

Final
STAFF SUMMARY OF MEETING

TRANSPORTATION LEGISLATION REVIEW COMMITTEE

Date: 10/07/2013	ATTENDANCE
Time: 09:05 AM to 03:26 PM	Baumgardner X
Place: HCR 0112	Buck X
This Meeting was called to order by <u>Representative Tyler</u>	Coram E
	Everett *
	Fischer *
	Jones *
This Report was prepared by <u>Kelli Kelty</u>	King X
	Kraft-Tharp X
	Lawrence X
	Lee X
	Mitsch Bush X
	Moreno *
	Peniston X
	Primavera X
	Scott X
	Todd X
Heath *	
Tyler X	

X = Present, E = Excused, A = Absent, * = Present after roll call

Bills Addressed:	Action Taken:
Presentation by the Denver Regional Council of Governments	Witness Testimony and/or Committee Discussion Only
Presentation by the Colorado Association of Transit Agencies	Witness Testimony and/or Committee Discussion Only
Public Highway Authority Reports	Witness Testimony and/or Committee Discussion Only
Presentation on Handicapped Parking Issues	Witness Testimony and/or Committee Discussion Only
Briefing from the Colorado State Patrol	Witness Testimony and/or Committee Discussion Only
Public Comment	Witness Testimony and/or Committee Discussion Only
Discussion on Legislation	-

09:07 AM -- Denver Regional Council of Governments (DRCOG)

Representative Tyler, chair, called the meeting to order. A quorum was present. Mayor Sue Horn, Town of Bennett and Denver Regional Council of Governments (DRCOG) Board Chair, and Ms. Jennifer Schaufele, Executive Director, DRCOG, introduced themselves to the committee. Handouts were distributed to the committee (Attachment A and Attachment B). Ms. Schaufele explained the function of DRCOG and its emphasis on regional collaboration. She explained that a recent focus of the organization has been on aging issues with regard to transportation.

09:13 AM

The committee took a brief recess.

09:17 AM

The committee came back to order. Mayor Horn and Ms. Schaufele continued their presentation. Ms. Schaufele discussed the relationship between DRCOG and the Federal Highway Administration. She said that she is grateful for state assistance concerning the aging population. She stated that DRCOG is midway through a related federal grant from Housing and Urban Development Agency.

09:21 AM

Ms. Schaufele explained that the Colorado Department of Transportation (CDOT), the Regional Transportation District (RTD) and DRCOG convene and collaborate on transportation projects in the state. She mentioned that DRCOG is also involved with improving regional air quality. She commented that DRCOG is currently researching transient air.

09:25 AM

Mayor Horn explained the involvement of private industry and development when building collaborative partnerships. She discussed the new DRCOG regional plan called Metrovision 2040, which just began. She noted particular accommodations within this plan to address the projected regional population growth of 50 percent. She said the metropolitan planning organization (MPO) is determining the demographics of this population growth, as well as how these people will commute to work. She also noted that much of this population is over 60, and this age group will have different transportation needs, such as a desire to transport mostly within their community. She noted that DRCOG offers limited assistance to the elderly population, and that this limited assistance costs less than assisted living, since assisted living requires more comprehensive care. She described the relationship between transportation and residential land use, which she called transit-oriented development, and she said that it can be found along the FasTracks rail lines, such as the Evans Station Lofts.

09:33 AM

Representative Tyler asked the panel to further discuss transit-oriented development, and asked whether it was possible that it may increase density in an unwanted way. Mayor Horn responded that DRCOG has researched the concept of urban centers as they relate to transit-oriented development. She said that some towns may not want to become urban centers, and do not undergo that type of development. She continued that those communities that have FasTracks lines are willingly designed as part of urban centers, and have had buy-ins from local businesses. Representative Mitsch Bush asked about infill and mixed use development. Infill is described as new development that is sited on vacant or undeveloped land within an existing community. Ms. Schaufele responded that people have different ideas what population density might mean, and that there has been particular emphasis on growth boundaries. She noted that DRCOG is the only Council of Government in the state that has a voluntary urban growth boundary. She said some regions legislate growth boundaries, but DRCOG decided it did not need to do that. She noted that the MPO may run into problems with land space issues and transportation, and that models will probably show that the region does not have enough urban centers to accommodate population growth. She said these problems are identified by member governments, and that these governments come to DRCOG with their concerns.

