

**First Regular Session  
Seventy-first General Assembly  
STATE OF COLORADO**

**PREAMENDED**

*This Unofficial Version Includes Committee  
Amendments Not Yet Adopted on Second Reading*

LLS NO. 17-1169.01 Jason Gelender x4330

**SENATE BILL 17-303**

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**SENATE SPONSORSHIP**

**Neville T. and Cooke,** Gardner, Holbert, Marble, Priola, Scott, Smallwood, Tate

**HOUSE SPONSORSHIP**

**Neville P. and Wist,** Buck, Carver, Everett, Humphrey, Leonard, McKean, Navarro, Nordberg, Ransom, Saine, Van Winkle, Wilson

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**Senate Committees**

Finance  
Appropriations

**House Committees**

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**A BILL FOR AN ACT**

101     **CONCERNING AN INCREASE IN TRANSPORTATION FUNDING WITHOUT**  
102             **INCREASING THE STATE SALES AND USE TAX RATE WITH SUCH**  
103             **FUNDING BEING USED PRIMARILY TO REPAY TRANSPORTATION**  
104             **REVENUE ANTICIPATION NOTES ISSUED TO ACCELERATE THE**  
105             **CONSTRUCTION OF CRITICAL STATE HIGHWAY AND BRIDGE**  
106             **IMPROVEMENTS ACROSS THE STATE AND WITH FUNDS NOT**  
107             **NEEDED FOR BOND PAYMENTS BEING PAID TO THE STATE**  
108             **HIGHWAY FUND FOR HIGHWAY PURPOSES OR**  
109             **HIGHWAY-RELATED CAPITAL IMPROVEMENTS, AND, IN**  
110             **CONNECTION THEREWITH, MAKING AN APPROPRIATION.**

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**Bill Summary**

*(Note: This summary applies to this bill as introduced and does*

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

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

On and after July 1, 2017, **section 4** of the bill requires 10% of the net revenue generated by existing state sales and use taxes to be credited to the highway users tax fund, paid to the state highway fund for allocation to the department of transportation (CDOT), and spent by CDOT first to make payments due on any transportation revenue notes (TRANS) issued, subject to voter approval, as required by **section 7** and, to the extent not needed for that purpose, for highway purposes or highway-related capital improvements as specified in **section 6**. Section 7 requires the submission of a ballot question to the voters of the state at the November 2017 statewide election, which, if approved, requires the executive director of CDOT to issue TRANS in a maximum principal amount of \$3.5 billion and with a maximum repayment cost of \$5.5 billion. TRANS must have a maximum repayment term of 20 years and must be paid first from the net state sales and use tax revenue paid to the state highway fund and allocated to CDOT by section 4 and thereafter from any legally available money under the control of the transportation commission. **Section 8** requires TRANS proceeds to be used only to provide sufficient funding for the completion of economically and regionally significant state highway system projects throughout the state, including a specific list of projects.

**Section 2** eliminates required statutory transfers from the general fund to the capital construction fund and the highway users tax fund for state fiscal years 2017-18, 2018-19, and 2019-20. **Section 3** requires CDOT rules that govern the consideration of contractor bids for CDOT projects to require consideration of all bids submitted by prequalified contractors and prohibit shortlisting. **Section 5** requires CDOT, with respect to any transportation projects for which it awards a competitively bid contract on or after July 1, 2018, to report on its public website within 30 days of the contract award and maintain on its website for at least one year thereafter all information, excluding specific corporate financial information, from all bidders submitted in response to its invitation for bids for the project.

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

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

4           (a) Colorado's population is expected to increase to over six

1 million nine hundred thousand in 2030, and much of this growth will  
2 occur in the interstate highway 25 and interstate highway 70 corridors;

3 (b) Population growth has significantly increased traffic and  
4 congestion in the interstate highway 25 and interstate highway 70  
5 corridors and will continue to do so in the future, causing longer travel  
6 times, increasing air pollution, decreasing Coloradans' access to  
7 recreational opportunities, and accelerating the deterioration of  
8 Colorado's state highway system;

9 (c) The growth of the economy of this state has prompted new and  
10 ever-increasing use of the state highway system, and the existing state  
11 highway system cannot accommodate such greatly increased uses; and

12 (d) In order to preserve and improve Colorado's economic  
13 prosperity and quality of life, it is necessary to develop and maintain a  
14 modern, efficient, and cost-effective state highway system that can move  
15 people, goods, and information without undue delays.

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

17 (a) One of the major concerns of the citizens of this state is the  
18 ability of the state and local governments to address the long-term state  
19 highway system needs of this state that are critical to the continued  
20 growth of the state's economy and the maintenance of citizens' quality of  
21 life;

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

27 (c) State and regional economically significant transportation

1 corridors, and their related congestion relief projects remain unfunded  
2 while construction costs escalate and congestion worsens;

3 (d) In 1999, the general assembly and the voters of the state  
4 approved Referendum A, which authorized the state to issue  
5 transportation revenue anticipation notes to accelerate the funding and  
6 completion of twenty-eight strategic state highway system projects in  
7 significant corridors, including the T-REX project, the highly successful  
8 expansion and congestion mitigation project for the interstate highway 25  
9 corridor in the Denver metropolitan area;

10 (e) The success of the 1999 transportation revenue anticipation  
11 notes program shows that leveraging existing revenues is the most  
12 prudent and cost-effective means to accelerate and deliver large scale and  
13 economically significant state highway system projects throughout the  
14 state;

15 (f) By utilizing revenue anticipation notes for the financing of  
16 state highway system projects that may be financed, in whole or in part,  
17 with federal transportation funds, a significant amount of up-front  
18 revenues can be generated for such projects, which will enable the state  
19 to design and construct such projects without using revenue available for  
20 other important projects;

21 (g) Utilizing revenue anticipation notes to finance federal aid state  
22 highway system projects also results in significant cost savings to the  
23 state by allowing projects to be completed at present-day costs, at current  
24 low borrowing rates, and at an accelerated pace, but the state needs to be  
25 able to act quickly to issue revenue anticipation notes in order to realize  
26 these cost savings;

27 (h) It is reasonable and necessary to utilize revenue anticipation

1 notes for the financing of federal aid state highway system projects;

2 (i) Because robust state highway infrastructure benefits all  
3 Coloradans, including Coloradans who do not drive, own, or lease motor  
4 vehicles and do not pay the motor fuel taxes and vehicle registration fees  
5 that generate the vast majority of dedicated funding for the state highway  
6 system, it is appropriate and the intent of the general assembly to use both  
7 existing dedicated state highway system funding and new dedicated state  
8 highway system funding in the form of a portion of state sales and use tax  
9 net revenues as sources of repayment for revenue anticipation notes; and

10 (j) The issuance of new transportation revenue anticipation notes  
11 will accelerate the funding and completion of up to three and a half  
12 billion dollars in specific and designated state highway system projects in  
13 economically significant transportation corridors throughout the state.  
14 The projects were identified by the Colorado department of transportation  
15 and the transportation planning regions of the state to be of highest  
16 priority, and economically significant, to the state and the regions of the  
17 state in which they will be built.

18 **SECTION 2. In Colorado Revised Statutes, 24-75-219, amend**  
19 **as added by Senate Bill 17-262 (2)(c.3); repeal (1)(c), (2)(a), and (2)(d);**  
20 **repeal as added by Senate Bill 17-262 (2)(c.7)(I); and add (2)(c.2); as**  
21 **follows:**

22 **24-75-219. Transfers - transportation - capital construction -**  
23 **definitions. (1) As used in this section, unless the context otherwise**  
24 **requires:**

25 (c) **"Funds" means the highway users tax fund and the capital**  
26 **construction fund.**

27 (2) (a) **On June 30, 2016, the state treasurer shall transfer:**

1 (I) One hundred ninety-nine million two hundred thousand dollars  
2 from the general fund to the highway users tax fund; and

3 (II) Forty-nine million eight hundred thousand dollars from the  
4 general fund to the capital construction fund.

5 (c.2) ON JUNE 30, 2019, THE STATE TREASURER SHALL TRANSFER  
6 SIXTY MILLION DOLLARS FROM THE GENERAL FUND TO THE CAPITAL  
7 CONSTRUCTION FUND.

8 (c.3) On June 30 2019, OF EACH YEAR FROM 2019 THROUGH 2038,  
9 the state treasurer shall transfer: TRANSFER ONE HUNDRED SIXTY MILLION  
10 DOLLARS FROM THE GENERAL FUND TO THE HIGHWAY USERS TAX FUND.

11 (I) One hundred sixty million dollars from the general fund to the  
12 highway users tax fund; and

13 (II) Sixty million dollars from the general fund to the capital  
14 construction fund.

15 (c.7) On June 30, 2020, the state treasurer shall transfer:

16 (I) One hundred sixty million dollars from the general fund to the  
17 highway users tax fund; and

18 (d) For each state fiscal year beginning on or after July 1, 2020,  
19 the general assembly may appropriate or transfer, in its sole discretion,  
20 moneys from the general fund to the highway users tax fund, the capital  
21 construction fund, or both funds.

22 **SECTION 3.** In Colorado Revised Statutes, **amend** 24-92-107 as  
23 follows:

24 **24-92-107. Prequalification of contractors.** (1) Prospective  
25 contractors may be prequalified for particular types of construction, and  
26 the method of compiling a list of and soliciting from such potential  
27 contractors shall be pursuant to rules. IN ORDER TO LOWER CONTRACTING

1 COSTS AND ENSURE FAIR ACCESS TO CONTRACTING OPPORTUNITIES FOR  
2 LOCAL CONTRACTORS AND WORKERS AND DISADVANTAGED AND  
3 WOMEN-OWNED BUSINESS ENTERPRISES, RULES OF THE DEPARTMENT OF  
4 TRANSPORTATION THAT GOVERN THE CONSIDERATION OF BIDS MUST:

5 (a) REQUIRE ALL BIDS FOR A PROJECT THAT ARE SUBMITTED BY  
6 PREQUALIFIED CONTRACTORS TO BE CONSIDERED; AND

7 (b) PROHIBIT SHORTLISTING.

8 **SECTION 4.** In Colorado Revised Statutes, 39-26-123, **amend**  
9 (3); and **add** (3.2) as follows:

10 **39-26-123. Receipts - disposition - transfers of general fund**  
11 **surplus - sales tax holding fund - creation - definitions.** (3) For any  
12 state fiscal year commencing on or after ~~July 1, 2013~~ JULY 1, 2017, the  
13 state treasurer shall credit eighty-five percent of all net revenue  
14 ATTRIBUTABLE TO FILING PERIODS COMMENCING ON OR AFTER JULY 1,  
15 2017, THAT IS collected under the provisions of this ~~article~~ ARTICLE 26 to  
16 the old age pension fund created in section 1 of article XXIV of the state  
17 constitution. The state treasurer shall credit ~~to the general fund~~ the  
18 remaining fifteen percent of the net revenue ~~less ten million dollars,~~  
19 ~~which the state treasurer shall credit~~ AS FOLLOWS:

20 (a) FIVE PERCENT OF THE NET REVENUE TO THE HIGHWAY USERS  
21 TAX FUND CREATED IN SECTION 43-4-201;

22 (b) TEN PERCENT OF THE NET REVENUE LESS TEN MILLION DOLLARS  
23 TO THE GENERAL FUND; AND

24 (c) TEN MILLION DOLLARS to the older Coloradans cash fund  
25 created in section 26-11-205.5 (5). ~~C.R.S.~~

26 (3.2) ANY MONEY CREDITED TO THE HIGHWAY USERS TAX FUND  
27 CREATED IN SECTION 43-4-201 IN ACCORDANCE WITH SUBSECTION (3) OF

1 THIS SECTION IS PAID TO THE STATE HIGHWAY FUND FOR ALLOCATION TO  
 2 THE DEPARTMENT OF TRANSPORTATION. THE DEPARTMENT SHALL EXPEND  
 3 THE MONEY FIRST TO MAKE PAYMENTS ON REVENUE ANTICIPATION NOTES  
 4 ISSUED PURSUANT TO SECTION 43-4-705 (13)(b). THE DEPARTMENT SHALL  
 5 EXPEND ANY OF THE MONEY NOT NEEDED TO MAKE PAYMENTS ON  
 6 REVENUE ANTICIPATION NOTES AS PROVIDED IN SECTION 43-4-206 (2).

