



REGIONAL MOBILITY GOALS

- accelerate regional and local priorities
- address congestion, pavement conditions and mobility needs
- maximize flexibility — allow each region to determine
 - priorities
 - equity
 - rate
 - distribution
- hold harmless— like regional transportation authorities and High-Performance Transportation Enterprise



MENU OF REGIONAL MODELS

- RTA** → new **regional transportation authority** formed under existing statute or after amendments
- MTC** → authorize new **metro transportation collaboratives** via legislation to set boundaries and governance
- E-MPO** → empower five existing **metropolitan planning organizations** with RTA-like taxing authority (same option for transportation planning regions?)

EMPOWER METROPOLITAN PLANNING AGENCIES (E-MPO)

PROS	CONS
<ul style="list-style-type: none"> • no new government • no formation costs • experienced staff • MPOs cover 83% of state population • regions can tailor funding and priorities to local needs 	<ul style="list-style-type: none"> • requires new legislation • not a quick fix

COLORADO'S FIVE MPOS

MPO	POPULATION	PERCENT OF STATE POPULATION
DRCOG	3,168,900	57.00%
PPACOG	681,469	12.30%
PACOG	151,301	2.70%
GMPO	130,419	2.40%
NFRMPO	494,257	8.90%
Total	4,626,346	83.00%

IT'S A ROUGH RIDE

LOCATION	POOR	MEDIocre	FAIR	GOOD
Colorado Springs	37%	25%	16%	21%
Denver	40%	28%	1%	18%
Northern Colorado	25%	26%	17%	32%
Grand Junction	32%	21%	15%	31%
Pueblo	49%	23%	13%	16%

FILLING THE TOOLBOX



- de-Brucing – 2019 ballot
- TRANS in 2020 (?)
- General Fund transfers
- public-private partnerships
- road-use charge (?)
- RTAs
- E-MPOS
- local sales taxes

NEXT STEPS



Identify statute for
E-MPO authority



Reach out to MPOs and
jurisdictions statewide



Work with legislature on
enabling authority in 2020