

Amendment 82: Redirect State Funds to Roads

Placed on the ballot by citizen initiative • Passes with 55 percent of the vote

Amendment 82 proposes amending the Colorado Constitution to:

- require that certain motor vehicle-related state taxes and fees, which are currently used for transportation programs and general government operations, be spent exclusively on road construction and maintenance, road safety for motor vehicles, and the Colorado State Patrol.

What Your Vote Means

YES

A “yes” vote on Amendment 82 redirects certain motor vehicle-related taxes and fees away from transit and other programs and dedicates that money towards roads, road safety for motor vehicles, and the state patrol.

NO

A “no” vote on Amendment 82 means that the state and local governments maintain their existing authority to determine funding levels for roads, transit, and other programs.

Summary and Analysis of Amendment 82

What does Amendment 82 do?

Amendment 82 amends the state constitution to require that state and local governments spend certain motor vehicle-related taxes and fees that are collected by the state exclusively on roads, road safety for motor vehicles (road safety), and the Colorado State Patrol beginning January 1, 2027. These include all state sales and excise taxes on motor vehicles and fuel, plus two-thirds of sales taxes collected on vehicle parts and accessories. This revenue would be distributed between state and local governments and restricted to four uses:

- construction, maintenance, and operation of public roads;
- design and engineering costs for road projects;
- safety improvements for motor vehicles on public roads; and
- state patrol operations.

Functionally, the measure will impact two categories of existing funds.

- Existing transportation funds.** Under current law, most transportation funds are already distributed between the state and local government and used for roads, road safety for all road users, the state patrol, public transit, and other transportation programs serving pedestrians and cyclists. The measure narrows allowed uses of some of these funds so that they can only be used for roads, road safety for motor vehicles, and the state patrol.

- **Other funds newly directed to roads.** The measure requires certain existing sales taxes and other vehicle-related taxes and fees, which are currently used for general government operations (such as health care and education), transit, and other transportation programs, to be spent exclusively for roads, road safety for motor vehicles, and the state patrol.

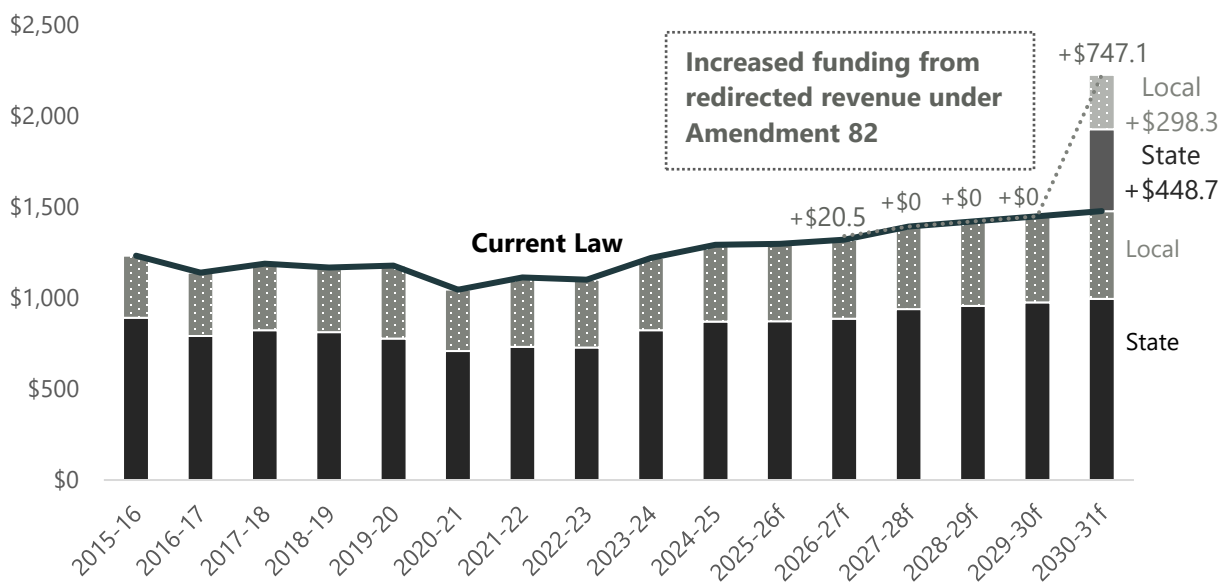
Much of this measure's impact is delayed by House Bill 26-1430,¹ a law that only goes into effect if Amendment 82 passes, as explained later in this analysis.

How much do the state and local governments currently spend on transportation?

The state and local governments currently receive about \$1.4 billion per year in ongoing state transportation funding, including revenue from gas taxes, registration fees, and other transportation-related taxes and fees. A significant portion of this funding is already required to be spent on roads, road safety, and the state patrol, while some is also spent on transit or other non-road transportation purposes. The measure may result in reduced spending on transit and other non-road transportation programs.

Figure 1 presents current state transportation funding distributed to state and local governments and how this funding may increase for roads, road safety, and the state patrol under the measure. The increase in road funding from redirected dollars shown in Figure 1 is an estimate. Depending on how the measure is interpreted by the legislature and courts, the measure may redirect less money than shown in Figure 1.

Figure 1
Actual and Forecasted Allocation of Vehicle-Related Taxes and Fees for Transportation
Millions of Dollars



Budget years with an "f" indicate that the funding amounts are forecasted.

¹ Online at: leg.colorado.gov/bluebook

What other funds will be redirected to roads?

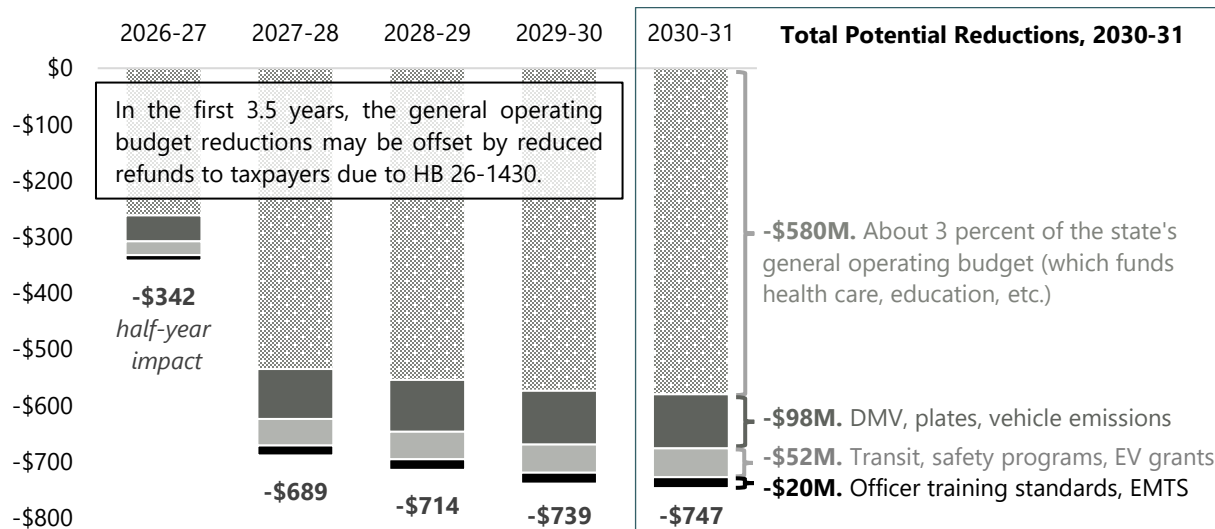
It is estimated that the measure will require up to \$750 million per year in existing funds to be distributed to state and local governments for roads, road safety, and the state patrol. The actual amount will depend on how the measure is interpreted by the legislature and the courts.

