

First Regular Session
Seventy-first General Assembly
STATE OF COLORADO

INTRODUCED

LLS NO. 17-1169.01 Jason Gelender x4330

SENATE BILL 17-303

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A BILL FOR AN ACT

101 CONCERNING THE FUNDING OF THE STATE HIGHWAY SYSTEM.

Bill Summary

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

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.

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.

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

7 (b) Population growth has significantly increased traffic and
8 congestion in the interstate highway 25 and interstate highway 70
9 corridors and will continue to do so in the future, causing longer travel
10 times, increasing air pollution, decreasing Coloradans' access to
11 recreational opportunities, and accelerating the deterioration of

1 Colorado's state highway system;

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

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

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

10 (a) One of the major concerns of the citizens of this state is the
11 ability of the state and local governments to address the long-term state
12 highway system needs of this state that are critical to the continued
13 growth of the state's economy and the maintenance of citizens' quality of
14 life;

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

20 (c) State and regional economically significant transportation
21 corridors, and their related congestion relief projects remain unfunded
22 while construction costs escalate and congestion worsens;

23 (d) In 1999, the general assembly and the voters of the state
24 approved Referendum A, which authorized the state to issue
25 transportation revenue anticipation notes to accelerate the funding and
26 completion of twenty-eight strategic state highway system projects in
27 significant corridors, including the T-REX project, the highly successful

1 expansion and congestion mitigation project for the interstate highway 25
2 corridor in the Denver metropolitan area;

3 (e) The success of the 1999 transportation revenue anticipation
4 notes program shows that leveraging existing revenues is the most
5 prudent and cost-effective means to accelerate and deliver large scale and
6 economically significant state highway system projects throughout the
7 state;

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

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

20 (h) It is reasonable and necessary to utilize revenue anticipation
21 notes for the financing of federal aid state highway system projects;

22 (i) Because robust state highway infrastructure benefits all
23 Coloradans, including Coloradans who do not drive, own, or lease motor
24 vehicles and do not pay the motor fuel taxes and vehicle registration fees
25 that generate the vast majority of dedicated funding for the state highway
26 system, it is appropriate and the intent of the general assembly to use both
27 existing dedicated state highway system funding and new dedicated state

1 highway system funding in the form of a portion of state sales and use tax
2 net revenues as sources of repayment for revenue anticipation notes; and

3 (j) The issuance of new transportation revenue anticipation notes
4 will accelerate the funding and completion of up to three and a half
5 billion dollars in specific and designated state highway system projects in
6 economically significant transportation corridors throughout the state.
7 The projects were identified by the Colorado department of transportation
8 and the transportation planning regions of the state to be of highest
9 priority, and economically significant, to the state and the regions of the
10 state in which they will be built.

11 **SECTION 2.** In Colorado Revised Statutes, **repeal as amended**
12 **by Senate Bill 17-262 24-75-219.**

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

15 **24-92-107. Prequalification of contractors.** (1) Prospective
16 contractors may be prequalified for particular types of construction, and
17 the method of compiling a list of and soliciting from such potential
18 contractors shall be pursuant to rules. IN ORDER TO LOWER CONTRACTING
19 COSTS AND ENSURE FAIR ACCESS TO CONTRACTING OPPORTUNITIES FOR
20 LOCAL CONTRACTORS AND WORKERS AND DISADVANTAGED AND
21 WOMEN-OWNED BUSINESS ENTERPRISES, RULES OF THE DEPARTMENT OF
22 TRANSPORTATION THAT GOVERN THE CONSIDERATION OF BIDS MUST:

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

25 (b) PROHIBIT SHORTLISTING.

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

1 **39-26-123. Receipts - disposition - transfers of general fund**
2 **surplus - sales tax holding fund - creation - definitions.** (3) For any
3 state fiscal year commencing on or after ~~July 1, 2013~~ JULY 1, 2017, the
4 state treasurer shall credit eighty-five percent of all net revenue
5 ATTRIBUTABLE TO FILING PERIODS COMMENCING ON OR AFTER JULY 1,
6 2017, THAT IS collected under the provisions of this ~~article~~ ARTICLE 26 to
7 the old age pension fund created in section 1 of article XXIV of the state
8 constitution. The state treasurer shall credit ~~to the general fund~~ the
9 remaining fifteen percent of the net revenue ~~less ten million dollars,~~
10 ~~which the state treasurer shall credit~~ AS FOLLOWS:

11 (a) TEN PERCENT OF THE NET REVENUE TO THE HIGHWAY USERS
12 TAX FUND CREATED IN SECTION 43-4-201;

13 (b) FIVE PERCENT OF THE NET REVENUE LESS TEN MILLION
14 DOLLARS TO THE GENERAL FUND; AND

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

17 (3.2) ANY MONEY CREDITED TO THE HIGHWAY USERS TAX FUND
18 CREATED IN SECTION 43-4-201 IN ACCORDANCE WITH SUBSECTION (3) OF
19 THIS SECTION IS PAID TO THE STATE HIGHWAY FUND FOR ALLOCATION TO
20 THE DEPARTMENT OF TRANSPORTATION. THE DEPARTMENT SHALL EXPEND
21 THE MONEY FIRST TO MAKE PAYMENTS ON REVENUE ANTICIPATION NOTES
22 ISSUED PURSUANT TO SECTION 43-4-705 (13)(b). THE DEPARTMENT SHALL
23 EXPEND ANY OF THE MONEY NOT NEEDED TO MAKE PAYMENTS ON
24 REVENUE ANTICIPATION NOTES AS PROVIDED IN SECTION 43-4-206 (2).

