

# COLORADO TRANSPORTATION FUNDING SURVEY

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April 30<sup>th</sup> and May 1<sup>st</sup>, 2017



Magellan Strategies is pleased to present the results of a hybrid survey including automated landline and live cell phone interviews of 750n likely 2017 general election voters in the state of Colorado. The interviews were conducted April 30<sup>th</sup> and May 1<sup>st</sup>, 2017. This survey has a margin of error of +/- 3.58% at the 95 percent confidence interval.

# VOTER FAMILIARITY WITH SPECIFIC OWNERSHIP TAX

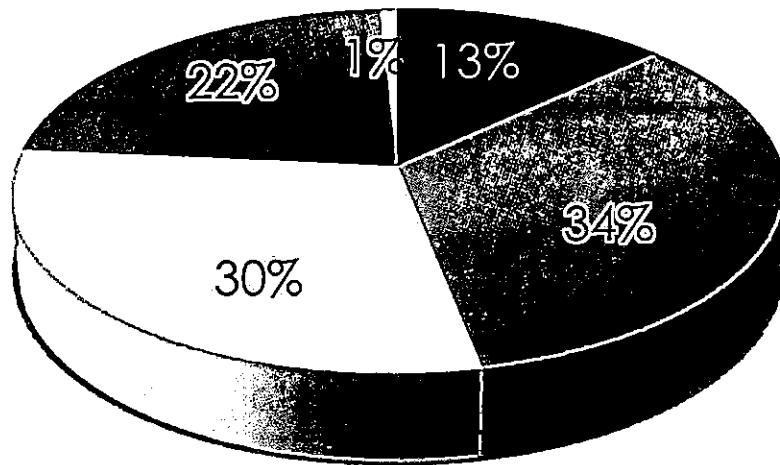
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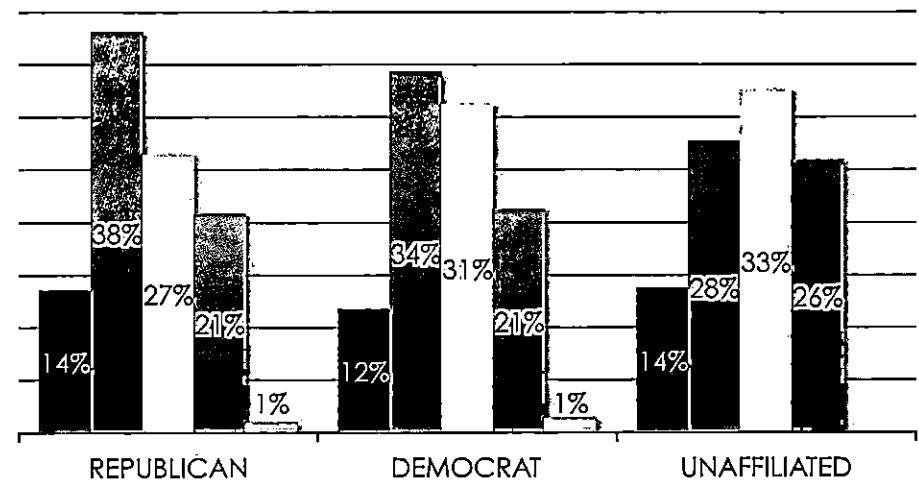
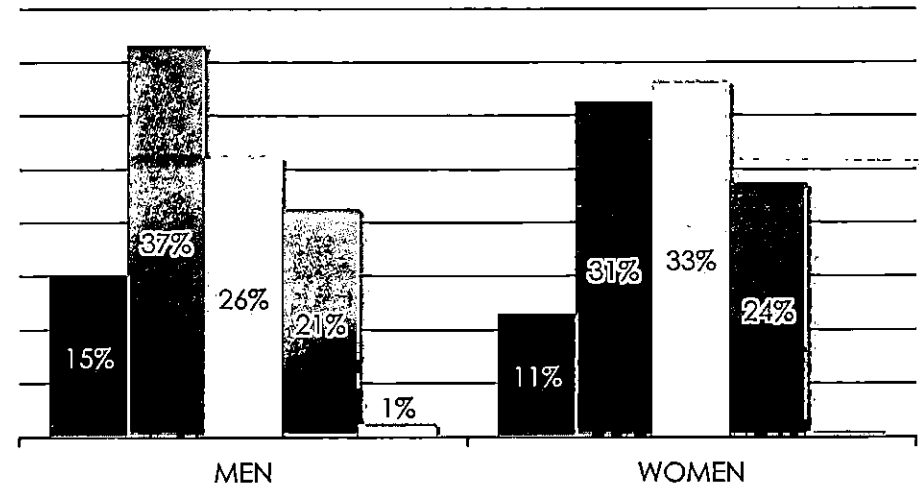


As you many know, the state legislature is considering several legislative proposals to fund transportation needs across the state. I am now going to read to you information about some of those proposals. One proposal would make changes to the Specific Ownership Tax, which is assessed annually on all vehicles in the state.

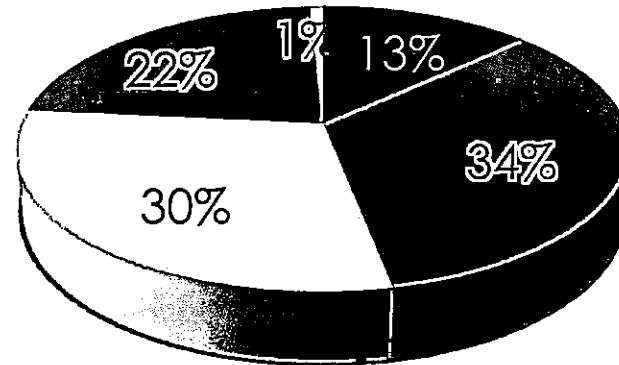
How familiar would you say you are with the Specific Ownership Tax for vehicles and how the tax is calculated?  
 Would you say you are With the Specific Ownership Tax?



