JOIN FELLOW COLORADANS WHO BELIEVE TAXES RELATED TO ROADS SHOULD ACTUALLY FUND OUR ROADS.

COLORADO'S ROAD CRISIS

CHALLENGE 1 - QUALITY

Deteriorated conditions and decreased safety

CHALLENGE 2 - CAPACITY

Congestion

CHALLENGE 3 - FUNDING

Inconsistent and unreliable funding

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HOW WE GOT HERE

Safety – traffic fatalities increased 49% from 2013 to 2023 with roadway safety deficiency contributing to an estimated 1/3

72% of the highway miles in the state have less than 10 years left of life

The cost to drivers is significant - $7.1 - $11.4 billion per year, averaging more than $3,000 per driver

Colorado's roads rank as some of the worst in the nation (42nd) due to years of inadequate and unreliable investment

Rural roads are in an even worse spot – 47th

Funding for surface infrastructure is regularly cut to respond to mounting budget pressures - $100 million cut in the last session

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OUR SOLUTION

RESTORE OUR ROADS.

NO NEW TAXES. COMING IN 2026.

There is broad sentiment among Colorado voters that our roads are a mess and need to be fixed. Two-thirds believe the state legislature and the Colorado Department of Transportation has not done nearly enough to maintain, repair, and expand the roadways.

75% of Coloradans believe transportation dollars should be used to fund projects for road and automobile traffic on roads and bridges without raising taxes.

Initiative 175 was selected by the Restore Our Roads Coalition as the most viable and most likely to be approved by voters at the ballot box in 2026.

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WHY INITIATIVE 175?

- **Colorado's roads are unsafe and increasingly expensive for families.** Decades of underinvestment have left highways, bridges, and rural roads in poor condition, driving up vehicle repair bills, wasting time in traffic, and contributing to preventable crashes and fatalities. These impacts hit school transportation, emergency responses, and local businesses across the state.

- **Initiative 175 dedicates existing dollars, not new taxes, to roads and safety.** The measure directs 2 percent of the state budget – from revenue already generated by vehicles and fuel – exclusively to road construction and maintenance, safety improvements, related engineering and management, and the Colorado State Patrol. It does not raise taxes, cut funding for schools or healthcare, or defund transit, rail, or multimodal programs.

- **Initiative 175 does not take money from enterprise funds** or special cash funds, does not strip revenue from transit-related or safety accounts, and does not cut a single dollar from classrooms or healthcare. The measure affects a small portion of the overall budget and ensures that existing transportation-related revenue is finally used for its intended purpose: fixing and maintaining Colorado's roads.

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BALLOT TITLE

The title as designated and fixed by the Board is as follows:

An amendment to the Colorado Constitution changing existing law on transportation funding, and, in connection therewith, increasing the amount of state revenue dedicated to road transportation; requiring state revenue collected from various transportation-related sources to only be used on “road transportation” defined to include building and fixing roads and bridges, improving driver safety, covering related planning and engineering costs, and funding for the Colorado State Patrol; and decreasing funding for other transportation-related services and programs provided by the state and local governments.

INITIATIVE 175 – WHAT IT DOES

Initiative 175 was narrowly drafted to with one primary goal- It locks in sustained investment of an additional $700 to $900 million per year (by 2036), without raising taxes, and it ensures that every region receives its fair share to address the most urgent local priorities.

- Revenue comes from all state sales, use, and excise taxes or fees **on motor vehicles and fuel**, along with **two-thirds of state sales and use taxes collected on vehicle parts, equipment, materials, and accessories that are installed on vehicles.**

- The money would be distributed according to the current Highway Users Tax Fund formula, which allocates revenue to the state, counties, and municipalities and safeguards funding for the Colorado State Patrol.

- Cities and counties will see an increase in funding. As the overall "pie" gets larger, distributions go up. New funds under HUTF can only be used for roads, highways and bridges and not other types of transportation.

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INITIATIVE 175 – WHAT IT DOES NOT DO

- Does not take money from any enterprise fund, including retail delivery fees.
- Does not divert from transit-related cash funds and special accounts.
- Does not reduce administrative and/or HUTF appropriations funding for the Department of Revenue or the Department of Natural Resources.
- Does not cut or “defund” the State Highway Fund (including rail, Bustang, multimodal and pedestrian infrastructure, and alcohol and drug prevention programs).
- Does not take revenue from the License Plate Cash Fund, the POST Board, the Air Account, the Emergency Medical Services Account, the Law Enforcement Assistance Fund, the DRIVES Fund, the Multimodal Transportation and Mitigation Options Fund, or daily vehicle rental fees.

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HOUSE BILL 1430 – IMPACT ON 175

Projected State Revenue and Infrastructure Spending Changes: Initiative 175 Alone vs. Initiative 175 with HB26.1430			
Fiscal Year	***Initiative 175 alone: additional spending on roads***	***Initiative 175 + HB26-1430: additional spending on roads***	***Cumulative Tax Cuts under HB26-1430***
FY2027	$342.70	$20.50	$226.70
FY2028	$690.40	$0.00	$499.40
FY2029	$714.40	$0.00	$523.40
FY2030	$739.20	-$0.01	$548.30
FY2031	$764.90	$573.90	$0.00
FY2032	$791.40	$791.40	$0.00
FY2033	$818.90	$818.90	$0.00
FY2034	$847.30	$847.30	$0.00
FY2035	$876.70	$876.70	$0.00
FY2036	$907.20	$907.20	$0.00
FY2037	$938.70	$938.70	$0.00
FY2038	$971.20	$971.20	$0.00
FY2039	$1,005.00	$1,005.00	$0.00
FY2040	$1,039.80	$1,039.80	$0.00
TOTAL	**$11,447.80**	**$8,790.59**	**$1,797.80**

COMMUNICATIONS

www.RestoreOurRoadsCO.com

KEY TAKEAWAYS

Sustainable funding for Colorado roads, no new taxes.

NOT a cut to the General Fund – reprioritizing and redirecting existing revenue to road transportation.

175 would dedicate approximately 2% of the state's total budget to repairing and maintaining our roads. The state budget has grown 6-7% each year over the last 10 years – up 64% since 2015.

Constitutionally requires State revenue generated for roads be spent on roads and prevents state policymakers from diverting funds to other projects.

Funds the construction, surface repairs, maintenance, and operation of public streets primarily for motor vehicle use.

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DISCUSSION AND QUESTIONS

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