Figure 2 presents the current funding uses for the sources affected under the broadest interpretation of the measure.

For the first three-and-a-half years, the redirected revenue in Figure 2 does not result in increased road funding because of tax and fee reductions in HB 26-1430. The general operating budget reductions in Figure 2 might not occur in the first three-and-a-half years because of provisions in HB 26-1430, which make more money available by reducing taxpayer funds in some years, as explained later in this analysis.

Figure 2
Potential Reduction in Other Program Funds under Amendment 82

Millions of Dollars, Funds by Current Use



The funds shown in Figure 2 are from the following sources:

- Sales tax on motor vehicles and parts.** State sales and use taxes collected on the sale of automobiles, parts, and accessories are currently credited to the state's General Fund and support general government operations, such as health care, K-12 education, higher education, human services, and prisons. Amendment 82 requires that an estimated \$580 million instead be spent on roads, road safety, and the state patrol, making this money unavailable for general government operations.
- Vehicle-related taxes for transit and other transportation programs.** In addition to funding roads, some vehicle registration-related fees currently support other transportation programs such as Division of Motor Vehicles (DMV) services, license plate manufacturing, police officer training standards, statewide emergency medical and trauma services (EMTS), air pollution control, pedestrian and bicycle infrastructure, rapid transit, certain impaired

1 driving enforcement programs, and electric vehicle (EV) charging station grants, among
2 others. Amendment 82 requires that an estimated \$170 million of annual funding for these
3 programs be spent on roads instead.

4 Some state and local transportation projects are eligible for matching federal grants. In cases
5 where the measure reallocates state funding away from transit or transportation programs other
6 than roads, road safety, and the state patrol, federal matching grants will also become
7 unavailable. However, in cases where the measure allocates more state funding to roads and
8 road safety projects eligible for federal match, it may make more federal money available.

9 **When does increased funding for roads, road safety, and the state patrol begin?**

10 Amendment 82 takes effect in January 2027, but its full impact is delayed by a law passed by the
11 state legislature in 2026. HB 26-1430 goes into effect if Amendment 82 passes. Through June
12 2030, the law temporarily reduces fuel excise taxes, registration fees, and other
13 transportation-related charges to roughly offset the funding being newly directed to roads
14 under Amendment 82. The reduction in transportation-related taxes and fees creates budget
15 space for general government operations by reducing the state's obligation for refunds to
16 taxpayers. As a result, HB 26-1430 may result in the measure having minimal impact to road and
17 general state spending through June 2030 based on current expectations, though transit
18 funding will be reduced. While HB 26-1430 is in effect, taxpayers will pay less in gas taxes and
19 registration fees, but will receive fewer tax refunds from the state. Actual impacts to spending on
20 roads, the state budget, and taxpayers will depend on state revenues over the next few years. A
21 more detailed description of the net effects on taxpayers and general government operations
22 can be found in the Fiscal Impact section below.

23 Beginning July 2030, taxes and fees return to their current levels. From that point on, funding for
24 roads, road safety, and the state patrol increases (Figure 1), and funding for general government
25 operations, transit, and other transportation programs decreases (Figure 2).

26 **Arguments For Amendment 82**

- 27 1) Colorado's roads rank among the worst in the nation. Poorly maintained roads are not just
28 an inconvenience, they are a safety hazard that cost road users significant money and time
29 and cause congestion, property damage, and injuries or fatalities. Despite this, Colorado's
30 roads remain severely underfunded. Less than 5 percent of the state's operating budget
31 goes towards the state's transportation department (CDOT), and not all of CDOT's budget is
32 used for road maintenance and repair. The state's budget has increased more than
33 60 percent over the past 10 years while ongoing funding for roads has not kept up.
- 34 2) Without raising taxes, Amendment 82 locks in sustainable funding for roads by redirecting
35 existing revenue generated from motor vehicles and fuel exclusively to road construction,
36 maintenance, safety improvements and the state patrol. The state has previously dedicated
37 sales tax revenue from motor vehicles to roads, but without constitutional protection, the
38 investment has eroded over time. Money that drivers pay in vehicle-related taxes and fees
39 should be used for clearly connected purposes, going towards roads, road safety, and the

state patrol. The measure prioritizes safe, well-maintained roads that drivers depend on and expect.

Arguments Against Amendment 82

- 1) Amendment 82 diverts hundreds of millions of dollars away from health care, education, and other essential state services by redirecting sales tax revenue to the road construction industry, money that nearly every other state uses to fund general government operations. On top of that, it also diverts funding away from public transit, bicycle, and pedestrian transportation options, which could lead to increased traffic congestion and emissions, as well as endangering the most vulnerable road users such as pedestrians and bicyclists.
- 2) Everyone wants well-maintained roads, but the measure's rigid constitutional formulas and vaguely defined terms undermine the state's ability to balance road funding against other essential state services and risk unintended consequences that will be hard to reverse once the measure is part of the state constitution. Constitutionally mandated formulas mean that local governments lose the ability to prioritize how they spend transportation funds to meet the specific needs of their community, and instead are forced to spend exclusively on roads. The state is already making responsible progress balancing roads with other state priorities, investing an additional \$4.1 billion in transportation over the past 10 years, on top of the many dedicated revenue sources it already receives.

Information about the organizations supporting and opposing this measure is available on the Colorado Secretary of State's website:

www.coloradosos.gov/pubs/elections/Initiatives/ballot/contacts/2026.html

Fiscal Impact of Amendment 82

State Revenue

The measure by itself has no impact on state revenue. If the measure passes, House Bill 26-1430 will also go into effect and reduce state revenue by about \$227 million in state budget year 2026-27 and up to \$580 million per year through budget year 2029-30. This revenue reduction is the result of a temporary decrease in certain motor vehicle tax and fee rates by about 38 percent.

The lower fee and tax collections will reduce state revenue relative to the state's constitutional revenue limit, also known as the Taxpayer's Bill of Rights (TABOR) limit. Less revenue subject to TABOR will reduce or eliminate TABOR refunds to taxpayers, which are paid from the state's general operating budget when state revenue is over the TABOR limit. In years where TABOR refunds are eliminated, the measure instead reduces funds available for other budget priorities.

State Spending

Through June 2030, the measure combined with HB 26-1430 keeps transportation funding distributed to the state and local governments for roads, road safety, and the state patrol near current levels, while decreasing funding for transit and other transportation programs. In years where revenue is above the TABOR limit, the measure results in minimal changes to general state spending (health care, education, human services, etc.). In years where the revenue reductions cause state revenue to fall near or below the TABOR limit, state funding for purposes other than roads, road safety, and the state patrol will be reduced.

