



Notice of Kremmling Board of Trustees Work Session
Kremmling Area Chamber of Commerce, 203 Park Ave, Kremmling,
CO 80459

Wednesday, August 5, 2026, 6:00 PM

Work Sessions or “Board Workshops” are open to the public for in-person attendance. No minutes will be taken, no decisions will be made, and the meeting will not be recorded. If you require special accommodations, please contact townclerk@townofkremmling.org.

Agenda(*Amended 8/3/2026 at 4:00 p.m.)

Correspondence

- Kremmling Colorado River Water Intake Rehabilitation Grant Award Letter
- Northwest Colorado Council of Governments (NWCCOG) Water Quality/Quantity and Colorado River District Update
- Three Lakes CLEAR Initiative Press Release
- CBS Colorado Drought Alert Report

Discussion Items

- West Grand School District BEST Grant Presentation 6:00 p.m. - 6:20 p.m.
- Finance Director and Treasurer Update 6:20 p.m. - 6:40 p.m.
- *Ballot Initiative 175 Discussion 6:40 p.m. - 7:00 p.m.

Future Meetings:

- Regular Board of Trustees Meeting: August 19, 2026 - 6 PM @ 203 Park Avenue, Chamber of Commerce
- Board of Trustees Work Session: September 2, 2026 - 6 PM @ 203 Park Avenue, Chamber of Commerce
- Regular Board of Trustees Meeting: September 16, 2026 - 6 PM @ 203 Park Avenue, Chamber of Commerce



COLORADO
Department of Local Affairs
Division of Local Government

July 13, 2026

Wes Howell, Mayor
Town of Kremmling
200 Eagle Ave. | P.O. Box 538
Kremmling, CO 80459

RE: EIAF E-028 - Kremmling Colorado River Water Intake Rehab - Emergency

Dear Mayor Howell:

In response to your recent request, I am offering to enter into a contract for a grant in the amount of \$315,013. This emergency grant will support infrastructure repairs for the Town of Kremmling following the state-declared drought emergency enacted on June 4, 2026. The funding will support the rehabilitation of the Colorado River emergency water intake and infiltration gallery to address immediate impacts to public health, safety, welfare, and municipal water reliability.

This grant offer is made from federal mineral lease proceeds.

Please contact your DOLA Regional Manager, Kate Peacock, at 970-744-0760 for information on how to proceed. Expenditure of State funds prior to the contract being fully executed cannot be included in the contract budget or reimbursed by the State. Per our program guidelines, this offer is valid for one year from the date of this letter.

Thank you for your leadership during this unanticipated circumstance. DOLA stands ready to continue to support you and the community in your recovery planning and implementation processes.

Sincerely,

Maria De Cambra
Executive Director

cc: Dylan Roberts, State Senator
Julia McCluskie, State Representative
Jen MacPherson, Town of Kremmling
Kate Peacock, DOLA



Proposed Initiative 308

For Colorado's Land and Water

The Problem



1.5 Million

Acres of land burned in the state's largest fires.

Four of the worst wildfires occurred in the last five years, resulting in hundreds of millions of dollars in damages and losses.

~80%

Of Colorado's land is at risk of development

Loss of these natural resources threatens the state's \$17.2 Billion outdoor recreation economy and the Colorado way of life.

\$100-200 Million

Is the estimated annual funding shortfall.

Colorado does not currently have the funding to protect communities from catastrophic wildfire or to ensure that our lands and waters are permanently conserved.

For the Colorado You Love



Proposed Initiative 308 generates up to \$175 Million every year
without raising taxes.



The Solution



\$83 Million Per Year
For Wildfire Prevention and watershed health

Wildfire risk reduction and water protection



\$83 Million Per Year
For Colorado's Outdoors

Land and water conservation and sustainable outdoor recreation



\$4.3 Million Per Year
For Access to the Outdoors

Grants to improve access to the outdoors for youth and families



\$4.3 Million Per Year
For Outdoors-Economy Workforce Development

Grants to promote economic development, education, and workforce training

Proposed Initiative 308



Shall there be a change to the Colorado Revised Statutes creating new law to increase water and land conservation funding without raising taxes,

and, in connection therewith, through a voter-approved revenue change, allowing the state to keep and spend a portion of revenue from the state sales tax on sporting goods and equipment to conserve and protect Colorado's water, land, and forests, prevent wildfires, support outdoor recreation training and activities, and reduce revenue spent on these conservation purposes if necessary to preserve funding for certain tax credits?





Proposed Initiative 308

For Colorado's Land and Water



VOTE YES
FOR COLORADO'S LAND AND WATER

Tarn Udall, Registered Agent

<https://forcoloradolandandwater.com/>

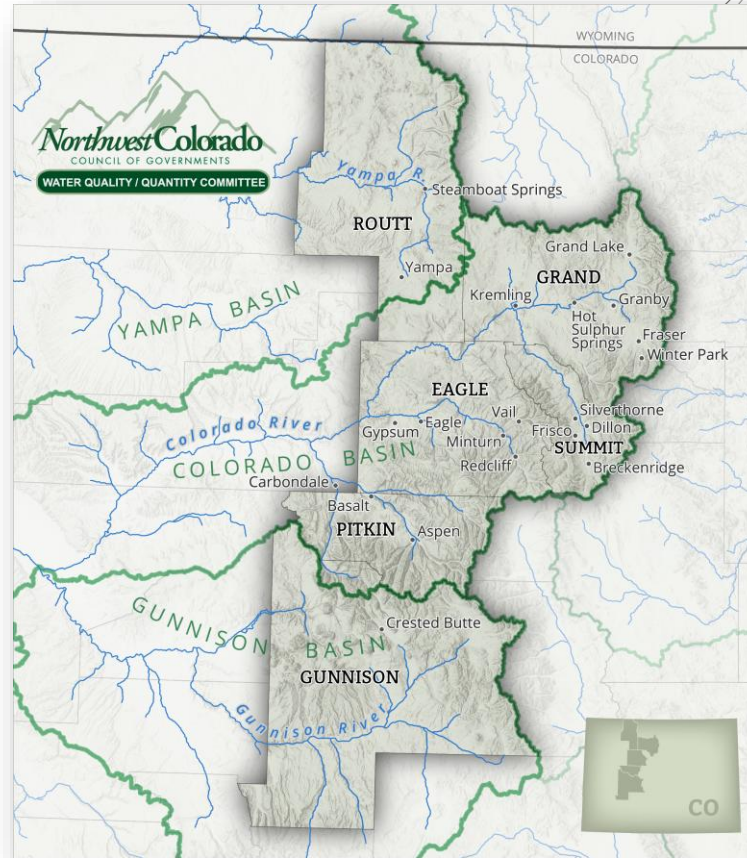
Water & the Economy in the Headwaters Counties

Northwest Colorado Council of Governments
Water Quality and Quantity Committee
(NWCCOG QQ)

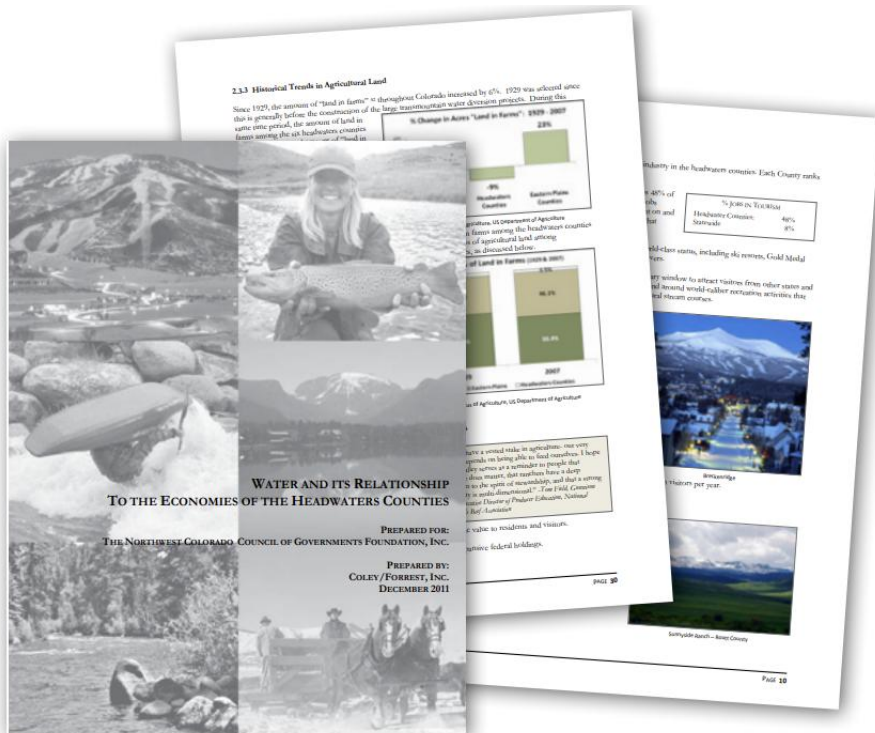


Report Region

- QQ comprised counties, municipalities water and sanitation districts, and conservancy districts from Routt, Grand, Summit, Eagle, Pitkin and Gunnison Counties
- Report spans the Gunnison, Colorado Mainstem, and Yampa/White/Green Basins.



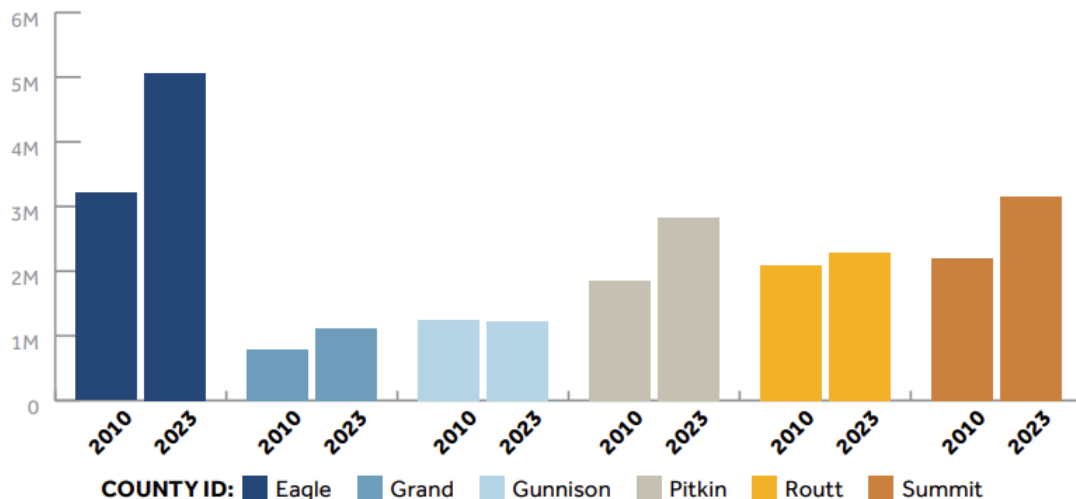
Update to the 2012 Report



Economic Conditions

[Section 3 of Report Update](#)

FIGURE 3.4 • Gross Domestic Product of Headwaters Counties⁵⁸



Notes: (1) GDP is defined as the total market value of all final goods and services produced.
(2) Data are presented in chained 2017 dollars.

Headwaters Counties Economic Growth

Population and Economy since 2010:

Year-Round Population **+6%**

Employment **+22%**

Housing Units **+12%**

GDP **+37%**

Projected Growth by 2050:

Population and employment each expected to grow **~20%**

Municipal demand projected to increase **15-70%**

Key Themes:

All major economic sectors depend heavily on water — water supply constraints represent the primary risk

All of Colorado benefits from, and is impacted by, the Headwaters Counties economy

Recreation & Tourism Highlights

TABLE 3.1 • Economic Impacts of Travel Spending⁶¹

	TRAVEL PENDING (\$M)		EARNINGS (\$M)		EMPLOYMENT		LOCAL TAXES (\$M)	
	2013	2024	2013	2024	2013	2024	2013	2024
Eagle County	\$958.9	\$1,702.0	\$231.0	\$409.1	7,380	8,730	\$36.9	\$75.7
Grand County	\$252.7	\$563.3	\$75.9	\$159.4	2,880	3,600	\$8.5	\$27.0
Gunnison County	\$170.3	\$372.5	\$43.3	\$106.9	2,100	2,610	\$6.2	\$16.1
Pitkin County	\$658.3	\$1,026.1	\$10.1	\$499.9	660	5,820	\$0.7	\$60.7
Routt County	\$339.7	\$678.1	\$151.2	\$315.6	3,920	5,110	\$12.0	\$37.2
Summit County	\$747.7	\$1,158.7	\$188.0	\$404.4	7,270	9,700	\$30.6	\$59.5
Headwaters Counties	\$3,127.6	\$5,500.7	\$699.5	\$1,895.3	24,210	35,570	\$94.9	\$276.2
% Change	75.9%		171.0%		46.9%		191.0%	

Notes: (1) These data reflect travel for all purposes, including both recreational and non-recreational activities.

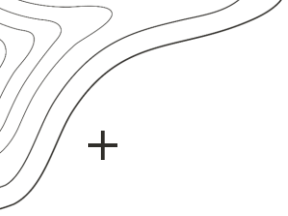
(2) Taxes are primarily county and municipal sales tax and property tax.

Recreation & Tourism Highlights

TABLE 3.2 • Participation and Spending on Water-Based Outdoor Recreation⁶⁵

By River Basin within the Headwaters Counties, 2020

	COLORADO BASIN	GUNNISON BASIN	YAMPA-WHITE- GREEN BASIN
FISHING			
Participants	316,660	161,433	72,844
Days	2,200,010	733,176	452,429
SNOW SPORTS			
Participants	587,198	210,809	30,231
Days	1,094,509	N/A	N/A
WATER SPORTS			
Participants	509,768	89,131	107,880
Days	3,989,369	391,790	360,857
ALL WATER-BASED RECREATION			
Participants	2,722,032	974,253	508,231
Days	18,240,168	4,437,206	2,027,927
ECONOMIC IMPACT OF ALL WATER-BASED RECREATION			
Total GDP (\$M)	\$2,092.2	\$480.7*	\$232.1*
Total Jobs	26,768	6,150*	2,970*
Total Wages (\$M)	\$1,275.9	\$293.1*	\$141.6*
Total State/Local Tax Revenues (\$M)	\$272.4	\$62.6*	\$30.2*



Other Economic Sectors



Agriculture

- ~173,000 acres under irrigation (up 23% over past decade)
- ~1/5 of land in six counties
- Irrigators already face water shortfalls



Extractive Industries

- Concentrated in Gunnison and Routt counties
- ~1,200 high-paying jobs
- Oil and coal down since 2010, natural gas up in Gunnison County

Agricultural Highlights

TABLE 3.5 • Farmland and Irrigated Acreage⁷⁸

Data survey is from 2022. Land measured in acres.

COUNTY	LAND IN FARMS	% OF COUNTY IN FARMS	IRRIGATED FARMLAND			% OF FARMLAND IRRIGATED
			2012	2022	% Change	
Eagle	127,056	11.7%	12,743	14,410	13.1%	11.3%
Grand	249,554	20.9%	27,547	37,130	34.8%	14.9%
Gunnison	227,945	10.9%	42,213	48,395	14.6%	21.2%
Pitkin	36,630	5.9%	7,538	7,751	2.8%	21.2%
Routt	669,742	44.2%	46,568	59,898	28.6%	8.9%
Summit	17,258	4.4%	4,217	5,688	34.9%	33.0%
TOTAL	1,328,185	19.2%	140,826	173,272	23.0%	13.0%

Hydrologic Conditions

[Section 2 of Report Update](#)

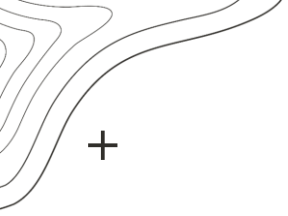
FIGURE 2.1
Transmountain Water Diversion Projects¹¹



Annual Transmountain Diversions by %

TABLE 2.2 • Annual Transmountain Diversions as a Percentage of Available Streamflow at West Slope Subbasin Locations during Different Hydrologic Conditions^{14,15}

SUBBASIN	DROUGHT	DRY	AVERAGE	WET	FLOOD
Blue River at Blue River	36	38	31	20	8
Blue River at Dillon Dam (all major reservoir tribs.)	55	42	30	14	18
Straight Creek nr Dillon (Laskey Gulch)	6	3	2	2	2
Colorado River blw Windy Gap	80	77	62	48	38
Fraser River blw Crooked & Ranch Creeks	48	41	33	29	20
Eagle River near Minturn	44	30	24	18	20
Homestake Creek at Gold Park	70	64	53	46	48
Fryingpan River at Meredith (above Reudi Res.)	22	33	37	35	37
Roaring Fork abv Difficult Creek nr Aspen	55	60	54	47	26
Tomichi Creek at Sargents	0	0	1	1	0
Williams Fork near Leal	22	11	6	3	2



Shifting & Decreasing Supply

Temperature

Only 1 of the last 24 years was cooler than the 1971–2000 average; northern/central mountain temps projected to rise ~5°F by 2050

Snowpack

April 1 SWE declined ~11–19% across Colorado River, Gunnison, and Yampa basins (2001–2022 vs. 1951–2000); projected additional 6.5–15% declines by 2050

Runoff & Streamflow

Snowmelt peaks expected up to 4 weeks earlier; median annual streamflow reductions of 6–9% projected by 2050

Compounding Effects

Higher temperatures drive 20–50% of streamflow declines

Ground Level View

“ **Water resources are constraining recreation and economic activity throughout the counties...and the agricultural economy is facing significantly more pressure than in the past. There are a lot of regulatory issues, there are market issues, but the water supply is just another uncertainty that creates pressure on the Headwaters Counties. There's huge pressure from a water perspective especially as the value of water increases.** ”

~ Headwaters Counties Stakeholder

“ **There's a much higher understanding of the impacts on water quality that are caused by lack of water supply. The quantity is clearly impacting the quality of our rivers, and we've got higher temperatures which lead to higher rates of dissolved solids when you're at lower rates of flow.** ”

~ Headwaters Counties Stakeholder

“ **Because of the warming, our runoff comes earlier, which means we have a longer season of high air temperatures. That, coupled with so much water diverted to the Front Range, the water that's remaining is spread out into the original stream bed, but it's really shallow and really wide.** ”

~ Headwaters Counties Stakeholder

[Section 4 of Report Update](#)

Efforts to Address Compromised Conditions



FIGURE 2.2 • Colorado River Connectivity Channel⁴⁶



*Colorado River
Connectivity Channel
delivering water to
the Colorado River
downstream of Windy
Gap Reservoir.*

Concluding Key Points

01

Water and the economy are inextricably linked in the Headwaters Counties.

02

The Headwaters Counties have experienced growth and economic development since 2012, but these economies are vulnerable to a myriad of water risks.

03

The Headwaters Counties are initiating collaborative processes and seeking to build awareness of the link between Colorado's expanding population on the Front Range and the Headwaters water-dependent economy.



Next Steps

(A look at the report)



Colorado River Hydrology, Reservoir Operations, and Post-2026

Water Year 2026

Amy Moyer, Chief of Strategy

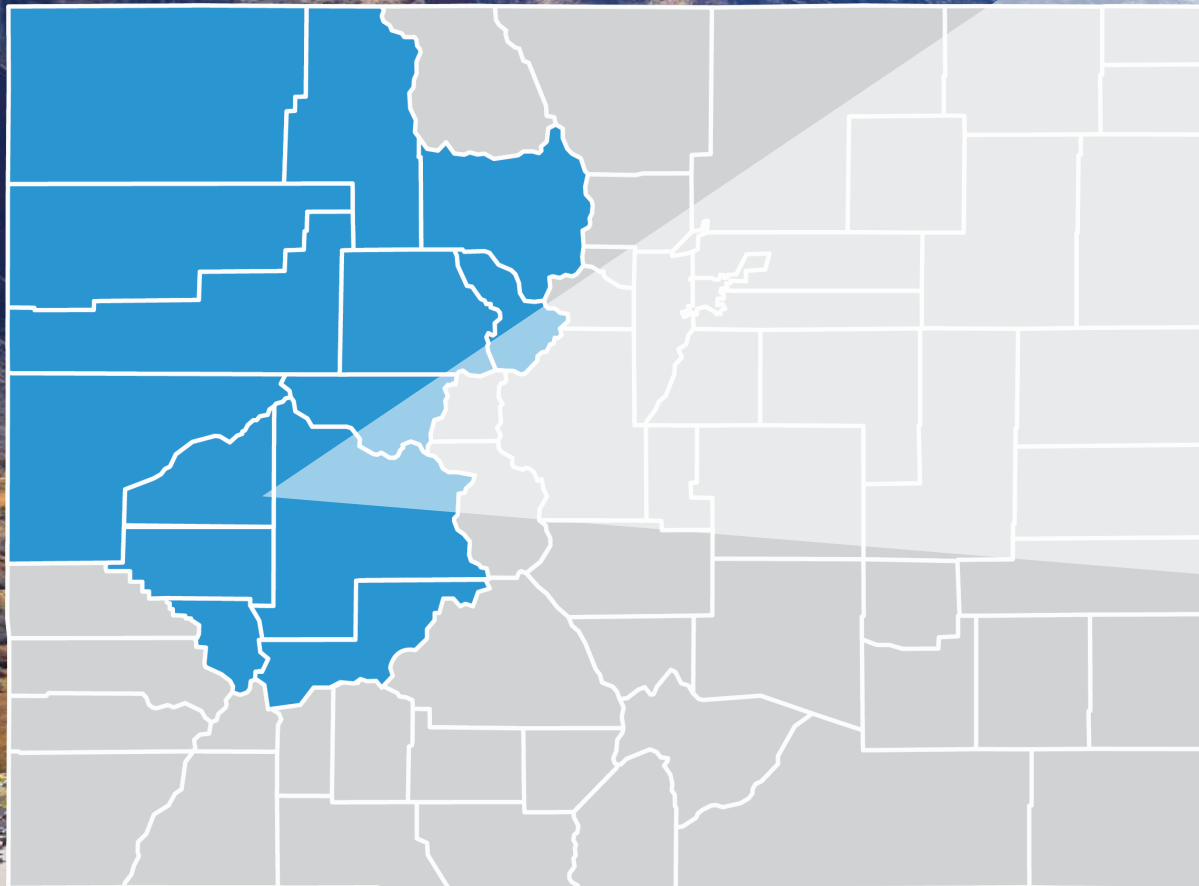
Sam Calahan, Water Resources Specialist



COLORADO RIVER DISTRICT
PROTECTING WESTERN COLORADO WATER SINCE 1937

The Colorado River District was formed in 1937 to lead in the protection, conservation, use, and development of the water resources *and;*

To safeguard for Colorado all waters of the Colorado River to which the state is entitled.



Colorado River Headwaters Hydrology & Reservoir Ops

Post-2026 River Operations

Upper Basin Conservation

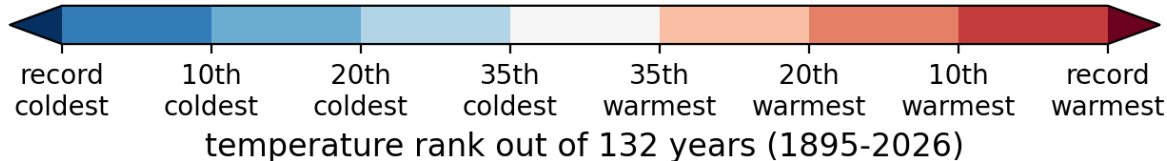
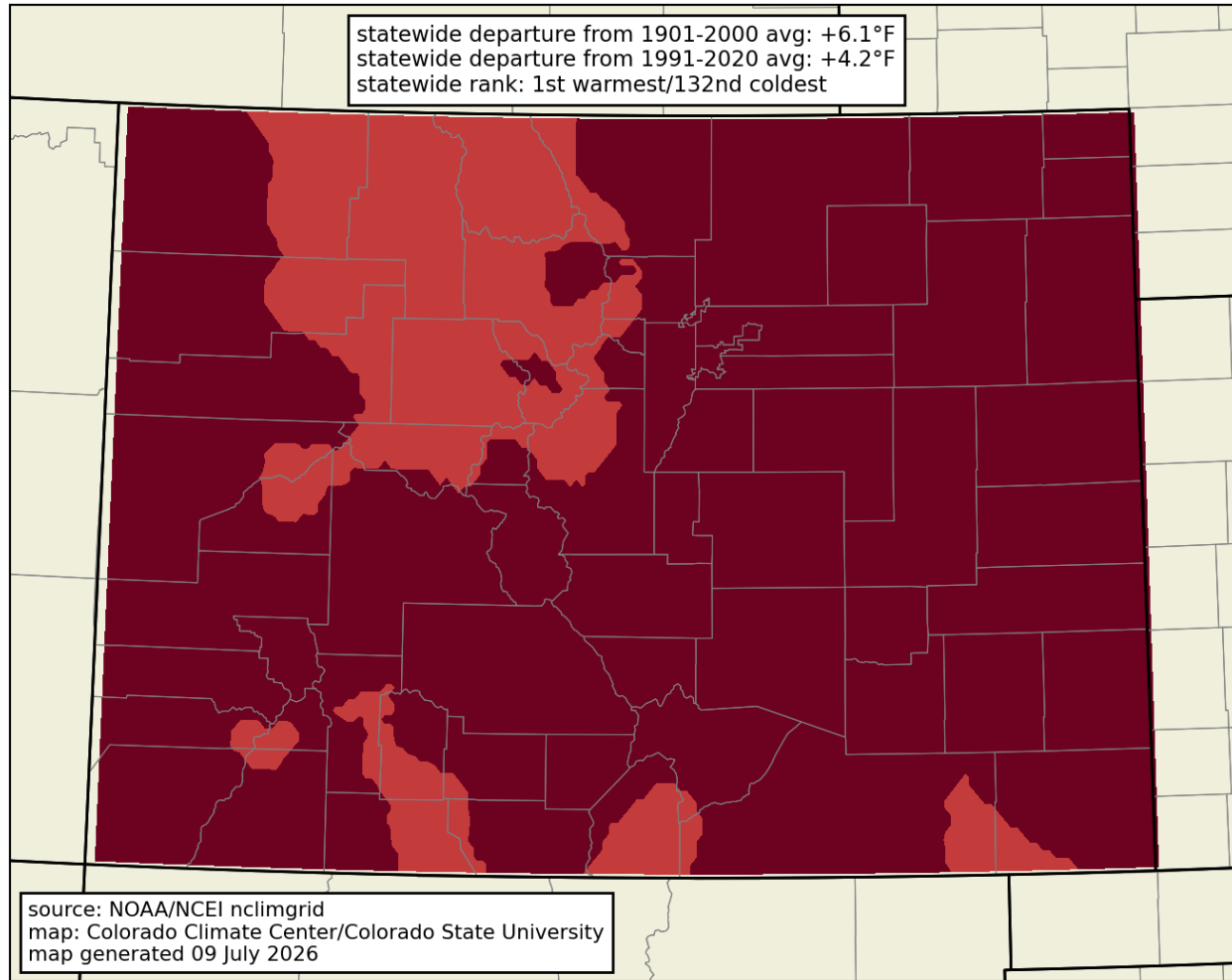
Colorado River Headwaters



