

Herb Atchison, Chair
Bob Fifer, Vice Chair
John Diak, Secretary
Ashley Stolzmann, Treasurer
Bob Roth, Immediate Past Chair
Douglas W. Rex, Executive Director

AGENDA
DRCOG Board Work Session
Wednesday, September 5, 2018
4 p.m.
1001 17th Street
Aspen Conference Room

1. Call to Order
2. Roll Call
3. Summary of May 2, 2018 Board Work Session
(Attachment A)
4. Public Comment
The chair requests that there be no public comment on issues for which a prior public hearing has been held before the Board of Directors.
5. Discussion of transportation ballot initiatives
(Attachment B) Ron Papsdorf, Director, Transportation Planning & Operations
6. Discussion of non-transportation ballot initiatives
(Attachment C) Rich Mauro, Senior Policy and Legislative Analyst
7. Adjourn

Persons in need of auxiliary aids or services, such as interpretation services or assisted listening devices, are asked to contact DRCOG at least 48 hours in advance of the meeting by calling (303) 480-6701



BOARD WORK SESSION SUMMARY
May 2, 2018

Directors present:

Bob Fifer, Vice Chair
Eva Henry
Elise Jones
David Beacom
Kevin Flynn
Crissy Fanganello
Larry Vittum
Aaron Brockett
George Teal
Tammy Maurer
Laura Christman
Rick Teter
Steve Conklin
Daniel Dick
Jim Dale
Ron Rakowsky
Karina Elrod
Wynne Shaw
Ashley Stolzmann
Herb Atchison

Arvada
Adams County
Boulder County
City and County of Broomfield
Denver City and County
Denver City and County
Bennett
Boulder
Castle Rock
Centennial
Cherry Hills Village
Commerce City
Edgewater
Federal Heights
Golden
Greenwood Village
Littleton
Lone Tree
Louisville
Westminster

Participating via Webex:

Libby Szabo
Lynette Kelsey
Jessica Sandgren

Jefferson County
Georgetown
Thornton

Others present: Doug Rex, Executive Director; Jeanne Shreve, Adams County; Mac Callison, Aurora; Brad Boland, Castle Rock; Janice Finch, Denver; Jamie Hartig, Douglas County; Kent Moorman, Thornton; Danny Herrmann, CDOT; and DRCOG staff.

Board Chair Herb Atchison facilitated the work session. The session began at 4:00 p.m.

Summary of April 4, 2018 Board Work Session

The summary was provided for review. No revisions to the summary were requested

Public Comment

No public comment was received.

Update on the Regional Growth Initiative (RGI)

Brad Calvert noted that this item provides an update on the ongoing discussion of a four-pillar approach designed to identify local growth priorities and aspirations that shape regional planning assumptions and influence the region's ability to achieve shared outcomes. To provide clarity to the regional growth initiative (RGI) approach, staff has prepared a pilot phase RGI work program for Board discussion. Discussion was framed by a series of keypad polling slides asking Directors for a preliminary assessment.

Comments by members included:

- What is the definition of “cohort.” Staff noted a cohort is a group of individuals with common interests and could be topic-based or geographic-based.
- It would be helpful for communities to have some agreement for connectivity of parks and open space.
- A question was asked about how the Urban Growth Boundary/Area (UGB/A) would interact with the RGI. Staff noted there will be continued discussion on how the RGI pairs with the current system, or not.
- A comment was made the modeler and analyst roles for DRCOG ranked high and are really the strengths of what DRCOG does.

Discussion of outstanding topics for incorporation into the draft 2020-223 TIP Policy document

Ron Papsdorf outlined the various outstanding topics and remaining schedule. Board Director feedback was requested.

Each of the subregional forums was given an option of using one of three processes for project criteria. Members discussed the three processes. It was noted the TIP Policy Work Group generally agreed that each subregion should use the regional share criteria as a basis and allow each subregion to tailor it as necessary for their needs. Support was expressed for the subregional criteria to be based on the regional share criteria. Concern was expressed about what assurances there would be for subregions to stick to the metro vision tenets. It was noted the assurance would be that all the subregion projects must ultimately be approved by the Board. It was also noted the Federal Highway Administration will be observing the process. Concern was expressed about funding for projects in small communities if the as-adopted regional share criteria are used in the subregional process.

The topic of the maximum number of applications that can be submitted by any one eligible applicant was discussed by the TIP Policy Work Group. Their discussion included not restricting the number of applications any one entity within a subregion can submit and should be left up to each subregion to decide. If the subregional forums ask DRCOG staff to assist with scoring subregional share applications, it was encouraged that each subregion cap the number of applications they ask staff to score due to limited staff resources. A majority of those commenting asserted subregions should be allowed to decide how many applications sponsors may submit. Some commented that DRCOG could establish a maximum number of project submittals that may be submitted for staff analysis.

Second year project delay consequence was discussed as part of the new TIP policy. The current process states that project sponsors who experience a second year delay face a 20 percent penalty in the maximum number of applications a sponsor may submit in the next TIP call for projects (rounded up). Options for consideration are to maintain the same delay consequence, or to require additional local match on all submitted subregional share requests. A question was asked about whether the policy applies when the reason for the delay is out of the hands of the project sponsor (i.e., RTD, CDOT, railroads, etc.). Staff noted under the current policy the consequence applies regardless of the reason for the delay; however, there is an opportunity for project sponsors to appeal delay consequences to the Board. Members discussed various aspects of project delay and possible consequences. Support was

Board Work Session Summary

May 2, 2018

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expressed for the consequence to apply to the delayed project, as opposed to future applications or projects. A comment was made that staff action should occur sooner than the two year mark.

Other Matters

Directors Atchison and Jones provided an update on current legislation.

Director Fifer recognized Director Fanganello, as this is her last meeting.

The work session ended at 5:52 p.m.

ATTACH B

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Executive Director
303 480-6701 or drex@drcog.org

Meeting Date	Agenda Category	Agenda Item #
September 5, 2018	Discussion	5

SUBJECT

November 2018 Transportation Ballot Initiatives

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

Two initiatives to fund transportation improvements in Colorado have been certified by the Secretary of State to appear on the November 2018 ballot. The initiatives differ in terms of the amount, source, and use of funds.

Proposition 110 (Proposed Initiative #153)

This initiative would increase the state sales and use tax rate by 0.62 percent from 2.9 percent (2018) to 3.52 percent for 20 years starting on January 1, 2019, through January 1, 2039. The initiative would also authorize the Colorado Department of Transportation to issue bonds up to \$6 billion to fund transportation and to be repaid through the sales tax increase with a maximum repayment cost of \$9.4 billion. The revenue from the increased sales tax would be placed in the following accounts and spent as follows:

- 45 percent to the State Highway Fund for bond repayment and state transportation funding including highway construction and maintenance;
- 40 percent to the Local Transportation Priorities Fund for municipal and county transportation projects; and
- 15 percent to the Multimodal Transportation Options Fund for multimodal transportation such as transit capital and operations, bicycle and pedestrian projects, and transportation demand management projects to reduce vehicle usage. A portion of these funds are bonded to fund large multimodal capital improvement projects. To receive funds from this account, counties and municipalities would need to match 50 percent of the funds.

The Colorado Transportation Commission has adopted a list of projects that would be funded by the bond proceeds authorized by the initiative. See the attachment for the projects within the DRCOG region.

Under the provisions of SB18-001, if this measure passes, lease purchase agreements for transportation improvements authorized by SB17-267 remain in place and an additional \$50 million per year would be transferred from the State General Fund to the State Highway Fund beginning July 30, 2020 and each June 30 through 2039.

Proposition 109 (Proposed Initiative #167)

This initiative would authorize \$3.5 billion in bonds with proceeds to be used exclusively for road and bridge expansion, construction, maintenance, and repair of specific state highway projects, and not to be used for transit, administration, or indirect costs and expenses. Under the initiative, the principal and interest on the borrowed money would be paid out of the state budget, and the borrowed money and interest would be excluded from the state's spending limit. The state's executive branch agencies would be prohibited from transferring proceeds from the bonds to any other program or purpose.

The list of eligible projects listed in the initiative are estimated to cost \$5.6 billion, while the initiative authorizes up to \$3.5 billion in bonds to fund them. Therefore, CDOT will prepare a list of the eligible projects they propose to fund with the bond proceeds. See the attachment for a list of the eligible projects within the DRCOG region.

Under the provisions of SB18-001, if this measure passes, years two through four of lease purchase agreements (totaling \$1.5 billion) for transportation improvements authorized by SB17-267 are eliminated and there are no additional transfers from the State General Fund to the State Highway Fund.

Discussion

Representatives for each of the initiatives were invited to present to the Board of Directors. Representatives for Proposition 110 have accepted the invitation and will provide an overview of the initiative. Representatives for Proposition 109 indicated they have a conflict and will not be present to provide an overview.

In addition, Herman Stockinger, Director, CDOT Office of Policy and Government Relations will provide a comparison of the two measures.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENTS

1. Initiative #153 (Proposition 110) final text
2. Initiative #167 (Proposition 109) final text
3. Initiative Project Lists – DRCOG region
4. Let's Go Colorado presentation and revenue distribution tables
5. CDOT analysis presentation

ADDITIONAL INFORMATION

If you need additional information please contact Douglas W. Rex, Executive Director, at (303) 480-6701 or drex@drcog.org; or Rich Mauro, Senior Policy and Legislative Analyst, at (303) 480-6778 or rmauro@drcog.org; or Ron Papsdorf, Transportation Planning and Operations Director, at (303) 480-6747 or rpapsdorf@drcog.org.

RECEIVED

MAR 09 2018

S. WARD
1:11 P.M.

Colorado Secretary of State

FINAL #153

Be it enacted by the People of the State of Colorado:

SECTION 1. Legislative declaration.

(1) The voters of the state of Colorado hereby find and declare that:

- (a) It is critical to construct, improve, and maintain transportation infrastructure throughout the state in order to meet the demands created by both current and future statewide economic expansion and population growth;
- (b) Sufficient, sustainable, steady, and dedicated funding streams are needed to fund the critical transportation infrastructure construction, improvement, and maintenance that will allow the statewide transportation system to meet both current and future demands;
- (c) Current sources of dedicated transportation funding are not generating enough revenue to fund current and future transportation infrastructure needs throughout the state. The state last increased the rates of the taxes on gasoline and special fuel, the largest source of dedicated transportation funding, in the early 1990s, and these taxes do not increase with inflation. As a result, the declining purchasing power of the revenue generated by these taxes has prevented the state's transportation budget from keeping pace with the growing transportation infrastructure needs throughout the state.
- (d) An additional source of voter-approved funding for transportation is needed to meet statewide transportation infrastructure funding needs.

(2) The voters further find and declare that all new voter-approved transportation funding will be spent throughout the state to:

- (a) Address poor road and bridge conditions like potholes and rough pavement that damage vehicles, require vehicle owners to pay for expensive vehicle repairs, and increase costs for Colorado families;
- (b) Reconstruct and rehabilitate state highways to better maintain them and prevent and avoid costly future repairs;
- (c) Support local government efforts to fund local transportation projects that are critical for their communities;
- (d) Improve highways to increase their capacity and accommodate population growth;
- (e) Provide additional seasonal maintenance on state highways;
- (f) Address increased traffic congestion through multimodal transportation options;

(g) Allow the state's growing population of seniors to age in place and provide greater mobility for persons with disabilities; and

(h) Invest in the economic future of the state by providing a modern multimodal statewide transportation system that will support and strengthen the economy of the state and attract more businesses and employers to the state.

SECTION 2. In Colorado Revised Statutes, 39-26-105, **amend** (1)(a)(I)(A) as follows:

39-26-105. Vendor liable for tax - repeal. (1) (a) (I) (A) Except as provided in ~~sub-paragraph (B) of this subparagraph (I) and in subparagraph (II) of this paragraph (a)~~ SUBSECTIONS (1)(a)(I)(B) AND (1)(a)(II) OF THIS SECTION, every retailer shall, irrespective of the provisions of section 39-26-106, be liable and responsible for the payment of an amount equivalent to two and ninety one-hundredths percent of all sales made on or after January 1, 2001, BUT BEFORE JANUARY 1, 2019, AND ON AND AFTER JANUARY 1, 2039, AND AN AMOUNT EQUAL TO THREE AND FIFTY-TWO ONE-HUNDREDTHS PERCENT OF ALL SALES MADE ON AND AFTER JANUARY 1, 2019, BUT BEFORE JANUARY 1, 2039, by the retailer of commodities or services as specified in section 39-26-104.

SECTION 3. In Colorado Revised Statutes, 39-26-106, **amend** (1) as follows:

39-26-106. Schedule of sales tax. (1) (a) (I) Except as otherwise provided in ~~subparagraph (II) of this paragraph (a)~~, SUBSECTION (1)(a)(II) OF THIS SECTION, there is imposed upon all sales of commodities and services specified in section 39-26-104 a tax at the rate of ~~three~~TWO AND NINETY ONE-HUNDREDTHS percent of the amount of the sale, to be computed in accordance with schedules or systems approved by the executive director of the department of revenue. ~~Said~~THE schedules or systems shall be designed so that no ~~such~~ tax is charged on any sale of seventeen cents or less.

(II) On and after ~~January 1, 2001~~ JANUARY 1, 2019, BUT BEFORE JANUARY 1, 2039, IN ADDITION TO THE TAX IMPOSED UNDER SUBSECTION (1)(a)(I) OF THIS SECTION, there is imposed upon all sales of commodities and services specified in section 39-26-104 a tax at the rate of ~~two and ninety~~SIXTY-TWO one-hundredths percent of the amount of the sale to be computed in accordance with schedules or systems approved by the executive director of the department of revenue; EXCEPT THAT THE TAX IS NOT IMPOSED ON SALES OF AVIATION FUELS USED IN TURBO-PROPELLER OR JET ENGINE AIRCRAFT. ~~Said~~

THE schedules or systems shall be designed so that no ~~such~~ tax is charged on any sale of seventeen cents or less.

(b) ~~Notwithstanding the three percent rate provisions of paragraph (a) of this subsection (1), for the period May 1, 1983, through July 31, 1984, the rate of the tax imposed pursuant to this subsection (1) shall be three and one-half percent.~~

SECTION 4. In Colorado Revised Statutes, **amend** 39-26-112 as follows:

39-26-112. Excess tax - remittance. ~~If any~~ A vendor, during any reporting period, collects as a tax an amount in excess of ~~three percent of all taxable sales made prior to January 1, 2001, and~~ two and ninety one-hundredths percent of all taxable sales made on or after January 1, 2001, ~~such~~ BUT BEFORE JANUARY 1, 2019, AND ON AND AFTER JANUARY 1, 2039, OR COLLECTS AS A TAX AN AMOUNT IN EXCESS OF THREE AND FIFTY-TWO HUNDREDTHS PERCENT OF ALL TAXABLE SALES MADE ON OR AFTER JANUARY 1, 2019, BUT BEFORE JANUARY 1, 2039, THE vendor shall remit to the executive director of the department of revenue the full net amount of the tax imposed in this part 1 and also ~~such~~ THE excess. The retention by the retailer or vendor of any excess of tax collections over the APPLICABLE percentage of the total taxable sales of ~~such~~ THE retailer or vendor or the intentional failure to remit punctually to the executive director the full amount required to be remitted by the provisions of this part 1 is ~~declared to be unlawful~~ and constitutes a misdemeanor.

SECTION 5. In Colorado Revised Statutes, 39-26-123, **amend** (3); and **add** (7) as follows:

39-26-123. Receipts - disposition - transfers of general fund surplus - sales tax holding fund - creation - definitions. (3) EXCEPT AS OTHERWISE PROVIDED IN SUBSECTION (7) OF THIS SECTION, for any state fiscal year commencing on or after July 1, 2013, the state treasurer shall credit eighty-five percent of all net revenue collected under the provisions of this ~~article~~ ARTICLE 26 to the old age pension fund created in section 1 of article XXIV of the state constitution. The state treasurer shall credit to the general fund the remaining fifteen percent of the net revenue, less ten million dollars, which the state treasurer shall credit to the older Coloradans cash fund created in section 26-11-205.5 (5). ~~C.R.S.~~

(7) (a) THE STATE TREASURER SHALL CREDIT THE NET REVENUE COLLECTED UNDER THE PROVISIONS OF THIS ARTICLE 26 THAT IS ATTRIBUTABLE TO THE

ADDITIONAL SALES AND USE TAXES LEVIED PURSUANT TO SECTIONS 39-26-106 (1)(a)(II) AND 39-26-202 (1)(b) AS FOLLOWS:

(I) FORTY-FIVE PERCENT OF THE ANNUAL NET REVENUE COLLECTED DURING EACH STATE FISCAL YEAR TO THE STATE HIGHWAY FUND FOR ALLOCATION TO THE STATE AS SPECIFIED IN SECTION 43-4-206(4);

(II) FIFTEEN PERCENT OF THE ANNUAL NET REVENUE COLLECTED DURING EACH STATE FISCAL YEAR TO THE MULTIMODAL TRANSPORTATION OPTIONS FUND AS SPECIFIED IN SECTION 43-1-106 (8)(t) AND SECTION 43-4-1103(1) AND (2); AND

(III) FORTY PERCENT OF THE ANNUAL NET REVENUE COLLECTED DURING EACH STATE FISCAL YEAR TO THE LOCAL TRANSPORTATION PRIORITIES FUND, WHICH FUND IS HEREBY CREATED IN THE STATE TREASURY; EXCEPT THAT FIFTY PERCENT OF SUCH FUND SHALL BE ALLOCATED TO COUNTIES, PURSUANT TO SECTION 43-4-207(1) AND (2)(b), AND FIFTY PERCENT SHALL BE ALLOCATED TO CITIES AND COUNTIES, CITIES, AND INCORPORATED TOWNS, PURSUANT TO SECTION 43-4-208(1), (2)(b), (5) AND (6).

