

ALL REGISTERED VOTERS

REGIONAL TRANSPORTATION DISTRICT

Election date: November 2, 2004

Election Hours: 7:00 a.m. to 7:00 p.m.

Local Election Office Address and Telephone Number

Regional Transportation District  
1600 Blake Street  
Denver, CO 80202  
303-628-9000

NOTICE OF ELECTION TO INCREASE TAXES/ TO INCREASE DEBT  
ON A REFERRED MEASURE  
REFERENDUM 4A

BALLOT TITLE AND TEXT:

SHALL REGIONAL TRANSPORTATION DISTRICT TAXES BE INCREASED \$158.34 MILLION ANNUALLY AND BY WHATEVER ADDITIONAL AMOUNTS ARE RAISED ANNUALLY THEREAFTER BY INCREASING THE RATE OF SALES TAX LEVIED BY THE DISTRICT BY FOUR-TENTHS OF ONE PERCENT, FROM THE CURRENT SIX-TENTHS OF ONE PERCENT TO ONE PERCENT COMMENCING JANUARY 1, 2005 AND, IN CONNECTION THEREWITH, SHALL REGIONAL TRANSPORTATION DISTRICT DEBT BE INCREASED \$3.477 BILLION, WITH A REPAYMENT COST OF \$7.129 BILLION WITH ALL PROCEEDS OF DEBT AND TAXES TO BE USED AND SPENT FOR THE CONSTRUCTION AND OPERATION OF A FIXED GUIDE WAY MASS TRANSIT SYSTEM, THE CONSTRUCTION OF ADDITIONAL PARK-N-RIDE LOTS, THE EXPANSION AND IMPROVEMENT OF EXISTING PARK-N-RIDE LOTS, AND INCREASED BUS SERVICE, INCLUDING THE USE OF SMALLER BUSES AND VANS AND ALTERNATIVE FUEL VEHICLES AS APPROPRIATE, AS SPECIFIED IN THE TRANSIT EXPANSION PLAN ADOPTED BY THE BOARD OF DIRECTORS OF THE DISTRICT ON OR BEFORE APRIL 22, 2004 AND SHALL DEBT BE EVIDENCED BY BONDS, NOTES, OR OTHER MULTIPLE-FISCAL YEAR OBLIGATIONS INCLUDING REFUNDING BONDS THAT MAY BE ISSUED AS A LOWER OR HIGHER RATE OF INTEREST AND INCLUDING DEBT THAT MAY HAVE A REDEMPTION PRIOR TO MATURITY WITH OR WITHOUT PAYMENT OF A PREMIUM, PAYABLE FROM ALL REVENUES GENERATED BY SAID TAX INCREASE, FEDERAL FUNDS, INVESTMENT INCOME, PUBLIC AND PRIVATE CONTRIBUTIONS, AND OTHER REVENUES AS THE BOARD MAY DETERMINE, AND WITH SUCH REVENUES RAISED BY THE SALES TAX RATE INCREASE AND THE PROCEEDS OF DEBT OBLIGATIONS AND ANY INVESTMENT INCOME ON SUCH REVENUES AND PROCEEDS BEING EXEMPT FROM THE REVENUE AND SPENDING RESTRICTIONS CONTAINED IN SECTION 20 OF ARTICLE X OF THE COLORADO CONSTITUTION UNTIL SUCH TIME AS ALL DEBT IS REPAYED WHEN THE RATE OF TAX WILL BE DECREASED TO THAT AMOUNT NECESSARY FOR THE CONTINUED OPERATION OF THE SYSTEM BUT NOT LESS THAN SIX-TENTHS OF ONE PERCENT?

TOTAL DISTRICT FISCAL YEAR SPENDING 2000-2004:

FISCAL YEAR	TOTAL SPENDING
2004(estimated)	\$ 296,304,053
2003(actual)	\$ 278,638,330

2002(actual)	\$ 288,586,570
2001(actual)	\$ 298,384,373
2000(actual)	\$ 300,189,342

Overall Percentage change	-1.3%
Overall dollar change	\$ - 3,885,289

<b>PROPOSED TAX INCREASE:</b>	
Maximum dollar increase	\$ 158,340,000
Fiscal year spending without increase	\$ 308,703,113

<b>PROPOSED DEBT:</b>	
Principal Amount: Not to exceed	\$3,477,000,000
Maximum Annual Repayment Cost:	\$ 309,738,000
Total Repayment Cost: Not to exceed	\$7,129,000,000

<b>Current District Debt:</b>	
Principal Amount Outstanding	\$ 482,375,000
Maximum Annual Repayment Cost	\$ 69,623,828
Remaining Total Repayment Cost	\$ 739,335,643

**THE FOLLOWING IS A SUMMARY OF WRITTEN COMMENTS IN FAVOR OF THE REFERRED MEASURE FILED WITH THE DESIGNATED ELECTION OFFICIAL:**

The quality of life and economic vitality of the Denver Metropolitan Area are tied directly to our transportation infrastructure. Over the next twenty years our region will grow by over 900,000 people. That means there will be 3.4 million people sharing our roads. Unless we plan ahead, traffic congestion and travel time will only get worse. We must act now to provide more transportation choices. The plan is FasTracks--- 4A.