25 **SECTION 5.** In Colorado Revised Statutes, 43-1-123, **add** (2.5)
26 as follows:

27 **43-1-123. Project closure and project reporting requirements.**

1 (2.5) NOTWITHSTANDING ANY OTHER PROVISION OF STATE LAW AND IN
2 ADDITION TO THE INFORMATION REQUIRED TO BE REPORTED PURSUANT TO
3 SUBSECTION (2) OF THIS SECTION, FOR TRANSPORTATION PROJECTS FOR
4 WHICH THE DEPARTMENT AWARDS A COMPETITIVELY BID CONTRACT ON OR
5 AFTER JULY 1, 2018, THE DEPARTMENT, IN ORDER TO PROVIDE
6 INFORMATION TO THE PUBLIC AND IMPROVE THE TRANSPARENCY OF ITS
7 BID SOLICITATION AND AWARD PROCESS FOR TRANSPORTATION PROJECTS,
8 SHALL REPORT ON ITS PUBLIC WEBSITE WITHIN THIRTY DAYS OF THE
9 CONTRACT AWARD AND MAINTAIN ON ITS WEBSITE FOR AT LEAST ONE
10 YEAR THEREAFTER ALL INFORMATION FROM ALL BIDDERS SUBMITTED IN
11 RESPONSE TO ITS INVITATION FOR BIDS FOR THE PROJECT; EXCEPT THAT
12 THE DEPARTMENT SHALL EXCLUDE FROM THE REPORT SPECIFIC
13 CORPORATE FINANCIAL INFORMATION.

14 **SECTION 6.** 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 CREDITED TO THE HIGHWAY USERS TAX FUND PURSUANT TO
24 SECTION 39-26-123 (3) AND PAID TO THE STATE HIGHWAY FUND PURSUANT
25 TO SECTION 39-26-123 (3.2) THAT IS NOT USED TO MAKE PAYMENTS ON
26 REVENUE ANTICIPATION NOTES ISSUED PURSUANT TO SECTION 43-4-705
27 (13)(b), shall be expended by the department of transportation for the

1 implementation of the strategic transportation project investment program
2 in the following manner:

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

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

16 (B) THE CONSTRUCTION, RECONSTRUCTION, REPAIR,
17 IMPROVEMENT, AND MAINTENANCE OF THE STATE HIGHWAY SYSTEM AND
18 OTHER PUBLIC HIGHWAYS, INCLUDING THE ACQUISITION OF
19 RIGHTS-OF-WAY AND ACCESS RIGHTS FOR THE SYSTEM AND OTHER
20 HIGHWAYS; AND

21 (III) NO MORE THAN TEN PERCENT OF THE REVENUE ACCRUED TO
22 AND TRANSFERRED TO THE HIGHWAY USERS TAX FUND PURSUANT TO
23 SECTION 39-26-123 (4)(a) SHALL BE EXPENDED FOR TRANSIT-RELATED
24 CAPITAL IMPROVEMENTS.

25 **SECTION 7.** In Colorado Revised Statutes, 43-4-705, **amend**
26 (13) as follows:

27 **43-4-705. Revenue anticipation notes - repeal.**

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

7 (b) (I) SUBJECT TO VOTER APPROVAL OF THE BALLOT ISSUE
8 SUBMITTED AT THE NOVEMBER 2017 STATEWIDE ELECTION PURSUANT TO
9 SUBSECTION (13)(b)(III) OF THIS SECTION AND THE REPAYMENT FUNDING
10 COMMITMENT REQUIREMENT SPECIFIED IN SUBSECTION (13)(b)(II) OF THIS
11 SECTION, THE EXECUTIVE DIRECTOR SHALL ISSUE ADDITIONAL REVENUE
12 ANTICIPATION NOTES IN A MAXIMUM AMOUNT OF THREE AND ONE-HALF
13 BILLION DOLLARS AND WITH A MAXIMUM REPAYMENT COST OF FIVE AND
14 ONE-HALF BILLION DOLLARS. THE MAXIMUM REPAYMENT TERM FOR ANY
15 NOTES ISSUED PURSUANT TO THIS SUBSECTION (13)(b) IS TWENTY YEARS,
16 AND THE CERTIFICATE, TRUST INDENTURE, OR OTHER INSTRUMENT
17 AUTHORIZING THEIR ISSUANCE SHALL PROVIDE THAT THE STATE MAY PAY
18 THE NOTES IN FULL OR IN PART BEFORE THE END OF THE SPECIFIED
19 PAYMENT TERM NO LATER THAN TEN YEARS AFTER THEIR ISSUANCE
20 WITHOUT PENALTY.

21 (II) NOTWITHSTANDING SECTION 43-1-113 (19) AND SUBSECTION
22 (12)(a) OF THIS SECTION, BEFORE ISSUING ANY REVENUE ANTICIPATION
23 NOTES AS AUTHORIZED BY SUBSECTION (13)(b)(I) OF THIS SECTION, THE
24 TRANSPORTATION COMMISSION SHALL ADOPT A RESOLUTION IN WHICH IT
25 COVENANTS THAT AMOUNTS THAT IT ALLOCATES ON AN ANNUAL BASIS
26 PURSUANT TO SECTION 43-1-113 TO PAY THE REVENUE ANTICIPATION
27 NOTES FROM ANY LEGALLY AVAILABLE MONEY UNDER ITS CONTROL WILL

1 BE SUFFICIENT, TOGETHER WITH AMOUNTS APPROPRIATED BY THE
2 GENERAL ASSEMBLY FROM THE STATE HIGHWAY FUND FOR PAYMENT OF
3 THE NOTES, AS SPECIFIED IN SECTION 39-26-123 (3.2), TO MAKE ALL
4 PAYMENTS ON THE NOTES UNTIL THE NOTES ARE FULLY REPAID.

