

Final
STAFF SUMMARY OF MEETING

TRANSPORTATION LEGISLATION REVIEW COMMITTEE

Date: 09/30/2015

Time: **09:05 AM to 02:44 PM**

Place: RM 271

This Meeting was called to order by
Representative Tyler

This Report was prepared by
Matt Kiszka

ATTENDANCE

Arndt	X
Becker J.	X
Buck	X
Carver	X
Cooke	X
Coram	X
Esgar	X
Heath	X
Kraft-Tharp	X
Melton	X
Mitsch Bush	X
Neville P.	*
Nordberg	X
Scott	*
Todd	*
Winter	X
Baumgardner	X
Tyler	X

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

Bills Addressed:	Action Taken:
Presentation on Nationwide Transportation Funding	Witness Testimony and/or Committee Discussion Only
Colorado Department of Transportation (CDOT) Update	Witness Testimony and/or Committee Discussion Only
Transportation Authority Update	Witness Testimony and/or Committee Discussion Only
Public Highway Authority (PHA) Update	Witness Testimony and/or Committee Discussion Only
Public Testimony	Witness Testimony and/or Committee Discussion Only
Recess	Witness Testimony and/or Committee Discussion Only
Discussion of Potential TLRC Legislation	Eight Bill Proposals Approved, One Failed

09:05 AM

Representative Max Tyler, Chair, called the committee to order. A quorum was present. A packet of materials was distributed to the committee (Attachment A), including: a Legislative Council Staff memo on regional transportation authorities; an Office of Legislative Legal Services memo on interim committee bill drafting guidelines; a bill draft request from Representative Diane Mitsch Bush on I-70 traction requirements, and two bill requests from Representative Terri Carver on the membership of the Transportation Commission, and advice provided by the Statewide Transportation Advisory Committee to the Transportation Commission.

09:07 AM -- Presentation on Nationwide Transportation Funding

Jim Reed, National Conference of State Legislatures, came to the table to present to the committee on nationwide transportation funding. A copy of his presentation was distributed to the committee (Attachment B). Mr. Reed said that nearly every state considered a transportation funding bill in 2015, with over 500 bills being introduced, as well as over 700 bills being considered by state legislatures in 2013 and 2014. Mr. Reed discussed the states that had increased gas taxes since 2013, or added a fee for electric and alternative fuel vehicles. He responded to a question on what the average gas tax is across the states.

Mr. Reed discussed the bond packages and other transportation financing legislation enacted by states in 2015, upcoming ballot measures across the states that are related to transportation funding, and states that have public-private partnerships (P3s) for transportation projects. Committee discussion ensued.

09:21 AM

Mr. Reed discussed the ways that P3s are usually authorized with tolling, how the value of the state gas tax has fallen since 1999, how motor fuel taxes now account for less of total state revenue, the states that increased their gas taxes in 2015, and how many states are currently searching for sustainable transportation funding options. He spoke to the various ways that most states fund surface transportation in the present day, and the bills that have been introduced in state legislatures since 2008 to implement a vehicle-miles traveled (VMT) fee. He responded to questions on the approach that Oregon is taking with its VMT fee, the approach that Connecticut has taken with bonding for transportation funding, and how states compare on taxes and fees in relation to transportation and motor vehicles.

09:30 AM -- Colorado Department of Transportation (CDOT) Update

Herman Stockinger, Director of Policy and Government Relations, and Andy Karsian, Legislative Liaison, CDOT, came to the table to brief the committee. Mr. Stockinger discussed three facilities that CDOT plans to replace, including its headquarters in Denver, and the bonding it intends to do to pay for the projects. He stated that CDOT plans to bond roughly \$127 million, and explained the reasons behind the need for new construction. He responded to questions on the operating costs of existing buildings that CDOT plans to replace and the projected savings from its new builds, why CDOT needs to replace its buildings now despite the extensive transportation infrastructure needs of the state, why CDOT was opposed to bonding for road construction projects in 2015 but plans to bond for its new offices, what the impact of construction inflation will be for the state, the use of funding for CDOT's offices instead of for bridges and road projects that are in need of replacement or repair, and if CDOT would back bonding for projects that would have a dedicated funding source.

09:49 AM

Mr. Stockinger responded to questions on the locations it is considering for its new buildings, why CDOT will not pay cash up front if it is available instead of doing bonding, if the bonding approach will save CDOT money in the long run, how long it has been repairing its buildings that it plans to replace, whether CDOT has considered leasing existing facilities instead of performing new construction, whether CDOT can provide a fiscal analysis of its planned new construction, and the funding source for the bonds it will issue.

Mr. Stockinger responded to questions on CDOT's recently-announced plans to spend \$100 million on bike paths, what portion of those funds must be dedicated to bike projects, federal earmarking of pass-through funds that CDOT plans to use for bike paths, if any of the funds could be used for capital construction projects, how much money the state sends to the federal government versus what it receives, who will maintain the bike paths that will be put in under the program, and how local governments can be expected to maintain bike paths.

