

First Regular Session  
Seventy-first General Assembly  
STATE OF COLORADO

INTRODUCED

LLS NO. 17-0487.03 Jason Gelender x4330

**HOUSE BILL 17-1171**

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**HOUSE SPONSORSHIP**

**Buck and Carver,**

**SENATE SPONSORSHIP**

**(None),**

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**House Committees**  
State, Veterans, & Military Affairs  
Finance  
Appropriations

**Senate Committees**

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**A BILL FOR AN ACT**

101     **CONCERNING INFRASTRUCTURE FUNDING, AND, IN CONNECTION**  
102         **THEREWITH, REQUIRING THE TRANSPORTATION COMMISSION TO**  
103         **SUBMIT A BALLOT QUESTION TO THE VOTERS OF THE STATE AT**  
104         **THE NOVEMBER 2017 STATEWIDE ELECTION WHICH, IF**  
105         **APPROVED, WOULD AUTHORIZE THE STATE, WITH NO INCREASE**  
106         **IN ANY TAXES, TO ISSUE ADDITIONAL TRANSPORTATION**  
107         **REVENUE ANTICIPATION NOTES FOR THE PURPOSE OF**  
108         **ADDRESSING CRITICAL PRIORITY TRANSPORTATION NEEDS IN**  
109         **THE STATE BY FINANCING TRANSPORTATION PROJECTS AND**  
110         **WOULD EXCLUDE NOTE PROCEEDS AND INVESTMENT EARNINGS**  
111         **ON NOTE PROCEEDS FROM STATE FISCAL YEAR SPENDING**  
112         **LIMITS; AND DEDICATING TEN PERCENT OF STATE SALES AND USE**  
113         **TAX NET REVENUE FOR STATE TRANSPORTATION PURPOSES AND**

Shading denotes HOUSE amendment. Double underlining denotes SENATE amendment.  
*Capital letters indicate new material to be added to existing statute.*  
*Dashes through the words indicate deletions from existing statute.*

### Bill Summary

*(Note: This summary applies to this bill as introduced and does not reflect any amendments that may be subsequently adopted. If this bill passes third reading in the house of introduction, a bill summary that applies to the reengrossed version of this bill will be available at <http://leg.colorado.gov>.)*

In 1999, the voters of the state authorized the executive director of the department of transportation (executive director) to issue transportation revenue anticipation notes (TRANs) in a maximum principal amount of \$1.7 billion and with a maximum repayment cost of \$2.3 billion in order to provide financing to accelerate the construction of qualified federal aid transportation projects. The executive director issued the TRANs as authorized. The final payments of principal and interest on the TRANs will be made during fiscal year 2016-17, which will make available for expenditure for transportation-related purposes only revenues dedicated for transportation by federal law, the state constitution, and state law that the state has been using to make principal and interest payments on the TRANs.

**Section 3** of the bill repeals a requirement that the state treasurer make conditional transfers, which are reduced or eliminated if the state is required to refund excess state revenues in accordance with the taxpayer's bill of rights, of a specified percentage of total general fund revenues from the general fund to the capital construction fund and the highway users tax fund for state fiscal years 2017-18, 2018-19, and 2019-20.

**Section 4** of the bill requires the state transportation commission to submit a ballot question to the voters of the state at the November 2017 statewide election, which, if approved, would authorize the executive director to issue additional TRANs in a maximum principal amount of \$3.5 billion and with a maximum repayment cost of \$5 billion once the TRANs already issued are repaid in full. The additional TRANs must have a maximum repayment term of 20 years, and the certificate, trust indenture, or other instrument authorizing their issuance must provide that the state may pay them in full before the end of the specified payment term without penalty. Additional TRANs must otherwise generally be issued subject to the same requirements and for the same purposes as the original TRANs; except that the transportation commission must pledge to annually allocate from legally available money under its control any money needed for payment of the notes in excess of amounts appropriated

by the general assembly from the state highway fund for payment of the notes as authorized by **section 6** of the bill until the notes are fully repaid.

**Section 5** of the bill requires proceeds from the sale of any additional TRANs that are not otherwise pledged for the payment of the TRANs to be used only for specified projects until all of the projects have been funded in whole or in part with such proceeds and have been fully funded and specifies additional transportation project contract award process requirements and limitations for a project to be funded in whole or in part with proceeds of additional TRANs.

**Sections 6 and 7** of the bill require 10% of state sales and use tax net revenue collected on or after July 1, 2017, to be credited to the highway users tax fund (HUTF), paid from the HUTF to the state highway fund for use, subject to annual appropriation by the general assembly, for payment of TRANs and, to the extent not used for that purpose, state transportation projects. Section 6 also requires 1% of state sales and use tax net revenue collected on or after July 1, 2017, less ten million dollars to be credited to the capital construction fund.

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1     *Be it enacted by the General Assembly of the State of Colorado:*

2           **SECTION 1. Short title.** The short title of this act is the "Fix  
3           Colorado Roads Act".

4           **SECTION 2. Legislative declaration.** (1) The general assembly  
5           hereby finds and declares that:

6           (a) Colorado's population is expected to increase to over six  
7           million nine hundred thousand in 2030, and much of this growth will  
8           occur in the interstate 25 and interstate 70 corridors;

9           (b) Population growth has significantly increased traffic and  
10           congestion in the interstate 25 and interstate 70 corridors and will  
11           continue to do so in the future, causing longer travel times, increasing air  
12           pollution, decreasing Coloradans' access to recreational opportunities, and  
13           accelerating the deterioration of Colorado's transportation infrastructure;

14           (c) The growth of the economy of this state has prompted new and  
15           ever-increasing uses of public highways, roads, and other transportation  
16           infrastructure, and the existing transportation infrastructure of this state

cannot accommodate such greatly increased uses; and

(d) In order to preserve and improve Colorado's economic prosperity and quality of life, it is necessary to develop and maintain a modern, efficient, and cost-effective multimodal transportation system that can move people, goods, and information without undue delays or environmental consequences.

(2) The general assembly further finds and declares that:

(a) One of the major concerns of the citizens of this state is the ability of the state and local governments to address the long-term transportation infrastructure needs of this state that are critical to the continued growth of the state's economy and the maintenance of citizens' quality of life;

(b) The state has significantly decreased its contribution of general state revenues available in recent years to fund critical priority transportation infrastructure needs, and current transportation funding mechanisms do not provide adequate revenues to keep pace with the increasing demands on transportation infrastructure statewide;

(c) State and regional economically significant transportation corridors, and their related congestion relief projects, are subject to available appropriation while construction costs escalate and congestion worsens;

(d) In 1999, the general assembly and the voters of the state approved Referendum A, which authorized the state to issue transportation revenue anticipation notes to accelerate the funding and completion of twenty-eight strategic transportation projects in significant corridors, including the T-REX project, the highly successful expansion and congestion mitigation project for the interstate 25 corridor in the

1       Denver metropolitan area;

2           (e) The success of the 1999 transportation revenue anticipation  
3       notes program shows that leveraging existing revenues is the most  
4       prudent and cost-effective means to accelerate and deliver large scale and  
5       economically significant transportation projects throughout Colorado;

6           (f) By utilizing revenue anticipation notes for the financing of  
7       transportation projects that may be financed, in whole or in part, with  
8       federal transportation funds, a significant amount of up-front revenues  
9       can be generated for such federal aid transportation projects, which will  
10      enable the state to design and construct such transportation projects  
11      without using revenues available for other important transportation  
12      projects;

13           (g) Utilizing revenue anticipation notes to finance federal aid  
14       transportation projects also results in significant cost savings to the state,  
15       since such transportation projects can be completed at present-day costs,  
16       at current low borrowing rates, and at an accelerated pace, but the state  
17       needs to be able to act quickly to issue revenue anticipation notes in order  
18       to realize these cost savings;

19           (h) It is reasonable and necessary to utilize revenue anticipation  
20       notes for the financing of federal aid transportation projects;

21           (i) Because robust transportation infrastructure benefits all  
22       Coloradans, including Coloradans who do not drive, own, or lease motor  
23       vehicles and do not pay the motor fuel taxes and vehicle registration fees  
24       that generate the vast majority of dedicated funding for transportation, it  
25       is appropriate and the intent of the general assembly to use both existing  
26       dedicated transportation funding and new dedicated transportation  
27       funding in the form of a portion of state sales and use tax net revenues as

1       sources of repayment for revenue anticipation notes; and  
2               (j) The issuance of new transportation revenue anticipation notes  
3       will accelerate the funding and completion of up to three and a half  
4       billion dollars in specific and designated projects in state and regional  
5       economically significant transportation corridors throughout Colorado.  
6       The projects were identified by the Colorado department of transportation  
7       and the transportation planning regions of the state to be of highest  
8       priority, and economically significant, to the state of Colorado and the  
9       regions in which they will be built.