Record High Temperatures

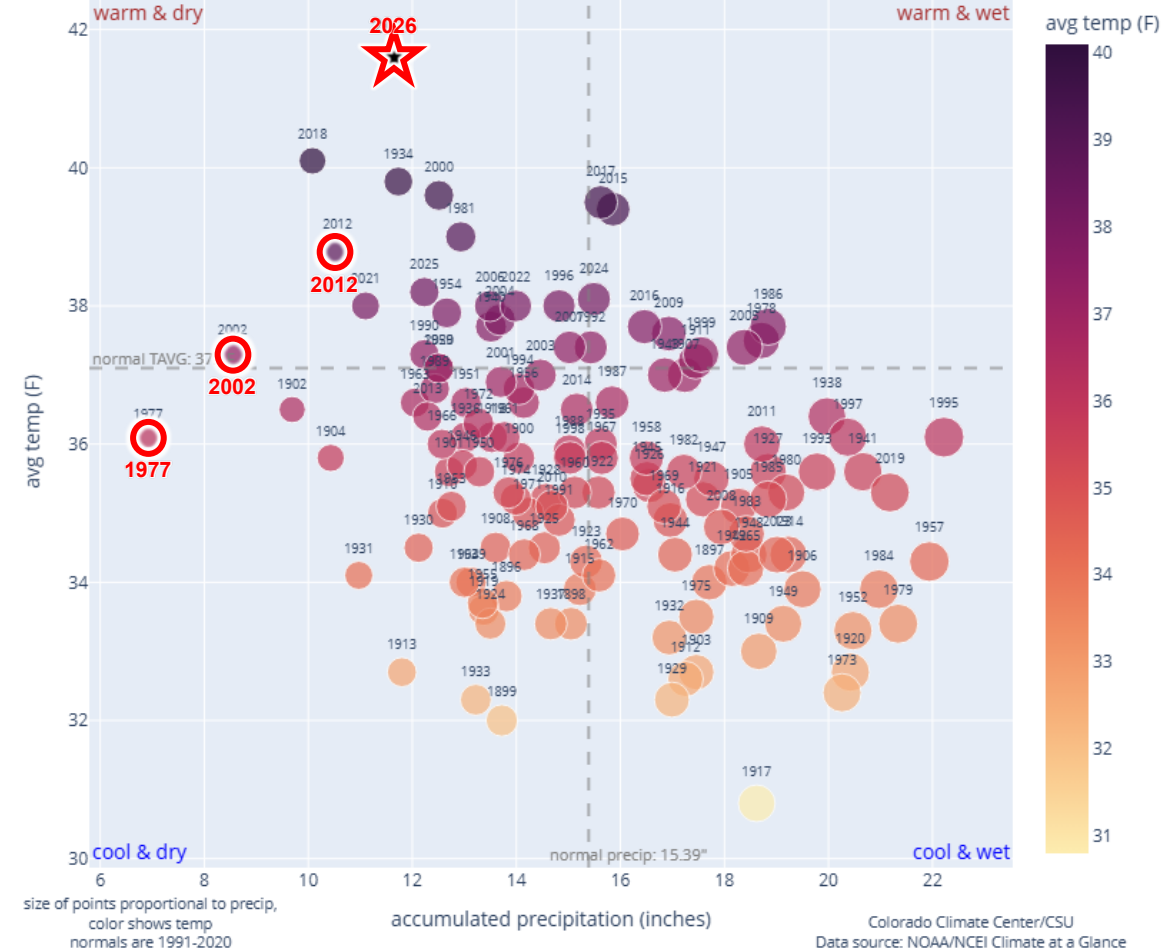
average temperature rank
6 months ending June 2026 (Jan-Jun)

statewide departure from 1901-2000 avg: +6.1°F
statewide departure from 1991-2020 avg: +4.2°F
statewide rank: 1st warmest/132nd coldest



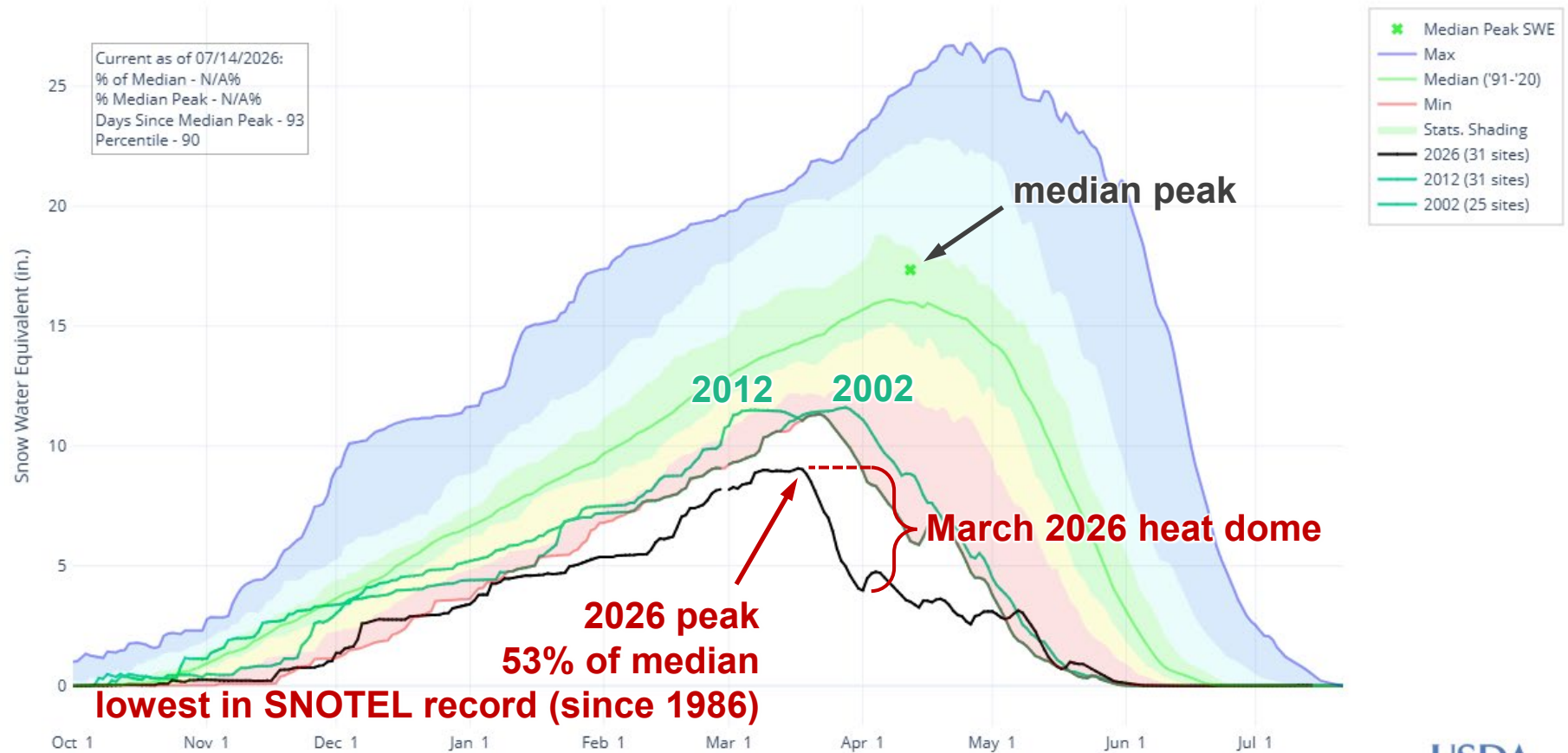
Warmest on Record, 9th Driest of 130 years

Colorado CD2 (Colorado drainage) average temperature and precipitation, October - June



Record Low Snowpack

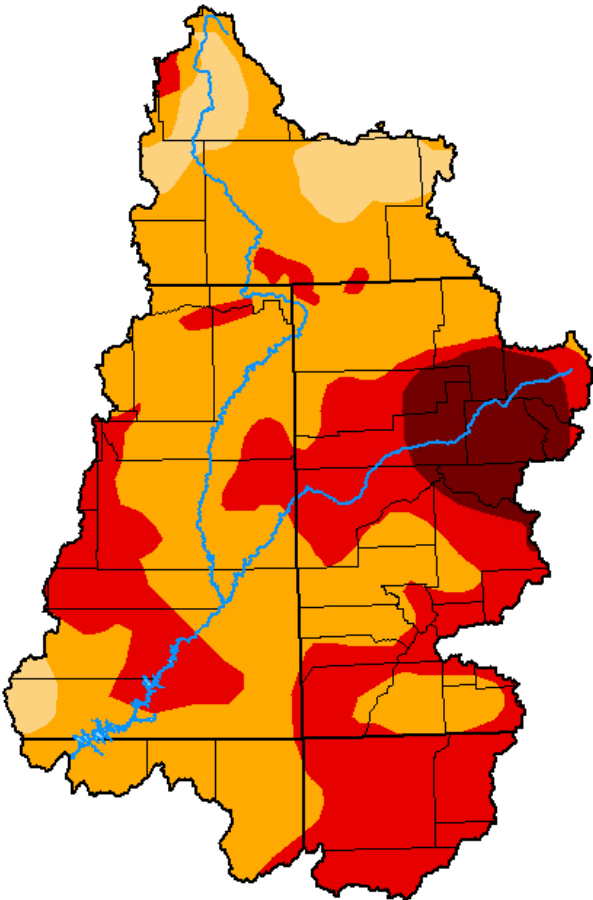
SNOW WATER EQUIVALENT IN COLORADO HEADWATERS



Exceptional Drought in Colorado River Headwaters

U.S. Drought Monitor Upper Colorado Watershed

July 7, 2026
(Released Thursday, Jul. 9, 2026)
Valid 8 a.m. EDT



Drought Conditions (Percent Area)

	None	D0-D4	D1-D4	D2-D4	D3-D4	D4
Current	0.00	100.00	100.00	93.24	39.87	6.92
Last Week 06-30-2026	0.00	100.00	100.00	93.16	38.22	6.87
3 Months Ago 04-07-2026	0.00	100.00	100.00	87.46	62.87	17.35
Start of Calendar Year 01-06-2026	0.00	100.00	80.22	42.70	5.42	0.60
Start of Water Year 09-30-2025	0.00	100.00	99.44	91.43	33.29	0.00
One Year Ago 07-08-2025	0.33	99.67	95.82	48.10	5.72	0.00

Intensity:

None

D0 Abnormally Dry

D1 Moderate Drought

D2 Severe Drought

D3 Extreme Drought

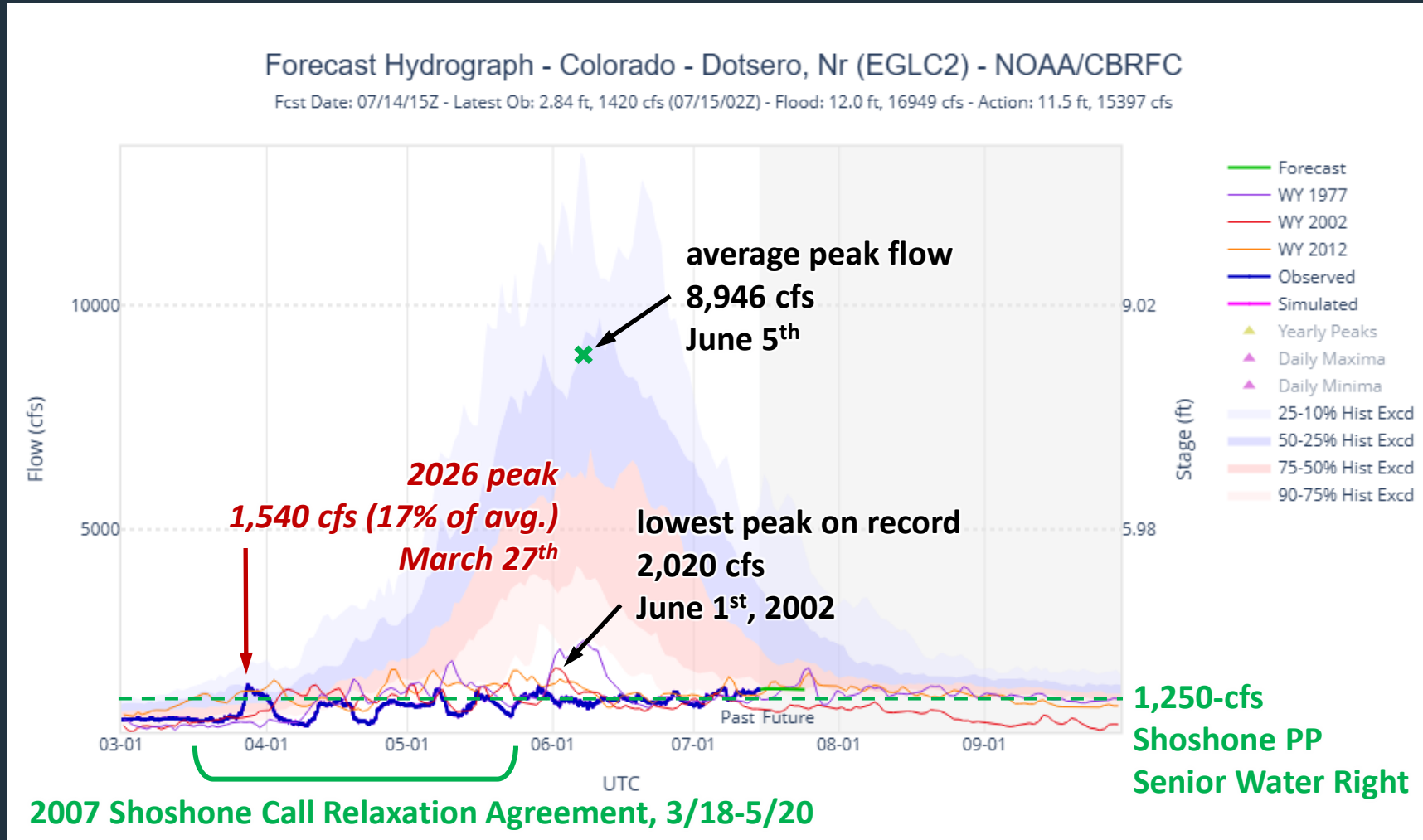
D4 Exceptional Drought

The Drought Monitor focuses on broad-scale conditions. Local conditions may vary. For more information on the Drought Monitor, go to <https://droughtmonitor.unl.edu/About.aspx>

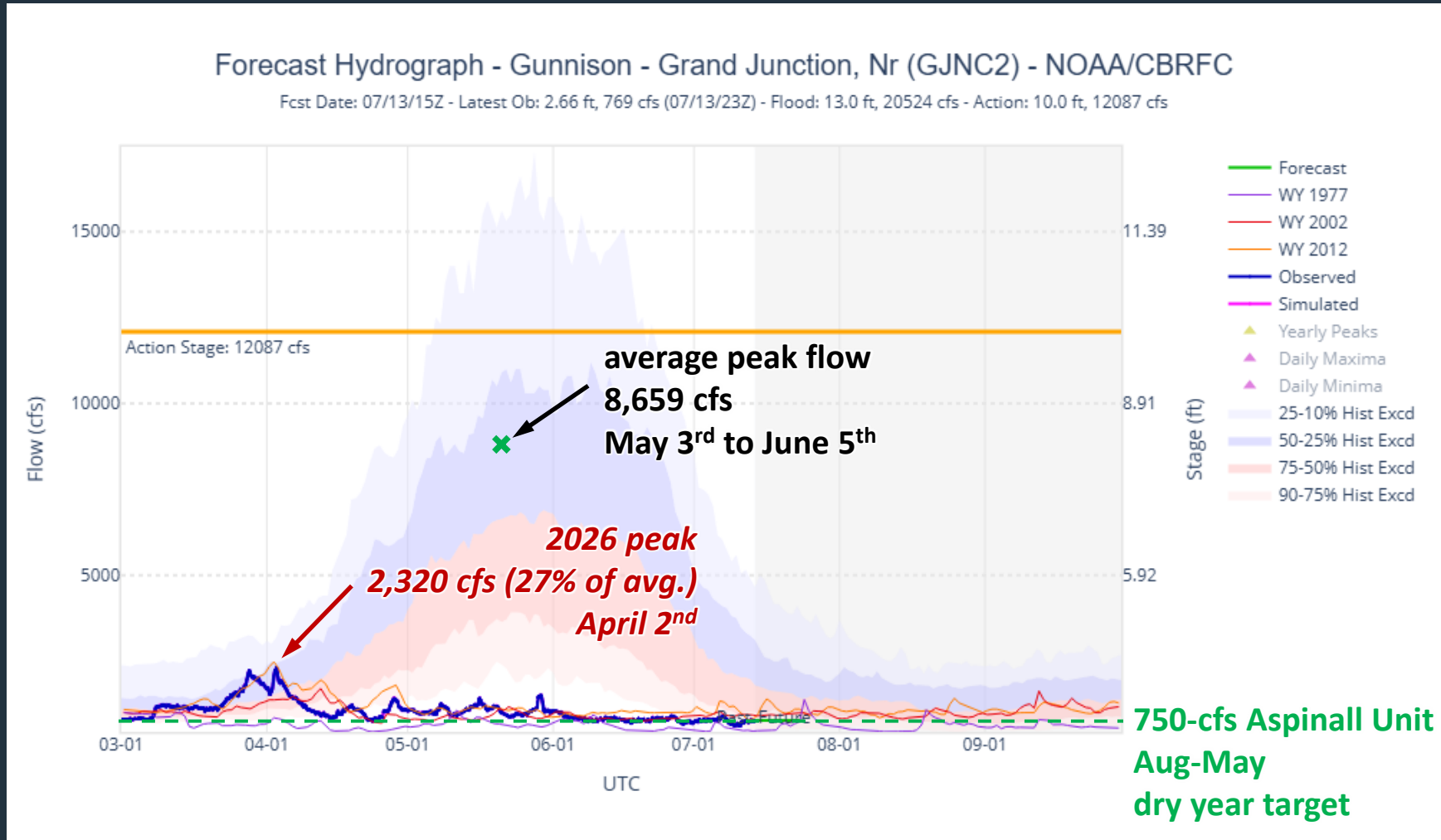
Author:
Curtis Riganti
National Drought Mitigation Center



Streamflow: Colorado River Near Dotsero



Streamflow: Gunnison River Near Grand Junction



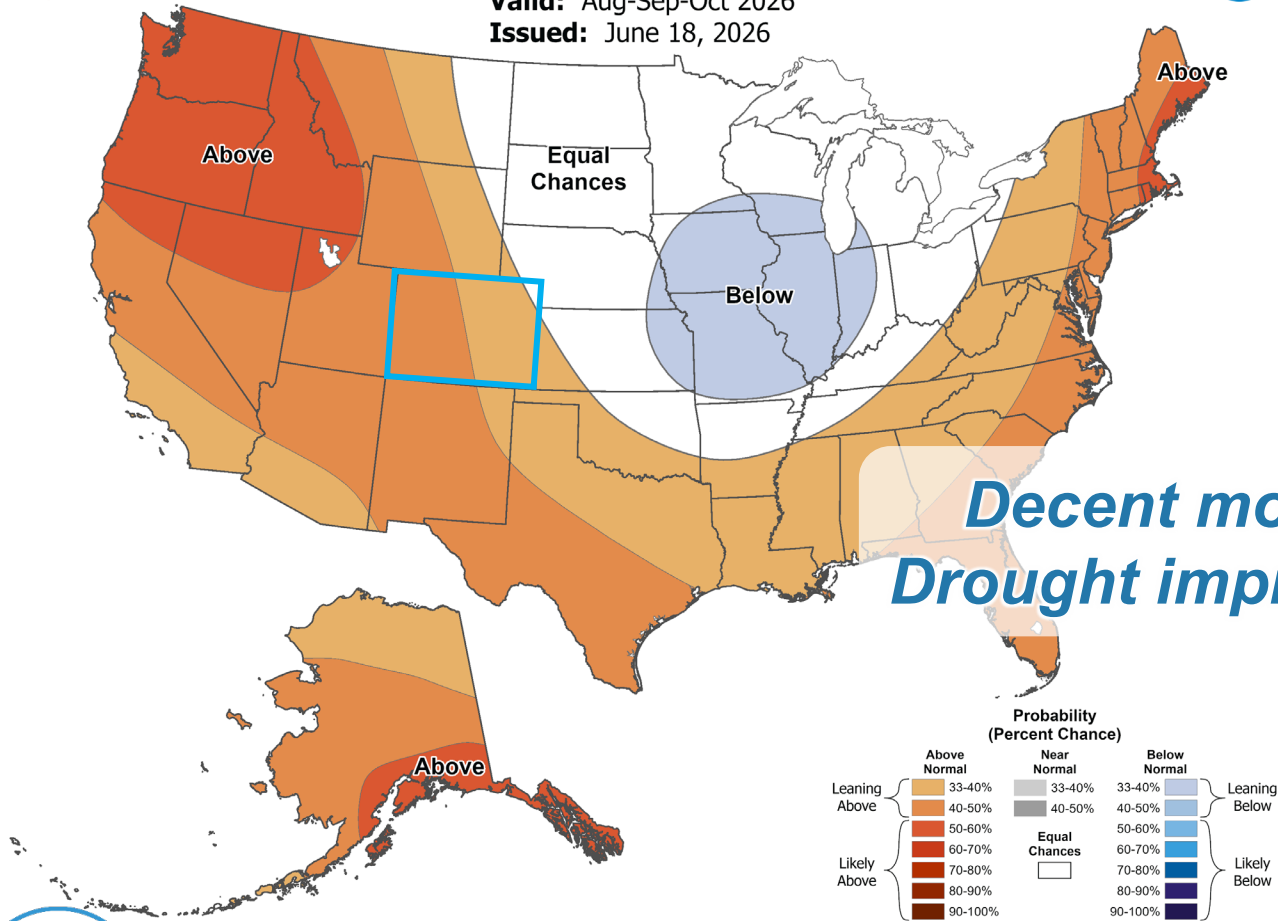
Outlook: Warm with a Chance of Monsoons



Seasonal Temperature Outlook

Valid: Aug-Sep-Oct 2026

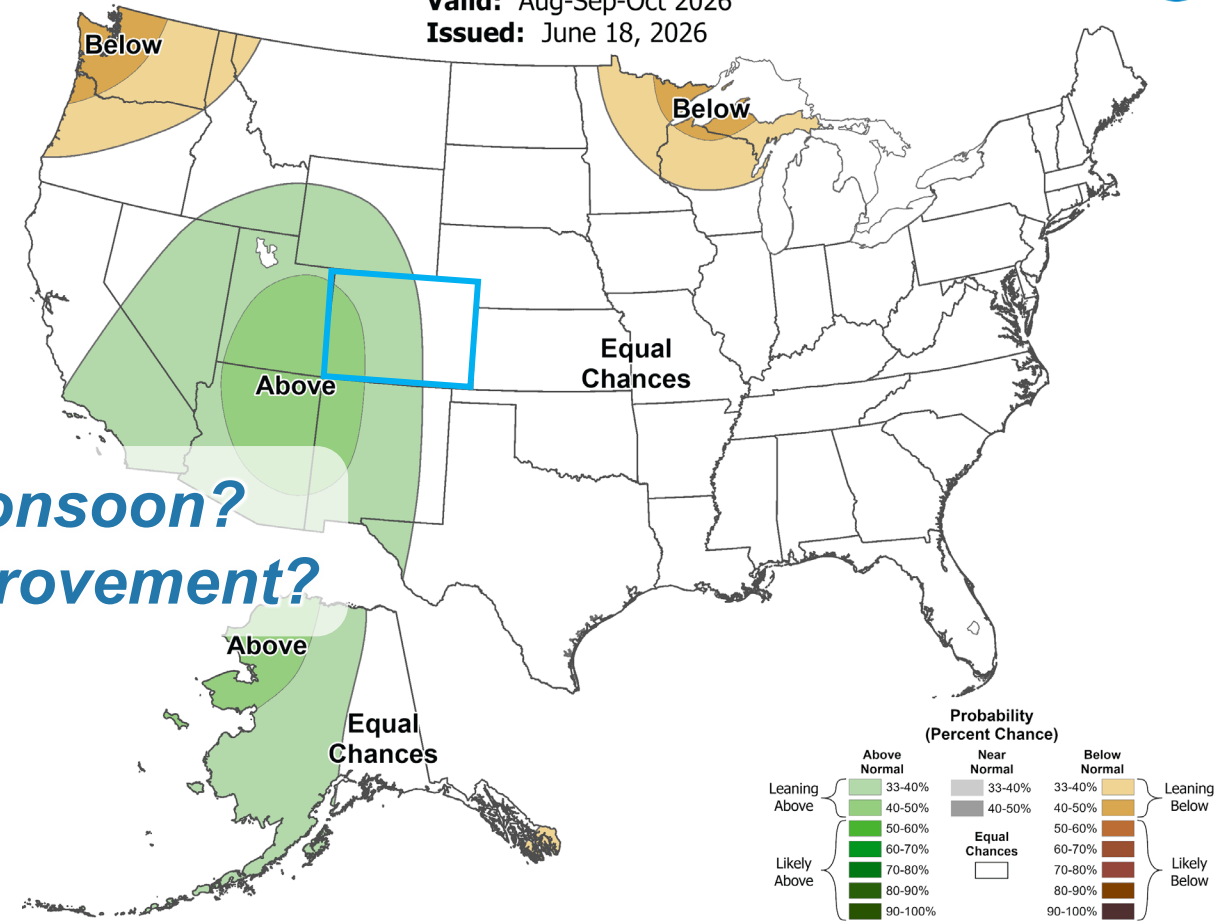
Issued: June 18, 2026



Seasonal Precipitation Outlook

Valid: Aug-Sep-Oct 2026

Issued: June 18, 2026



*Decent monsoon?
Drought improvement?*

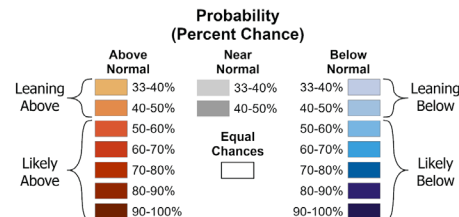
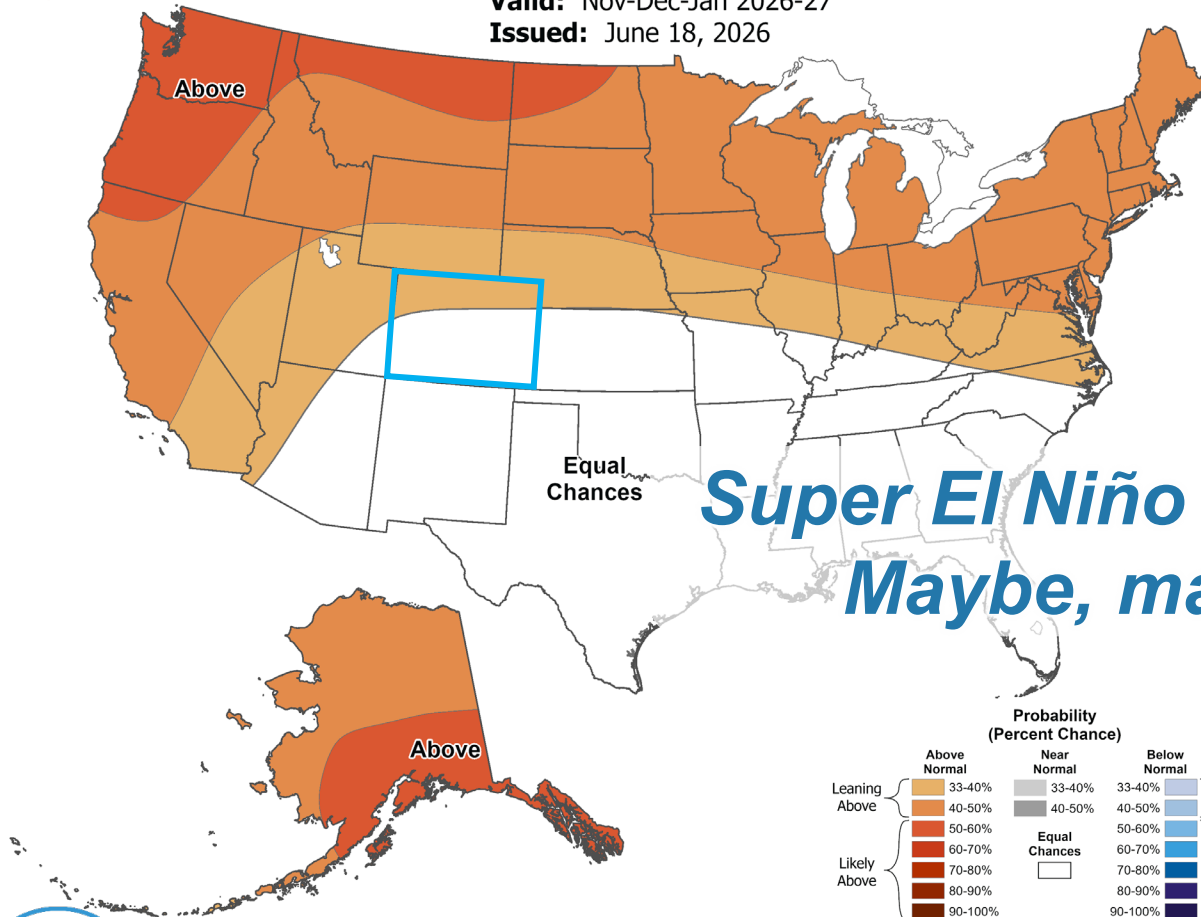


