



**Colorado
Legislative
Council
Staff**

SB17-303

FISCAL NOTE

FISCAL IMPACT: State Local Statutory Public Entity Conditional No Fiscal Impact

Drafting Number: LLS 17-1169	Date: May 1, 2017
Prime Sponsor(s): Sen. Neville T.; Cooke Rep. Neville P.; Wist	Bill Status: Senate Finance
	Fiscal Analysts: Erin Reynolds (303-866-4146) Larson Silbaugh (303-866-4720)

BILL TOPIC: STATE HIGHWAY SYSTEM FUNDING AND FINANCING

Fiscal Impact Summary	FY 2017-2018	FY 2018-2019
State Revenue	<u>conditional increase</u>	<u>conditional increase</u>
State Highway Fund	conditional increase	conditional increase
State Diversions	<u>\$0</u>	<u>\$0</u>
General Fund	(313.7 million)	(330.0 million)
State Highway Fund	313.7 million	330.0 million
State Transfers*	<u>\$0</u>	<u>\$0</u>
General Fund	79.0 million	220.0 million
Highway Users Tax Fund	(79.0 million)	(160.0 million)
Capital Construction Fund		(60.0 million)
State Expenditures	<u>\$5,000</u>	<u>conditional increase</u>
General Fund	5,000	
State Highway Fund	conditional increase	conditional increase
Appropriation Required: \$5,000 – Department of Revenue (FY 2017-18).		
Future Year Impacts: Ongoing conditional state revenue and expenditure increase; ongoing General Fund diversion; and transfers through FY 2019-20.		

* Transfers are presented relative to SB17-262.

Summary of Legislation

The bill makes the following changes to state transportation funding and financing.

Transportation revenue anticipation notes. This bill refers a ballot question to voters at the November 2017 election. If voters approve the ballot question, the bill requires the executive director of the Colorado Department of Transportation (CDOT) to issue transportation revenue anticipation notes (TRANS). The sale value of the TRANS must not exceed \$3.5 billion, and the repayment cost must not exceed \$5.5 billion. The term of the debt service is limited to 20 years. CDOT must be allowed to repay the TRANS ahead of schedule after 10 years without penalty. Prior to the issuance of TRANS, the Transportation Commission is required to adopt a resolution specifying an annual allocation and commitment to debt service payments.

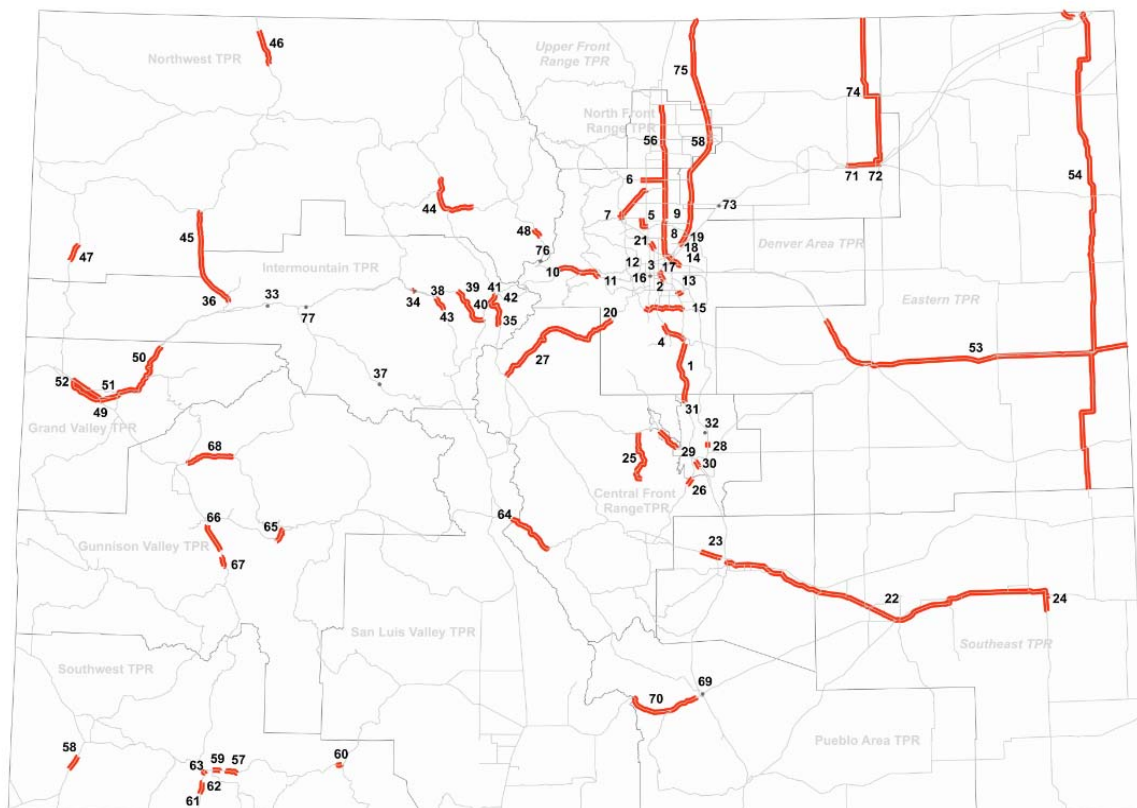
Sales and use tax diversion. The bill requires 10 percent of the net revenue generated by existing state sales and use taxes to be diverted from the General Fund to the Highway Users Tax Fund (HUTF) and allocated to the State Highway Fund indefinitely. Conditional on voter approval of TRANS, the diversion is to be used by CDOT primarily to pay for TRANS debt service. Any remainder must be used for highway-related construction, with no more than 10 percent of the remainder dedicated to transit related capital improvements.