10:11 AM

Mr. Stockinger responded to questions on the alternative funding sources it considered in its new facilities planning, whether any of CDOT's bike path funding can be used for expanding public transit services, the use of local sales taxes to pay for state highway maintenance, and whether funding for bike paths would be better spent towards increasing public transit services. Committee discussion ensued on the prioritization of transportation infrastructure projects throughout the state. Mr. Stockinger responded to a question on what proportion of CDOT's budget comes from the federal gas tax.

10:25 AM -- Transportation Authority Update

Dan Blankenship, Chief Executive Officer, Roaring Fork Transportation Authority (RFTA), presented to the committee on Regional Transportation Authorities (RTAs). He distributed a packet of materials to the committee (Attachment C), and asked the committee to sponsor a bill to extend the property tax authorization available to RTAs that is due to expire on January 1, 2019. Mr. Blankenship gave the committee an overview of the RFTA, its VelociRFTA bus rapid transit (BRT) service, transit priority measures implemented within the RFTA's service area, the BRT's performance in 2014, and projected increases in demand.

Mr. Blankenship discussed challenges faced by the RFTA to maintain its facilities and equipment in a state of good repair, the sales tax rates levied by various jurisdictions under RTA law, and discussed funding scenario outcomes if the RFTA was to utilize a mill levy. He discussed the details of the RFTA's legislative request to increase the sunset of the mill levy authorization to 2029, if not indefinitely. Mr. Blankenship responded to questions on how many times voters within the RFTA have approved additional sales taxes.

Rick Sonnenburg, Program and Contracts Manager, Pikes Peak Rural Transportation Authority (PPRTA), presented to the committee on the PPRTA. He provided an overview of the PPRTA and the ballot measure that was put to the voters within the RTA to increase local sales taxes by 1 percent. He noted that the 2004 ballot measure earmarked funds from the sales tax increase of: 55 percent for capital projects, 35 percent for maintenance work, and 10 percent for transit services. Mr. Blankenship discussed how the PPRTA's board went back to the voters in 2012 with a new list of projects and asked for a continuance of the 1 percent sales tax increase.

Mr. Sonnenburg said that the PPRTA collected revenues of over \$700 million for transportation projects from its 1 percent sales tax collection over the 2005-2014 period. He responded to questions on PPRTA's need to use or extend the property tax increase request authorization that it is allowed by law. The committee discussed the successes of the PPRTA in funding and completing transportation projects within its jurisdiction, and the interim committee bill process.

11:03 AM -- Public Highway Authority (PHA) Update

Brighton Mayor Richard McLean, Chairman, and John McCuskey, Executive Director, E-470 PHA, presented to the committee. A copy of their presentation was distributed to the committee (Attachment D). Mr. McCuskey thanked the members for Senate Bill 15-90, which increased the standard for motor vehicle temporary license plates, and said this will dramatically impact the collection of tolls on E-470. He said that E-470 has no legislative requests for the 2016 session. He explained that E-470 is a political subdivision of the state, being a true government enterprise, with no funding from the state.

Attachment D can be viewed at Legislative Council.

Mr. McCuskey described the tolling process of E-470, the services offered by ExpressToll, the current transponders being used on highways and toll roads in the state, roadway use and the growth of E-470 in recent years, E-470 debt obligations, and unbillable toll revenue. He discussed the increased need for Colorado State Patrol (CSP) services on E-470, the contract that is in place between the two entities, and E-470's current initiatives. Mr. McCuskey responded to questions on transponder requirements for users of toll roads and high-occupancy vehicle (HOV) lanes, E-470's snow removal contracts, E-470's contract with CSP, and whether dealerships have been notified of temporary license plate placement following SB 15-90.

Greg Stokes, Chairman of the Northwest Parkway PHA and Broomfield City and County Mayor Pro-tem, Charles Ozaki, Broomfield City and County Manager, and Pedro Costa, Executive Director, Northwest Parkway PHA, presented to the committee. A copy of the presentation was distributed to the committee (Attachment E). Mr. Stokes provided an overview of the Northwest Parkway, possibilities for expansion of the parkway, traffic trends on the parkway, tolls on the parkway, and its use of E-470's ExpressToll service.

11:36 AM -- Public Testimony

Kayla Hornafius, representing herself, testified to the committee on the potential for a low carbon fuel standard in Colorado. A copy of her presentation was distributed to the committee (Attachment F). She discussed Colorado's greenhouse gas (GHG) emissions, and how a reduction in emissions can be achieved by using low carbon-intensity fuels and implementing carbon sequestration techniques. Ms. Hornafius discussed the financial and environmental benefits of such initiatives. She responded to questions on a map on page 12 of her presentation, and consumer choice at the gas tank.

Attachment F can be viewed at Legislative Council.**11:52 AM -- Recess**

The committee recessed for lunch.