After June 2030, the measure increases funding required to be spent on roads, road safety, and the state patrol by up to an estimated \$750 million per year. This required spending will reduce money available for other state programs (the largest being health care, education, transit, and other transportation programs) by up to \$750 million per year. The exact fiscal impact of the measure on other programs will depend on budgeting decisions and any future legislative actions to clarify implementation of the measure.

Local Government Revenue and Spending

Through June 2030, the measure keeps state transportation funding for counties and cities similar to current levels, while disallowing certain state-distributed funds from being spent on transit or other transportation programs. After June 2030, up to an additional \$296 million per year will be distributed to counties and cities for roads and road safety.

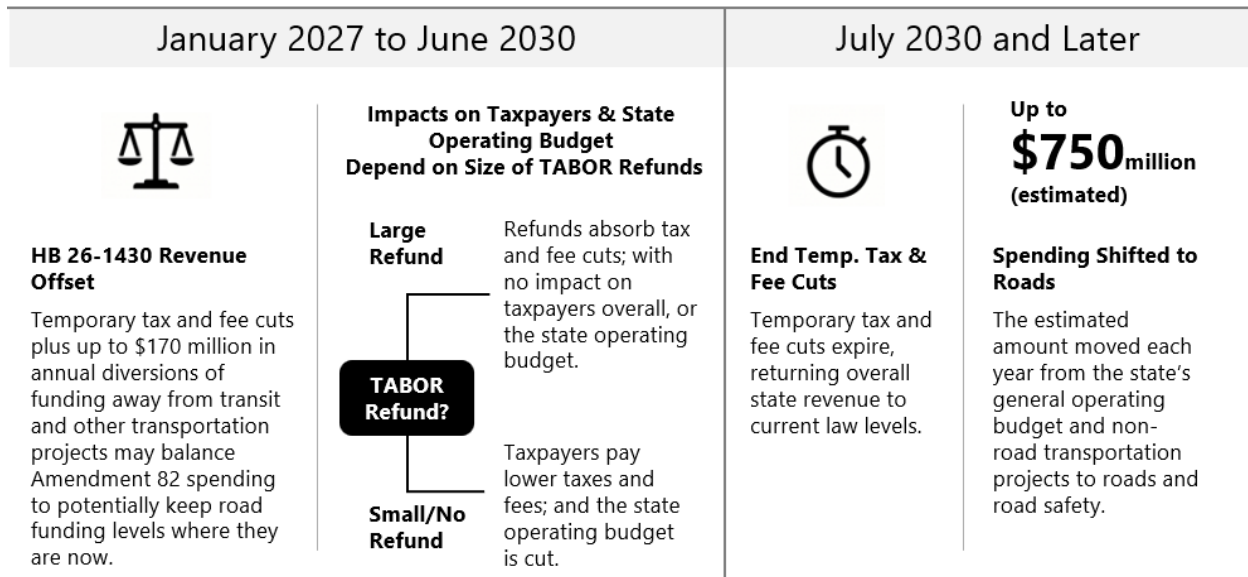
Taxpayer Impacts

After June 2030, the measure has no impact on taxpayers.

Through June 2030, taxpayers will pay less in certain motor vehicle taxes and fees. In years where revenue is sufficiently above the TABOR limit, the decrease in motor vehicle taxes and fees paid will be offset by a corresponding decrease in TABOR refunds to taxpayers. This results in no net impact to taxpayers overall, though individual taxpayer impacts may differ based on refunds claimed and motor vehicle taxes and fees paid. For more information, see the Legislative Council Staff memorandum titled, "A Brief Overview of the TABOR Revenue Limit."²

² Online at: leg.colorado.gov/bluebook

Figure 3
Impact of Amendment 82 and HB 26-1430



Interactions with Other Measures

Proposition NN allows the state to keep and spend revenue that would otherwise be refunded to taxpayers under TABOR, up to a newly established limit. If Amendment 82 passes, HB 26-1430 reduces tax and fee revenue through June 2030, which will temporarily reduce the amount of money the state keeps and spends under Proposition NN if both measures pass.

Initiative 175: Redirect State Funds to Roads

Placed on the ballot by citizen initiative • Passes with 55 percent of the vote

Initiative 175 proposes amending the Colorado Constitution to:

- require that certain motor vehicle-related state taxes and fees, which are currently used for transportation programs and general government operations, be spent exclusively on road construction and maintenance, road safety for motor vehicles, and the Colorado State Patrol.

What Your Vote Means

YES

A “yes” vote on Initiative 175 redirects and dedicates certain motor vehicle-related taxes and fees away from other programs and towards roads, road safety for motor vehicles, and the state patrol.

NO

A “no” vote on Initiative 175 means that the state and local governments maintain their existing authority to determine funding levels for roads, transit, and other programs.

Summary and Analysis of Initiative 175

What does the measure do?

Initiative 175 amends the state constitution to require that state and local governments spend certain motor vehicle-related taxes and fees that are collected by the state exclusively on roads, road safety for motor vehicles (road safety), and the Colorado State Patrol beginning January 1, 2027. These include all state sales and excise taxes on motor vehicles and fuel, plus two-thirds of sales taxes collected on vehicle parts and accessories. This revenue would be distributed between state and local governments and restricted to four uses:

- construction, maintenance, and operation of public roads;
- design and engineering costs for road projects;
- safety improvements for motor vehicles on public roads; and
- state patrol operations.

Functionally, the measure will impact two categories of existing funds.

- **Existing transportation funds.** Under current law, most transportation funds are already distributed between the state and local government and used for roads, road safety for all road users, state patrol, public transit, and other transportation programs. The measure narrows allowed uses of some of these transportation funds so that they can only be used for roads, road safety for motor vehicles, and the state patrol.

- **Other funds newly directed to roads.** The measure requires certain existing sales taxes and other vehicle-related taxes and fees, which are currently used for general government operations (such as health care and education), transit, and other transportation programs, to be spent exclusively for roads, road safety for motor vehicles, and the state patrol.

