

Proposition 110 Authorize Sales Tax and Bonds for Transportation Projects

1 **Proposition 110 proposes amending the Colorado statutes to:**

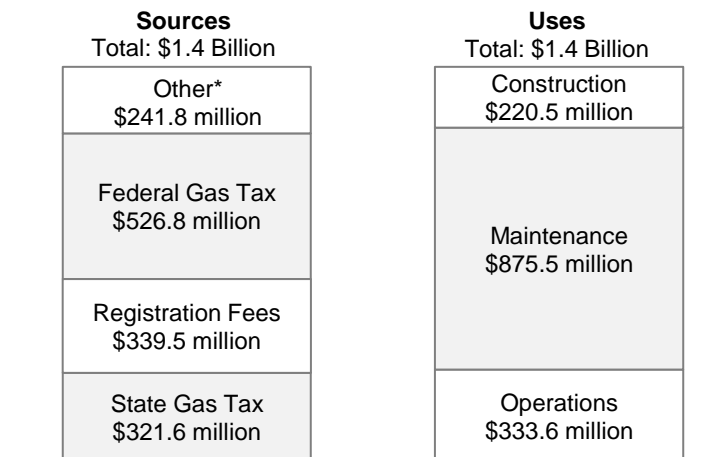
- 2 ♦ increase the state's sales and use tax rate from 2.9 percent to 3.52 percent for
3 20 years;
- 4 ♦ distribute the new tax revenue for transportation as follows: 45 percent to the
5 state; 40 percent to local governments; and 15 percent for multimodal
6 transportation projects; and
- 7 ♦ permit the state to borrow up to \$6.0 billion for transportation projects and limit
8 the total repayment amount, including principal and interest, to \$9.4 billion over
9 20 years.

10 **Summary and Analysis**

11 This analysis outlines state highway funding and the state sales and use tax under
12 current law. In addition, it describes the sales and use tax increase and the bond sale
13 and repayment authorized by the measure.

14 ***Current state highway funding.*** Maintenance and construction of state highways
15 are funded through the Colorado Department of Transportation (CDOT). CDOT receives
16 most of its revenue from federal and state gasoline and diesel fuel taxes and from state
17 vehicle registration fees, as shown in Figure 1. For state budget year 2017-18, CDOT
18 spent approximately \$1.2 billion, or roughly 85 percent of its revenue, on state highway
19 maintenance and operations and \$220.5 million, or 15 percent, on construction.

20 **Figure 1**
21 **State Transportation Funding Sources and Uses**
22 *Budget Year 2017-18*



Source: Colorado Department of Transportation.

*Other funding sources include federal grants, tolls, and other state and local funds.

Sales and use tax. The state sales tax is paid on the purchase price of most items. Some items are exempt, such as food bought at grocery stores, prescription drugs, household utilities, and gasoline. The tax applies to some services, including telephone service, food and drink service at restaurants and bars, and short-term lodging. The state use tax is paid when sales tax was due but not collected. In addition to the state's 2.9 percent rate, most cities and counties also have sales and use taxes. Combined state and local sales tax rates in Colorado range from 2.9 percent to 11.2 percent, depending on where a purchase is made.

Amount of the tax increase. Beginning January 1, 2019, the measure increases the state sales tax rate from 2.9 percent to 3.52 percent for 20 years. The measure is estimated to raise about \$767 million in the first year that it applies. Table 1 provides examples of estimated state sales taxes paid currently and under Proposition 110 based on family income. Under the measure, the average amount of sales tax paid by a Colorado family with an average income of \$74,374 is estimated to increase by \$131.

Table 1
Estimated Average Annual State Sales Taxes Due
Under Current Law and Proposition 110*

Family Income	Current Law	Under Proposition 110	
	State Sales Tax Paid (2.9%)	Tax Increase (0.62%)	Total State Sales Tax Paid (3.52%)
\$6,495	\$197	\$42	\$239
\$13,143	\$235	\$50	\$285
\$24,015	\$359	\$77	\$436
\$42,272	\$459	\$98	\$557
\$74,374	\$611	\$131	\$742
\$83,473	\$730	\$156	\$886
\$190,232	\$1,171	\$250	\$1,421

Source: Colorado Department of Revenue, 2016 Tax Profile & Expenditure Report.

*Estimates are for Colorado households and exclude other taxpayers, such as tourists and businesses.

Use of new tax revenue for transportation. The additional tax revenue collected under Proposition 110 is dedicated to the following uses:

- 45 percent to CDOT for state transportation projects, including debt repayment;
- 40 percent to local governments for transportation projects; and
- 15 percent for multimodal transportation projects.

The state's share of the additional tax revenue will be spent by CDOT on state transportation projects that address safety, maintenance, and congestion, and to repay borrowing under this measure for transportation projects. The Transportation Commission, an 11-member body appointed by the Governor to prioritize statewide transportation needs, will determine the use of these funds.

The local share of the additional revenue will be distributed to every city and county for transportation projects based on an existing formula in state law.

The additional tax revenue identified for multimodal transportation projects will mostly be spent by local governments. Multimodal transportation provides additional transportation options and includes bike paths, sidewalks, and public transit, such as buses, rail, and rides for the elderly and disabled.

Bond sale and repayment. Proposition 110 permits CDOT to borrow up to \$6.0 billion by selling transportation revenue bonds. The total repayment amount, including principal and interest, is limited to \$9.4 billion over 20 years, and the state must reserve the right to repay the bonds ahead of schedule without penalty. Assuming the repayment schedule is for the full \$9.4 billion over 20 years, the average annual repayment cost will be \$470 million. Actual repayment amounts will vary depending on the terms of the revenue bonds. The measure creates a citizen oversight commission to annually report on the use of the bond proceeds.

Past bond sale and repayment for transportation projects. In 1999, voters approved the sale of \$1.5 billion worth of bonds for transportation projects. The state was required to use the borrowed money to pay for up to 24 transportation projects across the state. Repayment costs for the 1999 bonds totaled \$2.3 billion. The debt was fully repaid through various state and federal sources in December 2016.

*For information on those issue committees that support or oppose the measures on the ballot at the **November 6, 2018**, election, go to the Colorado Secretary of State's elections center web site [hyperlink](http://www.sos.state.co.us/pubs/elections/Initiatives/InitiativesHome.html) for ballot and initiative information:*

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Arguments For

- 1) Colorado's highways are deteriorating, and the cost of improvements continues to increase. The state needs to invest immediately in its infrastructure and cannot afford to expand and modernize its transportation system without a new revenue source. Colorado needs a modern transportation system that includes road, bus, bike, pedestrian, and rail options to address its growing population. This measure creates a flexible statewide transportation solution, and it lets local communities identify their own transportation projects and prioritize their most urgent needs.
- 2) Proposition 110 creates a sustainable source of funding for Colorado's transportation needs. Colorado's highway costs outpace collections from the gas tax. This measure offers a way for the state to increase transportation funding and repay bonds. This new, dedicated revenue for transportation will allow the state to continue to meet its obligations to fund education, health programs, and public safety while also investing heavily in Colorado's roads.

Arguments Against

- 1) Proposition 110 raises taxes for a fundamental government service that should be fully funded through the state budget. Any shortfall in transportation funding is a result of prioritizing state spending in other areas of government. The state can fund roads with the money it collects in taxes, rather than resorting to expensive borrowing. Additionally, this measure dedicates too much revenue to multimodal transportation, money that should be used exclusively for road repair and improvement. The majority of the workforce use their personal vehicles to commute daily and depend on quality road and highway maintenance.
- 2) Sales taxes, which are already high, provide a poor method of funding transportation. The total sales tax rate exceeds 10 percent in some areas of Colorado. Raising the state sales tax disproportionately affects low-income individuals because they must spend a larger share of their budget buying taxable necessities.

Estimate of Fiscal Impact

Proposition 110 makes changes to transportation finance over 20 years. Its effects on state and local government revenue and expenditures are summarized below.

State revenue. This measure increases sales and use tax revenue by \$366.0 million (half-year impact) in state budget year 2018-19, and by \$766.7 million in state budget year 2019-20. The sales and use tax revenue increase continues for 20 years. In addition, the measure authorizes CDOT to sell bonds, increasing revenue by up to \$6.0 billion over three years.

State expenditures. This measure will increase expenditures equal to the amount of revenue described above for construction and maintenance of transportation projects, and debt service. The measure commits up to \$9.4 billion to the repayment of debt.

Local government revenue and expenditures. The measure increases state distributions to local governments for transportation projects by \$146.4 million (half-year impact) in state budget year 2018-19, and by \$306.7 million in state budget year 2019-20. These increases continue for 20 years.

Last Draft as Mailed to Interested Parties

Initiative #153 Authorize Sales Tax and Bonds for Transportation Projects

1 **Proposition ? proposes amending the Colorado statutes to:**

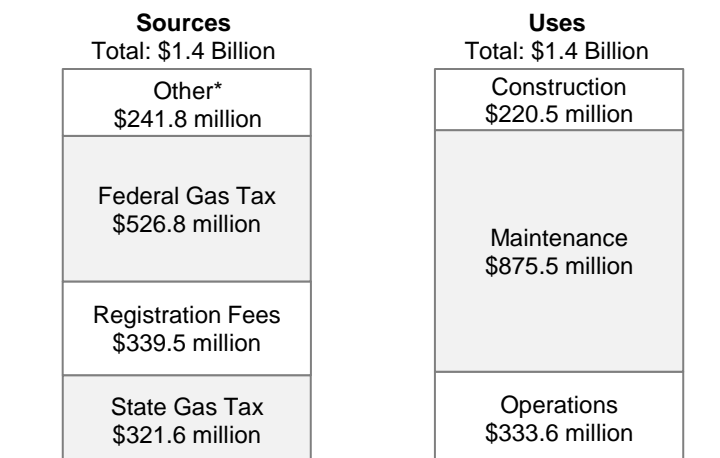
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Table 1
Comparison of Average Annual Estimated State Sales Taxes Due
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Last Draft as Mailed to Interested Parties

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10 repayment cost will be \$470 million. Actual repayment amounts will vary depending on
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12 annually report on the use of the bond proceeds.

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15 was required to use the borrowed money to pay for up to 24 transportation projects
16 across the state. Repayment costs for the 1999 bonds totaled \$2.3 billion. The debt
17 was fully repaid through various state and federal sources in December 2016.

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18 Arguments For

- 19 1) Colorado's highways are deteriorating, and the cost of improvements continues
20 to increase. The state needs to invest immediately in its infrastructure and
21 cannot afford to expand and modernize its transportation system without a new
22 revenue source. Colorado needs a modern transportation system that includes
23 road, bus, bike, pedestrian, and rail options to address its growing population.
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25 communities identify their own transportation projects and prioritize their most
26 urgent needs.
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28 transportation needs. Colorado's highway costs outpace collections from the gas
29 tax. This measure offers a way for the state to increase transportation funding
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Last Draft as Mailed to Interested Parties

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6 borrowing. Additionally, this measure dedicates too much revenue to multimodal
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8 improvement. The majority of the workforce use their personal vehicles to
9 commute daily and depend on quality road and highway maintenance.
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20 state budget year 2019-20. The sales and use tax revenue increase continues for
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29 year 2019-20. These increases continue for 20 years.

Last Draft Comments from Interested Parties

Proposition 110 Authorize Sales Tax and Bonds for Transportation Projects

Dan Blakenship, representing the Roaring Fork Transportation Authority:

Con: No dedicated funding for regional transportation authorities, which would have to persuade counties and municipalities within their boundaries to share their funding with them. Of the 15% multi-modal set aside, the vast majority goes to front range. The Intermountain Transportation Planning Region, which has one regional transportation authority and 7 municipal and county transit systems, will receive approximately \$2.5 million in funding per year to distribute between them for transit, trails, and other multi-modal projects.

Pro: A fairly high percentage of sales tax could be paid by tourists and out of state visitors.

Jon Caldara, representing the Independence Institute:

In the arguments against you are missing the fact that no projects are listed and guaranteed by name in the measure itself. Construction and transit projects are unknown and un-guaranteed. Taxpayers will NOT know what they've purchased until AFTER the tax increase passes. I believe this should be the lead argument against. How can it not even be mentioned???

Further, your tax per household doesn't add up. If the new tax is projected to bring in \$767 million a year, and our population is say 5.6 million, that's \$137 per man woman and child. If the average household is 2.5 people, that's \$342. I know some amount will be paid by tourists, but not that much! Are you not including sales tax that's paid by businesses? Those taxes are passed along to customers. Could someone explain to me how you came up with such ridiculously low "average household" tax numbers???? That whole section should be removed, or adjusted, or at the very least have an explanation of why it doesn't add up to \$767 million.

Danny Katz, representing CoPIRG:

We request that you add a map of the projects approved by the Colorado Department of Transportation for funding if Initiative 153 is approved by the voters.

We believe the Blue Book is a critical tool for educating voters in a clear, consistent, and accurate way on the impacts of ballot initiatives. We applaud your use of a chart to show a simple breakdown of CDOT's current funding sources and uses (Figure 1) as well as estimated sales tax dues based on different family income levels (Table 1). Both of these provide useful information for voters.

In addition, we request that you include a map of the statewide projects that CDOT has decided to fund with new revenue, similar to the map you include in the Blue Book analysis of Initiative 167.

Last Draft Comments from Interested Parties

Danny Katz, representing CoPIRG (cont.):

It is possible you left out a map or list of projects in 153 because the list does not appear in the ballot language itself. However, 153 clearly states that CDOT will determine the use of its share of the funding, something CDOT has recently done when it adopted a project list at their July 19th Transportation Commission meeting. They even produced a map of the projects similar to the one in 167. The intent was to provide voters with a road map of how new funding would be spent and we should take advantage of this opportunity to provide information to voters.

Given that CDOT has completed a lengthy process involving feedback from every region of the state to develop and approve a project list to inform the use of new funding, we believe it is critical that voters know this process has been completed and can see the results.

Providing the list of projects that will be funded is even more critical because there are two different transportation measures. Helping voters understand how each measure will invest dollars is extremely valuable to provide clarity and transparency.

We acknowledge that both Initiative 167 and Initiative 153 gives CDOT flexibility to make changes so some of the maps could be honed by future CDOT leadership.

However, it is unlikely this list will change significantly given the process that CDOT completed and you should provide a map or list of those projects they approved to voters.

Thank you for your consideration

Michael Lewis, representing the Colorado Department of Transportation:

The Colorado Department of Transportation (CDOT) and Transportation Commission (TC) are encouraged that two ballot issues are being proposed to address critical transportation needs in the state of Colorado. As such we have been working to provide the most accurate information to the public about how we would implement the voters' intent, should either of the initiatives pass.

As the primary tool to inform the public about proposed ballot issues, the Blue Book is relied upon by agencies like the Colorado Department of Transportation to accurately communicate facts and information about them. We greatly appreciate the effort that it takes to ensure the appropriate detail is included, in order to be consistent in its discussion of the impacts of the two upcoming transportation ballot initiatives, and of how CDOT may implement them.

The current Blue Book draft appears to have an inconsistent analysis of the two initiatives. We would appreciate the Legislative Council consider the following:

Last Draft Comments from Interested Parties

Michael Lewis, representing the Colorado Department of Transportation (cont.):

- **Initiative 153:** The draft Initiative 153 section does not include a map or other information on what CDOT would do with Initiative 153 funds, likely due to the fact that the initiative does not include a written list as does Initiative 167. On July 19, 2018, the Transportation Commission adopted a project list that would make use of a portion of the funds made available if Initiative 153 is approved by voters this November. The list includes 107 highway projects around the state totalling \$7 billion, four statewide programs worth nearly \$500 million, and a commitment to fund approximately \$1.5 billion in pavement improvements. Additionally, 19 transit and bicycle/pedestrian projects totaling just over \$800 million were selected from a portion of the sales tax increase that would be dedicated to multimodal projects. Enclosed with this communication is the list of projects, a map, fact sheet on the Commission action and the official resolution adopted by the Commission.

Request: We ask that you consider adding some of this material (or a link to it) in your Blue Book analysis in order to provide voters with the best information available on what CDOT would do with the Initiative 153 funds.

It occurs to us that it may be Legislative Council staff's view that because those project commitments by the Transportation Commission are not included in the text of Initiative 153, and are subject to change, they should not be included in the Blue Book analysis in any way (a map, a list of projects, or a website link). We would like to point out that, as the Legislative Council also notes, the Transportation Commission must decide on the final list of projects from Initiative 167. As a result, that list of projects is also subject to change. If that is the rationale for choosing not to include information for on the Initiative 153, we request it be applied consistently across both initiatives.

Again, in order to provide the public with the most accurate and consistent information on the content of the potential ballot issues as well as how CDOT would implement the proposed initiatives, we request that the Legislative Council apply a consistent analysis to the two initiatives. At a minimum, we would request that both initiatives be treated equally in inclusion or removal of a map.

Thank you for your attention to this matter. We appreciate the complexities you have to consider when developing the Blue Book or voters and providing them with the most accurate and consistent information. Please let us know if you have any questions or would like to discuss this material in greater detail.

Mr. Lewis submitted additional attachments (Attachment A).

Last Draft Comments from Interested Parties

Shayne Madsen, representing the Independence Institute and the Fix Our Damn Roads Issue Committee:

On behalf of the Independence Institute and the Fix our Damn Roads Issue Committee, we submit the following comments for changes in the Arguments Against on page 4 of the draft at the end of line 10. A new sentence that reads, "The measure does not identify any of the projects that will be funded and there is no guarantee in the measure that any transportation or multimodal project will be constructed."

Carla Perez, representing Let's Go Colorado:

Ms. Perez submitted written comments (Attachment B).

Project List for New Revenue Sources
7/20/2018

Project ID	R e g i o n	TPR	County	Project Name	Project Description	Phasing and Cost Estimate Details	Total Project Cost (P70) (Escalated to construction midpoint)	Other Funding Expected to be Available	Other Funding Assumptions	SB1 (Year 1) SB 267 (Years 1&2)	Init. #153 SB 1 (Year 2) SB 267 (Years 3&4)
B-1	1	Greater Denver Area, Pikes Peak Area	Douglas and El Paso	I:25: Colorado Springs Denver South Connection	Corridor mobility and safety improvements from Monument to C-470 as outlined in the EA/FONSI. Construction of one new managed lane (TEL) in each direction from Monument to Plum Creek Parkway.	Cost reflects minimum costs utilizing existing infrastructure but may not meet desired geometrics. Design to Budget of \$350m. Subsequent phase includes additional work needed to improve geometrics and reconstruct roadway, and full PEL improvements north of Plum Creek Parkway to C-470.	\$ 350,000,000	\$100,000,000	Local funding \$35m, INFRA Grant \$65m. Potential toll revenue but not assumed in other funding.	\$250,000,000	\$0
B-2	1	Greater Denver Area	Denver	I-25: Speer and 23rd Bridges	Replacement of bridges at 23rd and Speer, and construction of northbound connector road. These bridges were repaired in 2015 to extend their lifetime and provide better clearance.	Subsequent phase (not reflected in costs) includes second phase roadway widening, and other safety and mobility improvements to be identified in planned PEL.	\$57,140,000	\$10,000,000	Freight fund match	\$0	\$47,140,000
B-3	1	Greater Denver Area	Adams	I-25 North: 84th Ave to Thornton Pkwy widening	Improvements on I-25 between US 36 and 120th including addition of one General Purpose lane in each direction from 84th Ave. to Thornton Pkwy. and reconstruction of 88th Ave. bridge including a center loading median station for the Thornton Park-n-Ride. A Road Safety Audit was also conducted on this area and smaller interim safety improvements are taking place until funding is available for the larger project.	Subsequent phase (not reflected in costs) includes second phase auxiliary lanes and other improvements.	\$85,285,000	\$0		\$0	\$85,285,000
B-4	1	Greater Denver Area	Adams, Broomfield	I-25 North: TEL Expansion	Expansion of Tolloed Express Lanes (TELs) from current planned end at E-470 to Weld County Line. Project would need to be combined with local funds to rebuild I-25 / SH 7 Interchange.		\$101,750,000	\$25,000,000	Potential toll revenue assumed in other funding.	\$0	\$76,750,000
B-5	1	Greater Denver Area	Clear Creek	I-70 West: Westbound Peak Period Shoulder Lanes (PPSL)	Construction of a Peak Period Shoulder Lane (PPSL) on westbound I-70 from the Veterans Memorial Tunnels to Empire, similar to the eastbound I-70 Mountain Express Lane. The project will also include CO 103 interchange improvements, a Fall River Road Bridge, Greenway Trail improvements and County Road 314 Reconstruction.	Design to Budget	\$105,000,000	\$25,000,000	\$25m INFRA grant, Potential toll revenue but not assumed in other funding.	\$70,000,000	\$10,000,000
B-6	1	Greater Denver Area	Clear Creek	I-70 West: Floyd Hill	Westbound I-70 will be widened from two lanes to three at Floyd Hill to accommodate more travelers. I-70 will be reconfigured with simplified curves, bridges and walls to improve line of sight and improve driver safety. The new westbound I-70 alignment would also be placed in a tunnel at the bottom of Floyd Hill. Additionally, the project proposes completing a key link of the shared-use trail from the Clear Creek Greenway toward the Peaks to Plains Trail.	Design to Budget. Final alternative is unknown and the alignment may vary.	\$550,000,000	\$70,000,000	Bridge Enterprise Potential toll revenue but not assumed in other funding.	\$0	\$480,000,000