Issue 4A is a specific transportation plan developed over seven years by transportation officials, business leaders, local governments and citizens. Over 300 public meetings attended by thousands of citizens were held to develop the plan.

The plan includes 119 miles of new rail lines to Golden, Lakewood, Arvada, Aurora, Boulder/Longmont, Commerce City, Northglenn, Thornton and DIA, 18 miles of bus rapid transit along U.S. 36, expanded suburb to suburb bus service throughout the region, 21,000 additional parking spaces, 31 new Park-n-Rides, 57 new transit stations and 24% more bus service.

For 4 pennies on every ten dollar taxable purchase, FasTracks will help reduce traffic congestion by providing more transportation choices. It is estimated that more than 250,000 people will use rapid transit everyday. That means fewer cars on the road, so everyone benefits whether you use transit or prefer to drive. FasTracks also means convenience. It could change how you get to the airport, to the Bronco game or work.

The project will be financed through an increase in the sales tax in the metro area of 4 cents on every ten dollar taxable purchase. This tax does not apply to groceries, prescription drugs, gasoline, home heat, electricity or services such as haircuts, dry cleaning or movies. The tax will be decreased after the debt is repaid.

For the past ten years RTD has demonstrated that rapid transit works in the Denver Metro Area. 35,000 ride light rail every week day. The Southwest line has exceeded ridership projections by 70%. RTD's existing rail lines were built on time and on budget.

Critics think FasTracks won't take cars off the road. But look at the facts. In 2025, 22% of peak hour trips in rail corridors will be on transit. That's a lot of

cars off the road. Common sense says that if those people are riding transit they aren't driving cars.

The opposition thinks we should build one corridor at a time, rather than undertake the entire project at once. Unfortunately, this approach delays any meaningful improvement in transportation for decades. Building the entire FasTracks system one corridor at a time would take 50 to 70 years. Moreover, every year we delay makes the project more expensive.

4A is supported by nearly every metro local government, chamber of commerce, hundreds of business groups, and civic groups.

The time is now!! Vote YES on 4A.

**THE FOLLOWING IS A SUMMARY OF WRITTEN COMMENTS IN OPPOSITION TO THE REFERRED MEASURE FILED WITH THE DESIGNATED ELECTION OFFICIAL:**

FasTracks is badly flawed. It is a 67% tax increase that wastes funds needed for schools, higher education, police, fire, prisons, parks, road, bridges, drought, crime, welfare, health care, open space and more. The plan is limited and does not provide for rail service along the entire Front Range, to the mountains, Fort Collins, Colorado Springs or along E-470. There are not enough corridors in the metro area.

The cost is enough to buy a new car for every family in the region but its goal is to take away 1.4 percent of rush hour traffic. It will not reduce congestion. For \$8.4 billion rush-hour speeds may improve imperceptibly.

FasTracks will pollute the air. Trains will emit six times the nitrogen oxides which form ozone as all cars taken off the road. Highway improvements should be considered in all corridors, and where it is not possible to expand too far we should consider double-decking on 6<sup>th</sup> Avenue, I-25 and I-70. Highways should be expanded to equal carrying capacity of a line of transit: roughly ten lanes.

FasTracks is unfair to low income people. The 67% sales tax increase will be paid more by low income people but spent for middle class suburbanites. FasTracks will waste your money. The average cost of getting someone out of their car for one FasTracks ride is \$24. Limousine rides cost less.

FasTracks is not in the best interest of taxpayers and doesn't guarantee the tax will ever sunset. After paying off debt in 2048, RTD can reduce the sales tax "to the amount necessary for the continued operation of the system." Rail transit is so expensive that RTD may never reduce the tax. A yes vote is taxation forever; a no vote allows you to change your mind. RTD can continue to build incrementally, as it has since the 1997 defeat of this tax increase. Corridors should be built one corridor at a time until bonds are repaid; 70 - 100 years.

90% of supportive campaign contributions come from businesses that expect to profit.

FasTracks will be slow. Rail lines require eight to twelve years to build and light rail averages 24 mph and diesel rail only 41 mph.

Denver can relieve congestion and improve transit without new taxes. Lanes should be used for Bus Rapid Transit (BRT) and Toll Lanes. BRT is faster and less costly than trains. Express toll lanes offer more relief at no cost to taxpayers, users pay. Tolls will vary depending on the time of day and should equal the cost of the operations and maintenance of the lanes, \$5.00 - \$22.00. Traffic signal coordination can clean the air better at less than 1% the cost.

FasTracks will carry 22% of corridor traffic but the majority ride transit anyway. Supporters say it will cost \$2.64 a month but taxes on businesses are passed to consumers and per person taxes will nearly triple by 2025. Total taxes will reach \$2000 per resident by 2025.

Vote NO on 4A.