7 **SECTION 5.** In Colorado Revised Statutes, 42-3-107, **amend** (2),  
 8 (7), (8)(a), (8)(b)(I), (8)(b)(III), (10)(a), (10)(b)(I), (10)(b)(III),  
 9 (10)(b)(IV), (13), and (15)(e); and add (2.5), (7.5), (8)(a.5), (10)(a.5), and  
 10 (15)(e.5) as follows:

11 **42-3-107. Taxable value of classes of property - rate of tax -**  
 12 **when and where payable - department duties - apportionment of tax**  
 13 **collections - definitions - rules - repeal.** (2) BEFORE JULY 1, 2018, the  
 14 annual specific ownership tax payable on every item of Class A personal  
 15 property shall be IS computed in accordance with the following schedule:

<u>Year of service</u>	<u>Rate of tax</u>
<u>First year</u>	<u>2.10% of taxable value</u>
<u>Second year</u>	<u>1.50% of taxable value</u>
<u>Third year</u>	<u>1.20% of taxable value</u>
<u>Fourth year</u>	<u>.90% of taxable value</u>
<u>Fifth, sixth, seventh, eighth,</u>	
<u>and ninth years</u>	<u>.45% of taxable value or \$10,</u>
	<u>whichever is greater</u>
<u>Tenth and each later year</u>	<u>\$ 3</u>

25 (2.5) (a) EXCEPT AS OTHERWISE PROVIDED IN SUBSECTION (2.5)(b)  
 26 OF THIS SECTION, ON AND AFTER JULY 1, 2018, THE ANNUAL SPECIFIC  
 27 OWNERSHIP TAX PAYABLE ON EVERY ITEM OF CLASS A PERSONAL



1 PROPERTY IS COMPUTED IN ACCORDANCE WITH THE FOLLOWING  
2 SCHEDULE:

3 <u>YEAR OF SERVICE</u>	<u>RATE OF TAX</u>
4 <u>FIRST YEAR</u>	<u>2.10% OF TAXABLE VALUE</u>
5 <u>SECOND YEAR</u>	<u>1.50% OF TAXABLE VALUE</u>
6 <u>THIRD YEAR</u>	<u>1.20% OF TAXABLE VALUE</u>
7 <u>FOURTH YEAR</u>	<u>.90% OF TAXABLE VALUE</u>
8 <u>FIFTH THROUGH NINTH YEARS</u>	<u>.45% OF TAXABLE VALUE OR</u>
9	<u>\$10, WHICHEVER IS GREATER</u>
10 <u>TENTH THROUGH</u>	
11 <u>FOURTEENTH YEARS</u>	<u>.35% OF TAXABLE VALUE</u>
12 <u>FIFTEENTH THROUGH</u>	
13 <u>NINETEENTH YEARS</u>	<u>.25% OF TAXABLE VALUE</u>
14 <u>TWENTIETH THROUGH</u>	
15 <u>TWENTY-FOURTH YEARS</u>	<u>.20% OF TAXABLE VALUE</u>
16 <u>TWENTY-FIFTH YEAR AND</u>	
17 <u>EACH LATER YEAR</u>	<u>\$ 3</u>

18 (b) NOTWITHSTANDING THE SPECIFIC OWNERSHIP TAX SCHEDULE  
19 SPECIFIED IN SUBSECTION (2.5)(a) OF THIS SECTION, ON AND AFTER JULY  
20 1, 2018, THE ANNUAL SPECIFIC OWNERSHIP TAX PAYABLE ON AN ITEM OF  
21 CLASS A PERSONAL PROPERTY IS THREE DOLLARS IF THE ITEM WAS  
22 REGISTERED AS BEING IN ITS TENTH YEAR OR A LATER YEAR OF SERVICE AS  
23 OF THE EFFECTIVE DATE OF THIS SUBSECTION (2.5)(b) AND HAS NOT, ON OR  
24 AFTER THE EFFECTIVE DATE OF THIS SUBSECTION (2.5)(b), BEEN NEWLY  
25 REGISTERED IN THE STATE AFTER PREVIOUSLY BEING REGISTERED IN  
26 ANOTHER STATE OR A FOREIGN COUNTRY OR BEEN SOLD OR TRANSFERRED.

27 (7) WITH RESPECT TO SPECIFIC OWNERSHIP TAXES COLLECTED

1 BEFORE JULY 1, 2018, the department shall transmit all specific ownership  
2 taxes collected on items of Class A and Class F personal property to the  
3 state treasurer and shall advise the treasurer on the last day of each month  
4 of the amounts apportioned to each county from the preceding month's  
5 collections. The state treasurer shall pay ~~such~~ THE amounts to the  
6 respective treasurers of each county.

7 (7.5) WITH RESPECT TO SPECIFIC OWNERSHIP TAXES COLLECTED ON  
8 OR AFTER JULY 1, 2018, THE DEPARTMENT SHALL TRANSMIT ALL SPECIFIC  
9 OWNERSHIP TAXES COLLECTED ON ITEMS OF CLASS A, CLASS B, CLASS C,  
10 CLASS D, AND CLASS F PERSONAL PROPERTY TO THE STATE TREASURER  
11 AND SHALL ADVISE THE STATE TREASURER ON THE LAST DAY OF EACH  
12 MONTH OF BOTH THE AMOUNTS ACTUALLY APPORTIONED TO EACH  
13 COUNTY FROM THE PRECEDING MONTH'S COLLECTIONS PURSUANT TO  
14 SUBSECTIONS (2.5), (8)(a.5), (10)(a.5), AND (15)(e.5) OF THIS SECTION AND  
15 THE AMOUNTS THAT WOULD HAVE BEEN APPORTIONED TO EACH COUNTY  
16 FROM THE PRECEDING MONTH'S COLLECTIONS UNDER SUBSECTIONS (2),  
17 (8)(a), (10)(a), AND (15)(e) OF THIS SECTION IF THE SPECIFIC OWNERSHIP  
18 TAX SCHEDULES SET FORTH IN THOSE SUBSECTIONS HAD CONTINUED TO  
19 APPLY ON AND AFTER JULY 1, 2018. THE STATE TREASURER SHALL PAY  
20 THE AMOUNTS THAT WOULD HAVE BEEN APPORTIONED TO EACH COUNTY  
21 UNDER SUBSECTIONS (2), (8)(a), (10)(a), AND (15)(e) OF THIS SECTION IF  
22 THE SPECIFIC OWNERSHIP TAX SCHEDULES SET FORTH IN THOSE  
23 SUBSECTIONS HAD CONTINUED TO APPLY ON AND AFTER JULY 1, 2018, TO  
24 EACH COUNTY AND SHALL CREDIT ALL REMAINING SPECIFIC OWNERSHIP  
25 TAXES TO THE HIGHWAY USERS TAX FUND CREATED IN SECTION 43-4-201  
26 (1)(a) FOR ALLOCATION AS SPECIFIED IN SECTION 43-4-205 (6.8).

27 (8) (a) Except as OTHERWISE provided in paragraph (b) of this

1 subsection (8) SUBSECTION (8)(b) OF THIS SECTION, BEFORE JULY 1, 2018,  
 2 the annual specific ownership tax payable on every item of Class B  
 3 personal property is:

<u>Year of service</u>	<u>Rate of tax</u>
<u>First year</u>	<u>2.10% of taxable value</u>
<u>Second year</u>	<u>1.50% of taxable value</u>
<u>Third year</u>	<u>1.20% of taxable value</u>
<u>Fourth year</u>	<u>.90% of taxable value</u>
<u>Fifth, sixth, seventh, eighth,</u> <u>and ninth years</u>	<u>.45% of taxable value or \$10,</u> <u>whichever is greater</u>
<u>Tenth and each later year</u>	<u>\$ 3</u>

13 (a.5) (I) EXCEPT AS OTHERWISE PROVIDED IN SUBSECTIONS  
 14 (8)(a.5)(II) AND (8)(b) OF THIS SECTION, ON AND AFTER JULY 1, 2018, THE  
 15 ANNUAL SPECIFIC OWNERSHIP TAX PAYABLE ON EVERY ITEM OF CLASS B  
 16 PERSONAL PROPERTY IS:

<u>YEAR OF SERVICE</u>	<u>RATE OF TAX</u>
<u>FIRST YEAR</u>	<u>2.10% OF TAXABLE VALUE</u>
<u>SECOND YEAR</u>	<u>1.50% OF TAXABLE VALUE</u>
<u>THIRD YEAR</u>	<u>1.20% OF TAXABLE VALUE</u>
<u>FOURTH YEAR</u>	<u>.90% OF TAXABLE VALUE</u>
<u>FIFTH THROUGH NINTH YEARS</u>	<u>.45% OF TAXABLE VALUE OR</u> <u>\$10, WHICHEVER IS GREATER</u>
<u>TENTH THROUGH</u> <u>FOURTEENTH YEARS</u>	<u>.35% OF TAXABLE VALUE</u>
<u>FIFTEENTH THROUGH</u> <u>NINETEENTH YEARS</u>	<u>.25% OF TAXABLE VALUE</u>

1 TWENTIETH THROUGH  
2 TWENTY-FOURTH YEARS .20% OF TAXABLE VALUE  
3 TWENTY-FIFTH YEAR AND  
4 EACH LATER YEAR \$ 3

5 (II) NOTWITHSTANDING THE SPECIFIC OWNERSHIP TAX SCHEDULE  
6 SPECIFIED IN SUBSECTION (8)(a.5)(I) OF THIS SECTION, ON AND AFTER JULY  
7 1, 2018, THE ANNUAL SPECIFIC OWNERSHIP TAX PAYABLE ON AN ITEM OF  
8 CLASS B PERSONAL PROPERTY IS THREE DOLLARS IF THE ITEM WAS  
9 REGISTERED AS BEING IN ITS TENTH YEAR OR A LATER YEAR OF SERVICE AS  
10 OF THE EFFECTIVE DATE OF THIS SUBSECTION (8)(a.5)(II) AND HAS NOT, ON  
11 OR AFTER THE EFFECTIVE DATE OF THIS SUBSECTION (8)(a.5)(II), BEEN  
12 NEWLY REGISTERED IN THE STATE AFTER PREVIOUSLY BEING REGISTERED  
13 IN ANOTHER STATE OR A FOREIGN COUNTRY OR BEEN SOLD OR  
14 TRANSFERRED.

15 (b) (I) In lieu of paying the specific ownership tax required in  
16 paragraph (a) of this subsection (8) BY SUBSECTION (8)(a) OR (8)(a.5) OF  
17 THIS SECTION, an owner who qualifies may pay ownership tax under this  
18 paragraph (b) SUBSECTION (8)(b). The specific ownership tax payable on  
19 Class B personal property under sixteen thousand pounds empty weight  
20 is one dollar for each full year while the owner is a member of the United  
21 States armed forces and has orders to serve outside the United States. If  
22 the owner serves less than a full year outside the United States, the tax is  
23 the amount established by paragraph (a) of this subsection (8)  
24 SUBSECTION (8)(a) OR (8)(a.5) OF THIS SECTION, prorated according to the  
25 number of months the owner was in the United States.

26 (III) If a person has already paid taxes at the rate required in  
27 paragraph (a) of this subsection (8) BY SUBSECTION (8)(a) OR (8)(a.5) OF

1 THIS SECTION but is eligible to pay taxes under this paragraph (b)  
 2 SUBSECTION (8)(b), the department shall credit the person the difference  
 3 between the rate in paragraph (a) of this subsection (8) SUBSECTION (8)(a)  
 4 OR (8)(a.5) OF THIS SECTION and the prorated rate imposed in this  
 5 paragraph (b) SUBSECTION (8)(b) towards the person's specific ownership  
 6 taxes for succeeding years.