01:02 PM -- Discussion of Potential TLRC Legislation

Representative Tyler, chair, brought the committee back to order. Jery Payne, Office of Legislative Legal Services, and Matt Kiszka, Legislative Council Staff, provided an overview of the bill drafting process to the committee.

01:07 PM

Representative Tyler opened the floor to bill drafting suggestions. Representative Mitsch Bush discussed a bill proposal related to chain use on the I-70 corridor and discussed the background of the issue. She also provided a printout of her bill proposal (included in Attachment A). She proposed a bill that would clarify passenger vehicle traction requirements and responsibilities on the I-70 mountain corridor when snowy, icy conditions exist. Representative Mitsch Bush outlined why the bill was necessary, including the economics of I-70 closures. She described her bill's main points, including: specifying an area of the highway where adequate traction devices are required; specifying that traction devices are required when conditions exist; clarify and simplify the statutes related to traction; and requiring CDOT to educate the public about the requirements under the draft bill. Representative Mitsch Bush responded to a question about the issues that came up when this bill draft idea was House Bill 15-1173.

BILL:	Discussion of Potential TLRC Legislation	
TIME:	01:18:41 PM	
MOVED:	Mitsch Bush	
MOTION:	Approve a bill proposal relating to passenger vehicle traction requirements and responsibilities on the I-70 mountain corridor when snowy, icy conditions exist to be drafted by the Office of Legislative Legal Services. The motion passed without objection.	
SECONDED:	Melton	
		VOTE
	Arndt	
	Becker J.	
	Buck	
	Carver	
	Cooke	
	Coram	
	Esgar	
	Heath	
	Kraft-Tharp	
	Melton	
	Mitsch Bush	
	Neville P.	
	Nordberg	
	Scott	
	Todd	
	Winter	
	Baumgardner	
	Tyler	
YES: 0 NO: 0 EXC: 0 ABS: 0 FINAL ACTION: Pass Without Objection		

01:19 PM

Representative Carver discussed two bill proposals (included in Attachment A). She explained her first bill proposal related to changing the authority to which the Statewide Transportation Advisory Committee provides its input from CDOT to the Transportation Commission. She responded to questions and comments from the committee.

BILL:	Discussion of Potential TLRC Legislation	
TIME:	01:24:15 PM	
MOVED:	Carver	
MOTION:	Approve a bill proposal related to changing the authority to which the Statewide Transportation Advisory Committee provides its input from CDOT to the Transportation Commission to be drafted by the Office of Legislative Legal Services, as discussed. The motion passed without objection.	
SECONDED:	Buck	
		VOTE
	Arndt	
	Becker J.	
	Buck	
	Carver	
	Cooke	
	Coram	
	Esgar	
	Heath	
	Kraft-Tharp	
	Melton	
	Mitsch Bush	
	Neville P.	
	Nordberg	
	Scott	
	Todd	
	Winter	
	Baumgardner	
	Tyler	
YES: 0 NO: 0 EXC: 0 ABS: 0 FINAL ACTION: Pass Without Objection		

01:26 PM

Representative Carver discussed her second bill proposal. The bill proposed to increase the membership of the Transportation Commission from 11 to 15 and to align the membership districts of the Transportation Commission to the 15 Transportation Planning Regions. Committee discussion ensued.

BILL:	Discussion of Potential TLRC Legislation	
TIME:	01:28:00 PM	
MOVED:	Carver	
MOTION:	Approve a bill proposal to increase the membership of the Transportation Commission from 11 to 15 and to align the membership districts of the Transportation Commission to the 15 Transportation Planning Regions to be drafted by the Office of Legislative Legal Services, as discussed. The motion passed without objection.	
SECONDED:	Becker J.	
		VOTE
	Arndt	
	Becker J.	
	Buck	
	Carver	
	Cooke	
	Coram	
	Esgar	
	Heath	
	Kraft-Tharp	
	Melton	
	Mitsch Bush	
	Neville P.	
	Nordberg	
	Scott	
	Todd	
	Winter	
	Baumgardner	
	Tyler	
YES: 0 NO: 0 EXC: 0 ABS: 0 FINAL ACTION: Pass Without Objection		

01:29 PM

Senator Scott discussed a bill proposal to outsource certain Division of Motor Vehicle (DMV) services by allowing the state to enter into a cooperative agreement with non-governmental organizations, like AAA (Attachment G). Committee members discussed stakeholders to be notified, implementation logistics, and convenience fees.

