

Written Opposition Statement — HB 26-1430

Senate Finance Committee

Submitted by Cody Kennedy, Grand Junction City Council Member and former Mayor

I submit this statement in opposition to HB 26-1430 on my own behalf, but my testimony is informed by my experience as a current Grand Junction city council member, former mayor, former law enforcement officer, and resident of Western Colorado who has watched our region's infrastructure needs go unmet for years while state transportation dollars flow elsewhere.

The premise of this bill is straightforward: if Colorado voters approve Initiative 175 in November, the legislature will reduce gas taxes and road use fees by an equivalent amount, ensuring the net benefit to roads is zero. Lawmakers can then claim they "funded roads" while changing nothing about how they actually prioritize transportation dollars.

That is not a compromise. That is a nullification, and a shameful political slight of hand stunt.

I have spent years in public service working through budgets, infrastructure deficits, and competing community priorities. I understand that state budgeting is hard and that tradeoffs are real. But HB 26-1430 is not a budgeting solution; it is a preemptive override of the democratic process, passed in the final days of session before voters have had a single chance to weigh in.

Western Colorado once again will pay the price for this political gamesmanship. Our rural roads rank 47th in the nation for pavement conditions. Grand Junction drivers pay an average of \$1,704 per year in additional vehicle costs directly tied to deteriorating roads. Our communities depend on safe, reliable highways for freight, agriculture, tourism, emergency response, and basic access to healthcare. We have been told to wait our turn for years while transportation revenue gets redirected to transit and bike infrastructure projects that serve a narrow slice of the state.

Initiative 175 does not raise taxes. It dedicates 2% of the state budget to ensuring that transportation revenue is used for its intended purpose. The claim that this will decimate Medicaid and education rings hollow when the state budget grows 6-7% annually and the legislature has repeatedly found ways to fund its own priorities, while ignoring our crumbling transportation infrastructure.

If legislators believe Initiative 175 is bad policy, the appropriate response is to make that case to voters and trust them to decide. HB 26-1430 skips that step entirely. It substitutes legislative will for voter will and sets a dangerous precedent that the initiative process only matters when it produces outcomes the majority party approves of.

I urge the committee to vote no on HB 26-1430 and let Colorado voters have their say.

Cody Kennedy

Grand Junction, Colorado

Senate Finance

05/11/2026

HB26-1430 Transportation Funding Adjustments

Typed Text of Testimony Submitted

Name, Position, Representing	Typed Text of Testimony
Bennett Rutledge For themselves	Chair Froelich and members of the committee, good morning, Bill HB26-1430 - Transportation Funding Adjustments is, on the face of it, a good bill ... almost too good, since it reduces fuel and road usage taxes sharply. There are also hints of an offset from a separate proposed initiative which creates a separate uncertainty. I am willing to give benefit of doubt and say OK to HB26-1430 - Transportation Funding Adjustments
Jeany rush Against themselves	TO: SENATE FINANCE COMMITTEE RE: HB26-1430 TRANSPORTATION FUNDING ADJUSTMENTS SPONSORS: A BOESENECKER, E SIROTA, W LINDSTEDT, J AMABILE FROM: JEANY RUSH COLORADO CONSTITUENT 5-11-26 VOTE: NO "COLORADO IS NOW A POT-HOLE HAVEN" FOLKS: "DUDE WHERE'S MY CAR?" "OOPS YOU DID IT AGAIN" "ANOTHER PUMP IN THE ROAD?" Sneak around semantics, fees, repeals, readjustments, reallocations, shifting from one place to go into another! More rob Peter to give Paul, to disguise the mismanagement of the state budgets! Makes it all look good, until you look at the fact that over the last decade this legislature has robbed the Highway funds to redirect elsewhere, and basically made us a BANANNA REPUBLIC deluxe when it comes to "POT HEAVEN!" To fund your insane Rails to Nowhere, your assault on the majority of the public car/road travel options, by forcing your Globalist agenda to take away individual transportation options, you have gone behind the taxpayers' backs once again. More Attacks on Tabor under the guise, of LOOK WE ARE DOING YOU A FAVOR! Or is this another way to circumvent Initiative 175, which the taxpayers want to be sure that our roads are actually fixed! Who ever thought government can fix anything. We the little people work a lifetime to