09:41 AM

Ms. Schaufele continued describing planning and infills. Mayor Horn said that development is happening in small towns too and she noted that mixed-use development is encouraging non-traditional construction, such as business store fronts that may have apartment units above them. Representative Buck asked about the population increase of 50 percent that Mayor Horn mentioned earlier, and her concerns about the distribution and adequacy of clean water. Mayor Horn responded that DRCOG has reviewed adequate water requirements for urban development, but it has not yet identified funding for programs. For the time being, she said, the organization encourages conservation, and there are differing opinions about whether DRCOG should set specific goals. She concluded that this topic may be a discussion for something larger than DRCOG because the MPO has limited impact on the water agencies. Mayor Horn said that land-use planning is becoming more of an issue, including water reuse and conservation.

09:48 AM

Mayor Horn began a discussion on the environment and DRCOG's Metrovision plan. She said that part of the plan involves encouraging fewer cars on the roadways and cited transit programs other than RTD that are active in the DRCOG region. She stated that DRCOG is also considering weather pattern changes, among other issues that may impact urban and suburban planning. Senator Jones asked the panel whether CDOT ever consulted with DRCOG regarding the CDOT definition of carpooling on US 36 and related tolls. Ms. Schaufele described the issues surrounding the definition of carpooling, and said she will provide further information to Senator Jones.

09:54 AM

Ms. Schaufele stated her concern for insufficient revenues to fund regional transportation projects. She estimated a budget shortfall of about \$40 billion. She said DRCOG has been working in conjunction with MPACT 64, and that it has direct funding commitments to the redevelopment of Union Station in Denver. She also mentioned that the region receives approximately \$60 billion per year from the federal government, which includes funds for multi-modal transportation projects.

09:59 AM

Representative Tyler thanked the panel.

10:00 AM -- Presentation by the Colorado Association of Transit Agencies

Ms. Ann Rajewski, Executive Director, Colorado Association of Transit Agencies (CASTA), introduced herself to the committee, and explained the association's duties.

10:04 AM

Representative Mitsch Bush asked Ms. Rajewski about federal programs and the potential for gaining federal grant dollars for state transit projects. Ms. Rajewski responded that she had researched federal opportunities and found that these primarily offer funding to capital projects, rather than state operations and maintenance.

10:05 AM

Mr. Peter Tregillus, Programs Developer, Southern Ute Community Action Program (SUCAP), introduced himself to the committee. He described his organization and its geographical coverage. Representative Buck asked about the five counties represented by SUCAP. Mr. Tregillus explained the various bus services covering the organization's jurisdiction, of which the Durango T bus service is the largest. He explained that Indian Tribes often have their own transportation systems. Mr. Tregillus commented on data related to bus service ridership, operating and capital costs, and funding sources. He noted that funding is partially provided by local governments, some of which are experiencing a decrease in property tax revenue. He said this decrease may effect the amount that local governments can provide for these bus services. Mr. Tregillus also noted that the Dial-A-Ride program in Ignacio Colorado, in particular, is increasing ridership. He said that SUPCAP is also in discussions with Greyhound bus lines to encourage a route with direct service between Durango and Grand Junction.

10:16 AM

Mr. Dan Blankenship, Chief Executive Officer, Roaring Fork Transportation Authority (RFTA), introduced himself to the committee. He provided an overview of RFTA and commented on the VelociRFTA, a bus rapid transit (BRT) system. The VelociRFTA, which recently started service in the Roaring Fork Valley, operates between Aspen and Glenwood Springs, with a diversion in Carbondale. Representative Kraft-Tharp asked for information about the definition of BRT. Representative Tyler asked if RFTA was replacing existing local service with BRT. Mr. Blankenship noted that RFTA was replacing existing services with BRT and explained how RFTA is proceeding with those services.

Mr. Blankenship said that RFTA has its highest ridership on New Years Eve, and noted other high-volume dates. He described the progress of the VelociRFTA program, and its goal of creating a revenue service by September 2013. He stated that RFTA is currently working with local governments to obtain traffic signal priority, which would be triggered by electronic systems from the bus. He further discussed the availability of wifi, new bus stop shelters, and other technological features of the bus system. He commented on the bus route and schedule. Representative Peniston asked about RFTA's approach to 'the last mile,' which refers to the distance public transit riders must travel to get from a depot or stop to their final destination. Mr. Blankenship responded that the City of Aspen and Glenwood Springs both have a local municipal system, and that RFTA is trying to promote more biking and walking to stations.

