



Gunnison County is proposing a half-penny sales tax to help develop a dedicated funding source for roads and bridges maintenance.

Gunnison County is at a fork in the road.



WITH NEW FUNDING

With a dedicated funding source, the County will:

- **Develop engineering plans to address a variety of maintenance needs** ranging from minor repair on gravel roads to major reconstruction on paved roads. The plan will address near-term, short-term, and long-term projects; focusing first on surface treatments and latent safety issues.
- **Complete more maintenance treatments and repairs each year**, along with fixing major structural issues that will provide long-term solutions. By fixing major structural issues, this will allow the County to save money on long-term maintenance.
- **Unlock additional funding opportunities**, leveraging state and federal grants that require local matching funds. Most state and federal transportation grants require a minimum 20% match with local funds; with more local funds in reserve the County will be more successful in securing state and federal grant dollars.
- The county will spend 100% of this new revenue **on roads and bridges**, constrained by the law passed by voters.

What happens if the County sales tax passes?

- **The county sales tax will be paid by both residents and visitors**, which will generate revenue from all road users, including tourists.
- **All the revenue collected** from the county sales tax will be spent on Roads and Bridges.
- **The sales tax will allow the County to create a dedicated funding source for roads and bridges.** It is estimated that the sales tax will generate \$3.3 million per year.
- The dedicated funding source will help Gunnison County to **address the deferred backlog** of maintenance and repairs of \$38 million.

WITHOUT NEW FUNDING

Without a dedicated funding source, the County will:

- **Operate as they have**, relying heavily on the Colorado gas tax funds, which have not kept up with inflation and modern transportation demands. If the purchasing power remains the same, the amount of deferred backlog maintenance will continue to grow.
- **Utilize current resources**, but the County will have to implement cheaper maintenance/repairs that offer temporary fixes and ultimately lead to more costly improvements in the future.
- **Struggle to secure state and federal funds**, because competitive grants require local matching dollars. This will limit the number of larger projects the County will be able to accomplish overtime.

What happens if the County sales tax does not pass?

- Residents and visitors **will not see an increase in county sales tax.**
- **The County will continue to operate using the existing funding sources**, including HUTF or gas tax dollars along with funds from vehicle registration fees, and the federal PILT program.
- Without a dedicated funding source, the County will be **limited to the number of maintenance treatments** that can be performed each year.
- The current funding sources will not increase, but as costs of labor and materials continue to increase, the **backlog maintenance will continue to grow.**



MOVING GUNNISON COUNTY FORWARD

INVESTING IN SAFER ROADS AND BRIDGES

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Gunnison County Roads & Bridges Initiative



Part 1: Data collection and conditions inventory

Review of the functional classification of all roads within Gunnison County's jurisdiction.

Assessment of bridge and culvert conditions.

Road AI: Use of technology to assess the surface conditions of both paved and gravel roads.