Outlook: Warm with a Chance of Monsoons



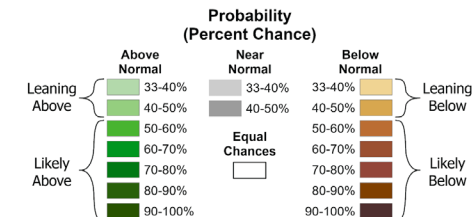
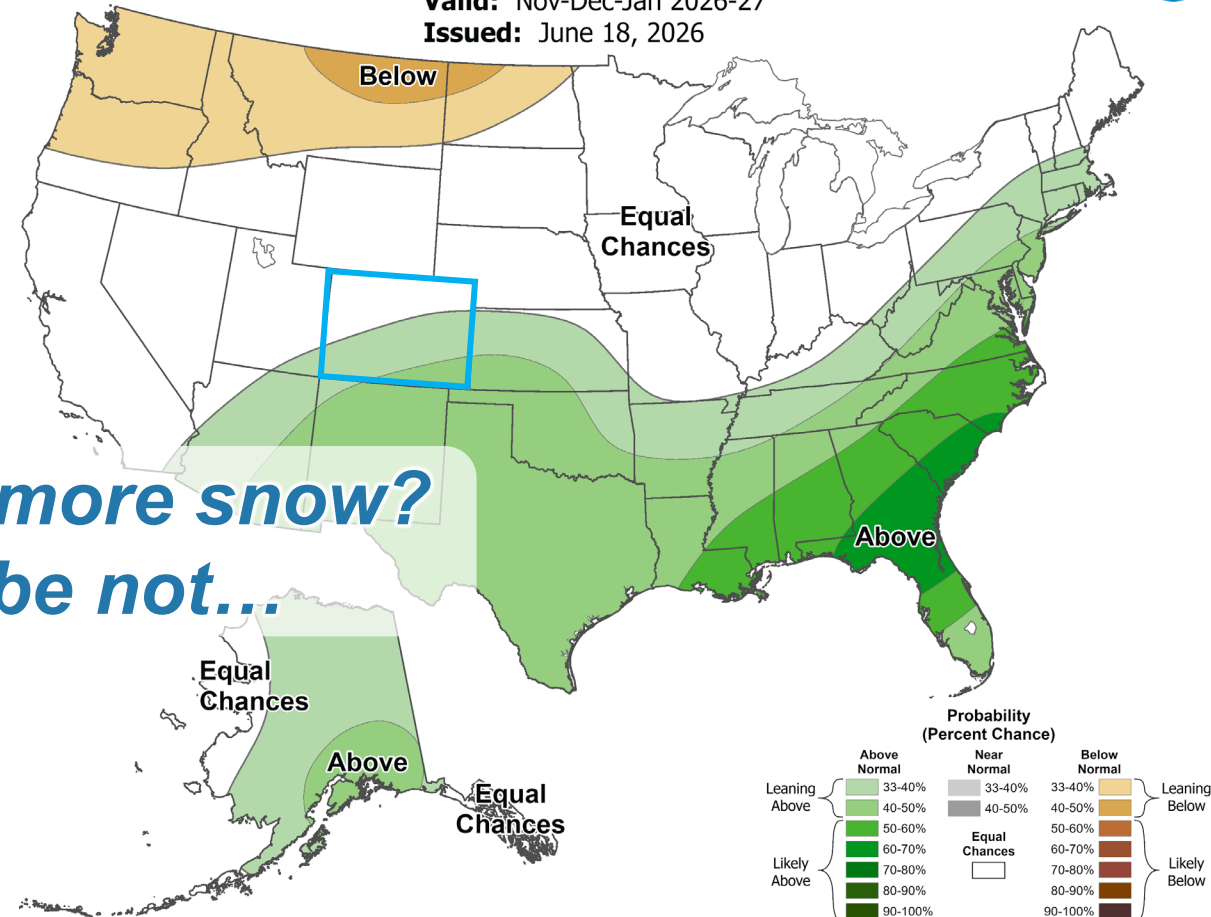
Seasonal Temperature Outlook

Valid: Nov-Dec-Jan 2026-27
Issued: June 18, 2026



Seasonal Precipitation Outlook

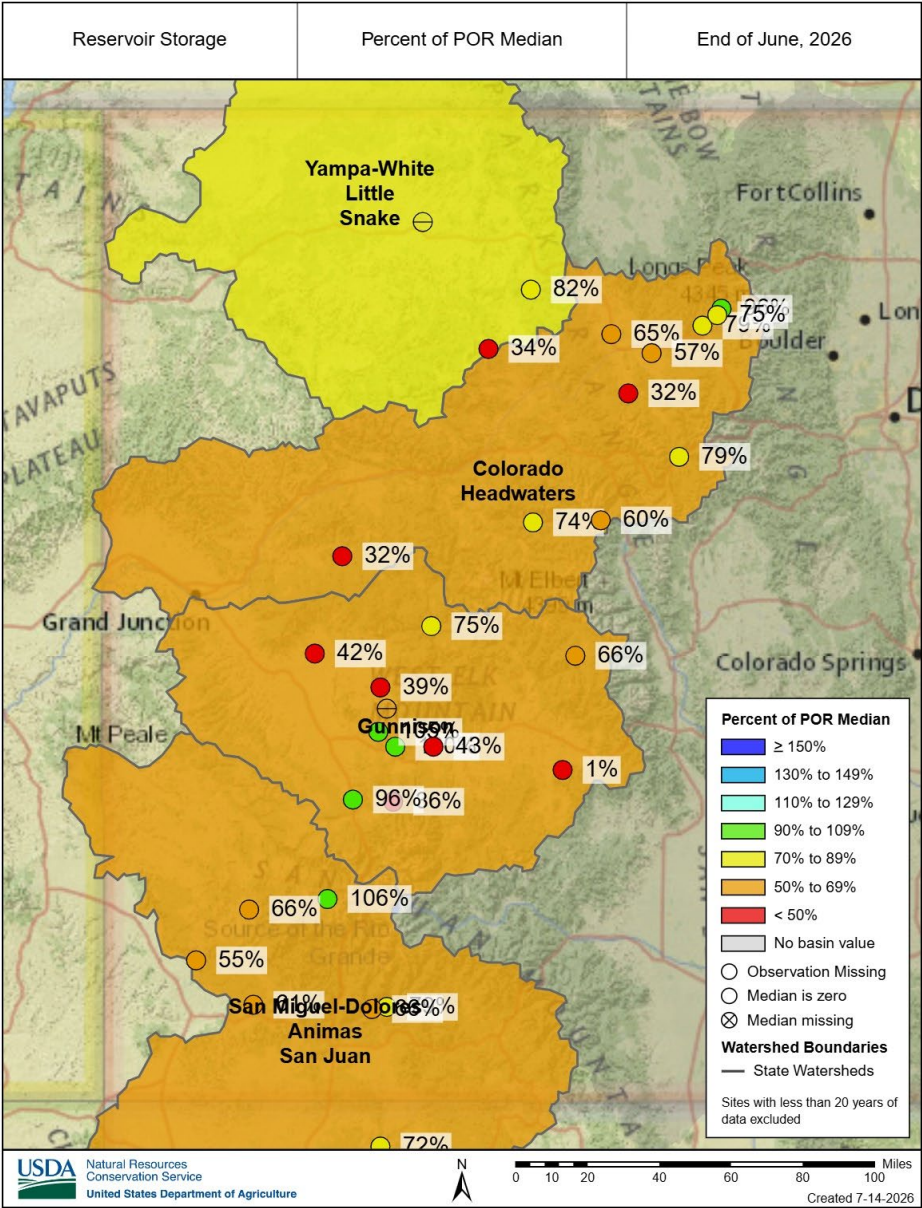
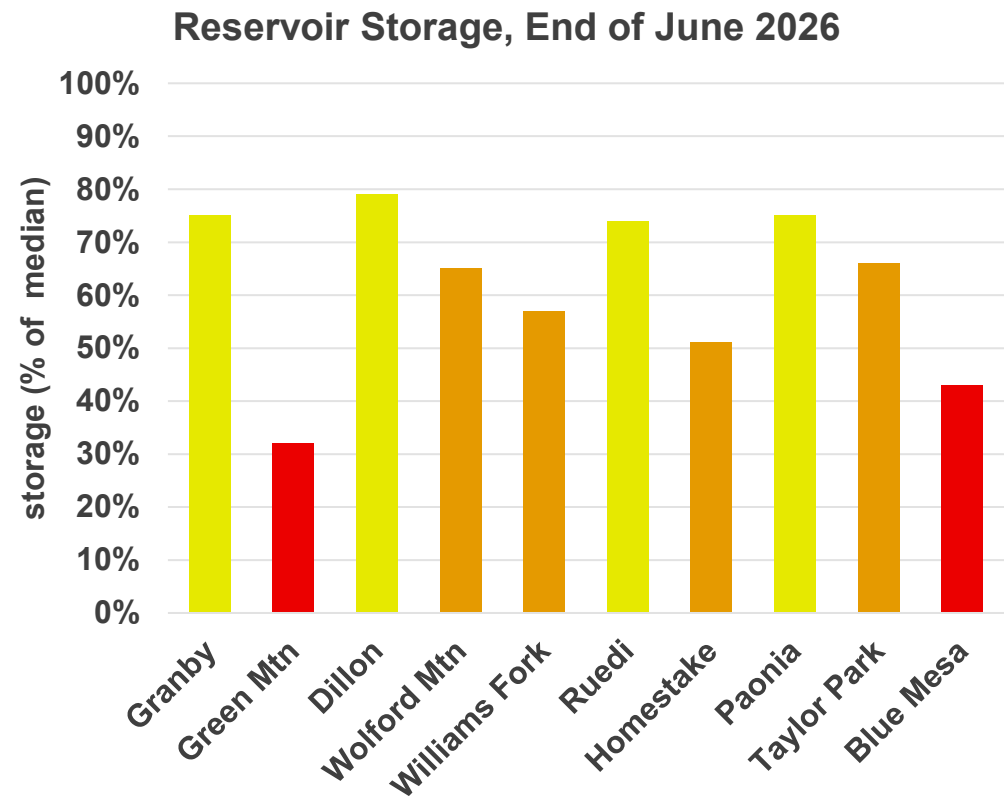
Valid: Nov-Dec-Jan 2026-27
Issued: June 18, 2026



*Super El Niño = more snow?
Maybe, maybe not...*



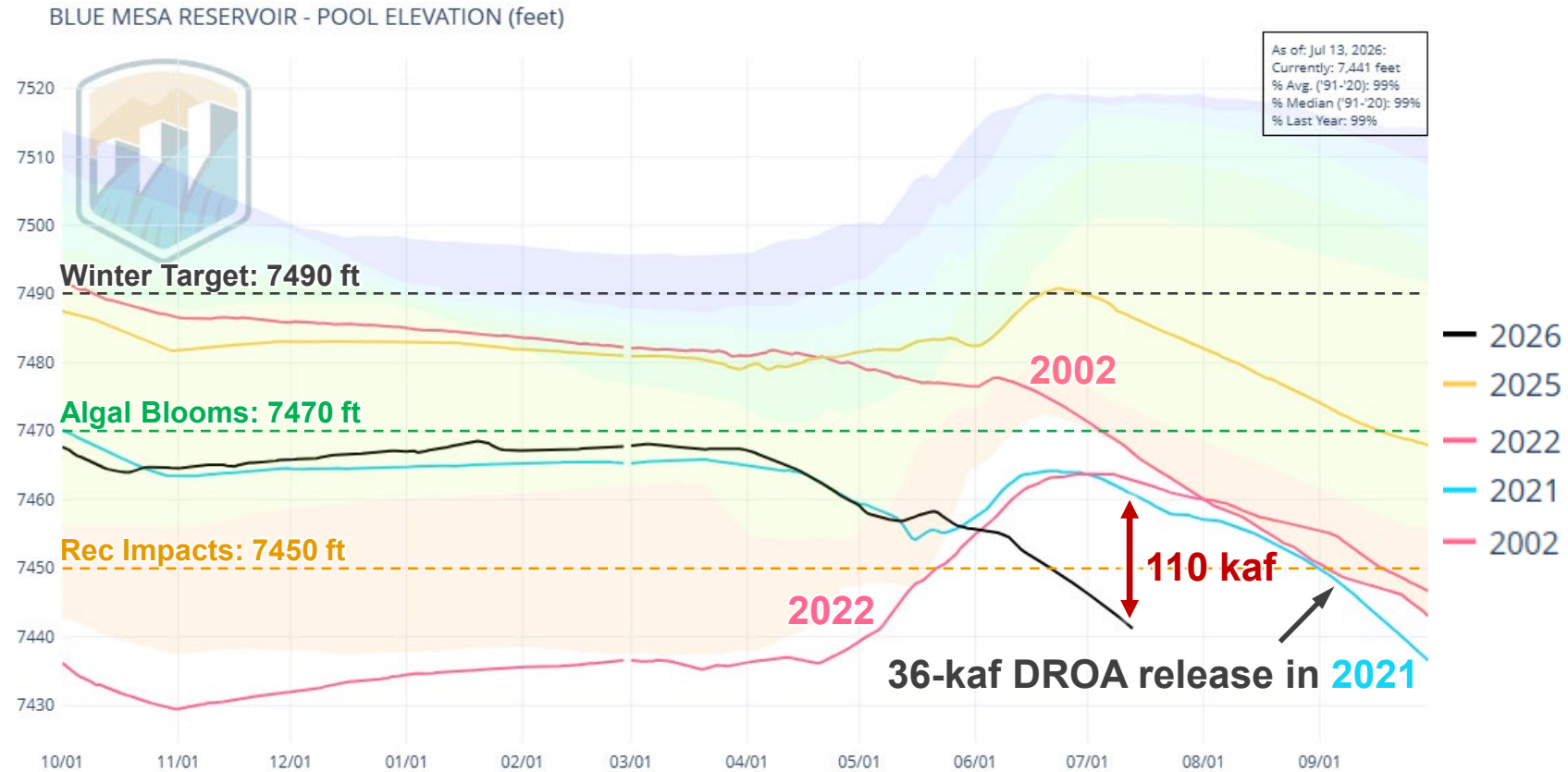
West Slope Reservoirs at/near Record Lows



Blue Mesa Reservoir

Current Conditions

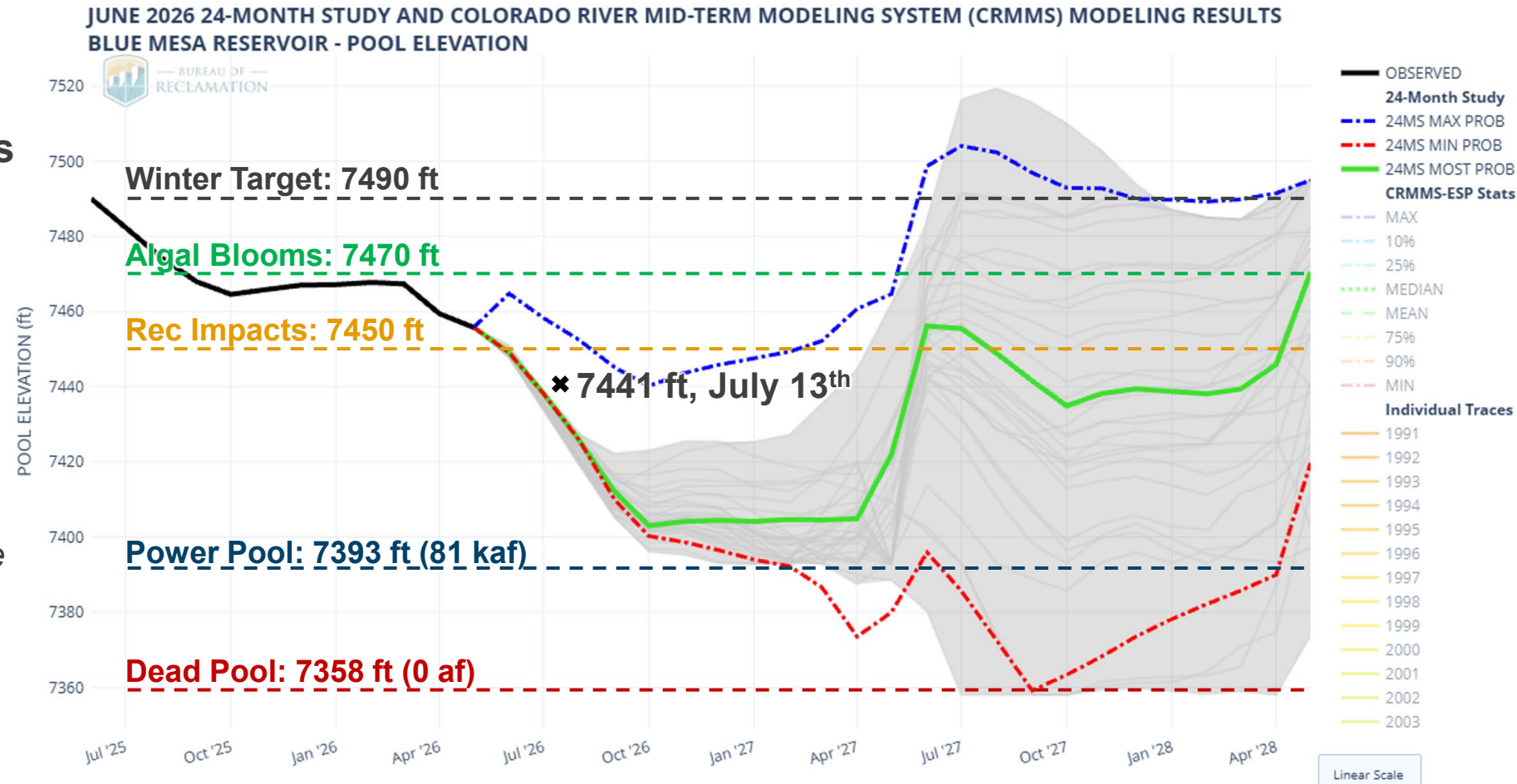
- **Record low inflow**
 - 26% of median
- **Record low storage for mid-July**
 - 32% full (828-kaf capacity)
- **Need above avg. year to refill**
 - 116 kaf storage projected 4/1/2027
 - Will need 712 kaf to fill, 124% of median inflow



Blue Mesa Reservoir

Operations

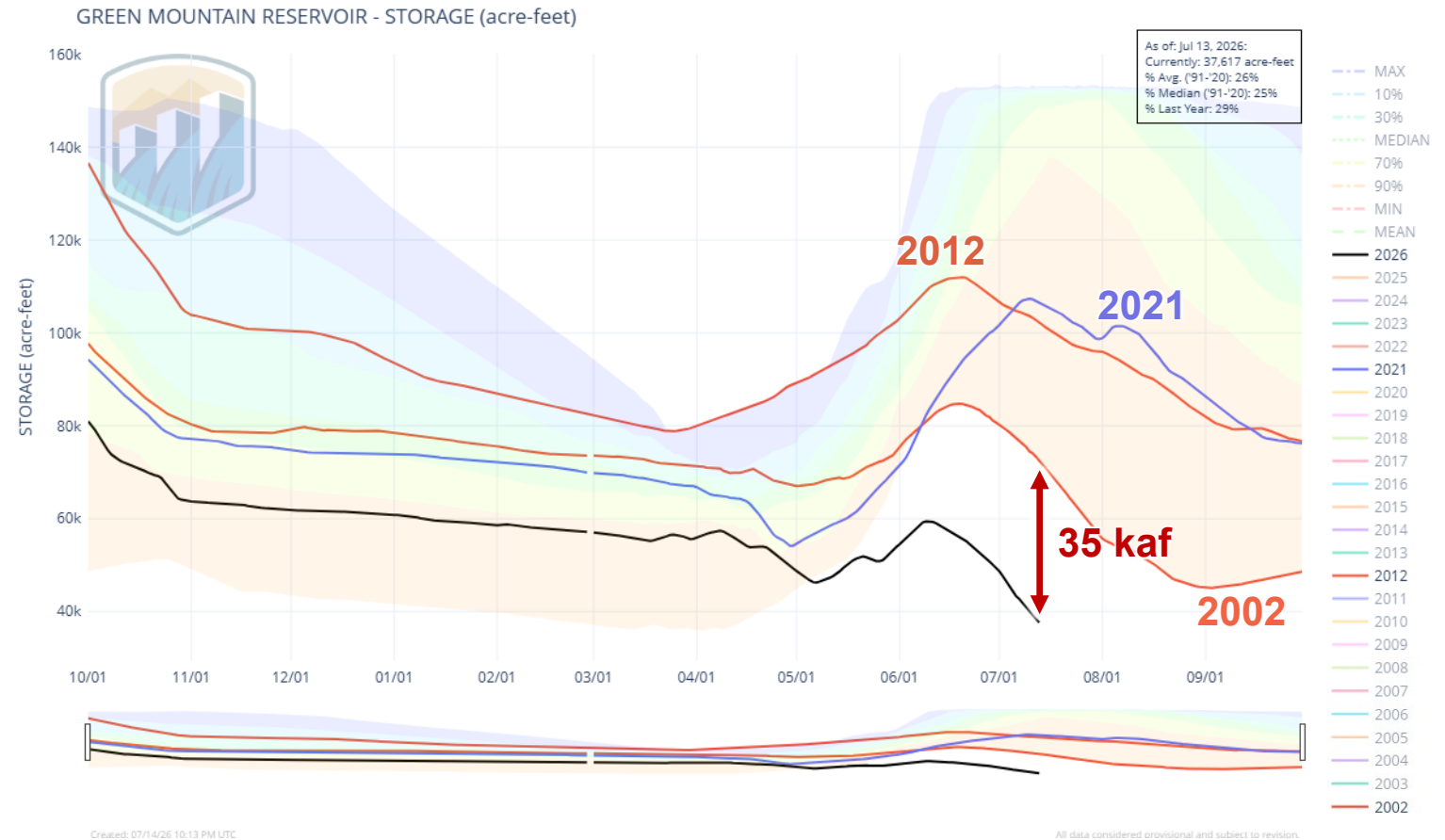
- **Baseflow target at Whitewater down to 500 cfs**
 - Typically 1,050 cfs in July, even in dry years
- **No DROA in WY2026**
- **Min Power Pool**
 - Could hit by February 2027
- **Irrigators forced to make cuts**
 - UVWUA delivering 50% allocation, large farms have fallowed 30-60% of land



Green Mountain Reservoir

Current Conditions

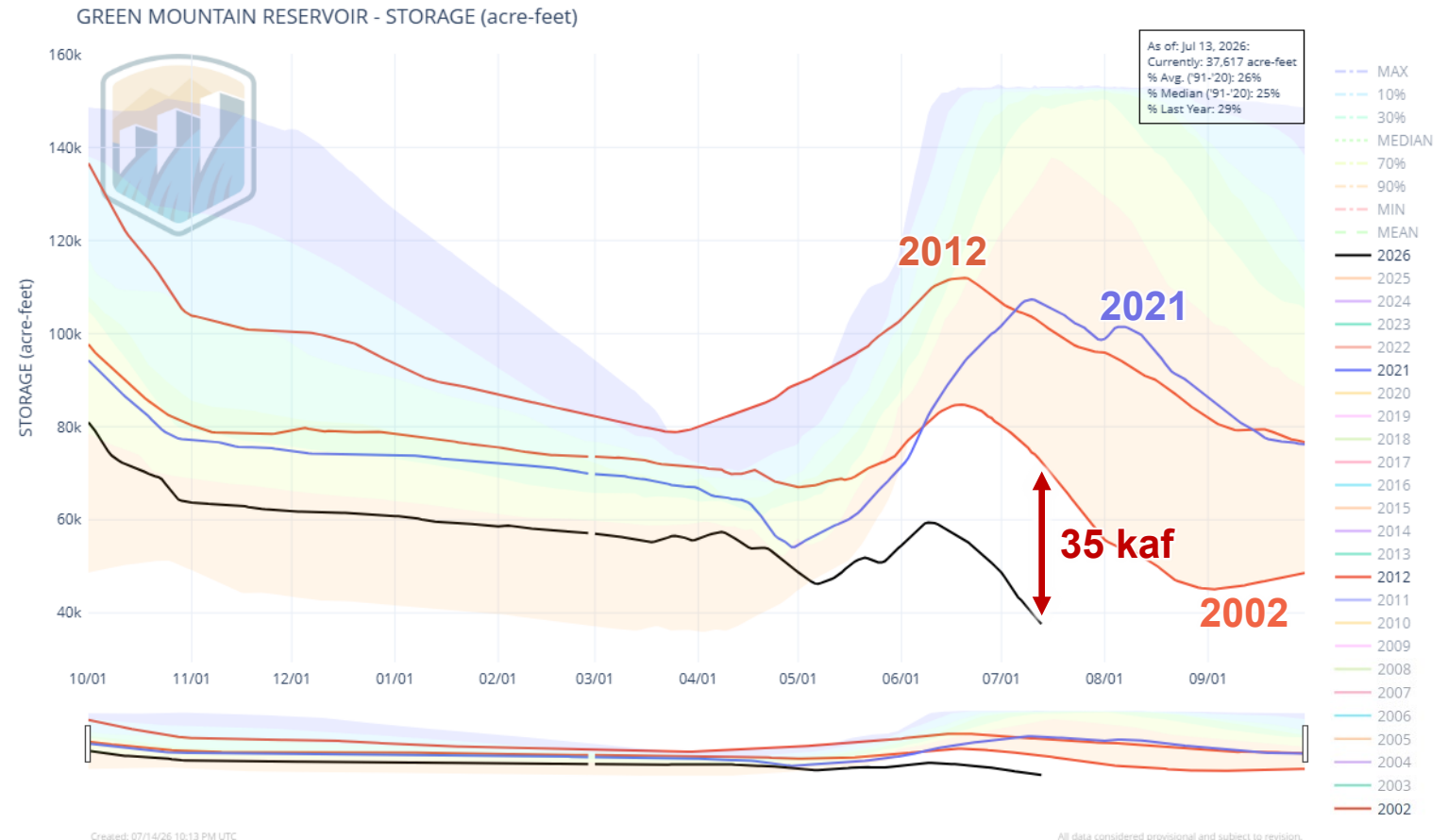
- **Record low inflow**
 - 34% of median
- **Record low storage for mid-July**
 - 24% full
- **2nd lowest April 1st projection**
 - 17.8 kaf projected
 - Lowest since 4/1/1963 (11 kaf), when GMR was drained for maintenance