B-7	1	Greater Denver Area	Jefferson	I-70: Kipling Interchange	The Diverging Diamond Interchange (DDI) configuration was confirmed as the Preferred Alternative during the planning process. A DDI, similar to what was constructed at the US 36 and McCaslin Boulevard interchange in Louisville/Superior, is expected to provide improved operations and substantial safety benefits for all modes of travel.		\$63,816,000	\$0		\$0	\$63,816,000
B-8	1	Greater Denver Area	Denver	I-225: I-25 to Yosemite	Final alternative pending results of pilot. Remove bottleneck at Yosemite by splitting traffic going to northbound and southbound I-25 with two lanes for each direction. Includes replacement of Ulster bridge.	Design to Budget	\$61,394,000	\$0		\$0	\$61,394,000
B-9	1	Greater Denver Area	Adams	I-270: Widening from I-76 to I-70	Reconstruction of concrete pavement and replacement of bridges to improve capacity, safety, and economic competitiveness.		\$398,774,000	\$165,000,000	Potential toll revenue assumed in other funding & Potential Local Match	\$0	\$233,774,000
B-10	1	Greater Denver Area	Jefferson	US 6: Wadsworth Interchange	Reconstruction of the interchange at US 6 and Wadsworth.		\$68,151,000	\$0		\$0	\$68,151,000
B-11	1	Greater Denver Area	Douglas	US 85: Sedalia to Meadows Widening	Reconstruction of two lane roadway to four lanes with a divided median and acceleration/ deceleration lanes. Includes a 10 foot trail. Improvements are in accordance with an Environmental Impact Statement (EIS) that was completed in 2002.	Project could be divided into phases: US 85 Sedalia to Daniels Park; US 85 Daniels Park to Meadows	\$49,500,000	\$16,000,000	Local match	\$0	\$33,500,000
B-12	1	Greater Denver Area	Adams	US 85/Vasquez: I-270 to 62nd Ave. Interchange	The US 85: I-270 to 62nd Avenue interchange experiences high levels of congestion and crash rates. This project will improve safety and capacity by making the geometric configuration of the interchange more intuitive for drivers, adding grade separation, and improving access points.	Design to Budget. Phasing and early implementation alternatives are being investigated as part of the PEL. Interim improvements will not preclude PEL alternatives.	\$81,860,000	\$0		\$0	\$81,860,000
B-13	1	Greater Denver Area	Jefferson	US 285: Richmond Hill to Shaffer's Crossing	The preferred alternative, as identified during the planning phase, includes widening US 285 to four lanes and building a depressed median, as well as acceleration and deceleration lanes at interchanges between Richmond Hill and Shaffers Crossing.		\$70,576,000	\$0		\$0	\$70,576,000
B-14	1	Greater Denver Area	Adams	US 85: 120th Grade Separation	Construction of a grade separated interchange at 120th & US 85. The project will also grade separate 120th at the UPRR Crossing just east of US 85.		\$76,234,000	\$17,000,000	Local match	\$0	\$59,234,000
B-15	1	Greater Denver	Boulder, Weld, Broomfield, Adams	CO 7 Corridor Improvements	BRT, commuter bikeways, managed/express lanes, highway and other multimodal improvements to be determined from Boulder to Brighton.	Design to Budget	\$112,000,000	\$12,000,000	\$12M Region 4 Surface Treatment funds. See MMOF SH 7 project for further details on additional transit matching funds.	\$0	\$100,000,000
B-16	1	Greater Denver Area	Denver	I-25: Valley Highway Phase 3.0	Widening of I-25 from Alameda to 6th Ave.		\$134,062,000	\$0	Potential toll revenue but not assumed in other funding.	\$0	\$134,062,000

Attachment A											
B-17	1	Greater Denver Area	Jefferson	C-470: 285 and Morrison Road	Reconstruction of 285 Interchange, with Flyover ramps, approximately 1.5 miles of additional GP lane in each direction, widening or replacement of Morrison Road Bridge, and relocation of the WB auxiliary access to Soda Lakes/Bear Creek to US 285, rather than immediately north of 285 on ramp.		\$136,687,000	\$0		\$0	\$136,687,000
B-18	1	Greater Denver Area	Arapahoe	I-25/Belleview	Interchange Improvements	Design to Build	\$90,000,000	\$0	Potential for local partnership to expand scope	\$0	\$90,000,000
B-19	1	Greater Denver Area	Arapahoe	CO 30 Improvements	Roadway widening and operational/safety improvements from Quincy to Airport.	Design to Budget	\$45,000,000	\$0		\$0	\$45,000,000
B-20	1	Greater Denver Area	Jefferson/Adams	SH 95/Sheridan Boulevard	Lane balancing/multimodal grade separation of US 36 bikeway		\$8,800,000	\$2,200,000	Local funds match	\$0	\$6,600,000
B-21	1	Greater Denver Area	Denver	Federal: Hampden to 52nd Ave	Roadway and pedestrian safety improvements.	Design to Budget	\$30,000,000	\$0			\$30,000,000
B-22	1	Greater Denver Area	Denver	Colfax: I-25 to Yosemite	Roadway and pedestrian operational and safety improvements.	Design to Budget	\$20,000,000	\$0		\$0	\$20,000,000
B-23	1	Greater Denver Area	Jefferson	US6/Heritage Road Interchange	Construct a new, grade separated interchange at US6 and Heritage Road in Golden.		\$41,487,000	\$1,000,000	Locals may seek funds for preliminary environmental and design.	\$0	\$41,487,000
B-24	1	Greater Denver Area	Gilpin	SH119 Shoulders	Widen/improve shoulders and make other safety improvements within the corridor.	Scalable	\$13,359,000	\$0		\$0	\$13,359,000
B-25	1	Greater Denver Area	Multiple	Bottleneck Reduction	Targeted improvements to relieve known bottlenecks in the Metro Area to improve operations and safety.	Highly scalable	\$92,388,000	\$0		\$0	\$92,388,000
B-26	1	Greater Denver Area	Adams	104th Ave: Colorado to US85	Capacity, operational and safety improvements on SH44 (104th Ave) from Colorado Blvd to approximately US85.	Design to Budget	\$20,000,000			\$0	\$20,000,000
B-27	1	Greater Denver Area	Douglas	I-25: Greenland to County Line	Addition of climbing lanes on SB I-25 between Greenland and County Line Rd.	Could be added to Gap segments 2/3	\$17,541,000	\$0		\$0	\$17,541,000
B-28	1	Greater Denver Area	Jefferson	SH121 (Wadsworth): 38th Ave to I-70	Add a lane in each direction and make bike and pedestrian improvements throughout the corridor.	Design to Budget	\$50,000,000	\$45,000,000	Local project has already received DRCOG funding. This would supplement the other funding to complete the project.	\$0	\$5,000,000

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B-29	1	Greater Denver Area	Adams/ Broomfield	I-25/SH7 Interchange Replacement (Mobility Hub)	Replace the interchange at I-25 and SH7 with a diverging diamond mobility hub that will enhance potential transit service with center loading stations and pedestrian walkways. Project may be phased as improvements become necessary.	This estimate assumes it is combined with the I-25 TEL widening and costs go up if done separately.	\$122,000,000	\$45,000,000.00	Match includes \$30m of local funding, and \$15 million CDOT transit funds. Additional project costs and funding sources to be determined based on initial project scope of this and other I-25/SH 7 projects on list, as well as potential federal grants.	\$0	\$70,000,000
B-30	2	Pueblo Area	Pueblo	1-25: City Center Drive to 13th St. (Phase of the New Pueblo Freeway)	Complete reconstruction and widening, construction of a split-diamond interchange between City Center Drive and 13th St. with additional exit ramps near 6th St., and construction of one-way frontage roads between the ramps. (MP 98 - 100)		\$228,635,000	\$0		\$0	\$228,635,000
B-31	2	Pikes Peak Area	El Paso	I-25: Colorado Springs Congestion Relief (SH 16 to Baptist Rd)	The proposed project will include work at multiple locations along I-25 in Colorado Springs including capacity and safety improvements from South Academy to CO 16; widening I-25 to six lanes from Circle to South Academy; add auxiliary lanes between Fillmore and Garden of the Gods; add a fourth lane in each direction of I-25 between Cimarron and Briargate; fix the functionally deficient I-25 bridge at Northgate and widen the shoulder from Northgate to Baptist Road.	Project could be divided into 5 phases of construction.	\$369,804,000	\$15,000,000	Surface Treatment	\$0	\$354,804,000
B-32	2	Pikes Peak Area	El Paso	US 24 West: Divide to 1-25	Add capacity and intersection/interchange improvements on US 24 between I-25 and Manitou Springs (MP 299-304). Drainage and intersection improvements on US 24 from I-25 to Divide (MP 304-278).	Design to budget. Project could be built in 2 independent phases. Phase one for Drainage and intersection improvements, and Phase two for capacity and intersection improvements on US 24 between I-25 and Manitou Springs.	\$70,000,000	\$0		\$0	\$70,000,000
B-33	2	Pikes Peak Area	El Paso	US 24 East: Widening Garret/Dodge to Stapleton Rd.	Widening of roadway to four lanes from Garrett Rd. to Stapleton Rd. (MP 318 - 324)		\$64,242,000	\$0		\$0	\$64,242,000
B-34	2	Pueblo Area	Pueblo	US 50: West of Pueblo	This project will add a third westbound lane on US 50 from just west of Pueblo Boulevard to Purcell Boulevard and will construct the US 50 and Purcell interchange to include pedestrian and bicycle facility improvements.		\$45,895,000	\$6,000,000	RPP	\$35,520,000	\$4,375,000
B-35	2	Pueblo Area/Southeast	Pueblo/Otero/ Bent/Prowers	US 50: East Widening	Implement Tier II project along the US 50 Corridor from Pueblo to Holly (MP 318 - 467) per the Tier I FEIS/ROD. Likely project includes widening US 50 to four lanes. Location and length of project TBD.	Design to budget	\$50,000,000	\$0		\$0	\$50,000,000
B-36	2	Southeast	Prowers	US 287: Lamar Reliever Route	As the last remaining major improvement on the Ports to Plains corridor in Colorado, this project involves the phased construction of a new, two-lane roadway on US 287 and the realignment of US 50 in Lamar.	Project can be divided into two phases. Phase 1: US 50 Realignment (\$30M); Phase II US 287 Reliever Route (\$185M)	\$211,071,000	\$0		\$0	\$211,071,000
B-37	2	Pikes Peak Area	El Paso	SH 21: Research Pkwy. Interchange	Construction of new grade-separated interchange at SH 21 and Research Pkwy (MP 149-151).		\$39,896,000	\$0		\$0	\$39,896,000

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B-38	2	Central Front Range	Teller	SH 67: Victor to Divide & North of Woodland Park	Shoulder widening and safety improvements. Victor to Divide and Woodland Park to Deckers.	Revised project limits. Design to budget.	\$25,000,000	\$0		\$0	\$25,000,000
B-39	2	South Central	Huerfano	US 160: Mobility Improvements	Addition of passing lanes, shoulder widening and safety improvements. (La Veta Pass to I-25)(MP 278-304)	Design to budget.	\$15,000,000	\$0		\$0	\$15,000,000
B-40	2	Central Front Range	Park	US 285: Fairplay to Richmond Hill	Addition of passing lanes, shoulder widening, and safety improvements to US285 in Park County	Design to budget.	\$15,000,000	\$0		\$0	\$15,000,000
B-41	2	Central Front Range	El Paso & Fremont	SH 115: Penrose to South Rock Creek full depth pavement reconstruction	Reconstruct concrete pavement with full depth concrete pavement (MP 26-34).	Design to budget	\$25,000,000	\$0		\$0	\$25,000,000
B-42	2	Pikes Peak Area	El Paso	SH 94: Safety Improvements	Safety Improvements on SH 94 from US 24 to Enoch Rd.	Design to budget.	\$11,000,000	\$0		\$0	\$11,000,000
B-43	2	Central Front Range	El Paso	SH 115: Rock Creek Bridge Replacement and Widening	Bridge replacement on SH 115 over Rock Creek and widening for approximately 1.5 miles south. (MP 37-39)		\$15,100,000	\$0		\$0	\$15,100,000
B-44	2	South Central	Huerfano / Las Animas	SH 69 and SH 12 Improvements	Shoulder widening, safety improvements, and passing lanes on SH 69 (MP 0-59) and SH 12 (MP 0-73.9)	Design to Budget	\$21,000,000	\$6,000,000	HSIP, RPP, FASTER	\$0	\$15,000,000
B-45	2	Pueblo Area	Pueblo	I-25 and Drew Dix/Dillon Interchange	Interchange, intersection and frontage road improvements at the Drew Dix and I-25 Interchange (MP 104). This area is being developed and conflicts with trucks and passenger vehicles is a safety issue that will continue to get worse.	1.5 Million from NHFP and 5.0 Million from Ballot.	\$6,500,000	\$1,500,000-	NHFP		\$5,000,000
B-46	3	Grand Valley	Mesa	I-70: Business Loop	Reconstruction of First and Grand intersection to improve operations and safety, meet current geometric design standards, and improve pedestrian safety.		\$32,549,000	\$0		\$0	\$32,549,000
B-47	3	Grand Valley	Mesa	I-70: Palisade to Debeque	This project corrects a sharp curve and narrow shoulders at the western entrance to DeBeque Canyon near Palisade that's resulted in numerous crashes involving commercial vehicles. It requires reconstruction of I-70, realigning curves and improving the elevation of the roadway. The project will also include construction of a connection to a bike and pedestrian trail in Mesa County. Initial phase includes identification of a preferred alternative, complete design and land acquisition.	Project can be phased.	\$71,014,000	\$0		\$0	\$71,014,000
B-48	3	Intermountain	Eagle	I-70 West: Dowd Canyon Interchange	Reconstruction and upgrade of I-70 Dowd Canyon Interchange for safety and operations in an area where curves and winter driving conditions create one of the highest crash rates on the I-70 corridor.		\$14,450,000	\$0		\$0	\$14,450,000

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B-49	3	Intermountain	Eagle / Summit	I-70 West: Vail Pass	This project is a complete Environmental Assessment identifying a preferred alternative that includes eastbound and westbound auxiliary lanes and defining improvements including potential project phasing. Crash data indicates the west side of Vail Pass experiences higher-than-expected crashes due to differential speeds and steep grades, and the highest potential for crash reduction. According to 2016 data, I-70 over Vail Pass experienced closures for more than 177 hours, primarily due to crashes and weather.	Total Escalated Project Cost fixed to \$225 M will complete phase I, with a total project cost of \$400 M.		\$225,000,000	\$0		\$0	\$225,000,000
B-50	3	Intermountain	Summit	I-70 West: Exit 203 Interchange Improvements	This project will improve the capacity of the interchange by improving the westbound ramp and I-70 bridge. It will also improve the eastbound ramps and adjacent intersection that affects the operation of this interchange.	Project can be phased. \$2 M for preconstruction.		\$30,344,000	\$0		\$0	\$30,344,000
B-51	3	Intermountain	Summit	I-70 West: Frisco to Silverthorne Auxiliary Lane	This project will build an auxiliary lane along eastbound I-70 from Frisco to Silverthorne, as identified in the Silverthorne Planning and Environmental Linkages (PEL) study. This project is a safety and mobility improvement for eastbound I-70 that will require minimal widening.			\$16,924,000	\$0		\$0	\$16,924,000
B-52	3	Intermountain	Summit	I-70 West: Silverthorne Interchange	This project will replace the Silverthorne interchange with a Diverging Diamond Interchange (DDI) similar to the US 36 and McCaslin interchange in Louisville/Superior. The project includes paving, curb and drainage. All four ramps will be affected and additional capacity will be added to the on-ramp to westbound I-70.			\$24,701,000	\$0		\$0	\$24,701,000
B-53	3	Grand Valley	Mesa	US 6: Improvements Mesa County	This project will improve sections of US 6 in Fruita, Clifton and Palisade. The Fruita section includes intersection improvements and widening to the west of 22 Road. The Clifton section includes safety and mobility improvements along with access control and multi-modal facilities. The Palisade section includes intersection improvements from Clifton to Palisade including acceleration, deceleration and turn lanes.	Project can be phased.		\$47,651,000	\$4,000,000	Mesa County/ Grand Junction local match expected. See MMOF US 6 project for further details on additional transit matching funds not included in this row.	\$0	\$43,651,000
B-54	3	Northwest	Grand	US 40: Fraser to Winter Park	Construction of capacity improvements on US 40 between Fraser and Winter Park, likely widening to a four lane facility and adding a roundabout.			\$13,592,000	\$0		\$0	\$13,592,000
B-55	3	Gunnison Valley	Gunnison	US 50: Little Blue Canyon	US 50 through Blue Creek Canyon is a steep, curvy and very narrow section of roadway between Montrose and Gunnison. This project will reconstruct and widen the existing roadway, improve drainage and access, and add a minimum of 4-foot paved shoulders to meet current design standards and improve roadside safety. The project also includes rock fall mitigation work within the project limits to further improve public safety	Design to Budget.		\$29,500,000	\$20,000,000	Federal Lands Access Program - \$18 M NHFP - \$2 M	\$9,500,000	\$0
B-56	3	Intermountain	Summit	SH 9: Frisco North	Completion of corridor including minimal widening, water quality and drainage improvements, and improvements to two intersections including the potential for the replacement of a signal with a roundabout.	SB 267 funds are fixed.		\$13,817,000	\$0		\$10,250,000	\$3,567,000

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B-57	3	Intermountain	Garfield	SH 13: Rifle North	This project addresses critical safety issues in four distinct segments that can be implemented in phases. Identified improvements will address safety, aging infrastructure and mobility by implementing pavement rehabilitation, adding paved shoulders, straightening curves, addressing substandard sections to meet the 65 mph speed limit, and wildlife mitigation.	Project cost pending additional review. Project can be phased. SB 267 funding is fixed at \$60m maximum and remainder must be from ballot. Design to Budget.	\$60,000,000	\$25,000,000	Potential BUILD Grant	\$0	\$35,000,000
B-58	3	Northwest	Rio Blanco	SH 13: Rio Blanco South to County Line Shoulders and Passing Lanes	This project will reconstruct CO 13 between Rio Blanco South and County Line to straighten out curves, add 8-foot-wide shoulders and construct uphill passing lanes between mile markers 16.5 and 17.2.	Project is scalable. Any savings may be used to help the unfunded portion of SH 13, Rifle North	\$24,700,000	\$0		\$21,300,000	\$3,400,000
B-59	3	Northwest	Moffat	SH 13: Wyoming South	This project will reconstruct CO 13 to straighten out curves, add 8-foot-wide shoulders, and add wildlife fencing and underpasses	Project is scalable. Any savings may be used to help the unfunded portion of SH 13, Rifle North	\$48,300,000	\$0		\$40,000,000	\$8,300,000
B-60	3	Gunnison Valley	Delta	SH 92: Safety Improvements	This project will reconstruct and widen the existing roadway to meet current design standards. It will also improve safety by reducing vertical curves to improve sight distance, adding 6- to 8-foot shoulders, consolidating or eliminating access points, and completing intersection improvements at three county roads to, at a minimum, add left turn lanes.	Project is scalable. Design to Budget.	\$32,915,000	\$0		\$0	\$32,915,000
B-61	3	Northwest	Rio Blanco	SH 139: Little Horse South	Safety improvements to CO 139 near Little Horse South will include surface reconstruction and the addition of 6-foot-wide paved shoulders. This project will begin at the south end of the Canyon Pintado National Historic District.		\$22,789,000	\$0		\$0	\$22,789,000
B-62	3	Grand Valley	Mesa	SH 340: Safety and Capacity improvements	Construction of safety improvements including adding/widening paved shoulders and intersection improvements.	Project could be divided into phases of approximately \$11 M, \$4 M, and \$7.5 M. The remainder of the corridor is scalable.	\$16,992,000	\$0		\$0	\$16,992,000
B-63	3	Intermountain	Garfield	I-70: Garfield County Interchange Improvements (New Castle)	This project will improve the New Castle I-70 interchange. Improvements include better acceleration and deceleration lanes, operational improvements for the spur road into New Castle and scour mitigation at the Colorado River bridge. This interchange has significant congestion at peak travel times.		\$15,072,000	\$0		\$0	\$15,072,000
B-64	3	Intermountain	Garfield	I-70: Glenwood Canyon Bridge Rail & Pavement	Address critical safety needs by removing old deficient guardrail and replacing with Type 8 Special. New bridge rail will be MASH rated and will require redesign. Additional safety needs will be addressed by rehabilitating the pavement with concrete and doing safety rock work and bridge joints. Phase one of two phases of improvements.	Design to Budget. Project can be phased.	\$50,000,000	\$0		\$0	\$50,000,000
B-65	3	Northwest	Grand	US 40: Kremmling East and West Phase I	Reconstruction and additional paved shoulder widening with passing lanes East and West of Kremmling.	Subsequent phase (not reflected in costs) includes additional improvements around Kremmling and improvements to Byers Canyon estimated at roughly \$40 M.	\$21,002,000	\$0		\$0	\$21,002,000
B-66	3	Grand Valley	Mesa	SH 141B: Mesa County	Upgrade to roadway template and additional lanes from D Rd. to B 1/2 RD for safety and congestion reduction.		\$21,378,000	\$0		\$0	\$21,378,000

