



State of Our Cities and Towns – 2013

Report for Colorado Municipal League

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STATE OF OUR CITIES AND TOWNS – 2013

REPORT FOR COLORADO MUNICIPAL LEAGUE

INTRODUCTION

Corona Insights is pleased to present this latest iteration of *The State of Our Cities and Towns* report to the Colorado Municipal League. This report provides key findings from the 2013 survey of Colorado's municipalities. Complete findings for all closed-ended questions follow, including graphs and tables showing results on issues regarding streets and maintenance, transportation projects and funding, and revenue challenges.

METHODOLOGY

RESEARCH DESIGN

The survey instrument was originally designed by Corona Insights with direction provided by the Colorado Municipal League (CML). The 2013 survey was significantly updated from the 2012 survey. The 2013 survey delved deeper into transportation issues, specifically streets and maintenance, funding, transit, communications and challenges. Future surveys will similarly explore other municipal issues in greater depth.

Additional questions on overall revenue and municipal challenges from previous surveys were also asked in order to provide the ability to continuously track several key issues over time.

This year's survey, like previous years' surveys, was designed to keep the overall survey manageable for respondents to boost response rate and preserve data quality.

DATA COLLECTION

The survey was sent by mail to each municipality, and respondents could either return the paper survey by mail or respond via an online option. For the mail survey, the Colorado Municipal League handled printing and mailing of the questionnaire to staff at each municipality. One survey was sent to each municipality, and municipalities returned completed surveys directly to Corona Insights' offices or via Corona's online survey system with login information provided on the mailed survey. To boost response rates, CML staff made several attempts to contact non-responding municipalities. All data entry and cleaning was performed by Corona's internal staff.

The execution period went from July 8, 2013 through August 26, 2013.

ANALYSIS

This report provides tables and graphs of responses for the CML State of Our Cities and Towns Survey. Responses are provided for all municipalities (i.e., Overall) and are also broken down for municipalities of different sizes (i.e., population less than 2,000, between 2,000 and 24,999, and 25,000 or greater). For two questions, results are also broken down by two different geographic regions of Colorado, defined by CML (i.e., Eastern Plains and Western Slope).

The size categories are provided below with the response rate for each category. Size ranges used for segments are the same as last year, but do vary from years prior to 2011.

Municipality Population	Number of Cities in Colorado 2010 Census	Number of Survey Responses: 2013	Response Rate
25,000 or Larger	25	14	56%
2,000 to 24,999	87	40	46%
Less than 2,000	159	51	32%
<i>Overall</i>	<i>271</i>	<i>105</i>	<i>39%</i>

REPORTING NOTES

When reading the following tables and graphs, it is important to keep the following points in mind.

- ➔ All percentages refer to the raw percentage of survey respondents giving a particular response. Percentages have not been weighted to reflect the proportion of municipalities of each size. As a result, the ‘Overall’ results presented are the overall results of the survey respondents, and are not generalizable to the population of all municipal governments in the state. Weighting was not practical both because of the small sample size of the survey and because there is no way to determine whether those municipalities responding are representative of all municipalities of their size.
- ➔ On all graphs, labels of two percent (2%) and less are sometimes removed for ease of reading. On other graphs, due to the density of bars, labels were left off (figures can be read from the axis and through the data file).
- ➔ On graphs that should sum to 100 percent, the labels occasionally may not add to 100 percent due to rounding or non-response.
- ➔ Comparing this year’s data to previous years’ data (or future years’ data) could be misleading depending on which municipalities respond in any given year. Due to the relatively small sample size, and possible large differences between municipalities, even a slight change in the makeup of responding municipalities could cause the numbers to change significantly. Comparisons should be approached on a question-by-question basis.

RESPONDING MUNICIPALITIES

One-hundred five (105) Colorado municipalities responded to the 2013 survey; 27 were classified in the Western Slope region and 28 were classified in the Eastern Plains region. Responding municipalities are listed below. Their size classification and region classification, if applicable, are included.

Municipalities with population 25,000 or greater

- > Arvada
- > Broomfield
- > Commerce City
- > Denver
- > Fort Collins
- > Greeley
- > Lakewood
- > Littleton
- > Longmont
- > Loveland
- > Parker
- > Thornton
- > Westminster
- > Wheat Ridge

Municipalities with population between 2,000 and 24,999 (and region where applicable)

- > Alamosa
- > Aspen (Western Slope)
- > Bayfield (Western Slope)
- > Berthoud
- > Breckenridge
- > Burlington (Eastern Plains)
- > Cedaredge (Western Slope)
- > Center
- > Cortez (Western Slope)
- > Durango (Western Slope)
- > Eagle (Western Slope)
- > Edgewater
- > Erie
- > Estes Park
- > Firestone
- > Fort Morgan (Eastern Plains)
- > Frisco (Western Slope)
- > Glendale
- > Glenwood Springs (Western Slope)
- > Greenwood Village
- > Gypsum (Western Slope)
- > Hudson (Eastern Plains)
- > Lafayette
- > Leadville (Western Slope)
- > Lone Tree
- > Louisville
- > Mead
- > Meeker (Western Slope)
- > Milliken
- > Palisade (Western Slope)
- > Palmer Lake
- > Rangely (Western Slope)
- > Rocky Ford (Eastern Plains)
- > Salida
- > Silt (Western Slope)
- > Sterling (Eastern Plains)
- > Superior
- > Vail (Western Slope)
- > Windsor
- > Woodland Park

Municipalities with population less than 2,000 (and region where applicable)

- > Akron (Eastern Plains)
- > Alma
- > Black Hawk
- > Boone (Eastern Plains)
- > Campo (Eastern Plains)
- > Cheyenne Wells (Eastern Plains)
- > Columbine Valley
- > Creede
- > Crested Butte (Western Slope)
- > Crestone

- > Deer Trail (Eastern Plains)
- > Dillon (Western Slope)
- > Eads (Eastern Plains)
- > Elizabeth (Eastern Plains)
- > Empire
- > Fowler (Eastern Plains)
- > Foxfield
- > Fraser (Western Slope)
- > Georgetown
- > Granby (Western Slope)
- > Green Mountain Falls
- > Haxtun (Eastern Plains)
- > Hayden (Western Slope)
- > Idaho Springs
- > Jamestown
- > Julesburg (Eastern Plains)
- > Kersey (Eastern Plains)
- > Kim (Eastern Plains)
- > Kiowa (Eastern Plains)
- > Kit Carson (Eastern Plains)
- > Limon (Eastern Plains)
- > Mancos (Western Slope)
- > Manzanola (Eastern Plains)
- > Minturn (Western Slope)
- > Morrison
- > Mountain View
- > Mountain Village (Western Slope)
- > Nederland
- > Nucla (Western Slope)
- > Oak Creek (Western Slope)
- > Olathe (Western Slope)
- > Olney Springs (Eastern Plains)
- > Ovid (Eastern Plains)
- > Parachute (Western Slope)
- > Poncha Springs
- > Rockvale (Eastern Plains)
- > Rye (Eastern Plains)
- > Silvercliff
- > Starkville (Eastern Plains)
- > Vona (Eastern Plains)
- > Westcliffe

KEY FINDINGS

Below are select key findings from the 2013 survey. While many conclusions can be drawn from the data, the following were of particular interest and relevancy at the time of the survey. Findings are grouped by theme. In some findings, previous years' findings are referenced; those detailed findings can be found in the full report from those years.

STREETS AND MAINTENANCE

- **Highway Use Tax Fund (HUTF) and money from the general fund are the overwhelming most common sources of street maintenance funding.** This pattern was consistent across all three municipality sizes. HUTF funds comprise about 30 percent of all respondents maintenance budgets, though about 10 percent of respondents do not use any HUTF funds to pay for street maintenance. More than half of medium sized towns (i.e., populations between 2,000 and 25,000) used HUTF to fund between 1 and 25 percent of their street maintenance.

Beyond the HUTF and General Fund, about one quarter of all respondents cited that they funded street maintenance through a dedicated sales tax; larger municipalities mentioned this funding source more often than smaller municipalities. “Other” street maintenance funding sources included county funds, motor vehicle registration, mineral extraction revenue, and other taxes and fees.

- **Municipalities generally experienced street maintenance funding increase, especially in larger municipalities.** Slightly less than half of all respondents experienced an increase since 2012, and more than half felt an increase since 2008. Smaller municipalities (i.e., less than 2,000) were more likely to see no change in maintenance funding compared to medium or larger (i.e., greater than 25,000) municipalities. For municipalities that increased their budgets, the median percent increase rose by 47 percent since 2012 and by 24 percent since 2008. Median percent decreases were typically, but not always, lower than median percent increases.
- **About one-of-three respondents stated they maintain a street resurfacing schedule, and larger municipalities are more likely to maintain a street resurfacing schedule than smaller municipalities.** Of the municipalities that do maintain a schedule, less than half have sufficient funding to maintain that schedule. Municipality size does not appear to influence funding in this case, though it is possible that smaller municipalities (i.e., less than 2,000) do not maintain a schedule if leaders know they will not be able to maintain it due to lack of funding. In municipalities that maintain a schedule, residential streets are resurfaced more frequently than arterial streets, and smaller municipalities resurface streets more frequently than larger municipalities.
- **Most municipalities, regardless of size, cited that between 1 percent and 24 percent of their streets were in “poor” condition.** Smaller municipalities are more likely than larger municipalities to indicate their streets are in “poor” condition, and municipalities with populations smaller than 2,000 have a higher proportion of unpaved streets. Nonetheless, 20 percent of municipalities with populations smaller than 2,000 have no unpaved streets.

FUNDING

- **Municipalities most often pay for capital street and bridge projects through the general fund.** HUTF money is a common funding source, especially for smaller municipalities undertaking capital projects. Municipalities appear to fund capital bridge projects from various or multiple sources, especially other sources not asked in this survey, compared to how they fund street projects. Dedicated property tax and public-private partnership fees were the least common capital project funding sources. Twice as many municipalities have partnered with other local governments than private entities to build road or bridge projects.
- **More municipalities have funded street projects than other types of projects, but most municipalities still have unfunded street project needs.** Funded bridge projects, pedestrian projects, and transit projects were more prevalent in larger municipalities, and smaller municipalities were more likely to indicate there was no current need for any project type compared to mid-sized and large municipalities. The largest proportion of municipalities with unfunded project needs compared to funded projects were in municipalities smaller than 2,000. There appears to be significant unfunded need for bike projects and pedestrian projects in municipalities larger than 25,000.

TRANSIT

- **Of all responding municipalities, most do not operate a transit program or they are part of a regional transit district/authority.** More than half of respondents stated they do not operate any transit programs, which was strongly influenced by the large number of small municipalities (fewer than 2,000) that have no transit programs. Larger municipalities are more likely than smaller municipalities to be in a regional transit district/authority and to offer para-transit programs.
- **Of municipalities that fund transit projects, most do so from their general fund.** Seventy-one percent of large municipalities (i.e., greater than 25,000) fund transit projects from the general fund, compared to ten percent of small municipalities (i.e., fewer than 2,000) that do so. Large municipalities are more likely to use federal grants and state funds.

Of those that provide transit service, 61 percent of large municipalities pay a share of capital improvements that are needed for transit projects, even if they do not provide the service; a higher proportion than the 52 percent of mid-sized municipalities or the 10 percent of small municipalities.

GENERAL MUNICIPALITY REVENUE

- **Municipalities' revenue situation is largely the same or somewhat better in FY2013 than in FY2011.** Municipalities overall believed their revenue situation is “much better / somewhat better” (53 percent combined) or “about the same” (33 percent).

Smaller municipalities (fewer than 2,000 people) were more likely than other municipalities to indicate their revenue situation is “somewhat worse” or “much worse” (22 percent combined). Regionally, we see a similar pattern as above with the Western Slope much more likely to respond “somewhat better” and the Eastern Plains more likely to respond “somewhat worse” or “much worse.”

- ➔ **A greater proportion of municipalities of all sizes and regions were more likely to expect a rise in revenues from sales and use taxes compared to those who expected a decrease. Similarly, a greater proportion expected a decrease in state funding than expected an increase, regardless of size of region.** Beyond these revenue categories, respondents were more mixed in their expectations though they generally followed a similar pattern and most were more likely to expect increases rather than decreases. Responding municipalities on the western slope were most likely to expect decreases than other municipalities.
- ➔ **Unfunded street/road maintenance and increased health insurance costs are top challenges for municipalities in 2014.** Similar to findings in 2013, 44 percent of all municipalities indicated unfunded street/road maintenance was a major challenge and an additional 28 percent indicated it was a moderate challenge. Thirty percent indicated health insurance costs were a major challenge and 43 said they were a moderate challenge. These consistently top challenges for municipalities of all sizes.

Beyond the above challenges, municipalities smaller than 2,000 also noted adverse local economic conditions as a top challenge (67 percent, major or moderate) in 2014; 68 percent of those municipalities with between 2,000 and 24,999 people noted unfunded water/wastewater improvement needs (major or moderate challenge); and 70 percent of the largest municipalities (25,000 and larger) noted increased demand for municipal services.

- ➔ **Municipalities overall also felt the economy in their municipality was the same or better.** Overall, just over half (54 percent) of municipalities felt their economy was “much better” or “somewhat better;” about one third (33 percent) felt their situation was “about the same.”

Similar to last year’s findings, larger municipalities were more likely to indicate “somewhat better” economies (92 percent of municipalities with 25,000 or more people and 63 percent of municipalities with 2,000 to 24,999 people). Smaller municipalities (fewer than 2,000 people) were most likely to state their economies were “about the same.”

SECTION 1: TRANSPORTATION

STREETS & MAINTENANCE

Exhibit 1-1: Table and Graph
Q1: How do you currently fund street maintenance?

Street Maintenance Funding				
Population	Overall	25,000 & Larger	2,000 to 24,999	Less than 2,000
HUTF	84%	93%	83%	82%
General fund	79%	71%	88%	75%
Dedicated sales tax	23%	36%	28%	16%
Dedicated property tax	4%	14%	3%	2%
General improvement districts	1%	0%	2%	1%
Dedicated street utility fee	1%	7%	0%	0%
Other	16%	21%	18%	14%

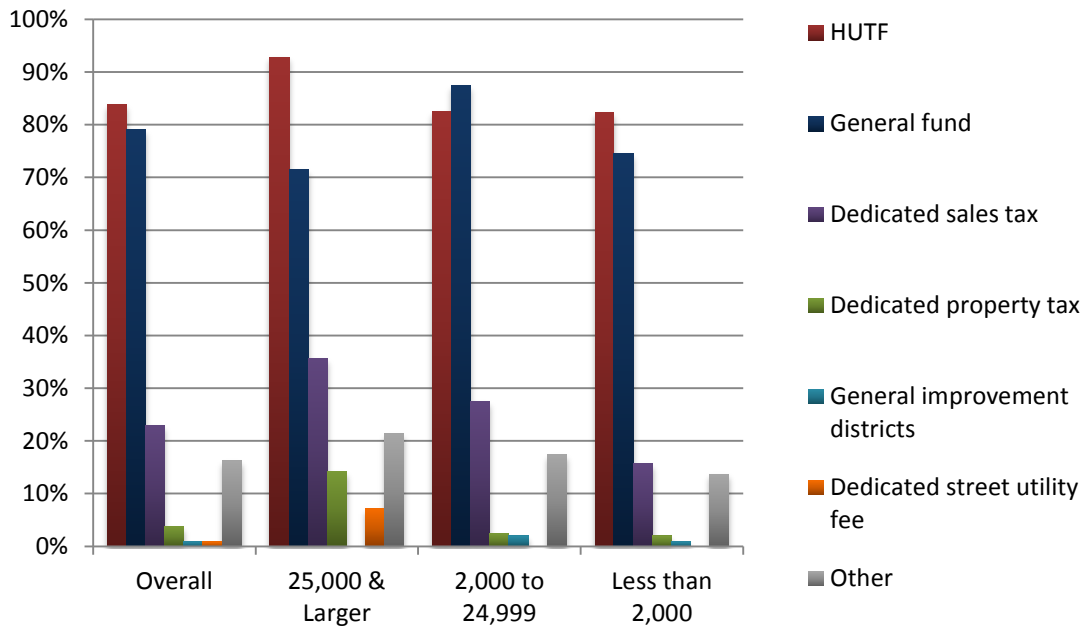


Exhibit 1-2: Graphs

Q2: HUTF funds constitute what percentage of your 2013 street maintenance budget? (e.g. overlays, chip seals, slurry seals, crack sealing, ADA ramps, etc.)