10               **SECTION 3.** In Colorado Revised Statutes, 24-75-219, **repeal**  
11       (2)(c), (2)(d), (3)(b), and (4) as follows:

12               **24-75-219. Transfers - transportation - capital construction -**  
13       **definitions.** (2) (c) ~~For each state fiscal year from state fiscal year~~  
14       ~~2017-18 through the state fiscal year 2019-20, the state treasurer shall~~  
15       ~~transfer from the general fund to the:~~

16               (I) ~~Highway users tax fund; an amount equal to two percent of the~~  
17       ~~total general fund revenues for the state fiscal year in which the transfer~~  
18       ~~is made; and~~

19               (II) ~~Capital construction fund, an amount equal to one percent of~~  
20       ~~the total general fund revenues for the state fiscal year in which the~~  
21       ~~transfer is made.~~

22               (d) ~~For each state fiscal year beginning on or after July 1, 2020,~~  
23       ~~the general assembly may appropriate or transfer, in its sole discretion,~~  
24       ~~money from the general fund to the highway users tax fund, the capital~~  
25       ~~construction fund, or both funds.~~

26               (3) (b) ~~Except as otherwise set forth in subsection (4) of this~~  
27       ~~section, the transfers required pursuant to paragraph (c) of subsection (2)~~

1 of this section shall be made as follows:

2 (I) On the fifteenth day of the first month of each quarter of each  
3 state fiscal year in which the transfers are required, an amount equal to  
4 twenty percent of the total amounts that are required to be transferred to  
5 the highway users tax fund and the capital construction fund for such state  
6 fiscal year, which amounts shall be based on the most recent revenue  
7 estimate prepared by legislative council staff that is available at the time  
8 of the transfers, shall be transferred to the respective funds.

9 (II) On the date during the state fiscal year on which the state  
10 controller distributes the comprehensive annual financial report of the  
11 state, the state treasurer shall transfer an amount equal to the differences  
12 between the actual amounts required to be transferred to the funds and the  
13 estimated amounts previously transferred pursuant to subparagraph (I) of  
14 this paragraph (b).

15 (4) (a) For any state fiscal year for which there are excess state  
16 revenues that are required to be refunded pursuant to section 20 of article  
17 X of the state constitution, the quarterly and year-end amounts that are  
18 required to be transferred to the funds pursuant to paragraph (b) of  
19 subsection (3) of this section shall:

20 (I) Be reduced by fifty percent, if the amount of the refund is  
21 greater than one percent of the general fund revenues for the state fiscal  
22 year but less than or equal to three percent of the total general fund  
23 revenues for the state fiscal year; and

24 (II) Not be made, if the amount of the refund is greater than three  
25 percent of the total general fund revenues for the state fiscal year.

26 (b) The calculations required pursuant to paragraph (a) of this  
27 subsection (4) shall be based on the most recent revenue estimate

1        prepared by the legislative council staff that is available at the time of  
2        each transfer; except that the last transfer made for each state fiscal year  
3        shall be based on the actual revenues for the state fiscal year.

4                    **SECTION 4.** In Colorado Revised Statutes, 43-4-705, **amend**  
5        (13) as follows:

6                    **43-4-705.        Revenue    anticipation    notes    -    repeal.**

7        (13) (a) Notwithstanding any other provision of this part 7 to the  
8        contrary, the executive director shall have the authority to issue revenue  
9        anticipation notes pursuant to this part 7 only if voters statewide approve  
10       the ballot question submitted at the November 1999 statewide election  
11       pursuant to section 43-4-703 (1) and only then to the extent allowed under  
12       the maximum amounts of debt and repayment cost so approved.

13                    (b) (I) AFTER THE REPAYMENT IN FULL OF ALL REVENUE  
14        ANTICIPATION NOTES ISSUED AS AUTHORIZED BY SUBSECTION (13)(a) OF  
15       THIS SECTION, AND SUBJECT TO VOTER APPROVAL OF THE BALLOT ISSUE  
16       SUBMITTED AT THE NOVEMBER 2017 STATEWIDE ELECTION PURSUANT TO  
17       SUBSECTION (13)(b)(III) OF THIS SECTION AND THE REPAYMENT FUNDING  
18       COMMITMENT REQUIREMENT SPECIFIED IN SUBSECTION (13)(b)(II) OF THIS  
19       SECTION, THE EXECUTIVE DIRECTOR MAY ISSUE ADDITIONAL REVENUE  
20       ANTICIPATION NOTES IN A MAXIMUM AMOUNT OF THREE AND ONE-HALF  
21       BILLION DOLLARS AND WITH A MAXIMUM REPAYMENT COST OF FIVE  
22       BILLION DOLLARS. THE MAXIMUM REPAYMENT TERM FOR ANY NOTES  
23       ISSUED PURSUANT TO THIS SUBSECTION (13)(b) IS TWENTY YEARS, AND  
24       THE CERTIFICATE, TRUST INDENTURE, OR OTHER INSTRUMENT  
25       AUTHORIZING THEIR ISSUANCE SHALL PROVIDE THAT THE STATE MAY PAY  
26       THE NOTES IN FULL BEFORE THE END OF THE SPECIFIED PAYMENT TERM  
27       WITHOUT PENALTY.

21 (IV) (A) IF A MAJORITY OF THE ELECTORS VOTING ON THE BALLOT  
22 ISSUE IN SUBSECTION (13)(b)(III) OF THIS SECTION VOTE "No/AGAINST",  
23 THEN THIS SUBSECTION (13)(b) IS REPEALED, EFFECTIVE JANUARY 1, 2018.

24 (B) IF A MAJORITY OF THE ELECTORS VOTING ON THE BALLOT ISSUE  
25 IN SUBSECTION (13)(b)(III) OF THIS SECTION VOTE "YES/FOR", THEN THIS  
26 SUBSECTION (13)(b)(IV) IS REPEALED, EFFECTIVE JANUARY 1, 2018.

**27 SECTION 5.** In Colorado Revised Statutes, amend 43-4-714 as

1 follows:

2           **43-4-714. Priority of strategic transportation project**  
3           **investment program - additional contract award process**  
4           **requirements - repeal.** (1) If the executive director issues any revenue  
5           anticipation notes in accordance with the provisions of this part 7, the  
6           proceeds from the sale of such notes that are not otherwise pledged for  
7           the payment of such notes shall be used for the qualified federal aid  
8           transportation projects included in the strategic transportation project  
9           investment program of the department of transportation.

10           (2) IN ADDITION TO THE REQUIREMENT SPECIFIED IN SUBSECTION  
11           (1) OF THIS SECTION, PROCEEDS FROM THE SALE OF ANY ADDITIONAL  
12           REVENUE ANTICIPATION NOTES THAT THE EXECUTIVE DIRECTOR ISSUES  
13           PURSUANT TO SECTION 43-4-705 (13)(b) THAT ARE NOT OTHERWISE  
14           PLEDGED FOR THE PAYMENT OF THE NOTES SHALL BE USED ONLY FOR THE  
15           PROJECTS DENOTED AS TEN-YEAR DEVELOPMENT PROGRAM PROJECTS FOR  
16           WHICH TIER 1 FUNDING IS DESIGNATED IN THE DRAFT 2016 DEVELOPMENT  
17           PROGRAM OF THE DEPARTMENT DATED NOVEMBER 29, 2016, WHICH ARE:

18           (a) IN THE GREATER DENVER AREA TRANSPORTATION PLANNING  
19           REGION:

20           (I) I-25: MONUMENT TO C-470, CORRIDOR MOBILITY AND SAFETY  
21           IMPROVEMENTS FROM MONUMENT TO C-470 AS OUTLINED IN THE PEL  
22           CURRENTLY UNDERWAY;

23           (II) I-25: SANTA FE TO ALAMEDA, COMPLETION OF THE ALAMEDA  
24           INTERCHANGE ON I-25 INCLUDING RECONSTRUCTION OF LIPAN,  
25           RECONSTRUCTION OF THE ALAMEDA BRIDGE OVER THE SOUTH PLATTE  
26           AND FINALIZATION OF RAMP CONFIGURATIONS;

27           (III) I-25: VALLEY HIGHWAY PHASE 3.0: SANTA FE TO BRONCO

1       ARCH (INCLUDING BRIDGES), REPLACEMENT OF BRIDGES AND  
2       INTERCHANGES AND ROADWAY WIDENING. CONGESTION RELIEF, SAFETY,  
3       AND MOBILITY IMPROVEMENTS;

