

Second Regular Session
Sixty-eighth General Assembly
STATE OF COLORADO

PREAMENDED

LLS NO. R12-0872.01 Jason Gelender x4330

SJR12-037

SENATE SPONSORSHIP

Tochtrop,

HOUSE SPONSORSHIP

Vaad,

Senate Committees

House Committees

Transportation

SENATE JOINT RESOLUTION 12-037

101 CONCERNING THE NEED FOR ADEQUATE AND RELIABLE LONG-TERM
102 SOURCES OF FUNDING FOR THE STATEWIDE TRANSPORTATION
103 SYSTEM.

1 WHEREAS, A safe, well-maintained, and sustainable statewide
2 transportation system that has sufficient capacity to allow efficient
3 movement of people and goods throughout the state is critically important
4 to the state economy and the continued prosperity of the state; and

5 WHEREAS, From 1995 to 2010, the population of Colorado
6 increased by 36%, from 3.7 million people to over 5 million people, and
7 the population is expected to increase to 6 million people by 2020; and

8 WHEREAS, From 1995 to 2010, the total number of vehicle miles
9 traveled in Colorado increased by 34%, from just over 35 billion miles to

Shading denotes HOUSE amendment. Double underlining denotes SENATE amendment.
Capital letters indicate new material to be added to existing statute.
Dashes through the words indicate deletions from existing statute.

1 nearly 47 billion miles, and the number of vehicle miles traveled is
2 expected to increase by more than an additional 20% by 2020; and

3 WHEREAS, As the number of vehicle miles traveled on the
4 surface transportation system increases, traffic congestion increases,
5 roadway surfaces deteriorate more quickly, and the state and local
6 governments must spend more money to increase the capacity of and
7 maintain the system; and

8 WHEREAS, The rates of the primary traditional sources of state
9 and federal transportation funding, the state and federal excise taxes
10 imposed on a per gallon basis on gasoline and other motor fuels, have not
11 increased since the early 1990s; and

12 WHEREAS, As motor vehicles have become increasingly fuel
13 efficient, the amount of revenues generated by motor fuel taxes has
14 remained nearly flat in nominal terms and has declined substantially in
15 real terms, and this trend will continue as hybrid and alternative fuel
16 motor vehicles become more popular; and

17 WHEREAS, Despite the large increase in use of the statewide
18 surface transportation system and legislative efforts to supplement motor
19 fuel tax revenues with other sources of revenues, when adjusted for
20 construction cost inflation, total state transportation funding declined
21 from 1995 to 2010; and

22 WHEREAS, The lack of adequate funding for construction,
23 maintenance, and repair of the statewide surface transportation system has
24 allowed traffic congestion to increase so that travel time delay per traveler
25 in congested corridors averages over 18 minutes per trip and costs
26 commuters in Denver, Boulder, and Colorado Springs almost \$2 billion
27 annually; and

28 WHEREAS, The lack of adequate funding has also allowed
29 statewide transportation system infrastructure to deteriorate so that only
30 48% of state highway lane miles are rated above poor condition, and
31 without additional sources of funding that percentage is expected to drop
32 to 30% over the next decade; and

33 WHEREAS, The Colorado Department of Transportation
34 estimates that an additional \$157 million per year above the department's
35 forecasted budget will be needed just to maintain the state highway

1 system in its current condition over the next decade and that an additional
2 \$390 million per year would be needed to improve the condition of the
3 system to meet the department's goals; and

4 WHEREAS, In light of the size of the shortfall in funding for the
5 statewide transportation system and the critical importance of an adequate
6 statewide transportation system to the state economy and the continued
7 prosperity of the state, the state must consider all reasonable means of
8 generating additional sustainable dedicated revenues for transportation,
9 including but not limited to increases to existing motor fuels taxes,
10 tolling for new capacity created by public-private partnerships, and flat
11 or variable transportation system user fees based on vehicle miles
12 traveled; now, therefore,

13 *Be It Resolved by the Senate of the Sixty-eighth General Assembly*
14 *of the State of Colorado, the House of Representatives concurring herein:*

15 (1) That the Governor, the Colorado Transportation Commission,
16 the Colorado Department of Transportation, the metropolitan planning
17 organizations and regional planning commissions, and all other elected
18 officials and governmental or nongovernmental entities that have
19 responsibility for or mission-related interest in transportation planning or
20 funding are encouraged to make every reasonable effort to develop and
21 support the implementation of innovative and effective means of
22 generating additional adequate and sustainable dedicated revenues for
23 transportation.

24 (2) That the efforts to develop and support the implementation of
25 such means of generating revenues should include a serious and thorough
26 examination of operational barriers to and the technical, fiscal, and
27 political viability of developing and implementing flat or variable
28 transportation system user fees based on vehicle miles traveled.

29 *Be It Further Resolved,* That copies of this Joint Resolution be sent
30 to Governor John W. Hickenlooper, Executive Director of the Colorado
31 Department of Transportation Don Hunt, and each metropolitan planning
32 organization and regional planning commission in the state.