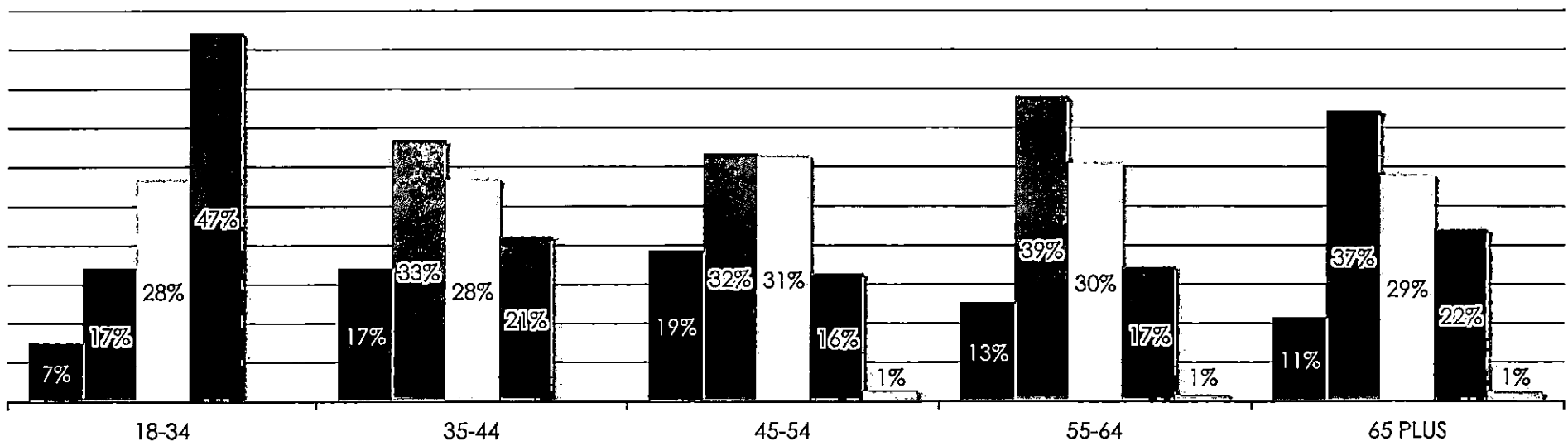
- VERY FAMILIAR
- SOMEWHAT FAMILIAR
- NOT TOO FAMILIAR
- NOT FAMILIAR AT ALL
- REFUSED



How familiar would you say you are with the Specific Ownership Tax for vehicles and how the tax is calculated?  
Would you say you are With the Specific Ownership Tax?



■ VERY FAMILIAR      ■ SOMEWHAT FAMILIAR   □ NOT TOO FAMILIAR  
■ NOT FAMILIAR AT ALL   □ REFUSED



# VOTER OPINION ON DETAILS OF SPECIFIC OWNERSHIP TAX

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I am now going to explain to you how the annual Specific Ownership Tax is calculated, so that you have a better understanding of how the proposal would change the tax.

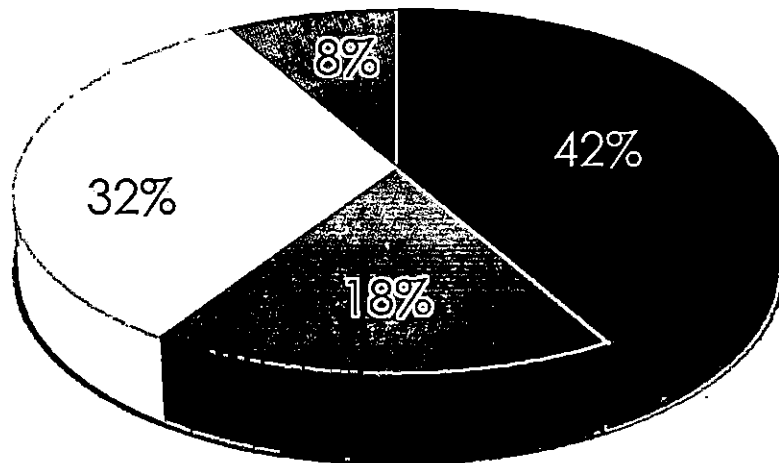
Every vehicle in Colorado has a "Taxable Value" assigned to it which is determined by the value of the vehicle when purchased brand new. The "taxable value" of a vehicle remains the same throughout the life of the vehicle. The Specific Ownership Tax is calculated by multiplying the "taxable value" of a vehicle by a fixed percentage that is determined by age of the vehicle in years.

As the vehicle grows older, the fixed percentage gradually decreases to reflect the reduced value of the vehicle. Once a vehicle becomes 10 years old, the Specific Ownership Tax is a flat \$3 for the remaining years of the vehicle.

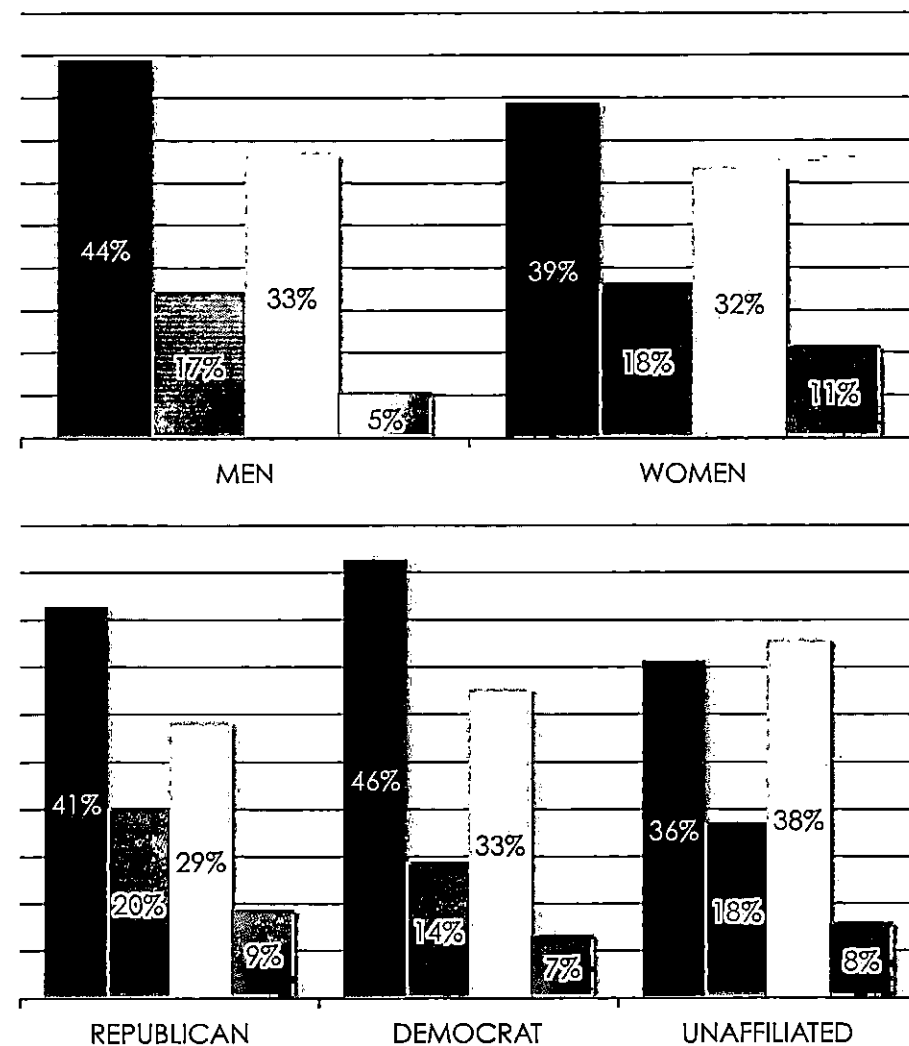
For example, if the taxable value of a car is \$15,000, and the car is 9 years old, the specific ownership tax is calculated by multiplying \$15,000 by zero, zero, four-five percent (.0045%) which equals a tax of \$67 dollars.