4           (IV)    US 85: LOUVIERS TO MEADOWS WIDENING,  
5       RECONSTRUCTION OF TWO LANE ROADWAY TO FOUR LANES WITH A  
6       DIVIDED MEDIAN AND ACCELERATION/ DECELERATION LANES. INCLUDES  
7       A 10 FOOT TRAIL;

8           (V)    STATE HIGHWAY 42: SAFETY AND INTERSECTION  
9       IMPROVEMENTS, SAFETY AND INTERSECTION IMPROVEMENTS IN  
10      LOUISVILLE AND LAFAYETTE;

11          (VI)    STATE HIGHWAY 66: CORRIDOR IMPROVEMENTS WEST,  
12       WIDENING, SAFETY, AND INTERSECTION IMPROVEMENTS;

13          (VII)    STATE HIGHWAY 119: CONSTRUCTION OF MANAGED LANES;

14          (VIII)   I-70 TRANSIT CENTER AND SLIP RAMP-IMPROVEMENTS,  
15       RAMP AND INTERCHANGE IMPROVEMENTS TO FACILITATE ACCESS FOR BUS  
16       SERVICE TO PROPOSED TRANSIT CENTER IN DOWNTOWN IDAHO SPRINGS;

17          (IX)    CASTLE ROCK PARK-N-RIDE, CDOT CONTRIBUTION TO  
18       CONSTRUCTION OF PARK-N-RIDE IN CASTLE ROCK;

19          (X)    IDAHO SPRINGS PARK-N-RIDE, CDOT CONTRIBUTION TO  
20       CONSTRUCTION OF PARK-N-RIDE/STRUCTURE IN IDAHO SPRINGS;

21          (XI)    DENVER TECH CENTER PARK-N-RIDE;

22          (XII)   CASTLE ROCK PARK-N-RIDE;

23          (XIII)   CARBON VALLEY (STATE HIGHWAY 52 / I-25)  
24       PARK-N-RIDE, CDOT CONTRIBUTION TO CONSTRUCTION OF PARK-N-RIDE  
25       IN THE CARBON VALLEY;

26          (XIV)   STATE HIGHWAY 119 / LONGMONT EXPANSION  
27       PARK-N-RIDE;

1                   (XV) STATE HIGHWAY 7/BROOMFIELD/THORNTON PARK-N-RIDE;  
2                   (XVI) NORTH I-25 COMMUTER RAIL RIGHT OF WAY (ROW),  
3 PURCHASE OF ROW TO FACILITATE DEVELOPMENT OF COMMUTER RAIL  
4 SERVICES IN THE NORTH I-25 CORRIDOR;

5                   (XVII) I-25 NORTH: US 36 TO 120TH, IMPROVEMENTS ON I-25  
6 BETWEEN US 36 AND 120TH. POTENTIAL IMPROVEMENTS INCLUDE:  
7 AUXILIARY LANES, ADDITIONAL LANE BETWEEN 84TH AVE AND  
8 THORNTON PARKWAY AND RECONSTRUCTION OF 88TH AVE BRIDGE.

9                   (XVIII) I-25 NORTH: TEL EXPANSION, EXPANSION OF TOLLED  
10 EXPRESS LANES(TELS) FROM CURRENT PLANNED END AT E-470 TO STATE  
11 HIGHWAY 7. PROJECT WOULD NEED TO BE COMBINED WITH LOCAL FUNDS  
12 TO REBUILD I-25 / STATE HIGHWAY 7 INTERCHANGE.

13                   (XIX) I-70 WEST: WESTBOUND PEAK PERIOD SHOULDER LANES  
14 (PPSL), CONSTRUCTION OF PEAK PERIOD SHOULDER LANES (PPSL) ON  
15 WESTBOUND SIDE FROM TWIN TUNNELS TO EMPIRE JUNCTION;

16                   (XX) I-70 WEST: FLOYD HILL, RECONSTRUCTION OF WESTBOUND  
17 BRIDGE AT US 6 (MP 244) AND CONSTRUCTION OF THIRD LANE  
18 WESTBOUND DOWN FLOYD HILL TO BRIDGE. CONSTRUCTION OF THIRD  
19 LANE TO TWIN TUNNELS- EITHER PEAK PERIOD SHOULDER LANES (PPSL)  
20 OR PERMANENT.

21                   (XXI) I-70: KIPLING INTERCHANGE, RECONSTRUCTION OF  
22 INTERCHANGE TO REDUCE CONGESTION AND IMPROVE OPERATIONAL  
23 PERFORMANCE AND SAFETY;

24                   (XXII) I-225: I-25 TO YOSEMITE, COMPLETE NEPA AND FINAL  
25 DESIGN FOR \$3 MILLION. CONSTRUCTION INVOLVES REMOVING  
26 BOTTLENECK AT YOSEMITE BY SPLITTING TRAFFIC GOING TO NORTHBOUND  
27 AND SOUTHBOUND I-25 WITH TWO LANES FOR EACH DIRECTION. CURRENT

1 DTR ON-RAMP WOULD SERVE NORTHBOUND I-25 ONLY WITH A BRAIDED  
2 RAMP UNDER I-225 TO I-25 NORTHBOUND THAT WILL CONNECT TO THE  
3 RIGHT SIDE OF THE I- 225 TO I-25 SOUTHBOUND LANES. INCLUDES  
4 REPLACEMENT OF ULSTER BRIDGE.

5 (XXIII) I-270: WIDENING FROM I-76 TO I- 70, RECONSTRUCTION  
6 TO IMPROVE CAPACITY, SAFETY, AND ECONOMIC COMPETITIVENESS.  
7 CAPACITY IMPROVEMENTS, REPLACEMENT OF BRIDGES, AND  
8 RECONSTRUCTION OF CONCRETE PAVEMENT.

9 (XXIV) C-470: I-25 TO KIPLING, COMPLETE ULTIMATE BUILDOUT  
10 IDENTIFIED IN THE C-470 CORRIDOR REVISED EA. ULTIMATE BUILDOUT  
11 WILL ADD AN ADDITIONAL TOLL LANE WESTBOUND FROM COLORADO TO  
12 WADSWORTH AND EASTBOUND FROM WADSWORTH TO I-25. TWO TOLL  
13 LANES WILL ALSO BE CONSTRUCTED FROM WADSWORTH TO KIPLING FOR  
14 BOTH DIRECTIONS.

15 (XXV) US 6: WADSWORTH INTERCHANGE, RECONSTRUCTION OF  
16 THE INTERCHANGE AT US 6 AND WADSWORTH;

17 (XXVI) I-25 NORTH: US 36 TO 120TH, IMPROVEMENTS ON I-25  
18 BETWEEN US 36 AND 120TH POTENTIAL IMPROVEMENTS INCLUDE:  
19 AUXILIARY LANES, ADDITIONAL LANE BETWEEN 84TH AVE AND  
20 THORNTON PARKWAY AND RECONSTRUCTION OF 88TH AVE BRIDGE;

21 (XXVII) I-25 NORTH: EXPANSION OF TOLLED EXPRESS LANES  
22 (TELs) FROM CURRENT PLANNED END AT E-470 TO STATE HIGHWAY 7.  
23 PROJECT WOULD NEED TO BE COMBINED WITH LOCAL FUNDS TO REBUILD  
24 I-25 / STATE HIGHWAY 7 INTERCHANGE.

25 (XXVIII) I-70 WEST: WESTBOUND PEAK PERIOD SHOULDER  
26 LANES (PPSL), CONSTRUCTION OF PEAK PERIOD SHOULDER LANES  
27 (PPSL) ON WESTBOUND SIDE FROM TWIN TUNNELS TO EMPIRE JUNCTION;

1 (XXIX) I-70 WEST: FLOYD HILL, RECONSTRUCTION OF  
2  
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5

WESTBOUND BRIDGE AT US 6 (MP 244) AND CONSTRUCTION OF THIRD  
LANE WESTBOUND DOWN FLOYD HILL TO BRIDGE. CONSTRUCTION OF  
THIRD LANE TO TWIN TUNNELS- EITHER PEAK PERIOD SHOULDER LANES  
(PPSL) OR PERMANENT.

