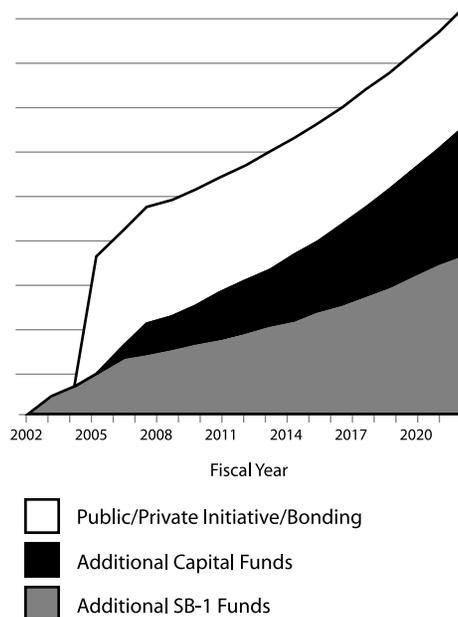


## The Challenge

To meet the transportation challenge of the first quarter of the 21st century — and to guarantee Colorado's continuing economic vitality — our state must have a detailed and comprehensive blueprint. In the decade prior to when Bill Owens became Governor, Colorado failed to keep pace with its economic and population growth. If transportation is not made a budget priority — and if Colorado continues to lack a detailed and predictable funding blueprint — only half of this need can be met. That means Colorado will hit a deep funding pothole down the road, leaving highway, rail, transit, aviation and bicycle/pedestrian projects unfinished.

**Funding Colorado's Transportation Needs  
With No Tax Increase**



For more information, contact:

Governor Bill Owens  
 Room 136 - State Capitol  
 Denver, CO 80203  
 303-866-2471  
[governorowens@state.co.us](mailto:governorowens@state.co.us)

## The Colorado Blueprint

### A 21st Century Transportation Plan



**"Making Colorado a leader  
 in the 21st Century  
 depends on a 21st Century  
 transportation system."**

Governor Bill Owens  
 Annual State of the State Message  
 January 10, 2002

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## The Record

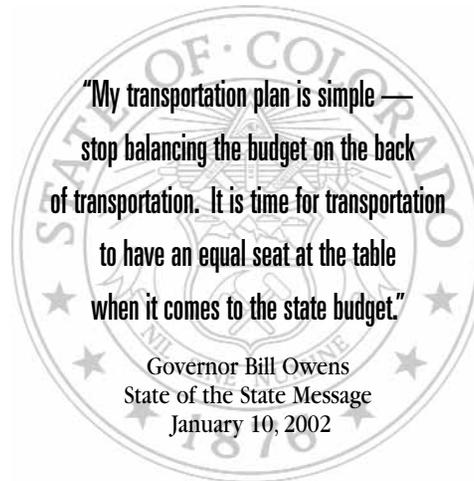
Over the past three years, Governor Bill Owens and a bipartisan majority in the Colorado Legislature have begun the hard work of making transportation the priority it needs to be.

- **Since 1999, transportation funding has doubled.** Transportation funding during the Owens Administration averaged \$1.1 billion per year compared with \$573 million annually during the prior eight years.
- **The Owens plan to bond for transportation projects has provided funding for rural and urban areas of Colorado.** Due to the voter approved initiative that allowed the Colorado Department of Transportation (CDOT) to issue bonds, projects originally estimated to take 50 years to complete are now being finished in 10 years or less. A majority of these high priority projects - 56 percent - are outside the metro-Denver area.
- **After years of delay, the Owens bonding initiative finally allowed work on the T-REX highway-light rail project to move ahead.** The project brings relief to the state's most congested corridor along I-25 South.
- **While T-REX receives massive media attention, it accounts for less than 9 percent of CDOT's total budget for its priority projects.** Fully 78 percent of the budget for priority projects is being invested in rural Colorado.

This three-year effort has put Colorado back on the road toward transportation progress. But for the state to reach its potential over the next two decades, a detailed transportation funding plan is urgently needed. Governor Owens' Colorado Blueprint meets that challenge.

## The Colorado Blueprint

Governor Bill Owens' plan will infuse over \$11 billion into transportation over the next 20 years, meeting a substantial part of the state's needs. This can be accomplished without an increase in taxes.



- **Increase the Senate Bill 97-1 sales tax transfer to transportation from 10.34 percent to 15 percent, phased in over a five-year period starting in FY 03-04.**

According to a study by the Colorado Legislative Council, 15 percent of the state sales tax comes from auto-related purchases such as tires, batteries and vehicles. But only about 10 percent of the state sales tax is devoted to transportation. By increasing the sales tax transfer to 15 percent, billions of dollars can be generated for transportation over the next 20 years.

- **Put transportation and capital construction on a level playing field. For every dollar that goes into construction of state buildings, an equal amount should go into improving the transportation system.**

Over the last five years, the state has invested approximately \$1.5 billion in capital construction. The majority of that has gone to buildings, with less than \$300 million allocated to transportation. The Owens plan calls for dividing capital construction funds equally among buildings, transportation, and a "rainy day" fund.

- **Provide a \$100 million annual guarantee of transportation funding from Senate Bill 97-1.**

In most years, this sales tax transfer will provide well over \$100 million - especially if the transfer is increased from 10.34 to 15 percent. However, it is important to guarantee a minimum amount of funds so that critical projects move forward.

- **Tolling of new transportation facilities.**
- **Public/private partnerships.**
- **Issue final phase of TRANS bonds (Transportation Revenue Anticipation Notes).**
- **Parity for RTD if it submits to state planning process.**

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