

Broomfield Taxpayer Matters



RE: HB26-1430 – House Transportation, Housing & Local Government Committee

Hearing Date: Tuesday, May 5, 2026 @ UA

Sponsor(s): Sen(s) Lindstedt & Amabile, Rep(s) Sirota & Boesenecker

Thank you, Chair Froelich, and Members of the House Transportation, Housing & Local Government Committee,

Thank you for considering this written testimony. My name is Sheryl Fernandez, and I represent Broomfield Taxpayer Matters, a nonpartisan, nonprofit organization that works to educate, empower, and advocate for the taxpayers across Colorado – NOT just in Broomfield.

Broomfield Taxpayer Matters are in OPPOSITION of HB26-1430.

At first glance, this bill may appear to be a responsible effort to protect the state budget. But when you dig deeper, it raises serious concerns about **transparency, accountability, and the long-term direction of taxpayer dollars in Colorado.**

This bill creates a new transportation funding structure that is anything but straightforward. It moves money through newly created funds, redirects revenue streams, and replaces existing transfers with a complex formula that most taxpayers will never be able to follow. That's a problem.

Taxpayers deserve to clearly understand **where their money is coming from, where it's going, and why.** This bill makes that harder—not easier.

Even more concerning is the creation of **dedicated funding streams for transportation.** While that may sound appealing, it effectively locks in spending priorities regardless of future economic conditions or competing needs. It removes flexibility from future lawmakers and, more importantly, from taxpayers themselves.

Once funding is earmarked in this way, it becomes extremely difficult to adjust—even if the priorities of our communities change or if revenues fall short.

This bill also presents what looks like tax relief—but only temporarily. The reductions in gas taxes and fees are short-lived, while the long-term structure of increased and dedicated spending remains. That raises the very real possibility that taxpayers will face higher costs down the road once those reductions expire.

Ultimately, this bill doesn't solve a funding problem—it **repackages it** in a way that is less transparent and more rigid.

Colorado taxpayers value responsible budgeting, but that includes **clarity, flexibility, and accountability.** HB26-1430 falls short on all three.

For those reasons, BTM respectfully urge a “no” vote.

Thank you for your time.

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



“Voice of the Western Slope since 1953”
A coalition of counties, communities, businesses & individuals

(970) 242-3264 ★ FAX (970) 245-8300
P.O. Box 4795 ★ Grand Junction, CO 81502
www.club20.org

Chair Froelich, Vice Chair Stewart, and Members of the Committee:

On behalf of Club 20, I write to respectfully express our **opposition to HB26-1430**.

Club 20 represents the collective interests of the Western Slope, including local governments, businesses, and communities across 22 counties. A core priority of our organization is ensuring that Colorado maintains a safe, reliable, and economically supportive transportation system—particularly in rural regions where mobility options are limited and infrastructure is essential to daily life.

Our adopted transportation resolutions clearly emphasize the importance of maintaining and improving Colorado’s road and highway system, ensuring reliable and equitable funding, and supporting the movement of people, goods, and services that underpin our regional and statewide economy. These priorities reflect the realities of Western Colorado, where residents and industries depend overwhelmingly on a functional and well-maintained road network.

HB26-1430 does not align with these priorities. At a time when Colorado’s road infrastructure continues to face significant maintenance and safety challenges, policies that diffuse transportation funding or shift focus away from core highway needs risk further deterioration of the system our communities rely on most.

Club 20 has identified Initiative 175 as our top transportation priority, because it reinforces a principle we believe is essential: transportation-related revenues should be directed toward **road and bridge infrastructure**, with a focus on maintenance, safety, and long-term reliability. This approach provides greater accountability and ensures that funding is used where it is most needed, particularly in rural areas where alternatives to road travel are not viable.

For the Western Slope, transportation is not optional. Residents rely on personal vehicles for access to employment, healthcare, and education, and our regional economy depends on efficient freight corridors for agriculture, energy, and tourism. While multimodal investments may serve important roles in certain parts of the state, they cannot replace the foundational need for well-maintained roads and highways in rural Colorado.

We believe Colorado’s transportation policy should remain focused, accountable, and aligned with how Coloradans actually travel. HB26-1430 moves the state in a different direction—one that risks undercutting the investments needed to maintain and improve critical infrastructure.

For these reasons, Club 20 respectfully urges the Committee to vote **NO on HB26-1430**.

Thank you for your time and consideration.

Andrea Wilson, Chief Operating Officer

Woodruff - HB1430 Testimony
Estimating 2 minutes of time, providing written testimony
House Transportation, Housing & Local Government Agenda
Tue May 5th, 2026
Committee estimated to begin at Upon Adjournment | LSB A

Bill Title: Transportation Funding Adjustments

Chair Froelich and Committee Members, I am Pitkin County Commissioner Jeffrey Woodruff testifying in support of HB26-1430. 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 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 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.

Jeffrey H. Woodruff 05 05 2026