hoc Transportation Finance Task Force looking at the metro Denver transportation challenge.



Melanie Worley
 Douglas County Commissioner
 Joins Move Colorado Board

According to Worley, "the *Move Colorado* organization provides a statewide coalition with new momentum to tackle one of the states critical economic development issues – adequate financing of our transportation system. A unified, broad based coalition will need to be built. With Governor Ritter's appointment of a Transportation Panel, we can all get started solving the problem and building that statewide solution."

Last year, the following organizations joined *Move Colorado*: Club 20, Action 22, Progressive 15, Denver Metro Chamber of Commerce, DIA Partnership, I-70 Mountain Corridor Coalition, Colorado Association of Transit Agencies, Colorado Municipal League, Rocky Mountain Rail Authority & Colorado Rail Association, and the Transit Alliance.

Move Colorado Honors Joe Blake for Transportation Leadership



**Joe Blake
President & CEO
Metro Denver Chamber of**

At the Colorado Contractors Association Annual Convention, Joe Blake, former Colorado Department of Transportation Commissioner and Co-Chair of the successful Referendum C campaign, was recognized by *Move Colorado* for his leadership on transportation issues.

According to President Steve Holt, “If there has been a major effort to improve transportation in Colorado in our lifetime, Joe Blake has been the messenger from the business community. The modernization of Colorado’s transportation system with TREX, and FasTracks was one of Joe Blake’s most significant contributions, but the passage of Referendum C helped divert a serious fiscal and economic crisis and provides critical funding for transportation projects. Joe Blake

continues to raise the bar on our vision and willingness to work together toward a new economic future.”

Move Colorado Delivers Call to Action to Solve the Transportation Funding Dilemma

As the Legislative Session began, the Governor and Legislators receive copies of a Call to Action to solve Colorado’s Funding Dilemma – a document prepared by the Move Colorado Task Force. According to Move Colorado President Steve Holt, “Colorado’s transportation system has fallen behind – projects have been set aside or deferred while the system ages and population continues to grow.

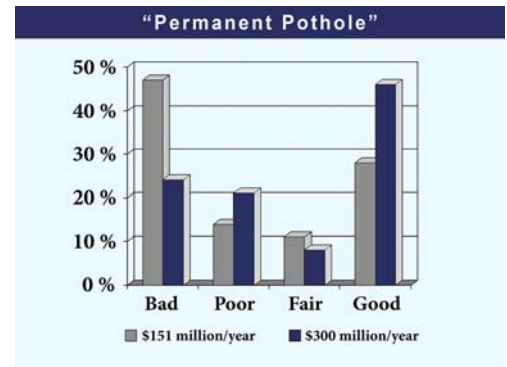
Investments are needed to make our transportation system work efficiently and safely, and keep congestion at acceptable levels.”

Colorado’s transportation system is in decline, threatening the health of our economy and quality of life. The decline results from a shortage of funds caused by funding sources that have been falling behind maintenance and construction needs.

David Pampu, editor of Perspective published by Move Colorado, called the situation a Permanent Pothole: “The revenue structure underlying highway maintenance, rehabilitation and construction has not kept pace with societal changes and the way we now build our infrastructure. It is out of balance.

Without changes to the revenue side of the equation we are faced with a permanent pothole—a larger and larger job with a virtually stagnant revenue stream that is actually decreasing due to inflation. The way we produce highway revenue must be modernized.

Colorado needs \$300 million annually just to sustain its road system surface condition as it is today with no added capacity for increased traffic. The state has been investing only about half that amount or \$151 million a year. At that rate, in another decade 47 percent of Colorado’s roads will have zero remaining service life, meaning they will be so damaged they can’t be repaired but will need to be totally reconstructed.



The legislature partially addressed this funding shortfall during the 2006 session by funding HB 02-1310 at \$90 million and directing those dollars towards “zero service life” projects. Some facts from a recent study by The Road Information Project TRIP underscore the urgency.

- Nearly on-half of our highways were rated at or below mediocre condition;
- Denver and Colorado Springs have the highest levels of traffic congestion in the nation among cities of comparable size; and
- Colorado’s traffic fatality rate is above the national average

Legislative efforts this year will emphasize the importance of maintaining SB 1 and HB 1310 funding while pushing for a longer term solution.