5 (III) THE SECRETARY OF STATE SHALL SUBMIT TO THE REGISTERED
6 ELECTORS OF THE STATE FOR THEIR APPROVAL OR REJECTION AT THE
7 STATEWIDE ELECTION HELD IN NOVEMBER 2017 THE FOLLOWING BALLOT
8 ISSUE: "SHALL STATE OF COLORADO DEBT BE INCREASED UP TO
9 \$3,500,000,000, WITHOUT RAISING TAXES, WITH A MAXIMUM REPAYMENT
10 COST OF \$5,500,000,000, THROUGH THE ISSUANCE OF ADDITIONAL
11 TRANSPORTATION REVENUE ANTICIPATION NOTES FOR THE PURPOSE OF
12 ADDRESSING CRITICAL PRIORITY TRANSPORTATION NEEDS IN THE STATE BY
13 FINANCING ECONOMICALLY AND REGIONALLY SIGNIFICANT STATE
14 HIGHWAY SYSTEM PROJECTS, INCLUDING MAJOR INTERSTATE AND STATE
15 HIGHWAY CORRIDOR PROJECTS THROUGHOUT THE STATE, AND SHALL NOTE
16 PROCEEDS AND INVESTMENT EARNINGS ON NOTE PROCEEDS BE EXCLUDED
17 FROM STATE FISCAL YEAR SPENDING LIMITS?"

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

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

24 **SECTION 8.** In Colorado Revised Statutes, **amend** 43-4-714 as
25 follows:

26 **43-4-714. Priority of strategic transportation project**
27 **investment program - repeal.** (1) If the executive director issues any

1 revenue anticipation notes in accordance with the provisions of this part
2 7, the proceeds from the sale of such notes that are not otherwise pledged
3 for the payment of such notes shall be used for the qualified federal aid
4 transportation projects included in the strategic transportation project
5 investment program of the department of transportation.

6 (2) IN ADDITION TO THE REQUIREMENT SPECIFIED IN SUBSECTION
7 (1) OF THIS SECTION, PROCEEDS FROM THE SALE OF ANY ADDITIONAL
8 REVENUE ANTICIPATION NOTES THAT THE EXECUTIVE DIRECTOR ISSUES
9 PURSUANT TO SECTION 43-4-705 (13)(b) THAT ARE NOT OTHERWISE
10 PLEDGED FOR THE PAYMENT OF THE NOTES SHALL BE USED ONLY TO
11 PROVIDE SUFFICIENT FUNDING FOR THE COMPLETION OF ECONOMICALLY
12 AND REGIONALLY SIGNIFICANT STATE HIGHWAY SYSTEM PROJECTS
13 THROUGHOUT THE STATE, INCLUDING THE FOLLOWING MAJOR INTERSTATE
14 HIGHWAY AND STATE HIGHWAY CORRIDOR PROJECTS:

15 (a) IN THE GREATER DENVER AREA TRANSPORTATION PLANNING
16 REGION:

17 (I) INTERSTATE HIGHWAY 25: MONUMENT TO STATE HIGHWAY
18 C-470. CORRIDOR MOBILITY AND SAFETY IMPROVEMENTS FROM
19 MONUMENT TO STATE HIGHWAY C-470 AS OUTLINED IN THE ONGOING
20 PLANNING AND ENVIRONMENTAL LINKAGES STUDY.

21 (II) INTERSTATE HIGHWAY 25: SANTA FE BOULEVARD TO
22 ALAMEDA AVENUE. COMPLETION OF THE ALAMEDA AVENUE
23 INTERCHANGE ON INTERSTATE HIGHWAY 25, INCLUDING RECONSTRUCTION
24 OF LIPAN STREET, RECONSTRUCTION OF THE ALAMEDA AVENUE BRIDGE
25 OVER THE SOUTH PLATTE RIVER, AND FINALIZATION OF RAMP
26 CONFIGURATIONS.

27 (III) INTERSTATE HIGHWAY 25: VALLEY HIGHWAY PHASE 3.0,

1 SANTA FE BOULEVARD TO BRONCO ARCH. REPLACEMENT OF BRIDGES AND
2 INTERCHANGES, ROADWAY WIDENING, CONGESTION RELIEF, AND SAFETY
3 AND MOBILITY IMPROVEMENTS.

4 (IV) UNITED STATES HIGHWAY 85: LOUVIERS TO MEADOWS
5 RECONSTRUCTION. WIDENING RECONSTRUCTION OF TWO-LANE ROADWAY
6 TO FOUR LANES WITH A DIVIDED MEDIAN AND ACCELERATION AND
7 DECELERATION LANES.

8 (V) STATE HIGHWAY 42: SAFETY AND INTERSECTION
9 IMPROVEMENTS. SAFETY AND INTERSECTION IMPROVEMENTS IN
10 LOUISVILLE AND LAFAYETTE.

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

13 (VII) STATE HIGHWAY 119: CONSTRUCTION OF MANAGED LANES;

14 (VIII) INTERSTATE HIGHWAY 25 NORTH: UNITED STATES HIGHWAY
15 36 TO 120TH AVENUE. IMPROVEMENTS ON INTERSTATE HIGHWAY 25
16 BETWEEN UNITED STATES HIGHWAY 36 AND 120TH AVENUE TO
17 POTENTIALLY INCLUDE AUXILIARY LANES, AN ADDITIONAL LANE BETWEEN
18 84TH AVENUE AND THORNTON PARKWAY, AND RECONSTRUCTION OF THE
19 88TH AVENUE BRIDGE.