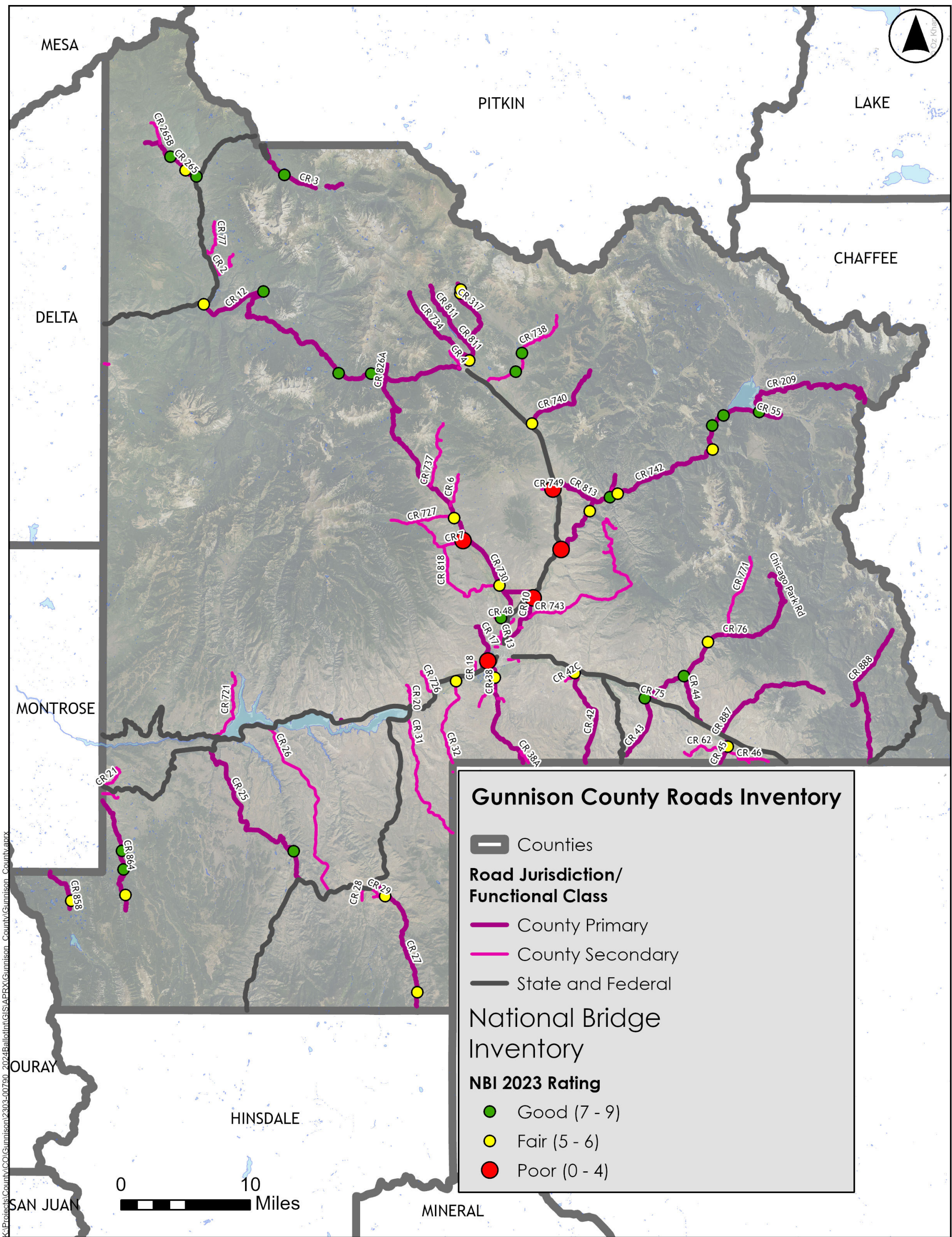
Review of Average Daily Traffic (ADT) using StreetLight Data

- This helps us to get an idea of how many vehicles are on our roadways on a day-to-day basis
- More vehicles mean more wear and tear on our roads

Review of Crash History, data provided by CDOT

- Look at crash factors such as demographics, road conditions, and vehicle type, and compare it to a peer county, region or statewide averages to see if locations or conditions have heightened crashes
- Compare year-to-year statistics within the county to see if crash types or conditions are increasing, decreasing, or keeping steady

BRIDGE & CULVERT CONDITIONS



Paved Road Projects			
Pavement Condition	Improvement Type	Alias	Cost/Mile
Very Poor (*or High ADT Gravel Road)	Complete Reconstruction: Full Depth Reclamation (and Gravel to Pavement Conversion)	Complete Reconstruction	\$3,000,000
Poor	Minor Reconstruction: Mill and Overlay	Minor Reconstruction	\$2,000,000
Fair	Major Rehab: Chip Seal	Major Rehab	\$800,000
Good	Minor Rehab: Crack Sealing / Fog Coating	Minor Rehab	\$200,000
Very Good	No Improvement Needed (NIP)	NIP	NA