6 (XXX) I-225: I-25 TO YOSEMITE, COMPLETE NEPA AND FINAL  
7 DESIGN FOR \$3 MILLION. CONSTRUCTION INVOLVES REMOVING  
8 BOTTLENECK AT YOSEMITE BY SPLITTING TRAFFIC GOING TO NORTHBOUND  
9 AND SOUTHBOUND I-25 WITH TWO LANES FOR EACH DIRECTION. CURRENT  
10 DTR ON-RAMP WOULD SERVE NORTHBOUND I-25 ONLY WITH A BRAIDED  
11 RAMP UNDER I-225 TO I-25 NORTHBOUND THAT WILL CONNECT TO THE  
12 RIGHT SIDE OF THE I- 225 TO I-25 SOUTHBOUND LANES. INCLUDES  
13 REPLACEMENT OF ULSTER BRIDGE.

14 (XXXI) I-270: WIDENING FROM I-76 TO I- 70, RECONSTRUCTION  
15 TO IMPROVE CAPACITY, SAFETY, AND ECONOMIC COMPETITIVENESS.  
16 CAPACITY IMPROVEMENTS, REPLACEMENT OF BRIDGES, AND  
17 RECONSTRUCTION OF CONCRETE PAVEMENT.

18 (XXXII) US 6: WADSWORTH INTERCHANGE, RECONSTRUCTION OF  
19 THE INTERCHANGE AT US 6 AND WADSWORTH;

20 (XXXIII) US 85/VASQUEZ: I-270 TO 62ND AVE. INTERCHANGE,  
21 RECONSTRUCTION OF THE INTERCHANGE AT I-270 AND INTERSECTION AT  
22 60TH AVE. TO IMPROVE THE SAFETY AND CAPACITY BY MAKING THE  
23 GEOMETRIC CONFIGURATION MORE INTUITIVE FOR DRIVERS, ADDING  
24 GRADE SEPARATION, AND IMPROVING ACCESS POINTS BASED ON A PEL  
25 STUDY RECOMMENDATION.

(XXXIV) US 85: 104TH GRADE SEPARATION, CONSTRUCTION OF  
A GRADE SEPARATED INTERCHANGE AT 104TH & US 85. THE PROJECT

1 WILL ALSO GRADE SEPARATE 104TH AT THE UPRR CROSSING JUST EAST OF  
2 US 85.

3 (XXXV) US 85: 120TH GRADE SEPARATION, CONSTRUCTION OF  
4 A GRADE SEPARATED INTERCHANGE AT 120TH & US 85. THE PROJECT  
5 WILL ALSO GRADE SEPARATE 120TH AT THE UPRR CROSSING JUST EAST  
6 OF US 85.

7 (XXXVI) US 285: RICHMOND HILL TO SHAFFER'S CROSSING,  
8 WIDENING OF ROADWAY TO FOUR LANES WITH MEDIAN AND  
9 CONSTRUCTION OF GRADE SEPARATED INTERCHANGE AT KING'S VALLEY;

10 (XXXVII) 36/CHURCH RANCH, 88TH/SHERIDAN AND CHURCH  
11 RANCH (104TH AVE)/US36;

12 (b) IN THE PUEBLO AREA TRANSPORTATION PLANNING REGION:

13 (I) US 50B: EAST WIDENING (PHASE OF THE US 50 EAST TIER I  
14 EIS), IMPLEMENT TIER II PROJECTS ALONG THE US 50 CORRIDOR (MP  
15 318.5-467.5) PER THE TIER I FEIS/ROD. LIKELY PROJECTS INCLUDE  
16 WIDENING US 50 TO FOUR LANES, SHOULDERS, PASSING LANES, AND  
17 OTHER SAFETY IMPROVEMENTS ALONG THE US 50 CORRIDOR.

18 (II) US 50: WEST OF PUEBLO WESTBOUND (PHASE OF THE US 50  
19 WEST EA), WIDENING OF THE DIVIDED HIGHWAY FROM TWO LANES TO  
20 THREE LANES (MP 307-313);

21 (c) IN THE SOUTHEAST TRANSPORTATION PLANNING REGION, US  
22 287: LAMAR RELIEVER ROUTE (EA), PHASE I OF THE RELIEVER ROUTE  
23 (\$30 M). REALIGNMENT OF US 50 TO THE SOUTH - NEEDED FOR FUTURE  
24 US50/US 287 INTERCHANGE. (US 50 MP 433-435). PHASE II IS THE  
25 CONSTRUCTION OF THE NEW TWO LANE RELIEVER ROUTE (\$140 M). (US  
26 287: MP 73-80.5).

27 (d) IN THE CENTRAL FRONT RANGE TRANSPORTATION PLANNING

1 REGION:

2 (I) STATE HIGHWAY 67: DIVIDE TO VICTOR SHOULDER WIDENING  
3 AND SAFETY IMPROVEMENTS, SHOULDER WIDENING AND SAFETY  
4 IMPROVEMENTS. (MP 45.5- 69.5);

5 (II) STATE HIGHWAY 115: ROCK CREEK BRIDGE REPLACEMENT  
6 AND WIDENING, BRIDGE REPLACEMENT ON STATE HIGHWAY 115 OVER  
7 ROCK CREEK BRIDGE AND WIDENING FOR APPROXIMATELY 1.5 MILES  
8 SOUTH (MP 37-39);

9 (III) US 285: FAIRPLAY TO RICHMOND HILL, ADDITION OF PASSING  
10 LANES AND SHOULDER WIDENING (MP 183 - 234);

11 (e) IN THE PIKES PEAK TRANSPORTATION PLANNING REGION:

12 (I) STATE HIGHWAY 21: INTERIM INTERSECTION IMPROVEMENTS-  
13 CONSTITUTION TO NORTH CAREFREE (REEVAL OF STATE HIGHWAY 21 EA  
14 NEEDED), CONSTRUCTION OF CONTINUOUS FLOW INTERSECTION (CFI)  
15 ALONG STATE HIGHWAY 21 AT CONSTITUTION AND NORTH CAREFREE  
16 (MP 143.5-145.3);

17 (II) US 24 WEST: I-25 TO WOODLAND PARK, DRAINAGE AND  
18 INTERSECTION IMPROVEMENTS ON US 24 FROM I-25 TO WOODLAND PARK  
19 (MP 283.0-303.8);

20 (III) WOODMEN RD. PARK-N-RIDE RELOCATION, RELOCATION OF  
21 WOODMAN RD. PARK-N-RIDE IN COLORADO SPRINGS;

22 (IV) I-25 MONUMENT INTERCHANGE PARK-N-RIDE, ADD  
23 NORTHBOUND PARK-N-RIDE TO I-25 SLIP RAMP;

24 (V) MONUMENT/STATE HIGHWAY 105 PARK-N-RIDE EXPANSION,  
25 THE EXISTING PARK-N-RIDE ACCOMMODATES APPROX. 240 CARS. THE  
26 PROJECT WOULD EXPAND THE CAPACITY BY ANOTHER 100-120 SPACES.

27 (VI) TEJON PARK-N-RIDE EXPANSION AND RECONSTRUCTION, THE

1 EXISTING PARK-N-RIDE ACCOMMODATES APPROXIMATELY 100 CARS. THE  
2 PROJECT WOULD EXPAND PARKING TO AS MUCH AS 200 SPACES, IMPROVE  
3 ACCESS / EGRESS FOR BOTH CARS AND BUSES, AND LEVERAGE THE SITE'S  
4 POTENTIAL FOR ADDITIONAL CONNECTIONS WITH REGIONAL AND  
5 INTERCITY BUSES. THE PROJECT WOULD ALSO IMPROVE SAFETY AND  
6 SECURITY OF THE PARKING UNDER THIS SECTION OF I-25 WITH LIGHTING  
7 AND OTHER MEASURES.