Green Mountain Reservoir

Operations

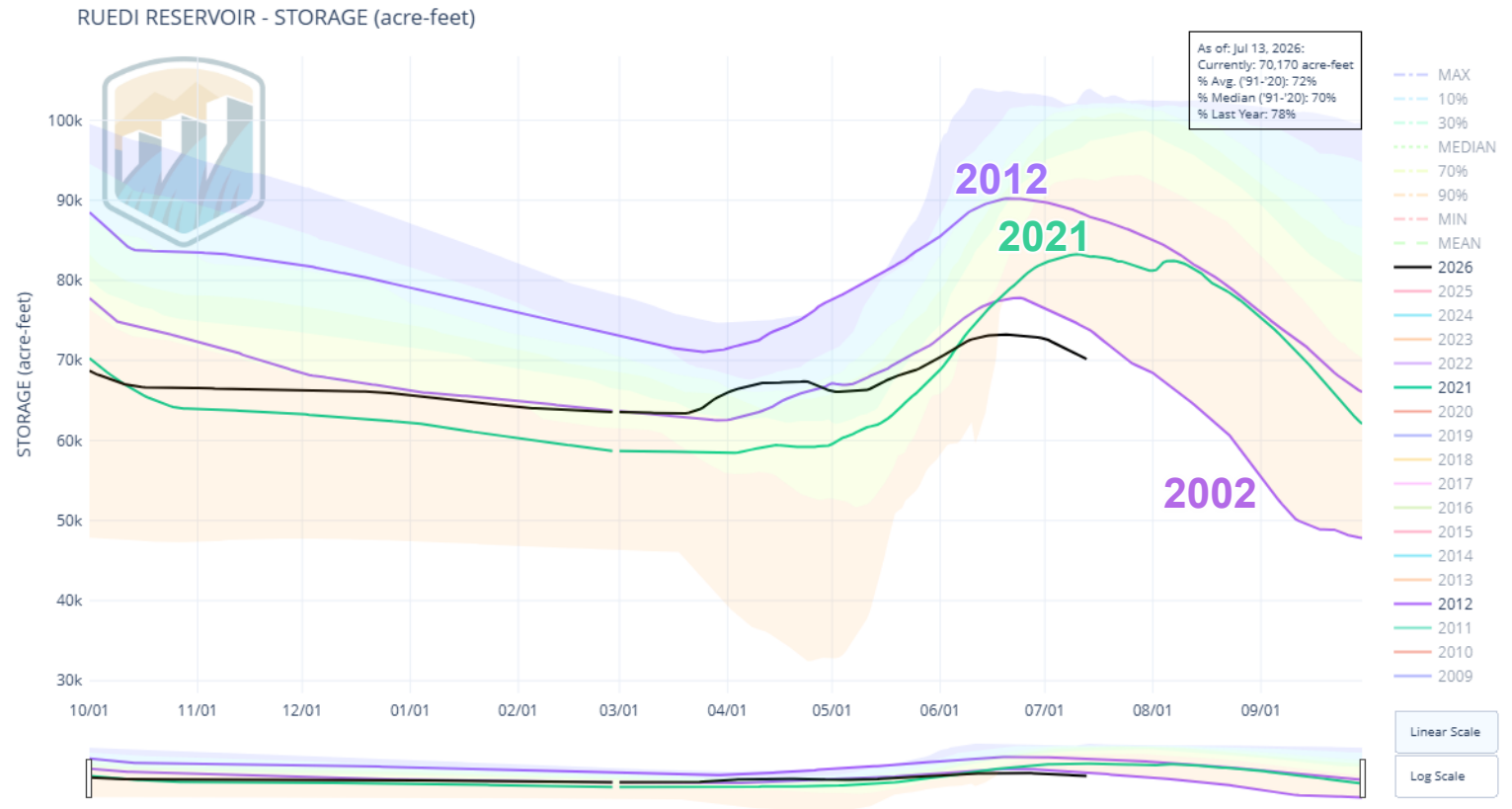
- **Historic Users Pool (66 kaf)**
 - Filled to 43.8 kaf, 67% full – the first time it has failed to fill
 - Grand Valley irrigators have reduced demands for most of season
- **Contract Pool (~10 kaf)**
 - Unavailable in 2026
- **Heeney Slide Settlement Agreement**
 - Limits drawdown rates when surface is ≤ 7880 ft elevation
 - USBR increasing monitoring from 2x/year to monthly
- **River District 2026 Drought Mitigation**
 - 15 kaf to address HUP and Contract Pool shortfalls from Ruedi & Wolford Mountain Reservoirs



Ruedi Reservoir

Current Conditions

- **Record low inflow**
 - *26% of median*
- **Record low storage for 7/13**
 - *69% full*
- **Record low April 1st projection**
 - *26.8 kaf projected*
 - *Lowest on record by 12.5 kaf*
 - *Will need 75 kaf to fill, 58% of median*



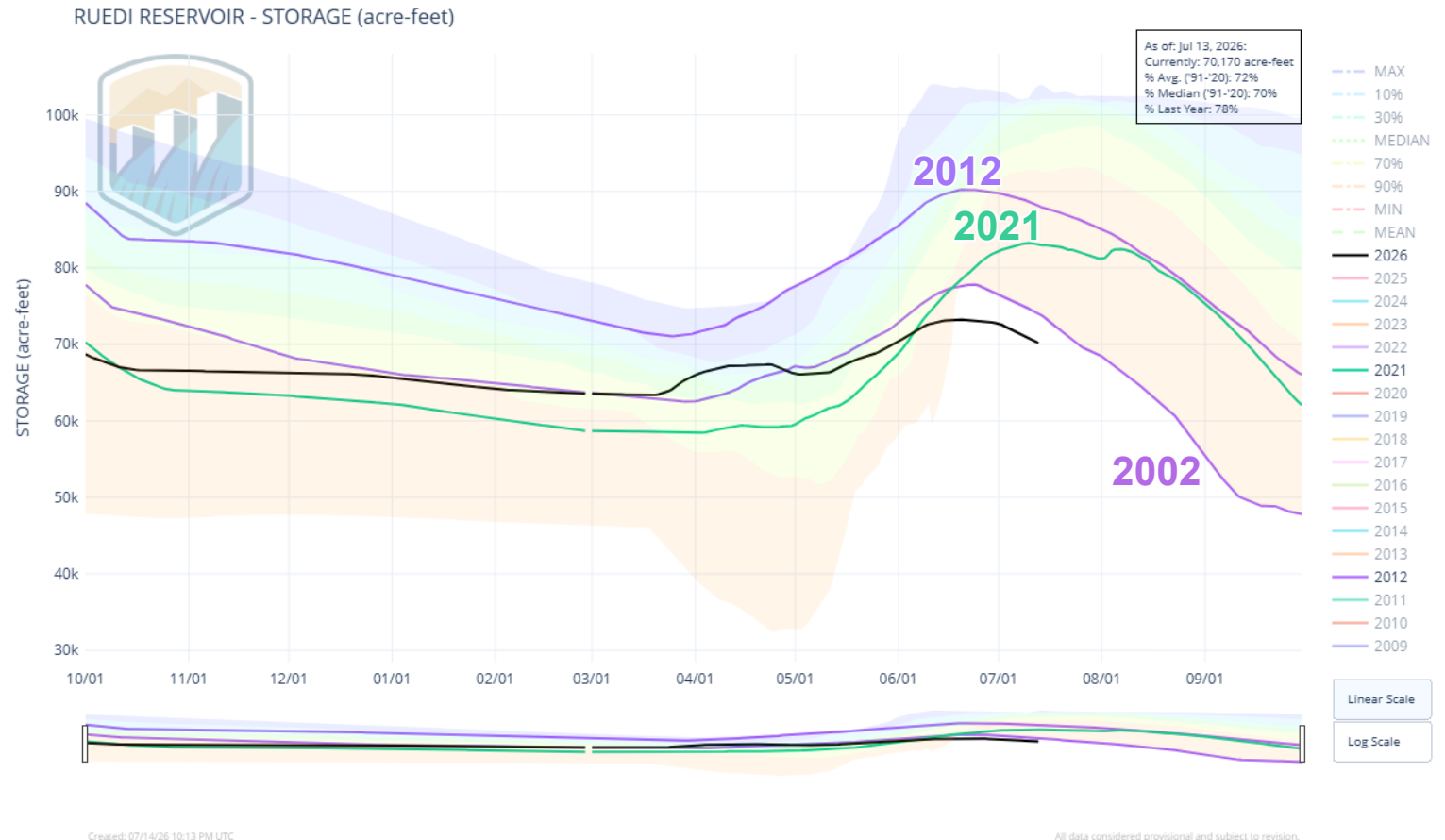
Created: 07/14/26 10:13 PM UTC

All data considered provisional and subject to revision.

Ruedi Reservoir

Operations

- USBR fulfilling all contracts
- 2 of 3 Recovery Program pools available for endangered fish
 - 10,412 af of 15,412 af
- 2,000 af “Insurance Pool”
 - Will all go to GMR
- River District 2026 Drought Mitigation supplies
 - 11 kaf of 15 kaf will come from Ruedi
- Projected to hit Min Power Pool in August
 - Anticipating loss of 77% of the plant’s typical annual power generation



2026 CRD Colorado Basin Drought Response

Strategic releases prioritized to protect water users downstream:

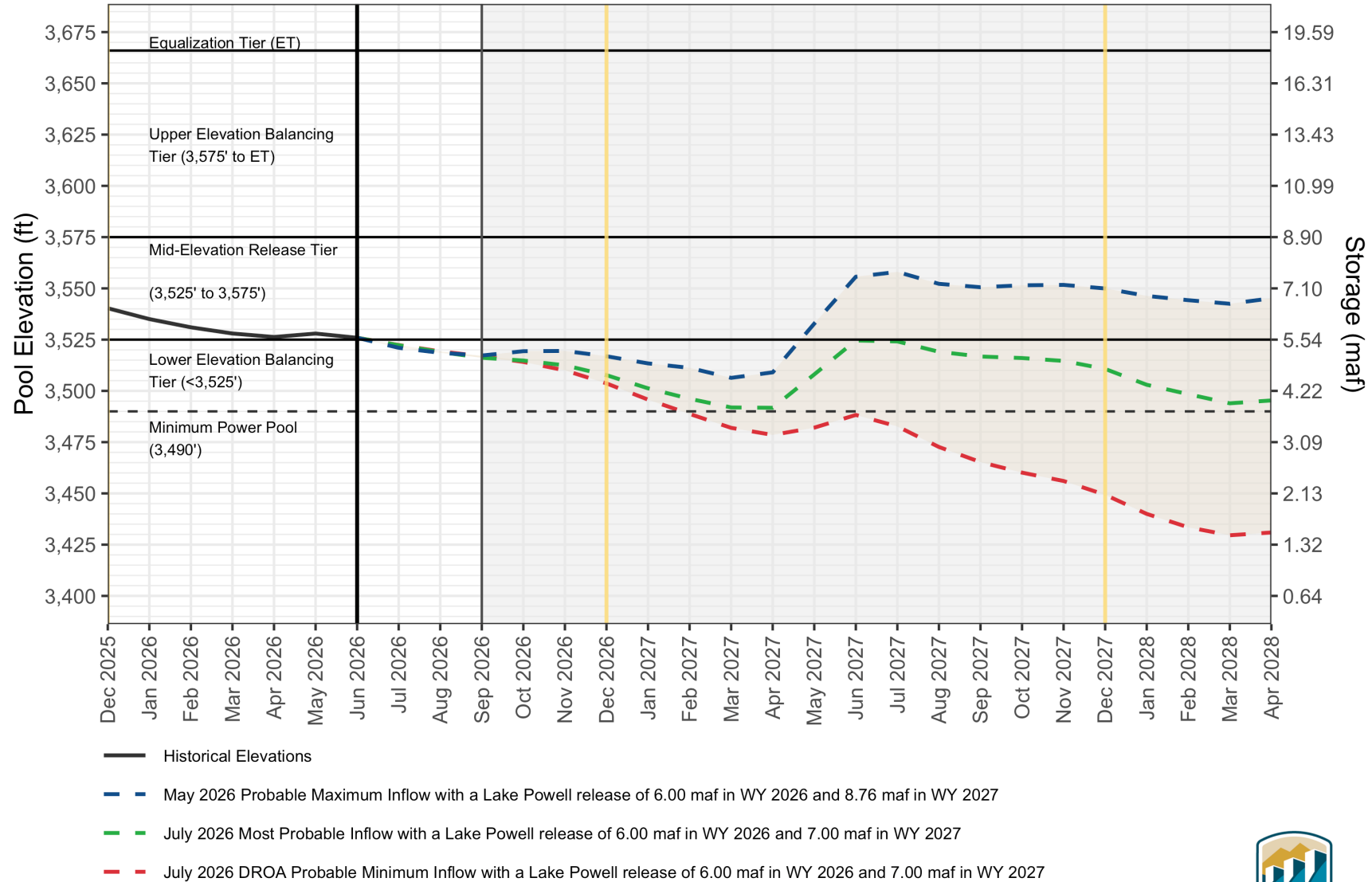
- Cities and towns
- Agricultural producers
- Ecosystem health



**Historic User
Pool depleted
in 2026**

Lake Powell Elevations

Lake Powell End-of-Month Elevations¹
Projections from May and July 2026 24-Month Study Inflow Scenarios

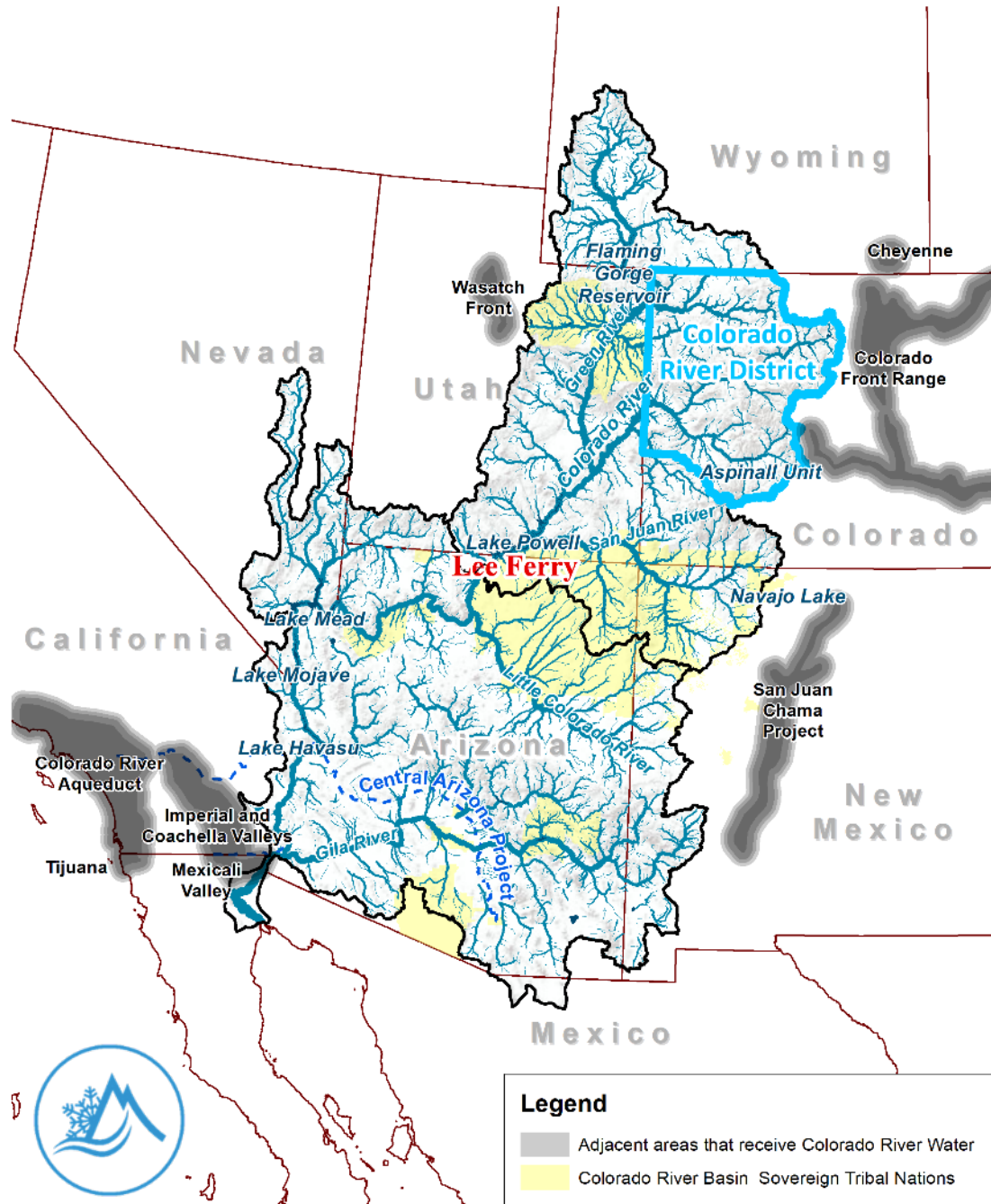


This map illustrates the Colorado River Basin, highlighting the Colorado River District and the Lee Ferry area. The basin is shown in yellow, and the Colorado River District is outlined in blue. Key features include:

- Geographic Labels:** Wyoming, Nevada, Utah, Colorado, California, Arizona, New Mexico, Mexico, Cheyenne, Wasatch Front, Colorado Front Range, San Juan Chama Project, Navajo Lake, Lake Powell, San Juan River, Lake Mead, Lake Mojave, Lake Havasu, Gila River, Central Arizona Project, Imperial and Coachella Valleys, Mexicali Valley, Tijuana, Colorado River Aqueduct, Flaming Gorge Reservoir, Green River, Colorado River, Aspinall Unit, Lee Ferry.
- Legend:**
 - Adjacent areas that receive Colorado River Water (Gray shading)
 - Colorado River Basin Sovereign Tribal Nations (Yellow shading)
- Logo:** A circular logo in the bottom left corner featuring a stylized mountain and water waves.

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Colorado River Basin



Preliminary Preferred Alternative

10-year framework with operations re-negotiated every 2 years

Lower Basin Shortages: up to 3MAF annually

Lake Powell Releases: 5-12 MAF releases depending on hydrology and levels at Powell

Storage and Delivery of Conserved Water

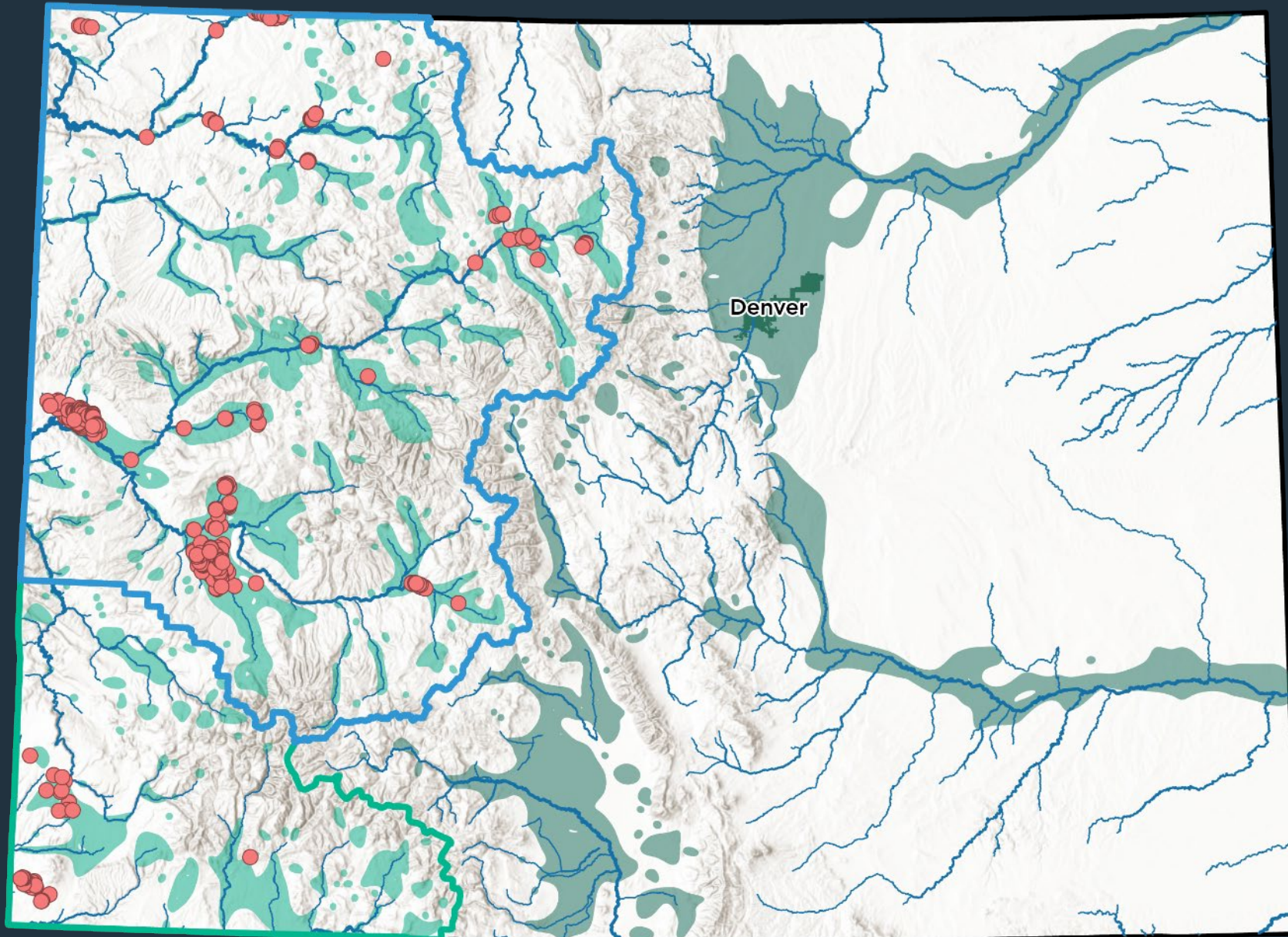
Lake Powell: UB Pool up to 3 MAF pool

Lake Mead: LB Pool up to 8 MAF pool

Additional Activities above Powell

UIU releases within RODs to protect critical elevations at Powell.

Conserved Consumptive Use



- Areas served by Colorado River Basin water
- Colorado River District
- Southwestern Water Conservation District
- Conservation Program Participants

UCRC/CWCB

Near-Term Contribution Program

- \$100M from the Bureau of Reclamation across Upper Division States
- Likely operate in 2027 and 2028
- CWCB Adopting Criteria in September – Draft Criteria presented yesterday
- Will include accounting and credit mechanisms & operate within current state law/authorities
- Referred to as a “stepping stone” or “building block” program



SHOSHONE

WATER RIGHTS PRESERVATION

Shoshone Water Rights Preservation Coalition

The West Slope is working together to permanently protect the historic Colorado River flows tied to the Shoshone Hydropower Plant.

Securing historic flows for future generations.



STATE OF COLORADO

**COLORADO RIVER
DISTRICT**

**BUREAU OF
RECLAMATION**

MAINSTEM COUNTIES

**GRAND SUMMIT
EAGLE GARFIELD
PITKIN MESA**

- BASALT WATER CONSERVANCY DISTRICT
- BOOKCLIFF SOIL CONSERVATION DISTRICT
- CITY OF GLENWOOD SPRINGS
- CITY OF GRAND JUNCTION
- CITY OF RIFLE
- CLIFTON WATER DISTRICT
- CLINTON DITCH AND RESERVOIR COMPANY
- COLORADO MESA UNIVERSITY
- DE BEQUE SOIL CONSERVATION DISTRICT
- EAGLE RIVER WATER AND SANITATION DISTRICT
- EAGLE PARK RESERVOIR COMPANY
- GRAND VALLEY IRRIGATION COMPANY
- GRAND VALLEY POWER
- GRAND VALLEY WATER USERS ASSOCIATION
- KOBE WATER AUTHORITY
- MESA COUNTY IRRIGATION DISTRICT
- MIDDLE PARK WATER CONSERVANCY DISTRICT
- ORCHARD MESA IRRIGATION DISTRICT
- MOUNT SOPRIS SOIL CONSERVATION DISTRICT
- PALISADE IRRIGATION DISTRICT
- SNOWMASS WATER AND SANITATION DISTRICT
- SOUTHSIDE SOIL CONSERVATION DISTRICT
- TOWN OF BASALT
- TOWN OF BRECKENRIDGE
- TOWN OF DE BEQUE
- TOWN OF GYPSUM
- TOWN OF NEW CASTLE
- TOWN OF PARACHUTE
- TOWN OF SILT
- TOWN OF SILVERTHORNE
- UPPER EAGLE REGIONAL WATER AUTHORITY
- UTE WATER CONSERVANCY DISTRICT
- WEST DIVIDE WATER CONSERVANCY DISTRICT



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COLORADO RIVER DISTRICT

PROTECTING WESTERN COLORADO WATER SINCE 1937

February 2026 – Draft

Conserved Consumptive Use Program Principles

The Colorado River District¹ supports the exploration of creative means to conserve water in ways that maintain the economic productivity of West Slope agriculture. Any government-sponsored program that incentivizes reduced consumption of Colorado River water for interstate purposes should be designed to protect communities and support productive agricultural economies. In addition, any such program should be designed and implemented in a thoughtful, intelligent manner that minimizes and mitigates negative impacts. Finally, we continue to believe that the Upper Basin should not participate in any long-term or large-scale system conservation programs until the Lower Basin has implemented verifiable, permanent reductions that address the imbalance in Lower Basin uses and associated system losses.

Further, the Colorado River District believes any governmental action that facilitates a Colorado River conserved consumptive use program inside the State of Colorado—or grants authority to the Colorado State Engineer to shepherd conserved Colorado River water to the state line—must only be done through legislation enacted by the Colorado General Assembly and should incorporate the principles summarized below.

Protect Colorado’s Interests and Maintain Program Integrity:

1. The program should only operate if the conserved water is tracked to and stored in a dedicated conservation account in Upper Basin reservoirs. The Upper Basin must have control over any releases from the conservation pool. Any conservation pool should be operationally neutral and should not be treated as a storage pool for “system” water that enables further overuse in the Lower Basin.