20 (IX) INTERSTATE HIGHWAY 25 NORTH: TOLLED EXPRESS LANES
21 (TELS) EXTENSION. EXTENSION OF TELS FROM THE CURRENT PLANNED
22 END AT STATE HIGHWAY E-470 TO STATE HIGHWAY 7. THE PROJECT NEEDS
23 TO BE COMBINED WITH LOCAL FUNDS TO REBUILD THE INTERSTATE
24 HIGHWAY 25 - STATE HIGHWAY 7 INTERCHANGE.

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

1 (XI) INTERSTATE HIGHWAY 70 WEST: FLOYD HILL.
2 RECONSTRUCTION OF THE WESTBOUND BRIDGE AT UNITED STATES
3 HIGHWAY 6 AT MILEPOST 244 AND CONSTRUCTION OF A THIRD LANE
4 WESTBOUND DOWN FLOYD HILL TO THE BRIDGE. CONSTRUCTION OF A
5 THIRD LANE THAT IS EITHER A PEAK PERIOD SHOULDER LANE OR A
6 PERMANENT LANE TO THE TWIN TUNNELS.

7 (XII) INTERSTATE HIGHWAY 70: KIPLING INTERCHANGE.
8 RECONSTRUCTION OF THE KIPLING INTERCHANGE TO REDUCE CONGESTION
9 AND IMPROVE OPERATIONAL PERFORMANCE AND SAFETY.

10 (XIII) INTERSTATE HIGHWAY 225: INTERSTATE HIGHWAY 25 TO
11 YOSEMITE STREET. COMPLETE "NATIONAL ENVIRONMENTAL POLICY ACT"
12 PROCESS AND FINAL DESIGN AT A COST OF THREE MILLION DOLLARS.
13 CONSTRUCTION INVOLVES REMOVING THE BOTTLENECK AT YOSEMITE
14 STREET BY SPLITTING TRAFFIC GOING TO NORTHBOUND AND SOUTHBOUND
15 INTERSTATE HIGHWAY 25 WITH TWO LANES FOR EACH DIRECTION. THE
16 CURRENT ON-RAMP WILL SERVE NORTHBOUND INTERSTATE HIGHWAY 25
17 ONLY WITH A BRAIDED RAMP UNDER INTERSTATE HIGHWAY 225 TO
18 INTERSTATE HIGHWAY 25 NORTHBOUND THAT WILL CONNECT TO THE
19 RIGHT SIDE OF THE INTERSTATE HIGHWAY 225 TO INTERSTATE HIGHWAY
20 25 SOUTHBOUND LANES. THE PROJECT INCLUDES REPLACEMENT OF THE
21 ULSTER STREET BRIDGE.

22 (XIV) INTERSTATE HIGHWAY 270: RECONSTRUCTION AND
23 WIDENING FROM INTERSTATE HIGHWAY 76 TO INTERSTATE HIGHWAY 70.
24 WIDENING, RECONSTRUCTION OF CONCRETE PAVEMENT, AND
25 REPLACEMENT OF BRIDGES TO IMPROVE CAPACITY AND SAFETY.

26 (XV) C-470: INTERSTATE HIGHWAY 25 TO KIPLING STREET.
27 COMPLETE ULTIMATE BUILDOUT AS IDENTIFIED IN THE C-470 CORRIDOR

1 REVISED ENVIRONMENTAL ASSESSMENT. ULTIMATE BUILDOUT WILL ADD
2 AN ADDITIONAL TOLL LANE WESTBOUND FROM COLORADO BOULEVARD TO
3 WADSWORTH BOULEVARD AND EASTBOUND FROM WADSWORTH
4 BOULEVARD TO INTERSTATE HIGHWAY 25. TWO TOLL LANES WILL ALSO BE
5 CONSTRUCTED FROM WADSWORTH BOULEVARD TO KIPLING STREET IN
6 BOTH DIRECTIONS.

7 (XVI) UNITED STATES HIGHWAY 6: WADSWORTH BOULEVARD
8 INTERCHANGE. RECONSTRUCTION OF THE INTERCHANGE AT UNITED
9 STATES HIGHWAY 6 AND WADSWORTH BOULEVARD.

10 (XVII) UNITED STATES HIGHWAY 85: INTERSTATE HIGHWAY 270
11 TO 62ND AVENUE INTERCHANGE. RECONSTRUCTION OF THE INTERCHANGE
12 AT INTERSTATE HIGHWAY 270 AND THE INTERSECTION AT 60TH AVENUE
13 TO IMPROVE SAFETY AND CAPACITY BY MAKING THE GEOMETRIC
14 CONFIGURATION MORE INTUITIVE FOR DRIVERS, ADDING GRADE
15 SEPARATION, AND IMPROVING ACCESS POINTS BASED ON A PLANNING AND
16 ENVIRONMENTAL LINKAGES STUDY RECOMMENDATION.

17 (XVIII) UNITED STATES HIGHWAY 85: 104TH AVENUE GRADE
18 SEPARATION. CONSTRUCTION OF A GRADE SEPARATED INTERCHANGE AT
19 104TH AVENUE AND UNITED STATES HIGHWAY 85, INCLUDING GRADE
20 SEPARATION OF 104TH AVENUE AT THE UNION PACIFIC RAILROAD
21 CROSSING JUST EAST OF UNITED STATES HIGHWAY 85.