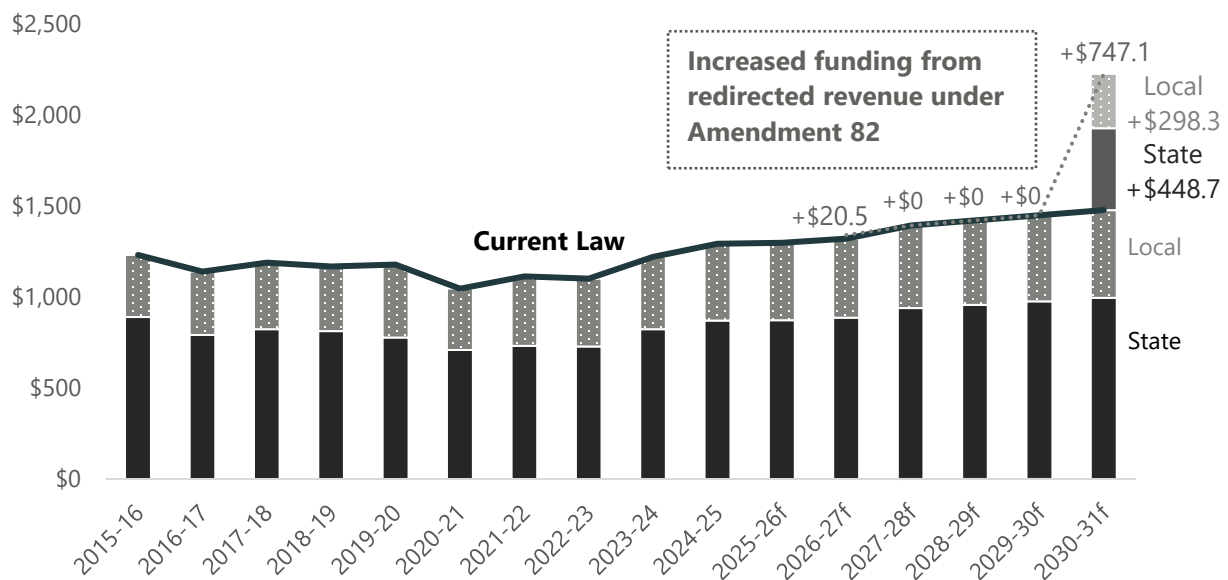
Much of this measure's impact is delayed by House Bill 26-1430,¹ a law that only goes into effect if Initiative 175 passes, as explained later in this analysis.

How much do the state and local governments currently spend on transportation?

The state and local governments currently receive about \$1.4 billion per year in ongoing state transportation funding, including revenue from gas taxes, registration fees, and other transportation-related taxes and fees. A significant portion of this funding is already required to be spent on roads, road safety, and the state patrol, while some is also spent on transit or other non-road transportation purposes. The measure may result in reduced spending on transit and other non-road transportation programs.

Figure 1 presents current state transportation funding distributed to state and local governments and how this funding may increase for roads, road safety, and the state patrol under the measure. The increase in funding shown in Figure 1 is an estimate. Depending on how the measure is legally interpreted, the measure may redirect less money than shown in Figure 1.

Figure 1
Actual and Forecasted Allocation of Vehicle-Related Taxes and Fees for Transportation
Millions of Dollars



Budget years with an "f" indicate that the funding amounts are forecasted.

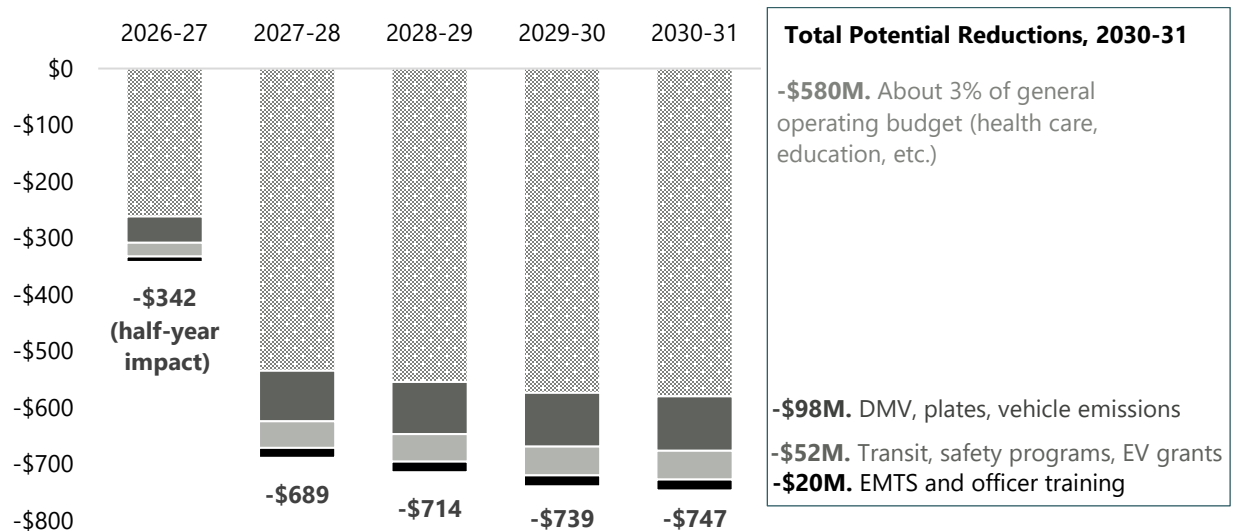
¹ Online at leg.colorado.gov/bluebook.

What other funds will be redirected to roads?

It is estimated that the measure will require up to \$750 million per year in existing funds to be distributed to state and local governments for roads, road safety, and the state patrol. The actual amount will depend on how the measure is interpreted by the legislature and the courts.

Figure 2 presents the current funding uses for the sources affected under the broadest interpretation of the measure.

Figure 2
Potential Reduction in Other Program Funds under Initiative 175
Millions of Dollars, Funds by Current Use



The funds shown in Figure 2 are from the following sources:

- Sales tax on motor vehicles and parts.** State sales and use taxes collected on the sale of automobiles, parts, and accessories are currently credited to the state's General Fund and support general government operations, such as health care, K-12 education, higher education, human services, and prisons. Initiative 175 requires that an estimated \$580 million instead be spent on roads, road safety, and the state patrol, making this money unavailable for general government operations.
- Vehicle-related taxes for transit and other transportation programs.** In addition to funding roads, some vehicle registration-related fees currently support other transportation programs such as Division of Motor Vehicles (DMV) services, license plate manufacturing, police officer training standards, statewide emergency medical and trauma services, air pollution control, pedestrian and bicycle infrastructure, rapid transit, certain impaired driving enforcement programs, and electric vehicle charging stations, among others. Initiative 175 requires that an estimated \$170 million of annual funding for these programs be spent on roads instead.

Some state and local transportation projects are eligible for matching federal grants. In cases where the measure reallocates state funding away from transit or transportation programs other than roads, road safety, and the state patrol, federal matching grants will also become

unavailable. However, in cases where the measure allocates more state funding to roads and road safety projects eligible for federal match, it may make more federal money available.

When does increased funding for roads, road safety, and the state patrol begin?

Initiative 175 takes effect in January 2027, but its full impact is delayed by a law passed by the state legislature in 2026. House Bill 26-1430 goes into effect if Initiative 175 passes. Through June 2030, the law temporarily reduces fuel excise taxes, registration fees, and other transportation-related charges to roughly offset the funding being newly directed to roads under Initiative 175. The reduction in transportation-related taxes and fees creates budget space for general government operations by reducing the state's obligation for refunds to taxpayers. As a result, HB 26-1430 may result in the measure having minimal impact to road and state spending through June 2030 based on current expectations. While HB 26-1430 is effective, taxpayers will pay less in transportation-related taxes and fees like gasoline taxes, but will receive fewer tax refunds from the state. Actual impacts to spending on roads, the state budget, and taxpayers will depend on state revenues over the next few years. A more detailed description of the net effects on taxpayers and general government operations can be found in the Fiscal Impact section below.

