



THINK FREEDOM



March 10, 2017

Mike Mauer, Director  
Colorado Legislative Council Staff  
Room 029  
State Capitol Building  
Denver, Colorado 80203

VIA Email to [lcsqa@state.co.us](mailto:lcsqa@state.co.us)

Re: Proposed Initiative

Dear Mr. Mauer:

Please find attached an initiative submitted for the 2017 ballot concerning transportation funding..

The designated proponents for this measure are:

**Name:** Jon Caldara  
**Address:** 727 E. 16<sup>th</sup> Ave, Denver, CO 80203

**Phone:** 303-279-6536 (103)  
**Email:** [jon@i2i.org](mailto:jon@i2i.org)

**Name:** Mike Krause  
**Address:** 727 E. 16<sup>th</sup> Ave, Denver, CO 80203

**Phone:** 303-279-6536 (100)  
**Email:** [mike@i2i.org](mailto:mike@i2i.org)

Thank you for your attention to this matter.

Sincerely,

# Authorize Bonds for Transportation Projects

## INITIATED STATUTE TO AUTHORIZE BONDING FOR TRANSPORTATION FUNDS WITHOUT RAISING TAXES TO FIX OUR DAMN ROADS

PROPOSED INITIATIVE 2017-2018 # \_\_\_\_\_

*Be it Enacted by the People of the State of Colorado:*

**SECTION 1. Short Title.** The short title of this act is "Fix Our Damn Roads."

**SECTION 2. Legislative declaration.** (1) The People of the State of Colorado find and declare that:

(a) Colorado's elected officials have decreased funding for road and bridge construction, maintenance and repair by 9 percent over the last decade;

(b) Revenues that should have gone to roads pursuant to state law have been systematically shifted to programs outside the core responsibility of state government, such as, inter-city bus services (duplicating many services of the Regional Transportation District and unfairly competing with private transit providers), resort town housing, duplicative education programs, subsidies for large out-of-state businesses and automatic raises for state officials;

(c) According to the Colorado Department of Transportation an estimated sum of \$371 million a year will be required to expand, construct, repair and maintain Colorado's roads and bridges including transit and other non-road projects, which represents approximately two (2) percent of Colorado's \$27.1 current billion budget, less federal funds; and

(d) The actual cost of reasonable expansion, construction, maintenance and repair of Colorado roads and bridges is less;

(e) The sale of additional revenue anticipation notes should be authorized in the amount of \$2.5 billion with the proceeds to be spent solely on road and bridge expansion, construction, maintenance and repair on the projects listed herein, and that the principal and interest on the borrowed money should be paid using federal and state transportation monies that

the State has been using to make principal and interest payments on the TRANS issued in 1999, and /or savings created by legislative reallocation and prioritization within the state budget; that the borrowed money and the interest be excluded from the State's spending limit, and finally that the Executive Branch agencies be prohibited from transferring existing funds from road and bridge construction, maintenance and repair to other programs. These purposes can be achieved without raising taxes.

### **SECTION 3. Revenue Anticipation Notes.**

Without raising taxes, no later than July 1, 2018, the executive director of the Department of Transportation shall issue revenue anticipation notes in a maximum amount of \$2.5 billion dollars with a maximum repayment cost of \$3.2 billion. The maximum repayment term for any notes shall be 20 years, and the certificate, trust indenture or other instrument authorizing their issuance shall provide that the state may pay the notes in full before the end of the specified payment term without penalty.

### **SECTION 4. Required Action by the General Assembly.**

Without raising taxes, no later than July 1, 2018, the General Assembly shall identify and appropriate sufficient funds for the repayment cost of the notes by reallocating priorities in the State budget and/or with the use of the monies that the state has been using to make principal and interest payments for the revenue anticipation notes authorized in 1999 known as TRANS.

### **SECTION 5. Restricted use of proceeds.**

The proceeds of such additional transportation revenue anticipation notes shall be excluded from state fiscal year spending limits and shall be used exclusively for road and bridge.

expansion, construction, maintenance and repair and shall not be used for transit (bus or rail), "multi modal transportation" however defined, general indirect administrative costs and similar non-construction purposes. The proceeds distributed hereunder shall be in addition to other moneys appropriated for road and bridge, expansion, construction, maintenance and repair. Neither the General Assembly nor the Executive Branch shall transfer the proceeds for other purposes. The proceeds shall be used only for the projects identified in Section 6.

