

Abstract of Initiative 21: Fix Our Damn Roads

This initial fiscal estimate, prepared by the nonpartisan Director of Research of the Legislative Council as of April 2017, identifies the following impacts:

The abstract includes estimates of the fiscal impact of the initiative. If this initiative is to be placed on the ballot, Legislative Council Staff will prepare new estimates as part of a fiscal impact statement, which includes an abstract of that information. All fiscal impact statements are available at www.ColoradoBlueBook.com and the abstract will be included in the ballot information booklet that is prepared for the initiative.

State expenditures. If the Colorado Department of Transportation (CDOT) bonds for the full \$2.5 billion, the measure will increase state expenditures by up to \$4.0 billion from FY 2018-19 through FY 2038-2039. Expenditures will be dedicated to both project costs and bond repayments.

State revenue. Beginning in FY 2018-19, state revenue to the State Highway Fund in CDOT will increase by up to \$2.5 billion over a multi-year period.

State fiscal liabilities. The state and its agency, CDOT, will be required to make bond repayments averaging up to \$200 million per year from future revenues.

Economic impacts. Where roads and bridges are improved, the measure will increase overall accessibility to goods, services, and workplaces, and reduce transportation costs related to travel time and vehicle operation. Replacing older infrastructure also stimulates road construction-related industries in the state. The cost of the TRANs repayment will constrain other aspects of the state budget and reduce government spending on other services until 2038.