

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 (SWEEP), introduced himself to the committee. A handout was distributed to the committee (Attachment C). He said that SWEEP 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 SWEEP 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 SWEEP had researched the Hop, Skip and Jump bus systems in Boulder. Mr. Salisbury said that SWEEP 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.

Transportation Planning at DRCOG

Presentation to Transportation Legislation
Review Committee
October 7, 2013



Who is DRCOG?

- ◆ 9 Counties and 48 Municipalities
- ◆ 3 Governor's Appointees (CDOT)
- ◆ 1 RTD Representative
- ◆ Brings all parties together to establish priorities
- ◆ Ensures best value for taxpayer dollars



Who is DRCOG?

- ◆ **Regional Planning Commission (RPC)**
 - ◆ Organized under state statute, prepares plan for physical development of the region (Metro Vision)
- ◆ **Metropolitan Planning Organization (MPO)**
 - ◆ Federally mandated and funded transportation policy-making organization
- ◆ **Area Agency on Aging (AAA)**
 - ◆ Established under federal law to respond to the needs of Americans age 60 and over



What is DRCOG?

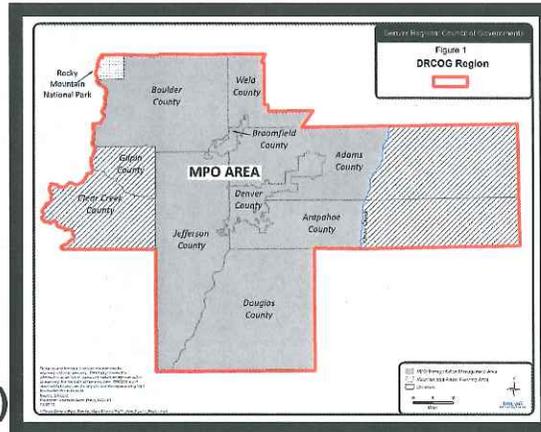
- ◆ **3rd oldest COG in the nation**
- ◆ **Frequent accolades from peers and others**
 - ◆ Jacobs Engineering: DRCOG 1 of 8 exemplary RTPs
 - ◆ Praise from FHWA in publications/certifications
 - ◆ Houston designing model after DRCOG's
 - ◆ Phoenix looks to Chicago, DRCOG and Salt Lake as examples of forward-leaning and visionary
- ◆ **Recurring success**
 - ◆ Advocacy: legislation and funding
 - ◆ Grants
 - ◆ Recognition for programs/tools



Transportation Planning at DRCOG

Collaborative

- ◆ Local governments
- ◆ MPO
- ◆ CDOT
- ◆ RTD
- ◆ Regional Transportation Committee (RTC)



Integrative Nature of Planning/ Metro Vision

- ◆ 25-year strategy to maintain a highly desirable quality of life
- ◆ Acknowledges physical environment and changing community/values and conditions
- ◆ Establishes a growth plan (jobs, housing, transportation, and population)
- ◆ Capitalizes on past investments
- ◆ Protects/conserves the natural environment
- ◆ Supports economic prosperity



Challenges: Demographics

The region's population will increase by ~50% in 2040



Challenges:

- ◆ ¼ of population will be over 60
- ◆ Desire vs. ability to age in place
 - ◆ Costs and barriers
- ◆ Increase in Hispanics too
 - ◆ Costs and barriers



Challenges: The Transportation/ Land Use Connection

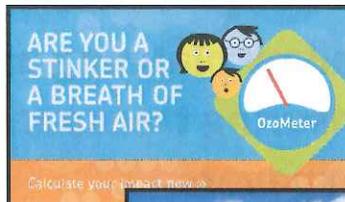
- ◆ Urban centers
- ◆ Infill and redevelopment
- ◆ Community design



DRCOG
DENVER REGIONAL COUNCIL OF GOVERNMENTS
We make life better!

Challenges: Environment

- ◆ Change in air quality
- ◆ Recent weather
- ◆ Balancing land consumption
w/parks, open space,
scenic vistas



DRCOG
DENVER REGIONAL COUNCIL OF GOVERNMENTS
We make life better!

Challenges:

- ◆ Decrease GHG 60%
- ◆ Reduce VMT 10% per capita
- ◆ Shrink SOV use to 65%
- ◆ Guide new jobs and homes into urban centers (75% and 50% respectively)



Challenges: Insufficient Revenues

- ◆ Follow planning and funding processes ensuring transparency and value for taxpayers
- ◆ Build on actions having served us well
 - ◆ Collaboration and cooperation
 - ◆ Planning partners, local governments must be at the table
 - ◆ Business and industry, non-profits, foundations

Government Affairs

Communicate. Advocate. Coordinate.

Denver Regional Council of Governments

Policy Statement on State Legislative Issues for 2013

Introduction

This paper outlines the key state policy issues of the Denver Regional Council of Governments (DRCOG). It identifies policy positions intended to inform the General Assembly, state executive branch officials and others as they develop and implement state policy on these issues. This policy statement guides positions and actions taken by the DRCOG Board, its staff and members during the 2013 state legislative session.

DRCOG is a membership organization of local elected officials representing 48 municipalities and nine counties in the Denver metropolitan region. Under federal law, DRCOG serves as the Metropolitan Planning Organization (MPO) coordinating transportation planning with air quality goals, and serves as the Area Agency on Aging in eight counties to aid the 60+

population. Under state statutes, DRCOG, as the regional planning commission, prepares and adopts a regional plan for the metro area and has a regional responsibility for oversight of transit projects and certain state-sponsored and private toll road projects.

DRCOG also serves as a forum for addressing regional issues and coordinating local activities. It is an advocate for regionalism and has adopted a Legislative Principle Statement that states, in part, "the organization assumes the responsibility for identifying and promoting regional interests in its various fields of planning and management to state and federal legislative and administrative bodies." It is within this context that the policy positions on the following pages are adopted and advocated.

Policy Statement on State Legislative Issues for 2013

MEMBERS OF THE COLORADO GENERAL ASSEMBLY:

On behalf of the Denver Regional Council of Governments (DRCOG), I would like to thank you very much for your work on behalf of the State of Colorado and the Denver region. Your efforts make life better for all Colorado residents and they are sincerely appreciated.

DRCOG is pleased to share with you its legislative priorities and to offer our pledge to work with you at any time. As you'll see in this legislative policy statement, DRCOG is involved in a wide range of programs and activities to make life better for people of all ages, incomes and abilities. Metro Vision is the Denver region's long-range plan and the policy basis for all of DRCOG's programs. You may be most familiar with our transportation work, but there is much more we do, including advocating for the region's seniors.

In addition, our Board members are local elected officials who are leaders in their communities. I also would like you to know DRCOG continues to be a great data resource for you. And our staff are experts, particularly in the fields of aging, transportation and land use planning.

DRCOG is proud to be represented by 59 of the 100 members of the Colorado General Assembly. We look forward to working with all members of the legislature to make life better for the people of the Denver region and all of Colorado.

Best regards,



Jennifer Schaufele
Executive Director



More information

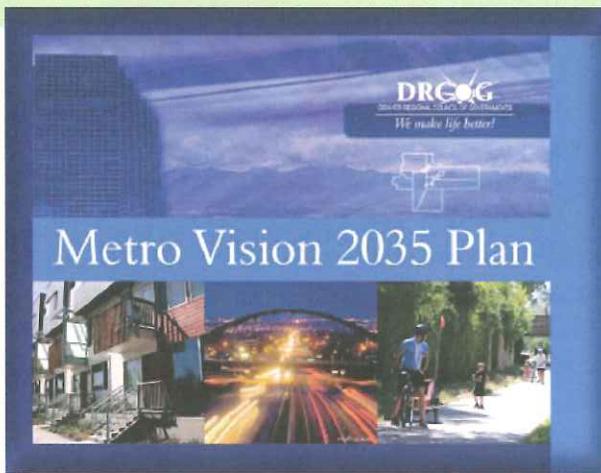
For more information about this legislative paper or other legislative issues, please call Rich Mauro, senior policy and legislative analyst, at 303-480-6778 or rmauro@drcog.org.





Regional Planning and Development

Regional Planning. Regional growth and development is of significant concern for metro area citizens and community leaders. As a regional planning commission under Section 30-28-105, DRCOG prepares the region's long-range plan for growth and development, transportation, and environmental quality. The regional Metro Vision plan describes a vision for the future and policies to guide local growth decisions. Metro Vision is the policy basis for all of DRCOG's programs and serves as the framework and context in which the regional council collaborates with other organizations on issues of mutual interest. **DRCOG supports those efforts that implement Metro Vision and encourages state and regional entities to align their policies and investment decisions with Metro Vision and other regional agreements to advance common objectives.**



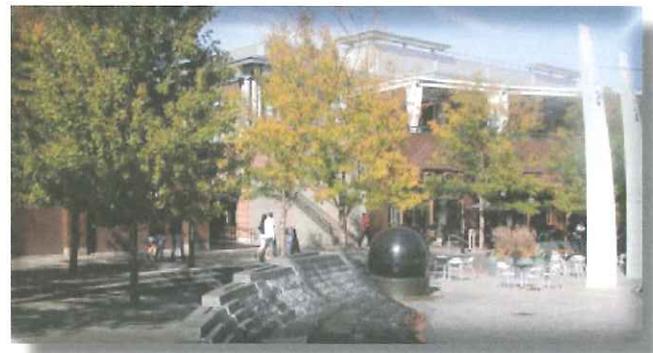
The Metro Vision plan describes a vision for the future of the region and policies to guide local growth decisions.

Metro Vision establishes several regional goals, as summarized below, and DRCOG may support or oppose legislative proposals based on consistency with these goals.

Growth and Development Goals

- Ensure urban development occurs within an urban growth boundary/ area to promote a more orderly, compact and efficient future development pattern.
- Achieve at least a 10 percent increase in overall regional density between 2000 and 2035.
- Locate 50 percent of new housing and 75 percent of new employment between 2005 and 2035 in designated urban centers throughout the region. While each urban center will be unique, all urban centers will:

- Be active, pedestrian-, bicycle- and transit-friendly places that are more dense and mixed in use than surrounding areas;
- Allow people of all ages, incomes and abilities to access a range of housing, employment and service opportunities without sole reliance on having to drive;
- Promote regional sustainability by reducing per capita vehicle miles traveled, air and water pollution, greenhouse gas emissions and water consumption; and respect and support existing neighborhoods.
- Promote development patterns and community design features to meet the needs of people of all ages, incomes and abilities. Pay particular attention to the needs of older adults, which represent the fastest growing segment of the population
- Maintain Boulder, Brighton, Castle Rock and Longmont as distinct and self-sufficient freestanding communities, and more clearly define and support the regional role of rural town centers.



Metro Vision encourages the development of higher-density, mixed-use pedestrian and transit-oriented urban centers.

- Minimize the extent of low-density, large-lot (semi-urban) development.
- Limit the total amount of semi-urban development in 2035 to a proportion that does not exceed the current proportion of all households in the region, which is estimated to be approximately 3 percent.

Transportation Goals

- Provide safe, environmentally sensitive, efficient and sustainable mobility choices for people and goods, integrated with land use, while supporting the following goals:
 - Increase the rate of construction of alternative transportation facilities
 - Reduce the percent of trips to work by single-occupant vehicles (SOV) to 65 percent by 2035
 - Reduce regional per capita vehicle miles traveled (VMT) 10 percent by 2035
 - Reduce annual per capita greenhouse gas emissions from the transportation sector by 60 percent by 2035



Metro Vision goals call for increasing the rate of construction of alternative transportation facilities, such as light rail and pedestrian/bicycle facilities, and reducing the percent of trips to work by single-occupant vehicle to 65 percent by 2035.

Environment Goals

- Establish an integrated, linked, permanent parks and open space system that is accessible to all of the region's residents.
- Protect additional parks and open space as the population grows to maintain the current amount per capita with a goal to protect a minimum of 880 total square miles of parks and open space by 2035.

- Reduce regional per capita municipal and industrial water use.
- Achieve and maintain ambient air quality standards and ensure clean water to protect human health and environmental quality.
- Minimize exposure to excessive noise levels associated with land use and transportation services.

Transit-Oriented Development

The citizens of the Denver metropolitan region have a very large financial commitment to expand the high-frequency transit system.



To maximize the benefit of this investment, the areas surrounding existing and future

...the areas surrounding existing and future transit stations should be developed or redeveloped to include appropriate higher-density, mixed-use, pedestrian- and bicycle-oriented development that supports transit use.

transit stations should be developed or redeveloped to include appropriate higher-density, mixed-use, pedestrian- and bicycle-oriented development that supports transit use. **DRCOG supports legislative initiatives that foster transit-oriented development, including but not limited to: a) providing RTD with the ability to manage its park and ride facilities using best practices that help the region reduce VMT; b) expanding the ability of RTD and local governments to enter into joint-development agreements; and c) protecting local authority to use tax-increment financing to leverage development in areas around transit stations.**

Regional Planning Agreements

Following the adoption of Metro Vision, the local government members of DRCOG collaboratively developed the Mile High Compact, a unique intergovernmental agreement, created as an implementation tool for Metro Vision. While the

compact is a regional planning agreement, it reinforces the role of local planning by committing local governments to use their comprehensive/master plans as the primary tool for growth and development decisions in their communities.



The signers of the Mile High Compact agreed that their comprehensive/master plans will follow the specific principles and contain the specific elements outlined in the compact and will ensure consistency between local plans and between local plans and Metro Vision.

The signers of the compact agreed that their comprehensive/master plans will follow the specific principles and contain the specific elements outlined in the compact and will ensure consistency between local plans and between local plans and Metro Vision. **DRCOG supports the following goals as a framework for future regional planning agreements and may support or oppose legislative proposals based on consistency with these goals:**

- Establishment of a process to adopt a regional planning agreement by the local governments,
- Include the public in the development of the agreement,
- Focus on regional goals and plans to accomplish those goals for transportation, land use, housing, environmental quality and utility facilities,
- Make local plans consistent with the agreement, and
- Reevaluate and amend the agreement as needed.

Dispute Resolution

Implementation of Metro Vision and the Mile High Compact relies on the collaborative efforts of the region's local governments. DRCOG recognizes neighboring communities may find themselves at odds over issues such as the intended use of adjacent lands. In addition, local governments

may find themselves in conflict with state and federal agencies over the intended use of land within their jurisdiction. **DRCOG supports alternative dispute resolution techniques, such as facilitation and mediation, to resolve disputes among governments. Legal action in such disputes should be a matter of last resort rather than the initial form of remedy.**

Local Land Use Authority and Planning

Local comprehensive/master plans provide a framework for the exercise of local land use authority. They form the basis for local growth and development decisions. **DRCOG supports the use of comprehensive/master plans as the foundation for local land use decision-making.**

Subdivision Exemptions

State subdivision statutes [C.R.S. 30-28-101(10)] currently exempt the division of land into parcels 35 acres or larger from local subdivision regulations. County governments have been concerned about this 35-acre exemption because it limits their ability to effectively manage development. **DRCOG supports the elimination or modification of the 35-acre exemption.**

Obsolete Subdivisions

Historical town sites and substandard subdivisions platted prior to the establishment of local comprehensive plans and land development regulations create special problems for local governments. The parcels within these subdivisions often are much smaller than what would be allowed under current plans and regulations, and roadways and other infrastructure often are inadequate. Local governments already are empowered to address some concerns with obsolete subdivisions, such as requiring lot consolidation before issuing a septic system permit and allowing property owners to voluntarily vacate lot lines or even entire plats. However, enhanced statutory authority would be required for local governments to use other planning techniques, such as requiring the consolidation of lots in single ownership or imposing special impact fees. **DRCOG supports efforts to give local governments more authority in regulating obsolete subdivisions.**

Private Property Rights

DRCOG respects private property rights within a legal context that protects local land use authority and emphasizes that governmental actions often add value to private property. While acknowledging that there are concerns over a potential for inappropriate uses of that authority, DRCOG believes that U.S. Supreme Court decisions defining constitutional restrictions on local government regulation of private property are adequate to protect both public and private rights. When these restrictions are coupled with established precedents of the Colorado Supreme Court, protections accorded to landowners are reasonable, appropriate and balanced. Therefore, **DRCOG opposes further restrictions on the ability of governmental entities to regulate private property for the benefit of the public and opposes takings and eminent domain legislation that goes beyond the existing rulings of the U.S. Supreme Court and the Colorado Supreme Court as an attempt to unconstitutionally restrict local land use authority.**

Planning Data and Technical Support

DRCOG recognizes the importance of unbiased, reliable and consistent data in effective local and regional planning and decision-making. DRCOG also collaborates with the state to provide a variety of planning and technical assistance services to small communities. **DRCOG encourages the General Assembly and state agencies to support these efforts and any other efforts that would provide local governments with planning tools, technical assistance and other resources needed to enhance local and regional decision-making. DRCOG supports legislation that ensures readily available access to public data sets, including digital data, for use in planning analysis.**

Housing

An adequate supply and mix of housing options continues to be a concern of local governments. The affordable housing shortage is particularly acute near major employment centers and in transit station areas, causing increased transportation impacts, as workers have limited transportation options and must commute longer distances from housing they

can afford. **DRCOG supports the following principles pertaining to the quality, quantity and affordability of housing in the Denver metro area:**

- Regional approaches to addressing the affordable housing issue that incentivize local efforts, particularly as they relate to preservation of existing affordable housing stock.
- An adequate supply of permanently affordable housing located near job and transit hubs and continued public- and private sector support for such an effort.
- Increased state financial support for loan and grant programs for low- and moderate-income housing.
- Collaboration among public and private entities, including efforts to develop loan programs and address the jobs-housing connections.
- Actions to provide more accessible and obtainable housing options for seniors.



An adequate supply and mix of housing options continues to be a focus and concern of local governments.

Tax Structure

Vibrant urban centers and transit-oriented development are key elements of the Metro Vision plan. Successful development in these areas requires collaboration along major transit corridors and throughout the region. Competition among local governments for tax revenues is detrimental to effective collaboration. **DRCOG supports changes to tax structures that minimize harmful competition and that support inter-jurisdictional collaboration.**



Transportation

Transportation Planning. Federal law mandates a critical role for the Metropolitan Planning Organization (MPO) in the transportation planning process. Congress has emphasized the importance of local government involvement, through the designated regional planning agency, in selecting projects and prioritizing funding for transportation. To reinforce this role at the state level, **DRCOG supports the process, established between DRCOG, the Regional Transportation District (RTD) and the Colorado Department of Transportation (CDOT) to address the following issues before final adoption of the Statewide Transportation Plan and will evaluate state legislative and administrative actions for consistency with this process:**

- The distribution of estimated future transportation revenues and the range of certainty regarding estimated funding allocations;
- Rules and criteria for determining regional transportation project selection, including system preservation projects as well as immediate and future transportation priorities based on the Regional Transportation Plan, and
- A dispute resolution process to mediate disputes related to these requirements.

The synergy between transportation and land use affects the region's growth and development, use of transportation facilities and environmental quality. A coordinated approach between the state and regional transportation systems planning efforts and local project development is crucial to ensure environmental compatibility, efficient system performance and cost-effective solutions. Although individual local governments can take actions to address these issues in their own jurisdictions, a regional approach to addressing them also is necessary. **DRCOG supports early and frequent consultations between state, regional and local agencies to coordinate region-wide system and project planning efforts, as well as to coordinate transportation, land use and air quality planning efforts. DRCOG will evaluate state legislative and administrative actions for consistency with this policy.**

Role of the MPO

The interdependence of transportation systems in metropolitan areas, particularly in the context of population growth and its demands on resources, necessitates a

regional approach to transportation problem-solving. As the Metropolitan Planning Organization (MPO) for the Denver metro region, DRCOG is responsible for planning and programming funds for a multimodal transportation system. The role of the MPO and the importance of cooperation among transportation agencies are recognized in federal law and regulation. The MPO serves as the forum for collaborative decision-making on regional transportation issues. The MPO brings together decision-makers from local governments, other regional agencies and state transportation agencies to consider strategic and innovative solutions to regional transportation issues.



As the Metropolitan Planning Organization for the Denver region, DRCOG is responsible for planning and programming funds for a multimodal transportation system.

The critical role of the MPO needs to be recognized and supported at the state level. Consensus between state and regional transportation agencies also is critical. **DRCOG supports the following principles with regard to the role of the MPO:**

- Transportation planning that is coordinated between DRCOG, the state's transportation agencies, the Regional Transportation District and affected local communities, with each participating transportation agency's plan recognizing the region's priorities in the context of statewide transportation priorities.
- A strong role for MPOs placing MPOs on equal footing with CDOT and applicable regional transit agencies in selecting projects to be funded to ensure that local, regional and state transportation needs are met in a coordinated and cooperative manner.
- Legislation that reinforces collaboration between state and regional transportation agencies and recognizes their respective roles, responsibilities and interests.
- Revision of the CDOT engineering region boundaries so that the DRCOG region is contained in fewer engineering regions.
- Legislation to ensure that representation on the Transportation Commission reflects approximately equal populations based on the most recent population census.

Transportation Financing

Colorado and the Denver metro area face serious funding shortages for meeting their transportation needs. Regional and statewide analyses show existing revenue sources are inadequate to maintain current infrastructure, let alone address congestion in urban and recreational areas, provide multimodal options desired by the public, address needs



Regional and statewide analysis shows that existing revenue sources are inadequate to maintain current infrastructure. The I-70 Viaduct is pictured.

in agricultural and energy-impacted areas, and assure safe travel throughout the state. Colorado and the metro area need a revenue system that is reliable and sufficient. Thus, enhancements to existing revenue sources and the enactment of new revenue sources are necessary.

DRCOG supports the following principles and actions to meet transportation financing needs:

- Increase funding for transportation to preserve the system, address congestion and safety, and provide multimodal options for people of all ages, incomes and abilities.
- Eliminate "Off-the-Top" appropriations from the Highway Users Tax Fund.
- Consider alternative revenue and financing mechanisms, such as VMT-based fees, pay-as-you-drive insurance, and under certain circumstances, tolling and congestion pricing of existing roadways.
- Provide a share of increased revenues back to local governments.
- Consider the impacts of land use decisions on the needs for transportation infrastructure.
- Protect and expand the authority of regions to implement regional financing tools.
- Use tolls as a financing mechanism for public roads or highways with the conditions that
 - (1) any road, highway, or tolled lanes in the Denver metro region or that impact the Denver metro region are reviewed and approved by the DRCOG Board for inclusion in the fiscally constrained regional transportation plan;
 - (2) toll receipts remain in the toll highway system within the region that is tolled; and
 - (3) toll receipts are allowed to be used for multimodal improvements and accumulated for system reconstruction.
- Allocate existing and new federal and state funds to achieve funding equity statewide based on justified needs (system preservation, congestion and multimodal options) and contribution to overall revenues. DRCOG and the Transportation Commission currently are working under a Memorandum of Understanding to accomplish this goal. DRCOG recognizes some potential funding mechanisms under consideration by the state may be appropriate for

allocation to the entire statewide system. DRCOG believes that other mechanisms, including tolls, VMT fees, and taxes on lodging, to name a few, may be more appropriately returned to the region of generation.