Beginning July 2030, taxes and fees return to their current levels. From that point on, the overall amount of state revenue collected is unchanged. Funding for roads, road safety, and the state patrol increases, offset by decreases in funding for general government operations, transit, and other transportation programs.

Arguments For Initiative 175

- 1) Colorado's roads rank among the worst in the nation. Poorly maintained roads are not just an inconvenience, they are a safety hazard that cost road users significant money and time and cause congestion, property damage, and injuries or fatalities. Despite this, Colorado's roads remain severely underfunded. Less than 5 percent of the state's operating budget goes towards the state's transportation department (CDOT), and not all of CDOT's budget is used for road maintenance and repair. The state's budget has increased more than 60 percent over the past 10 years while ongoing funding for roads has not kept up.
- 2) Without raising taxes, Initiative 175 locks in sustainable funding for roads by redirecting existing revenue generated from motor vehicles and fuel exclusively to road construction, maintenance, safety improvements and the state patrol. The state has previously dedicated sales tax revenue from motor vehicles to roads, but without constitutional protection, the investment has eroded over time. Money that drivers pay in vehicle-related taxes and fees should be used for clearly connected purposes, going towards roads, road safety, and the state patrol. The measure prioritizes safe, well-maintained roads that drivers depend on and expect.

Arguments Against Initiative 175

- 1) Initiative 175 diverts hundreds of millions of dollars away from health care, education, and other essential state services by redirecting sales tax revenue to the road construction industry, money that nearly every other state uses to fund general government operations. On top of that, it also diverts funding away from public transit, bicycle, and pedestrian transportation options, which could lead to increased traffic congestion and emissions, as well as endangering the most vulnerable road users such as pedestrians and bicyclists.
- 2) Everyone wants well-maintained roads, but the measure's rigid constitutional formulas and vaguely defined terms undermine the state's ability to balance road funding against other essential state services and risk unintended consequences that will be hard to reverse once the measure is part of the state constitution. Mandated formulas mean that local governments lose the ability to prioritize how they spend transportation funds to meet the specific needs of their community, and instead are forced to spend exclusively on roads. The state is already making responsible progress balancing roads with other state priorities, investing an additional \$4.1 billion in transportation over the past 10 years, on top of the many dedicated revenue sources it already receives.

Information about the organizations supporting and opposing this measure is available on the Colorado Secretary of State's website:

www.coloradosos.gov/pubs/elections/Initiatives/ballot/contacts/2026.html

Fiscal Impact of Initiative 175

State Revenue

The measure by itself has no impact on state revenue. If the measure passes, House Bill 26-1430 will also go into effect and reduce state revenue by about \$227 million in state budget year 2026-27 and up to \$580 million per year through budget year 2029-30. This revenue reduction is the result of a temporary decrease in certain motor vehicle tax and fee rates by about 38 percent.

The lower fee and tax collections will reduce state revenue relative to the state's constitutional revenue limit, also known as the Taxpayer's Bill of Rights (TABOR) limit. Less revenue subject to TABOR will reduce or eliminate TABOR refunds to taxpayers, which are paid from the state's general operating budget when state revenue is over the TABOR limit. In years where TABOR refunds are eliminated, the measure instead reduces funds available for other budget priorities.

State Spending

Through June 2030, the measure combined with HB 26-1430 keeps transportation funding distributed to the state and local governments for roads, road safety, and the state patrol near current levels, while decreasing funding for transit and other transportation programs. In years where revenue is above the TABOR limit, the measure results in minimal changes to general

state spending (health care, education, human services, etc.). In years where the revenue reductions cause state revenue to fall near or below the TABOR limit, state funding for purposes other than roads, road safety, and the state patrol will be reduced.

After June 2030, the measure increases funding required to be spent on roads, road safety, and the state patrol by up to an estimated \$750 million per year. This required spending will reduce money available for other state programs (the largest being health care, education, transit, and other transportation programs) by up to \$750 million per year. The exact fiscal impact of the measure on other programs will depend on budgeting decisions and any future legislative actions to clarify implementation of the measure.

Local Government Revenue and Spending

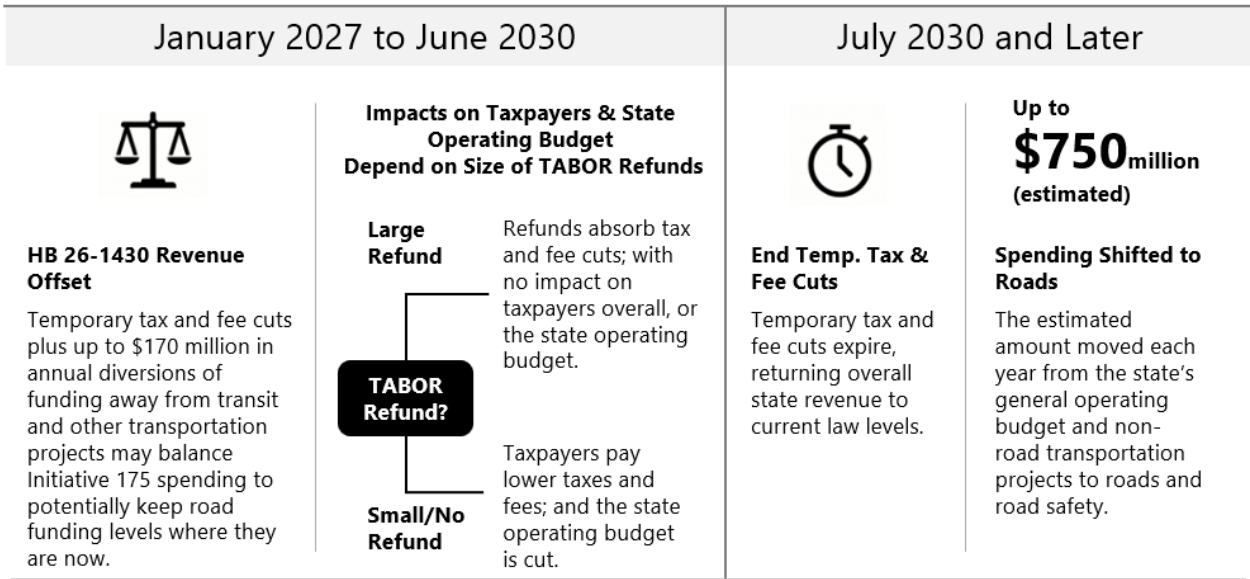
Through June 2030, the measure keeps state transportation funding for counties and cities similar to current levels, while disallowing certain state-distributed funds from being spent on transit or other transportation programs. After June 2030, up to an additional \$296 million per year will be distributed to counties and cities for roads and road safety.

Taxpayer Impacts

After June 2030, the measure has no impact on taxpayers.

Through June 2030, taxpayers will pay less in certain motor vehicle taxes and fees. In years where revenue is sufficiently above the TABOR limit, the decrease in motor vehicle taxes and fees paid will be offset by a corresponding decrease in TABOR refunds to taxpayers. This results in no net impact to taxpayers overall, though individual taxpayer impacts may differ based on refunds claimed and motor vehicle taxes and fees paid. More information about the TABOR limit and refunds can be found in the accompanying [Legislative Council Staff memorandum](#).