B-67	3	Gunnison Valley	Montrose	US 550: Safety Improvements	This project will improve intersections by restriping lanes, installing left and right turn lanes and realigning side roads to increase sight distance for drivers turning onto the highway. It will also install deer fence and guards to increase wildlife safety and use CDOT's RoadX program and technology to increase wildlife-vehicle safety in the corridor. This project will also consolidate or eliminate access points and construct a 1-mile-long passing lane in each direction.		\$22,475,000	\$0		\$0	\$22,475,000
B-68	3	Grand Valley	Mesa	I-70 and 29 Rd Interchange	Design and prepare for the construct of a new interchange on Interstate 70 to connect to 29 Rd. Total Project Cost column only reflects cost to design project. Local funds are necessary for project construction.		\$10,000,000	\$5,000,000	Local city/county match	\$0	\$5,000,000
B-69	4	North Front Range, Greater Denver Area	Adams / Broomfield / Weld / Larimer	I-25 North: SH 66 to SH 402 (Segments 5 & 6)	Expanding I-25 with an Express Lane in each direction and improving the CO 56 on-ramps to I-25, this project will provide trip reliability, safety improvements and more for northern Colorado, and will do it about 14 years earlier than originally expected. Phase 5 and 6	Design to Budget. Cost includes segment 5 (SH 66 to 56) and Segment 6 (SH 56 to 402). Subsequent phase (not reflected in updated costs) includes: SH 7 to SH 66 (Express Lane) ~\$127 M SH 402 to SH 14 (replace interchanges and infrastructure) ~\$300 M US 34 and Centerra Interchanges ~\$180 M SH 14 Interchange ~\$55 M SH 14 to Wellington ~\$238 M SH66 to SH14 (GP Lanes 3+1) ~\$172M	\$653,000,000	\$100,000,000	Potential toll revenue assumed in other funding as well as potential grants or other funding sources.	\$200,000,000	\$353,000,000
B-70	4	North Front Range, Greater Denver Area	Weld/ Larimer	I-25 North SH 402 to SH 14 (Segments 7 & 8)	Project includes construction of bridges, other structures, and placement of 2 GP and 1 Express Lane on ultimate alignment to allow for simple widening to the ultimate 3 GP + 1 EL configuration. Includes all ROW to accommodate ultimate configuration. Construction elements are in addition to items planned in existing project.	Project cost under review and refinement, which may cause the \$80 million "other funding" need to fluctuate a bit.	\$330,000,000	\$80,000,000	Anticipated new federal grants and/or other funding sources	\$0	\$250,000,000
B-71	4	Eastern	Kit Carson	I-70: Replace Failing Pavement	Replacement of ASR and HMA pavement and associated safety improvements for four segments between Limon and Burlington.	Design to Budget. Project could be divided into phases: MP 368-380 HMA Rutting / Cracking ~\$65 M; MP 380-395.1 Failing SMA ~\$85 M; MP 402 - 407 Failing ASR ~\$25 M; MP 427-436.3 Failing HMA ~\$50 M	\$205,000,000	\$0		\$58,000,000	\$147,000,000
B-72	4	Upper Front Range	Morgan	I-76: Fort Morgan to Brush: Phase 4	This project will reconstruct I-76 east of Brush in Morgan County with the reconstruction of both lanes of eastbound and westbound I-76, the interchange at US 6 and two I-76 bridges (spanning the BNSF Railroad and Bijou Creek), that are functionally obsolete.		\$41,200,000	\$0		\$0	\$41,200,000
B-73	4	North Front Range	Larimer / Weld	US 34: Widening	US 34 from Loveland to east of Greeley is currently being studied under a Planning and Environmental Linkages (PEL) study, and the changes outlined in that study are vital to the future transportation needs of the region, including interchanges, safety and access improvements.	Design to Budget. Project could be divided into phases: MP 93.5 - 97.8 Widening ~\$25 M MP 97.8 - 113.65 Widening ~\$170 M	\$90,000,000	\$0		\$0	\$90,000,000

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B-74	4	North Front Range	Weld	US 34 / US 85 Interchange Reconfiguration	Improvements to the safety and capacity of "Spaghetti Junction" interchange by making the geometric configuration more intuitive, adding grade separations, and improving access points.	Design to Budget. Project could be divided into phases- Phase 1: Replace aging infrastructure ~\$113M Phase 2: System to System connections ~\$50M	\$113,000,000	\$0		\$0	\$113,000,000
B-75	4	Upper Front Range, North Front Range, Greater Denver Area	Weld	US 85: Corridor Improvements	Project includes construction of new Peckham grade-separated intersection, railroad siding extensions, closure of railroad crossings at key county roads to limit number of trains blocking the road and construction of alternative routes. The US 85 Planning and Environmental Linkages (PEL) study, completed in 2018, outlines these components plus future corridor needs.	Design to Budget. Project includes: US 85/WCR44 in Peckham ~\$35.8 M; UPRR Sidings ~\$66.8 M Construction of new Peckham interchange, railroad siding extensions, and closure of county roads to reduce access points and construction of alternative routes as outlined in the US85 PEL	\$101,840,000	\$58,400,000	\$58.4m TC Program Reserve: \$34.9M UP ROW and \$24M+/- Peckhamn interchange	\$0	\$43,440,000
B-76	4	Eastern	Cheyenne	US 385	Intersection, shoulders, and other safety improvements at problem locations from Cheyenne / Kiowa County line northerly to I70	Design to Budget. Subsequent phase (not reflected in costs) includes additional reconstruction, intersection improvements, shoulders, and other safety improvements: Cheyenne County ~\$128 M; Kit Carson ~\$195 M; Yuma ~\$330 M; Phillips County ~\$155 M; Sedgwick ~\$135 M	\$40,000,000	\$0		\$0	\$40,000,000
B-77	4	Upper Front Range	Weld	SH 52 Interchange in Hudson	The I-76 and CO 52 interchange is located in the Town of Hudson in Weld County. CO 52 is a key corridor which carries traffic between the growing communities of Fort Lupton and Hudson. Upper Front Range 2040 Transportation Plan (2015) identifies this project as the No. 1 priority for Larimer, Morgan and Weld counties.	Design to Budget.	\$14,000,000	\$0		\$0	\$14,000,000
B-78	4	Upper Front Range, Eastern	Lincoln / Morgan / Weld	SH 71 Super 2	CDOT’s vision includes reconstructing the corridor in a “Super 2” configuration. This would involve adding shoulders, passing and climbing lanes, intersection improvements, and additional lanes where applicable. The highway—defined by its rural character, rolling farmland, and bisecting interstate highways—can be split into three logical segments: Limon to Brush (including Last Chance and Woodrow), Brush to CO 14 (including Snyder), and CO 14 north to the Colorado-Nebraska state line (traveling through the Pawnee National Grasslands).	Design to Budget. Project could be divided into two phases of roughly equal value: Limon to Brush Brush to Nebraska	\$40,000,000	\$0		\$0	\$40,000,000
B-79	4	Greater Denver Area	Boulder	SH 119: Downtown Boulder to Downtown Longmont	Expected improvements include regional arterial Bus Rapid Transit (BRT), commuter bikeways, managed/express lanes, and other multi-modal improvements		\$509,000,000	\$9,000,000	\$9M CDOT RPP. See MMOF SH 119 project for further details on additional transit matching funds not included in this row. Potential toll revenue but not assumed in other funding.	\$0	\$130,000,000
B-80	4	North Front Range	Larimer	SH 402: Widening, Intersection and Safety Improvements	Widening, safety, and intersection improvements for Devolution.	Design to Budget	\$20,000,000	\$0		\$0	\$20,000,000

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B-81	4	Upper Front Range	Morgan	I-76: Fort Morgan to Brush Phase 5	Project provides for the reconstruction of I-76 through Fort Morgan in Morgan County. The project will reconstruct both lanes of the interstate in the eastbound and westbound directions, reconstruct interchanges at CO 144, CO 52 (Main Street in Fort Morgan) and the Barlow Road interchange with new structures.	Design to Budget		\$65,000,000	\$0		\$0	\$65,000,000
B-82	4	Greater Denver Area	Boulder	SH 42: Safety and Intersection improvements including 95th St.	BRT, commuter bikeways, pedestrian and other highway and multimodal improvements in Louisville and Lafayette with potential devolution.	Design to Budget		\$27,400,000	\$500,000	\$500k in FASTER funds. See also transit MMOF SH 42 project for further details on additional transit matching funds not included in this row.	\$0	\$12,300,000
B-83	4	Greater Denver Area	Boulder/ Broomfield	US 287- from SH 66 to US 36	Full scope to be determined but may include BRT, commuter bikeways, managed/express lanes and other multimodal and highway improvements	Design to Budget. Project cost is an estimate to be refined.		\$57,000,000	\$0	See MMOF SH 287 project for further details on additional transit matching funds not included in this row.	\$0	\$45,000,000
B-84	4	Greater Denver Area	Boulder	US 36/28th Street and SH 93/Broadway	Operation improvements for multiple regional BRT routes	Design to Budget		\$26,000,000	\$0	See transit MMOF US 36/SH 93 project for further details on additional transit matching funds not included in this row.	\$0	\$10,000,000
B-85	5	San Luis Valley	Chaffee / Park	US 24: Safety and Mobility Improvements on Trout Creek Pass-	Shoulder widening/bike facilities and addition of passing lanes and bike facilities on Trout Creek Pass.	Not scalable.		\$7,742,000	\$0		\$0	\$7,742,000
B-86	5	Southwest	Montezuma	US 160: Reconstruction and Shoulder Widening MP 0 to MP 8	Full depth reconstruction of the existing paved surface and shoulder widening.			\$25,646,000	\$6,000,000	Surface Treatment	\$0	\$19,646,000
B-87	5	Southwest	Montezuma	US 160: Towaoc Passing Lanes	Addition of passing lanes and vehicle turnouts.	Design to Budget.		\$11,200,000	\$2,200,000	TIGER Grant for \$2m, and \$200k of already budgeted design funds.	\$9,000,000	\$0
B-88	5	Southwest	La Plata	US 160: Dry Creek Passing and Mobility Improvements	Addition of two eastbound lanes making it a divided 4-lane highway, with two new structures on mainline in each direction and realignment of CR 223. The project also includes shoulder widening and access consolidation.	Scalable, smaller projects could be completed over time.		\$36,000,000	\$0		\$0	\$36,000,000
B-89	5	Southwest	Archuleta	US 160: Pagosa Reconstruction and Multi-Modal Improvements	This project will reconstruct the surface of US 160 and provide multimodal improvements along the highway corridor in Pagosa Springs.	Scalable with 2 distinct projects; bridge and roadway.		\$23,670,000	\$3,000,000	Surface Treatment	\$0	\$20,670,000
B-90	5	San Luis Valley	Alamosa	US 160: Rio Grande River Bridge to SH 17	Improvements to Rio Grande bridge, realignment of roadway, and addition of bike and pedestrian facilities in Alamosa (4th Street to SH 17).	Scalable.		\$8,735,000	\$0		\$0	\$8,735,000
B-91	5	San Luis Valley	Saguache	US 285: Safety and Mobility Improvements between Center to Saguache (Widen Shoulders)	This project will widen the shoulders of US 285 from Center to Saguache.	This project is highly scalable.		\$33,680,000	\$2,800,000	Surface Treatment	\$0	\$30,880,000

Attachment A											
B-92	5	Southwest	La Plata	US 550 South: Gap	Reconstruction to four lanes, including drainage, utilities, large and small mammal crossings, and intersection improvements.	Project is scalable to a two lane roadway.	\$31,992,000	\$0		\$0	\$31,992,000
B-93	5	Southwest	La Plata	US 550/US 160 Connection	This project is focused on the US 550 connection to US 160 as part of a long-range plan to enhance transportation for southwest Colorado. The connection is a key component for future growth and provides enhanced mobility and safety, economic vitality and connectivity for the entire Four Corners area and the growing communities within this region.	Design to Budget	\$99,600,000	\$45,200,000	FASTLANE - \$12.3 M; RPP; FASTER Safety; Surface Treatment	\$54,400,000	\$0
B-94	5	Gunnison Valley	Ouray	US 550: Ridgway to Ouray Shoulder Widening	Shoulder widening between Ridgway and Ouray.	The project is scalable.	\$17,597,000	\$7,050,000	Surface Treatment- \$5.9M; FASTER Safety- \$1.15M	\$0	\$10,547,000
B-95	5	Gunnison Valley	Ouray	US 550: Shoulder Improvements, Deer Fencing and Animal Underpasses between Uncompahgre River and Colona (Billy Creek)	This project will improve three miles of the shoulders along US 550 between the Uncompahgre River and Colona at Billy Creek. An animal underpass will be constructed, as well as deer fencing and animal escape ramps.	Not scalable.	\$30,537,000	\$0		\$0	\$30,537,000
B-96	5	San Luis Valley	Saguache	SH 17: Safety and Mobility Improvements North of Mosca (Widen shoulders)	This project will widen the shoulders of CO 17 just north of the community of Mosca.	Scalable, multiple projects (3-4) could be completed.	\$37,498,000	\$8,500,000	Surface Treatment	\$0	\$28,998,000
B-97	5	Gunnison Valley	San Miguel	SH 145: Safety and Mobility Improvements between Sawpit and Keystone Hill (Shoulder Widening and/or Passing Lanes)	This project will construct a passing lane and wider shoulder on CO 145 between Sawpit and Keystone Hill for safety and mobility improvements.		\$15,204,000	\$6,195,000	Surface Treatment - \$.5 M RPP - \$5 M FASTER SAFETY - \$695K	\$0	\$9,009,000
B-98	5	Southwest	La Plata	US 160: Elmore's East	This project will complete the improvements consistent with the Environmental Impact Statement and Record of Decision, which includes widening, access improvements and wildlife mitigation.		\$34,528,000	\$0		\$0	\$34,528,000
B-99	5	Southwest	Montezuma	US 491 Ute Farms Ditch	This project, in partnership with the Ute Mountain Tribe, will extend irrigation culverts on both sides of US160 in the southern part of the tribal property.	Not scalable due to size. Note: CDOT not constructing, only design & const. reimbursement to UMUT.	\$422,000	\$0		\$0	\$422,000
B-100	5	Southwest	Archuleta	US 160/SH151 Safety Mitigation	Extension of the westbound passing lane in both directions and the installation of two wildlife crossing structures along with wildlife fencing.	Phasing possible. Wildlife crossing structures could be phased.	\$8,831,000	\$0	Potential partnership with Southern Ute Tribe, CPW	\$0	\$8,831,000
B-101	5	San Luis Valley	Costilla	US160 Trinchera Safety Mitigation	Construction of an alternating passing lane in both directions and the installation of two wildlife crossing structures along with wildlife fencing.	Phasing possible. Wildlife crossing structures could be phased.	\$15,602,000	\$0	\$ -	\$0	\$15,602,000
B-102	5	San Luis Valley	Chaffee	US50/285 Intersection	RAB at intersection	Not scalable.	\$7,400,000	\$0		\$0	\$7,400,000

Attachment A											
B-103	5	San Luis Valley	Chaffee/ Fremont	US 50 Passing Lanes	This project will construct wider shoulders, correct tight curves and mitigate potential rockslide areas on US 50 east of Salida.		\$8,432,000	\$0		\$0	\$8,432,000
B-104	5	San Luis Valley	Alamosa	SH 112 Asset Management	This project will resurface the existing pavement of CO 112 between US 285 and CO 17.	Design to Budget	\$15,000,000	\$0		\$0	\$15,000,000
B-105	5	Southwest	Montezuma	US 160 Improvements Cortez Partnership	Improvements to US 160 in Cortez that may include medians, access improvements, mobility improvements and surface treatment	fixed CDOT contribution, design to budget	\$4,000,000	\$2,000,000	Cortez expected match	\$0	\$2,000,000
B-106	5	Southwest	La Plata	US 550 Underpass Durango Partnership	Provide pedestrian underpass	fixed CDOT contribution, design to budget	\$4,000,000	\$2,000,000	Durango expected match	\$0	\$2,000,000
B-107	5	Southwest	La Plata	US 160 Safety and Mobility Improvements CR 225 to Dry Creek	Project scope includes the addition of passing opportunity or other mobility improvements such as turn lanes between approximate mile markers 94 to 97, approximately from County Road 225 to Dry Creek (CR223). Proposed project will work to fill the gap between two other proposed improvement projects on the corridor (Elmore’s East and Dry Creek). Project would also include safety improvements such as shoulder widening, and wildlife-vehicle collision reduction improvements that may include large mammal underpass, deer fencing, jump outs and deer guards.	Scalable, smaller projects could be completed over time.	\$21,000,000	\$0		\$0	\$21,000,000

										\$ 757,970,000	\$5,836,753,000
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Statewide Programs

B-108	State-wide	Multiple	Multiple	Fiber & Technology	Provide funds for fiber and technology improvements to corridors already on the list. Provide funds for stand-alone fiber and technology projects. Support the RoadX program to prepare Colorado for new transportation technologies	Design Projects to Budget	\$120,000,000	\$0	Potential P3s, not quantified	\$0	\$120,000,000
B-109	State-wide	Multiple	Multiple	ADA Sidewalks & Bicycle/Pedestrian	Colorado has a list of pedestrian sidewalks along state highways that are not in compliance with federal standards. These funds will complete the projects that it will take for Colorado to come into federal compliance.	Specific one-time need	\$120,000,000	\$0		\$25,000,000	\$95,000,000
B-110	State-wide	Multiple	Multiple	Statewide Programs	Safety Shoulders, Rest Area Restoration, Small Freight Projects & Truck Parking, Wildlife Crash Mitigation	Design Projects to Budget	\$220,000,000	\$0		\$0	\$220,000,000

										\$25,000,000	\$435,000,000
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Attachment A											
B-111	State-wide	Multiple	Multiple	Pavement Improvement Program	Highway Surface Treatment/Pavement Preservation & Reconstruction. Emphasis on including shoulder and other minor corridor safety and asset improvements when the highway is receiving pavement improvements to allow for a holistic approach to the corridor.	Design Projects to Budget. Delivery of the PIP will be over 20 years, and annual allocation will vary based on available revenue each year. Emphasis for initial projects may include counties with no other projects on the need list.	\$1,500,000,000	Variable. Some projects may be enhanced by utilizing a combination of sales tax funds and CDOT's base asset management program.	Variable	\$0	\$1,500,000,000
										\$0	\$1,500,000,000

Project ID	R e g i o n	TPR	County	Project Name	Project Description	Phasing and Cost Estimate Details	Total Project Cost (P70)	Other Funding Expected to be Available	Other Funding Assumptions	Tentative Commitment, 1st 2 Years of SB 267	Commitment of the "up to \$30 m" per year bonding of Multimodal Options Fund
B-MM-1	1	Greater Denver Area	Denver	East Colfax BRT	Bus Rapid Transit from I-25 to I-225 with dedicated transit lanes from Broadway Ave to Yosemite Ave	All MMOF Design to Budget	\$184M	\$0.00	\$55M Denver GO Bonds leverages \$55M MMOF match. City will pursue FTA Small Starts for remainder of funds	\$0	\$110,000,000
B-MM-2	1	Greater Denver Area	Clear Creek	Idaho Springs Parking and Transit Center	Construct a parking garage and transit transfer center	All MMOF Design to Budget	\$15M	\$0.00	\$7.5M local funds leverages \$7.5M MMOF match. Local sources include downtown improvement district funds, local transportation ballot funds, and private funds.	\$0	\$15,000,000
B-MM-3	1	Greater Denver Area	Boulder/Weld/Broomfield/Adams	SH 7, Downtown Boulder to Downtown Brighton	BRT, commuter bikeways, managed/express lanes, highway and other multimodal improvements to be determined from Boulder to Brighton.	All MMOF Design to Budget	\$352M	\$112,000,000	See Project 143 for \$100 CDOT hwy funds that will leverage \$50M MMOF match. Project 143 also includes \$12M surface treatment funds. \$5M Local Funds leverages \$5M MMOF match.	\$0	\$60,000,000
B-MM-4	1	Greater Denver Area	Jefferson	US 6 Peaks to Plains Trail	The project of approximately 3-mile segment of trail, including bridges, creek access points and a series of parking lots, will provide a currently non-existent bicycle and pedestrian facility separated from vehicles on US Highway 6 through Clear Creek Canyon in support of safety for all. This is a fundamental project goal for the roughly 16 miles of the P2P through the Canyon, of which approximately eight miles are either constructed or in the planning/design phase.	All MMOF Design to Budget	\$30M	\$10,000,000	\$20M local funds leverages \$10M MMOF match.	\$0	\$20,000,000