¹ The Colorado River District is a political subdivision of the State of Colorado formed by the Colorado legislature (*see* C.R.S. §§ 37-46-101, *et seq.*) in 1937 for the purpose of safeguarding that portion of the waters of the Colorado River apportioned to the state by interstate compact and for promoting the welfare of the inhabitants of the Colorado River District. Geographically, the Colorado River District encompasses all of twelve and parts of three western Colorado counties. Included in that area are the headwaters and tributaries of the Colorado River mainstem and its principal tributaries, the Gunnison, the White, and the Yampa Rivers.



2. The program should incorporate a market structure approved and administered by a single public entity or a joint venture between public entities such that there is only one entity ultimately approving and administering the program in each region. Any such program must also honor and respect local ditch company/water user association by-laws and regulations.

Include Contributions from All Sectors and Geographies that Consume Colorado River Water:

3. The program should be designed and operated to avoid disproportionate harm to any one region or community within the State of Colorado, and the program should be designed to mitigate negative impacts to affected communities.
4. Water stored in the conservation account should come from all regions and water use sectors that consume water from the Colorado River and should be contributed proportionately from those regions and sectors.

Avoid Negative Community Level Impacts:

5. The program must not injure existing water rights.
6. Federal tax revenues should serve as the primary source of long-term, stable funding for the program, as reliance on state or local tax revenues may contribute to economic stagnation.
7. Any non-use of water which results from enrollment in the program should not be considered in any abandonment proceedings and/or calculation of historical consumptive use.
8. To protect communities and the agricultural industry, transactions involving agricultural irrigation water rights should be voluntary, temporary, and compensated. Limits on multi-year participation, parcel enrollment, or permanent retirement are necessary to prevent long-term, negative impacts on communities and ecosystems.

Maintain Trust and Transparency:

9. The program should acknowledge and respect local and regional differences and be administered with a strong element of local and regional control and involvement. The program should not be run by an out-of-state organization, such as the Upper Colorado River Commission.



FOR IMMEDIATE RELEASE

July 24, 2026

Landmark Agreement Launches Three Lakes CLEAR Initiative with \$30 Million Commitment to Improve Grand Lake Clarity

Berthoud, CO – The Northern Colorado Water Conservancy District (Northern Water), the U.S. Bureau of Reclamation, Grand County, the Northwest Colorado Council of Governments (NWCCOG), the Colorado River Water Conservation District (Colorado River District), and the Town of Grand Lake today announced a landmark agreement establishing the Three Lakes CLEAR Initiative, a long-term effort to improve water clarity, watershed health, and resilience across Grand Lake, Shadow Mountain Reservoir, and Granby Reservoir (the Three Lakes). The Three Lakes System is part of the federal Colorado-Big Thompson (C-BT) Project, which collects and stores water in Grand County and then diverts it for use by C-BT beneficiaries on the Front Range through a series of reservoirs, ditches, and tunnels. The CLEAR Initiative continues the ongoing Grand Lake Adaptive Management framework for managing C-BT Project operations and incorporates additional collaborative initiatives to enhance clarity and provide watershed health benefits within and upstream of the Three Lakes System.

CLEAR stands for Clarity, Legacy, Ecosystem, Adaptation and Resilience, reflecting the shared commitment by partners to protect and improve this important resource.

The agreement marks a major milestone following two decades of coordinated work to improve clarity in Grand Lake and water quality in Shadow Mountain Reservoir and reflects a renewed commitment to sustained action and investment. It also provides a long-term framework to continue and expand this work as the Grand Lake Clarity Stakeholders' Memorandum of Understanding (MOU), established in 2016, expires in December 2026. Today's action renews and expands upon that MOU, protecting the Three Lakes and tributary watersheds for the next 30 years.

As part of the agreement, Northern Water, the Northern Colorado Water Conservancy District Municipal Subdistrict, and the Windy Gap Firming Project Enterprise will provide \$30 million over 30 years to address both C-BT system operations and the broader environmental conditions influencing water quality by supporting implementation of projects and initiatives that address watershed and lake conditions. Of that amount, \$20



million will be directed toward project funding to accelerate near-term, priority on-the-ground improvements initiatives, while \$10 million will build a long-term reserve fund intended to provide sustained, legacy funding and the flexibility to address future needs as conditions evolve beyond the 30-year agreement.

The initiative continues and strengthens the collaborative adaptive management of C-BT Project operations in the Three Lakes that began with the original MOU, using real-time adjustments to improve clarity in Grand Lake while balancing water supply, power generation, and environmental needs. At the same time, the initiative establishes a dedicated fund directed by the parties, to invest in watershed and system health projects that improve water quality and ecological conditions across the Three Lakes system and tributary watersheds.

Projects will focus broadly on watershed and forest health, reducing sediment and nutrient inputs, improving lake and reservoir conditions, and strengthening monitoring and adaptive management tools across the interconnected system.

"The foundation for this landmark agreement to improve Grand Lake clarity and create the Three Lakes CLEAR Fund was laid over decades of effort by many, representing all Parties, to improve and use our knowledge of the Three Lakes System for actionable projects that can move the needle for better Grand Lake clarity. The Parties have differing interests for sure, but we strive to find common ground because we have a spirit of mutual trust and respect," said Jeff Metzger, Town of Grand Lake.

Northern Water emphasized the enduring framework the agreement creates to support the long-term health and resilience of the Three Lakes System while benefiting communities on both sides of the Continental Divide. "The Three Lakes CLEAR Initiative demonstrates how shared stewardship of Grand Lake clarity and the health of the broader Three Lakes System and its watersheds can strengthen the long-term resilience of the Colorado-Big Thompson Project for the benefit of Front Range water users while supporting the natural resources and thriving West Slope communities that depend on them. By creating a lasting legacy of collaboration and investment, this agreement helps ensure these shared resources will continue to be protected for generations to come," said Esther Vincent, Environmental Services Director for Northern Water.

Grand County Board of County Commissioners Chair Edward Raegner highlighted the importance of the agreement for Grand County and the local communities that have stewarded the Three Lakes watershed for generations. "This 30-year MOU reflects an unprecedented commitment to Grand Lake's health and the long-term future of the Three



Lakes System. Grand County is proud to work alongside our partners to help preserve Grand Lake's water clarity for generations to come."

The Colorado River District emphasized the value of continuing the collaborative approach that has guided clarity improvements in the Three Lakes System for the past decade. "This MOU continues the collaborative approach that has guided clarity work in Grand Lake and water quality throughout the Three Lakes system since 2016. Over the past decade, we've gained valuable knowledge about how to effectively use adaptive management in the system, and this agreement will provide a strong foundation to continue that work for the long term. As a signatory to this MOU, the Colorado River District will continue to be a voice for the Western Slope and advocate for solutions that protect our water resources and the communities which depend on them," said Rebecca Briesmoore, Senior Water Resources Engineer with the Colorado River District.

Former NWCCOG Executive Director Jon Stavney also welcomed the long-term commitment. "Since the 1970s, our organization has been engaged in multiple efforts to protect and enhance the water quality of Grand Lake. This MOU represents a new beginning backed by a long-term commitment of substantial resources to the clarity of Grand Lake."

Additional details will be shared as implementation moves forward.



Ranchers sell cattle as drought worsens in Colorado, and creeks and reservoirs reach historic lows



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Record-high heat has scorched the land and record-low snowpack starved creeks and reservoirs. Across the state, stream flows are the second lowest on record.

Link to video: <https://www.youtube.com/watch?v=7Jr4bvuSB2M>

Q2/26 Treasury Update



General Fund

- Sales tax is 97% of budget
- Current surplus of \$64K (less bonuses taking surplus to \$24K)
- Refining salary and wage allocations between expense categories
- Sales tax trends continue largely in line with previous assessments, save for 2 differences:
 - 1) Top 8 businesses are only generating 52% of sales tax (vs previous figure of 60%)
 - 2) It appears >40% of sales tax comes from non-local sales (vs previous estimate of ~1/3)

Title	Budget	Actual to Date	% of Budget	January	February	March	April	May	June
REVENUE									
GENERAL SALES TAX	1,700,000	782,782	46%	145,664	151,405	114,712	124,638	133,166	113,196
PROPERTY TAXES	283,923	261,164	92%	17,954	86,774	19,868	61,020	17,841	57,709
SANITATION DIST REIMB.	75,000	34,592	46%	5,425	5,833	5,833	5,833	5,833	5,833
INTEREST EARNED	74,977	44,767	60%	2,855	2,286	3,049	3,384	3,193	-
HIGHWAY USERS TAX	73,424	35,908	49%	5,644	4,556	6,518	6,090	6,282	6,818
FRANCHISE TAX	70,000	38,949	56%	9,566	4,440	7,395	14,566	-	2,982
FINES AND COURT FEES	25,000	16,313	65%	4,623	1,732	2,016	3,660	1,606	2,676
Other	117,750	33,295	28%	7,578	6,277	2,876	5,506	6,608	4,451
General Revenue	2,420,074	1,281,065	53%	247,546	215,068	231,150	155,814	40,308	6,052
EXPENSES									
Judicial	24,950	15,654	63%	6,894	1,097	1,154	3,223	2,133	1,154
Mayor and Legislative	89,676	41,564	46%	1,653	14,981	2,619	2,615	17,216	2,481
Town manager	123,822	62,303	50%	12,227	9,273	8,866	9,244	13,471	9,222
Election	3,933	3,226	82%	-	182	81	2,774	190	-
Administration	379,068	240,522	63%	93,744	26,057	19,832	43,562	30,662	66,782
P&Z	93,673	32,449	35%	4,314	5,132	4,951	6,129	7,729	4,192
Police	898,366	534,106	59%	113,020	69,067	62,791	70,982	147,461	82,183
Highways & Streets	425,778	118,142	28%	19,248	17,596	18,046	20,774	25,130	17,348
Mosquito	82,200	52,194	63%	-	-	13,049	13,049	13,049	13,049
Cemetery	21,901	12,006	55%	4,932	1,006	714	1,077	3,300	978
Recreation	81,896	30,980	38%	2,528	4,770	4,148	5,002	6,701	7,830
Parks	125,414	52,787	42%	7,047	6,499	5,946	7,054	13,156	13,084
Airport	13,188	1,773	13%	-	221	924	419	-	210
Sanitation	56,209	19,539	35%	3,071	2,727	3,040	3,563	3,720	3,418
General Expenditures	2,420,074	1,217,244	50%	268,678	158,608	146,160	189,468	283,918	221,930
Surplus / (Deficit)		63,821							

Water Fund

- Fund is roughly balanced
- Financing in / outflows have been isolated from the actual operating revenues and expenses to reduce clutter and enable assessment of operations separate of financing
- Actual balances including financing shown at the bottom of the chart (note the inconsistent monthly cashflows)

Title	Budget	Actual to Date		January	February	March	April	May	June
REVENUE									
WATER SALES	1,353,504	654,446	48%	106,573	108,631	109,361	109,807	109,078	110,997
INTEREST EARNED	32,133	6,751	21%	807	724	1,138	1,914	1,972	195
BULK WATER SALES	25,000	682	3%	307	-	375	-	-	-
BULK WATER PERMITS	3,245	378	12%	-	-	567	-	(189)	-
TURN ON/SHUT OFF FEES	52	-	0%	-	-	-	-	-	-
LATE CHARGES	-	2,640		495	525	435	210	375	600
MISCELLANEOUS INCOME	-	5,522		-	-	-	-	5,522	-
Water Revenue	1,413,934	670,418	47%	108,182	109,880	111,876	111,931	116,757	111,792
Admin	1,237,839	612,297	49%	437,315	23,328	26,359	61,633	38,294	25,368
Plant	93,700	49,001	52%	1,418	8,885	7,988	23,359	698	6,653
CAPITAL OUTLAY	11,770,817	6,859,750	58%	19,860	17,643	1,333,348	1,236,943	2,402,668	1,849,288
Technically	11,864,517	6,908,750							
Distribution	14,342	10,956	76%	-	49	51	3,683	5,201	1,972
Meters	33,127	71	0%	-	-	-	71	-	-
Supply	34,926	2,053	6%	-	362	769	639	-	282
Water Expenses	1,413,934	674,376	48%	438,733	32,624	35,167	89,384	44,192	34,276
Surplus / (Deficit)	-	(3,958)							
Revenue (Including WTP)	13,184,751	3,540,364	27%	108,182	109,880	1,915,072	918,054	116,757	372,419
Expenses (Includnig WTP)	13,184,751	7,583,127	58%	458,593	50,267	1,368,515	1,326,327	2,446,861	1,883,563

Other Funds

Fund Type	2026 Budget	2026 Actual
CTF Revenue	\$17,050	\$9,077
CTF Expenses	\$17,050	\$11,090
Tap Fund Revenue	\$96,000	\$41,588
Solid Waste Revenue	\$392,055	\$205,438
Solid Waste Expenses	\$392,055	\$142,375 <i>does not include delayed May / June invoices</i>

Bank Account Balances

Account	Institution	Current Balance
General Fund (Unrestricted Cash)	UBB	\$1.91M
General Fund (Emergency Reserve)	ColoTrust	\$1.12M
Water Enterprise Fund (Unrestricted Cash)	UBB	*\$1.26M <i>estimated via balance at beginning of year and operating deficit of \$3.9K</i>
Water Enterprise Fund (Emergency Reserve)	ColoTrust	\$0.56M
Water Enterprise Fund (Debt Service Reserve)	CSAFE	\$0.63M
Water System Development	CSAFE	\$0.04M
Water Acquisition	ColoTrust	\$3,760
Conservation Trust Fund	UBB	\$0.13M

Reserve Accounts

General Fund

Emergency Reserve

- ColoTrust (3.79%): \$1.12M
- CFMP reserve requirement is \$992K (41% of \$2.4M)

Water Fund

Emergency Reserve

- ColoTrust (3.79%): \$561K
- CFMP reserve requirement is **\$554K** (41% of \$1.4M revenue) while annual opex is \$498K
- CSAFE Debt Service Reserve Account: \$63K*

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 transportation-related state taxes and fees are only used for road construction and maintenance projects, and to fund Colorado State Patrol.

What Your Vote Means

YES

A “yes” vote on initiative 175 redirects and dedicates existing vehicle-related taxes and fees away from other state programs and towards roads and road safety.

NO

A “no” vote on Initiative 175 means the state maintains its existing funding levels for transportation and other state programs.

Summary and Analysis of Initiative 175

What does the measure do?

Initiative 175 requires that a variety of existing state-imposed taxes, fees, and surcharges for the sale and operation of cars and trucks be spent exclusively on road transportation. This includes 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 is restricted to four uses:

- construction and maintenance of public roads;
- design and engineering costs for road projects;
- safety improvements for motor vehicles on public roads; and
- Colorado State Patrol operations.

When does this measure take effect?

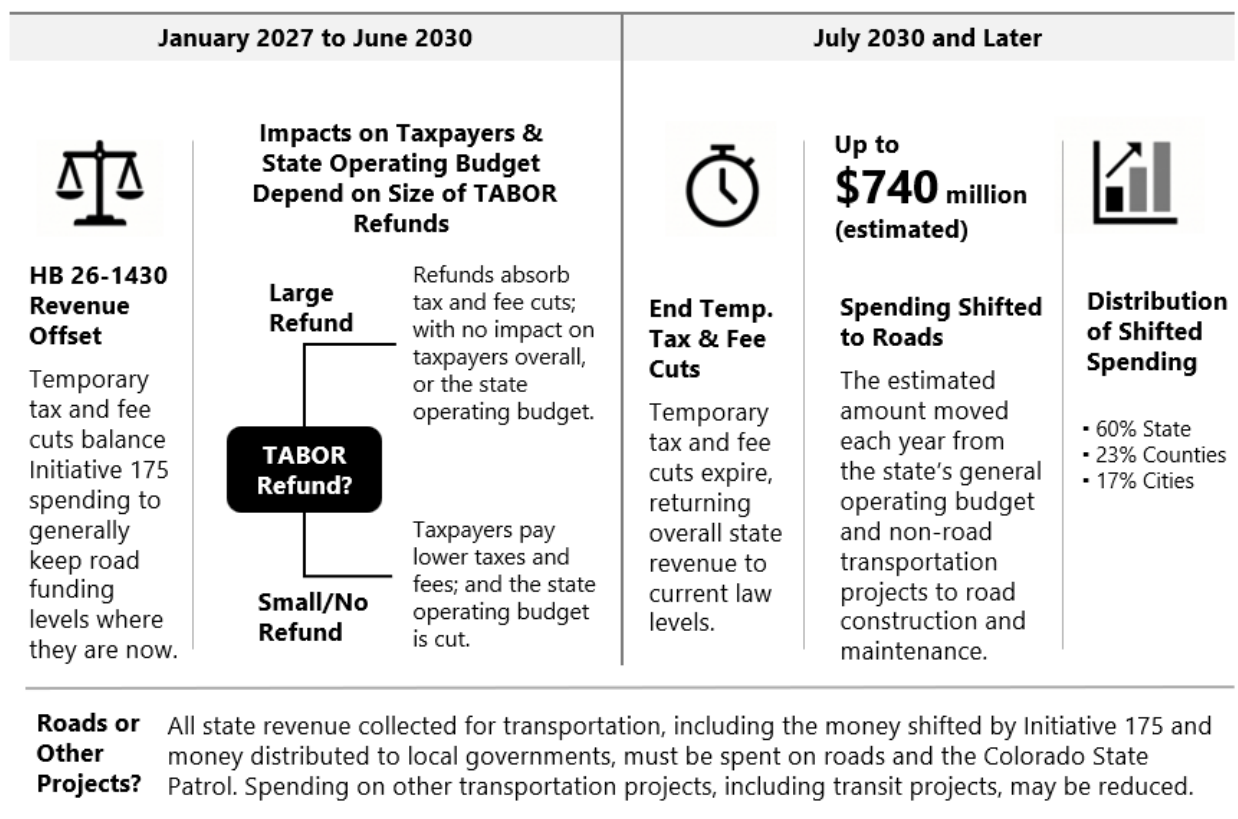
If the measure passes, it takes effect in January 2027, but its full impact is delayed by a bill passed by the state legislature. House Bill 26-1430 temporarily reduces fuel excise taxes, registration fees, and other transportation-related charges through June 2030. Figure 1 illustrates the combined impacts of Initiative 175 and House Bill 26-1430.

As a result of House Bill 26-1430, between 2027 and mid-2030, the reduction in tax rates roughly offsets the new spending requirements, maintaining road funding and general government operations at current levels, with motor vehicle owners paying somewhat less in fees and taxes. The lowered 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 the amount of money available for other budget priorities.

Beginning in July 2030, the taxes and fees return to their current levels. From that point on, the overall amount of state revenue collected is unchanged, and certain motor vehicle-related revenue is redirected to be used for the road transportation priorities outlined in the bulleted list in the section above and described further below.

Figure 1
Combined Impact of Initiative 175 and HB 26-1430



How does redirecting funding to road transportation affect other state operations?

Starting July 2030, it is estimated that up to \$740 million per year will be directed away from current uses and toward roads and road safety. However, the actual amount can only be determined after state law is changed to clarify exactly which existing sources of transportation-related revenue are shifted by the measure. The broadest interpretation of these sources includes the following two categories:

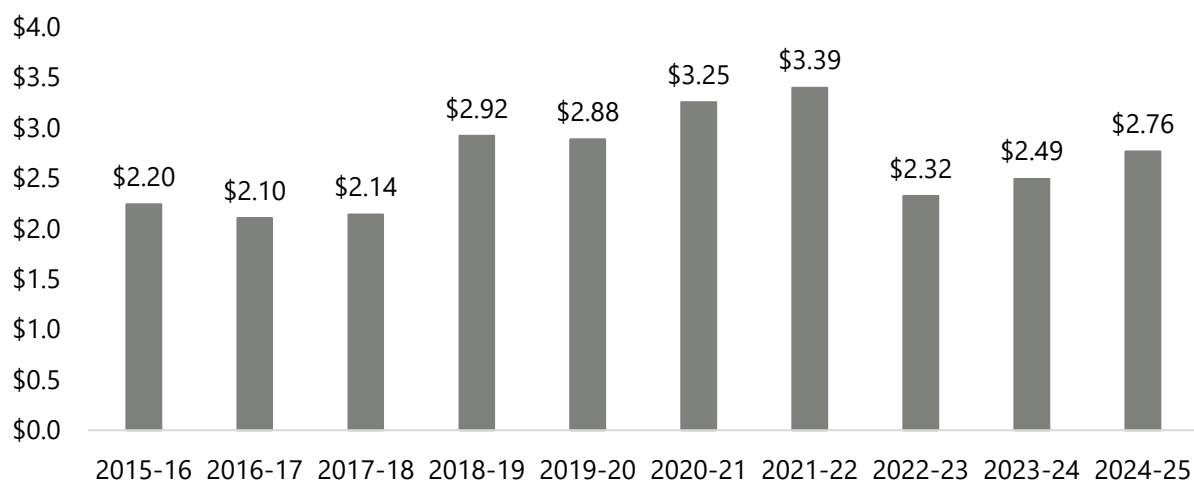
- State sales and use taxes collected on the sale of automobiles, parts, and accessories that are currently credited to the state's General Fund and support general government operations. These include public education, health care, human services, and prisons. Initiative 175 requires that an estimated \$570 million be spent on roads rather than general government operations.
- In addition to funding roads, some of the revenue from taxes on gasoline, and fees and surcharges from vehicle registrations support other transportation programs such as Division of Motor Vehicle (DMV) services, license plate manufacturing, police officer training, statewide emergency medical services, air pollution control, pedestrian and bicycle infrastructure, rapid transit, 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 road construction, federal matching grants will also become unavailable. However, in cases where the measure allocates more state funding to road maintenance and repair projects eligible for federal match, it will make more federal money available to the state.

How much funding currently goes towards roads and overall transportation?

The state's main sources of transportation funding include motor fuel taxes, registration fees, retail delivery fees, and other transportation-related fees and surcharges, along with federal revenue distributions, which fund a mix of road construction and other transportation-related projects. Figure 2 below shows total transportation funding, including federal matching funds over the past 10 years.

Figure 2
Total State Transportation Funding and Federal Matching Grants
Billions of Dollars



How will the redirected funding be allocated?

The measure requires that state revenue to support road transportation be allocated between the state, counties, and municipalities in the same way many transportation-related sources are currently allocated:

- 60 percent to the state for public highways and roads;
- 23 percent to counties for county road projects; and
- 17 percent to municipalities for municipal road projects.

This funding may no longer be spent to support transit and other transportation-related programs that do not fit the requirements in the measure.

Argument For Initiative 175

- 1) Colorado's roads are in serious decline. The American Society of Engineers gave them a D+ grade in 2025, down from an already-poor C- just five years earlier, with only 34 percent rated in "good" condition. Poorly maintained roads are not just an inconvenience, they are a safety hazard that causes property damage, injuries, and even fatalities. Yet, less than 5 percent of the state's operating budget goes towards the state's transportation department (CDOT), and only a fraction of that is used for road maintenance and repair. Initiative 175 fixes this without costing Coloradans anything more. Money that drivers already pay in vehicle-related taxes and fees should go towards roads.

Argument Against Initiative 175

- 1) Initiative 175 redirects hundreds of millions of dollars toward road construction while cutting funding for a wide range of other essential government services. Its vaguely defined terms risk unintended consequences that will be hard to reverse once part of the state constitution. The measure's biggest beneficiary is not the traveling public but the road construction industry, which has already seen state contract payments nearly double over the past six years, from \$0.6 billion in the 2018-19 budget year to \$1.1 billion in 2024-25. The need for better roads must be balanced against other essential state services, which cannot be achieved through rigid formulas in the state constitution that subsidize one industry.

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

The fiscal impact will be included in the second draft.

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 are only used for road construction and maintenance projects, and to fund 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 and road safety.

NO

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

Summary and Analysis of Initiative 175

What does the measure do?

Initiative 175 amends the state constitution to require that the state and local governments spend certain motor vehicle-related taxes and fees exclusively on roads and road safety. 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 is 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
- Colorado State Patrol operations.

While the state constitution already requires revenue from some of these vehicle-related taxes and fees to be spent on roads and road safety, other impacted revenue streams are currently spent on general government operations, transit, and other transportation programs. If the measure passes, the state and local governments receiving money would be required to spend all those dollars on roads and road safety.

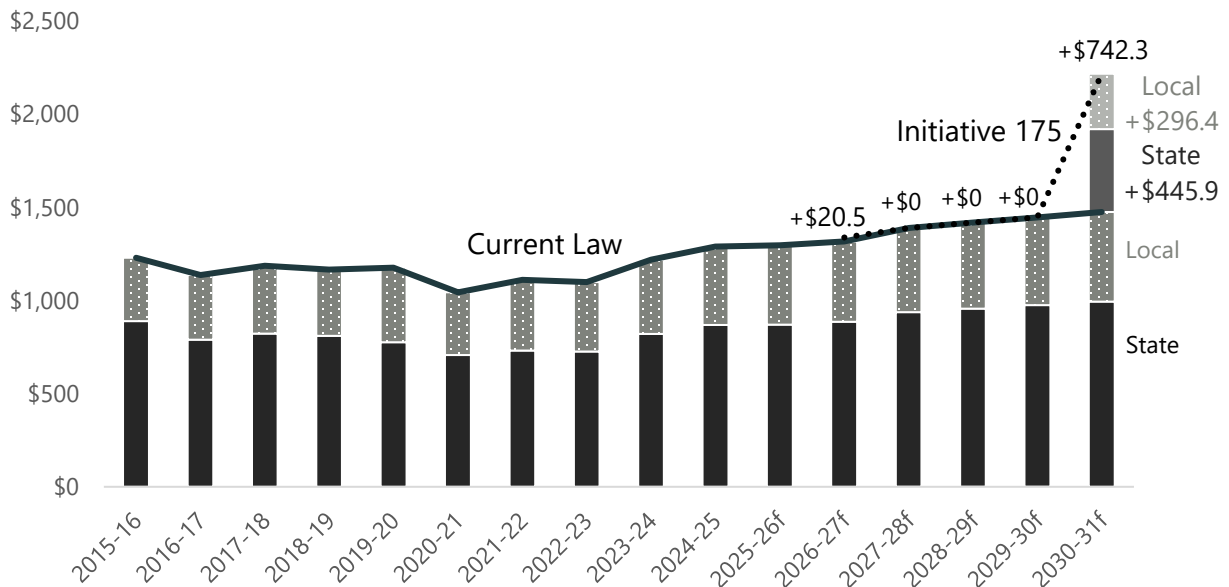
How will the redirected funding be distributed?

The measure requires that motor vehicle-related taxes and fees affected by Initiative 175 be allocated between the state, counties, and municipalities in the same way many transportation-related sources are currently allocated:

- 60 percent to the state for public highways and roads;
- 23 percent to counties for county road projects; and
- 17 percent to municipalities for municipal road projects.

Figure 1 presents current transportation revenue allocated under this formula if the measure passes. Depending on how the measure is interpreted, it 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



f=forecast

When does Initiative 175 take effect?

If Initiative 175 passes, it takes effect in January 2027, but its full impact is delayed by a law passed by the state legislature in 2026. House Bill 26-1430¹ temporarily reduces fuel excise taxes, registration fees, and other transportation-related charges through June 2030 if Initiative 175 passes.

HB 26-1430's temporary reduction in taxes and fees roughly offsets the new spending requirements, maintaining funding for roads and general government operations near current levels, while diverting funds away from transit and other transportation programs and reducing taxpayer refunds. 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, and certain motor vehicle-related revenue is

¹ Online at leg.colorado.gov/bills/hb26-1430.