Figure 3
Impact of Initiative 175 and HB 26-1430



1 **Interactions with Other Measures**

2 Proposition NN allows the state to keep and spend revenue that would otherwise be refunded
3 to taxpayers under TABOR, up to a newly established limit. With House Bill 26-1430,
4 Initiative 175 reduces tax and fee revenue through June 2030, which will temporarily reduce the
5 amount of money the state keeps and spends under Proposition NN if both measures pass.

Last Draft Comments from Interested Parties

Amendment 82

Redirect State Funds to Roads

Madison Bryant, representing Colorado Counties Incorporated:

Hello,

Madison Bryant, Colorado Counties, Inc.

We received the following comment from Commissioner Adam Gates of Yuma County regarding the third draft of the analysis for Initiative 175:

"After reviewing the 175 draft, my suggestion is to remove the wording 'redirect' and replace it with 'direct' funding. This might help reduce hesitation from voters unless those that are thorough read the entirety of the measure.

Under the section 'What Your Vote Means' (YES), eliminate the verbiage about taking fees away from other programs and simply state that it 'directs funding toward roads.'

There are several other locations in the initiative where the wording could be clarified to 'direct funding.'"

Thank you for your consideration.

Madison Bryant

Legislative and Member Services Coordinator
Colorado Counties, Inc.

Becky English, representing herself

Hello Blue Book creators,

I don't have time to review all 7 pages, but I want to offer these suggestions for the Arguments section, page 5 of 3rd draft. My additional primary standalone #1 may make the section impermissably long, but I think the point does somehow need to be more salient than it currently is. Suggesting to change thus:

Arguments Against Initiative 175

1) The state Constitution should not be used to micromanage our state's operating budget. Our state legislature is charged with that responsibility.

2) Everyone wants well-maintained roads, but the measure's rigid constitutional formulas and vaguely defined terms undermine the state's ability to balance road funding against other essential state services, and they risk unintended consequences that will be hard to reverse once the measure is part of the state constitution. Mandated formulas mean that local governments lose the ability to prioritize how they spend transportation funds to meet the specific needs of their community, and instead are forced to spend exclusively on roads. The state is already making responsible progress balancing roads with other state priorities, investing an additional

\$4.1 billion in transportation over the past 10 years, on top of the many dedicated revenue sources it already receives.

3) Initiative 175 diverts hundreds of millions of dollars away from health care, education, and other essential state services by redirecting sales tax revenue to the road construction industry, money that nearly every other state uses to fund general government operations. In addition, the measure also diverts funding away from public transit, bicycle, and pedestrian transportation options, which could lead to increased traffic congestion and emissions, as well as endangering the most vulnerable road users such as pedestrians and bicyclists.

<https://docs.google.com/document/d/1y1gGGilWrHq3IfGPnmxxDDxDTEAEO4VkbL8xMZqYOrg/edit?usp=sharing>

Renée Larrarte, representing Conservation Colorado:

Hello,

I reviewed the third draft of the Blue Book analysis for Initiative 175 and wanted to offer a few comments that I think would help make the analysis as clear and useful to voters as possible.

Overall, I think the draft is strong, but I think there are several places where the voter-facing implications of the measure could be made clearer, particularly around the opportunity costs, the constitutional nature of the measure, and what a “no” vote actually means.

1. Clarify what voters are giving up

The analysis states that up to \$750 million annually could be redirected after June 2030, but I think the voter implications of that should be more explicit. The fiscal analysis identifies health care, education, transit and other transportation programs among the areas that could be affected.

I suggest adding language explaining that Initiative 175 does not create \$750 million in new transportation funding. Rather, it redirects existing state revenue away from other state and transportation priorities and constitutionally requires those funds to be used for roads, road safety and the State Patrol.

2. Clarify the “without raising taxes” argument

The proponents' argument says the measure provides sustainable transportation funding without raising taxes. I think the analysis should provide more context here. Through June 2030, HB 26-1430 temporarily reduces certain motor vehicle taxes and fees if Initiative 175 passes, but the fiscal analysis indicates that these reductions may be offset by reduced TABOR refunds.

It would be helpful for voters to understand that the temporary reduction in transportation taxes and fees does not necessarily represent an equivalent reduction in taxpayers' overall tax burden.

3. Explain that more road funding does not guarantee better roads

I think an important point missing from the current Arguments Against is that Initiative 175 does not establish performance requirements, maintenance priorities, or other mechanisms guaranteeing that additional funding will result in better road conditions.

The measure redirects existing revenue to roads, but does not require that the money be prioritized toward fixing existing infrastructure rather than construction or expansion. More funding for roads is not necessarily the same thing as a strategy to get better transportation outcomes.

4. Strengthen the local flexibility argument

The draft mentions that local governments could lose flexibility in how transportation funds are spent. I think this could be made more concrete.

Transportation needs differ significantly among urban, suburban, rural and mountain communities. Initiative 175 would constitutionally restrict affected funds to roads, motor-vehicle safety and the State Patrol, limiting the ability of state and local governments to respond to other transportation needs such as transit, pedestrian safety or bicycle infrastructure.

Because these restrictions would be constitutional, future legislators and local governments would have limited ability to adapt funding priorities as community needs change.

5. Make the federal funding issue more prominent

The draft notes that federal matching funds could be lost when state funding is redirected away from transit and other non-road transportation programs, while additional federal funding could potentially become available for roads.

I think voters would benefit from a clearer explanation that redirecting state funds does not necessarily produce a dollar-for-dollar increase in transportation investment. Some existing programs may leverage federal matching funds, meaning that moving state dollars could also result in the loss of federal dollars. The net effect is uncertain.

6. Strengthen the constitutional lock-in argument

I think the constitutional nature of Initiative 175 deserves greater emphasis.

Voters are not simply deciding whether roads should receive more funding. They are being asked to put detailed transportation funding restrictions into the state Constitution. Transportation needs, technology, population, travel patterns and community priorities can change significantly over time.

It would be helpful to explain that a "yes" vote would make these funding requirements much more difficult to change than ordinary statutory funding decisions.

7. Consider revising the first Argument Against

I would suggest avoiding the phrase "road construction industry," since it could make the argument sound more political than necessary. The fiscal analysis itself provides a stronger and more neutral framing.

Something along the lines of:

"Initiative 175 redirects hundreds of millions of dollars in existing state revenue away from other public priorities. The measure could redirect up to \$580 million annually that currently supports General Fund programs such as health care, K-12 and higher education, human services and prisons, as well as an estimated \$170 million currently supporting DMV services, emissions

programs, transit, pedestrian and bicycle infrastructure, emergency medical services, impaired-driving enforcement and EV charging. After June 2030, up to \$750 million annually could instead be required to go to roads, road safety and the State Patrol."

8. Add transportation choice as a consideration

I also think the analysis could explain that transportation investments are interconnected. Transit, walking, bicycling and other transportation options can provide alternatives to driving and help reduce demand on roads.

