

# Transfort-COLT Transit Strategic Plan

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Financial Advisory Committee  
Transit Financing Methods

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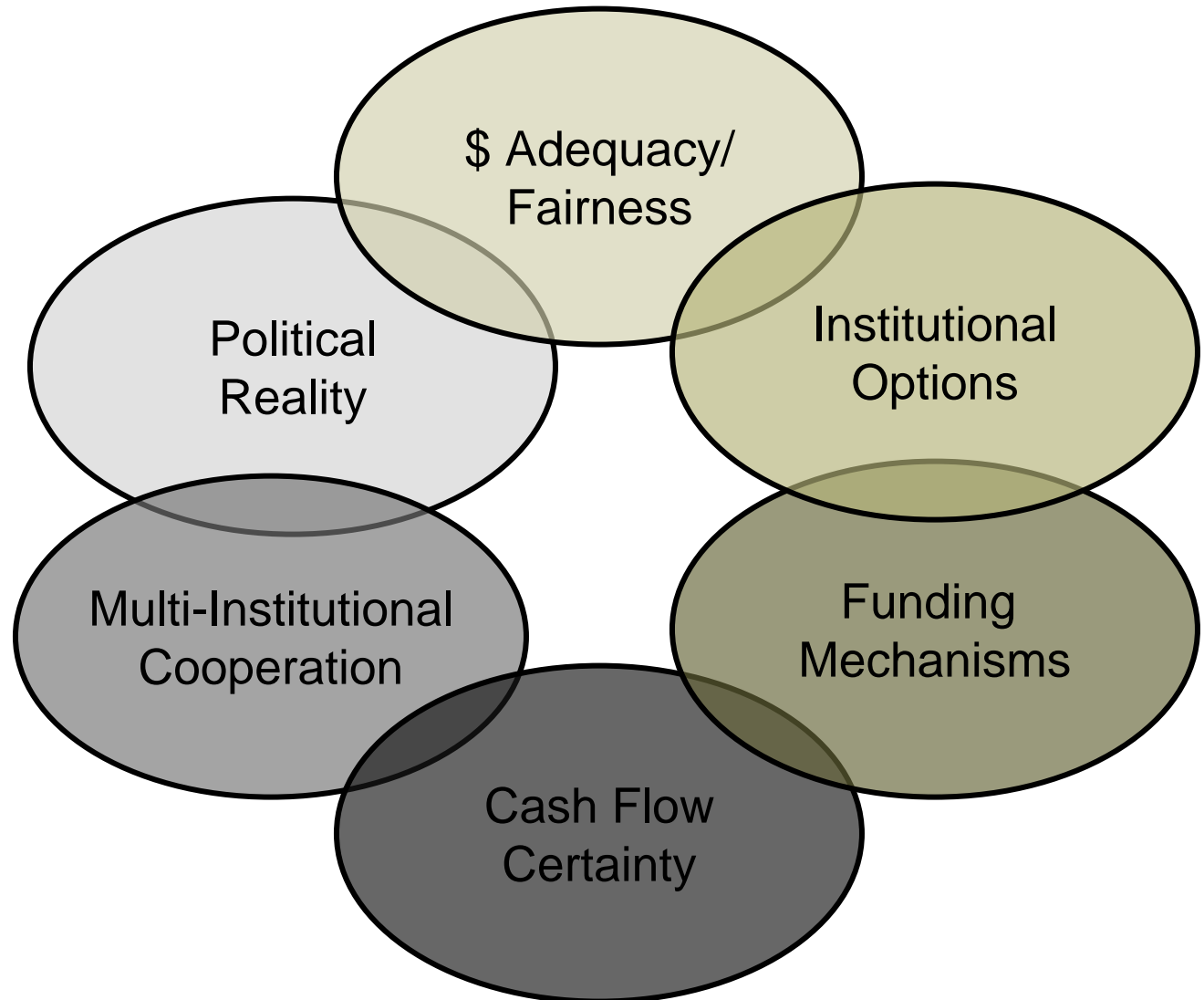
October 9, 2008