Gravel Road Projects			
Pavement Condition	Improvement Type	Alias	Cost/Mile
*Gravel: Fair to Very Poor	Gravel Rehab (GR) [6-inches of base]	Gravel Rehab	\$50,000
*Gravel: Very Good to Good	Gravel Minor Rehab (GMR) [3-inches of base]	Gravel Minor Rehab	\$25,000

Infrastructure Cost Analysis

- Costs were estimated for each segment of roadway based on their length and the improvement type needed.
- After compiling a list of all surface transportation needs and the cost of each project, Gunnison County has \$38,139,992 in deferred maintenance costs.

Cost estimates were completed in 2025, and do not account for year over year inflation

Gunnison County Roads & Bridges Existing Conditions Analysis

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GUNNISON COUNTY

How are Gunnison County Roads & Bridges Funded?

“Roads & Bridges are NOT funded by property taxes. County governments are not legally allowed to fund road maintenance through property tax.”



Highway User Tax Fund (HUTF)

- Accounts for 50 percent of the Roads & Bridges budget.
- Funds come from gas taxes.
- **This is the primary source of funding for Gunnison County roads and bridges.**
- HUTF tax base has not increased since 1993.



“Payment in Lieu of Taxes” (PILT)

- Accounts for 25 percent of the Roads & Bridges budget.
- The County receives federal payments to offset losses in property taxes due to nontaxable federal lands within their boundaries.
- PILT funds are not always guaranteed.



Severance Tax

- Approximately 12.5 percent of the Roads & Bridges budget.
- Tax on nonrenewable natural resources that are removed from the earth.



Specific Ownership & FASTER Funds

- Approximately 12.5 percent of the Roads & Bridges budget.
- Fees and taxes on vehicle registration, and they are specifically designated by the State of Colorado for roadway safety, repair, and transit.

Sales Tax distribution in Gunnison County

- Sales tax varies depending on the jurisdiction in which the purchase was made.
- Gunnison County collects 1¢ on every dollar, however per the 1978 sales tax measure, Gunnison County is required to reallocate a portion back to the municipalities, leaving only 0.7¢ for Gunnison County.
- When funds are available, Gunnison County may spend a small percentage of sales tax revenues on Road and Bridge capital projects, but not maintenance.



Gunnison County: 1¢

Gunnison County only keeps .7¢ of each cent collected; the rest is returned to the municipality where it was collected.