Highway Users Tax Fund and Capital Construction Fund transfers. The bill repeals the outstanding SB17-262 transfers (formerly SB09-228 transfers) of General Fund revenue to the HUTF and the Capital Construction Fund (CCF) from FY 2017-18 to FY 2019-20. Both the SB17-262 transfers and the sales tax diversions to the HUTF are allocated to the State Highway Fund only, so this change will not impact the local distribution of the HUTF.

Competitive bid process. The bill requires CDOT to update its rules related to contracting in order to require all project bids to be considered, and to prohibit shortlisting certain contractors. When CDOT awards a bid, the bill requires that the contract award must be posted on the CDOT website within 30 days.

Project list. Proceeds from the sale of TRANS are credited to the State Highway Fund and used exclusively to pay for economically and regionally significant state highway and transit system projects, including a specific list of 77 projects in the bill as shown in Figure 1 and described in Appendix A.

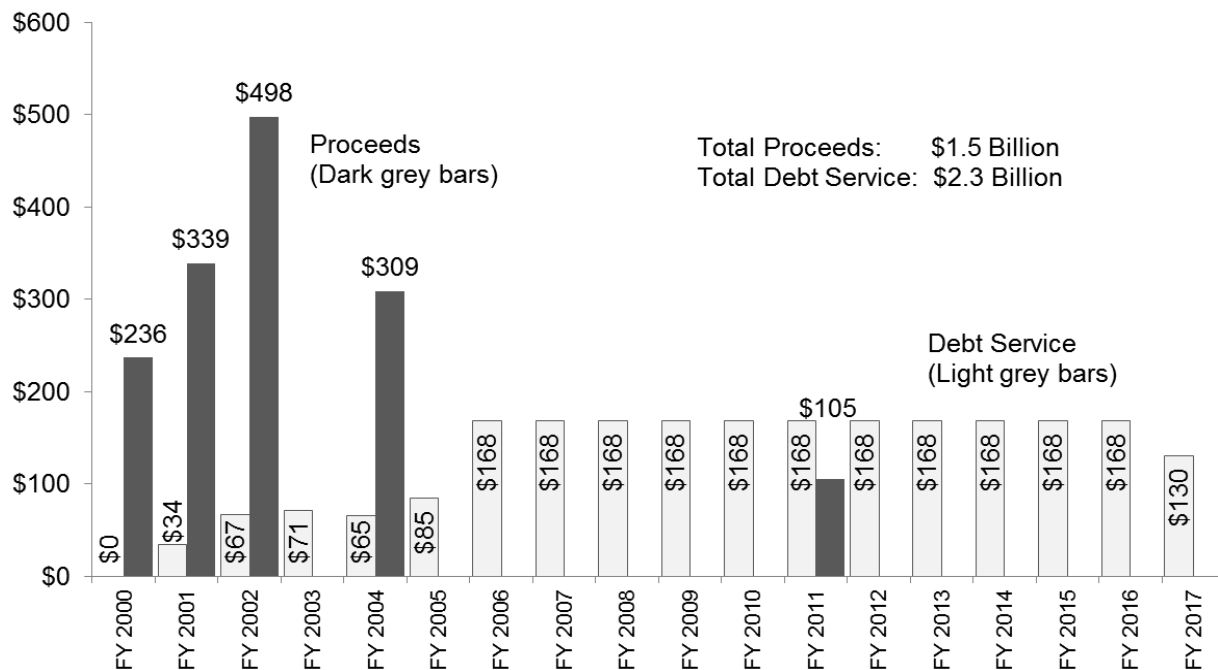
Figure 1. Map of Transportation Projects Included in SB17-303
(Project descriptions and costs in Table 1)



Background

Transportation revenue anticipation notes. In 1999, Colorado voters authorized CDOT to borrow up to \$1.7 billion by selling TRANs with a maximum repayment cost of \$2.3 billion. Debt service on TRANs was paid with money from the federal government and state matching funds. TRANs proceeds were exempt from the TABOR revenue limit and could be used only for a list of 28 prioritized statewide projects. The use of TRANs allowed CDOT to accelerate construction on these projects, including the widening of I-25 in Denver (T-REX). As shown in Figure 2, CDOT issued a total of \$1.5 billion in installments from 2000 through 2011, with a total repayment cost of \$2.3 billion. The final debt service payment occurred in December 2016.