Initiative 175 would prioritize roads and motor-vehicle infrastructure rather than allowing transportation funding to be allocated among different modes based on which investments most effectively address congestion, safety, mobility and access in a particular community.

9. Clarify what a "no" vote means

Finally, I think the "What Your Vote Means" section could be especially important for voters.

The current language says that a "no" vote means the state and local governments maintain their existing authority to determine funding levels for roads, transit and other programs. I would consider making this more explicit:

"A 'no' vote does not reduce existing transportation funding or prohibit the legislature from increasing funding for roads. Instead, it preserves the state's existing flexibility to determine how transportation revenues are allocated among road maintenance, road safety, transit and other transportation priorities."

I think this is an important distinction because voters could otherwise interpret a "no" vote as voting against fixing Colorado's roads.

Overall, I think the strongest voter-facing explanation is that Initiative 175 does not require Colorado to choose between fixing roads and investing in other transportation needs. A no vote preserves the flexibility to do both and allows future governors, legislators and local governments to adjust transportation investments as needs change.

Thanks for considering these comments.

With Gratitude,

Renée

Travis Madsen, representing Southwest Energy Efficiency Project (SWEET):

Dear Legislative Council Staff,

Thank you for your hard work on the Initiative 175 analysis. Attached please find comments from the Southwest Energy Efficiency Project on the 3rd draft. Please feel free to contact us with any questions.

-Travis Madsen

Mr. Madsen also submitted Attachment A.

Tamra Ward, representing Move Colorado:

Attached please find Move Colorado's feedback on Draft #3.

Thank you for reaching out.

Warmly,

Tamra

Ms. Ward also submitted Attachment B.



Comments on the [third draft of the Blue Book for Initiative 175: Redirect State Funds to Roads](#)

Southwest Energy Efficiency Project
August 19, 2026

Summary

Thank you for making improvements to the Blue Book description of Initiative 175 after the first and second drafts. SWEEP appreciates the opportunity to provide further feedback.

The third draft does a significantly better job helping “voters understand the purpose and effect of [the] measure”.¹ That said, it could still be improved. The most important change would be to increase up-front clarity about where exactly funds would be re-directed from. The top half of the first page is the most important part of the blue book to get right, since many voters will not read the more lengthy details below.

Comments: Lines 1-4

SWEEP appreciates the changes made to the initial description of the initiative in draft 3. That said, the description could be improved to better inform voters about the effect of the measure by explaining what “general government operations” means. Specifically, on line 3, after “general government operations,” please append “(such as education and health care)”.

Comments: What your vote means

Thank you for accepting feedback in the previous round to clarify that road safety projects would be limited to those for motor vehicles by stating that the measure dedicates affected funds to “road projects for motor vehicles and the State Patrol.” This clarification will help voters understand that safety projects for pedestrians, cyclists, transit riders or other road users would be excluded.

This section could be further improved to help voters to make the most informed decision.

First, the text states that funding would be redirected “away from other programs.” What other programs? If a voter did not read the body of the analysis, they could miss this key information. The next draft should provide an example of what kinds of other programs could be affected in order for the largest number of voters to accurately understand the effect of the measure.

¹ Colorado General Assembly, Ballot Information Booklet (Blue Book), accessed 1 July 2026 at <https://content.leg.colorado.gov/content/initiatives/initiatives-blue-book-overview/ballot-information-booklet-blue-book>

Further, the YES answer omits the second effect of the measure, which would be to restrict the use of affected dollars to specific kinds of projects. As drafted, the word “dedicates” hints at this effect, but doesn’t actually explain it. While the body of the analysis does address this, the information is critical for voters to understand the effect of the measure, and it should be summarized in the initial explanation of what a YES vote means.

Suggested revised language (with extra effort to minimize the word count):

YES

A “yes” vote on initiative 175 would redirect existing vehicle-related taxes and fees toward road projects for motor vehicles and the State Patrol, shifting funding away from other programs, such as education, health care and public transportation.

The “NO” answer is improved from the first draft but is unchanged from the second draft. It could be further improved by giving some examples of “other programs” (eg: “other programs, such as education and health care.”)

General Comments on the analysis

Thank you for considering SWEEP’s earlier feedback. The analysis is improved from the first and second drafts. It is more clear, less complex and better organized. Voters will have an easier time understanding the proposal and casting an informed vote with this version, as compared to drafts 1 and 2. SWEEP supports keeping the analysis moving forward in this direction (and would oppose requests to roll portions of the analysis back to draft 1 or 2).

Comments: What does the measure do?

Thank you for considering SWEEP’s earlier feedback. This section is improved from the first and second drafts. It is simpler and more to the point, which will help voters cast an informed ballot.

We appreciate that the updated section clearly points out the funds that will be redirected by the measure, and what those funds are currently used for. We also appreciate that the text draws a distinction between road safety for motor vehicles (the language in the initiative) and “road safety for all users” (lines 32-33). This could be improved by giving some examples of users that aren’t motor vehicles, which will help voters that are not steeped in transportation policy to better understand the distinction. For example, after “road users” on line 33, insert “(such as people riding a bus, walking, or biking)”.

Comments: Figures 1 and 2

We note that Figure 1 includes the impact of HB26-1430, while it appears that Figure 2 does not. That could be a source of confusion for voters. Perhaps that could be fixed by changing figure 2 to just show 2030-2031?

The legend for figure 2 includes a phrase that feels biased toward initiative proponents. Specifically: The top part of the bar is labeled “About 3 percent of the general operating budget (health care, education etc.). Including the “About 3 percent” phrase here has the effect of making the potential cuts to other programs seem minimal. There’s also no guarantee that every part of the general operating budget will contribute equally. SWEEP requests that the label for this part of the graph instead simply read “General State Budget (education, health care, human services, etc.)”.

Comments: When does increased funding [...] begin

Overall, this section is improved from previous versions. It could be further improved by the following changes:

The blue book should include a sentence explaining why the legislature acted to adopt HB26-1430 to help voters better understand the purpose and effect of the measure. That explanation should come from the legislature itself, via the declarations at the beginning of house bill 1430.

Suggested new sentence to append at the end of the sentence concluding on page 4, line 5:

The legislature adopted the bill to temporarily “avoid reductions of up to seven hundred million dollars in appropriations for critical state services including K-12 public education, health care, and higher education.”²

Lastly, page 4 lines 17-20 could be confusing for voters because it describes overall revenue as “unchanged,” before talking about the main impact of the initiative, which would be to redirect funds. SWEEP requests that the paragraph be rephrased as follows:

Beginning July 2030, taxes and fees return to their current levels. From that point on, funding for roads, road safety, and the state patrol increases (See Figure 1); offset by decreases in funding for general government operations (such as education and health care), transit, and other transportation programs (See Figure 2).

Lastly, the Fiscal Impact section does a good job of explaining that HB26-1430 doesn’t block all of the impacts of the measure.³ It would be good to note this here as well – that while increased

² Colorado Legislature, [House Bill 26-1430](#), section 2(b), signed into law 4 June 2026.