1 redirected away from general budget operations, transit, and other transportation programs and
2 towards roads and road safety.

3 **How does redirecting funding to roads and road safety affect other state** 4 **operations?**

5 Starting January 2027 through June 2030, it is estimated that up to \$170 million per year will be
6 diverted away from transit and transportation programs other than roads and road safety, while
7 the overall net effects on general state operations and taxpayers are expected to be minimal.
8 Impacts will depend on the state budget situation.

9 Starting July 2030, it is estimated that up to \$740 million per year will be directed away from
10 current uses and toward roads and road safety. However, the actual amount can only be
11 determined after the shifted sources of transportation-related revenue are clarified. The
12 broadest interpretation of these sources includes the following two categories:

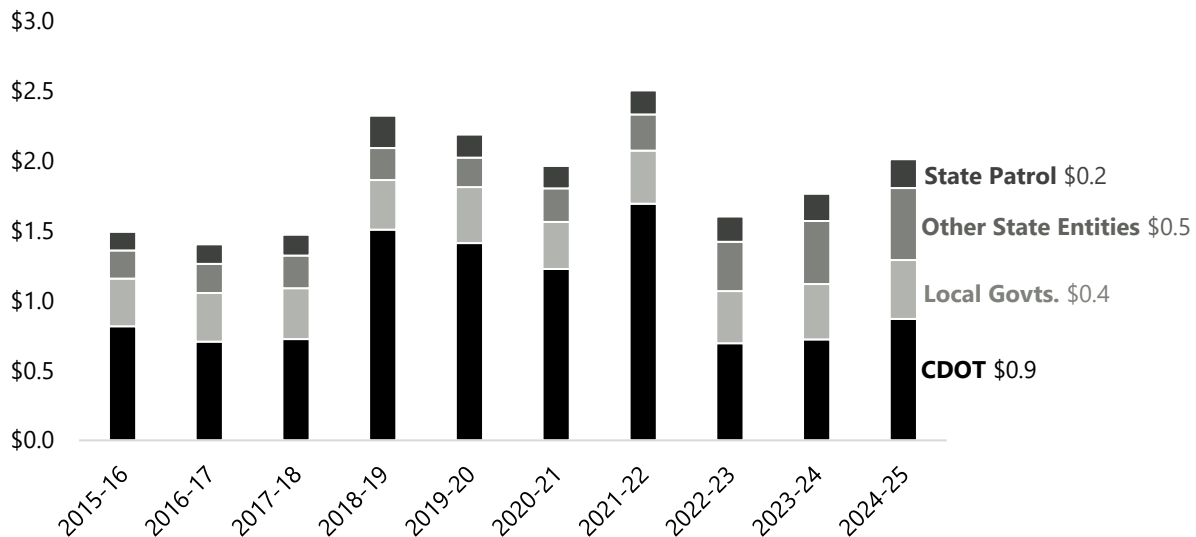
- 13 • **Sales tax on motor vehicles and parts.** State sales and use taxes collected on the sale of
14 automobiles, parts, and accessories are currently credited to the state's General Fund and
15 support general government operations, such as health care, education, and higher
16 education. Initiative 175 requires that an estimated \$570 million be spent on roads and road
17 safety rather than general government operations.
- 18 • **Vehicle-related taxes for transit and other transportation programs.** In addition to
19 funding roads, some of the revenue from taxes on gasoline and fees and surcharges from
20 vehicle registrations support other transportation programs such as Division of Motor
21 Vehicle (DMV) services, license plate manufacturing, police officer training, statewide
22 emergency medical services, air pollution control, pedestrian and bicycle infrastructure, rapid
23 transit, certain impaired driving enforcement programs, and electric vehicle charging
24 stations, among others. Initiative 175 requires that an estimated \$170 million of annual
25 funding for these programs be spent on roads instead.

26 Some state and local transportation projects are eligible for matching federal grants. In cases
27 where the measure reallocates state funding away from transit or transportation programs other
28 than roads and road safety, federal matching grants will also become unavailable. However, in
29 cases where the measure allocates more state funding to roads and road safety projects eligible
30 for federal match, it will make more federal money available to the state.

31 **How much funding currently goes towards roads and overall transportation?**

32 The state's main sources of transportation funding include motor fuel taxes, registration fees,
33 retail delivery fees, and other transportation-related fees and surcharges, along with federal
34 matching funds. Transportation-related state enterprises are not affected by the measure. Figure
35 2 shows total state transportation funding over the past 10 years broken down into funding
36 received by Colorado's Department of Transportation (CDOT), other state entities, local
37 governments, and the Colorado State Patrol. The figure does not include federal funding.

Figure 2
State Transportation Funding by Recipient
 Billions of Dollars



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, our 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 and bridge maintenance and repair. The state's budget has grown over recent years while ongoing dedicated funding for roads and road safety 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 and bridge construction, maintenance, safety improvements and the Colorado State Patrol. Money that drivers pay in vehicle-related taxes and fees should go towards roads and road safety. The measure prioritizes the maintenance and safety of our roads in the state budget.

Arguments Against Initiative 175

- 1) Initiative 175 redirects hundreds of millions of dollars away from health care, education, and other essential state services. On top of that, redirecting funding away from public transit, bicycle, and pedestrian transportation could reduce travel options that help reduce traffic congestion and emissions. The measure redirects sales tax revenue, money that nearly every other state uses to fund core government operations, to the road construction industry.
- 2) Everyone wants our roads to be better, but the measure's rigid constitutional formulas undermine the state's ability to balance road funding against other essential state services.

Despite many limitations on the state budget, an additional \$4.1 billion has been invested in transportation over the past 10 years, on top of the many dedicated revenue sources it already receives. The need for better roads deserves attention, but the measure's vaguely defined terms risk unintended consequences that will be hard to reverse once part of the state constitution.

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. Passage of the measure will trigger a state law that is anticipated to reduce state revenue by about \$226.7 million in state budget year 2026-27 and by between \$500 million to \$550 million per year from budget year 2027-28 through budget year 2029-30. This revenue reduction is the result of a temporary decrease in certain motor vehicle tax and fee rates of 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 the amount of money available for other budget priorities.

State Spending

Through June 2030, the measure keeps transportation funding similar to current funding levels, after accounting for the reduction in state revenue described above. In years where revenue is above the TABOR limit, the measure results in minimal changes to overall state spending. In years where the revenue reductions cause state revenue to fall near or below the TABOR limit, state spending for purposes other than transportation will be reduced.

After June 2030, the measure increases money required to be spent on roads and road safety by up to an estimated \$740 million per year. This required spending will reduce money available for other state programs by up to \$740 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 funding for county and municipal governments similar to current levels. After June 2030, about \$296 million will be distributed annually to county and municipal governments in the same way transportation-related sources are currently allocated.

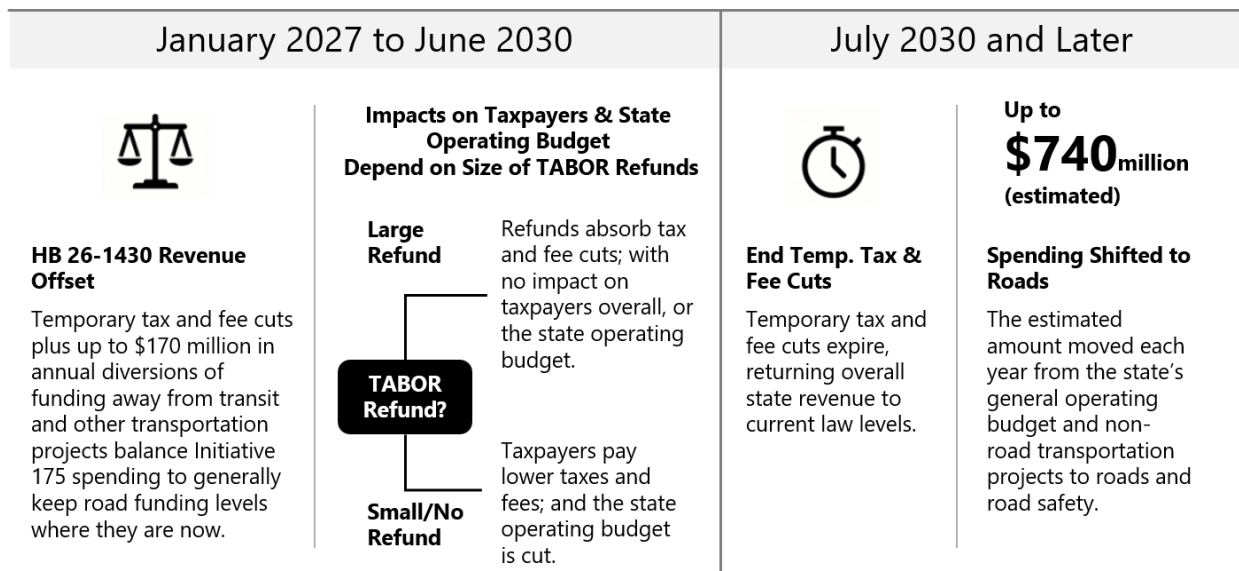
The measure additionally prevents local governments from using road transportation revenue collected and distributed by the state on projects not permitted under this measure.

Taxpayer Impacts

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

Through June 2030, in years when state collects revenue above the TABOR limit, taxpayers will pay less in certain motor vehicle taxes and fees. However, there will be a corresponding decrease in TABOR refunds, resulting in no net impact to taxpayers overall, though individual taxpayer impacts may differ based on refunds claimed and motor vehicle taxes and fees paid. In years when revenue falls below the TABOR limit, taxpayers will pay less in various motor vehicle taxes. This situation is not currently expected to occur before June 2030.

Figure 3
Impact of Initiative 175 and HB 26-1430



Because the General Assembly adjourned on May 13, 2026, any legislation enacted without a safety clause goes into effect on August 12, 2026 (unless otherwise specified). [Read more.](#)

Celebrate Colorado's 150th Birthday at the Statehouse on August 1, 2026. [Read More.](#)

We are currently migrating legacy session data to a new location. Links to said data may not be functional at this time. [Read More](#)

**HB26-1430**

Transportation Funding Adjustments

TYPE	Bill
SESSION	2026 Regular Session
SUBJECTS	State Revenue & Budget Transportation & Motor Vehicles

Concerning adjustments to transportation funding.

[Recent Bill \(PDF\)](#)[Recent Fiscal Note \(PDF\)](#)

BILL SUMMARY:

Contingent upon voter approval at the November 2026 general election of a proposed initiative to amend the state constitution to change existing law on transportation funding and to increase the amount of state revenue dedicated to road transportation (proposed initiative), from January 1, 2027, through July 1, 2030, the act reduces:

- The excise tax on gasoline from \$0.22 per gallon to \$0.14 per gallon;
- The excise tax on special fuel from \$0.205 per gallon to \$0.13 per gallon;
- Certain vehicle registration fees, including late fees; and
- The road usage fees from \$0.06 per gallon to \$0.04 per gallon and then, beginning in state fiscal year 2027-28, as necessary to offset the amount of state revenue diverted to transportation uses as the result of the proposed initiative.

The act creates the support road transportation fund (fund) contingent upon voter approval of the proposed initiative. The fund consists of state revenue dedicated to road transportation by the proposed initiative. Money in the fund is used to replace certain transportation-related general fund transfers for payments for the financed purchase of assets or certificate of participation agreements, and to replace certain general fund transfers to the state highway fund. The money remaining in the fund after making these transfers is allocated as follows:

- 60% is paid to the state highway fund;
- 23% is paid to counties for certain transportation expenses; and
- 17% is paid to cities and incorporated towns for certain transportation expenses.

The act clarifies that state revenue collected to support road transportation, as defined in the proposed initiative, does not include enterprise fee revenue.

The act creates the road enterprise to complete preventive maintenance, repair, rehabilitation, and reconstruction projects to improve the condition of the roadway surface of the state highway system. The road enterprise is authorized to impose fees for oversize and overweight vehicles and longer vehicle combinations. The creation of the road enterprise is not contingent upon voter approval of the proposed initiative.

Contingent upon the proposed initiative being withdrawn or not submitted for the November 2026 general election, the act creates the transportation funding working group to evaluate and make recommendations to the general assembly, the transportation commission, and the governor concerning funding state and local surface transportation maintenance, repair, capacity, and safety.

Lastly, the act reduces the July 1, 2026, transfer from the general fund to the state highway fund from approximately \$50 million to \$500,000.

(Note: This summary applies to this bill as enacted.)

Prime Sponsors



[Representative](#)
[Andrew Boesenecker](#)

[→](#)



[Representative](#)
[Emily Sirota](#)

[→](#)



[Senator](#)
[William Lindstedt](#)

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Status

Became Law



Related Documents & Information

Bill Text

▼

All Versions (7)	
Date	06/04/2026
Version	Signed Act
Documents	 PDF
Date	05/22/2026
Version	Final Act
Documents	 PDF
Date	05/13/2026
Version	Rerevised
Documents	 PDF
Date	05/12/2026
Version	Revised
Documents	 PDF
Date	05/07/2026
Version	Reengrossed
Documents	 PDF
Date	05/06/2026
Version	Engrossed
Documents	 PDF
Date	05/01/2026
Version	Introduced
Documents	 PDF

An Act

HOUSE BILL 26-1430

BY REPRESENTATIVE(S) Boesenecker and Sirota, Bacon, Camacho, Clifford, Duran, Froelich, Garcia, Lieder, Lindsay, McCormick, Nguyen, Smith, Woodrow, Zokaie, McCluskie, Jackson, Ricks, Story, Titone; also SENATOR(S) Lindstedt and Amabile, Ball, Benavidez, Hinrichsen, Kipp, Wallace, Coleman.

CONCERNING ADJUSTMENTS TO TRANSPORTATION FUNDING.

Be it enacted by the General Assembly of the State of Colorado:

SECTION 1. Short title. The short title of this act is the "Colorado Budget Protection Act".

SECTION 2. Legislative declaration. (1) The general assembly finds and declares that:

(a) A proposed initiative for the 2026 general election could make the state's already difficult-to-balance budget even harder to balance;

(b) A response to this proposed initiative is necessary to avoid reductions of up to seven hundred million dollars in appropriations for critical state services including K-12 public education, health care, and

Capital letters or bold & italic numbers indicate new material added to existing law; dashes through words or numbers indicate deletions from existing law and such material is not part of the act.

higher education;

(c) These reduced appropriations could necessitate both a new budget stabilization factor and increased higher education tuition; and

(d) The state has taken unprecedented steps over the last seven years to increase funding for transportation programs and fully supports the need for sustainable transportation investment, so long as that investment does not come at the expense of critical state services for those ranging from young children to elderly adults.

(2) Therefore, the general assembly finds and declares that, if the voters approve a proposed initiative that would direct additional general fund money to transportation, this act will lower the gasoline excise tax, the special fuel excise tax, and the road usage fee to ensure that state transportation funding is not increased at the expense of critical state services that are funded by general fund money.

SECTION 3. In Colorado Revised Statutes, 24-75-219, **amend** (7)(d)(II) as follows:

24-75-219. Transfers - transportation - capital construction - definitions.

(7) In addition to any other transfers required by this section:

(d)(II) On July 1, 2026, the state treasurer shall transfer ~~fifty million~~ five hundred thousand dollars from the general fund to the state highway fund;

SECTION 4. In Colorado Revised Statutes, 24-75-219, **amend as amended by House Bill 26-1289** (7)(d)(II) as follows:

24-75-219. Transfers - transportation - capital construction - definitions.

(7) In addition to any other transfers required by this section:

(d)(II) On July 1, 2026, the state treasurer shall transfer ~~forty-five million six hundred thousand~~ FIVE HUNDRED THOUSAND dollars from the

general fund to the state highway fund;

SECTION 5. In Colorado Revised Statutes, 24-75-219, **amend** (7)(d)(III) and (7)(e); and **add** (7)(d)(II.5) and (7)(d)(III.5) as follows:

24-75-219. Transfers - transportation - capital construction - definitions.

(7) In addition to any other transfers required by this section:

(d) (II.5) ON JANUARY 1, 2027, OR AS SOON AS POSSIBLE THEREAFTER, THE STATE TREASURER SHALL TRANSFER FIFTY MILLION DOLLARS FROM THE SUPPORT ROAD TRANSPORTATION FUND CREATED IN SECTION 43-4-1601 TO THE STATE HIGHWAY FUND.

(III) On each July 1 from July 1, 2027, through ~~July 1, 2031~~, JULY 1, 2030, the state treasurer shall transfer one hundred million dollars from the ~~general fund~~ SUPPORT ROAD TRANSPORTATION FUND CREATED IN SECTION 43-4-1601 to the state highway fund; ~~and~~

(III.5) ON JULY 1, 2031, THE STATE TREASURER SHALL TRANSFER ONE HUNDRED MILLION DOLLARS FROM THE GENERAL FUND TO THE STATE HIGHWAY FUND; AND

(e) The department of transportation shall expend ten million dollars of each transfer from the general fund to the state highway fund made pursuant to subsection (7)(d)(I) ~~(7)(d)(II), or (7)(d)(III)~~ of this section ~~from July 1, 2025, through July 1, 2028~~, solely to mitigate the environmental and health impacts of increased air pollution from motor vehicle emissions in nonattainment areas by funding projects that reduce vehicle miles traveled or that directly reduce air pollution.

SECTION 6. In Colorado Revised Statutes, 24-75-219, **amend** (7)(e); **amend as amended by House Bill 26-1289** (7)(d)(III); and **add** (7)(d)(II.5) and (7)(d)(III.5) as follows:

24-75-219. Transfers - transportation - capital construction - definitions.

(7) In addition to any other transfers required by this section:

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(d) (II.5) ON JANUARY 1, 2027, OR AS SOON AS POSSIBLE THEREAFTER, THE STATE TREASURER SHALL TRANSFER FIFTY MILLION DOLLARS FROM THE SUPPORT ROAD TRANSPORTATION FUND CREATED IN SECTION 43-4-1601 TO THE STATE HIGHWAY FUND.

(III) On each July 1 from July 1, 2027, through ~~July 1, 2031~~ JULY 1, 2030, the state treasurer shall transfer ~~ninety-six million four hundred thousand~~ ONE HUNDRED MILLION dollars from the ~~general fund~~ SUPPORT ROAD TRANSPORTATION FUND CREATED IN SECTION 43-4-1601 to the state highway fund; and

(III.5) ON JULY 1, 2031, THE STATE TREASURER SHALL TRANSFER ONE HUNDRED MILLION DOLLARS FROM THE GENERAL FUND TO THE STATE HIGHWAY FUND; AND

(e) The department of transportation shall expend ten million dollars of each transfer from the general fund to the state highway fund made pursuant to subsection (7)(d)(I) ~~(7)(d)(II)~~, or ~~(7)(d)(III)~~ of this section from ~~July 1, 2025, through July 1, 2028~~, solely to mitigate the environmental and health impacts of increased air pollution from motor vehicle emissions in nonattainment areas by funding projects that reduce vehicle miles traveled or that directly reduce air pollution.

SECTION 7. In Colorado Revised Statutes, 24-75-219, add (7)(d)(II.5) as follows:

24-75-219. Transfers - transportation - capital construction - definitions.

(7) In addition to any other transfers required by this section:

(d) (II.5) ON JANUARY 1, 2027, OR AS SOON AS POSSIBLE THEREAFTER, THE STATE TREASURER SHALL TRANSFER FIFTY MILLION DOLLARS FROM THE GENERAL FUND TO THE STATE HIGHWAY FUND.

SECTION 8. In Colorado Revised Statutes, 24-82-1303, amend (2)(d) introductory portion; and add (2)(d.5) as follows:

24-82-1303. Financed purchase of an asset or certificate of participation agreements for capital construction and transportation projects.

(2) (d) Any financed purchase of an asset or certificate of participation agreement executed as required by subsection (2)(a) of this section shall provide that all of the obligations of the state under the agreement are subject to the action of the general assembly in annually making money available for all payments thereunder. BEFORE JANUARY 1, 2027, AND ON AND AFTER JULY 1, 2031, payments under any financed purchase of an asset or certificate of participation agreement must be made, subject to annual allocation pursuant to section 43-1-113 by the transportation commission created in section 43-1-106 (1) or subject to annual appropriation by the general assembly, as applicable, from the following sources of money:

(d.5) ANY FINANCED PURCHASE OF AN ASSET OR CERTIFICATE OF PARTICIPATION AGREEMENT EXECUTED AS REQUIRED BY SUBSECTION (2)(a) OF THIS SECTION SHALL PROVIDE THAT ALL OF THE OBLIGATIONS OF THE STATE UNDER THE AGREEMENT ARE SUBJECT TO THE ACTION OF THE GENERAL ASSEMBLY IN ANNUALLY MAKING MONEY AVAILABLE FOR ALL PAYMENTS THEREUNDER. ON AND AFTER JANUARY 1, 2027, AND BEFORE JULY 1, 2031, PAYMENTS UNDER ANY FINANCED PURCHASE OF AN ASSET OR CERTIFICATE OF PARTICIPATION AGREEMENT MUST BE MADE, SUBJECT TO ANNUAL ALLOCATION PURSUANT TO SECTION 43-1-113 BY THE TRANSPORTATION COMMISSION CREATED IN SECTION 43-1-106 (1) OR SUBJECT TO ANNUAL APPROPRIATION BY THE GENERAL ASSEMBLY, AS APPLICABLE, FROM THE FOLLOWING SOURCES OF MONEY:

(I) FIRST, NINE MILLION DOLLARS ANNUALLY, OR ANY LESSER AMOUNT THAT IS SUFFICIENT TO MAKE EACH FULL PAYMENT DUE, SHALL BE PAID FROM THE GENERAL FUND OR ANY OTHER LEGALLY AVAILABLE SOURCE OF MONEY FOR THE PURPOSE OF FULLY FUNDING THE CONTROLLED MAINTENANCE AND CAPITAL CONSTRUCTION PROJECTS IN THE STATE TO BE FUNDED WITH THE PROCEEDS OF FINANCED PURCHASE OF AN ASSET OR CERTIFICATE OF PARTICIPATION AGREEMENTS AS SPECIFIED IN SUBSECTION (4)(a) OF THIS SECTION;

(II) NEXT, FIFTY MILLION DOLLARS ANNUALLY, OR ANY LESSER AMOUNT THAT IS SUFFICIENT TO MAKE EACH FULL PAYMENT DUE, SHALL BE PAID FROM ANY LEGALLY AVAILABLE MONEY UNDER THE CONTROL OF THE TRANSPORTATION COMMISSION SOLELY FOR THE PURPOSE OF ALLOWING THE CONSTRUCTION, SUPERVISION, AND MAINTENANCE OF STATE HIGHWAYS TO BE FUNDED WITH THE PROCEEDS OF FINANCED PURCHASE OF AN ASSET OR

CERTIFICATE OF PARTICIPATION AGREEMENTS AS SPECIFIED IN SUBSECTION (4)(b) OF THIS SECTION AND SECTION 43-4-206 (1)(b)(V); AND

(III) THE REMAINDER OF THE AMOUNT NEEDED, IN ADDITION TO THE AMOUNTS SPECIFIED IN SUBSECTIONS (2)(d.5) AND (2)(d.5)(II) OF THIS SECTION, TO MAKE EACH FULL PAYMENT DUE SHALL BE PAID FROM THE SUPPORT ROAD TRANSPORTATION FUND CREATED IN SECTION 43-4-1601.

SECTION 9. In Colorado Revised Statutes, 39-26-123, **add** (3)(c) as follows:

39-26-123. Receipts - disposition - transfers of general fund surplus - sales tax holding fund - creation - definitions.

(3) For any state fiscal year commencing on or after July 1, 2013, the state treasurer shall credit eighty-five percent of all net revenue collected under this article 26 to the old age pension fund created in section 1 of article XXIV of the state constitution. The state treasurer shall credit to the general fund the remaining fifteen percent of the net revenue, less:

(c) THE AMOUNT CREDITED TO THE SUPPORT ROAD TRANSPORTATION FUND CREATED IN SECTION 43-4-1601, AS REQUIRED BY SECTION 43-4-1601 (5).

SECTION 10. In Colorado Revised Statutes, 39-27-102, **amend** (1)(a)(II)(A) and (1)(a)(II)(B) as follows:

39-27-102. Tax imposed on gasoline and special fuel - deposits - penalties.

(1) (a) (II) (A) Except as provided in subsection (1)(a)(IV) of this section, the excise tax imposed on gasoline is twenty-two cents per gallon or fraction thereof; EXCEPT THAT, ON AND AFTER JANUARY 1, 2027, BUT BEFORE JULY 1, 2030, THE EXCISE TAX IMPOSED ON GASOLINE IS FOURTEEN CENTS PER GALLON OR FRACTION THEREOF.

(B) The excise tax imposed on special fuel by subsection (1)(a)(I) of this section is twenty and one-half cents per gallon or a fraction thereof; EXCEPT THAT, ON AND AFTER JANUARY 1, 2027, BUT BEFORE JULY 1, 2030, THE EXCISE TAX IMPOSED ON SPECIAL FUEL BY SUBSECTION (1)(a)(I) OF THIS

SECTION IS THIRTEEN CENTS PER GALLON OR A FRACTION THEREOF. This subsection (1)(a)(II)(B) does not apply to any special fuel specified in subsections (1)(a)(VI), (1)(a)(VII), and (1)(a)(VIII) of this section.

SECTION 11. In Colorado Revised Statutes, 42-3-112, **add** (1.6) as follows:

42-3-112. Failure to pay tax - penalty - rules - repeal.

(1.6) (a) NOTWITHSTANDING SUBSECTION (1)(a)(I) OF THIS SECTION, ON AND AFTER JANUARY 1, 2027, AND BEFORE JULY 1, 2030, THE LATE FEE IMPOSED IN SUBSECTION (1)(a)(I) OF THIS SECTION IS SET AT FIFTEEN DOLLARS FIFTY CENTS FOR EACH MONTH OR PORTION OF A MONTH FOLLOWING THE EXPIRATION OF THE REGISTRATION PERIOD, OR, IF APPLICABLE, THE EXPIRATION OF THE GRACE PERIOD DESCRIBED IN SECTION 42-3-114 FOR WHICH THE VEHICLE IS UNREGISTERED; EXCEPT THAT THE AMOUNT OF THE LATE FEE MUST NOT EXCEED SIXTY-TWO DOLLARS.

(b) THIS SUBSECTION (1.6) IS REPEALED, EFFECTIVE JULY 1, 2030.

SECTION 12. In Colorado Revised Statutes, 42-3-304, **amend** (25)(a), (25)(a.5)(II), and (25)(a.5)(IV) as follows:

42-3-304. Registration fees - passenger-mile taxes - clean screen fund - fees - report - rules - definitions - repeal.

(25) (a) (I) In addition to any other fee imposed by this section, for registration periods beginning during state fiscal years prior to state fiscal year 2022-23, each authorized agent shall annually collect a fee of fifty dollars at the time of registration on every electric motor vehicle. For registration periods beginning during state fiscal year 2022-23 or during any subsequent state fiscal year, each authorized agent shall continue to collect the fee, and the amount of the fee for registration periods beginning during any given state fiscal year is the amount of the fee collected for registration periods beginning during the prior state fiscal year, adjusted for inflation; except that an adjustment shall be made only if the rate of inflation is positive and the adjustment must be the lesser of the actual rate of inflation or five percent. The department of revenue shall annually calculate the inflation-adjusted amount of the fee for registration periods beginning during each state fiscal year and shall publish the amount no later than April

15 of the calendar year in which the state fiscal year begins. The authorized agent shall transmit the fee to the state treasurer, who shall credit thirty dollars, adjusted for inflation, of each fee to the highway users tax fund created in section 43-4-201, and twenty dollars, adjusted for inflation, of each fee to the electric vehicle grant fund created in section 24-38.5-103.