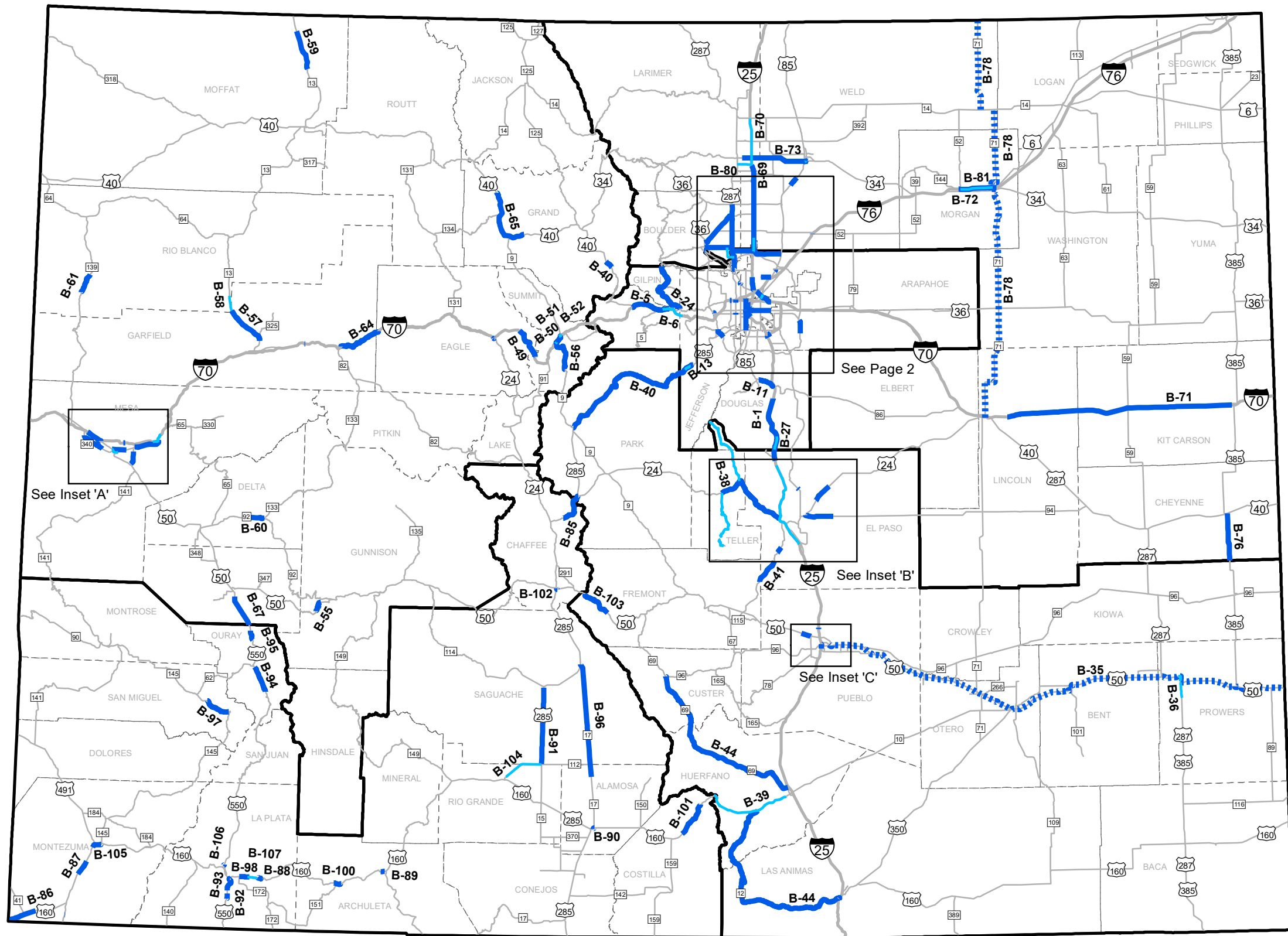
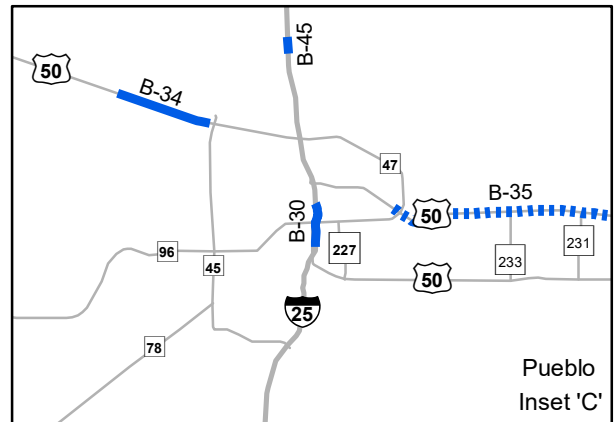
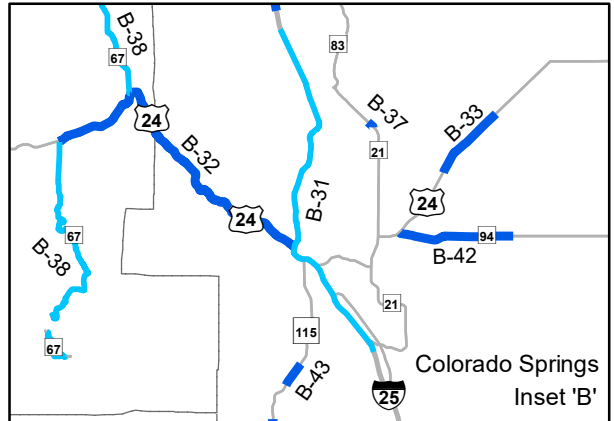
Attachment A											
B-MM-5	2	Pikes Peak Area	El Paso	Colorado Springs Downtown Transit Center	Purchase land, design, and construct a transit center in the downtown	All MMOF Design to Budget	\$20M	\$0.00	\$10M local funds leverages \$10M MMOF match. Local sources include federal formula transit funds and local transportation authority funds	\$0	\$20,000,000
B-MM-6	2	Pueblo Area	Pueblo	Pueblo City Transit Maintenance and Administration Facility	Replace and relocate the existing transit maintenance and administration building	All MMOF Design to Budget	\$15M	\$0.00	\$7.5M local funds leverages \$7.5M MMOF match. Local sources include federal formula transit funds and local transportation ballot funds	\$0	\$15,000,000
B-MM-7	2	Pikes Peak Area	El Paso	Manitou Springs Transit Hub	Reconstruct a transit center and facility that will provide parking and multi-modal transportation services.	All MMOF Design to Budget	\$17M	\$0	\$8.5M local funds leverages \$8.5M MMOF match. Local sources include city fund, parking fees, and private contributions, and regional transportation funds	\$0	\$17,000,000
B-MM-8	3	Grand Valley	Mesa	North Avenue (US 6) Corridor Improvements (Grand Junction)	A series of transit accessibility/pedestrian improvements	All MMOF Design to Budget	\$14M	\$0.00	\$7M local funds leverages \$7M MMOF match. Local sources include City sales tax, transportation impact fees, energy impact fees. Other local entities may also participate. The City intends to pursue federal competitive BUILD grant.	\$0	\$14,000,000
B-MM-9	3	Intermountain	Garfield	RFTA Glenwood Maintenance Facility Expansion	Expansion of existing maintenance and administration facility	All MMOF Design to Budget	\$30M	\$0.00	\$15M local funds leverages \$15M MMOF match. Local sources include remaining local bonding authority and/or agency reserves	\$0	\$30,000,000
B-MM-10	3	Intermountain	Summit	Breckenridge Transit Station Rebuild	Rebuild the Town’s intermodal transit center	All MMOF Design to Budget	\$10M	\$0.00	\$5M local funds leverages \$5M MMOF match. Local sources include general fund revenues from the City and other partner transit agencies	\$0	\$10,000,000
B-MM-11	3	Northwest	Routt	Steamboat Springs Transit Center Renovation	Reconstruct a major transit center	All MMOF Design to Budget	\$18M	\$0.00	\$9M local funds leverages \$9M MMOF match. Local sources include the Urban Redevelopment Authority, city transit funds, and private contributions	\$0	\$18,000,000
B-MM-12	3	Grand Valley	Mesa	US 6 Corridor Transit Improvements (Mesa County)	Corridor improvements (Clifton to Fruita) to include transit signal priority, stop improvements, lighting, ADA, and other access improvements		\$11.30	\$47,651,000	See project 39 for \$43M CDOT hwy funds that will leverage \$11.3M MMOF match	\$0	\$11,300,000
B-MM-83	4	Greater Denver Area	Boulder/Broomfield	US 287- from SH 66 to US 36	BRT, commuter bikeways, managed/express lanes and other multimodal improvements	All MMOF Design to Budget	\$90M	\$45,000,000	See new R4 project # 170 for \$45M CDOT funds. \$6M Local Funds leverages \$6M MMOF match	\$0	\$12,000,000



Attachment A											
B-MM-82	4	Greater Denver Area	Boulder	SH 42/95th Street	Potential devolution, safety and pedestrian improvements, BRT, commuter bikeways, and other multimodal improvements in Louisville and Lafayette.	All MMOF Design to Budget	\$27.4M	\$12,800,000	See Project 141 for \$12.3M in CDOT hwy funds, and .5M FASTER funds. Additionally, \$7.3M local funds leverages \$7.3M MMOF match.	\$0	\$14,600,000
B-MM-84	4	Greater Denver Area	Boulder	US 36/28th Street and SH 93/Broadway	Operation improvements for multiple regional BRT routes	All MMOF Design to Budget	\$26M	\$10,000,000.00	See new R4 project #171 for \$10M CDOT sales tax+\$10M MMOF match \$3M Local Funds + \$3M MMOF match	\$0	\$16,000,000
B-MM-79	4	Greater Denver Area	Boulder	SH 119- Downtown Boulder to Downtown Longmont	Expected improvements include regional arterial Bus Rapid Transit (BRT), commuter bikeways, managed/express lanes, and other multi-modal improvements	All MMOF Design to Budget	\$230-\$600M	\$139,000,000	See Project 74 for \$130M CDOT hwy funds that will leverage \$100M MMOF match. Project 74 also includes \$9M RPP funds. \$30M RTD leverages \$30M MMOF match. \$5M Local Funds leverages \$5M MMOF match. \$100M potential FTA Small Starts (competitive) could leverage an additional \$100M MMOF match.	\$0	\$370,000,000
B-MM-17	4	North Front Range	Larimer	Fort Collins West Elizabeth BRT	A series of capital and operating improvements along the West Elizabeth corridor	All MMOF Design to Budget	\$20M	\$0.00	\$10M local funds leverages \$10M MMOF match. Local sources include federal formula transit funds and local funds. The City plans to pursue competitive FTA Small Starts.	\$0	\$20,000,000
B-MM-18	5	Gunnison Valley	San Miguel	Transit System Replacement between Mountain Village and Telluride		All MMOF Design to Budget	\$10M	\$0.00	\$5M local funds leverages \$5M MMOF match.	\$0	\$10,000,000
B-MM-19	5	Southwest	La Plata	Transit and ADA Accessibility Upgrades (Durango)	A series of transit accessibility improvements around the city such as improved bus stops and access to bus stops.	All MMOF Design to Budget	\$20M	\$0.00	\$10M local funds leverages \$10M MMOF match. Local source is existing, dedicated .05 sales tax.	\$0	\$20,000,000

MMOF Fund



\$802,900,000

\$401,450,000

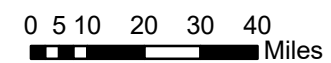


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|  | Ballot List Highway Projects
w/Project ID |
|  | Ballot List Highway Projects
w/Project ID (extent TBD) |

Note: Color differences are to differentiate overlapping projects

 County
 Highway
 CDOT Region

Page 1

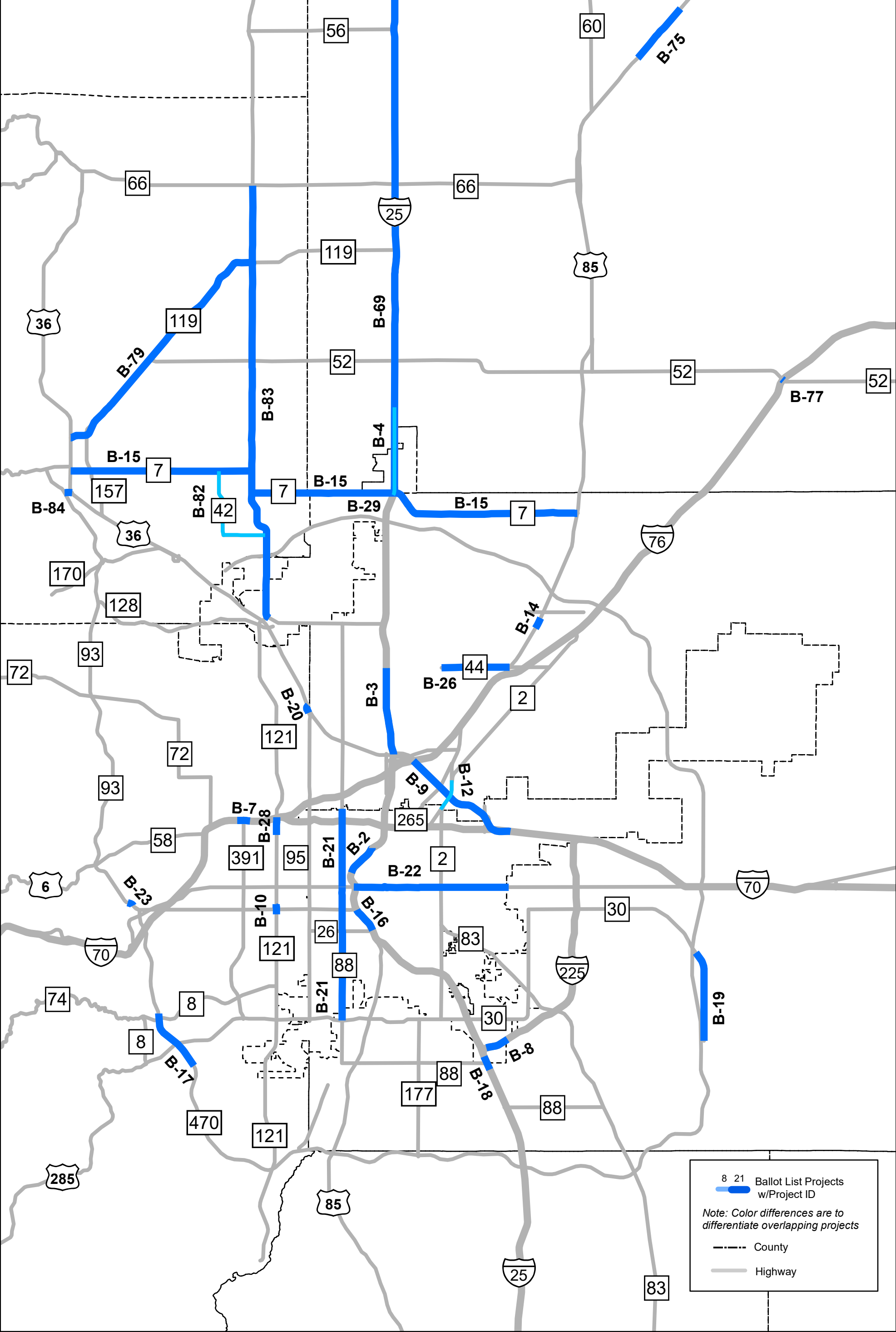


COLORADO
Department of
Transportation

Ballot List ID	Region	TPR	County	Project Name
B-1	1	Greater Denver Area, Pikes Peak Area	Douglas and El Paso	I:25: Colorado Springs Denver South Connection
B-5	1	Greater Denver Area	Clear Creek	I-70 West: Westbound Peak Period Shoulder Lanes (PPSL)
B-6	1	Greater Denver Area	Clear Creek	
B-13	1	Greater Denver Area	Jefferson	US 285: Richmond Hill to Shaffer's Crossing
B-24	1	Greater Denver Area	Gilpin	SH119 Shoulders
B-27	1	Greater Denver Area	Douglas	I-25: Greenland to County Line
B-30	2	Pueblo Area	Pueblo	1-25: City Center Drive to 13th St. (Phase of the New Pueblo Freeway)
B-31	2	Pikes Peak Area	El Paso	I-25: Colorado Springs Congestion Relief (SH 16 to Baptist Rd)
B-32	2	Pikes Peak Area	El Paso	US 24 West: Divide to 1-25
B-33	2	Pikes Peak Area	El Paso	US 24 East: Widening Garret/Dodge to Stapleton Rd.
B-34	2	Pueblo Area	Pueblo	US 50: West of Pueblo
B-35	2	Pueblo Area/Southeast	Pueblo/Otero/Bent/Prowers	US 50: East Widening
B-36	2	Southeast	Prowers	US 287: Lamar Reliever Route
B-37	2	Pikes Peak Area	El Paso	SH 21: Research Pkwy. Interchange
B-38	2	Central Front Range	Teller	SH 67: Victor to Divide & North of Woodland Park
B-39	2	South Central	Huerfano	US 160: Mobility Improvements
B-40	2	Central Front Range	Park	US 285: Fairplay to Richmond Hill
B-41	2	Central Front Range	El Paso & Fremont	SH 115: Penrose to South Rock Creek full depth pavement reconstruction
B-42	2	Pikes Peak Area	El Paso	SH 94: Safety Improvements
B-43	2	Central Front Range	El Paso	SH 115: Rock Creek Bridge Replacement and Widening
B-44	2	South Central	Huerfano / Las Animas	SH 69 and SH 12 Improvements
B-45	2	Pueblo Area	Pueblo	I-25 and Drew Dix/Dillon Interchange
B-46	3	Grand Valley	Mesa	I-70: Business Loop
B-47	3	Grand Valley	Mesa	I-70: Palisade to Debeque
B-48	3	Intermountain	Eagle	I-70 West: Dowd Canyon Interchange
B-49	3	Intermountain	Eagle / Summit	I-70 West: Vail Pass
B-50	3	Intermountain	Summit	I-70 West: Exit 203 Interchange Improvements

