

LET'S GO, COLORADO



HOW WE GOT HERE

Colorado's transportation needs have gone unmet for decades. In every corner of our state, we lack the resources to maintain our roads, highways and local bus routes because the main funding source for transportation has not changed in 25 years.

For us to keep up with our state's needs and technological advancements, we need a sustainable, dedicated funding source to address critical transportation construction, improvements and maintenance.



Today, Colorado spends just \$69 per person on transportation infrastructure, compared to 25 years ago when we spent almost twice that amount - \$125 per person. Increased fuel efficiency has led to less revenue from existing gas taxes to address Colorado's transportation needs. Today, CDOT has more than \$7 billion in much needed projects with no funding - and that's only part of the issue, our local communities lack the resources to address congestion, maintain roads and improve safety.

We need a new funding source to fix our roads. A sales tax asks everyone to chip in, including the 80 million out-of-state tourists who use our infrastructure every year, and raises enough revenue to immediately begin to meaningfully address our transportation problems.



46% of Colorado's major roads and highways are in poor or mediocre condition,



Poor transportation infrastructure costs \$6.8 billion annually in repairs, traffic delays and crashes.



Every dollar spent on transportation infrastructure results in \$5.20 savings for drivers

Our failure to invest in infrastructure is costing us real money. Drivers in Colorado spend thousands of dollars a year because of traffic congestion delays, damage to vehicles, accidents and lost gas efficiency (e.g. per driver: \$1,954 in Colorado Springs annually, \$1396 in Northern Colorado annually, \$1,264 in Grand Junction annually and \$2,162 in Denver annually). Those costs really add up and Coloradans are paying the bill - up to \$6.8 billion annually due to the poor condition of our transportation system.

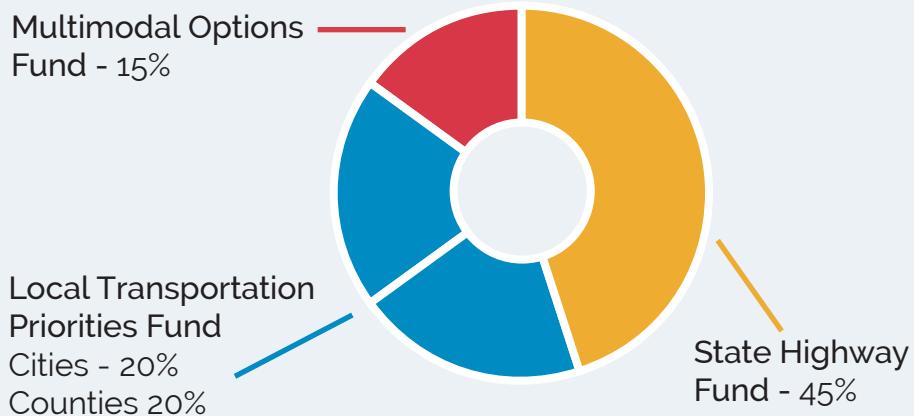
We need a statewide solution that ensures local governments have the resources to meet demands, addresses high-priority projects on I-70, I-25 and other state highways, and promotes multimodal transportation options that reduce congestion and protect our air quality.



OUR PROPOSAL

These proposals increase the sales tax by .5%, .62% or 1%, which amounts to just five to ten cents on a ten dollar purchase. A fourth proposal includes a .5% percent sales tax increase and requires the state to transfer \$150 million from the general fund each year to state and local transportation projects. All four proposals would have the same funding formula, dividing revenues between the state, local communities, and multimodal projects.

DISTRIBUTION OF TRANSPORTATION REVENUE



Funding State Projects

These initiatives will allocate 45% of the funding toward addressing projects on major highways, like I-25 and I-70, to state highways that connect communities throughout Colorado. Our needs at the state level are serious and immediate. By using bonds, we'll be able to start these projects right away.

Addressing Local Priorities

Local governments will have full flexibility of 40% of the funding. This revenue will be split 50/50 between cities and counties.

Supporting Multimodal Transportation

15% of the funding will support multimodal transportation options that decrease traffic congestion and protect our air quality, including bus service, large scale bike lanes and paths, and improvements for pedestrians.

Version	First Year Total Revenue	Average Year Total Revenue	Total 20 Year New Revenue	State Bond Principal
.5%	\$541,948,397	\$772,625,505	\$15,452,510,109	\$4,975,130,000
.62%	\$672,016,013	\$958,055,627	\$19,161,112,535	\$5,979,740,000
1%	\$1,083,896,795	\$1,545,251,011	\$30,905,020,218	\$9,404,655,000
.5% + GF Transfer	\$691,948,397	\$922,625,505	\$18,452,510,109	\$4,975,130,000