- Reexamine state formulas and procedures to ensure an adequate amount of federal and state funds are made available to urbanized areas to relieve congestion and achieve and maintain air quality standards.
- Consider revising the responsibilities for maintenance and supervision of the non-NHS portions of the entire current state highway system, subject to the condition that any devolution to local governments be accompanied by the funding necessary to avoid unfunded mandates and pursuant to review by, and consent of, affected local and regional agencies.

Multimodal Transportation

Efforts to address transportation needs in the region must draw upon an array of transportation modes to reduce single-occupant vehicle demand and to provide a variety of transportation choices. DRCOG strongly believes multimodal solutions to transportation problems are imperative to preserve and enhance our quality of life. **DRCOG supports legislation that promotes efforts to create and fund a multimodal transportation system. DRCOG also supports funding for programs that provide transportation for “access to jobs” for low-income workers who cannot afford to live near where they work.**



DRCOG believes efforts to address transportation needs in the region must draw upon an array of transportation modes to reduce single-occupant vehicle demand and to provide a variety of transportation choices.

Coordination of Regional and Transportation Efforts

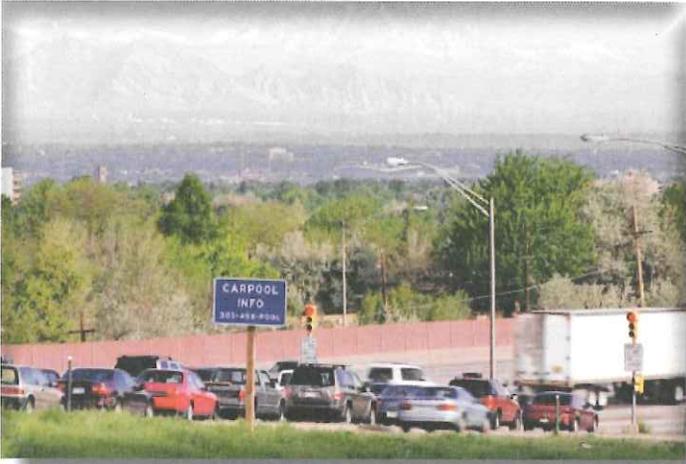
The DRCOG area generates a significant number of trips throughout the state of Colorado. At the same time, Coloradans from all over the state travel to and through the metro area. Coordination of transportation planning and funding efforts between DRCOG and neighboring COGs, Transportation Planning Regions (TPRs) and coalitions, especially in the primary north-south (I-25) and east-west (I-70) corridors will provide mobility and economic benefits not just for the DRCOG region but for the entire state. Regional consensus through the existing planning processes is critical for defining large-scale projects in the state's major transportation corridors, establishing their priorities, and broadening the base for their funding. **DRCOG supports regional and statewide efforts at such consensus building and will work to pursue multimodal transportation solutions. DRCOG supports using the regional and statewide transportation planning processes to explore and identify transportation solutions and will evaluate state legislative and administrative actions for consistency with this policy.**



Regional consensus through the existing planning processes is critical for defining large-scale projects in the state's major transportation corridors, establishing their priorities, and broadening the base for their funding.

Transportation Demand Management (TDM)

TDM programs can help reduce congestion and improve air quality by decreasing the amount of automobile traffic during high-demand periods. DRCOG sees TDM as an important element of the region's long-range growth management and transportation planning strategy.



TDM programs, such as DRCOG's regionwide carpool program, can help reduce congestion and improve air quality by decreasing the amount of automobile traffic during high-demand periods.

DRCOG supports the following principles and programs to promote TDM efforts:

- Telecommuting, flextime and other changes to normal work patterns to avoid peak traffic conditions.
- Carpooling, vanpooling, and schoolpooling and infrastructure that facilitates these transportation options.
- Non-automobile infrastructure created by the state, counties and cities.
- Employer promotion of alternative mode use by their employees.
- Coordination of transportation alternatives wherever traffic congestion may occur, such as at schools, large retail shopping centers, and in connection with sporting or cultural events or major transportation infrastructure construction.
- Incentives to individuals who use alternative modes.
- Limiting the liability of rideshare agencies and others who promote or provide alternative transportation services.

Effective Management of the Transportation System

Efforts to promote the effective day-to-day, operational management of the freeway and arterial road systems and transit facilities are important to making the best use of existing transportation investments. **DRCOG supports approaches that**

make use of the roadways and transit facilities more efficient, including programs for incident management and Intelligent Transportation Systems. DRCOG supports efforts that improve or expand real-time traveler information.

Transportation and Older Adults and Persons with Disabilities

Access to transportation is critical for older adults and persons with disabilities, particularly to obtain health care and food and to avoid isolation. DRCOG promotes the concept of regional cooperation and coordination among counties and local service providers to most effectively utilize the limited resources available for transportation for older adults and persons with disabilities.

DRCOG supports the following:

- A system that effectively and efficiently coordinates the resources and delivery of transportation services between providers, the federal government, counties, RTD, and the state.
- Increased funding for transportation services for older adults and persons with disabilities.
- Increased state funding for Medicaid transportation services for older adults and persons with disabilities.



Access to transportation is of critical importance to older adults and persons with disabilities, particularly to obtain health care and food and to avoid isolation.



Human Services

Older Adults. As the designated Area Agency on Aging (under the federal Older Americans Act) for Adams, Arapahoe, Broomfield, Clear Creek, Denver, Douglas, Gilpin and Jefferson counties, DRCOG advocates, plans, funds and coordinates the provision of services for older adults. As an advocate for older adults and their caregivers, DRCOG works with various groups and individuals to support state legislation, regulations and programs to meet the needs of older adults. DRCOG also provides the direct services of long-term care ombudsman and information, referral and assistance.

In performing these roles, DRCOG supports the following:

Planning and Delivery of Services

The federal Older Americans Act and the state Older Coloradans Act mandate critical roles for Area Agencies on Aging: planning and developing programs and services to meet the needs of older adults; advocating for and representing the issues and concerns of older adults; and distributing federal and state



As the Area Agency on Aging, DRCOG supports increased funding for programs providing services to older adults and their caregivers, particularly services that help individuals live independently in their homes and communities.

funds to service providers. DRCOG works with the state, other government agencies, consumers, service providers, private and nonprofit organizations, and foundations to identify needs for services and then brings the parties together to determine the preferred approaches to address these needs. **DRCOG supports state legislative and regulatory provisions reinforcing collaboration between the state and**

Area Agencies on Aging and respecting their respective roles and interests, consistent with these state and federal laws. DRCOG supports collaboration and partnerships to effectively and efficiently meet service needs consistent with DRCOG's responsibilities as an Area Agency on Aging.

Funding

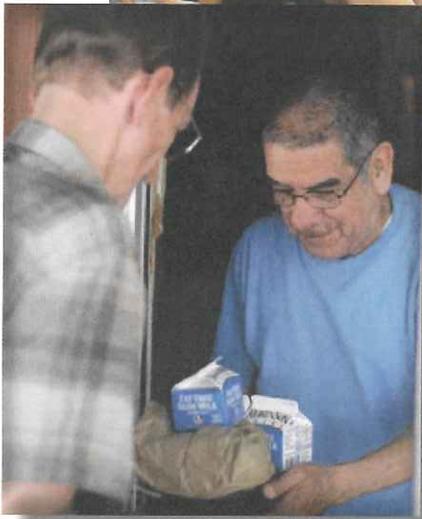
Colorado and the Denver metro area face serious funding shortages for meeting the needs of economically and socially needy older adults in the region. Regional and statewide assessments show that existing revenue sources are insufficient to meet current needs for services such as home modifications, meals, transportation to medical appointments, and health promotion.



DRCOG supports increases in consumer protections for older adults and their caregivers and, in particular, legislation strengthening the role of the long-term care ombudsman as a resident/consumer advocate.

Thus, enhancements to existing sources and development of more reliable sources are necessary. **DRCOG supports:**

- Increased funding for programs providing services to older adults and their caregivers, especially services that support individuals continuing to live independently in their homes and communities.
- Efforts to use state funds for programs that provide prescription drugs more efficiently and effectively. This would include efforts to reduce the costs of purchasing such prescription drugs to enable those programs to better serve their growing caseloads.
- Increasing the appropriations to the State Funding for Senior Services line item in the Long Bill. This includes increasing the continuing appropriation to the Older Coloradans Fund, as well as any additional state General Fund monies that might become available. DRCOG specifically supports a stable, long-term funding source



that increases to meet the growing needs for services. This also would provide a level of funding certainty that would improve yearly program planning for needed services.

- Action by the General Assembly to fully fund the required share to match federal funds that are available to the state through the Older Americans Act, including the National Family Caregiver Program, so as not to require an increase in the required local share. Such state or local shares/matches should not be required to come from existing program funds.
- Distributing State Funding for Senior Services monies, including the Older Coloradans Fund, using the existing structure created to administer Older Americans Act funds. DRCOG also supports the equitable distribution of the federal and state funds to the AAAs based on the needs and contribution of each region.
- Reexamination of the state procedures and distribution formulas for federal and state funds to ensure adequate funds are available to urbanized areas to meet the needs of older adults.

Long-Term Care

Older adults living in long-term care communities (i.e., nursing homes and assisted living) are some of the most vulnerable members of the regional community. As the Long-Term Care Ombudsman

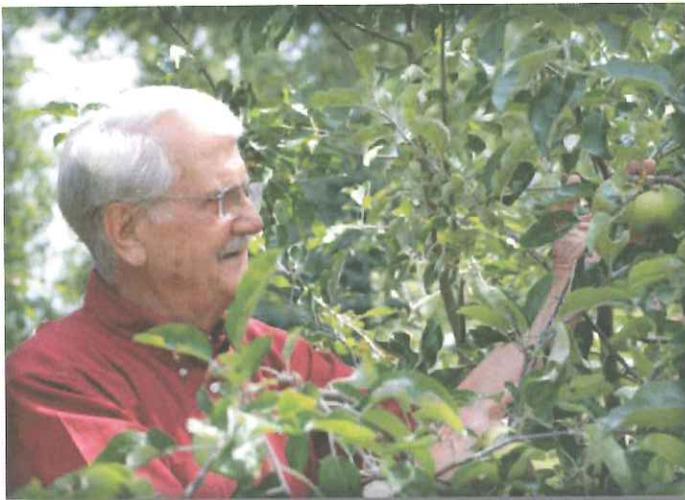


As the Long-Term Care Ombudsman for the region, DRCOG is an advocate for the rights of residents in long-term care communities and for improvement in the quality of care in such facilities.

DRCOG advocates, plans, funds and coordinates the provision of services for older adults in the Denver region.

for the region, DRCOG is an advocate for the rights of residents in long-term care communities and for improvement in the quality of care in such facilities. **DRCOG supports increases in consumer protections for older adults and their caregivers and, in particular, legislation strengthening the role of the long-term care ombudsman as a resident/consumer advocate. DRCOG urges the state, when making decisions regarding funding for long-term care communities, to structure such funding to protect the quality of care for residents.**

Housing



DRCOG supports preservation of the Senior Property Tax Exemption to help reduce a tax liability that especially burdens seniors on fixed incomes.

Available, affordable and accessible housing is a concern for older adults. However, an equally critical concern is the ability to live independently. As individuals age, in-home and related services enable older persons to remain in their homes.

DRCOG supports:

- Increased funding and regulatory changes that improve the availability of these supportive services, while maintaining consumer protections for clients and family caregivers.
- Home modification programs and funding to assist seniors, persons with disabilities and others at-risk to remain in their homes.
- Property tax relief to help reduce a tax liability that especially burdens low-income seniors and seniors on fixed incomes.

Seniors and Driving

As individuals age, their ability to drive safely can diminish. However, DRCOG is concerned that attempts to address this issue solely based on age impose undue hardships on older citizens who can drive safely. When older citizens are not allowed to drive, the availability of transportation for medical appointments, grocery shopping and the like is critical for seniors to maintain independence. **DRCOG supports functional assessments of driving ability rather than age cut-off as the basis for imposing limitations on an individual's driving. DRCOG supports adequate funding for providing transportation services for the elderly and persons with disabilities.**



When older citizens are not allowed to drive, the availability of transportation for medical appointments, grocery shopping and the like is critical for seniors to maintain independence.





Environment

Air Quality. Air quality affects all residents of the region and continues to be a concern. The region fails to meet current federal standards for ozone. Meeting a more aggressive ozone standard will require continuous efforts from many parties.

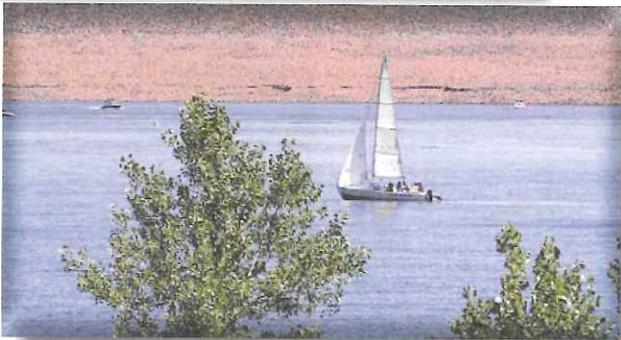
DRCOG supports:

- Efforts to reduce emissions from all sources sufficient to meet federal air quality standards.
- Transportation and land use strategies that improve air quality in the region.
- Alternative fuel sources and clean-burning technology and provision of infrastructure and services for alternative fuels.
- Incentives for purchasing high fuel economy or alternative fuel vehicles or for accelerated retirement of inefficient or high-polluting personal, commercial, or fleet vehicles that are beyond repair.
- Offering services, including incentives that encourage and facilitate the use of alternative modes of travel.
- Examination of the potential of select speed limit reductions.

water resources through efficient land development and other strategies. **DRCOG supports:**

- Collaborative efforts among local governments, water providers and other stakeholders to promote water conservation.
- Data collection and research to increase understanding of the link between land development and water demand, and best practices to promote the efficient use of water resources across the region.
- Water resource planning, management and development within the existing constitutional framework and pursuant to the basin roundtables process established in HB 05-1177, in which interbasin compacts are negotiated for the equitable distribution of the state's waters.
- Water reuse as one component in efforts to meet water supply needs and thus supports efforts to facilitate the reuse of water consistent with Colorado's constitutional water rights system.
- Policies and practices that, consistent with local government authority, protect Colorado's water resources.

Water Supply



Water conservation is one of Metro Vision's sustainability goals.

An adequate, dependable supply of water is necessary for urban, agriculture, recreation and open space priorities both in the Denver metro area and throughout the state. Metro Vision calls for maximizing the wise use of

Open Space

Open space resources available to citizens in the Denver metro region are important to our quality of life. **DRCOG supports:**

- Planning, acquisition, protection and preservation of open space resources.
- Increasing funding for open space preservation.
- Great Outdoors Colorado and other efforts advancing major land acquisitions along the Front Range that link open spaces in the metro area to protect canyons and river corridors, the mountain backdrop and prominent geographic features, freestanding community buffer areas, and the east metro plains.



Intergovernmental Relations

Intergovernmental Cooperation. The state, local governments and regional agencies all play an important role in providing critical services and implementing programs for the benefit of Colorado residents. Legislative bodies and executive agencies at each level should respect the roles and responsibilities of the others. DRCOG supports building consensus among state, local and regional entities in developing and implementing new and existing programs and improved approaches to planning and service provision.

Shared Services

Many of the services provided by local governments to their citizens are also provided by neighboring communities. To address related coordination and funding concerns, local governments have entered into agreements with each other and with DRCOG for shared service delivery. **DRCOG encourages local governments to enter into shared services agreements and supports efforts to ensure that such agreements are honored and endorsed by the state.**

State/Regional Relations

As the state's policy issues become more complex, it is evident that the solutions are not "one size fits all." The Denver metro region has made significant progress in developing collaborative solutions and decision-making processes for a number of the complex issues with which it has been confronted—especially in the related areas of growth and transportation. As the regional planning commission, the Metropolitan Planning Organization for transportation, and the Area Agency on Aging, DRCOG is in a unique position to convene parties of interest on intergovernmental issues, provide the necessary forum for their resolution and facilitate a negotiated outcome. **In recognition of the growing importance of regionalism, it is an appropriate role for DRCOG to act as a facilitator of regional approaches. Consequently, it is appropriate for state agencies to ensure that actions they take affecting the region are consistent with regionally derived solutions and the adopted Metro Vision plan.**

Regional Service Delivery

The state plays an important role in the funding of public services and programs administered at the regional and local levels. When making such funding and programmatic decisions, it is appropriate for state agencies and the General Assembly to give consideration to which programs are implemented most appropriately at the local and regional level. State administration of federal programs can be problematic for local governments, as state agencies tend to be more removed from clients and less responsive to their needs. On the other hand, individual local governments may lack the resources to achieve the desired efficiencies and cost-effectiveness. Also, some programs, for example, transportation, air quality, water quality, are most appropriately and effectively addressed at the regional level. The collaborative partnerships typical of regional approaches can provide the critical mass of users and clients for services or programs to be cost-effective. **DRCOG urges the state, when making funding and programmatic decisions, including creating new programs or changing existing programs, to consider the following principles:**

- Use existing local or regional service delivery systems wherever practical.
- Ensure a consultative process among federal, state and local governments and regional councils before making changes to services currently being delivered at the local or regional level.
- Ensure existing levels of services are maintained and adequate administrative funds are provided to implementing agencies.
- Ensure the state treats the continuity of service delivery as a key principle guiding any actions to create new programs or revise existing programs by respecting the local and regional programs already in existence.



Denver Regional Council of Governments

Policy Statement on State Legislative Issues for 2013

DRCOG Board of Directors

ADAMS COUNTY Eva Henry County Commissioner	CENTRAL CITY Ronald Engels Mayor	ERIE Mark Gruber Mayor Pro Tem	LAFAYETTE Christine Berg Councilor	PARKER John Diak Council Member
ARAPAHOE COUNTY Bill Holen County Commissioner	CHERRY HILLS VILLAGE Doug Tisdale Mayor	FEDERAL HEIGHTS Joyce Thomas Mayor	LAKEWOOD Adam Paul Council Member	SHERIDAN Cliff Mueller Council Member
ARVADA Rachel Zenzinger Council Member	CLEAR CREEK COUNTY Tim Mauck County Commissioner	FIRESTONE George Heath Trustee	LARKSPUR VACANT	SILVER PLUME Fred Lyssy Mayor Pro Tem
AURORA Bob Roth Council Member	COLUMBINE VALLEY Gale Christy Mayor	FOXFIELD Lisa Jones Trustee	LITTLETON James Taylor Council Member	SUPERIOR Debra Williams Trustee
BENNETT Sue Horn Mayor	COMMERCE CITY Jim Benson Council Member	FREDERICK Amy Schiers Trustee	LONE TREE Jackie Millet Council Member	THORNTON Val Vigil Council Member
BLACK HAWK David Spellman Mayor	DACONO Michael Ayres Council Member	GEORGETOWN Henry Ehrgott Selectman	LONGMONT Katie Witt Council Member	WESTMINSTER Nancy McNally Mayor
BOULDER COUNTY Elise Jones County Commissioner	DENVER Chris Nevitt Council Member, District #7	GILPIN COUNTY Connie McLain County Commissioner	LOUISVILLE Hank Dalton Council Member	WHEAT RIDGE Joyce Jay Council Member
BOW MAR Anne Justen Trustee	DENVER Michael Hancock Mayor	GLENDALE Paula Bovo Council Member	LYONS Julie Van Domelen Mayor	Governor's Non-Voting Appointees to the DRCOG Board
BRIGHTON Cynthia Martinez Council Member	DOUGLAS COUNTY Jack Hilbert County Commissioner	GOLDEN Marjorie Sloan Mayor	MEAD Ursula Morgan Trustee	COLORADO DEPARTMENT OF TRANSPORTATION Debra Perkins-Smith Director, Transportation Development
BROOMFIELD Dennis McCloskey Council Member	EDGEWATER Todd Riddle Council Member	GREENWOOD VILLAGE Ron Rakowsky Mayor	MORRISON Christopher Wolfe Trustee	OFFICE OF THE GOVERNOR Doug Young Senior Policy Advisor
CASTLE ROCK Paul Donahue Council Member	EMPIRE Mike Spies Trustee	IDAHO SPRINGS Jackson P. Morgan Jr. Mayor	NEDERLAND Joe Gierlach Mayor	OFFICE OF THE LT. GOVERNOR Andrew Freedman Chief of Staff
CENTENNIAL Cathy Noon Mayor	ENGLEWOOD Randy Penn Mayor	JEFFERSON COUNTY Don Rosier County Commissioner	NORTHGLENN Joyce Downing Mayor	

Jennifer Schaufele, Executive Director

Economic Benefits of Transit Systems:

Colorado Case Studies



By Mike Salisbury
September, 2013



EXECUTIVE SUMMARY

Public transit systems provide important economic benefits in the areas they serve. These benefits are not often quantified, leaving policy makers and the public with little information on whether public transit systems are cost-effective or broadly beneficial. Benefits arising from transit systems may result from increased user benefits (such as reduced travel times and transportation costs), increased mobility (especially for non-drivers) and increased efficiency in the transportation system (less demand for roads or parking).¹ Indirect benefits (such as reduced road congestion) accrue to non-transit users as well, and transit systems can also help shape more compact land use patterns which can have significant economic benefits.

While large metropolitan areas are often perceived as the regions where transit investment produces the most tangible economic benefits, the case studies presented in this report demonstrate that smaller communities also can experience significant economic benefits based on their own investments in local transit systems.

Although the transit systems in Fort Collins, the Roaring Fork Valley and Mesa County (Grand Junction) serve communities of disparate population sizes, geographic areas and demographics, this analysis shows that each of these transit systems generates millions of dollars in economic benefits for their respective regions. The magnitude of the benefits varies widely among communities.

Transfort, the transit service for the city of Fort Collins, serves a population of 144,000 and covers 54 square miles. The majority of its riders are students under the age of 25 and its origins and destinations are focused around the Colorado State University campus. In 2011, it provided 2.2 million rides and a total of 7.5 million passenger miles. In 2011, the total economic benefits from Transfort that we are able to quantify are estimated to be \$5.1 million, compared to local financial support (rider fares plus government subsidies) of \$5.4 million, which shows an annual net cost to the community of only \$300,000. When considering additional benefits which were not quantified for this study, Transfort almost certainly results in net economic benefit for the community.