³ Third draft of the Initiative 175 Blue Book Analysis, page 5, lines 34-36; and page 6, lines 11-13.

funding for roads wouldn't trigger until 2030 under current law, the Initiative would immediately reduce funding for public transportation, pedestrians, cyclists, and other transportation programs outside of roads.

Request for an additional section: Colorado's Road Conditions

Please add a section about Colorado's road conditions. It should note that the state legislature passed a law in 2021 (SB21-260) that injected billions of new dollars into Colorado's road system and created a mechanism to ensure that road funding will keep up with inflation. Mention that the additional state funding from 21-260 positioned Colorado to compete and win more than \$7 billion in federal funding from the Bipartisan Infrastructure Law.⁴ It should mention that CDOT has invested a significant amount of this new funding into improving road conditions.

Further, this section should relay recent information on Colorado road conditions from an authoritative state source - CDOT. This recent press release is a good source of data on road conditions: <https://www.codot.gov/news/2026/june2026news/statewide-road-conditions-major-improvements>

The data show significant improvements in pavement conditions on state highways since 2018. 50 percent of Colorado's Interstate Highway Miles were in "good" condition in 2025, and 42.5 percent of non-interstate highways rated "good".⁵ Additionally, the state has demonstrated real progress in repairing the worst roads. Only 1.6 percent of interstate miles were rated "poor" in 2025 – half as many as in 2023. Similarly, the state cut the number of non-interstate highway miles in poor condition by a third, from 3.4% in 2023 to 2.4% in 2025.⁶

This relevant factual context is important to help voters understand the purpose and effect of this measure and cast an informed vote.

Comments: Fiscal impact section

This section is improved and SWEEP finds it adequate. SWEEP appreciates the clarifications made in this section to help voters better understand the impact of the measure, including by identifying examples of general state budget programs that could be impacted. SWEEP further appreciates the clarification that the measure would prohibit the state and local governments from spending affected revenue on transit and other non-road transportation programs.

⁴ Colorado Governor's Office, "Colorado Members of Congress, Gov. Polis Celebrate Historic Progress in Colorado on Three-Year Anniversary of Bipartisan Infrastructure Law," *Press Release*, 15 Nov. 2024, available at <https://www.colorado.gov/governor/news/colorado-members-congress-gov-polis-celebrate-historic-progress-colorado-three-year>

⁵ Colorado Department of Transportation, "Statewide Road Conditions See Major Improvements," *Press Release*, 11 June 2026, available at:

<https://www.codot.gov/news/2026/june2026news/statewide-road-conditions-major-improvements>

⁶ Id.



TO: Initiative #175 Blue Book Analysis Writing Team

FROM: Move Colorado

DATE: August 18, 2026

RE: Initiative #175 3rd Draft Feedback

Propose Changes to Draft #3: Initiative 175

Page 2, Line 17:

Specify who will be legally interpreting the measure, as is noted on Page 3, line 4.

Page 6, Figure 3:

HB26-1430 Revenue Offset

Move Colorado believes it is important to note that HB26-1430, should it go into effect, blunts the intent of #175 with the tax and fee cuts and additional diversions. Further, to clarify the impact on transportation funding, please note that funding levels would remain flat – vs. the current language which states “where they are now.”

End Temp. Tax & Fee Cuts

Question: Following the passage of the Taxpayers Bill of Rights (TABOR), has a statewide tax or fee ever been temporarily cut and restored by the General Assembly via statute, vs. a vote of the people? If that has not occurred, should this language be modified to note a vote is required?

Interaction with Other Measures

As Initiative #175 does not reduce taxes and fees through 2030, rather the implementation of HB26-1430 should #175 pass does so, we suggest a rewrite of second sentence to be clearer of the cascade of events.

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Amendment 82

Redirect State Funds to Roads

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Amendment 82

Redirect State Funds to Roads

Ballot Title: Shall there be 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?

Text of Measure:

Be it enacted by the people of the state of Colorado:

SECTION 1. In the constitution of the state of Colorado, article X, **add** section 22 as follows:

22. State revenue collected to support road transportation – required use.

(1) NOTWITHSTANDING ANY OTHER PROVISION OF LAW, ANY DISTRICT, AS THAT TERM IS DEFINED BY SECTION 20 OF THIS ARTICLE X, MUST SPEND ANY STATE REVENUE COLLECTED TO SUPPORT ROAD TRANSPORTATION ON ROAD TRANSPORTATION.

(2) STATE REVENUE COLLECTED TO SUPPORT ROAD TRANSPORTATION SHALL BE ALLOCATED AMONG LOCAL GOVERNMENTS AND THE STATE HIGHWAY FUND, CONSISTENT WITH THE HIGHWAY USERS TAX FUND PROVIDED IN STATE LAW, AND EXPENDED AS SET FORTH IN THIS SECTION.

(3) AS USED IN THIS SECTION:

(a) "MOTOR VEHICLE" MEANS ANY SELF-PROPELLED VEHICLE THAT IS DESIGNED PRIMARILY FOR TRAVEL ON, AND IS COMMONLY USED TO TRANSPORT PERSONS OR PROPERTY OVER, PUBLIC STREETS, ROADS, HIGHWAYS, OR BRIDGES. THIS TERM INCLUDES ANY SUCH VEHICLE WITH A TRAILER OR SEMITRAILER ATTACHED THERETO, BUT DOES NOT INCLUDE ANY VEHICLE THAT IS DESIGNED TO AND DOES OPERATE AS A FARM TRACTOR OR ON RAILS.

(b) "ROAD TRANSPORTATION" MEANS:

(I) THE CONSTRUCTION, SURFACE REPAIRS, MAINTENANCE, AND OPERATION OF PUBLIC STREETS, ROADS, HIGHWAYS, OR BRIDGES, DESIGNED AND PRIMARILY USED FOR MOTOR VEHICLE USE;

(II) THE DEVELOPMENT AND IMPROVEMENT OF SAFETY MEASURES FOR MOTOR VEHICLES TRAVELING ON PUBLIC STREETS, ROADS, HIGHWAYS, OR BRIDGES;

(III) THE DIRECTLY RELATED DESIGN, ENGINEERING, AND MANAGEMENT COSTS REQUIRED FOR ROAD TRANSPORTATION; AND

(IV) COSTS OF THE COLORADO STATE PATROL.

(c) "STATE REVENUE COLLECTED TO SUPPORT ROAD TRANSPORTATION" MEANS:

(I) ALL SALES AND USE OR EXCISE TAXES OR FEES IMPOSED AND COLLECTED BY THE STATE ON MOTOR VEHICLES AND MOTOR VEHICLE FUEL; AND

(II) TWO-THIRDS (2/3) OF STATE SALES AND USE TAXES IMPOSED AND COLLECTED BY THE STATE ON MOTOR VEHICLE PARTS, EQUIPMENT, MATERIALS, AND ACCESSORIES THAT ARE AFFIXED TO A VEHICLE.

(4) THE EFFECTIVE DATE OF THIS SECTION SHALL BE JANUARY 1, 2027.

