The Northwest Metro Region is growing.

The Northwest Metro Region is a vibrant expanding hub within the front range. A desirable place to work and live.
Our region encompasses:

Boulder | Westminster | Louisville
Lafayette | Longmont | Erie
Broomfield | Superior | Boulder County
Driving our competitive edge.

• Transportation is important and necessary to our economic growth and stability.
• An effective multimodal transportation system and an inter-connected network of high performing corridors is integral to maintain and grow our region’s competitive advantage within the state and national context.
Transportation is critical to our quality of life.

An efficient and well-maintained transportation system lifts all other quality of life standards and provides critical access to:

employment, housing, healthcare, education, shopping and recreation
Transportation is the 2nd highest expense after housing.

Source: Living Wage Calculator: livingwage.mit.edu/counties/08013
The effects of congestion
Congestion moves us backwards.

- Reduced accessibility and mobility diminish quality of life by reducing economic productivity and limiting opportunities for economic, health or social transactions and activities. ¹

- Congestion starts to become a drag on job growth when it gets to be worse than 35 to 37 hours of delay per commuter per year (or about four-and-a-half minutes per one-way trip, relative to free-flowing traffic). ²

1. COLORADO TRANSPORTATION BY THE NUMBERS, Meeting the State's Need for Safe, Smooth and Efficient Mobility. March 2017.
Workers waste an average of 20.4 minutes per day delayed in congestion.

Source: CDOT website. dtdapps.colorado.gov/otis/YCD/Mobility/congestion-tab
By 2030, vehicle travel in Colorado is projected to increase by another 20%.

Source: COLORADO TRANSPORTATION BY THE NUMBERS, Meeting the State's Need for Safe, Smooth and Efficient Mobility. March 2017
Understanding our transportation funding shortfalls.
With the US 36 Express Lanes project now complete, there is no additional funding to expand for decades.
Traditional funding sources are backlogged and inadequate.

• Taxes and other sources of funding don’t cover the costs of expanding the transportation system needed to meet the demands of the region.

• Our region can’t rely on current statewide transportation funding as there is already a backlog of $9 billion dollars. ¹

• Nearly all of CDOT’s funding is going towards maintaining the existing infrastructure. ²

¹ CDOT https://www.codot.gov/programs/planning/projects/development-program
² CDOT; 58 percent of CDOT’s budget to maintenance (CDOT Annual Report 2016)
Commuter Rail won’t be coming anytime soon.

- RTD FasTracks was a ballot issue Denver metro voters approved the .04% sales tax back in 2004.

- Our region has not received our fair share of the tax revenue.

- RTD does not have funds available to complete Northwest Rail until at least 2042.

- RTD is currently experiencing challenges to meet the demand of operating daily service throughout the entire Denver region.

1. CDOT https://www.codot.gov/programs/planning/projects/development-program
2. CDOT; 58 percent of CDOT’s budget to maintenance (CDOT Annual Report 2016)
3. RTD 2017 Annual Program Evaluation
How did we get here?
56% of CDOT revenues comes from state and federal gas taxes.

The state’s gas tax, which is currently 22¢ per gallon, has not changed since 1992.

The gas tax does not rise when gas prices go up.

Source: 56% of CDOT revenues come from state and federal gas taxes. (CDOT Annual Report 2016) (page 6)
Budget Shortfall

A dollar from 1992 is worth about 40¢ today.

Budget Shortfall

Colorado’s gas tax falls below 34 other states.

Fuel-efficient vehicles bring less revenue.

The vehicle fleet has become more fuel efficient so the gas tax doesn’t generate as much per vehicle as in 1992. With the expected increase in electric vehicles, many vehicles will not pay any gas taxes at all.
BRT and other commuter options are successful.
BRT is working beyond expectations.

The Flatiron Flyer routes carry 10,519 passengers per weekday.

That’s 29% more riders than traditional bus service the year prior.

-- Source: RTD, US36 Regional Service (Flatiron Flyer) - Average Weekday Boardings by Runboard, Jan 2012 - Nov 2017
Innovative funding partnerships are critical.

• On major corridor expansion projects, CDOT and RTD have turned to public-private funding partnerships, such as the one that resulted in recent improvements to US 36 between Denver and Boulder.

• Private money helps fill the gap in projects that the state can not fully fund on its own.

Let’s merge for progress.
It’s time we invest in our future.

• From our experience on the US 36 corridor, we will achieve more when we link arms together for our region.

• Keeping our communities and businesses thriving within the northwest metro region is going to take a willingness to learn more, come together, and partner for transportation solutions.