

First Regular Session  
Seventieth General Assembly  
STATE OF COLORADO

INTRODUCED

LLS NO. 15-0480.01 Jason Gelender x4330

SENATE BILL 15-179

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SENATE SPONSORSHIP

**Garcia,** Crowder, Donovan, Grantham, Guzman, Jones, Kerr, Merrifield, Todd, Ulibarri

HOUSE SPONSORSHIP

**Esgar,** Pabon, Moreno, Salazar

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Senate Committees

Transportation

House Committees

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A BILL FOR AN ACT

101      **CONCERNING INVESTMENT IN U.S. HIGHWAY 50, AND, IN CONNECTION**  
102            **THEREWITH, REQUIRING A STUDY TO BE CONDUCTED TO**  
103            **DETERMINE THE ECONOMIC BENEFITS OF MAKING SAFETY AND**  
104            **CAPACITY IMPROVEMENTS TO THE HIGHWAY BETWEEN THE**  
105            **KANSAS BORDER AND ITS INTERSECTION WITH U.S. HIGHWAY**  
106            **285.**

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**Bill Summary**

*(Note: This summary applies to this bill as introduced and does not reflect any amendments that may be subsequently adopted. If this bill passes third reading in the house of introduction, a bill summary that applies to the reengrossed version of this bill will be available at <http://www.leg.state.co.us/bills summaries>.)*

The bill requires the department of transportation (CDOT) to

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

conduct a study of the current economic benefits provided by the portion of U.S. highway 50 that runs between the Kansas border and U.S. highway 285 and the opportunities to increase those benefits. In preparing the study, CDOT must consult with, and may coordinate research efforts with or agree to delegate research to, relevant transportation planning or economic development entities, but CDOT itself, using its existing financial and staff resources, must study the extent to which various potential safety improvements are likely to increase the efficiency, capacity, and usage of the highway and thereby increase economic activity and benefits. CDOT must compile the results of the research into a single report no later than December 1, 2015, and must publish the report on its web site and provide copies of the report to the committees of reference of the general assembly that have jurisdiction over transportation.

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

2 **SECTION 1.** In Colorado Revised Statutes, **add** part 11 to article  
3 1 of title 43 as follows:

4 **PART 11**

5 **U.S. HIGHWAY 50 STUDY**

6 **43-1-1101. U.S. highway 50 study - legislative declaration.**

7 (1) THE GENERAL ASSEMBLY HEREBY FINDS AND DECLARES THAT:

8 (a) U.S. HIGHWAY 50 RUNS FOR APPROXIMATELY TWO HUNDRED  
9 FIFTY MILES BETWEEN THE KANSAS BORDER AND ITS INTERSECTION WITH  
10 U.S. HIGHWAY 285 NEAR SALIDA AND IS A MAJOR EAST-WEST  
11 TRANSPORTATION CORRIDOR;

12 (b) THE PORTION OF U.S. HIGHWAY 50 THAT RUNS BETWEEN THE  
13 KANSAS BORDER AND U.S. HIGHWAY 285 DIRECTLY LINKS TO SEVERAL  
14 MAJOR NORTH-SOUTH TRANSPORTATION CORRIDORS INCLUDING  
15 INTERSTATE 25 AND U.S. HIGHWAY 285;

16 (c) THE PORTION OF U.S. HIGHWAY 50 THAT RUNS BETWEEN THE  
17 KANSAS BORDER AND U.S. HIGHWAY 285 IS A CRITICAL ECONOMIC DRIVER

1 FOR THE STATE BECAUSE IT:

2 (I) PROVIDES THE PRINCIPAL MEANS OF TRANSPORTING GOODS  
3 BETWEEN THE NUMEROUS AND DIVERSE COMMUNITIES OF SOUTHEAST AND  
4 SOUTH-CENTRAL COLORADO;

5 (II) ALLOWS COLORADO CITIZENS TO EFFICIENTLY TRAVEL TO AND  
6 BETWEEN THOSE COMMUNITIES IN ORDER TO ACCESS EMPLOYMENT  
7 OPPORTUNITIES, HEALTH CARE, AND NEEDED GOODS AND SERVICES;

8 (III) PROVIDES A MEANS BY WHICH BOTH COLORADANS AND  
9 OUT-OF-STATE TOURISTS CAN ACCESS MANY OF THE RECREATIONAL  
10 OPPORTUNITIES FOR WHICH COLORADO IS KNOWN, INCLUDING THE ROYAL  
11 GORGE AND THE FISHING, CAMPING, AND RAFTING OPPORTUNITIES  
12 AFFORDED BY THE ARKANSAS RIVER; AND

