

Final
STAFF SUMMARY OF MEETING

TRANSPORTATION LEGISLATION REVIEW COMMITTEE

Date: 09/09/2014

Time: **09:02 AM to 12:55 PM**

Place: HCR 0112

This Meeting was called to order by
Senator Todd

This Report was prepared by
Kelli Kelty

ATTENDANCE

Becker	*
Buck	X
Coram	X
Everett	*
Ginal	X
Jahn	*
Jones	X
King	X
Kraft-Tharp	X
Lawrence	*
Lee	X
Mitsch Bush	X
Moreno	*
Peniston	X
Rivera	X
Scott	*
Tyler	X
Todd	X

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

Bills Addressed:	Action Taken:
Presentation on Disabled Parking Issues	Witness Testimony and/or Committee Discussion Only
Bill 2	Forwarded to Legislative Council
Bill 3	Forwarded to Legislative Council
Bill 4	Committee Discussion Only, No Vote Taken
Briefing by Commuter Rail Now	Witness Testimony and/or Committee Discussion Only
Presentation on State Transportation Funding and Finance	Witness Testimony and/or Committee Discussion Only
Briefing by Action 22, Club 20, and Progressive 15	Witness Testimony and/or Committee Discussion Only

09:03 AM -- Presentation on Disabled Parking Issues

Senator Todd, chair, called the meeting to order. A quorum was present. Senator Todd explained the agenda for the meeting and said that after the first presentation, the committee would vote on the draft bills. She recognized members on the committee who are not going to serve next session.

09:06 AM

Mark Simon and Chris Hines introduced themselves to the committee. Mr. Hines, representing himself, commented on House Bill 14-1029, concerning re-codifying the disabled parking statutes. A handout was distributed to the committee concerning disabled parking in Colorado (Attachment A). He discussed the impact of House Bill 14-1029 on municipalities, businesses, residents, and tourists in Colorado. He said that as a result of the law, law enforcement and tow companies' rule books are greatly simplified. He discussed challenges related to House Bill 14-1029, including some municipalities' intentions to ignore the law despite statewide concern. He said that some jurisdictions are moving towards embracing the statute, but education is still needed to understand the law and why it is important to adopt it. He commented on the challenges associated with enforcement and the city of Denver's position on the law.

09:17 AM

Representative Ginal asked for more information about concerns expressed by municipalities about House Bill 14-1029.

09:19 AM

Mr. Simon, representing himself, commented on enforcement and investigation issues related to House Bill 14-1029. He discussed the investigation and prosecution of individuals who use a disabled parking that is not issued to them, those who lie to get a disabled parking placard or plate, and medical professionals who knowingly sign medical releases for those individuals who do not qualify for a disabled license placard or plate. He stressed the need for stronger enforcement and discussed recent enforcement successes in Arvada. Representative Kraft-Tharp asked if the success and increased revenue in Arvada as a result of stronger enforcement would be an incentive for other jurisdictions to increase enforcement and prosecution. Mr. Hines commented on revenue from increased enforcement and the associated financial incentive, but stressed the need for educating the public about current law. Senator Rivera commented on House Bill 14-1029 and local enforcement issues. Mr. Simon said that one of the unique features of the law is that a portion of the fines are used to benefit disabled persons.

09:32 AM

Representative Scott asked for more information about enforcement in Arvada and how it could be replicated in other jurisdictions around the state. Mr. Simon discussed his role in Arvada's enforcement success and commented on efforts in other jurisdictions that have not been as successful.

09:33 AM

Jim Thack, representing the Paralyzed Veterans of America, introduced himself to the committee. He commented on disabled parking in Colorado and applauded the passage of House Bill 14-1029. He stressed the need and importance of education and enforcement in jurisdictions. Senator Rivera commented on language in House Bill 14-1029. Discussion ensued concerning compliance and enforcement issues.

09:42 AM -- Bill 2

Senator Todd opened up the discussion on the draft legislation. Representative Tyler explained Bill 2 (Attachment B). The bill directs the Department of Revenue (DOR) to issue firefighter special license plates for motorcycles, passenger cars, trucks, or recreational motor vehicles that do not exceed 16,000 pounds empty weight. Currently the plates are issued to every mentioned vehicle except motorcycles. Representative Tyler said that the bill adds motorcycles to the list of vehicles that a firefighter license plate can be issued. Representative Kraft-Tharp commented on the bill. Representative Moreno asked if affiliation is currently necessary for a firefighters license plate.

09:45 AM

Tony Anderson, representing DOR, came to the table and said that there is a requirement for the initial issuance of a firefighter license plate but that there is no requirement for a renewal plate. Representative Moreno asked if the license plate pursuant to Bill 2 would fall under the same rules.

BILL:	Bill 2	
TIME:	09:46:25 AM	
MOVED:	Tyler	
MOTION:	Move that Bill 2 be included as one of the bills to be forwarded to Legislative Council. The motion passed on a vote of 16-1, with one member absent.	
SECONDED:		
		VOTE
	Becker	Yes
	Buck	Yes
	Coram	Yes
	Everett	Yes
	Ginal	Yes
	Jahn	No
	Jones	Yes
	King	Yes
	Kraft-Tharp	Yes
	Lawrence	Absent
	Lee	Yes
	Mitsch Bush	Yes
	Moreno	Yes
	Peniston	Yes
	Rivera	Yes
	Scott	Yes
	Tyler	Yes
	Todd	Yes
YES: 16 NO: 1 EXC: 0 ABS: 1 FINAL ACTION: PASS		

09:48 AM

The bill will start in the House and Representative Tyler will be the prime sponsor in the House. Senator Todd will be the prime sponsor in the Senate. Co-sponsors will be Representatives Buck, Ginal, Lee, and Mitsch Bush.

09:47 AM -- Bill 3

Representative Tyler explained Bill 3 (Attachment C). For the 2015-16 fiscal year, the bill requires the Colorado Department of Transportation (CDOT) to award grants under the Safe Routes to School program using state moneys available to the department in a total amount of at least \$3 million. The required total amount is reduced by the amount of any federal moneys received by the department for the program. Under current law, the department must award at least 20 percent but not more than 30 percent of the state grant money for noninfrastructure programs. Representative Tyler explained the intent of the legislation and the need for a funding source for the program. Representative Mitsch Bush said that the bill is critical and expressed strong support. Representative Kraft-Tharp asked about the 80 percent for infrastructure projects designated under the bill. Discussion ensued concerning the language of the bill and 80 percent funding for infrastructure projects.

09:57 AM

Jason Gelender, representing the Office of Legislative Legal Services, came to the table to respond to questions concerning funding for infrastructure projects under the program. Representative Mitsch Bush said that the program is a grant program administered by the CDOT and commented on schools that fall under the program. Representative Everett asked why the bill provides \$3 million. Representative Tyler said that the amount specified in the bill relates to how much money was being spent with federal funds. Discussion ensued concerning funding for the program.

10:04 AM

Kurt Morrison, representing CDOT, came to the table to respond to questions. He said that state statutes do not provide a local match requirement. Representative Moreno asked if CDOT could require a local match in spite of the requirement not being in law. Representative Kraft-Tharp commented on the need for transportation funding and Senate Bill 09-228. Senator Jahn asked for more information about Senate Bill 09-228. Mr. Morrison gave a brief overview of the bill and said that it required a minimum of 10 percent to be spent on transit. Committee discussion ensued concerning the bill and concerns that some members expressed. Representative Moreno stressed the need for finding a sustainable source of funding for this program. Representative Peniston stated her support for the bill.

BILL:	Bill 3	
TIME:	10:13:46 AM	
MOVED:	Tyler	
MOTION:	Move that Bill 3 be included as one of the bills forwarded to Legislative Council. The motion passed on a vote of 13-4, with one member absent.	
SECONDED:		
		VOTE
	Becker	Yes
	Buck	No
	Coram	No
	Everett	No
	Ginal	Yes
	Jahn	Yes
	Jones	Yes
	King	Yes
	Kraft-Tharp	Yes
	Lawrence	Absent
	Lee	Yes
	Mitsch Bush	Yes
	Moreno	Yes
	Peniston	Yes
	Rivera	Yes
	Scott	No
	Tyler	Yes
	Todd	Yes
YES: 13 NO: 4 EXC: 0 ABS: 1 FINAL ACTION: PASS		

10:15 AM

Representatives Tyler and Mitsch Bush will be the House co-prime sponsors and Senator Todd will be the prime sponsor in the Senate. Co-sponsors will be Senator Jones and Representatives Ginal, Becker, Moreno, and Kraft-Tharp.

10:16 AM -- Bill 4

Senator Todd explained Bill 4 (Attachment D). Under the bill, the DOR is instructed to make temporary motor-vehicle license plates readable by toll enforcement and billing systems. The plates must: be affixed on the exterior of a vehicle at the rear license plate mounting bracket; use a mounting board; and be usable after getting moist. The bill authorizes the department to accept gifts, grants, or donations for implementation. Senator Jahn asked why this bill is necessary and why it cannot be done via a DOR rule. Saskia Young, representing DOR, came to the table to respond to questions from the committee. She said that if it was done by rule there would be no enforcement mechanism and that legislation would provide for an enforcement mechanism and make misplacement of the tag a traffic violation. Representative Moreno asked who places a temporary tag on a vehicle. Mr. Anderson, representing DOR, came back to the table to respond to questions. Mr. Anderson said that the temporary tag is affixed by the dealership, the individual, or the county office. He said that the temporary tag is good for 60 days for a new purchase, but that the county can extend it under certain circumstances. Senator King asked for more information related to programming costs for these temporary tags. Representative Mitsch Bush commented on the temporary tag issue and the loss of revenue.

10:23 AM

Scott Spendlove, representing E-470, came to the table to respond to questions from the committee. He commented on the loss of revenue from not being able to read temporary tags on vehicles on E-470. Mr. Anderson commented on the temporary tag process. Representative Coram asked how the temporary tag would work for private sales and how trailers would apply under the bill. Senator King expressed his concern about the increase in cost to make the new temporary tag under the bill and asked how many vehicles in the state have temporary tags on them at any given time. He said that if there are a substantial number of cars that have temporary tags, there would be a great increase in cost for the taxpayers as a result of the bill. Representative Ginal asked for clarification on how dealerships handle temporary tags and whether dealerships pay for a bundle of 25 temporary tags. Mr. Anderson said that dealerships pay for the bundles of temporary tags directly from the county. Ms. Young commented on the intent of the bill.

10:36 AM

Representative Moreno commented on the bill's potential cost to consumers. He asked about the effective date of the bill and the transition from temporary tags that are not updated and are not affixed in the proper place pursuant to the bill. Discussion ensued concerning implementation of the bill. Mr. Morrison, representing CDOT, came back to the table to respond to questions from the committee concerning gifts, grants, and donations under the bill. Discussion ensued concerning readability of the temporary tags and where they are affixed to a vehicle.

10:52 AM

Senator Rivera commented on the bill and asked why the bill is necessary. Representative Buck asked what other states are doing in terms of temporary tags. Senator Jones asked about language on page 2 of the bill. Jerry Payne, Office of Legislative Legal Services, came to the table to respond to questions. Discussion ensued concerning costs related to the bill and who will bear the cost.