7 (10) (a) Except as OTHERWISE provided in paragraph (b) of this  
 8 subsection (10) SUBSECTION (10)(b) OF THIS SECTION, BEFORE JULY 1,  
 9 2018, the annual specific ownership tax payable on every item of Class  
 10 C personal property is:

<u>Year of service</u>	<u>Rate of tax</u>
<u>First year</u>	<u>2.10% of taxable value</u>
<u>Second year</u>	<u>1.50% of taxable value</u>
<u>Third year</u>	<u>1.20% of taxable value</u>
<u>Fourth year</u>	<u>.90% of taxable value</u>
<u>Fifth, sixth, seventh, eighth,</u>	
<u>and ninth years</u>	<u>.45% of taxable value</u>
<u>Tenth and each later year</u>	<u>\$ 3</u>

19 (a.5) (I) EXCEPT AS OTHERWISE PROVIDED IN SUBSECTIONS  
 20 (10)(a.5)(II) AND (10)(b) OF THIS SECTION, ON AND AFTER JULY 1, 2018,  
 21 THE ANNUAL SPECIFIC OWNERSHIP TAX PAYABLE ON EVERY ITEM OF CLASS  
 22 C PERSONAL PROPERTY IS:

<u>YEAR OF SERVICE</u>	<u>RATE OF TAX</u>
<u>FIRST YEAR</u>	<u>2.10% OF TAXABLE VALUE</u>
<u>SECOND YEAR</u>	<u>1.50% OF TAXABLE VALUE</u>
<u>THIRD YEAR</u>	<u>1.20% OF TAXABLE VALUE</u>
<u>FOURTH YEAR</u>	<u>.90% OF TAXABLE VALUE</u>

1	<u>FIFTH THROUGH NINTH YEARS</u>	<u>.45% OF TAXABLE VALUE</u>
2	<u>TENTH THROUGH</u>	
3	<u>FOURTEENTH YEARS</u>	<u>.35% OF TAXABLE VALUE</u>
4	<u>FIFTEENTH THROUGH</u>	
5	<u>NINETEENTH YEARS</u>	<u>.25% OF TAXABLE VALUE</u>
6	<u>TWENTIETH THROUGH</u>	
7	<u>TWENTY-FOURTH YEARS</u>	<u>.20% OF TAXABLE VALUE</u>
8	<u>TWENTY-FIFTH YEAR AND</u>	
9	<u>EACH LATER YEAR</u>	<u>\$ 3</u>

10           (II) NOTWITHSTANDING THE SPECIFIC OWNERSHIP TAX SCHEDULE  
11 SPECIFIED IN SUBSECTION (10)(a.5)(I) OF THIS SECTION, ON AND AFTER  
12 JULY 1, 2018, THE ANNUAL SPECIFIC OWNERSHIP TAX PAYABLE ON AN ITEM  
13 OF CLASS C PERSONAL PROPERTY IS THREE DOLLARS IF THE ITEM WAS  
14 REGISTERED AS BEING IN ITS TENTH YEAR OR A LATER YEAR OF SERVICE AS  
15 OF THE EFFECTIVE DATE OF THIS SUBSECTION (10)(a.5)(II) AND HAS NOT,  
16 ON OR AFTER THE EFFECTIVE DATE OF THIS SUBSECTION (10)(a.5)(II), BEEN  
17 NEWLY REGISTERED IN THE STATE AFTER PREVIOUSLY BEING REGISTERED  
18 IN ANOTHER STATE OR A FOREIGN COUNTRY OR BEEN SOLD OR  
19 TRANSFERRED.

20           (b) (I) In lieu of paying the specific ownership tax required in  
21 paragraph (a) of this subsection (10) BY SUBSECTION (10)(a) OF THIS  
22 SECTION, an owner who qualifies may pay ownership tax under this  
23 paragraph (b) SUBSECTION (10)(b). The specific ownership tax payable on  
24 Class C personal property is one dollar for each full year while the owner  
25 is a member of the United States armed forces and has orders to serve  
26 outside the United States. If the owner serves less than a full year outside  
27 the United States, the tax is the amount established by paragraph (a) of

1 this subsection (10) SUBSECTION (10)(a) OR (10)(a.5) OF THIS SECTION,  
2 prorated according to the number of months the owner was in the United  
3 States.

4 (III) If a person has already paid taxes at the rate required in  
5 paragraph (a) of this subsection (10) SUBSECTION (10)(a) OR (10)(a.5) OF  
6 THIS SECTION, but is eligible to pay taxes under this paragraph (b)  
7 SUBSECTION (10)(b), the department shall credit the person the difference  
8 between the rate in paragraph (a) of this subsection (10) SUBSECTION  
9 (10)(a) OR (10)(a.5) OF THIS SECTION and the prorated rate imposed in this  
10 paragraph (b) SUBSECTION (10)(b) towards the person's specific  
11 ownership taxes for succeeding years.

12 (IV) This paragraph (b) SUBSECTION (10)(b) only applies to a  
13 motor vehicle that is less than ten TWENTY-FIVE model-years old.

14 (13) (a) BEFORE JULY 1, 2018, the annual specific ownership tax  
15 payable on every item of Class D personal property shall be computed in  
16 accordance with the following schedule:

<u>Year of service</u>	<u>Rate of tax</u>
<u>First year</u>	<u>2.10% of taxable value</u>
<u>Second year</u>	<u>1.50% of taxable value</u>
<u>Third year</u>	<u>1.20% of taxable value</u>
<u>Fourth year</u>	<u>.90% of taxable value</u>
<u>Fifth, sixth, seventh, eighth,</u>	
<u>and ninth years</u>	<u>.45% of taxable value</u>
<u>Tenth and each later year</u>	<u>.45% of taxable value or \$ 3,</u>
	<u>whichever is greater</u>

26 (b) (I) EXCEPT AS OTHERWISE PROVIDED IN SUBSECTION (13)(b)(II)  
27 OF THIS SECTION, ON AND AFTER JULY 1, 2018, THE ANNUAL SPECIFIC

1 OWNERSHIP TAX PAYABLE ON EVERY ITEM OF CLASS D PERSONAL  
2 PROPERTY SHALL BE COMPUTED IN ACCORDANCE WITH THE FOLLOWING  
3 SCHEDULE:

<u>YEAR OF SERVICE</u>	<u>RATE OF TAX</u>
<u>FIRST YEAR</u>	<u>2.10% OF TAXABLE VALUE</u>
<u>SECOND YEAR</u>	<u>1.50% OF TAXABLE VALUE</u>
<u>THIRD YEAR</u>	<u>1.20% OF TAXABLE VALUE</u>
<u>FOURTH YEAR</u>	<u>.90% OF TAXABLE VALUE</u>
<u>FIFTH THROUGH NINTH YEARS</u>	<u>.45% OF TAXABLE VALUE</u>
<u>TENTH THROUGH</u>	
<u>FOURTEENTH YEARS</u>	<u>.35% OF TAXABLE VALUE</u>
<u>FIFTEENTH THROUGH</u>	
<u>NINETEENTH YEARS</u>	<u>.25% OF TAXABLE VALUE</u>
<u>TWENTIETH THROUGH</u>	
<u>TWENTY-FOURTH YEARS</u>	<u>.20% OF TAXABLE VALUE</u>
<u>TWENTY-FIFTH YEAR AND</u>	
<u>EACH LATER YEAR</u>	<u>\$ 3</u>

18 (II) NOTWITHSTANDING THE SPECIFIC OWNERSHIP TAX SCHEDULE  
19 SPECIFIED IN SUBSECTION (13)(b)(I) OF THIS SECTION, ON AND AFTER JULY  
20 1, 2018, THE ANNUAL SPECIFIC OWNERSHIP TAX PAYABLE ON AN ITEM OF  
21 CLASS D PERSONAL PROPERTY IS THREE DOLLARS IF THE ITEM WAS  
22 REGISTERED AS BEING IN ITS TENTH YEAR OR A LATER YEAR OF SERVICE AS  
23 OF THE EFFECTIVE DATE OF THIS SUBSECTION (13)(b)(II) AND HAS NOT, ON  
24 OR AFTER THE EFFECTIVE DATE OF THIS SUBSECTION (13)(b)(II), BEEN  
25 NEWLY REGISTERED IN THE STATE AFTER PREVIOUSLY BEING REGISTERED  
26 IN ANOTHER STATE OR A FOREIGN COUNTRY OR BEEN SOLD OR  
27 TRANSFERRED.



1           (15) (e) BEFORE JULY 1, 2018, the annual specific ownership tax  
 2           payable on each item of Class F personal property shall be IS computed  
 3           in accordance with the following schedule:

<u>Year of service</u>	<u>Rate of tax</u>
<u>First year</u>	<u>2.10% of taxable value</u>
<u>Second year</u>	<u>1.50% of taxable value</u>
<u>Third year</u>	<u>1.25% of taxable value</u>
<u>Fourth year</u>	<u>1.00% of taxable value</u>
<u>Fifth year</u>	<u>.75% of taxable value</u>
<u>Sixth and each later year</u>	<u>.50% of taxable value,</u> <u>but not less than \$5</u>

12           (e.5) (I) EXCEPT AS OTHERWISE PROVIDED IN SUBSECTION  
 13           (15)(e.5)(II) OF THIS SECTION, ON AND AFTER JULY 1, 2018, THE ANNUAL  
 14           SPECIFIC OWNERSHIP TAX PAYABLE ON EVERY ITEM OF CLASS F PERSONAL  
 15           PROPERTY IS:

<u>YEAR OF SERVICE</u>	<u>RATE OF TAX</u>
<u>FIRST YEAR</u>	<u>2.10% OF TAXABLE VALUE</u>
<u>SECOND YEAR</u>	<u>1.50% OF TAXABLE VALUE</u>
<u>THIRD YEAR</u>	<u>1.25% OF TAXABLE VALUE</u>
<u>FOURTH YEAR</u>	<u>1.00% OF TAXABLE VALUE</u>
<u>FIFTH YEAR</u>	<u>.75% OF TAXABLE VALUE</u>
<u>SIXTH THROUGH NINTH</u> <u>YEARS</u>	<u>.50% OF TAXABLE VALUE</u> <u>BUT NOT LESS THAN \$5</u>
<u>TENTH THROUGH</u> <u>FOURTEENTH YEARS</u>	<u>.35 % OF TAXABLE VALUE</u>
<u>FIFTEENTH THROUGH</u>	



1 YEAR THEREAFTER ALL INFORMATION FROM ALL BIDDERS SUBMITTED IN  
2 RESPONSE TO ITS INVITATION FOR BIDS FOR THE PROJECT; EXCEPT THAT  
3 THE DEPARTMENT SHALL EXCLUDE FROM THE REPORT SPECIFIC  
4 CORPORATE FINANCIAL INFORMATION.