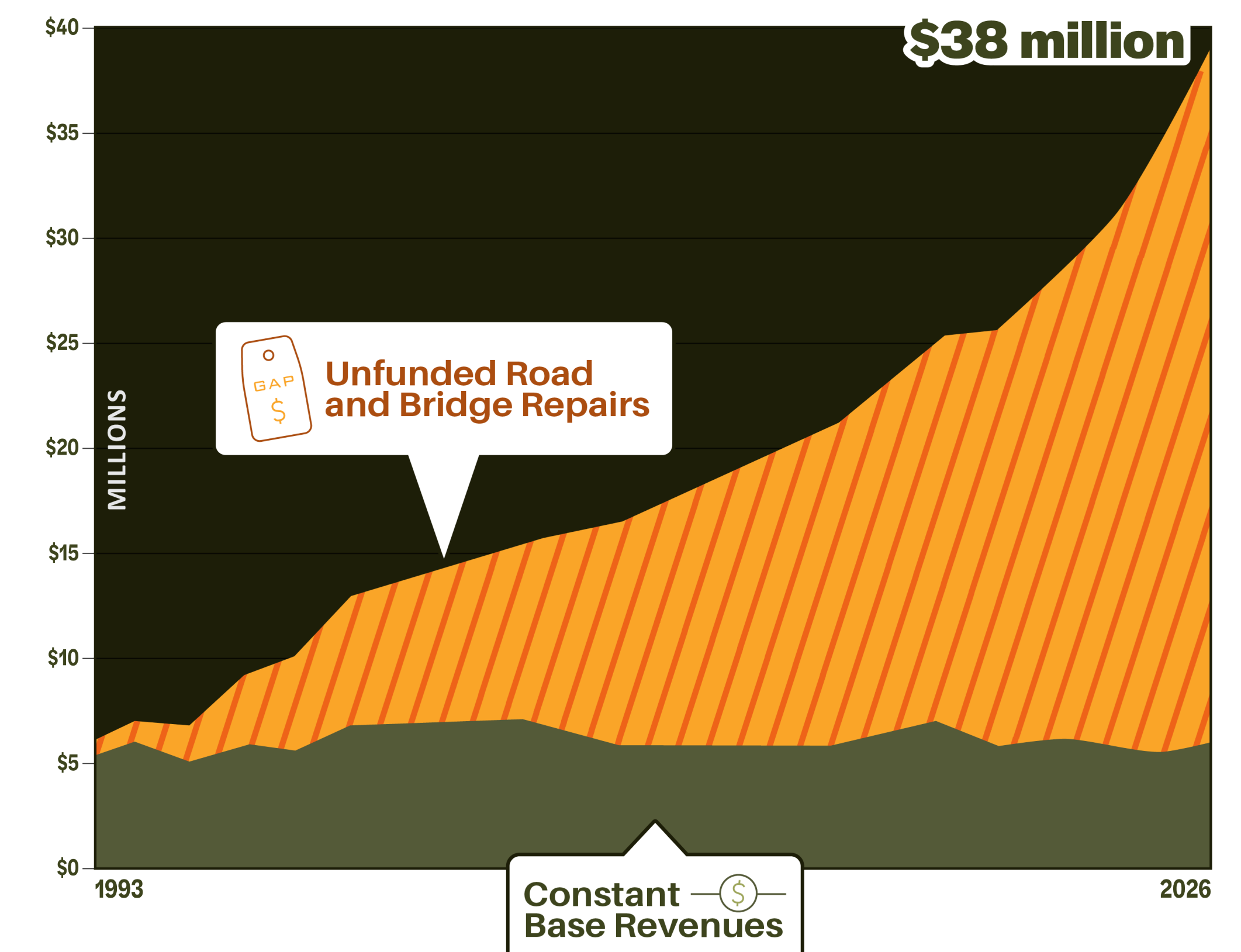