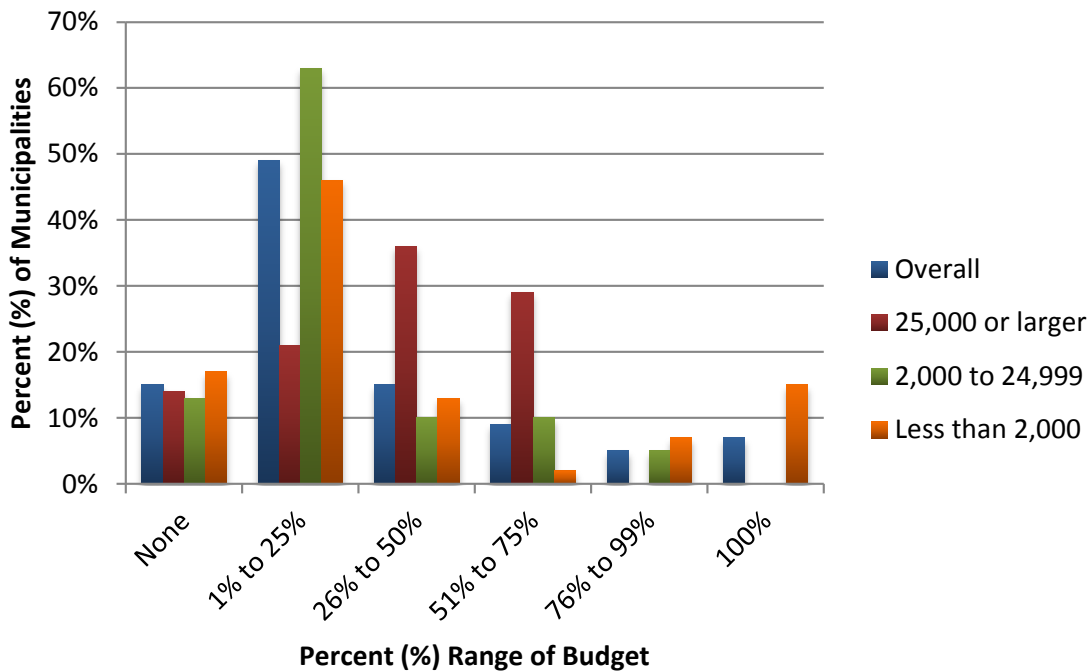
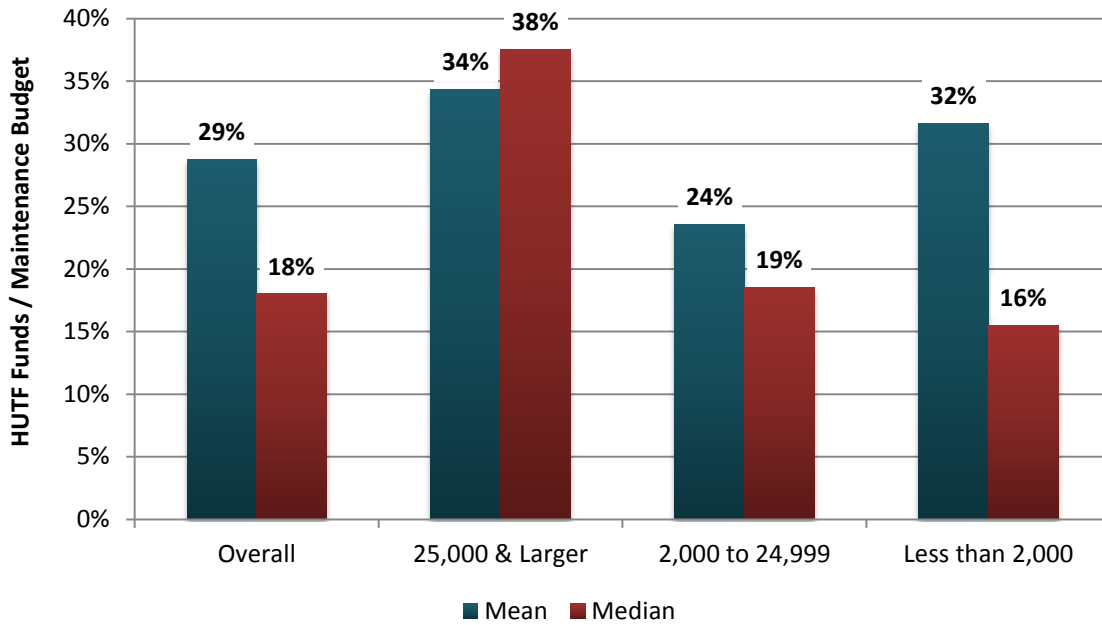
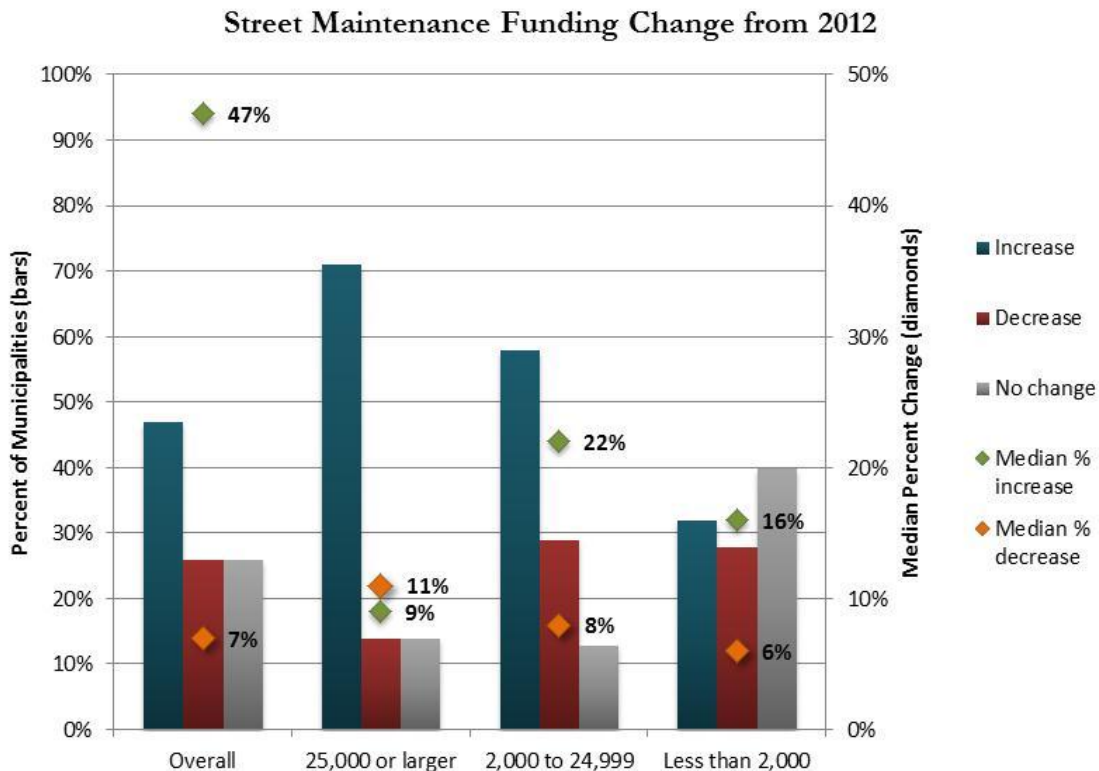


Exhibit 1-3: Tables and Graphs

Q3: Did your 2013 street maintenance funding increase or decrease compared to 2012 and 2008? First indicate whether there was an increase, decrease, or no change for each year, and then indicate the percent change from each year.

Street Maintenance Funding Change from 2012				
Population	Overall	25,000 or larger	2,000 to 24,999	Less than 2,000
% of municipalities that increased funding	47%	71%	58%	32%
Average % increase	41%	15%	45%	51%
Median % increase	47%	9%	22%	16%
% of municipalities that decreased funding	26%	14%	29%	28%
Average % decrease	127%	11%	35%	216%
Median % decrease	7%	11%	8%	6%
% of municipalities that did not change funding	26%	14%	13%	40%



Street Maintenance Funding Change from 2008

<i>Population</i>	Overall	25,000 or larger	2,000 to 24,999	Less than 2,000
% of municipalities that increased funding	57%	86%	63%	44%
Average % increase	35%	29%	32%	42%
Median % increase	24%	27%	20%	39%
% of municipalities that decreased funding	24%	7%	29%	24%
Average % decrease	26%	-	35%	16%
Median % decrease	16%	-	25%	8%
% of municipalities that did not change funding	17%	7%	3%	30%

Street Maintenance Funding Change from 2008

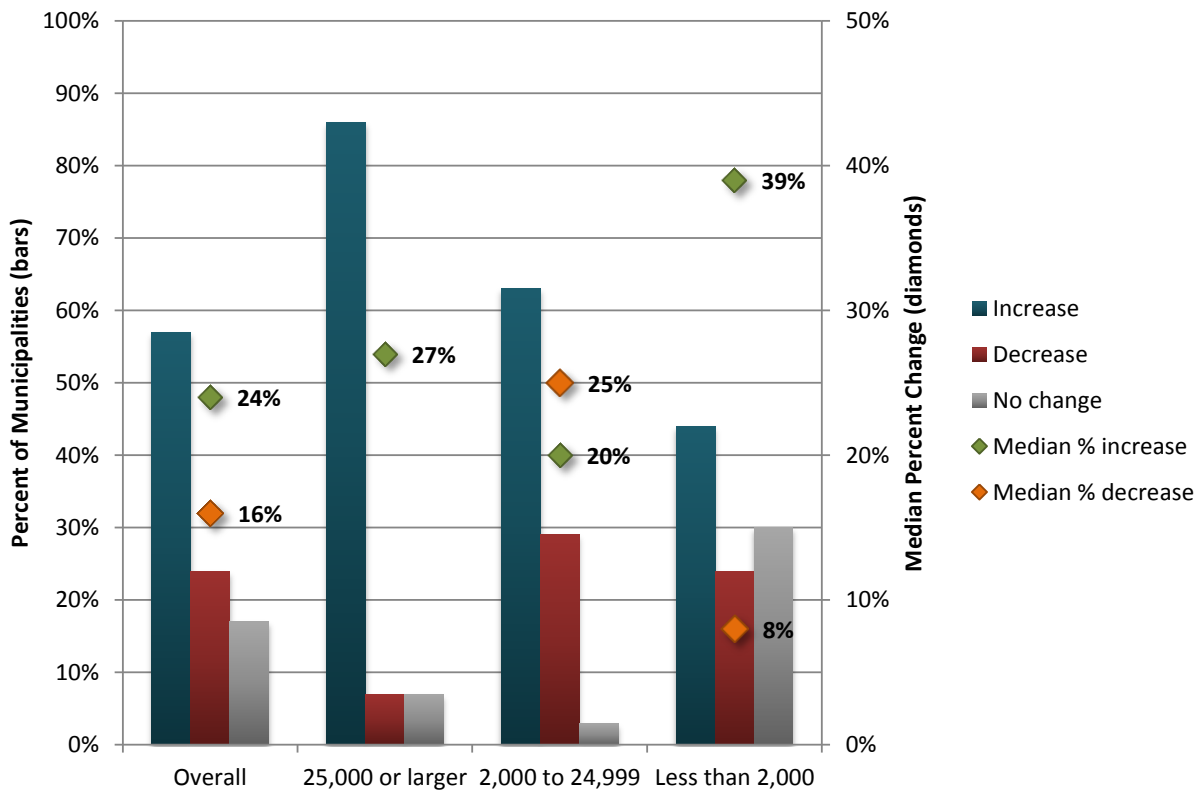


Exhibit 1-4: Graphs

Q4 and Q4b.1: Do you maintain a street resurfacing schedule, and if so, is there currently sufficient funding to maintain that schedule?

Q4a.1 and Q4a.2: What is the cycle for resurfacing?