BILL:	Discussion of Potential TLRC Legislation	
TIME:	01:42:32 PM	
MOVED:	Scott	
MOTION:	Approve a bill proposal related to the outsourcing of Division of Motor Vehicle services to third-party entities to be drafted by the Office of Legislative Legal Services, as discussed. The motion passed on a vote of 13-5.	
SECONDED:	Coram	
		VOTE
	Arndt	No
	Becker J.	Yes
	Buck	Yes
	Carver	Yes
	Cooke	Yes
	Coram	Yes
	Esgar	No
	Heath	Yes
	Kraft-Tharp	No
	Melton	No
	Mitsch Bush	No
	Neville P.	Yes
	Nordberg	Yes
	Scott	Yes
	Todd	Yes
	Winter	Yes
	Baumgardner	Yes
	Tyler	Yes
YES: 13 NO: 5 EXC: 0 ABS: 0 FINAL ACTION: PASS		

01:44 PM

Representative Nordberg discussed a bill proposal stemming from the recent legislative audit report issued by the Office of the State Auditor on the "Collection and Usage of the FASTER Motor Vehicle Fees." Representative Nordberg provided an overview of the Legislative Audit Committee meeting on the report and discussed the need for CDOT to improve its documentation, transparency, and accountability processes. Representative Nordberg was asked to clarify the intent of the bill draft. Representative Nordberg stated that it was to have CDOT document why projects were selected over others and steps taken in its general prioritization process. Representative Nordberg responded to a question about whether this could be resolved through a SMART Act hearing process. Committee discussion ensued about how to proceed with issues raised in the audit.

01:55 PM

Committee discussion continued on the audit. Senator Baumgardner requested that CDOT come to the table.

01:57 PM -- Mr. Andy Karsian, Legislative Liaison, CDOT, came to the table to address committee questions related to the audit. He discussed CDOT's prioritization methods and its willingness to share any documentation related to the FASTER audit with the TLRC. Mr. Karsian responded to questions from the committee.

02:05 PM

Committee discussion ensued around the suggestion that the Legislative Audit Committee pursue drafting legislation related to audit recommendations.

BILL:	Discussion of Potential TLRC Legislation	
TIME:	02:13:34 PM	
MOVED:	Nordberg	
MOTION:	Approve a bill proposal related to the creation of a documentation process to be implemented by the Colorado Department of Transportation to record why projects are funded and how they are prioritized to be drafted by the Office of Legislative Legal Services, as discussed. The motion failed on a 9-9 vote.	
SECONDED:	Buck	
		VOTE
	Arndt	No
	Becker J.	Yes
	Buck	Yes
	Carver	Yes
	Cooke	Yes
	Coram	Yes
	Esgar	No
	Heath	No
	Kraft-Tharp	No
	Melton	No
	Mitsch Bush	No
	Neville P.	Yes
	Nordberg	Yes
	Scott	Yes
	Todd	No
	Winter	No
	Baumgardner	Yes
	Tyler	No
YES: 9 NO: 9 EXC: 0 ABS: 0 FINAL ACTION: TIE		

02:16 PM

Mr. Karsian stated that he would provide committee members with further audit documentation.

02:17 PM

Representative Becker discussed a bill proposal to revive House Bill 15-1089 to allow kei vehicles on certain roads, with the change that kei vehicle dealers must become auto dealers. Representative Becker discussed the benefits of the legislation and responded to committee concerns about the hardship on small business owners who currently sell these vehicles.

BILL:	Discussion of Potential TLRC Legislation	
TIME:	02:18:19 PM	
MOVED:	Becker J.	
MOTION:	Approve a bill proposal to allow kei vehicles to be used on certain roads, as outlined in House Bill 15-1089, and to further require kei vehicle dealers to become auto dealers to be drafted by the Office of Legislative Legal Services, as discussed. The motion passed without objection.	
SECONDED:	Neville P.	
		VOTE
	Arndt	
	Becker J.	
	Buck	
	Carver	
	Cooke	
	Coram	
	Esgar	
	Heath	
	Kraft-Tharp	
	Melton	
	Mitsch Bush	
	Neville P.	
	Nordberg	
	Scott	
	Todd	
	Winter	
	Baumgardner	
	Tyler	
YES: 0 NO: 0 EXC: 0 ABS: 0 FINAL ACTION: Pass Without Objection		

02:20 PM

Representative Tyler discussed a bill draft to allow buses from the Regional Transportation District to operate on the U.S. Highway 36 shoulder, calling it a technical, clean-up bill. He asked Mr. Karsian to return to the table to discuss the CDOT-based bill draft request. Mr. Karsian stated that bus-on-shoulder passing is prohibited in statute, but was a part of the concessionaire agreement on U.S. Highway 36. He discussed the training requirements in other states and stated that the intent of the bill is to allow a bus to pass other vehicles, under certain circumstances, when that shoulder has been built to specifications to allow safe passage. Mr. Karsian responded to concerns from the committee related to emergency vehicles using the shoulder and the stakeholder process involved in the legislation. Mr. Karsian responded to a question about whether this applies only to the U.S. Highway 36 corridor, to which he replied yes.

