March 21, 2017

Honorable Members of the Colorado General Assembly:

Commuting Solutions would like to express our appreciation for the bi-partisan effort to develop a long-term transportation funding package that addresses Colorado’s diverse and growing transportation needs. We support HB17-1242 as introduced and would like to see it passed through the legislature.

The needs of the northwest metro region are significant as we experience an increase in businesses relocating to our region, and as we see more people traveling in the region to live, to commute for work, and as visitors. The US 36 corridor is a national model of a successful multi-modal project that includes the US 36 Express Lanes, Flatiron Flyer Bus Rapid Transit Service, the US 36 Bikeway and Transportation Demand Management (TDM) services. The northwest metro region is looking for federal, state and regional funding to implement the Northwest Area Mobility Study (NAMS) recommendations to address our regional transportation needs, as we see HB-1242 as a means to help our projects leverage additional funding. The NAMS is an RTD study completed in 2014 to build political consensus for the short and long-term transit mobility needs of our region.

We are pleased to see a significant share of the funding would be dedicated for multi-modal purposes, including transit, bike and pedestrian infrastructure, as well as Transportation Demand Management (TDM) and transit passes. We are especially interested in the components of the bill which enable local governments to receive a significant increase in the Highway User Trust Fund (HUTF) formula funding for the use of both capital and operations of multi-modal transportation projects in our region. This funding would greatly assist our communities and demonstrate to voters the local benefits of the referred measure.

We are also very supportive of the Multi-Modal Options Fund funding committed for multi-modal purposes of up to $100 million annually that would be matched 1-1 by other funding to maximize the investment in transit, bike/pedestrian, technology and other TDM services to reduce traffic congestion. This funding is consistent with mobility needs for both urban and rural areas, consistent with the MPACT 64 consensus agreement.

HB17-1242 will improve the economic attractiveness of Colorado and increase our competitive advantage with other states.

Thank you for your consideration of this bill. We stand prepared to help educate voters and engage in a campaign to support a referred measure should it pass in the legislature.

Sincerely,

David Driscoll
Chairperson