5 **SECTION 7. In Colorado Revised Statutes, 43-4-205, amend**  
6 **(6.5)(a); and add (6.8) as follows:**

7 **43-4-205. Allocation of fund. (6.5) (a) The revenues REVENUE**  
8 **accrued to and transferred to the highway users tax fund pursuant to**  
9 **section 39-26-123 (4)(a) or 24-75-219, C.R.S., or appropriated to the**  
10 **highway users tax fund pursuant to House Bill 02-1389, enacted during**  
11 **the second regular session of the sixty-third general assembly, shall be**  
12 **paid to the state highway fund for allocation to the department of**  
13 **transportation and shall be expended as provided in section 43-4-206 (2);**

14 **(6.8) (a) SUBJECT TO THE LIMITATION SET FORTH IN SUBSECTION**  
15 **(6.8)(b) OF THIS SECTION, SPECIFIC OWNERSHIP TAX REVENUE CREDITED**  
16 **TO THE HIGHWAY USERS TAX FUND PURSUANT TO SECTION 42-3-107 (7.5)**  
17 **IS ALLOCATED AS FOLLOWS:**

18 **(I) SUBJECT TO ANNUAL ALLOCATION BY THE TRANSPORTATION**  
19 **COMMISSION PURSUANT TO SECTION 43-1-113 AND IN ACCORDANCE WITH**  
20 **SECTION 43-4-705 (13)(b)(II), FOR ANY FISCAL YEAR FOR WHICH ONE OR**  
21 **MORE PAYMENTS ARE DUE ON TRANSPORTATION REVENUE ANTICIPATION**  
22 **NOTES ISSUED PURSUANT TO SECTION 43-4-705 (13)(b), THE FIRST**  
23 **SEVENTY-FIVE MILLION DOLLARS OF THE SPECIFIC OWNERSHIP TAX**  
24 **REVENUE IS INITIALLY PAID TO THE STATE HIGHWAY FUND AND USED, TO**  
25 **THE EXTENT NECESSARY, FOR THE SOLE PURPOSE OF ENSURING THAT THE**  
26 **PAYMENTS DUE ARE MADE IN FULL. ANY OF THE SPECIFIC OWNERSHIP TAX**  
27 **REVENUE NOT USED TO MAKE THE PAYMENTS MUST BE CREDITED BACK TO**

1 THE HIGHWAY USERS TAX FUND AND ALLOCATED TO THE STATE HIGHWAY  
2 FUND, COUNTIES, AND MUNICIPALITIES FOR EXPENDITURE IN ACCORDANCE  
3 WITH THE FORMULA SPECIFIED IN SUBSECTION (6)(b) OF THIS SECTION.

4 (II) ANY SPECIFIC OWNERSHIP TAX REVENUE THAT IS NOT PAID TO  
5 THE STATE HIGHWAY FUND FOR THE PURPOSE OF MAKING  
6 TRANSPORTATION REVENUE ANTICIPATION NOTE PAYMENTS PURSUANT TO  
7 SUBSECTION (6.8)(a)(I) OF THIS SECTION IS ALLOCATED TO THE STATE  
8 HIGHWAY FUND, COUNTIES, AND MUNICIPALITIES FOR EXPENDITURE IN  
9 ACCORDANCE WITH THE FORMULA SPECIFIED IN SUBSECTION (6)(b) OF THIS  
10 SECTION.

11 (b) SPECIFIC OWNERSHIP TAX REVENUE THAT IS ALLOCATED  
12 PURSUANT TO SUBSECTION (6.8)(a) OF THIS SECTION SHALL NOT BE USED  
13 TO FUND ANY TOLL HIGHWAY PROJECT.

14 **SECTION 8.** In Colorado Revised Statutes, 43-4-206, **amend**  
15 (2)(a) introductory portion and (2)(a)(I); and **add** (2)(a)(III) as follows:

16 **43-4-206. State allocation - repeal.** (2) (a) Notwithstanding the  
17 provisions of subsection (1) of this section, the ~~revenues~~ REVENUE  
18 accrued to and transferred to the highway users tax fund pursuant to  
19 section 39-26-123 (4)(a) ~~or 24-75-219, C.R.S., or appropriated to the~~  
20 ~~highway users tax fund pursuant to House Bill 02-1389, enacted at the~~  
21 ~~second regular session of the sixty-third general assembly, and credited~~  
22 ~~to the state highway fund pursuant to section 43-4-205 (6.5) AND THE~~  
23 REVENUE TRANSFERRED TO THE HIGHWAY USERS TAX FUND PURSUANT TO  
24 SECTION 24-75-219 AND PAID TO THE STATE HIGHWAY FUND PURSUANT  
25 TO SECTION 43-4-205 (6.5)(a) OR CREDITED TO THE HIGHWAY USERS TAX  
26 FUND PURSUANT TO SECTION 39-26-123 (3) AND PAID TO THE STATE  
27 HIGHWAY FUND PURSUANT TO SECTION 39-26-123 (3.2) THAT IS NOT USED

1 TO MAKE PAYMENTS ON REVENUE ANTICIPATION NOTES ISSUED PURSUANT  
2 TO SECTION 43-4-705 (13)(b), shall be expended by the department of  
3 transportation for the implementation of the strategic transportation  
4 project investment program in the following manner:

5 (I) ~~No more than~~ AT LEAST ninety percent of ~~such revenues~~ THE  
6 REVENUE ACCRUED TO AND TRANSFERRED TO THE HIGHWAY USERS TAX  
7 FUND PURSUANT TO SECTION 39-26-123 (4)(a) AND ALL OF THE REVENUE  
8 TRANSFERRED TO THE HIGHWAY USERS TAX FUND PURSUANT TO SECTION  
9 24-75-219 AND PAID TO THE STATE HIGHWAY FUND PURSUANT TO  
10 SECTION 43-4-205 (6.5)(a) OR CREDITED TO THE HIGHWAY USERS TAX  
11 FUND PURSUANT TO SECTION 39-26-123 (3) AND PAID TO THE STATE  
12 HIGHWAY FUND PURSUANT TO SECTION 39-26-123 (3.2) THAT IS NOT USED  
13 TO MAKE PAYMENTS ON REVENUE ANTICIPATION NOTES ISSUED PURSUANT  
14 TO SECTION 43-4-705 (13)(b), shall be expended for highway purposes or  
15 highway-related capital improvements, including, but not limited to:

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

20 (B) THE CONSTRUCTION, RECONSTRUCTION, REPAIR,  
21 IMPROVEMENT, AND MAINTENANCE OF THE STATE HIGHWAY SYSTEM AND  
22 OTHER PUBLIC HIGHWAYS, INCLUDING THE ACQUISITION OF  
23 RIGHTS-OF-WAY AND ACCESS RIGHTS FOR THE SYSTEM AND OTHER  
24 HIGHWAYS; AND

25 (III) NO MORE THAN TEN PERCENT OF THE REVENUE ACCRUED TO  
26 AND TRANSFERRED TO THE HIGHWAY USERS TAX FUND PURSUANT TO  
27 SECTION 39-26-123 (4)(a) SHALL BE EXPENDED FOR TRANSIT-RELATED

1 CAPITAL IMPROVEMENTS.

2 SECTION 9. In Colorado Revised Statutes, 43-4-207, amend (1),  
3 (2) introductory portion, and (2)(b) introductory portion as follows:

4 43-4-207. County allocation. (1) After paying the costs of the  
5 Colorado state patrol and such ANY other costs of the department,  
6 exclusive of highway construction, highway improvements, or highway  
7 maintenance, as THAT are appropriated by the general assembly,  
8 twenty-six percent of the balance of the highway users tax fund THE  
9 REVENUE REQUIRED BY SECTION 43-4-205 TO BE ALLOCATED FROM THE  
10 HIGHWAY USERS TAX FUND TO COUNTIES shall be paid to the county  
11 treasurers of the respective counties, subject to annual appropriation by  
12 the general assembly, and shall be allocated and expended as provided in  
13 this section. The moneys thus MONEY received PURSUANT TO SECTION  
14 43-4-205 (6.8) SHALL BE ALLOCATED TO COUNTIES AS PROVIDED BY LAW  
15 AND SHALL BE EXPENDED FOR ANY TRANSPORTATION-RELATED PURPOSE  
16 AND ALL OTHER MONEY RECEIVED shall be allocated to the counties as  
17 provided by law and shall be expended by the counties only on the  
18 construction, engineering, reconstruction, maintenance, repair,  
19 equipment, improvement, and administration of the county highway  
20 systems and any other public highways, including any state highways,  
21 together with acquisition of rights-of-way and access rights for the same,  
22 for the planning, designing, engineering, acquisition, installation,  
23 construction, repair, reconstruction, maintenance, operation, or  
24 administration of transit-related projects, including, but not limited to,  
25 designated bicycle or pedestrian lanes of highway and infrastructure  
26 needed to integrate different transportation modes within a multimodal  
27 transportation system, and for no other purpose; except that a county may

1 expend no more than fifteen percent of the total amount expended under  
2 this subsection (1) for transit-related operational purposes and except that  
3 moneys MONEY received pursuant to section 43-4-205 (6.3) shall be  
4 expended by the counties only for road safety projects, as defined in  
5 section 43-4-803 (21). The amount to be expended for administrative  
6 purposes shall not exceed five percent of each county's share of the funds  
7 available.

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

12 (b) All moneys MONEY credited to the fund in excess of eighty-six  
13 million seven hundred thousand dollars shall be AND ALL MONEY  
14 CREDITED TO THE FUND PURSUANT TO SECTION 43-4-205 (6.8) THAT IS  
15 REQUIRED BY SUBSECTION (1) OF THIS SECTION TO BE PAID TO THE  
16 TREASURERS OF THE RESPECTIVE COUNTIES IS allocated to the counties in  
17 the following manner:

18 **SECTION 10.** In Colorado Revised Statutes, 43-4-208, **amend**  
19 (1), (2) introductory portion, (2)(a), and (6)(a) as follows:

20 **43-4-208. Municipal allocation.** (1) After paying the costs of the  
21 Colorado state patrol and such ANY other costs of the department,  
22 exclusive of highway construction, highway improvements, or highway  
23 maintenance, as THAT are appropriated by the general assembly, and  
24 making allocation as provided by sections 43-4-206 and 43-4-207, the  
25 remaining nine percent of the highway users tax fund THE REVENUE  
26 REQUIRED BY SECTION 43-4-205 TO BE ALLOCATED FROM THE HIGHWAY  
27 USERS TAX FUND TO MUNICIPALITIES shall be paid to the cities and

1 incorporated towns within the limits of the respective counties, subject to  
2 annual appropriation by the general assembly, and shall be allocated and  
3 expended as provided in this section. Each city treasurer shall account for  
4 the ~~moneys~~ MONEY received as provided in this part 2. ~~Moneys~~  
5 MONEY RECEIVED PURSUANT TO SECTION 43-4-205 (6.8) AND SO  
6 ALLOCATED SHALL BE EXPENDED FOR ANY TRANSPORTATION-RELATED  
7 PURPOSE AND ALL OTHER MONEY RECEIVED AND so allocated shall be  
8 expended by the cities and incorporated towns for the construction,  
9 engineering, reconstruction, maintenance, repair, equipment,  
10 improvement, and administration of the system of streets of such city or  
11 incorporated town or of any public highways located within such city or  
12 incorporated town, including any state highways, together with the  
13 acquisition of rights-of-way and access rights for the same, and for the  
14 planning, designing, engineering, acquisition, installation, construction,  
15 repair, reconstruction, maintenance, operation, or administration of  
16 transit-related projects, including, but not limited to, designated bicycle  
17 or pedestrian lanes of highway and infrastructure needed to integrate  
18 different transportation modes within a multimodal transportation system,  
19 and for no other purpose; except that a city or an incorporated town may  
20 expend no more than fifteen percent of the total amount expended under  
21 this subsection (1) for transit-related operational purposes and except that  
22 ~~moneys~~ MONEY paid to the cities and incorporated towns pursuant to  
23 section 43-4-205 (6.3) shall be expended by the cities and incorporated  
24 towns only for road safety projects, as defined in section 43-4-803 (21).  
25 The amount ~~to be~~ expended for administrative purposes shall not exceed  
26 five percent of each city's share of the funds available.