### **SECTION 6. Projects.**

The Colorado Department of Transportation and the Transportation Commission shall use the proceeds exclusively for the following projects:

(a) In The North Front Range Transportation Planning Region:

(I) US 34 / US 85 Interchange Reconfiguration, Improvements To The Safety And Capacity Of Interchange By Making The Geometric Configuration More Intuitive To Drivers, Adding Grade Separations, And Improving Access Points. Due To Its Complexity This Interchange Has Come To Be Known By Locals As Spaghetti Junction.

(II) I-25 North: State Highway 7 To State Highway 14, Addition Of One Tolloed Express Lane In Each Direction, Interchange Reconstruction, Mainline Reconstruction, Safety, And Intelligent Transportation System (Its) Improvements From State Highway 7 To State Highway 14;

(b) In The Pikes Peak Transportation Planning Region:

(I) State Highway 21: Interim Intersection Improvements- Constitution To North Carefree (Reeval Of State Highway 21 Ea Needed), Construction Of Continuous US Flow Intersection (Cfi) Along State Highway 21 At Constitution And North Carefree (Mp 143.5-145.3);

(II) US 24 West: I-25 To Woodland Park, Drainage And Intersection Improvements On US 24 From I-25 To Woodland Park (Mp 283.0-303.8);

(III) I-25: Widening S. Academy To Circle/Lake (I-25 Ea Through Colorado Springs), Widening Of Roadway To Six Lanes (Mp 135.0-138.0);

(IV) I-25: Monument To C-470 (I-25 North Pel In Progress), Widening I-25 From Monument To Castle Rock/C-470 Based On Pel Study Currently Being Developed (Mp160.5-180.0/194.5);

(V) State Highway 21: Research Pkwy. Interchange (Phase Of The State Highway 21 Woodmen To State Highway 83 Ea); Construction Of New Grade-Separated Interchange At State Highway 21 And Research Pkwy (Mp 149.6-150.5);

(c) In The Pueblo Area Transportation Planning Region:

(I) US 50b: East Widening (Phase Of The US 50 East Tier I Eis), Implement Tier Ii Projects Along The US 50 Corridor (Mp 318.5-467.5) Per The Tier I Feis/Rod. Likely Projects Include Widening US 50 To Four Lanes, Shoulders, Passing Lanes, And Other Safety Improvements Along The US 50 Corridor.

(II) US 50: West Of Pueblo Westbound (Phase Of The US 50 West Ea), Widening Of The Divided Highway From Two Lanes To Three Lanes (Mp 307-313);

(d) In The Southeast Transportation Planning Region, US 287: Lamar Reliever Route (Ea), Phase I Of The Reliever Route (\$30 M). Realignment Of US 50 To The South - Needed For Future US50/US 287 Interchange. (US 50 Mp 433-435). Phase Ii Is The Construction Of The New Two Lane Reliever Route (\$140 M). (US 287: Mp 73-80.5).

(e) In The Upper Front Range Transportation Planning Region:

(I) I-76: Fort Morgan To Brush: Phase 4, Reconstruction Of

Roadway And Interchanges Between Ft. Morgan And Brush;

(II) I-76: Fort Morgan To Brush Phase 5, Reconstruction Of Roadway And Interchanges Between Ft. Morgan And Brush;

(III) State Highway 52 Interchange In Hudson, Reconstruction Of Interchange; System (Bats);

(f) In The Upper Front Range/Eastern Transportation Planning Region, State Highway 71 Super 2, Reconstruction Of Corridor To Super 2 Configuration.

(g) In The Greater Denver Area Transportation Planning Region:

(I) I-25: Monument To C-470, Corridor Mobility And Safety Improvements From Monument To C-470 As Outlined In The PEI Currently Underway;

(II) I-25: Santa Fe To Alameda, Completion Of The Alameda Interchange On I-25 Including Reconstruction Of Lipan, Reconstruction Of The Alameda Bridge Over The South Platte And Finalization Of Ramp Configurations;

(III) I-25: Valley Highway Phase 3.0: Santa Fe To Bronco Arch (Including Bridges), Replacement Of Bridges And Interchanges And Roadway Widening. Congestion Relief, Safety, And Mobility Improvements;

(IV) US 85: Louviers To Meadows Widening, Reconstruction Of Two Lane Roadway To Four Lanes With A Divided Median And Acceleration/ Deceleration Lanes.