Figure 2. 1999 TRANs Proceeds and Debt Service
 (Dollars in Millions)



Source: Colorado Department of Transportation. Not adjusted for inflation.

State Revenue

Beginning in FY 2017-18, the bill:

- may conditionally increase state cash fund revenue to the State Highway Fund through TRANs;
- will impact state transfers to the HUTF and CCF through FY 2019-20; and
- will divert General Fund revenue to the State Highway Fund indefinitely.

The bill's net revenue impacts to the State Highway Fund, the General Fund, the HUTF, and the CCF in FY 2017-18 and FY 2018-19 are shown in Table 1 and discussed below.

Conditional state revenue increase. If voters approve the TRANs in November 2017, revenue to the State Highway Fund will increase by up to \$3.5 billion over a multi-year period beginning in FY 2017-18. The state revenue increase is conditional on voters approving the bonds, and the timing of the revenue increase will depend on the issuance schedule. Voter-approved revenue is exempt from TABOR.

State diversions. The State Highway Fund will receive 10 percent of existing state sales tax revenue each year starting in FY 2017-18. This allocation does not affect the local share of HUTF.

State transfers. The bill eliminates three years of SB17-262 General Fund transfers to the HUTF and CCF. The fiscal note assumes SB17-262 will be current law.

Table 1. Revenue Under SB17-303*			
FY 2017-18	Eliminate SB17-262 General Fund Transfer	Sales Tax Diversion	Net Impact of SB17-303
State Highway Fund			conditional increase
General Fund	\$79.0 million	(\$313.7 million)	(\$234.7 million)
Highway Users Tax Fund	(79.0 million)	313.7 million	234.7 million
Capital Construction Fund	-	-	-
FY 2018-19	Eliminate SB17-262 General Fund Transfer	Sales Tax Diversion	Net Impact of SB 17-303
State Highway Fund			conditional increase
General Fund	\$220.0 million	(\$330.0 million)	(\$110.0 million)
Highway Users Tax Fund	(\$160.0 million)	\$330.0 million	\$170.0 million
Capital Construction Fund	(\$60.0 million)	-	(\$60.0 million)

* Impact based on March 2017 Legislative Council Staff Forecast. Transfers are presented relative to SB17-262.

State Expenditures

Beginning in FY 2017-18, the bill conditionally increases State Highway Fund expenditures in CDOT. The Department of Revenue (DOR) will have a one-time \$5,000 General Fund expenditure in FY 2017-18.

Department of Transportation. CDOT will accelerate spending on road construction from the sales tax diversion and, conditionally, TRANs beginning in FY 2017-18. Conditional on voter approval of the measure, CDOT will be obligated to make interest payments for up to 20 years after the TRANs issue date.

State Highway Fund expenditures. Beginning in FY 2017-18, CDOT will have an estimated \$313.7 million from the 10 percent sales tax diversion per year. If the TRANs are approved by voters, these funds will be dedicated to TRANs repayments. If the TRANs are not approved by voters, these funds will be available for any CDOT projects.

SB17-303 project costs. Conditional on approval of the ballot measure, CDOT will fund some of the projects outlined in the bill — the project list is repealed if the TRANs are not approved. The measure allows TRANs of up to \$3.5 billion. For the projects listed in the measure, CDOT's current Tier I funding need is \$2.4 billion and its Tier II funding need is \$4.0 billion, for a total cost of \$6.4 billion, as shown in Appendix A. Not all of the projects listed require Tier I funding, and these amounts are subject to change due to inflation, project delays, and match funding availability. Project selection and order will be determined by CDOT and the Transportation Commission.

TRANs repayments. If voters approve the TRANs, the total repayment costs may not exceed \$5.5 billion and must be repaid within 20 years. Within these parameters, the average annual bond repayment cost will be up to \$275 million, which will come from the sales tax diversion under the bill. The annual bond payment will depend on the terms of the bonds, including the timing of when the bonds are issued and the interest rate. In FY 2017-18, the 10 percent sales tax diversion is estimated at \$313.7 million, exceeding the maximum average annual repayment cost of the bond repayment.

Department of Revenue. The Department of Revenue is required to change the distribution of sales tax revenue received starting July 1, 2017, so that 10 percent is deposited in the HUTF. This will require programming changes to the state tax administration software, GenTax. The bill requires that any sales tax payments for tax periods beginning July 1, 2017, or later are distributed to the three funds. This will require 25 hours of programming and testing from the GenTax vendor at a contract rate of \$200 per hour, or \$5,000 in FY 2017-18, to be paid from the General Fund.

Election expenditure impact (existing appropriations). This bill includes a referred measure that will appear before voters at the November 2017 election. Although no additional appropriation is required in this bill, certain election costs are incurred by the state when ballot measures are referred to voters. These costs, paid using existing appropriations, are in two areas. First, current law requires the state to reimburse counties for costs incurred conducting a ballot measure election, paid from the Department of State Cash Fund in the Secretary of State's Office. Second, the text and title of the measure must be published in one legal newspaper per county and an analysis of the measure must be included in the Ballot Information Booklet (Blue Book) mailed to all registered voter households, paid from the Ballot Analysis Revolving Fund in the Legislative Department. Table 2 estimates the costs for a single ballot measure in 2017. These costs will increase by approximately \$100,000 per measure beyond this base amount for any additional referred or initiated measures placed on the ballot.