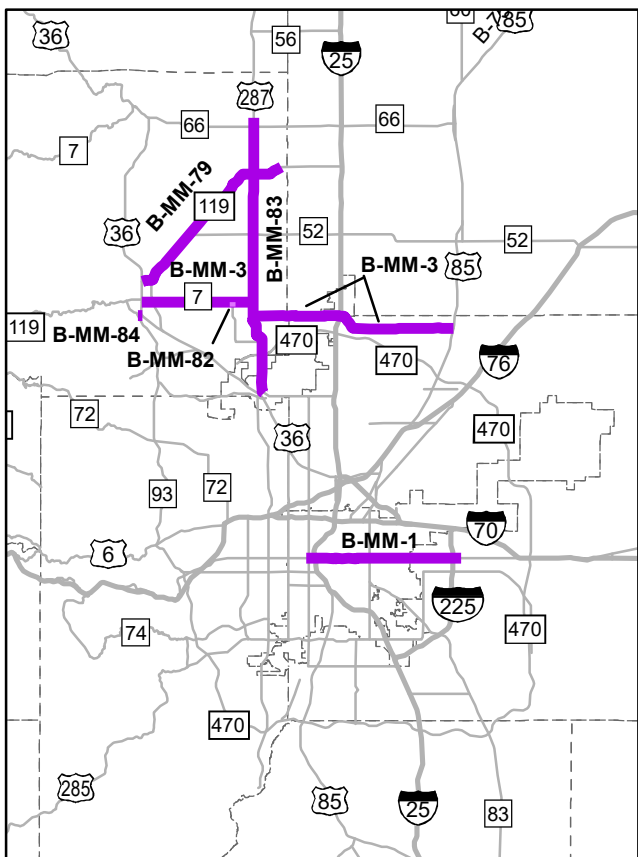
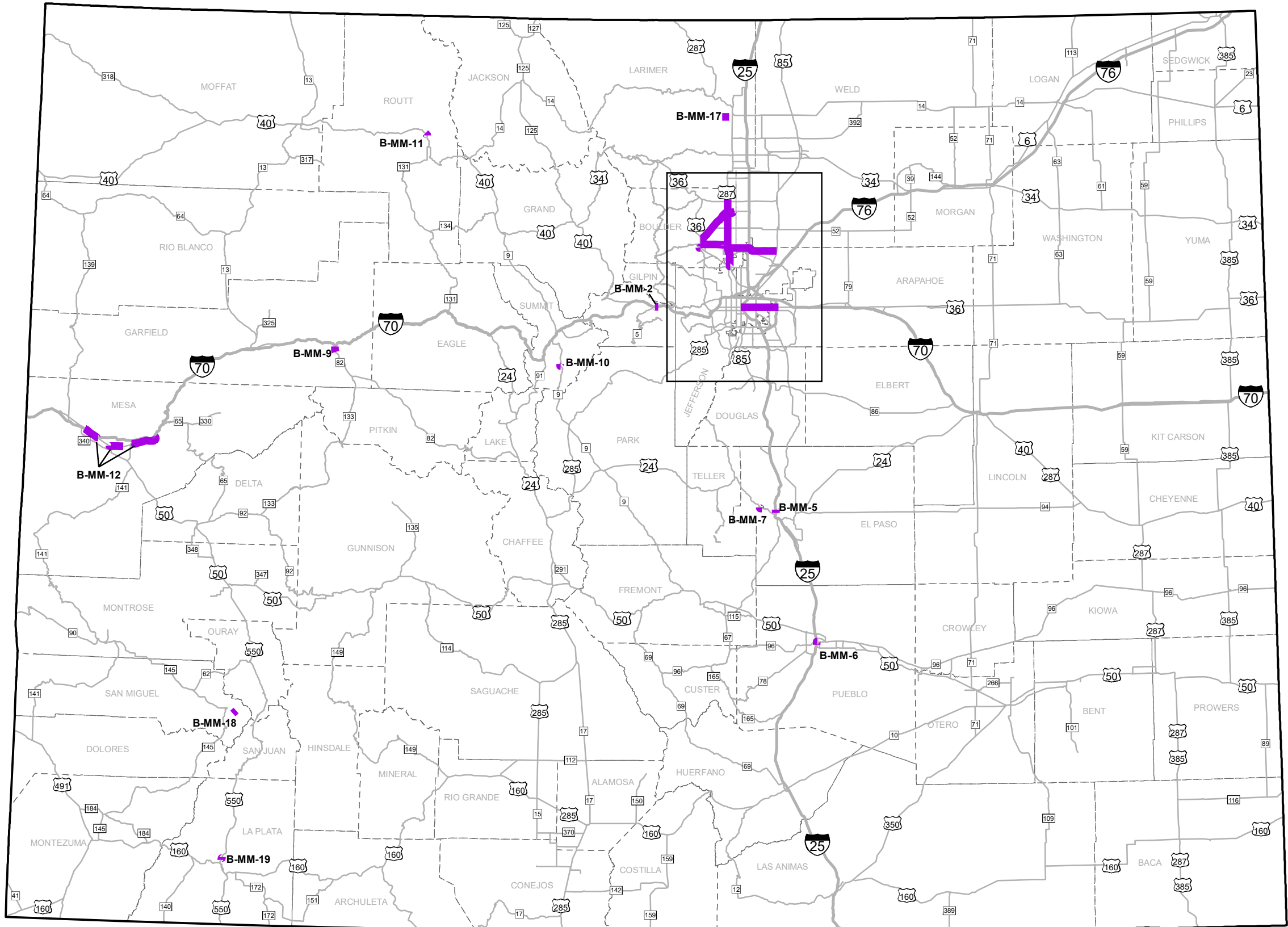
Ballot List ID	Region	TPR	County	Project Name
B-51	3	Intermountain	Summit	I-70 West: Frisco to Silverthorne Auxiliary Lane
B-52	3	Intermountain	Summit	I-70 West: Silverthorne Interchange
B-53	3	Grand Valley	Mesa	US 6: Improvements Mesa County
B-54	3	Northwest	Grand	US 40: Fraser to Winter Park
B-55	3	Gunnison Valley	Gunnison	US 50: Little Blue Canyon
B-56	3	Intermountain	Summit	SH 9: Frisco North
B-57	3	Intermountain	Garfield	SH 13: Rifle North
B-58	3	Northwest	Rio Blanco	SH 13: Rio Blanco South to County Line Shoulders and Passing Lanes
B-59	3	Northwest	Moffat	SH 13: Wyoming South
B-60	3	Gunnison Valley	Delta	SH 92: Safety Improvements
B-61	3	Northwest	Rio Blanco	SH 139: Little Horse South
B-62	3	Grand Valley	Mesa	SH 340: Safety and Capacity improvements
B-63	3	Intermountain	Garfield	I-70: Garfield County Interchange Improvements (New Castle)
B-64	3	Intermountain	Garfield	I-70: Glenwood Canyon Bridge Rail
B-65	3	Northwest	Grand	US 40: Kremmling East and West
B-66	3	Grand Valley	Mesa	SH 141B: Mesa County
B-67	3	Gunnison Valley	Montrose	US 550: Safety Improvements
B-68	3	Grand Valley	Mesa	I-70 and 29 Rd Interchange
B-70	4	North Front Range, Greater Denver Area	Weld/ Larimer	I-25 North SH 402 to SH 14 (Segments 7 & 8)
B-71	4	Eastern	Kit Carson	I-70: Replace Failing Pavement
B-72	4	Upper Front Range	Morgan	I-76: Fort Morgan to Brush: Phase 4
B-73	4	North Front Range	Larimer / Weld	US 34: Widening
B-74	4	North Front Range	Weld	US 34 / US 85 Interchange Reconfiguration
B-76	4	Eastern	Cheyenne	US 385
B-78	4	Upper Front Range, Eastern	Lincoln / Morgan / Weld	SH 71 Super 2

Ballot List ID	Region	TPR	County	Project Name
B-80	4	North Front Range	Larimer	SH 402: Widening, Intersection and Safety Improvements
B-81	4	Upper Front Range	Morgan	I-76: Fort Morgan to Brush Phase 5
B-85	5	San Luis Valley	Chaffee / Park	US 24: Safety and Mobility Improvements on Trout Creek Pass- Phase II
B-86	5	Southwest	Montezuma	US 160: Reconstruction and Shoulder Widening MP 0 to MP 8
B-87	5	Southwest	Montezuma	US 160: Towaac Passing Lanes
B-88	5	Southwest	La Plata	US 160: Dry Creek Passing and Mobility Improvements
B-89	5	Southwest	Archuleta	US 160: Pagosa Reconstruction and Multi-Modal Improvements
B-90	5	San Luis Valley	Alamosa	US 160: Rio Grande River Bridge to SH 17
B-91	5	San Luis Valley	Saguache	US 285: Safety and Mobility Improvements between Center to Saguache (Widen Shoulders)
B-92	5	Southwest	La Plata	US 550 South: Gap
B-93	5	Southwest	La Plata	US 550/US 160 Connection
B-94	5	Gunnison Valley	Ouray	US 550: Ridgway to Ouray Shoulder Widening
B-95	5	Gunnison Valley	Ouray	US 550: Shoulder Improvements, Deer Fencing and Animal Underpasses between Uncompahgre River and Colona (Billy Creek)
B-96	5	San Luis Valley	Saguache	SH 17: Safety and Mobility Improvements North of Mosca (Widen shoulders)
B-97	5	Gunnison Valley	San Miguel	SH 145: Safety and Mobility Improvements between Sawpit and Keystone Hill (Shoulder Widening and/or Passing Lanes)
B-98	5	Southwest	La Plata	US 160: Elmore's East
B-99	5	Southwest	Montezuma	US 491 Ute Farms Ditch
B-100	5	Southwest	Archuleta	US 160/SH151 Safety Mitigation
B-101	5	San Luis Valley	Costilla	US160 Trinchera Safety Mitigation
B-102	5	San Luis Valley	Chaffee	US50/285 Intersection
B-103	5	San Luis Valley	Chaffee/Fremont	US 50 Passing Lanes
B-104	5	San Luis Valley	Alamosa	SH 112 Asset Management
B-105	5	Southwest	Montezuma	US 160 Improvements Cortez Partnership
B-106	5	Southwest	La Plata	US 550 Underpass Durango Partnership
B-107	5	Southwest	La Plata	US 160 Safety and Mobility Improvements CR 225 to Dry Creek



Attachment A

Ballot List ID	Region	TPR	County	Project Name
B-2	1	Greater Denver Area	Denver	I-25: Speer and 23rd Bridges
B-3	1	Greater Denver Area	Adams	I-25 North: 84th Ave to Thornton Pkwy widening
B-4	1	Greater Denver Area	Adams, Broomfield	I-25 North: TEL Expansion
B-7	1	Greater Denver Area	Jefferson	I-70: Kipling Interchange
B-8	1	Greater Denver Area	Denver	I-225: I-25 to Yosemite
B-9	1	Greater Denver Area	Adams	I-270: Widening from I-76 to I-70
B-10	1	Greater Denver Area	Jefferson	US 6: Wadsworth Interchange
B-11	1	Greater Denver Area	Douglas	US 85: Sedalia to Meadows Widening
B-12	1	Greater Denver Area	Adams	US 85/Vasquez: I-270 to 62nd Ave. Interchange
B-14	1	Greater Denver Area	Adams	US 85: 120th Grade Separation
B-15	1	Greater Denver	Boulder, Weld, Broomfield	CO 7 Corridor Improvements
B-16	1	Greater Denver Area	Denver	I-25: Valley Highway Phase 3.0
B-17	1	Greater Denver Area	Jefferson	C-470: 285 and Morrison Road
B-18	1	Greater Denver Area	Arapahoe	I-25/Bellview
B-19	1	Greater Denver Area	Arapahoe	CO 30 Improvements
B-20	1	Greater Denver Area	Jefferson/ Adams	SH 95/Sheridan Boulevard
B-21	1	Greater Denver Area	Denver	Federal: Hampden to 52nd Ave
B-22	1	Greater Denver Area	Denver	Colfax: I-25 to Yosemite
B-23	1	Greater Denver Area	Jefferson	US6/Heritage Road Interchange
B-25	1	Greater Denver Area	Multiple	Bottleneck Reduction
B-26	1	Greater Denver Area	Adams	104th Ave: Colorado to US85
B-28	1	Greater Denver Area	Jefferson	SH121 (Wadsworth): 38th Ave to I-70
B-29	1	Greater Denver Area	Adams/ Broomfield	I-25/SH7 Interchange Replacement (Mobility Hub)
B-69	4	North Front Range, Greater Denver Area	Adams / Broomfield / Weld / Larimer	I-25 North: SH 66 to SH 402 (Segments 5 & 6)
B-75	4	Upper Front Range, North Front Range, Greater Denver Area	Weld	US 85: Corridor Improvements
B-77	4	Upper Front Range	Weld	SH 52 Interchange in Hudson
B-79	4	Greater Denver Area	Boulder	SH 119: Downtown Boulder to Downtown Longmont
B-82	4	Upper Front Range	Morgan	I-76: Fort Morgan to Brush Phase 5
B-83	4	Greater Denver Area	Boulder/ Broomfield	US 287- from SH 66 to US 36
B-84	4	Greater Denver Area	Boulder	US 36/28th Street and SH 93/Broadway



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Ballot List Multi-Modal Projects
w/Project ID

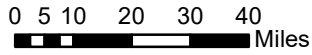
Note: Color differences are to
differentiate overlapping projects

County

Highway



Ballot List Multi-Modal Projects

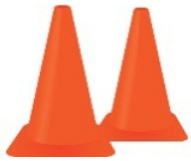


Ballot List ID	Region	TPR	County	Project Name
B-MM-1	1	Greater Denver Area	Denver	East Colfax BRT
B-MM-2	1	Greater Denver Area	Clear Creek	Idaho Springs Parking and Transit Center
B-MM-3	1	Greater Denver Area	Boulder/Weld/Broomfield/ Adams	SH 7, Downtown Boulder to Downtown Brighton
B-MM-4	1	Greater Denver Area	Jefferson	US 6 Peaks to Plains Trail
B-MM-5	2	Pikes Peak Area	El Paso	Colorado Springs Downtown Transit Center
B-MM-6	2	Pueblo Area	Pueblo	Pueblo City Transit Maintenance and Administration Facility
B-MM-7	2	Pikes Peak Area	El Paso	Manitou Springs Transit Hub
B-MM-8	3	Grand Valley	Mesa	North Avenue (US 6) Corridor Improvements (Grand Junction)
B-MM-9	3	Intermountain	Garfield	RFTA Glenwood Maintenance Facility Expansion
B-MM-10	3	Intermountain	Summit	Breckenridge Transit Station Rebuild
B-MM-11	3	Northwest	Routt	Steamboat Springs Transit Center Renovation
B-MM-12	3	Grand Valley	Mesa	US 6 Corridor Transit Improvements (Mesa County)
B-MM-83	4	Greater Denver Area	Boulder/Broomfield	US 287- from SH 66 to US 36
B-MM-82	4	Greater Denver Area	Boulder	SH 42/95th Street
B-MM-84	4	Greater Denver Area	Boulder	US 36/28th Street and SH 93/Broadway
B-MM-79	4	Greater Denver Area	Boulder	SH 119- Downtown Boulder to Downtown Longmont
B-MM-17	4	North Front Range	Larimer	Fort Collins West Elizabeth BRT
B-MM-18	5	Gunnison Valley	San Miguel	Transit System Replacement between Mountain Village and Telluride
B-MM-19	5	Southwest	La Plata	Transit and ADA Accessibility Upgrades (Durango)



CDOT'S LIST: TC ADOPTED JULY, 2018

SB1/267 BALLOT



WHAT'S NOT INCLUDED?

Local shares of sales tax/SB1 revenue (40% of total)

Most of the multimodal sales tax funds

WHAT REVENUE IS INCLUDED?

\$300 M in SB 18-1 of \$450 M in CDOT SB 18-1 funds over two years

\$1.7 B in SB 17-267 four full years of transfers (minus transit)

\$7 B in CDOT 45% share of sales tax over 20 years- includes all reasonably expected revenue with expected growth over time

\$400 M in one portion of the 15% share of sales tax dedicated to multimodal options- includes only small bonded portion (along with \$400 M to match those funds)

SPECIFIC "HIGHWAY" PROJECTS

\$6.6 B for projects across Colorado

Goal to complete in ten years

Includes projects that will utilize bond funds and projects paid for with pay-as-you-go (paygo) funds

Specific projects includes 107 projects in Denver & Front Range | South & Southeastern | Inter-Mountain and Western Slope | North & Northeastern

STATEWIDE PROGRAMS

\$460 M to statewide programs

Specific projects not selected

Rural focus for most statewide programs

Statewide Programs include:

Fiber & Technology: \$120 M

ADA Sidewalks & Bicycle/Pedestrian: \$120 M

Safety Shoulders, Rest Area Restoration, Small

Freight Projects & Truck Parking, Wildlife

Crash Mitigation: \$220 M

GROWTH REVENUE

\$2 B in sales tax growth revenue **dedicated to**

\$1.5 B pavement improvement program

\$500 M to future needs/projects

Pavement Improvement Program will include other shoulder/safety improvements along routes selected for paving

SPECIFIC "MULTIMODAL BOND" PROJECTS

\$400 M in sales tax funding

Larger projects expected to utilize bond proceeds

19 projects across state and in every CDOT Region | Projects are at least \$10 million Include at least 50/50 match | Constitutes less than 1/3 of total multimodal revenue

Resolution #TC18-07-15

Selecting projects and programs to be funded if Initiative #153 is successful in November, 2018.

Approved by the Transportation Commission on July 19, 2018.

WHEREAS, the Colorado Department of Transportation (“CDOT”) is an executive department of the State of Colorado (“State”); and

WHEREAS, pursuant to §43-1-106(8)(a) and (j), C.R.S., the Colorado Transportation Commission (“Commission”) is charged with formulating general policy with respect to the management, construction, and maintenance of public highways and other transportation systems in the state and to do all other things necessary and appropriate in the construction, improvement, and maintenance of the state highway and transportation systems; and

WHEREAS, Initiative #153 has been filed, and if placed on the ballot and approved by the people of Colorado would increase the state sales tax by .62% for twenty years and dedicate those funds to local roads, highways, and multimodal options across the state; and

WHEREAS, the Commission is responsible for determining priorities for highways dollars expected to be approximately \$345 million in the first year, and multimodal projects totaling no more than \$400 million if matched by an additional \$400 million from other local or state sources; and

WHEREAS, the Department, with the participation of transportation planning partners from around the state, including the Statewide Transportation Advisory Committee utilizing the existing statewide transportation planning process has created a Development Program of projects that account for the highest priority highway projects across the state that are unfunded or underfunded, and the Department is developing a similar program for transit priorities; and

WHEREAS, it is important to provide the citizens of Colorado an expectation of what projects the department would fund if Initiative #153 were to pass; and

WHEREAS, another potential ballot question, Initiative #167 is also being considered but contains its own list of projects to be funded and therefore does not require the Commission to approve a list of projects; and

WHEREAS, the Commission has considered a list of projects and programs that addresses statewide equity and the need for a variety of projects including mobility, asset preservation and improvement, safety and multimodal options; and

WHEREAS, the Commission acknowledges that Initiative #153 also provides local governments with sales tax funds for local transportation priorities and multimodal projects, including rail, in addition to what the Commission is responsible for, and those local governments will use their own planning processes to determine project selection for those funds; and

WHEREAS, no new funding scenario is able to cover all transportation needs in the state and Colorado’s highway system has project needs that exceed \$10 billion in addition to deficits to appropriately maintain the state’s existing highway system of over \$200 million annually; and

NOW, THEREFORE, BE RESOLVED, the Commission approves for priority funding the highway and

multimodal projects included in Appendix A of this resolution, including 120 projects that are not listed in any priority order and will be funded in a statewide equitable way and based on the readiness of each project with a target completion of all projects within ten years after the enactment of Initiative #153 in January, 2019; and

NOW, THEREFORE, BE IT FURTHER RESOLVED, the Commission also approves several statewide programs, including Fiber and Technology; ADA Sidewalks and Bicycle/Pedestrian; Safety Shoulders, Rest Area Restoration, Small Freight and Truck Parking, and Wildlife Crash Mitigation; and the Pavement Improvement Program, with project selection for each of the statewide programs to be determined by the Commission at a later date should Initiative #153 be approved by voters; and

NOW, THEREFORE, BE IT FURTHER RESOLVED, the Commission commits to the dollar amount for each project or program, and if a project is unable to be constructed with the funding made available, the scope of the project shall be modified; and

NOW, THEREFORE, BE IT FURTHER RESOLVED the Commission recognizes the potential volatility of new funding sources and may in the future make adjustments to Appendix A to match actual new revenue receipts;

NOW, THEREFORE, BE IT FURTHER RESOLVED the Commission acknowledges that in addition to Initiative #153, full funding by the Colorado General Assembly of SB 18-001 and SB 17-267 is also necessary to complete the projects in Appendix A, and those projects are commitments only to the degree these additional funding sources are available to help cover the associated cost of each project; and

NOW, THEREFORE, BE IT FURTHER RESOLVED the Commission acknowledges the role of the Statewide Transportation Advisory Committee, planning partners and transportation advocates across the state in developing a list of projects and programs that will support the economic vitality of Colorado and the quality of life of the public by improving how we safely move people, goods and information on Colorado's transportation system.



Herman Stockinger, Secretary
Transportation Commission of Colorado



Date

3rd Draft

Initiative #153
Authorize Sales Tax and Bonds for Transportation Projects

- **Proposition ? proposes amending the Colorado statutes to:**
 - ♦ increase the state's sales and use tax rate from 2.9 percent to 3.52 percent for 20 years;
 - ♦ distribute the new tax revenue for transportation as follows: 45 percent to the state; 40 percent to local governments; and 15 percent for multimodal transportation projects; and
 - ♦ permit the state to borrow up to \$6.0 billion for transportation projects and limit the total repayment amount, including principal and interest, to \$9.4 billion over 20 years.
- Establish a citizen oversight commission to annually report on the use of the bond proceeds related to this initiative.

- **Summary and Analysis**

- This analysis outlines state highway funding and the state sales and use tax under current law. In addition, it describes the sales and use tax increase and the bond sale and repayment authorized by the measure.
- ***Current state highway funding.*** Maintenance and construction of state highways are funded through the Colorado Department of Transportation (CDOT). CDOT receives most of its revenue from federal and state gasoline and diesel fuel taxes and from state vehicle registration fees, as shown in Figure 1. For state budget year 2017-18, CDOT spent approximately \$1.2 billion, or roughly 85 percent of its revenue, on state highway maintenance and operations and \$220.5 million, or 15 percent, on construction.

Figure 1
State Transportation Funding Sources and Uses
Budget Year 2017-18

Sources	Uses
Total: \$1.4 Billion	Total: \$1.4 Billion
Other* \$241.8 million	Construction \$220.5 million
Federal Gas Tax \$526.8 million	Maintenance \$875.5 million
Registration Fees \$339.5 million	Operations \$333.6 million
State Gas Tax \$321.6 million	

Source: Colorado Department of Transportation.

*Other funding sources include federal grants, tolls, and other state

LGC Comment: Recognizing the creation of the citizen oversight committee is essential to the transparency and accountability of the measure to the citizens of Colorado. Creation of such a committee for agency oversight has been a fundamental element of annual legislative debate on increasing funding for transportation.

3rd Draft

and local funds.