11:11 AM

Discussion ensued concerning the intent of the bill and whether legislation is needed.

11:15 AM

Senator Todd announced that she is not going to move the bill forward at this time. She said that this is an important issue but that discussions need to continue before moving forward with legislation. Representative Moreno commented on the bill. Representative Buck commented on the bill and said that the bill would affect rural areas with a fee when rural drivers typically have no use of the toll road. Senator Jones commented on rulemaking and said that he does not see why this can't be done by rule. Committee discussion ensued concerning revenue from the fees and the need to continue the conversation about keeping the fee and the toll down.

11:25 AM

Representative Becker stated that she thinks the bill concept is a valid idea but does not understand how it would be enforceable. Ms. Young, representing DOR, came back to the table and thanked the committee for the feedback.

11:33 AM -- Briefing by Commuter Rail Now

Bob Briggs, Chief Engineer, Commuter Rail Now, and Dave Rubel, representing himself, introduced themselves to the committee and distributed a handout (Attachment E). Mr. Briggs proposed amending the Colorado Railroad Act to allow for three districts to be created and providing opportunities for the rail system to work with the Regional Transportation District (RTD) and Denver Union Station. He said that the rail yards in downtown Denver, the single track from Douglas County to the Air Force Academy, and the Moffat Tunnel are three railroad bottlenecks in the state and added that there is no capacity to bring more trains north to south. He explained that after a diesel engine goes through the Moffat Tunnel, another train cannot go through for 45 minutes because the temperature inside the tunnel is so high. He proposed a new set of rail tracks from Sterling to Los Alamos east of Denver that would reduce the travel time from 48 hours to 4 hours and increase capacity on the other lines.

11:45 AM

Representative Kraft-Tharp asked about challenges in expanding the Northwest Rail Line. Mr. Briggs explained that the line goes from Cheyenne to New Mexico, and that New Mexico has purchased the right-of-way from Belen to Trinidad. He said that if they can find an alternative to the BNSF freight, the current track could be used for local freight and passenger rail. He stated that because the Class 1 railroads are at capacity, they cannot run any additional trains because of those bottlenecks. Senator Todd and Senator Rivera commented on the benefits of railroads in the state.

11:52 AM -- Presentation on State Transportation Funding and Finance

Jaime Rall, Transportation Program Manager, National Conference of State Legislatures, introduced herself to the committee. Ms. Rall distributed a presentation (Attachment F) and a handout (Attachment G) and discussed the chronic funding gaps in transportation funding. She said that as of April 2014, 16 states had not raised their gas taxes in more than 20 years, including Colorado. She noted that Colorado has not increased its gas tax for 23 years. She explained that in Colorado, recent funding for infrastructure has come from fees because the Taxpayer Bill of Rights (TABOR) requires new taxes to be approved by voters. She said that Colorado funds transportation through the following sources: fuel taxes; registration fees; license fees; title fees; truck weight fees; traffic camera fees; impact fees; tolls; high occupancy traffic lanes; congestion pricing; interest income; and general fund revenues.

12:05 PM

Ms. Rall discussed what other states are doing to address funding shortages, and noted that at least 748 relevant bills were considered in states in 2013 and 2014. She discussed different mechanisms that states are using to fund surface transportation, including a variable-rate gas tax, fees for alternate fueled vehicles, per mile fees, and a weight-to-distance tax. She said that 15 states and the District of Columbia now have variable-rate gas tax. She discussed how Rhode Island recently passed a similar tax. Representative Tyler asked how much the gas tax increased in Rhode Island after it passed a variable-rate gas tax. Ms. Rall responded that the gas prices are influenced more by the global oil market than the tax. Ms. Rall continued to discuss financing mechanisms, recent trends, and new financing mechanisms. Ms. Rall responded to questions from the committee.

12:15 PM -- Briefing by Action 22, Club 20, and Progressive 15

Ms. Cathy Garcia, President/CEO, Action 22 introduced herself to the committee and distributed a presentation (Attachment H). She discussed why the Metro Mayors Caucus (MPACT 64), which includes Action 22, Club 20, and Progressive 15, conducted a transportation survey in the state this year. Ms. Cathy Shull, Executive Director, Progressive 15, introduced herself to the committee and discussed the results from the 2014 Transportation Survey. She reported that most people indicated in the survey that maintenance and repair were their top priority for where transportation funding should be spent. She also reported that 63.7 percent of survey respondents said that they would be willing to pay more for transportation. She discussed other questions in the survey and how respondents wanted to pay for these additional increases, with the majority selecting the gas tax. Ms. Bonnie Petersen, Executive Director, Club 20, introduced herself to the committee and said that the three organizations would support a state-wide solution to transportation funding issues. She discussed why it was important for the metropolitan areas to involve the rural areas in transportation planning. She commented on how tourism and agriculture are both tied to transportation systems and how they impact the entire state. She stated that MPACT 64, which is a collaboration among four regional organizations covering all 64 counties in Colorado, has been working to raise the level of awareness in the state. She noted that there will be a state-wide transportation summit on November 20, 2014. She said that they would like to see CDOT fund focus groups to discuss funding solutions and the different findings of the two surveys.

12:34 PM

Representative Ginal asked for additional information on how survey respondents were selected and how the questions were written. Representative Becker asked the panel if any of the organizations would support a ballot measure to increase the gas tax. Ms. Shull said they would support it but it would take a tremendous amount of public education to be successful. Senator Todd asked if the Transportation Summit would include rural organizations. The panel said that their organizations have not been a part of planning the summit and suggested that the Denver Metro Chamber may be helping CDOT to organize it. Representative Buck commented on the efforts by the panel to represent the rural voice on transportation needs in the state. Senator Todd stated that she would like to send a letter on behalf of the committee to the organizers stating that the committee would like to see Action 22, Club 20, and Progressive 15 be included in the Transportation Summit. Committee discussion ensued regarding the inclusion of rural representatives in state-wide planning.

12:54 PM

Senator Todd briefly discussed the details for the committee's upcoming tour of Denver Union Station and the Denver International Airport. The committee adjourned.

TLRC Presentation: Disabled Parking

1 Where we are now

SUCCESES

- Feedback on statute is very positive – “it's much easier to understand than previous [CRS]”
- One uniform law that applies throughout the state thanks to statewide concern verbiage
- Municipalities, businesses, residents, and tourists to Colorado have one set of rules to follow regardless of where a disabled space is located in Colorado
- Law enforcement and tow companies' rulebooks are greatly simplified
- Property Management companies now have one set of rules for all their properties regardless of location in CO, simplifying their ability to comply and enforce civil rights
- Penalties are adequate throughout the state to deter infractions
- Funding for education was provided in HB10-1019, but cities instituted home rule ordinances and therefore overrode funding mandates. Now education can be funded thanks to HB14-1029 and statewide concern language, but it will be a while before funds begin flowing in
- CACPWD is moving forward with education initiatives now and are working towards having the process structured and streamlined by the time education dollars from fines become available

CHALLENGES

- Some municipalities have expressed plans to ignore HB14-1029 despite statewide concern
- CDOT has not incorporated HB14-1029 into the uniform model traffic code, and some municipalities are using that as reason not to adopt new disabled parking mandates
- Some jurisdictions are moving towards embracing the statute, but education is still needed to understand the statute and why it's important to adopt it
- We have challenges with investigation and enforcement - no one takes responsibility

2 Where we want to go

INVESTIGATION AND ENFORCEMENT

Who is responsible for investigation and prosecution of:

- Those clearly using a tag not issued to them
- Those who lie to get license placards or plates
- Medical professionals who knowingly sign medical releases for those who don't qualify

While we are hopeful the new education program will address many issues, some people will only comply with the law if they feel they will be caught and penalized.

SHALL VS. MAY

Email thread re: Denver's implementation of HB14-1029

Ed Neuberg, Denver Office of Human Rights. September 05, 2014 8:48 AM

The last I heard on this matter was the City will maintain its current policies and procedures when it comes to disabled parking enforcement.

Chris Hinds. September 05, 2014 9:23 AM

Thank you for the note regarding Denver's stance on the new CRS. Does Denver believe that the statewide concern verbiage (mentioned below - CRS 42-4-1208 7) doesn't apply to Denver?

Response by Councilwoman Kniech, Denver City Council. September 08, 2014 4:41 PM

Legally speaking, no, the state cannot simply seize an issue that has long been an area of local concern (parking enforcement) and simply exempt it from home rule with a clause. There is a long history of case law regarding home rule powers and parking and locally derived revenue are very, very strong examples of areas that we have authority over, so the lawyers are pretty clear that we have a choice about whether to participate.

That said, we did indeed have a question on whether we should participate, even if not legally required to do so. I was not a part of the conversation, but most of the concerns were that the primary purpose of the bill as it relates to Denver, which already has an enforcement program to try to protect the rights of the disabled to park, was to generate new revenue for a state fund we would not control, we also had concerns about:

- Equity among local governments, we have a strong parking enforcement program, most other jurisdictions do not, so its [sic] not fair if Denver is the primary/only source of revenue participating. there is no evidence that other cities intend to comply with the law either (for the same legal reasons as above) even if they had enforcement programs

- That the ticket amount at \$350 is too high/out of proportion with other enforcement fines, which again are all set locally

- Many components of the bill would be impractical to enforce, or directly contradict established procedures, such as the summons process

I'm not responding to re-debate the merits, Denver was very clear on its position with all our Disability commissioners, any legislators etc when the bill was debated. Those positions haven't changed and I'm simply sharing them as a courtesy.

First Regular Session
Seventieth General Assembly
STATE OF COLORADO

DRAFT 8.26.14

BILL 2

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LLS NO. 15-0092.01 Jery Payne x2157

INTERIM COMMITTEE BILL

Transportation Legislation Review Committee

A BILL FOR AN ACT

101 **CONCERNING AUTHORIZATION FOR FIREFIGHTER LICENSE PLATES TO**
102 **BE ISSUED FOR MOTORCYCLES.**

Bill Summary

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

Transportation Legislation Review Committee: The bill directs the department of revenue to issue firefighter special license plates for motorcycles, passenger cars, trucks, or recreational motor vehicles that do not exceed sixteen thousand pounds empty weight. Currently the plates are issued to every mentioned vehicle except motorcycles.

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

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

2 **SECTION 1.** In Colorado Revised Statutes, 42-3-208, **add** (4) as
3 follows:

4 **42-3-208. Special plates - qualifications for issuance of special**
5 **license plates.** (4) THE DEPARTMENT SHALL ISSUE FIREFIGHTER LICENSE
6 PLATES, CREATED BY RULE BY THE DEPARTMENT UNDER SECTION 42-3-207
7 AS IT EXISTED WHEN THE PLATES WERE CREATED, FOR MOTORCYCLES,
8 PASSENGER CARS, TRUCKS, OR NONCOMMERCIAL OR RECREATIONAL
9 MOTOR VEHICLES THAT DO NOT EXCEED SIXTEEN THOUSAND POUNDS
10 EMPTY WEIGHT.