I am now going to read to you some more information about the proposal to change the Specific Ownership Tax. After hearing the information, please tell me if you would be more likely to support or more likely to oppose the proposal. If the information makes no difference in your decision, just say so. Let's get started.

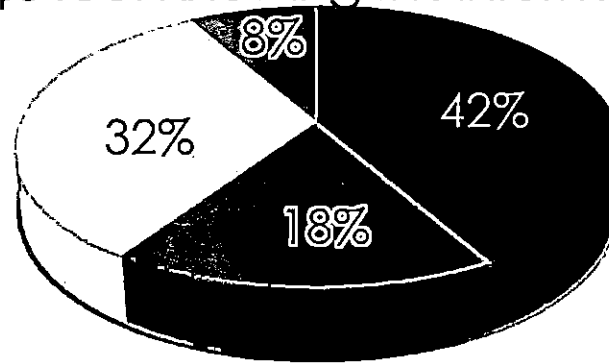
If the proposal is approved, the Specific Ownership Tax rate would not change for vehicles up to nine years old and vehicles that are already ten-years or older would be exempted from the new tax rate, and continue to pay a flat \$3 fee. Knowing this information, would you be...



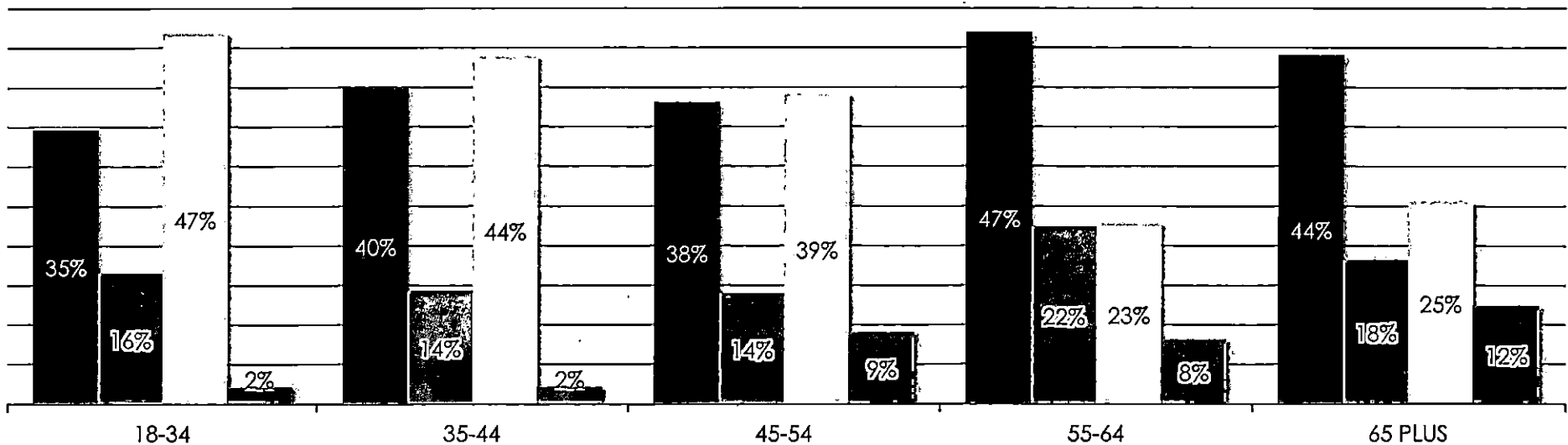
- MORE LIKELY TO SUPPORT
- MORE LIKELY TO OPPOSE
- NO DIFFERENCE
- UNSURE REFUSED



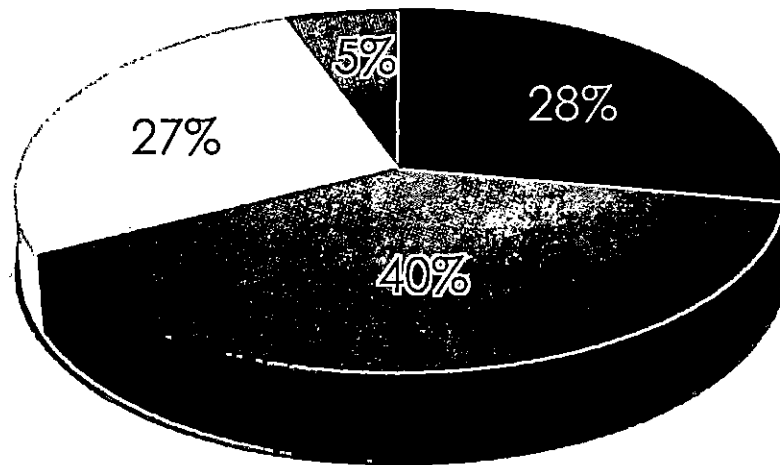
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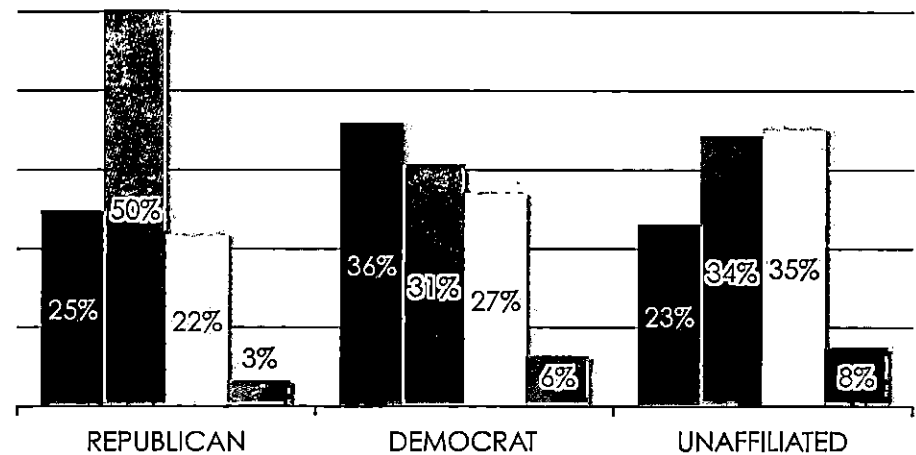
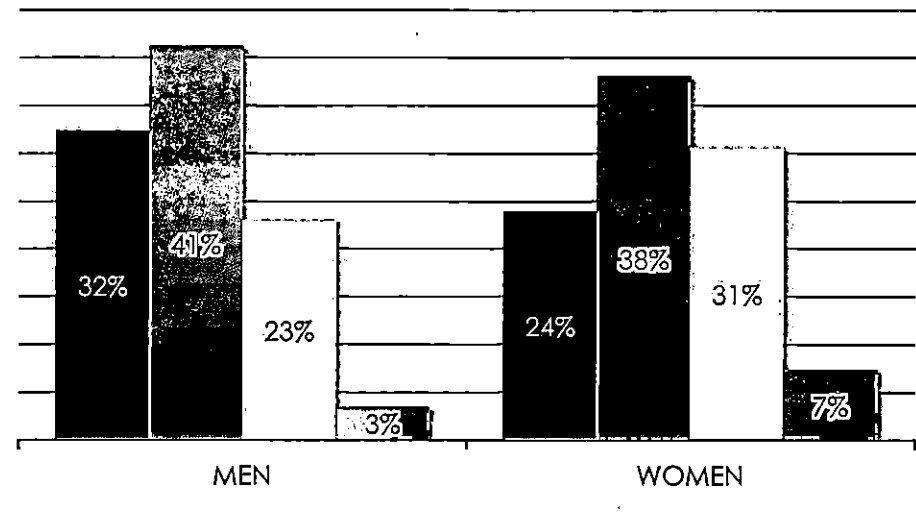
MORE LIKELY TO SUPPORT
  MORE LIKELY TO OPPOSE  
 NO DIFFERENCE
  UNSURE REFUSED



