

**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

SENATE SPONSORSHIP

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Senate Committees

Finance
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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.**

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

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.*

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.

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

1 occur in the interstate highway 25 and interstate highway 70 corridors;

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

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

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

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

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

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

26 (c) State and regional economically significant transportation
27 corridors, and their related congestion relief projects remain unfunded

1 while construction costs escalate and congestion worsens;

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

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

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

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

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

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

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

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

21 **24-75-219. Transfers - transportation - capital construction -**
22 **definitions.** (1) As used in this section, unless the context otherwise
23 requires:

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

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

27 (f) One hundred ninety-nine million two hundred thousand dollars

1 from the general fund to the highway users tax fund; and

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

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

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

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

12 (H) Sixty million dollars from the general fund to the capital
13 construction fund.

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

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

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

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

23 **24-92-107. Prequalification of contractors.** (1) Prospective
24 contractors may be prequalified for particular types of construction, and
25 the method of compiling a list of and soliciting from such potential
26 contractors shall be pursuant to rules. IN ORDER TO LOWER CONTRACTING
27 COSTS AND ENSURE FAIR ACCESS TO CONTRACTING OPPORTUNITIES FOR

1 LOCAL CONTRACTORS AND WORKERS AND DISADVANTAGED AND
2 WOMEN-OWNED BUSINESS ENTERPRISES, RULES OF THE DEPARTMENT OF
3 TRANSPORTATION THAT GOVERN THE CONSIDERATION OF BIDS MUST:

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

6 (b) PROHIBIT SHORTLISTING.

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

9 **39-26-123. Receipts - disposition - transfers of general fund**
10 **surplus - sales tax holding fund - creation - definitions.** (3) For any
11 state fiscal year commencing on or after ~~July 1, 2013~~ JULY 1, 2017, the
12 state treasurer shall credit eighty-five percent of all net revenue
13 ATTRIBUTABLE TO FILING PERIODS COMMENCING ON OR AFTER JULY 1,
14 2017, THAT IS collected under the provisions of this ~~article~~ ARTICLE 26 to
15 the old age pension fund created in section 1 of article XXIV of the state
16 constitution. The state treasurer shall credit ~~to the general fund~~ the
17 remaining fifteen percent of the net revenue ~~less ten million dollars,~~
18 ~~which the state treasurer shall credit~~ AS FOLLOWS:

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

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

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

25 (3.2) ANY MONEY CREDITED TO THE HIGHWAY USERS TAX FUND
26 CREATED IN SECTION 43-4-201 IN ACCORDANCE WITH SUBSECTION (3) OF
27 THIS SECTION IS PAID TO THE STATE HIGHWAY FUND FOR ALLOCATION TO

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

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

10 **42-3-107. Taxable value of classes of property - rate of tax -**
 11 **when and where payable - department duties - apportionment of tax**
 12 **collections - definitions - rules - repeal. (2) BEFORE JULY 1, 2018, the**
 13 **annual specific ownership tax payable on every item of Class A personal**
 14 **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>

24 **(2.5) (a) EXCEPT AS OTHERWISE PROVIDED IN SUBSECTION (2.5)(b)**
 25 **OF THIS SECTION, ON AND AFTER JULY 1, 2018, THE ANNUAL SPECIFIC**
 26 **OWNERSHIP TAX PAYABLE ON EVERY ITEM OF CLASS A PERSONAL**
 27 **PROPERTY IS COMPUTED IN ACCORDANCE WITH THE FOLLOWING**

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

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

26 (7) WITH RESPECT TO SPECIFIC OWNERSHIP TAXES COLLECTED
27 BEFORE JULY 1, 2018, the department shall transmit all specific ownership