# Benefit Theory

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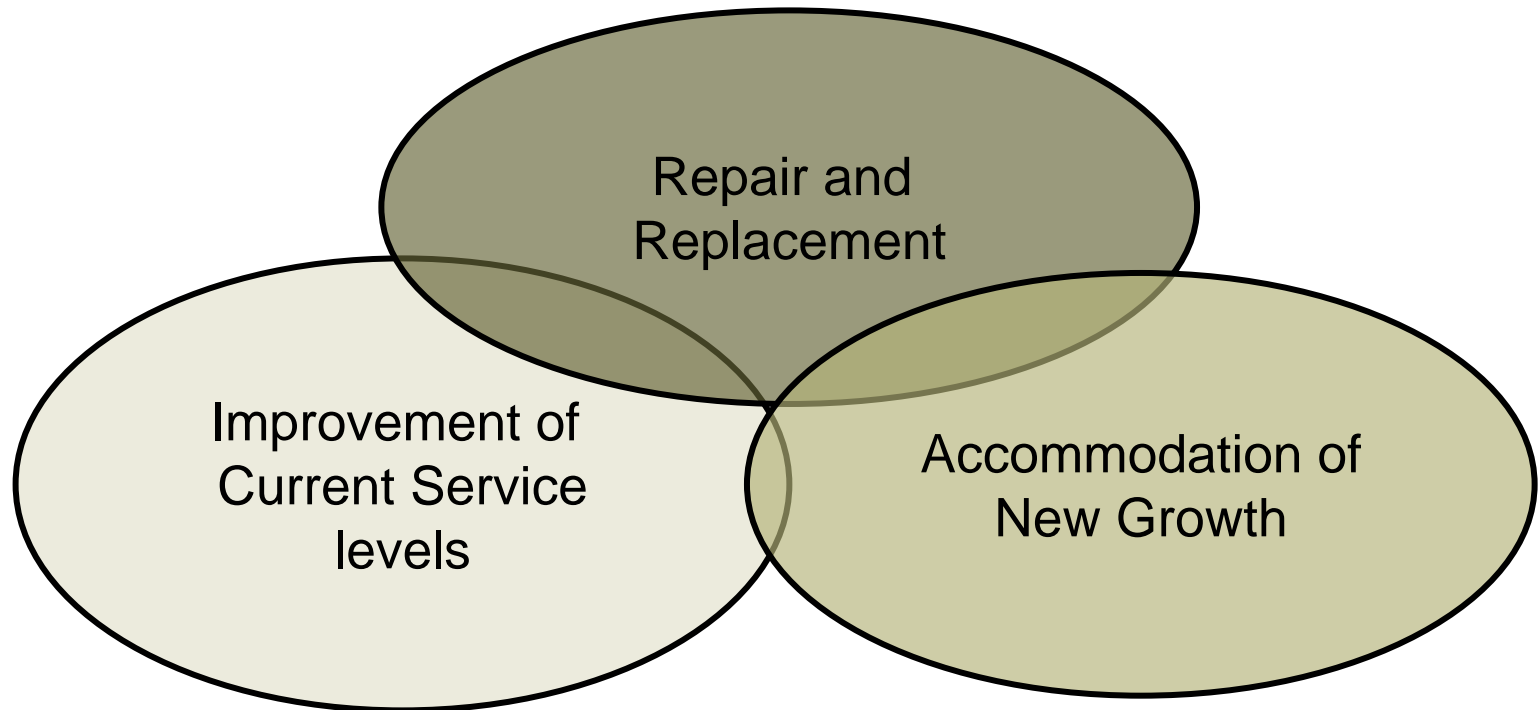
- Improved Transfort/COLT service provides the community with:
  - A safe and reliable alternative to driving
  - A method of transportation for those unable to drive
  - Traffic congestion relief
  - Regional connections between residences, and employment and entertainment centers
  - Environmental benefits
  - Municipal fiscal benefits

# Funding Challenges: Finding Balance



# Funding Challenges: Standard of Fairness

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# Revenue Mechanisms and Taxing Structures

## Revenue

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- Sales Tax
- Property Tax
  - General
  - Special Benefit District
- Farebox
- Impact Fees
- Surcharges on Licenses
- Federal and State Grants
- ASCSU – Poudre School District
- Business License Fee

## Institution

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- Metropolitan District
- General Improvement District
- Private Agreements
- Transportation Authority
- Special Improvement District
- Intergovernmental Agreement
- Municipalities, School District

# Evaluation of Funding Alternatives

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- Revenue generation potential
- Reliability of revenue stream
- Ease of administration
- Institutional formation requirements
- Partnering opportunities
- Burden follows benefits
- Strive for fairness

# STARTING POINT: Current Revenue Sources

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- Transfort and COLT:
  - General Fund
  - Federal Revenue
  - Farebox
  - Advertising
  - Negotiated Agreements

# STARTING POINT: 2002 Strategic Plan Funding Strategy

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- Increase in Existing Revenue Sources:
  - General Fund
  - Fares
  - ASCSU
  
- Dedicated Sales Tax

# STARTING POINT: Comparable City Transit Funding

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## ■ Eugene, OR

- Payroll Taxes
- Fares

## ■ Santa Barbara, CA

- Dedicated Sales Tax
- Fares

## ■ Ann Arbor, MI

- Property Tax
- Fares

## ■ Roaring Fork, CO

- Dedicated Sales Tax
- Fares