- 1 -

3rd Draft

- **Sales and use tax.** The state sales tax is paid on the purchase price of most items.
- Some items are exempt, such as food bought at grocery stores, prescription drugs, household utilities, and gasoline. The tax applies to some services, including telephone service, food and drink service at restaurants and bars, and short-term lodging. The state use tax is paid when sales tax was due but not collected. In addition to the state's 2.9 percent rate, most cities and counties also have sales and use taxes. Combined state and local sales tax rates in Colorado range from 2.9 percent to 11.2 percent, depending on where a purchase is made.
- **Amount of the tax increase.** Beginning January 1, 2019, the measure increases the state sales tax rate from 2.9 percent to 3.52 percent for 20 years. The measure is estimated to raise about \$767 million in the first year that it applies. **"Both Colorado residents and visitors contribute to total sales and use tax receipts."** Table 1 provides examples of estimated state sales taxes paid currently and under Proposition ? based on family income. Under the measure, the average amount of sales tax paid by a Colorado family with an average income of \$74,374 is estimated to increase by \$131.

Table 1
Comparison of Average Annual Estimated State Sales Taxes Due
under Current Law and Proposition ?

	Current Law	Under Proposition ?	
Family Income	State Sales Tax Paid (2.9%)	Tax Increase (0.62%)	Total State Sales Tax Paid (3.52%)
\$6,495	\$197	\$42	\$239
\$13,143	\$235	\$50	\$285
\$24,015	\$359	\$77	\$436
\$42,272	\$459	\$98	\$557
\$74,374	\$611	\$131	\$742
\$83,473	\$730	\$156	\$886
\$190,232	\$1,171	\$250	\$1,421

Source: Colorado Department of Revenue, 2016 Tax Profile & Expenditure Report.

- **Use of new tax revenue for transportation.** The additional tax revenue collected under Proposition ? is dedicated to the following uses:
- 45 percent to CDOT for state transportation projects, including debt repayment;
- 40 percent to local governments for transportation projects; and
- 15 percent for multimodal transportation projects.
- The state's share of the additional tax revenue will be spent by CDOT on state transportation projects that address safety, maintenance, and congestion and to repay borrowing under this measure for transportation projects. The Transportation Commission, an 11-member body appointed by the Governor to prioritize statewide transportation needs, ~~will~~ **has** determine the use of these funds. **The map of adopted projects is shown below. (Insert Maps from CDOT in letter to Mike Maurer dated 8/20/18)**

Comment: One reason the sales tax was the selected method to fund transportation is it captures the impact the 82 million visitors/tourist have on Colorado's transportation system. Visitor will share the burden and pay into the transportation fund to help pay for needed transportation improvements to improve safety and reduce congestion.

Comment: The Colorado Transportation Commission, appointed by the Governor and confirmed by the Senate, passed a resolution adopting the list of 107 projects statewide that would be built if #153 is approved by voters. This map is the result of countless hours of public hearings, input and negotiation with transportation planning partners across the state. The list is an official commitment on the part of the State to the public regarding use of funds under #153 and should be included in full or by link in the bluebook.

3rd Draft

- The local share of the additional revenue will be distributed to every city and county
- for transportation projects based on an existing formula in state law.

1 The additional tax revenue identified for multimodal transportation projects will mostly
2 be spent by local governments. Multimodal transportation provides additional
3 transportation options and includes bike paths, sidewalks, and public transit, such as
4 buses, rail, and rides for the elderly and disabled.

5 **Bond sale and repayment.** Proposition ? permits CDOT to borrow up to \$6.0 billion
6 by selling transportation revenue bonds. The total repayment amount, including
7 principal and interest, is limited to \$9.4 billion over 20 years, and the state must reserve
8 the right to repay the bonds ahead of schedule without penalty. Assuming the
9 repayment schedule is for the full \$9.4 billion over 20 years, the average annual
10 repayment cost will be \$470 million. Actual repayment amounts will vary depending on
11 the terms of the revenue bonds. The measure creates a citizen oversight commission to
12 annually report on the use of the bond proceeds.

13 **Past bond sale and repayment for transportation projects.** In 1999, voters
14 approved the sale of \$1.5 billion worth of bonds for transportation projects. The state
15 was required to use the borrowed money to pay for up to 24 transportation projects
16 across the state. Repayment costs for the 1999 bonds totaled \$2.3 billion. The debt
17 was fully repaid through various state and federal sources in December 2016.

For information on those issue committees that support or oppose the measures on the ballot at the November 6, 2018, election, go to the Colorado Secretary of State's elections center web site hyperlink for ballot and initiative information:

<http://www.sos.state.co.us/pubs/elections/Initiatives/InitiativesHome.html>

Comment: This link does not appear to send the reader to anything specific on the SOS website

18 Arguments For

19 1) Colorado's highways are deteriorating, and the cost of improvements continues
20 to increase. The state needs to invest immediately in its infrastructure and
21 cannot afford to expand and modernize its transportation system without a new
22 revenue source. Colorado needs a modern transportation system that includes
23 road, bus, bike, pedestrian, and rail options to address its growing population.
24 This measure creates a flexible statewide transportation solution, and it lets local
25 communities identify their own transportation projects and prioritize their most
26 urgent needs.

27 **1) Colorado's transportation needs have gone unmet for decades. As a result, CDOT is facing a backlog of \$9 billion in unfunded projects because the state uses an out-of-date funding source - the gas tax - that can no longer meet our needs. The number of miles driven on our roads has doubled since 1991 but the state now spends nearly half the amount per driver on transportation than it did at that time. This proposed state sales tax increase, totaling about six cents on a ten-dollar purchase, will allow the state to address our growing transportation problems and ensure tourists visiting Colorado pay their fair share toward improving our transportation infrastructure. This measure creates a flexible statewide transportation solution, and it lets local communities identify their own transportation**

Commented [CP1]: These comments are provided on behalf of the Let's Go, Colorado (LGC) campaign.

Comment: This new paragraph more accurately reflects both the need for the initiative and purpose for which it was submitted by the broad, diverse and bipartisan coalition that developed the initiative. The LCS draft language is AN opinion of how the initiative benefits Colorado but does not reflect the perspective of the coalition that initiated this effort.

3rd Draft

projects and prioritize their most urgent needs – be they road, bus, bike, pedestrian or rail options - needs that cannot be met without a new revenue source

2) Proposition ? creates a sustainable source of funding for Colorado's transportation needs. Colorado's highway costs outpace collections from the gas tax. This measure offers a way for the state to increase transportation funding and repay bonds. This new, dedicated revenue for transportation will allow the state to continue to meet its obligations to fund education, health programs, and public safety while also investing heavily in Colorado's roads. The list of projects to be built with the passage of this measure can be found at <http://togetherwego.codot.gov>.

1 Arguments Against

1) Proposition ? raises taxes for a fundamental government service that should be fully funded through the state budget. Any shortfall in transportation funding is a result of prioritizing state spending in other areas of government. The state can **reallocate** funds to roads with the money it collects in taxes, rather than resorting to expensive borrowing. Additionally, this measure dedicates too much revenue to multimodal transportation, money that should be used exclusively for road repair and improvement. The majority of the workforce use their personal vehicles to commute daily and depend on quality road and highway maintenance.

2) Sales taxes, which are already high, provide a poor method of funding transportation. The total sales tax rate exceeds 10 percent in some areas of Colorado. Raising the state sales tax disproportionately affects low-income individuals because they must spend a larger share of their budget buying taxable necessities.

14 Estimate of Fiscal Impact

Proposition ? makes changes to transportation finance over 20 years. Its effects on state and local government revenue and expenditures are summarized below.

State revenue. This measure increases sales and use tax revenue by \$366.0 million (half-year impact) in state budget year 2018-19, and by \$766.7 million in state budget year 2019-20. The sales and use tax revenue increase continues for 20 years. In addition, the measure authorizes CDOT to sell bonds, increasing revenue by up to \$6.0 billion over three years.

State expenditures. This measure will increase expenditures equal to the amount of revenue described above for construction and maintenance of transportation projects, and debt service. The measure commits up to \$9.4 billion to the repayment of debt.

Local government revenue and expenditures. The measure increases state distributions to local governments for transportation projects by \$146.4 million (half-year impact) in state budget year 2018-19, and by \$306.7 million in state budget year 2019-20. These increases continue for 20 years.

Comment: The citizens of Colorado have a right to know what projects will be built with the passage of this initiative. By listing the projects here they become part of the public record.

Comment: This sentence is factually inaccurate. The General Assembly is mandated by state constitution or federal law to invest in other priorities specifically education, health care and pensions.

Comment: Add "reallocate" to reflect the only way it can really be done.

Proposition #110
Authorize Sales Tax and Bonds for Transportation Projects
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Initiative #153
Authorize Sales Tax and Bonds for Transportation Projects
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Initiative 153
Authorize Sales Tax and Bonds for Transportation Projects

Ballot Title: SHALL STATE TAXES BE INCREASED \$766,700,000 ANNUALLY FOR A TWENTY-YEAR PERIOD, AND STATE DEBT SHALL BE INCREASED \$6,000,000,000 WITH A MAXIMUM REPAYMENT COST OF \$9,400,000,000, TO PAY FOR STATE AND LOCAL TRANSPORTATION PROJECTS, AND, IN CONNECTION THEREWITH, CHANGING THE COLORADO REVISED STATUTES TO: 1) INCREASE THE STATE SALES AND USE TAX RATE BY 0.62% BEGINNING JANUARY 1, 2019; REQUIRING 45% OF THE NEW REVENUE TO FUND STATE TRANSPORTATION SAFETY, MAINTENANCE, AND CONGESTION RELATED PROJECTS, 40% TO FUND MUNICIPAL AND COUNTY TRANSPORTATION PROJECTS, AND 15% TO FUND MULTIMODAL TRANSPORTATION PROJECTS, INCLUDING BIKE, PEDESTRIAN, AND TRANSIT INFRASTRUCTURE; 2) AUTHORIZE THE ISSUANCE OF ADDITIONAL TRANSPORTATION REVENUE ANTICIPATION NOTES TO FUND PRIORITY STATE TRANSPORTATION MAINTENANCE AND CONSTRUCTION PROJECTS, INCLUDING MULTIMODAL CAPITAL PROJECTS; AND 3) PROVIDE THAT ALL REVENUE RESULTING FROM THE TAX RATE INCREASE AND PROCEEDS FROM ISSUANCE OF REVENUE ANTICIPATION NOTES ARE VOTER-APPROVED REVENUE CHANGES EXEMPT FROM ANY STATE OR LOCAL REVENUE, SPENDING, OR OTHER LIMITATIONS IN LAW?

Be it enacted by the People of the State of Colorado:

SECTION 1. Legislative declaration. (1) The voters of the state of Colorado hereby find and declare that:

(a) It is critical to construct, improve, and maintain transportation infrastructure throughout the state in order to meet the demands created by both current and future statewide economic expansion and population growth;

(b) Sufficient, sustainable, steady, and dedicated funding streams are needed to fund the critical transportation infrastructure construction, improvement, and maintenance that will allow the statewide transportation system to meet both current and future demands;

(c) Current sources of dedicated transportation funding are not generating enough revenue to fund current and future transportation infrastructure needs throughout the state. The state last increased the rates of the taxes on gasoline and special fuel, the largest source of dedicated transportation funding, in the early 1990s, and these taxes do not increase with inflation. As a result, the declining purchasing power of the revenue generated by these taxes has prevented the state's transportation budget from keeping pace with the growing transportation infrastructure needs throughout the state.

(d) An additional source of voter-approved funding for transportation is needed to meet statewide transportation infrastructure funding needs.

(2) The voters further find and declare that all new voter-approved transportation funding will be spent throughout the state to:

(a) Address poor road and bridge conditions like potholes and rough pavement that damage vehicles, require vehicle owners to pay for expensive vehicle repairs, and increase costs for Colorado families;

1 (b) Reconstruct and rehabilitate state highways to better maintain them and prevent and
2 avoid costly future repairs;

3 (c) Support local government efforts to fund local transportation projects that are critical
4 for their communities;

5 (d) Improve highways to increase their capacity and accommodate population growth;

6 (e) Provide additional seasonal maintenance on state highways;

7 (f) Address increased traffic congestion through multimodal transportation options;

8 (g) Allow the state's growing population of seniors to age in place and provide greater
9 mobility for persons with disabilities; and

10 (h) Invest in the economic future of the state by providing a modern multimodal statewide
11 transportation system that will support and strengthen the economy of the state and attract more
12 businesses and employers to the state.

13 **SECTION 2.** In Colorado Revised Statutes, 39-26-105, **amend** (1)(a)(I)(A) as follows:

14 **39-26-105. Vendor liable for tax - repeal.** (1) (a) (I) (A) Except as provided in sub-
15 ~~subparagraph (B) of this subparagraph (I) and in subparagraph (II) of this paragraph (a)~~
16 SUBSECTIONS (1)(a)(I)(B) AND (1)(a)(II) OF THIS SECTION, every retailer shall, irrespective of the
17 provisions of section 39-26-106, be liable and responsible for the payment of an amount
18 equivalent to two and ninety one-hundredths percent of all sales made on or after January 1,
19 2001, BUT BEFORE JANUARY 1, 2019, AND ON AND AFTER JANUARY 1, 2039, AND AN AMOUNT EQUAL
20 TO THREE AND FIFTY-TWO ONE-HUNDREDTHS PERCENT OF ALL SALES MADE ON AND AFTER JANUARY
21 1, 2019, BUT BEFORE JANUARY 1, 2039, by the retailer of commodities or services as specified in
22 section 39-26-104.

23 **SECTION 3.** In Colorado Revised Statutes, 39-26-106, **amend** (1) as follows:

24 **39-26-106. Schedule of sales tax.** (1) (a) (I) Except as otherwise provided in
25 ~~subparagraph (II) of this paragraph (a),~~ SUBSECTION (1)(a)(II) OF THIS SECTION, there is imposed
26 upon all sales of commodities and services specified in section 39-26-104 a tax at the rate of
27 ~~three~~ TWO AND NINETY ONE-HUNDREDTHS percent of the amount of the sale, to be computed in
28 accordance with schedules or systems approved by the executive director of the department of
29 revenue. ~~Said~~ THE schedules or systems shall be designed so that no ~~such~~ tax is charged on
30 any sale of seventeen cents or less.

31 (II) On and after ~~January 1, 2001~~ JANUARY 1, 2019, BUT BEFORE JANUARY 1, 2039, IN
32 ADDITION TO THE TAX IMPOSED UNDER SUBSECTION (1)(a)(I) OF THIS SECTION, there is imposed upon
33 all sales of commodities and services specified in section 39-26-104 a tax at the rate of ~~two and~~
34 ~~ninety~~ SIXTY-TWO one-hundredths percent of the amount of the sale to be computed in accordance
35 with schedules or systems approved by the executive director of the department of revenue;
36 EXCEPT THAT THE TAX IS NOT IMPOSED ON SALES OF AVIATION FUELS USED IN TURBO-PROPELLER OR
37 JET ENGINE AIRCRAFT. ~~Said~~ THE schedules or systems shall be designed so that no ~~such~~ tax is
38 charged on any sale of seventeen cents or less.

39 (b) ~~Notwithstanding the three percent rate provisions of paragraph (a) of this subsection~~

(1), for the period May 1, 1983, through July 31, 1984, the rate of the tax imposed pursuant to this subsection (1) shall be three and one-half percent.

SECTION 4. In Colorado Revised Statutes, **amend** 39-26-112 as follows:

39-26-112. Excess tax - remittance. If any—A vendor, during any reporting period, collects as a tax an amount in excess of ~~three percent of all taxable sales made prior to January 1, 2001, and two and ninety one-hundredths percent of all taxable sales made on or after January 1, 2001, such~~ BUT BEFORE JANUARY 1, 2019, AND ON AND AFTER JANUARY 1, 2039, OR COLLECTS AS A TAX AN AMOUNT IN EXCESS OF THREE AND FIFTY-TWO HUNDREDTHS PERCENT OF ALL TAXABLE SALES MADE ON OR AFTER JANUARY 1, 2019, BUT BEFORE JANUARY 1, 2039, THE vendor shall remit to the executive director of the department of revenue the full net amount of the tax imposed in this part 1 and also ~~such~~—THE excess. The retention by the retailer or vendor of any excess of tax collections over the APPLICABLE percentage of the total taxable sales of ~~such~~—THE retailer or vendor or the intentional failure to remit punctually to the executive director the full amount required to be remitted by the provisions of this part 1 is ~~declared to be unlawful and constitutes a misdemeanor.~~

SECTION 5. In Colorado Revised Statutes, 39-26-123, **amend** (3); and **add** (7) as follows:

39-26-123. Receipts - disposition - transfers of general fund surplus - sales tax holding fund - creation - definitions. (3) EXCEPT AS OTHERWISE PROVIDED IN SUBSECTION (7) OF THIS SECTION, for any state fiscal year commencing on or after July 1, 2013, the state treasurer shall credit eighty-five percent of all net revenue collected under the provisions of this ~~article~~ ARTICLE 26 to the old age pension fund created in section 1 of article XXIV of the state constitution. The state treasurer shall credit to the general fund the remaining fifteen percent of the net revenue, less ten million dollars, which the state treasurer shall credit to the older Coloradans cash fund created in section 26-11-205.5 (5). ~~C.R.S.~~

(7) (a) THE STATE TREASURER SHALL CREDIT THE NET REVENUE COLLECTED UNDER THE PROVISIONS OF THIS ARTICLE 26 THAT IS ATTRIBUTABLE TO THE ADDITIONAL SALES AND USE TAXES LEVIED PURSUANT TO SECTIONS 39-26-106 (1)(a)(II) AND 39-26-202 (1)(b) AS FOLLOWS:

(I) FORTY-FIVE PERCENT OF THE ANNUAL NET REVENUE COLLECTED DURING EACH STATE FISCAL YEAR TO THE STATE HIGHWAY FUND FOR ALLOCATION TO THE STATE AS SPECIFIED IN SECTION 43-4-206(4);

(II) FIFTEEN PERCENT OF THE ANNUAL NET REVENUE COLLECTED DURING EACH STATE FISCAL YEAR TO THE MULTIMODAL TRANSPORTATION OPTIONS FUND AS SPECIFIED IN SECTION 43-1-106 (8)(t) AND SECTION 43-4-1103(1) AND (2); AND

(III) FORTY PERCENT OF THE ANNUAL NET REVENUE COLLECTED DURING EACH STATE FISCAL YEAR TO THE LOCAL TRANSPORTATION PRIORITIES FUND, WHICH FUND IS HEREBY CREATED IN THE STATE TREASURY; EXCEPT THAT FIFTY PERCENT OF SUCH FUND SHALL BE ALLOCATED TO COUNTIES, PURSUANT TO SECTION 43-4-207(1) AND (2)(b), AND FIFTY PERCENT SHALL BE ALLOCATED TO CITIES AND COUNTIES, CITIES, AND INCORPORATED TOWNS, PURSUANT TO SECTION 43-4-208(1), (2)(b), (5) AND (6).

(b) THE VOTERS HEREBY FIND AND DECLARE THAT BECAUSE THE SALES AND USE TAX REVENUE GENERATED BY THE SALES AND USE TAXES LEVIED PURSUANT TO SECTIONS 39-26-106 (1)(a)(I) AND 39-26-202 (1)(a) IS SUFFICIENT TO FULLY FUND THE OLD AGE PENSION FUND AS REQUIRED BY ARTICLE XXIV OF THE STATE CONSTITUTION, THE STATE MAY CONSTITUTIONALLY CREDIT ALL REVENUE

1 GENERATED BY THE ADDITIONAL SALES AND USE TAXES LEVIED PURSUANT TO SECTIONS 39-26-106
2 (1)(a)(II) AND 39-26-202 (1)(b) TO THE STATE HIGHWAY FUND, THE LOCAL TRANSPORTATION
3 PRIORITIES FUND, AND THE MULTIMODAL TRANSPORTATION OPTIONS FUND IN THE MANNER SPECIFIED
4 IN SUBSECTION (7)(a) OF THIS SECTION.

5 **SECTION 6.** In Colorado Revised Statutes, 39-26-202, **amend** (1)(a) and (1)(b); and
6 **repeal** (2) as follows:

7 **39-26-202. Authorization of tax.** (1) (a) Except as otherwise provided in ~~paragraph (b)~~
8 ~~of this subsection (1) and in subsection (3)~~ SUBSECTIONS (1)(b) AND (3) of this section, there is
9 imposed and shall be collected from every person in this state a tax or excise at the rate of ~~three~~
10 TWO AND NINETY ONE-HUNDREDTHS percent of storage or acquisition charges or costs for the
11 privilege of storing, using, or consuming in this state any articles of tangible personal property
12 purchased at retail.

13 (b) On and after ~~January 1, 2001~~ JANUARY 1, 2019, BUT BEFORE JANUARY 1, 2039, IN
14 ADDITION TO THE TAX IMPOSED UNDER SUBSECTION (1)(a) OF THIS SECTION, there is imposed and
15 shall be collected from every person in this state a tax or excise at the rate of ~~two and ninety~~
16 SIXTY-TWO one-hundredths percent of storage or acquisition charges or costs for the privilege of
17 storing, using, or consuming in this state any articles of tangible personal property purchased at
18 retail; EXCEPT THAT THE TAX OR EXCISE IS NOT IMPOSED ON STORAGE OR ACQUISITION CHARGES OR
19 COSTS FOR THE PRIVILEGE OF STORING, USING, OR CONSUMING IN THIS STATE ANY AVIATION FUELS
20 USED IN TURBO-PROPELLER OR JET ENGINE AIRCRAFT PURCHASED AT RETAIL.