11 **SECTION 2. Act subject to petition - effective date -**
12 **applicability.** (1) This act takes effect at 12:01 a.m. on the day following
13 the expiration of the ninety-day period after final adjournment of the
14 general assembly (August 5, 2015, if adjournment sine die is on May 6,
15 2015); except that, if a referendum petition is filed pursuant to section 1
16 (3) of article V of the state constitution against this act or an item, section,
17 or part of this act within such period, then the act, item, section, or part
18 will not take effect unless approved by the people at the general election
19 to be held in November 2016 and, in such case, will take effect on the
20 date of the official declaration of the vote thereon by the governor.

21 (2) This act applies to applications for license plates made on or
22 after January 1, 2016.

**First Regular Session
Seventieth General Assembly
STATE OF COLORADO**

DRAFT
9.4.14

BILL 3

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LLS NO. 15-0064.01 Jason Gelender x4330

INTERIM COMMITTEE BILL

Transportation Legislation Review Committee

A BILL FOR AN ACT

101 **CONCERNING FUNDING FOR THE SAFE ROUTES TO SCHOOL PROGRAM.**

Bill Summary

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

Transportation Legislation Review Committee. For the 2015-16 fiscal year, the bill requires the department of transportation to award grants under the safe routes to school program using state moneys available to the department in a total amount of at least \$3 million. The required total amount is reduced by the amount of any federal moneys received by the department for the program. Under current law, the department must award at least 20% but not more than 30% of the state

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*Capital letters indicate new material to be added to existing statute.
 Dashes through the words indicate deletions from existing statute.*

grant money for noninfrastructure programs.

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

2 **SECTION 1.** In Colorado Revised Statutes, 43-1-1601, **amend**
3 (3.5) (b) and (5) as follows:

4 **43-1-1601. Safe routes to school program - repeal.**

5 (3.5) (b) (I) ~~Notwithstanding the provisions of paragraph (a) of this~~
6 ~~subsection (3.5), for the state fiscal year commencing July 1, 2014, all of~~
7 ~~the grants awarded must be for noninfrastructure programs EXCEPT AS~~
8 ~~OTHERWISE PROVIDED IN PARAGRAPH (a) OF SUBSECTION (5) OF THIS~~
9 ~~SECTION, FOR THE FISCAL YEAR COMMENCING JULY 1, 2015, THE~~
10 ~~DEPARTMENT SHALL AWARD GRANTS USING STATE MONEYS AVAILABLE TO~~
11 ~~THE DEPARTMENT IN A TOTAL AMOUNT OF AT LEAST THREE MILLION~~
12 ~~DOLLARS.~~

13 (II) This paragraph (b) is repealed, effective ~~July 1, 2015~~ JULY 1,
14 2016.

15 (5) (a) For the fiscal year commencing ~~July 1, 2014~~ JULY 1, 2015,
16 if the state receives federal moneys for the safe routes to school program,
17 the ~~state general fund appropriation for~~ REQUIREMENT THAT THE
18 DEPARTMENT AWARD GRANTS UNDER the program USING STATE MONEYS
19 AVAILABLE TO THE DEPARTMENT IN A TOTAL AMOUNT OF LEAST THREE
20 MILLION DOLLARS is reduced by the amount of the federal moneys
21 received.

22 (b) This subsection (5) is repealed, effective ~~July 1, 2015~~ JULY 1,
23 2016.

24 **SECTION 2. Effective date.** This act takes effect July 1, 2015.

25 **SECTION 3. Safety clause.** The general assembly hereby finds,

- 1 determines, and declares that this act is necessary for the immediate
- 2 preservation of the public peace, health, and safety.

First Regular Session
Seventieth General Assembly
STATE OF COLORADO

DRAFT 9.5.14

BILL 4

Temporary storage location: C:\Temp\15-0063.tmp

LLS NO. 15-0063.01 Jery Payne x2157

INTERIM COMMITTEE BILL

Transportation Legislation Review Committee

A BILL FOR AN ACT

101 **CONCERNING THE READABILITY BY TOLL SYSTEMS OF TEMPORARY**
 102 **MOTOR-VEHICLE DOCUMENTS THAT ARE PUBLIC EVIDENCE**
 103 **THAT THE OWNER HAS REGISTERED THE MOTOR VEHICLE TO**
 104 **WHICH THEY ARE AFFIXED.**

Bill Summary

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

Transportation Legislation Review Committee. The bill instructs the department of revenue to make temporary motor-vehicle

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Capital letters indicate new material to be added to existing statute.
Dashes through the words indicate deletions from existing statute.

license plates readable by toll enforcement and billing systems. The plates must (1) be affixed on the exterior of a vehicle at the rear license plate mounting bracket, (2) use a mounting board, and (3) be usable after getting moist. The bill authorizes the department to accept gifts, grants, or donations for implementation.

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

2 **SECTION 1.** In Colorado Revised Statutes, 42-3-203, **add** (3) (d)
3 as follows:

4 **42-3-203. Standardized plates - rules.** (3) (d) (I) BY JULY 1,
5 2016, THE DEPARTMENT SHALL MAKE TEMPORARY REGISTRATION NUMBER
6 PLATES, TAGS, OR CERTIFICATES SO THAT EACH IS READABLE BY TOLL
7 ENFORCEMENT AND BILLING SYSTEMS. A TEMPORARY REGISTRATION
8 NUMBER PLATE, TAG, OR CERTIFICATE MUST MEET THE FOLLOWING
9 REQUIREMENTS:

10 (A) THE PLATE, TAG, OR CERTIFICATE MUST BE AFFIXED ON THE
11 EXTERIOR OF A VEHICLE, AT THE REAR LICENSE PLATE MOUNTING
12 BRACKET;

13 (B) THE PLATE, TAG, OR CERTIFICATE MUST USE A MOUNTING
14 BOARD; AND

15 (C) THE PLATE, TAG, OR CERTIFICATE MUST BE CAPABLE OF
16 ENDURING WEATHERING AND MOISTURE AND RETAIN READABILITY BY LAW
17 ENFORCEMENT PERSONNEL AND TOLL ENFORCEMENT SYSTEMS.

18 ~~(II) ANY COSTS ASSOCIATED WITH THE IMPLEMENTATION OF THE~~
19 ~~REQUIREMENTS OF THIS PARAGRAPH (d) SHALL BE BORNE BY <~~**to be**
20 **decided**~~>~~. THE DEPARTMENT MAY ACCEPT AND EXPEND GRANTS, GIFTS,
21 AND DONATIONS FROM ANY PUBLIC OR PRIVATE ENTITY FOR ANY DIRECT
22 OR INDIRECT COSTS ASSOCIATED WITH IMPLEMENTING THIS PARAGRAPH
23 (d), BUT THE DEPARTMENT SHALL NOT ACCEPT A GIFT, GRANT, OR

1 DONATION IF A CONDITION OF THE GRANT IS INCONSISTENT WITH STATE
2 LAW.

3 **SECTION 2. Act subject to petition - effective date -**

4 **applicability.** (1) This act takes effect at 12:01 a.m. on the day following
5 the expiration of the ninety-day period after final adjournment of the
6 general assembly (August 5, 2015, if adjournment sine die is on May 6,
7 2015); except that, if a referendum petition is filed pursuant to section 1
8 (3) of article V of the state constitution against this act or an item, section,
9 or part of this act within such period, then the act, item, section, or part
10 will not take effect unless approved by the people at the general election
11 to be held in November 2016 and, in such case, will take effect on the
12 date of the official declaration of the vote thereon by the governor.

13 (2) This act applies to offenses committed on or after the effective
14 date of this act.

*effective date clause
to
Carthage
you'd
be in
reduced*

***Plan for Passenger Rail to CONNECT & SERVE all of Colorado
by Northern Colorado Commuter Rail & Commuter Rail NOW***

The History:

*Passenger and Local Freight Rail came to Colorado in the 1870's and lasted about 100 years with service to ALL 64 Colorado Counties.

*That system established most of the towns and cities in Colorado.

*Why did this system go away? Interstate highways/automobiles and jet airplanes

*Today, Union Pacific (UP) and Burlington Northern Santa Fe (BNSF) Railroads operate in Colorado - own their right of way - whose today's business is to haul freight and goods long distances with two-mile long, slow moving trains.

* UP & BNSF are at their capacity due to three bottlenecks - the rail yards in Denver, the 20 miles of single track going over Monument Hill with a 3% elevation change and the 6.2-mile - 1903 designed - Moffat Tunnel that does not have a mechanical air movement system like Eisenhower Tunnel has.

The Solution:

*Build for UP and BNSF Railroads a 240 mile bypass of new grade separated, double tracks, with a 1% elevation change, and trade them for their existing right of ways in the rest of Colorado and rights to use that track for current customers.

*That new set of tracks will cost about \$1.7 Billion, which is about the same amount as the assessed value of the railroad properties in Colorado.

Why would the railroads be interested in doing the trade?

The trip from Sterling to LasAnimas currently takes up to 48 hours - the bypass trip would take less then 4 hours and the railroads would keep the savings plus it will give both railroads additional capacity, which they do not have today.

The Action Plan:

*Ask the legislature to rewrite, update the existing Colorado Railroad Act (CRS 32-12-102).

*Current state law prohibits a statewide property tax - we are looking at establishing three rail districts - the mountains (35 West Slope counties), the foothills (13 Front Range Counties) and the plains (16 Eastern Colorado Plain counties) and the ability to allow the three districts to do an Inter Governmental Agreement (IGA) so they can work together on common issues - schedules, vehicles, joint buying, etc. (See Map on Reverse side).

* Two tax choices are being considered: property and/or severance for the funding of the infrastructure needed to build the bypass, purchase the existing right of way and make needed improvements on existing tracks.

*Because of the required election to secure the funding, a Colorado nonprofit corporation (Commuter Rail NOW) has been set up to handle that campaign.

