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Sustainability of Rural Highway Funding for Construction and Maintenance
HB18-1119 Bill Summary
As of 15 February 2018

1. Highway building and maintenance funding without raising taxes.
2. Referred measure – issuance of \$3.5B of TRANS bonds with \$5B max payments.
3. Bond proceeds to be deposited in HUTF.
4. \$1.88B of Certificates of Participation per SB17-267 will not be issued -- repealed.
5. \$120M of CoPs for higher education are undisturbed.
6. Bond proceeds to be spent only on Tier 1 highway projects on the CDOT Development Program Project list.
7. Removes existing allocation to rural counties (11 Transportation Commissioners have already made this prioritization).
8. Removes existing transit allocation (RTD already provides transit).
9. Bond payment of approximately \$243M each year are made via a priority allocation of 7.5% of state sales and use tax revenue into HUTF.
10. Net sales and use tax revenues for General Fund are back to 2018 amounts in less than 2 years.
11. After debt service is paid, additional monies are used for highway maintenance - \$2.5B est.
12. Timing: bonds will be issued and projects commenced: 1/3 no later than 1 year after Effective Date; 2/3 by 2 years, 100% by 3 years.

Similar to SB18-001:

1. \$3.5B in TRANS bonds for highway projects.
2. Referred measure for a vote in Nov 2018 for debt issuance – up to \$5.0B total.
3. No new tax revenue – no request of voters for a tax increase.
4. Priority allocation of state sales and use tax revenue for annual bond payments.
5. Same project list – Tier 1 highway projects from CDOT's 10-yr Dev. Program.
6. Repeals CoPs for all transportation funding, but leaves \$120M for higher Ed projects.
7. Projects must commence and bonds must be issued on a deadline.

Different from SB18-001:

1. SB18-001 continues SB17-267's 25% allocation to rural counties (< 50,000).
2. SB18-001 continues SB17-267's 10% allocation to transit projects.
3. SB18-001 has a 10% priority allocation of state sales and use tax revenue.