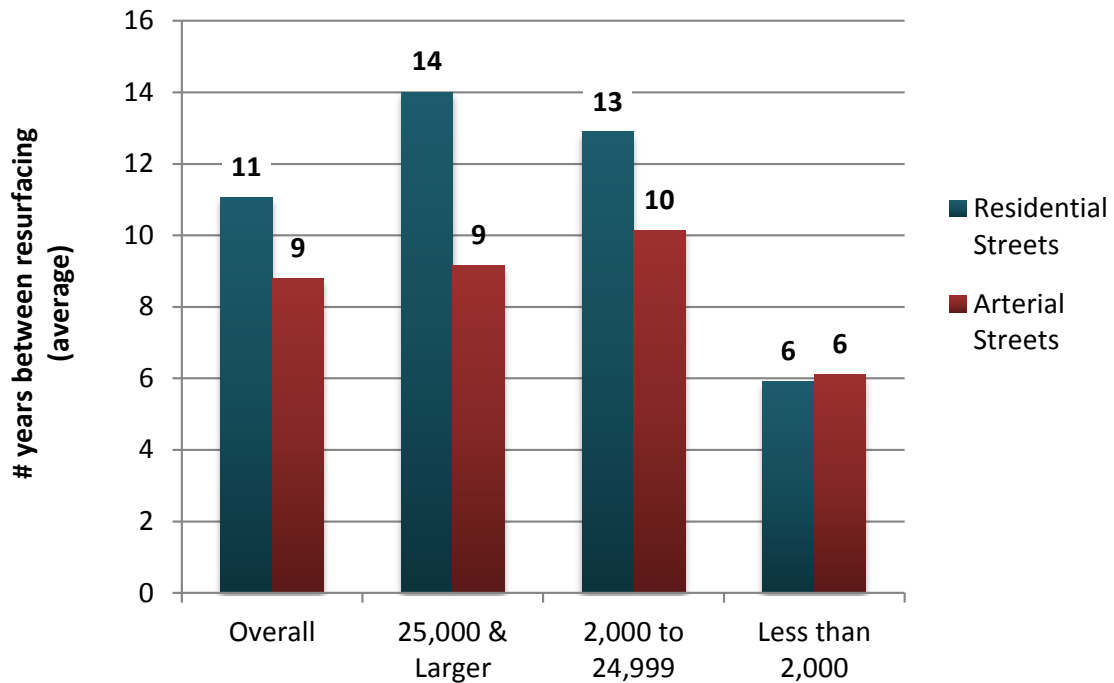
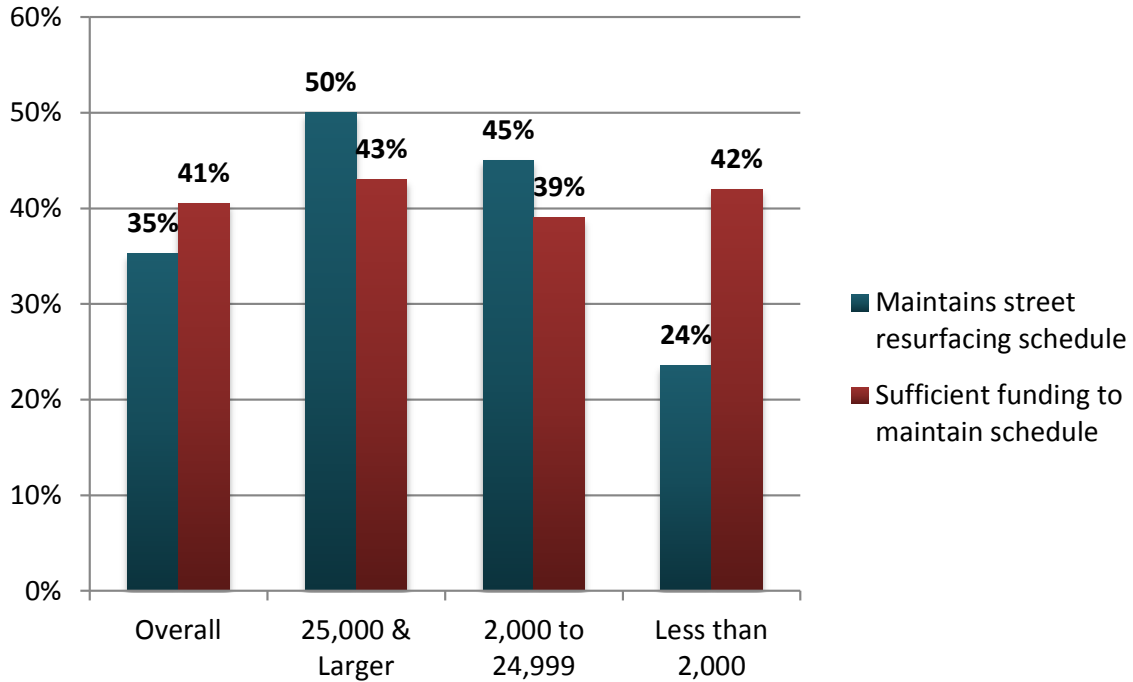


Exhibit 1-5: Graph

Q5: Do you have a current agreement with any other local government regarding street maintenance?

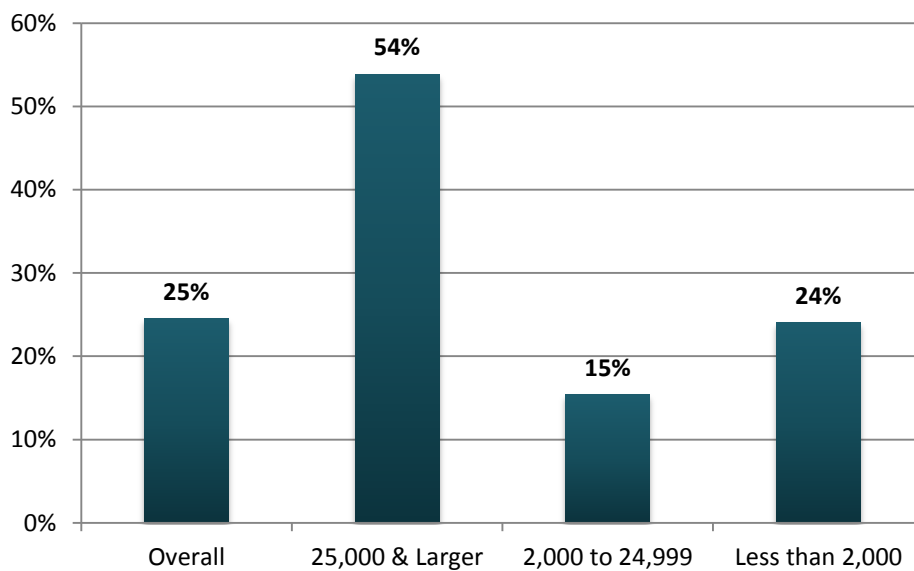


Exhibit 1-6: Graphs

Q6: What percentage of your streets would you rate as currently being in “poor” condition?

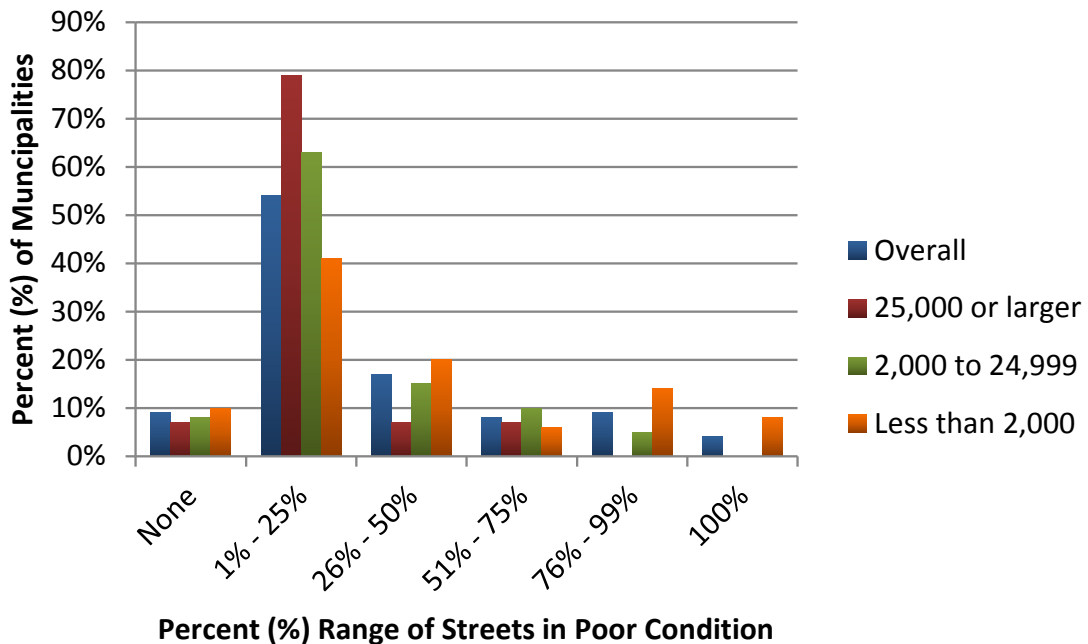
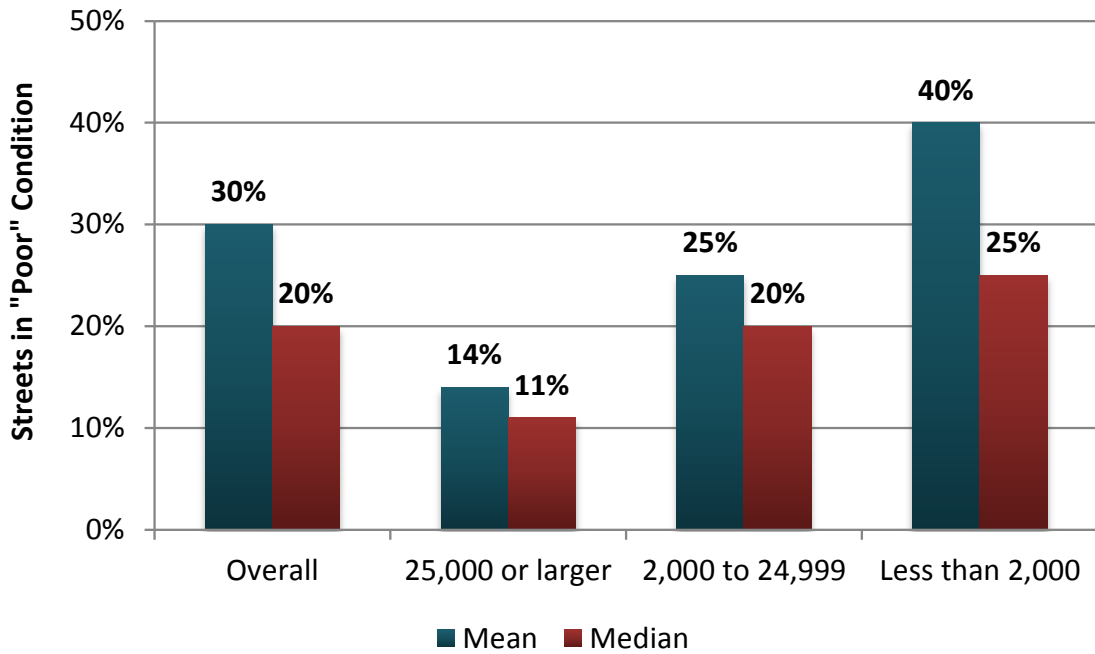


Exhibit 1-7: Graphs

Q7: Have you performed a pavement management index assessment of your streets anytime in the past 10 years?

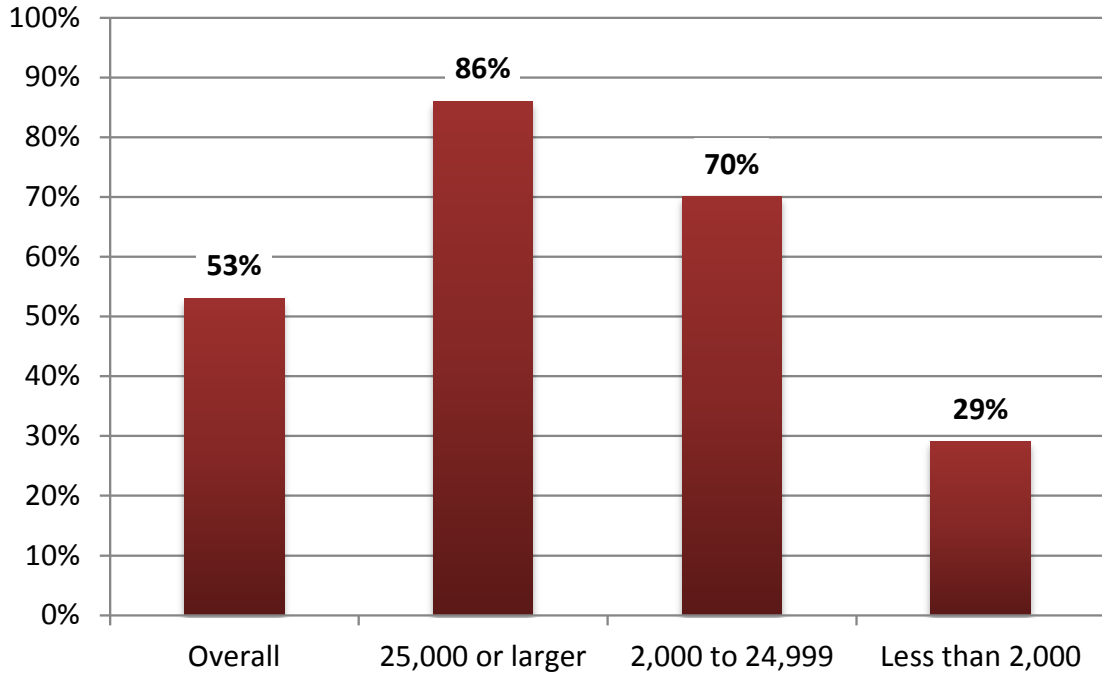


Exhibit 1-8: Graphs

Q8: What percentage of your municipal streets is unpaved? Estimates are ok.