Cost Component	Amount
County Reimbursement for Statewide Ballot Measures	\$2,700,000
Ballot Information Booklet (Blue Book) and Newspaper Publication	700,000
TOTAL	\$3,400,000

Effective Date

Sections 1, 3, 4, and 5 of the bill — which include the legislative declaration, requirements for CDOT relative to the competitive bid process, and the sales and use tax diversion — take effect upon signature of the Governor, or upon becoming law without his signature.

Sections 2 and 6 of the bill — which include the repeal of the state transfer to the HUTF and CCF, as well as expenditure requirements for diverted sales and use tax funds — take effect July 1, 2017.

Sections 7 and 8 — which submit the TRAns question to voters and project list — are contingent upon voter approval: if approved by voters, these sections take effect after the date of the official declaration of the vote by proclamation of the Governor, not later than 30 days after the votes have been canvassed; and if rejected by voters, these sections will repeal on January 1, 2018.

State Appropriations

In FY 2017-18, the bill requires a General Fund appropriation of \$5,000 to the Department of Revenue.

State and Local Government Contacts

Counties
Legislative Council Staff
Transportation

Governor
Municipalities
Treasury

Information Technology
Secretary of State

Appendix A. Costs of Projects Included in SB17-303

Map Label	Project Description in SB17-303	Tier I Funding Need (millions)	Tier II Funding Need (millions)	Tier I + II Total Funding Need (millions)
	(a) In the Greater Denver Area Transportation Planning Region:			
1	(I) Interstate Highway 25: Monument to State Highway C-470. Corridor mobility and safety improvements from Monument to State Highway C-470 as outlined in the ongoing planning and environmental linkages study.	\$ 270.0	\$ 300.0	\$ 570.0
2	(II) Interstate Highway 25: Santa Fe Boulevard to Alameda Avenue. Completion of the Alameda Avenue interchange on Interstate Highway 25, including reconstruction of Lipan street, reconstruction of the Alameda Avenue bridge over the South Platte river, and finalization of ramp configurations.	\$ 3.0	\$ -	\$ 3.0
3	(III) Interstate Highway 25: Valley Highway phase 3.0, Santa Fe Boulevard to Bronco Arch. Replacement of bridges and interchanges, roadway widening, congestion relief, and safety and mobility improvements.	\$ 60.0	\$ -	\$ 60.0
4	(IV) United States Highway 85: Louviers to Meadows reconstruction. Widening reconstruction of two-lane roadway to four lanes with a divided median and acceleration and deceleration lanes.	\$ 20.0	\$ 35.5	\$ 55.5
5	(V) State Highway 42: Safety and intersection improvements. Safety and intersection improvements in Louisville and Lafayette.	\$ 3.0	\$ -	\$ 3.0
6	(VI) State Highway 66: Corridor improvements west. Widening, safety, and intersection improvements.	\$ -	\$ 98.5	\$ 98.5
7	(VII) State Highway 119: Construction of managed lanes.	\$ 9.7	\$ 65.4	\$ 75.0
8	(VIII) Interstate Highway 25 North: United States Highway 36 to 120th Avenue. Improvements on Interstate Highway 25 between United States Highway 36 and 120th Avenue to potentially include auxiliary lanes, an additional lane between 84th Avenue and Thornton Parkway, and reconstruction of the 88th Avenue Bridge.	\$ 35.0	\$ 40.0	\$ 75.0
9	(IX) Interstate Highway 25 North: Tolled Express Lanes (TELs) extension. Extension of TELs from the current planned end at State Highway E-470 to State Highway 7. The project needs to be combined with local funds to rebuild the Interstate Highway 25 - State Highway 7 interchange.	\$ 30.0	\$ 30.0	\$ 60.0
10	(X) Interstate Highway 70 West: Westbound peak period shoulder lanes. Construction of peak period shoulder lanes on the Westbound side from the twin tunnels to Empire Junction.	\$ 40.0	\$ 130.0	\$ 170.0
11	(XI) Interstate Highway 70 West: Floyd Hill. Reconstruction of the Westbound bridge at United States Highway 6 at milepost 244 and construction of a third lane Westbound down Floyd Hill to the bridge. Construction of a third lane that is either a peak period shoulder lane or a permanent lane to the twin tunnels.	\$ 120.0	\$ 60.0	\$ 180.0
12	(XII) Interstate Highway 70: Kipling Interchange. Reconstruction of the Kipling Interchange to reduce congestion and improve operational performance and safety.	\$ -	\$ 60.0	\$ 60.0
13	(XIII) Interstate Highway 225: Interstate Highway 25 to Yosemite street. Complete "National Environmental Policy Act" process and final design at a cost of three million dollars. Construction involves removing the bottleneck at Yosemite street by splitting traffic going to Northbound and southbound Interstate Highway 25 with two lanes for each direction. The current on-ramp will serve Northbound Interstate Highway 25 only with a braided ramp under Interstate Highway 225 to Interstate Highway 25 Northbound that will connect to the right side of the Interstate Highway 225 to Interstate Highway 25 southbound lanes. The project includes replacement of the Ulster street bridge.	\$ 60.0	\$ -	\$ 60.0