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

6 (7.5) WITH RESPECT TO SPECIFIC OWNERSHIP TAXES COLLECTED ON
7 OR AFTER JULY 1, 2018, THE DEPARTMENT SHALL TRANSMIT ALL SPECIFIC
8 OWNERSHIP TAXES COLLECTED ON ITEMS OF CLASS A, CLASS B, CLASS C,
9 CLASS D, AND CLASS F PERSONAL PROPERTY TO THE STATE TREASURER
10 AND SHALL ADVISE THE STATE TREASURER ON THE LAST DAY OF EACH
11 MONTH OF BOTH THE AMOUNTS ACTUALLY APPORTIONED TO EACH
12 COUNTY FROM THE PRECEDING MONTH'S COLLECTIONS PURSUANT TO
13 SUBSECTIONS (2.5), (8)(a.5), (10)(a.5), AND (15)(e.5) OF THIS SECTION AND
14 THE AMOUNTS THAT WOULD HAVE BEEN APPORTIONED TO EACH COUNTY
15 FROM THE PRECEDING MONTH'S COLLECTIONS UNDER SUBSECTIONS (2),
16 (8)(a), (10)(a), AND (15)(e) OF THIS SECTION IF THE SPECIFIC OWNERSHIP
17 TAX SCHEDULES SET FORTH IN THOSE SUBSECTIONS HAD CONTINUED TO
18 APPLY ON AND AFTER JULY 1, 2018. THE STATE TREASURER SHALL PAY
19 THE AMOUNTS THAT WOULD HAVE BEEN APPORTIONED TO EACH COUNTY
20 UNDER SUBSECTIONS (2), (8)(a), (10)(a), AND (15)(e) OF THIS SECTION IF
21 THE SPECIFIC OWNERSHIP TAX SCHEDULES SET FORTH IN THOSE
22 SUBSECTIONS HAD CONTINUED TO APPLY ON AND AFTER JULY 1, 2018, TO
23 EACH COUNTY AND SHALL CREDIT ALL REMAINING SPECIFIC OWNERSHIP
24 TAXES TO THE HIGHWAY USERS TAX FUND CREATED IN SECTION 43-4-201
25 (1)(a) FOR ALLOCATION AS SPECIFIED IN SECTION 43-4-205 (6.8).

26 (8) (a) Except as OTHERWISE provided in ~~paragraph (b)~~ of this
27 subsection (8) SUBSECTION (8)(b) OF THIS SECTION, BEFORE JULY 1, 2018,

1 the annual specific ownership tax payable on every item of Class B
2 personal property is:

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, sixth, seventh, eighth,</u>	
9 <u>and ninth years</u>	<u>.45% of taxable value or \$10,</u>
10	<u>whichever is greater</u>
11 <u>Tenth and each later year</u>	<u>\$ 3</u>

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

16 <u>YEAR OF SERVICE</u>	<u>RATE OF TAX</u>
17 <u>FIRST YEAR</u>	<u>2.10% OF TAXABLE VALUE</u>
18 <u>SECOND YEAR</u>	<u>1.50% OF TAXABLE VALUE</u>
19 <u>THIRD YEAR</u>	<u>1.20% OF TAXABLE VALUE</u>
20 <u>FOURTH YEAR</u>	<u>.90% OF TAXABLE VALUE</u>
21 <u>FIFTH THROUGH NINTH YEARS</u>	<u>.45% OF TAXABLE VALUE OR</u>
22	<u>\$10, WHICHEVER IS GREATER</u>
23 <u>TENTH THROUGH</u>	
24 <u>FOURTEENTH YEARS</u>	<u>.35% OF TAXABLE VALUE</u>
25 <u>FIFTEENTH THROUGH</u>	
26 <u>NINETEENTH YEARS</u>	<u>.25% OF TAXABLE VALUE</u>
27 <u>TWENTIETH THROUGH</u>	

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

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

18 (a.5) (I) EXCEPT AS OTHERWISE PROVIDED IN SUBSECTIONS
 19 (10)(a.5)(II) AND (10)(b) OF THIS SECTION, ON AND AFTER JULY 1, 2018,
 20 THE ANNUAL SPECIFIC OWNERSHIP TAX PAYABLE ON EVERY ITEM OF CLASS
 21 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 THROUGH NINTH YEARS</u>	<u>.45% OF TAXABLE VALUE</u>

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

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

19 (b) (I) In lieu of paying the specific ownership tax required in
20 paragraph (a) of this subsection (10) BY SUBSECTION (10)(a) OF THIS
21 SECTION, an owner who qualifies may pay ownership tax under this
22 paragraph (b) SUBSECTION (10)(b). The specific ownership tax payable on
23 Class C personal property is one dollar for each full year while the owner
24 is a member of the United States armed forces and has orders to serve
25 outside the United States. If the owner serves less than a full year outside
26 the United States, the tax is the amount established by paragraph (a) of
27 this subsection (10) SUBSECTION (10)(a) OR (10)(a.5) OF THIS SECTION,

1 prorated according to the number of months the owner was in the United
2 States.