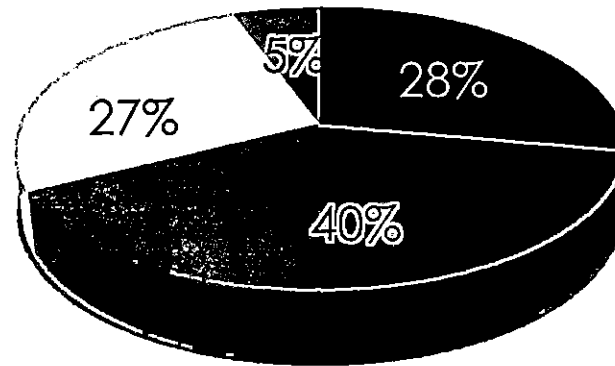
If the proposal is approved, owners of vehicles that are currently 10 years and older would continue to pay a \$3 annual tax for as long as they own the vehicle. However, for vehicles that became 10 years old starting in 2018, owners would pay a tax rate of point zero, zero three five percent (.0035%) rather than a flat fee of \$3. The tax rate would decrease over time until the vehicle is 25 years old. Knowing this information, would you be...



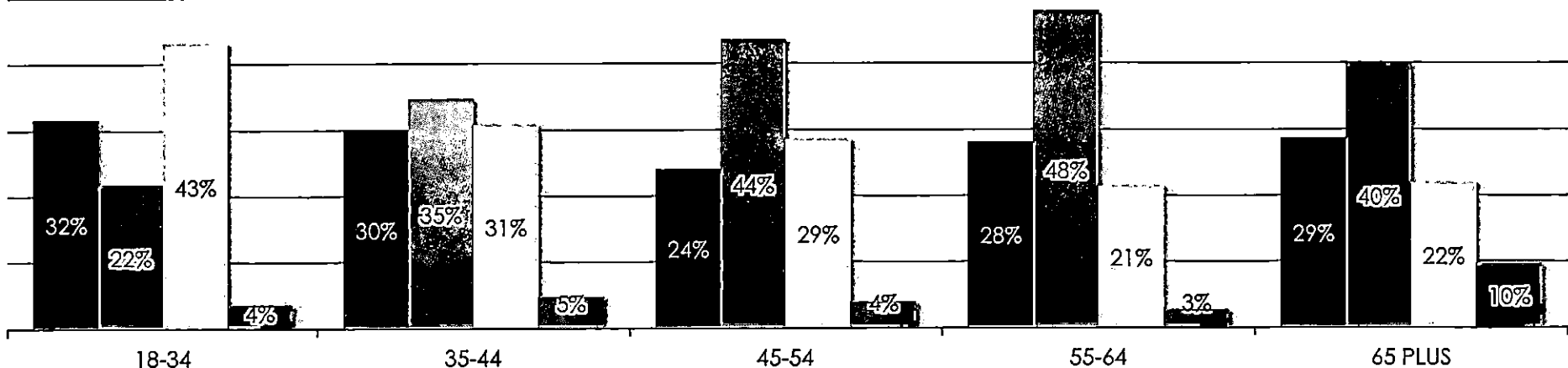
- MORE LIKELY TO SUPPORT
- MORE LIKELY TO OPPOSE
- NO DIFFERENCE
- UNSURE REFUSED



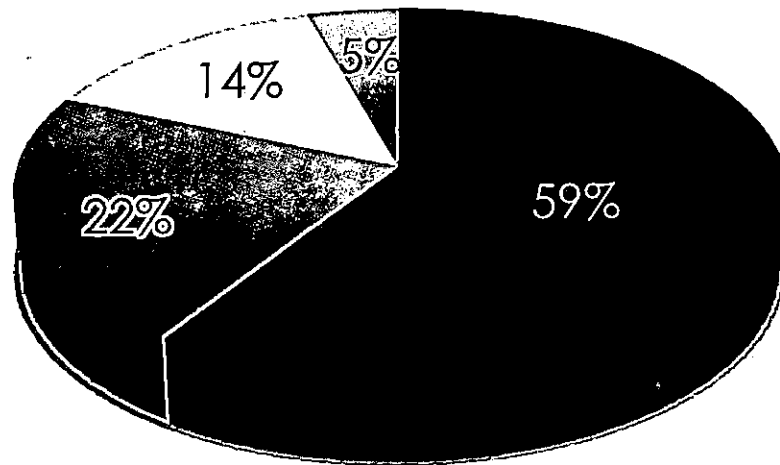
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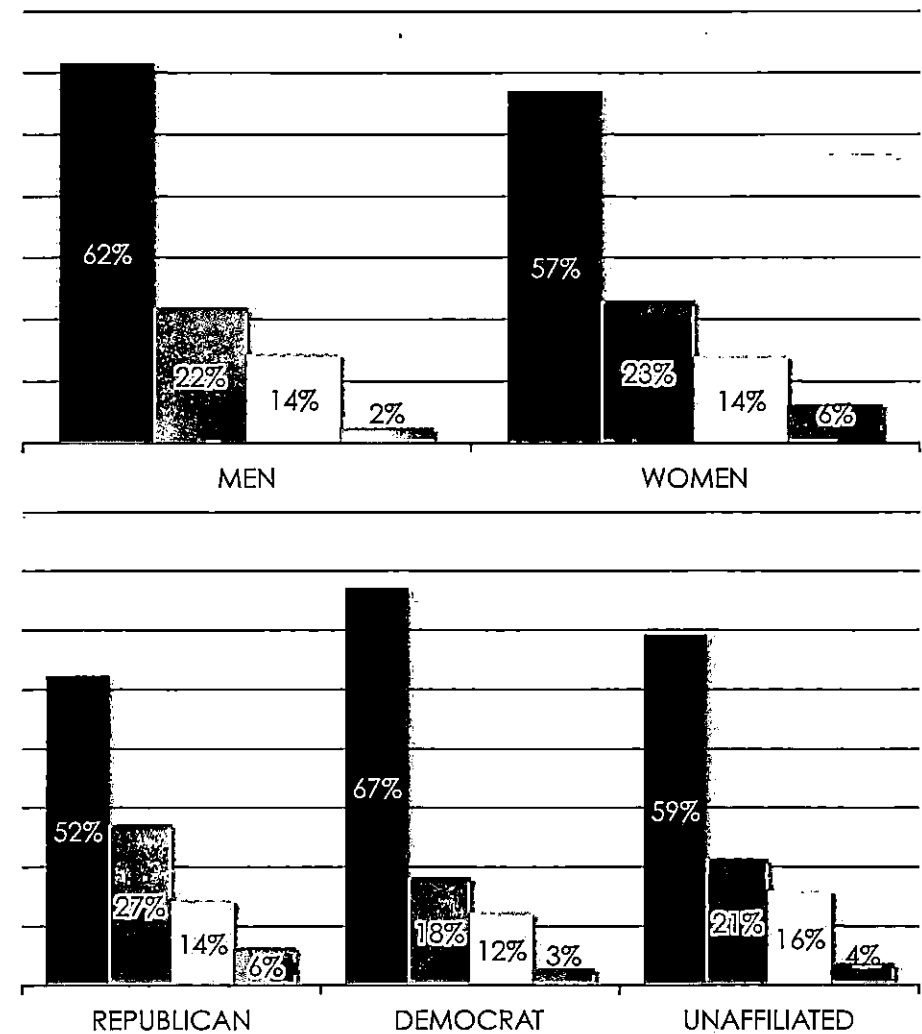
MORE LIKELY TO SUPPORT
  MORE LIKELY TO OPPOSE  
 NO DIFFERENCE
  UNSURE REFUSED