27 (2) For the purpose of allocating ~~moneys~~ MONEY in the highway



1 users tax fund to the various cities and incorporated towns throughout the  
2 state, the following method is adopted:

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

<u>Actual registrations</u>	<u>Factor</u>
<u>1 -- 500</u>	<u>1.0</u>
<u>501 -- 1,250</u>	<u>1.1</u>
<u>1,251 -- 2,500</u>	<u>1.2</u>
<u>2,501 -- 5,000</u>	<u>1.3</u>
<u>5,001 -- 12,500</u>	<u>1.4</u>
<u>12,501 -- 25,000</u>	<u>1.5</u>
<u>25,001 -- 50,000</u>	<u>1.6</u>
<u>50,001 -- 85,000</u>	<u>1.7</u>
<u>85,001 -- 130,000</u>	<u>1.8</u>
<u>130,001 -- 185,000</u>	<u>1.9</u>
<u>185,001 and over</u>	<u>2.0</u>

1           (6) (a) In addition to the provisions of subsection (2)(a) of this  
2 section, on or after July 1, 1979, eighty percent of all additional funds  
3 MONEY becoming available to cities and incorporated towns from the  
4 highway users tax fund pursuant to sections 24-75-215 C.R.S., and  
5 43-4-205 (6)(b)(III) AND, ON AND AFTER JANUARY 1, 2018, EIGHTY  
6 PERCENT OF THE MONEY CREDITED TO THE HIGHWAY USERS TAX FUND AS  
7 REQUIRED BY SECTION 43-4-205 (6.8) THAT IS REQUIRED BY SUBSECTION  
8 (1) OF THIS SECTION TO BE PAID TO THE CITIES AND INCORPORATED TOWNS  
9 WITHIN THE LIMITS OF THE RESPECTIVE COUNTIES shall be allocated to the  
10 cities and incorporated towns in proportion to the adjusted urban motor  
11 vehicle registration in each city and incorporated town. The term "urban  
12 motor vehicle registration", as used in this section, includes all passenger,  
13 truck, truck-tractor, and motorcycle registrations. The number of  
14 registrations used in computing the percentage shall be those certified to  
15 the state treasurer by the department of revenue as constituting the urban  
16 motor vehicle registration for the last preceding year. The adjusted  
17 registration shall be computed by applying a factor to the actual number  
18 of such registrations to reflect the increased standards and costs of  
19 construction resulting from the concentration of vehicles in cities and  
20 incorporated places. For this purpose the following table of actual  
21 registration numbers and factors shall be employed:

	<u>Actual registrations</u>	<u>Factor</u>
	<u>1 -- 500</u>	<u>1.0</u>
	<u>501 -- 1,250</u>	<u>1.1</u>
	<u>1,251 -- 2,500</u>	<u>1.2</u>
	<u>2,501 -- 5,000</u>	<u>1.3</u>
	<u>5,001 -- 12,500</u>	<u>1.4</u>

1	<u>12,501 -- 25,000</u>	<u>1.5</u>
2	<u>25,001 -- 50,000</u>	<u>1.6</u>
3	<u>50,001 -- 85,000</u>	<u>1.7</u>
4	<u>85,001 -- 125,000</u>	<u>1.8</u>
5	<u>125,001 -- 165,000</u>	<u>1.9</u>
6	<u>165,001 -- 205,000</u>	<u>2.0</u>
7	<u>205,001 -- 245,000</u>	<u>2.1</u>
8	<u>245,001 -- 285,000</u>	<u>2.2</u>
9	<u>285,001 -- 325,000</u>	<u>2.3</u>
10	<u>325,001 -- 365,000</u>	<u>2.4</u>
11	<u>365,001 -- 405,000</u>	<u>2.5</u>
12	<u>405,001 -- 445,000</u>	<u>2.6</u>
13	<u>445,001 -- 485,000</u>	<u>2.7</u>
14	<u>485,001 -- 525,000</u>	<u>2.8</u>
15	<u>525,001 -- 565,000</u>	<u>2.9</u>
16	<u>565,001 -- 605,000</u>	<u>3.0</u>

17           **SECTION 11.** In Colorado Revised Statutes, 43-4-705, **amend**  
18 (13) as follows:

19           **43-4-705. Revenue anticipation notes - repeal.**

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

26           (b) (I) SUBJECT TO VOTER APPROVAL OF THE BALLOT ISSUE  
27 SUBMITTED AT THE NOVEMBER 2017 STATEWIDE ELECTION PURSUANT TO

1 SUBSECTION (13)(b)(III) OF THIS SECTION AND THE REPAYMENT FUNDING  
2 COMMITMENT REQUIREMENT SPECIFIED IN SUBSECTION (13)(b)(II) OF THIS  
3 SECTION, THE EXECUTIVE DIRECTOR SHALL ISSUE ADDITIONAL REVENUE  
4 ANTICIPATION NOTES IN A MAXIMUM AMOUNT OF FOUR BILLION DOLLARS  
5 AND WITH A MAXIMUM REPAYMENT COST OF SIX BILLION THREE HUNDRED  
6 MILLION DOLLARS. THE MAXIMUM REPAYMENT TERM FOR ANY NOTES  
7 ISSUED PURSUANT TO THIS SUBSECTION (13)(b) IS TWENTY YEARS, AND  
8 THE CERTIFICATE, TRUST INDENTURE, OR OTHER INSTRUMENT  
9 AUTHORIZING THEIR ISSUANCE SHALL PROVIDE THAT THE STATE MAY PAY  
10 THE NOTES IN FULL OR IN PART BEFORE THE END OF THE SPECIFIED  
11 PAYMENT TERM NO LATER THAN TEN YEARS AFTER THEIR ISSUANCE  
12 WITHOUT PENALTY.

13 (II) NOTWITHSTANDING SECTION 43-1-113 (19) AND SUBSECTION  
14 (12)(a) OF THIS SECTION, BEFORE ISSUING ANY REVENUE ANTICIPATION  
15 NOTES AS AUTHORIZED BY SUBSECTION (13)(b)(I) OF THIS SECTION, THE  
16 TRANSPORTATION COMMISSION SHALL ADOPT A RESOLUTION IN WHICH IT  
17 COVENANTS THAT AMOUNTS THAT IT ALLOCATES ON AN ANNUAL BASIS  
18 PURSUANT TO SECTION 43-1-113 TO PAY THE REVENUE ANTICIPATION  
19 NOTES FROM ANY LEGALLY AVAILABLE MONEY UNDER ITS CONTROL WILL  
20 BE SUFFICIENT, TOGETHER WITH SPECIFIC OWNERSHIP TAX REVENUE MADE  
21 AVAILABLE FOR NOTE PAYMENTS PURSUANT TO SECTION 43-4-205 (6.8)  
22 AND AMOUNTS ALLOCATED FROM THE STATE HIGHWAY FUND FOR  
23 PAYMENT OF THE NOTES, AS SPECIFIED IN SECTION 39-26-123 (3.2) AND  
24 43-4-206(2)(a), TO MAKE ALL PAYMENTS ON THE NOTES UNTIL THE NOTES  
25 ARE FULLY REPAID.

26 (III) (A) EXCEPT AS OTHERWISE PROVIDED IN SUBSECTION  
27 (13)(b)(III)(B) OF THIS SECTION, THE SECRETARY OF STATE SHALL SUBMIT

1 TO THE REGISTERED ELECTORS OF THE STATE FOR THEIR APPROVAL OR  
2 REJECTION AT THE STATEWIDE ELECTION HELD IN NOVEMBER 2017 THE  
3 FOLLOWING BALLOT ISSUE: "SHALL STATE TAXES BE INCREASED  
4 DOLLARS BY MODIFICATION OF THE RATES OF SPECIFIC OWNERSHIP TAX  
5 IMPOSED ON PERSONAL PROPERTY, INCLUDING MOTOR VEHICLES,  
6 COMMERCIAL TRAILERS, AND SPECIAL MOBILE MACHINERY THAT IS AT  
7 LEAST TEN YEARS BUT LESS THAN TWENTY-FIVE YEARS OLD, SHALL STATE  
8 OF COLORADO DEBT BE INCREASED UP TO \$4,000,000,000, WITH A  
9 MAXIMUM REPAYMENT COST OF \$6,300,000,000, THROUGH THE ISSUANCE  
10 OF ADDITIONAL TRANSPORTATION REVENUE ANTICIPATION NOTES FOR THE  
11 PURPOSE OF ADDRESSING CRITICAL PRIORITY TRANSPORTATION NEEDS IN  
12 THE STATE BY FINANCING ECONOMICALLY AND REGIONALLY SIGNIFICANT  
13 STATE HIGHWAY SYSTEM PROJECTS, INCLUDING MAJOR INTERSTATE AND  
14 STATE HIGHWAY CORRIDOR PROJECTS THROUGHOUT THE STATE, AND  
15 SHALL THE STATE BE ALLOWED TO COLLECT, RETAIN, AND SPEND ALL  
16 TAX REVENUE GENERATED BY THE SPECIFIC OWNERSHIP TAX RATE  
17 MODIFICATIONS, NOTE PROCEEDS, AND INVESTMENT EARNINGS AS  
18 VOTER-APPROVED REVENUE CHANGES NOTWITHSTANDING ANY  
19 LIMITATIONS PROVIDED BY LAW?"

20 (B) IN ORDER TO PROVIDE THE VOTERS OF THE STATE WITH THE  
21 MOST CURRENT ESTIMATE OF THE FISCAL IMPACT OF THE STATE TAX  
22 INCREASE DESCRIBED IN THE BALLOT ISSUE SUBMITTED FOR THEIR  
23 CONSIDERATION PURSUANT TO SUBSECTION (13)(b)(III)(A) OF THIS  
24 SECTION AND TO AVOID ANY VOTER CONFUSION THAT COULD RESULT  
25 FROM A DIFFERENCE BETWEEN THE AMOUNT OF THE TAX INCREASE  
26 SPECIFIED IN THE BALLOT ISSUE AND THE UPDATED ESTIMATE OF THE  
27 FISCAL IMPACT OF THE STATE TAX INCREASE PROVIDED IN THE BALLOT

1 INFORMATION BOOKLET PREPARED PURSUANT TO SECTION 1-40-124.5 BY  
2 THE EXECUTIVE COMMITTEE OF THE LEGISLATIVE COUNCIL AS REQUIRED  
3 BY SECTION 1-40-124.5 (1.5), THE SECRETARY OF STATE, BEFORE  
4 FINALIZING THE BALLOT FOR THE 2017 STATEWIDE ELECTION, SHALL  
5 UPDATE THE AMOUNT OF THE TAX INCREASE SPECIFIED IN THE BALLOT  
6 ISSUE TO MATCH THE UPDATED ESTIMATE PROVIDED IN THE BALLOT  
7 INFORMATION BOOKLET. THE DIRECTOR OF RESEARCH OF THE LEGISLATIVE  
8 COUNCIL SHALL PROVIDE THE UPDATED ESTIMATE TO THE SECRETARY OF  
9 STATE AS SOON AS IT IS APPROVED FOR INCLUSION IN THE BALLOT  
10 INFORMATION BOOKLET.

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

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

17 **SECTION 12.** In Colorado Revised Statutes, **amend** 43-4-714 as  
18 follows:

19 **43-4-714. Priority of strategic transportation project**  
20 **investment program - repeal.** (1) If the executive director issues any  
21 revenue anticipation notes in accordance with the provisions of this part  
22 7, the proceeds from the sale of such notes that are not otherwise pledged  
23 for the payment of such notes shall be used for the qualified federal aid  
24 transportation projects included in the strategic transportation project  
25 investment program of the department of transportation.

26 (2) IN ADDITION TO THE REQUIREMENT SPECIFIED IN SUBSECTION  
27 (1) OF THIS SECTION, PROCEEDS FROM THE SALE OF ANY ADDITIONAL

1 REVENUE ANTICIPATION NOTES THAT THE EXECUTIVE DIRECTOR ISSUES  
2 PURSUANT TO SECTION 43-4-705 (13)(b) THAT ARE NOT OTHERWISE  
3 PLEDGED FOR THE PAYMENT OF THE NOTES SHALL BE USED ONLY TO  
4 PROVIDE SUFFICIENT FUNDING FOR THE COMPLETION OF ECONOMICALLY  
5 AND REGIONALLY SIGNIFICANT STATE HIGHWAY SYSTEM PROJECTS  
6 THROUGHOUT THE STATE, INCLUDING THE FOLLOWING MAJOR INTERSTATE  
7 HIGHWAY AND STATE HIGHWAY CORRIDOR PROJECTS:

8 (a) IN THE GREATER DENVER AREA TRANSPORTATION PLANNING  
9 REGION:

10 (I) INTERSTATE HIGHWAY 25: MONUMENT TO STATE HIGHWAY  
11 C-470. CORRIDOR MOBILITY AND SAFETY IMPROVEMENTS FROM  
12 MONUMENT TO STATE HIGHWAY C-470 AS OUTLINED IN THE ONGOING  
13 PLANNING AND ENVIRONMENTAL LINKAGES STUDY.

