



# Factual Summary of 2018 Transportation Ballot Propositions (110 & 109)

PROPOSITION CONSIDERATIONS	PROPOSITION 110 (formerly Initiative 153)	PROPOSITION 109 (formerly Initiative 167)
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 \$767 million in the first year; allows the state to bond up to \$6 billion (over 20 years).	One time up to \$3.5 billion in bonding authority paid back over 20 years.
How are the funds allocated?	45% to state highways 20% to city transportation needs 20% to county transportation needs 15% to transit/bicycle/pedestrian	100% to state highways
How much money is generated? (Based on estimated projections)	\$7 billion for state highways (net of debt service) \$8 billion for city/county projects \$3 billion for transit/bicycle/pedestrian projects	\$3.5 billion 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 \$1.5 billion in existing state funding for CDOT, resulting in a \$7 billion net increase over current law (SB17-267).	Replaces \$1.5 billion in existing state funding for CDOT resulting in a \$2 billion net increase over current law (SB17-267) .

**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.

**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.

CDOT has identified approximately \$1 billion/year funding shortfall to meet transportation needs around the state. The gas tax, CDOT’s primary funding source, has not changed since 1991 and 40% goes to cities/counties for local roads. CDOT receives 36% of vehicle registration fees. In total, average drivers in CO pay \$211/year to fund transportation. CDOT does not receive taxes designated to build RTD light rail/transit and does not receive marijuana tax revenue.

**For more information:**  
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