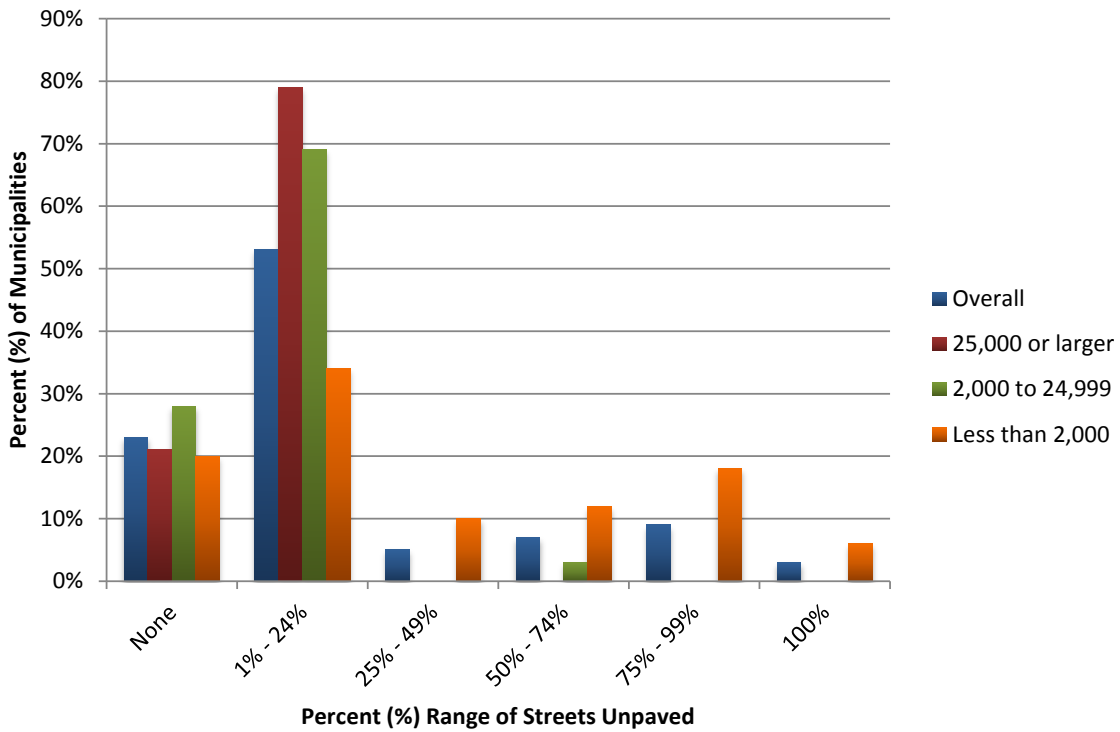
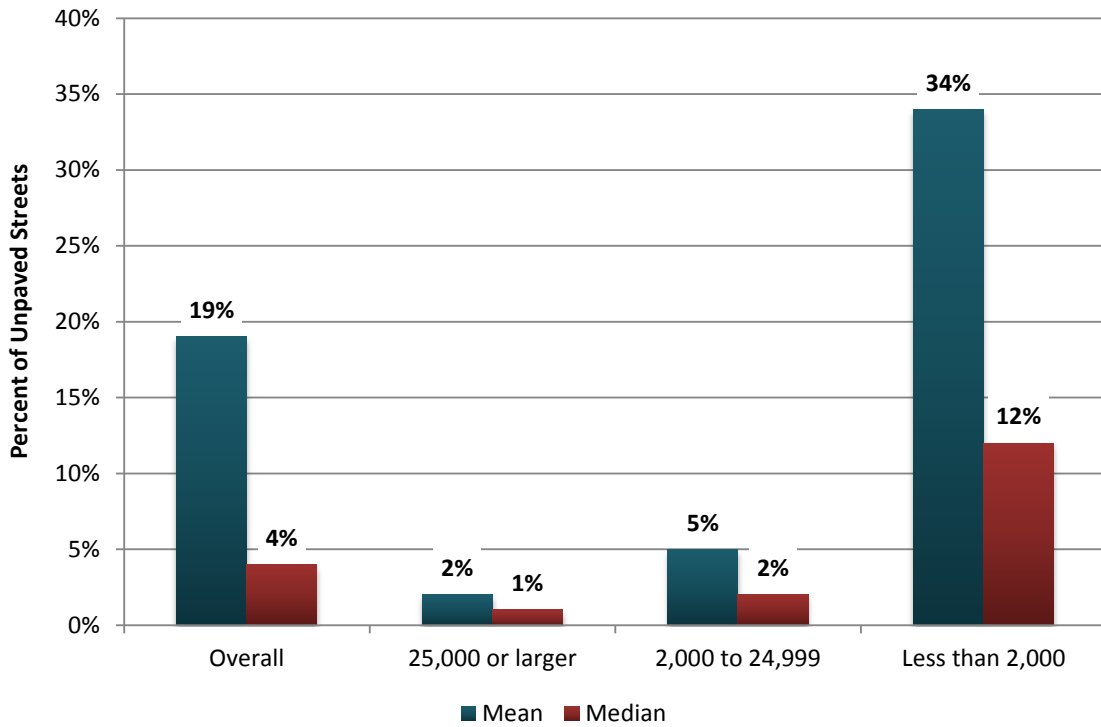
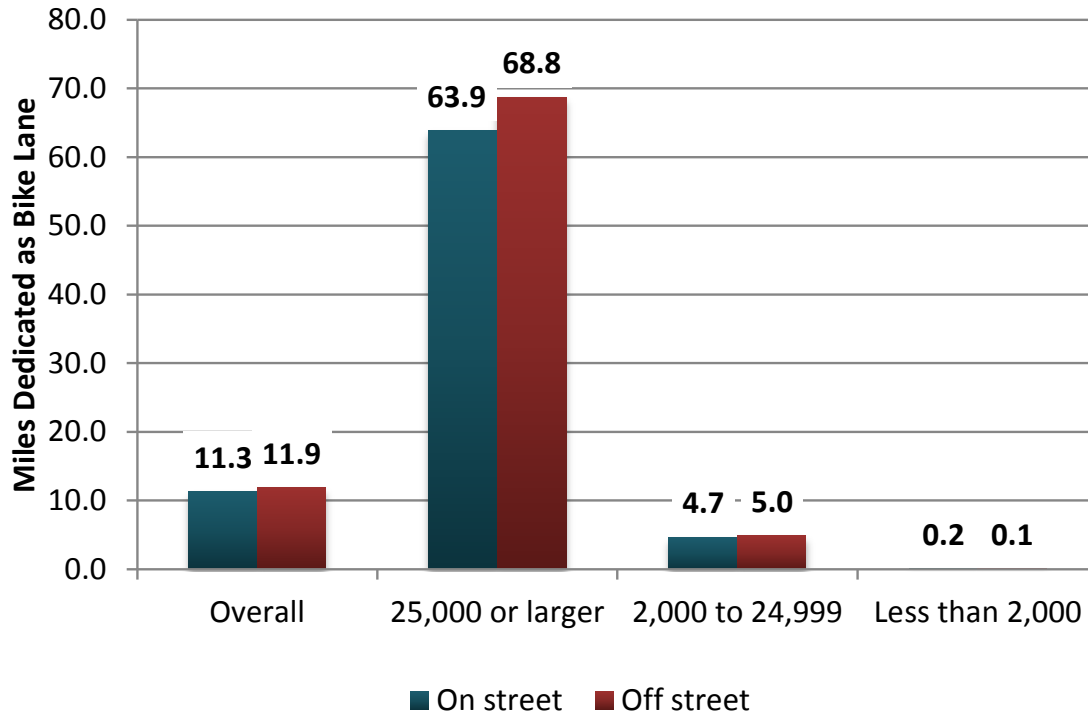


Exhibit 1-9: Graph

Q9: Please indicate how many dedicated bike lane miles you have, both on street (i.e., dedicated, striped bike lanes, not shared lanes) and off street (i.e., dedicated bike paths separate from street traffic).



FUNDING

Exhibit 1-10: Table

Q10: Do you plan to utilize the newly passed state law allowing HUTF funds to be used for transit or multi-modal projects? If yes, what percentage of your HUTF funds will be directed to non-road uses?

HUTF Fund Use		
<i>Municipality</i>	Plan to use HUTF funds for transit projects	Percent of HUTF funds to be directed to non-road projects
Berthoud	Yes	5%
Breckenridge	Yes	10%
Fort Collins	Yes	0%
Longmont	Yes	15%
Louisville	Yes	50%

Only 5 municipalities responded "yes" to this question. Their responses are provided above.

Exhibit 1-11: Table and Graph
 Q11: How do you fund street capital projects?

Street Capital Project Funding				
	Overall	25,000 or larger	2,000 to 24,999	Less than 2,000
HUTF	60%	43%	55%	70%
General fund	71%	57%	70%	76%
Dedicated sales tax	27%	36%	33%	20%
Dedicated property tax	7%	7%	5%	9%
Development impact fees	19%	43%	28%	4%
Public/private partnership fees	3%	-	5%	2%
Other	17%	43%	15%	11%

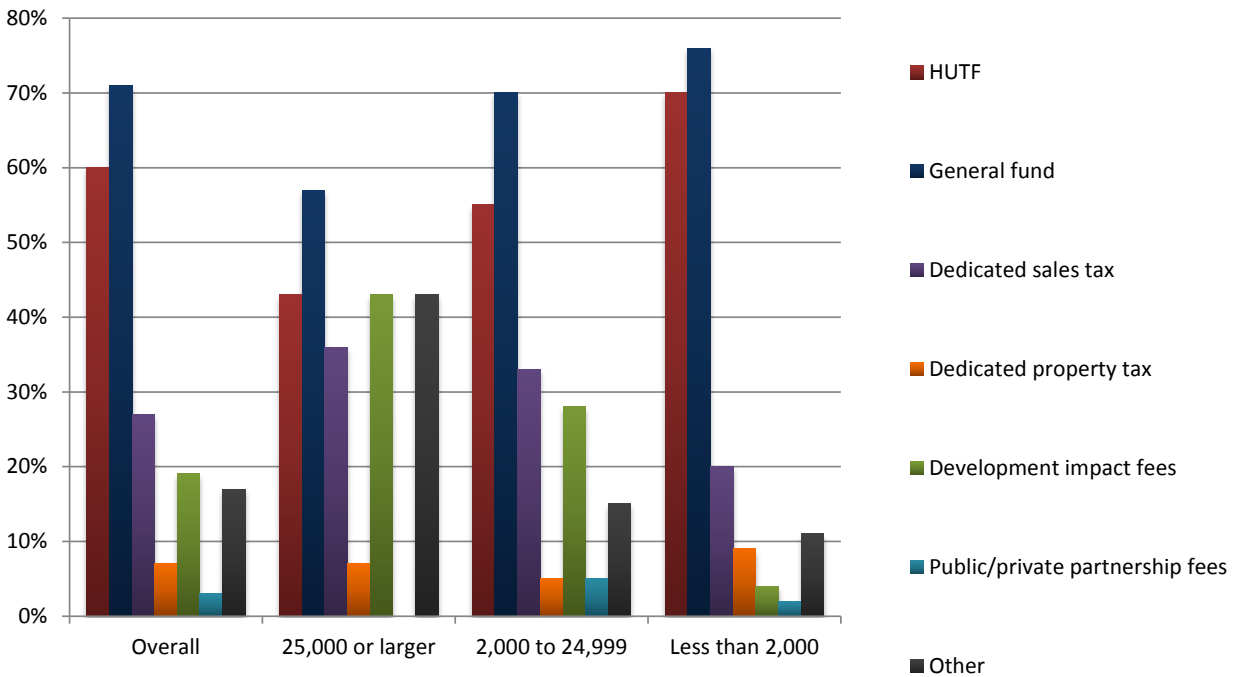


Exhibit 1-12: Table and Graph
 Q12: How do you fund bridge capital projects?

Bridge Capital Project Funding				
	Overall	25,000 or larger	2,000 to 24,999	Less than 2,000
HUTF	35%	36%	38%	33%
General fund	57%	64%	63%	48%
Dedicated sales tax	18%	36%	19%	9%
Dedicated property tax	4%	7%	3%	3%
Development impact fees	14%	43%	16%	-
Public/private partnership fees	5%	14%	3%	3%
Other	37%	50%	19%	48%

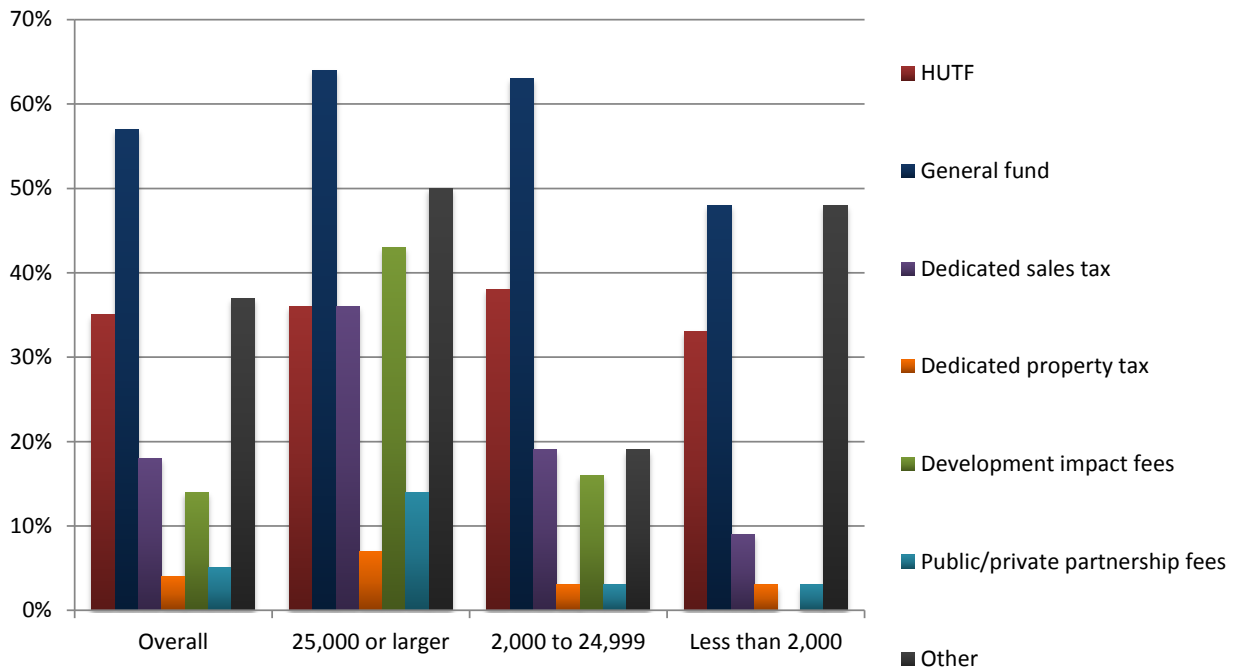


Exhibit 1-13: Graph

Q13: In the past 3 years, have you partnered with any other local government to build road or bridge projects?

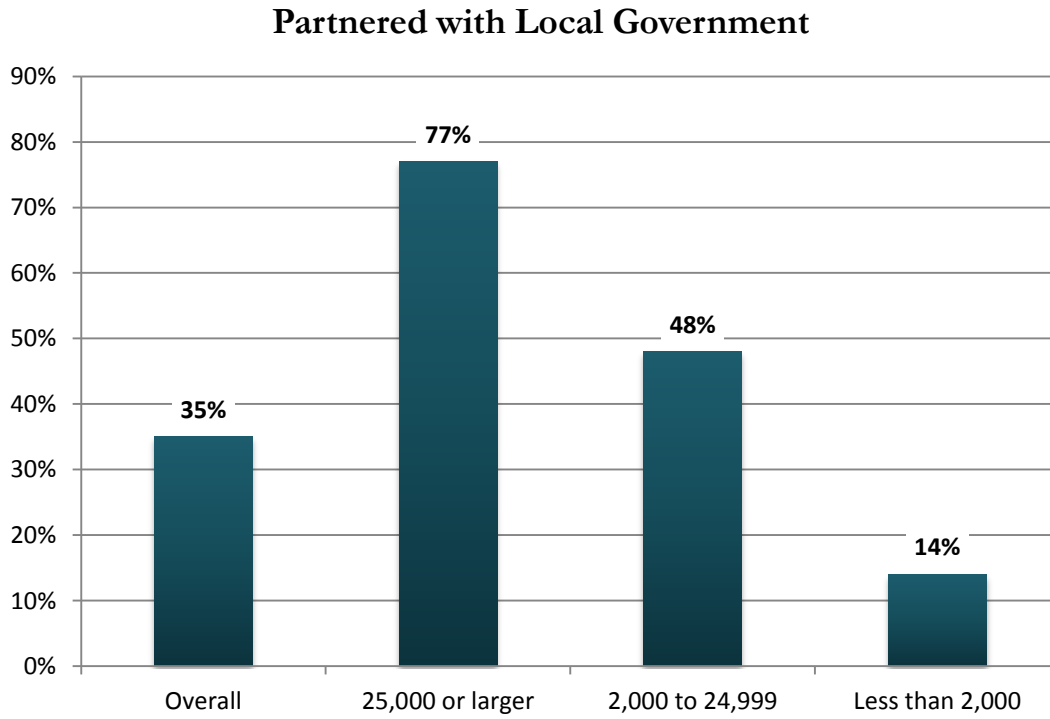


Exhibit 1-14: Graph

Q14: In the past 3 years, have you partnered with a private entity to build road or bridge projects?