The **Roaring Fork Transportation Authority (RFTA)** provides local and regional service along a 68 mile corridor along Interstate 70 and State Highway 82 between Rifle and Aspen. The service area spans three counties and 10 communities and serves a population of over 66,000. Most riders are commuters but there are also many recreational riders accessing ski destinations such as Snowmass and Aspen. In 2011, RFTA provided 4.1 million rides and an estimated 53.7 million passenger miles. The total economic benefits from this transit service in 2011 are estimated at \$52.1-63.4 million compared to total local financial support (rider fares plus public investment) of \$13.5 million, giving an annual net benefit to the community of \$38.6-\$49.9 million. The benefits are very high due to the high price of land in Aspen, which makes parking very expensive, as well as a

large number of employees with very long commutes.

Grand Valley Transit (GVT) serves a population of 120,000 covering 66 square miles around the urbanized area of Grand Junction. Its ridership is balanced between commuters, errand runners and students. In 2011, GVT provided 1 million rides and 4.7 million passenger miles. The total economic benefits that we were able to quantify from transit service in 2011 are estimated at \$3.9 million, compared to local financial support (rider fares plus government subsidies) of \$1.8 million, giving an annual net benefit to the community of \$2.1 million.

The case studies analyze economic benefits directly attributable to transit service in each community, such as:

- fuel savings from reduced driving;
- time and fuel savings from reduced congestion;
- income generated from jobs made accessible by transit;
- public benefits saved due to employment; and
- savings to communities from reduced demand for parking.

Additional benefits which may be substantial but were not quantified as part of this analysis due to lack of data include:

- the value of independent living for seniors;
- health benefits of walking or biking to access transit stops;
- health benefits of lowered emissions; and
- increased property values due to the proximity of transit and accident reduction.

Robust transit service can also help shape more compact land use patterns which can have significant economic benefits over time; however, we did not attempt to quantify such benefits. Thus, this study provides a very conservative estimate of the economic benefits associated with public transit.

The most significant benefit identified in each of the case studies is the mobility provided by transit systems which allows workers access to employment. Many employees lack access to personal vehicles and have no viable alternatives to reach their jobs without transit. Without transit service, some people would be unable to hold down jobs and employers would have a smaller pool of potential employees. Some of those without jobs would likely turn to public assistance to support themselves and their families.

In areas with high demand for parking and high land values, transit provides a major benefit by reducing the number of required parking spaces. In the absence of transit, thousands of additional parking spaces would be necessary to accommodate additional vehicle trips. Avoided vehicle trips also result in less gasoline consumption and reduced levels of congestion on major roadways.

This impressive collection of economic and quality-of-life benefits make it clear that transit is much more than just another alternative for going from point A to point B. Because of the significant economic benefits that transit can generate and because many of these benefits accrue to the entire population (not only transit users), communities' expenditures on transit service should be seen as wise investments in the local economy.



Transportation Legislative Review Committee

E-470 Public Highway Authority
October 7th, 2013



PARTICIPANTS

- Randy Drennen
 - E-470 Board of Directors Chair
 - Councilmember, City of Thornton, Colorado
- John McCuskey
 - Executive Director
- Dave Kristick
 - Deputy Executive Director
 - Director of Operations



E-470 MEMBER JURISDICTIONS

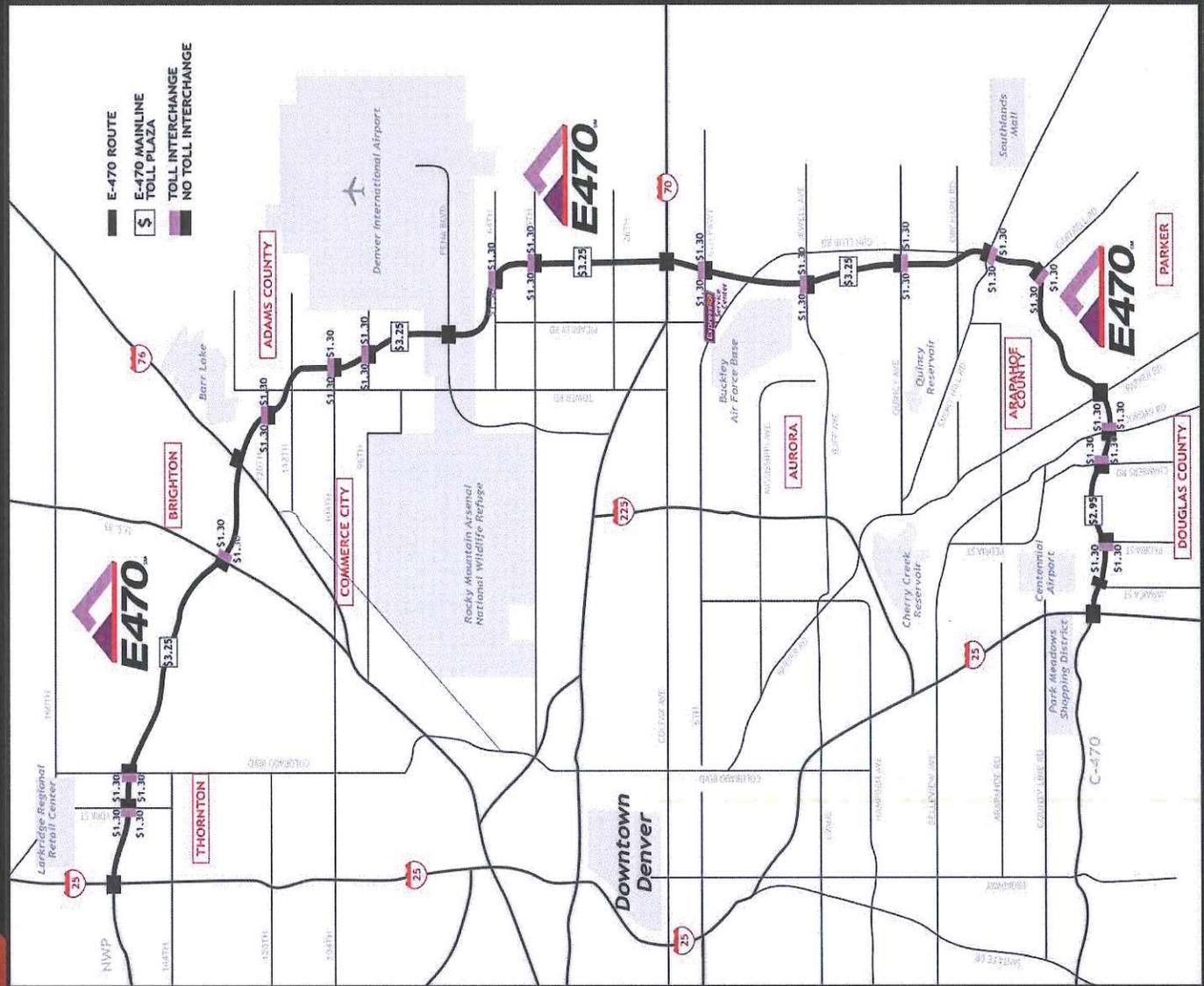
• Voting Members:

- Adams County
- Arapahoe County
- Douglas County
- Aurora
- Brighton
- Commerce City
- Parker
- Thornton

• Non-Voting Members:

- Arvada
- Broomfield
- Greeley
- Weld County
- Colorado Department of Transportation (CDOT)
- Denver Regional Council of Governments (DRCOG)
- Regional Transportation District (RTD)

-  E-470 ROUTE
-  E-470 MAINLINE TOLL PLAZA
-  TOLL INTERCHANGE
-  NO TOLL INTERCHANGE





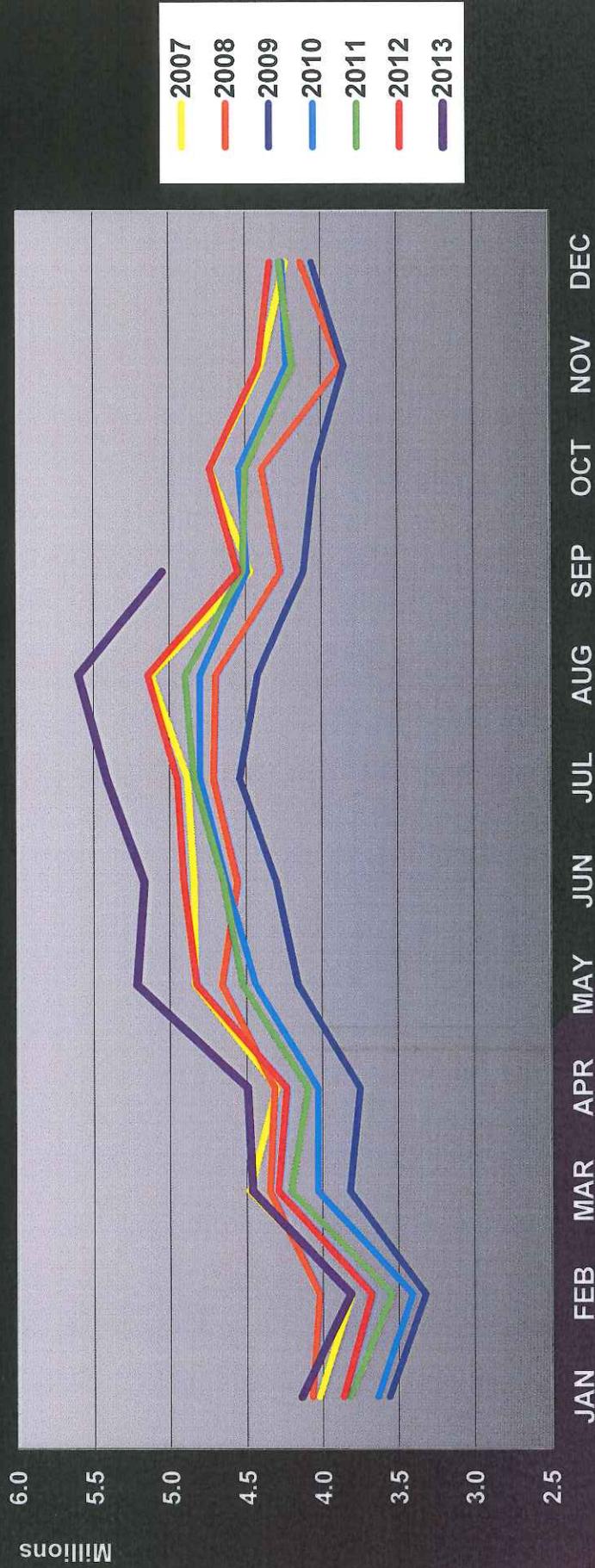
E-470 PUBLIC HIGHWAY AUTHORITY OVERVIEW

- 47 Miles End to End
- Cost for a Vehicle from End to End
 - ExpressToll™: \$12.95
 - LPT: \$15.95
- Cost Per Mile for a 2 Axle Vehicle
 - ExpressToll™: \$ 0.27
 - LPT: \$ 0.34
- 54 Million Toll Transactions in 2012
- \$120 Million Net Operating Revenue in 2012
- Total Debt - \$1.6 Billion
- 2013 Debt Payment - \$82 Million



TRAFFIC TRENDS 2007 – Present

Through September 30th, 2013



• 43.4M transactions through September 30th; 6.69% increase over 2012



ALL ELECTRONIC TOLLING

• ExpressToll™

- ExpressToll™ customers prepay their accounts by cash, check, or credit card
- 915,000 transponders issued as of 8/31/13
- 72% of Toll Transactions
 - 72% of Net Toll Revenue in 2013
 - 99% Collection Rate



• License Plate Toll (LPT)

- Captures images of the vehicle and the registered owner receives a statement of use for toll collection (Post-pay)
- Payments are accepted online, by phone, mail or in person
- LPT customers pay a 25% premium over ExpressToll™
- 28% of Toll Transactions
 - 28% of Net Toll Revenue in 2013
 - 91% Collection Rate on Billable Tolls





TRANSPONDER INTEROPERABILITY

- **ExpressToll™ Service Center**
 - Operated by E-470 Public Highway Authority
 - Currently Serves:
 - E-470
 - Northwest Parkway (ExpressToll™ customers only)
 - Colorado High Performance Transportation Enterprise (HPTE)

- **Interoperable Transponders**

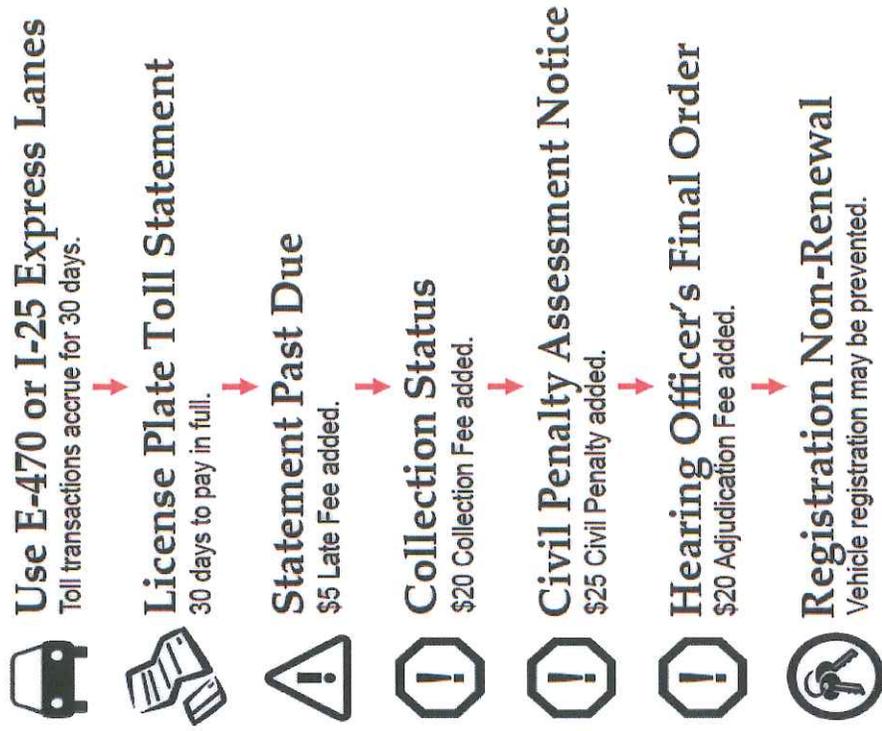
- All transponders can be used on all three toll facilities in the state
- One transponder = One ExpressToll™ billing statement



LICENSE PLATE TOLL (LPT) BILLING PROCESS

- Month 1 – LPT Statement sent (for past 30 days of tolls)
- Month 2 – LPT Statement re-sent (\$5 late fee added)
- Month 3 – LPT Statement re-sent (no additional fees)
- Month 4 – Account sent to collections agency (\$20 collection fee)
- Month 5-7 – Account remains in collections (no additional fees)
- Month 8 and on – Account remains in collections but is eligible for Civil Penalties, Adjudication Fees, and Vehicle Registration Hold

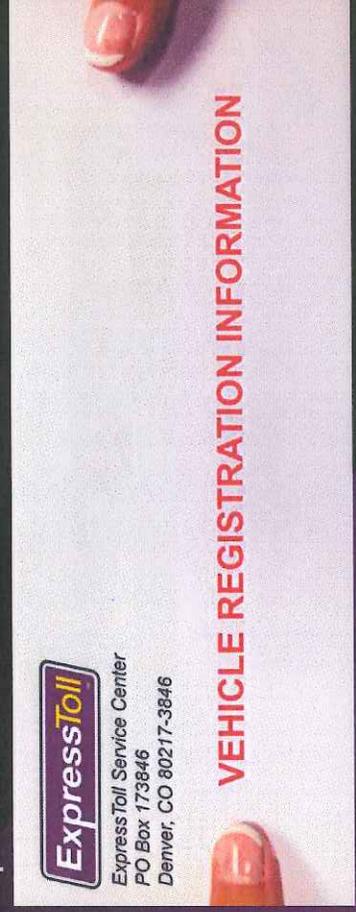
License Plate Toll Billing & Collection Process:





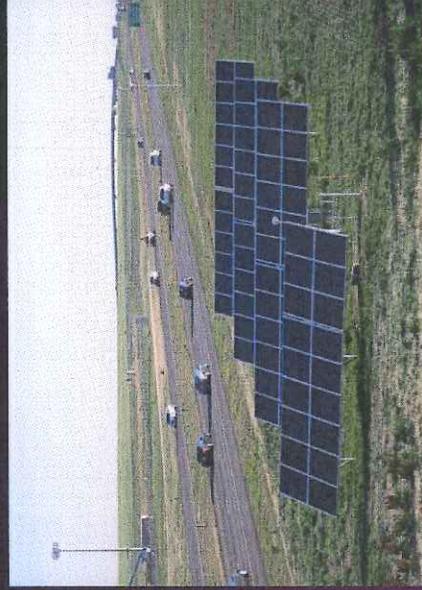
VEHICLE REGISTRATION HOLD (VRH)

- Program authorized by Colorado State Law to request a hold on vehicle registration for any vehicle that has unpaid LPT tolls, fees and civil penalties
- VRH notices were mailed in early July and again in late August
- First VRH effective for October renewals with unpaid tolls greater than \$200
- Customers with a VRH have been previously contacted at least nine times
- Currently HPTE and E-470 customers only
- Hold is immediately removed once a payment is made or payment plan is set up



RECENT E-470 INITIATIVES

- **Solar Installation Project**
 - 707 kilowatt project which consists of 22 solar arrays in 17-mile stretch
 - Produces enough energy to power 1/3 of operations
 - E-470 will avoid emitting 24,000 metric tons of CO₂ emissions
 - Received IBTTA 2013 Toll Excellence Award in Social Responsibility and the President's Award
- **Segment I Reconstruction Completed**
- **Deer Fencing Installation on 10 Linear Miles**





RECENT E-470 INITIATIVES

- **Working with HPTE on Future Tolling Facilities**
 - US 36: Plenary Roads Denver
 - E-470 is currently in negotiations to provide equipment installation, billing, and customer support services
 - Managed lanes are projected to be completed in late 2015
- I-25 North
 - E-470 is currently in negotiations to provide equipment installation, billing, and customer support services
 - North segment is projected to be opened in 2015

- **Total Toll Transactions in the State of Colorado:**

- 2013 – E-470 comprises 93% of all toll transactions
- 2019 – E-470 is projected to comprise 74% to 83% of all toll transactions



Thank You!

Questions?

Northwest Parkway Public Highway Authority Transportation Legislation Review Committee



October 7, 2013

Slide 1

Who Forms NWPPHA



- **Members:**



City & County of Broomfield



City of Lafayette



Weld County

- **Ex Officio & Associate Members:**



City of Arvada



Regional Transportation District



Jefferson County



Interlocken Metro District

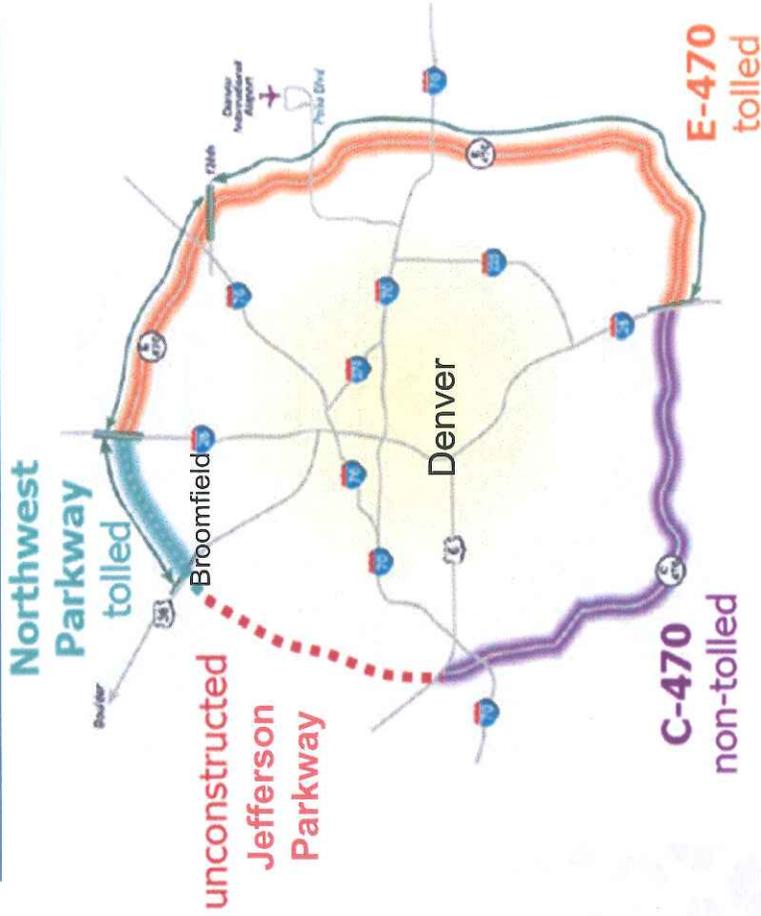


Colorado Dept. of Transportation

The Northwest Parkway



LOCATION



OVERVIEW

- 8.8-mile, 75 mile per hour limited access highway forming the NW part of the beltway that connects US36 to I-25 and provides access to E-470, Broomfield and US287.
- Toll collection system includes one mainline toll plaza and 4 toll ramps, using GO-PASS (License Plate Toll) or EXpressToll (tag)
- The Parkway contains:
 - 23 bridge structures
 - 3 interchanges (I-25/E-470, Sheridan, US287)
 - 1 Maintenance yard and 1 Admin. Building
 - 7 Solar sites