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

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

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

25 (b) (I) EXCEPT AS OTHERWISE PROVIDED IN SUBSECTION (13)(b)(II)
26 OF THIS SECTION, ON AND AFTER JULY 1, 2018, THE ANNUAL SPECIFIC
27 OWNERSHIP TAX PAYABLE ON EVERY ITEM OF CLASS D PERSONAL

1 PROPERTY SHALL BE 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</u>
9 <u>TENTH THROUGH</u>	
10 <u>FOURTEENTH YEARS</u>	<u>.35% OF TAXABLE VALUE</u>
11 <u>FIFTEENTH THROUGH</u>	
12 <u>NINETEENTH YEARS</u>	<u>.25% OF TAXABLE VALUE</u>
13 <u>TWENTIETH THROUGH</u>	
14 <u>TWENTY-FOURTH YEARS</u>	<u>.20% OF TAXABLE VALUE</u>
15 <u>TWENTY-FIFTH YEAR AND</u>	
16 <u>EACH LATER YEAR</u>	<u>\$ 3</u>

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

27 (15) (e) BEFORE JULY 1, 2018, the annual specific ownership tax

1 payable on each item of Class F personal property shall be IS computed
2 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>

11 (e.5) (I) EXCEPT AS OTHERWISE PROVIDED IN SUBSECTION
12 (15)(e.5)(II) OF THIS SECTION, ON AND AFTER JULY 1, 2018, THE ANNUAL
13 SPECIFIC OWNERSHIP TAX PAYABLE ON EVERY ITEM OF CLASS F PERSONAL
14 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> <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 (15)(e.5)(I) OF THIS SECTION, ON AND AFTER
7 JULY 1, 2018, THE ANNUAL SPECIFIC OWNERSHIP TAX PAYABLE ON AN ITEM
8 OF CLASS F 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 (15)(e.5)(II) AND HAS NOT,
11 ON OR AFTER THE EFFECTIVE DATE OF THIS SUBSECTION (15)(e.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 **SECTION 6.** In Colorado Revised Statutes, 43-1-123, **add** (2.5)
16 as follows:

17 **43-1-123. Project closure and project reporting requirements.**
18 (2.5) NOTWITHSTANDING ANY OTHER PROVISION OF STATE LAW AND IN
19 ADDITION TO THE INFORMATION REQUIRED TO BE REPORTED PURSUANT TO
20 SUBSECTION (2) OF THIS SECTION, FOR TRANSPORTATION PROJECTS FOR
21 WHICH THE DEPARTMENT AWARDS A COMPETITIVELY BID CONTRACT ON OR
22 AFTER JULY 1, 2018, THE DEPARTMENT, IN ORDER TO PROVIDE
23 INFORMATION TO THE PUBLIC AND IMPROVE THE TRANSPARENCY OF ITS
24 BID SOLICITATION AND AWARD PROCESS FOR TRANSPORTATION PROJECTS,
25 SHALL REPORT ON ITS PUBLIC WEBSITE WITHIN THIRTY DAYS OF THE
26 CONTRACT AWARD AND MAINTAIN ON ITS WEBSITE FOR AT LEAST ONE
27 YEAR THEREAFTER ALL INFORMATION FROM ALL BIDDERS SUBMITTED IN

1 RESPONSE TO ITS INVITATION FOR BIDS FOR THE PROJECT; EXCEPT THAT
2 THE DEPARTMENT SHALL EXCLUDE FROM THE REPORT SPECIFIC
3 CORPORATE FINANCIAL INFORMATION.

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

6 **43-4-205. Allocation of fund. (6.5) (a) The revenues REVENUE**
7 **accrued to and transferred to the highway users tax fund pursuant to**
8 **section 39-26-123 (4)(a) or 24-75-219, C.R.S., or appropriated to the**
9 **highway users tax fund pursuant to House Bill 02-1389, enacted during**
10 **the second regular session of the sixty-third general assembly, shall be**
11 **paid to the state highway fund for allocation to the department of**
12 **transportation and shall be expended as provided in section 43-4-206 (2);**

13 **(6.8) (a) SUBJECT TO THE LIMITATION SET FORTH IN SUBSECTION**
14 **(6.8)(b) OF THIS SECTION, SPECIFIC OWNERSHIP TAX REVENUE CREDITED**
15 **TO THE HIGHWAY USERS TAX FUND PURSUANT TO SECTION 42-3-107 (7.5)**
16 **IS ALLOCATED AS FOLLOWS:**

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

1 FUND, COUNTIES, AND MUNICIPALITIES FOR EXPENDITURE IN ACCORDANCE
2 WITH THE FORMULA SPECIFIED IN SUBSECTION (6)(b) OF THIS SECTION.