(b) THE VOTERS HEREBY FIND AND DECLARE THAT BECAUSE THE SALES AND USE TAX REVENUE GENERATED BY THE SALES AND USE TAXES LEVIED PURSUANT TO SECTIONS 39-26-106 (1)(a)(I) AND 39-26-202 (1)(a) IS SUFFICIENT TO FULLY FUND THE OLD AGE PENSION FUND AS REQUIRED BY ARTICLE XXIV OF THE STATE CONSTITUTION, THE STATE MAY CONSTITUTIONALLY CREDIT ALL REVENUE GENERATED BY THE ADDITIONAL SALES AND USE TAXES LEVIED PURSUANT TO SECTIONS 39-26-106 (1)(a)(II) AND 39-26-202 (1)(b) TO THE STATE HIGHWAY FUND, THE LOCAL TRANSPORTATION PRIORITIES FUND, AND THE MULTIMODAL TRANSPORTATION OPTIONS FUND IN THE MANNER SPECIFIED IN SUBSECTION (7)(a) OF THIS SECTION.

SECTION 6. In Colorado Revised Statutes, 39-26-202, **amend**

(1)(a) and (1)(b); and **repeal** (2) as follows:

39-26-202. Authorization of tax. (1) (a) Except as otherwise provided in ~~paragraph (b) of this subsection (1) and in subsection (3)~~ SUBSECTIONS (1)(b) AND (3) of this section, there is imposed and shall be collected from every person in this state a tax or excise at the rate of ~~three~~

TWO AND NINETY ONE-HUNDREDTHS percent of storage or acquisition charges or costs for the privilege of storing, using, or consuming in this state any articles of tangible personal property purchased at retail.

(b) On and after ~~January 1, 2001~~ JANUARY 1, 2019, BUT BEFORE JANUARY 1, 2039, IN ADDITION TO THE TAX IMPOSED UNDER SUBSECTION (1)(a) OF THIS SECTION, there is imposed and shall be collected from every person in this state a tax or excise at the rate of ~~two and ninety~~ SIXTY-TWO one-hundredths percent of storage or acquisition charges or costs for the privilege of storing, using, or consuming in this state any articles of tangible personal property purchased at retail; EXCEPT THAT THE TAX OR EXCISE IS NOT IMPOSED ON STORAGE OR ACQUISITION CHARGES OR COSTS FOR THE PRIVILEGE OF STORING, USING, OR CONSUMING IN THIS STATE ANY AVIATION FUELS USED IN TURBO-PROPELLER OR JET ENGINE AIRCRAFT PURCHASED AT RETAIL.

(2) ~~Notwithstanding the three percent rate provisions of subsection (1) of this section, for the period May 1, 1983, through July 31, 1984, the rate of the tax imposed pursuant to this section shall be three and one-half percent.~~

SECTION 7. In Colorado Revised Statutes, **add** 39-26-202.5 as follows:

39-26-202.5 Effect of voter approval – spending limitations.

REVENUE FROM THE TEMPORARY SALES AND USE TAX RATE INCREASE, AUTHORIZED AT THE NOVEMBER, 2018 ELECTION AND IMPOSED IN SECTIONS 39-26-106 (1)(a)(II) AND 39-26-202 (1)(b), AND PROCEEDS OF THE ADDITIONAL TRANSPORTATION REVENUE ANTICIPATION NOTES, AUTHORIZED AT THE NOVEMBER, 2018 ELECTION AND ISSUED PURSUANT TO SECTION 43-4-705 (13)(b), AND EARNINGS ON SUCH REVENUE AND SUCH PROCEEDS SHALL BE RETAINED AND SPENT BY THE STATE, CITIES AND COUNTIES AS VOTER-APPROVED REVENUE CHANGES AND SHALL BE EXEMPT FROM ALL REVENUE, SPENDING AND OTHER LIMITATIONS UNDER SECTION 20 OF ARTICLE X OF THE CONSTITUTION OR ANY OTHER LAW.

SECTION 8. In Colorado Revised Statutes, 39-28.8-501, **amend** (1) as follows:

39-28.8-501. Marijuana tax cash fund - creation – distribution - legislative declaration. (1)

The marijuana tax cash fund, referred to in this part 5 as the "fund", is created in the state

treasury. The fund consists of any applicable retail marijuana sales tax transferred pursuant to section 39-28.8-203 (1)(b) on or after July 1, 2014, and any ~~revenues~~ REVENUE transferred to the fund from any sales tax imposed pursuant to ~~section 39-26-106~~ SECTION 39-26-106 (1)(a)(I) on the retail sale of products under articles 43.3 and 43.4 of title 12 ~~C.R.S.~~.

SECTION 9. In Colorado Revised Statutes, 43-1-106, **add** (8)(t)(I) and (II) as follows:

43-1-106. Transportation commission – powers and duties – repeal. (8) In addition to all other powers and duties imposed upon it by law, the commission has the following powers and duties:

(t) TO DISTRIBUTE FUNDS WITHIN THE MULTIMODAL TRANSPORTATION OPTIONS FUND CREATED UNDER 43-4-1103 IN THE FOLLOWING MANNER:

(I) UPON ALLOCATION OF THE STATE'S SHARE OF MULTIMODAL FUNDING ATTRIBUTABLE TO REVENUE FROM THE TEMPORARY SALES AND USE TAX RATE INCREASE, AUTHORIZED AT THE NOVEMBER, 2018 ELECTION AND IMPOSED IN SECTIONS 39-26-106 (1)(a)(II) AND 39-26-202 (1)(b), THE COMMISSION SHALL EVALUATE AND CHOOSE CAPITAL OR OPERATING COSTS FOR BUSTANG, BUSTANG OUTRIDER, OR OTHER INTER-REGIONAL PUBLIC TRANSIT; PARK-N-RIDE LOTS AND TRANSIT STATIONS; TRANSPORTATION DEMAND MANAGEMENT PROGRAMS; MULTI-MODAL MOBILITY PROJECTS ENABLED BY NEW TECHNOLOGY; PLANNING AND ENGINEERING STUDIES NEEDED TO PLAN AND CONSTRUCT MULTIMODAL PROJECTS; AND CAPITAL OR OPERATING COSTS FOR BICYCLE AND PEDESTRIAN PROJECTS THAT FURTHER THE STATE'S GOALS FOR MULTIMODAL TRANSPORTATION.

(II) THE COMMISSION SHALL ESTABLISH A FORMULA FOR DISBURSEMENT OF THE REMAINING AMOUNT IN THE FUND, BASED ON POPULATION AND TRANSIT RIDERSHIP AND AFTER CONSULTATION WITH THE TRANSPORTATION ADVISORY COMMITTEE, THE TRANSIT AND RAIL ADVISORY COMMITTEE, TRANSIT ADVOCACY ORGANIZATIONS, AND BICYCLE AND PEDESTRIAN ADVOCACY ORGANIZATIONS. SUCH FUNDS SHALL BE EXPENDED ON CAPITAL OR OPERATING COSTS FOR FIXED ROUTE AND ON-DEMAND TRANSIT; TRANSPORTATION DEMAND MANAGEMENT PROGRAMS; MULTIMODAL

MOBILITY PROJECTS ENABLED BY NEW TECHNOLOGY; STUDIES; AND BICYCLE OR PEDESTRIAN PROJECTS. SUCH FUNDS SHALL BE ALLOCATED TO:

(A) METROPOLITAN PLANNING ORGANIZATIONS, WHICH SHALL SELECT PROJECTS TO BE FUNDED AND MANAGE SUCH FUNDS AS ARE ALLOCATED; AND
(B) AS TO AREAS OF THE STATE WHERE NO METROPOLITAN PLANNING ORGANIZATION EXISTS, THE COMMISSION SHALL SELECT PROJECTS TO BE FUNDED AND MANAGE SUCH FUNDS AS ARE ALLOCATED.

(III) RECIPIENTS OF THE FUNDS AS PROVIDED IN SUBSECTION (8)(t)(II) OF THIS SECTION SHALL PROVIDE A MATCH EQUAL TO THE AMOUNT OF THE AWARD OF MULTIMODAL OPTIONS FUNDS. THE COMMISSION MAY CREATE A FORMULA FOR REDUCING OR EXEMPTING AN OTHERWISE APPLICABLE REQUIREMENT FOR MATCHING FUNDS FOR LOCAL GOVERNMENTS OR AGENCIES THAT THE COMMISSION DETERMINES HAVE BUDGETS THAT FALL BELOW A THRESHOLD DETERMINED BY THE COMMISSION TO BE UNABLE TO PROVIDE A FULL MATCH DUE TO THEIR SIZE OR SPECIAL CIRCUMSTANCES AS DETERMINED BY THE COMMISSION. PRIOR TO DOING SO, THE COMMISSION MUST CONSULT WITH THE ORGANIZATIONS SET FORTH IN SUBSECTION (8)(t)(II) OF THIS SECTION.

SECTION 10. In Colorado Revised Statutes, 43-4-206, **amend** (1) introductory portion, (2)(a), (2)(b), and (3); and **add** (4) as follows:

43-4-206. State allocation. (1) Except as otherwise provided in ~~subsection (2)~~ SUBSECTIONS (2), (3), AND (4) of this section, after paying the costs of the Colorado state patrol and ~~such~~ ANY other costs of the department, exclusive of highway construction, highway improvements, or highway maintenance, ~~as~~ THAT are appropriated by the general assembly, MONEY IN the highway users tax fund shall be paid to the state highway fund IN ACCORDANCE WITH SECTION 43-4-205 and ~~shall be~~ expended for the following purposes:

(2) (a) ~~Notwithstanding the provisions of subsection (1) of this section, the revenues~~ REVENUE accrued to and transferred to the highway users tax fund pursuant to section 39-26-123 (4)(a) or 24-75-219, ~~C.R.S.~~ or appropriated to the highway users tax fund pursuant to House Bill 02-1389, enacted at the second regular session of the sixty-third general assembly, and credited to the state highway fund pursuant to section 43-4-205 (6.5) shall be expended by the department of

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

(I) No more than ninety percent of such revenues shall be expended for highway purposes or highway-related capital improvements, including, but not limited to, high occupancy vehicle lanes, park-and-ride facilities, and transportation management systems, and at least ten percent of such revenues shall be expended for transit purposes or for transit-related capital improvements.

(II) (Deleted by amendment, L. 2000, p. 1741, § 1, effective June 1, 2000.)

(b) Beginning in 1998, the department of transportation shall report annually to the transportation committee of the senate and the transportation and energy committee of the house of representatives concerning the ~~revenues~~ REVENUE expended by the department pursuant to ~~paragraph (a) of this subsection (2)~~ SUBSECTION (2)(a) OF THIS SECTION AND, BEGINNING IN 2019, SUBSECTION (4) OF THIS SECTION. THE DEPARTMENT SHALL PRESENT THE report ~~shall be presented~~ at the joint meeting required under section 43-1-113 (9)(a) and THE REPORT shall describe for each fiscal year, if applicable:

(I) The projects on which the ~~revenues~~ REVENUE credited to the state highway fund pursuant to ~~paragraph (a) of this subsection (2)~~ ~~are~~ SUBSECTIONS (2) AND (4) OF THIS SECTION IS to be expended, including the estimated cost of each project, the aggregate amount of revenue actually spent on each project, and the amount of revenue allocated for each project in such fiscal year. The department of transportation shall submit a prioritized list of such projects as part of the report.

(II) The status of such projects that the department has undertaken in any previous fiscal year;

(III) The projected amount of revenue that the department expects to receive under this subsection (2) AND SUBSECTION (4) OF THIS SECTION during ~~such~~ THE fiscal year;

(IV) The amount of revenue that the department has already received under this subsection (2) AND SUBSECTION (4) OF THIS SECTION during ~~such~~ THE fiscal year; and

(V) How the ~~revenues~~ REVENUE expended under this subsection (2) during ~~such~~ THE fiscal year ~~relate~~ RELATES to the total funding of the TRANSPORTATION PROJECTS, INCLUDING MULTIMODAL CAPITAL PROJECTS, THAT ARE INCLUDED IN THE strategic transportation project investment program.

(3) ~~Notwithstanding the provisions of subsection (1) of this section, the revenues~~ THE REVENUE credited to the highway users tax fund pursuant to section 43-4-205 (6.3) shall be

expended by the department of transportation only for road safety projects, as defined in section 43-4-803 (21); except that the department shall, in furtherance of its duty to supervise state highways and as a consequence in compliance with section 43-4-810, expend ten million dollars per year of the revenues for the planning, designing, engineering, acquisition, installation, construction, repair, reconstruction, maintenance, operation, or administration of transit-related projects, including, but not limited to, designated bicycle or pedestrian lanes of highway and infrastructure needed to integrate different transportation modes within a multimodal transportation system, that enhance the safety of state highways for transit users.

(4) FORTY-FIVE PERCENT OF THE ANNUAL NET REVENUE THAT IS ATTRIBUTABLE TO THE ADDITIONAL SALES AND USE TAXES LEVIED PURSUANT TO SECTIONS 39-26-106 (1)(a)(II) AND 39-26-202 (1)(b) AND THAT THE STATE TREASURER CREDITS TO THE STATE HIGHWAY FUND, AS REQUIRED BY SECTION 39-26-123 (7)(a), SHALL BE EXPENDED BY THE DEPARTMENT OF TRANSPORTATION AS FOLLOWS:

(a) AS MUCH OF THE ANNUAL NET REVENUE AS IS NEEDED TO MAKE FULL PAYMENTS OF AMOUNTS ALLOCATED BY THE TRANSPORTATION COMMISSION ON AN ANNUAL BASIS PURSUANT TO SECTION 43-1-113, MUST BE EXPENDED TO MAKE PAYMENTS ON REVENUE ANTICIPATION NOTES ISSUED PURSUANT TO SECTION 43-4-705 (13)(b); AND

(b) THE REMAINDER OF NET REVENUE UNDER THIS SUBSECTION (4), IF ANY, MUST BE EXPENDED ON PRIORITY MAINTENANCE AND PRIORITY CONSTRUCTION PROJECTS, INCLUDING MULTIMODAL CAPITAL PROJECTS, AS DETERMINED BY THE COMMISSION.

(4.5) (a) THE DEPARTMENT OF TRANSPORTATION SHALL NOT EXPEND NET REVENUE THAT IS CREDITED TO THE STATE HIGHWAY FUND PURSUANT TO SUBSECTION (4) OF THIS SECTION TO SUPPORT TOLL HIGHWAYS.

(b) THE DEPARTMENT SHALL NOT EXPEND SUCH NET REVENUE TO SUPPORT TOLL LANE CONSTRUCTION OR MAINTENANCE UNLESS:

- (I) A FEDERAL RECORD OF DECISION HAS BEEN ISSUED IN WHICH THE RECORD OF DECISION INCLUDED PLANNING STAGES IN WHICH THE DEPARTMENT SOLICITED AND RECEIVED MEANINGFUL PUBLIC PARTICIPATION AND INPUT;

- (II) TOLL REVENUE IS NOT COLLECTED FOR THE SINGULAR OR PRIMARY PURPOSE OF REVENUE GENERATION;
- (III) TOLL REVENUE COLLECTION IS UTILIZED AS A MECHANISM TO INCREASE TRAVEL TIME RELIABILITY AND MITIGATE CONGESTION;
- (IV) THE PROJECT CONTAINS ONE OR MORE MULTIMODAL OR ALTERNATIVE MODES OF TRAVEL FOR NONTOLL PAYING PERSONS, INCLUDING, BUT NOT LIMITED TO, BUS RAPID TRANSIT, INTERREGIONAL BUS SERVICE, LOCAL BUS SERVICE, OR HIGH-OCCUPANCY PASSENGER VEHICLES;
- (V) TOLL REVENUE REMAINS ON THE CORRIDOR IN WHICH IT WAS RAISED AND IS EXPENDED BY THE DEPARTMENT ONLY FOR MAINTENANCE, OPERATIONS, OR CONSTRUCTION OF MOBILITY IMPROVEMENTS; AND
- (VI) THE TOLL LANE IS CONSTRUCTED ADJACENT TO ONE OR MORE UNTOLLED LANES AND THE ADDITION OF THE TOLL LANE WILL RESULT IN DEMONSTRABLY LOWER CONGESTION IN THE UNTOLLED LANES.

SECTION 11. In Colorado Revised Statutes, 43-4-207, **amend** (1), (2) introductory portion, and (2)(b) introductory portion as follows:

43-4-207. County allocation. (1) After paying the costs of the Colorado state patrol and ~~such~~ ANY other costs of the department, exclusive of highway construction, highway improvements, or highway maintenance, ~~as THAT~~ are appropriated by the general assembly, ~~twenty-six percent of the balance of the highway users tax fund~~ THE REVENUE REQUIRED BY SECTION 43-4-205 TO BE PAID FROM THE HIGHWAY USERS TAX FUND TO THE COUNTY TREASURERS OF THE RESPECTIVE COUNTIES AND THE AMOUNT ALLOCATED TO COUNTIES FROM THE LOCAL TRANSPORTATION PRIORITIES FUND, AS SPECIFIED IN SECTION 39-26-123(7)(a)(III), shall be paid to the county treasurers of the respective counties, subject to annual appropriation by the general assembly, and shall be allocated and expended as provided in this section. The ~~moneys thus~~ MONEY received ~~shall be~~ IS allocated to the counties as provided by law and shall be expended by the counties only on the construction, engineering, reconstruction, maintenance, repair, equipment, improvement, and administration of the county highway systems and any other public highways, including any state highways,

together with acquisition of rights-of-way and access rights for the same, for the planning, designing, engineering, acquisition, installation, construction, repair, reconstruction, maintenance, operation, or administration of transit-related projects, including, but not limited to, designated bicycle or pedestrian lanes of highway and infrastructure needed to integrate different transportation modes within a multimodal transportation system, AS MATCHING MONEY FOR PROJECTS RECEIVING FUNDING FROM THE MULTIMODAL TRANSPORTATION OPTIONS FUND PURSUANT TO EITHER SECTIONS 43-4-1103 (2)(a) OR (b), and for no other purpose; ~~except that a county may expend no more than fifteen percent of the total amount expended under this subsection (1) for transit-related operational purposes and except that moneys~~ EXCEPT THAT MONEY received pursuant to section 43-4-205 (6.3) shall be expended by the counties only for road safety projects, as defined in section 43-4-803 (21). The amount to be expended for administrative purposes shall not exceed five percent of each county's share of the funds available.