10:29 AM

Mr. Blankenship explained how RFTA is resolving the shortage of bike racks on buses by removing seats from some buses so that bikes can be transported on board. He then discussed RFTA's use of compressed natural gas (CNG), which initially raised concerns about whether it was workable at high altitudes. He said the reason why RFTA selected CNG is that it is domestically derived, has a stable price, and is less expensive than diesel. Representative Tyler asked about factors that may increase the cost of CNG in the future, and how RFTA is conducting its estimates. Mr. Blankenship responded that CNG's price is uncertain, but that price uncertainty exists in diesel markets too. He noted that there is a possibility that the CNG price could rise; but for the time being, the cost of CNG remains less expensive than diesel.

10:35 AM

Mr. Blankenship said that federal funding for transit is uncertain, and this is an area in which RFTA is engaged. He explained that RFTA is also working with CDOT to discuss the permitting process as it relates to associated infrastructure, such as parking lots. He explained that when RFTA builds a parking lot that affects road traffic, RFTA is expected to pay for improvements to the affected road.

10:38 AM

Mr. Mike Salisbury, Transportation Program Associate, Southwest Energy Efficiency Project (SWEET), introduced himself to the committee. A handout was distributed to the committee (Attachment C). He said that SWEET is exploring the economic benefits of transit systems. He noted that his area of focus is access to employment and reduced parking infrastructure demand. He noted that SWEET recently concluded three case studies. He commented on one of the studies that found that transit systems reduce the need for high-density parking spaces, which then allows more productive use of real estate for businesses. He also discussed a case study on the Fort Collins transit system.

10:48 AM

Senator Heath asked whether SWEET had researched the Hop, Skip and Jump bus systems in Boulder. Mr. Salisbury said that SWEET is currently studying these routes, and that he would follow up with Senator Heath with more information.

10:51 AM -- Public Highway Authority Reports

Mr. John McCuskey, E-470 Public Highway Authority (PHA) Executive Director, Mr. Randy Drennen, E-470 PHA Chairman, and Mr. Dave Kristick, E-470 PHA Director of Operations, introduced themselves to the committee. A handout was distributed to the committee (Attachment D). Mr. McCuskey provided an overview of the E-470 Parkway and its current operations. Representative Primavera asked about the voting process among the PHA Board. Mr. McCuskey explained the process. Representative Kraft-Tharp asked about the annual number of vehicles on E-470, and related cost adjustments. McCuskey discussed data related to the number of vehicles on E-470. He said that the E-470 is adjusting its annual toll increases to occur each year, rather than once every three years as it had done in the past. He explained that financial projections were being met. Senator Jones asked about the total outstanding bond debt held by the E-470, and the term of those bonds. Mr. McCuskey responded that the bonds will be paid off in 2051, and discussed the term and its complexity.

11:01 AM

Mr. McCuskey explained new developments in electronic tolling. He described the E-470's new tolling transponder, which is smaller and more like a sticker, as opposed to the previous transponder which was a larger box found behind a vehicle's rear view mirror. Representative Peniston asked about the billing procedures for out-of-state residents. Mr. Kristick responded that E-470 issues bills for out-of-state drivers in the same way that it does for in-state drivers. Mr. Kristick described a new mechanism in place whereby the Division of Motor Vehicles within the Department of Revenue can withhold vehicle registrations if tolls are not paid. Representative Tyler asked whether the legislature will be hearing complaints regarding unpaid tolls. Representative Kraft-Tharp asked whether due process for unpaid tolls would be the same for out-of-state drivers. Mr. McCuskey responded that E-470 cannot put an out-of-state vehicle registration on hold for unpaid tolls. Representative Kraft-Tharp asked for the percentage of out-of-state drivers using E-470. Mr. Kristick estimated that these drivers constituted less than one percent of vehicles that use E-470. Senator Todd stated that perhaps this low amount may be due to the fact that out-of-state drivers using the route to the airport may be more likely to drive rental cars, which are registered in Colorado.