Slide 3

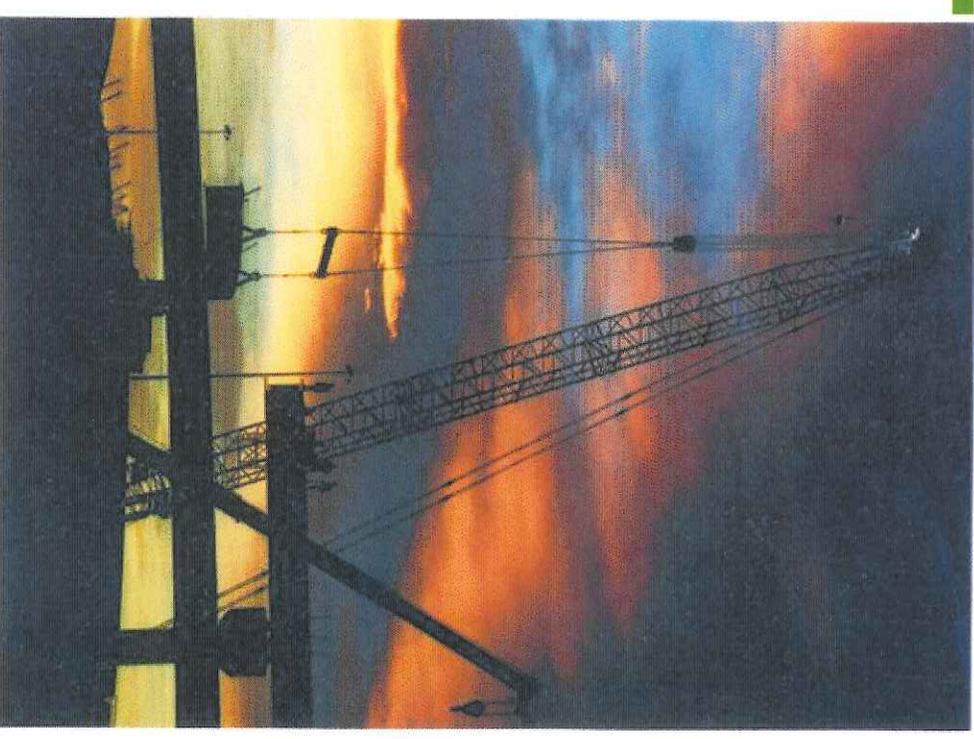
	Jul. 2001	Ground breaking
	Nov. 2003	Ribbon cutting
	Jan. 2004	Toll collection begins
	Oct. 2005	Maintenance yard opens
	Dec. 2005	Sheridan interchange opens
	Nov. 2007	Concession lease signed
	Dec. 2009	New toll system and payment options
	Jan. 2010	100% non-stop tolling (cashless)
	May 2011	Solar Project
	Aug. 2011	Sticker Tags

Northwest Parkway Public Highway Authority



Background

- **July 1999:** Authority established
- **The Purpose:** To build an authority financed highway linking E-470/I-25 to US36
- **The Financing:** User fee revenue bonds were used to fund the NWP (no tax dollars or vehicle registration fees)
- **The Reasons:**
 - ✓ To continue the extension of a Denver metropolitan beltway
 - ✓ To ensure that development occurred in specified locations respecting planned open space
 - ✓ To relieve traffic on neighborhood streets



Northwest Parkway Concession



Fundamentals

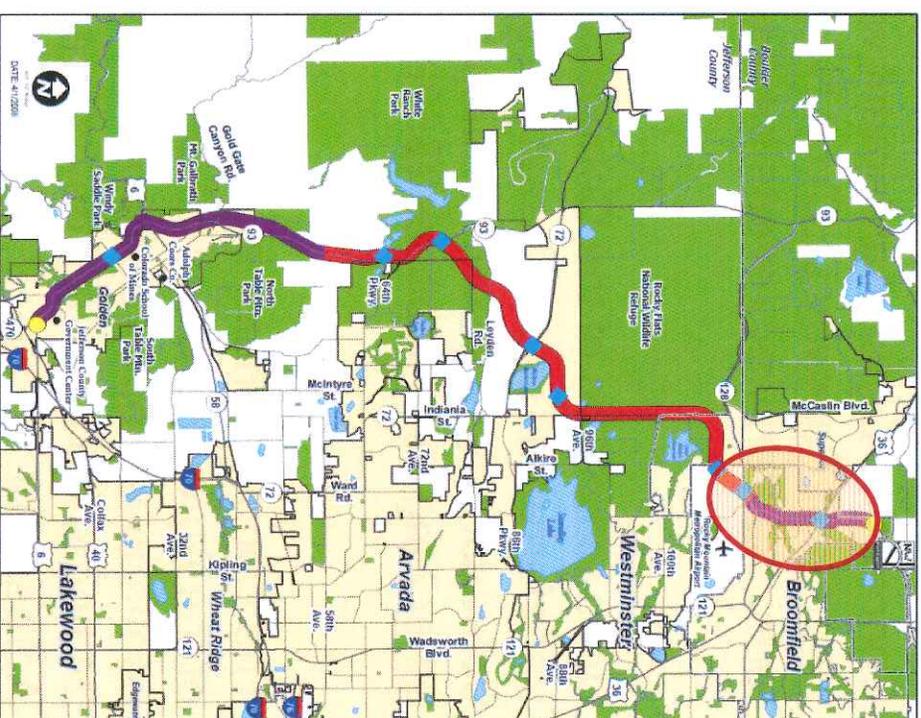
- Concession Lease Agreement was signed with Brisa (doing business as Northwest Parkway LLC) on November 21, 2007. At the end of the 99 year term, the Parkway reverts back to the Authority.
- Upon execution of the Concession and Lease Agreement, the NWPPHA transferred all capital assets to the Concessionaire in exchange for the defeasances of all outstanding bonds and reduction of a major portion of other long term liabilities (\$503M).
- The Concessionaire must operate the Parkway in accordance with the terms of the Agreement and all applicable laws and must keep the Parkway continuously open and operational for the use of all members of the public, 24 hours a day, every day, except for necessary closures permitted by the Agreement.

Northwest Parkway Expansion



Extention Efforts & Funding

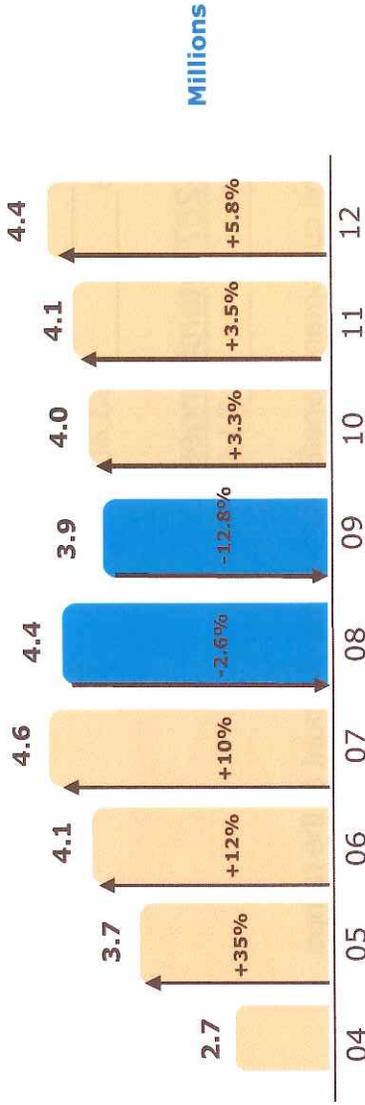
- Completing the beltway around the metro Denver area is a priority. Work on extending the NWP (2.3 mile extension) to SH128 and completing the Jefferson Parkway extension to SH 93 is underway.
- The Concession Agreement does not require the Concessionaire to build the extension, but the Concessionaire is required to contribute \$60 million towards the cost of the extension to SH128 and an additional \$40 in reimbursements to the Authority if certain conditions are met:
 - ✓ Construction of both extensions are contracted to be completed by the end of 2020
 - ✓ Concessionaire gets the rights to toll, operate and maintain the NWP extension to SH128
- The NWPPHA submitted a request for RAMP funding to assist in completing the NWP to SH 128. While not included in the CDOT staff RAMP recommended list, the NWPPHA is optimistic that it may, with the Jefferson Parkway, receive some of the \$40m in RAMP funding included in the CDOT staff recommendation for the HPTE P3 Development Fund.





Traffic Evolution

Traffic Evolution



	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Jan	176,760	253,248	310,452	347,848	370,346	301,966	295,076	323,537	320,866	351,885
Feb	173,986	238,159	291,066	326,425	364,600	279,241	278,018	286,891	308,821	326,826
Mar	204,786	295,319	334,305	372,657	388,925	309,749	325,852	336,701	351,783	372,801
Apr	203,202	287,589	325,716	359,621	375,850	316,132	315,287	324,556	347,931	371,733
May	216,231	312,953	354,462	392,179	386,816	323,389	339,239	354,566	383,303	413,830
Jun	222,801	320,187	364,762	384,509	367,962	341,708	344,311	352,162	374,613	396,324
Jul	238,606	319,481	345,755	387,367	375,204	338,709	350,320	357,911	382,562	416,362
Aug	257,146	347,301	383,460	421,588	380,865	356,281	367,862	375,396	408,321	449,266
Sep	248,293	321,097	349,108	375,866	356,953	322,130	339,526	351,801	364,740	-
Oct	257,697	328,591	369,938	413,958	379,388	328,155	360,268	369,715	392,197	-
Nov	251,312	327,254	355,771	387,658	330,708	312,926	330,603	344,922	365,695	-
Dec	286,417	354,545	354,895	386,686	358,833	335,794	345,323	352,902	369,123	-
Total	2,737,237	3,705,724	4,139,690	4,556,362	4,436,450	3,866,180	3,991,685	4,131,060	4,369,955	3,099,027

7.7% traffic growth in 2013 YTD

Steady traffic recovery still below projections

Toll Rates



NWPKY TOLL RATES:

Mainline

- 2 Axles _____ \$3.40
- Per Each Additional Axle _____ \$3.40

Ramps (Sheridan and US287 interchanges)

- All Axles _____ \$1.05 *

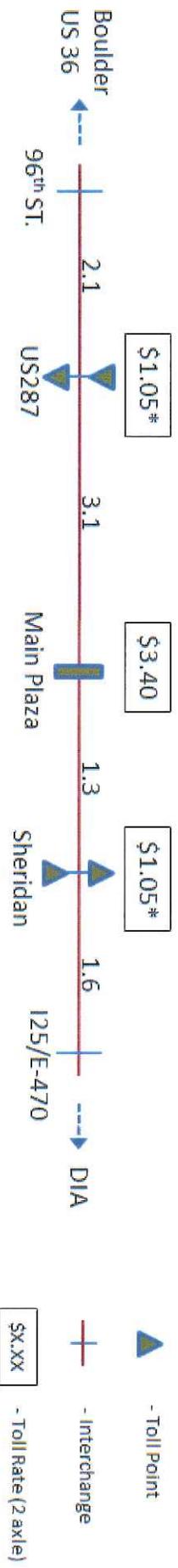
Toll Rates are regulated by the CLA. Increases are indexed to the maximum of:

- US GDP per Capita (BEA);
- US CPI (BLS);
- 2%

* - GO-PASS Auto-bill and Express Toll customers benefit of a 5 cents discount at the ramps.

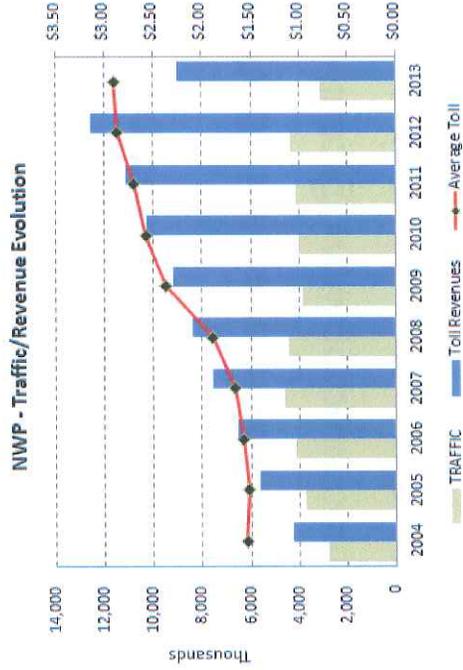
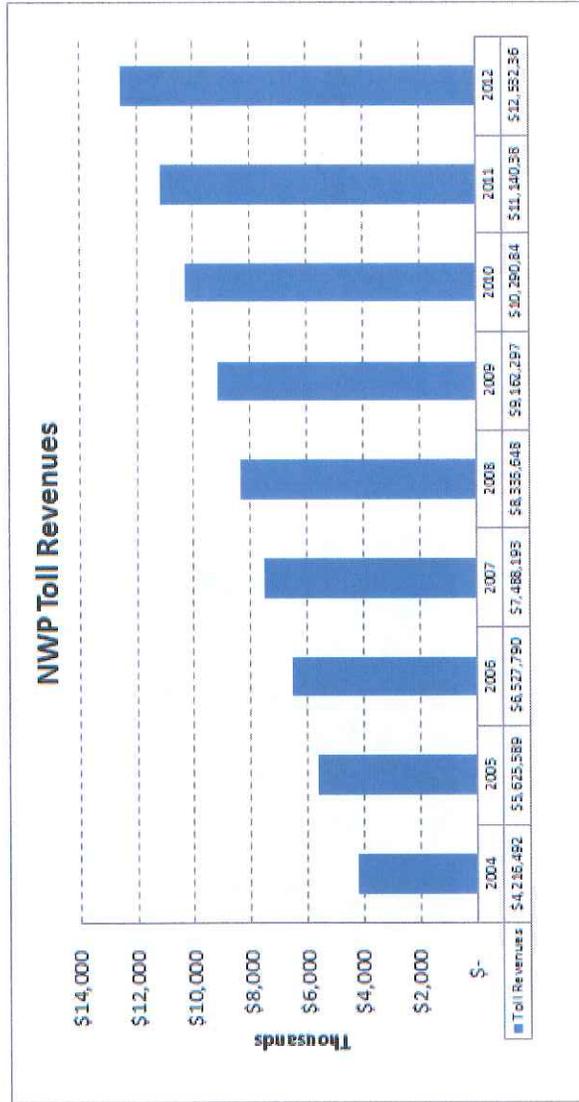
Notes:

- Presently tolls are not being charged based on axle at the ramp locations.
- Additional fees may apply depending on payment option.

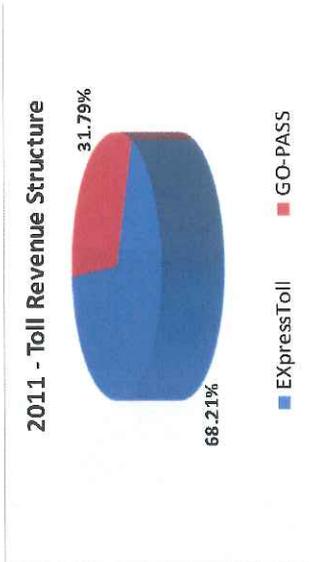
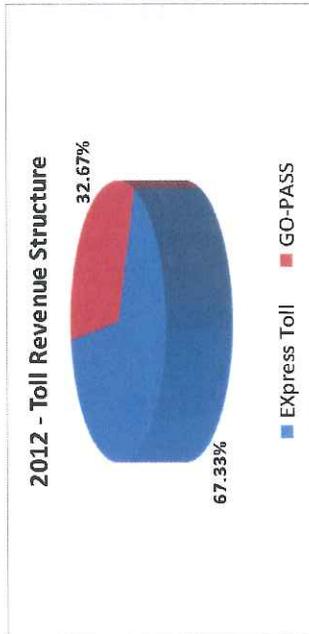
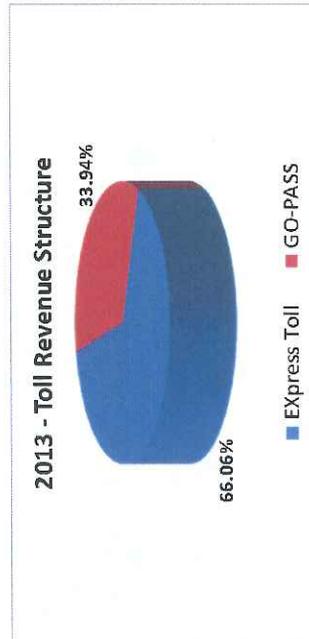


Notices of pending toll changes were given to the Authority and the Public as required per the CLA

Toll Revenues



2012 – Unaudited, not final.
Source: Concessionaire



All Electronic Tolling



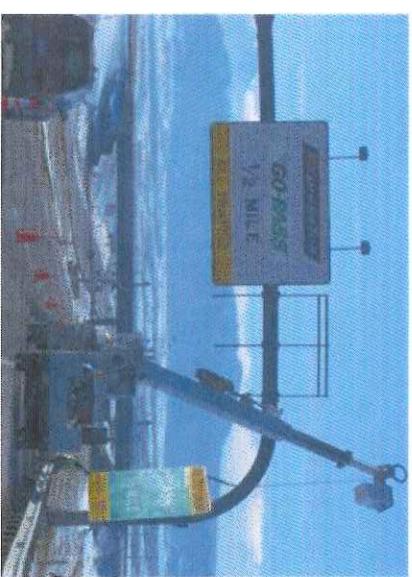
On January 1, 2010 the NWP stopped collecting cash at the toll booths, extending the non-stop convenience to all and offering new alternative payment options (GO-PASS) besides EXpressToll.

GO-PASS bill payments can be made:

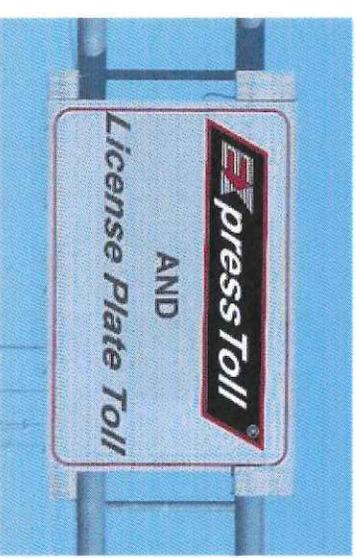
- On-line: @ www.go-pass.com – Credit/Debit Card
- By Mail: Check or Credit/Debit Card
- By Phone: Credit/Debit Card
- Automatic payment registration (Auto-Bill): CC/DC/AACH



NWP:



E-470:



Cashless. No pre-registration is required, road accessible to all

Oversight



The Concession Agreement requires the oversight from a 3rd party Independent Engineer accepted by the parties to run periodic monthly inspections to the infra-structure (roadway and facilities) and toll system.

The 2012 Annual Inspection reported only one minor deficiency and noted *an overall conformity to operating standards.*

Noteworthy statistics from the 2011 annual report:

- ✓ Out of the 78 categories reviewed and scored, 100% were rated at a top-level score of 5.
- ✓ No category 1 defects.

Definition of an Inspection Score = 5 is "...target for individual element is almost entirely met...and the element is fully functional...and meeting or exceeding performance expectations"

Category 1 defect definition: is a defect that presents an immediate hazard to users.



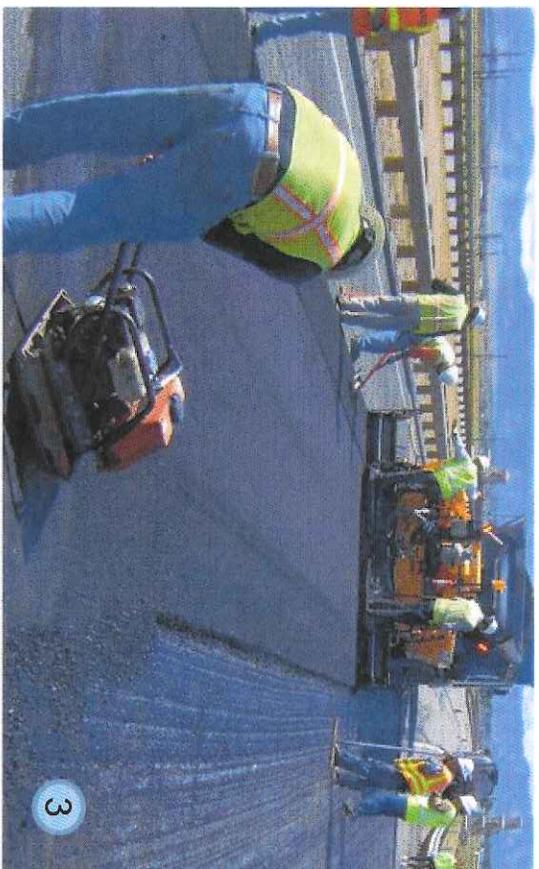
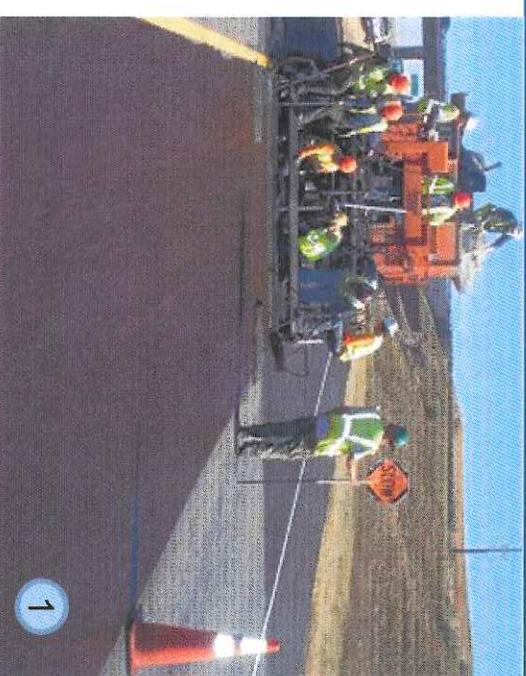
Recent reports shows the road to be fit and fully functional

Maintenance



Examples of preventive and corrective road maintenance action plans that are implemented on an annual basis, as needed:

- 1) Micro-surfacing resurfaced areas for beta testing of new products and techniques
- 2) Road leveling and joint lifting (foam injection)
- 3) Roto-milling and asphalt resurfacing



Continual preventative and proactive maintenance is practiced to mitigate more extensive corrective overhauls of pavement infrastructure

Solar Project



- In 2011 Concessionaire entered into a Power Purchase Agreement to install Photovoltaic Solar Arrays at no cost and for a reduced electric rate.
- The project comprises of 7 individual systems (totaling 62 kW) along the Parkway. An estimated investment of about \$350k.
- The project was funded using the Renewable Energy Credits (RECs) generated and incentives offered by Xcel Energy. 100% funded by the provider (Soltura).
- Estimated energy cost savings of \$164,000 during the term, assuming a 4% Compound Annual Growth Rate on the electricity price.