	<p>undo, and work around the harm and damages done by the pseudo caretakers, called politicians, who serve themselves, and think they are OUR KINGS!</p> <p>You make no kings bills, but you are truly the Kings who think you are totally above us.</p> <p>EVIDENCE: SAFETY CLAUSE ONCE AGAIN! TAKING AWAY THE OPTIONS TO VOTE ON THESE MISLEADING, SNEAKY SNAKE BILLS AND CONTINUE TO RULE OVER THE VOTERS WISHES! FIX THE JOKING ROADS, STOP FUNDING THE FAKE ENERGY GARBAGE THAT IS NOT GOING TO DO ANYTHING!</p> <p>You have put in so many bills that we are billions in the hole, and hole is just what we get all over our roads. The Who is Who in the state get ferried by fancy limos, helicopters, and privileged transportation, and you want to stick us into your RAIL BOONDOGGLES WHICH DONâ€™T WORK, and cost Billions More! Colorado is like in the last few of the states in road quality. Transportation, whether personal, food, products, industry in general, is critical to a free nation. Supply Chain operations must not continuously be hampered, or outright sabotaged. STOP DOING THE WILL OF THE GLOBALIST PUPPET MASTERS! SERVE THE PEOPLE!</p>
<p>Susan Luenser</p> <p>Against themselves</p>	<p>My name is Susan Luenser. I am a long-time Colorado taxpayer who has used Interstate and state highways in Colorado to travel for personal reasons, including recreation, visits to friends and family, and to medical appointments. I have operated both gasoline and EV vehicles to do this.</p> <p>I perceive support of HB26-1430 as an attempt by an elected few to derail an established Colorado democratic process to determine the will of Coloradans. If not stopped now by withholding support for this bill, such preemptive legislative action will be used in the future to suppress a legitimate means for citizen participation in legal state actions.</p> <p>HB26-1430 is a slap in the face to those who, in good faith, are expending time and money to resolve the chronic issue of Colorado road quality, quantity, and safety by bringing Initiative 175 to the November ballot.</p> <p>My expectation is that taxes and fees for road maintenance and expanded access remain dedicated to those state functions. They should not be diverted to serve the special projects of elected and</p>

	<p>appointed officials. Language in Initiative 175 will establish in the Colorado Constitution that elected and appointed officials, independent of current election cycles and politics, are required to expend state revenue and fees collected for road transportation actually on road transportation.</p> <p>I am shocked that many of our current elected senators and representatives would set a precedent that preempts the means by which Colorado citizens can voice their will regarding issues with state-wide repercussions. Please vote no.</p>
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May 11, 2026

To the Members of the Senate Finance Committee,

On behalf of the Town of Parker, I respectfully submit this letter in opposition to House Bill 26-1430 regarding Transportation Funding Adjustments.

The Town of Parker strongly supports long-term transportation investment across Colorado. However, HB26-1430 creates significant fiscal uncertainty for local governments and may ultimately undermine municipal transportation funding at a time when cities and towns face growing infrastructure demands, rising construction costs, and increasing maintenance obligations.

While the bill proposes a new formula allocating transportation revenue to local governments, the legislation simultaneously reduces existing transportation-related taxes and fees, including fuel taxes, road usage fees, and vehicle registration revenues.

The outcome is a restructuring of transportation finance without sufficient guarantees that local governments will not bear adverse fiscal impacts over time. According to the bill summary, allocations to cities and incorporated towns would depend upon revenues remaining after replacement of state obligations and transfers.

Municipal governments rely on stable transportation funding to maintain local roads, bridges, intersections, sidewalks, drainage systems, transit partnerships, snow removal operations, and emergency response access. Even modest fluctuations in transportation revenue can delay capital projects, increase deferred maintenance liabilities, and shift costs onto local taxpayers.

Local governments are committed partners in Colorado's transportation future. We welcome continued collaboration with the General Assembly, Governor's Office, Colorado Department of Transportation, and stakeholder organizations to develop transportation funding solutions that preserve local flexibility and fiscal stability.

For these reasons, the Town of Parker respectfully urges the Committee to vote NO on HB26-1430. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "JR", enclosed within a large, loopy oval scribble.

Joshua Rivero

Mayor, Town of Parker

Colorado Chapter

American Academy of Pediatrics 
DEDICATED TO THE HEALTH OF ALL CHILDREN®

May 5, 2026

Dear Members of the Committee,

On behalf of the American Academy of Pediatrics, Colorado Chapter (AAP-CO), and our more than 800 pediatric providers across the state, we write in support of HB26-143, Transportation Funding Adjustments. This legislation is a critical step to mitigate the significant fiscal risks posed by Initiative 175 and to protect the health and well-being of Colorado's children.