11:08 AM

Mr. McCuskey continued to discuss revenues generated by E-470. Senator Heath asked about potential toll increases. Mr. McCuskey described the methodology on raising tolls. He explained the civil penalty process, which provides that drivers who are contacted for seven months by E-470 and still do not pay their balance will have their account forwarded to a bill collection agency. He explained that the revisions to the collections program is not geared toward casual users of E-470, but is designed to respond to those who have over \$200 in unpaid tolls. Representative Primavera asked the panel how it arrived at the \$200 threshold. McCuskey responded that the figure includes just the tolls, and excludes fees or fines. Mr. McCuskey mentioned that E-470 has recently created a program for flood victims. He explained E-470's solar program, which was created in cooperation with Xcel Energy, equipment manufacturers, and equipment installers.

11:16 AM

Mr. McCuskey described E-470's relationship with the High Performance Transportation Enterprise (HPTE). Mr. Drennen further described the billing process and vehicle registration holds. He noted the increase in managed-lane projects, which increases overall drivers and will increase the number of non-payers of tolls. Senator Heath asked about the percentage of E-470 drivers that exceed \$200 in unpaid tolls. Mr. Kristick responded that the \$200 figure was selected because it is viewed as relatively high. He said that the plan is to begin a policy of collections for this group, and perhaps lower the threshold in the future. Representative Primavera asked whether there are new construction plans for E-470. Mr. McCuskey described construction connecting to E-470 that is being done by HPTE.

11:22 AM

Mr. Charles Ozaki, Northwest Parkway PHA Managing Administrator, Mr. Greg Stokes, Northwest Parkway PHA Chairman and Mr. Pedro Costa, Northwest Parkway Executive Director, introduced themselves to the committee. A handout was distributed to the committee (Attachment E). Mr. Stokes provided an overview of the Northwest Parkway PHA, and described the 8.8 mile stretch from I-25 to US 36 and its four toll ramps. He commented on the leasing arrangement the Northwest Parkway has with Brisa, the PHA's concessionaire. Mr. Stokes explained that the concessionaire does not build the parkway, but helps fund the highway's construction and is responsible for the tolling process. Mr. Stokes discussed the traffic patterns in 2007, which saw the highest traffic volume on the tollway, and said that the volume suddenly dropped thereafter. He said volume has since restored to average, but is again on slide, possibly due to the economic downturn. He then provided an overview of the toll rates.

Representative Tyler asked how many commercial vehicles use the Northwest Parkway. Mr. Costas estimated that approximately four percent of the highway's users are commercial vehicles. Senator Jones asked about connectivity to local roads around the interlocken business park in Broomfield and related tolls. Mr. Ozaki said that Northwest Highway is keeping local access to the roads. Senator Heath asked about toll pricing and whether this tollway is more expensive per mile than other tollways. Mr. Stokes said that the pricing is comparable. Mr. Ozaki cited varying methodologies on pricing used by others, and said that the Northwest Highway's pricing is comparable to other PHAs.

11:32 AM

Mr. Bill Ray, Executive Director of Jefferson County Parkway PHA, introduced himself to the committee. A handout was distributed to the committee (Attachment F). He explained that Jefferson Parkway is in the process of obtaining right of way, which is nearly complete. He explained that Jefferson Parkway would have more information to provide to the committee once the right of way is obtained.

11:38 AM -- Presentation on Handicapped Parking Issues

Mr. Mark Simon, representing himself, and Mr. Tom Muniz, Vice Chair of the Colorado Advisory Council for Persons with Disabilities, introduced themselves to the committee. Handouts were distributed to the committee (Attachment G and Attachment H). Mr. Simon shared his concerns with the current Colorado statute concerning disabled persons, and said that it is poorly organized and difficult to follow. He suggested that there is abuse in handicapped parking. He stated that revisions are necessary to the statute concerning the number of handicapped tags that can be given to each eligible person. He suggested stronger enforcement of the statute. He also noted that the statute does not adhere to federal law, where only a doctor can prescribe a handicapped tag.