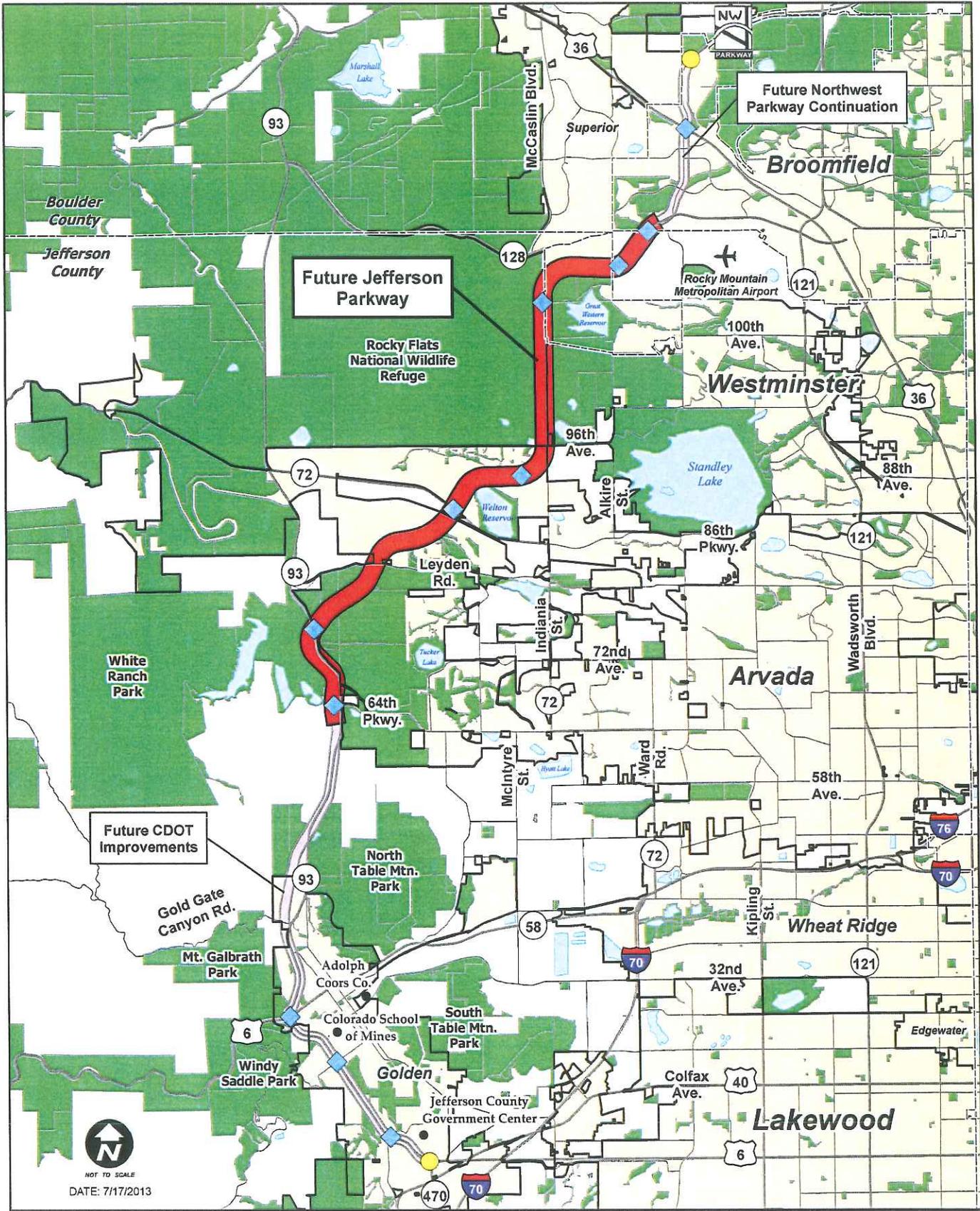
Estimated Environmental Benefits			
Unit: Tons	Carbon Dioxide (CO ₂)	Sulfur Oxides (SO _x)	Nitrogen Oxides (NO _x)
Year 1	91.0	0.119	0.137
Year 5	89.2	0.117	0.135
Year 10	87.0	0.114	0.131
Year 15	84.8	0.111	0.128
Year 20	82.7	0.108	0.125
Year 25	80.7	0.106	0.122
Year 30	78.7	0.103	0.119
Total (30 yr.)	2,540.2	3.325	3.837

Reduction of Greenhouse Gas emissions

Thank You



Slide 14



Jefferson Parkway and other Future Regional Improvements

- Proposed Jefferson Parkway
- Proposed Other Major Regional Arterial
- Connections to Existing Beltway
- Interchange
- Open Space and Public Lands
- Cities
- Counties

The maps provided are graphical representations intended for general informational purposes only, and may not reflect the most current information or conditions. THE CITY OF ARVADA MAKES NO WARRANTY OF MERCHANTABILITY OR WARRANTY FOR FITNESS FOR USE FOR A PARTICULAR PURPOSE, EXPRESSED OR IMPLIED, WITH RESPECT TO THESE GRAPHICAL REPRESENTATIONS OR THE UNDERLYING DATA. Any users of these graphical representations or map products accepts same AS IS, WITH ALL FAULTS, and assumes all responsibility for the use thereof, and further covenants to hold the City harmless from and against all damage, loss, or liability arising from the use of this map product, in consideration of the City's having made this information available.


 NOT TO SCALE
 DATE: 7/17/2013

Disabled parking issues for TLRC 10-07-2013

We are proposing a bill to reorganize and clarify the disabled parking statutes in Colorado. I want to thank Representative Primavera for authorizing drafting to start working on a bill, and the chair and staff for keeping the issue on your radar.

The current statute has had significant amendments at least 4 times in my, as much as I hate to admit, 28 years volunteering here. *I have a strange hobby.* As a result it is poorly organized and difficult to follow and fit the various pieces together.

The changes we have made are intended to address abuses with the program. The most current major revisions were in 2010, HB 1019, after it was discovered there were approximately 11 blue hang tags (this does not include hard plates, handicapped DV plates or red hang tags) for every eligible person. According to the 2010 US Census there are 186,000 Coloradoans who self identified as having a mobility impairment, and each is eligible for 2 hang tags, 2 hard plates, or one of each. DMV indicated they were issuing approximately 400,000 blue (3 year) hang tags per year. Ironically, that number has increased by about 10% since the reforms.

Some of the more significant changes were to increase penalties for illegally parking in a disabled space, parking in a wheelchair loading area or route of access, lying to get a tag, misusing a tag or using someone else's, instituting penalties for medical professionals who sign applications they should not be, as well as other abuses that were identified. We also created provisions for education and enforcement programs, to be funded by a portion of the fines, the first time in CO history we have earmarked a portion of the fines for wronging PWDs to benefit them.

A 1/2013 study found the average wait time for a disabled space was 17 minutes, but ironically 25% of the respondents indicated they did not wait, they just parked somewhere else. 83% of the time LE was called for an illegally parked vehicle no citation was issued.

The barriers to implementation have been; the poor organization of the statutes themselves, they jump around a lot and fitting all the pieces together just about requires a law degree. Some parts the language is not very clear, probably my fault, e.g. statute says a parent may get a tag for a child, but it is not clear that each parent can obtain one, so while DMV has now addressed this by rule, for some time only 1 parent could get and use a tag.

There has also been a severe lack of adequate funding for implementation, resulting in severely limiting education programs, and development of enforcement tools, such as computer programming to allow LE online access to disabled parking registrations for hang tags, an investigation and hearing process for allegations of improperly obtained/authorized tags or misused ones, etc.

The Council for People with Disabilities, the statutory entity that is to advise the GA and Governor on disability issues, and whom will be hearing from their chair shortly, is vested with working on implementation, development and providing education programs for users, medical providers, LE and local government, and again, they have been plagued by lack of funding.

A recent problem that I just learned of is there seem to be a population of seniors who are unable to meet the ID verification requirements and cannot obtain a state issued ID or DL, and we require a State for federal ID to get a tag. We will be working with the folks who have been dealing with this issue to develop a solution, but based on some preliminary discussions and better solution may be to do something similar to the process developed to allow non-legal residents to obtain a DL so they can get some kind of photo ID we can link the tag to, as well as for other uses, and maybe a member would like to participate in that issue.

Another problem we have discovered is our statute does not conform to the federal regulations on disabled parking, which only allows a medical doctor to authorize an application, and we have a longer list, such as PAs, NPs, chiropractors, etc. The federal regulation has not been updated since the 1980's, before the ADA existed. I have been in touch with the federal regulators responsible for these regs and at my request they have commenced a review (although not last week ☺) and hope to be working with them to bring the regs into the 21st century, so I recommend we make no changes to the state standards at this time. The impact of it would be that if another state decided they did not want to honor our tags because we did not meet the federal standards established under their authority under the "fair faith and credit clause" in Article IV of the constitution, but that is unlikely. In my experience, most state authorities do not even know there are federal regulations on this.

Thanks you for your time and am happy to address any questions you may have.

Law Enforcement Quick Reference Guide to the Parking Program for Persons with Disabilities

The State of Colorado issues two types of parking placards:

Three Year Placards
are issued to persons with a permanent disability.

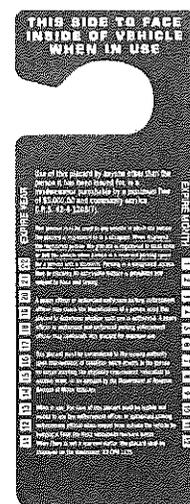
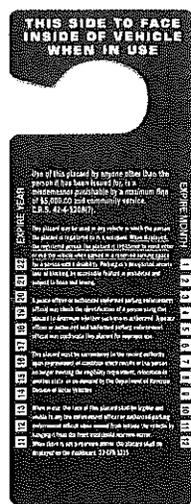
Temporary Placards
are valid for up to 90 days.



Month punched corresponds with expire month.

Expires the last day of the month punched of the current year.

Digits punched indicate last two digits of the expire year.



Facts and Procedures

- For persons not able to reach their mirror, putting the placard on the dash is acceptable.
- Law enforcement can ticket on private property such as malls and grocery stores.
- Photo enforcement and tickets via mail are allowed by law.
- The person to whom the placard or plate was issued must get in or out of the vehicle while it is parked in a disabled space.
- You can match ID to those in possession of the placard (last four digits).
- A parent may not use the placard or plate unless the child is with them.
- Persons who use disability placards or plates without the authorized holder present face the following penalties:
 - Minimum \$500 fine
 - License suspension for the first offense
- Parking in a space reserved for persons with disabilities without a placard or plate—violators may be issued a minimum \$350 fine.



2014
1700105



1G5700



2011
1E02215



1W1200

**If you believe a placard is being misused,
you should confiscate it and notify the DMV.**

Application

- Applications for disability plates or parking placards are available at your local County Motor Vehicle office or by visiting www.colorado.gov/revenue
- Your medical provider may already have a copy of the form in their office.
- A medical professional must certify on the application that you have one of the six specific qualifying disabilities. You also must include your date of birth, gender, and driver's license or state ID card number.
- If applying for disability plates on a vehicle currently registered in the applicant's name, a copy of the registration card or title is required.
- If applying for disability plates on a new vehicle, the *Certificate of Title* or *Manufacturer's Certificate of Origin* is required.



For more information or to obtain an application for the Parking Program for Persons with Disabilities, please visit www.colorado.gov/revenue

For questions or complaints, please call the **message line** at

303-313-8666 or **888-887-9135** (toll free)



Parking Program for Persons with Disabilities



THIS SIDE OUT
IMPORTANT: REMOVE WHEN NOT
DISPLAYING FOR PARKING PRIVILEGES

COLORADO
THREE YEAR

2014
1T00100

EXP. MONTH
1 2 3 4 5 6 7 8 9 10 11 12

000
ID#

THIS SIDE OUT
IMPORTANT: REMOVE WHEN NOT
DISPLAYING FOR PARKING PRIVILEGES

1G57

COLORADO
TEMPORARY

2011
1E02619

EXP. MONTH
1 2 3 4 5 6 7 8 9 10 11 12

0005

EXP. YEAR
1 2 3 4 5 6 7 8 9 10 11 12



1W1200

Program Eligibility

To qualify for disability license plates or a parking placard, an applicant must submit a *DR 2219 Persons with Disabilities Parking Privileges Application*. The form must be completed by a qualified medical professional certifying that the applicant has one of the following six specific medical conditions that severely impairs their ability to walk: ("Cannot walk 200 feet without stopping to rest" is no longer a qualifying disability, unless it is related to one of these conditions.)

- Cannot walk without the assistance of another person, prosthetic device, wheel chair or other assistive device.
- Be restricted by lung disease to such a degree that forced (respiratory) expiratory volume (FEV) in one second, when measured by spirometry, is less than one liter.
- Must use portable oxygen.
- Have Class III or Class IV cardiac condition according to standards set by the American Heart Association.
- Be severely limited in the ability to walk due to an arthritic, neurological or orthopedic condition.
- Has permanently lost the use of or is missing a hand or arm.

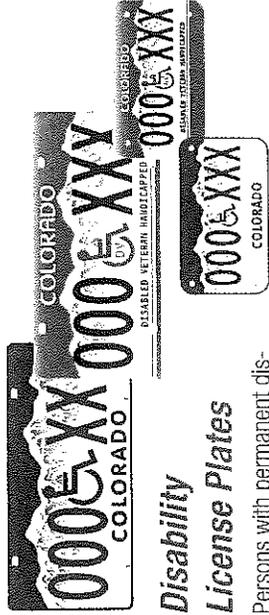
Parking Privileges

- Vehicles properly displaying disability plates, a parking placard, or Disabled Veteran Handicapped plates may park in spaces reserved for persons with disabilities and are exempt from meter fees or time limitations on parking, except at meters, signs, or other markings with time limitations of 30 minutes or less.
- Disability plates and parking placards are not transferable. The authorized holder must be present and must enter or exit the vehicle at the time the parking privileges are being used.
- Disability plates and parking placards do not permit vehicles to park in areas where parking is prohibited or restricted. Vehicles also are prohibited from parking in any manner that creates a traffic hazard.

It is courteous to always leave the "Van Space", which are the extra wide spaces with the wide access lanes for those who use lift equipped vans, unless there are no other disabled spaces. This allows them the extra room needed to put the lift down and get on or off it.

The person who the plate or placard was issued to must get in or out of the vehicle while it is parked in the disabled space. If someone is dropping the plate or placard holder at the door and will be picking them up also, they cannot park in a disabled space.

A parent may not use their child's plate or placard unless the child is with them.



Disability

License Plates

Persons with permanent disabilities may obtain disability plates for vehicles titled in their name. An immediate family member residing in the same household may obtain a placard if the qualifying person with disabilities does not own a vehicle and must rely on someone else for transportation.

Corporations, school districts, limited liability companies, nursing homes, convalescent homes, and special education cooperatives transporting eligible persons may obtain placards as well.

Parking Placards

There are two different types of placards available:

- **Three Year Placards** are issued to persons with a permanent disability and expire three years from the date of issue.
 - **Temporary Placards** are issued to persons with a temporary disability and are valid for the length of time indicated by the certifying medical professional.
- Placards are only valid until the expiration date indicated on the placard. To receive a new placard, you must submit a new application with a qualified medical professional's certification verifying disability.

Placards are not transferable and it is illegal to copy or duplicate a placard for any reason.

If a placard is no longer needed or the authorized holder dies, please contact your local Division of Motor Vehicle office.

Proper Display of Placards

Because a parking placard is issued to the person with the disability and not to a vehicle, it may be used in any vehicle in which the authorized holder is driving or is a passenger. When parked in a space reserved for persons with disabilities, the placard must be properly displayed in one of the following locations so it is clearly visible to law enforcement:

- Hanging from the rearview mirror, or
- Placed on the dashboard

Failure to properly display a parking placard may result in a fine.

Placards should be removed before the vehicle is in motion to prevent damage or excessive exposure to sun. Also, the placard can obstruct the driver's view if left hanging from the mirror.

Penalties for Misuse

It is illegal to:

- Park in a space reserved for persons with disabilities without disability plates or a parking placard. Violators may be issued a minimum \$350 fine.
- Park in an access aisle—the vertical lines adjacent to the parking space for persons with disabilities. The access aisle reserves room for persons to safely enter and exit their vehicle. You can be fined a minimum of \$350 for parking in the access aisle even if your vehicle is displaying a placard or disability plates.
- Use disability plates or a parking placard without the authorized holder present. Violators face the following penalties: first offense—minimum \$500 fine and 30-day driver's license suspension; second offense—minimum \$750 fine and six-month driver's license suspension; third offense—minimum \$1,000 fine and one-year driver's license suspension.
- Manufacture, copy or alter disability plates or placards; obtain disability plates or placards based on fictitious information; use a stolen placard; or knowingly transfer disability plates or placards to others so they may use privileges granted to authorized holders. A violation is a Class A misdemeanor and carries a fine of up to \$2,500 and a one-year driver's license suspension.

Police may confiscate a placard if they believe it is being used illegally. Police officers have clear authority to enforce parking laws on private property, such as at a mall or grocery store.

Self-Serve Gas Stations

Gasoline and service stations in Colorado must comply with provisions of the Americans With Disabilities Act by:

- Dispensing fuel for the driver of a vehicle displaying disability plates or a parking placard upon request of the person with the disability;
- Posting signs informing persons with disabilities that they may obtain refueling assistance by either honking the horn or otherwise signaling an employee; and
- Providing refueling assistance at no additional charge beyond the cost of gas.

The Parking Program for Persons with Disabilities

The Persons with Disabilities Parking program is vital to many Coloradans and it helps them maintain their independence and to stay active. The fraudulent use of disability license plates and parking placards is a serious problem—and medical professionals are a part of the solution. Medical professionals are the front line to prevent abuse by ensuring that only those who qualify for the program are certified for the program.

For instance, it is not an acceptable practice to leave signed forms which have not been completed with the patient's name and other information in your waiting room. It is also not acceptable to sign a form and give it to a patient without adding in the patient information. You do not know if these forms are actually being used for the patient you intended.

When someone illegally obtains a placard and then occupies a disabled parking space or other assessable feature, it is not just an inconvenience for the person left without a parking space.

That person may need to leave that area without their prescription, groceries, or without being able to see their doctor or clinic.

This brochure will help you understand the program and the qualifying factors needed. Included is information on eligibility and the certification process as well as the use of the parking plates or placards and the penalties associated with misuse.

By partnering with the medical community, law enforcement, and disability organizations we can ensure that those who qualify have the access they deserve.

The fraudulent use of disability license plates and parking placards is a serious problem.

Medical professionals are part of the solution!



For more information or to obtain an application for the Parking Program for Persons with Disabilities, please visit

www.colorado.gov/revenue

For questions or complaints, please call the **message line** at

303-313-8666 or 888-887-9135 (toll free)

Parking Program for Persons with Disabilities

A Guide for Medical Professionals



A Guide for Medical Professionals

Program Eligibility

A person with a disability or impairment is not automatically eligible for disability plates or a parking placard. When considering a patient's eligibility for disability plates or a parking placard, an approved medical professional must certify that the applicant has one of the following six specific medical conditions that severely impairs his or her ability to walk: ("Cannot walk 200 feet without stopping to rest" is no longer a qualifying disability, unless it is related to one of these conditions.)

- Cannot walk without the assistance of another person, prosthetic device, wheel chair, or other assistive device.
- Be restricted by lung disease to such a degree that forced (respiratory) expiratory volume (FEV) in one second, when measured by spirometry, is less than one liter.
- Must use portable oxygen.
- Have Class III or Class IV cardiac condition according to standards set by the American Heart Association.
- Be severely limited in the ability to walk due to an arthritic, neurological or orthopedic condition.
- Has permanently lost the use of or is missing a hand or arm.

Application/Certification

A licensed physician, commissioned medical officer, advance practice nurse, physician's assistant, or podiatrist must complete Side A of the *DR 2219 Persons with Disabilities Parking Privileges Application*, certifying that the patient meets one of the above qualifying medical conditions. Medical professionals residing in states that border Colorado may also certify that the patient meets the qualifying medical conditions. The provider also must:

- Specify the appropriate length of the disability—either permanent or temporary. If temporary, the physician must state the duration of the disability, which may not be more than 90 days.
 - Sign the application and include his or her provider's license number.
 - Include the provider's name, address, and telephone number.
- Providers must be willing to certify, under penalty of perjury, that the patient has a physical impairment complying with 23 CFR 1235. They must also attest to having read and understand Colorado Revised Statute 42-3-204 and 42-4-1208 as they

pertain to certifying persons with disabilities. Providers must affirm their knowledge of the contents of persons with disabilities notices and documentation made available to me pursuant to 42-3-204(5)(b), C.R.S.

Providers who knowingly misuse the application process or who make false statements to help someone obtain or retain disability parking plates or a parking placard may be fined up to \$500,000.00 and/or a 2-6 year prison sentence for the Class 4 Felony and fined up to \$1,000 and a 3-12 month prison sentence for a Class 1 Misdemeanor.

Parking Placards

A parking placard may only be used in a vehicle in which the authorized holder of the placard is driving or is a passenger. Two types of parking placards are available:

- **Three Year Placards** are issued to persons with permanent disabilities and expire three years from the date of issue.
- **Temporary Placards** are issued to persons with a temporary disability and are valid for the length of time indicated by the certifying physician, not to exceed 90 days.

Disability License Plates

The difference between disability plates and a parking placard is that the plates must stay permanently affixed to the vehicle for which they were issued.

- Disability plates are issued only to persons with permanent disabilities who own a vehicle and have their name on the vehicle title, or a parent or legal guardian of a minor with a disability.
- Disabled Veteran Handicapped plates are issued only to veterans who provide proof of a service-connected disability that meets all disability requirements and must demonstrate meeting the requirements of 42-3-304(3)(a), C.R.S.

Parking Privileges

- Vehicles properly displaying disability plates, a parking placard, or Disabled Veteran Handicapped plates may park in spaces reserved for persons with disabilities and are exempt from parking meter fees or time limitations up to double the meter time. Then the vehicle must be moved to another spot.
- Vehicles may not park in access aisles or areas where parking is prohibited. Vehicles also are prohibited from parking in any manner that creates a traffic hazard.

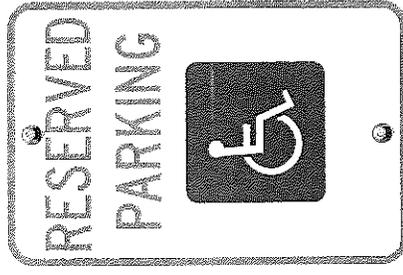
- Disability plates and parking placards are not transferable. The authorized holder must be present and must enter or exit the vehicle at the time the parking privileges are being used.

Handicapped Parking Signs

These signs mark special parking areas for only those vehicles displaying a disabled parking permit. Handicapped parking indicators may also appear on the pavement in designated parking spaces. Crosshatched sections are for van access only and parking is not allowed in this marked space at any time.

Penalties for Misuse

- The minimum fine for parking in a space reserved for persons with disabilities without plates or a placard range from \$350-\$5,000, 10 hours of community service, denial of renewal of your license plates, and a misdemeanor for violations of the disabled parking statutes. The penalties double if the violation is with a commercial vehicle.
 - Unauthorized use of disability plates or parking placards can result in a \$500 fine and driver's license suspension for a first offense.
 - Police officers also may confiscate a placard and the Motor Vehicle Division may suspend or revoke plates or placards being used illegally.
- Following are Class A misdemeanors for a first offense and may result in a fine of up to \$2,500 and a one-year driver's license suspension. Violators may be charged with a Class 4 felony for a second offense. Altering a parking placard.
- Possessing a fake, fraudulent, lost, or stolen placard.
 - Duplicating or manufacturing a placard.
 - Selling or otherwise distributing a fraudulent placard.