(V) State Highway 42: Safety And Intersection Improvements, Safety And Intersection Improvements In Louisville And Lafayette;

(VI) State Highway 66: Corridor Improvements West, Widening, Safety, And Intersection Improvements;

(VII) State Highway 119: Construction Of Managed Lanes;

(VIII) I-25 North: US 36 To 120th, Improvements On I-25 Between US 36 And 120th. Potential Improvements Include: Auxiliary Lanes, Additional Lane Between 84th Ave And Thornton Parkway And Reconstruction Of 88th Ave Bridge.

(IX) I-25 North: Tel Expansion, Expansion Of Tolled Express Lanes (Tels) From Current Planned End At E-470 To State Highway 7. Project Would Need To Be Combined With Local Funds To Rebuild I-25 / State Highway 7 Interchange.

(X) I-70 West: Westbound Peak Period Shoulder Lanes (Ppsl), Construction Of Peak Period Shoulder Lanes (Ppsl) On Westbound Side From Twin Tunnels To Empire Junction;

(XI) I-70 West: Floyd Hill, Reconstruction Of Westbound Bridge At US 6 (Mp 244) And Construction Of Third Lane Westbound Down Floyd Hill To Bridge. Construction Of Third Lane To Twin Tunnels- Either Peak Period Shoulder Lanes(Ppsl) Or Permanent.

(XII) I-70: Kipling Interchange, Reconstruction Of Interchange To Reduce Congestion And Improve Operational Performance And Safety;

(XIII) I-225: I-25 To Yosemite, Complete Nepa And Final Design For \$3 Million. Construction Involves Removing Bottleneck At Yosemite By Splitting Traffic Going To Northbound And Southbound I-25 With Two Lanes For Each Direction. Current Dtr On-Ramp Would Serve Northbound I-25 Only With A Braided Ramp Under I-225 To I-25 Northbound That Will Connect To The Right Side Of The I- 225 To I-25 Southbound Lanes. Includes Replacement Of Ulster Bridge.

(XIV) I-270: Widening From I-76 To I- 70, Reconstruction To Improve Capacity, Safety, And Economic Competitiveness. Capacity Improvements, Replacement Of Bridges, And Reconstruction Of Concrete Pavement.

(XV) C-470: I-25 To Kipling, Complete Ultimate Buildout Identified In The C-

470 Corridor Revised Ea. Ultimate Buildout Will Add An Additional Toll Lane Westbound From Colorado To Wadsworth And Eastbound From Wadsworth To I-25. Two Toll Lanes Will Also Be Constructed From Wadsworth To Kipling For Both Directions.

(XVI) US 6: Wadsworth Interchange, Reconstruction Of The Interchange At US 6 And Wadsworth;

(XVII) I-25 North: US 36 To 120th, Improvements On I-25 Between US 36 And 120th Potential Improvements Include: Auxiliary Lanes, Additional Lane Between 84th Ave And Thornton Parkway And Reconstruction Of 88th Ave Bridge;

(XVIII) I-25 North: Expansion Of Tolloed Express Lanes (Tels) From Current Planned End At E-470 To State Highway 7. Project Would Need To Be Combined With Local Funds To Rebuild I-25 / State Highway 7 Interchange.

(XIX) I-70 West: Westbound Peak Period Shoulder Lanes (Ppsl), Construction Of Peak Period Shoulder Lanes (Ppsl) On Westbound Side From Twin Tunnels To Empire Junction;

(XX) I-70 West: Floyd Hill, Reconstruction Of Westbound Bridge At US 6 (Mp 244) And Construction Of Third Lane Westbound Down Floyd Hill To Bridge. Construction Of Third Lane To Twin Tunnels- Either Peak Period Shoulder Lanes (Ppsl) Or Permanent.

(XXI) I-225: I-25 To Yosemite, Complete Nepa And Final Design For \$3 Million. Construction Involves Removing Bottleneck At Yosemite By Splitting Traffic Going To Northbound And Southbound I-25 With Two Lanes For Each Direction. Current Dtr On-Ramp Would Serve Northbound I-25 Only With A Braided Ramp Under I-225 To I-25 Northbound That Will Connect To The Right Side Of The I- 225 To I-25 Southbound Lanes. Includes Replacement Of Ulster Bridge.

(XXII) I-270: Widening From I-76 To I- 70, Reconstruction To Improve



Capacity, Safety, And Economic Competitiveness. Capacity Improvements, Replacement Of Bridges, And Reconstruction Of Concrete Pavement.

(XXIII) US 6: Wadsworth Interchange, Reconstruction Of The Interchange At US 6 And Wadsworth;

(XXIV) US 85/Vasquez: I-270 To 62nd Ave. Interchange, Reconstruction Of The Interchange At I-270 And Intersection At 60th Ave. To Improve The Safety And Capacity By Making The Geometric Configuration More Intuitive For Drivers, Adding Grade Separation, And Improving Access Points Based On A Pel Study Recommendation.