11:48 AM

Mr. Simon discussed his work on federal regulations for disabled persons. Mr. Muniz commented on the implementation of the state's parking statute, and suggested increased public education to both individuals and local governments on handicapped parking tag usage. He said local governments do not seem aware of the new standards, and his organization is currently creating a public service announcement and brochure to inform the public of the new standards. Senator Baumgardner asked whether local businesses can add more parking spaces, and whether the problem can be solved without legislation. Mr. Muniz responded that the American Disabilities Act only requires businesses to implement a certain number spaces, so business owners tend to meet the lowest requirement. Mr. Simon added that if enforcement of the law was better, then there would probably be enough parking spaces right now.

11:55 AM

Representative Lawrence asked about doctors' requirements to issue handicapped parking tags. Mr. Simon noted that the penalties for mis-prescribing handicapped parking tags are severe. He said, however, that doctors are unaware of the penalties, and there is no real enforcement process. He said that there is a mind set that 'it's only parking' and it thus receives lower priority from law enforcement. Mr. Simon noted that the chiropractic community is educating their chiropractors on proper prescriptions for parking and related abuse patterns. Representative Lawrence asked whether an individual can have two handicapped parking tags. Mr. Simon responded that individuals can get two placards, two hard plates, or one of each. Mr. Simon also described the problem of 'hidden disabilities,' where handicapped parking tag users become suspected of abuse because their disability is not immediately evident.

12:00 PM

Representative Buck asked whether there is a way to get law enforcement to approach those presumed to be unauthorized to use a handicapped parking spot. Mr. Simon said that there is a provision in state law allowing local governments to take photo evidence and witness affidavits, which could be later provided to law enforcement. Mr. Simon said he does not want people to get in physical confrontations about these matters, and then explained the photo evidence process. Representative Buck asked whether an education campaign should be implemented announcing that it is illegal to park in these spots. Mr. Simon noted that these campaigns can be expensive. Mr. Muniz said he appreciated Representative Buck's comments.

12:07 PM

The committee recessed for lunch.

01:11 PM -- Briefing from the Colorado State Patrol

Colonel Scott Hernandez, Chief, Colorado State Patrol (CSP), introduced himself to the committee. He commended the work and dedication of the CSP. He said that he grew up in Alamosa and that he worked with the Port of Entry (POE) for nearly four years. He commented on the transfer of the POE to the CSP. He said that he wants to further and reduce impaired driving on the highways. He discussed the need for strict enforcement and public education. He said that the CSP has 1121 members as of September 2013. He commented on funding mechanisms for the CSP, including \$100 million in the Highway Users Tax Fund (HUTF). He discussed collaborative efforts with other state agencies and entities. He said that in 2012 the CSP made more than 370,000 contacts, including nearly 39,000 assists to motorists, and stressed the importance of proactive enforcement. In 2012, the CSP covered on average 69.5 crashes per day.

01:22 PM

Representative Tyler asked how the CSP works with the Colorado Department of Transportation (CDOT) to decrease fatalities. Colonel Hernandez commented on the collaborative relationship with CDOT, including the I-70 Task Force. He commented on how CSP worked with CDOT during the floods. Senator Todd asked about driver education and if it would make a difference in terms of safety and fatality issues if more students participated in driver education. He commented on highway safety and the importance of driver education. Senator Heath asked about the composition of the CSP. Representative Primavera asked about distracted driving. Chief Hernandez commented on distracted driving and the need for driver education.

01:31 PM

Chief Hernandez commented on the CSP's collaboration with CDOT on oversize loads. He thanked the committee for taking the time to allow him to brief the members.

01:32 PM -- Public Comment

The following individuals testified:

01:33 PM -- Mr. Mark Radtke, representing the Colorado Municipal League (CML), introduced himself to the committee. A handout was distributed to the committee (Attachment I) concerning the CML State of Our Cities and Towns Survey. He said that 84 percent of municipalities use HUTS dollars for street maintenance. He said that cities and towns rely on several sources of funding to provide transit services, including municipal general funds, federal grants, and fare and service charges. He commended the work that was done by CDOT and other agencies during the recent flood. Representative Mitsch Bush asked for more information concerning funding for municipalities. Representative Scott asked about excise taxes. Discussion ensued concerning taxes.