Colorado Municipal League State of our Cities and Towns survey
Transportation Legislative Review Committee
October 2013

- 105 of 271 cities and towns in Colorado responded. (39% response rate)
- A portion of the survey graphs and data are attached

Survey highlights

- Cities and towns rely on several sources of funding to maintain streets:
 - 84% of municipalities used HUTF dollars for street maintenance this year
 - 79% allocated municipal general fund dollars to street maintenance
 - 27% have a sales or property tax levy dedicated to a street maintenance fund
- Only 41% report sufficient dollars available to maintain their street resurfacing schedule
- On average - municipalities rate 30% of their streets as being in poor condition
- In their 2013 budget 60% used the HUTF dollars for street capital projects
- Unfunded capital projects were reported by 57% of cities and towns
- Transit services are available in 45% of municipalities. 16% of municipalities operate municipal bus service - 23% are served by a regional transit service.
- Cities and towns rely on several sources of funding to provide transit services:
 - Municipal general fund
 - federal grants
 - fares and service charges

HUTF

- The Highway Users Tax Fund was created in 1953 as a state/county/municipal partnership to fund transportation.
- The majority of HUTF funds are shared on a 60/22/18 CDOT/county/municipal basis
- Municipalities will receive an estimated \$126 million from the HUTF in 2013
- FASTER revenue accounts for about 20% of that total
- Without FASTER funds, this year's municipal share of HUTF would be close to the same amount received in 2002

Contact:

Mark Radtke

Colorado Municipal League

mrادتke@cml.org

303-831-6411

SECTION 1: TRANSPORTATION

STREETS & MAINTENANCE

Exhibit 1-1: Table and Graph
 Q1: How do you currently fund street maintenance?

Street Maintenance Funding				
Population	Overall	25,000 & Larger	2,000 to 24,999	Less than 2,000
HUTF	84%	93%	83%	82%
General fund	79%	71%	88%	75%
Dedicated sales tax	23%	36%	28%	16%
Dedicated property tax	4%	14%	3%	2%
General improvement districts	1%	0%	2%	1%
Dedicated street utility fee	1%	7%	0%	0%
Other	16%	21%	18%	14%

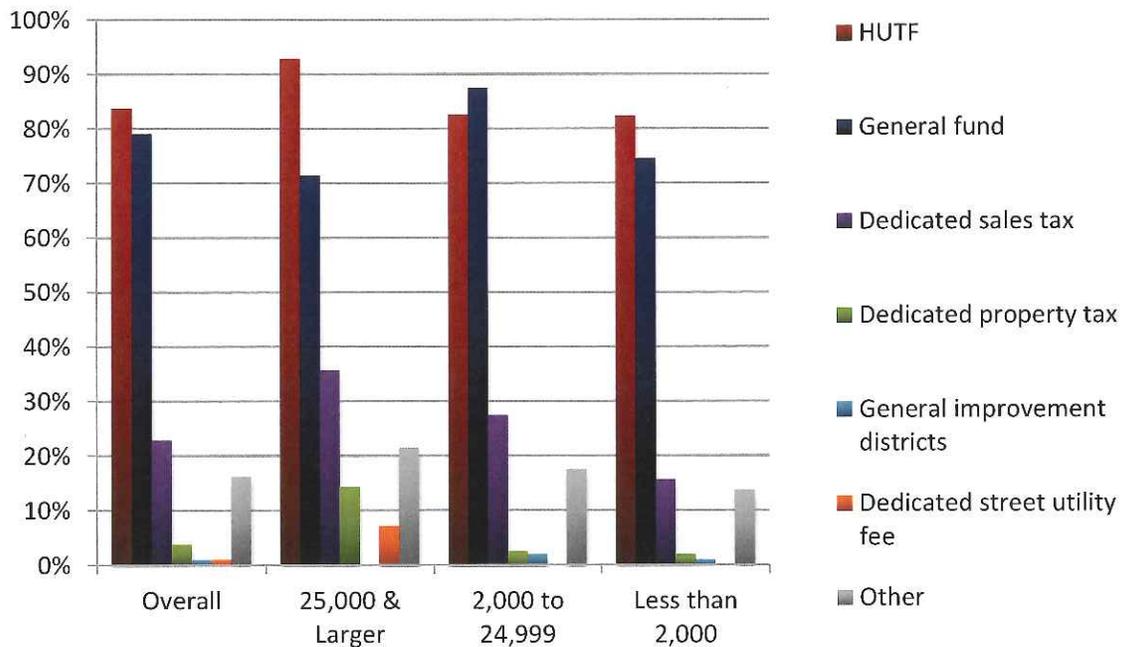


Exhibit 1-2: Graphs

Q2: HUTF funds constitute what percentage of your 2013 street maintenance budget? (e.g. overlays, chip seals, slurry seals, crack sealing, ADA ramps, etc.)

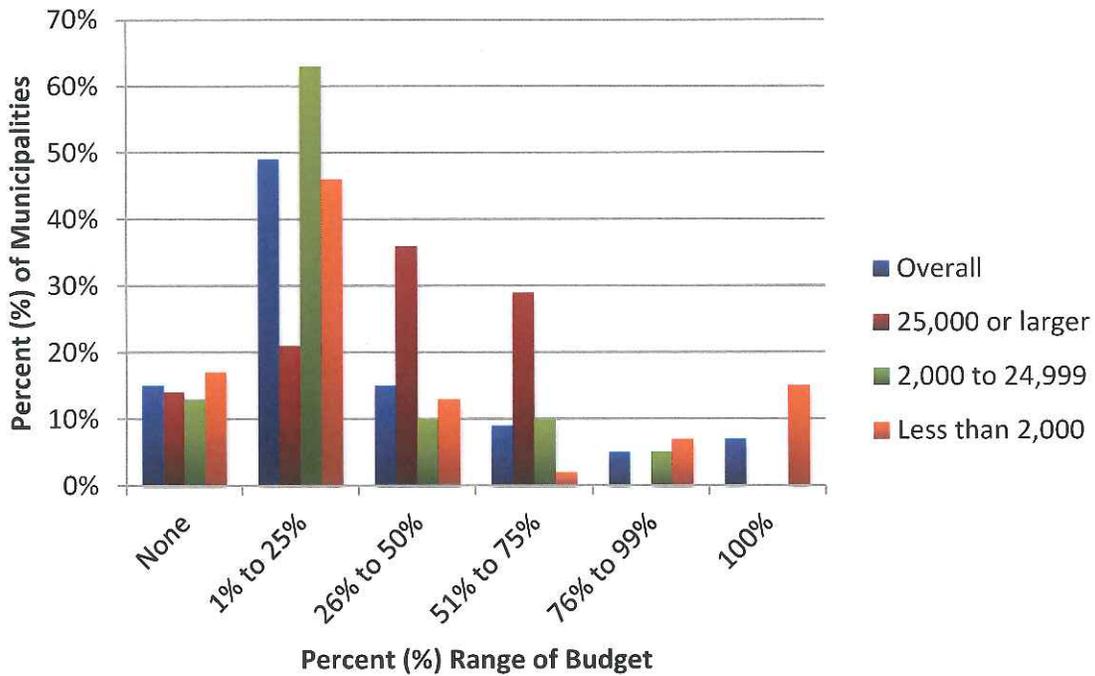
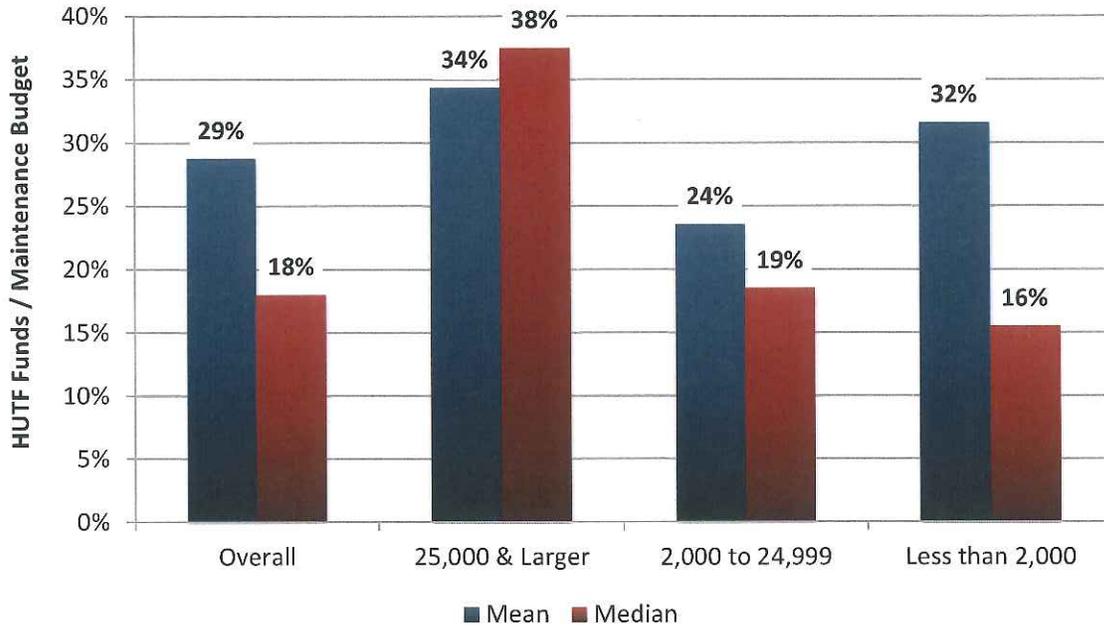


Exhibit 1-3: Tables and Graphs

Q3: Did your 2013 street maintenance funding increase or decrease compared to 2012 and 2008? First indicate whether there was an increase, decrease, or no change for each year, and then indicate the percent change from each year.

Street Maintenance Funding Change from 2012				
Population	Overall	25,000 or larger	2,000 to 24,999	Less than 2,000
% of municipalities that increased funding	47%	71%	58%	32%
Average % increase	41%	15%	45%	51%
Median % increase	47%	9%	22%	16%
% of municipalities that decreased funding	26%	14%	29%	28%
Average % decrease	127%	11%	35%	216%
Median % decrease	7%	11%	8%	6%
% of municipalities that did not change funding	26%	14%	13%	40%

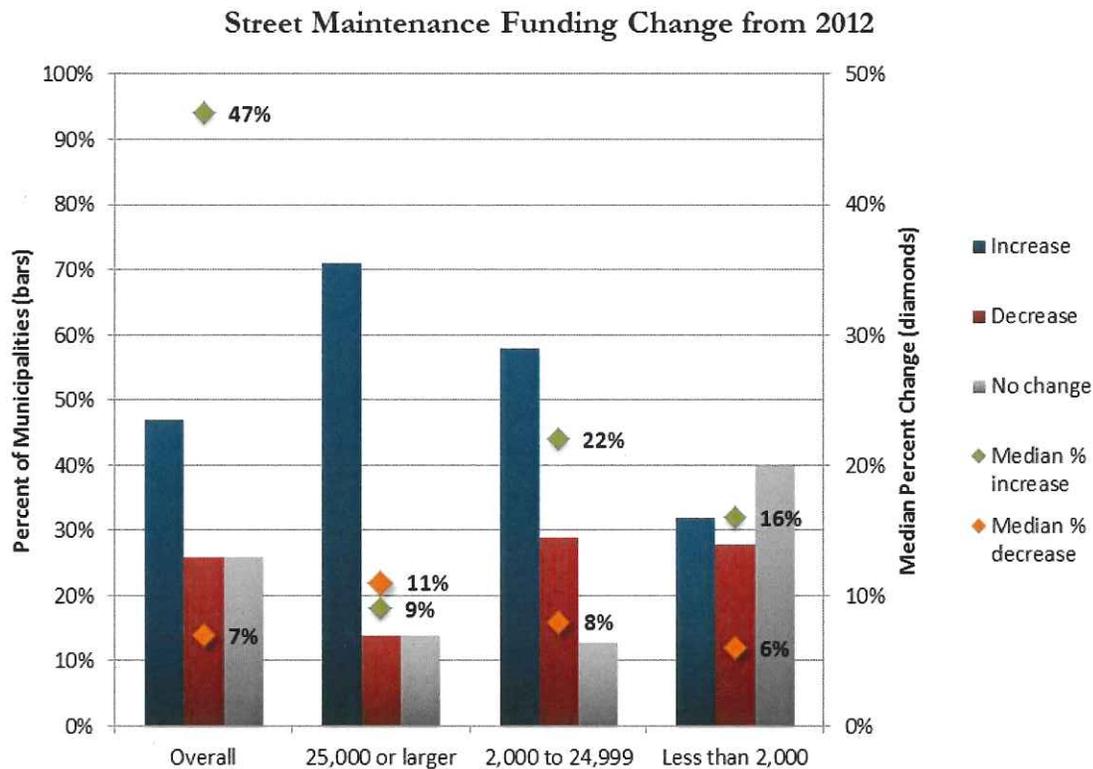


Exhibit 1-4: Graphs

Q4 and Q4b.1: Do you maintain a street resurfacing schedule, and if so, is there currently sufficient funding to maintain that schedule?

Q4a.1 and Q4a.2: What is the cycle for resurfacing?

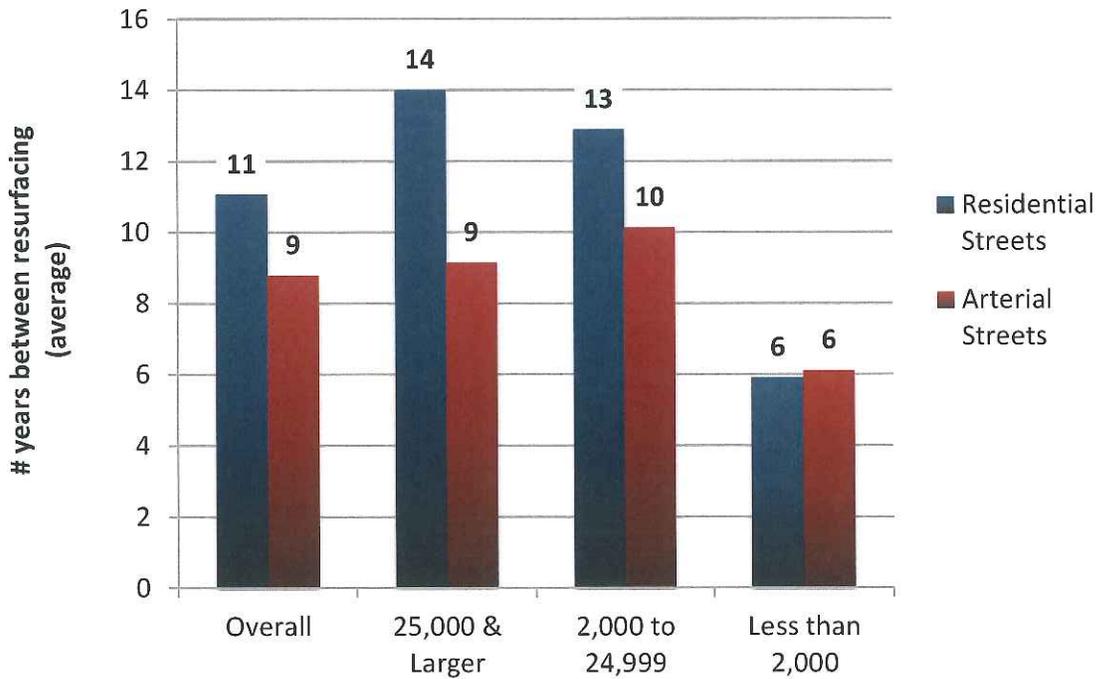
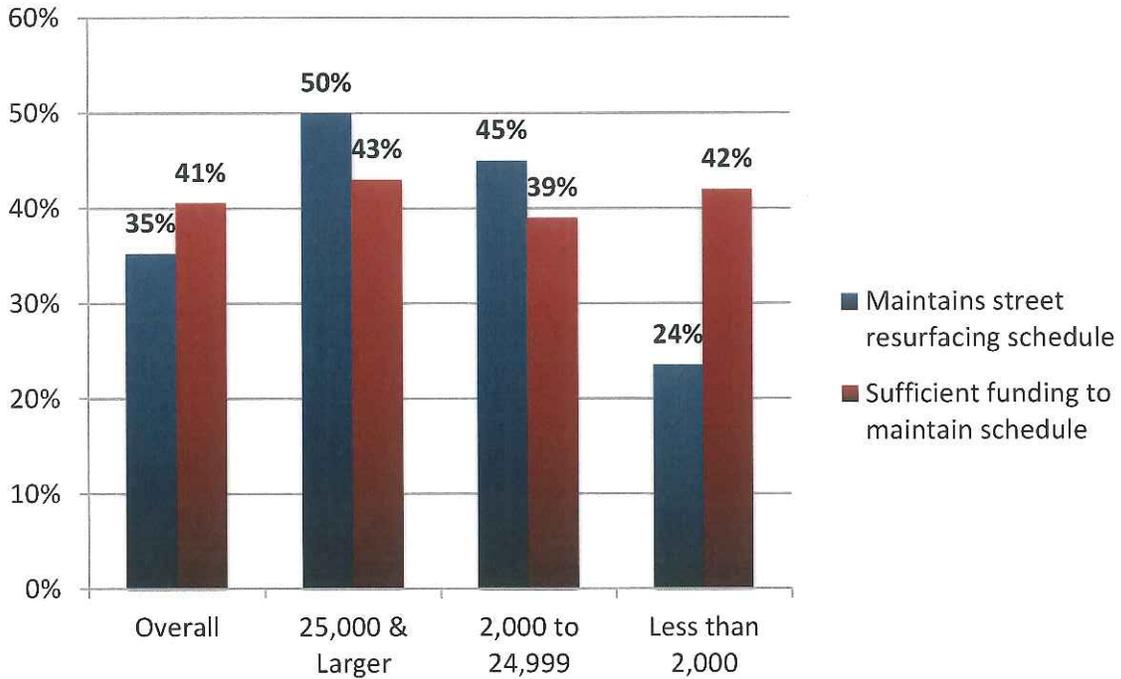


Exhibit 1-5: Graph

Q5: Do you have a current agreement with any other local government regarding street maintenance?

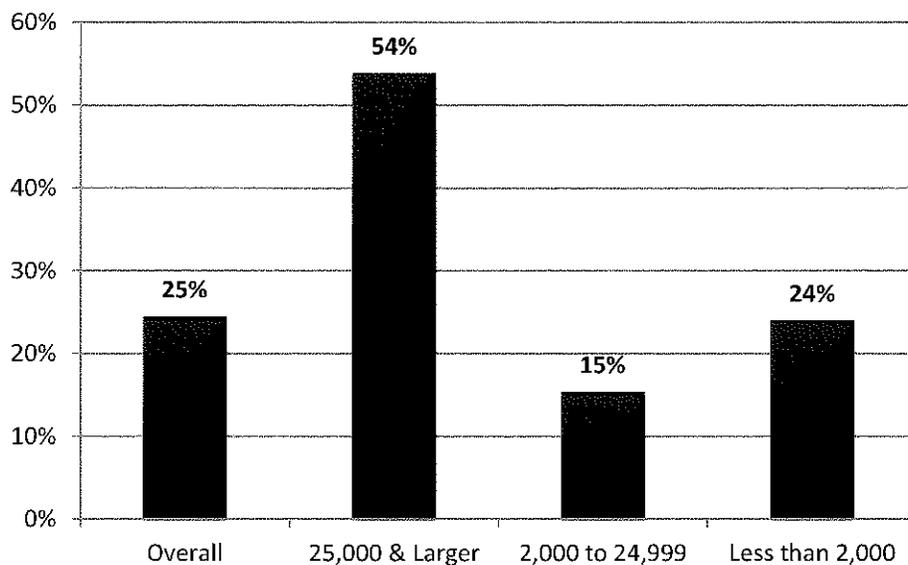


Exhibit 1-6: Graphs

Q6: What percentage of your streets would you rate as currently being in "poor" condition?

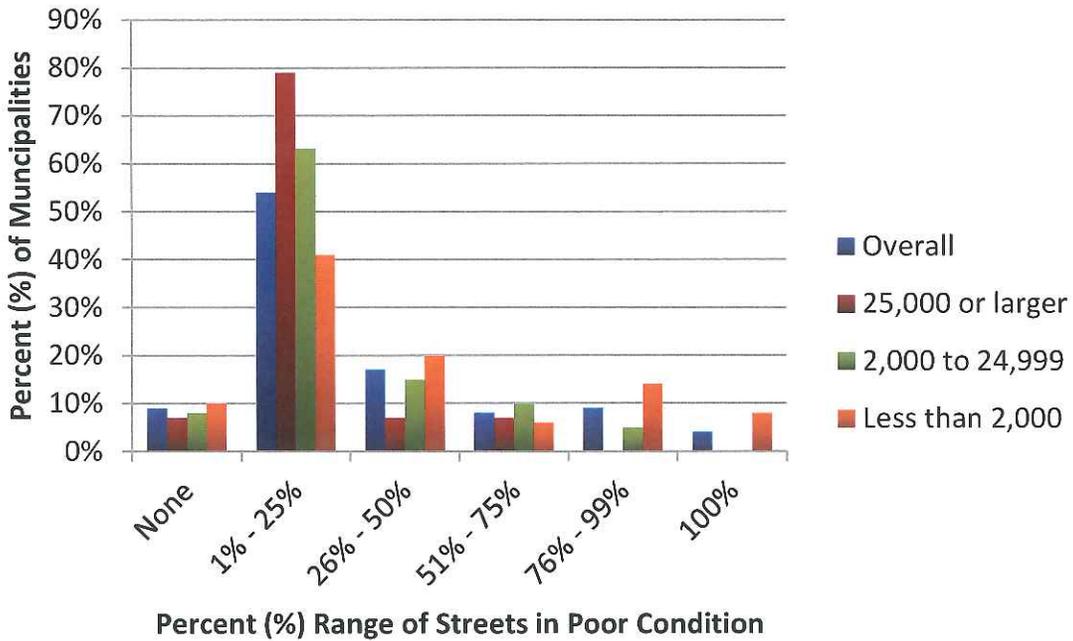
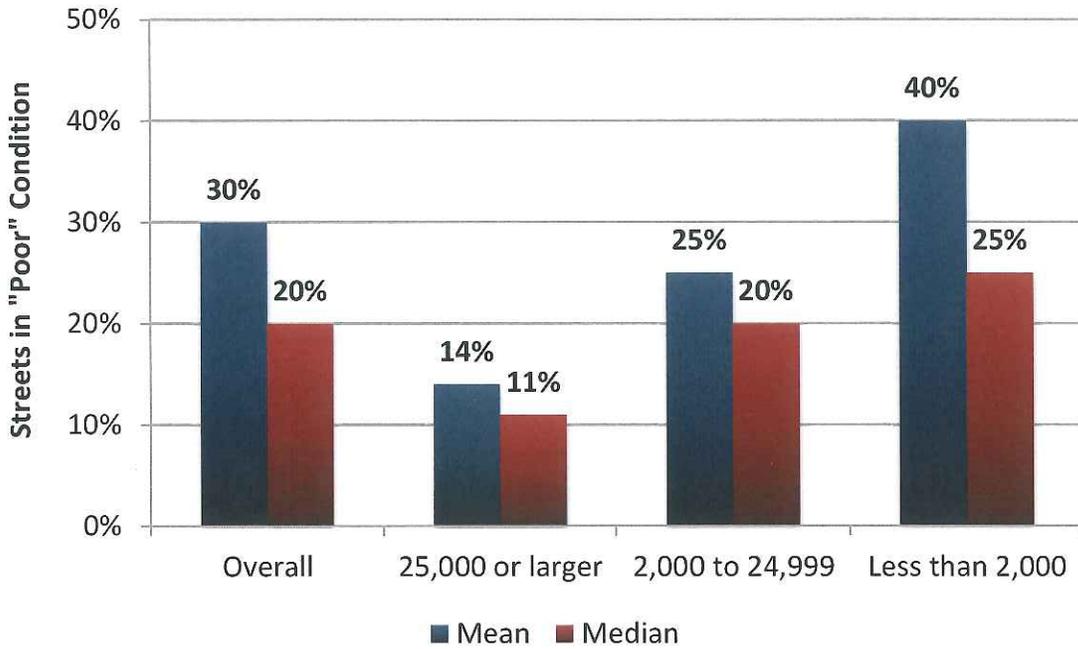


Exhibit 1-8: Graphs

Q8: What percentage of your municipal streets is unpaved? Estimates are ok.