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

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

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

15 **43-4-206. State allocation - repeal.** (2) (a) Notwithstanding the
16 provisions of subsection (1) of this section, the ~~revenues~~ REVENUE
17 accrued to and transferred to the highway users tax fund pursuant to
18 section 39-26-123 (4)(a) ~~or 24-75-219, C.R.S., or appropriated to the~~
19 ~~highway users tax fund pursuant to House Bill 02-1389, enacted at the~~
20 ~~second regular session of the sixty-third general assembly, and credited~~
21 ~~to the state highway fund pursuant to section 43-4-205 (6.5) AND THE~~
22 REVENUE TRANSFERRED TO THE HIGHWAY USERS TAX FUND PURSUANT TO
23 SECTION 24-75-219 AND PAID TO THE STATE HIGHWAY FUND PURSUANT
24 TO SECTION 43-4-205 (6.5)(a) OR CREDITED TO THE HIGHWAY USERS TAX
25 FUND PURSUANT TO SECTION 39-26-123 (3) AND PAID TO THE STATE
26 HIGHWAY FUND PURSUANT TO SECTION 39-26-123 (3.2) THAT IS NOT USED
27 TO MAKE PAYMENTS ON REVENUE ANTICIPATION NOTES ISSUED PURSUANT

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

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

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

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

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

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

3 43-4-207. County allocation. (1) After paying the costs of the
4 Colorado state patrol and ~~such~~ ANY other costs of the department,
5 exclusive of highway construction, highway improvements, or highway
6 maintenance, ~~as~~ THAT are appropriated by the general assembly,
7 twenty-six percent of the balance of the highway users tax fund THE
8 REVENUE REQUIRED BY SECTION 43-4-205 TO BE ALLOCATED FROM THE
9 HIGHWAY USERS TAX FUND TO COUNTIES shall be paid to the county
10 treasurers of the respective counties, subject to annual appropriation by
11 the general assembly, and shall be allocated and expended as provided in
12 this section. The ~~moneys thus~~ MONEY received PURSUANT TO SECTION
13 43-4-205 (6.8) SHALL BE ALLOCATED TO COUNTIES AS PROVIDED BY LAW
14 AND SHALL BE EXPENDED FOR ANY TRANSPORTATION-RELATED PURPOSE
15 AND ALL OTHER MONEY RECEIVED shall be allocated to the counties as
16 provided by law and shall be expended by the counties only on the
17 construction, engineering, reconstruction, maintenance, repair,
18 equipment, improvement, and administration of the county highway
19 systems and any other public highways, including any state highways,
20 together with acquisition of rights-of-way and access rights for the same,
21 for the planning, designing, engineering, acquisition, installation,
22 construction, repair, reconstruction, maintenance, operation, or
23 administration of transit-related projects, including, but not limited to,
24 designated bicycle or pedestrian lanes of highway and infrastructure
25 needed to integrate different transportation modes within a multimodal
26 transportation system, and for no other purpose; except that a county may
27 expend no more than fifteen percent of the total amount expended under

1 this subsection (1) for transit-related operational purposes and except that
2 moneys MONEY received pursuant to section 43-4-205 (6.3) shall be
3 expended by the counties only for road safety projects, as defined in
4 section 43-4-803 (21). The amount to be expended for administrative
5 purposes shall not exceed five percent of each county's share of the funds
6 available.

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

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

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

19 **43-4-208. Municipal allocation.** (1) After paying the costs of the
20 Colorado state patrol and such ANY other costs of the department,
21 exclusive of highway construction, highway improvements, or highway
22 maintenance, as THAT are appropriated by the general assembly, and
23 making allocation as provided by sections 43-4-206 and 43-4-207, the
24 remaining nine percent of the highway users tax fund THE REVENUE
25 REQUIRED BY SECTION 43-4-205 TO BE ALLOCATED FROM THE HIGHWAY
26 USERS TAX FUND TO MUNICIPALITIES shall be paid to the cities and
27 incorporated towns within the limits of the respective counties, subject to

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

26 (2) For the purpose of allocating moneys MONEY in the highway
27 users tax fund to the various cities and incorporated towns throughout the