Medicaid is foundational to pediatric care in Colorado, covering nearly half of all children in the state. It is the primary mechanism through which children—particularly those in low-income, rural, and underserved communities—access preventive services, immunizations, developmental screenings, and behavioral health care. Any reduction in Medicaid funding directly threatens this access and undermines the systems that support healthy child development.

Colorado's pediatric care infrastructure is already under significant strain. More than half of Colorado counties lack a local pediatrician, and the current workforce—approximately 1,000 pediatricians and 600 pediatric specialists—is insufficient to meet the growing and increasingly complex needs of children across the state. These challenges are especially acute in rural and underserved areas, where access to care is already limited and fragile.

Recent policy decisions and funding uncertainties have further destabilized pediatric care. Pediatric practices operate on thin margins and lack the alternative funding streams available in adult care models. When funding is reduced, the impact is not always immediate closure, but a gradual erosion of access: fewer well-child visits, delayed immunizations, reduced developmental screenings, longer wait times for behavioral health services, and increased reliance on emergency departments. These trends have already begun to emerge and will only accelerate with additional cuts.

Initiative 175 would significantly exacerbate these challenges by diverting hundreds of millions of dollars in existing state revenue into constitutionally restricted transportation uses. In a TABOR-constrained budget environment, this does not generate new funding, it forces deep reductions in other critical areas, including health care. Medicaid, as one of the largest components of the General Fund, would almost certainly face additional cuts, further destabilizing pediatric care delivery across Colorado.

HB26-1430 offers a pragmatic and balanced solution. By preserving General Fund flexibility and reducing the projected fiscal impact of Initiative 175, the bill helps mitigate these negative effects to essential services like Medicaid while maintaining the state's commitment to transportation funding. It prioritizes long-term stability over short-term constraints and ensures that Colorado can continue to meet its obligations to children and families.

HB26-1430 is ultimately about preserving Colorado's ability to make balanced, responsible budget decisions that can help keep children at the center of policy considerations. Without this safeguard, the state risks compounding existing challenges in pediatric access and reversing progress made in improving child health outcomes.

For these reasons, AAP-CO respectfully urges your support for HB26-1430. Protecting Medicaid is essential to protecting Colorado's children—and protecting Colorado's future.

Sincerely,

David Keller, MD, FAAP
Legislation and Committee Co-Chair

Cassie Littler MD, FAAP
Legislation and Committee Co-Chair



COUNTY COMMISSIONERS

Date: Monday, 11th May 2026
To: Senate Finance
Bill Title: Transportation Funding Adjustments

Chair Kipp and Committee Members, I am Pitkin County Commissioner Jeffrey Woodruff testifying in strong support of HB26-1430 on behalf of Pitkin County. Pitkin County has previously opposed Proposition 175.

I'll share three key reasons for supporting HB26-1430:

First, is something we can all agree on - investing in our roads and bridges are critical services we provide for our residents and visitors. As a county, we proactively manage our roads and bridges and prioritize capital projects based on the age of the asset. In many cases, Public Works waits years to replace bridges, as our budget and the cost environment allows. We also proudly work with CDOT on State Highways 82 and 133; lining up projects years in advance as funding permits and health and safety concerns are met, affording us time to design and engineer projects. In this low snow year, one of the few benefits is that CDOT has been afforded more time between the winter closure and our summer season for road maintenance. So we are working within our constraints for infrastructure projects, and we have a partner in CDOT for our state highways for road transportation projects.

Second, our communities demand and need other solutions. In our valley, we simply don't have enough land for everybody to bring their vehicles and park in our communities; nor does that align with our community's values and goals. We need other solutions - we are increasingly focused on electric infrastructure from autos to planes, improving pedestrian safety, car shares and e-bike shares for last mile connectivity. And RFTA is a model for mass transit solutions in our state.

But finally, the importance of this bill goes beyond our transportation systems - it's about our kids, our residents utilizing Medicaid and other health care services. We cannot permit the sweep of monies from community priorities like K-12, higher education, and health care. This will only exacerbate the pressures on our budget locally and statewide. We are running out of tools to backfill for funding losses at the federal level and cannot tax our way out of this fiscal crisis.

I want to thank the sponsors for their leadership in bringing this important legislation forward. There are reasonable solutions out there to the challenges we face; Proposition 175 is not one of them. We are making progress on our roads. We need money for kids, not for corporations. I urge your support of this bill and am happy to answer questions or learn more about how Pitkin can stand with you.

Sincerely,

Jeffrey H. Woodruff

Jeffrey Woodruff, Pitkin County Board of Commissioners, Board Chair
jeffrey.woodruff@pitkincounty.com