Benefits ALL Colorado Citizens:

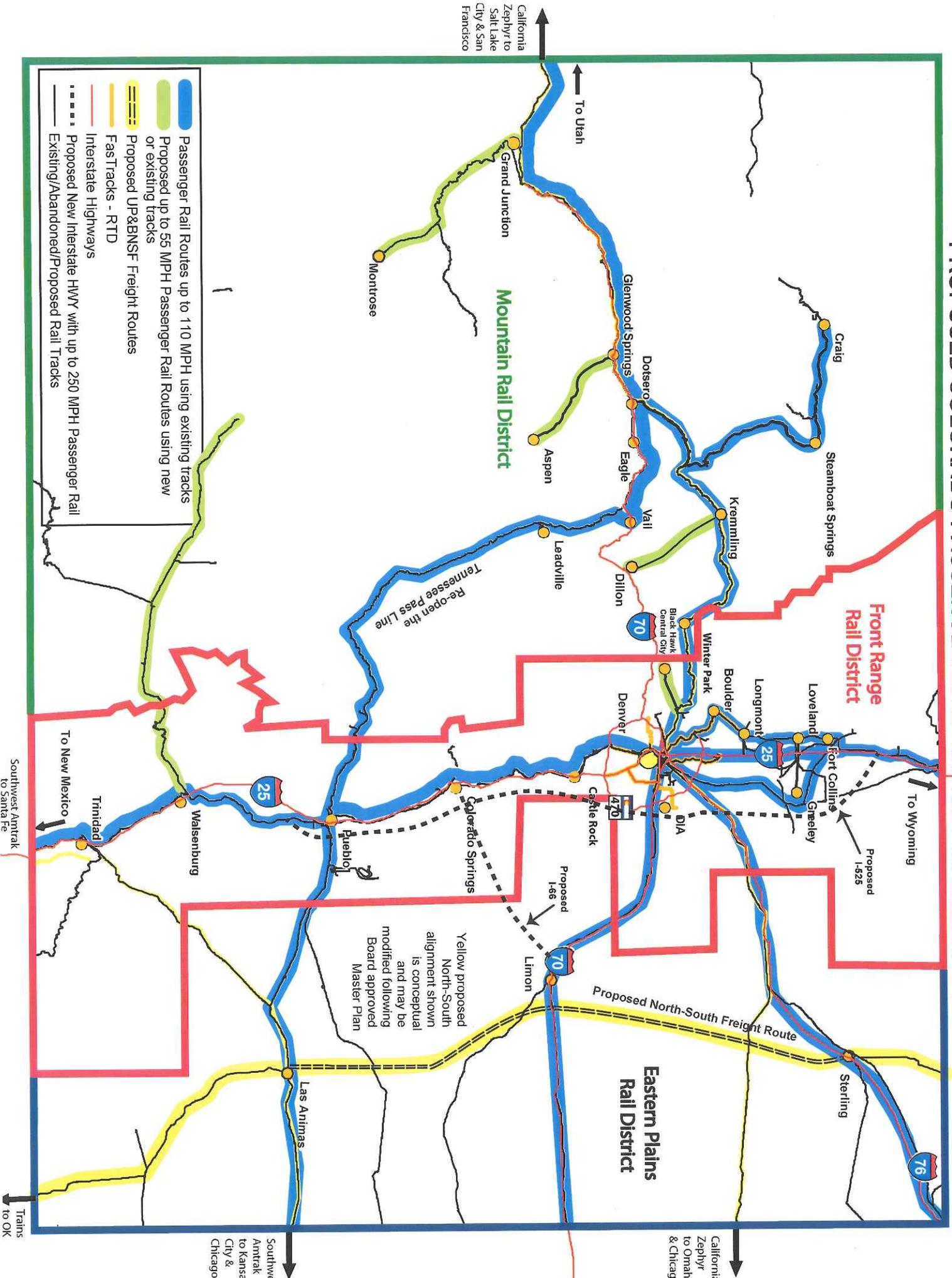
*Re-establish the 1870 rail system that allowed ***ALL 64 Colorado*** county citizens to travel to any one of those counties by rail **AND TO BE ABLE TO DO THAT AGAIN!!!!!!!!!!**

You can help by contributing to Commuter Rail NOW at CO-Rail.com and telling your friends about our effort.

Contact information: Bob.Briggs@CO.Rail.com, 303-981-4141

5729 W. 115th Ave., Westminster, CO 80020

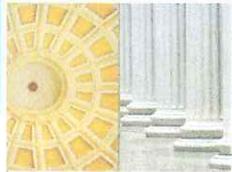
PROPOSED COLORADO PASSENGER RAIL DISTRICT MASTER PLAN



9/9/2014



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Getting There From Here: State Options for Transportation Funding and Finance



Presentation to the Colorado Transportation Legislation Review Committee
Sept. 9, 2014
Jaime Rall, Program Manager, NCSL Transportation Program



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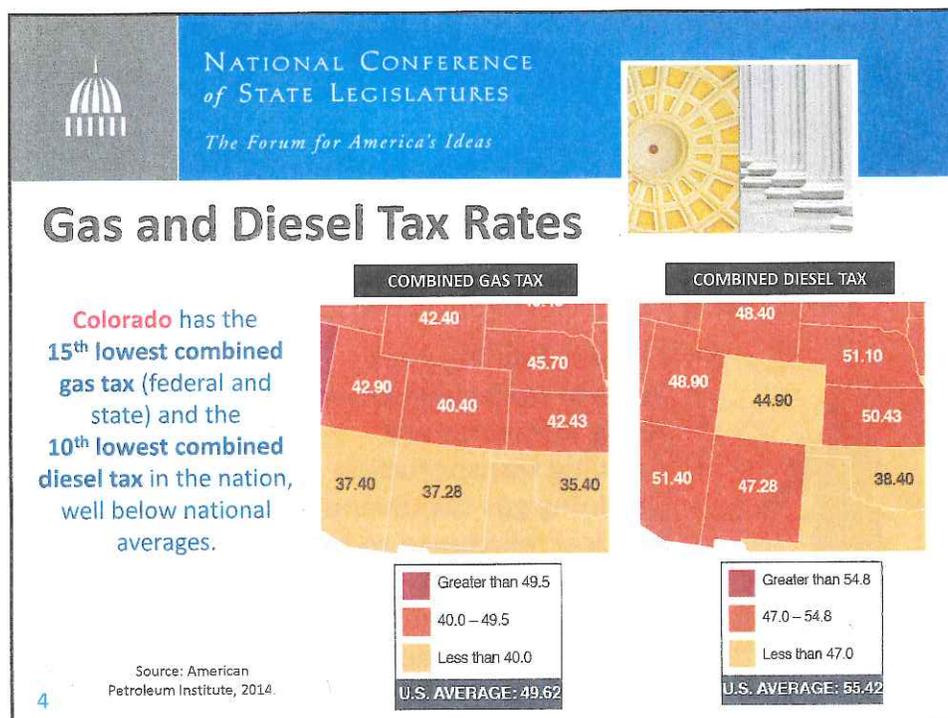
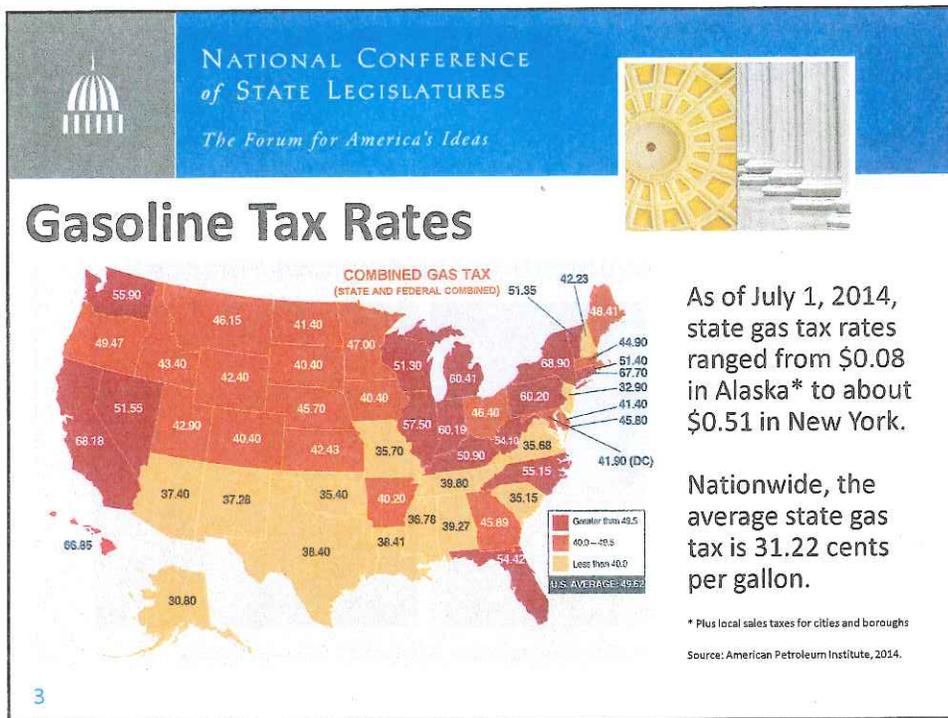


Transportation Funding Crisis



- Chronic funding gaps
- Years of underinvestment
- Aging infrastructure
- Growing transportation demand
- Declining gas tax revenues
- Political reluctance to raise gas tax
- National recession
- State budget shortfalls
- Uncertainty of federal program

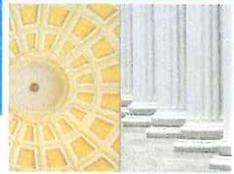
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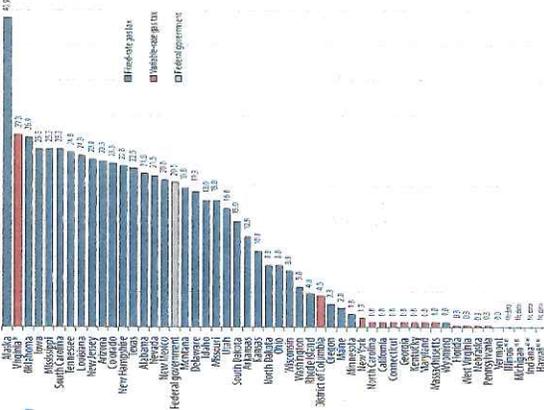


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The Value of State Gas Taxes Has Fallen...



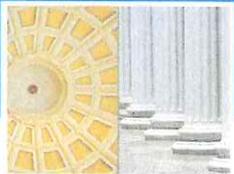
- As of April 2014, 16 states had not raised their gas taxes in **more than 20 years**
- No state legislature raised a gas tax in **2010, 2011 or 2012**
- As of 2011, the value of the average state's gas tax had fallen by **20 percent** since it was last increased (a nationwide loss of **\$10 billion** each year)
- Small increases lagged behind funding needs

Sources: CSG, 2011; Institute on Taxation and Economic Policy, 2011 and 2014; NCSL, 2012, 2013 and 2014.

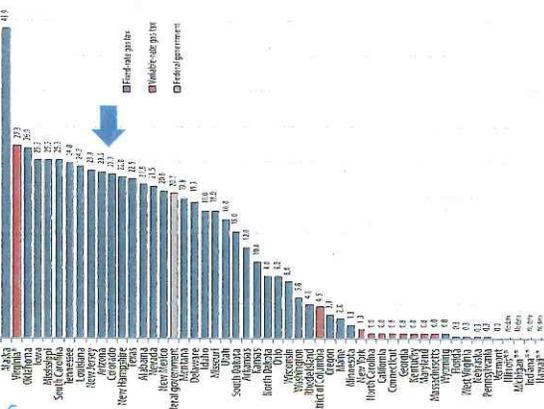


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...and Colorado is No Exception...



Excise Tax	22.0 cpg
Years Since Last Increase (as of April 2014)	23 years
% Change in Cost-Adjusted Rate Since Last Increase (as of Dec. 2011)	-40%
Rate Change Needed to Return to Previous Level (as of Dec. 2011)	14.9 cpg
Annual Revenue Yield of Rate Change (as of Dec. 2011)	\$305.8 million

Sources: CSG, 2011; ITEP, 2011 and 2014; American Petroleum Institute, 2014.