8 (VII) I-25: WIDENING S. ACADEMY TO CIRCLE/LAKE (I-25 EA  
9 THROUGH COLORADO SPRINGS), WIDENING OF ROADWAY TO SIX LANES  
10 (MP 135.0-138.0);

11 (VIII) I-25: MONUMENT TO C-470 (I-25 NORTH PEL IN  
12 PROGRESS), WIDENING I-25 FROM MONUMENT TO CASTLE ROCK/C-470  
13 BASED ON PEL STUDY CURRENTLY BEING DEVELOPED (MP  
14 160.5-180.0/194.5);

15 (IX) STATE HIGHWAY 21: RESEARCH PKWY. INTERCHANGE  
16 (PHASE OF THE STATE HIGHWAY 21 WOODMEN TO STATE HIGHWAY 83  
17 EA); CONSTRUCTION OF NEW GRADE-SEPARATED INTERCHANGE AT STATE  
18 HIGHWAY 21 AND RESEARCH PKWY (MP 149.6-150.5);

19 (f) IN THE INTERMOUNTAIN TRANSPORTATION PLANNING REGION:  
20 (I) I-70: GARFIELD COUNTY INTERCHANGE IMPROVEMENTS (NEW  
21 CASTLE), UPGRADE OF CURRENT 4-WAY STOP WITH A ROUNDABOUT  
22 CONCLUDED TO BE NECESSARY FROM A RECENTLY COMPLETED CORRIDOR  
23 STUDY FOR I-70;

24 (II) I-70: GLENWOOD CANYON BRIDGE RAIL, ADDRESS CRITICAL  
25 SAFETY NEED BY REMOVING OLD DEFICIENT RAIL AND REPLACING WITH  
26 TYPE 8 SPECIAL;

27 (III) I-70: EDWARDS SPUR RD., IMPROVEMENTS TO SOUTHERN

1 HALF OF THE EDWARDS SPUR RD. STARTING NORTH OF THE ROADWAY  
2 BRIDGE AND ENDING WITH CONNECTION TO US 6 TO THE SOUTH.  
3 IMPROVEMENTS ANTICIPATED TO INCLUDE ROAD AND BRIDGE WIDENING,  
4 INTERSECTION IMPROVEMENTS, AND PEDESTRIAN MOBILITY  
5 IMPROVEMENTS.

6 (IV) STATE HIGHWAY 9: FRISCO NORTH, COMPLETION OF  
7 CORRIDOR INCLUDING MINIMAL WIDENING, WATER QUALITY AND  
8 DRAINAGE IMPROVEMENTS, AND IMPROVEMENTS TO TWO INTERSECTIONS  
9 INCLUDING THE POTENTIAL FOR THE REPLACEMENT OF A SIGNAL WITH A  
10 ROUNDABOUT;

11 (V) STATE HIGHWAY 13: RIFLE NORTH, RECONSTRUCTION OF  
12 NHS AND HIGH VOLUME TRUCK ROUTE TO ADD SHOULDERS, GAME FENCE  
13 AND WILDLIFE UNDERPASSES;

14 (VI) NEW CASTLE PARK-N-RIDE, CONSTRUCTION OF NEW CASTLE  
15 PARK-N-RIDE TO SUPPORT RFTA REGIONAL SERVICES AND BUSTANG  
16 INTERREGIONAL SERVICES;

17 (VII) 27TH STREET PEDESTRIAN CROSSING, CITY OF GLENWOOD  
18 SPRINGS;

19 (VIII) ASPEN MAINTENANCE FACILITY PHASE IV UPGRADES-  
20 CNG FUELING, PITKIN COUNTY;

21 (IX) BUS STOP RECONSTRUCTION (2) - MEADOW RANCH AND  
22 SNOWMASS CHAPEL, TOWN OF SNOWMASS VILLAGE;

23 (X) CATHERINE STORE PARK AND RIDE RENOVATION/EXPANSION  
24 50 SPACES AT \$10,000 EACH, GARFIELD COUNTY;

25 (XI) CMC PARK AND RIDE RENOVATION/EXPANSION, RFTA;

26 (XII) FRISCO TRANSIT CENTER - PHASES 1-6, FACILITY  
27 IMPROVEMENTS INCLUDING EXPANSION OF BUS BAYS AND ADDITION OF A

1 TRAINING AND CONFERENCE ROOM, SUMMIT COUNTY;

2 (XIII) GLENWOOD MAINTENANCE FACILITY EXPANSION, RFTA;

3 (XIV) LOCAL CIRCULATOR BUS INFRASTRUCTURE IN

4 CARBONDALE, TOWN OF CARBONDALE;

5 (XV) MERGE WITH SKI AREA WILL REQUIRE A NEW BUS STORAGE

6 FACILITY, TOWN OF BRECKENRIDGE;

7 (XVI) MIXED-USE PARKING STRUCTURE AT TIGER DREDGE LOT,

8 TOWN OF BRECKENRIDGE;

9 (XVII) NEW CASTLE PARK AND RIDE CONSTRUCTION, RFTA;

10 (XVIII) OLD SNOWMASS BUS STOP IMPROVEMENTS, PITKIN

11 COUNTY;

12 (XIX) OWL CREEK ROAD ROUNDABOUT BUS STOPS, TOWN OF

13 SNOWMASS VILLAGE;

14 (XX) PARK AND RIDE EXPANSION, TOWN OF CARBONDALE;

15 (XXI) PARK AND RIDE EXPANSION, TOWN OF SILT;

16 (XXII) PARK AND RIDE RELOCATION, TOWN OF RIFLE;

17 (XXIII) PARKING STRUCTURE TO ACCESS THE WESTIN GONDOLA

18 AND MAIN STREET, TOWN OF AVON;

19 (XXIV) SAGEWOOD BUS STOP RECONSTRUCTION, TOWN OF

20 BASALT;

21 (XXV) STATE HIGHWAY 133 PEDESTRIAN BRIDGE (ALONG THE RIO

22 GRANDE TRAIL), TOWN OF CARBONDALE;

23 (XXVI) STATE HIGHWAY 6 STREETSCAPE, TOWN OF NEW CASTLE;

24 (XXVII) TWO RIVERS ROAD PARK AND RIDE

25 RENOVATION/EXPANSION, PITKIN COUNTY;

26 (XXVIII) WEST GLENWOOD SPRINGS PARK AND RIDE SIDEWALK/

27 REGIONAL TRAIL CONNECTION, RFTA;

1 (XXIX) WOOD ROAD ROUNDABOUT BUS STOP RECONSTRUCTION,  
2 TOWN OF SNOWMASS VILLAGE;

3 (XXX) BRUSH CREEK INTERCEPT LOT TRANSIT JOINT  
4 DEVELOPMENT, PITKIN COUNTY;

5 (XXXI) CARBONDALE ADMINISTRATIVE AND MAINTENANCE  
6 FACILITY RENOVATION AND EXPANSION, RFTA;

7 (XXXII) CONSTRUCT TRANSPORTATION FACILITY AT PARK AND  
8 RIDE LOT IN EDWARDS WITH INDOOR FACILITIES, ECO TRANSIT;

9 (XXXIII) I-70/STATE HIGHWAY 82 TRANSIT CONNECTION  
10 ALTERNATIVES ANALYSIS/ DESIGN, RFTA;

11 (XXXIV) MIXED-USE PARKING STRUCTURE/TRANSIT STATION  
12 GONDOLA LOTS, TOWN OF BRECKENRIDGE;

13 (XXXV) REGIONAL BUS STOP IMPROVEMENTS, RFTA;

14 (XXXVI) STATE HIGHWAY 6 AND 24 MAIN STREET STREETSCAPE  
15 IMPROVEMENTS, TOWN OF PARACHUTE;

16 (XXXVII) SNOWMASS BUS STORAGE FACILITY, TOWN OF  
17 SNOWMASS VILLAGE;

18 (XXXVIII) STRUCTURED PARK AND RIDE RECONSTRUCTION  
19 (BASALT, CARBONDALE, BRUSH CREEK), RFTA;

20 (XXXIX) TERMINAL CONNECTION TO BRT, PITKIN COUNTY;

21 (XL) BASALT AVENUE PEDESTRIAN CROSSING VELOCIRFTA BRT  
22 PEDESTRIAN CROSSING, TOWN OF BASALT;

23 (XLI) BUTTERMILK PEDESTRIAN CROSSING VELOCIRFTA BRT  
24 PEDESTRIAN CROSSING, PITKIN COUNTY;

25 (XLII) 27TH STREET PEDESTRIAN CROSSING VELOCIRFTA BRT  
26 PEDESTRIAN CROSSING, CITY OF GLENWOOD SPRINGS;

27 (XLIII) BUILD MULTIMODAL REGIONAL AND LOCAL BUS STATION,

1 TOWN OF SNOWMASS VILLAGE;  
2 (XLIV) I-70 WEST: DOWD CANYON INTERCHANGE,  
3 RECONSTRUCTION AND UPGRADE OF I-70 DOWD CANYON INTERCHANGE  
4 FOR SAFETY AND OPERATIONS;

5 (XLV) I-70 WEST: VAIL PASS AUXILIARY LANES AND WILDLIFE  
6 OVERPASS, COMPLETION OF NEPA AND PRELIMINARY ENGINEERING FOR  
7 PERMANENT WATER QUALITY FEATURES AND RECOMMENDED THIRD LANE  
8 (BOTH DIRECTIONS) TO INCREASE SAFETY AND MOBILITY. INSTALLATION  
9 OF PERMANENT WATER QUALITY FEATURES, RELOCATION OF BIKE PATH,  
10 AND COMPLETION OF THREE MILES OF ROADWAY WIDENING.