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

(b) All ~~moneys~~ MONEY credited to the fund in excess of eighty-six million seven hundred thousand dollars ~~shall be~~ AND ALL MONEY CREDITED TO THE LOCAL TRANSPORTATION PRIORITIES FUND AS REQUIRED BY SECTION 39-26-123 (7)(a) THAT IS REQUIRED BY SUBSECTION (1) OF THIS SECTION TO BE PAID TO THE COUNTY TREASURERS OF THE RESPECTIVE COUNTIES IS allocated to the counties in the following manner:

SECTION 12. In Colorado Revised Statutes, 43-4-208, **amend** (1), (2) introductory portion, (2)(a), and (6)(a) as follows:

43-4-208. Municipal allocation. (1) After paying the costs of the Colorado state patrol and ~~such~~ ANY other costs of the department, exclusive of highway construction, highway improvements, or highway maintenance, ~~as~~ THAT are appropriated by the general assembly, ~~and making allocation as provided by sections 43-4-206 and 43-4-207, the remaining nine percent of the highway users tax fund~~ THE REVENUE REQUIRED BY SECTION 43-4-205 TO BE PAID FROM THE HIGHWAY USERS TAX FUND TO CITIES AND INCORPORATED TOWNS AND THE AMOUNT ALLOCATED TO CITIES AND INCORPORATED TOWNS FROM

THE LOCAL TRANSPORTATION PRIORITIES FUND, AS SPECIFIED IN SECTION 39-26-123(7)(a)(III), shall be paid to the cities and incorporated towns within the limits of the respective counties, subject to annual appropriation by the general assembly, and shall be allocated and expended as provided in this section. Each city treasurer shall account for the moneys thus received as provided in this part 2. Moneys so allocated shall be expended by the cities and incorporated towns for the construction, engineering, reconstruction, maintenance, repair, equipment, improvement, and administration of the system of streets of such city or incorporated town or of any public highways located within such city or incorporated town, including any state highways, together with the acquisition of rights-of-way and access rights for the same, and for the planning, designing, engineering, acquisition, installation, construction, repair, reconstruction, maintenance, operation, or administration of transit-related projects, including, but not limited to, designated bicycle or pedestrian lanes of highway and infrastructure needed to integrate different transportation modes within a multimodal transportation system, AS MATCHING MONEY FOR PROJECTS RECEIVING FUNDING FROM THE MULTIMODAL TRANSPORTATION OPTIONS FUND PURSUANT TO EITHER SECTIONS 43-4-1103 (2)(a) OR (b), and for no other purpose; ~~except that a city or an incorporated town may expend no more than fifteen percent of the total amount expended under this subsection (1) for transit-related operational purposes and except that moneys~~ EXCEPT THAT MONEY paid to the cities and incorporated towns pursuant to section 43-4-205 (6.3) shall be expended by the cities and incorporated towns only for road safety projects, as defined in section 43-4-803 (21). The amount ~~to be~~ expended for administrative purposes shall not exceed five percent of each city's share of the funds available.

(2) For the purpose of allocating ~~moneys~~ MONEY in the highway users tax fund to the various cities and incorporated towns throughout the state, the following method is adopted:

(a) EXCEPT AS OTHERWISE PROVIDED IN SUBSECTION (6) OF THIS SECTION, eighty percent shall be allocated to the cities and incorporated towns in proportion to the adjusted urban motor vehicle registration in each city and incorporated town. The term "urban motor vehicle registration" includes all passenger, truck, truck-tractor, and motorcycle registrations. The number of registrations used in computing the percentage shall be those certified to the state treasurer by the department of revenue as constituting the urban motor vehicle registration for the last preceding year. The adjusted registration shall be computed by

applying a factor to the actual number of such registrations to reflect the increased standards and costs of construction resulting from the concentration of vehicles in cities and incorporated places. For this purpose the following table of actual registration numbers and factors shall be employed:

Actual registrations Factor

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

(6) (a) In addition to the provisions of subsection (2)(a) of this section, on or after July 1, 1979, eighty percent of all additional ~~funds~~ MONEY becoming available to cities and incorporated towns from the highway users tax fund pursuant to sections 24-75-215 ~~C.R.S.~~, and 43-4-205 (6)(b)(III) AND (6)(c) AND, ON AND AFTER JANUARY 1, 2019, EIGHTY PERCENT OF THE MONEY CREDITED TO THE LOCAL TRANSPORTATION PRIORITIES FUND AS REQUIRED BY SECTION 39-26-123 (7)(a)(III) THAT IS REQUIRED BY SUBSECTION (1) OF THIS SECTION TO BE PAID TO THE CITIES AND INCORPORATED TOWNS WITHIN THE LIMITS OF THE RESPECTIVE COUNTIES shall be allocated to the cities and incorporated towns in proportion to the adjusted urban motor vehicle registration in each city and incorporated town. The term "urban motor vehicle registration", as used in this section, includes all passenger, truck, truck-tractor, and motorcycle registrations. The number of registrations used in computing the percentage shall be those certified to the state treasurer by the department of revenue as constituting the urban motor vehicle registration for the last preceding year. The adjusted registration shall be computed by applying a factor to the actual number of such registrations to reflect the increased standards

and costs of construction resulting from the concentration of vehicles in cities and incorporated places. For this purpose the following table of actual registration numbers and factors shall be employed:

Actual registrations Factor

1 -- 500	1.0
501 -- 1,250	1.1
1,251 -- 2,500	1.2
2,501 -- 5,000	1.3
5,001 -- 12,500	1.4
12,501 -- 25,000	1.5
25,001 -- 50,000	1.6
50,001 -- 85,000	1.7
85,001 -- 125,000	1.8
125,001 -- 165,000	1.9
165,001 -- 205,000	2.0
205,001 -- 245,000	2.1
245,001 -- 285,000	2.2
285,001 -- 325,000	2.3
325,001 -- 365,000	2.4
365,001 -- 405,000	2.5
405,001 -- 445,000	2.6
445,001 -- 485,000	2.7
485,001 -- 525,000	2.8
525,001 -- 565,000	2.9
565,001 -- 605,000	3.0

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

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

(13) (a) Notwithstanding any other provision of this part 7 to the contrary, the executive director shall have the authority to issue revenue anticipation notes pursuant to this part 7 only if voters statewide approve the ballot question submitted at the November, 1999, statewide election

pursuant to section 43-4-703 (1) and only then to the extent allowed under the maximum amounts of debt and repayment cost so approved.

(b) AFTER THE REPAYMENT IN FULL OF ALL REVENUE ANTICIPATION NOTES ISSUED AS AUTHORIZED BY SUBSECTION (13)(a) OF THIS SECTION, THE EXECUTIVE DIRECTOR SHALL BE AUTHORIZED TO ISSUE ADDITIONAL REVENUE ANTICIPATION NOTES IN A MAXIMUM TOTAL PRINCIPAL AMOUNT OF SIX BILLION DOLLARS AND WITH A MAXIMUM TOTAL REPAYMENT COST OF NINE BILLION AND FOUR HUNDRED MILLION DOLLARS. THE MAXIMUM NUMBER OF YEARS TO MATURITY FOR ANY NOTES ISSUED PURSUANT TO THIS SUBSECTION (13)(b) IS TWENTY YEARS, AND THE CERTIFICATE, TRUST INDENTURE, OR OTHER INSTRUMENT AUTHORIZING THEIR ISSUANCE SHALL PROVIDE THAT THE NOTES ARE SUBJECT TO REDEMPTION BEFORE THE END OF THE SPECIFIED PAYMENT TERM WITH OR WITHOUT PENALTY.

SECTION 14. In Colorado Revised Statutes, **amend** 43-4-713 as follows:

43-4-713. Annual reports - provision of information of website. (1) No later than ~~January 15, 2001~~ JANUARY 15, 2020, and no later than January 15 of each year thereafter, the executive director shall submit a report to ~~the members of the joint budget committee of the general assembly, the members of the legislative audit committee of the general assembly, the members of the transportation and energy committee of the house of representatives, and the members of the transportation committee of the senate~~ that includes, at a minimum, the following information:

- (a) The total amount of ADDITIONAL revenue anticipation notes issued by the executive director ~~in accordance with this part 7~~ AS AUTHORIZED BY SECTION 43-4-705 (13)(b);
- (b) The ~~qualified federal aid~~ transportation projects, INCLUDING MULTIMODAL CAPITAL PROJECTS, THAT ARE ON THE DEPARTMENT'S PRIORITY LIST FOR TRANSPORTATION FUNDING AND for which the proceeds from ~~such~~ THE ADDITIONAL revenue anticipation notes have been expended, the amount of note proceeds expended on each project, the status of each project, THE ACTUAL COST OF EACH COMPLETED PROJECT , and the estimated date of completion for ~~such~~ ANY projects not yet completed;
- (c) The total amount of ~~federal~~ transportation funds paid to the department since ~~such~~ THE ADDITIONAL revenue anticipation ~~have been~~ WERE issued; and

(d) The total amount of proceeds from the issuance of THE ADDITIONAL revenue anticipation notes, state matching funds, and federal transportation funds allocated by the commission in each state fiscal year for the payment of ~~such~~ THE ADDITIONAL revenue anticipation notes and the costs associated with the issuance and administration of such notes.

(2) IN ADDITION TO POSTING AND MAINTAINING THE ANNUAL REPORTS REQUIRED BY SUBSECTION (1) OF THIS SECTION ON ITS WEBSITE, THE DEPARTMENT SHALL POST AND MAINTAIN ON ITS WEBSITE IN AN EASILY ACCESSIBLE AND USER-FRIENDLY FORMAT, AND REGULARLY UPDATE, THE INFORMATION REQUIRED TO BE INCLUDED IN ITS ANNUAL REPORTS PURSUANT TO SUBSECTION (1)(b) OF THIS SECTION. NOTWITHSTANDING SECTION 24-1-136 (11)(a), THE REPORTING REQUIREMENT SPECIFIED IN SUBSECTION (1) OF THIS SECTION CONTINUES UNTIL THE YEAR FOLLOWING THE YEAR IN WHICH THE LAST PAYMENT ON ADDITIONAL REVENUE ANTICIPATION NOTES ISSUED AS AUTHORIZED BY SECTION 43-4-705 (13)(b) IS MADE.

SECTION 15. In Colorado Revised Statutes, **amend** 43-4-714 as follows:

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

(2) IN ADDITION TO THE REQUIREMENT SPECIFIED IN SUBSECTION (1) OF THIS SECTION, PROCEEDS FROM THE SALE OF ANY ADDITIONAL REVENUE ANTICIPATION NOTES THAT THE EXECUTIVE DIRECTOR ISSUES PURSUANT TO SECTION 43-4-705 (13)(b) THAT ARE NOT OTHERWISE PLEDGED FOR THE PAYMENT OF THE NOTES IN THE PROCEEDINGS, INSTRUMENTS, OR CONTRACTS GOVERNING THE NOTES AND REVENUE GENERATED BY ANY ADDITIONAL STATE SALES AND USE TAX THAT IS ALLOCATED TO THE STATE HIGHWAY FUND PURSUANT TO SECTION 43-4-206 (4) IN EXCESS OF AMOUNTS NEEDED FOR PAYMENT OF THE NOTES MUST BE EXPENDED ON PRIORITY MAINTENANCE AND PRIORITY CONSTRUCTION PROJECTS, INCLUDING MULTIMODAL CAPITAL

PROJECTS SUBJECT TO THE MATCHING REQUIREMENTS IN SECTION 43-4-1103(2)(a), AS DETERMINED BY THE COMMISSION.

SECTION 16. In Colorado Revised Statutes, add 43-4-714.5 as follows:

43-4-714.5. Transportation revenue anticipation notes citizen oversight committee - creation - appointment of members - charge - report.

(1) (a) THE TRANSPORTATION REVENUE ANTICIPATION NOTES CITIZEN OVERSIGHT COMMITTEE IS HEREBY CREATED TO PROVIDE OVERSIGHT OF THE EXPENDITURE BY THE DEPARTMENT OF THE PROCEEDS OF ADDITIONAL REVENUE ANTICIPATION NOTES ISSUED AS AUTHORIZED BY SECTION 43-4-705 (13)(b). THE COMMITTEE CONSISTS OF THE EXECUTIVE DIRECTOR OF THE DEPARTMENT, OR HIS DESIGNEE, AND FOURTEEN APPOINTED MEMBERS, AT LEAST ONE OF WHOM MUST BE APPOINTED FROM AND ACTUALLY RESIDE IN EACH OF THE ELEVEN TRANSPORTATION COMMISSION DISTRICTS OF THE STATE CREATED IN SECTION 43-1-106 (2) AND THE REMAINING THREE OF WHOM SERVE AS AT-LARGE MEMBERS OF THE COMMITTEE, WHO MUST BE APPOINTED AS FOLLOWS:

(I) THE GOVERNOR SHALL APPOINT SIX MEMBERS OF THE COMMITTEE, AND NO MORE THAN FOUR OF THE MEMBERS APPOINTED BY THE GOVERNOR SHALL BE AFFILIATED WITH THE SAME POLITICAL PARTY;

(II) THE SPEAKER OF THE HOUSE OF REPRESENTATIVES SHALL APPOINT TWO MEMBERS OF THE COMMITTEE;

(III) THE PRESIDENT OF THE SENATE SHALL APPOINT TWO MEMBERS OF THE COMMITTEE;

(IV) THE MINORITY LEADER OF THE HOUSE OF REPRESENTATIVES SHALL APPOINT TWO MEMBERS OF THE COMMITTEE; AND

(V) THE MINORITY LEADER OF THE SENATE SHALL APPOINT TWO MEMBERS OF THE COMMITTEE.

(b) COMMITTEE MEMBERS SERVE FOR FOUR-YEAR TERMS AND MAY BE REMOVED FOR CAUSE BY THE APPOINTING AUTHORITY; EXCEPT THAT THE INITIAL TERMS OF THREE OF THE MEMBERS APPOINTED BY THE GOVERNOR, AND ONE OF THE MEMBERS APPOINTED BY EACH OF THE OTHER APPOINTING

AUTHORITIES, AS DESIGNATED BY THE GOVERNOR OR OTHER APPOINTING AUTHORITY, ARE TWO YEARS. COMMITTEE MEMBERS RECEIVE NO COMPENSATION OR REIMBURSEMENT FOR THEIR SERVICE ON THE COMMITTEE.

(c) THE APPOINTING AUTHORITIES SHALL CONSULT WITH EACH OTHER TO ENSURE THAT THE MEMBERSHIP OF THE COMMITTEE INCLUDES:

(I) A MEMBER WHO HAS PROFESSIONAL PUBLIC FINANCE EXPERIENCE;

(II) A MEMBER WHO IS A CERTIFIED PUBLIC ACCOUNTANT;

(III) A MEMBER WHO IS A LICENSED ATTORNEY;

(IV) A MEMBER WHO IS A CONTRACTOR WITH EXPERIENCE WORKING ON TRANSPORTATION INFRASTRUCTURE PROJECTS;

(V) A MEMBER WHO IS A LICENSED CIVIL ENGINEER; AND

(VI) A MEMBER WHO IS A TRANSIT PROFESSIONAL.

(d) A COMMITTEE MEMBER WHO IS APPOINTED FROM A TRANSPORTATION COMMISSION DISTRICT IS DEEMED TO HAVE RESIGNED FROM THE COMMITTEE IF THE MEMBER CEASES TO RESIDE IN THE DISTRICT.

(2) THE COMMITTEE SHALL MEET AT LEAST TWO TIMES PER YEAR BUT NOT MORE THAN FOUR TIMES PER YEAR TO EXAMINE THE EXPENDITURE BY THE DEPARTMENT OF ANY PROCEEDS OF TRANSPORTATION REVENUE ANTICIPATION NOTES ISSUED AS AUTHORIZED BY SECTION 43-4-705 (13)(b) AND ANY ADDITIONAL STATE SALES AND USE TAX REVENUE THAT IS ALLOCATED TO THE STATE HIGHWAY FUND PURSUANT TO SECTION 43-4-206 (4) AND VERIFY THAT SUCH NOTE PROCEEDS AND TAX REVENUE ARE EXPENDED:

(a) IN COMPLIANCE WITH THE REQUIREMENTS OF SECTION 43-4-714 (2); AND

(b) APPROPRIATELY, TRANSPARENTLY, EFFECTIVELY, AND EFFICIENTLY.

(3) (a) THE COMMITTEE SHALL ANNUALLY REPORT TO THE TRANSPORTATION LEGISLATION REVIEW COMMITTEE CREATED IN SECTION 43-2-145 REGARDING ITS ACTIVITIES AND FINDINGS.

(b) NOTWITHSTANDING SECTION 24-1-136 (11)(a), THE REPORTING REQUIREMENT SPECIFIED IN SUBSECTION (3)(a) OF THIS SECTION CONTINUES UNTIL THE YEAR FOLLOWING THE YEAR IN WHICH THE LAST PAYMENT ON ADDITIONAL

REVENUE ANTICIPATION NOTES ISSUED AS AUTHORIZED BY SECTION 43-4-705 (13)(b) IS MADE.

(c) THE COMMITTEE SHALL TERMINATE AFTER IT FILES ITS FINAL REPORT AS AUTHORIZED IN THIS SECTION.

SECTION 17. In Colorado Revised Statutes, **add** part 11 to article 4 of title 43 as follows:

PART 11

MULTIMODAL TRANSPORTATION OPTIONS FUNDING

43-4-1101. Legislative declaration. (1) THE PEOPLE OF THE STATE HEREBY FIND AND DECLARE THAT:

(a) BY APPROVING THE BALLOT ISSUE SUBMITTED AT THE NOVEMBER, 2018 STATEWIDE ELECTION PURSUANT TO SECTION 43-4-705 (13)(b), THE VOTERS OF THE STATE AUTHORIZED THE STATE TO COLLECT, AND THE STATE AND LOCAL GOVERNMENTS TO RETAIN AND SPEND, A SUBSTANTIAL AMOUNT OF NEW DEDICATED FUNDING, MOST OF WHICH WILL BE USED TO ACCELERATE THE COMPLETION OF PLANNED HIGHWAY PROJECTS THROUGHOUT THE STATE;

(b) IT IS NECESSARY, APPROPRIATE, AND IN THE BEST INTEREST OF THE STATE TO USE A PORTION OF THE NEWLY AUTHORIZED DEDICATED TRANSPORTATION FUNDING TO FUND MULTIMODAL TRANSPORTATION PROJECTS AND

OPERATIONS THROUGHOUT THE STATE AS AUTHORIZED BY THIS PART 11 BECAUSE, IN ADDITION TO THE GENERAL BENEFITS THAT IT PROVIDES TO ALL COLORADANS, AN INTEGRATED MULTIMODAL TRANSPORTATION SYSTEM:

(I) BENEFITS SENIORS BY MAKING AGING IN PLACE MORE FEASIBLE FOR THEM;

(II) BENEFITS RESIDENTS OF RURAL AREAS BY PROVIDING THEM WITH FLEXIBLE PUBLIC TRANSPORTATION SERVICES;

(III) PROVIDES ENHANCED MOBILITY FOR PERSONS WITH DISABILITIES; AND

(IV) PROVIDES SAFE ROUTES TO SCHOOLS FOR CHILDREN.