22 (XIX) UNITED STATES HIGHWAY 85: 120TH AVENUE GRADE
23 SEPARATION. CONSTRUCTION OF A GRADE SEPARATED INTERCHANGE AT
24 120TH AVENUE AND UNITED STATES HIGHWAY 85, INCLUDING GRADE
25 SEPARATION OF 120TH AVENUE AT THE UNION PACIFIC RAILROAD
26 CROSSING JUST EAST OF UNITED STATES HIGHWAY 85.

27 (XX) UNITED STATES HIGHWAY 285: RICHMOND HILL TO

1 SHAFFER'S CROSSING. WIDENING OF THE ROADWAY TO FOUR LANES WITH
2 A MEDIAN AND CONSTRUCTION OF A GRADE SEPARATED INTERCHANGE AT
3 KING'S VALLEY.

4 (XXI) UNITED STATES HIGHWAY 36 - CHURCH RANCH
5 BOULEVARD, 88TH AVENUE - SHERIDAN BOULEVARD, AND UNITED STATES
6 HIGHWAY 36 - 104TH AVENUE: INTERSECTION IMPROVEMENTS;

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

8 (I) UNITED STATES HIGHWAY 50B: EAST WIDENING PHASE OF THE
9 UNITED STATES HIGHWAY 50 EAST TIER I ENVIRONMENTAL IMPACT
10 STATEMENT. IMPLEMENT TIER I PROJECTS ALONG THE UNITED STATES
11 HIGHWAY 50 CORRIDOR BETWEEN MILEPOSTS 318.5 AND 467.5, PER THE
12 TIER I FINAL ENVIRONMENTAL IMPACT STATEMENT AND RECORD OF
13 DECISION. LIKELY PROJECTS INCLUDE WIDENING UNITED STATES HIGHWAY
14 50 TO FOUR LANES, SHOULDERS, PASSING LANES, AND OTHER SAFETY
15 IMPROVEMENTS ALONG THE UNITED STATES HIGHWAY 50 CORRIDOR.

16 (II) UNITED STATES HIGHWAY 50: WEST OF PUEBLO WESTBOUND
17 PHASE OF THE UNITED STATES HIGHWAY 50 WEST ENVIRONMENTAL
18 ASSESSMENT. WIDENING OF THE DIVIDED HIGHWAY FROM TWO LANES TO
19 THREE LANES BETWEEN MILEPOSTS 307 AND 313.

20 (c) IN THE SOUTHEAST TRANSPORTATION PLANNING REGION,
21 UNITED STATES HIGHWAY 287: LAMAR RELIEVER ROUTE CONSTRUCTION.
22 PHASE I OF THE RELIEVER ROUTE PER THE ENVIRONMENTAL ASSESSMENT.
23 REALIGNMENT OF UNITED STATES HIGHWAY 50 TO THE SOUTH, WHICH IS
24 NEEDED FOR A FUTURE UNITED STATES HIGHWAY 50 - UNITED STATES
25 HIGHWAY 287 INTERCHANGE BETWEEN UNITED STATES HIGHWAY 50
26 MILEPOSTS 433 AND 435. PHASE II IS THE CONSTRUCTION OF THE NEW
27 TWO-LANE RELIEVER ROUTE FOR ONE HUNDRED FORTY MILLION DOLLARS

1 ON UNITED STATES HIGHWAY 287 BETWEEN MILEPOSTS 73 AND 80.5.

2 (d) IN THE CENTRAL FRONT RANGE TRANSPORTATION PLANNING
3 REGION:

4 (I) STATE HIGHWAY 67: DIVIDE TO VICTOR SHOULDER WIDENING
5 AND SAFETY IMPROVEMENTS. SHOULDER WIDENING AND SAFETY
6 IMPROVEMENTS BETWEEN MILEPOSTS 45.5 AND 69.5.

7 (II) STATE HIGHWAY 115: ROCK CREEK BRIDGE REPLACEMENT
8 AND WIDENING. BRIDGE REPLACEMENT ON STATE HIGHWAY 115 OVER
9 ROCK CREEK BRIDGE AND WIDENING FOR APPROXIMATELY ONE AND
10 ONE-HALF MILES SOUTH BETWEEN MILEPOSTS 37 AND 39.

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

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

15 (I) STATE HIGHWAY 21: INTERIM INTERSECTION IMPROVEMENTS
16 FROM CONSTITUTION AVENUE TO NORTH CAREFREE CIRCLE WITH A
17 REEVALUATION OF THE STATE HIGHWAY 21 ENVIRONMENTAL ASSESSMENT
18 NEEDED. CONSTRUCTION OF A CONTINUOUS FLOW INTERSECTION ALONG
19 STATE HIGHWAY 21 AT CONSTITUTION AVENUE AND NORTH CAREFREE
20 CIRCLE BETWEEN MILEPOSTS 143.5 AND 145.3.

21 (II) UNITED STATES HIGHWAY 24 WEST: INTERSTATE HIGHWAY 25
22 TO WOODLAND PARK. DRAINAGE AND INTERSECTION IMPROVEMENTS ON
23 UNITED STATES HIGHWAY 24 FROM INTERSTATE HIGHWAY 25 TO
24 WOODLAND PARK BETWEEN MILEPOSTS 283.0 AND 303.8.