21 (2) ~~Notwithstanding the three percent rate provisions of subsection (1) of this section, for~~
22 ~~the period May 1, 1983, through July 31, 1984, the rate of the tax imposed pursuant to this section~~
23 ~~shall be three and one-half percent.~~

24 **SECTION 7.** In Colorado Revised Statutes, **add** 39-26-202.5 as follows:

25 **39-26-202.5 Effect of voter approval - spending limitations.** REVENUE FROM THE
26 TEMPORARY SALES AND USE TAX RATE INCREASE, AUTHORIZED AT THE NOVEMBER, 2018 ELECTION
27 AND IMPOSED IN SECTIONS 39-26-106 (1)(a)(II) AND 39-26-202 (1)(b), AND PROCEEDS OF THE
28 ADDITIONAL TRANSPORTATION REVENUE ANTICIPATION NOTES, AUTHORIZED AT THE NOVEMBER, 2018
29 ELECTION AND ISSUED PURSUANT TO SECTION 43-4-705 (13)(b), AND EARNINGS ON SUCH REVENUE
30 AND SUCH PROCEEDS SHALL BE RETAINED AND SPENT BY THE STATE, CITIES AND COUNTIES AS VOTER-
31 APPROVED REVENUE CHANGES AND SHALL BE EXEMPT FROM ALL REVENUE, SPENDING AND OTHER
32 LIMITATIONS UNDER SECTION 20 OF ARTICLE X OF THE CONSTITUTION OR ANY OTHER LAW.

33 **SECTION 8.** In Colorado Revised Statutes, 39-28.8-501, **amend** (1) as follows:

34 **39-28.8-501. Marijuana tax cash fund - creation - distribution - legislative**
35 **declaration.** (1) The marijuana tax cash fund, referred to in this part 5 as the "fund", is created
36 in the state treasury. The fund consists of any applicable retail marijuana sales tax transferred
37 pursuant to section 39-28.8-203 (1)(b) on or after July 1, 2014, and any ~~revenues~~ REVENUE
38 transferred to the fund from any sales tax imposed pursuant to ~~section 39-26-106~~
39 SECTION 39-26-106 (1)(a)(I) on the retail sale of products under articles 43.3 and 43.4 of title 12
40 C.R.S..

41 **SECTION 9.** In Colorado Revised Statutes, 43-1-106, **add** (8)(t)(I) and (II) as follows:

43-1-106. Transportation commission - powers and duties - repeal. (8) In addition to all other powers and duties imposed upon it by law, the commission has the following powers and duties:

(t) TO DISTRIBUTE FUNDS WITHIN THE MULTIMODAL TRANSPORTATION OPTIONS FUND CREATED UNDER 43-4-1103 IN THE FOLLOWING MANNER:

(I) UPON ALLOCATION OF THE STATE'S SHARE OF MULTIMODAL FUNDING ATTRIBUTABLE TO REVENUE FROM THE TEMPORARY SALES AND USE TAX RATE INCREASE, AUTHORIZED AT THE NOVEMBER, 2018 ELECTION AND IMPOSED IN SECTIONS 39-26-106 (1)(a)(II) AND 39-26-202 (1)(b), THE COMMISSION SHALL EVALUATE AND CHOOSE CAPITAL OR OPERATING COSTS FOR BUSTANG, BUSTANG OUTRIDER, OR OTHER INTER-REGIONAL PUBLIC TRANSIT; PARK-N-RIDE LOTS AND TRANSIT STATIONS; TRANSPORTATION DEMAND MANAGEMENT PROGRAMS; MULTI-MODAL MOBILITY PROJECTS ENABLED BY NEW TECHNOLOGY; PLANNING AND ENGINEERING STUDIES NEEDED TO PLAN AND CONSTRUCT MULTIMODAL PROJECTS; AND CAPITAL OR OPERATING COSTS FOR BICYCLE AND PEDESTRIAN PROJECTS THAT FURTHER THE STATE'S GOALS FOR MULTIMODAL TRANSPORTATION.

(II) THE COMMISSION SHALL ESTABLISH A FORMULA FOR DISBURSEMENT OF THE REMAINING AMOUNT IN THE FUND, BASED ON POPULATION AND TRANSIT RIDERSHIP AND AFTER CONSULTATION WITH THE TRANSPORTATION ADVISORY COMMITTEE, THE TRANSIT AND RAIL ADVISORY COMMITTEE, TRANSIT ADVOCACY ORGANIZATIONS, AND BICYCLE AND PEDESTRIAN ADVOCACY ORGANIZATIONS. SUCH FUNDS SHALL BE EXPENDED ON CAPITAL OR OPERATING COSTS FOR FIXED ROUTE AND ON-DEMAND TRANSIT; TRANSPORTATION DEMAND MANAGEMENT PROGRAMS; MULTIMODAL MOBILITY PROJECTS ENABLED BY NEW TECHNOLOGY; STUDIES; AND BICYCLE OR PEDESTRIAN PROJECTS. SUCH FUNDS SHALL BE ALLOCATED TO:

(A) METROPOLITAN PLANNING ORGANIZATIONS, WHICH SHALL SELECT PROJECTS TO BE FUNDED AND MANAGE SUCH FUNDS AS ARE ALLOCATED; AND

(B) AS TO AREAS OF THE STATE WHERE NO METROPOLITAN PLANNING ORGANIZATION EXISTS, THE COMMISSION SHALL SELECT PROJECTS TO BE FUNDED AND MANAGE SUCH FUNDS AS ARE ALLOCATED.

(III) RECIPIENTS OF THE FUNDS AS PROVIDED IN SUBSECTION (8)(t)(II) OF THIS SECTION SHALL PROVIDE A MATCH EQUAL TO THE AMOUNT OF THE AWARD OF MULTIMODAL OPTIONS FUNDS. THE COMMISSION MAY CREATE A FORMULA FOR REDUCING OR EXEMPTING AN OTHERWISE APPLICABLE REQUIREMENT FOR MATCHING FUNDS FOR LOCAL GOVERNMENTS OR AGENCIES THAT THE COMMISSION DETERMINES HAVE BUDGETS THAT FALL BELOW A THRESHOLD DETERMINED BY THE COMMISSION TO BE UNABLE TO PROVIDE A FULL MATCH DUE TO THEIR SIZE OR SPECIAL CIRCUMSTANCES AS DETERMINED BY THE COMMISSION. PRIOR TO DOING SO, THE COMMISSION MUST CONSULT WITH THE ORGANIZATIONS SET FORTH IN SUBSECTION (8)(t)(II) OF THIS SECTION.

SECTION 10. In Colorado Revised Statutes, 43-4-206, **amend** (1) introductory portion, (2)(a), (2)(b), and (3); and **add** (4) as follows:

43-4-206. State allocation. (1) Except as otherwise provided in ~~subsection (2)~~ SUBSECTIONS (2), (3), AND (4) of this section, after paying the costs of the Colorado state patrol and ~~such~~ ANY other costs of the department, exclusive of highway construction, highway improvements, or highway maintenance, ~~as~~ THAT are appropriated by the general assembly, MONEY IN the highway users tax fund shall be paid to the state highway fund IN ACCORDANCE WITH SECTION 43-4-205 and ~~shall be~~ expended for the following purposes:

1 (2) (a) ~~Notwithstanding the provisions of subsection (1) of this section, the revenues~~
2 REVENUE accrued to and transferred to the highway users tax fund pursuant to section 39-26-123
3 (4)(a) or 24-75-219, ~~C.R.S.~~ or appropriated to the highway users tax fund pursuant to House Bill
4 02-1389, enacted at the second regular session of the sixty-third general assembly, and credited
5 to the state highway fund pursuant to section 43-4-205 (6.5) shall be expended by the department
6 of transportation for the implementation of the strategic transportation project investment program
7 in the following manner:

8 (I) No more than ninety percent of such revenues shall be expended for highway
9 purposes or highway-related capital improvements, including, but not limited to, high occupancy
10 vehicle lanes, park-and-ride facilities, and transportation management systems, and at least ten
11 percent of such revenues shall be expended for transit purposes or for transit-related capital
12 improvements.

13 (II) (Deleted by amendment, L. 2000, p. 1741, § 1, effective June 1, 2000.)

14 (b) Beginning in 1998, the department of transportation shall report annually to the
15 transportation committee of the senate and the transportation and energy committee of the house
16 of representatives concerning the ~~revenues~~ REVENUE expended by the department pursuant to
17 ~~paragraph (a) of this subsection (2)~~ SUBSECTION (2)(a) OF THIS SECTION AND, BEGINNING IN 2019,
18 SUBSECTION (4) OF THIS SECTION. THE DEPARTMENT SHALL PRESENT THE report ~~shall be presented~~
19 at the joint meeting required under section 43-1-113 (9)(a) and THE REPORT shall describe for
20 each fiscal year, if applicable:

21 (I) The projects on which the ~~revenues~~ REVENUE credited to the state highway fund
22 pursuant to ~~paragraph (a) of this subsection (2)~~ are SUBSECTIONS (2) AND (4) OF THIS SECTION IS
23 to be expended, including the estimated cost of each project, the aggregate amount of revenue
24 actually spent on each project, and the amount of revenue allocated for each project in such fiscal
25 year. The department of transportation shall submit a prioritized list of such projects as part of
26 the report.

27 (II) The status of such projects that the department has undertaken in any previous fiscal
28 year;

29 (III) The projected amount of revenue that the department expects to receive under this
30 subsection (2) AND SUBSECTION (4) OF THIS SECTION during ~~such~~ THE fiscal year;

31 (IV) The amount of revenue that the department has already received under this
32 subsection (2) AND SUBSECTION (4) OF THIS SECTION during ~~such~~ THE fiscal year; and

33 (V) How the ~~revenues~~ REVENUE expended under this subsection (2) during ~~such~~ THE fiscal
34 year ~~relate~~ RELATES to the total funding of the TRANSPORTATION PROJECTS, INCLUDING MULTIMODAL
35 CAPITAL PROJECTS, THAT ARE INCLUDED IN THE strategic transportation project investment program.

36 (3) ~~Notwithstanding the provisions of subsection (1) of this section, the revenues~~ THE
37 REVENUE credited to the highway users tax fund pursuant to section 43-4-205 (6.3) shall be
38 expended by the department of transportation only for road safety projects, as defined in section
39 43-4-803 (21); except that the department shall, in furtherance of its duty to supervise state
40 highways and as a consequence in compliance with section 43-4-810, expend ten million dollars
41 per year of the revenues for the planning, designing, engineering, acquisition, installation,
42 construction, repair, reconstruction, maintenance, operation, or administration of transit-related

1 projects, including, but not limited to, designated bicycle or pedestrian lanes of highway and
2 infrastructure needed to integrate different transportation modes within a multimodal
3 transportation system, that enhance the safety of state highways for transit users.

4 (4) FORTY-FIVE PERCENT OF THE ANNUAL NET REVENUE THAT IS ATTRIBUTABLE TO THE
5 ADDITIONAL SALES AND USE TAXES LEVIED PURSUANT TO SECTIONS 39-26-106 (1)(a)(II) AND
6 39-26-202 (1)(b) AND THAT THE STATE TREASURER CREDITS TO THE STATE HIGHWAY FUND, AS
7 REQUIRED BY SECTION 39-26-123 (7)(a), SHALL BE EXPENDED BY THE DEPARTMENT OF
8 TRANSPORTATION AS FOLLOWS:

9 (a) AS MUCH OF THE ANNUAL NET REVENUE AS IS NEEDED TO MAKE FULL PAYMENTS OF
10 AMOUNTS ALLOCATED BY THE TRANSPORTATION COMMISSION ON AN ANNUAL BASIS PURSUANT TO
11 SECTION 43-1-113, MUST BE EXPENDED TO MAKE PAYMENTS ON REVENUE ANTICIPATION NOTES ISSUED
12 PURSUANT TO SECTION 43-4-705 (13)(b); AND

13 (b) THE REMAINDER OF NET REVENUE UNDER THIS SUBSECTION (4), IF ANY, MUST BE
14 EXPENDED ON PRIORITY MAINTENANCE AND PRIORITY CONSTRUCTION PROJECTS, INCLUDING
15 MULTIMODAL CAPITAL PROJECTS, AS DETERMINED BY THE COMMISSION.

16 (4.5) (a) THE DEPARTMENT OF TRANSPORTATION SHALL NOT EXPEND NET REVENUE THAT IS
17 CREDITED TO THE STATE HIGHWAY FUND PURSUANT TO SUBSECTION (4) OF THIS SECTION TO SUPPORT
18 TOLL HIGHWAYS.

19 (b) THE DEPARTMENT SHALL NOT EXPEND SUCH NET REVENUE TO SUPPORT TOLL LANE
20 CONSTRUCTION OR MAINTENANCE UNLESS:

21 (I) A FEDERAL RECORD OF DECISION HAS BEEN ISSUED IN WHICH THE RECORD OF DECISION
22 INCLUDED PLANNING STAGES IN WHICH THE DEPARTMENT SOLICITED AND RECEIVED MEANINGFUL
23 PUBLIC PARTICIPATION AND INPUT;

24
25 (II) TOLL REVENUE IS NOT COLLECTED FOR THE SINGULAR OR PRIMARY PURPOSE OF REVENUE
26 GENERATION;

27 (III) TOLL REVENUE COLLECTION IS UTILIZED AS A MECHANISM TO INCREASE TRAVEL TIME
28 RELIABILITY AND MITIGATE CONGESTION;

29 (IV) THE PROJECT CONTAINS ONE OR MORE MULTIMODAL OR ALTERNATIVE MODES OF TRAVEL
30 FOR NONTOLL PAYING PERSONS, INCLUDING, BUT NOT LIMITED TO, BUS RAPID TRANSIT, INTERREGIONAL
31 BUS SERVICE, LOCAL BUS SERVICE, OR HIGH-OCCUPANCY PASSENGER VEHICLES;

32 (V) TOLL REVENUE REMAINS ON THE CORRIDOR IN WHICH IT WAS RAISED AND IS EXPENDED
33 BY THE DEPARTMENT ONLY FOR MAINTENANCE, OPERATIONS, OR CONSTRUCTION OF MOBILITY
34 IMPROVEMENTS; AND

35 (VI) THE TOLL LANE IS CONSTRUCTED ADJACENT TO ONE OR MORE UNTOLLED LANES AND THE
36 ADDITION OF THE TOLL LANE WILL RESULT IN DEMONSTRABLY LOWER CONGESTION IN THE UNTOLLED
37 LANES.

38 **SECTION 11.** In Colorado Revised Statutes, 43-4-207, **amend** (1), (2) introductory
39 portion, and (2)(b) introductory portion as follows:

1 **43-4-207. County allocation.** (1) After paying the costs of the Colorado state patrol and
2 ~~such~~—ANY other costs of the department, exclusive of highway construction, highway
3 improvements, or highway maintenance, ~~as~~—THAT are appropriated by the general assembly,
4 ~~twenty-six percent of the balance of the highway users tax fund~~—THE REVENUE REQUIRED BY
5 SECTION 43-4-205 TO BE PAID FROM THE HIGHWAY USERS TAX FUND TO THE COUNTY TREASURERS OF
6 THE RESPECTIVE COUNTIES AND THE AMOUNT ALLOCATED TO COUNTIES FROM THE LOCAL
7 TRANSPORTATION PRIORITIES FUND, AS SPECIFIED IN SECTION 39-26-123 (7)(a)(III), shall be paid to
8 the county treasurers of the respective counties, subject to annual appropriation by the general
9 assembly, and shall be allocated and expended as provided in this section. The ~~moneys~~ ~~thus~~
10 MONEY received ~~shall be~~ IS allocated to the counties as provided by law and shall be expended
11 by the counties only on the construction, engineering, reconstruction, maintenance, repair,
12 equipment, improvement, and administration of the county highway systems and any other public
13 highways, including any state highways, together with acquisition of rights-of-way and access
14 rights for the same, for the planning, designing, engineering, acquisition, installation, construction,
15 repair, reconstruction, maintenance, operation, or administration of transit-related projects,
16 including, but not limited to, designated bicycle or pedestrian lanes of highway and infrastructure
17 needed to integrate different transportation modes within a multimodal transportation system, AS
18 MATCHING MONEY FOR PROJECTS RECEIVING FUNDING FROM THE MULTIMODAL TRANSPORTATION
19 OPTIONS FUND PURSUANT TO EITHER SECTIONS 43-4-1103 (2)(a) OR (b), and for no other purpose;
20 ~~except that a county may expend no more than fifteen percent of the total amount expended under~~
21 ~~this subsection (1) for transit-related operational purposes and except that moneys~~ EXCEPT THAT
22 MONEY received pursuant to section 43-4-205 (6.3) shall be expended by the counties only for
23 road safety projects, as defined in section 43-4-803 (21). The amount to be expended for
24 administrative purposes shall not exceed five percent of each county's share of the funds
25 available.

26 (2) For the fiscal year commencing July 1, 1989, and each fiscal year thereafter, for the
27 purpose of allocating ~~moneys~~—MONEY in the highway users tax fund to the various counties
28 throughout the state, the following method is ~~hereby~~ adopted:

29 (b) All ~~moneys~~—MONEY credited to the fund in excess of eighty-six million seven hundred
30 thousand dollars ~~shall be~~—AND ALL MONEY CREDITED TO THE LOCAL TRANSPORTATION PRIORITIES
31 FUND AS REQUIRED BY SECTION 39-26-123 (7)(a) THAT IS REQUIRED BY SUBSECTION (1) OF THIS
32 SECTION TO BE PAID TO THE COUNTY TREASURERS OF THE RESPECTIVE COUNTIES IS allocated to the
33 counties in the following manner:

34 **SECTION 12.** In Colorado Revised Statutes, 43-4-208, **amend** (1), (2) introductory
35 portion, (2)(a), and (6)(a) as follows:

36 **43-4-208. Municipal allocation.** (1) After paying the costs of the Colorado state patrol
37 and ~~such~~—ANY other costs of the department, exclusive of highway construction, highway
38 improvements, or highway maintenance, ~~as~~—THAT are appropriated by the general assembly, ~~and~~
39 ~~making allocation as provided by sections 43-4-206 and 43-4-207, the remaining nine percent of~~
40 ~~the highway users tax fund~~—THE REVENUE REQUIRED BY SECTION 43-4-205 TO BE PAID FROM THE
41 HIGHWAY USERS TAX FUND TO CITIES AND INCORPORATED TOWNS AND THE AMOUNT ALLOCATED TO
42 CITIES AND INCORPORATED TOWNS FROM THE LOCAL TRANSPORTATION PRIORITIES FUND, AS
43 SPECIFIED IN SECTION 39-26-123(7)(a)(III), shall be paid to the cities and incorporated towns within
44 the limits of the respective counties, subject to annual appropriation by the general assembly, and
45 shall be allocated and expended as provided in this section. Each city treasurer shall account for
46 the moneys thus received as provided in this part 2. Moneys so allocated shall be expended by
47 the cities and incorporated towns for the construction, engineering, reconstruction, maintenance,

1 repair, equipment, improvement, and administration of the system of streets of such city or
2 incorporated town or of any public highways located within such city or incorporated town,
3 including any state highways, together with the acquisition of rights-of-way and access rights for
4 the same, and for the planning, designing, engineering, acquisition, installation, construction,
5 repair, reconstruction, maintenance, operation, or administration of transit-related projects,
6 including, but not limited to, designated bicycle or pedestrian lanes of highway and infrastructure
7 needed to integrate different transportation modes within a multimodal transportation system, AS
8 MATCHING MONEY FOR PROJECTS RECEIVING FUNDING FROM THE MULTIMODAL TRANSPORTATION
9 OPTIONS FUND PURSUANT TO EITHER SECTIONS 43-4-1103 (2)(a) OR (b), and for no other purpose;
10 ~~except that a city or an incorporated town may expend no more than fifteen percent of the total~~
11 ~~amount expended under this subsection (1) for transit-related operational purposes and except~~
12 ~~that moneys~~ EXCEPT THAT MONEY paid to the cities and incorporated towns pursuant to section
13 43-4-205 (6.3) shall be expended by the cities and incorporated towns only for road safety
14 projects, as defined in section 43-4-803 (21). The amount ~~to be~~ expended for administrative
15 purposes shall not exceed five percent of each city's share of the funds available.