43-4-1102. Definitions. AS USED IN THIS PART 11, UNLESS THE CONTEXT OTHERWISE REQUIRES:

(1) "COMMISSION" MEANS THE TRANSPORTATION COMMISSION CREATED IN SECTION 43-1-106 (1).

(2) "DEPARTMENT" MEANS THE DEPARTMENT OF TRANSPORTATION.

(3) "FUND" MEANS THE MULTIMODAL TRANSPORTATION OPTIONS FUND CREATED IN SECTION 43-4-1103 (1).

(4) "MULTIMODAL TRANSPORTATION OPTIONS" MEANS CAPITAL OR OPERATING COSTS FOR FIXED ROUTE AND ON-DEMAND TRANSIT; TRANSPORTATION DEMAND MANAGEMENT PROGRAMS; MULTIMODAL MOBILITY PROJECTS ENABLED BY NEW TECHNOLOGY; MULTIMODAL TRANSPORTATION STUDIES; AND BICYCLE OR PEDESTRIAN PROJECTS.

43-4-1103. Multimodal transportation options fund – creation - revenue source for fund - use of fund. (1) THE MULTIMODAL TRANSPORTATION OPTIONS FUND IS HEREBY CREATED IN THE STATE TREASURY. THE FUND CONSISTS OF SALES AND USE TAX NET REVENUE THAT IS ATTRIBUTABLE TO THE ADDITIONAL SALES AND USE TAXES LEVIED PURSUANT TO SECTIONS 39-26-106 (1)(a)(II) AND 39-26-202 (1)(b) AND THAT IS CREDITED TO THE FUND PURSUANT TO SECTION 39-26-123 (7)(b) AND ANY OTHER MONEY THAT THE GENERAL ASSEMBLY MAY APPROPRIATE OR TRANSFER TO THE FUND. THE STATE TREASURER SHALL CREDIT ALL INTEREST AND INCOME DERIVED FROM THE DEPOSIT AND INVESTMENT OF MONEY IN THE FUND TO THE FUND AND SHALL ALLOCATE THE INTEREST AND INCOME BETWEEN THE ACCOUNTS OF THE FUND IN THE PERCENTAGES DESIGNATED BY THE COMMISSION PURSUANT TO SUBSECTION (2) OF THIS SECTION.

(2) MONEY MUST BE EXPENDED FROM THE FUND AS FOLLOWS:

(a) UP TO THIRTY MILLION DOLLARS PER YEAR TO BE EXPENDED TO MAKE PRINCIPAL AND INTEREST PAYMENTS ON TRANSPORTATION REVENUE ANTICIPATION NOTES FOR THOSE MULTIMODAL PROJECTS SELECTED BY THE TRANSPORTATION COMMISSION WHERE A STATE AGENCY, LOCAL GOVERNMENT OR LOCAL TRANSIT AGENCY HAS COMMITTED TO PROVIDE REQUIRED MATCHING FUNDS EQUAL TO THE AMOUNT EXPENDED FROM THE FUND FOR A PROJECT;

(b) EIGHTY-FIVE PERCENT OF THE REMAINING REVENUE IN THE FUND FOR LOCAL MULTIMODAL PROJECTS TO BE DETERMINED AS PROVIDED IN SECTION 43-1-106 (8)(t)(II) ; AND

(c) THE FINAL FIFTEEN PERCENT OF REVENUE TO BE EXPENDED ON
MULTIMODAL PROJECTS THAT ARE SELECTED BY THE TRANSPORTATION
COMMISSION AS PROVIDED IN SECTION 43-1-106 (8)(t)(I).

SECTION 18. Effective date. This act takes effect on January 1, 2019.

INITIATED STATUTE TO AUTHORIZE BONDING FOR TRANSPORTATION FUNDS WITHOUT RAISING
TAXES TO FIX OUR DAMN ROADS

PROPOSED INITIATIVE 2017-2018 #167

Be it Enacted by the People of the State of Colorado:

S. WARD
11:42AM

RECEIVED

MAR 16 2018

Colorado Secretary of State

SECTION 1. In Colorado Revised Statutes, **add** part 11 to article 4 of title 43 as follows:

PART 11

FIX OUR DAMN ROADS

43-4-1101. Short Title. THE SHORT TITLE OF THIS ACT IS “FIX OUR DAMN ROADS.”

43-4-1102. Legislative declaration. (1) THE PEOPLE OF THE STATE OF COLORADO FIND
AND DECLARE THAT:
(a) COLORADO’S ELECTED OFFICIALS HAVE DECREASED FUNDING FOR THE CORE
GOVERNMENTAL FUNCTION OF ROAD AND BRIDGE CONSTRUCTION, MAINTENANCE AND REPAIR OVER
THE LAST DECADE; AND

(b) WITHOUT RAISING TAXES OR FEES, THE SALE OF ADDITIONAL REVENUE ANTICIPATION
NOTES SHOULD BE AUTHORIZED IN THE AMOUNT OF THREE BILLION FIVE HUNDRED MILLION DOLLARS
WITH THE PROCEEDS TO BE SPENT SOLELY ON ROAD AND BRIDGE EXPANSION, CONSTRUCTION,
MAINTENANCE AND REPAIR ON THE STATEWIDE PROJECTS LISTED IN THIS PART 11 TO ACCELERATE
COMPLETION OF THOSE PROJECTS, THAT THE PRINCIPAL AND INTEREST ON THE BORROWED MONEY
SHOULD BE PAID OUT OF THE STATE BUDGET AS PROVIDED IN THIS PART 11, THAT THE BORROWED
MONEY AND THE INTEREST BE EXCLUDED FROM THE STATE’S SPENDING LIMIT, AND FINALLY THAT
THE EXECUTIVE BRANCH AGENCIES BE PROHIBITED FROM TRANSFERRING THESE PROCEEDS TO ANY
OTHER PROGRAMS OR PURPOSES.

43-4-1103. Revenue Anticipation Notes.

AS SOON AS POSSIBLE AFTER THE EFFECTIVE DATE OF THIS PART 11, BUT NO LATER THAN JULY 1, 2019, THE EXECUTIVE DIRECTOR OF THE DEPARTMENT OF TRANSPORTATION SHALL ISSUE REVENUE ANTICIPATION NOTES IN A MAXIMUM AMOUNT OF THREE BILLION FIVE HUNDRED MILLION DOLLARS WITH A MAXIMUM REPAYMENT COST OF FIVE BILLION TWO HUNDRED MILLION DOLLARS. THE MAXIMUM REPAYMENT TERM FOR ANY NOTES SHALL BE TWENTY YEARS, AND THE CERTIFICATE, TRUST INDENTURE OR OTHER INSTRUMENT AUTHORIZING THEIR ISSUANCE SHALL PROVIDE THAT THE STATE MAY PAY THE NOTES IN FULL BEFORE THE END OF THE SPECIFIED PAYMENT TERM WITHOUT PENALTY. THESE PURPOSES CAN BE ACHIEVED WITHOUT RAISING TAXES.

43-4-1104. Required Action by the general assembly.

WITHOUT RAISING TAXES OR FEES, COMMENCING AS SOON AS POSSIBLE AFTER THE EFFECTIVE DATE OF THIS PART 11, ON OR BEFORE JULY 1, 2019, AND ON OR BEFORE JULY 1 OF EACH YEAR THEREAFTER UNTIL THE NOTES ARE PAID IN FULL, THE GENERAL ASSEMBLY SHALL IDENTIFY AND APPROPRIATE IN EACH FISCAL YEAR SUFFICIENT FUNDS FOR THE REPAYMENT COST OF THE NOTES UNTIL THE NOTES ARE PAID IN FULL. ANY ANNUAL APPROPRIATIONS MADE BY THE GENERAL ASSEMBLY SHALL BE MADE IN ACCORDANCE WITH LAW AND RULINGS ISSUED BY THE COLORADO SUPREME COURT.

43-4-1105. Restricted use of proceeds.

THE PROCEEDS OF SUCH ADDITIONAL TRANSPORTATION REVENUE ANTICIPATION NOTES SHALL BE EXCLUDED FROM STATE FISCAL YEAR SPENDING LIMITS AND SHALL BE USED EXCLUSIVELY FOR ROAD AND BRIDGE EXPANSION, CONSTRUCTION, MAINTENANCE AND REPAIR AND SHALL NOT BE USED FOR TRANSIT, ADMINISTRATION OR INDIRECT COSTS AND EXPENSES. THE PROCEEDS DISTRIBUTED HEREUNDER SHALL BE IN ADDITION TO ANY REVENUE APPROPRIATED OR DEDICATED FOR ROAD AND BRIDGE EXPANSION, CONSTRUCTION, MAINTENANCE AND REPAIR. THE PROCEEDS

SHALL BE USED ONLY FOR THE PROJECTS IDENTIFIED IN THIS PART 11 AND FOR COSTS DIRECTLY RELATED TO SUCH PROJECTS INCLUDING PLANNING, ENGINEERING, ENVIRONMENTAL ASSESSMENTS, AS WELL AS PROCUREMENT AND ADMINISTRATIVE COSTS. THE EXECUTIVE BRANCH SHALL NOT TRANSFER THE PROCEEDS TO ANY OTHER PROGRAMS OR FOR OTHER PURPOSES.

43-4-1106. Projects.

(1) THE COLORADO DEPARTMENT OF TRANSPORTATION AND THE TRANSPORTATION COMMISSION SHALL USE THE PROCEEDS DESCRIBED IN SECTION 43-4-1105 EXCLUSIVELY FOR THE FEDERAL AID TRANSPORTATION PROJECTS LISTED IN THIS SECTION:

(a) IN THE NORTH FRONT RANGE TRANSPORTATION PLANNING REGION:

(I) US 34 / US 85 INTERCHANGE RECONFIGURATION, IMPROVEMENTS TO THE SAFETY AND CAPACITY OF THE INTERCHANGE AND CORRIDOR IMPROVEMENTS BASED OFF HIGHWAY 85 PLANNING AND ENVIRONMENTAL LINKAGES; AND

(II) I-25 NORTH, STATE HIGHWAY 7 TO STATE HIGHWAY 14, ADD A LANE IN EACH DIRECTION, INTERCHANGE RECONSTRUCTION, MAINLINE RECONSTRUCTION, SAFETY AND INTELLIGENT TRANSPORTATION SAFETY IMPROVEMENTS.

(b) IN THE PIKES PEAK TRANSPORTATION PLANNING REGION:

(I) STATE HIGHWAY 21, CONSTITUTION TO NORTH CAREFREE, CONSTRUCTION OF INTERIM CONTINUOUS FLOW INTERSECTION;

(II) US 24 WEST, I-25 TO WOODLAND PARK, DRAINAGE AND INTERSECTION IMPROVEMENTS ON US 24 FROM I-25 TO WOODLAND PARK;

(III) I-25 SOUTH, WIDENING S. ACADEMY TO CIRCLE/LAKE, WIDENING OF ROADWAY TO SIX LANES; AND

(IV) STATE HIGHWAY 21, RESEARCH PARKWAY INTERCHANGE, CONSTRUCTION OF NEW GRADE-SEPARATED INTERCHANGE AT STATE HIGHWAY 21 AND RESEARCH PARKWAY.

(c) IN THE PUEBLO AREA TRANSPORTATION PLANNING REGION:

(I) US 50B, WIDEN TO FOUR LANES, SHOULDERS, PASSING LANES AND OTHER SAFETY IMPROVEMENTS TO THE KANSAS BORDER; AND

(II) US 50, WEST OF PUEBLO, WIDEN THE DIVIDED HIGHWAY FROM TWO LANES TO THREE LANES.

(d) IN THE SOUTHEAST TRANSPORTATION PLANNING REGION: US 287 LAMAR RELIEVER ROUTE, CONSTRUCTION OF RELIEVER ROUTE, REALIGNMENT OF US 50 TO FUTURE US50/US 287 INTERCHANGE.

(e) IN THE UPPER FRONT RANGE TRANSPORTATION PLANNING REGION:

(I) I-76, FORT MORGAN TO BRUSH, PHASE 4 RECONSTRUCTION OF ROADWAY AND INTERCHANGES BETWEEN FT. MORGAN AND BRUSH;

(II) I-76, FORT MORGAN TO BRUSH, PHASE 5 RECONSTRUCTION OF ROADWAY AND INTERCHANGES BETWEEN FT. MORGAN AND BRUSH; AND

(III) STATE HIGHWAY 52 INTERCHANGE IN HUDSON, RECONSTRUCTION OF INTERCHANGE.

(f) IN THE GREATER DENVER AREA TRANSPORTATION PLANNING REGION:

(I) I-25 SOUTH, MONUMENT TO CASTLE ROCK, EXPAND CAPACITY MONUMENT TO CASTLE ROCK AS OUTLINED IN PLANNING AND ENVIRONMENTAL LINKAGES STUDY;

(II) I-25 CENTRAL, SANTA FE TO ALAMEDA, VALLEY HIGHWAY PHASE 2.0 IMPROVEMENTS, COMPLETE ALAMEDA INTERCHANGE INCLUDING RECONSTRUCTION OF LIPAN, RECONSTRUCTION OF ALAMEDA BRIDGE OVER THE SOUTH PLATTE AND FINALIZE RAMP CONFIGURATION;

(III) I-25, VALLEY HIGHWAY PHASE 3.0, SANTA FE TO BRONCO ARCH, REPLACEMENT OF BRIDGES AND INTERCHANGES AND ROADWAY WIDENING, CONGESTION RELIEF, SAFETY, AND MOBILITY IMPROVEMENTS;

(IV) US 85, WIDENING FROM C-470 TO I-25 IN CASTLE ROCK (LOUVIERS TO MEADOWS), RECONSTRUCTION OF TWO LANE ROADWAY TO FOUR LANES WITH A DIVIDED MEDIAN AND ACCELERATION/DECELERATION LANES AND FOOT TRAIL;

(V) STATE HIGHWAY 66 CORRIDOR IMPROVEMENTS WEST, WIDENING, SAFETY, AND INTERSECTION IMPROVEMENTS;

(VI) STATE HIGHWAY 119, EXPAND CAPACITY;

(VII) I-25 NORTH, US 36 TO 120TH, IMPROVEMENTS ON I-25 BETWEEN US 36 AND 120TH. POTENTIAL IMPROVEMENTS INCLUDE AUXILIARY LANES, ADDITIONAL LANE BETWEEN 84TH AVE. AND THORNTON PARKWAY AND RECONSTRUCTION OF 88TH AVE. BRIDGE;

(VIII) I-25 NORTH, US 36 TO STATE HIGHWAY 7, TOLLED EXPRESS LANE IMPROVEMENTS, EXPAND TOLLED EXPRESS LANES FROM CURRENT PLANNED END AT E-470 TO STATE HIGHWAY 7;

(IX) I-70 WEST, WESTBOUND PEAK PERIOD SHOULDER LANE, MIRROR EASTBOUND PEAK PERIOD SHOULDER LANE FROM TWIN TUNNELS (EXIT 241) TO EMPIRE JUNCTION;

(X) I-70 WEST, FLOYD HILL, RECONSTRUCT WESTBOUND BRIDGE AT KERMIT'S AND CONSTRUCT THIRD LANE DOWN FLOYD HILL TO BRIDGE. CONSTRUCTION OF THIRD LANE TO TWIN TUNNELS, EITHER PEAK PERIOD SHOULDER LANES OR PERMANENT;

(XI) I-225, I-25 TO YOSEMITE, COMPLETE NATIONAL ENVIRONMENTAL POLICY ACT DESIGN, REMOVING BOTTLENECK AT YOSEMITE, RAMPS, LANES, INTERCHANGES AND BRIDGE REPLACEMENT AT ULSTER;

(XII) I-270, WIDENING FROM I-76 TO I- 70, RECONSTRUCTION TO IMPROVE CAPACITY, SAFETY, AND ECONOMIC COMPETITIVENESS. CAPACITY IMPROVEMENTS, REPLACEMENT OF BRIDGES, AND RECONSTRUCT CONCRETE PAVEMENT;

(XIII) US 6, WADSWORTH INTERCHANGE, RECONSTRUCT INTERCHANGE TO IMPROVE SAFETY AND RELIEVE CONGESTION;

(XIV) I-270/US 85, I-270 TO 62ND AVE. INTERCHANGE, RECONSTRUCT INTERCHANGE AT I-270 INTERSECTION AT 60TH AVE. TO IMPROVE SAFETY AND CAPACITY;

(XV) 104TH GRADE SEPARATION, CONSTRUCTION OF GRADE SEPARATED INTERCHANGE AT 10TH AND 104TH/US 85 AND RAILROAD CROSSING GRADE SEPARATION;

(XVI) 120TH GRADE SEPARATION, CONSTRUCTION OF A GRADE SEPARATED INTERCHANGE AT 120TH AND US 85/RAILROAD CROSSING GRADE SEPARATION 120TH; AND

(XVII) US 285, RICHMOND HILL TO SHAFFER'S CROSSING, WIDEN ROADWAY TO FOUR LANES WITH MEDIAN AND CONSTRUCTION OF GRADE SEPARATED INTERCHANGE AT KING'S VALLEY.

(g) IN THE CENTRAL FRONT RANGE TRANSPORTATION PLANNING REGION:

(I) STATE HIGHWAY 67, DIVIDE TO VICTOR, SHOULDER WIDENING AND SAFETY IMPROVEMENTS;

(II) STATE HIGHWAY 115, REPLACE AND WIDEN ROCK CREEK BRIDGE; AND

(III) US 285, FAIRPLAY TO RICHMOND HILL, ADDITION OF PASSING LANES AND SHOULDER IMPROVEMENTS.

