NO NEW TAXES. COMING IN 2026.

Colorado's roads and bridges are in a disastrous state of disrepair. Our roads aren't safe. Colorado's mountain destinations and business centers are clogged by mind-boggling gridlock. Whether you live in the rural valleys of the Western Slope or the bustling neighborhoods along the Front Range, our state's transportation system is in critical condition.

How can Colorado's roads and bridges be in such bad shape?

The reasons for the years of neglect are relatively straightforward. The state's gas tax, the main transportation revenue source, has not changed since 1991. Meanwhile, road construction and maintenance costs have soared due to inflation, leading to chronic underfunding for both upkeep and upgrades. Colorado's explosive population growth – nearly 40% since 2000 – has dramatically increased traffic volume, accelerating wear and tear and congestion without a corresponding increase in infrastructure investment.

Roads and bridges that are deteriorated, congested, or lack safety features cost Colorado motorists a total of $11.4 billion statewide annually – as much as $3,060 per driver in some areas – due to higher vehicle operating costs, traffic crashes and congestion-related delays, flat tires and vehicle wear and tear.

With only 34% of Colorado's roads in "good" condition – far below the national average – the American Society of Civil Engineers' 2025 report gave Colorado a D+ grade for its roads and highways.

Meanwhile, the Colorado Department of Transportation (CDOT) faces a $350 million shortfall each year just to maintain existing conditions. Of that amount, at least $200 million is needed solely for pavement maintenance.

There is broad consensus that something must be done. But each and every year, roads are moved to the bottom of the priority list as lawmakers contend that we can't fund education, public safety, healthcare *and* roads. During budget challenges last year, lawmakers pulled $140 million from CDOT's budget, including $65 million specifically designated for highway funds.

Funding our roads and highways must be a top priority, even while our state faces budget constraints.

Proposed Solution

Initiative #175 would constitutionally require a shift of taxes and fees Coloradans already pay on cars, tires, and gas to fund roads and bridges. Instead of this money disappearing into the general fund to pay for whatever shortfall the state faces each budget year, the money generated from motor vehicles would go to roads.

This measure accomplishes two things neither rural nor urban Coloradans have enjoyed for decades: It locks in sustained investment of roughly $700 million per year, without raising taxes, and it ensures that every region receives its fair share to address the most urgent local priorities. The initiative rededicates $11.5 billion in revenue to road investments for FY2027 to FY2040.

- **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.

How does HB26-1430 impact the Initiative?

In the last days of the legislative session lawmakers pushed through House Bill 26-1430, which only takes effect if the initiative passes. Under that law, fuel taxes and other fees are reduced for four years in an attempt to gut the revenue available for the initiative. As a result, new road revenue would be reduced to about $20.5 million in FY 2027 and essentially zero in FY 2028 through FY 2030. This means that instead of $11.8 billion through 2040 in sustained funding, roads will receive $8.8 billion.

At the same time, by gutting the funding, Coloradans will receive nearly $1.8 billion in temporary tax and fee cuts, including the gas tax.

Despite the delay, this initiative remains essential to Colorado's future. For more than a decade, state lawmakers have failed to demonstrate a meaningful commitment to addressing our deteriorating roads. This measure establishes a constitutional framework to safeguard transportation funding, providing local governments and the traveling public with a clear, reliable commitment to sustained investment in roads and bridges.

For more information, please visit www.RestoreOurRoadsCO.com