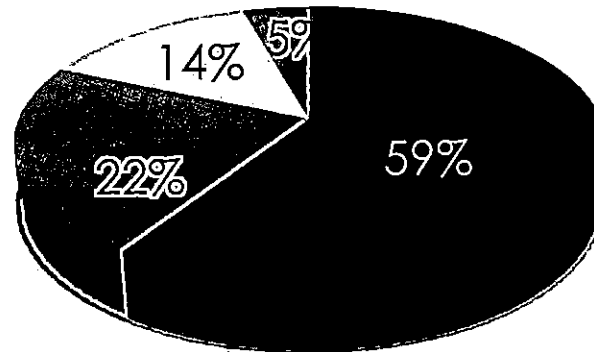
If approved, the proposal is estimated to generate \$60 million dollars in 2018 and approximately \$200 million by 2021. The money could only be spent on critical transportation projects with a special focus on constructing new highway lanes that would not require a user fee or any tolls. Knowing this information, would you be....



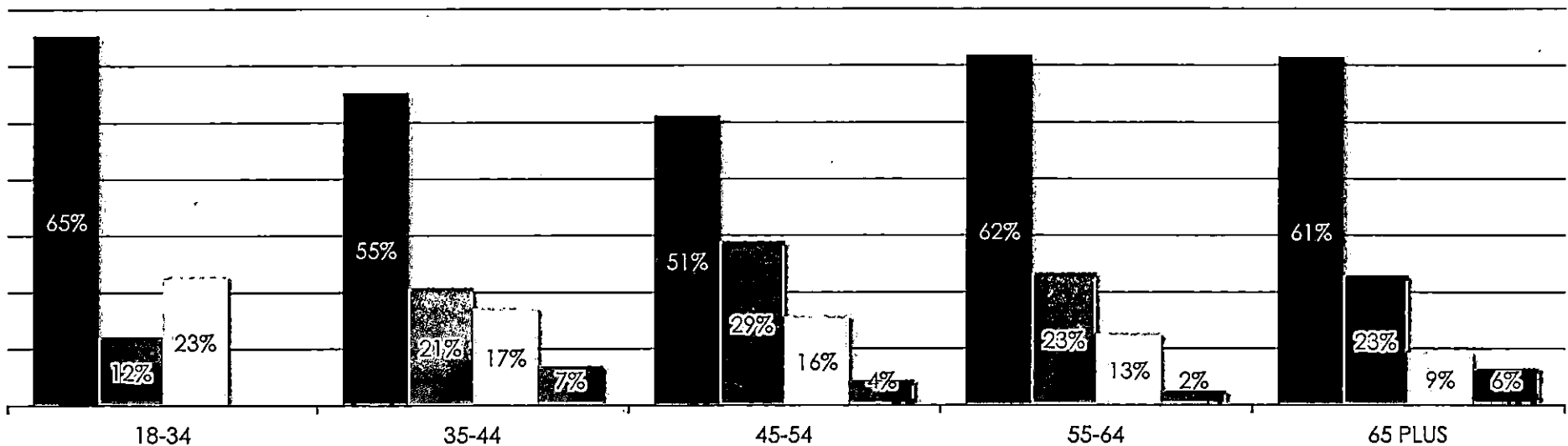
- MORE LIKELY TO SUPPORT
- ▒ MORE LIKELY TO OPPOSE
- NO DIFFERENCE
- UNSURE REFUSED



If approved, the proposal is estimated to generate \$60 million dollars in 2018 and approximately \$200 million by 2021. The money could only be spent on critical transportation projects with a special focus on constructing new highway lanes that would not require a user fee or any tolls. Knowing this information, would you be....



MORE LIKELY TO SUPPORT
  MORE LIKELY TO OPPOSE  
 NO DIFFERENCE
  UNSURE REFUSED



# SPECIFIC OWNERSHIP TAX FUNDING PROPOSAL BALLOT TEST

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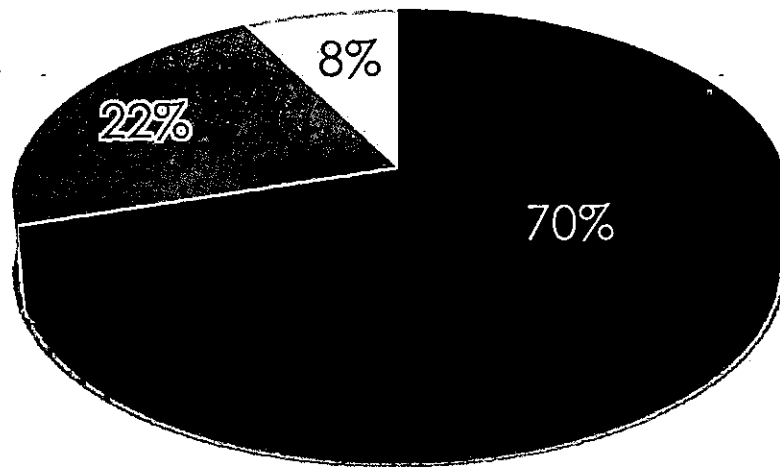


