



Transportation and Mobility Special Revenue Fund Reforms

Councilmember Sarah Parady, At-Large, Councilmember Shontel Lewis, District 8 and Councilwoman Flor Alvidrez, District 7

In Collaboration with Denver Streets Partnership and Community Transportation Advocates

Background

- The Transportation and Mobility Special Revenue Fund (T&M SRF) was created in 2021 by Denver City Council, through a doubling of parking meter rates, to invest the incremental revenue in pedestrian, bicycle, transit, and Vision Zero safety improvements.
 - How much? About \$15m/yr, from a \$1 meter increase
- Why do we need these improvements?
 - Safety: Traffic deaths in Denver are at record highs --- failing Vision Zero goals
 - Community: the public frequently demands safer infrastructure, these kind of investments are dramatically underfunded
 - Climate: Lack of safe infrastructure undermines mode shift

Transportation & Mobility SRF

2026 Revenue Sources	Amount
2025 Roll Forward (includes SPEED cameras)	\$3.8M
Parking Meter Revenue	\$7.2M
Enforcement Fine Revenue	\$5.5M
SUBTOTAL	\$16.5M



Uses By Programmatic Area	Amount
Mode Shift -Transportation Mobility Districts, Micro transit & Mode Shift	\$2M
Safe Routes to School – Education, Crossing Guards & Engagement	\$250K
Safety – Speed Program, Safety Software & Education	\$2.9M
Enforcement & Parking Operations	\$8.4M
Total	\$13.6M



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Problem: Administrative Misuse of T&M SRF

- Since the T&M SRF was created, funds increasingly redirected to uses outside of the legislative intent. Examples:
 - In 2024, \$200,000 was spent to remove safe bike infrastructure downtown
 - In 2025, \$100,000 was spent to replace a vetted safety design on Alameda Avenue, after wealthy residents complained
 - In the 2026 budget, amidst city budget crunch, \$8.4m was allocated to parking-related contracts, which is more than half the funds in the SRF.
- Paired with cuts to DOTI's workforce and overall budget, public spending on these priorities is decreasing, even as community asks for more --- intervention is needed.

Solution: Reforming Uses of T&M SRF

- Align Investments with Adopted Plans: Require funds to support implementation of the Vision Zero Action Plan, the Safe Routes to School Action Plan, and Denver Moves Bikes, Pedestrians & Trails, and Transit plans.
 - Incorporation of green infrastructure elements into these projects may also be allowed.
- Protect the Fund: Prohibit transfers to the General Fund and require year-to-year rollover, with a 50% split between Capital and Operational expenses.
- Add Community Accountability: Require DOTI to present proposed uses of the fund for review and approval to the DOTI Advisory Board on an annual basis.
- Define clear uses: (Next 2 Slides)

Allowable Uses of the SRF

Capital Side

- Protected bike/accessibility lanes
- Speed cushions, tables and raised crosswalks and other vertical traffic calming, including on arterial and collector roads
- Self-enforcing daylighting interventions such as bulb outs and below-the curb bike and scooter corrals
- Other self-enforcing physical traffic calming interventions aimed at effectively addressing unsafe vehicular speeds and reducing vehicular volumes on neighborhood streets, such as pinch-points, chicanes, and diverters
- Bus-stop infrastructure
- Transit speed and reliability improvements, such as signal priority and queue jumps
- Dedicated bus lanes, both as a transit improvement and safety intervention
- Road diets

Operational

- Safe Routes to School and Vision Zero programming
- Design and engineering tied to allowable capital projects
- Transit operations (e.g., increased RTD service, city-operated microtransit like the Montbello Connector, or subsidized transit passes)

Non-Allowable Uses of the SRF

- Purchase, installation, reconstruction or retiming of traffic-control signals or similar equipment, including pedestrian-activated flashing beacons and HAWK signals
- Routine street maintenance unrelated to mobility improvements
- Marketing or education campaigns
- Studies, designs, or engineering not tied to allowable capital projects
- Signage unrelated to allowable capital projects
- Police-based enforcement
- Traffic modeling
- Removal of Vision Zero, pedestrian, bicycle, or transit-related infrastructure

Discussions with DOTI and Community

- Several meetings with DOTI, sponsors, and transportation advocates in recent months
- Agency is communicating in good faith about impacts of the change --- the Administration needs to find revenue to cover the parking contracts
 - City Council included funding for parking programming as a recommended budget priority in 2026 Budget Retreat
- Open question: Feasibility of implementation for 2027 budget or 2028 budget?



Questions/Discussion