Map Label	Project Description in SB17-303	Tier I Funding Need (millions)	Tier II Funding Need (millions)	Tier I + II Total Funding Need (millions)
14	(XIV) Interstate Highway 270: Reconstruction and widening from Interstate Highway 76 to Interstate Highway 70. Widening, reconstruction of concrete pavement, and replacement of bridges to improve capacity and safety.	\$ 100.0	\$ -	\$ 100.0
15	(XV) C-470: Interstate Highway 25 to Kipling street. Complete ultimate buildout as identified in the C-470 corridor revised environmental assessment. Ultimate buildout will add an additional toll lane westbound from Colorado Boulevard to Wadsworth Boulevard and eastbound from Wadsworth Boulevard to Interstate Highway 25. Two toll lanes will also be constructed from Wadsworth Boulevard to Kipling street in both directions.	\$ -	\$ 165.0	\$ 165.0
16	(XVI) United States Highway 6: Wadsworth Boulevard Interchange. Reconstruction of the Interchange at United States Highway 6 and Wadsworth Boulevard.	\$ 60.0	\$ -	\$ 60.0
17	(XVII) United States Highway 85: Interstate Highway 270 to 62nd Avenue Interchange. Reconstruction of the Interchange at Interstate Highway 270 and the intersection at 60th Avenue to improve safety and capacity by making the geometric configuration more intuitive for drivers, adding grade separation, and improving access points based on a planning and environmental linkages study recommendation.	\$ 62.0	\$ -	\$ 62.0
18	(XVIII) United States Highway 85: 104th Avenue Grade Separation. Construction of a grade separated interchange at 104th Avenue and United States Highway 85, including grade separation of 104th Avenue at the Union Pacific railroad crossing just east of United States Highway 85.	\$ 62.0	\$ -	\$ 62.0
19	(XIX) United States Highway 85: 120th Avenue Grade Separation. Construction of a grade separated interchange at 120th Avenue and United States Highway 85, including grade separation of 120th Avenue at the Union Pacific railroad crossing just east of United States Highway 85.	\$ 20.0	\$ -	\$ 20.0
20	(XX) United States Highway 285: Richmond Hill to Shaffer's Crossing. Widening of the roadway to four lanes with a median and construction of a grade separated interchange at King's Valley.	\$ 20.0	\$ 20.0	\$ 40.0
21	(XXI) United States Highway 36 - Church Ranch Boulevard, 88th Avenue - Sheridan Boulevard, and United States Highway 36 - 104th Avenue: Intersection improvements.	\$ 8.0	\$ -	\$ 8.0
	Subtotal	\$ 982.7	\$ 1,004.4	\$ 1,987.0
	(b) In the Pueblo Area Transportation Planning Region:			
22	(I) United States Highway 50B: East Widening Phase of the United States Highway 50 East Tier I Environmental Impact Statement. Implement Tier I projects along the United States Highway 50 corridor between mileposts 318.5 and 467.5, per the Tier I Final Environmental Impact Statement and Record of Decision. Likely projects include widening United States Highway 50 to four lanes, shoulders, passing lanes, and other safety improvements along the United States Highway 50 corridor.	\$ 50.0	\$ -	\$ 50.0
23	(II) United States Highway 50: West of Pueblo Westbound Phase of the United States Highway 50 West Environmental Assessment. Widening of the divided Highway from two lanes to three lanes between mileposts 307 and 313.	\$ 25.0	\$ 25.0	\$ 50.0
	Subtotal	\$ 75.0	\$ 25.0	\$ 100.0

