

Colorado FASTER Fact Sheet

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Colorado's Quiet Crisis:

- Colorado has 125 structurally-deficient bridges rated in poor condition and many more bridges designated as functionally-obsolete. FASTER will begin the process of funding the most urgent maintenance, repairs and reconstruction.
- Colorado's population grew by approximately 660,000 people since 2000, and is projected to grow by an additional 1 million people in the next decade. Colorado's existing transportation system can no longer efficiently move existing – much less projected – traffic volumes, people, goods and services throughout the state.
- Like states all across the country, Colorado's unemployment rate is rising. FASTER is projected to save and create thousands of jobs throughout Colorado.
- Colorado's road and bridge system is in its current state of disrepair because revenues are not keeping pace with the rising costs of maintenance, repair and construction. Colorado's 22-cent-per-gallon fuel tax, which pays for the majority of roadway maintenance, has not been increased since 1992.

What FASTER Will Accomplish:

- FASTER is projected to generate approximately \$252 million annually for transportation improvements. The impact to the average driver will be about \$2.60 a month in the first year and \$3.50 a month when fully implemented in 2012.
- FASTER establishes a Statewide Bridge Enterprise that begins the process of funding maintenance and repair of Colorado's most urgent structurally-deficient and functionally-obsolete bridges.
- Phased in over three years, the bridge fund will build toward a \$100 million annual investment in bridge improvements.

State, Local and Private Collaboration:

- FASTER establishes a High-Performance Transportation Enterprise to encourage innovative financing strategies, including certificates of participation, public-private partnerships, operating concession agreements, user-fee financing and design/build contracting.

- At full implementation, FASTER annually allocates \$150 million to state and local road-safety projects based on the existing distribution formula of 60 percent to the state, 22 percent to counties and 18 percent to municipalities.
- FASTER gives veto authority over proposed public highway user-fees by requiring 100 percent approval of federal, state and impacted local governments before establishing a highway user-fee or congestion-based tolling.
- \$5 million of the funds will be allocated to the State Transit and Rail Fund proposed in SB09-94 (Williams/Levy) for grants to local governments for local transit projects.
- Allows Regional Transportation District to go to the ballot without legislative approval.

Efficiency and Accountability:

- FASTER brings private sector professional contractors, engineers and others with relevant expertise together with CDOT to form an Efficiency and Accountability Committee to identify financial and operational efficiencies within the Department.
- FASTER requires CDOT’s executive director to report annually to the legislature on Committee activities and implementation recommendations.

FASTER’s Primary Funding Components

Daily Car Rental Fee

- Requires rental car companies to pay a \$2 daily car rental fee.

Weight-Based Vehicle Registration Fee Increase and Exemptions

- Because vehicle weight disproportionately affects road and bridge deterioration, FASTER establishes the following fee schedule according to vehicle weight. The new fees will be imposed on registrations starting July 1, 2009, and will average \$41 for new registrations when fully phased in over three years.

Vehicle Weight	Fee Schedule				
	Bridge Safety Fee			Road Safety Fee	Total
	2009-2010	2010-2011	2011-2012		2011-2012
Less than 2,000 lbs.	\$6.50	\$9.75	\$13.00	\$16.00	\$29.00
Between 2,000 and 5,000 lbs.	\$9.00	\$13.50	\$18.00	\$23.00	\$41.00
Between 5,000 and 10,000 lbs.	\$11.50	\$17.25	\$23.00	\$28.00	\$51.00
Between 10,000 and 16,000 lbs.	\$14.50	\$21.75	\$29.00	\$37.00	\$66.00
Greater than 16,000 lbs.	\$16.00	\$24.00	\$32.00	\$39.00	\$71.00

NOTES: The Bridge Safety fee is phased in over three years. More than 80 percent of all vehicles registered in Colorado weigh less than 5,000 pounds. Agricultural/farm vehicles pay half the proposed fee increase. Rental car companies are exempt from the vehicle registration fee increase.