(II)(A) NOTWITHSTANDING SUBSECTION (25)(a)(I) OF THIS SECTION, THE FEE IMPOSED IN SUBSECTION (25)(a)(I) OF THIS SECTION IS SET AT THE FOLLOWING AMOUNTS DURING THE FOLLOWING FISCAL YEARS BEGINNING ON JANUARY 1, 2027:

FISCAL YEAR	FEE
2026-27	\$38.35
2027-28	\$39.50
2028-29	\$40.68
2029-30	\$41.91

(B) THIS SUBSECTION (25)(a)(II) IS REPEALED, EFFECTIVE JULY 1, 2031.

(a.5) (II) For registration periods beginning during state fiscal years 2022-23 through 2031-32, the amount of the electric motor vehicle road usage equalization fee for a battery electric motor vehicle is as follows:

Fiscal Year	Fee
2022-23	\$4
2023-24	\$8
2024-25	\$12
2025-26	\$16
2026-27 BEFORE JANUARY 1, 2027	

\$26

2026-27 ON AND AFTER JANUARY 1, 2027,

\$16.12

2027-28 ~~\$36~~ ***\$22.32***

2028-29 ~~\$51~~ ***\$31.62***

2029-30 ~~\$66~~ ***\$40.92***

2030-31 \$81

2031-32 \$96

(IV) For registration periods beginning during state fiscal years 2022-23 through 2031-32, the amount of the electric motor vehicle road usage equalization fee for a plug-in hybrid electric motor vehicle is:

Fiscal Year	Fee
--------------------	------------

2022-23	\$3
---------	-----

2023-24	\$5
---------	-----

2024-25	\$8
---------	-----

2025-26	\$11
---------	------

2026-27 BEFORE JANUARY 1, 2027	\$13
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2026-27 ON AND AFTER JANUARY 1, 2027	<i>\$8.06</i>
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2027-28	\$16 <i>\$9.92</i>
---------	--------------------------------------

2028-29	\$19 <i>\$11.78</i>
---------	---------------------------------------

2029-30	\$21 \$13.12
2030-31	\$24
2031-32	\$27

SECTION 13. In Colorado Revised Statutes, 42-3-306, **add** (2)(b)(VIII) and (2.5) as follows:

42-3-306. Registration fees - passenger and passenger-mile taxes - fee schedule - repeal.

(2) Fees required for the annual registration of passenger-carrying motor vehicles are as follows:

(b) (VIII) (A) NOTWITHSTANDING SUBSECTION (2)(b)(V) OF THIS SECTION, THE FEES IMPOSED IN SUBSECTION (2)(b)(V) OF THIS SECTION ARE SET AT THE FOLLOWING AMOUNTS FOR THE FOLLOWING AGE OF VEHICLES ON AND AFTER JANUARY 1, 2027, AND BEFORE JULY 1, 2030: FOR MOTOR VEHICLES LESS THAN SEVEN YEARS OLD, FIVE DOLLARS FIFTY-EIGHT CENTS, FOR MOTOR VEHICLES AT LEAST SEVEN YEARS OLD BUT LESS THAN TEN YEARS OLD, FOUR DOLLARS THIRTY-FOUR CENTS, AND FOR MOTOR VEHICLES TEN YEARS OLD OR OLDER, THREE DOLLARS TEN CENTS.

(B) THIS SUBSECTION (2)(b)(VIII) IS REPEALED, EFFECTIVE JULY 1, 2030.

(2.5) (a) NOTWITHSTANDING SUBSECTIONS (2)(a) AND (2)(b) OF THIS SECTION, THE FEES IMPOSED IN SUBSECTIONS (2)(a) AND (2)(b) OF THIS SECTION ARE SET AS FOLLOWS, ON AND AFTER JANUARY 1, 2027, AND BEFORE JULY 1, 2030:

(I) MOTORCYCLES AND AUTOCYCLES, ONE DOLLAR EIGHTY-SIX CENTS;

(II) PASSENGER CARS, STATION WAGONS, TAXICABS, AMBULANCES, MOTOR HOMES, AND HEARSEs:

(A) WEIGHING TWO THOUSAND POUNDS OR LESS, THREE DOLLARS SEVENTY-TWO CENTS;

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(B) WEIGHING AT LEAST TWO THOUSAND ONE POUNDS AND FORTY-FIVE HUNDRED POUNDS OR LESS, THREE DOLLARS SEVENTY-TWO CENTS PLUS TWENTY CENTS PER ONE HUNDRED POUNDS, OR FRACTION THEREOF, OF WEIGHT OVER TWO THOUSAND POUNDS; AND

(C) WEIGHING MORE THAN FOUR THOUSAND FIVE HUNDRED POUNDS, SEVEN DOLLARS SEVENTY-FIVE CENTS PLUS SIXTY CENTS PER ONE HUNDRED POUNDS, OR FRACTION THEREOF, OF WEIGHT OVER FOUR THOUSAND FIVE HUNDRED POUNDS; EXCEPT THAT, FOR MOTOR HOMES WEIGHING MORE THAN SIX THOUSAND FIVE HUNDRED POUNDS, SUCH FEES SHALL BE TWENTY-FOUR DOLLARS FIFTY CENTS PLUS THIRTY CENTS PER ONE HUNDRED POUNDS, OR FRACTION THEREOF, OF WEIGHT OVER SIX THOUSAND FIVE HUNDRED POUNDS.

(b) THIS SUBSECTION (2.5) IS REPEALED, EFFECTIVE JULY 1, 2030.

SECTION 14. In Colorado Revised Statutes, 42-4-505, **add** (1)(d) as follows:

42-4-505. Longer vehicle combinations - rules.

(1)(d) NOTWITHSTANDING ANY LAW TO THE CONTRARY, FOR PERMIT FEES COLLECTED ON OR AFTER JANUARY 1, 2027, THE DEPARTMENT OF TRANSPORTATION, ON BEHALF OF THE ROAD ENTERPRISE CREATED IN 43-4-1703, SHALL TRANSMIT ALL PERMIT FEES COLLECTED PURSUANT TO SUBSECTION (1)(a) OF THIS SECTION TO THE STATE TREASURER, WHO SHALL CREDIT THE PERMIT FEES TO THE ROAD ENTERPRISE CASH FUND CREATED IN SECTION 43-4-1705.

SECTION 15. In Colorado Revised Statutes, 42-4-510, **add** (11)(c) as follows:

42-4-510. Permits for excess size and weight and for manufactured homes - penalty - rules - definitions.

(11) (c) (I) NOTWITHSTANDING ANY LAW TO THE CONTRARY, FOR PERMIT FEES COLLECTED ON OR AFTER JANUARY 1, 2027, THE DEPARTMENT OF TRANSPORTATION, ON BEHALF OF THE ROAD ENTERPRISE CREATED IN 43-4-1703, SHALL TRANSMIT ALL PERMIT FEES COLLECTED PURSUANT TO SUBSECTION (11)(a) OF THIS SECTION TO THE STATE TREASURER, WHO SHALL

CREDIT THE PERMIT FEES TO THE ROAD ENTERPRISE CASH FUND CREATED IN SECTION 43-4-1705.

(II) THIS SUBSECTION (11)(c) DOES NOT APPLY TO LOCAL FEES IMPOSED BY A LOCAL GOVERNMENT OR LOCAL AUTHORITY PURSUANT TO SUBSECTION (11)(b) OF THIS SECTION, WHICH ARE REMITTED TO THE APPROPRIATE LOCAL GOVERNMENT OR LOCAL AUTHORITY.

SECTION 16. In Colorado Revised Statutes, 43-1-106, add (17)(e) as follows:

43-1-106. Transportation commission - efficiency and accountability committee - powers and duties - report - rules - definitions.

(17) (e) (I) NOTWITHSTANDING ANY LAW TO THE CONTRARY, THE DEPARTMENT SHALL NOT CONVENE THE COMMITTEE CREATED IN SUBSECTION (17)(a) OF THIS SECTION IN CALENDAR 2026 AND MAY REDIRECT ANY WORKLOAD SAVINGS RESULTING FROM THIS SUBSECTION (17)(e) TO HELP OFFSET WORKLOAD IMPACTS ASSOCIATED WITH THE ADMINISTRATION OF THE TRANSPORTATION FUNDING WORKING GROUP CREATED IN SECTION 43-1-139.

(II) THIS SUBSECTION (17)(e) IS REPEALED EFFECTIVE JULY 1, 2027.

SECTION 17. In Colorado Revised Statutes, add 43-1-139 as follows:

43-1-139. Transportation funding working group - definitions - repeal.

(1) AS USED IN THIS SECTION, UNLESS THE CONTEXT OTHERWISE REQUIRES:

(a) "FACILITATOR" MEANS THE NEUTRAL FACILITATOR THAT THE DEPARTMENT CONTRACTS WITH PURSUANT TO SUBSECTION (3) OF THIS SECTION.

(b) "WORKING GROUP" MEANS THE TRANSPORTATION FUNDING WORKING GROUP CREATED IN SUBSECTION (2) OF THIS SECTION.

(2) THERE IS CREATED IN THE DEPARTMENT THE TRANSPORTATION FUNDING WORKING GROUP. THE WORKING GROUP SHALL MEET AS NECESSARY TO EVALUATE AND MAKE RECOMMENDATIONS CONCERNING FUNDING STATE AND LOCAL SURFACE TRANSPORTATION MAINTENANCE, REPAIR, CAPACITY, AND SAFETY.

(3) THE DEPARTMENT SHALL CONTRACT WITH A NEUTRAL FACILITATOR TO ORGANIZE AND MANAGE THE WORKING GROUP'S MEETINGS, GUIDE THE WORKING GROUP'S DELIBERATIONS, AND DRAFT THE REPORTS REQUIRED PURSUANT TO SUBSECTIONS (7)(a) AND (7)(b) OF THIS SECTION.

(4)(a) THE WORKING GROUP CONSISTS OF THE FOLLOWING MEMBERS:

(I) THE EXECUTIVE DIRECTOR OR THE EXECUTIVE DIRECTOR'S DESIGNEE;

(II) ONE MEMBER APPOINTED BY THE GOVERNOR WITH EXPERTISE IN PUBLIC FINANCE;

(III) ONE MEMBER APPOINTED BY THE GOVERNOR TO REPRESENT ENVIRONMENTAL CONSERVATION OR ENVIRONMENTAL JUSTICE GROUPS;

(IV) ONE MEMBER APPOINTED BY THE PRESIDENT OF THE SENATE TO REPRESENT COUNTIES ACROSS THE STATE;

(V) ONE MEMBER APPOINTED BY THE SPEAKER OF THE HOUSE OF REPRESENTATIVES WITH EXPERTISE AS A TRANSPORTATION PLANNER OR AS A PROFESSIONAL ENGINEER;

(VI) ONE MEMBER APPOINTED BY THE MINORITY LEADER OF THE HOUSE OF REPRESENTATIVES TO REPRESENT AN ASSOCIATION OF MOTOR CARRIERS;

(VII) ONE MEMBER APPOINTED BY THE SPEAKER OF THE HOUSE OF REPRESENTATIVES TO REPRESENT MUNICIPALITIES ACROSS THE STATE;

(VIII) ONE MEMBER APPOINTED BY THE PRESIDENT OF THE SENATE TO REPRESENT ECONOMIC DEVELOPMENT ORGANIZATIONS; AND

(IX) ONE MEMBER APPOINTED BY THE MINORITY LEADER OF THE

SENATE TO REPRESENT CONSTRUCTION CONTRACTOR PROFESSIONALS.

(b) THE APPLICABLE APPOINTING AUTHORITIES SHALL MAKE ALL OF THE APPOINTMENTS DESCRIBED IN SUBSECTION (4)(a) OF THIS SECTION NO LATER JUNE 19, 2026.

(c) MEMBERS OF THE WORKING GROUP SERVE AT THE PLEASURE OF THE APPLICABLE APPOINTING AUTHORITY. IF A VACANCY OCCURS, THE APPROPRIATE APPOINTING AUTHORITY SHALL APPOINT A REPLACEMENT MEMBER WHO MEETS THE REQUIREMENTS SET FORTH IN SUBSECTION (4)(a) OF THIS SECTION FOR THE VACANT POSITION NOT LATER THAN ONE WEEK FROM THE DATE THE VACANCY EXISTS. IF THE APPROPRIATE APPOINTING AUTHORITY FAILS TO APPOINT A REPLACEMENT MEMBER AS REQUIRED BY THIS SUBSECTION (4)(c), THE GOVERNOR SHALL APPOINT A REPLACEMENT MEMBER WHO MEETS THE REQUIREMENTS SET FORTH IN SUBSECTION (4)(a) OF THIS SECTION.

(d) MEMBERS OF THE WORKING GROUP SERVE WITHOUT COMPENSATION AND WITHOUT REIMBURSEMENT FOR EXPENSES.

(e) MEMBERS OF THE WORKING GROUP MAY PARTICIPATE REMOTELY IN WORKING GROUP MEETINGS.

(5)(a) THE FACILITATOR SHALL CONVENE THE FIRST MEETING OF THE WORKING GROUP PRIOR TO JULY 3, 2026. THE WORKING GROUP SHALL ADOPT BYLAWS AT THE FIRST WORKING GROUP MEETING.

(b) THE WORKING GROUP SHALL MEET AT LEAST ONCE EVERY TWO WEEKS BEGINNING THE WEEK OF JUNE 29, 2026, THROUGH THE WEEK OF NOVEMBER 2, 2026. THE WORKING GROUP MAY MEET MORE OFTEN AT THE DISCRETION OF THE FACILITATOR. A MAJORITY OF THE MEMBERS OF THE WORKING GROUP MAY VOTE TO EXTEND THE WORK OF THE COMMISSION PAST THE WEEK OF NOVEMBER 2, 2026, OR TO TERMINATE THE WORKING GROUP'S WORK AT ANY TIME.

(c) THE WORKING GROUP MAY MEET WITH SUBJECT MATTER EXPERTS AS NEEDED, SUCH AS EXPERTS ON THE STATE BUDGET, PUBLIC FINANCING, AND TRANSPORTATION CONSTRUCTION.

(6) THE WORKING GROUP'S PURPOSE IS TO IDENTIFY APPROACHES TO

AUGMENT STATE AND LOCAL FUNDING FOR SURFACE TRANSPORTATION MAINTENANCE, REPAIR, CAPACITY, AND SAFETY BY INCREASING REVENUE, WHILE FOCUSING ON INCREASING REVENUE THAT IS PROTECTED FOR SUCH PURPOSES, IS SUSTAINABLE, AND DOES NOT NECESSITATE CUTS TO CORE STATE AND LOCAL SERVICES.

(7) (a) NO LATER THAN SEPTEMBER 7, 2026, THE WORKING GROUP SHALL SUBMIT A PRELIMINARY STATUS REPORT TO THE TRANSPORTATION, HOUSING, AND LOCAL GOVERNMENT COMMITTEE OF THE HOUSE OF REPRESENTATIVES, THE TRANSPORTATION AND ENERGY COMMITTEE OF THE SENATE, THE TRANSPORTATION COMMISSION CREATED IN SECTION 43-1-106, AND THE GOVERNOR. THE REPORT MUST INCLUDE:

(I) A SUMMARY OF THE WORKING GROUP'S DISCUSSIONS AND FINDINGS; AND

(II) THE POTENTIAL STATE BUDGETARY IMPACTS, AS DISCUSSED BY THE WORKING GROUP, OF POTENTIAL APPROACHES TO AUGMENT STATE AND LOCAL FUNDING FOR SURFACE TRANSPORTATION MAINTENANCE, REPAIR, CAPACITY, AND SAFETY NEEDS.

(b) NO LATER THAN NOVEMBER 13, 2026, THE WORKING GROUP SHALL SUBMIT A REPORT TO THE TRANSPORTATION, HOUSING, AND LOCAL GOVERNMENT COMMITTEE OF THE HOUSE OF REPRESENTATIVES, THE TRANSPORTATION AND ENERGY COMMITTEE OF THE SENATE, THE TRANSPORTATION COMMISSION CREATED IN SECTION 43-1-106, AND THE GOVERNOR. THE REPORT MUST INCLUDE THE WORKING GROUP'S FINDINGS AND RECOMMENDATIONS TO THE GENERAL ASSEMBLY CONCERNING MATTERS EVALUATED BY THE WORKING GROUP.

(8) (a) THE DEPARTMENT SHALL BE AVAILABLE TO ASSIST THE WORKING GROUP IN CARRYING OUT THE WORKING GROUP'S DUTIES. THE DEPARTMENT MAY ADOPT INTERNAL PROCEDURES TO ENSURE THAT THE WORKING GROUP'S WORK IS CONDUCTED IN AN ORDERLY, TIMELY, AND GOAL-ORIENTED MANNER.

(b) NOTWITHSTANDING ANY LAW TO THE CONTRARY, THE DEPARTMENT MAY EXPEND MONEY FROM THE STATE HIGHWAY FUND, CREATED IN SECTION 43-1-219, FOR THE WORKING GROUP'S PURPOSES INCLUDING FOR HIRING PROFESSIONAL FACILITATION SERVICES, ASSISTING

THE WORKING GROUP PURSUANT TO SUBSECTION (8)(a) OF THIS SECTION, AND OTHER NECESSARY SERVICES.

(9) THIS SECTION IS REPEALED, EFFECTIVE JULY 1, 2027.

SECTION 18. In Colorado Revised Statutes, 43-4-217, **amend** (3)(b)(I)(E), (3)(b)(I)(G), (4)(b)(I)(E), and (4)(b)(I)(G); **repeal** (3)(b)(I)(F) and (4)(b)(I)(F), and **add** (3)(b)(I)(E.5), (3)(b)(I)(F.5), (4)(b)(I)(E.5), (4)(b)(I)(F.5), and (9) as follows:

43-4-217. Additional funding - road usage fees - rules - legislative declaration - definitions.

(3) (b) (I) The amount of the road usage fee for each gallon of gasoline acquired, sold, offered for sale, or used in this state from April 1, 2023, through June 30, 2023, and during state fiscal years 2023-24 through 2031-32 is:

(E) Six cents per gallon, ~~for state fiscal year 2026-27~~; ON AND AFTER JULY 1, 2026, BUT BEFORE JANUARY 1, 2027;

(E.5) FOUR CENTS PER GALLON, ON AND AFTER JANUARY 1, 2027, BUT BEFORE JULY 1, 2027;

(F) ~~Seven cents per gallon, for state fiscal year 2027-28~~; and

(F.5) AN AMOUNT DETERMINED PURSUANT TO SUBSECTION (9)(b) OF THIS SECTION FOR STATE FISCAL YEARS 2027-28 THROUGH 2029-30; AND

(G) Eight cents per gallon, for state fiscal years ~~2028-29 through~~ 2030-31 AND 2031-32.

(4) (b) (I) The amount of the road usage fee for each gallon of special fuel acquired, sold, offered for sale, or used in this state from April 1, 2023, through June 30, 2023, and during state fiscal years 2023-24 through 2031-32 is:

(E) Six cents per gallon, ~~for state fiscal year 2026-27~~; ON AND AFTER JULY 1, 2026, BUT BEFORE JANUARY 1, 2027;

(E.5) FOUR CENTS PER GALLON, ON AND AFTER JANUARY 1, 2027, BUT BEFORE JULY 1, 2027;

(F) ~~Seven cents per gallon, for state fiscal year 2027-28, and~~

(F.5) AN AMOUNT DETERMINED PURSUANT TO SUBSECTION (9)(b) OF THIS SECTION FOR STATE FISCAL YEARS 2027-28 THROUGH 2029-30; AND

(G) Eight cents per gallon, for state fiscal years ~~2028-29 through~~ 2030-31 AND 2031-32.

(9) (a) AS PART OF THE MARCH REVENUE FORECAST, PREPARED IN MARCH OF 2027, 2028, AND 2029, LEGISLATIVE COUNCIL STAFF AND THE OFFICE OF STATE PLANNING AND BUDGETING SHALL PROJECT THE ROAD USAGE FEE RATES NECESSARY FOR THE AMOUNT OF THE REDUCED ROAD USAGE FEES REVENUE IN THE NEXT FISCAL YEAR, ASSUMING THAT THE ROAD USAGE FEE RATES ESTABLISHED IN SUBSECTIONS (3)(b) AND (4)(b) OF THIS SECTION ARE EQUAL, TO EQUAL THE LESSER OF:

(I) THE TOTAL OF REQUIRED STATE REVENUE TRANSPORTATION DIVERSION FOR THE NEXT STATE FISCAL YEAR MINUS THE SUM OF, FOR THE NEXT FISCAL YEAR:

(A) REDUCED GASOLINE EXCISE TAX REVENUE;

(B) REDUCED SPECIAL FUEL EXCISE TAX REVENUE;

(C) REDUCED VEHICLE REGISTRATION FEE REVENUE; AND

(D) REDUCED TRANSPORTATION LEASE AND STATE HIGHWAY FUND PAYMENT AMOUNTS; OR

(II) REVENUE FROM THE BASE ROAD USAGE FEES.

(b) IN MARCH OF 2027, 2028, AND 2029, UPON ADOPTING A MARCH REVENUE FORECAST TO PREPARE THE GENERAL ANNUAL APPROPRIATION ACT FOR THE NEXT STATE FISCAL YEAR, THE JOINT BUDGET COMMITTEE OF THE GENERAL ASSEMBLY SHALL NOTIFY THE EXECUTIVE DIRECTOR OF THE DEPARTMENT OF REVENUE OF THE ROAD USAGE FEE RATES PROJECTED IN THE ADOPTED REVENUE FORECAST, AND THAT RATE IS THE RATE OF THE ROAD

USAGE FEE FOR THE NEXT STATE FISCAL YEAR.

(c) AS USED IN THIS SUBSECTION (9), UNLESS THE CONTEXT OTHERWISE REQUIRES:

(I) "ADJUSTED ROAD USAGE FEES" MEANS THE RATE OF THE ROAD USAGE FEES ON GASOLINE AND SPECIAL FUEL FOR A STATE FISCAL YEAR ESTABLISHED IN ACCORDANCE WITH SUBSECTION (9)(a) OF THIS SECTION.

(II) "BASE ROAD USAGE FEES" MEANS:

(A) FOR STATE FISCAL YEAR 2027-28, SEVEN CENTS PER GALLON;
AND

(B) FOR STATE FISCAL YEARS 2028-29 AND 2029-30, EIGHT CENTS PER GALLON.

(III) "REDUCED GASOLINE EXCISE TAX REVENUE" MEANS THE DIFFERENCE IN REVENUE COLLECTED FOR A STATE FISCAL YEAR, IF THE EXCISE TAX IMPOSED ON GASOLINE PURSUANT TO SECTION 39-27-102 (1)(a)(II)(A) WERE IMPOSED AT A RATE OF TWENTY-TWO CENTS PER GALLON OR A FRACTION THEREOF OR WERE IMPOSED AT A RATE OF FOURTEEN CENTS PER GALLON OR A FRACTION THEREOF.

(IV) "REDUCED ROAD USAGE FEES REVENUE" MEANS THE DIFFERENCE IN REVENUE COLLECTED FROM THE FEE ON GASOLINE AND SPECIAL FUEL FOR A STATE FISCAL YEAR BETWEEN THE AMOUNT BASED ON THE BASE ROAD USAGE FEES AND THE AMOUNT BASED ON THE ADJUSTED ROAD USAGE FEES.

(V) "REDUCED SPECIAL FUEL EXCISE TAX REVENUE" MEANS THE DIFFERENCE IN REVENUE COLLECTED FOR A STATE FISCAL YEAR, IF THE EXCISE TAX IMPOSED ON SPECIAL FUEL PURSUANT TO SECTION 39-27-102 (1)(a)(II)(B) WERE IMPOSED AT A RATE OF TWENTY AND ONE-HALF CENTS PER GALLON OR A FRACTION THEREOF OR WERE IMPOSED AT A RATE OF THIRTEEN CENTS PER GALLON OR A FRACTION THEREOF.

(VI) "REDUCED TRANSPORTATION LEASE AND STATE HIGHWAY FUND PAYMENTS" MEANS AN AMOUNT EQUAL TO THE SUM OF THE TRANSFERS DESCRIBED IN SECTIONS 24-82-1303 (2)(d.5)(II), 24-82-1303 (2)(d.5)(III),

24-75-219 (7)(d)(II.5), AND 24-75-219 (7)(d)(III) FOR THE APPLICABLE STATE FISCAL YEAR.

(VII) "REDUCED VEHICLE REGISTRATION FEE REVENUE" MEANS THE DIFFERENCE IN REVENUE COLLECTED FOR A STATE FISCAL YEAR, AS A RESULT OF THE REDUCTION OF ANY FEES IN SECTION 42-3-112, 42-3-304, 42-3-306, AND 43-4-804 PURSUANT TO THIS HOUSE BILL 26-1430, ENACTED IN 2026.

(VIII) "REQUIRED STATE REVENUE TRANSPORTATION DIVERSION" MEANS THE TOTAL AMOUNT APPROPRIATED OR TRANSFERRED FROM THE SUPPORT ROAD TRANSPORTATION FUND CREATED IN SECTION 43-4-1601 FOR A STATE FISCAL YEAR.

SECTION 19. In Colorado Revised Statutes, **add** 43-4-219 as follows:

43-4-219. State revenue collected to support road transportation.

STATE REVENUE COLLECTED TO SUPPORT ROAD TRANSPORTATION, AS DEFINED IN SECTION 22 (3)(c) OF THE STATE CONSTITUTION, DOES NOT INCLUDE FEE REVENUE RESULTING FROM A FEE IMPOSED BY ANY ENTERPRISE.

SECTION 20. In Colorado Revised Statutes, 43-4-804, **add** (2) as follows:

43-4-804. Highway safety projects - surcharges, fees, and fines - crediting of money to highway users tax fund - rules - definitions - repeal.