BILL:	Discussion of Potential TLRC Legislation	
TIME:	02:29:04 PM	
MOVED:	Tyler	
MOTION:	Approve a bill proposal to allow Regional Transportation District buses to drive on the shoulder of U.S. Highway 36 to be drafted by the Office of Legislative Legal Services, as discussed. The motion passed on a vote of 14-3.	
SECONDED:	Winter	
		VOTE
	Arndt	Yes
	Becker J.	Yes
	Buck	No
	Carver	Yes
	Cooke	Yes
	Coram	Yes
	Esgar	Yes
	Heath	Excused
	Kraft-Tharp	Yes
	Melton	Yes
	Mitsch Bush	Yes
	Neville P.	No
	Nordberg	Yes
	Scott	Yes
	Todd	Yes
	Winter	Yes
	Baumgardner	No
	Tyler	Yes
YES: 14 NO: 3 EXC: 1 ABS: 0 FINAL ACTION: PASS		

02:30 PM

Representative Tyler discussed a bill proposal that would revise the statutes related to the abandoned vehicle ownership process. The bill would require tow operators to check the National Motor Vehicle Title System when assessing an abandoned vehicle.

02:31 PM -- Jay Hicks, Colorado Motor Carriers Association, came to the table to discuss the issue. He said that currently statute only requires tow companies to confirm ownership with the Division of Motor Vehicles database. Mr. Hicks responded to questions from the committee.

BILL:	Discussion of Potential TLRC Legislation	
TIME:	02:34:08 PM	
MOVED:	Nordberg	
MOTION:	Approve a bill proposal to require tow operators to do a national title search on abandoned vehicles to be drafted by the Office of Legislative Legal Services, as discussed. The motion passed without objection.	
SECONDED:	Buck	
		VOTE
	Arndt	
	Becker J.	
	Buck	
	Carver	
	Cooke	
	Coram	
	Esgar	
	Heath	
	Kraft-Tharp	
	Melton	
	Mitsch Bush	
	Neville P.	
	Nordberg	
	Scott	
	Todd	
	Winter	
	Baumgardner	
	Tyler	
YES: 0 NO: 0 EXC: 0 ABS: 0 FINAL ACTION: Pass Without Objection		

02:34 PM

Representative Mitsch Bush proposed the bill requested by the RFTA to extend the sunset date for a regional transportation authority to impose a property tax mill levy ten years out to 2029.

BILL:	Discussion of Potential TLRC Legislation	
TIME:	02:35:15 PM	
MOVED:	Mitsch Bush	
MOTION:	Approve a bill proposal that extends the sunset date for a regional transportation authority to impose a property tax mill levy from January 1, 2019, to January 1, 2029, to be drafted by the Office of Legislative Legal Services, as discussed. The motion passed on a vote of 9-7.	
SECONDED:	Esgar	
		VOTE
	Arndt	Yes
	Becker J.	Yes
	Buck	No
	Carver	No
	Cooke	No
	Coram	No
	Esgar	Yes
	Heath	Excused
	Kraft-Tharp	Yes
	Melton	Yes
	Mitsch Bush	Yes
	Neville P.	No
	Nordberg	No
	Scott	No
	Todd	Yes
	Winter	Yes
	Baumgardner	Excused
	Tyler	Yes
YES: 9 NO: 7 EXC: 2 ABS: 0 FINAL ACTION: PASS		

02:40 PM

Representative Tyler made closing remarks. The committee adjourned.



**Colorado
Legislative
Council
Staff**

Room 029 State Capitol, Denver, CO 80203-1784
(303) 866-3521 • FAX: 866-3855 • TDD: 866-3472
www.colorado.gov/lcs
E-mail: lcs.ga@state.co.us

MEMORANDUM

September 29, 2015

TO: Members of the Transportation Legislation Review Committee
FROM: Matt Kiszka, Research Analyst, 303-866-6275
SUBJECT: Regional Transportation Authorities

Summary

This memorandum provides information concerning regional transportation authorities (RTAs). Specifically, it provides an overview of state laws pertaining RTAs; powers of and financing mechanisms available to an RTA; and the sales and use taxes levied in each RTA.

Regional Transportation Authorities (RTAs)

Under Colorado law, municipalities and counties can join together in a "combination" to create RTAs to address transportation needs within a specific geographic region.

The following five RTAs have been organized and are currently operating in Colorado:

- Baptist Road Rural Transportation Authority;
- Gunnison Valley Transportation Authority;
- Pikes Peak Rural Transportation Authority;
- Roaring Fork Transportation Authority; and
- South Platte Valley Regional Transportation Authority.

RTA powers. Colorado law grants RTAs authority, through a board, to finance, construct, operate, or maintain regional transportation systems within or outside their boundaries.¹ However, an RTA is prohibited from constructing a transportation system outside of its boundaries, and within the boundaries of a municipality or county without the consent of the governing body of that municipality or county. If the proposed transportation system would alter the state highway system or the interstate highway system, these alterations must be

¹ Section 43-4-605 (1)(f), C.R.S.