11 (XLVI) I-70 WEST: EXIT 203 INTERCHANGE IMPROVEMENTS,  
12 CONVERSION OF SINGLE LANE ROUNDABOUT AT THE EXIT 203 RAMP  
13 TERMINI TO A DOUBLE LANE, CONSIDERATION OF ADDITION OF THROUGH  
14 LANE OVER EXISTING STRUCTURE AND BRIDGE EXPANSION. THIS WILL  
15 CORRECT TRAFFIC BACK UPS ON WESTBOUND I-70 IN PEAK PERIODS AND  
16 WEAVE FROM AN AUXILIARY LANE EAST OF THE RAMP.

17 (XLVII) I-70 WEST: FRISCO TO SILVERTHORNE AUXILIARY LANE,  
18 CONSTRUCTION OF EASTBOUND AUXILIARY LANE FROM MP 203 TO 205.  
19 IDENTIFIED IN THE SILVERTHORNE INTERCHANGE PEL AS A SAFETY  
20 IMPROVEMENT FOR EASTBOUND I-70. MINIMAL WIDENING REQUIRED.

21 (XLVIII) I-70 WEST: SILVERTHORNE INTERCHANGE,  
22 RECONSTRUCTION OF EXIT 205 (SILVERTHORNE) INTERCHANGE  
23 INCLUDING CONSTRUCTION OF A DIVERGING DIAMOND INTERCHANGE,  
24 EXTENSIVE PAVING, CURB, DRAINAGE. ALL FOUR RAMPS AFFECTED,  
25 INCLUDING NEW CAPACITY ON WESTBOUND ON RAMPS.

26 (XLIX) US 24: MINTURN, SAFETY, CAPACITY, AND PEDESTRIAN  
27 CROSSING IMPROVEMENTS, INCLUDING TRAFFIC CALMING, CURB AND

1 GUTTER, AND ROAD PLATFORM ADJUSTMENT;

2 (g) IN THE NORTHWEST TRANSPORTATION PLANNING REGION:

3 (I) US 40: KREMMLING EAST AND WEST, ADDITION OF SHOULDERS  
4 AND PASSING LANES ON 14 MILES. CAN BE IMPLEMENTED IN PHASES. (MP  
5 178-184) AND (186-194).

6 (II) STATE HIGHWAY 13: RIO BLANCO SOUTH TO COUNTY LINE  
7 SHOULDERS AND PASSING LANES. ADDITION OF SHOULDERS AND PASSING  
8 LANES. CAN BE IMPLEMENTED IN PHASES.

9 (III) STATE HIGHWAY 13: WYOMING SOUTH, RECONSTRUCTION OF  
10 NHS AND HIGH VOLUME TRUCK ROUTE TO ADD SHOULDERS, GAME FENCE  
11 AND WILDLIFE UNDERPASSES. CAN BE IMPLEMENTED IN PHASES.

12 (IV) STATE HIGHWAY 139: LITTLE HORSE SOUTH, SAFETY  
13 IMPROVEMENTS INCLUDING RECONSTRUCTION OF THE SURFACE AND  
14 ADDITION OF 4-8' PAVED SHOULDERS;

15 (V) BUILD A PARK-N-RIDE FACILITY IN HAYDEN, CITY OF  
16 STEAMBOAT SPRINGS TRANSIT (SST);

17 (VI) REMODEL EXISTING TRANSIT FACILITIES TO INCREASE  
18 STORAGE AND IMPROVE EFFICIENCY, CITY OF STEAMBOAT SPRINGS  
19 TRANSIT (SST);

20 (VII) US 40: FRASER TO WINTER PARK, CONSTRUCTION OF  
21 CAPACITY IMPROVEMENTS ON US 40 BETWEEN FRASER AND WINTER  
22 PARK, LIKELY WIDENING TO A FOUR LANE FACILITY;

23 (h) IN THE GRAND VALLEY TRANSPORTATION PLANNING REGION:

24 (I) I-70: BUSINESS LOOP, RECONSTRUCTION OF FIRST AND GRAND  
25 INTERSECTION TO IMPROVE OPERATIONS AND SAFETY, MEET CURRENT  
26 GEOMETRIC DESIGN STANDARDS, AND IMPROVE PEDESTRIAN SAFETY;

27 (II) I-70: PALISADE TO DEBEQUE, RECONSTRUCTION WITH

1       REALIGNMENT OF CURVES AND OTHER SAFETY IMPROVEMENTS;

2           (III) US 6: IMPROVEMENTS MESA COUNTY, COMPLETION OF

3       INTERSECTION STUDIES AND PRELIMINARY ENGINEERING FOR SAFETY AND

4       MOBILITY THROUGHOUT THE CORRIDOR. INTERSECTION, SHOULDERS, AND

5       OTHER SAFETY AND MOBILITY IMPROVEMENTS AT PROBLEM LOCATIONS

6       THROUGHOUT THE CORRIDOR.

7           (IV) STATE HIGHWAY 340: SAFETY AND CAPACITY

8       IMPROVEMENTS, CONSTRUCTION OF A ROUNDABOUT AND OTHER SAFETY

9       IMPROVEMENTS INCLUDING ADDING/WIDENING PAVED SHOULDERS AND

10      INTERSECTION IMPROVEMENTS;

11           (i) IN THE EASTERN TRANSPORTATION PLANNING REGION:

12           (I) I-70: REPLACE FAILING CONCRETE "ASR" AND SAFETY

13       IMPROVEMENTS, REPLACEMENT OF AKALI-SILICA REACTIVITY (ASR)

14       PAVEMENT AND ASSOCIATED SAFETY IMPROVEMENTS;

15           (II) US 385: INTERSECTION, SHOULDERS, AND OTHER SAFETY

16       IMPROVEMENTS AT PROBLEM LOCATIONS;

17           (j) IN THE NORTH FRONT RANGE TRANSPORTATION PLANNING

18       REGION:

19           (I) US 34 / US 85 INTERCHANGE RECONFIGURATION,

20       IMPROVEMENTS TO THE SAFETY AND CAPACITY OF INTERCHANGE BY

21       MAKING THE GEOMETRIC CONFIGURATION MORE INTUITIVE TO DRIVERS,

22       ADDING GRADE SEPARATIONS, AND IMPROVING ACCESS POINTS. DUE TO ITS

23       COMPLEXITY THIS INTERCHANGE HAS COME TO BE KNOWN BY LOCALS AS

24       SPAGHETTI JUNCTION.

25           (II) HARMONY RD. PARK-N-RIDE EXPANSION, EXPANSION OF

26       EXISTING HARMONY RD. PARK-N-RIDE AT HARMONY RD. AND I-25;

27           (III) STATE HIGHWAY 402 PARK-N-RIDE IMPROVEMENTS, REHAB

1 AND EXPANSION OF EXISTING PARK-N-RIDE AT STATE HIGHWAY 402 AND  
2 I-25;

3 (IV) HARMONY ROAD TRANSIT CENTER PARK-N-RIDE, EXPANSION  
4 OF EXISTING HARMONY RD. PARK-N-RIDE AT HARMONY RD. AND I-25;

5 (V) KENDALL PARKWAY/US 34/ LOVELAND PARK-N-RIDE,  
6 RELOCATION OF THE US34 PARK & RIDE NORTH TO KENDALL PARKWAY  
7 IN CONJUNCTION WITH BUS-ONLY SLIP RAMPS;

8 (VI) HWY 56 / BERTHOUD PARK-N- RIDE;

9 (VII) I-25 NORTH: STATE HIGHWAY 7 TO STATE HIGHWAY 14,  
10 ADDITION OF ONE TOLLED EXPRESS LANE IN EACH DIRECTION,  
11 INTERCHANGE RECONSTRUCTION, MAINLINE RECONSTRUCTION, SAFETY,  
12 AND INTELLIGENT TRANSPORTATION SYSTEM (ITS) IMPROVEMENTS FROM  
13 STATE HIGHWAY 7 TO STATE HIGHWAY 14;

14 (k) IN THE SOUTHWEST TRANSPORTATION PLANNING REGION:

15 (I) US 160: TOWAOC PASSING LANES, ADDITION OF PASSING  
16 LANES AND VEHICLE TURNOUTS;

17 (II) US 160: ELMORE'S EAST, COMPLETION OF IMPROVEMENTS  
18 CONSISTENT WITH THE EIS AND ROD, WHICH INCLUDES WIDENING,  
19 ACCESS IMPROVEMENTS, AND WILDLIFE MITIGATION;

20 (III) US 160: PAGOSA RECONSTRUCTION AND MULTI- MODAL  
21 IMPROVEMENTS, RECONSTRUCTION TO CORRECT WHEEL RUTTING AND  
22 ADDITION OF PEDESTRIAN FACILITIES FOR SAFETY;

23 (IV) US 550 SOUTH: SUNNYSIDE, MAJOR RECONSTRUCTION  
24 REQUIRING WIDENING TO A FOUR LANE ROADWAY, INCLUDING  
25 EARTHWORK, DRAINAGE, IRRIGATION, UTILITIES, HMA PAVING,  
26 PEDESTRIAN BRIDGE, SOUND WALL, SMALL AND LARGE MAMMAL  
27 CROSSINGS;

1 (V) US 550 SOUTH: GAP RECONSTRUCTION TO FOUR LANES,  
2 INCLUDING DRAINAGE, UTILITIES, LARGE AND SMALL MAMMAL CROSSINGS,  
3 AND INTERSECTION IMPROVEMENTS;

4 (VI) US 550/US 160 CONNECTION: COMPLETION OF THE  
5 CONNECTION OF US 550 TO US 160 AT THE GRANDVIEW INTERCHANGE.  
6 PHASE 1 (\$71 M) PROVIDES 2 LANE CONFIGURATION. PHASE 2 (\$20 M)  
7 PROVIDES FOR ADDITIONAL 2 LANES.