13 (IV) LINKS THE CITIZENS OF SOUTHEAST AND SOUTH-CENTRAL  
14 COLORADO TO THE ECONOMIC, CULTURAL, AND RECREATIONAL  
15 OPPORTUNITIES ALONG THE FRONT RANGE AND IN THE INTERSTATE 70  
16 MOUNTAIN CORRIDOR;

17 (d) TO ENSURE THAT THE PORTION OF U.S. HIGHWAY 50 THAT  
18 RUNS BETWEEN THE KANSAS BORDER AND U.S. HIGHWAY 285 WILL  
19 CONTINUE TO BE AN ECONOMIC DRIVER FOR THE STATE, IT IS NECESSARY  
20 FOR THE STATE TO MAKE SAFETY IMPROVEMENTS TO THE HIGHWAY,  
21 MAINTAIN IT IN GOOD CONDITION, AND MAKE CERTAIN THAT IT HAS  
22 SUFFICIENT CAPACITY TO ALLOW THE SAFE PASSAGE OF TRAFFIC WITH  
23 MINIMAL CONGESTION; AND

24 (e) BECAUSE STATE RESOURCES AVAILABLE TO FUND  
25 TRANSPORTATION INFRASTRUCTURE ARE LIMITED, IT IS NECESSARY AND  
26 APPROPRIATE TO REQUIRE A STUDY TO BE CONDUCTED IN ORDER TO MORE  
27 CLEARLY DEFINE AND QUANTIFY THE SCOPE OF THE ECONOMIC BENEFITS

1 PROVIDED BY THE PORTION OF U.S. HIGHWAY 50 THAT RUNS BETWEEN THE  
2 KANSAS BORDER AND U.S. HIGHWAY 285 AND ENSURE THAT U.S.  
3 HIGHWAY 50 RECEIVES APPROPRIATE AMOUNTS OF FUNDING FOR SAFETY  
4 AND CAPACITY IMPROVEMENTS AND MAINTENANCE.

5 (2) THE DEPARTMENT SHALL CONDUCT A STUDY OF THE CURRENT  
6 ECONOMIC BENEFITS PROVIDED BY THE PORTION OF U.S. HIGHWAY 50  
7 THAT RUNS BETWEEN THE KANSAS BORDER AND U.S. HIGHWAY 285 AND  
8 THE OPPORTUNITIES TO INCREASE THOSE BENEFITS. IN PREPARING THE  
9 STUDY, THE DEPARTMENT SHALL CONSULT WITH, AND MAY COORDINATE  
10 RESEARCH EFFORTS WITH OR AGREE TO DELEGATE RESEARCH TO,  
11 TRANSPORTATION PLANNING OR ECONOMIC DEVELOPMENT ENTITIES,  
12 INCLUDING BUT NOT LIMITED TO THE PUEBLO COUNTY DEPARTMENT OF  
13 ECONOMIC DEVELOPMENT AND GEOGRAPHIC INFORMATION SYSTEMS, THE  
14 SOUTHERN COLORADO ECONOMIC DEVELOPMENT DISTRICT, AND THE  
15 ENGINEERING REGIONS AND TRANSPORTATION PLANNING REGIONS THAT  
16 INCLUDE THE PORTION OF U.S. HIGHWAY 50 THAT RUNS BETWEEN THE  
17 KANSAS BORDER AND U.S. HIGHWAY 285. THE DEPARTMENT ITSELF,  
18 USING ITS EXISTING FINANCIAL AND STAFF RESOURCES, SHALL STUDY THE  
19 EXTENT TO WHICH VARIOUS POTENTIAL SAFETY IMPROVEMENTS ARE  
20 LIKELY TO INCREASE THE EFFICIENCY, CAPACITY, AND USAGE OF THE  
21 HIGHWAY AND THEREBY INCREASE ECONOMIC ACTIVITY AND BENEFITS.

22 (3) THE DEPARTMENT SHALL COMPILE THE RESULTS OF THE  
23 RESEARCH CONDUCTED PURSUANT TO SUBSECTION (2) OF THIS SECTION  
24 INTO A SINGLE REPORT NO LATER THAN DECEMBER 1, 2015, AND SHALL  
25 PUBLISH THE REPORT ON ITS WEB SITE AND PROVIDE COPIES OF THE REPORT  
26 TO THE MEMBERS OF THE COMMITTEES OF REFERENCE OF THE GENERAL  
27 ASSEMBLY THAT HAVE JURISDICTION OVER TRANSPORTATION.

1           **SECTION 2. No appropriation.** The general assembly has  
2 determined that this act can be implemented within existing  
3 appropriations, and therefore no separate appropriation of state moneys  
4 is necessary to carry out the purposes of this act.

5           **SECTION 3. Safety clause.** The general assembly hereby finds,  
6 determines, and declares that this act is necessary for the immediate  
7 preservation of the public peace, health, and safety.