1 state, the following method is adopted:

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

27 (6) (a) In addition to the provisions of subsection (2)(a) of this

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

	<u>Actual registrations</u>	<u>Factor</u>
21	<u>1 -- 500</u>	<u>1.0</u>
22	<u>501 -- 1,250</u>	<u>1.1</u>
23	<u>1,251 -- 2,500</u>	<u>1.2</u>
24	<u>2,501 -- 5,000</u>	<u>1.3</u>
25	<u>5,001 -- 12,500</u>	<u>1.4</u>
26	<u>12,501 -- 25,000</u>	<u>1.5</u>
27		

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

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

18 **43-4-705. Revenue anticipation notes - repeal.**

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

25 (b) (I) SUBJECT TO VOTER APPROVAL OF THE BALLOT ISSUE
26 SUBMITTED AT THE NOVEMBER 2017 STATEWIDE ELECTION PURSUANT TO
27 SUBSECTION (13)(b)(III) OF THIS SECTION AND THE REPAYMENT FUNDING

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

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

25 (III) (A) EXCEPT AS OTHERWISE PROVIDED IN SUBSECTION
26 (13)(b)(III)(B) OF THIS SECTION, THE SECRETARY OF STATE SHALL SUBMIT
27 TO THE REGISTERED ELECTORS OF THE STATE FOR THEIR APPROVAL OR

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

19 (B) IN ORDER TO PROVIDE THE VOTERS OF THE STATE WITH THE
20 MOST CURRENT ESTIMATE OF THE FISCAL IMPACT OF THE STATE TAX
21 INCREASE DESCRIBED IN THE BALLOT ISSUE SUBMITTED FOR THEIR
22 CONSIDERATION PURSUANT TO SUBSECTION (13)(b)(III)(A) OF THIS
23 SECTION AND TO AVOID ANY VOTER CONFUSION THAT COULD RESULT
24 FROM A DIFFERENCE BETWEEN THE AMOUNT OF THE TAX INCREASE
25 SPECIFIED IN THE BALLOT ISSUE AND THE UPDATED ESTIMATE OF THE
26 FISCAL IMPACT OF THE STATE TAX INCREASE PROVIDED IN THE BALLOT
27 INFORMATION BOOKLET PREPARED PURSUANT TO SECTION 1-40-124.5 BY

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

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

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

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

18 **43-4-714. Priority of strategic transportation project**
19 **investment program - repeal.** (1) If the executive director issues any
20 revenue anticipation notes in accordance with the provisions of this part
21 7, the proceeds from the sale of such notes that are not otherwise pledged
22 for the payment of such notes shall be used for the qualified federal aid
23 transportation projects included in the strategic transportation project
24 investment program of the department of transportation.

25 (2) IN ADDITION TO THE REQUIREMENT SPECIFIED IN SUBSECTION
26 (1) OF THIS SECTION, PROCEEDS FROM THE SALE OF ANY ADDITIONAL
27 REVENUE ANTICIPATION NOTES THAT THE EXECUTIVE DIRECTOR ISSUES

