

**Second Regular Session  
Sixty-seventh General Assembly  
STATE OF COLORADO**

**REVISED**

*This Version Includes All Amendments Adopted  
on Second Reading in the Second House*

LLS NO. 10-0778.02 Jason Gelender

**SENATE BILL 10-184**

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**SENATE SPONSORSHIP**

**Romer and Gibbs**, Penry, Schwartz, Hodge, Kopp, Williams, Bacon, Boyd, Carroll M., Foster, Heath, Hudak, Johnston, Kester, Lundberg, Mitchell, Morse, Newell, Renfroe, Scheffel, Schultheis, Shaffer B., Spence, Steadman, Tapia, Tochtrop, Whitehead

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**Senate Committees**

Transportation

**House Committees**

Transportation & Energy

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**A BILL FOR AN ACT**

101      **CONCERNING TRANSPORTATION DEMAND MANAGEMENT SOLUTIONS**  
102              **FOR TRAFFIC CONGESTION IN THE INTERSTATE 70 MOUNTAIN**  
103              **CORRIDOR, AND, IN CONNECTION THEREWITH, AUTHORIZING**  
104              **THE HIGH-PERFORMANCE TRANSPORTATION ENTERPRISE TO**  
105              **CONTRACT WITH THE DEPARTMENT OF TRANSPORTATION TO**  
106              **PROVIDE AND OPERATE REVERSIBLE HIGHWAY LANES WITHIN A**  
107              **SPECIFIED PORTION OF THE CORRIDOR.**

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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*

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.*

HOUSE  
2nd Reading Unamended  
May 6, 2010

SENATE  
3rd Reading Unamended  
April 28, 2010

SENATE  
Amended 2nd Reading  
April 27, 2010

*http://www.leg.state.co.us/bills/summaries.)*

The bill:

- ! Authorizes the high-performance transportation enterprise to enter into a transportation demand management contract with the department of transportation to relieve traffic congestion during peak travel times in a specified portion of the interstate 70 mountain corridor by providing and operating reversible highway lanes within that portion of the corridor;
- ! Specifies that, if a feasibility study of a moveable barrier system on interstate 70 is completed and demonstrates that such a system is viable and that life safety issues can be addressed, a transportation demand management contract shall establish, at a minimum, the goal of beginning the provision and operation of reversible highway lanes no later than January 1, 2011; and
- ! Further specifies that a transportation demand management contract may authorize the high-performance transportation enterprise to enter into single-fiscal year or multiple-fiscal year operating lease agreements or capital lease or lease-purchase agreements with a private contractor as needed to provide and operate the reversible highway lanes.

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

2           **SECTION 1.** 43-4-806, Colorado Revised Statutes, is amended  
3 BY THE ADDITION OF A NEW SUBSECTION to read:

4           **43-4-806. High-performance transportation enterprise -**  
5 **creation - board - funds - powers and duties - limitations - reporting**  
6 **requirements - legislative declaration.** (7.5) IN ADDITION TO ANY  
7 OTHER POWERS AND DUTIES SPECIFIED IN THIS SECTION, THE  
8 TRANSPORTATION ENTERPRISE MAY ENTER INTO A TRANSPORTATION  
9 DEMAND MANAGEMENT CONTRACT WITH THE DEPARTMENT UNDER WHICH  
10 THE DEPARTMENT COMPENSATES THE TRANSPORTATION ENTERPRISE FOR  
11 RELIEVING TRAFFIC CONGESTION DURING PEAK TRAVEL TIMES, AS  
12 DETERMINED BY THE DEPARTMENT AND THE TRANSPORTATION

1 ENTERPRISE, IN THE PORTION OF THE INTERSTATE 70 MOUNTAIN CORRIDOR  
2 THAT INCLUDES AND LIES BETWEEN FLOYD HILL AND THE  
3 EISENHOWER-JOHNSON TUNNELS BY PROVIDING AND OPERATING  
4 REVERSIBLE HIGHWAY LANES WITHIN THAT PORTION OF THE CORRIDOR.  
5 IF A FEASIBILITY STUDY OF A MOVEABLE BARRIER SYSTEM ON INTERSTATE  
6 70 IS COMPLETED AND DEMONSTRATES THAT SUCH A SYSTEM IS VIABLE  
7 AND THAT LIFE SAFETY ISSUES CAN BE ADDRESSED, A TRANSPORTATION  
8 DEMAND MANAGEMENT CONTRACT MAY ESTABLISH, CONSISTENT WITH  
9 PLANNING PROVISIONS IN SECTION 43-1-1103, C.R.S., THE INTERSTATE 70  
10 COLLABORATIVE EFFORT, CONTEXT SENSITIVE SOLUTIONS, AND THE  
11 PROCESSES REQUIRED BY THE FEDERAL "NATIONAL ENVIRONMENTAL  
12 POLICY ACT OF 1969", 42 U.S.C. 4321 ET SEQ., THE GOAL OF BEGINNING  
13 THE PROVISION AND OPERATION OF REVERSIBLE HIGHWAY LANES AND  
14 REPORTING TO THE GENERAL ASSEMBLY NO LATER THAN JANUARY 1,  
15 2011. A TRANSPORTATION DEMAND MANAGEMENT CONTRACT MAY  
16 AUTHORIZE THE TRANSPORTATION ENTERPRISE TO ENTER INTO  
17 SINGLE-FISCAL YEAR OR MULTIPLE-FISCAL YEAR OPERATING LEASE  
18 AGREEMENTS OR CAPITAL LEASE OR LEASE-PURCHASE AGREEMENTS WITH  
19 A PRIVATE CONTRACTOR AS NEEDED TO PROVIDE AND OPERATE THE  
20 REVERSIBLE HIGHWAY LANES.

21 **SECTION 2. Safety clause.** The general assembly hereby finds,  
22 determines, and declares that this act is necessary for the immediate  
23 preservation of the public peace, health, and safety.