# Specific Ownership Tax Proposal

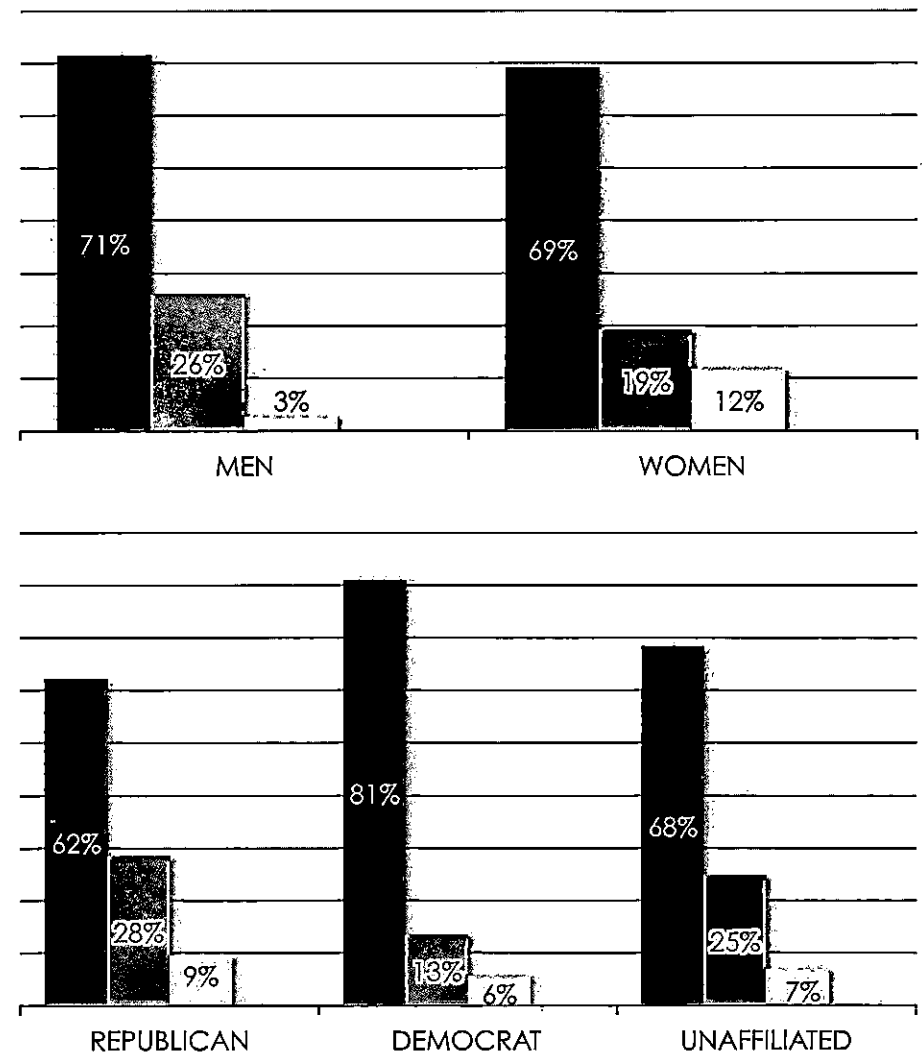
To summarize, this proposed would change the Specific Ownership Tax for vehicles that turn 10 years old starting in 2018. Rather than paying a flat \$3 fee annually, owners of 10-year old vehicles would pay a tax rate of point zero, zero three five percent (.0035%). The tax rate would decrease over time until the vehicle is 25 years old.

Vehicles that are currently 10 years old or older would be exempted from the new tax rate, and would continue to pay the flat \$3 fee for the life of the vehicle. The proposal is estimated to raise 60 million dollars annually starting in 2018, and approximately 200 million dollars annually by 2022. The money raised by this proposal would go directly into the Highway Users Transportation Fund and could not be used for any other purpose.

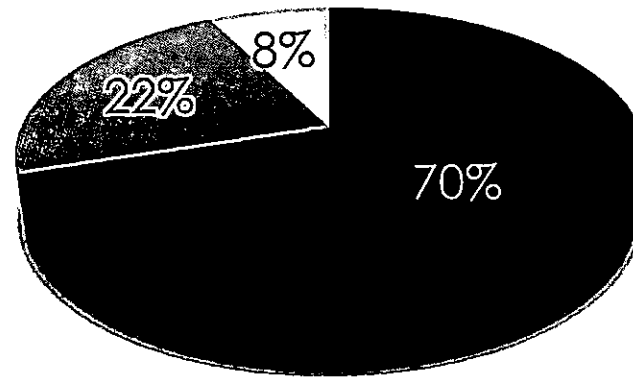
If this proposal were on the ballot this November for voter approval, would you vote YES and approve the ballot measure or would you vote NO and reject the ballot measure?



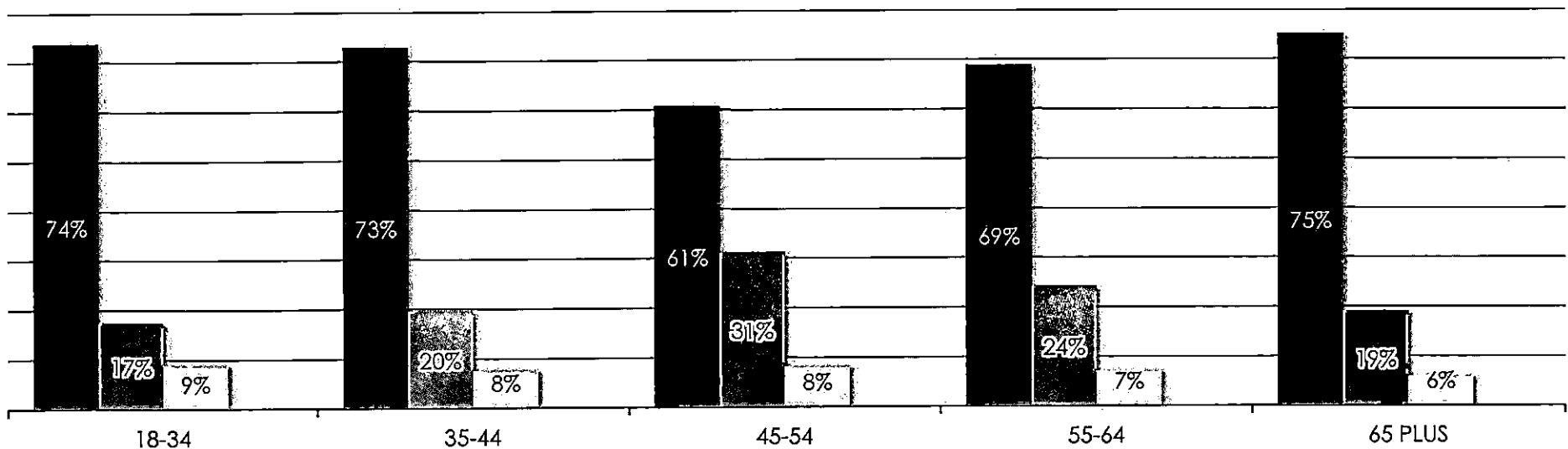
- TOTAL YES, APPROVE
- TOTAL NO, REJECT
- UNDECIDED
- REFUSED



If this proposal were on the ballot this November for voter approval, would you vote YES and approve the ballot measure or would you vote NO and reject the ballot measure?



