

Growth Industry Amasses War Chest to Protect Growth Subsidy for Roads

Over \$160,000 has been contributed by members of the growth industry to the campaign to pass Proposition 1A establishing and funding the Pikes Peak Rural Transportation Authority. It's very telling who is bankrolling the billboards, commercials, and more yard signs than cars on the road. Our roads are congested because we've added 150,000 people to the county since 1991. Obviously, that growth didn't provide the revenue needed to expand road network capacity to handle all that new traffic. Now the growth industry is trying to hand citizens the bill, and – frankly – \$160,000 in contributions is a small investment for them in order to persuade voters to support yet another growth subsidy worth hundreds of millions of dollars. They're hoping we're miserable enough in traffic we'll blindly support an unfair, incomplete and ineffective solution.

The list of campaign contributions (\$165,236, excluding in-kind donations) in the Report of Contributions and Expenditures filed October 12 by the Pikes Peak Transportation Coalition - Go With 1A issues committee is dominated by developers, homebuilders, realtors and members of the construction industry. Very few individual citizens without connections to these industries are on this list. Some of the more notable contributors include:

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| ELITE PROPERTIES | 25,000 |
| SCHMITT CONSTRUCTION | 20,000 |
| HOUSING AND BUILDING ASSOCIATION OF COLORADO SPRINGS | 10,000 |
| COLORADO SPRINGS CHAMBER OF COMMERCE | 30,000 |
| PIKES PEAK ASSN OF REALTORS | 10,000 |
| SERRA CONSTRUCTION | 25,000 |
| LA PLATA DEVELOPMENT | 10,000 |

If growth paid its way, the rampant growth of the past decade would not have left us with the biggest transportation infrastructure backlog we've ever faced. Our congestion problems are due to unsound, ineffective growth management and funding policies. Approving the RTA measure will lead to more congestion, rather than less, because it gives the green light to local governments to continue the nonsense that got us into this mess. That nonsense includes:

1. Local governments approve development at a pace that exceeds the capacity growth of our road network ([Woodmen Heights annexation, for example](#) – predicted to result in F level of service at two major intersections on Woodmen Road).
2. New development is not required to fully fund its impacts.
3. Accurate analysis is not even done to determine and assign full costs to development projects.

We're not against paying our fair share, but RTA overcharges the citizens so we can continue to undercharge new developments. If we pass 1A, we'll spend the next decade paying for the mistakes of the last decade, but we'll keep on making those same mistakes. The citizens will be filling in one hole while council and commissioners are busy digging us a new one. If we approve this plan, that eliminates any possibility of getting the right plan put forward. The only way to get a fair, complete and effective solution is to defeat proposition 1A.