14 (II) INTERSTATE HIGHWAY 25: SANTA FE BOULEVARD TO  
15 ALAMEDA AVENUE. COMPLETION OF THE ALAMEDA AVENUE  
16 INTERCHANGE ON INTERSTATE HIGHWAY 25, INCLUDING RECONSTRUCTION  
17 OF LIPAN STREET, RECONSTRUCTION OF THE ALAMEDA AVENUE BRIDGE  
18 OVER THE SOUTH PLATTE RIVER, AND FINALIZATION OF RAMP  
19 CONFIGURATIONS.

20 (III) INTERSTATE HIGHWAY 25: VALLEY HIGHWAY PHASE 3.0,  
21 SANTA FE BOULEVARD TO BRONCO ARCH. REPLACEMENT OF BRIDGES AND  
22 INTERCHANGES, ROADWAY WIDENING, CONGESTION RELIEF, AND SAFETY  
23 AND MOBILITY IMPROVEMENTS.

24 (IV) UNITED STATES HIGHWAY 85: LOUVIERS TO MEADOWS  
25 RECONSTRUCTION. WIDENING RECONSTRUCTION OF TWO-LANE ROADWAY  
26 TO FOUR LANES WITH A DIVIDED MEDIAN AND ACCELERATION AND  
27 DECELERATION LANES.

1 (V) STATE HIGHWAY 42: SAFETY AND INTERSECTION  
2 IMPROVEMENTS. SAFETY AND INTERSECTION IMPROVEMENTS IN  
3 LOUISVILLE AND LAFAYETTE.

4 (VI) STATE HIGHWAY 66: CORRIDOR IMPROVEMENTS WEST.  
5 WIDENING, SAFETY, AND INTERSECTION IMPROVEMENTS.

6 (VII) STATE HIGHWAY 119: CONSTRUCTION OF ADDITIONAL  
7 LANES;

8 (VIII) INTERSTATE HIGHWAY 25 NORTH: UNITED STATES HIGHWAY  
9 36 TO 120TH AVENUE. IMPROVEMENTS ON INTERSTATE HIGHWAY 25  
10 BETWEEN UNITED STATES HIGHWAY 36 AND 120TH AVENUE TO  
11 POTENTIALLY INCLUDE AUXILIARY LANES, AN ADDITIONAL LANE BETWEEN  
12 84TH AVENUE AND THORNTON PARKWAY, AND RECONSTRUCTION OF THE  
13 88TH AVENUE BRIDGE.

14 (IX) INTERSTATE HIGHWAY 25 NORTH: ADDITION OF LANES  
15 FROM STATE HIGHWAY E-470 TO STATE HIGHWAY 7. THE PROJECT NEEDS  
16 TO BE COMBINED WITH LOCAL FUNDS TO REBUILD THE INTERSTATE  
17 HIGHWAY 25 - STATE HIGHWAY 7 INTERCHANGE.

18 (X) INTERSTATE HIGHWAY 70 WEST: WESTBOUND PEAK PERIOD  
19 SHOULDER LANES. CONSTRUCTION OF PEAK PERIOD SHOULDER LANES ON  
20 THE WESTBOUND SIDE FROM THE TWIN TUNNELS TO EMPIRE JUNCTION.

21 (XI) INTERSTATE HIGHWAY 70 WEST: FLOYD HILL.  
22 RECONSTRUCTION OF THE WESTBOUND BRIDGE AT UNITED STATES  
23 HIGHWAY 6 AT MILEPOST 244 AND CONSTRUCTION OF A THIRD LANE  
24 WESTBOUND DOWN FLOYD HILL TO THE BRIDGE. CONSTRUCTION OF A  
25 THIRD LANE THAT IS EITHER A PEAK PERIOD SHOULDER LANE OR A  
26 PERMANENT LANE TO THE TWIN TUNNELS.

27 (XII) INTERSTATE HIGHWAY 70: KIPLING INTERCHANGE.



1 RECONSTRUCTION OF THE KIPLING INTERCHANGE TO REDUCE CONGESTION  
2 AND IMPROVE OPERATIONAL PERFORMANCE AND SAFETY.

3 (XIII) INTERSTATE HIGHWAY 225: INTERSTATE HIGHWAY 25 TO  
4 YOSEMITE STREET. COMPLETE "NATIONAL ENVIRONMENTAL POLICY ACT"  
5 PROCESS AND FINAL DESIGN AT A COST OF THREE MILLION DOLLARS.  
6 CONSTRUCTION INVOLVES REMOVING THE BOTTLENECK AT YOSEMITE  
7 STREET BY SPLITTING TRAFFIC GOING TO NORTHBOUND AND SOUTHBOUND  
8 INTERSTATE HIGHWAY 25 WITH TWO LANES FOR EACH DIRECTION. THE  
9 CURRENT ON-RAMP WILL SERVE NORTHBOUND INTERSTATE HIGHWAY 25  
10 ONLY WITH A BRAIDED RAMP UNDER INTERSTATE HIGHWAY 225 TO  
11 INTERSTATE HIGHWAY 25 NORTHBOUND THAT WILL CONNECT TO THE  
12 RIGHT SIDE OF THE INTERSTATE HIGHWAY 225 TO INTERSTATE HIGHWAY  
13 25 SOUTHBOUND LANES. THE PROJECT INCLUDES REPLACEMENT OF THE  
14 ULSTER STREET BRIDGE.

15 (XIV) INTERSTATE HIGHWAY 270: RECONSTRUCTION AND  
16 WIDENING FROM INTERSTATE HIGHWAY 76 TO INTERSTATE HIGHWAY 70.  
17 WIDENING, RECONSTRUCTION OF CONCRETE PAVEMENT, AND  
18 REPLACEMENT OF BRIDGES TO IMPROVE CAPACITY AND SAFETY.

19 (XV) C-470: INTERSTATE HIGHWAY 25 TO KIPLING STREET.  
20 COMPLETE ULTIMATE BUILDOUT AS IDENTIFIED IN THE C-470 CORRIDOR  
21 REVISED ENVIRONMENTAL ASSESSMENT. ULTIMATE BUILDOUT WILL ADD  
22 AN ADDITIONAL TOLL LANE WESTBOUND FROM COLORADO BOULEVARD TO  
23 WADSWORTH BOULEVARD AND EASTBOUND FROM WADSWORTH  
24 BOULEVARD TO INTERSTATE HIGHWAY 25. TWO TOLL LANES WILL ALSO BE  
25 CONSTRUCTED FROM WADSWORTH BOULEVARD TO KIPLING STREET IN  
26 BOTH DIRECTIONS.

27 (XVI) UNITED STATES HIGHWAY 6: WADSWORTH BOULEVARD

1 INTERCHANGE. RECONSTRUCTION OF THE INTERCHANGE AT UNITED  
2 STATES HIGHWAY 6 AND WADSWORTH BOULEVARD.

3 (XVII) UNITED STATES HIGHWAY 85: INTERSTATE HIGHWAY 270  
4 TO 62ND AVENUE INTERCHANGE. RECONSTRUCTION OF THE INTERCHANGE  
5 AT INTERSTATE HIGHWAY 270 AND THE INTERSECTION AT 60TH AVENUE  
6 TO IMPROVE SAFETY AND CAPACITY BY MAKING THE GEOMETRIC  
7 CONFIGURATION MORE INTUITIVE FOR DRIVERS, ADDING GRADE  
8 SEPARATION, AND IMPROVING ACCESS POINTS BASED ON A PLANNING AND  
9 ENVIRONMENTAL LINKAGES STUDY RECOMMENDATION.

10 (XVIII) UNITED STATES HIGHWAY 85: 104TH AVENUE GRADE  
11 SEPARATION. CONSTRUCTION OF A GRADE SEPARATED INTERCHANGE AT  
12 104TH AVENUE AND UNITED STATES HIGHWAY 85, INCLUDING GRADE  
13 SEPARATION OF 104TH AVENUE AT THE UNION PACIFIC RAILROAD  
14 CROSSING JUST EAST OF UNITED STATES HIGHWAY 85.

15 (XIX) UNITED STATES HIGHWAY 85: 120TH AVENUE GRADE  
16 SEPARATION. CONSTRUCTION OF A GRADE SEPARATED INTERCHANGE AT  
17 120TH AVENUE AND UNITED STATES HIGHWAY 85, INCLUDING GRADE  
18 SEPARATION OF 120TH AVENUE AT THE UNION PACIFIC RAILROAD  
19 CROSSING JUST EAST OF UNITED STATES HIGHWAY 85.

20 (XX) UNITED STATES HIGHWAY 285: RICHMOND HILL TO  
21 SHAFFER'S CROSSING. WIDENING OF THE ROADWAY TO FOUR LANES WITH  
22 A MEDIAN AND CONSTRUCTION OF A GRADE SEPARATED INTERCHANGE AT  
23 KING'S VALLEY.

24 (XXI) UNITED STATES HIGHWAY 36 - CHURCH RANCH  
25 BOULEVARD, 88TH AVENUE - SHERIDAN BOULEVARD, AND UNITED STATES  
26 HIGHWAY 36 - 104TH AVENUE: INTERSECTION IMPROVEMENTS;

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

1 (I) UNITED STATES HIGHWAY 50B: EAST WIDENING PHASE OF THE  
2 UNITED STATES HIGHWAY 50 EAST TIER I ENVIRONMENTAL IMPACT  
3 STATEMENT. IMPLEMENT TIER I PROJECTS ALONG THE UNITED STATES  
4 HIGHWAY 50 CORRIDOR BETWEEN MILEPOSTS 318.5 AND 467.5, PER THE  
5 TIER I FINAL ENVIRONMENTAL IMPACT STATEMENT AND RECORD OF  
6 DECISION. LIKELY PROJECTS INCLUDE WIDENING UNITED STATES HIGHWAY  
7 50 TO FOUR LANES, SHOULDERS, PASSING LANES, AND OTHER SAFETY  
8 IMPROVEMENTS ALONG THE UNITED STATES HIGHWAY 50 CORRIDOR.

9 (II) UNITED STATES HIGHWAY 50: WEST OF PUEBLO WESTBOUND  
10 PHASE OF THE UNITED STATES HIGHWAY 50 WEST ENVIRONMENTAL  
11 ASSESSMENT. WIDENING OF THE DIVIDED HIGHWAY FROM TWO LANES TO  
12 THREE LANES BETWEEN MILEPOSTS 307 AND 313.

13 (c) IN THE SOUTHEAST TRANSPORTATION PLANNING REGION,  
14 UNITED STATES HIGHWAY 287: LAMAR RELIEVER ROUTE CONSTRUCTION.  
15 PHASE I OF THE RELIEVER ROUTE PER THE ENVIRONMENTAL ASSESSMENT.  
16 REALIGNMENT OF UNITED STATES HIGHWAY 50 TO THE SOUTH, WHICH IS  
17 NEEDED FOR A FUTURE UNITED STATES HIGHWAY 50 - UNITED STATES  
18 HIGHWAY 287 INTERCHANGE BETWEEN UNITED STATES HIGHWAY 50  
19 MILEPOSTS 433 AND 435. PHASE II IS THE CONSTRUCTION OF THE NEW  
20 TWO-LANE RELIEVER ROUTE FOR ONE HUNDRED FORTY MILLION DOLLARS  
21 ON UNITED STATES HIGHWAY 287 BETWEEN MILEPOSTS 73 AND 80.5.