Map Label	Project Description in SB17-303	Tier I Funding Need (millions)	Tier II Funding Need (millions)	Tier I + II Total Funding Need (millions)
(c) In the Southeast Transportation Planning Region				
24	United States Highway 287: Lamar Reliever Route Construction. Phase I of the reliever route per the environmental assessment. Realignment of United States Highway 50 to the south, which is needed for a future United States Highway 50 - United States Highway 287 interchange between United States Highway 50 mileposts 433 and 435. Phase II is the construction of the new two-lane reliever route for one hundred forty million dollars on United States Highway 287 between mileposts 73 and 80.5.	\$ 30.0	\$ 140.0	\$ 170.0
Subtotal		\$ 30.0	\$ 140.0	\$ 170.0
(d) In the Central Front Range Transportation Planning Region:				
25	(I) State Highway 67: Divide to Victor Shoulder Widening and Safety Improvements. Shoulder widening and safety improvements between mileposts 45.5 and 69.5.	\$ 25.0	\$ -	\$ 25.0
26	(II) State Highway 115: Rock Creek Bridge Replacement and Widening. Bridge replacement on State Highway 115 over Rock Creek bridge and widening for approximately one and one-half miles south between mileposts 37 and 39.	\$ 10.0	\$ -	\$ 10.0
27	(III) United States Highway 285: Fairplay to Richmond Hill passing lanes and shoulders. Addition of passing lanes and shoulder widening between mileposts 183 and 234.	\$ 15.0	\$ -	\$ 15.0
Subtotal		\$ 50.0	\$ -	\$ 50.0
(e) In the Pikes Peak Transportation Planning Region:				
28	(I) State Highway 21: Interim intersection improvements from Constitution Avenue to North Carefree circle with a reevaluation of the State Highway 21 environmental assessment needed. Construction of a continuous flow intersection along State Highway 21 at Constitution Avenue and North Carefree circle between mileposts 143.5 and 145.3.	\$ 40.0	\$ -	\$ 40.0
29	(II) United States Highway 24 West: Interstate Highway 25 to Woodland Park. Drainage and intersection improvements on United States Highway 24 from Interstate Highway 25 to Woodland Park between mileposts 283.0 and 303.8.	\$ 15.0	\$ -	\$ 15.0
30	(III) Interstate Highway 25: Widening South Academy Boulevard to the Circle Drive - Lake Avenue Exit per the Interstate Highway 25 Environmental Assessment through Colorado Springs. Widening of the roadway to six lanes between mileposts 135.0 and 138.0.	\$ 45.0	\$ -	\$ 45.0
31	(IV) Interstate Highway 25: Monument to C-470 per the ongoing Interstate Highway 25 North planning and environmental linkages study. Widening of Interstate Highway 25 from Monument to Castle Rock or C-470 based on the planning and environmental linkages study being developed between mileposts 160.5 and 180.0 or 194.5.	\$ 35.0	\$ -	\$ 35.0
32	(V) State Highway 21: Research Parkway Interchange, which is a phase of the State Highway 21 Woodmen road to State Highway 83 environmental assessment. Construction of a new grade-separated interchange at State Highway 21 and Research Parkway between mileposts 149.6 and 150.5.	\$ 30.0	\$ -	\$ 30.0
Subtotal		\$ 165.0	\$ -	\$ 165.0

Map Label	Project Description in SB17-303	Tier I Funding Need (millions)	Tier II Funding Need (millions)	Tier I + II Total Funding Need (millions)
	(f) In the Intermountain Transportation Planning Region:			
33	(I) Interstate Highway 70: Garfield County Interchange Improvements at New Castle. Upgrade of the current four way stop with a roundabout per a recently completed corridor study for Interstate Highway 70.	\$ 15.0	\$ -	\$ 15.0
34	(II) Interstate Highway 70: Edwards Spur Road. Improvements to the southern half of Edwards Spur road starting North of the roadway bridge and ending with the connection to United States Highway 6 to the south. Improvements are anticipated to include road and bridge widening, intersection improvements, and pedestrian mobility improvements.	\$ 25.0	\$ -	\$ 25.0
35	(III) State Highway 9: Frisco North Corridor Completion. Completion of the 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.	\$ 9.0	\$ -	\$ 9.0
36	(IV) State Highway 13: Rifle North Reconstruction. Reconstruction of national Highway system and high volume truck route to add shoulders, game fence, and wildlife underpasses.	\$ 52.0	\$ -	\$ 52.0
37	(V) Aspen Maintenance Facility: Phase IV upgrades for compressed natural gas fueling.	\$ 5.0	\$ 5.0	\$ 10.0
38	(VI) Interstate Highway 70 West: Dowd Canyon Interchange. Reconstruction and upgrade of Interstate Highway 70 Dowd Canyon interchange for safety and operations.	\$ 22.0	\$ -	\$ 22.0
39	(VII) Interstate Highway 70 West: Vail Pass Auxiliary Lanes and Wildlife overpass. Completion of "National Environmental Policy Act" process and preliminary engineering for permanent water quality features and a recommended third lane in 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.	\$ 2.0	\$ 67.5	\$ 69.5
40	(VIII) Interstate Highway 70 West: Exit 203 Interchange Improvements. Conversion of the single lane roundabout at the exit 203 ramp termini to a double lane, consideration of the addition of a through lane over existing structure, and bridge expansion to correct traffic back ups on Westbound Interstate Highway 70 in peak periods and weave from an auxiliary lane east of the ramp.	\$ 6.2	\$ -	\$ 6.2
41	(IX) Interstate Highway 70 West: Frisco to Silverthorne Auxiliary Lane. Construction of an eastbound auxiliary lane with minimal widening between mileposts 203 and 205 as identified in the Silverthorne interchange planning and environmental linkages study as a safety improvement for eastbound Interstate Highway 70.	\$ 10.0	\$ -	\$ 10.0
42	(X) Interstate Highway 70 West: Silverthorne Interchange Reconstruction. Reconstruction of the exit 205 interchange, including construction of a diverging diamond interchange and extensive paving, curb, and drainage. All four ramps will be affected, and new capacity will be added on Westbound on ramps.	\$ 19.0	\$ -	\$ 19.0
43	(XI) United States Highway 24: Minturn. Safety, capacity, and pedestrian crossing improvements, including traffic calming, curb and gutter, and road platform adjustment.		\$ 13.0	\$ 13.0
	Subtotal	\$ 165.2	\$ 85.5	\$ 250.7