01:45 PM -- Mr. RJ Hicks, representing the Colorado Motor Carriers Association (CMCA), introduced himself to the committee. He discussed bill concepts for the upcoming session. A handout was distributed to the committee (Attachment J) concerning the bill proposal ideas. He explained the bill concepts, including a resolution to create a working group to address issues and opportunities for the oversize/overweight permit system in Colorado. He discussed the second bill concept concerning the issuance of annual fleet permits for tri-axle and twin-axle overweight divisible weight loads. Discussion ensued concerning divisible loads. He explained the third bill concept concerning penalties for class C motor vehicles without proper tires for traction on the I-70 western corridor. Representative Kraft-Tharp asked where the fines would go. Mr. Hicks said that the bill idea would not redirect the revenue. Discussion ensued concerning fines pursuant to the bill concept. Mr. David Hall, representing the CSP, came to the table to respond to questions concerning careless driving under current law. Representative Mitsch Bush asked about current education programs for class C vehicles.

02:14 PM

Mr. Kurt Morrison, representing CDOT, came to the table to respond to questions concerning penalties for class C motor vehicles.

02:16 PM -- Mr. Eric Deck, representing Colorado Springs Utilities, introduced himself to the committee. Handouts were distributed to the committee (Attachment K and Attachment L). He discussed a bill concept concerning annual overweight permits. Mr. Deck responded to questions from the committee concerning the bill concept. Mr. Dan Hodges, representing Colorado Springs Utilities, commented on the bill concept.

02:31 PM -- Discussion on Legislation

Representative Tyler discussed the procedure of recommending bills to Legislative Council.

BILL:	Discussion on Legislation	
TIME:	02:35:54 PM	
MOVED:	Scott	
MOTION:	Draft a joint resolution concerning creating a working group to address the issues and opportunities for the oversize/overweight permits. The motion passed on a vote of 13-0.	
SECONDED:	Tyler	
		VOTE
	Baumgardner	Excused
	Buck	Yes
	Coram	Excused
	Everett	Excused
	Fischer	Yes
	Jones	Yes
	King	Excused
	Kraft-Tharp	Yes
	Lawrence	Yes
	Lee	Excused
	Mitsch Bush	Yes
	Moreno	Yes
	Peniston	Yes
	Primavera	Yes
	Scott	Yes
	Todd	Yes
	Heath	Yes
	Tyler	Yes
YES: 13 NO: 0 EXC: 5 ABS: 0 FINAL ACTION: PASS		

02:38 PM

The committee discussed the bill process pursuant to interim committees.

BILL:	Discussion on Legislation	
TIME:	02:42:17 PM	
MOVED:	Primavera	
MOTION:	Draft legislation to reorganize and codify the disabled parking statutes. The committee further discussed the motion. The motion passed on a vote of 16-0.	
SECONDED:	Todd	
		VOTE
	Baumgardner	Yes
	Buck	Yes
	Coram	Yes
	Everett	Yes
	Fischer	Yes
	Jones	Yes
	King	Excused
	Kraft-Tharp	Yes
	Lawrence	Yes
	Lee	Excused
	Mitsch Bush	Yes
	Moreno	Yes
	Peniston	Yes
	Primavera	Yes
	Scott	Yes
	Todd	Yes
	Heath	Yes
	Tyler	Yes
YES: 16 NO: 0 EXC: 2 ABS: 0 FINAL ACTION: PASS		

BILL:	Discussion on Legislation	
TIME:	02:46:55 PM	
MOVED:	Kraft-Tharp	
MOTION:	Draft legislation concerning the issuance of annual fleet permits for tri-axle and twin-axle overweight permit loads. The motion passed on a vote of 15-0.	
SECONDED:	Scott	
		VOTE
	Baumgardner	Yes
	Buck	Yes
	Coram	Excused
	Everett	Yes
	Fischer	Yes
	Jones	Yes
	King	Excused
	Kraft-Tharp	Yes
	Lawrence	Yes
	Lee	Excused
	Mitsch Bush	Yes
	Moreno	Yes
	Peniston	Yes
	Primavera	Yes
	Scott	Yes
	Todd	Yes
	Heath	Yes
	Tyler	Yes
YES: 15 NO: 0 EXC: 3 ABS: 0 FINAL ACTION: PASS		

