

Kelly Brough
President and CEO

Testimony: HB17 – 1242 New Transportation Infrastructure Funding Revenue
Senate Transportation
April 11, 2017

Good afternoon, Mr. Vice Chair and members of the committee. I'm Kelly Brough, president and CEO of the Denver Metro Chamber of Commerce, an organization representing over 3,000 businesses and their 300,000 employees. Thank you, President Grantham and Senator Baumgardner for introducing this very important bill.

In addition to the Chamber, I am also representing the Colorado Competitive Council and the Metro Denver Economic Development Corporation. We are here in strong support for transportation funding and the work you are doing on HB 1242.

A few years ago, our board of directors discussed this issue and collectively decided that funding transportation should have a statewide solution and not solely a metro area solution. We've made commitments to our state partners, Club 20, Action 22 and Progressive 15, to do just that.

Coloradans are already paying for our roads. Coloradans lose between 10 and 50 hours a year in traffic. But even worse than that, a study was done that showed that Coloradans spend per person between \$1200 a year in the form of additional vehicle operating costs, congestion-related delays and traffic crashes, up to \$2100 in the metro area. That's a total of \$6.8 billion.

An investment in transportation funding now will save Colorado money. This goes for the entire state of Colorado. It is not just a metro Denver issue. Coloradans are literally paying a steep price for our State's failure to invest in their roads. And that only gets worse given that without this investment we're relying today on a declining revenue source for transportation -- our gas tax.

Not investing in transportation will also cost us in two additional ways: How we attract companies and how we attract workers. We hear this constantly from our members.

There are some changes we continue to ask for:

1. Allocating all moneys in the bill as a percentage of the total dollars instead of a flat dollar amount. A percentage for the CDOT revenue that isn't used for bond payments ensures the amount of money needed for CDOT to provide maintenance would not be diminished as other pots grew disproportionately.
2. It is critically important that we maintain only one commission to oversee the State's transportation investments. Two entities only exacerbate the challenge of ensuring we develop and maintain a comprehensive strategy state-wide for investments in transportation. While we could support changes to how the current commission could be improved, we would never support more than one commission.
3. We are also sensitive to the impact of the sales tax increase on local governments in Colorado. We are supportive of how we can keep fees in place to lessen the proposed increase in sales tax.

Currently, CDOT has a \$9 billion statewide project list. We need HB 1242 to finally provide a revenue stream allowing bonding so the projects with the highest priority could be accomplished along with some additional maintenance of the current system. HB 1242 also ensures local government throughout Colorado would be able to begin addressing their infrastructure needs as well.

We ask that you advance House Bill 1242 and put to voters the question of whether we invest in our state's infrastructure. We strongly support House Bill 1242. Thank you.