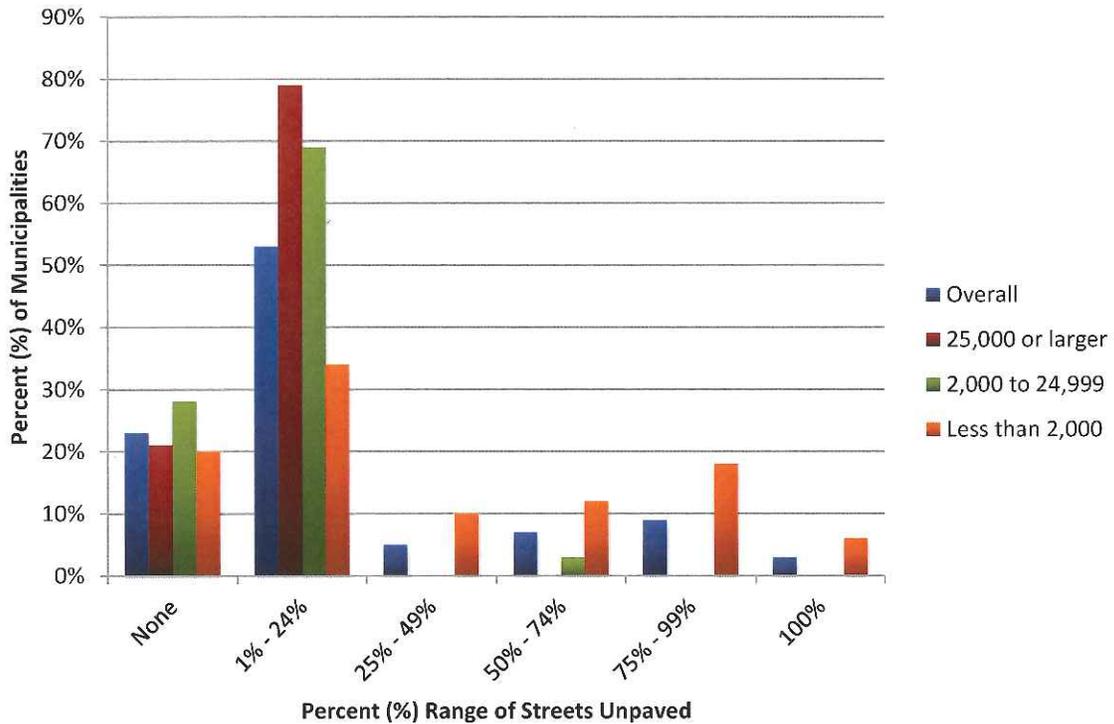
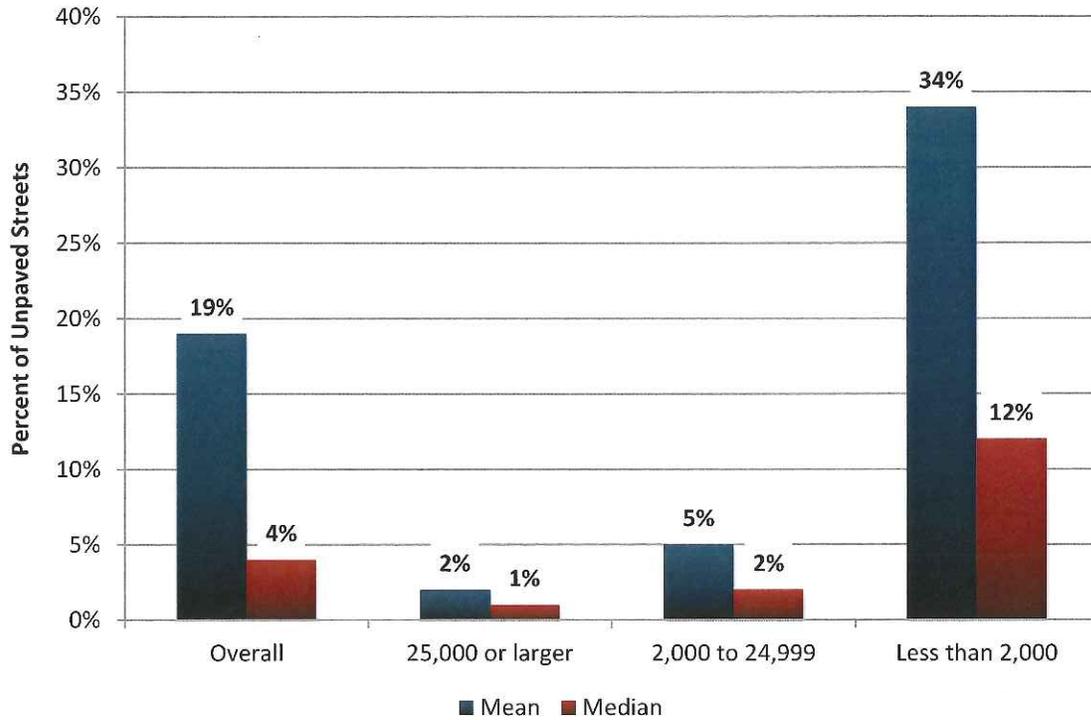


Exhibit 1-9: Graph

Q9: Please indicate how many dedicated bike lane miles you have, both on street (i.e., dedicated, striped bike lanes, not shared lanes) and off street (i.e., dedicated bike paths separate from street traffic).

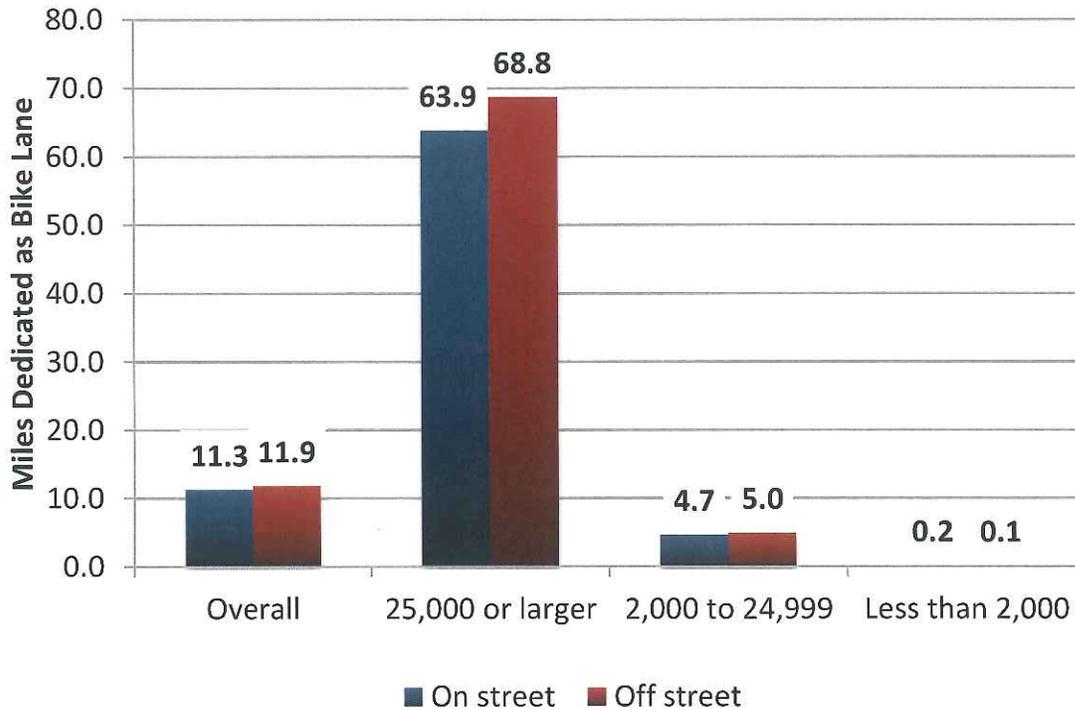


Exhibit 1-11: Table and Graph
 Q11: How do you fund street capital projects?

Street Capital Project Funding				
	Overall	25,000 or larger	2,000 to 24,999	Less than 2,000
HUTF	60%	43%	55%	70%
General fund	71%	57%	70%	76%
Dedicated sales tax	27%	36%	33%	20%
Dedicated property tax	7%	7%	5%	9%
Development impact fees	19%	43%	28%	4%
Public/private partnership fees	3%	-	5%	2%
Other	17%	43%	15%	11%

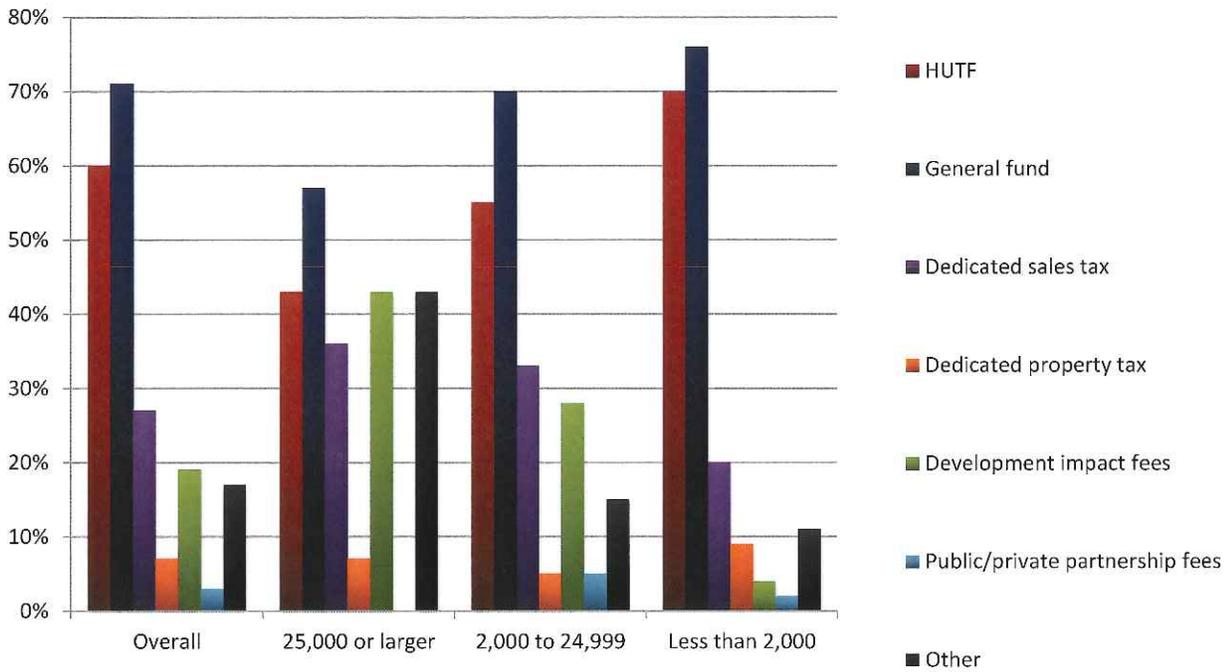
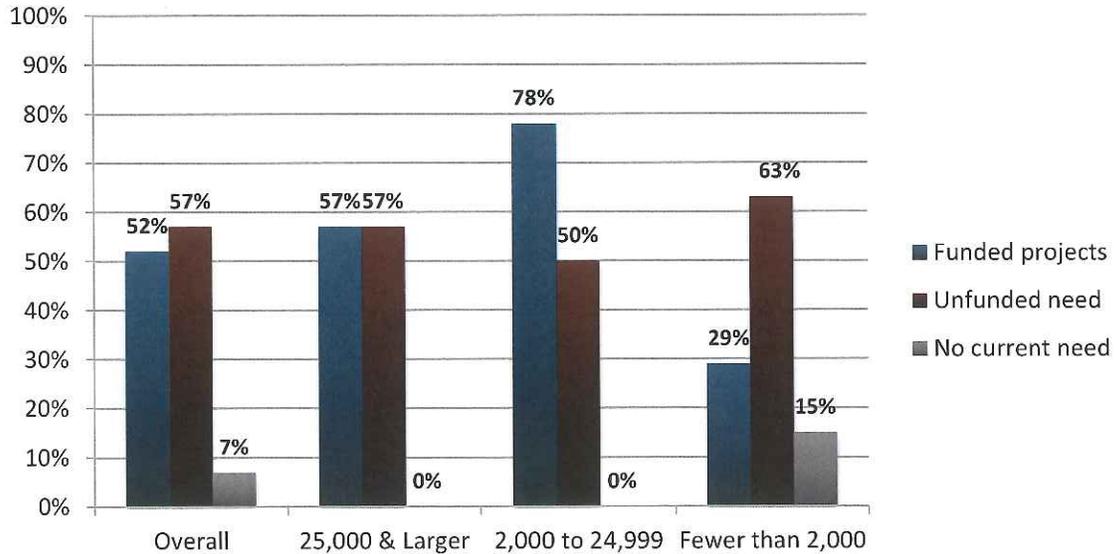


Exhibit 1-15: Tables and Graphs

Q15: For each type of infrastructure listed below, please indicate whether your municipality has any funded projects in 2013 (and the amount they are funded for in 2013), if your municipality has any unfunded needs (and the total dollar amount needed), or if there is no current need. Please do not include projects by other local governments.

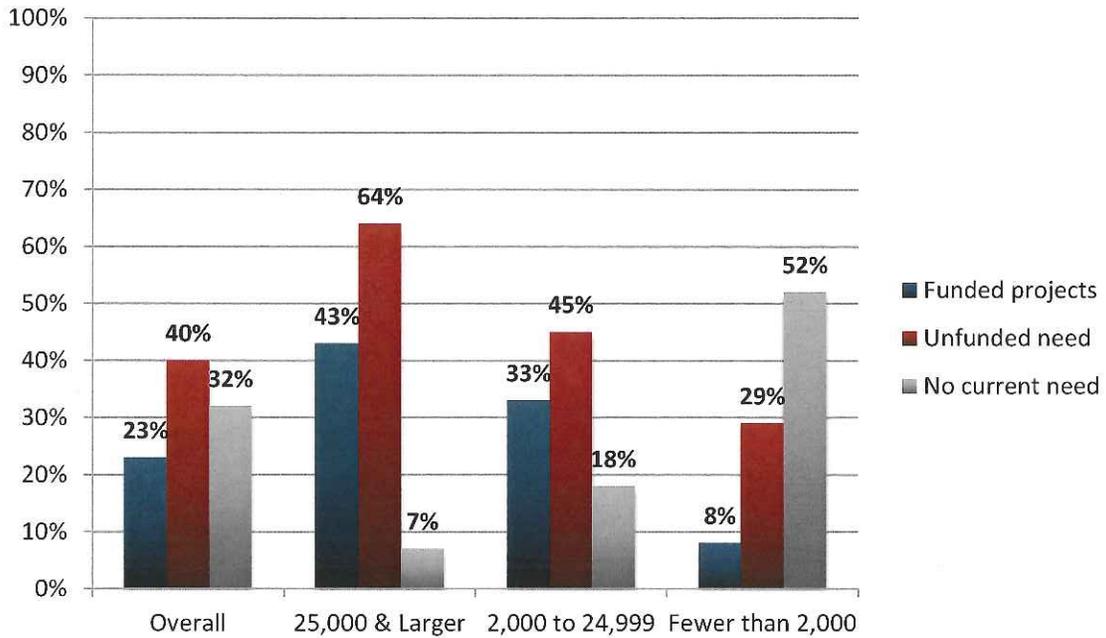
Street Projects					
	Percent with Funded Projects in 2013	Median Amount Funded	Percent with Unfunded Need	Median Amount Unfunded	Percent with No Current Need
25,000 & Larger	57%	\$10,887,000	57%	\$12,477,762	0%
2,000 to 24,999	78%	\$775,000	50%	\$1,000,000	0%
Fewer than 2,000	29%	\$132,590	63%	\$130,000	15%
<i>Overall</i>	<i>52%</i>	<i>\$750,000</i>	<i>57%</i>	<i>\$700,000</i>	<i>7%</i>

Street Projects: 2013



Pedestrian Projects					
	Percent with Funded Projects in 2013	Median Amount Funded	Percent with Unfunded Need	Median Amount Unfunded	Percent with No Current Need
25,000 & Larger	43%	\$279,121	64%	\$8,400,000	7%
2,000 to 24,999	33%	\$65,000	45%	\$200,000	18%
Fewer than 2,000	8%	\$530,000	29%	\$100,000	52%
<i>Overall</i>	<i>23%</i>	<i>\$135,000</i>	<i>40%</i>	<i>\$225,000</i>	<i>32%</i>

Pedestrian Projects: 2013



TRANSIT

Exhibit 1-16: Table and Graph

Q16: Does your municipality operate or fund any of the following transit programs?

Transit Programs				
Population	Overall	25,000 or larger	2,000 to 24,999	Less than 2,000
No transit programs	55%	7%	43%	79%
We are in a regional transit district/authority	23%	43%	30%	13%
Scheduled bus service	16%	21%	24%	9%
Para transit	12%	36%	16%	2%
Rideshare vans	3%	-	5%	2%
Other	10%	21%	8%	9%

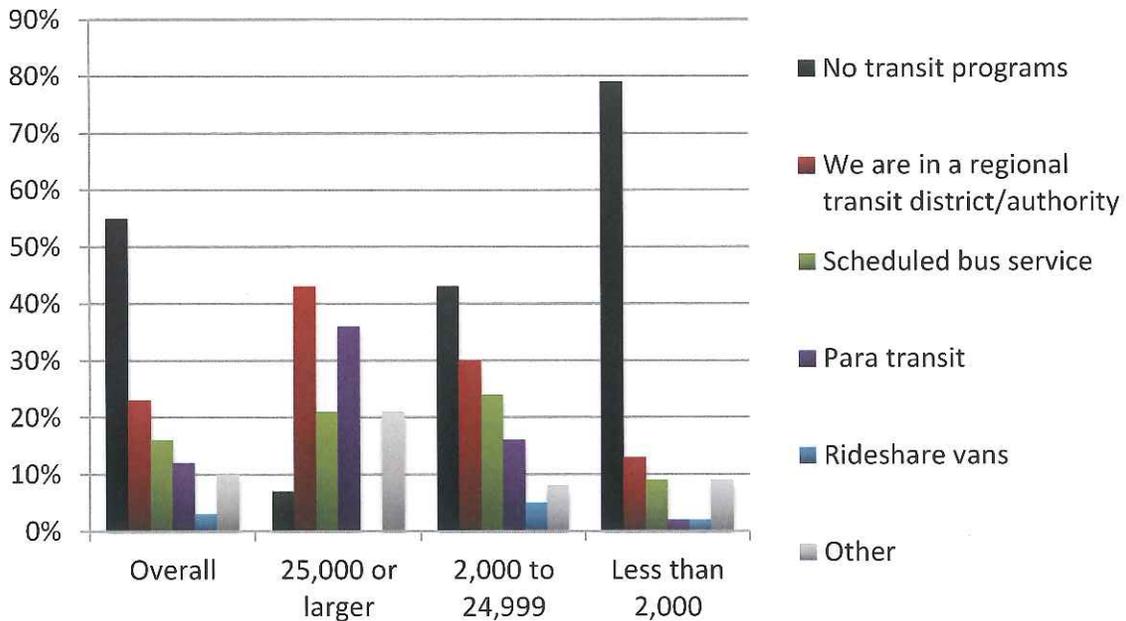
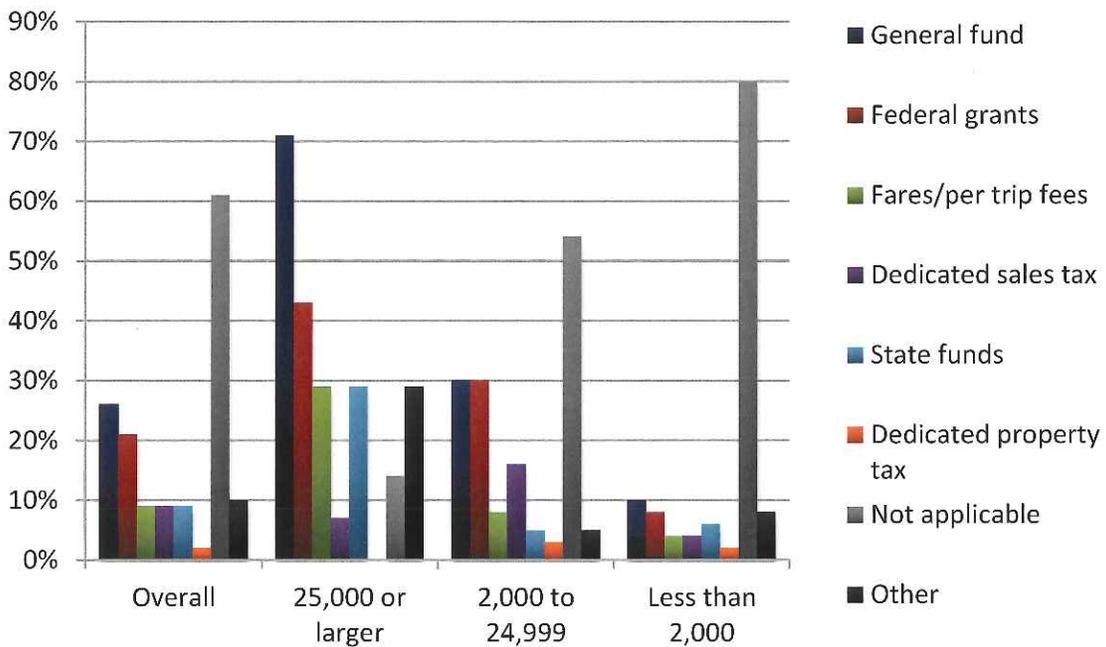


Exhibit 1-18: Table and Graph
 Q18: How do you fund transit projects?