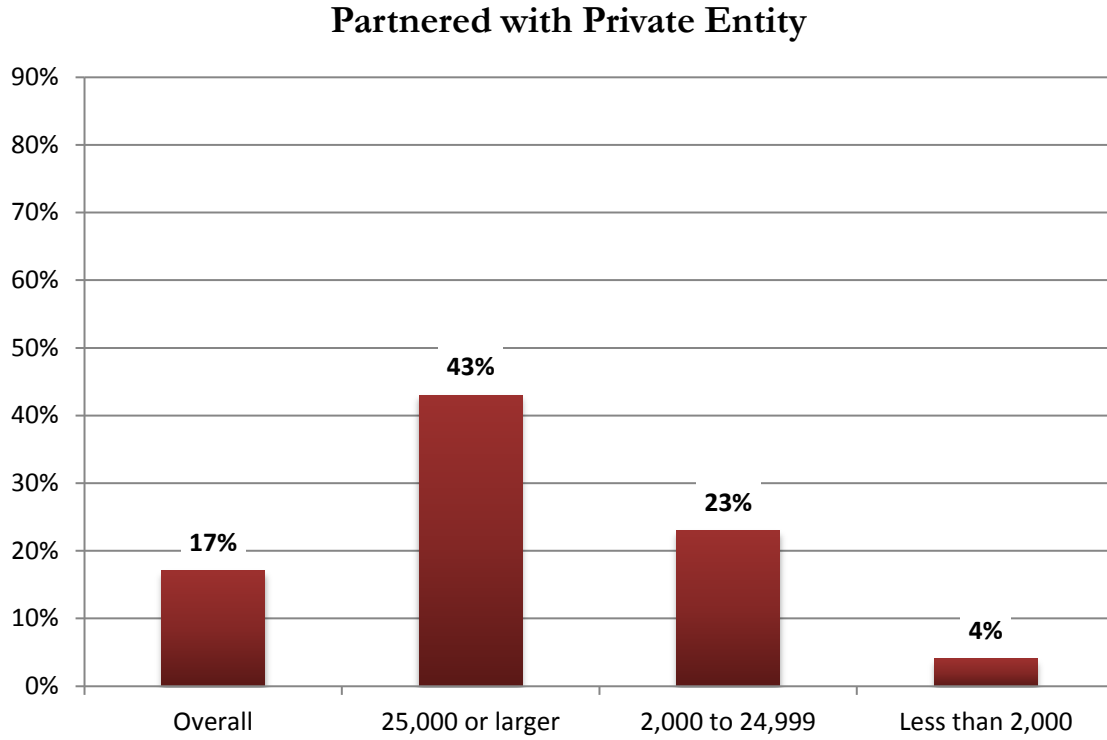
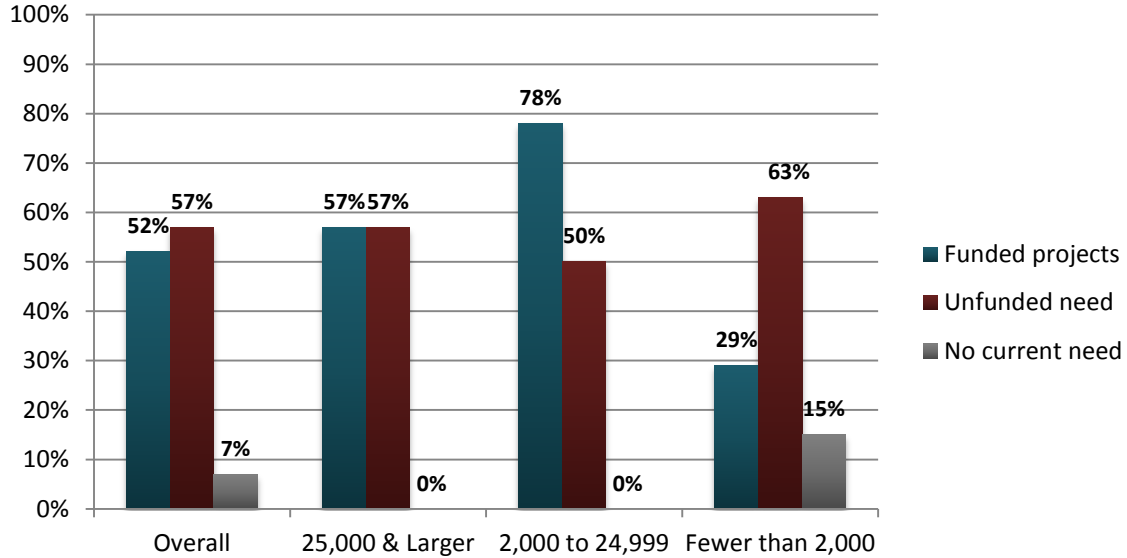


Exhibit 1-15: Tables and Graphs

Q15: For each type of infrastructure listed below, please indicate whether your municipality has any funded projects in 2013 (and the amount they are funded for in 2013), if your municipality has any unfunded needs (and the total dollar amount needed), or if there is no current need. Please do not include projects by other local governments.

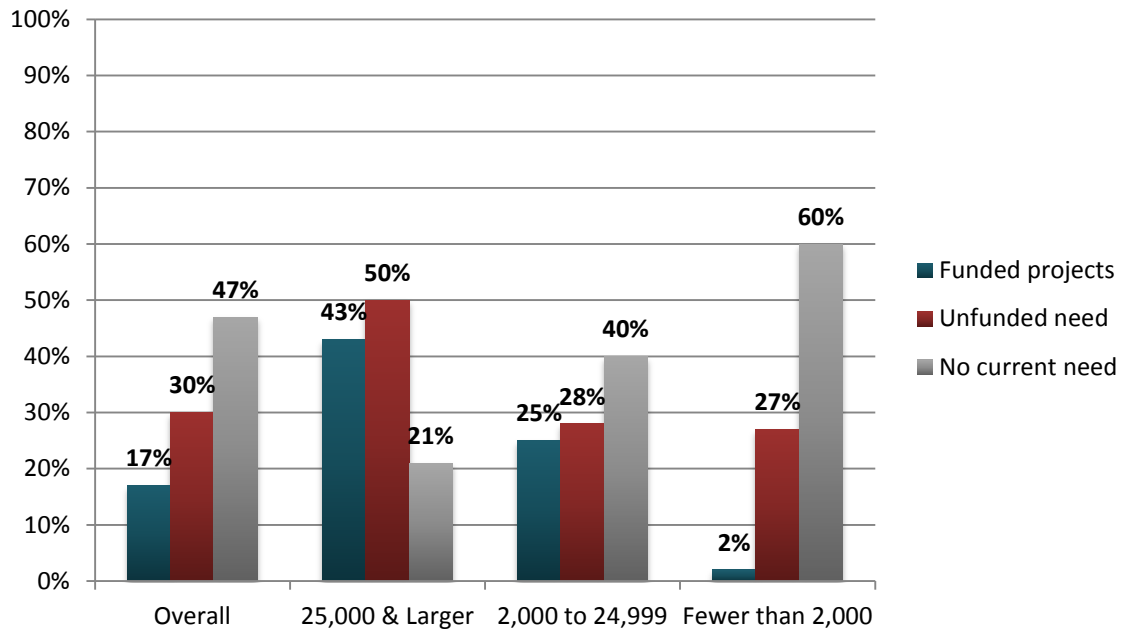
Street Projects					
	Percent with Funded Projects in 2013	Median Amount Funded	Percent with Unfunded Need	Median Amount Unfunded	Percent with No Current Need
25,000 & Larger	57%	\$10,887,000	57%	\$12,477,762	0%
2,000 to 24,999	78%	\$775,000	50%	\$1,000,000	0%
Fewer than 2,000	29%	\$132,590	63%	\$130,000	15%
<i>Overall</i>	<i>52%</i>	<i>\$750,000</i>	<i>57%</i>	<i>\$700,000</i>	<i>7%</i>

Street Projects: 2013



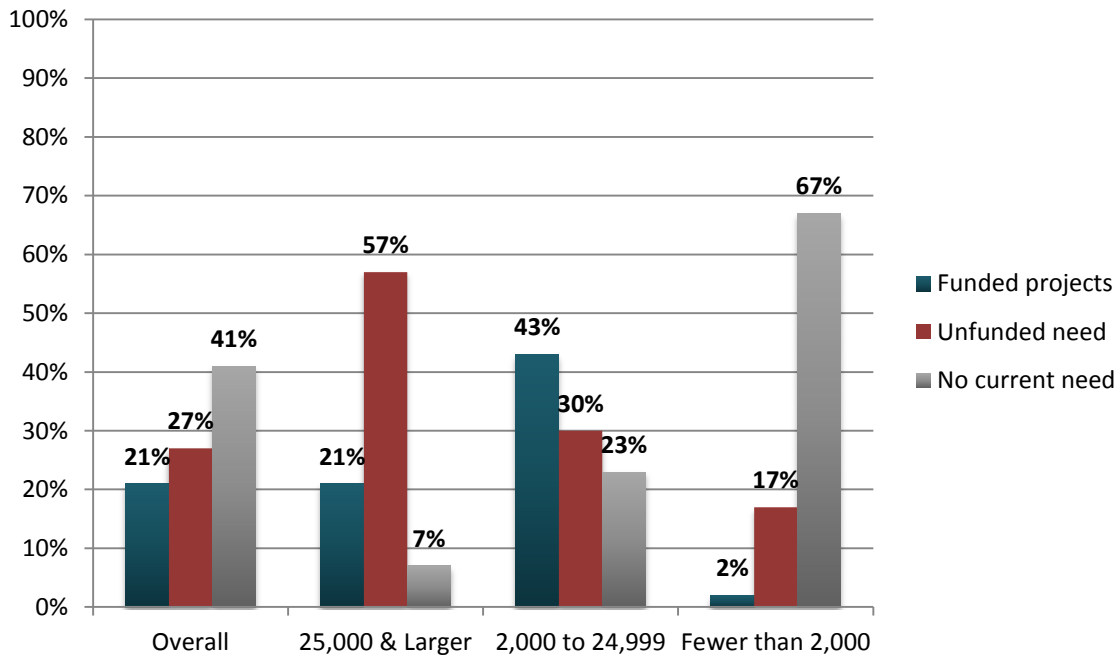
Bridge Projects					
	Percent with Funded Projects in 2013	Median Amount Funded	Percent with Unfunded Need	Median Amount Unfunded	Percent with No Current Need
25,000 & Larger	43%	\$1,987,570	50%	\$2,660,000	21%
2,000 to 24,999	25%	\$254,688	28%	\$275,000	40%
Fewer than 2,000	2%	\$100,000	27%	\$85,000	60%
<i>Overall</i>	<i>17%</i>	<i>\$400,000</i>	<i>30%</i>	<i>\$250,000</i>	<i>47%</i>

Bridge Projects: 2013



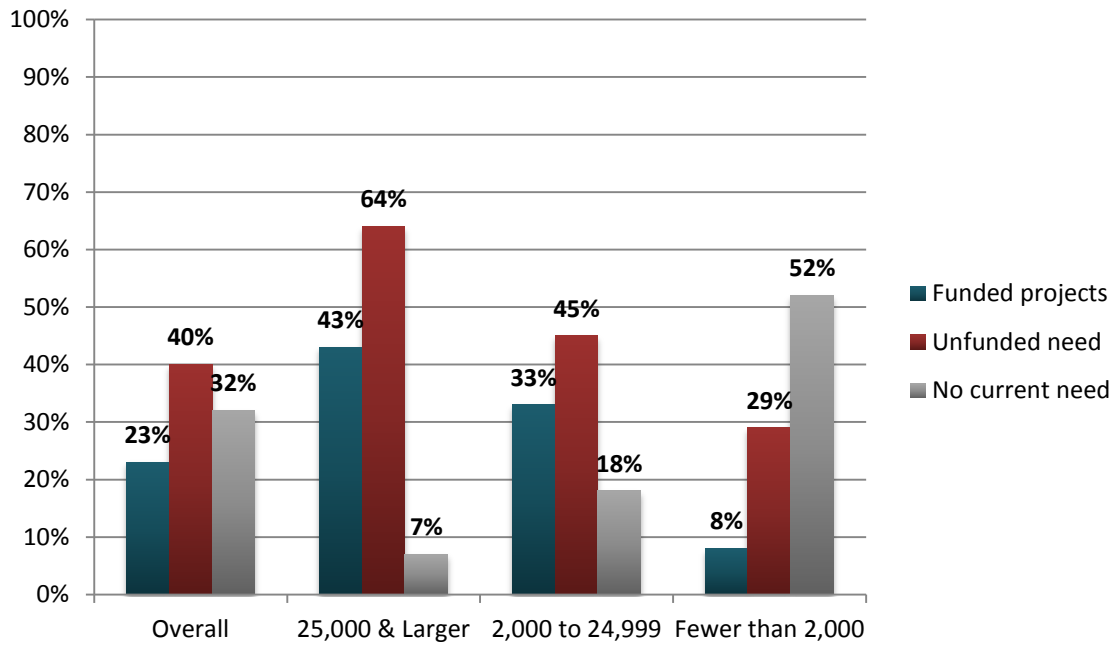
Bike Projects						
	Percent with Funded Projects in 2013	Median Amount Funded	Percent with Unfunded Need	Median Amount Unfunded	Percent with No Current Need	
25,000 & Larger	21%	\$968,100	57%	\$9,000,000	7%	
2,000 to 24,999	43%	\$106,000	30%	\$338,000	23%	
Fewer than 2,000	2%	\$100,000	17%	\$225,000	67%	
<i>Overall</i>	<i>21%</i>	<i>\$113,500</i>	<i>27%</i>	<i>\$450,000</i>	<i>41%</i>	

Bike Projects: 2013



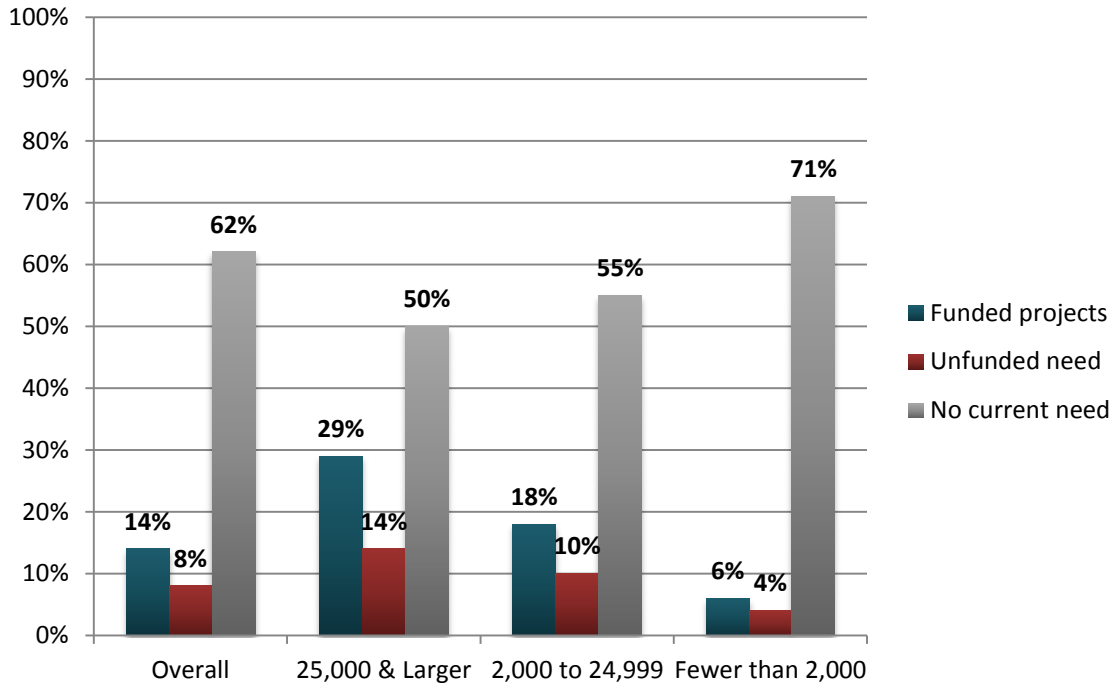
Pedestrian Projects					
	Percent with Funded Projects in 2013	Median Amount Funded	Percent with Unfunded Need	Median Amount Unfunded	Percent with No Current Need
25,000 & Larger	43%	\$279,121	64%	\$8,400,000	7%
2,000 to 24,999	33%	\$65,000	45%	\$200,000	18%
Fewer than 2,000	8%	\$530,000	29%	\$100,000	52%
<i>Overall</i>	<i>23%</i>	<i>\$135,000</i>	<i>40%</i>	<i>\$225,000</i>	<i>32%</i>

Pedestrian Projects: 2013



Transit Projects					
	Percent with Funded Projects in 2013	Median Amount Funded	Percent with Unfunded Need	Median Amount Unfunded	Percent with No Current Need
25,000 & Larger	29%	\$4,800,000	14%	-	50%
2,000 to 24,999	18%	\$109,000	10%	\$325,000	55%
Fewer than 2,000	6%	\$247,500	4%	-	71%
<i>Overall</i>	<i>14%</i>	<i>\$315,000</i>	<i>8%</i>	<i>\$300,000</i>	<i>62%</i>

Transit Projects: 2013



TRANSIT

Exhibit 1-16: Table and Graph

Q16: Does your municipality operate or fund any of the following transit programs?