22 (d) IN THE CENTRAL FRONT RANGE TRANSPORTATION PLANNING  
23 REGION:

24 (I) STATE HIGHWAY 67: DIVIDE TO VICTOR SHOULDER WIDENING  
25 AND SAFETY IMPROVEMENTS. SHOULDER WIDENING AND SAFETY  
26 IMPROVEMENTS BETWEEN MILEPOSTS 45.5 AND 69.5.

27 (II) STATE HIGHWAY 115: ROCK CREEK BRIDGE REPLACEMENT

1 AND WIDENING. BRIDGE REPLACEMENT ON STATE HIGHWAY 115 OVER  
2 ROCK CREEK BRIDGE AND WIDENING FOR APPROXIMATELY ONE AND  
3 ONE-HALF MILES SOUTH BETWEEN MILEPOSTS 37 AND 39.

4 (III) UNITED STATES HIGHWAY 285: FAIRPLAY TO RICHMOND HILL  
5 PASSING LANES AND SHOULDERS. ADDITION OF PASSING LANES AND  
6 SHOULDER WIDENING BETWEEN MILEPOSTS 183 AND 234.

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

8 (I) STATE HIGHWAY 21: INTERIM INTERSECTION IMPROVEMENTS  
9 FROM CONSTITUTION AVENUE TO NORTH CAREFREE CIRCLE WITH A  
10 REEVALUATION OF THE STATE HIGHWAY 21 ENVIRONMENTAL ASSESSMENT  
11 NEEDED. CONSTRUCTION OF A CONTINUOUS FLOW INTERSECTION ALONG  
12 STATE HIGHWAY 21 AT CONSTITUTION AVENUE AND NORTH CAREFREE  
13 CIRCLE BETWEEN MILEPOSTS 143.5 AND 145.3.

14 (II) UNITED STATES HIGHWAY 24 WEST: INTERSTATE HIGHWAY 25  
15 TO WOODLAND PARK. DRAINAGE AND INTERSECTION IMPROVEMENTS ON  
16 UNITED STATES HIGHWAY 24 FROM INTERSTATE HIGHWAY 25 TO  
17 WOODLAND PARK BETWEEN MILEPOSTS 283.0 AND 303.8.

18 (III) INTERSTATE HIGHWAY 25: WIDENING SOUTH ACADEMY  
19 BOULEVARD TO THE CIRCLE DRIVE - LAKE AVENUE EXIT PER THE  
20 INTERSTATE HIGHWAY 25 ENVIRONMENTAL ASSESSMENT THROUGH  
21 COLORADO SPRINGS. WIDENING OF THE ROADWAY TO SIX LANES BETWEEN  
22 MILEPOSTS 135.0 AND 138.0.

23 (IV) INTERSTATE HIGHWAY 25: MONUMENT TO C-470 PER THE  
24 ONGOING INTERSTATE HIGHWAY 25 NORTH PLANNING AND  
25 ENVIRONMENTAL LINKAGES STUDY. WIDENING OF INTERSTATE HIGHWAY  
26 25 FROM MONUMENT TO CASTLE ROCK OR C-470 BASED ON THE  
27 PLANNING AND ENVIRONMENTAL LINKAGES STUDY BEING DEVELOPED

1 BETWEEN MILEPOSTS 160.5 AND 180.0 OR 194.5.

2 (V) STATE HIGHWAY 21: RESEARCH PARKWAY INTERCHANGE,  
3 WHICH IS A PHASE OF THE STATE HIGHWAY 21 WOODMEN ROAD TO STATE  
4 HIGHWAY 83 ENVIRONMENTAL ASSESSMENT. CONSTRUCTION OF A NEW  
5 GRADE-SEPARATED INTERCHANGE AT STATE HIGHWAY 21 AND RESEARCH  
6 PARKWAY BETWEEN MILEPOSTS 149.6 AND 150.5.

7 (f) IN THE INTERMOUNTAIN TRANSPORTATION PLANNING REGION:

8 (I) INTERSTATE HIGHWAY 70: GARFIELD COUNTY INTERCHANGE  
9 IMPROVEMENTS AT NEW CASTLE. UPGRADE OF THE CURRENT FOUR WAY  
10 STOP WITH A ROUNDABOUT PER A RECENTLY COMPLETED CORRIDOR STUDY  
11 FOR INTERSTATE HIGHWAY 70.

12 (II) INTERSTATE HIGHWAY 70: EDWARDS SPUR ROAD.  
13 IMPROVEMENTS TO THE SOUTHERN HALF OF EDWARDS SPUR ROAD  
14 STARTING NORTH OF THE ROADWAY BRIDGE AND ENDING WITH THE  
15 CONNECTION TO UNITED STATES HIGHWAY 6 TO THE SOUTH.  
16 IMPROVEMENTS ARE ANTICIPATED TO INCLUDE ROAD AND BRIDGE  
17 WIDENING, INTERSECTION IMPROVEMENTS, AND PEDESTRIAN MOBILITY  
18 IMPROVEMENTS.

19 (III) STATE HIGHWAY 9: FRISCO NORTH CORRIDOR COMPLETION.  
20 COMPLETION OF THE CORRIDOR INCLUDING MINIMAL WIDENING, WATER  
21 QUALITY AND DRAINAGE IMPROVEMENTS, AND IMPROVEMENTS TO TWO  
22 INTERSECTIONS INCLUDING THE POTENTIAL FOR THE REPLACEMENT OF A  
23 SIGNAL WITH A ROUNDABOUT.

24 (IV) STATE HIGHWAY 13: RIFLE NORTH RECONSTRUCTION.  
25 RECONSTRUCTION OF NATIONAL HIGHWAY SYSTEM AND HIGH VOLUME  
26 TRUCK ROUTE TO ADD SHOULDERS, GAME FENCE, AND WILDLIFE  
27 UNDERPASSES.

1 (V) ASPEN MAINTENANCE FACILITY: PHASE IV UPGRADES FOR  
2 COMPRESSED NATURAL GAS FUELING;

3 (VI) INTERSTATE HIGHWAY 70 WEST: DOWD CANYON  
4 INTERCHANGE. RECONSTRUCTION AND UPGRADE OF INTERSTATE HIGHWAY  
5 70 DOWD CANYON INTERCHANGE FOR SAFETY AND OPERATIONS.

6 (VII) INTERSTATE HIGHWAY 70 WEST: VAIL PASS AUXILIARY  
7 LANES AND WILDLIFE OVERPASS. COMPLETION OF "NATIONAL  
8 ENVIRONMENTAL POLICY ACT" PROCESS AND PRELIMINARY ENGINEERING  
9 FOR PERMANENT WATER QUALITY FEATURES AND A RECOMMENDED THIRD  
10 LANE IN BOTH DIRECTIONS TO INCREASE SAFETY AND MOBILITY.  
11 INSTALLATION OF PERMANENT WATER QUALITY FEATURES, RELOCATION  
12 OF BIKE PATH, AND COMPLETION OF THREE MILES OF ROADWAY WIDENING.

13 (VIII) INTERSTATE HIGHWAY 70 WEST: EXIT 203 INTERCHANGE  
14 IMPROVEMENTS. CONVERSION OF THE SINGLE LANE ROUNDABOUT AT THE  
15 EXIT 203 RAMP TERMINI TO A DOUBLE LANE, CONSIDERATION OF THE  
16 ADDITION OF A THROUGH LANE OVER EXISTING STRUCTURE, AND BRIDGE  
17 EXPANSION TO CORRECT TRAFFIC BACK UPS ON WESTBOUND INTERSTATE  
18 HIGHWAY 70 IN PEAK PERIODS AND WEAVE FROM AN AUXILIARY LANE  
19 EAST OF THE RAMP.

20 (IX) INTERSTATE HIGHWAY 70 WEST: FRISCO TO SILVERTHORNE  
21 AUXILIARY LANE. CONSTRUCTION OF AN EASTBOUND AUXILIARY LANE  
22 WITH MINIMAL WIDENING BETWEEN MILEPOSTS 203 AND 205 AS  
23 IDENTIFIED IN THE SILVERTHORNE INTERCHANGE PLANNING AND  
24 ENVIRONMENTAL LINKAGES STUDY AS A SAFETY IMPROVEMENT FOR  
25 EASTBOUND INTERSTATE HIGHWAY 70.

26 (X) INTERSTATE HIGHWAY 70 WEST: SILVERTHORNE INTERCHANGE  
27 RECONSTRUCTION. RECONSTRUCTION OF THE EXIT 205 INTERCHANGE,

1 INCLUDING CONSTRUCTION OF A DIVERGING DIAMOND INTERCHANGE AND  
2 EXTENSIVE PAVING, CURB, AND DRAINAGE. ALL FOUR RAMPS WILL BE  
3 AFFECTED, AND NEW CAPACITY WILL BE ADDED ON WESTBOUND ON  
4 RAMPS.

5 (XI) UNITED STATES HIGHWAY 24: MINTURN. SAFETY, CAPACITY,  
6 AND PEDESTRIAN CROSSING IMPROVEMENTS, INCLUDING TRAFFIC  
7 CALMING, CURB AND GUTTER, AND ROAD PLATFORM ADJUSTMENT.

8 (g) IN THE NORTHWEST TRANSPORTATION PLANNING REGION:

9 (I) UNITED STATES HIGHWAY 40: KREMMLING EAST AND WEST.  
10 ADDITION OF SHOULDERS AND PASSING LANES ON FOURTEEN MILES OF THE  
11 HIGHWAY THAT CAN BE IMPLEMENTED IN PHASES BETWEEN MILEPOSTS 178  
12 AND 184 AND MILEPOSTS 186 AND 194.

13 (II) STATE HIGHWAY 13: RIO BLANCO SOUTH TO THE COUNTY LINE.  
14 ADDITION OF SHOULDERS AND PASSING LANES.

15 (III) STATE HIGHWAY 13: WYOMING SOUTH, RECONSTRUCTION.  
16 RECONSTRUCTION OF A NATIONAL HIGHWAY SYSTEM AND HIGH VOLUME  
17 TRUCK ROUTE TO ADD SHOULDERS, GAME FENCES, AND WILDLIFE  
18 UNDERPASSES.

19 (IV) STATE HIGHWAY 139: LITTLE HORSE SOUTH SAFETY  
20 IMPROVEMENTS. RECONSTRUCTION OF THE ROADWAY SURFACE AND  
21 ADDITION OF FOUR TO EIGHT-FOOT PAVED SHOULDERS.

22 (V) UNITED STATES HIGHWAY 40: FRASER TO WINTER PARK  
23 CAPACITY IMPROVEMENTS. CONSTRUCTION OF CAPACITY IMPROVEMENTS  
24 ON UNITED STATES HIGHWAY 40 BETWEEN FRASER AND WINTER PARK,  
25 LIKELY INCLUDING WIDENING TO FOUR LANES.

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

27 (I) INTERSTATE HIGHWAY 70: BUSINESS LOOP. RECONSTRUCTION

1 OF THE FIRST STREET AND GRAND AVENUE INTERSECTION TO IMPROVE  
2 OPERATIONS AND SAFETY, MEET CURRENT GEOMETRIC DESIGN  
3 STANDARDS, AND IMPROVE PEDESTRIAN SAFETY.

4 (II) INTERSTATE HIGHWAY 70: PALISADE TO DE BEQUE.  
5 RECONSTRUCTION WITH REALIGNMENT OF CURVES AND OTHER SAFETY  
6 IMPROVEMENTS;

7 (III) UNITED STATES HIGHWAY 6: MESA COUNTY SAFETY AND  
8 MOBILITY IMPROVEMENTS. COMPLETION OF INTERSECTION STUDIES AND  
9 PRELIMINARY ENGINEERING FOR SAFETY AND MOBILITY THROUGHOUT THE  
10 CORRIDOR AND INTERSECTION, SHOULDER, AND OTHER SAFETY AND  
11 MOBILITY IMPROVEMENTS AT PROBLEM LOCATIONS THROUGHOUT THE  
12 CORRIDOR.