(h) IN THE INTERMOUNTAIN TRANSPORTATION PLANNING REGION:

(I) I-70, GARFIELD COUNTY/NEW CASTLE INTERCHANGE UPGRADE;

(II) I-70 WEST, G SPUR ROAD (EDWARDS INTERCHANGE)., PHASE 2 OF EDWARDS INTERCHANGE; INTERCHANGE AND INTERSECTION IMPROVEMENTS;

(III) STATE HIGHWAY 9, FRISCO NORTH, COMPLETION OF CORRIDOR INCLUDING MINIMAL WIDENING, WATER QUALITY AND DRAINAGE IMPROVEMENTS, AND TWO INTERCHANGE IMPROVEMENTS;

(IV) STATE HIGHWAY 13, RIFLE NORTH, CONSTRUCTION UPGRADES;

(V) I-70 WEST, VAIL PASS AUXILIARY LANES AND WILDLIFE OVERPASS, COMPLETE NATIONAL ENVIRONMENTAL POLICY ACT DESIGN AND PRELIMINARY ENGINEERING FOR

RECOMMENDED THIRD LANE (BOTH DIRECTIONS) TO INCREASE SAFETY AND MOBILITY. INSTALL PERMANENT WATER QUALITY FEATURES, AND WIDEN ROADWAY;

(VI) I-70 WEST, EXIT 203 INTERCHANGE IMPROVEMENTS,

(VII) I-70 WEST, FRISCO TO SILVERTHORNE AUXILIARY LANE, IMPROVEMENTS AND UPGRADES; AND

(VIII) I-70 WEST, SILVERTHORNE INTERCHANGE, RECONSTRUCTION OF EXIT 205 INTERCHANGE AND RELATED IMPROVEMENTS FOR FOUR RAMPS.

(i) IN THE NORTHWEST TRANSPORTATION PLANNING REGION:

(I) US 40, KREMMLING EAST AND WEST, PHASED ADDITION OF SHOULDERS AND PASSING LANES ON 14 MILES;

(II) STATE HIGHWAY 13, RIO BLANCO SOUTH TO COUNTY LINE, PHASED ADDITION OF SHOULDERS AND PASSING LANES;

(III) STATE HIGHWAY 13, WYOMING SOUTH, RECONSTRUCTION OF TRUCK ROUTE AND RELATED IMPROVEMENTS;

(IV) STATE HIGHWAY 139, LITTLE HORSE SOUTH, SAFETY IMPROVEMENTS INCLUDING RECONSTRUCTION OF THE SURFACE AND ADDITION OF 4-8' PAVED SHOULDERS; AND

(V) US 40, FRASER TO WINTER PARK, CAPACITY IMPROVEMENTS (FOUR LANE FACILITY).

(j) IN THE GRAND VALLEY TRANSPORTATION PLANNING REGION:

(I) I-70, BUSINESS LOOP, I-70 B WIDENING; COMPLETE RECONSTRUCTION AND WIDENING TO MEET CURRENT GEOMETRIC DESIGN STANDARDS AND IMPROVE SAFETY, DRAINAGE AND ACCESSES ALONG THE CORRIDOR; ADD LANES IN EACH DIRECTION TO MAKE A THREE-LANE ROADWAY SECTION AND RECONSTRUCT FRONTAGE ROADS 5TH STREET TO EXIT 26 CORRIDOR, NEW CAPACITY;

(II) I-70, PALISADE TO DEBEQUE, RECONSTRUCTION WITH REALIGNMENT OF CURVES AND OTHER SAFETY IMPROVEMENTS;

(III) US 6 IMPROVEMENTS MESA COUNTY, COMPLETION OF INTERSECTION STUDIES AND PRELIMINARY ENGINEERING FOR SAFETY AND MOBILITY THROUGHOUT THE CORRIDOR; INTERSECTION, SHOULDERS, AND OTHER SAFETY AND MOBILITY IMPROVEMENTS AT SPECIFIED LOCATIONS THROUGHOUT THE CORRIDOR; AND

(IV) STATE HIGHWAY 340, SAFETY AND CAPACITY IMPROVEMENTS INCLUDING INTERSECTION IMPROVEMENTS.

(k) IN THE EASTERN TRANSPORTATION PLANNING REGION:

(I) I-70 EAST, REPLACEMENT OF ALKALI-SILICA REACTIVITY PAVEMENT AND ASSOCIATED SAFETY IMPROVEMENTS; AND

(II) US 385 SAFETY IMPROVEMENTS, INTERSECTION, SHOULDERS, AND OTHER SAFETY IMPROVEMENTS AT SPECIFIED LOCATIONS.

(l) IN THE SOUTHWEST TRANSPORTATION PLANNING REGION:

(I) US 160 MOBILITY IMPROVEMENTS, CORRIDOR IMPROVEMENTS, PASSING LANES, AND SHOULDER WIDENING AT SELECT LOCATIONS;

(II) US 160 TOWAOC, ADDITION OF PASSING LANES AND VEHICLE TURNOUTS;

(III) US 160 ELMORE'S EAST, COMPLETION OF SPECIFIED IMPROVEMENTS;

(IV) US 160 PAGOSA, RECONSTRUCTION TO CORRECT WHEEL RUTTING AND ADDITION OF PEDESTRIAN FACILITIES FOR SAFETY;

(V) US 550 SOUTH, SUNNYSIDE, MAJOR RECONSTRUCTION REQUIRING WIDENING TO A FOUR- LANE ROADWAY, INCLUDING EARTHWORK, DRAINAGE, IRRIGATION, UTILITIES, PAVING, PEDESTRIAN BRIDGE, SOUND WALL, ANIMAL CROSSINGS;

(VI) US 550 CORRIDOR SOUTH, GAP RECONSTRUCTION TO FOUR LANES, INCLUDING DRAINAGE, UTILITIES, ANIMAL CROSSINGS, AND INTERSECTION IMPROVEMENTS;

(VII) US 550/US 160 CONNECTION, COMPLETE THE CONNECTION OF US 550 TO US 160 AT THE GRANDVIEW INTERCHANGE; AND

(VIII) US 550/US 160 CONNECTION, FINALIZE PRE-CONSTRUCTION, PURCHASE REQUIRED RIGHT-OF-WAY, COMPLETE FINAL DESIGN AND PREPARE ADVERTISEMENT.

(m) IN THE SAN LUIS VALLEY TRANSPORTATION PLANNING REGION, US 50 SAFETY AND MOBILITY IMPROVEMENTS BETWEEN SALIDA AND COALDALE, ADDITION OF PASSING LANES AND VEHICLE TURNOUTS.

(n) IN THE GUNNISON VALLEY TRANSPORTATION PLANNING REGION:

(I) US 50 LITTLE BLUE CANYON, RECONSTRUCTION AND WIDENING OF EXISTING ROADWAY TEMPLATE TO MEET CURRENT GEOMETRIC DESIGN STANDARDS AND IMPROVE ROADSIDE SAFETY, DRAINAGE AND ACCESS ALONG THE CORRIDOR; ADDITION OF PASSING LANES AND MITIGATION OF GEOHAZARD LANDSLIDE WITHIN THE PROJECT LIMITS; PHASED IMPLEMENTATION;

(II) US 550 SAFETY IMPROVEMENTS, SPECIFIED STUDY TO REVIEW INTERSECTION IMPROVEMENTS. US 550 REGION 3 ONLY;

(III) US 550 UNCOMPAHGRE RIVER AND COLONA, ADDITION OF SHOULDERS BETWEEN UNCOMPAHGRE RIVER AND COLONA (BILLY CREEK); CONSTRUCTION OF DEER FENCING AND ANIMAL UNDERPASSES; AND

(IV) STATE HIGHWAY 92, SAFETY IMPROVEMENTS INCLUDING RECONSTRUCTION OF THE SURFACE, ADDITION OF 4-8' PAVED SHOULDERS ACROSS ROGERS MESA, AND OTHER SAFETY IMPROVEMENTS INCLUDING ACCESS AND INTERSECTION IMPROVEMENTS.

(o) IN THE SOUTH CENTRAL TRANSPORTATION PLANNING REGION, I-25, STATE HIGHWAY 10/STATE HIGHWAY 160, INTERCHANGE RECONSTRUCTION AT WALSENBURG.

(p) US 85 CORRIDOR IMPROVEMENTS, SAFETY, INTERSECTION AND INTERCHANGE IMPROVEMENTS.

43-4-1107. Effective Date

THIS PART 11 SHALL BECOME EFFECTIVE UPON PROCLAMATION BY THE GOVERNOR AND
SHALL BE SELF-EXECUTING.

Initiative Project Lists – DRCOG Region

Proposition 110-Initiative #153 (Projects adopted by the Colorado Transportation Commission)

State Highway Bonded Projects

I-25, Colorado Springs to Denver (Douglas/El Paso)
I-70, Westbound Peak Period Shoulder Lane (Clear Creek)
I-70, Floyd Hill (Clear Creek)
US 285, Richmond Hill to Shaffer's Crossing (Jefferson)
SH 199 Shoulders (Gilpin)
I-25, Greenland to County Line (Douglas)
I-25, SH 402 to SH 14 (Weld/Larimer)
I-25, Speer and 23rd Bridges (Denver)
I-25, 84th to Thornton Parkway (Adams)
I-25, Tolled Express Lane Expansion (Adams/Broomfield)
I-70, Kipling Interchange (Jefferson)
I-225, I-25 to Yosemite (Denver)
I-270, I-76 to I-70 (Adams)
US 6, Wadsworth Interchange (Jefferson)
US 85/Vasquez, I-270 to 62nd Ave (Adams)
US 85, 120th Grade Separation (Adams)
SH 7 Corridor Improvements (Boulder/Weld/Adams/Broomfield)
I-25, Valley Highway Phase 3 (Denver)
C-470, US 285 and Morrison Road (Jefferson)
I-25/Bellevue (Arapahoe)
SH 30 Improvements (Arapahoe)
SH 95/Sheridan Blvd (Jefferson/Adams)
Federal, Hampden to 52nd Ave (Denver)
Colfax, I-25 to Yosemite (Denver)
US 6/Heritage Road Interchange (Jefferson)
104th, Colorado to US 85 (Adams)
SH 121 (Wadsworth), 38th to I-70 (Jefferson)
I-25/SH 7 Interchange (Adams/Broomfield)
I-25, SH 66 to SH 402 (Adams/Broomfield/Weld/Larimer)
SH 119, Boulder to Longmont (Boulder)
US 287, SH 66 to US 36 (Boulder/Broomfield)
US 36/28th Street and SH 93/Broadway (Boulder)

Multimodal Bonded Projects

East Colfax BRT (Denver)
Idaho Springs Parking and Transit Center (Clear Creek)
SH 7, Boulder to Brighton (Boulder/Weld/Broomfield/Adams)
US 6 Peaks to Plains Trail (Jefferson)
US 287, SH 66 to US 36 (Boulder/Broomfield)
US 36/28th Street and SH 93/Broadway (Boulder)
SH 119 BRT, Boulder to Longmont (Boulder)
SH 42/95th Street (Boulder)

Note: The adopted bonding list is constrained to bonding authority provided by Initiative #153.

Initiative Project Lists – DRCOG Region

Proposition 109-Initiative #167

I-25, SH 7 to SH 14 (Weld/Larimer)
I-25, Monument to Castle Rock (Douglas/El Paso)
I-25, Valley Highway Phase 2 (Denver)
I-25, Valley Highway Phase 3 (Denver)
US 85, Louviers to Meadows (Douglas)
SH 66 Corridor Improvements (Boulder)
SH 199 Capacity Improvements (Boulder)
I-25, US 36 to 120th (Adams)
I-25, US 36 to SH 7 (Adams)
I-70, Westbound Peak Period Shoulder Lane (Clear Creek)
I-70, Floyd Hill (Clear Creek)
I-225, I-25 to Yosemite (Denver)
I-270, I-76 to I-70 (Adams)
US 6, Wadsworth Interchange (Jefferson)
I-270/US 85, I-270 to 62nd Ave (Adams)
US 85/104th Grade Separation (Adams)
US 85/120th Grade Separation (Adams)
US 285, Richmond Hill to Shaffer's Crossing (Jefferson)

Note: The estimated cost of all eligible projects listed in Initiative #167 is \$5.6 billion, while the initiative authorized bonds up to \$3.5 billion.



FUNDING SHORTFALL

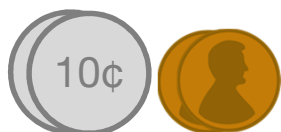
\$1 Billion
Per Year
Shortfall



- » Everyone agrees - our roads, bridges and transit systems need a lot of work
- » General Assembly has real competing interests
- » Gas Tax as a revenue source is diminishing

WHERE IT STARTED

Colorado set the gas tax to 22 cents per gallon in 1991.

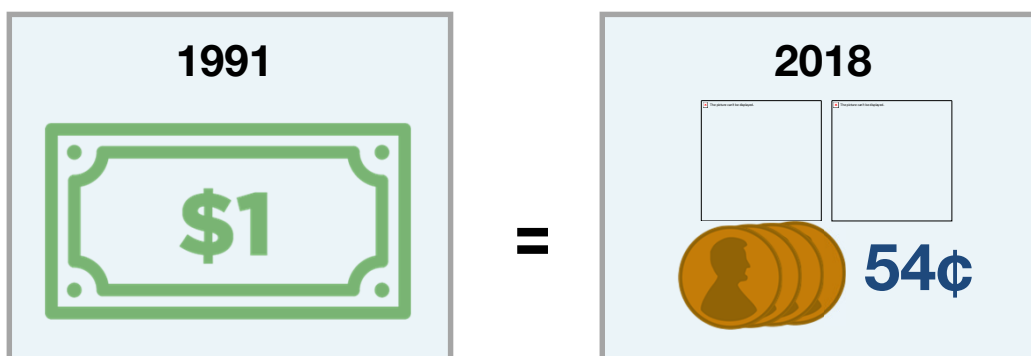


The gas tax is the primary in-state revenue source for road repair, maintenance and construction

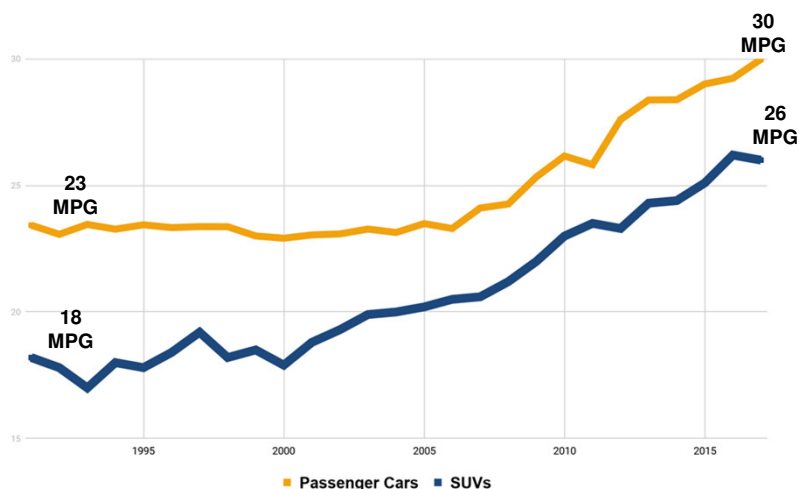
In 1991, in Colorado ...

- 3,387,000 people lived here
- Coloradans drove a combined 28 billion miles
- **Colorado spent \$126 per driver**

DECREASING PURCHASING POWER



INCREASING FUEL EFFICIENCY



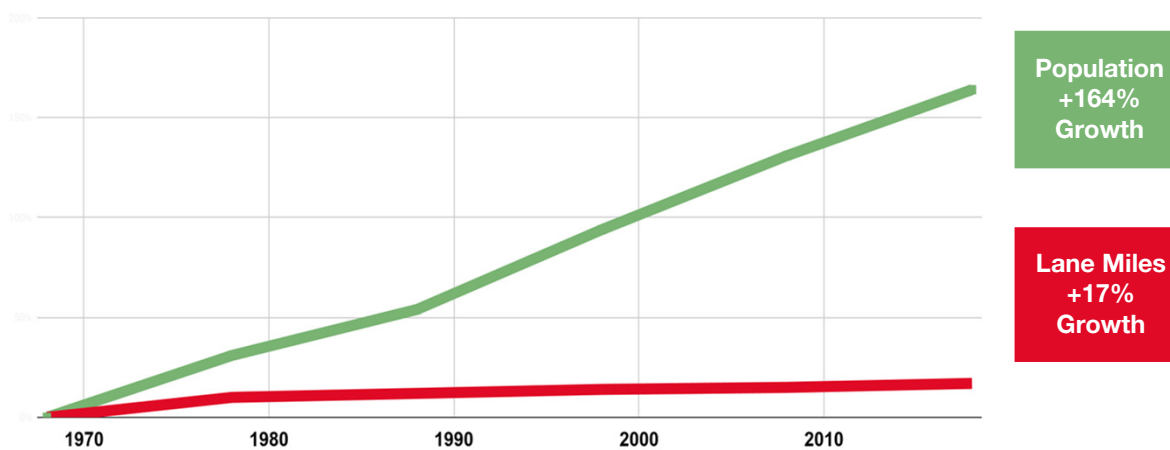
Average increase
in fuel efficiency = less
revenue for
transportation

18%

SOURCES: EIA: <https://www.eia.gov/totalenergy/data/annual/showtext.php?t=pTB0208>
EPA: <http://www.motortrend.com/news/average-fuel-economy-u-s-rises-24-7-mpg/>

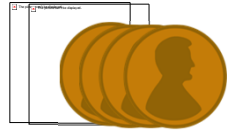
GROWING POPULATION

Percent Change in Lane Miles and Population



SOURCES: CO Department of Transportation, CO State Demographer

PUTTING IT ALL TOGETHER



- \$9 billion in outstanding projects
- Spending-per-driver cut in half (**\$69 per person**)
- Population boom with no expansion leads to statewide gridlock

0.62 SALES TAX



\$767 million

First year, statewide revenue from sales tax

\$6 billion

Bond principal for state projects

20 Years

This tax will sunset after 20 years

- Raises enough to address the problem
- A small amount that adds up
- Everyone pays the same rate, including tourists

BIPARTISAN STATEWIDE COALITION

Chambers of Commerce & Economic Development

Denver Metro Chamber of Commerce
Downtown Denver Partnership
Metro North Chamber of Commerce
Colorado Black Chamber of Commerce
Adams County Economic Development
Denver South Economic Development Corporation
Jefferson County Economic Development Corporation
Lincoln County Economic Development Corporation
Visit Denver