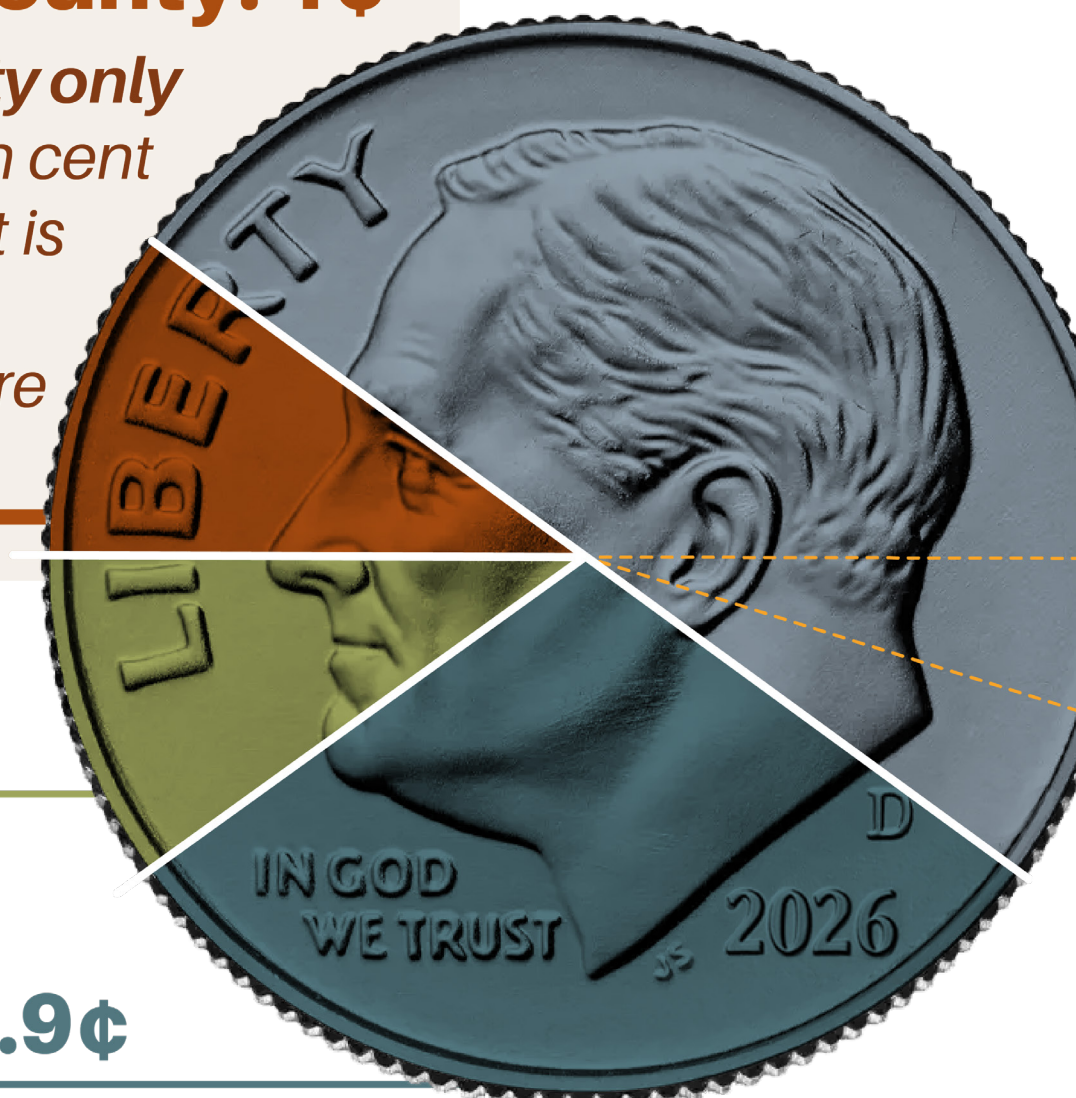
RTA: 1¢