(2)(a) NOTWITHSTANDING SUBSECTIONS (1)(a)(I) AND (1)(a)(IX) OF THIS SECTION, THE ROAD SAFETY SURCHARGE IMPOSED IN SUBSECTION (1)(a) OF THIS SECTION IS SET AT THE FOLLOWING AMOUNTS:

(I) FOR A MOTORCYCLE, AS DEFINED IN SECTION 42-1-102 (55); A TRAILER COACH, AS DEFINED IN SECTION 42-1-102 (106); AN AUTOCYCLE, AS DEFINED IN SECTION 42-1-102 (7.5); OR ANY VEHICLE THAT WEIGHS TWO THOUSAND POUNDS OR LESS:

(A) SEVEN DOLLARS SIXTY-THREE CENTS ON AND AFTER JANUARY

1, 2027, AND BEFORE JULY 1, 2027; OR

(B) TEN DOLLARS ON AND AFTER JULY 1, 2027;

(II) FOR ANY VEHICLE THAT WEIGHS MORE THAN TWO THOUSAND POUNDS BUT NOT MORE THAN FIVE THOUSAND POUNDS:

(A) ELEVEN DOLLARS NINETY-SEVEN CENTS ON AND AFTER JANUARY 1, 2027, AND BEFORE JULY 1, 2027; OR

(B) FOURTEEN DOLLARS ON AND AFTER JULY 1, 2027;

(III) FOR ANY VEHICLE THAT WEIGHS MORE THAN FIVE THOUSAND POUNDS BUT NOT MORE THAN TEN THOUSAND POUNDS:

(A) FIFTEEN DOLLARS SEVEN CENTS ON AND AFTER JANUARY 1, 2027, AND BEFORE JULY 1, 2027; OR

(B) SEVENTEEN DOLLARS ON AND AFTER JULY 1, 2027;

(IV) FOR ANY VEHICLE THAT IS A PASSENGER BUS OR THAT WEIGHS MORE THAN TEN THOUSAND POUNDS BUT NOT MORE THAN SIXTEEN THOUSAND POUNDS:

(A) TWENTY DOLLARS SIXTY-FIVE CENTS ON AND AFTER JANUARY 1, 2027, AND BEFORE JULY 1, 2027; OR

(B) TWENTY-THREE DOLLARS ON AND AFTER JULY 1, 2027;

(V) FOR ANY VEHICLE THAT WEIGHS MORE THAN SIXTEEN THOUSAND POUNDS:

(A) TWENTY-ONE DOLLARS EIGHTY-NINE CENTS ON AND AFTER JANUARY 1, 2027, AND BEFORE JULY 1, 2027; OR

(B) TWENTY-FOUR DOLLARS ON AND AFTER JULY 1, 2027;

(b) THIS SUBSECTION (2) IS REPEALED, EFFECTIVE JULY 1, 2030.

SECTION 21. In Colorado Revised Statutes, 43-4-1203, add (11)

as follows:

43-4-1203. Clean transit enterprise - creation - board - powers and duties - rules - fees - fund.

(11) COMMENCING ON OR BEFORE JUNE 30, 2026, IN DETERMINING THE AMOUNT OF REVENUE THE ENTERPRISE GENERATES FROM FEES OR SURCHARGES FOR PURPOSES OF SECTION 24-77-108, THE AMOUNT OF FEES AND SURCHARGES MUST BE ACCOUNTED FOR ON A CASH RATHER THAN AN ACCRUAL ACCOUNTING BASIS.

SECTION 22. In Colorado Revised Statutes, **add** part 16 to article 4 of title 43 as follows:

PART 16
SUPPORT ROAD TRANSPORTATION FUND

43-4-1601. Support road transportation fund - definitions.

(1) THE SUPPORT ROAD TRANSPORTATION FUND IS CREATED IN THE STATE TREASURY. THE FUND CONSISTS OF STATE REVENUE COLLECTED TO SUPPORT ROAD TRANSPORTATION CREDITED TO THE FUND BY THE STATE TREASURER PURSUANT TO SUBSECTION (5) OF THIS SECTION.

(2) THE STATE TREASURER SHALL CREDIT ALL INTEREST AND INCOME DERIVED FROM THE DEPOSIT AND INVESTMENT OF MONEY IN THE FUND TO THE FUND.

(3)(a) THE MONEY IN THE FUND IS CONTINUOUSLY APPROPRIATED TO THE DEPARTMENT OF TRANSPORTATION FOR USE BY THE TRANSPORTATION COMMISSION FOR PAYMENTS MADE IN ACCORDANCE WITH SECTION 24-82-1303 (2)(d.5)(II) AND (2)(d.5)(III).

(b) THE STATE TREASURER SHALL APPORTION THE MONEY IN THE FUND MONTHLY, EXCLUDING MONEY NECESSARY FOR THE TRANSFERS OR PAYMENTS FROM THE FUND REQUIRED PURSUANT TO SECTIONS 24-82-1303 (2)(d.5)(II), 24-82-1303 (2)(d.5)(III), 24-75-219 (7)(d)(II.5), AND 24-75-219 (7)(d)(III), BASED UPON ESTIMATES FROM THE DEPARTMENT OF REVENUE OF CURRENT MONTHLY COLLECTIONS OF STATE REVENUE COLLECTED TO SUPPORT ROAD TRANSPORTATION, WITH MONTHLY RECONCILIATION OF THE STATE, COUNTY, AND MUNICIPAL ACCOUNTS IN EACH SUCCESSIVE MONTH.

THE DEPARTMENT OF REVENUE SHALL PROVIDE ESTIMATES TO THE STATE TREASURER BY THE SEVENTH WORKING DAY OF EACH MONTH. THE STATE TREASURER SHALL APPORTION THE MONEY IN THE FUND WITHIN FIVE WORKING DAYS OF RECEIVING ESTIMATES FROM THE DEPARTMENT OF REVENUE.

(c) THE STATE TREASURER SHALL APPORTION MONEY FROM THE FUND AS FOLLOWS:

(I) SIXTY PERCENT IS PAID TO THE STATE HIGHWAY FUND AND EXPENDED AS DESCRIBED IN SECTION 43-4-206;

(II) TWENTY-THREE PERCENT IS PAID TO THE COUNTY TREASURERS OF THE RESPECTIVE COUNTIES AND ALLOCATED AND EXPENDED AS DESCRIBED IN SECTION 43-4-207; AND

(III) SEVENTEEN PERCENT IS PAID TO CITIES AND INCORPORATED TOWNS WITHIN THE LIMITS OF THE RESPECTIVE COUNTIES AND ALLOCATED AND EXPENDED AS DESCRIBED IN SECTION 43-4-208 (2).

(4) NOTWITHSTANDING ANY PROVISION TO THE CONTRARY, MONEY ALLOCATED UNDER SUBSECTION (3) OF THIS SECTION SHALL NOT BE USED FOR ANY PURPOSE THAT IS NOT AUTHORIZED BY SECTION 22 OF ARTICLE X OF THE STATE CONSTITUTION.

(5) BEGINNING JANUARY 1, 2027, THE STATE TREASURER SHALL CREDIT TO THE FUND STATE REVENUE COLLECTED TO SUPPORT ROAD TRANSPORTATION AS REQUIRED BY SECTION 22 OF ARTICLE X OF THE STATE CONSTITUTION.

(6) AS USED IN THIS SECTION, UNLESS THE CONTEXT OTHERWISE REQUIRES:

(a) "FUND" MEANS THE SUPPORT ROAD TRANSPORTATION FUND CREATED IN SUBSECTION (1) OF THIS SECTION.

(b) "STATE REVENUE COLLECTED TO SUPPORT ROAD TRANSPORTATION" HAS THE SAME MEANING AS IN SECTION 22 (3)(c) OF ARTICLE X OF THE STATE CONSTITUTION.

SECTION 23. In Colorado Revised Statutes, **add** part 17 to article

4 of title 43 as follows:

PART 17
ROAD ENTERPRISE

43-4-1701. Legislative declaration.

(1) THE GENERAL ASSEMBLY FINDS AND DECLARES THAT:

(a) THE CONTINUED PROSPERITY OF THE STATE AND ITS CITIZENS REQUIRES A SAFE, WELL-MAINTAINED, INTEGRATED, MULTIMODAL, AND SUSTAINABLE SURFACE TRANSPORTATION SYSTEM THAT IS ACCESSIBLE IN ALL PARTS OF THE STATE AND THAT ALLOWS EFFICIENT MOVEMENT OF PEOPLE, GOODS, AND INFORMATION;

(b) THE STATE HIGHWAY SYSTEM IS A FUNDAMENTAL ELEMENT OF THE SURFACE TRANSPORTATION SYSTEM AND THE CONDITION OF THE ROADWAYS COMPRISING THE STATE HIGHWAY SYSTEM ARE ESSENTIAL TO THE EFFICIENT MOVEMENT OF PEOPLE, GOODS, AND INFORMATION;

(c) THE CONDITION OF THE STATE HIGHWAY SYSTEM, IN PARTICULAR THE CONDITION OF THE ROADWAY SURFACE, HAS DETERIORATED OVER TIME AS A RESULT OF THE AGING OF THE SYSTEM AND INCREASED DEMANDS UPON IT, INCLUDING GROWING POPULATION AND VEHICLE MILES TRAVELED;

(d) IN PARTICULAR OVERSIZE AND OVERWEIGHT VEHICLES AND LONGER VEHICLE COMBINATIONS CAUSE A DISPROPORTIONATE AMOUNT OF WEAR AND TEAR ON THE STATE'S HIGHWAY SYSTEM;

(e) THERE IS AN URGENT PRESENT NEED TO IMPROVE THE CONDITION OF THE STATE HIGHWAY SYSTEM THROUGH INCREASED INVESTMENT IN PREVENTIVE MAINTENANCE, REPAIR, REHABILITATION, AND RECONSTRUCTION OF THE ROADWAY SURFACE; AND

(f) DUE TO THE LIMITED AVAILABILITY OF STATE AND FEDERAL FUNDING AND THE NEED TO COMPLETE PREVENTIVE MAINTENANCE, REPAIR, REHABILITATION, AND RECONSTRUCTION PROJECTS TO IMPROVE THE CONDITION OF THE ROADWAY SURFACE OF THE STATE HIGHWAY SYSTEM AND TO SUPPORT THE ONGOING MAINTENANCE OF THE ROADWAY SURFACE, IT IS NECESSARY TO CREATE A ROAD ENTERPRISE AND TO AUTHORIZE THE

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ENTERPRISE TO:

(I) COMPLETE PREVENTIVE MAINTENANCE, REPAIR, REHABILITATION, AND RECONSTRUCTION PROJECTS TO IMPROVE THE CONDITION OF THE ROADWAY SURFACE OF THE STATE HIGHWAY SYSTEM AND TO SUPPORT THE ONGOING MAINTENANCE OF THE ROADWAY SURFACE; AND

(II) IMPOSE PERMIT FEES FOR OVERSIZE AND OVERWEIGHT VEHICLES AND LONGER VEHICLE COMBINATIONS AT RATES REASONABLY CALCULATED TO DEFRAY THE COSTS OF MAINTAINING THE ROADWAY SURFACES OF THE STATE HIGHWAY SYSTEM, RECEIVE AND EXPEND REVENUE GENERATED BY THE PERMIT FEES AND OTHER MONEY, ISSUE REVENUE BONDS AND OTHER OBLIGATIONS, AND EXERCISE OTHER POWERS NECESSARY AND APPROPRIATE TO CARRY OUT ITS PURPOSES.

(2) THE GENERAL ASSEMBLY FURTHER FINDS AND DECLARES THAT:

(a) THE ROAD ENTERPRISE PROVIDES BUSINESSES SERVICES WHEN, IN EXCHANGE FOR THE PAYMENT OF PERMIT FEES FOR OVERSIZE AND OVERWEIGHT VEHICLES AND LONGER VEHICLE COMBINATIONS, IT COMPLETES PREVENTIVE MAINTENANCE, REPAIR, REHABILITATION, AND RECONSTRUCTION PROJECTS TO IMPROVE THE CONDITION OF THE ROADWAY SURFACE OF THE STATE HIGHWAY SYSTEM AND SUPPORTS THE ONGOING MAINTENANCE OF THE ROADWAY SURFACE;

(b) BY COMPLETING ROADWAY SURFACE PROJECTS AS SERVICES AS AUTHORIZED BY THIS SECTION, THE ROAD ENTERPRISE PROVIDES A BENEFIT TO FEE PAYERS BY IMPROVING THE CONDITION OF THE ROADWAY SURFACE OF THE STATE HIGHWAY SYSTEM THAT OFFSETS THE WEAR AND TEAR CAUSED BY THOSE FEE PAYERS AND, THEREFORE, OPERATES AS A BUSINESS IN ACCORDANCE WITH THE DETERMINATION OF THE COLORADO SUPREME COURT IN *COLORADO UNION OF TAXPAYERS FOUNDATION V. CITY OF ASPEN*, 2018 CO 36;

(c) CONSISTENT WITH THE DETERMINATION OF THE COLORADO SUPREME COURT IN *NICHOLL V. E-470 PUBLIC HIGHWAY AUTHORITY*, 896 P.2d 859 (COLO. 1995), THE POWER TO IMPOSE TAXES IS INCONSISTENT WITH ENTERPRISE STATUS UNDER SECTION 20 OF ARTICLE X OF THE STATE CONSTITUTION, AND, THEREFORE, IT IS THE CONCLUSION OF THE GENERAL ASSEMBLY THAT THE REVENUE COLLECTED BY THE ROAD ENTERPRISE IS

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GENERATED BY FEES, NOT TAXES, BECAUSE THE PERMIT FEES FOR OVERSIZE AND OVERWEIGHT VEHICLES AND LONGER VEHICLE COMBINATIONS IMPOSED BY THE ENTERPRISE ARE:

(I) IMPOSED FOR THE SPECIFIC PURPOSE OF ALLOWING THE ENTERPRISE TO DEFRAY THE COSTS OF PROVIDING THE SERVICES SPECIFIED IN SECTION 43-4-1703 (2); AND

(II) COLLECTED AT RATES THAT ARE REASONABLY CALCULATED BASED ON THE COSTS OF THE SERVICES PROVIDED BY THE ENTERPRISE;

(d) SO LONG AS THE ENTERPRISE QUALIFIES AS AN ENTERPRISE FOR PURPOSES OF SECTION 20 OF ARTICLE X OF THE STATE CONSTITUTION, THE REVENUE FROM PERMIT FEES FOR OVERSIZE AND OVERWEIGHT VEHICLES AND LONGER VEHICLE COMBINATIONS IS NOT STATE FISCAL YEAR SPENDING, AS DEFINED IN SECTION 24-77-102 (17), OR STATE REVENUES, AS DEFINED IN SECTION 24-77-103.6 (6)(c), AND DOES NOT COUNT AGAINST EITHER THE STATE FISCAL YEAR SPENDING LIMIT IMPOSED BY SECTION 20 OF ARTICLE X OF THE STATE CONSTITUTION OR THE EXCESS STATE REVENUES CAP, AS DEFINED IN SECTION 24-77-103.6 (6)(b)(I)(G); AND

(e) NO OTHER ENTERPRISE CREATED SIMULTANEOUSLY OR WITHIN THE PRECEDING FIVE YEARS SERVES PRIMARILY THE SAME PURPOSE AS THE ROAD ENTERPRISE, AND THE ROAD ENTERPRISE WILL GENERATE REVENUE FROM PERMIT FEES OF LESS THAN ONE HUNDRED MILLION DOLLARS TOTAL IN ITS FIRST FIVE FISCAL YEARS. ACCORDINGLY, THE CREATION OF THE ROAD ENTERPRISE DOES NOT REQUIRE VOTER APPROVAL PURSUANT TO SECTION 24-77-108.

43-4-1702. Definitions.

AS USED IN THIS PART 17, UNLESS THE CONTEXT OTHERWISE REQUIRES:

(1) "ENTERPRISE" MEANS THE ROAD ENTERPRISE CREATED IN SECTION 43-4-1703.

(2) "FEES" MEANS THE PERMIT FEES FOR OVERSIZE AND OVERWEIGHT VEHICLES AND LONGER VEHICLE COMBINATIONS IMPOSED BY THE ENTERPRISE AND COLLECTED PURSUANT TO SECTIONS 42-4-505 AND

42-4-510.

(3) "FUND" MEANS THE ROAD ENTERPRISE CASH FUND CREATED IN SECTION 43-4-1704 (1).

43-4-1703. Road enterprise - creation - powers and duties.

(1) (a) THE ROAD ENTERPRISE IS AND OPERATES AS A GOVERNMENT-OWNED BUSINESS WITHIN THE DEPARTMENT IN ORDER TO EXECUTE ITS BUSINESS PURPOSE AS SPECIFIED IN SUBSECTION (2) OF THIS SECTION BY EXERCISING THE POWERS AND PERFORMING THE DUTIES AND FUNCTIONS SET FORTH IN THIS SECTION. THE TRANSPORTATION COMMISSION CREATED IN SECTION 43-1-106 (1) SHALL SERVE AS THE ENTERPRISE BOARD AND SHALL, WITH THE CONSENT OF THE EXECUTIVE DIRECTOR, APPOINT AN ENTERPRISE DIRECTOR WHO POSSESSES SUCH QUALIFICATIONS AS THE COMMISSION AND THE STATE PERSONNEL BOARD MAY ESTABLISH. THE ENTERPRISE DIRECTOR SHALL OVERSEE THE DISCHARGE OF ALL RESPONSIBILITIES OF THE ENTERPRISE AND SHALL SERVE AT THE PLEASURE OF THE ENTERPRISE BOARD.

(b) THE ENTERPRISE IS A **TYPE 1** ENTITY, AS DEFINED IN SECTION 24-1-105, AND EXERCISES ITS POWERS AND PERFORMS ITS DUTIES AND FUNCTIONS UNDER THE DEPARTMENT. THE GOVERNING BOARD OF THE ENTERPRISE IS MADE UP OF THE TRANSPORTATION COMMISSION CREATED IN SECTION 43-1-106 (1).

(2) (a) THE BUSINESS PURPOSE OF THE ENTERPRISE IS TO COMPLETE PREVENTIVE MAINTENANCE, REPAIR, REHABILITATION, AND RECONSTRUCTION PROJECTS TO IMPROVE THE CONDITION OF THE ROADWAY SURFACE OF THE STATE HIGHWAY SYSTEM AND TO SUPPORT THE ONGOING MAINTENANCE OF THE ROADWAY SURFACE.

(b) TO ALLOW THE ENTERPRISE TO ACCOMPLISH THIS PURPOSE AND FULLY EXERCISE ITS POWERS AND DUTIES THROUGH THE ENTERPRISE BOARD, THE ENTERPRISE MAY:

(I) IMPOSE FEES AS AUTHORIZED BY SECTION 43-4-1705 (1);

(II) ISSUE REVENUE BONDS PAYABLE FROM THE REVENUES AND OTHER AVAILABLE MONEY OF THE ENTERPRISE PLEDGED FOR THEIR

PAYMENT;

(III) SEEK, ACCEPT, AND EXPEND MONEY FROM FEDERAL SOURCES;
AND

(VI) SEEK, ACCEPT, AND EXPEND GIFTS, GRANTS, AND DONATIONS.

(3) THE ENTERPRISE CONSTITUTES AN ENTERPRISE FOR PURPOSES OF SECTION 20 OF ARTICLE X OF THE STATE CONSTITUTION SO LONG AS IT RETAINS THE AUTHORITY TO ISSUE REVENUE BONDS AND RECEIVES LESS THAN TEN PERCENT OF ITS TOTAL ANNUAL REVENUE IN GRANTS FROM ALL COLORADO STATE AND LOCAL GOVERNMENTS COMBINED. SO LONG AS IT CONSTITUTES AN ENTERPRISE PURSUANT TO THIS SUBSECTION (3), THE ENTERPRISE IS NOT SUBJECT TO SECTION 20 OF ARTICLE X OF THE STATE CONSTITUTION.

(4) IN ADDITION TO ANY OTHER POWERS AND DUTIES SPECIFIED IN THIS SECTION, THE ENTERPRISE HAS THE FOLLOWING GENERAL POWERS AND DUTIES:

(a) TO PROVIDE SERVICES AS SET FORTH IN SUBSECTION (2) OF THIS SECTION; AND

(b) TO HAVE AND EXERCISE ALL RIGHTS AND POWERS NECESSARY OR INCIDENTAL TO OR IMPLIED FROM THE SPECIFIC POWERS AND DUTIES GRANTED BY THIS SECTION.

43-4-1704. Road enterprise cash fund.

(1) THE ROAD ENTERPRISE CASH FUND IS CREATED IN THE STATE TREASURY. THE FUND CONSISTS OF FEES THAT THE STATE TREASURER CREDITS TO THE FUND PURSUANT TO SECTIONS 42-4-505 (1)(d) AND 42-4-510 (11)(c); GIFTS, GRANTS, AND DONATIONS; AND ANY OTHER MONEY THAT THE GENERAL ASSEMBLY MAY APPROPRIATE OR TRANSFER TO THE FUND.

(2) THE STATE TREASURER SHALL CREDIT ALL INTEREST AND INCOME DERIVED FROM THE DEPOSIT AND INVESTMENT OF MONEY IN THE FUND TO THE FUND.

(3) MONEY IN THE FUND IS CONTINUOUSLY APPROPRIATED TO THE ENTERPRISE FOR THE DIRECT AND INDIRECT COSTS OF SERVING ITS BUSINESS PURPOSE AND IN PERFORMING ITS POWERS AND DUTIES AS THE PURPOSE, POWERS, AND DUTIES ARE SET FORTH IN SECTION 43-4-1703 (2).

(4) THE DEPARTMENT MAY TRANSFER MONEY FROM ANY LEGALLY AVAILABLE SOURCE TO THE ENTERPRISE FOR THE PURPOSE OF DEFRAYING EXPENSES INCURRED BY THE ENTERPRISE BEFORE IT RECEIVES FEE REVENUE OR REVENUE BOND PROCEEDS. THE ENTERPRISE MAY ACCEPT AND EXPEND ANY MONEY SO TRANSFERRED, AND, NOTWITHSTANDING ANY STATE FISCAL RULE OR GENERALLY ACCEPTED ACCOUNTING PRINCIPLE THAT COULD OTHERWISE BE INTERPRETED TO REQUIRE A CONTRARY CONCLUSION, SUCH A TRANSFER IS A LOAN FROM THE DEPARTMENT TO THE ENTERPRISE THAT IS REQUIRED TO BE repaid AND IS NOT A GRANT FOR PURPOSES OF SECTION 20 (2)(d) OF ARTICLE X OF THE STATE CONSTITUTION OR AS DEFINED IN SECTION 24-77-102 (7). ALL MONEY TRANSFERRED AS A LOAN TO THE ENTERPRISE MUST BE CREDITED TO THE FUND. AS THE ENTERPRISE RECEIVES SUFFICIENT REVENUE IN EXCESS OF EXPENSES, THE ENTERPRISE SHALL REIMBURSE THE DEPARTMENT FOR THE PRINCIPAL AMOUNT OF ANY LOAN MADE BY THE DEPARTMENT PLUS INTEREST AT A RATE SET BY THE DEPARTMENT.

43-4-1705. Road enterprise fees.

(1) IN FURTHERANCE OF ITS BUSINESS PURPOSE, BEGINNING JANUARY 1, 2027, THE ENTERPRISE SHALL IMPOSE FEES FOR OVERSIZE AND OVERWEIGHT VEHICLES AND LONGER VEHICLE COMBINATIONS.

(2) FOR THE PURPOSE OF MINIMIZING COMPLIANCE COSTS FOR FEE PAYERS AND ADMINISTRATIVE COSTS, THE DEPARTMENT, AS DESCRIBED IN SECTIONS 42-4-505 (1)(d) AND 42-4-510 (11)(c), SHALL PERFORM THE COLLECTION, ADMINISTRATION, AND ENFORCEMENT OF THE FEES IMPOSED BY THE ENTERPRISE PURSUANT TO SUBSECTION (1) OF THIS SECTION.

(3) AS REQUIRED BY SECTIONS 42-4-505 (1)(d) AND 42-4-510 (11)(c), THE DEPARTMENT SHALL TRANSMIT ANY FEE REVENUE IT COLLECTS TO THE STATE TREASURER, WHO SHALL CREDIT THE REVENUE, MINUS THE COSTS TO THE DEPARTMENT FOR COLLECTING THE FEES, TO THE FUND.

SECTION 24. Effective date. (1) Except as otherwise provided in this section, this act takes effect upon passage.

(2) Section 3 of this act takes effect only if House Bill 26-1289 does not become law.

(3) Section 4 of this act takes effect only if House Bill 26-1289 becomes law, in which case section 4 takes effect upon passage or on the effective date of House Bill 26-1289, whichever is later.

(4) Section 5 of this act takes effect only if House Bill 26-1289 does not become law and an initiative that amends the state constitution to change existing law on transportation funding and to increase the amount of state revenue dedicated to road transportation is approved by the people at the next general election, in which case section 5 of this act takes effect on the date of the official declaration of the vote thereon by the governor or January 1, 2027, whichever is later.

(5) Section 6 of this act takes effect only if House Bill 26-1289 becomes law and an initiative that amends the state constitution to change existing law on transportation funding and to increase the amount of state revenue dedicated to road transportation is approved by the people at the next general election, in which case section 6 of this act takes effect on the date of the official declaration of the vote thereon by the governor or January 1, 2027, whichever is later.

(6) Section 7 of this act takes effect only if an initiative that amends the state constitution to change existing law on transportation funding and to increase the amount of state revenue dedicated to road transportation is not approved by the people at the next general election or does not appear on the statewide ballot for the next general election, in which case section 7 takes effect on the date of the official declaration of the vote thereon by the governor or January 1, 2027, whichever is later.

(7) Sections 8 through 13, 18 through 20, and 22 of this act take effect only if an initiative that amends the state constitution to change existing law on transportation funding and to increase the amount of state revenue dedicated to road transportation is approved by the people at the next general election, in which case sections 8 through 13, 18 through 20, and 22 of this act take effect on the date of the official declaration of the vote thereon by the governor or January 1, 2027, whichever is later.

(8) Sections 16 and 17 of this act take effect only if a petition for

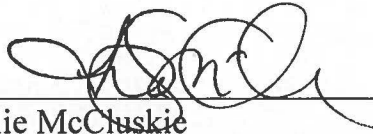
any ballot issue that would be part of the statewide ballot for the general election held on November 3, 2026, and that would amend the state constitution to change existing law on transportation funding and to increase the amount of state revenue dedicated to road transportation is either:

(a) Not filed with the secretary of state on or before May 27, 2026, in which case sections 16 and 17 of this act take effect on June 1, 2026; or

(b) Withdrawn on or before June 15, 2026, pursuant to section 1-40-134, Colorado Revised Statutes, from the statewide ballot for the general election held on November 3, 2026, in which case sections 16 and 17 of this act take effect on June 16, 2026.

SECTION 25. Safety clause. The general assembly finds, determines, and declares that this act is necessary for the immediate preservation of the public peace, health, or safety or for appropriations for

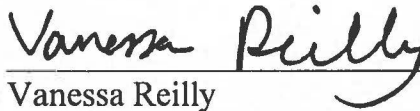
the support and maintenance of the departments of the state and state institutions.



Julie McCluskie
SPEAKER OF THE HOUSE
OF REPRESENTATIVES



James Rashad Coleman, Sr.
PRESIDENT OF
THE SENATE

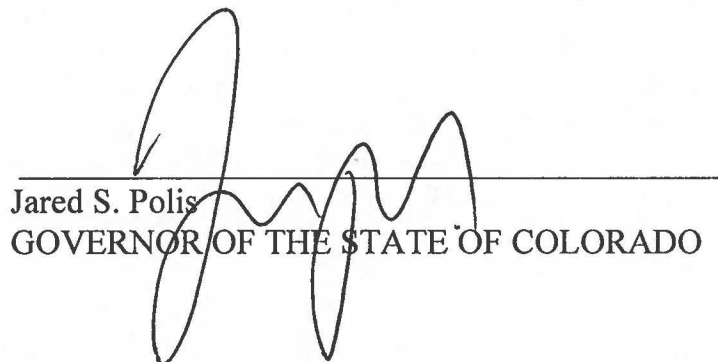


Vanessa Reilly
CHIEF CLERK OF THE HOUSE
OF REPRESENTATIVES



Esther van Mourik
SECRETARY OF
THE SENATE

APPROVED on Thursday June 4th 2026 at 12:30pm
(Date and Time)



Jared S. Polis
GOVERNOR OF THE STATE OF COLORADO