Open records requirements: Pursuant to Section 24-72-202 (6.5)(b), C.R.S., research memoranda and other final products of Legislative Council Staff are considered public records and subject to public inspection unless: a) the research is related to proposed or pending legislation; and b) the legislator requesting the research specifically asks that the research be permanently considered "work product" and not subject to public inspection. If you would like to designate this memorandum to be permanently considered "work product" not subject to public inspection, or if you think additional research is required and this is not a final product, please contact the Legislative Council Librarian at (303) 866-4011 within seven days of the date of the memorandum.

approved in an intergovernmental agreement between the RTA and the Colorado Department of Transportation (CDOT).

RTA boards may also create local improvement districts (LIDs) within the boundaries of the authority if petitioned by the owners of the property who will bear the majority of the proposed assessments.² An RTA has authority to establish a LID unless the territory of the RTA overlaps the Regional Transportation District (RTD), in which case the RTD has the authority to establish a LID. Generally financed by special assessments levied against property within a district, LIDs may be used to finance, construct, operate, or maintain an RTA's transportation projects. A board may establish a LID after determining that an area within the authority's boundaries will be especially benefitted by construction of a transportation project.

Creation of an RTA. Colorado law requires that a proposal to create an RTA be submitted to the registered electors within the boundaries of the proposed authority. Combinations of local governments proposing the creation of an RTA must also hold at least two public hearings on the question of creating the RTA. The boundaries of an RTA may not include territory within a municipality or portion of a county that is not a member of the RTA, unless the governing body of the municipality or county in question has given consent.³ The state of Colorado may also join into a contract creating an RTA.

If, after reviewing a contract to create an RTA, CDOT, RTD, a bordering county or municipality, or a public highway authority notifies the combination that transportation systems under the contract would negatively impact safe operation of any roads or highways under its jurisdiction, or would provide mass transportation services that impact the district, the impacted entity may request that the combination enter into an intergovernmental agreement addressing the identified services or eliminate those portions or services from the list of projects specified in the contract prior to submission of the contract to the registered electors within the boundaries of the proposed authority.⁴

RTA financing. Colorado law authorizes RTAs to establish, collect, and increase or decrease tolls, rates, and charges to finance a transportation system.⁵ RTAs may also levy sales taxes, impose an annual motor vehicle registration fee, levy a visitor benefit tax, impose a uniform mill levy, establish regional transportation activity enterprises, and issue bonds.

Unless specified in an intergovernmental agreement, moneys made available for an RTA's transportation system may not be used to supplant existing or budgeted CDOT funding for any portion of the state highway system within the territory of any RTA or any transportation planning region. RTA taxation questions and multi-year debt questions must be submitted to the registered electors residing within the authority's boundaries for approval.⁶ Table 1 summarizes the statutory financing mechanisms available to RTAs. RTAs are primarily funded through sales and use taxes. Table 2 summarizes the five RTAs in Colorado, including membership and respective sales and use tax rates.

² Section 43-4-608, C.R.S.

³ Section 43-4-603 (2)(d), C.R.S.

⁴ Section 43-4-603 (1.5), C.R.S.

⁵ Section 43-4-605 (1)(d), C.R.S.

⁶ Section 43-4-612, C.R.S.

**Table 1
Financing Mechanisms for Regional Transportation Authorities**

Financing Mechanism	Provisions	Statutory Citation
Sales or Use Tax	RTAs may levy a sales or use tax, or both, of not more than 1 percent upon every transaction with respect to which a sales or use tax is levied by the state. If a member of the combination is located within more than one authority, the total sales and/or use tax may not exceed 1 percent. The RTA may levy a sales or use tax at differing rates in designated parts of the authority. However, if the authority includes territory within the RTD's boundaries, the rate of the tax must be levied in such a way that the rate of tax within the territory of any single member of the combination is uniform.	Section 43-4-605 (1)(j)(I), C.R.S.
Annual Motor Vehicle Registration Fee	RTAs may impose an annual motor vehicle registration fee of not more than \$10 for each motor vehicle registered within any or all portions of the RTA boundaries. If a motor vehicle is registered in a county that is a member of more than one RTA, the total motor vehicle registration fees for that vehicle may not exceed \$10.	Section 43-4-605 (1)(i), C.R.S.
Visitor Benefit Tax	RTAs may levy a visitor benefit tax on those purchasing overnight rooms or accommodations within the RTA's boundaries. The visitor benefit tax may not exceed 2 percent of the price of the overnight room or accommodation. Further, at least 75 percent of the revenue derived from the tax must be used by the RTA to finance, construct, operate, and maintain the RTA's regional transportation system and to provide incentives to overnight visitors to use public transportation. No more than one third of the RTA's total revenues may be derived from this tax.	Section 43-4-605 (1)(i.5), C.R.S.
Mill Levy*	RTAs may impose a uniform mill levy of up to five mills on all taxable property within the territory of the authority. Imposing such a levy does not affect the power of an authority to establish LIDs and impose special assessments.	Section 43-4-605 (1)(j.5)(I), C.R.S.
Regional Transportation Activity Enterprises	RTAs may establish one or more enterprises. The enterprise must be owned by the entire authority, and may not be combined with another enterprise owned by a separate RTA. Enterprises may issue or reissue revenue bonds, and contract with other governmental or private entities for loans and grants related to the enterprise's functions.	Section 43-4-606, C.R.S.
Bonds	Pursuant to a resolution of its board, an RTA may issue bonds for any of its corporate purposes.	Section 43-4-609, C.R.S.