25 (III) INTERSTATE HIGHWAY 25: WIDENING SOUTH ACADEMY
26 BOULEVARD TO THE CIRCLE DRIVE - LAKE AVENUE EXIT PER THE
27 INTERSTATE HIGHWAY 25 ENVIRONMENTAL ASSESSMENT THROUGH

1 COLORADO SPRINGS. WIDENING OF THE ROADWAY TO SIX LANES BETWEEN
2 MILEPOSTS 135.0 AND 138.0.

3 (IV) INTERSTATE HIGHWAY 25: MONUMENT TO C-470 PER THE
4 ONGOING INTERSTATE HIGHWAY 25 NORTH PLANNING AND
5 ENVIRONMENTAL LINKAGES STUDY. WIDENING OF INTERSTATE HIGHWAY
6 25 FROM MONUMENT TO CASTLE ROCK OR C-470 BASED ON THE
7 PLANNING AND ENVIRONMENTAL LINKAGES STUDY BEING DEVELOPED
8 BETWEEN MILEPOSTS 160.5 AND 180.0 OR 194.5.

9 (V) STATE HIGHWAY 21: RESEARCH PARKWAY INTERCHANGE,
10 WHICH IS A PHASE OF THE STATE HIGHWAY 21 WOODMEN ROAD TO STATE
11 HIGHWAY 83 ENVIRONMENTAL ASSESSMENT. CONSTRUCTION OF A NEW
12 GRADE-SEPARATED INTERCHANGE AT STATE HIGHWAY 21 AND RESEARCH
13 PARKWAY BETWEEN MILEPOSTS 149.6 AND 150.5.

14 (f) IN THE INTERMOUNTAIN TRANSPORTATION PLANNING REGION:

15 (I) INTERSTATE HIGHWAY 70: GARFIELD COUNTY INTERCHANGE
16 IMPROVEMENTS AT NEW CASTLE. UPGRADE OF THE CURRENT FOUR WAY
17 STOP WITH A ROUNDABOUT PER A RECENTLY COMPLETED CORRIDOR STUDY
18 FOR INTERSTATE HIGHWAY 70.

19 (II) INTERSTATE HIGHWAY 70: EDWARDS SPUR ROAD.
20 IMPROVEMENTS TO THE SOUTHERN HALF OF EDWARDS SPUR ROAD
21 STARTING NORTH OF THE ROADWAY BRIDGE AND ENDING WITH THE
22 CONNECTION TO UNITED STATES HIGHWAY 6 TO THE SOUTH.
23 IMPROVEMENTS ARE ANTICIPATED TO INCLUDE ROAD AND BRIDGE
24 WIDENING, INTERSECTION IMPROVEMENTS, AND PEDESTRIAN MOBILITY
25 IMPROVEMENTS.

26 (III) STATE HIGHWAY 9: FRISCO NORTH CORRIDOR COMPLETION.
27 COMPLETION OF THE CORRIDOR INCLUDING MINIMAL WIDENING, WATER

1 QUALITY AND DRAINAGE IMPROVEMENTS, AND IMPROVEMENTS TO TWO
2 INTERSECTIONS INCLUDING THE POTENTIAL FOR THE REPLACEMENT OF A
3 SIGNAL WITH A ROUNDABOUT.

4 (IV) STATE HIGHWAY 13: RIFLE NORTH RECONSTRUCTION.
5 RECONSTRUCTION OF NATIONAL HIGHWAY SYSTEM AND HIGH VOLUME
6 TRUCK ROUTE TO ADD SHOULDERS, GAME FENCE, AND WILDLIFE
7 UNDERPASSES.

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

10 (VI) INTERSTATE HIGHWAY 70 WEST: DOWD CANYON
11 INTERCHANGE. RECONSTRUCTION AND UPGRADE OF INTERSTATE HIGHWAY
12 70 DOWD CANYON INTERCHANGE FOR SAFETY AND OPERATIONS.

13 (VII) INTERSTATE HIGHWAY 70 WEST: VAIL PASS AUXILIARY
14 LANES AND WILDLIFE OVERPASS. COMPLETION OF "NATIONAL
15 ENVIRONMENTAL POLICY ACT" PROCESS AND PRELIMINARY ENGINEERING
16 FOR PERMANENT WATER QUALITY FEATURES AND A RECOMMENDED THIRD
17 LANE IN BOTH DIRECTIONS TO INCREASE SAFETY AND MOBILITY.
18 INSTALLATION OF PERMANENT WATER QUALITY FEATURES, RELOCATION
19 OF BIKE PATH, AND COMPLETION OF THREE MILES OF ROADWAY WIDENING.

20 (VIII) INTERSTATE HIGHWAY 70 WEST: EXIT 203 INTERCHANGE
21 IMPROVEMENTS. CONVERSION OF THE SINGLE LANE ROUNDABOUT AT THE
22 EXIT 203 RAMP TERMINI TO A DOUBLE LANE, CONSIDERATION OF THE
23 ADDITION OF A THROUGH LANE OVER EXISTING STRUCTURE, AND BRIDGE
24 EXPANSION TO CORRECT TRAFFIC BACK UPS ON WESTBOUND INTERSTATE
25 HIGHWAY 70 IN PEAK PERIODS AND WEAVE FROM AN AUXILIARY LANE
26 EAST OF THE RAMP.

27 (IX) INTERSTATE HIGHWAY 70 WEST: FRISCO TO SILVERTHORNE

1 AUXILIARY LANE. CONSTRUCTION OF AN EASTBOUND AUXILIARY LANE
2 WITH MINIMAL WIDENING BETWEEN MILEPOSTS 203 AND 205 AS
3 IDENTIFIED IN THE SILVERTHORNE INTERCHANGE PLANNING AND
4 ENVIRONMENTAL LINKAGES STUDY AS A SAFETY IMPROVEMENT FOR
5 EASTBOUND INTERSTATE HIGHWAY 70.