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...although TABOR may play a role?

- The Taxpayers' Bill of Rights (TABOR), approved in 1992, requires voters to approve all tax increases, but not fees
- Colorado's "Funding Advancements for Surface Transportation and Economic Recovery Act of 2009" (FASTER) increased fees and surcharges, not taxes

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Transportation Funding Crisis



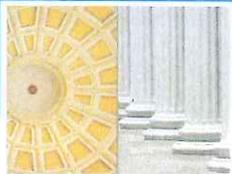
- Chronic funding gaps
- Years of underinvestment
- Aging infrastructure
- Growing transportation demand
- Declining gas tax revenues
- Political reluctance to raise gas tax
- **National recession**
- **State budget shortfalls**
- **Uncertainty of federal program**

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The Federal Gas Tax is Also Falling For the Same Reasons as (Most) State Gas Taxes

EXHIBIT 2-9: FEDERAL GASOLINE TAX RATE AND LOSS IN PURCHASING POWER



Source: FHWA 2006 Highway Statistics, Table FE-21B, indexed using CPI-U as reported by the Bureau of Labor Statistics.

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Transportation Faces Its Own Fiscal Cliff



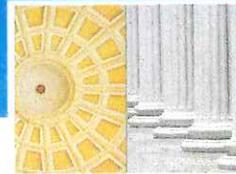
- The current federal surface transportation law (MAP-21) is on a **short-term** extension through May
- The federal Highway Trust Fund is still **unstable**, even if the immediate insolvency crisis was averted
- Legislators express **skepticism** about future help from the federal government

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The Question States are Asking

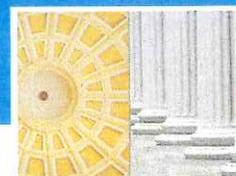
- NCSL recognizes that the federal government plays a vital role and that the federal program should be continued and preserved ...
- ... at the same time, the question continues to be: **How can states provide needed transportation infrastructure in a time of uncertainty ... with or without long-term, sustainable federal programs?**

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Transportation Infrastructure Investment is a Top State Issue

- In 2013 and 2014, at least 748 relevant bills considered in every state and D.C.
- Mentioned in at least 22 governors' "State of the State" addresses in 2014
- Identified by state legislative fiscal officers as one of their top issues

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Three Trends as States Seek Sustainable Transportation Funding



- Putting every option on the table
- Tracking with the economy
- Capturing all users

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How Have States Funded Surface Transportation?

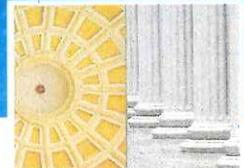


Note: States provide about half of all funding for roads, bridges, rail and transit—
compared to the federal contribution of about 20 percent.

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What Does Colorado Do?



- Fuel taxes
- Registration/license/title fees
- Truck weight fees
- Traffic camera fees
- Impact fees
- Tolls
- HOT lanes and congestion pricing
- Interest income
- General fund revenues for
FY ~~2012~~ 2016 -

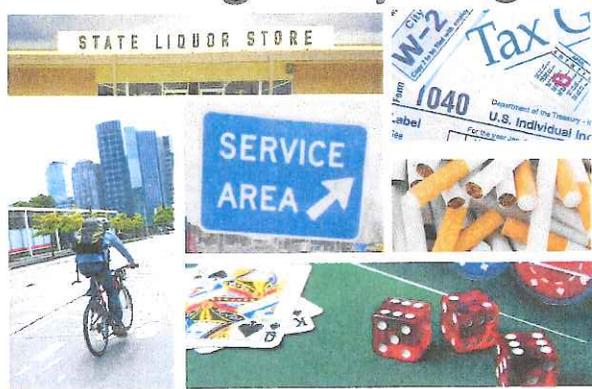
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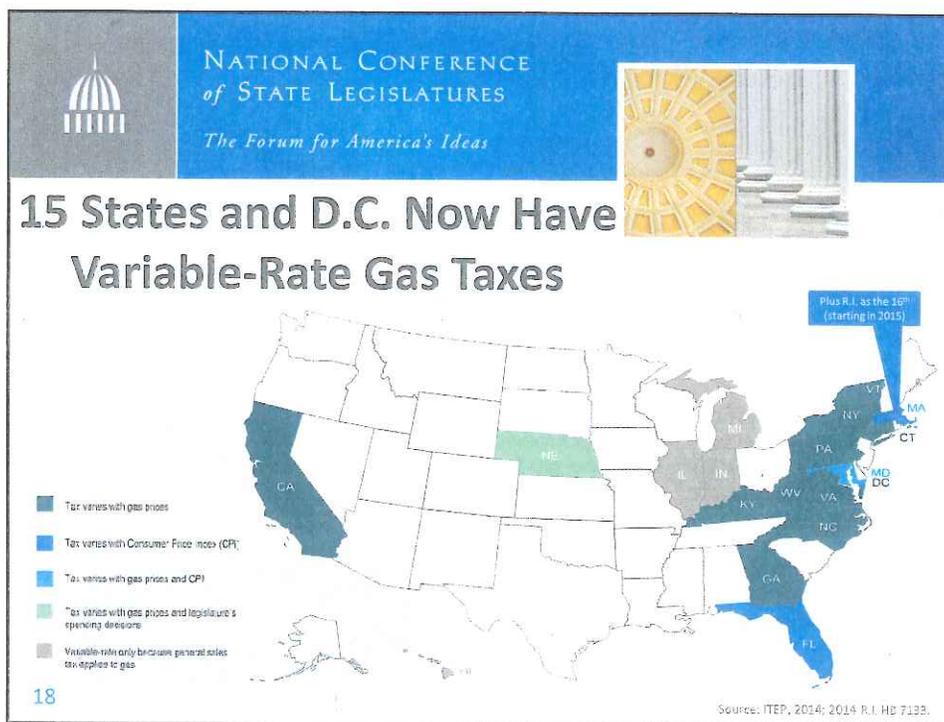
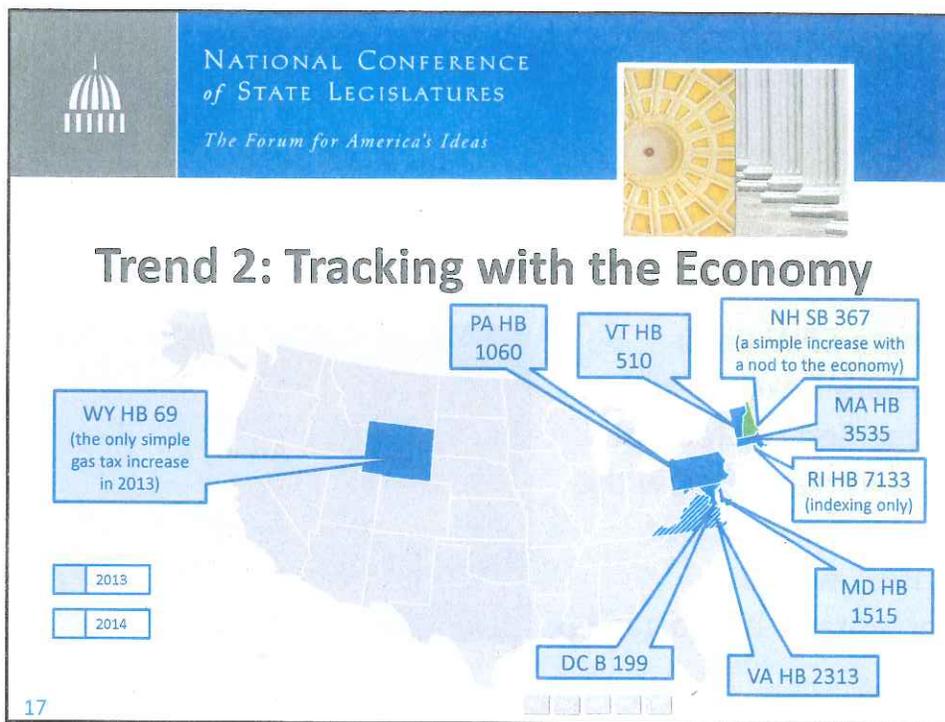


Trend 1: Putting Everything on the Table



In recent years, legislatures have looked at many other options for transportation funding, from the traditional to the unprecedented.

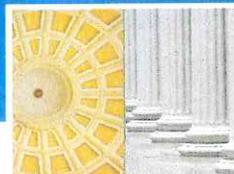
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Will States Lead the Way on Gas Taxes?

Senate EPW Chair
Barbara Boxer (D-CA) has
suggested the federal
government "follow the
lead of some of our
states" with a
percentage-based gas tax



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Is Raising Gas Taxes Enough?

- "Even without alternative fuel vehicles, **the fuel tax won't keep pace** and the system just won't work."

Sen. Bruce Starr, Ore.

- "With higher efficiency standards and alternative fuel vehicles, **government cannot continue to rely on the gas tax** as a revenue source."

Speaker Bill Howell, Va.

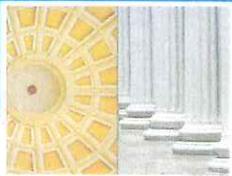
- "The gas tax will always play a role in funding our transportation system, but **eventually we will have to look at more stable sources** as well."

Rep. Judy Clibborn, Wash.



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Trend 3: Capturing All Users

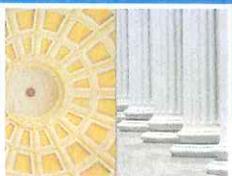
- Fees for alternative fuel vehicles or electric vehicles
- Taxes on alternative fuels
- Mileage-based user fees (also known as vehicle miles traveled or VMT fees)



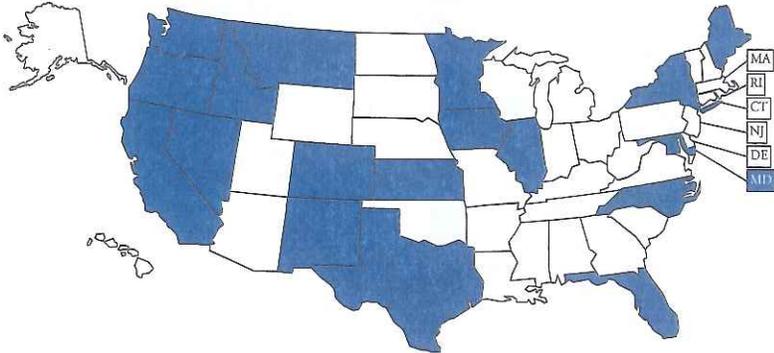


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Per-Mile Fees: Pilot Projects

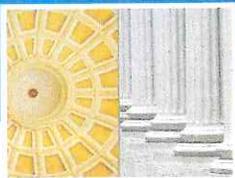


As of 2012, at least 18 states had undertaken VMT pilot projects.

22

Source: NCSL, "On the Move," 2012.

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Weight-Distance Taxes

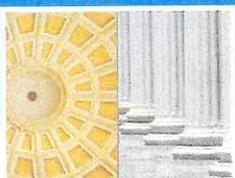


Four states tax heavy vehicles based on miles traveled and vehicle weight.