Business Community

Caddis, LLC
Castle Rock Construction Company
Duckels Construction
FulcrumOne
HDR, Inc.
KR Swerdfeger Construction
Lawrence Construction Company
Martin Marietta
Mountain Grit
Muller Engineering
RS&H, Inc.
SillersJacobson, LLC
South Platte Investments & Planning
Transpro Burgener Trucking
United Companies
VR Business Brokers
Wagner Equipment Company
Worldwide Rental Services
WSP

Associations

American Concrete Pavement Association
American Council of Engineering Companies
Associated General Contractors
Building Jobs 4 Colorado
Colorado Asphalt Pavement Association
Colorado Association of Home Builders
Colorado Association of Realtors PAC
Colorado Association of Transit Agencies
Colorado Bankers Association
Colorado Gaming Association
I-70 Coalition
Ports to Plains Alliance
Western Colorado Contractors Association

BIPARTISAN STATEWIDE COALITION

Counties

Boulder County
Eagle County
Gunnison County
Gilpin County
San Miguel County

Municipalities

City of Lone Tree
City of Wheat Ridge
Town of Bow Mar
Town of Limon
Town of Sheridan

Local Electeds

Personal Endorsements - 46

Mayors

Marc Williams, **Arvada**
Bob LeGare, **Aurora**
Royce Pindell, **Bennett**
Suzanne Jones, **Boulder**
Tera Radloff, **Castle Pines**
Laura Chrisman, **Cherry Hills Village**
Michael Hancock, **Denver**
Laura Keegan, **Edgewater**
Daniel Dick, **Federal Heights**
Marjorie Sloan, **Golden**
Ron Rakowsky, **Greenwood Village**
Adam Paul, **Lakewood**
Debbie Brinkman, **Littleton**
Jackie Millet, **Lone Tree**
Connie Sullivan, **Lyons**
Tara Bieter-Fluhr, **Sheridan**
Clint Folsom, **Superior**
Heidi Williams, **Thornton**
Bud Starker, **Wheat Ridge**

State Government Officials

Governor John Hickenlooper
Senator Steve Fenberg
Senator Andy Kerr
Senator Dominick Moreno
Senator Kevin Priola
Senator Rachel Zenzinger
Senator Cheri Jahn
Senator Nancy Todd
Representative Chris Hansen
Representative Edie Hooton
Representative Susan Lontine
Representative Brittany Pettersen
Representative Barbara McLachlan
RTD Board Member Judy Lublow

BIPARTISAN STATEWIDE COALITION

Regional Organizations

Club 20
Colorado Municipal League (CML)
Commuting Solutions
Counties and Commissioners Acting Together (CCAT)
Gunnison Valley RTA
Move Colorado
North Area Transportation Alliance
Pro 15
Smart Commute Metro North

Environmental Groups

Conservation Colorado
CoPIRG
Southwest Energy Efficiency Partnership (SWEET)
Bicycle Colorado
CoPIRG
LiveWell Colorado

Agriculture
Colorado Association of Wheat Growers
Colorado Cattlemans' Association
Colorado Dairy Farmers
Colorado Farm Bureau

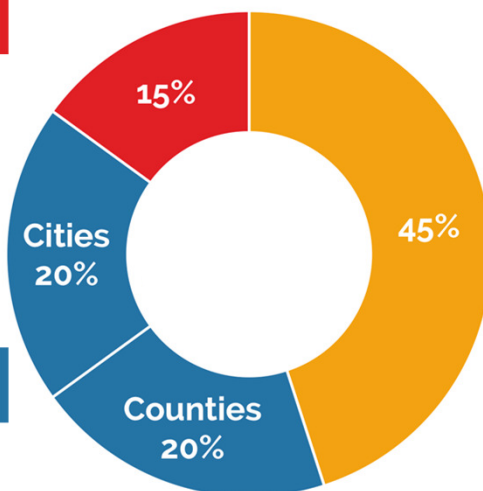
Unions

Colorado AFL-CIO
Colorado Association of Mechanical & Plumbing Contractors
Laborers' International Union of North America (LIUNA)
Mechanical Contractors Association of Colorado (MCA)
Mechanical Service Contractors Association of Colorado (MSCA)
Rocky Mountain Farmers Union

SYSTEMWIDE IMPROVEMENTS

Multimodal Transportation
Options Fund

Local Transportation
Priorities Fund



State Highway Fund

STATE PROJECTS



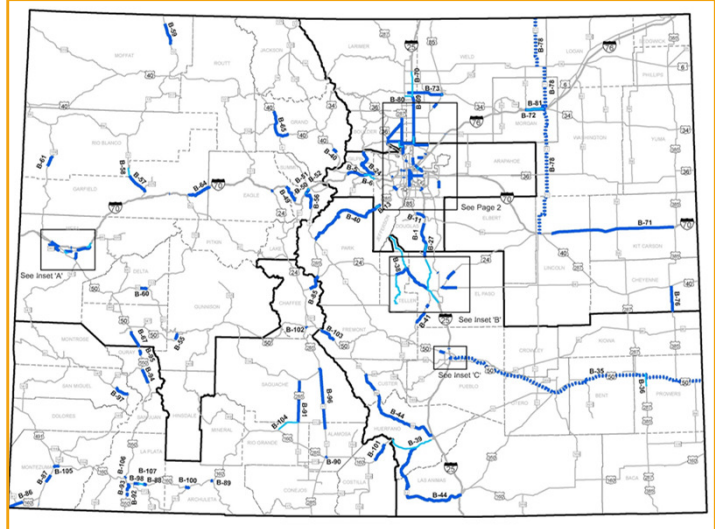
Address CDOT's strategic priority investment program - **107 projects**



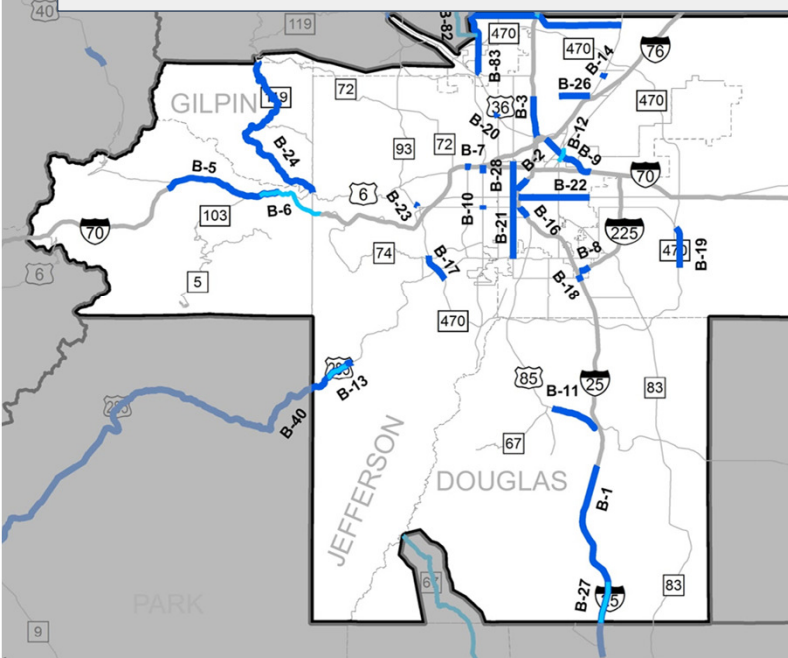
Bond against new revenue to immediately start critical projects

5 CDOT Regions

1. South Denver Region
2. Colorado Springs and Southeast Region
3. Western Slope Region
4. Northeast Region
5. Southwest Region



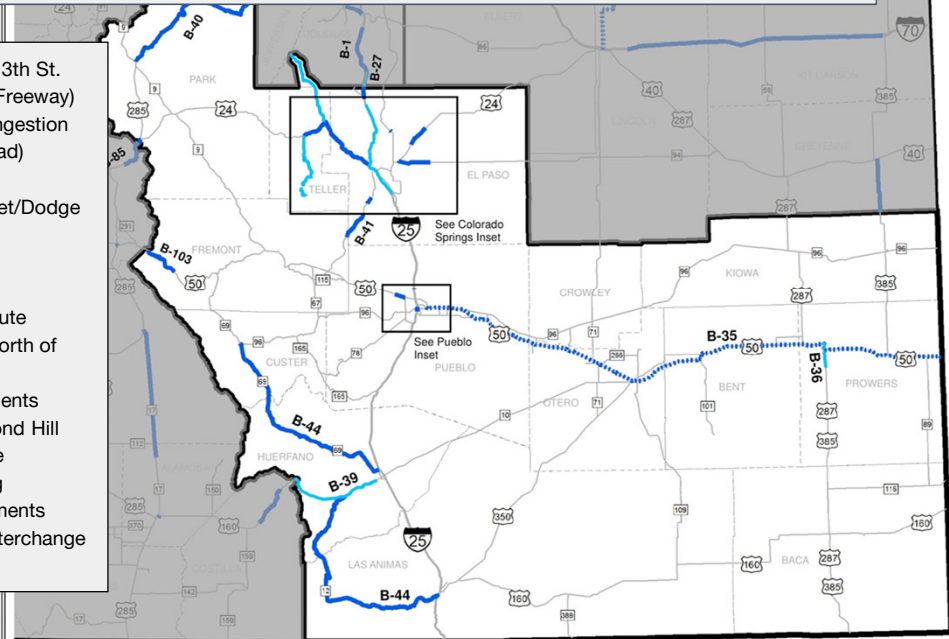
REGION 1 PROJECTS



- I-25: Speer and 23rd Bridges
- I-25 North: 84th Ave to Thornton Parkway Widening
- I-25 North: TEL Expansion
- I-70 West: Westbound Peak Period Shoulder Lanes
- I-70 West: Floyd Hill
- I-70: Kipling Interchange
- I-225: I-25 to Yosemite
- I-270: Widening from I-76 to I-70
- US 6: Wadsworth Interchange
- US 85: Sedalia to Meadows Widening
- US 85/Vasquez: I-270 to 62nd Ave. Interchange
- US 285: Richmond Hill to Shaffer's Crossing
- US 85: 120th Grade Separation
- CO 7 Corridor Improvements
- I-25: Valley Highway Phase 3.0
- C-470: 285 and Morrison Road
- I-25/Bellevue
- **11 More Projects**

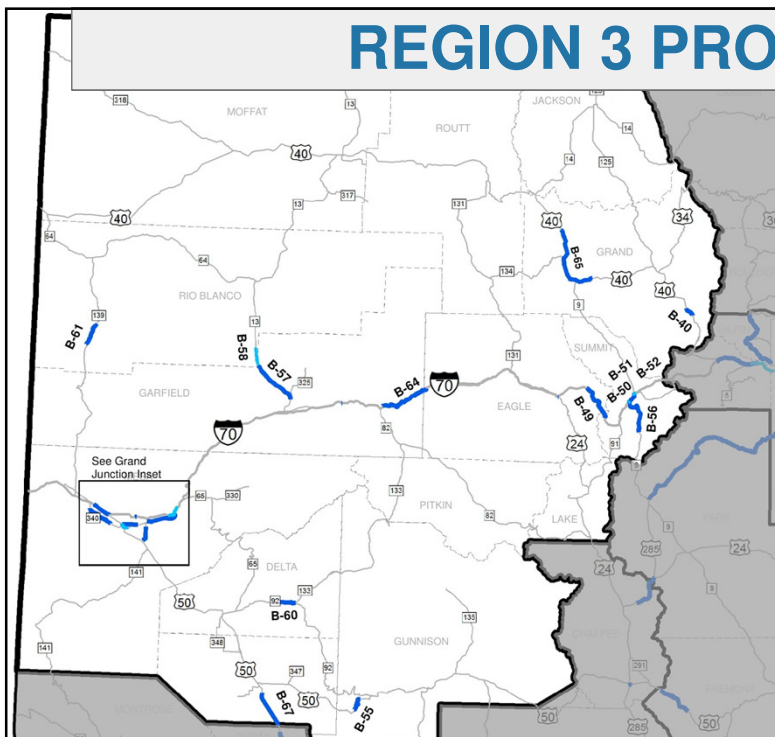
REGION 2 PROJECTS

- 1-25: City Center Drive to 13th St. (Phase of the New Pueblo Freeway)
- I-25: Colorado Springs Congestion Relief (SH 16 to Baptist Road)
- US 24 West: Divide to 1-25
- US 24 East: Widening Garret/Dodge to Stapleton Road
- US 50: West of Pueblo
- US 50: East Widening
- US 287: Lamar Reliever Route
- SH 67: Victor to Divide & North of Woodland Park
- US 160: Mobility Improvements
- US 285: Fairplay to Richmond Hill
- SH 115: Rock Creek Bridge Replacement and Widening
- SH 69 and SH 12 Improvements
- I-25 and Drew Dix/Dillon Interchange
- **3 More Projects**



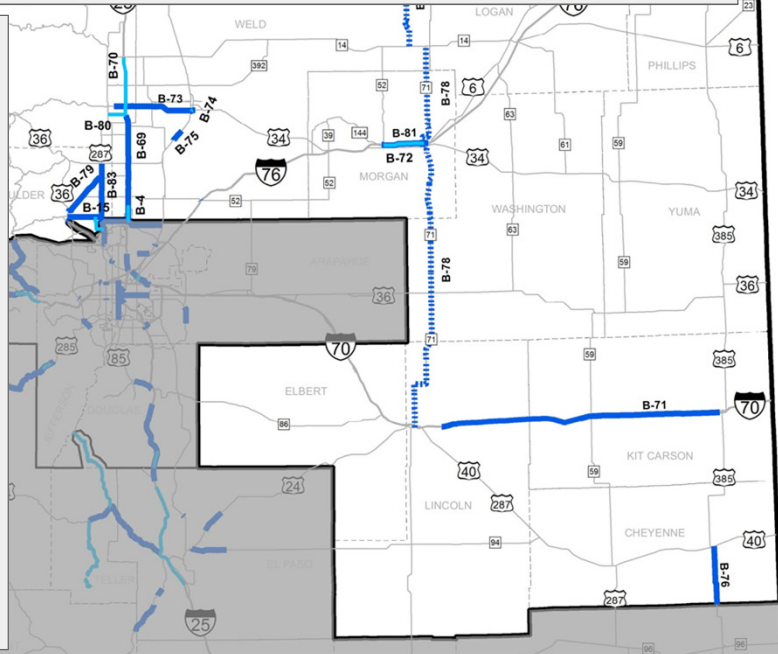
REGION 3 PROJECTS

- I-70: Business Loop
- I-70: Palisade to Debeque
- I-70 West: Dowd Canyon Interchange
- I-70 West: Vail Pass
- I-70 West: Exit 203 Interchange Improvements
- I-70 West: Frisco to Silverthorne Auxiliary Lane
- I-70 West: Silverthorne Interchange
- US 40: Fraser to Winter Park
- US 50: Little Blue Canyon
- SH 9: Frisco North
- SH 13: Rifle North
- SH 13: Rio Blanco to County Line Shoulders and Passing Lanes
- SH 13: Wyoming South
- SH 139: Little Horse South
- I-70: Garfield County Interchange Improvements (New Castle)
- I-70: Glenwood Canyon Bridge Rail & Pavement
- US 40: Kremmling East and West Phase I
- **6 more projects**

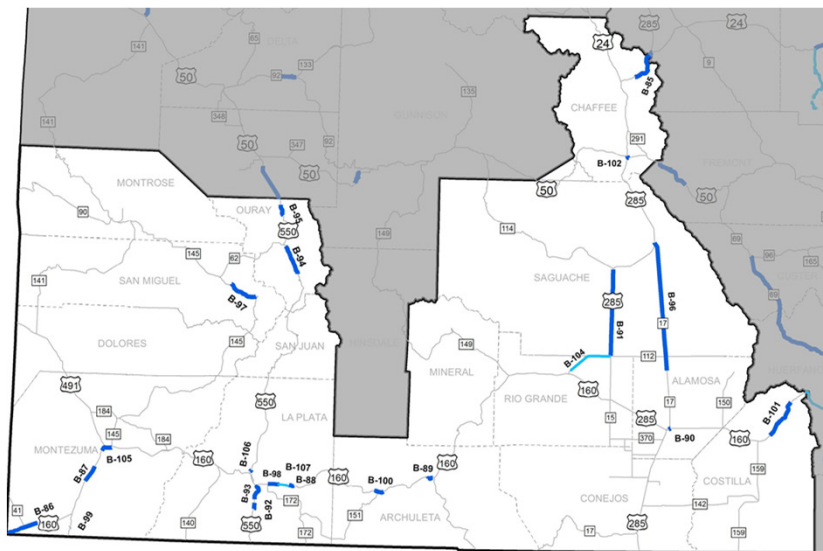


REGION 4 PROJECTS

- I-25 North: SH 66 to SH 402 (Segments 5 & 6)
- I-25 North SH 402 to SH 14 (Segments 7 & 8)
- I-70: Replace Failing Pavement
- I-76: Fort Morgan to Brush: Phase 4
- US 34: Widening
- US 34 / US 85 Interchange Reconfiguration
- US 85: Corridor Improvements
- US 385
- SH 52 Interchange in Hudson
- SH 71 Super 2
- SH 119: Downtown Boulder to Downtown Longmont
- SH 402: Widening, Intersection, and Safety Improvements
- I-76: Fort Morgan to Brush Phase 5
- SH 42: Safety and Intersection Improvements including 95th Street
- US 287- from SH 66 to US 36
- US 36/28th Street and SH 93/Broadway



REGION 5 PROJECTS



- US 24: Safety and Mobility Improvements on Trout Creek Pass - Phase II
- US 160: Reconstruction, Shoulders
- US 160: Towaoc Passing Lanes
- US 160: Dry Creek Passing and Mobility Improvements
- US 160: Pagosa Reconstruction and Multi-Modal Improvements
- US 285: Safety and Mobility Improvements between Center to Saguache
- US 550/US 160 Connection
- US 550: Ridgway to Ouray Shoulder Widening
- US 550: Shoulder Improvements, Deer Fencing and Animal Underpasses
- SH 145: Safety and Mobility Improvements
- US 50 Passing Lanes
- US 160 Safety and Mobility Improvements CR 225 to Dry Creek
- **9 more projects**