Transit Programs				
Population	Overall	25,000 or larger	2,000 to 24,999	Less than 2,000
No transit programs	55%	7%	43%	79%
We are in a regional transit district/authority	23%	43%	30%	13%
Scheduled bus service	16%	21%	24%	9%
Para transit	12%	36%	16%	2%
Rideshare vans	3%	-	5%	2%
Other	10%	21%	8%	9%

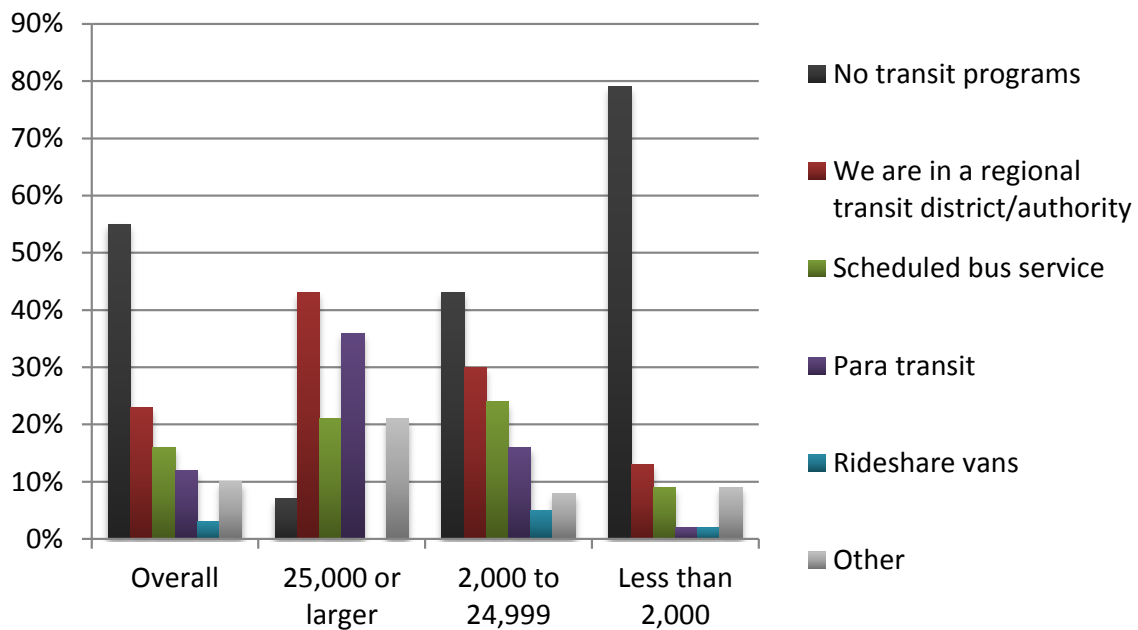


Exhibit 1-17: Graph

Q17: Does your municipality pay a share of capital improvements that are needed for transit projects even if you do not provide the services?

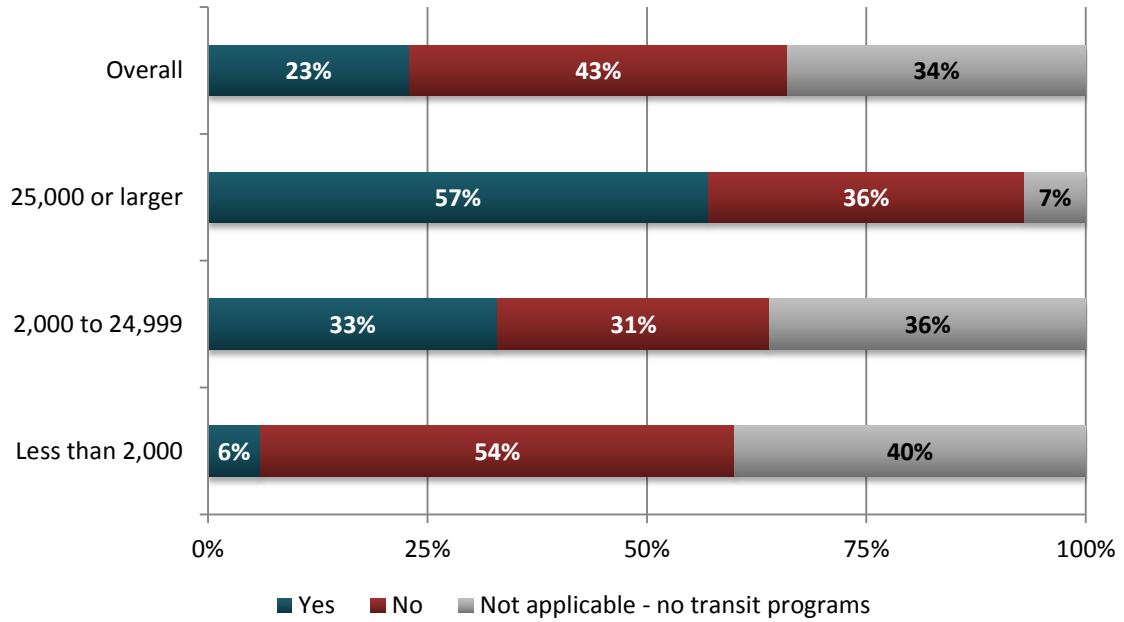
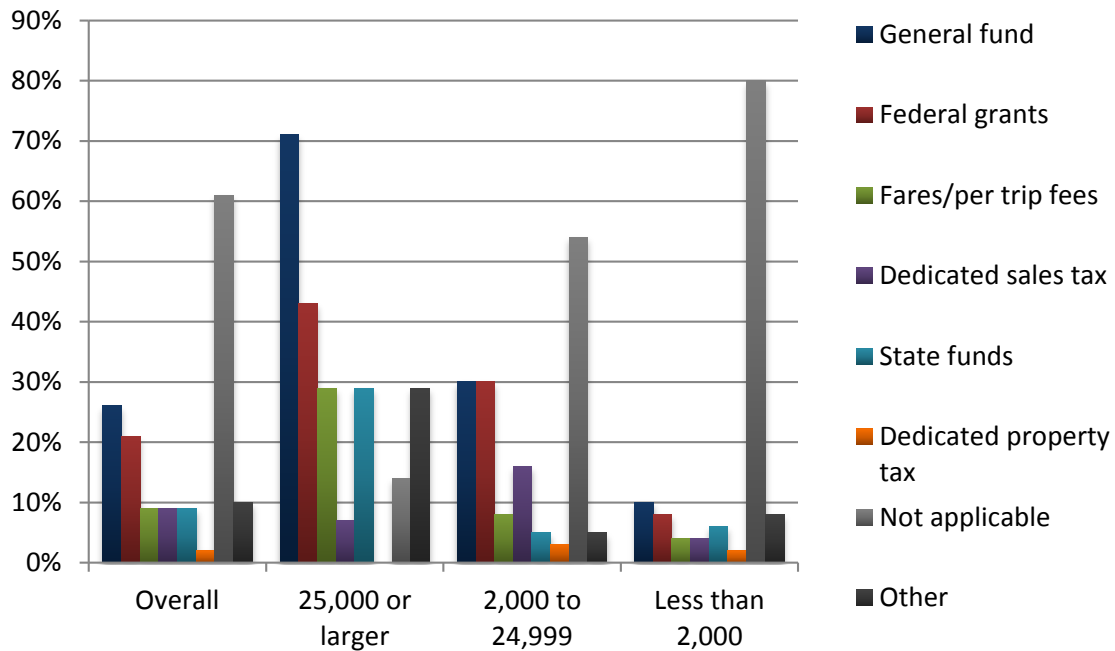


Exhibit 1-18: Table and Graph
 Q18: How do you fund transit projects?

Transit Project Funding				
Population	Overall	25,000 or larger	2,000 to 24,999	Less than 2,000
General fund	26%	71%	30%	10%
Federal grants	21%	43%	30%	8%
Fares/per trip fees	9%	29%	8%	4%
Dedicated sales tax	9%	7%	16%	4%
State funds	9%	29%	5%	6%
Dedicated property tax	2%	-	3%	2%
Not applicable	61%	14%	54%	80%
Other	10%	29%	5%	8%



COMMUNICATION & CHALLENGES

Verbatim responses to questions 19, 20, and 21 are provided in a separate spreadsheet.

Q19: What type of outreach methods do you utilize to “tell the story” about transportation infrastructure needs to the general public?

Q20: Beyond funding, what do you believe are the two biggest issues limiting your ability to adequately maintain transportation infrastructure?

Q21: Will you have a road, bridge or transit project under construction in the August to October, 2013 time period? CML staff is seeking opportunities to film work in progress for use in the 2014 State of Our Cities and Towns video.

SECTION 2: GENERAL MUNICIPALITY REVENUE

Exhibit 2-1: Graph

Q22: Do you feel your municipality's revenue is better or worse in FY 2013 compared to FY 2012?

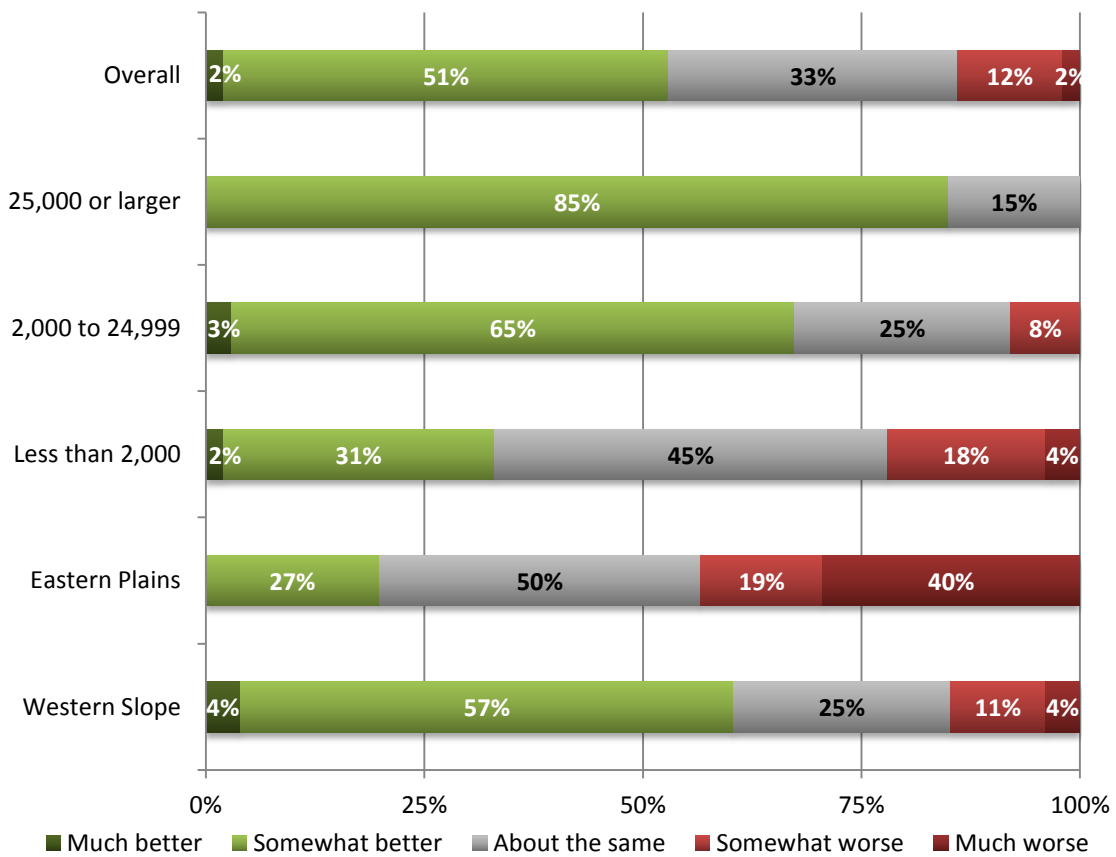


Exhibit 2-2: Tables

Q23: For each of the following revenue categories, please first indicate whether you expect an increase, decrease, or no change for that source of revenue in 2013, and then indicate the estimated percent change from 2012.

Expected Changes in Revenues for All Municipalities						
	Percent Expecting Increase	Average Expected Increase (%)	Percent Expecting Decrease	Average Expected Decrease (%)	Percent Expecting No Change	No Response
Sales and use taxes:						
<i>Include all municipal sales/use tax revenues and all shared revenues</i>	61%	7	13%	10.2	24%	2%
Property taxes:						
<i>Include general, capital expenditure, bond redemption and special fund property tax revenues</i>	37%	9.2	21%	7.9	41%	1%
State funding	12%	14.2	20%	15.5	64%	4%
Other taxes	20%	10.9	12%	10.9	58%	10%
Charges for services	33%	13.3	10%	11.3	52%	5%
Licenses, permits, and fees	37%	19.2	16%	18.9	45%	2%
Fines and forfeits	23%	11	16%	18	55%	6%
Investment and interest income	12%	9.3	24%	27	60%	4%
Other Revenue	9%	30.2	6%	23	26%	59%

Expected Changes in Revenues for Municipalities of 25,000 or Larger						
	Percent Expecting Increase	Average Expected Increase (%)	Percent Expecting Decrease	Average Expected Decrease (%)	Percent Expecting No Change	No Response
Sales and use taxes:						
<i>Include all municipal sales/use tax revenues and all shared revenues</i>	100%	11.9	0%	-	0%	0%
Property taxes:						
<i>Include general, capital expenditure, bond redemption and special fund property tax revenues</i>	69%	13	8%	0.3	23%	0%
State funding	23%	5.5	38%	19.4	38%	1%
Other taxes	62%	16.8	31%	6.7	8%	0%
Charges for services	46%	19.9	15%	9	31%	8%
Licenses, permits, and fees	54%	25	31%	9	15%	0%
Fines and forfeits	31%	6	46%	16.7	23%	0%
Investment and interest income	31%	8.8	46%	29.4	23%	0%
Other Revenue	15%	7.4	0%	-	23%	62%

Expected Changes in Revenues for Municipalities of 2,000 to 24,999

	Percent Expecting Increase	Average Expected Increase (%)	Percent Expecting Decrease	Average Expected Decrease (%)	Percent Expecting No Change	No Response
Sales and use taxes:						
<i>Include all municipal sales/use tax revenues and all shared revenues</i>	70%	4.5	18%	4.5	13%	0%
Property taxes:						
<i>Include general, capital expenditure, bond redemption and special fund property tax revenues</i>	30%	4.1	30%	8.1	35%	5%
State funding	18%	20.3	25%	16.8	53%	4%
Other taxes	23%	6.4	10%	12.4	53%	14%
Charges for services	45%	7.5	13%	8.3	38%	4%
Licenses, permits, and fees	45%	10.3	23%	17.3	28%	4%
Fines and forfeits	38%	10.8	15%	17.9	40%	7%
Investment and interest income	20%	9.6	13%	31.7	63%	4%
Other Revenue	8%	36.4	8%	29.7	18%	66%