State of Colorado: 2.9¢

Municipality Tax

Town of Mt. Crested Butte: 5¢
Town of Crested Butte: 4.5¢
City of Gunnison: 4¢

Municipal portion dependent on where purchase is made



Gunnison County Roads & Bridges Expenses & Funding Needs

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Gunnison County Roads & Bridges Initiative

GUNNISON COUNTY



This November, Gunnison County voters will be asked to weigh in on a half-cent sales tax increase. If the measure passes, it will help the County to develop dedicated funding for Roads and Bridges.

Gunnison County Ballot Language

SHALL GUNNISON COUNTY TAXES BE INCREASED BY \$3,811,363 ANNUALLY (ESTIMATED FIRST FISCAL YEAR DOLLAR INCREASE STARTING IN 2027), AND BY ANY ADDITIONAL AMOUNT AS MAY BE RAISED EACH YEAR THEREAFTER, THROUGH AN ADDITIONAL 0.50% (50 CENTS ON 100 DOLLARS) COUNTYWIDE SALES TAX TO COMMENCE ON JANUARY 1, 2027, FOR THE PURPOSES OF:

- IMPROVING SAFETY ON COUNTY ROADS AND BRIDGES;
- REPAIRING, MAINTAINING, AND IMPROVING COUNTY ROADS, BRIDGES, AND RELATED TRANSPORTATION INFRASTRUCTURE TO ADDRESS CURRENT AND FUTURE COUNTY TRANSPORTATION NEEDS; AND
- PLANNING, DESIGNING, CONSTRUCTING, RECONSTRUCTING, AND IMPROVING TRANSPORTATION INFRASTRUCTURE;

SUCH SALES TAX TO BE IN ADDITION TO ALL OTHER TAXES LEVIED BY THE COUNTY, SHALL NOT BE ALLOCATED IN WHOLE OR IN PART TO MUNICIPALITIES, AND THE PROCEEDS OF SUCH SALES TAX AND INVESTMENT INCOME THEREON, REGARDLESS OF AMOUNT, TO BE COLLECTED AND SPENT BY THE COUNTY AS A VOTER APPROVED REVENUE CHANGE UNDER ARTICLE X, SECTION 20 OF THE COLORADO CONSTITUTION?

☐ YES/FOR

☐ NO/AGAINST

COLORADO PROPOSITION 175

Colorado will have an initiative asking voters to reallocate state funds to support road transportation.



What Gunnison County voters need to know:

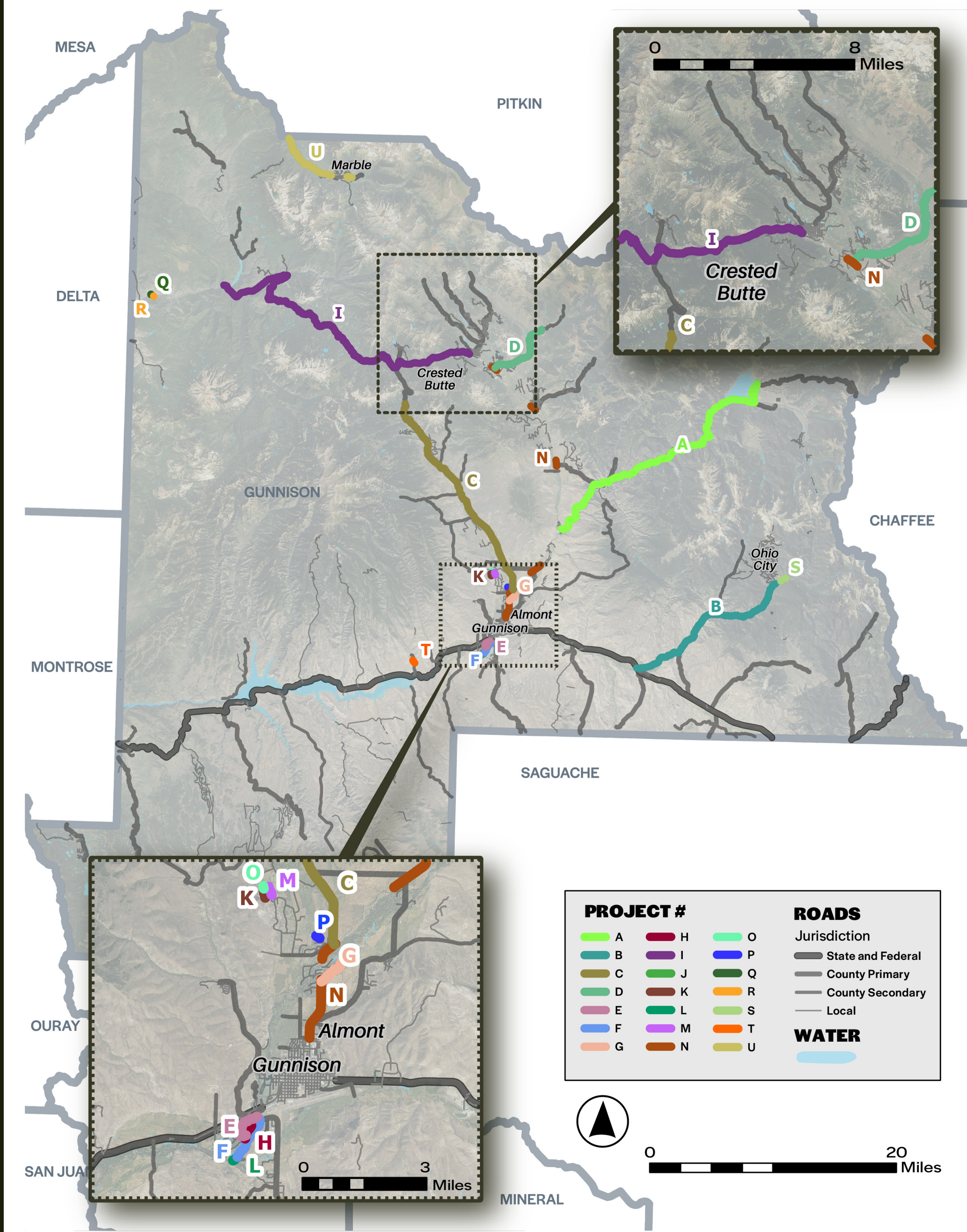
- Past state level measures to address road transportation have **not resulted** in mountain counties getting substantial funds.
- If passed, Prop 175 will **take funds from other state services** to help with road infrastructure.
- Proposed state level funding changes will result in **not enough revenue** for Western Slope and smaller mountain communities.
- **Larger communities** on the Front Range are more likely to benefit from this measure.
- If passed, these additional state funds **would not be able to close the gap** between the current needs and the funding available in Gunnison County.