Source: Legislative Council Staff.

*This provision is currently set to repeal January 1, 2019. According to a representative of the Department of Local Affairs, no RTAs to date have imposed a mill levy.

Table 2
Regional Transportation Authority Sales and Use Tax Rates

RTA	Member Municipalities and Counties	Sales Tax Rate	Use Tax Rate
Baptist Road Rural Transportation Authority	A portion of the city of Monument	1.0%	1.0%
Gunnison Valley Rural Transportation Authority	All of Gunnison County except the municipalities of Marble, Ohio, Pitkin, and Somerset	0.6%	None
	City of Gunnison	0.35%	None
Pikes Peak Rural Transportation Authority	El Paso County except the municipalities of Calhan, Fountain, Monument, and Palmer Lake	1.0%	1.0%
Roaring Fork Transportation Authority	Cities of Basalt and New Castle	0.8%	0.8%
	Cities of Carbondale and Glenwood Springs	1.0%	1.0%
	Cities of Aspen and Snowmass Village, and unincorporated Pitkin County	0.4%	0.4%
	Areas of unincorporated Eagle County in the El Jebel area and outside the city limits of Carbondale	0.6%	0.6%
South Platte Valley Regional Transportation Authority	City of Sterling	0.1%	0.1%

Source: Colorado Department of Revenue.



COLORADO
Department of Local Affairs
Division of Local Government

May 19, 2015

Mr. Ed Peterson, Chair
Colorado Transportation Commission
Colorado Department of Transportation
4201 East Arkansas Avenue
Denver, CO 80222-3406

Ms. Dianne E. Ray, CPA
State Auditor
Office of the State Auditor
1525 Sherman St. 7th Floor
Denver, CO 80203-1700

Ref: 2014 Regional Transportation Authority Annual Report

Dear Mr. Peterson and Ms. Ray:

The Division of Local Government (the Division) herewith transmits the 2014 annual report on regional transportation authorities, pursuant to C.R.S. 43-4-614 (3)(a). The annual report, using information available to the Division, details the number of authorities that have been created and, for any new authorities describes the boundaries, the public highways being constructed and how they are being financed.

In 2014 there were no new regional transportation authorities created pursuant to C.R.S. 43-4-614(3)(a) in Colorado.

If you have any questions, please do not hesitate to contact Jarrod Biggs of my staff at (303) 864-7744 or myself at (303) 864-7721.

Sincerely,

Chantal Unfug
Director
Division of Local Government

Enc.





COLORADO

Department of Local Affairs

Division of Local Government

Colorado Division of Local Government Department of Local Affairs

REGIONAL TRANSPORTATION AUTHORITIES 2014 Annual Report

Pursuant to C.R.S. §43-4-614 (3) (a), the following annual report is submitted for regional transportation authorities. In 2014 there was no new regional transportation authorities created pursuant to Part 6, Article 4, of Title 43 C.R.S. in Colorado. Existing authorities are summarily updated based on records of the Division of Local Government.

The five Regional Transportation Authorities for which the Division of Local Government has issued a Certificate of Organization are:

Baptist Road Rural Transportation Authority

The Authority formed in 1997. The member local governments are El Paso County and the Town of Monument. The boundaries of the Authority have not changed since the Division's last annual report. A copy of the Authority's adopted 2015 budget is on file with the Division.

Roaring Fork Transportation Authority

The Authority formed in 2000. The member local governments are Eagle County, Pitkin County, the City of Aspen, the Town of Carbondale, the City of Glenwood Springs, the Town of Basalt, the Town of Snow Mass Village, and the Town of New Castle. A November 2008 election to include the Town of Silt was defeated by the Town's voters. The boundaries of the Authority have not changed since the Division's last annual report. A copy of the Authority's adopted 2015 budget is on file with the Division.

Gunnison Valley Transportation Authority

The Authority formed in 2002. The member local governments are Gunnison County, the City of Gunnison, the Town of Crested Butte, and the Town of Mt. Crested Butte. The boundaries of the Authority have not changed since the Division's last annual report. A copy of the Authority's adopted 2015 budget is including in the Gunnison County budget which is on file with the Division.



Pikes Peak Rural Transportation Authority

The Authority formed in 2004. The member local governments are El Paso County, the City of Colorado Springs, the City of Manitou Springs, the Town of Green Mountain Falls, and the Town of Ramah. The boundaries of the Authority have not changed since the Division's last annual report. A copy of the Authority's adopted 2015 budget is on file with the Division.