LOCAL PRIORITIES

- New dollars dedicated to municipal and county transportation projects
- Projects selected by local leaders, not mandated by the state

Potential Local Projects to Fund:

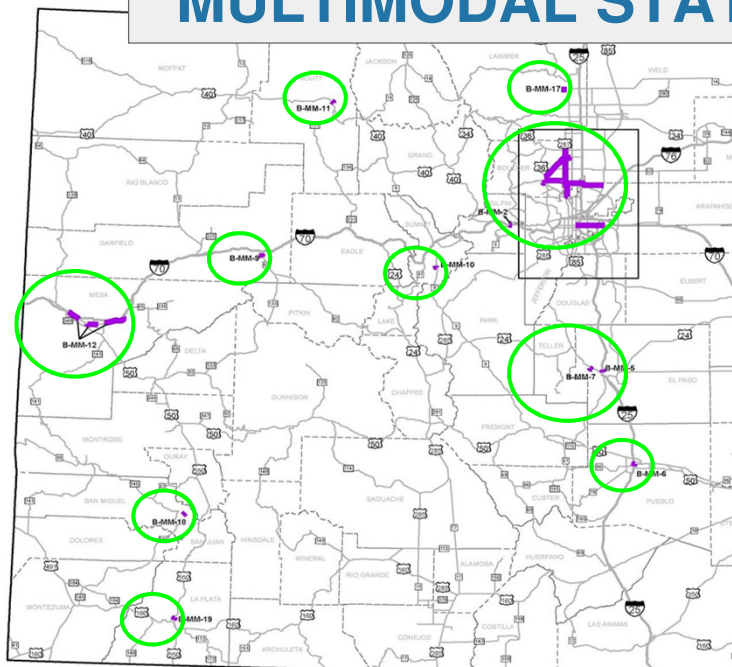
- ✓ Street repaving and pothole repair
- ✓ Matching for state projects
- ✓ New intersections
- ✓ Lane widening
- ✓ Shoulders
- ✓ Bridge repair
- ✓ Sidewalks
- ✓ Bike lanes
- ✓ Transit projects

MULTI-MODAL MOBILITY



- ✓ Leverage state and local dollars for projects
- ✓ Fund local multimodal projects across the state
- ✓ Fund large scale, statewide projects **directly from a strategic list**

MULTIMODAL STATE PROJECTS



- East Colfax BRT
- Idaho Springs Parking and Transit Center
- SH 7, Downtown Boulder to Downtown Brighton
- US 6 Peaks to Plains Trail
- Colorado Springs Downtown Transit Center
- Pueblo City Transit Maintenance and Administration Facility
- Manitou Springs Transit Hub
- North Avenue (US 6) Corridor Improvements (Grand Junction)
- RFTA Glenwood Maintenance Facility Expansion
- Breckenridge Transit Station Rebuild
- Steamboat Springs Transit Center Renovation
- US 6 Corridor Transit Improvements (Mesa County)
- US 287- from SH 66 to US 36
- SH 42/95th Street
- US 36/28th Street and SH 93/Broadway
- SH 119- Downtown Boulder to Longmont
- Fort Collins West Elizabeth BRT
- Transit System Replacement between Mountain Village and Telluride
- Transit and ADA Accessibility Upgrades (Durango)

ADDING IT ALL UP



Create a reliable revenue stream to support and complete state transportation projects



Allocate funding to local communities across the state and give them the authority to make transportation decisions



Prioritize rural and urban multimodal mobility



City	Current HUTF Distributions for Fiscal		City share over 20 years
	Year 2017 (including FASTER revenue)	0.62% Sales Tax Increase	of new sales tax revenue 0.62% Sales Tax Increase
AGUILAR	\$23,276	\$29,645	\$838,346
AKRON	\$68,042	\$78,194	\$2,211,291
ALAMOSA	\$269,914	\$308,124	\$8,713,655
ALMA	\$12,826	\$12,036	\$340,369
ANTONITO	\$51,606	\$48,422	\$1,369,358
ARRIBA	\$14,354	\$16,250	\$459,541
ARVADA	\$4,155,245	\$4,539,851	\$128,385,551
ASPEN	\$249,587	\$295,110	\$8,345,612
AULT	\$52,249	\$53,813	\$1,521,803
AURORA	\$11,972,837	\$12,263,083	\$346,796,089
AVON	\$196,558	\$216,792	\$6,130,812
BASALT	\$125,892	\$137,128	\$3,877,930
BAYFIELD	\$84,592	\$87,809	\$2,483,224
BENNETT	\$70,698	\$79,777	\$2,256,075
BERTHOUD	\$231,779	\$234,938	\$6,643,966
BETHUNE	\$10,083	\$12,857	\$363,588
BLACK HAWK	\$14,114	\$16,009	\$452,721
BLANCA	\$49,454	\$54,710	\$1,547,191
BLUE RIVER	\$36,609	\$48,591	\$1,374,128
BONANZA	\$37	\$5,339	\$150,986
BOONE	\$11,830	\$14,049	\$397,294
BOULDER	\$2,567,425	\$2,884,347	\$81,568,403
BOW MAR	\$34,367	\$39,325	\$1,112,091
BRANSON	\$6,004	\$7,026	\$198,686
BRECKENRIDGE	\$243,012	\$300,482	\$8,497,544
BRIGHTON	\$1,066,306	\$1,025,045	\$28,987,933
BROOKSIDE	\$9,009	\$10,836	\$306,426
BROOMFIELD	\$2,131,030	\$2,115,417	\$59,823,333
BRUSH	\$146,131	\$171,727	\$4,856,381
BUENA VISTA	\$122,335	\$137,349	\$3,884,198
BURLINGTON	\$127,978	\$147,119	\$4,160,467
CALHAN	\$31,269	\$36,088	\$1,020,554
CAMPO	\$9,770	\$11,926	\$337,254
CANON CITY	\$588,657	\$704,582	\$19,925,355
CARBONDALE	\$181,635	\$189,445	\$5,357,433
CASTLE PINES NORTH	\$292,163	\$322,933	\$9,132,433
CASTLE ROCK	\$1,812,076	\$1,756,298	\$49,667,547
CEDAREGE	\$82,332	\$98,047	\$2,772,738
CENTENNIAL	\$5,590,424	\$5,819,722	\$164,579,882
CENTER	\$65,616	\$77,136	\$2,181,370
CENTRAL CITY	\$51,646	\$58,788	\$1,662,500
CHERAW	\$8,857	\$10,034	\$283,759
CHERRY HILLS VILLAGE	\$245,848	\$288,208	\$8,150,434
CHEYENNE WELLS	\$43,521	\$51,828	\$1,465,666
COAL CREEK	\$17,032	\$17,899	\$506,177
COKEDALE	\$5,021	\$5,998	\$169,632

COLLBRAN	\$12,231	\$14,411	\$407,543
COLORADO SPRINGS	\$18,221,161	\$20,113,258	\$568,796,541
COLUMBINE VALLEY	\$45,423	\$51,409	\$1,453,840
COMMERCE CITY	\$1,730,467	\$1,752,742	\$49,566,982
CORTEZ	\$262,171	\$309,015	\$8,738,845
CRAIG	\$311,037	\$382,631	\$10,820,675
CRAWFORD	\$17,493	\$17,990	\$508,739
CREEDE	\$20,869	\$24,116	\$681,999
CRESTED BUTTE	\$51,456	\$59,312	\$1,677,322
CRESTONE	\$15,993	\$13,417	\$379,436
CRIPPLE CREEK	\$53,384	\$59,305	\$1,677,125
CROOK	\$9,306	\$10,745	\$303,864
CROWLEY	\$9,018	\$10,751	\$304,022
DACONO	\$156,008	\$194,873	\$5,510,942
DE BEQUE	\$20,343	\$23,333	\$659,843
DEER TRAIL	\$33,032	\$37,121	\$1,049,765
DEL NORTE	\$58,849	\$72,212	\$2,042,132
DELTA	\$322,980	\$375,185	\$10,610,123
DENVER	\$29,302,547	\$29,911,313	\$845,882,407
DILLON	\$63,448	\$116,381	\$3,291,214
DINOSAUR	\$17,572	\$20,775	\$587,504
DOLORES	\$30,214	\$36,209	\$1,023,983
DOVE CREEK	\$31,164	\$35,476	\$1,003,247
DURANGO	\$528,830	\$581,424	\$16,442,472
EADS	\$29,145	\$34,620	\$979,042
EAGLE	\$224,831	\$248,362	\$7,023,599
EATON	\$155,936	\$187,107	\$5,291,323
ECKLEY	\$16,995	\$20,075	\$567,714
EDGEWATER	\$120,101	\$125,676	\$3,554,080
ELIZABETH	\$55,422	\$62,214	\$1,759,398
EMPIRE	\$11,797	\$14,141	\$399,896
ENGLEWOOD	\$1,013,137	\$1,082,423	\$30,610,577
ERIE	\$689,970	\$740,268	\$20,934,556
ESTES PARK	\$280,816	\$313,639	\$8,869,608
EVANS	\$527,154	\$627,565	\$17,747,336
FAIRPLAY	\$32,087	\$36,425	\$1,030,094
FEDERAL HEIGHTS	\$269,280	\$263,985	\$7,465,400
FIRESTONE	\$376,055	\$414,760	\$11,729,271
FLAGLER	\$36,934	\$43,167	\$1,220,738
FLEMING	\$19,402	\$22,587	\$638,753
FLORENCE	\$126,036	\$149,944	\$4,240,375
FORT COLLINS	\$4,681,820	\$5,226,518	\$147,804,256
FORT LUPTON	\$250,007	\$327,782	\$9,269,582
FORT MORGAN	\$342,188	\$374,587	\$10,593,211
FOUNTAIN	\$716,620	\$766,674	\$21,681,285
FOWLER	\$39,333	\$46,989	\$1,328,833
FOXFIELD	\$40,047	\$46,173	\$1,305,771
FRASER	\$46,836	\$54,511	\$1,541,553
FREDERICK	\$416,405	\$445,893	\$12,609,719
FRISCO	\$110,369	\$129,289	\$3,656,261
FRUITA	\$394,658	\$440,701	\$12,462,872

GARDEN CITY	\$7,321	\$7,384	\$208,818
GENOA	\$10,638	\$11,555	\$326,768
GEORGETOWN	\$49,106	\$55,326	\$1,564,615
GILCREST	\$41,248	\$39,960	\$1,130,068
GLENDALE	\$78,513	\$71,518	\$2,022,500
GLENWOOD SPRINGS	\$297,101	\$334,167	\$9,450,134
GOLDEN	\$540,625	\$614,852	\$17,387,808
GRANADA	\$23,544	\$30,393	\$859,515
GRANBY	\$62,723	\$70,021	\$1,980,161
GRAND JUNCTION	\$2,311,192	\$2,684,977	\$75,930,285
GRAND LAKE	\$30,771	\$35,182	\$994,929
GREELEY	\$2,702,842	\$3,202,579	\$90,567,905
GREEN MOUNTAIN FAL	\$29,166	\$32,114	\$908,162
GREENWOOD VILLAGE	\$545,687	\$633,174	\$17,905,970
GROVER	\$12,450	\$12,288	\$347,504
GUNNISON	\$162,269	\$183,772	\$5,197,026
GYPNUM	\$262,488	\$263,403	\$7,448,961
HARTMAN	\$6,859	\$8,117	\$229,554
HASWELL	\$8,124	\$9,384	\$265,388
HAXTUN	\$41,320	\$48,055	\$1,358,990
HAYDEN	\$64,835	\$71,551	\$2,023,446
HILLROSE	\$9,397	\$9,874	\$279,225
HOLLY	\$32,875	\$38,749	\$1,095,810
HOLYOKE	\$88,473	\$102,341	\$2,894,157
HOOPER	\$9,191	\$10,331	\$292,156
HOT SULPHUR SPRING	\$29,949	\$33,106	\$936,230
HOTCHKISS	\$32,469	\$36,884	\$1,043,064
HUDSON	\$81,330	\$84,821	\$2,398,703
HUGO	\$31,739	\$36,559	\$1,033,878
IDAHO SPRINGS	\$68,653	\$76,086	\$2,151,686
IGNACIO	\$24,511	\$26,257	\$742,551
ILIFF	\$12,414	\$12,961	\$366,545
JAMESTOWN	\$10,510	\$12,671	\$358,345
JOHNSTOWN	\$418,053	\$411,612	\$11,640,256
JULESBURG	\$55,775	\$65,416	\$1,849,951
KEENESBURG	\$44,744	\$51,316	\$1,451,198
KERSEY	\$50,048	\$48,667	\$1,376,297
KIM	\$10,109	\$11,311	\$319,869
KIOWA	\$22,666	\$28,591	\$808,543
KIT CARSON	\$15,515	\$18,728	\$529,633
KREMMLING	\$61,446	\$69,694	\$1,970,936
LAJARA	\$42,480	\$38,481	\$1,088,241
LA JUNTA	\$227,901	\$269,495	\$7,621,235
LA SALLE	\$56,964	\$71,369	\$2,018,282
LA VETA	\$45,092	\$53,457	\$1,511,750
LAFAYETTE	\$815,975	\$861,128	\$24,352,433
LAKE CITY	\$32,554	\$40,461	\$1,144,220
LAKESIDE	\$2,197	\$2,624	\$74,192
LAKEWOOD	\$5,015,098	\$5,601,989	\$158,422,461
LAMAR	\$261,110	\$313,696	\$8,871,224
LARKSPUR	\$10,462	\$15,199	\$429,817

LAS ANIMAS	\$81,563	\$98,433	\$2,783,658
LEADVILLE	\$117,247	\$128,315	\$3,628,705
LIMON	\$76,690	\$90,462	\$2,558,243
LITTLETON	\$1,375,946	\$1,553,846	\$43,942,268
LOCHBUIE	\$157,055	\$184,138	\$5,207,354
LOG LANE VILLAGE	\$23,535	\$24,865	\$703,168
LONETREE	\$362,745	\$358,938	\$10,150,661
LONGMONT	\$2,925,615	\$3,159,702	\$89,355,367
LOUISVILLE	\$633,674	\$713,745	\$20,184,475
LOVELAND	\$2,559,400	\$2,942,609	\$83,216,040
LYONS	\$64,455	\$74,695	\$2,112,343
MANASSA	\$54,782	\$57,720	\$1,632,302
MANCOS	\$31,555	\$38,233	\$1,081,224
MANITOU SPRINGS	\$157,343	\$180,370	\$5,100,797
MANZANOLA	\$13,461	\$16,424	\$464,469
MARBLE	\$11,048	\$11,839	\$334,810
MEAD	\$195,050	\$200,775	\$5,677,854
MEEKER	\$86,068	\$116,158	\$3,284,907
MERINO	\$13,260	\$13,232	\$374,192
MILLIKEN	\$204,684	\$241,283	\$6,823,415
MINTURN	\$39,022	\$45,518	\$1,287,243
MOFFAT	\$15,797	\$15,752	\$445,467
MONTE VISTA	\$145,400	\$173,228	\$4,898,839
MONTROSE	\$739,188	\$839,120	\$23,730,040
MONUMENT	\$227,765	\$227,625	\$6,437,159
MORRISON	\$11,238	\$12,529	\$354,324
MOUNTAIN VIEW	\$11,944	\$13,236	\$374,311
MOUNTAIN VILLAGE	\$64,477	\$68,305	\$1,931,633
MT CRESTED BUTTE	\$47,574	\$51,368	\$1,452,657
NATURITA	\$20,656	\$24,962	\$705,928
NEDERLAND	\$55,214	\$61,742	\$1,746,034
NEW CASTLE	\$133,269	\$148,740	\$4,206,315
NORTHGLENN	\$1,039,857	\$1,135,237	\$32,104,154
NORWOOD	\$17,876	\$23,308	\$659,134
NUCLA	\$27,331	\$33,032	\$934,141
NUNN	\$32,178	\$31,276	\$884,469
OAK CREEK	\$29,479	\$33,888	\$958,346
OLATHE	\$50,990	\$59,631	\$1,686,350
OLNEY SPRINGS	\$12,529	\$14,960	\$423,076
OPHIR	\$7,023	\$7,910	\$223,680
ORCHARD CITY	\$147,908	\$174,041	\$4,921,822
ORDWAY	\$37,379	\$45,281	\$1,280,541
OTIS	\$21,583	\$25,602	\$724,022
OURAY	\$39,557	\$45,950	\$1,299,463
OVID	\$12,471	\$15,451	\$436,952
PAGOSA SPRINGS	\$74,508	\$85,338	\$2,413,329
PALISADE	\$69,952	\$78,913	\$2,231,633
PALMER LAKE	\$99,642	\$108,252	\$3,061,345
PAOLI	\$5,190	\$6,129	\$173,338
PAONIA	\$48,465	\$56,624	\$1,601,317
PARACHUTE	\$42,810	\$46,154	\$1,305,219