13 (IV) STATE HIGHWAY 340: SAFETY AND CAPACITY  
14 IMPROVEMENTS. CONSTRUCTION OF A ROUNDABOUT AND OTHER SAFETY  
15 IMPROVEMENTS, INCLUDING ADDING AND WIDENING PAVED SHOULDERS  
16 AND INTERSECTION IMPROVEMENTS.

17 (i) IN THE EASTERN TRANSPORTATION PLANNING REGION:

18 (I) INTERSTATE HIGHWAY 70: REPLACEMENT OF FAILING  
19 AKALI-SILICA REACTIVITY PAVEMENT AND ASSOCIATED SAFETY  
20 IMPROVEMENTS;

21 (II) UNITED STATES HIGHWAY 385: INTERSECTION, SHOULDERS,  
22 AND OTHER SAFETY IMPROVEMENTS AT PROBLEM LOCATIONS;

23 (j) IN THE NORTH FRONT RANGE TRANSPORTATION PLANNING  
24 REGION:

25 (I) UNITED STATES HIGHWAY 34 - UNITED STATES HIGHWAY 85  
26 INTERCHANGE: INTERCHANGE RECONFIGURATION. IMPROVE THE SAFETY  
27 AND CAPACITY OF THE INTERCHANGE BY MAKING THE GEOMETRIC



1 CONFIGURATION MORE INTUITIVE TO DRIVERS, ADDING GRADE  
2 SEPARATIONS, AND IMPROVING ACCESS POINTS.

3 (II) INTERSTATE HIGHWAY 25 NORTH: STATE HIGHWAY 7 TO STATE  
4 HIGHWAY 14. ADDITION OF ONE \_\_\_\_\_ LANE IN EACH DIRECTION,  
5 INTERCHANGE RECONSTRUCTION, MAINLINE RECONSTRUCTION, SAFETY,  
6 AND INTELLIGENT TRANSPORTATION SYSTEM IMPROVEMENTS FROM STATE  
7 HIGHWAY 7 TO STATE HIGHWAY 14.

8 (k) IN THE SOUTHWEST TRANSPORTATION PLANNING REGION:

9 (I) UNITED STATES HIGHWAY 160: TOWAOC PASSING LANES.  
10 ADDITION OF PASSING LANES AND VEHICLE TURNOUTS.

11 (II) UNITED STATES HIGHWAY 160: ELMORE'S EAST. COMPLETION  
12 OF IMPROVEMENTS CONSISTENT WITH THE ENVIRONMENTAL IMPACT  
13 STATEMENT AND RECORD OF DECISION, WHICH INCLUDES WIDENING,  
14 ACCESS IMPROVEMENTS, AND WILDLIFE MITIGATION.

15 (III) UNITED STATES HIGHWAY 160: PAGOSA RECONSTRUCTION.  
16 RECONSTRUCTION TO CORRECT WHEEL RUTTING.

17 (IV) UNITED STATES HIGHWAY 550 SOUTH: SUNNYSIDE. MAJOR  
18 RECONSTRUCTION REQUIRING WIDENING TO A FOUR LANE ROADWAY,  
19 INCLUDING EARTHWORK, DRAINAGE, IRRIGATION, UTILITIES, HOT MIX  
20 ASPHALT PAVING, A PEDESTRIAN BRIDGE, A SOUND WALL, AND SMALL AND  
21 LARGE MAMMAL CROSSINGS.

22 (V) UNITED STATES HIGHWAY 550 SOUTH: GAP RECONSTRUCTION  
23 TO FOUR LANES. DRAINAGE, UTILITIES, LARGE AND SMALL MAMMAL  
24 CROSSINGS, AND INTERSECTION IMPROVEMENTS.

25 (VI) UNITED STATES HIGHWAY 550 - UNITED STATES HIGHWAY  
26 160 CONNECTION: COMPLETION OF THE CONNECTION OF UNITED STATES  
27 HIGHWAY 550 TO UNITED STATES HIGHWAY 160 AT THE GRANDVIEW

1 INTERCHANGE. PHASE 1 IS SEVENTY-ONE MILLION DOLLARS AND PROVIDES  
2 A TWO-LANE CONFIGURATION. PHASE 2 IS TWENTY MILLION DOLLARS AND  
3 PROVIDES FOR TWO ADDITIONAL LANES.

4 (VII) UNITED STATES HIGHWAY 550 - UNITED STATES HIGHWAY  
5 160 CONNECTION: FINALIZE PRE-CONSTRUCTION, PURCHASE  
6 RIGHT-OF-WAY REQUIRED FOR UNITED STATES HIGHWAY 160 AND COUNTY  
7 ROAD 302, COMPLETE THE FINAL DESIGN FOR THE CONNECTION, AND  
8 PREPARE THE PROJECT FOR ADVERTISEMENT;

9 (I) IN THE SAN LUIS VALLEY TRANSPORTATION PLANNING REGION,  
10 UNITED STATES HIGHWAY 50: SAFETY AND MOBILITY IMPROVEMENTS  
11 BETWEEN SALIDA AND COALDALE. ADDITION OF PASSING LANES AND  
12 VEHICLE TURNOUTS.

13 (m) IN THE GUNNISON VALLEY TRANSPORTATION PLANNING  
14 REGION:

15 (I) UNITED STATES HIGHWAY 50: LITTLE BLUE CANYON.  
16 RECONSTRUCTION AND WIDENING OF THE EXISTING ROADWAY TEMPLATE  
17 TO MEET CURRENT GEOMETRIC DESIGN STANDARDS AND IMPROVE  
18 ROADSIDE SAFETY, DRAINAGE, AND ACCESS ALONG THE CORRIDOR AND  
19 ADDITION OF PASSING LANES AND GEOHAZARD LANDSLIDE MITIGATION  
20 WITHIN THE PROJECT LIMITS. CAN BE IMPLEMENTED IN PHASES.

21 (II) UNITED STATES HIGHWAY 550: SAFETY IMPROVEMENTS.  
22 PLANNING AND ENVIRONMENTAL LINKAGES STUDY AND ENVIRONMENTAL  
23 ASSESSMENT STUDY TO REVIEW POTENTIAL INTERSECTION IMPROVEMENTS  
24 AND IMPROVED WILDLIFE MITIGATION.

25 (III) UNITED STATES HIGHWAY 550: SHOULDER IMPROVEMENTS,  
26 DEER FENCING, AND ANIMAL UNDERPASSES. ADDITION OF SHOULDERS  
27 BETWEEN THE UNCOMPAHGRE RIVER AND COLONA (BILLY CREEK) AND

1 CONSTRUCTION OF DEER FENCING AND ANIMAL UNDERPASSES.

2 (IV) STATE HIGHWAY 92: SAFETY IMPROVEMENTS. SAFETY  
3 IMPROVEMENTS INCLUDING RECONSTRUCTION OF THE SURFACE, ADDITION  
4 OF FOUR TO EIGHT-FOOT PAVED SHOULDERS ACROSS ROGERS MESA, AND  
5 OTHER SAFETY IMPROVEMENTS INCLUDING ACCESS AND INTERSECTION  
6 IMPROVEMENTS.

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

8 (I) INTERSTATE HIGHWAY 25 INTERCHANGE IN WALSENBURG.  
9 STATE HIGHWAY 10 - STATE HIGHWAY 160 INTERCHANGE  
10 RECONSTRUCTION AT MILEPOST 50.

11 (II) UNITED STATES HIGHWAY 160: MOBILITY IMPROVEMENTS.  
12 ADDITION OF PASSING LANES AND SHOULDER WIDENING FROM LA VETA  
13 PASS TO INTERSTATE HIGHWAY 25.

14 (o) IN THE UPPER FRONT RANGE TRANSPORTATION PLANNING  
15 REGION:

16 (I) INTERSTATE HIGHWAY 76: FORT MORGAN TO BRUSH PHASE 4  
17 RECONSTRUCTION. RECONSTRUCTION OF ROADWAY AND INTERCHANGES  
18 BETWEEN FORT MORGAN AND BRUSH.

19 (II) INTERSTATE HIGHWAY 76: FORT MORGAN TO BRUSH PHASE 5  
20 RECONSTRUCTION. RECONSTRUCTION OF ROADWAY AND INTERCHANGES  
21 BETWEEN FORT MORGAN AND BRUSH.

22 (III) STATE HIGHWAY 52 INTERCHANGE IN HUDSON:  
23 RECONSTRUCTION OF THE INTERCHANGE;

24 (p) IN THE UPPER FRONT RANGE - EASTERN TRANSPORTATION  
25 PLANNING REGION, STATE HIGHWAY 71: SUPER TWO RECONSTRUCTION.  
26 RECONSTRUCTION OF THE CORRIDOR TO SUPER TWO CONFIGURATION.

27 (q) IN THE UPPER FRONT RANGE - NORTH FRONT RANGE - GREATER

1 DENVER AREA TRANSPORTATION PLANNING REGION, UNITED STATES  
2 HIGHWAY 85: CORRIDOR IMPROVEMENTS. SAFETY, INTERSECTION, AND  
3 INTERCHANGE IMPROVEMENTS.

4 (r) THE FOLLOWING STATEWIDE PROJECTS:

5 (I) ENGINEERING REGION 3: SEDIMENT CONTROL PLAN.  
6 DEVELOPMENT OF PERMANENT WATER QUALITY SOLUTIONS ON PASSES  
7 AFFECTED BY THE USE OF TRACTION SAND.

8 (II) ENGINEERING REGION 3: INTERSTATE HIGHWAY 70 TRUCK  
9 PARKING. TRUCK PARKING LOCATIONS ALONG INTERSTATE HIGHWAY 70  
10 THROUGH THE INTERSTATE HIGHWAY 70 MOUNTAIN CORRIDOR.

11 (3) (a) IF A MAJORITY OF THE ELECTORS VOTING ON THE BALLOT  
12 ISSUE SUBMITTED FOR THEIR APPROVAL OR DISAPPROVAL AT THE  
13 NOVEMBER 2017 STATEWIDE ELECTION PURSUANT TO SECTION 43-4-705  
14 (13)(b)(III) VOTE "NO/AGAINST", THEN SUBSECTION (2) OF THIS SECTION  
15 AND THIS SUBSECTION (3) ARE REPEALED, EFFECTIVE JANUARY 1, 2018.

16 (b) IF A MAJORITY OF THE ELECTORS VOTING ON THE BALLOT ISSUE  
17 SUBMITTED FOR THEIR APPROVAL OR DISAPPROVAL AT THE NOVEMBER  
18 2017 STATEWIDE ELECTION PURSUANT TO SECTION 43-4-705 (13)(b)(III)  
19 VOTE "YES/FOR", THEN THIS SUBSECTION (3) IS REPEALED, EFFECTIVE  
20 JANUARY 1, 2018.

21 **SECTION 13. Appropriation.** For the 2017-18 state fiscal year,  
22 \$5,000 is appropriated to the department of revenue. This appropriation  
23 is from the general fund. To implement this act, the division may use this  
24 appropriation for tax administration IT system (GenTax) support.

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

27 (2) Sections 2 and 8 of this act take effect July 1, 2017.

1           (3) Sections 5, 9, and 10 of this act and section 43-4-205 (6.8), as  
2           enacted in section 7 of this act, take effect only if, at the November 2017  
3           statewide election, a majority of voters approve the ballot issue submitted  
4           pursuant to section 43-4-705 (13)(b), Colorado Revised Statutes, as  
5           enacted in section 11 of this act, and, in such case, sections 5, 9, and 10  
6           of this act and section 43-4-205 (6.8), as enacted in section 7 of this act,  
7           take effect on the date of the official declaration of the vote thereon by  
8           the governor.

9           **SECTION 15. Safety clause.** The general assembly hereby finds,  
10          determines, and declares that this act is necessary for the immediate  
11          preservation of the public peace, health, and safety.