■ TOTAL YES, APPROVE   ■ TOTAL NO, REJECT   ■ UNDECIDED   ■ REFUSED



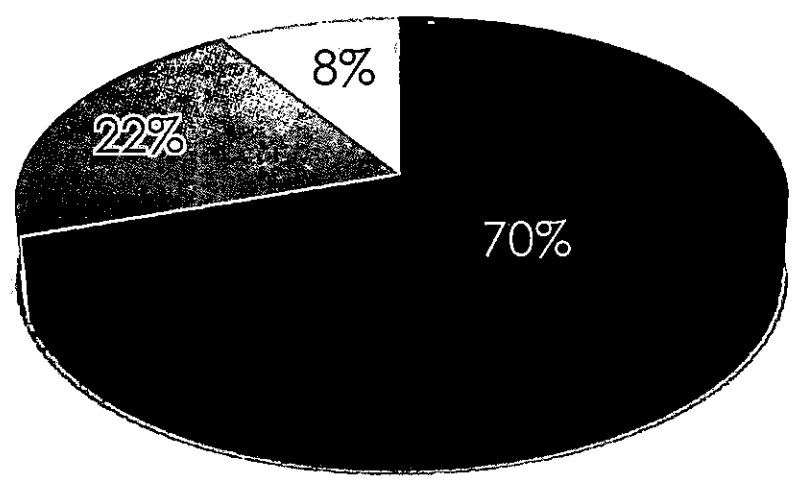
# SPECIFIC OWNERSHIP TAX PROPOSAL WITH \$3.5 BILLION BOND BALLOT TEST

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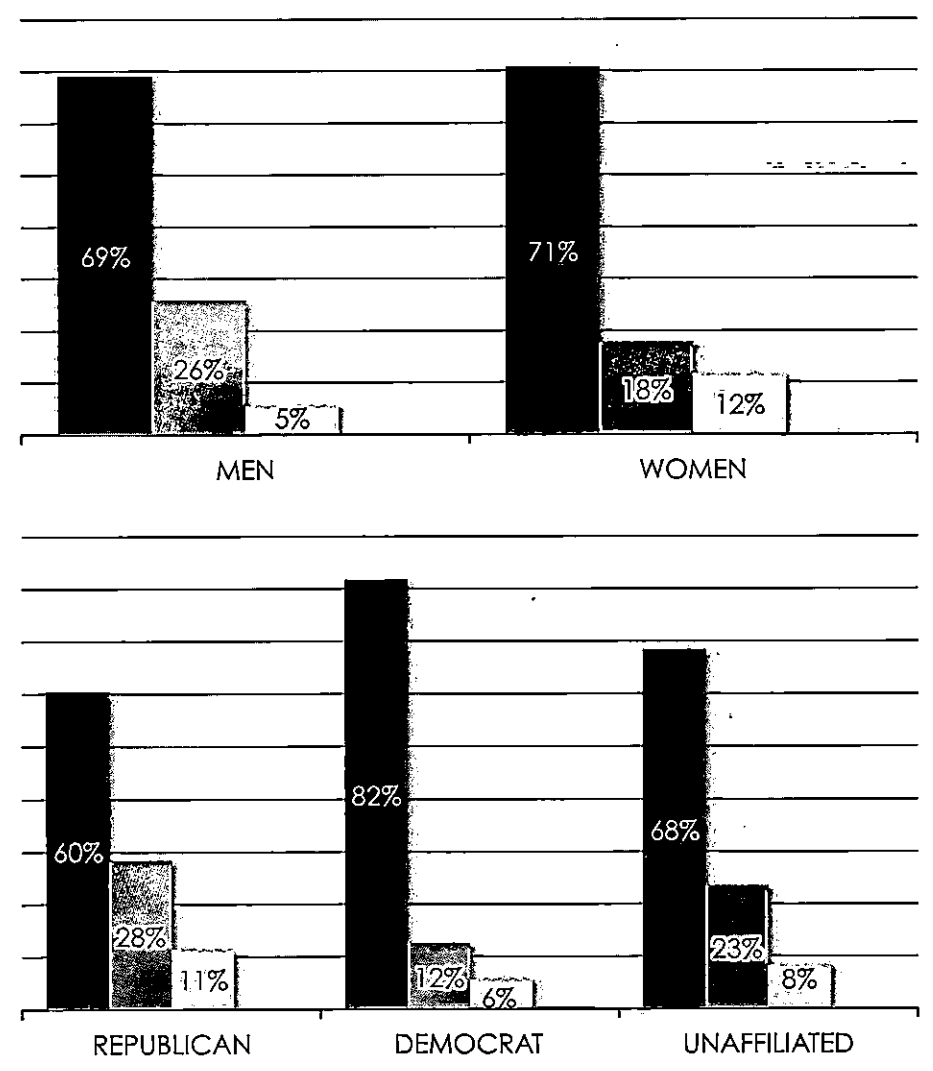
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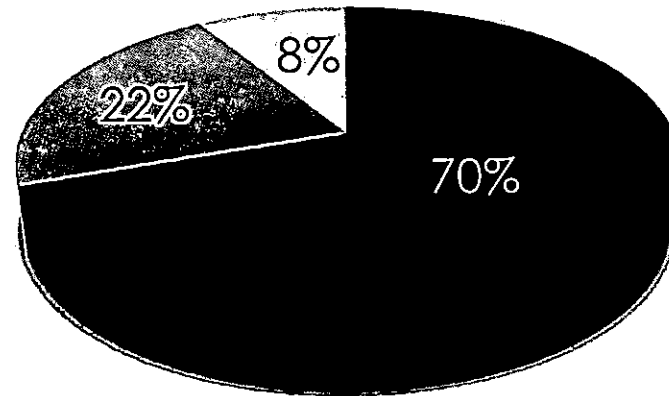
As part of the proposal to make changes to the Specific Ownership Tax, voters may also be asked to approve 3.5 billion dollars in new bond debt to fund transportation projects across the state, including improvements to I-25 and I-70. By issuing bonds, statewide highway and bridge projects would be accelerated to reduce congestion and enhance safety. If this proposal was on the ballot this November for voter approval, would you vote YES and approve the ballot measure or would you vote NO and reject the ballot measure?