6 (X) INTERSTATE HIGHWAY 70 WEST: SILVERTHORNE INTERCHANGE
7 RECONSTRUCTION. RECONSTRUCTION OF THE EXIT 205 INTERCHANGE,
8 INCLUDING CONSTRUCTION OF A DIVERGING DIAMOND INTERCHANGE AND
9 EXTENSIVE PAVING, CURB, AND DRAINAGE. ALL FOUR RAMPS WILL BE
10 AFFECTED, AND NEW CAPACITY WILL BE ADDED ON WESTBOUND ON
11 RAMPS.

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

15 (g) IN THE NORTHWEST TRANSPORTATION PLANNING REGION:

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

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

22 (III) STATE HIGHWAY 13: WYOMING SOUTH, RECONSTRUCTION.
23 RECONSTRUCTION OF A NATIONAL HIGHWAY SYSTEM AND HIGH VOLUME
24 TRUCK ROUTE TO ADD SHOULDERS, GAME FENCES, AND WILDLIFE
25 UNDERPASSES.

26 (IV) STATE HIGHWAY 139: LITTLE HORSE SOUTH SAFETY
27 IMPROVEMENTS. RECONSTRUCTION OF THE ROADWAY SURFACE AND

1 ADDITION OF FOUR TO EIGHT-FOOT PAVED SHOULDERS.

2 (V) UNITED STATES HIGHWAY 40: FRASER TO WINTER PARK
3 CAPACITY IMPROVEMENTS. CONSTRUCTION OF CAPACITY IMPROVEMENTS
4 ON UNITED STATES HIGHWAY 40 BETWEEN FRASER AND WINTER PARK,
5 LIKELY INCLUDING WIDENING TO FOUR LANES.

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

7 (I) INTERSTATE HIGHWAY 70: BUSINESS LOOP. RECONSTRUCTION
8 OF THE FIRST STREET AND GRAND AVENUE INTERSECTION TO IMPROVE
9 OPERATIONS AND SAFETY, MEET CURRENT GEOMETRIC DESIGN
10 STANDARDS, AND IMPROVE PEDESTRIAN SAFETY.

11 (II) INTERSTATE HIGHWAY 70: PALISADE TO DE BEQUE.
12 RECONSTRUCTION WITH REALIGNMENT OF CURVES AND OTHER SAFETY
13 IMPROVEMENTS;

14 (III) UNITED STATES HIGHWAY 6: MESA COUNTY SAFETY AND
15 MOBILITY IMPROVEMENTS. COMPLETION OF INTERSECTION STUDIES AND
16 PRELIMINARY ENGINEERING FOR SAFETY AND MOBILITY THROUGHOUT THE
17 CORRIDOR AND INTERSECTION, SHOULDER, AND OTHER SAFETY AND
18 MOBILITY IMPROVEMENTS AT PROBLEM LOCATIONS THROUGHOUT THE
19 CORRIDOR.

20 (IV) STATE HIGHWAY 340: SAFETY AND CAPACITY
21 IMPROVEMENTS. CONSTRUCTION OF A ROUNDABOUT AND OTHER SAFETY
22 IMPROVEMENTS, INCLUDING ADDING AND WIDENING PAVED SHOULDERS
23 AND INTERSECTION IMPROVEMENTS.

24 (i) IN THE EASTERN TRANSPORTATION PLANNING REGION:

25 (I) INTERSTATE HIGHWAY 70: REPLACEMENT OF FAILING
26 AKALI-SILICA REACTIVITY PAVEMENT AND ASSOCIATED SAFETY
27 IMPROVEMENTS;

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

3 (j) IN THE NORTH FRONT RANGE TRANSPORTATION PLANNING
4 REGION:

5 (I) UNITED STATES HIGHWAY 34 - UNITED STATES HIGHWAY 85
6 INTERCHANGE: INTERCHANGE RECONFIGURATION. IMPROVE THE SAFETY
7 AND CAPACITY OF THE INTERCHANGE BY MAKING THE GEOMETRIC
8 CONFIGURATION MORE INTUITIVE TO DRIVERS, ADDING GRADE
9 SEPARATIONS, AND IMPROVING ACCESS POINTS.

10 (II) INTERSTATE HIGHWAY 25 NORTH: STATE HIGHWAY 7 TO STATE
11 HIGHWAY 14. ADDITION OF ONE TOLLED EXPRESS LANE IN EACH
12 DIRECTION, INTERCHANGE RECONSTRUCTION, MAINLINE RECONSTRUCTION,
13 SAFETY, AND INTELLIGENT TRANSPORTATION SYSTEM IMPROVEMENTS
14 FROM STATE HIGHWAY 7 TO STATE HIGHWAY 14.

15 (k) IN THE SOUTHWEST TRANSPORTATION PLANNING REGION:

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

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

22 (III) UNITED STATES HIGHWAY 160: PAGOSA RECONSTRUCTION.
23 RECONSTRUCTION TO CORRECT WHEEL RUTTING.