(XXV) US 85: 104th Grade Separation, Construction Of A Grade Separated Interchange At 104th & US 85. The Project Will Also Grade Separate 104th At The Uprr Crossing Just East Of US 85.

(XXVI) 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.

(XXVII) US 285: Richmond Hill To Shaffer's Crossing, Widening Of Roadway To Four Lanes With Median And Construction Of Grade Separated Interchange At King's Valley;

(XXVII) 36/Church Ranch, 88th/Sheridan And Church Ranch (104th Ave)/US36;

(h) In The Central Front Range Transportation Planning Region:

(I) State Highway 67: Divide To Victor Shoulder Widening And Safety Improvements, Shoulder Widening And Safety Improvements. (Mp 45.5- 69.5);

(II) State Highway 115: Rock Creek Bridge Replacement And Widening, Bridge Replacement On State Highway 115 Over Rock Creek Bridge And Widening For Approximately

1.5 Miles South (Mp 37-39);

(III) US 285: Fairplay To Richmond Hill, Addition Of Passing Lanes And Shoulder Widening (Mp 183 - 234);

(i) In The Intermountain Transportation Planning Region:

(I) I-70: Garfield County Interchange Improvements (New Castle), Upgrade Of Current 4-Way Stop With A Roundabout Concluded To Be Necessary From A Recently Completed Corridor Study For I-70;

(III) I-70: Edwards Spur Rd., Improvements To Southern Half Of The Edwards Spur Rd. Starting North Of The Roadway Bridge And Ending With Connection To US 6 To The South. Improvements Anticipated To Include Road And Bridge Widening And Intersection Improvements.

(IV) State Highway 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;

(V) State Highway 13: Rifle North, Reconstruction Of Nhs And High Volume Truck Route To Add Shoulders, Game Fence And Wildlife Underpasses;

(VIII) Glenwood Maintenance Facility Expansion, Rfta;

(IX) State Highway 133 Pedestrian Bridge (Along The Rio Grande Trail), Town Of Carbondale;

(X) State Highway 6 Streetscape, Town Of New Castle;

(XI) I-70 West: Vail Pass Auxiliary Lanes And Wildlife Overpass, Completion Of Napa And Preliminary Engineering For Permanent Water Quality Features And Recommended Third Lane (Both Directions) To Increase Safety And Mobility. Installation Of Permanent Water

Quality Features, Relocation Of Bike Path, And Completion Of Three Miles Of Roadway Widening.

(XII) I-70 West: Exit 203 Interchange Improvements, Conversion Of Single Lane Roundabout At The Exit 203 Ramp Termini To A Double Lane, Consideration Of Addition Of Through Lane Over Existing Structure And Bridge Expansion. This Will Correct Traffic Back Ups On Westbound I-70 In Peak Periods And Weave From An Auxiliary Lane East Of The Ramp.

(XIII) I-70 West: Frisco To Silverthorne Auxiliary Lane, Construction Of Eastbound Auxiliary Lane From Mp 203 To 205. Identified In The Silverthorne Interchange Plan As A Safety Improvement For Eastbound I-70. Minimal Widening Required.

(XIV) I-70 West: Silverthorne Interchange, Reconstruction Of Exit 205 (Silverthorne) Interchange Including Construction Of A Diverging Diamond Interchange, Extensive Paving, Curb, Drainage. All Four Ramps Affected, Including New Capacity On Westbound On Ramps.

(XV) US 24: Minturn, Safety, Capacity, And Pedestrian Crossing Improvements, Including Traffic Calming, Curb And Gutter, And Road Platform Adjustment;

(j) In The Northwest Transportation Planning Region:

(I) US 40: Kremmling East And West, Addition Of Shoulders And Passing Lanes On 14 Miles. Can Be Implemented In Phases. (Mp 178-184) And (186-194).

(II) State Highway 13: Rio Blanco South To County Line Shoulders And Passing Lanes. Addition Of Shoulders And Passing Lanes. Can Be Implemented In Phases.

(III) State Highway 13: Wyoming South, Reconstruction Of Nhs And High Volume Truck Route To Add Shoulders, Game Fence And Wildlife Underpasses. Can Be

Implemented In Phases.

