

# 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.

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. Because the state's gas tax isn't tied to inflation, there has been less and less revenue from existing gas taxes to address Colorado's transportation needs.



CDOT has more than \$7 billion in 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.

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, maintenance and operations.

**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.



Each dollar spent on road improvements results in an average benefit of \$5.20 by reducing delays and fuel consumption and improving safety.

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, \$1,396 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.

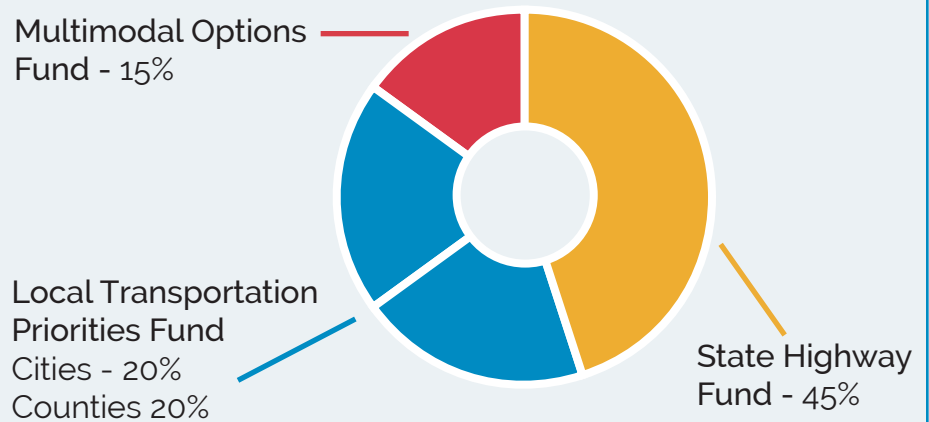
**We need a statewide solution that ensures local governments have the resources to meet demands, addresses high-priority projects on I-70, I-25 and other state highways, and promotes multimodal transportation options that reduce congestion and protect our air quality.**

## OUR PROPOSAL

These proposals increase the sales tax by .35% to 1.0%, which amounts to less than 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.

A fifth proposal includes a .35% sales tax increase for local and multimodal projects and bonding for state projects.

### DISTRIBUTION OF TRANSPORTATION REVENUE



#### Funding State Projects

These proposals will address major projects on I-25, I-70 and the state highways that connect our communities throughout Colorado. We see on our commutes that the 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 their share of the funding, allowing our communities to meet their diverse needs throughout the state. This revenue will be split 50/50 between cities and counties. On average, cities will receive 77% more revenue from the state while counties will receive 54% more.

#### Supporting Multimodal

Multimodal funding will support 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%	\$618, million	\$874 million	\$17.5 billion	\$5 billion
.62%	\$767 million	\$1.1 billion	\$21.7 billion	\$6 billion
1%	\$1.2 billion	\$1.75 billion	\$35 billion	\$9.5 billion
.5% + GF Transfer	\$768 million	\$1 billion	\$20.5 billion	\$5 billion
.35% + GF Transfer	\$433 million	\$612 million	\$12.2 billion	\$3.72 billion