Map Label	Project Description in SB17-303	Tier I Funding Need (millions)	Tier II Funding Need (millions)	Tier I + II Total Funding Need (millions)
(g) In the Northwest Transportation Planning Region:				
44	(I) United States Highway 40: Kremmling East and West. Addition of shoulders and passing lanes on fourteen miles of the Highway that can be implemented in phases between mileposts 178 and 184 and mileposts 186 and 194.	\$ 56.0	\$ -	\$ 56.0
45	(II) State Highway 13: Rio Blanco South to the County Line. Addition of shoulders and passing lanes.	\$ 20.0	\$ -	\$ 20.0
46	(III) State Highway 13: Wyoming South, Reconstruction. Reconstruction of a national Highway system and high volume truck route to add shoulders, game fences, and wildlife underpasses.	\$ 33.0		\$ 33.0
47	(IV) State Highway 139: Little Horse South Safety Improvements. Reconstruction of the roadway surface and addition of four to eight-foot paved shoulders.	\$ 14.0		\$ 14.0
48	(V) United States Highway 40: Fraser to Winter Park Capacity Improvements. Construction of capacity improvements on United States Highway 40 between Fraser and Winter Park, likely including widening to four lanes.	\$ 2.0		\$ 2.0
Subtotal		\$ 125.0	\$ -	\$ 125.0
(h) In the Grand Valley Transportation Planning Region:				
49	(I) Interstate Highway 70: Business Loop. Reconstruction of the First street and Grand Avenue intersection to improve operations and safety, meet current geometric design standards, and improve pedestrian safety.	\$ 16.0	\$ -	\$ 16.0
50	(II) Interstate Highway 70: Palisade to De Beque. Reconstruction with realignment of curves and other safety improvements.	\$ 20.0	\$ 25.0	\$ 45.0
51	(III) United States Highway 6: Mesa County Safety and Mobility Improvements. Completion of intersection studies and preliminary engineering for safety and mobility throughout the corridor and intersection, shoulder, and other safety and mobility improvements at problem locations throughout the corridor.	\$ 5.0	\$ 52.0	\$ 57.0
52	(IV) State Highway 340: Safety and Capacity Improvements. Construction of a roundabout and other safety improvements, including adding and widening paved shoulders and intersection improvements.	\$ 9.0	\$ 25.0	\$ 34.0
Subtotal		\$ 50.0	\$ 102.0	\$ 152.0
(i) In the Eastern Transportation Planning Region:				
53	(I) Interstate Highway 70: Replacement of failing Alkali-Silica Reactivity pavement and associated safety improvements.	\$ -	\$ 235.5	\$ 235.5
54	(II) United States Highway 385: Intersection, shoulders, and other safety improvements at problem locations.	\$ 16.7	\$ 944.8	\$ 961.5
Subtotal		\$ 16.7	\$ 1,180.3	\$ 1,197.0

Map Label	Project Description in SB17-303	Tier I Funding Need (millions)	Tier II Funding Need (millions)	Tier I + II Total Funding Need (millions)
	(j) In the North Front Range Transportation Planning Region:			
55	(I) United States Highway 34 - United States Highway 85 Interchange: Interchange reconfiguration. Improve the safety and capacity of the interchange by making the geometric configuration more intuitive to drivers, adding grade separations, and improving access points.	\$ 33.0	\$ 66.0	\$ 99.0
56	(II) Interstate Highway 25 North: State Highway 7 to State Highway 14. Addition of one Tolled Express Lane in each direction, interchange reconstruction, mainline reconstruction, safety, and intelligent transportation system improvements from State Highway 7 to State Highway 14.	\$ 350.0	\$ 1,050.0	\$ 1,400.0
	Subtotal	\$ 383.0	\$ 1,116.0	\$ 1,499.0
	(k) In the Southwest Transportation Planning Region:			
57	(I) United States Highway 160: Towaoc Passing Lanes. Addition of passing lanes and vehicle turnouts.	\$ 9.1	\$ -	\$ 9.1
58	(II) United States Highway 160: Elmore's East. Completion of improvements consistent with the environmental impact statement and record of decision, which includes widening, access improvements, and wildlife mitigation.	\$ 5.5	\$ 16.0	\$ 21.5
59	(III) United States Highway 160: Pagosa Reconstruction. Reconstruction to correct wheel rutting.	\$ 27.0	\$ -	\$ 27.0
60	(IV) United States Highway 550 South: Sunnyside. Major reconstruction requiring widening to a four lane roadway, including earthwork, drainage, irrigation, utilities, hot mix asphalt paving, a pedestrian bridge, a sound wall, and small and large mammal crossings.	\$ 7.0	\$ 19.6	\$ -
61	(V) United States Highway 550 South: Gap Reconstruction to Four Lanes. Drainage, utilities, large and small mammal crossings, and intersection improvements.	\$ 27.3	\$ -	\$ 27.3
62	(VI) United States Highway 550 - United States Highway 160 Connection: Completion of the Connection of United States Highway 550 to United States Highway 160 at the Grandview Interchange. Phase 1 is seventy-one million dollars and provides a two-lane configuration. Phase 2 is twenty million dollars and provides for two additional lanes.	\$ 70.0	\$ 20.0	\$ 90.0
63	(VII) United States Highway 550 - United States Highway 160 Connection: Finalize pre-construction, purchase right-of-way required for United States Highway 160 and County Road 302, complete the final design for the connection, and prepare the project for advertisement.	\$ 10.5	\$ -	\$ 10.5
	Subtotal	\$ 156.4	\$ 55.6	\$ 185.4
	(l) In the San Luis Valley Transportation Planning Region:			
64	United States Highway 50: Safety and Mobility Improvements between Salida and Coaldale. Addition of passing lanes and vehicle turnouts.	\$ 4.6	\$ -	\$ 4.6
	Subtotal	\$ 4.6	\$ -	\$ 4.6