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

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

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

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

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

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

27 (V) STATE HIGHWAY 42: SAFETY AND INTERSECTION

1 IMPROVEMENTS. SAFETY AND INTERSECTION IMPROVEMENTS IN
2 LOUISVILLE AND LAFAYETTE.

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

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

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

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

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

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

26 (XII) INTERSTATE HIGHWAY 70: KIPLING INTERCHANGE.
27 RECONSTRUCTION OF THE KIPLING INTERCHANGE TO REDUCE CONGESTION

1 AND IMPROVE OPERATIONAL PERFORMANCE AND SAFETY.

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

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

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

26 (XVI) UNITED STATES HIGHWAY 6: WADSWORTH BOULEVARD
27 INTERCHANGE. RECONSTRUCTION OF THE INTERCHANGE AT UNITED

1 STATES HIGHWAY 6 AND WADSWORTH BOULEVARD.

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

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

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

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

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

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

27 (I) UNITED STATES HIGHWAY 50B: EAST WIDENING PHASE OF THE

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

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

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

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

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

26 (II) STATE HIGHWAY 115: ROCK CREEK BRIDGE REPLACEMENT
27 AND WIDENING. BRIDGE REPLACEMENT ON STATE HIGHWAY 115 OVER

1 ROCK CREEK BRIDGE AND WIDENING FOR APPROXIMATELY ONE AND
2 ONE-HALF MILES SOUTH BETWEEN MILEPOSTS 37 AND 39.

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

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

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

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

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

22 (IV) INTERSTATE HIGHWAY 25: MONUMENT TO C-470 PER THE
23 ONGOING INTERSTATE HIGHWAY 25 NORTH PLANNING AND
24 ENVIRONMENTAL LINKAGES STUDY. WIDENING OF INTERSTATE HIGHWAY
25 25 FROM MONUMENT TO CASTLE ROCK OR C-470 BASED ON THE
26 PLANNING AND ENVIRONMENTAL LINKAGES STUDY BEING DEVELOPED
27 BETWEEN MILEPOSTS 160.5 AND 180.0 OR 194.5.

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

6 (f) IN THE INTERMOUNTAIN TRANSPORTATION PLANNING REGION:

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

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

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

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

27 (V) ASPEN MAINTENANCE FACILITY: PHASE IV UPGRADES FOR

1 COMPRESSED NATURAL GAS FUELING;

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

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

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

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

25 (X) INTERSTATE HIGHWAY 70 WEST: SILVERTHORNE INTERCHANGE
26 RECONSTRUCTION. RECONSTRUCTION OF THE EXIT 205 INTERCHANGE,
27 INCLUDING CONSTRUCTION OF A DIVERGING DIAMOND INTERCHANGE AND

1 EXTENSIVE PAVING, CURB, AND DRAINAGE. ALL FOUR RAMPS WILL BE
2 AFFECTED, AND NEW CAPACITY WILL BE ADDED ON WESTBOUND ON
3 RAMPS.

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

7 (g) IN THE NORTHWEST TRANSPORTATION PLANNING REGION:

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

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

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

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

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

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

26 (I) INTERSTATE HIGHWAY 70: BUSINESS LOOP. RECONSTRUCTION
27 OF THE FIRST STREET AND GRAND AVENUE INTERSECTION TO IMPROVE

1 OPERATIONS AND SAFETY, MEET CURRENT GEOMETRIC DESIGN
2 STANDARDS, AND IMPROVE PEDESTRIAN SAFETY.

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

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

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

16 (i) IN THE EASTERN TRANSPORTATION PLANNING REGION:

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

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

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

24 (I) UNITED STATES HIGHWAY 34 - UNITED STATES HIGHWAY 85
25 INTERCHANGE: INTERCHANGE RECONFIGURATION. IMPROVE THE SAFETY
26 AND CAPACITY OF THE INTERCHANGE BY MAKING THE GEOMETRIC
27 CONFIGURATION MORE INTUITIVE TO DRIVERS, ADDING GRADE

1 SEPARATIONS, AND IMPROVING ACCESS POINTS.

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

7 (k) IN THE SOUTHWEST TRANSPORTATION PLANNING REGION:

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

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

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

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

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

24 (VI) UNITED STATES HIGHWAY 550 - UNITED STATES HIGHWAY
25 160 CONNECTION: COMPLETION OF THE CONNECTION OF UNITED STATES
26 HIGHWAY 550 TO UNITED STATES HIGHWAY 160 AT THE GRANDVIEW
27 INTERCHANGE. PHASE I IS SEVENTY-ONE MILLION DOLLARS AND PROVIDES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

26 (q) IN THE UPPER FRONT RANGE - NORTH FRONT RANGE - GREATER
27 DENVER AREA TRANSPORTATION PLANNING REGION, UNITED STATES

1 HIGHWAY 85: CORRIDOR IMPROVEMENTS. SAFETY, INTERSECTION, AND
2 INTERCHANGE IMPROVEMENTS.

3 (r) THE FOLLOWING STATEWIDE PROJECTS:

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

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

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

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

20 **SECTION 13. Effective date.** (1) Except as otherwise provided
21 in this section, this act takes effect upon passage.

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

23 (3) Sections 5, 9, and 10 of this act and section 43-4-205 (6.8), as
24 enacted in section 7 of this act, take effect only if, at the November 2017
25 statewide election, a majority of voters approve the ballot issue submitted
26 pursuant to section 43-4-705 (13)(b), Colorado Revised Statutes, as
27 enacted in section 11 of this act, and, in such case, sections 5, 9, and 10

1 of this act and section 43-4-205 (6.8), as enacted in section 7 of this act,
2 take effect on the date of the official declaration of the vote thereon by
3 the governor.

4 **SECTION 14. 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.