(IV) State Highway 139: Little Horse South, Safety Improvements Including Reconstruction Of The Surface And Addition Of 4-8' Paved Shoulders;

(V) 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;

(k) In The Grand Valley Transportation Planning Region:

(I) I-70: Business Loop, Reconstruction Of First And Grand Intersection To Improve Operations And Safety, Meet Current Geometric Design Standards, And Improve Pedestrian Safety;

(II) I-70: Palisade To Debeque, Reconstruction With Realignment Of Curves And Other Safety Improvements;

(II) US 6: Improvements Mesa County, Completion Of Intersection Studies And Preliminary Engineering For Safety And Mobility Throughout The Corridor. Intersection, Shoulders, And Other Safety And Mobility Improvements At Problem Locations Throughout The Corridor.

(III) State Highway 340: Safety And Capacity Improvements, Construction Of A Roundabout And Other Safety Improvements Including Adding/Widening Paved Shoulders And Intersection Improvements;

(l) In The Eastern Transportation Planning Region:

(I) I-70: Replace Failing Concrete "Asr" And Safety Improvements, Replacement Of Akali-Silica Reactivity (Asr) 4 Pavement And Associated Safety Improvements;

(II) US 385: Intersection, Shoulders, And Other Safety Improvements At Problem Locations;

(m) In The Southwest Transportation Planning Region:

(I) US 160: Towaoc Passing Lanes, Addition Of Passing Lanes And Vehicle Turnouts;

(II) US 160: Elmore's East, Completion Of Improvements Consistent With The Eis And Rod, Which Includes Widening, Access Improvements, And Wildlife Mitigation;

(III) US 160: Pagosa Reconstruction And Multi- Modal Improvements, Reconstruction To Correct Wheel Rutting And Addition Of Pedestrian Facilities For Safety;

(IV) US 550 South: Sunnyside, Major Reconstruction Requiring Widening To A Four Lane Roadway, Including Earthwork, Drainage, Irrigation, Utilities, Hma Paving, Pedestrian Bridge, Sound Wall, Small And Large Mammal Crossings;

(V) US 550 South: Gap Reconstruction To Four Lanes, Including Drainage, Utilities, Large And Small Mammal Crossings, And Intersection Improvements;

(VI) US 550/US 160 Connection: Completion Of The Connection Of US 550 To US 160 At The Grandview Interchange. Phase 1 (\$71 M) Provides 2 Lane Configuration. Phase 2 (\$20 M) Provides For Additional 2 Lanes.

(VII) US 550/US 160 Connection, Finalize Pre-Construction, Purchase Row Required For US160-Cr302, Complete The Final Design For The Connection And Prepare The Project For Advertisement;

(n) In The San Luis Valley Transportation Planning Region, US 50: Safety And Mobility Improvements Between Salida And Coaldale (Passing Lanes And Vehicle Turn-Outs). Addition Of Passing Lanes And Vehicle Turnouts.

(o) In The Gunnison Valley Transportation Planning Region:

(I) US 50: Little Blue Canyon, Reconstruction And Widening Of Existing

Roadway Template To Meet Current Geometric Design Standards And Improve Roadside Safety, Drainage And Access Along The Corridor. Addition Of Passing Lanes And Mitigation Of Geohazard Land-Slide Within The Project Limits. Can Be Implemented In Phases.

(II) US 550: Safety Improvements, Pel/Ea Study To Review Potential Intersection Improvements, And Improved Wildlife Mitigation. Funding Amount Reflects US 550 In Region 3 Only, But Could Be Completed For Entire Corridor.

(III) US 550: Shoulder Improvements, Deer Fencing And Animal Underpasses Between Uncompahgre River And Colona (Billy Creek), Addition Of Shoulders Between Uncompahgre River And Colona (Billy Creek). Construction Of Deer Fencing And Animal Underpasses;

(IV) State Highway 92: Safety Improvements, Safety Improvements Including Reconstruction Of The Surface, Addition Of 4-8' Paved Shoulders Across Rogers Mesa, And Other Safety Improvements Including Access And Intersection Improvements;

(p) In The South Central Transportation Planning Region:

(I) I-25: State Highway 10/ State Highway 160 Interchange Reconstruction At Walsenburg, Reconstruction Of I-25/State Highway 10/State Highway 160 Interchange (Mp 50);

(II) US 160: Mobility Improvements, Addition Of Passing Lanes And Shoulder Widening (La Veta Pass To I-25);

(q) In The Upper Front Range/North Front Range/Greater Denver Area Transportation Planning Region, US 85: Corridor Improvements, Safety, Intersection And Interchange Improvements.