Map Label	Project Description in SB17-303	Tier I Funding Need (millions)	Tier II Funding Need (millions)	Tier I + II Total Funding Need (millions)
(m) In the Gunnison Valley Transportation Planning Region:				
65	(I) United States Highway 50: Little Blue Canyon. Reconstruction and widening of the existing roadway template to meet current geometric design standards and improve roadside safety, drainage, and access along the corridor and addition of passing lanes and geohazard landslide mitigation within the project limits. Can be implemented in phases.	\$ 15.0	\$ -	\$ 15.0
66	(II) United States Highway 550: Safety Improvements. Planning and environmental linkages study and environmental assessment study to review potential intersection improvements and improved wildlife mitigation.	\$ 1.5	\$ -	\$ 1.5
67	(III) United States Highway 550: Shoulder Improvements, Deer Fencing, and Animal Underpasses. Addition of shoulders between the Uncompahgre River and Colona (Billy Creek) and construction of deer fencing and animal underpasses.	\$ 14.7	\$ 12.3	\$ 27.0
68	(IV) State Highway 92: Safety Improvements. Safety improvements including reconstruction of the surface, addition of four to eight-foot paved shoulders across Rogers Mesa, and other safety improvements including access and intersection improvements.	\$ 5.0	\$ 5.0	\$ 10.0
Subtotal		\$ 36.2	\$ 17.3	\$ 53.5
(n) In the South Central Transportation Planning Region:				
69	(I) Interstate Highway 25 Interchange in Walsenburg. State Highway 10 - State Highway 160 interchange reconstruction at milepost 50.	\$ 15.0	\$ -	\$ 15.0
70	(II) United States Highway 160: Mobility Improvements. Addition of passing lanes and shoulder widening from La Veta pass to Interstate Highway 25.	\$ 15.0	\$ -	\$ 15.0
Subtotal		\$ 30.0	\$ -	\$ 30.0
(o) In the Upper Front Range Transportation Planning Region:				
71	(I) Interstate Highway 76: Fort Morgan to Brush Phase 4 Reconstruction. Reconstruction of roadway and interchanges between Fort Morgan and Brush.	\$ 41.5	\$ -	\$ 41.5
72	(II) Interstate Highway 76: Fort Morgan to Brush Phase 5 Reconstruction. Reconstruction of roadway and interchanges between Fort Morgan and Brush.	\$ 58.5	\$ -	\$ 58.5
73	(III) State Highway 52 Interchange in Hudson: Reconstruction of the Interchange.	\$ 20.0	\$ -	\$ 20.0
Subtotal		\$ 120.0	\$ -	\$ 120.0
(p) In the Upper Front Range - Eastern Transportation Planning Region:				
74	State Highway 71: Super Two Reconstruction. Reconstruction of the corridor to super two configuration.	\$ 16.7	\$ 82.5	\$ 99.2
Subtotal		\$ 16.7	\$ 82.5	\$ 99.2

Map Label	Project Description in SB17-303	Tier I Funding Need (millions)	Tier II Funding Need (millions)	Tier I + II Total Funding Need (millions)
(q) In the Upper Front Range - North Front Range - Greater Denver Area Transportation Planning Region:				
75	United States Highway 85: Corridor Improvements. Safety, intersection, and interchange improvements.	\$ -	\$ 197.3	\$ 197.3
Subtotal		\$ -	\$ 197.3	\$ 197.3
(r) The following statewide projects:				
76	(I) Engineering Region 3: Sediment Control Plan. Development of permanent water quality solutions on passes affected by the use of traction sand.	\$ 3.0	\$ -	\$ 3.0
77	(II) Engineering Region 3: Interstate Highway 70 Truck Parking. Truck parking locations along Interstate Highway 70 through the Interstate Highway 70 mountain corridor.	\$ 1.0	\$ -	\$ 1.0
Subtotal		\$ 4.0	\$ -	\$ 4.0
GRAND TOTAL		\$ 2,410.50	\$ 4,005.91	\$ 6,389.71