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Top Projects Identified through Technical Analysis & Public Feedback

PROJECT #	NAME	ALIAS	COMMUNITY
A	COUNTY ROAD 742	TAYLOR RIVER RD	ALMONT
B	COUNTY ROAD 76	QUARTZ CREEK RD	OHIO CITY
C	COUNTY ROAD 730	OHIO CREEK RD	GUNNISON
D	COUNTY ROAD 738	BRUSH CREEK RD	CRESTED BUTTE
E	RIO VISTA RD	COUNTY ROAD 34	GUNNISON
F	FAIRWAY LN	COUNTY ROAD 34A	GUNNISON
G	COUNTY ROAD 11	PONDEROSA LANE	GUNNISON
H	MONTE VISTA DR	COUNTY ROAD 37	GUNNISON
I	COUNTY ROAD 12	KEBLER PASS	CRESTED BUTTE
J	ROUND TREE RD	COUNTY ROAD 36	GUNNISON
K	YACO TRL	COUNTY ROAD 48K	GUNNISON
L	WILD GOOSE LN	WILD GOOSE LN	GUNNISON
M	TIAMA TRL	COUNTY ROAD 48D	GUNNISON
N	HWY 135	HWY 135	ALMONT
O	SENECA TRL	SENECA TRL	GUNNISON
P	BLUE HERON POINT DR	COUNTY ROAD 48I	GUNNISON
Q	1ST ST	1ST ST	SOMERSET
R	8TH ST	8TH ST	SOMERSET
S	STATE ST	STATE ST	PITKIN
T	COUNTY ROAD 20A	STUEBEN WEST BRANCH	GUNNISON
U	COUNTY ROAD 3	ROAD TO MARBLE	CARBONDALE

- The study incorporated an independent, unbiased, AI-driven assessment of all County roads, which **evaluated the condition** of the roads and bridges.
- Through this assessment, it was determined that only 36 percent of the 418 miles of County maintained roads were rated in good condition, while **64 percent of roads are in fair or poor condition**.
- The assessment also found that **5 of the 48 bridges** were rated in **poor condition** and 21 bridges were rated in fair condition.
- Through the existing conditions assessment, over **300 projects** were identified.
- Using a combination of **technical analysis and public feedback**, 21 projects rose to the top of the project list.

Existing Conditions and Identified Projects