24 (IV) UNITED STATES HIGHWAY 550 SOUTH: SUNNYSIDE. MAJOR
25 RECONSTRUCTION REQUIRING WIDENING TO A FOUR LANE ROADWAY,
26 INCLUDING EARTHWORK, DRAINAGE, IRRIGATION, UTILITIES, HOT MIX
27 ASPHALT PAVING, A PEDESTRIAN BRIDGE, A SOUND WALL, AND SMALL AND

1 LARGE MAMMAL CROSSINGS.

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

5 (VI) UNITED STATES HIGHWAY 550 - UNITED STATES HIGHWAY
6 160 CONNECTION: COMPLETION OF THE CONNECTION OF UNITED STATES
7 HIGHWAY 550 TO UNITED STATES HIGHWAY 160 AT THE GRANDVIEW
8 INTERCHANGE. PHASE 1 IS SEVENTY-ONE MILLION DOLLARS AND PROVIDES
9 A TWO-LANE CONFIGURATION. PHASE 2 IS TWENTY MILLION DOLLARS AND
10 PROVIDES FOR TWO ADDITIONAL LANES.

11 (VII) UNITED STATES HIGHWAY 550 - UNITED STATES HIGHWAY
12 160 CONNECTION: FINALIZE PRE-CONSTRUCTION, PURCHASE
13 RIGHT-OF-WAY REQUIRED FOR UNITED STATES HIGHWAY 160 AND COUNTY
14 ROAD 302, COMPLETE THE FINAL DESIGN FOR THE CONNECTION, AND
15 PREPARE THE PROJECT FOR ADVERTISEMENT;

16 (I) IN THE SAN LUIS VALLEY TRANSPORTATION PLANNING REGION,
17 UNITED STATES HIGHWAY 50: SAFETY AND MOBILITY IMPROVEMENTS
18 BETWEEN SALIDA AND COALDALE. ADDITION OF PASSING LANES AND
19 VEHICLE TURNOUTS.

20 (m) IN THE GUNNISON VALLEY TRANSPORTATION PLANNING
21 REGION:

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

1 (II) UNITED STATES HIGHWAY 550: SAFETY IMPROVEMENTS.
2 PLANNING AND ENVIRONMENTAL LINKAGES STUDY AND ENVIRONMENTAL
3 ASSESSMENT STUDY TO REVIEW POTENTIAL INTERSECTION IMPROVEMENTS
4 AND IMPROVED WILDLIFE MITIGATION.

5 (III) UNITED STATES HIGHWAY 550: SHOULDER IMPROVEMENTS,
6 DEER FENCING, AND ANIMAL UNDERPASSES. ADDITION OF SHOULDERS
7 BETWEEN THE UNCOMPAHGRE RIVER AND COLONA (BILLY CREEK) AND
8 CONSTRUCTION OF DEER FENCING AND ANIMAL UNDERPASSES.

9 (IV) STATE HIGHWAY 92: SAFETY IMPROVEMENTS. SAFETY
10 IMPROVEMENTS INCLUDING RECONSTRUCTION OF THE SURFACE, ADDITION
11 OF FOUR TO EIGHT-FOOT PAVED SHOULDERS ACROSS ROGERS MESA, AND
12 OTHER SAFETY IMPROVEMENTS INCLUDING ACCESS AND INTERSECTION
13 IMPROVEMENTS.

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

15 (I) INTERSTATE HIGHWAY 25 INTERCHANGE IN WALSENBURG.
16 STATE HIGHWAY 10 - STATE HIGHWAY 160 INTERCHANGE
17 RECONSTRUCTION AT MILEPOST 50.

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

21 (o) IN THE UPPER FRONT RANGE TRANSPORTATION PLANNING
22 REGION:

23 (I) INTERSTATE HIGHWAY 76: FORT MORGAN TO BRUSH PHASE 4
24 RECONSTRUCTION. RECONSTRUCTION OF ROADWAY AND INTERCHANGES
25 BETWEEN FORT MORGAN AND BRUSH.

26 (II) INTERSTATE HIGHWAY 76: FORT MORGAN TO BRUSH PHASE 5
27 RECONSTRUCTION. RECONSTRUCTION OF ROADWAY AND INTERCHANGES

1 BETWEEN FORT MORGAN AND BRUSH.

2 (III) STATE HIGHWAY 52 INTERCHANGE IN HUDSON:
3 RECONSTRUCTION OF THE INTERCHANGE;

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

7 (q) IN THE UPPER FRONT RANGE - NORTH FRONT RANGE - GREATER
8 DENVER AREA TRANSPORTATION PLANNING REGION, UNITED STATES
9 HIGHWAY 85: CORRIDOR IMPROVEMENTS. SAFETY, INTERSECTION, AND
10 INTERCHANGE IMPROVEMENTS.

11 (r) THE FOLLOWING STATEWIDE PROJECTS:

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

15 (II) ENGINEERING REGION 3: INTERSTATE HIGHWAY 70 TRUCK
16 PARKING. TRUCK PARKING LOCATIONS ALONG INTERSTATE HIGHWAY 70
17 THROUGH THE INTERSTATE HIGHWAY 70 MOUNTAIN CORRIDOR.

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

23 (b) IF A MAJORITY OF THE ELECTORS VOTING ON THE BALLOT ISSUE
24 SUBMITTED FOR THEIR APPROVAL OR DISAPPROVAL AT THE NOVEMBER
25 2017 STATEWIDE ELECTION PURSUANT TO SECTION 43-4-705 (13)(b)(III)
26 VOTE "YES/FOR", THEN THIS SUBSECTION (3) IS REPEALED, EFFECTIVE
27 JANUARY 1, 2018.

1 **SECTION 9. Effective date.** (1) Except as otherwise provided
2 in this section, this act takes effect upon passage.

3 (2) Sections 2 and 6 of this act take effect July 1, 2017.

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