



## The 101 on 109 and 110

In November Colorado voters will have the opportunity to vote on two transportation funding measures. While CDOT does not take positions on these questions, under the Fair Campaign Practices Act we have prepared a factual summary, with pros and cons of both measures. We hope you find the information helpful.

Considerations	110	109
What does it do?	Raises the sales tax by 0.62 cents to increase transportation investment (sunsets in 20 years).	Dedicates existing general funds to increase transportation investment.
What does it raise?	Would raise up to \$767M in the first year; allows the state to bond up to \$6B (over 20 years).	One time up to \$3.5B in bonding authority paid back over 20 years
How are the funds allocated?	45% to state highways 20% to city trans needs 20% to county trans needs 15% to transit/bicycle/pedestrian	100% to state highways
How much money is generated? (Based on estimated projections)	\$7B for state highways (net of debt service) \$8B for city/county projects \$3B for transit/bicycle/pedestrian projects	\$3.5B for state highways (net of debt service)
Project selection for CDOT funds	Transportation Commission has adopted a fiscally constrained \$7 billion list of projects which would utilize the funds.	Proposition lists the projects, totaling about \$5.6 billion. Transportation Commission will narrow the list/project scope to \$3.5 billion.
Are there other funding implications for CDOT?	Preserves \$1.5B in existing state funding for CDOT, resulting in a \$7B net increase over current law (SB17-267).	Replaces \$1.5B in existing state funding for CDOT resulting in a \$2B net increase over current law (SB17-267).



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**PROPOSITION 109** (formerly Initiative 167 or “Fix Our Damn Roads”) proposes to use existing general funds to increase transportation investment. These funds would be used to allow the state to bond \$3.5 billion to pay for state highway projects around the state. The funds may not be used for transit or other projects.

**PRO/CON:** Funds \$3.5 billion in highway projects around the state (no transit or local) with no new taxes but existing revenue must be diverted from state budget over twenty years to pay for bonds.

**PROPOSITION 110** (formerly Initiative 153 or “Let’s Go Colorado”) proposes to raise the sales tax by 0.62 percent to increase transportation investment. This sales tax increase, which would sunset in 20 years, would raise up to \$767 million in the first year and allow the state to bond up to \$6 billion to pay for transportation projects around the state. The funds raised would be divided between state highways, cities, counties and a dedicated multi-modal fund.

**PRO/CON:** Funds \$7 billion in highway projects around the state, as well as providing funding for city, county and transit/bicycle/pedestrian needs, but raises taxes for twenty years to pay for bonds and projects.

For more information about Propositions 109 or 110 contact Herman Stockinger, CDOT Director of the Office of Policy & Government Relations at [Herman.Stockinger@state.co.us](mailto:Herman.Stockinger@state.co.us).