8 (VII) US 550/US 160 CONNECTION, FINALIZE  
9 PRE-CONSTRUCTION, PURCHASE ROW REQUIRED FOR US160-CR302,  
10 COMPLETE THE FINAL DESIGN FOR THE CONNECTION AND PREPARE THE  
11 PROJECT FOR ADVERTISEMENT;

12 (VIII) CENTRAL BUS SHELTER WITH DISPATCH OFFICE, DOLORES  
13 COUNTY SENIOR SERVICES;

14 (I) IN THE SAN LUIS VALLEY TRANSPORTATION PLANNING REGION,  
15 US 50: SAFETY AND MOBILITY IMPROVEMENTS BETWEEN SALIDA AND  
16 COALDALE (PASSING LANES AND VEHICLE TURN-OUTS). ADDITION OF  
17 PASSING LANES AND VEHICLE TURNOUTS.

18 (m) IN THE GUNNISON VALLEY TRANSPORTATION PLANNING  
19 REGION.

20 (I) US 50: LITTLE BLUE CANYON, RECONSTRUCTION AND  
21 WIDENING OF EXISTING ROADWAY TEMPLATE TO MEET CURRENT  
22 GEOMETRIC DESIGN STANDARDS AND IMPROVE ROADSIDE SAFETY,  
23 DRAINAGE AND ACCESS ALONG THE CORRIDOR. ADDITION OF PASSING  
24 LANES AND MITIGATION OF GEOHAZARD LAND-SLIDE WITHIN THE PROJECT  
25 LIMITS CAN BE IMPLEMENTED IN PHASES

26 (II) US 550: SAFETY IMPROVEMENTS, PEL/EA STUDY TO REVIEW  
27 POTENTIAL INTERSECTION IMPROVEMENTS, BICYCLE AND PEDESTRIAN

1 MOBILITY, AND IMPROVED WILDLIFE MITIGATION. FUNDING AMOUNT  
2 REFLECTS US 550 IN REGION 3 ONLY, BUT COULD BE COMPLETED FOR  
3 ENTIRE CORRIDOR.

4 (III) US 550: SHOULDER IMPROVEMENTS, DEER FENCING AND  
5 ANIMAL UNDERPASSES BETWEEN UNCOMPAHGRE RIVER AND COLONA  
6 (BILLY CREEK), ADDITION OF SHOULDERS BETWEEN UNCOMPAHGRE  
7 RIVER AND COLONA (BILLY CREEK). CONSTRUCTION OF DEER FENCING  
8 AND ANIMAL UNDERPASSES;

9 (IV) STATE HIGHWAY 145 PARK-N-RIDE LAWSON/TELLURIDE/SAN  
10 MIGUEL COUNTY PARK-N-RIDE, CONSTRUCTION OF A NEW PARK-N-RIDE  
11 ON COUNTY OWNED PROPERTY OUTSIDE OF TELLURIDE NEAR THE  
12 INTERSECTION OF STATE HIGHWAY 145 AND SOCIETY DR.;

13 (V) REMODEL AND EXPAND FACILITIES, TOWN OF TELLURIDE;

14 (VI) ADD GONDOLA PARKING AND MAINTENANCE FACILITY, TOWN  
15 OF MOUNTAIN VILLAGE;

16 (VII) STATE HIGHWAY 92: SAFETY IMPROVEMENTS, SAFETY  
17 IMPROVEMENTS INCLUDING RECONSTRUCTION OF THE SURFACE, ADDITION  
18 OF 4-8' PAVED SHOULDERS ACROSS ROGERS MESA, AND OTHER SAFETY  
19 IMPROVEMENTS INCLUDING ACCESS AND INTERSECTION IMPROVEMENTS;

20 (n) IN THE SOUTH CENTRAL TRANSPORTATION PLANNING REGION:

21 (I) I-25: STATE HIGHWAY 10/STATE HIGHWAY 160 INTERCHANGE  
22 RECONSTRUCTION AT WALSENBURG, RECONSTRUCTION OF I-25/STATE  
23 HIGHWAY 10/STATE HIGHWAY 160 INTERCHANGE (MP 50);

24 (II) US 160: MOBILITY IMPROVEMENTS, ADDITION OF PASSING  
25 LANES AND SHOULDER WIDENING (LA VETA PASS TO I-25);

26 (o) IN THE UPPER FRONT RANGE TRANSPORTATION PLANNING  
27 REGION:

1                   (I) I-76: FORT MORGAN TO BRUSH: PHASE 4, RECONSTRUCTION OF  
2     ROADWAY AND INTERCHANGES BETWEEN FT. MORGAN AND BRUSH;

3                   (II) I-76: FORT MORGAN TO BRUSH PHASE 5, RECONSTRUCTION OF  
4     ROADWAY AND INTERCHANGES BETWEEN FT. MORGAN AND BRUSH;

5                   (III) STATE HIGHWAY 52 INTERCHANGE IN HUDSON,  
6     RECONSTRUCTION OF INTERCHANGE;

7                   (IV) INVEST IN NEW BUS FACILITY, BERTHOUD AREA TRANSIT  
8     SYSTEM (BATS);

9                   (p) IN THE UPPER FRONT RANGE/EASTERN TRANSPORTATION  
10    PLANNING REGION, STATE HIGHWAY 71 SUPER 2, RECONSTRUCTION OF  
11    CORRIDOR TO SUPER 2 CONFIGURATION.

12                   (q) IN THE UPPER FRONT RANGE/NORTH FRONT RANGE/GREATER  
13    DENVER AREA TRANSPORTATION PLANNING REGION, US 85: CORRIDOR  
14    IMPROVEMENTS, SAFETY, INTERSECTION AND INTERCHANGE  
15    IMPROVEMENTS;

16                   (r) THE FOLLOWING STATEWIDE PROJECTS:

17                   (I) (14) 30-40 PASSENGER CAPACITY OVER THE ROAD (OTR)  
18    COACHES, PURCHASE OF 14 OTR 30-40 PASSENGER CAPACITY COACHES  
19    TO SUPPORT THE EXPANSION OF BUSTANG AND DEVELOP THE CDOT  
20    RURAL/REGIONAL BUS NETWORK;

21                   (II) REGION 3 SEDIMENT CONTROL PLAN, DEVELOPMENT OF  
22    PERMANENT WATER QUALITY SOLUTIONS ON PASSES AFFECTED BY THE USE  
23    OF TRACTION SAND. REGION 3 IS RESPONSIBLE FOR 13 MOUNTAIN PASSES  
24    SEVERAL OF WHICH REQUIRE THE USE OF TRACTION SAND. OVER THE  
25    YEARS SEVERAL TONS HAVE ACCUMULATED AND NOW ARE ENDANGERING  
26    THE ENVIRONMENT AND WILDLIFE.