BILL:	Discussion on Legislation	
TIME:	02:49:19 PM	
MOVED:	Todd	
MOTION:	Draft legislation concerning annual overweight permits for tri-axle vehicles that are transporting materials that should not be divided for reasons of public health and safety on behalf of governmental agencies. The committee discussed the motion. The motion passed on a vote of 15-0.	
SECONDED:	Mitsch Bush	
		VOTE
	Baumgardner	Yes
	Buck	Yes
	Coram	Excused
	Everett	Yes
	Fischer	Yes
	Jones	Yes
	King	Excused
	Kraft-Tharp	Yes
	Lawrence	Yes
	Lee	Excused
	Mitsch Bush	Yes
	Moreno	Yes
	Peniston	Yes
	Primavera	Yes
	Scott	Yes
	Todd	Yes
	Heath	Yes
	Tyler	Yes
YES: 15 NO: 0 EXC: 3 ABS: 0 FINAL ACTION: PASS		

BILL:	Discussion on Legislation	
TIME:	03:01:45 PM	
MOVED:	Fischer	
MOTION:	Draft legislation (to make changes to HB 13-1110 (cleanup bill)) concerning alternative fuel vehicles. The motion passed on a vote of 11-3.	
SECONDED:	Tyler	
		VOTE
	Baumgardner	No
	Buck	No
	Coram	Excused
	Everett	No
	Fischer	Yes
	Jones	Yes
	King	Excused
	Kraft-Tharp	Yes
	Lawrence	Excused
	Lee	Excused
	Mitsch Bush	Yes
	Moreno	Yes
	Peniston	Yes
	Primavera	Yes
	Scott	Yes
	Todd	Yes
	Heath	Yes
	Tyler	Yes
YES: 11 NO: 3 EXC: 4 ABS: 0 FINAL ACTION: PASS		

BILL:	Discussion on Legislation	
TIME:	03:09:18 PM	
MOVED:	Tyler	
MOTION:	Draft legislation concerning fines for overweight and overlength vehicles on restricted passes. The committee discussed the motion. The motion passed on a vote of 10-5.	
SECONDED:	Heath	
		VOTE
	Baumgardner	No
	Buck	No
	Coram	Excused
	Everett	No
	Fischer	Yes
	Jones	Yes
	King	Excused
	Kraft-Tharp	Yes
	Lawrence	No
	Lee	Excused
	Mitsch Bush	Yes
	Moreno	Yes
	Peniston	Yes
	Primavera	Yes
	Scott	No
	Todd	Yes
	Heath	Yes
	Tyler	Yes
YES: 10 NO: 5 EXC: 3 ABS: 0 FINAL ACTION: PASS		

BILL:	Discussion on Legislation	
TIME:	03:14:04 PM	
MOVED:	Jones	
MOTION:	Draft legislation concerning transparency of the Highway Performance Transportation Enterprise. The committee discussed the motion. A vote on the motion was laid over. The motion passed without objection.	
SECONDED:	Heath	
		VOTE
	Baumgardner	
	Buck	
	Coram	Excused
	Everett	
	Fischer	
	Jones	
	King	Excused
	Kraft-Tharp	
	Lawrence	
	Lee	Excused
	Mitsch Bush	
	Moreno	
	Peniston	
	Primavera	
	Scott	
	Todd	
	Heath	
	Tyler	
YES: 0 NO: 0 EXC: 3 ABS: 0 FINAL ACTION:		

03:22 PM

Representative Moreno discussed a bill concept concerning the Public Utilities Commission (PUC) and towing of vehicles over 10,000 pounds.

BILL:	Discussion on Legislation	
TIME:	03:23:31 PM	
MOVED:	Moreno	
MOTION:	Draft legislation concerning the Public Utilities Commission and setting of rates for vehicles over 10,000 pounds. The motion passed on a vote of 13-0.	
SECONDED:	Tyler	
		VOTE
	Baumgardner	Yes
	Buck	Excused
	Coram	Excused
	Everett	Yes
	Fischer	Yes
	Jones	Yes
	King	Excused
	Kraft-Tharp	Yes
	Lawrence	Yes
	Lee	Excused
	Mitsch Bush	Yes
	Moreno	Yes
	Peniston	Excused
	Primavera	Yes
	Scott	Yes
	Todd	Yes
	Heath	Yes
	Tyler	Yes
YES: 13 NO: 0 EXC: 5 ABS: 0 FINAL ACTION: PASS		

03:26 PM

The committee adjourned.