Expected Changes in Revenues for Municipalities of Less than 2,000

	Percent Expecting Increase	Average Expected Increase (%)	Percent Expecting Decrease	Average Expected Decrease (%)	Percent Expecting No Change	No Response
Sales and use taxes:						
<i>Include all municipal sales/use tax revenues and all shared revenues</i>	44%	7.4	13%	17	40%	3%
Property taxes:						
<i>Include general, capital expenditure, bond redemption and special fund property tax revenues</i>	33%	11.1	17%	9	50%	0%
State funding	4%	6	10%	7.7	81%	5%
Other taxes	6%	8.5	8%	12.9	77%	9%
Charges for services	19%	21.4	6%	17.7	71%	4%
Licenses, permits, and fees	25%	30.1	6%	36.7	67%	2%
Fines and forfeits	8%	16.5	8%	20.7	77%	7%
Investment and interest income	0%	-	27%	23.3	69%	4%
Other Revenue	8%	36.9	6%	12.9	33%	53%

Expected Changes in Revenues for Municipalities in Eastern Plains

	Percent Expecting Increase	Average Expected Increase (%)	Percent Expecting Decrease	Average Expected Decrease (%)	Percent Expecting No Change	No Response
Sales and use taxes:						
<i>Include all municipal sales/use tax revenues and all shared revenues</i>	28%	8.3	20%	8.6	44%	8%
Property taxes:						
<i>Include general, capital expenditure, bond redemption and special fund property tax revenues</i>	28%	17.1	16%	4.3	56%	0%
State funding	0%	-	24%	19.5	72%	4%
Other taxes	4%	8	4%	0	76%	16%
Charges for services	28%	7.3	0%	-	68%	4%
Licenses, permits, and fees	20%	2.8	12%	46.7	68%	0%
Fines and forfeits	8%	11	4%	12	88%	0%
Investment and interest income	0%	-	24%	19.5	72%	4%
Other Revenue	4%	100	4%	35	40%	52%

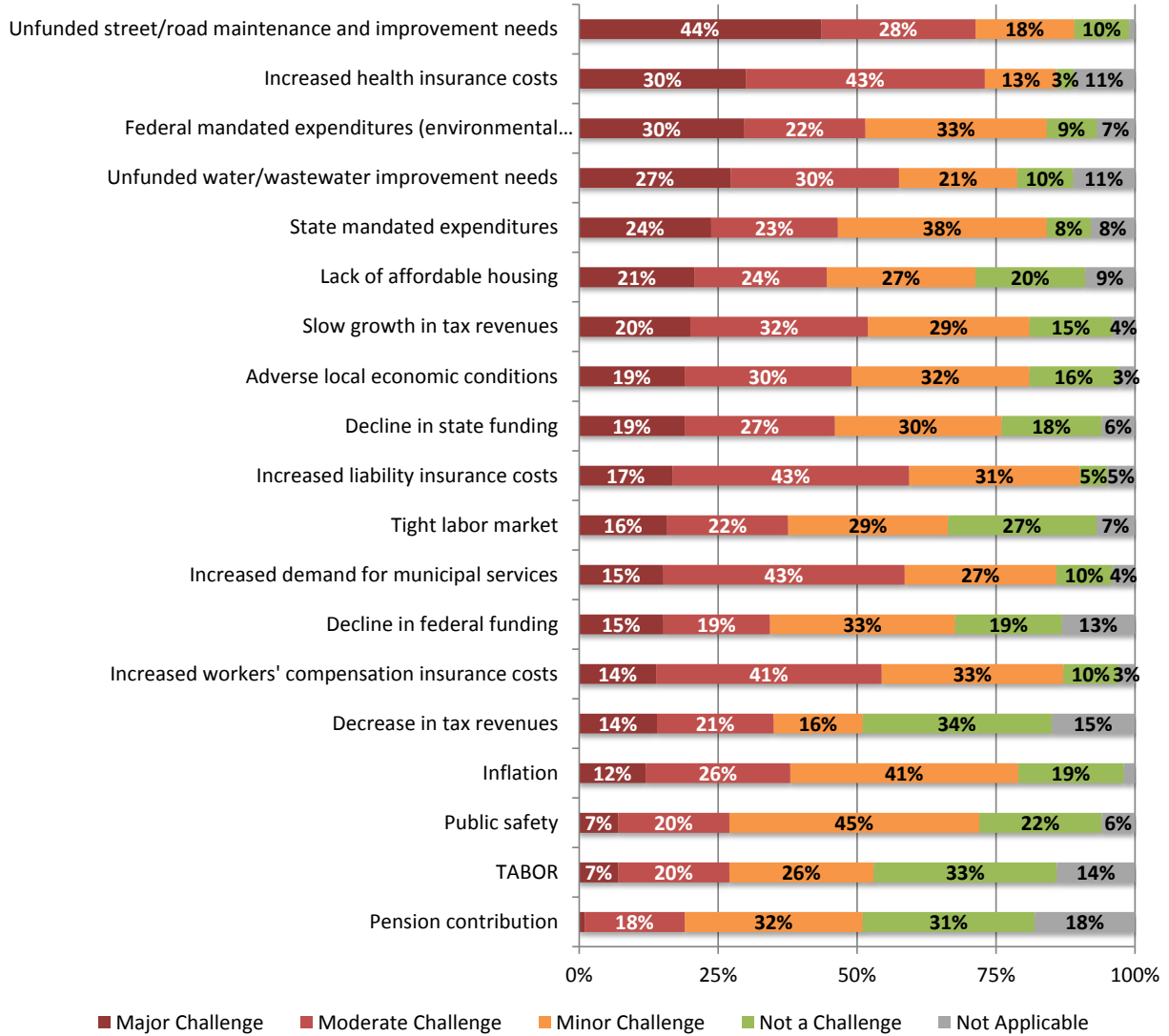
Expected Changes in Revenues for Municipalities on Western Slope

	Percent Expecting Increase	Average Expected Increase (%)	Percent Expecting Decrease	Average Expected Decrease (%)	Percent Expecting No Change	No Response
Sales and use taxes:						
<i>Include all municipal sales/use tax revenues and all shared revenues</i>	64%	5.2	18%	10.8	18%	0%
Property taxes:						
<i>Include general, capital expenditure, bond redemption and special fund property tax revenues</i>	14%	2.9	32%	12.7	54%	0%
State funding	11%	9.1	18%	12.3	68%	3%
Other taxes	11%	4	14%	8.9	64%	11%
Charges for services	32%	8.9	18%	13.2	46%	4%
Licenses, permits, and fees	43%	13.2	14%	16.3	39%	4%
Fines and forfeits	18%	6.5	11%	20.7	64%	7%
Investment and interest income	7%	1	21%	30.5	68%	4%
Other Revenue	7%	22.3	11%	20	18%	64%

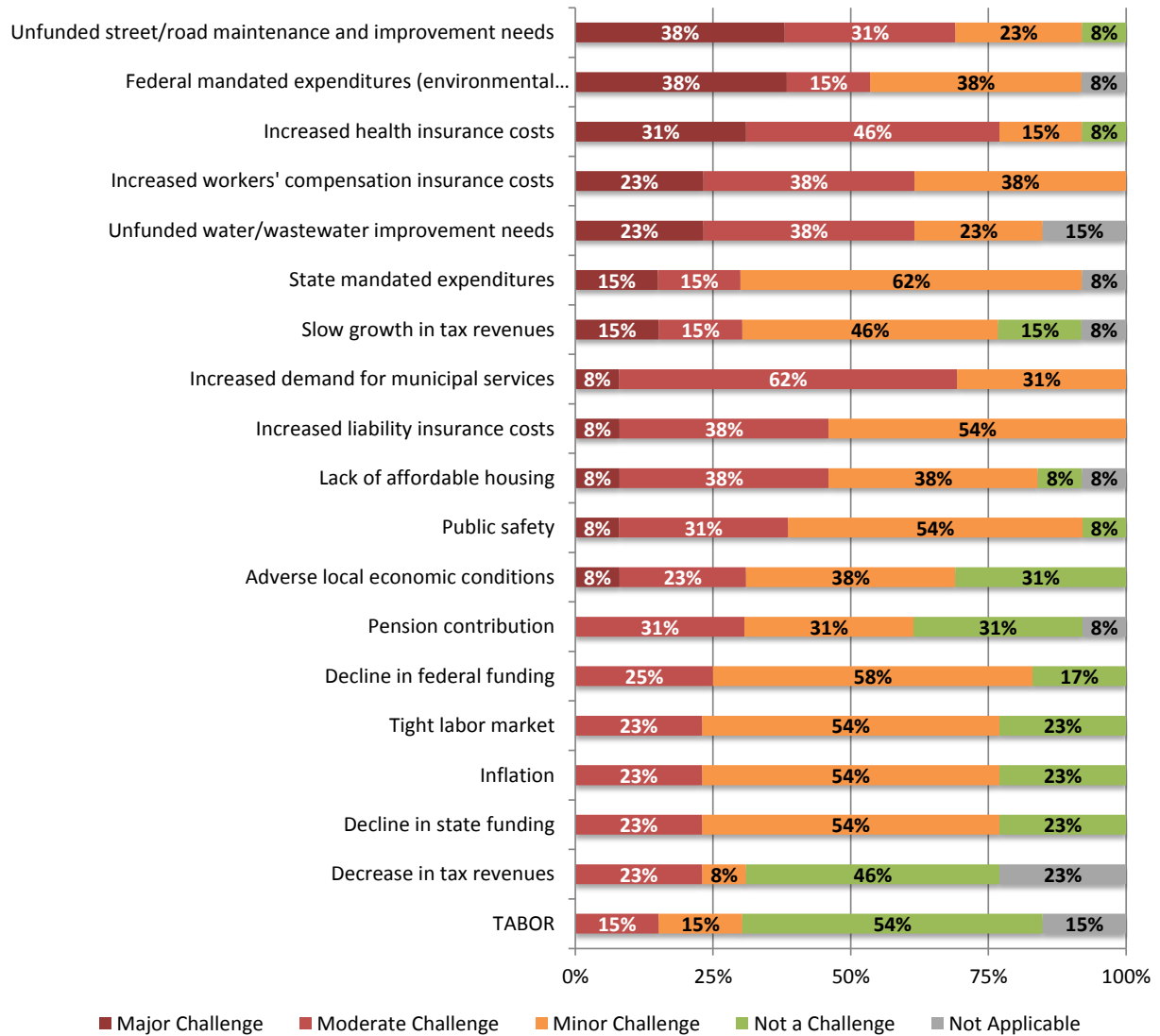
Exhibit 2-3: Graphs

Q24: Taking into account both the magnitude of the following issues and the ease or difficulty of addressing them, please rate the following potential fiscal challenges that your municipality may face in 2014.