27                   (III) REGION 3 I-70, TRUCK PARKING LOCATIONS ALONG I-70

1       THROUGH THE I-70 MOUNTAIN CORRIDOR.

2           (3) IN ADDITION TO THE REQUIREMENTS SPECIFIED IN SUBSECTIONS  
3       (1) AND (2) OF THIS SECTION, AND NOTWITHSTANDING ANY OTHER  
4       PROVISION OF LAW OR DEPARTMENT RULE TO THE CONTRARY, THE  
5       DEPARTMENT MUST COMPLY WITH THE FOLLOWING REQUIREMENTS AND  
6       LIMITATIONS WHEN AWARDING A CONTRACT FOR ANY TRANSPORTATION  
7       PROJECT THAT WILL BE FUNDED IN WHOLE OR IN PART WITH PROCEEDS  
8       FROM THE SALE OF ADDITIONAL REVENUE ANTICIPATION NOTES THAT THE  
9       EXECUTIVE DIRECTOR ISSUES PURSUANT TO SECTION 43-4-705 (13)(b):

10           (a) IF THE CONTRACT HAS A TOTAL ESTIMATED COMPLETION COST  
11       OF SEVENTY-FIVE MILLION DOLLARS OR LESS AND THE DEPARTMENT USES  
12       A DESIGN-BUILD SELECTION AND PROCUREMENT PROCESS FOR THE  
13       PROJECT AND ALSO CHOOSES TO USE EITHER A BEST VALUE OR ADJUSTED  
14       SCORE DESIGN-BUILD CONTRACT PROCESS, THE DEPARTMENT SHALL NOT,  
15       WHEN DETERMINING WHICH OF THE CONTRACTORS THAT HAS MADE A  
16       RESPONSIVE PROPOSAL IS PROVIDING THE BEST VALUE OR WHICH OF THE  
17       CONTRACTORS THAT HAVE SUBMITTED A STATEMENT OF QUALIFICATIONS  
18       ARE THE MOST HIGHLY QUALIFIED AND MAY RESPOND TO A REQUEST FOR  
19       PROPOSAL FOR THE PROJECT, PENALIZE ANY CONTRACTOR THAT SATISFIES  
20       THE LEVEL OF PREQUALIFICATION REQUIRED FOR THE PROJECT FOR A LACK  
21       OF EXPERIENCE IN COMPLETING PROJECTS AWARDED ON A DESIGN-BUILD  
22       BASIS.

23           (b) AFTER A CONTRACT IN ANY AMOUNT IS AWARDED, THE  
24       DEPARTMENT SHALL POST A COPY OF THE WINNING CONTRACTOR'S FINAL  
25       WINNING BID OR PROPOSAL AND A LIST OF THE TOTAL FINAL BID OR  
26       PROPOSAL PRICES PROPOSED BY EACH OTHER BIDDER ON ITS WEBSITE FOR  
27       FREE ACCESS BY THE PUBLIC. THE DEPARTMENT SHALL REDACT FROM THE

1 PROPOSAL ANY GENERAL FINANCIAL INFORMATION OR OTHER  
2 PROPRIETARY INFORMATION INCLUDED IN THE BID THAT PERTAINS TO THE  
3 CONTRACTOR GENERALLY AND IS NOT ESSENTIAL TO UNDERSTANDING THE  
4 TERMS OF THE BID. ANY REQUEST FOR QUALIFICATIONS, REQUEST FOR  
5 PROPOSAL, OR OTHER FORMAL DEPARTMENT COMMUNICATION SOLICITING  
6 INFORMATION FROM A CONTRACTOR IN CONNECTION WITH THE SELECTION  
7 AND PROCUREMENT PROCESS FOR A TRANSPORTATION PROJECT SHALL  
8 SPECIFY THAT BY RESPONDING THE CONTRACTOR ACKNOWLEDGES AND  
9 ASSENTS TO THE DISCLOSURE REQUIREMENTS OF THIS SUBSECTION (3)(b).

10 **SECTION 6.** In Colorado Revised Statutes, 39-26-123, **amend**  
11 (3); and **add** (3.2) as follows:

12 **39-26-123. Receipts - disposition - transfers of general fund**  
13 **surplus - sales tax holding fund - creation - definitions.** (3) For any  
14 state fiscal year commencing on or after ~~July 1, 2013~~ JULY 1, 2017, the  
15 state treasurer shall credit eighty-five percent of all net revenue  
16 ATTRIBUTABLE TO FILING PERIODS COMMENCING ON OR AFTER JULY 1,  
17 2017, THAT IS collected under the provisions of this ~~article~~ ARTICLE 26 to  
18 the old age pension fund created in section 1 of article XXIV of the state  
19 constitution. The state treasurer shall credit ~~to the general fund~~ the  
20 remaining fifteen percent of the net revenue ~~less ten million dollars~~,  
21 ~~which the state treasurer shall credit~~ AS FOLLOWS:

22 (a) TEN PERCENT OF THE NET REVENUE TO THE HIGHWAY USERS  
23 TAX FUND CREATED IN SECTION 43-4-201;

24 (b) ONE PERCENT OF THE NET REVENUE LESS TEN MILLION  
25 DOLLARS TO THE CAPITAL CONSTRUCTION FUND CREATED IN SECTION  
26 24-75-302 (1)(a); AND

27 (c) TEN MILLION DOLLARS to the Older Coloradans cash fund

1 created in section 26-11-205.5 (5). ~~C.R.S.~~

2 (3.2) ANY MONEY CREDITED TO THE HIGHWAY USERS TAX FUND  
3 CREATED IN SECTION 43-4-201 IN ACCORDANCE WITH SUBSECTION (3) OF  
4 THIS SECTION IS PAID TO THE STATE HIGHWAY FUND FOR ALLOCATION TO  
5 THE DEPARTMENT OF TRANSPORTATION. THE DEPARTMENT SHALL EXPEND  
6 THE MONEY FIRST TO MAKE PAYMENTS ON REVENUE ANTICIPATION NOTES  
7 ISSUED PURSUANT TO SECTION 43-4-705 (13)(b). THE DEPARTMENT SHALL  
8 EXPEND ANY OF THE MONEY NOT NEEDED TO MAKE PAYMENTS ON  
9 REVENUE ANTICIPATION NOTES AS PROVIDED IN SECTION 43-4-206 (2).

10 **SECTION 7.** In Colorado Revised Statutes, 43-4-206, **amend**  
11 (2)(a) introductory portion and (2)(a)(I); and **add** (2)(a)(III) as follows:

12 **43-4-206. State allocation - repeal.** (2) (a) Notwithstanding the  
13 provisions of subsection (1) of this section, the revenues accrued to and  
14 transferred to the highway users tax fund pursuant to section 39-26-123  
15 (4)(a) or SECTION 24-75-219 ~~C.R.S.~~, ~~or appropriated to the highway users~~  
16 ~~tax fund pursuant to House Bill 02-1389, enacted at the second regular~~  
17 ~~session of the sixty-third general assembly, and credited to the state~~  
18 ~~highway fund pursuant to section 43-4-205 (6.5)~~ AND THE REVENUES  
19 CREDITED TO THE HIGHWAY USERS TAX FUND PURSUANT TO SECTION  
20 39-26-123 (3) AND PAID TO THE STATE HIGHWAY FUND PURSUANT TO  
21 SECTION 39-26-123 (3.2) THAT ARE NOT USED TO MAKE PAYMENTS ON  
22 REVENUE ANTICIPATION NOTES ISSUED PURSUANT TO SECTION 43-4-705  
23 (13)(b), shall be expended by the department of transportation for the  
24 implementation of the strategic transportation project investment program  
25 in the following manner:

26 (I) ~~No more than~~ AT LEAST ninety percent of such revenues shall  
27 be expended for highway purposes or highway-related capital

1 improvements, including, but not limited to:

2 (A) High occupancy vehicle lanes, park-and-ride facilities, and  
3 transportation management systems; and ~~at least ten percent of such~~  
4 ~~revenues shall be expended for transit purposes or for transit-related~~  
5 ~~capital improvements.~~

6 (B) THE CONSTRUCTION, RECONSTRUCTION, REPAIR,  
7 IMPROVEMENT, AND MAINTENANCE OF THE STATE HIGHWAY SYSTEM AND  
8 OTHER PUBLIC HIGHWAYS, INCLUDING THE ACQUISITION OF  
9 RIGHTS-OF-WAY AND ACCESS RIGHTS FOR THE SYSTEM AND OTHER  
10 HIGHWAYS;

11 (III) NO MORE THAN TEN PERCENT OF SUCH REVENUES SHALL BE  
12 EXPENDED FOR TRANSIT-RELATED CAPITAL IMPROVEMENTS.

13 **SECTION 8. Effective date.** (1) Except as otherwise provided  
14 in this section, this act takes effect upon passage.

15 (2) Section 6 of this act and section 43-4-206 (2)(a) introductory  
16 portion, Colorado Revised Statutes, as amended in section 7 of this act,  
17 take effect July 1, 2017.

18 **SECTION 9. Safety clause.** The general assembly hereby finds,  
19 determines, and declares that this act is necessary for the immediate  
20 preservation of the public peace, health, and safety.