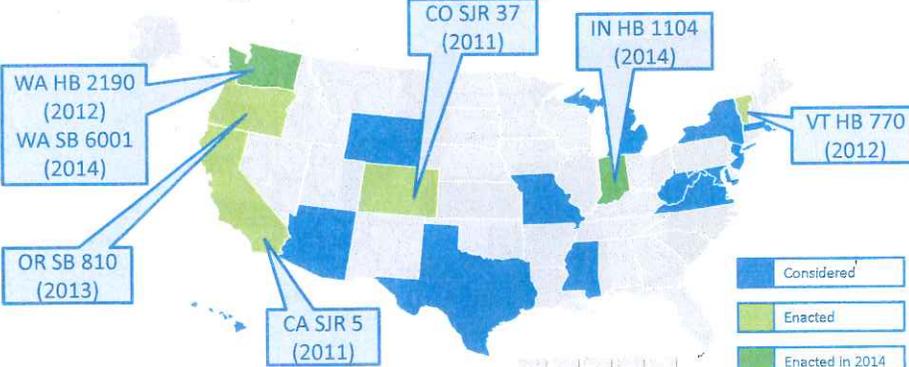
23

Source: NCSL, "On the Move," 2012.

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Relevant Legislative Activity



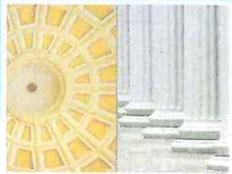
At least 55 VMT-related bills have been introduced in 19 states since 2008.

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What Else Are States Considering?

- Financing
- Efficiency, accountability and revenue-protection
- Local flexibility



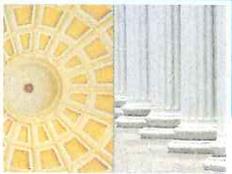


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How Have States Financed Surface Transportation?

Bonds

Public Private Partnerships

Private Activity Bonds
TIFIA
Federal Credit Assistance

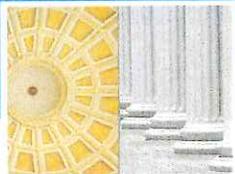
State Infrastructure Banks

Design Build

GARVEEs

26 These tools leverage or borrow against transportation revenues. None of them— including public-private partnerships (PPPs or P3s) —generate new revenues for states.

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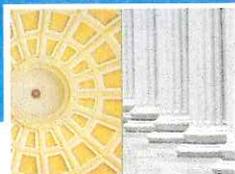
What Does Colorado Do?



- Bonds
- GARVEEs
- Federal credit assistance
- State infrastructure bank
- Public-private partnerships
- Design-build

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The "Laboratories of Democracy"

- State gas taxes preceded federal gas tax by 13 years
- States can also lead the way to explore sustainable options and alternatives for the future



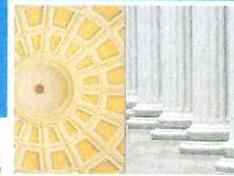
Strong States, Strong Nation

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Contact Details and Resources



Jaime Rall

NCSL Transportation Program

Direct line: 303-856-1417

jaime.rall@ncsl.org

For details about specific state bills, see NCSL's online, searchable Transportation Funding and Finance Legislation Database:

<http://www.ncsl.org/default.aspx?TabId=25720>

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NCSL is always seeking **public and private funding partners** for collaborative research and outreach initiatives that serve the needs of state legislatures.

Besides **no-cost technical assistance to state legislative entities** upon invitation, we also provide responses to **individual requests for information**.

Please contact us if you're interested.



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Transportation Funding and Finance

Key NCSL Publications and Resources as of September 2014

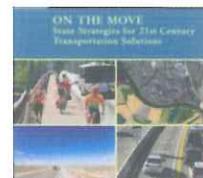
NCSL Transportation Funding and Finance Web Page

This webpage offers a snapshot of funding trends and links to NCSL resources.
At <http://www.ncsl.org/default.aspx?tabid=27137>.



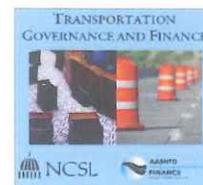
On the Move: State Strategies for 21st Century Transportation Solutions

This recent report explores a wide array of innovative surface transportation reform policies and programs, including those that promote fiscal sustainability.
At <http://www.ncsl.org/default.aspx?tabid=25044>.



Transportation Governance and Finance: A 50-State Review of State Legislatures and Departments of Transportation

This unprecedented 2011 report provides a nationwide synthesis and state-by-state profiles about how states govern and pay for their transportation systems.
At <http://www.ncsl.org/default.aspx?tabid=19117>.



NCSL Transportation Funding and Finance Legislation Database

This searchable online database tracks bills under consideration in the states—with summaries, sponsor information and status—in 18 transportation funding and finance categories. At <http://www.ncsl.org/default.aspx?tabid=25720>.



Surface Transportation Funding: Options for States

This 2006 book explains the basics of surface transportation funding.
At <http://www.ncsl.org/documents/transportation/surfacetranfundrept.pdf>.



Public-Private Partnerships for Transportation: A Toolkit for Legislators

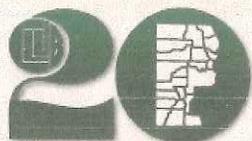
This in-depth 2010 report (with 2014 updates) offers expert guidance for legislatures considering PPPs. At <http://www.ncsl.org/default.aspx?tabid=20321>.



For more details on NCSL activities concerning transportation funding, please contact Jaime Rall (303-856-1417 or jaime.rall@ncsl.org).

NCSL's Transportation Program offers **no-cost technical assistance** to state legislative entities upon invitation. We also work with **public and private funding partners** on collaborative research and outreach initiatives. Please contact us for more information about these services, other presentations, or any of our research areas.

Action22
Giving voice to Southern Colorado



"Voice of the Western Slope"

PROVIDING A VOICE FOR NORTHEAST COLORADO

PRO15

Transportation Survey

ADDRESSING THE NEEDS OF TRANSPORTATION AND PLANTING THE SEEDS FOR A CONTINUED STATE WIDE SYSTEM APPROACH.

Action 22, CLUB 20 and Progressive 15 have been involved in the transportation discussion as convening partners of the MPACT 64 coalition since its inception. MPACT stands for Metro Denver Mayors, Progressive 15, Action 22, Club 20 Transportation. For the three organizations representing the interests of rural Colorado, transportation is a critical issue and has been since the formation of those groups.

During discussions with the MPACT 64 coalition, these rural organizations expressed the widely held view that their rural members believe transportation is important and that they are willing to identify ways to fund road maintenance and safety measures in those areas. Additionally, the three organizations have held that rural members would support a tax increase to fund road maintenance and safety measures in rural Colorado.

When recent transportation polling results appeared to contradict the understanding Action 22, CLUB 20 and Progressive 15 representatives had from their members, the three organizations collectively developed a survey and sent it to their constituents in an effort to validate or repudiate those long held beliefs. The survey results indeed validated the positions these organizations have held throughout the discussion regarding transportation funding options.

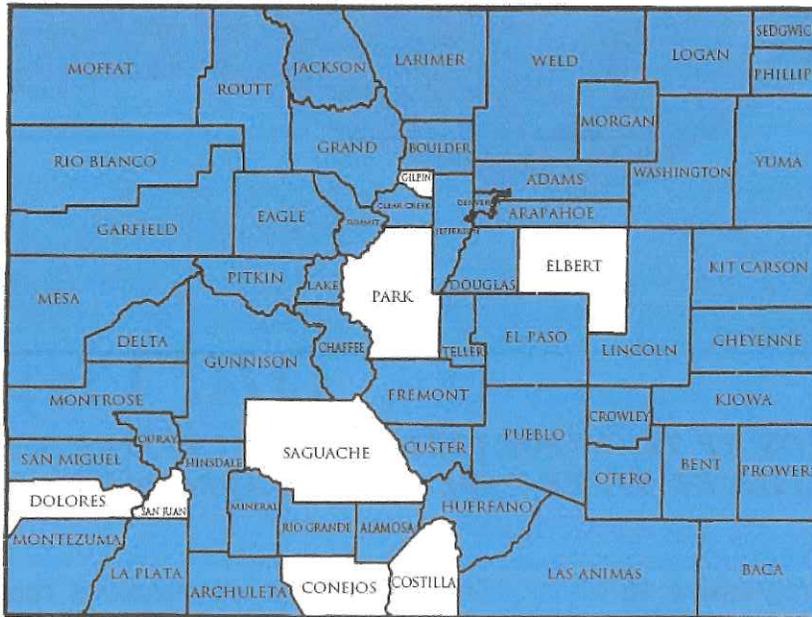
The three rural organizations recognize that, in the scheme of things, the survey results would not be considered "scientific" by polling organizations. However, it is interesting to note that survey participants were not only those that think about transportation every day but included educators, engineers, certified nursing assistants, accountants and home makers who took the survey along with many others. Respondents hailed from Huerfano County to Yuma County to La Plata County. The survey was simple with straightforward questions and, with more than 400 responses, it provides a distinctly different picture regarding transportation in rural Colorado than previous polling results.

Given the results of the Action 22, CLUB 20, Progressive 15 survey, these three organizations will continue to advocate for increasing transportation funding in the manner reflective of their member responses. The rural advocacy groups will continue to work with transportation partners to educate Coloradans on transportation issues with the goal of improving transportation funding on a statewide basis.



WHO RESPONDED

COLORADO



428 people responded representing every county but Conejos, Costilla, Dolores, Elbert, Gilpin, Park, Saguache and San Juan

ACTION 22
17 COUNTIES
RESPONDED WITH
117 PEOPLE
CLUB 20
20 COUNTIES
RESPONDED WITH
168 PEOPLE
PROGRESSIVE 15
14 COUNTIES
RESPONDED WITH
122 PEOPLE
ALL OTHER
5 COUNTIES
RESPONDED WITH
21 PEOPLE