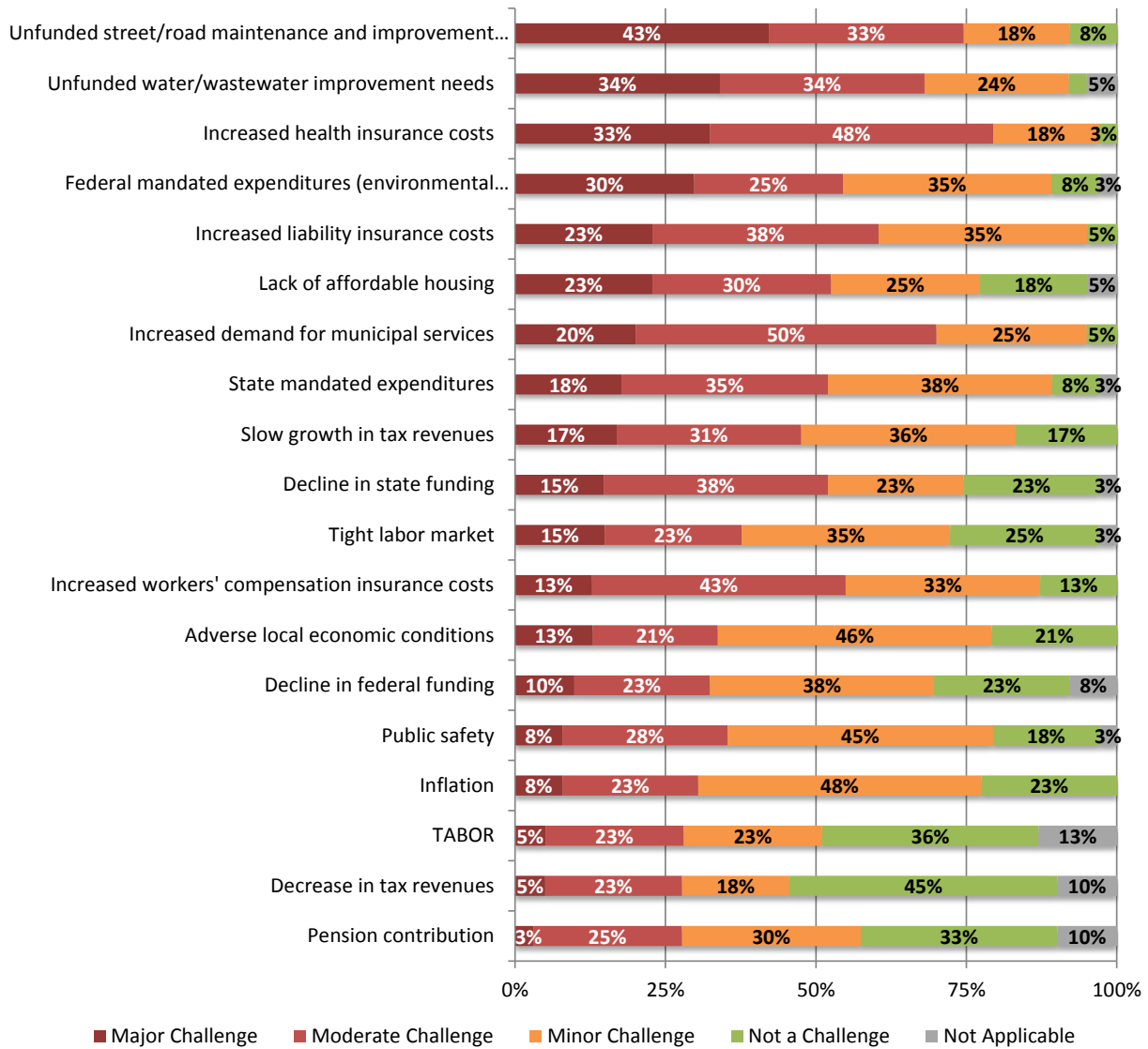
Overall



25,000 or Larger



2,000 to 24,999



Less than 2,000

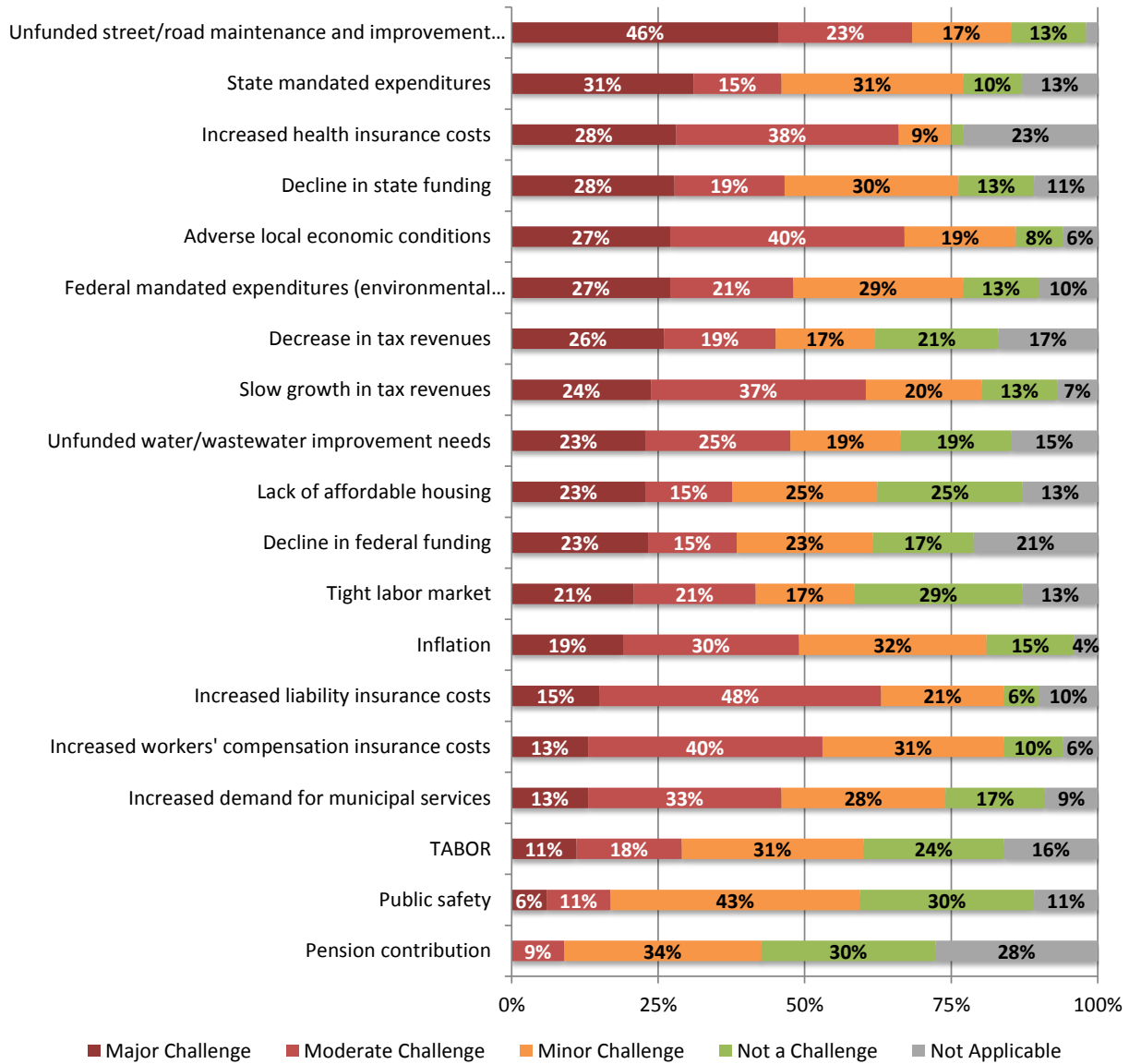
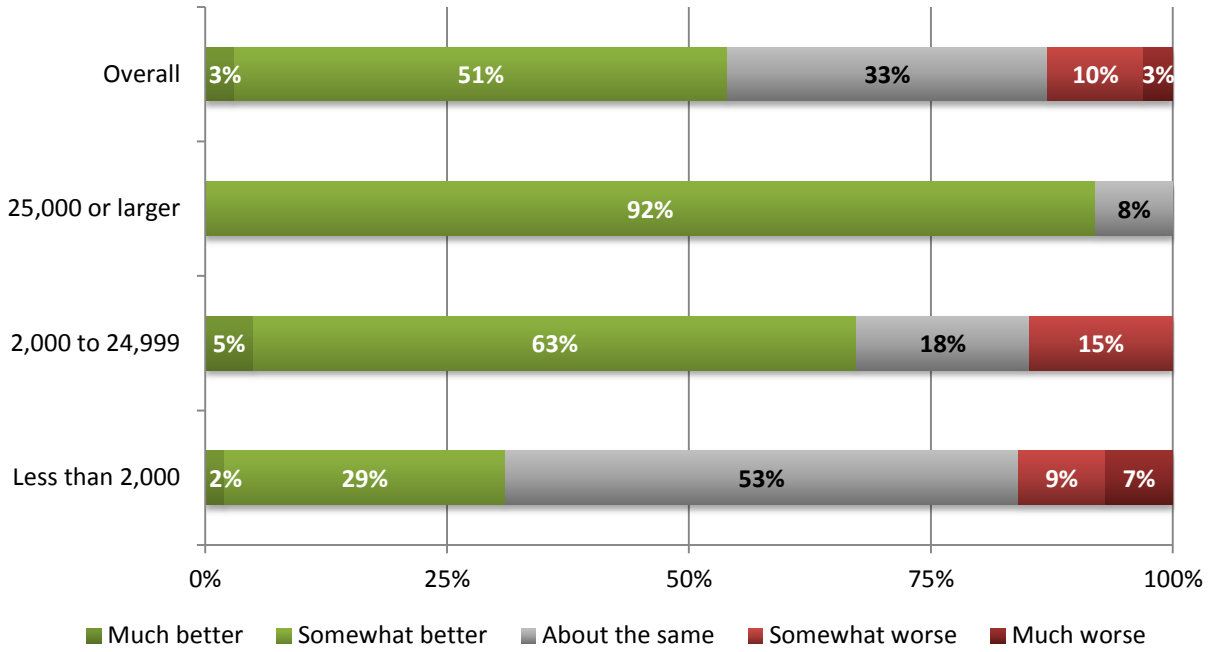


Exhibit 2-4: Graph

Q25: Do you feel the overall economy in your municipality is better or worse in FY 2013 compared to FY 2012?



APPENDIX A: SURVEY INSTRUMENT

The 2013 State of Our Cities and Towns survey is attached on the following pages. A cover letter by CML was also included.

2013 CML STATE OF OUR CITIES AND TOWNS SURVEY

MUNICIPAL INFORMATION

Please provide the following information.

Municipality: _____

Respondent's Name: _____

Title: _____

Address: _____

Telephone: _____

E-mail : _____



If you have any questions about survey content, please call Mark Radtke at CML (303) 831-6411 or mradtke@cml.org. For technical assistance online, please contact Corona Insights at (303) 894-8246 or David@CoronaInsights.com

DEADLINE: August 9, 2013

Please send your completed questionnaire to the following address. You may also fill out the survey online.

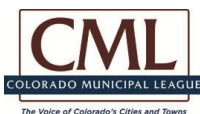
Mail:

1580 Lincoln St., #600
Denver, CO 80203
(Envelope enclosed)

Online:

www.CoronaInsights.com/CML
Login: **yyyyy**
Password: **xxxx**

Best viewed in Internet Explorer.



SECTION 1: TRANSPORTATION

To start, we would like to learn about your transportation needs, including infrastructure and funding.

STREETS & MAINTENANCE

1. How do you currently fund street maintenance? *Check all that apply.*

- | | |
|--|---|
| <input type="checkbox"/> HUTF
<input type="checkbox"/> General fund
<input type="checkbox"/> Dedicated sales tax
<input type="checkbox"/> Dedicated property tax
<input type="checkbox"/> General improvement districts
<input type="checkbox"/> Dedicated street utility fee | <input type="checkbox"/> Other <i>Please list:</i>

_____ |
|--|---|

2. HUTF funds constitute what percentage of your 2013 street maintenance budget? (e.g. overlays, chip seals, slurry seals, crack sealing, ADA ramps, etc.) Enter "0" if none.

Please enter a percent: _____ %

3. Did your 2013 street maintenance funding increase or decrease compared to 2012 and 2008? Please first indicate whether there was an increase, decrease, or no change for each year, and then indicate the percent change from each year.

*Do not enter negative percents. If there was a decrease, please check the decrease box and then enter the amount. To calculate percent change, use the formula: **(2013 funding – 2012 funding)/2012 funding x100**. For 2008, replace 2012 with 2008 figures. For example, if your funding was \$100,000 in 2012 and \$114,000 in 2013, the increase would be 14%*

Year...	Increase	Decrease	No Change	Percent Change in Funding
Change from 2012	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____ %
Change from 2008	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____ %

4. Do you maintain a street resurfacing schedule?

- No
 Yes



IF YES, what is the cycle for resurfacing?

Residential streets every _____ years

Arterial streets every _____ years

IF YES, is there currently sufficient funding to maintain that schedule?

- No
 Yes

5. Do you have a current agreement with any other local government regarding street maintenance?
- No
 - Yes

6. What percentage of your streets would you rate as currently being in “poor” condition?

Please enter a percent: _____ %

7. Have you performed a pavement management index assessment of your streets anytime in the past 10 years?
- No
 - Yes

8. What percentage of your municipal streets is unpaved? *Estimates are ok.*

Please enter a percent: _____ %

9. Please indicate how many dedicated bike lane miles you have, both on street (i.e., dedicated, striped bike lanes, not shared lanes) and off street (i.e., dedicated bike paths separate from street traffic).

On street bike lane: _____ miles

Off street bike lane: _____ miles

FUNDING

10. Do you plan to utilize the newly passed state law allowing HUTF funds to be used for transit or multi-modal projects?

- No
- Yes



IF YES, what percentage of your HUTF funds will be directed to non-road uses?

Please enter a percent: _____ %

11. How do you fund street capital projects? *Check all that apply.*

- HUTF
- General fund
- Dedicated sales tax
- Dedicated property tax
- Development impact fees
- Public/private partnership fees

Other *Please list:*

12. How do you fund bridge capital projects? *Check all that apply.*

- HUTF
- General fund
- Dedicated sales tax
- Dedicated property tax
- Development impact fees
- Public/private partnership fees
- Other *Please list:*

- _____
- _____

13. In the past 3 years, have you partnered with any other local government to build road or bridge projects?

- No
- Yes

14. In the past 3 years, have you partnered with a private entity to build road or bridge projects?

- No
- Yes

15. For each type of infrastructure listed below, please indicate whether your municipality has any funded projects in 2013 (and the amount they are funded for in 2013), if your municipality has any unfunded needs (and the total dollar amount needed), or if there is no current need. Please do not include projects by other local governments.

	Current Needs Funded	Current Needs NOT Funded	No Current Need
Streets	<input type="checkbox"/> Yes, funded for \$ _____	<input type="checkbox"/> Have need but not funded. Unfunded need = \$ _____	<input type="checkbox"/>
Bridges	<input type="checkbox"/> Yes, funded for \$ _____	<input type="checkbox"/> Have need but not funded. Unfunded need = \$ _____	<input type="checkbox"/>
Bike	<input type="checkbox"/> Yes, funded for \$ _____	<input type="checkbox"/> Have need but not funded. Unfunded need = \$ _____	<input type="checkbox"/>
Pedestrian	<input type="checkbox"/> Yes, funded for \$ _____	<input type="checkbox"/> Have need but not funded. Unfunded need = \$ _____	<input type="checkbox"/>
Transit	<input type="checkbox"/> Yes, funded for \$ _____	<input type="checkbox"/> Have need but not funded. Unfunded need = \$ _____	<input type="checkbox"/>

TRANSIT

16. Does your municipality operate or fund any of the following transit programs? *Check all that apply.*

- Scheduled bus service
- Para transit
- Rideshare vans
- We are in a regional transit district/authority
- No transit programs
- Other *Please list:*

- _____

17. Does your municipality pay a share of capital improvements that are needed for transit projects even if you do not provide the services?

- No
- Yes
- Not applicable – no transit programs

18. How do you fund transit projects? *Check all that apply.*

- Federal grants
 - Fares/per trip fees
 - General fund
 - Dedicated sales tax
 - Dedicated property tax
 - State funds
 - Not applicable – no transit programs
- Other *Please list:*

COMMUNICATION & CHALLENGES

19. What type of outreach methods do you utilize to “tell the story” about transportation infrastructure needs to the general public? *Please tell us some specific examples of your outreach. You may also write “none” if applicable.*

20. Beyond funding, what do you believe are the two biggest issues limiting your ability to adequately maintain transportation infrastructure? *Please tell us your two biggest issues, not related to funding.*

Issue #1

Issue #2

21. Will you have a road, bridge or transit project under construction in the August to October, 2013 time period? CML staff is seeking opportunities to film work in progress for use in the 2014 State of Our Cities and Towns video. *Please list a project that may be of interest.*

SECTION 2: GENERAL MUNICIPALITY REVENUE

How is your municipality's financial situation? We want to know how your municipality is doing, economically and financially.

22. Do you feel your municipality's revenue is better or worse in FY 2013 compared to FY 2012?

- Much Better
 Somewhat Better
 About The Same
 Somewhat Worse
 Much Worse
 Don't Know

23. For each of the following revenue categories, please first indicate whether you expect an increase, decrease, or no change for that source of revenue in 2013, and then indicate the estimated percent change from 2012.

*Do not enter negative percents. If there was a decrease, please check the decrease box and then enter the amount. To calculate percent change, use the formula: **(2013 revenue – 2012 revenue)/2012 revenue x100**. For example, if your cost was \$20,000 in 2012 and \$30,000 in 2012, the increase would be 50%.*

Revenue from...	Increase	Decrease	No Change	Percent Change in Revenue
Sales and use taxes <i>Include all municipal sales/use tax revenues and all shared revenues.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	____ %
Property taxes <i>Include general, capital expenditure, bond redemption and special fund property tax revenues.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	____ %
State funding	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	____ %
Other taxes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	____ %
Charges for services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	____ %
Licenses, permits, and fees	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	____ %
Fines and forfeits	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	____ %
Investment and interest income	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	____ %
Other revenue: <i>Please describe:</i> _____ _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	____ %

24. Taking into account both the magnitude of the following issues and the ease or difficulty of addressing them, please rate the following potential fiscal challenges that your municipality may face in 2014.

	Major Challenge	Moderate Challenge	Minor Challenge	Not A Challenge	Not Applicable
TABOR	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Slow growth in tax revenues	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Decrease in tax revenues	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Decline in federal funding	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Decline in state funding	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Increased liability insurance costs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Increased health insurance costs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Increased workers' compensation insurance costs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Federal mandated expenditures (environmental requirements, ADA compliance, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State mandated expenditures	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Increased demand for municipal services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Adverse local economic conditions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Inflation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unfunded street/road maintenance and improvement needs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lack of affordable housing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tight labor market	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unfunded water/wastewater improvement needs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pension contribution	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

25. Do you feel the overall economy in your municipality is better or worse in FY 2013 compared to FY 2012?

- Much Better
 Somewhat Better
 About The Same
 Somewhat Worse
 Much Worse
 Don't Know

26. If you have any additional comments you would like to provide to CML regarding this survey or the state of your municipality, please provide them below.

You're finished!

Thank you for your participation!

DEADLINE: August 9, 2013

Please send your completed questionnaire in the enclosed envelope to:

**Corona Insights
1580 Lincoln St., #600
Denver, CO 80203**