Transit Project Funding				
<i>Population</i>	Overall	25,000 or larger	2,000 to 24,999	Less than 2,000
General fund	26%	71%	30%	10%
Federal grants	21%	43%	30%	8%
Fares/per trip fees	9%	29%	8%	4%
Dedicated sales tax	9%	7%	16%	4%
State funds	9%	29%	5%	6%
Dedicated property tax	2%	-	3%	2%
Not applicable	61%	14%	54%	80%
Other	10%	29%	5%	8%





Request for Resolution- Colorado Transportation Legislative Review Committee:
2014 Legislative Session- Issuance of Oversize/Overweight Permits

The Colorado Motor Carriers Association respectfully requests the Transportation Legislative Review Committee (TLRC) to take action to address needed changes to the process now allowed for in Colorado Revised Statutes; CRS- 42-4-510 by passing the resolution contained below. This resolution will allow the necessary stakeholders in the process of permitting oversize/overweight commercial vehicles the opportunity to meet over the next 12 months to craft changes to permit process as identified in the resolution. Stakeholders include but are not limited to CML, CCI, CDOT and CMCA.

Resolution:

The Colorado Transportation Legislative Review Committee (TLRC), recognizes that the following:

- Colorado is dependent on the movement of goods and services over Colorado's highway infrastructure to include national highway system, county highways and city streets and this movement of goods and services is a major factor in our economic vitality.
- Colorado has the greatest percentage of its freight and services performed on our highway system and over 90% of your cities receive such services solely by highway.
- A significant part of this movement of freight in Colorado is the movement of freight that requires a permit for oversize or overweight as authorized by Colorado statutes CRS- 42-4-510.
- This permit process has been productive in years past but the permit system needs to be fine-tuned to address issues that presented themselves in the past few years.

- Those issues include permit fee structures that need revision, single point of issuance for transportation sector and reasonable fee structure for county and city authorities that are based on applicable mileage comparisons and state fees for such permits.
- Colorado permit system has seen many improvements in past few years, but there exists the ability upgrade the system to offer greater benefit to both the transportation industry and issuing agencies.

Therefore the Colorado Transportation Legislative Review Committee calls for the following action items:

1. There be created a working group to address the issues and opportunities for the oversize/overweight permit system in Colorado now under the auspices of CDOT, Colorado County agencies and Colorado City agencies.
2. This working group shall consist of CDOT, CML, CCI and Colorado Motor Carriers Association and these agencies or associations shall designate representatives to this Working Group.
3. The Working Group shall begin meeting 30 days after the approval of this resolution with CDOT being the lead agency in this process.
4. The Working Group shall review the permit system for oversize/overweight commercial vehicles to include the permit fee structure, utilization of web-based applications processes- single point of application, operational issues as they are discovered and other opportunities for system improvement.
5. The Working Group shall make recommendations to TLRC by July of 2014 as to what changes should be made to the oversize/overweight permit system in the form of a written report.



Concerning the Issuance of Annual Fleet Permits for Tri-axle and Twin-axle Overweight Divisible Weight Loads

Overview

Currently State law allows for the issuance of overweight permits for divisible loads for the non-Interstate highway system. These permits are issued by CDOT for quad axle, tri-axle, and twin-axle units by CDOT. Permits may be obtained with CDOT's approval for single trips or for an annual permit for an individual vehicle. In addition the current statute provides for an Annual Fleet Permit for Quad Axle units. Due to an oversight when the law was changed several years ago which allowed tri-axle and twin axle units to obtain divisible load permits, language was not included in statute to provide for an fleet permit for those configurations. A fleet permit is much more efficient for the carrier as well as the State. Instead of having carriers obtain individual permits for each unit that may transport an overweight load, the fleet permit provides greater flexibility. In addition the filing, tracking, and maintaining individual permits for each unit that may transport an overweight load is time consuming and creates unnecessary time and paperwork. Recognizing that the Governor has indicated an interest in streamlining programs and efforts both for state government and businesses, allowing the issuance of annual fleet permits for tri and twin axle overweight divisible loads would be a positive step in that direction.

What Would the Bill Do?

The proposed legislation would merely provide the option to companies to obtain an Annual Fleet Permit for Overweight Divisible Loads for tri-axle and twin axle vehicles that is offered today for quad axle units. These permits would still require the review and approval by CDOT.

Benefits

The measure would reduce the time, paperwork, and cost for companies using these vehicles. In addition it would reduce the time and cost on the State's part in regard to issuing and processing numerous individual unit permits for the same fleet. Currently, construction companies and transporters, agricultural transporters, farmers and ranchers, and trucking operators now utilize the overweight divisible load permits and would benefit from this action. Overall, this is an efficiency measure for both the State and business sector.

For more Information:

RJ Hicks, RJ Hicks Inc. (303)916-4414

Jay Hicks, RJ Hicks Inc. (720) 350-8226



Request for Legislation- 2014 TLRC Committee

The Colorado Motor Carriers Association (CMCA), respectfully requests that the TLRC consider the following issue as a TLRC bill for 2014 session.

Title: Penalty for Class C Motor Vehicles Without Proper Tires for Traction on I-70 Western Corridor.

Background:

The I-70 coalition has worked for years to find resolutions to traffic problems, congestion and closures of the I-70 west highway system. This effort as has looked at many different options for operation of vehicles, road capacity, traffic techniques and revisions to Colorado statutes.

While there has been significant progress in the combined efforts of the coalition, there continues to be one area that has not been addressed; class c motor vehicles without proper traction operating in the I-70 west corridor. These vehicles are often found to be operating on I-70 without proper tires or chains and cause lane closures and impede traffic and commerce.

Bill:

The recommended bill would raise the penalty for class c vehicles, cars & pickups, for inadequate traction-tires/chains, if they are found by law enforcement to have closed a lane of traffic, shut down the interstate or caused accident due to lack traction from their tires. This action would only be taken when law enforcement is investigating a lane closure, highway closure or accident involving a class c motor vehicle where such vehicle has been determined to have caused such lane closure, highway shutdown or accident.

Suggested raise in penalty could be from 50-100 dollars.

Contact: RJ Hicks or Jay Hicks- 303-916-4414 or 720-350-8226

Proposed Legislative Changes to 42-4-510

42-4-510. Permits for excess size and weight and for manufactured homes - rules - repeal

(1) (a) The department of transportation, the motor carrier services division of the department of revenue, or the Colorado state patrol with respect to highways under its jurisdiction or any local authority with respect to highways under its jurisdiction may, upon application in writing and good cause being shown therefor, issue a single trip, a special, or an annual permit in writing authorizing the applicant to operate or move a vehicle or combination of vehicles of a size or weight of vehicle or load exceeding the maximum specified in this article or otherwise not in conformity with the provisions of this article upon any highway under the jurisdiction of the party granting such permit and for the maintenance of which said party is responsible; except that permits for the movement of any manufactured home shall be issued as provided in subsection (2) of this section.

(b) (I) The application for any permit shall specifically describe the vehicle and load to be operated or moved and the particular highways for which the permit to operate is requested, and whether such permit is for a single trip, a special, or an annual operation, and the time of such movement. All state permits shall be issued in the discretion of the department of transportation, subject to rules adopted by the transportation commission in accordance with this section and [section 42-4-511](#). All local permits shall be issued in the discretion of the local authority pursuant to ordinances or resolutions adopted in accordance with [section 42-4-511](#). Any ordinances or resolutions of local authorities shall not conflict with this section.

(II) An overweight permit issued pursuant to this section shall be available for overweight divisible loads if:

(A) The vehicle has a quad axle grouping and the maximum gross weight of the vehicle does not exceed one hundred ten thousand pounds; or

(B) The vehicle is operated in combination with a trailer or semitrailer, the trailer has two or three axles, and the maximum gross weight of the vehicle does not exceed ninety-seven thousand pounds; and

(C) The owner and operator of the motor vehicle are in compliance with the federal "Motor Carrier Safety Improvement Act of 1999", Pub.L. 106-159, as amended, as applicable to commercial vehicles; and

(D) The vehicle complies with rules promulgated by the department of transportation concerning the distribution of the load upon the vehicle's axles.

(III) An annual overweight permit issued pursuant to this section shall be available for overweight sludge vehicles loads if:

(A) The vehicle is a overweight sludge vehicle, operated by or on behalf of the State or a municipality; or

(B) The overweight sludge vehicle shall be operated within the vehicle's gross vehicle weight and shall be equipped with large flotation type tires on the steering axle .

(C)For the purposes of this paragraph (A), "overweight sludge vehicle" means a vehicle equipped with vacuum and/or jet equipment for use with any solid, semisolid, or liquid waste related to municipal,

Proposed Legislative Changes to 42-4-510

commercial, or industrial wastewater or water treatment or transportation systems, or any other such waste having similar characteristics and effect, and for the removal of stormwater.

(D) The owner and operator of the motor vehicle are in compliance with the federal "Motor Carrier Safety Improvement Act of 1999", Pub.L. 106-159, as amended, as applicable to commercial vehicles; and

(E) The vehicle complies with rules promulgated by the department of transportation concerning the distribution of the load upon the vehicle's axles.

~~(III)~~(IV) A permit issued pursuant to this paragraph (b) shall not authorize the operation or movement of a motor vehicle on the interstate highway in violation of federal law.

(c) (I) A single trip or annual permit shall be issued pursuant to this section for a self-propelled fixed load crane that exceeds legal weight limits if it does not exceed the weight limits authorized by the department of transportation. A boom trailer or boom dolly shall not be permitted unless the boom trailer or boom dolly is attached to the crane in a manner and for the purpose of distributing load to meet the weight requirements established by the department. A self-propelled fixed load crane may be permitted with counterweights when a boom trailer or boom dolly is used if the counterweights do not exceed the manufacturer's rated capacity of the self-propelled fixed load crane and do not cause the vehicle to exceed permitted axle or gross weight limits. A permit issued pursuant to this paragraph (c) shall not authorize movement on interstate highways if not approved by federal law.

(II) For the purposes of this paragraph (c), "self-propelled fixed load crane" means a self-powered mobile crane designed with equipment or parts permanently attached to the body of the crane. A self-propelled fixed load crane includes, without limitation, the crane's shackles and slings.

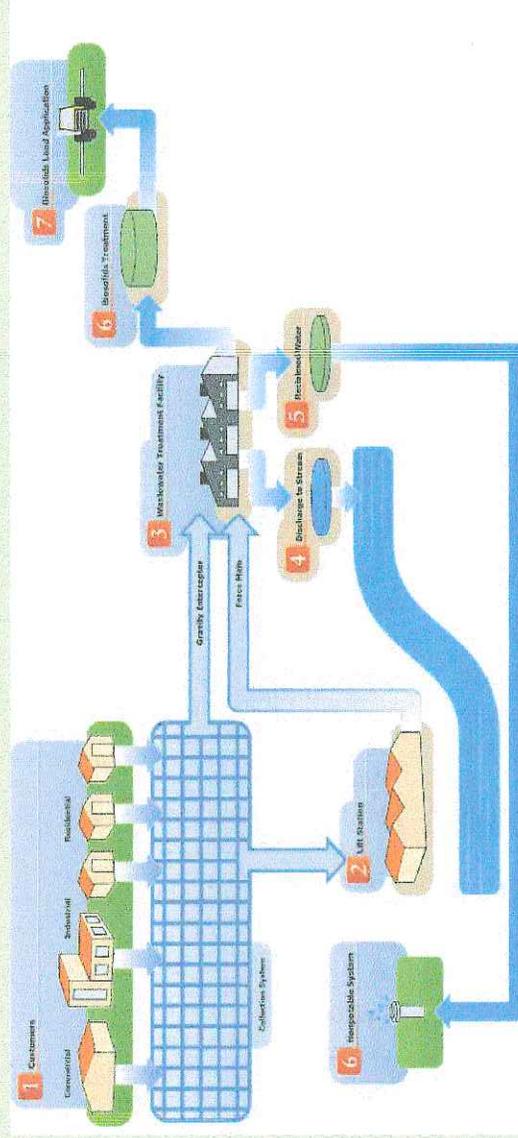


Colorado Springs Utilities
It's how we're all connected

Waste Water Emergency Response Vehicles

Colorado Springs Utilities
October 7, 2013

- **Number of Customers (accounts):** 131,588
- **Wastewater treated:** average of 42.7 million gallons per day
- **Combined permitted capacity:** 85.0 million gallons per day
- **Miles of sewer main pipe:** over 1,600 spread over more than 186 sq. miles
- **Number of treatment facilities:** 2

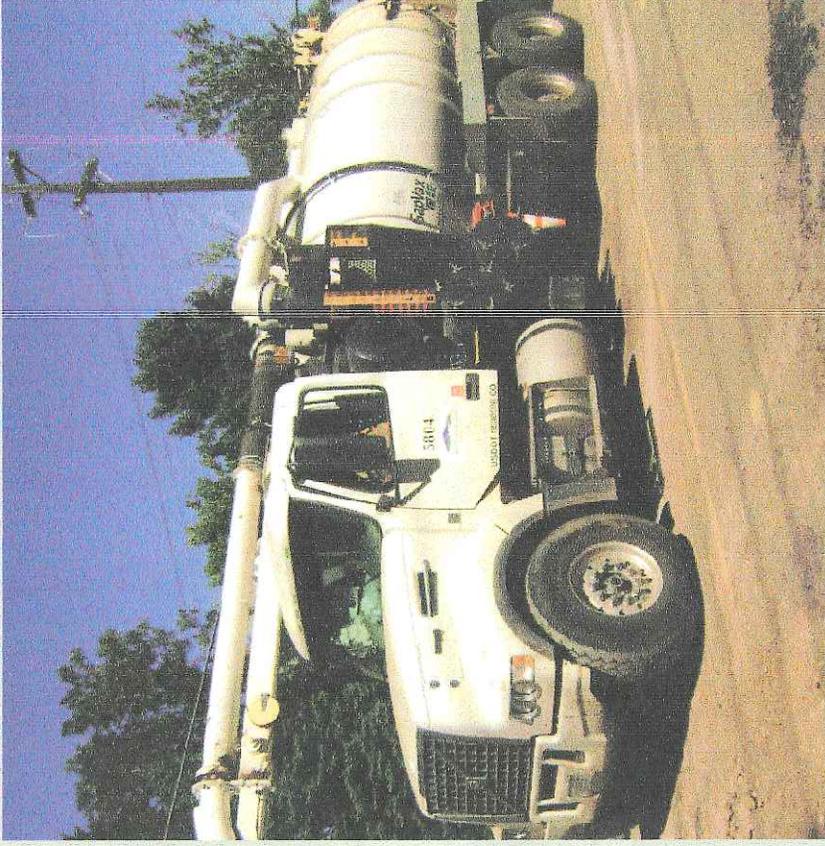


“Vac Trucks”



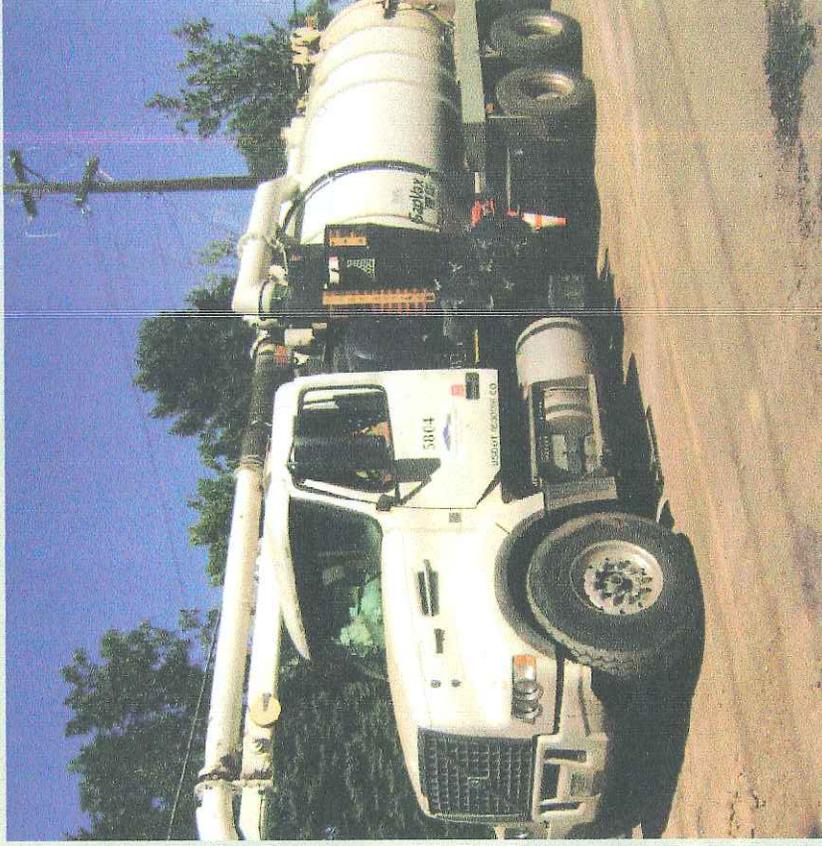
Vac Truck Crew Mission

- Our primary mission is the safety of the public and protection of the environment
- The secondary mission is the restoration service
- Vacuum Trucks enable us to achieve our mission in a timely & cost-effective manner



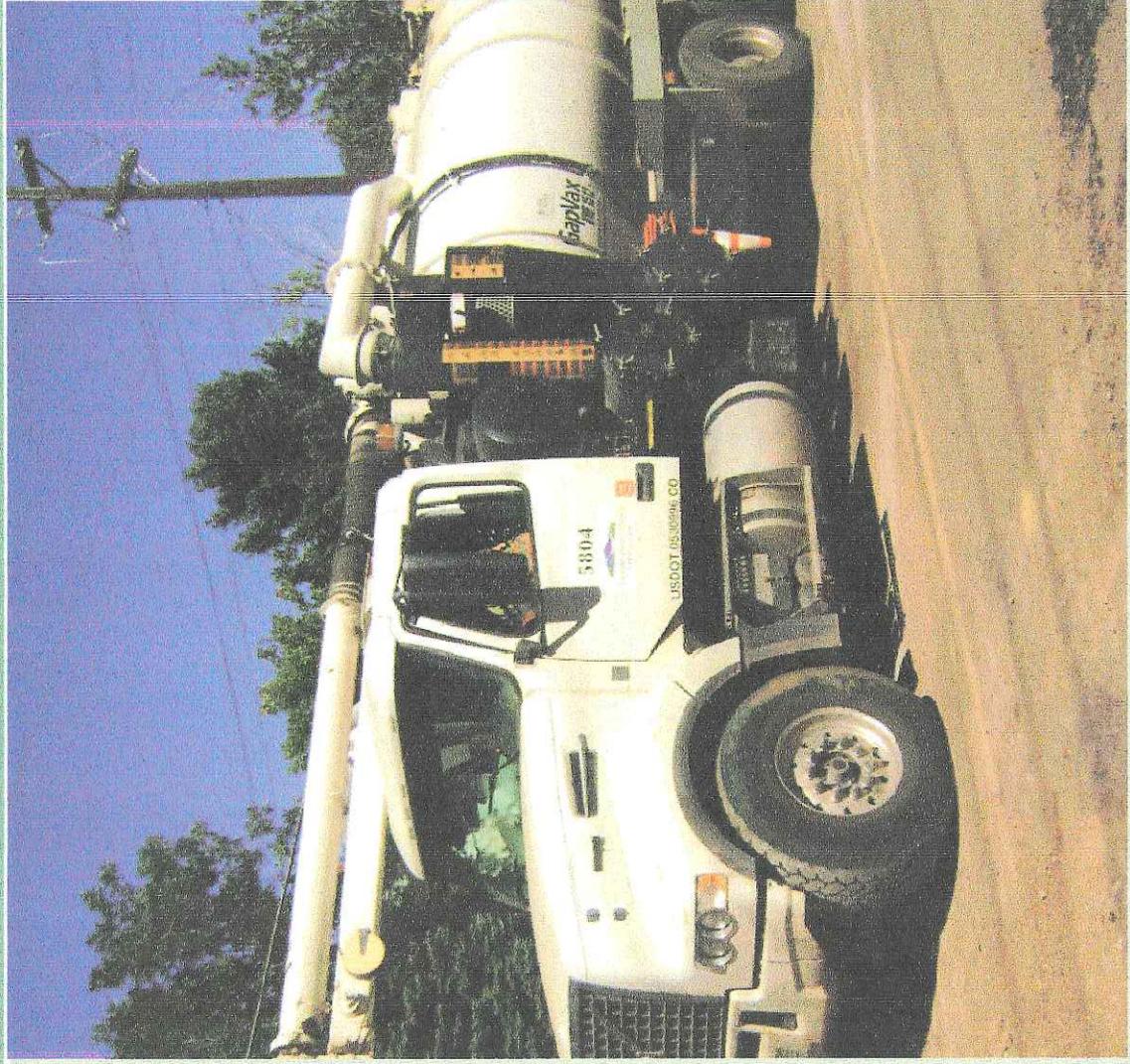
Weight Limits Inhibit Mission

- Engineered safe operating weight (GVWR) of 64,000lbs
- State weight restrictions often only allow the vehicle operator to capture and contain **one quarter to one third** of the total available capacity of the vehicle
- When responding to an emergency, operators either:
 - A) are not able to collect the most amount of material in the shortest amount of time
 - B) Fill to capacity and run afoul of state law
- Loads are **not** divisible!
 - We break the seal **only** at the disposal site
 - Philosophy of “Not One Drop”



Solution

- Colorado Springs Utilities is requesting the TLRC recommend the creation in statute of an annual permit to allow municipal wastewater emergency response vehicles to operate up to the engineered maximum GVWR as designed and certified as safe by the manufacturer





Colorado Springs Utilities

It's how we're all connected

Questions?

Contact:

Dan Hodges

Government Affairs Liaison

Colorado Springs Utilities

dhodges@csu.org