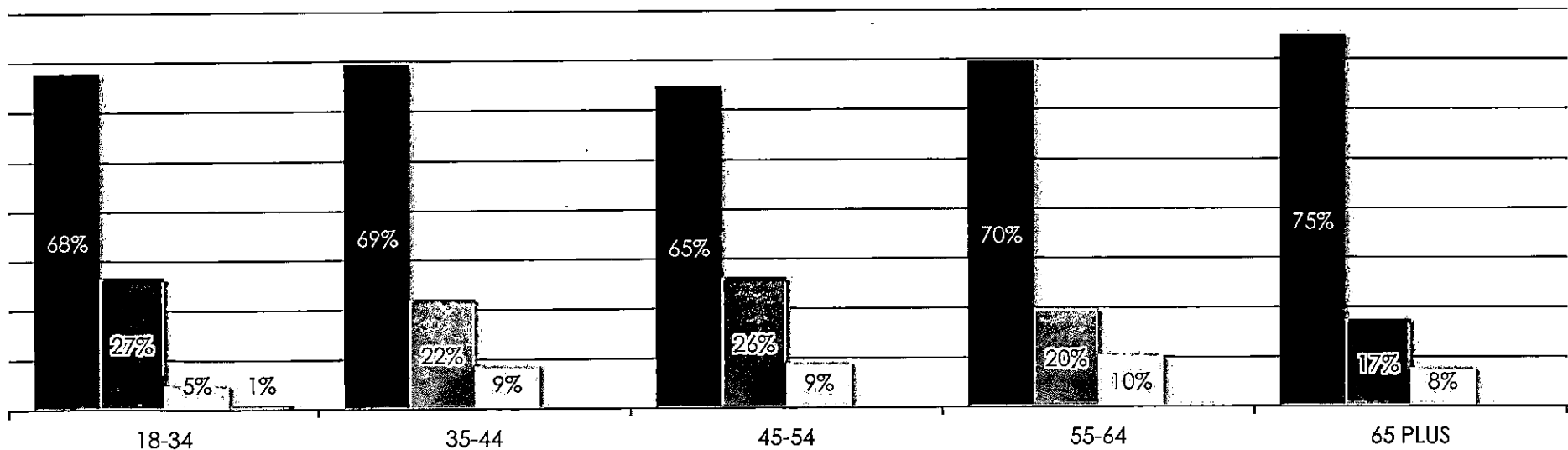
- TOTAL YES, APPROVE
- TOTAL NO, REJECT
- UNDECIDED
- REFUSED



As part of the proposal to make changes to the Specific Ownership Tax, voters may also be asked to approve 3.5 billion dollars in new bond debt to fund transportation projects across the state, including improvements to I-25 and I-70. By issuing bonds, statewide highway and bridge projects would be accelerated to reduce congestion and enhance safety. If this proposal was on the ballot this November for voter approval, would you vote YES and approve the ballot measure or would you vote NO and reject the ballot measure?



■ TOTAL YES, APPROVE   ■ TOTAL NO, REJECT   ■ UNDECIDED   ■ REFUSED



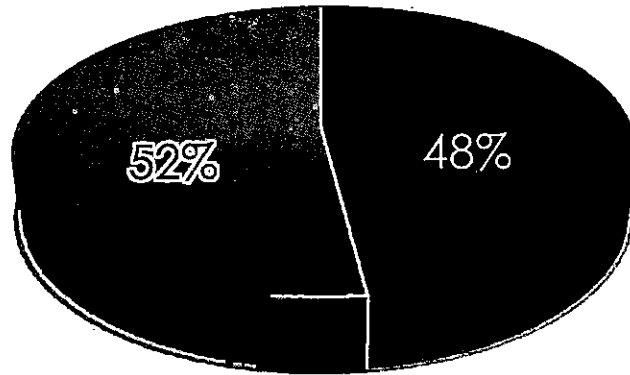
# DEMOGRAPHICS

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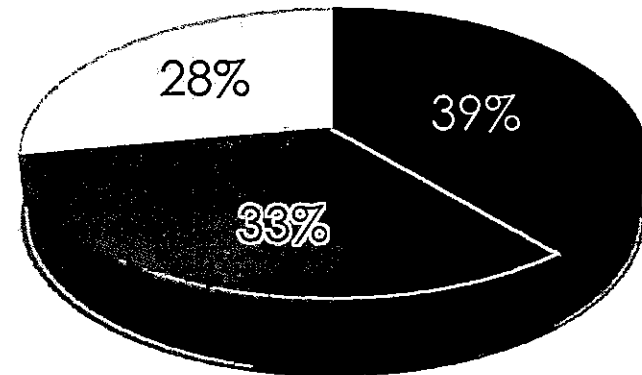
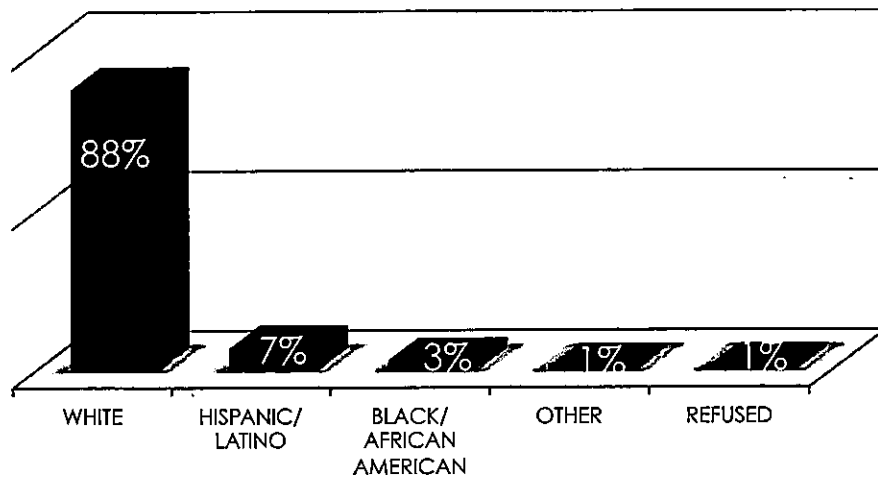
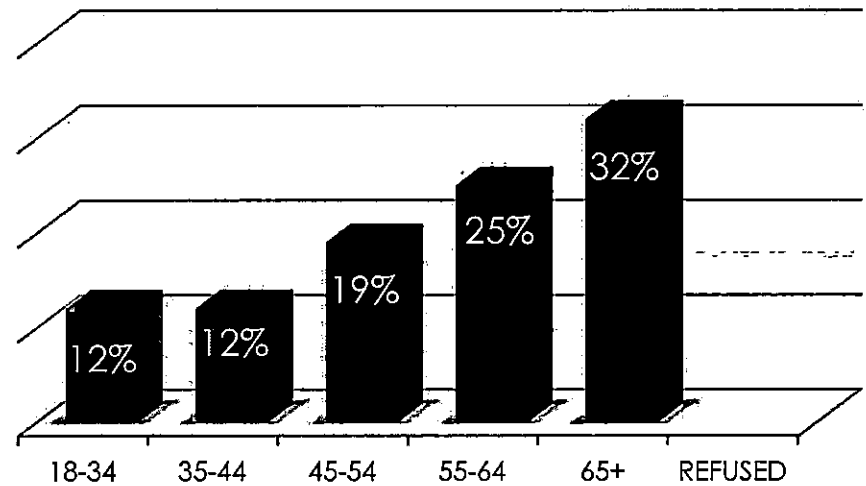
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STRATEGIES



# Demographics



■ MALE ■ FEMALE



■ Republican ■ Democrat □ Unaffiliated