THOSE THAT RESPONDED CAME FROM THE FOLLOWING WALKS OF LIFE

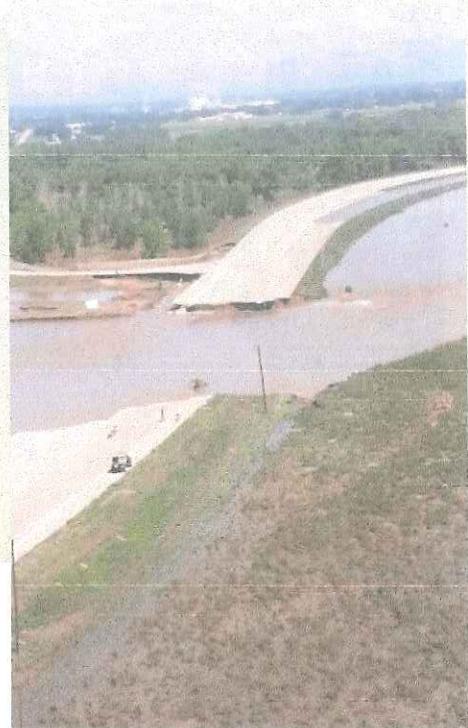
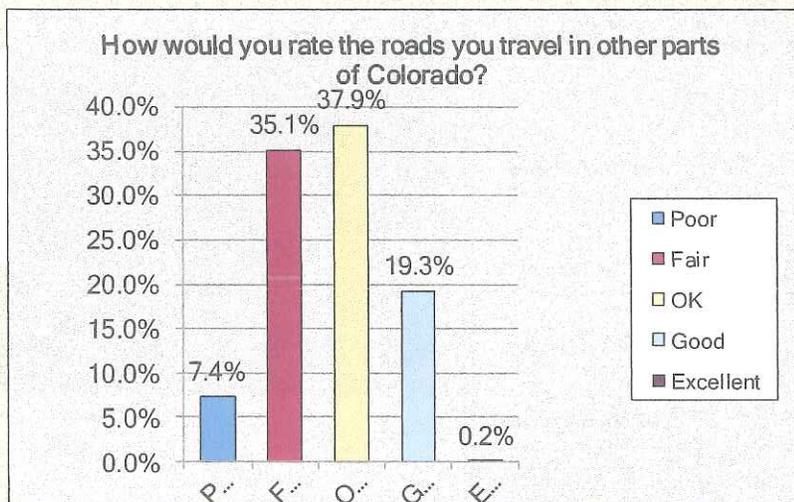
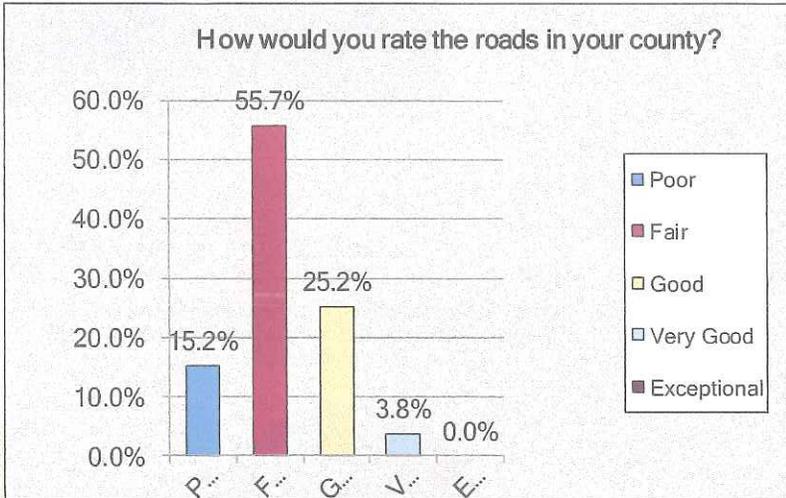
- Farmer
- Teacher
- Town Manager
- Sales
- Agriculture
- Non Profit
- Heath Care
- Accountant
- Retired
- Homemaker
- Volunteer
- Electrician
- Commissioner
- Self Employer—Retail
- Clerk
- Transportation
- Care Giver
- Business Development
- Consultant
- IT
- Marketing

- Office Coordinator
- Correctional Office
- Truck Driver
- Nursing Aide
- Cleaning Service Owner
- Bookkeeper
- Salon Owner
- CFO
- Regulatory Specialist
- Nurse
- Disability
- Audiologist
- Ranching/Mining/Trucking
- Physician
- Social Worker
- Engineer
- Facilities Maintenance
- Coal Mining
- Professional/Executive
- Asphalt Paver
- Real Estate

- Transit Planner
- Equipment Operator
- Project Manager
- Administrative Assistant
- Railroad Employee
- Professor
- Newspaper Publisher
- Lawyer
- Oilfield Worker
- Community College Staff
- Power Plant Employee
- Energy

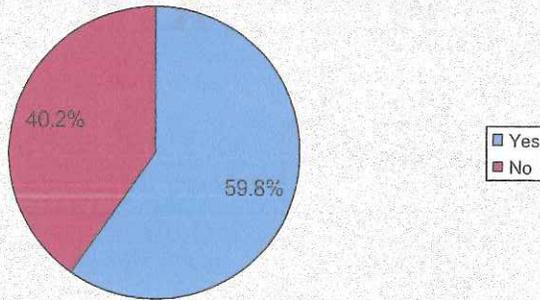
* full list of self-identified occupations is available through cathy@progressive15.org

WHAT THEY SAID



Highway 34 East of Greeley

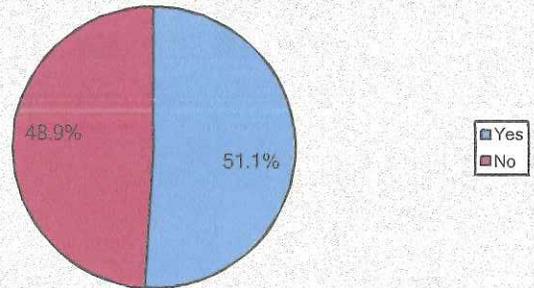
Were you aware that state gas tax has not been increased since 1992 and the Federal Gas Tax has not been increased since 1993?



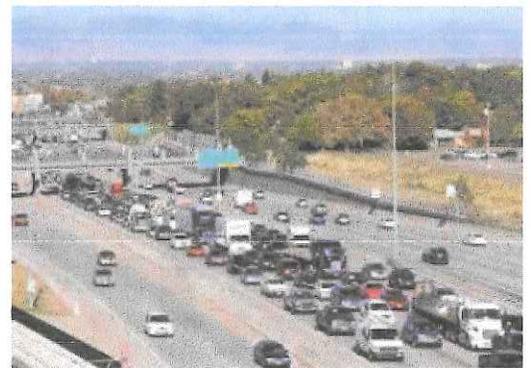
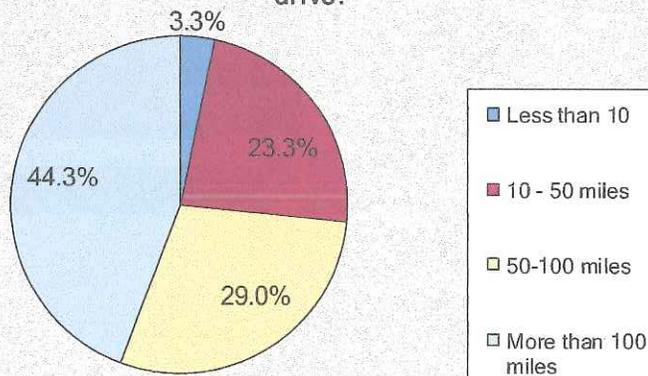
Several comments under "other funding" referred to having CDOT tighten their belt. This would show that they have indeed been doing this over the last several years.



Were you aware that the budget for Colorado Department of Transportation's budget has decreased by \$500 million since 2008

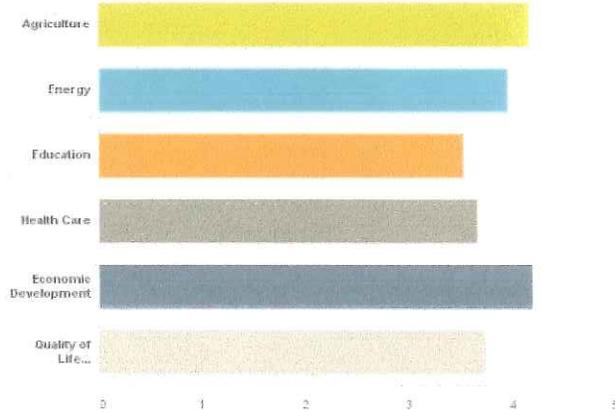


In a typical week, about how many miles do you drive?



Q5 Please rate how important you believe transportation is to the following parts of our economy.

Answered: 419 Skipped: 0

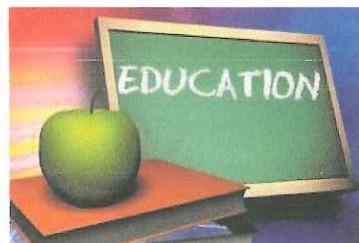


1. Economic Development
2. Agriculture
3. Energy
4. Quality of Life
5. Health Care
6. Education



Please rank the following on where you believe the priorities should be in state spending.

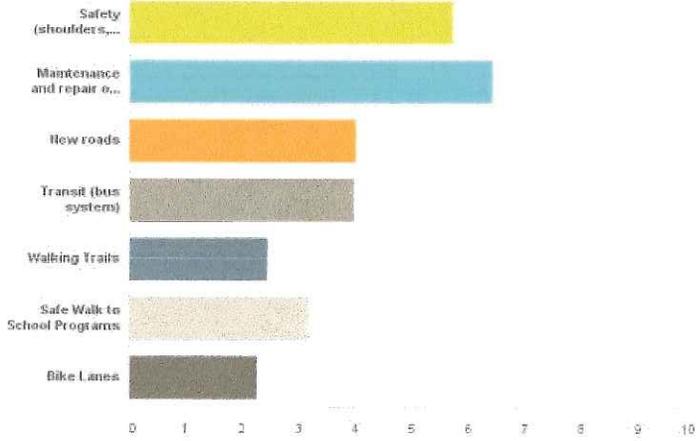
Answered: 414 Skipped: 7



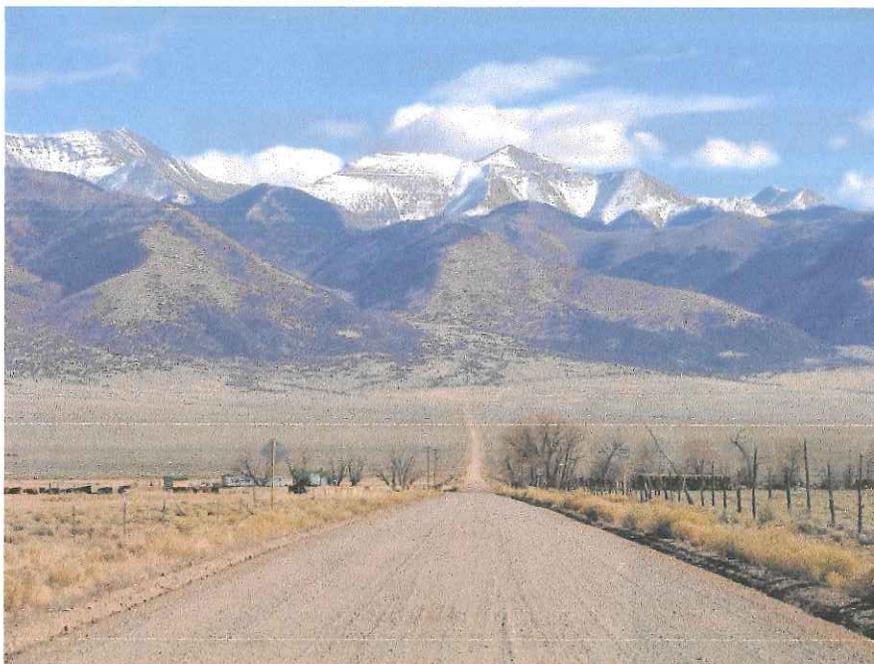
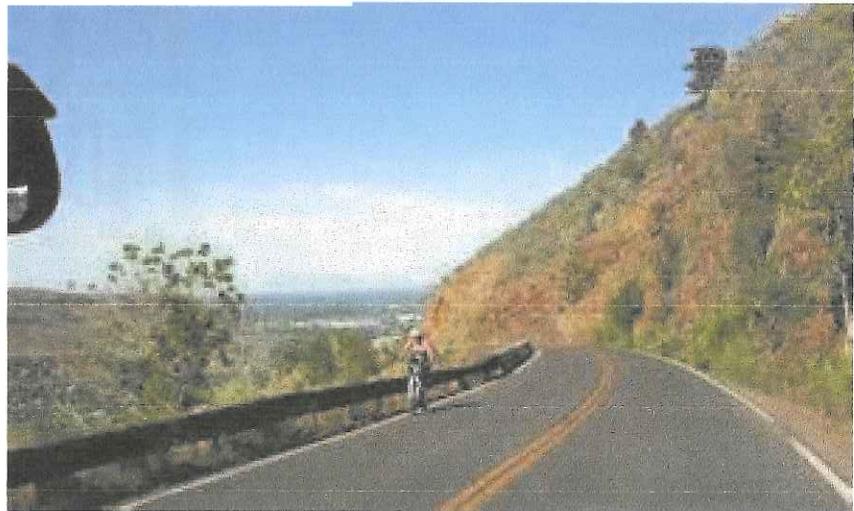
1. Education
2. Business/ Jobs
3. Transportation
4. Health Care
5. Environment
6. Corrections/ Prisons

Please rank the following in importance to you on how transportation dollars should be spent.