PARKER	\$1,444,859	\$1,502,906	\$42,501,714
PEETZ	\$12,333	\$12,605	\$356,453
PIERCE	\$36,925	\$40,462	\$1,144,259
PITKIN	\$8,358	\$10,389	\$293,811
PLATTEVILLE	\$142,898	\$132,140	\$3,736,879
PONCHA SPRINGS	\$34,957	\$50,864	\$1,438,426
PRITCHETT	\$8,332	\$10,175	\$287,740
PUEBLO	\$3,417,169	\$3,976,214	\$112,446,063
RAMAH	\$8,221	\$9,444	\$267,083
RANGELY	\$85,250	\$107,643	\$3,044,118
RAYMER	\$9,230	\$11,342	\$320,736
RED CLIFF	\$10,392	\$11,788	\$333,351
RICO	\$14,469	\$15,489	\$438,017
RIDGWAY	\$50,164	\$54,572	\$1,543,288
RIFLE	\$298,938	\$338,164	\$9,563,157
ROCKVALE	\$27,210	\$32,383	\$915,770
ROCKY FORD	\$124,758	\$150,224	\$4,248,299
ROMEO	\$14,809	\$17,079	\$482,997
RYE	\$5,378	\$6,701	\$189,501
SAGUACHE	\$26,547	\$30,766	\$870,041
SALIDA	\$212,547	\$245,515	\$6,943,100
SAN LUIS	\$26,296	\$30,227	\$854,824
SANFORD	\$66,780	\$72,484	\$2,049,819
SAWPIT	\$1,369	\$1,423	\$40,250
SEDGWICK	\$13,028	\$15,354	\$434,193
SEIBERT	\$11,642	\$12,966	\$366,663
SEVERANCE	\$128,110	\$136,788	\$3,868,311
SHERIDAN	\$178,371	\$180,456	\$5,103,241
SHERIDAN LAKE	\$6,110	\$7,029	\$198,765
SILT	\$103,829	\$112,931	\$3,193,645
SILVER CLIFF	\$47,975	\$52,678	\$1,489,713
SILVER PLUME	\$9,287	\$10,494	\$296,768
SILVERTHORNE	\$219,762	\$246,652	\$6,975,229
SILVERTON	\$36,245	\$42,825	\$1,211,080
SIMLA	\$25,818	\$29,894	\$845,402
SNOWMASS VILLAGE	\$129,883	\$143,378	\$4,054,698
SOUTH FORK	\$37,597	\$43,628	\$1,233,787
SPRINGFIELD	\$65,254	\$81,442	\$2,303,144
STARKVILLE	\$3,398	\$4,114	\$116,334
STEAMBOAT SPRINGS	\$482,020	\$502,998	\$14,224,636
STERLING	\$355,631	\$417,562	\$11,808,509
STRATTON	\$31,537	\$39,559	\$1,118,714
SUGAR CITY	\$15,102	\$17,888	\$505,862
SUPERIOR	\$312,381	\$354,954	\$10,037,993
SWINK	\$21,458	\$25,579	\$723,352
TELLURIDE	\$70,889	\$75,973	\$2,148,492
THORNTON	\$3,938,157	\$3,931,117	\$111,170,726
TIMNATH	\$122,520	\$77,852	\$2,201,633
TRINIDAD	\$314,658	\$380,916	\$10,772,186
TWO BUTTES	\$10,358	\$11,783	\$333,233
VAIL	\$218,359	\$254,087	\$7,185,505

VICTOR	\$18,939	\$20,793	\$588,017
VILAS	\$5,931	\$7,232	\$204,521
VONA	\$8,150	\$9,591	\$271,223
WALDEN	\$30,429	\$35,812	\$1,012,748
WALSENBURG	\$118,567	\$140,052	\$3,960,637
WALSH	\$30,057	\$36,618	\$1,035,534
WARD	\$8,834	\$10,048	\$284,153
WELLINGTON	\$234,878	\$239,259	\$6,766,174
WESTCLIFFE	\$29,674	\$38,515	\$1,089,187
WESTMINSTER	\$3,612,548	\$3,835,399	\$108,463,862
WHEAT RIDGE	\$1,062,422	\$1,184,066	\$33,485,023
WIGGINS	\$35,556	\$39,698	\$1,122,656
WILEY	\$15,299	\$17,796	\$503,260
WILLIAMSBURG	\$35,025	\$39,878	\$1,127,742
WINDSOR	\$821,110	\$842,153	\$23,815,822
WINTER PARK	\$46,724	\$51,678	\$1,461,448
WOODLAND PARK	\$293,192	\$342,849	\$9,695,654
WRAY	\$87,593	\$101,157	\$2,860,688
YAMPA	\$15,542	\$17,548	\$496,243
YUMA	\$130,778	\$149,824	\$4,236,985
TOTAL	\$142,550,207	\$153,340,000	\$4,336,406,409

County	Current HUTF Distributions for Fiscal Year 2017 (including FASTER revenue)	County share of first year new sales tax revenue	County share over 20 years of new sales tax revenue
		0.62% Sales Tax Increase	0.62% Sales Tax Increase
ADAMS	\$9,008,860	\$6,141,172	\$173,670,396
ALAMOSA	\$2,016,895	\$1,380,520	\$39,040,667
ARAPAHOE	\$8,761,131	\$5,410,338	\$153,002,649
ARCHULETA	\$2,044,204	\$1,657,957	\$46,886,488
BACA	\$2,507,259	\$1,932,470	\$54,649,641
BENT	\$1,240,053	\$930,732	\$26,320,804
BOULDER	\$5,997,166	\$4,182,683	\$118,284,946
CHAFFEE	\$1,870,120	\$1,292,790	\$36,559,691
CHEYENNE	\$1,422,914	\$1,122,095	\$31,732,482
CLEAR CREEK	\$954,892	\$715,105	\$20,222,950
CONEJOS	\$1,837,413	\$1,368,544	\$38,701,994
COSTILLA	\$3,848,559	\$3,100,282	\$87,675,002
CROWLEY	\$701,576	\$531,847	\$15,040,471
CUSTER	\$1,212,258	\$892,153	\$25,229,804
DELTA	\$2,825,433	\$2,173,015	\$61,452,161
DOLORES	\$1,667,346	\$1,106,843	\$31,301,167
DOUGLAS	\$8,086,674	\$7,832,630	\$221,504,270
EAGLE	\$2,315,590	\$1,827,429	\$51,679,123
EL PASO	\$12,696,515	\$10,098,321	\$285,577,316
ELBERT	\$2,682,277	\$2,222,207	\$62,843,320
FREMONT	\$2,704,058	\$2,194,167	\$62,050,349
GARFIELD	\$3,517,300	\$2,834,916	\$80,170,536
GILPIN	\$653,821	\$483,782	\$13,681,205
GRAND	\$2,759,485	\$2,047,212	\$57,894,495
GUNNISON	\$2,797,449	\$1,993,671	\$56,380,379
HINSDALE	\$744,395	\$456,125	\$12,899,075
HUERFANO	\$1,701,130	\$1,222,312	\$34,566,599
JACKSON	\$1,360,444	\$936,627	\$26,487,519
JEFFERSON	\$14,204,014	\$10,531,112	\$297,816,508
KIOWA	\$1,400,301	\$1,025,341	\$28,996,328
KIT CARSON	\$2,759,017	\$2,110,165	\$59,674,787
LA PLATA	\$3,217,115	\$2,527,052	\$71,464,214
LAKE	\$720,101	\$573,677	\$16,223,403
LARIMER	\$8,328,423	\$6,502,841	\$183,898,284
LAS ANIMAS	\$3,226,892	\$2,343,860	\$66,283,628
LINCOLN	\$2,420,605	\$1,695,740	\$47,954,978
LOGAN	\$3,810,478	\$2,715,223	\$76,785,655
MESA	\$7,998,813	\$5,848,435	\$165,391,881
MINERAL	\$586,231	\$381,595	\$10,791,384
MOFFAT	\$4,260,494	\$2,821,800	\$79,799,615
MONTEZUMA	\$2,660,870	\$2,079,152	\$58,797,768
MONTROSE	\$4,708,547	\$3,516,088	\$99,433,838
MORGAN	\$3,006,918	\$2,155,740	\$60,963,645

OTERO	\$1,695,788	\$1,164,185	\$32,922,786
OURAY	\$786,775	\$580,220	\$16,408,449
PARK	\$5,087,156	\$3,724,539	\$105,328,789
PHILLIPS	\$1,233,705	\$900,546	\$25,467,163
PITKIN	\$1,174,946	\$888,727	\$25,132,905
PROWERS	\$2,045,716	\$1,583,346	\$44,776,511
PUEBLO	\$4,962,444	\$3,743,197	\$105,856,411
RIO BLANCO	\$3,052,331	\$2,205,750	\$62,377,905
RIO GRANDE	\$2,344,201	\$1,716,240	\$48,534,716
ROUTT	\$3,022,576	\$2,214,900	\$62,636,670
SAGUACHE	\$2,778,943	\$2,052,797	\$58,052,458
SAN JUAN	\$341,740	\$267,662	\$7,569,394
SAN MIGUEL	\$1,950,009	\$1,301,779	\$36,813,883
SEDGWICK	\$949,017	\$736,746	\$20,834,935
SUMMIT	\$1,209,569	\$886,652	\$25,074,245
TELLER	\$2,393,160	\$1,853,702	\$52,422,107
WASHINGTON	\$3,190,233	\$2,423,054	\$68,523,184
WELD	\$10,475,009	\$7,851,468	\$222,037,017
YUMA	\$3,015,951	\$2,328,720	\$65,855,467
TOTAL	\$204,953,301	\$153,340,000	\$4,336,406,409



COLORADO
Department of
Transportation

Propositions #109 & #110 CDOT Analysis

1



Agenda

- Factual Summary of Both Propositions
- Short Summary / Pros and Cons
- Status Report on Project Selection
- Funding Needs and Variables

2



Proposition #109 & #110 Factual Summary

PROPOSITION CONSIDERATIONS	PROPOSITION 110 (formerly Initiative 153)	PROPOSITION 109 (formerly Initiative 167)
What does it do?	Raises the sales tax by 0.62 cents to increase transportation investment (sunsets in 20 years).	Dedicates existing general funds to increase transportation investment.
What does it raise?	Would raise up to \$767 million in the first year; allows the state to bond up to \$6 billion (over 20 years).	One time up to \$3.5 billion in bonding authority paid back over 20 years.
How are the funds allocated?	45% to state highways 20% to city streets 20% to county roads 15% to transit/bicycle/pedestrian	100% to state highways
How much money is generated? (Based on estimated projections)	\$7 billion for state highways (net of debt service) \$8 billion for city/county projects \$3 billion for transit/bicycle/pedestrian projects	\$3.5 billion for state highways (net of debt service)
Project selection for CDOT funds	Transportation Commission has adopted a fiscally constrained \$7 billion list of projects which would utilize the funds.	Proposition lists the projects, totaling about \$5.6 billion. Transportation Commission will narrow the list/project scope to \$3.5 billion.
Are there other funding implications for CDOT?	Preserves \$1.5 billion in existing state funding for CDOT, resulting in a \$7 billion net increase over current law (SB17-267).	Replaces \$1.5 billion in existing state funding for CDOT resulting in a \$2 billion net increase over current law (SB17-267).

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Proposition #109 & #110 Pros and Cons

PROPOSITION 109 (formerly Initiative 167 or "Fix Our Damn Roads") proposes to use existing general funds to increase transportation investment. These funds would be used to allow the state to bond \$3.5 billion to pay for state highway projects around the state. The funds may not be used for transit or other projects.

PRO/CON: Funds \$3.5 billion in highway projects around the state (no transit or local) with no new taxes but existing revenue must be diverted from state budget over twenty years to pay for bonds.

PROPOSITION 110 (formerly Initiative 153 or "Let's Go Colorado") proposes to raise the sales tax by 0.62 percent to increase transportation investment. This sales tax increase, which would sunset in 20 years, would raise up to \$767 million in the first year and allow the state to bond up to \$6 billion to pay for transportation projects around the state. The funds raised would be divided between state highways, cities, counties and a dedicated multi-modal fund.

PRO/CON: Funds \$7 billion in highway projects around the state, as well as providing funding for city, county and transit/bicycle/pedestrian needs, but raises taxes for twenty years to pay for bonds and projects.

4



Transportation Commission Status Report

Proposition 110 (Let's Go Colorado):

- Proposition 110 didn't list specific projects
- CDOT worked with planning partners to develop list drawn from Development Program
- List approved by Transportation Commission in July

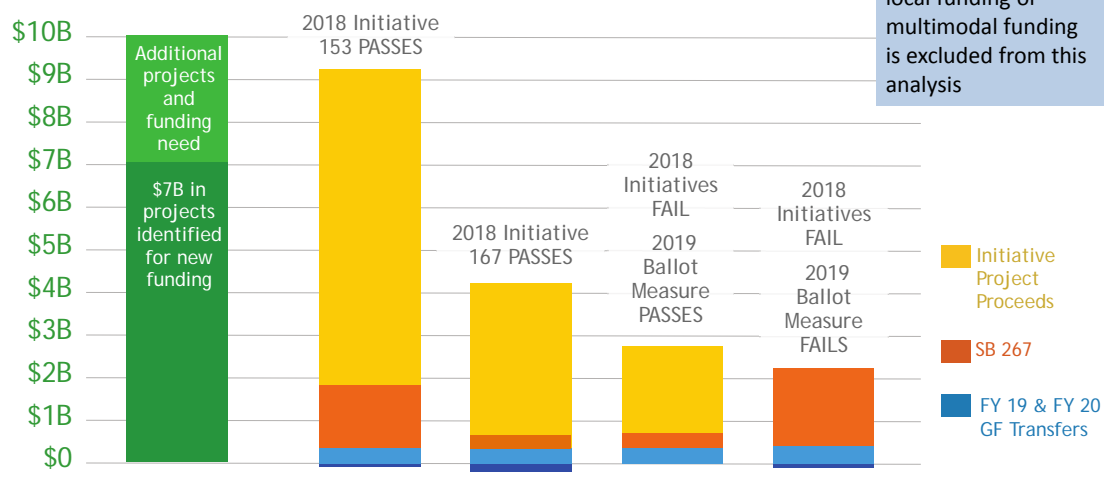
Proposition 109 (Fix Our Damn Roads):

- Proposition 109 included a specific list of projects drawn from CDOT Development Program
- Project costs expected to be around \$5.6 billion, so TC must narrow the list
- In August, staff began working to narrow the Prop 109 list, which is under planning partner review
- Transportation Commission will receive a status report in September, and may or may not adopt a refined project list

5



Funding Needs & Variables



6



Questions?

7

ATTACH C

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Executive Director
303-480-6701 or drex@drcog.org

Meeting Date	Agenda Category	Agenda Item #
September 5, 2018	Discussion	6

SUBJECT

This item concerns non-transportation initiatives and referenda for the November 6, 2018 ballot.

PROPOSED ACTION/RECOMMENDATIONS

No action requested.

ACTION BY OTHERS

N/A

SUMMARY

The ballot for the 2018 statewide election may contain as many as 13 proposals. Eleven already have made the ballot, while two are still undergoing signature verification. The preceding agenda item discussed the two transportation initiatives – Proposition 110 (proposed Initiative #153) and Proposition 109 (proposed Initiative #167). Staff will provide a summary of the remaining questions believed to be on the 2018 ballot and provide the Board an opportunity to discuss the possibility of taking positions on the additional ballot measures.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

November 2018 Ballot Measure Summaries

ADDITIONAL INFORMATION

Should you have any questions regarding the legislative bills, please contact Douglas W. Rex, Director, Executive Director, at 303-480-6701 or drex@drcog.org; or Rich Mauro, Senior Policy and Legislative Analyst at 303-480-6778 or rmauro@drcog.org.

NOVEMBER 2018 BALLOT MEASURE SUMMARIES

On the Ballot

Referred to the voters by the General Assembly:

Amendment V – Assembly Age

Proposes amending the Colorado Constitution to:

- lower the age requirement for serving in the state legislature from 25 to 21.

Amendment W – Election Ballot Format for Judicial Retention Elections

Proposes amending the Colorado Constitution to:

- change the ballot format for judicial retention elections to remove the requirement that a retention question be asked for each justice and judge.

Amendment X – Industrial Hemp Definition

Proposes amending the Colorado Constitution to:

- remove the definition of “industrial hemp” from the Colorado Constitution and, instead, use the definition in federal law or state statute.

Amendment Y – Congressional Redistricting

Proposes amending the Colorado Constitution to:

- create the Independent Congressional Redistricting Commission, consisting of an equal number of members from each of the state's two largest political parties and unaffiliated voters, to amend and approve congressional district maps drawn by nonpartisan legislative staff;
- establish a process for selecting commissioners, new requirements for transparency and ethics, and a procedure for judicial review of commission maps; and
- establish and prioritize the criteria the commission must use for adopting the state's U.S. congressional district map.

Amendment Z – Legislative Redistricting

Proposes amending the Colorado Constitution to:

- replace the Colorado Reapportionment Commission with the Independent Legislative Redistricting Commission, consisting of an equal number of members from each of the state's two largest political parties and unaffiliated voters, to amend and approve state legislative district maps drawn by nonpartisan legislative staff;
- establish a process for selecting commissioners, new requirements for transparency and ethics, and a procedure for judicial review of commission maps; and
- expand and prioritize the

Amendment A – Prohibit Slavery and Involuntary Servitude in All Circumstances

Proposes amending the Colorado Constitution to:

- remove language that currently allows slavery and involuntary servitude to be used as punishment for the conviction of a crime.

Amendment 73 (Proposed Initiative #93) – Funding for Public Schools

Proposes amending the Colorado Constitution and Colorado statutes to:

- increase funding for preschool through twelfth grade (P-12) public education;
- raise the state individual income tax rate for taxpayers with taxable income over \$150,000, and increase the state corporate income tax rate to provide additional funding for education; and
- for property taxes levied by school districts, set the assessment rate at 7.0 percent for residential properties and decrease the assessment rate to 24.0 percent for most nonresidential properties.

Initiative #108 Just Compensation for Reduction in Fair Market Value by Government Law or Regulation

Proposes amending the Colorado Constitution to:

- require the state or a local government to compensate a property owner

Initiative #126 Payday Loans

Proposes amending the Colorado statutes to:

- reduce the total cost for a payday loan to a 36 percent annual percentage rate; and
- expand what constitutes unfair or deceptive trade practices for payday lending.

Proposition 110 (Proposed Initiative #153) Transportation Funding

Proposes amending the Colorado statutes to:

- increase the state's sales and use tax rate from 2.9 percent to 3.52 percent for 20 years;
- distribute the new tax revenue for transportation as follows: 45 percent to the state; 40 percent to local governments; and 15 percent for multimodal transportation projects; and
- permit the state to borrow up to \$6.0 billion for transportation projects and limit the total repayment amount, including principal and interest, to \$9.4 billion over 20 years.

Proposition 109 (Proposed Initiative #167) Authorize Bonds for Transportation Projects

Proposes amending the Colorado statutes to:

- require the state to borrow up to \$3.5 billion in 2019 to fund up to 66 specific highway projects;
- direct the state to identify a source of funds to repay the borrowed amount without raising taxes or fees; and
- limit the total repayment amount, including principal and interest, to \$5.2 billion over 20 years.

Signature line review ongoing

Initiative #97 Setback Requirement for Oil and Gas Development

Proposes amending the Colorado statutes to:

- require that new oil and natural gas development be located at least 2,500 feet from occupied structures, water sources, and other areas designated as vulnerable.

Initiative #173 Campaign Contributions

Proposes amending the Colorado Constitution to:

- increase campaign contribution limits when a candidate loans or contributes at least \$1.0 million to his or her own campaign, by allowing all candidates in the same election to collect five times the level.