16 (2) For the purpose of allocating ~~moneys~~ MONEY in the highway users tax fund to the
17 various cities and incorporated towns throughout the state, the following method is adopted:

18 (a) EXCEPT AS OTHERWISE PROVIDED IN SUBSECTION (6) OF THIS SECTION, eighty percent
19 shall be allocated to the cities and incorporated towns in proportion to the adjusted urban motor
20 vehicle registration in each city and incorporated town. The term "urban motor vehicle
21 registration" includes all passenger, truck, truck-tractor, and motorcycle registrations. The
22 number of registrations used in computing the percentage shall be those certified to the state
23 treasurer by the department of revenue as constituting the urban motor vehicle registration for the
24 last preceding year. The adjusted registration shall be computed by applying a factor to the actual
25 number of such registrations to reflect the increased standards and costs of construction resulting
26 from the concentration of vehicles in cities and incorporated places. For this purpose the following
27 table of actual registration numbers and factors shall be employed:

28 **Actual registrations Factor**

29	1 -- 500	1.0
30	501 -- 1,250	1.1
31	1,251 -- 2,500	1.2
32	2,501 -- 5,000	1.3
33	5,001 -- 12,500	1.4
34	12,501 -- 25,000	1.5
35	25,001 -- 50,000	1.6
36	50,001 -- 85,000	1.7
37	85,001 -- 130,000	1.8
38	130,001 -- 185,000	1.9
39	185,001 and over	2.0

40 (6) (a) In addition to the provisions of subsection (2)(a) of this section, on or after July 1,
41 1979, eighty percent of all additional ~~funds~~ MONEY becoming available to cities and incorporated
42 towns from the highway users tax fund pursuant to sections 24-75-215 ~~C.R.S.~~, and 43-4-205
43 (6)(b)(III) AND (6)(c) AND, ON AND AFTER JANUARY 1, 2019, EIGHTY PERCENT OF THE MONEY CREDITED
44 TO THE LOCAL TRANSPORTATION PRIORITIES FUND AS REQUIRED BY SECTION 39-26-123 (7)(a)(III)
45 THAT IS REQUIRED BY SUBSECTION (1) OF THIS SECTION TO BE PAID TO THE CITIES AND INCORPORATED
46 TOWNS WITHIN THE LIMITS OF THE RESPECTIVE COUNTIES shall be allocated to the cities and

1 incorporated towns in proportion to the adjusted urban motor vehicle registration in each city and
2 incorporated town. The term "urban motor vehicle registration", as used in this section, includes
3 all passenger, truck, truck-tractor, and motorcycle registrations. The number of registrations used
4 in computing the percentage shall be those certified to the state treasurer by the department of
5 revenue as constituting the urban motor vehicle registration for the last preceding year. The
6 adjusted registration shall be computed by applying a factor to the actual number of such
7 registrations to reflect the increased standards and costs of construction resulting from the
8 concentration of vehicles in cities and incorporated places. For this purpose the following table
9 of actual registration numbers and factors shall be employed:

10 **Actual registrations Factor**

11	1 -- 500	1.0
12	501 -- 1,250	1.1
13	1,251 -- 2,500	1.2
14	2,501 -- 5,000	1.3
15	5,001 -- 12,500	1.4
16	12,501 -- 25,000	1.5
17	25,001 -- 50,000	1.6
18	50,001 -- 85,000	1.7
19	85,001 -- 125,000	1.8
20	125,001 -- 165,000	1.9
21	165,001 -- 205,000	2.0
22	205,001 -- 245,000	2.1
23	245,001 -- 285,000	2.2
24	285,001 -- 325,000	2.3
25	325,001 -- 365,000	2.4
26	365,001 -- 405,000	2.5
27	405,001 -- 445,000	2.6
28	445,001 -- 485,000	2.7
29	485,001 -- 525,000	2.8
30	525,001 -- 565,000	2.9
31	565,001 -- 605,000	3.0

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

33 **43-4-705. Revenue anticipation notes - repeal.** (13) (a) Notwithstanding any other
34 provision of this part 7 to the contrary, the executive director shall have the authority to issue
35 revenue anticipation notes pursuant to this part 7 only if voters statewide approve the ballot
36 question submitted at the November, 1999, statewide election pursuant to section 43-4-703 (1)
37 and only then to the extent allowed under the maximum amounts of debt and repayment cost so
38 approved.

39 (b) AFTER THE REPAYMENT IN FULL OF ALL REVENUE ANTICIPATION NOTES ISSUED AS
40 AUTHORIZED BY SUBSECTION (13)(a) OF THIS SECTION, THE EXECUTIVE DIRECTOR SHALL BE
41 AUTHORIZED TO ISSUE ADDITIONAL REVENUE ANTICIPATION NOTES IN A MAXIMUM TOTAL PRINCIPAL
42 AMOUNT OF SIX BILLION DOLLARS AND WITH A MAXIMUM TOTAL REPAYMENT COST OF NINE BILLION AND
43 FOUR HUNDRED MILLION DOLLARS. THE MAXIMUM NUMBER OF YEARS TO MATURITY FOR ANY NOTES
44 ISSUED PURSUANT TO THIS SUBSECTION (13)(b) IS TWENTY YEARS, AND THE CERTIFICATE, TRUST
45 INDENTURE, OR OTHER INSTRUMENT AUTHORIZING THEIR ISSUANCE SHALL PROVIDE THAT THE NOTES
46 ARE SUBJECT TO REDEMPTION BEFORE THE END OF THE SPECIFIED PAYMENT TERM WITH OR WITHOUT

PENALTY.

SECTION 14. In Colorado Revised Statutes, **amend** 43-4-713 as follows:

43-4-713. Annual reports - provision of information of website. (1) No later than ~~January 15, 2001~~ JANUARY 15, 2020, and no later than January 15 of each year thereafter, the executive director shall submit a report to ~~the members of the joint budget committee of the general assembly, the members of the legislative audit committee of the general assembly, the members of the transportation and energy committee of the house of representatives, and the members of the transportation committee of the senate~~ that includes, at a minimum, the following information:

(a) The total amount of ADDITIONAL revenue anticipation notes issued by the executive director ~~in accordance with this part 7~~ AS AUTHORIZED BY SECTION 43-4-705 (13)(b);

(b) The ~~qualified federal aid~~ transportation projects, INCLUDING MULTIMODAL CAPITAL PROJECTS, THAT ARE ON THE DEPARTMENT'S PRIORITY LIST FOR TRANSPORTATION FUNDING AND for which the proceeds from ~~such~~ THE ADDITIONAL revenue anticipation notes have been expended, the amount of note proceeds expended on each project, the status of each project, THE ACTUAL COST OF EACH COMPLETED PROJECT, and the estimated date of completion for ~~such~~ ANY projects not yet completed;

(c) The total amount of ~~federal~~ transportation funds paid to the department since ~~such~~ THE ADDITIONAL revenue anticipation ~~have been~~ WERE issued; and

(d) The total amount of proceeds from the issuance of THE ADDITIONAL revenue anticipation notes, state matching funds, and federal transportation funds allocated by the commission in each state fiscal year for the payment of ~~such~~ THE ADDITIONAL revenue anticipation notes and the costs associated with the issuance and administration of such notes.

(2) IN ADDITION TO POSTING AND MAINTAINING THE ANNUAL REPORTS REQUIRED BY SUBSECTION (1) OF THIS SECTION ON ITS WEBSITE, THE DEPARTMENT SHALL POST AND MAINTAIN ON ITS WEBSITE IN AN EASILY ACCESSIBLE AND USER-FRIENDLY FORMAT, AND REGULARLY UPDATE, THE INFORMATION REQUIRED TO BE INCLUDED IN ITS ANNUAL REPORTS PURSUANT TO SUBSECTION (1)(b) OF THIS SECTION. NOTWITHSTANDING SECTION 24-1-136 (11)(a), THE REPORTING REQUIREMENT SPECIFIED IN SUBSECTION (1) OF THIS SECTION CONTINUES UNTIL THE YEAR FOLLOWING THE YEAR IN WHICH THE LAST PAYMENT ON ADDITIONAL REVENUE ANTICIPATION NOTES ISSUED AS AUTHORIZED BY SECTION 43-4-705 (13)(b) IS MADE.

SECTION 15. In Colorado Revised Statutes, **amend** 43-4-714 as follows:

43-4-714. Priority of strategic transportation project investment program. (1) If the executive director issues any revenue anticipation notes in accordance with the provisions of this part 7, the proceeds from the sale of such notes that are not otherwise pledged for the payment of such notes shall be used for the ~~qualified federal aid~~ transportation projects included in the strategic transportation project investment program of the department of transportation.

(2) IN ADDITION TO THE REQUIREMENT SPECIFIED IN SUBSECTION (1) OF THIS SECTION, PROCEEDS FROM THE SALE OF ANY ADDITIONAL REVENUE ANTICIPATION NOTES THAT THE EXECUTIVE DIRECTOR ISSUES PURSUANT TO SECTION 43-4-705 (13)(b) THAT ARE NOT OTHERWISE PLEDGED FOR THE PAYMENT OF THE NOTES IN THE PROCEEDINGS, INSTRUMENTS, OR CONTRACTS GOVERNING THE

1 NOTES AND REVENUE GENERATED BY ANY ADDITIONAL STATE SALES AND USE TAX THAT IS ALLOCATED
2 TO THE STATE HIGHWAY FUND PURSUANT TO SECTION 43-4-206 (4) IN EXCESS OF AMOUNTS NEEDED
3 FOR PAYMENT OF THE NOTES MUST BE EXPENDED ON PRIORITY MAINTENANCE AND PRIORITY
4 CONSTRUCTION PROJECTS, INCLUDING MULTIMODAL CAPITAL PROJECTS SUBJECT TO THE MATCHING
5 REQUIREMENTS IN SECTION 43-4-1103 (2)(a), AS DETERMINED BY THE COMMISSION.

6 **SECTION 16.** In Colorado Revised Statutes, **add** 43-4-714.5 as follows:

7 **43-4-714.5. Transportation revenue anticipation notes citizen oversight committee**
8 **- creation - appointment of members - charge - report.** (1)(a) THE TRANSPORTATION REVENUE
9 ANTICIPATION NOTES CITIZEN OVERSIGHT COMMITTEE IS HEREBY CREATED TO PROVIDE OVERSIGHT OF
10 THE EXPENDITURE BY THE DEPARTMENT OF THE PROCEEDS OF ADDITIONAL REVENUE ANTICIPATION
11 NOTES ISSUED AS AUTHORIZED BY SECTION 43-4-705 (13)(b). THE COMMITTEE CONSISTS OF THE
12 EXECUTIVE DIRECTOR OF THE DEPARTMENT, OR HIS DESIGNEE, AND FOURTEEN APPOINTED MEMBERS,
13 AT LEAST ONE OF WHOM MUST BE APPOINTED FROM AND ACTUALLY RESIDE IN EACH OF THE ELEVEN
14 TRANSPORTATION COMMISSION DISTRICTS OF THE STATE CREATED IN SECTION 43-1-106 (2) AND THE
15 REMAINING THREE OF WHOM SERVE AS AT-LARGE MEMBERS OF THE COMMITTEE, WHO MUST BE
16 APPOINTED AS FOLLOWS:

17 (I) THE GOVERNOR SHALL APPOINT SIX MEMBERS OF THE COMMITTEE, AND NO MORE THAN
18 FOUR OF THE MEMBERS APPOINTED BY THE GOVERNOR SHALL BE AFFILIATED WITH THE SAME POLITICAL
19 PARTY;

20 (II) THE SPEAKER OF THE HOUSE OF REPRESENTATIVES SHALL APPOINT TWO MEMBERS OF THE
21 COMMITTEE;

22 (III) THE PRESIDENT OF THE SENATE SHALL APPOINT TWO MEMBERS OF THE COMMITTEE;

23 (IV) THE MINORITY LEADER OF THE HOUSE OF REPRESENTATIVES SHALL APPOINT TWO
24 MEMBERS OF THE COMMITTEE; AND

25 (V) THE MINORITY LEADER OF THE SENATE SHALL APPOINT TWO MEMBERS OF THE COMMITTEE.

26 (b) COMMITTEE MEMBERS SERVE FOR FOUR-YEAR TERMS AND MAY BE REMOVED FOR CAUSE
27 BY THE APPOINTING AUTHORITY; EXCEPT THAT THE INITIAL TERMS OF THREE OF THE MEMBERS
28 APPOINTED BY THE GOVERNOR, AND ONE OF THE MEMBERS APPOINTED BY EACH OF THE OTHER
29 APPOINTING AUTHORITIES, AS DESIGNATED BY THE GOVERNOR OR OTHER APPOINTING AUTHORITY, ARE
30 TWO YEARS. COMMITTEE MEMBERS RECEIVE NO COMPENSATION OR REIMBURSEMENT FOR THEIR
31 SERVICE ON THE COMMITTEE.

32 (c) THE APPOINTING AUTHORITIES SHALL CONSULT WITH EACH OTHER TO ENSURE THAT THE
33 MEMBERSHIP OF THE COMMITTEE INCLUDES:

34 (I) A MEMBER WHO HAS PROFESSIONAL PUBLIC FINANCE EXPERIENCE;

35 (II) A MEMBER WHO IS A CERTIFIED PUBLIC ACCOUNTANT;

36 (III) A MEMBER WHO IS A LICENSED ATTORNEY;

37 (IV) A MEMBER WHO IS A CONTRACTOR WITH EXPERIENCE WORKING ON TRANSPORTATION
38 INFRASTRUCTURE PROJECTS;

1 (V) A MEMBER WHO IS A LICENSED CIVIL ENGINEER; AND

2 (VI) A MEMBER WHO IS A TRANSIT PROFESSIONAL.

3 (d) A COMMITTEE MEMBER WHO IS APPOINTED FROM A TRANSPORTATION COMMISSION
4 DISTRICT IS DEEMED TO HAVE RESIGNED FROM THE COMMITTEE IF THE MEMBER CEASES TO RESIDE IN
5 THE DISTRICT.

6 (2) THE COMMITTEE SHALL MEET AT LEAST TWO TIMES PER YEAR BUT NOT MORE THAN FOUR
7 TIMES PER YEAR TO EXAMINE THE EXPENDITURE BY THE DEPARTMENT OF ANY PROCEEDS OF
8 TRANSPORTATION REVENUE ANTICIPATION NOTES ISSUED AS AUTHORIZED BY SECTION 43-4-705
9 (13)(b) AND ANY ADDITIONAL STATE SALES AND USE TAX REVENUE THAT IS ALLOCATED TO THE STATE
10 HIGHWAY FUND PURSUANT TO SECTION 43-4-206 (4) AND VERIFY THAT SUCH NOTE PROCEEDS AND
11 TAX REVENUE ARE EXPENDED:

12 (a) IN COMPLIANCE WITH THE REQUIREMENTS OF SECTION 43-4-714 (2); AND

13 (b) APPROPRIATELY, TRANSPARENTLY, EFFECTIVELY, AND EFFICIENTLY.

14 (3) (a) THE COMMITTEE SHALL ANNUALLY REPORT TO THE TRANSPORTATION LEGISLATION
15 REVIEW COMMITTEE CREATED IN SECTION 43-2-145 REGARDING ITS ACTIVITIES AND FINDINGS.

16 (b) NOTWITHSTANDING SECTION 24-1-136 (11)(a), THE REPORTING REQUIREMENT SPECIFIED
17 IN SUBSECTION (3)(a) OF THIS SECTION CONTINUES UNTIL THE YEAR FOLLOWING THE YEAR IN WHICH
18 THE LAST PAYMENT ON ADDITIONAL REVENUE ANTICIPATION NOTES ISSUED AS AUTHORIZED BY SECTION
19 43-4-705 (13)(b) IS MADE.

20 (c) THE COMMITTEE SHALL TERMINATE AFTER IT FILES ITS FINAL REPORT AS AUTHORIZED IN
21 THIS SECTION.

22 **SECTION 17.** In Colorado Revised Statutes, **add** part 11 to article 4 of title 43 as follows:

23 **PART 11**
24 **MULTIMODAL TRANSPORTATION OPTIONS FUNDING**

25 **43-4-1101. Legislative declaration.** (1) THE PEOPLE OF THE STATE HEREBY FIND AND
26 DECLARE THAT:

27 (a) BY APPROVING THE BALLOT ISSUE SUBMITTED AT THE NOVEMBER, 2018 STATEWIDE
28 ELECTION PURSUANT TO SECTION 43-4-705 (13)(b), THE VOTERS OF THE STATE AUTHORIZED THE
29 STATE TO COLLECT, AND THE STATE AND LOCAL GOVERNMENTS TO RETAIN AND SPEND, A SUBSTANTIAL
30 AMOUNT OF NEW DEDICATED FUNDING, MOST OF WHICH WILL BE USED TO ACCELERATE THE
31 COMPLETION OF PLANNED HIGHWAY PROJECTS THROUGHOUT THE STATE;

32 (b) IT IS NECESSARY, APPROPRIATE, AND IN THE BEST INTEREST OF THE STATE TO USE A
33 PORTION OF THE NEWLY AUTHORIZED DEDICATED TRANSPORTATION FUNDING TO FUND MULTIMODAL
34 TRANSPORTATION PROJECTS AND OPERATIONS THROUGHOUT THE STATE AS AUTHORIZED BY THIS
35 PART 11 BECAUSE, IN ADDITION TO THE GENERAL BENEFITS THAT IT PROVIDES TO ALL COLORADANS,
36 AN INTEGRATED MULTIMODAL TRANSPORTATION SYSTEM:

37 (I) BENEFITS SENIORS BY MAKING AGING IN PLACE MORE FEASIBLE FOR THEM;

1 (II) BENEFITS RESIDENTS OF RURAL AREAS BY PROVIDING THEM WITH FLEXIBLE PUBLIC
2 TRANSPORTATION SERVICES;

3 (III) PROVIDES ENHANCED MOBILITY FOR PERSONS WITH DISABILITIES; AND

4 (IV) PROVIDES SAFE ROUTES TO SCHOOLS FOR CHILDREN.

5 **43-4-1102. Definitions.** AS USED IN THIS PART 11, UNLESS THE CONTEXT OTHERWISE
6 REQUIRES:

7 (1) "COMMISSION" MEANS THE TRANSPORTATION COMMISSION CREATED IN SECTION 43-1-106
8 (1).

9 (2) "DEPARTMENT" MEANS THE DEPARTMENT OF TRANSPORTATION.

10 (3) "FUND" MEANS THE MULTIMODAL TRANSPORTATION OPTIONS FUND CREATED IN SECTION
11 43-4-1103(1).

12 (4) "MULTIMODAL TRANSPORTATION OPTIONS" MEANS CAPITAL OR OPERATING COSTS FOR
13 FIXED ROUTE AND ON-DEMAND TRANSIT; TRANSPORTATION DEMAND MANAGEMENT PROGRAMS;
14 MULTIMODAL MOBILITY PROJECTS ENABLED BY NEW TECHNOLOGY; MULTIMODAL TRANSPORTATION
15 STUDIES; AND BICYCLE OR PEDESTRIAN PROJECTS.

16 **43-4-1103. Multimodal transportation options fund - creation - revenue source for**
17 **fund - use of fund.** (1) THE MULTIMODAL TRANSPORTATION OPTIONS FUND IS HEREBY CREATED IN
18 THE STATE TREASURY. THE FUND CONSISTS OF SALES AND USE TAX NET REVENUE THAT IS
19 ATTRIBUTABLE TO THE ADDITIONAL SALES AND USE TAXES LEVIED PURSUANT TO SECTIONS 39-26-106
20 (1)(a)(II) AND 39-26-202 (1)(b) AND THAT IS CREDITED TO THE FUND PURSUANT TO SECTION 39-26-
21 123 (7)(b) AND ANY OTHER MONEY THAT THE GENERAL ASSEMBLY MAY APPROPRIATE OR TRANSFER
22 TO THE FUND. THE STATE TREASURER SHALL CREDIT ALL INTEREST AND INCOME DERIVED FROM THE
23 DEPOSIT AND INVESTMENT OF MONEY IN THE FUND TO THE FUND AND SHALL ALLOCATE THE INTEREST
24 AND INCOME BETWEEN THE ACCOUNTS OF THE FUND IN THE PERCENTAGES DESIGNATED BY THE
25 COMMISSION PURSUANT TO SUBSECTION (2) OF THIS SECTION.

26 (2) MONEY MUST BE EXPENDED FROM THE FUND AS FOLLOWS:

27 (a) UP TO THIRTY MILLION DOLLARS PER YEAR TO BE EXPENDED TO MAKE PRINCIPAL AND
28 INTEREST PAYMENTS ON TRANSPORTATION REVENUE ANTICIPATION NOTES FOR THOSE MULTIMODAL
29 PROJECTS SELECTED BY THE TRANSPORTATION COMMISSION WHERE A STATE AGENCY, LOCAL
30 GOVERNMENT OR LOCAL TRANSIT AGENCY HAS COMMITTED TO PROVIDE REQUIRED MATCHING FUNDS
31 EQUAL TO THE AMOUNT EXPENDED FROM THE FUND FOR A PROJECT;

32 (b) EIGHTY-FIVE PERCENT OF THE REMAINING REVENUE IN THE FUND FOR LOCAL MULTIMODAL
33 PROJECTS TO BE DETERMINED AS PROVIDED IN SECTION 43-1-106 (8)(t)(II); AND

34 (c) THE FINAL FIFTEEN PERCENT OF REVENUE TO BE EXPENDED ON MULTIMODAL PROJECTS
35 THAT ARE SELECTED BY THE TRANSPORTATION COMMISSION AS PROVIDED IN SECTION 43-1-106 (8)(t)(I).

36 **SECTION 18. Effective date.** This act takes effect on January 1, 2019.