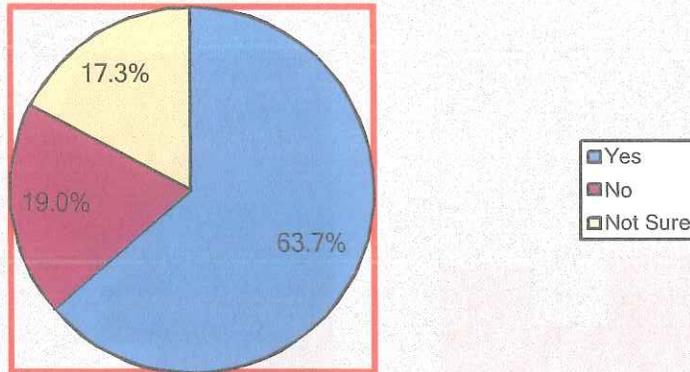
Answered: 498 Skipped: 3



1. Maintenance/Repair
2. Safety
3. New Roads
4. Transit
5. Safe Walk to School
6. Walking Trails
7. Bike Lanes



Are you willing to pay more money for transportation to improve the state system? If your answer is no, skip the next question.



OTHER FUNDING COMMENTS:

DENVER COUNTY: TOLLS

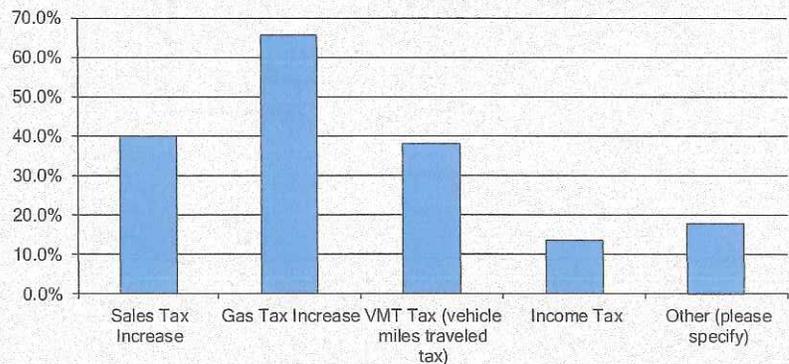
OTERO COUNTY: LICENSE REGISTRATION

MORGAN COUNTY: MARIJUANA TAX

GARFIELD COUNTY: CARBON TAX

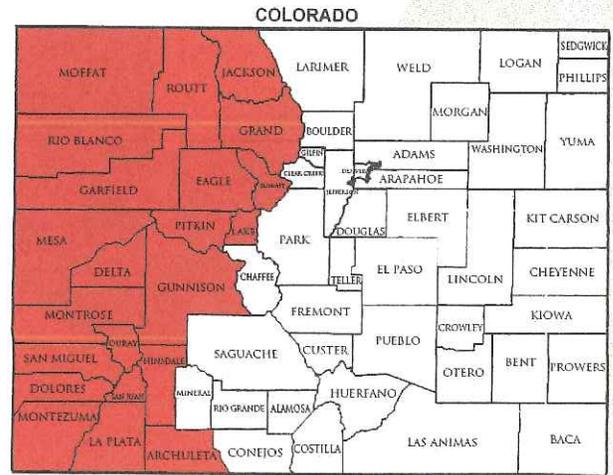
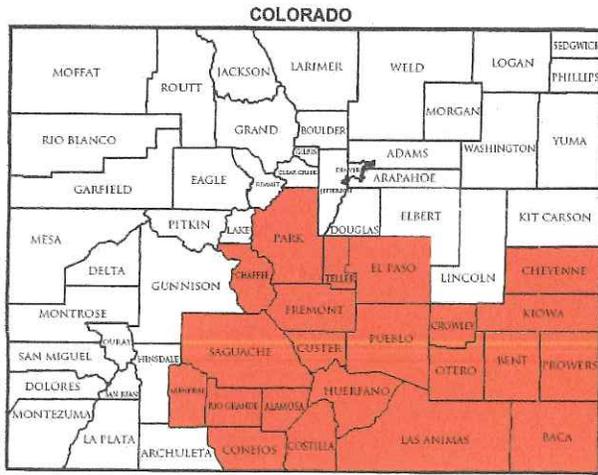
Will total more than 100% because respondents could mark more than one.

If you are willing to pay more or are not sure, which one of these funding mechanisms would you be willing to consider? Mark all that apply.



* For a list of all the additional comments under "Other", contact cathy@progressive15.org

SURVEY RESPONSES BY AREA

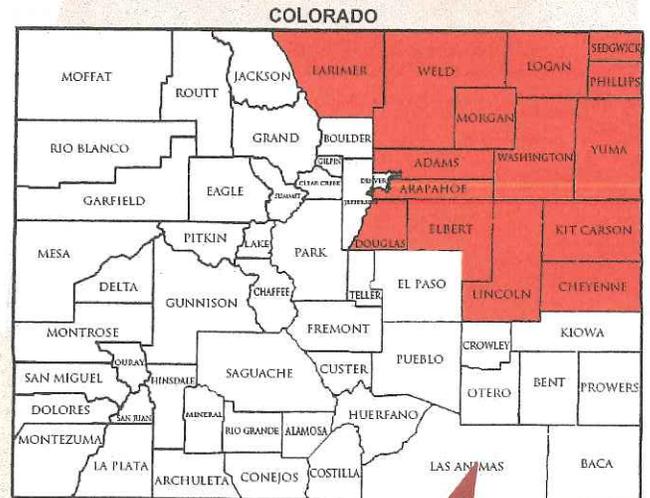


Action 22 INC.
Giving voice to Southern Colorado

20
"Voice of the Western Slope"



All Other Counties
(includes Broomfield County)



PROVIDING A VOICE FOR NORTHEAST COLORADO
PRO 15

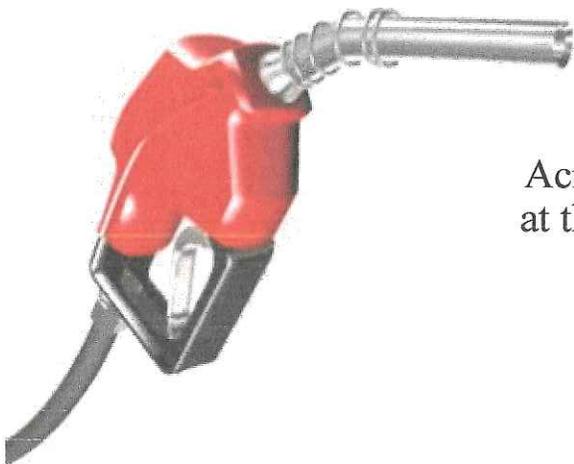
	Progressive 15	Action 22	Club 20	Metro
#5 Rate how important you think transportation is to the following industries				
# 1	Agriculture	Economic Development	Economic Development	Economic Development
#2	Energy	Agriculture	Agriculture	Agriculture
#3	Economic Development	Energy	Energy	Energy
#4	Quality of Life	Health Care	Quality of Life	Quality of Life
#5	Health Care	Education	Health Care	Health Care
#6	Education	Quality of Life	Education	Education

#6 Please rank the following on how you feel state dollars should be spent				
# 1	Business/Jobs	Education	Business/Jobs	Education
#2	Education	Business/Jobs	Transportation	Business/Jobs
#3	Transportation	Transportation	Education	Health
#4	Health Care	Health Care	Health Care	Transportation
#5	Environment	Environment	Environment	Environment
#6	Corrections	Corrections	Corrections	Corrections

#7 Please rank the importance to you on how transportation dollars are spent				
# 1	Maintenance	Maintenance	Maintenance	Maintenance
#2	Safety	Safety	Safety	Safety
#3	New Roads	Transit	Transit	Transit
#4	Transit	New Roads	New Roads	New Roads
#5	Safe To School	Safe to School	Safe to School	Bike Paths
#6	Walking Trails	Walking Trails	Walking Trails	Safe to School
#7	Bike Paths	Bike Paths	Bike Paths	Walking Trails

	Progressive 15	Action 22	Club 20	Metro
#8 Are you willing to pay more for transportation to improve state system?				
Yes	57.94%	61.43%	74.45%	63.30%
No	35.54%	18.80%	15.41%	20.00%
Not Sure	6.52%	19.77%	10.14%	16.70%

#9 - If you are willing to pay more, which funding mechanisms would you be willing to consider?				
Sales	48.03%	63.36%	49.29%	77.60%
Gas	60.83%	75.05%	64.92%	86.60%
VMT	45.66%	55.74%	49.63%	41.60%
Income	6.31%	25.66%	18.60%	16.60%
Other	23.42%	27.41%	32.96%	16.60%



Across the State it shows people prefer to pay at the pump and that those funds should be for roads. A user pay system.

Survey Created By and Report Produced By:

Cathy Garcia, Action 22
Bonnie Petersen, Club 20
Cathy Shull, Progressive 15

With input from Transportation Chairs/Board of Directors from each group

Survey Conducted & Results Compiled By:

Cathy Shull
Executive Director
Progressive 15
Program Used: Survey Monkey

Questions on specific details of survey not in this report can be requested from Cathy Shull

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Club 20
bonnie@club20.org 970.242.3264

Cathy Shull
Progressive 15
cathy@progressive15.org 970.867.9167

HOW THE SURVEY WAS DISTRIBUTED

Each organization distributed the survey to their member lists and encouraged them to forward the document. Members and member organizations forwarded the survey to their communications lists, the survey link was also included in organization newsletters as well as news media reports. The survey target audience included individuals in the regions represented by Action 22, CLUB 20, and Progressive 15, but input from all areas was welcomed and included in the final results."