South Platte Valley Regional Transportation Authority

The Authority formed in 2007. The member local governments are Logan County, and the City of Sterling. The boundaries of the Authority have not changed since the Division's last annual report. A copy of the Authority's adopted 2015 budget is on file with the Division.

All referenced Authorities budget information is available on the Divisions website at dola.colorado.gov/lgis and looking up each particular authority within the list of local governments.



OFFICE OF LEGISLATIVE LEGAL SERVICES

COLORADO GENERAL ASSEMBLY

DIRECTOR
Dan L. Cartin

DEPUTY DIRECTOR
Sharon L. Eubanks

REVISOR OF STATUTES
Jennifer G. Gilroy

ASSISTANT DIRECTORS
Deborah F. Haskins
Bart W. Miller
Julie A. Pelegrin

PUBLICATIONS COORDINATOR
Kathy Zambrano



COLORADO STATE CAPITOL
200 EAST COLFAX AVENUE SUITE 091
DENVER, COLORADO 80203-1716

TEL: 303-866-2045 FAX: 303-866-4157
EMAIL: OLLS.GA@STATE.CO.US

MANAGING SENIOR ATTORNEYS
Jeremiah B. Barry Duane H. Gall
Christine B. Chase Jason Gelender
Michael J. Dohr Robert S. Lackner
Gregg W. Fraser Thomas Morris

SENIOR ATTORNEYS
Brita Darling Jery Payne
Edward A. DeCecco Jane M. Ritter
Kristen J. Forrestal Richard Sweetman
Kate Meyer Esther van Mourik
Nicole H. Myers

SENIOR ATTORNEY FOR ANNOTATIONS
Michele D. Brown

STAFF ATTORNEYS
Jennifer A. Berman Yelana Love

MEMORANDUM

TO: Members of the Executive Committee of Legislative Council
FROM: Dan Cartin, Director, Office of Legislative Legal Services
DATE: May 6, 2015
SUBJECT: Recommended Timeline and Guidelines for 2015 Interim Committees

For the 2015 interim, the Office of Legislative Legal Services (OLLS) requests that the Executive Committee adopt the below recommended guidelines and deadlines for the operation of interim committees, task forces, and statutory committees that are authorized to propose legislation.¹ The guidelines and deadlines are intended to allow adequate time for OLLS attorneys to draft bills requested by the committees and task forces, for the committees and task forces to thoroughly consider any proposed bill drafts, for Legislative Council Staff (LCS) to prepare fiscal notes for consideration by the committees and task forces before taking a final vote on proposed bills², and for Legislative Council to review proposed interim committee and task force bills before its annual fall meeting at which it considers whether to approve the proposed bills for introduction in the next legislative session. **Please let me know by Wednesday, May 6, 2015, if you approve these proposed deadlines and guidelines.**

I) Deadlines for Interim Committee Bills

A) *By July 31, 2015, or the first meeting* of the committee or task force, whichever is later, the committee/task force chair shall:

¹ The recommended deadlines are based on the assumptions that the Legislative Council will meet on or around November 12, 2015, to consider whether to approve interim committee bills in accordance with Joint Rule 24 (b)(1)(D).

² Pursuant to HB15-1335, Legislative Council Staff is required to prepare and provide to interim committees, before a final vote on proposed interim committee bills, fiscal notes on the proposed bills being considered by the committees.

- i) Set a date for a single meeting at which the committee may request bills for drafting by OLLS, which date must be *at least 31 days before* the committee will consider the proposed bills, or *no later than October 2, 2015*.³
 - ii) Set a date by which committee members must finalize bill drafts for distribution to the committee and release to LCS for purposes of preparing fiscal notes on proposed bill drafts, which date must be *at least 11 days before* the committee's subsequent meeting to consider and take final action on proposed bill drafts, or *no later than October 22, 2015*.
 - iii) Set a date for at least one subsequent meeting at which the committee will consider and take final action on bill drafts, which meeting must be set *at least 31 days after* the meeting at which bills were requested and *at least 10 days before* the Legislative Council meeting;
- B) Committee members should have drafting information available at the meeting at which the members request bills. If drafting information is not available at the meeting, the requesting member shall submit drafting information to the OLLS drafter *within 3 days after the meeting*. Failure to timely submit drafting information may result in the inability of OLLS to draft the requested bill for consideration by the committee.

II) Procedures & Guidelines for Requesting Bills and Amendments and for Fiscal Note Preparation

- A) The committee/task force chair shall establish specific procedures and guidelines for members to follow in making bill requests, including:
- i) A guideline specifying that OLLS will **only** draft bills that are:
 - (a) Requested *during the single committee meeting set for requesting legislation; and*
 - (b) *Approved by a majority* of the legislative committee members; and
 - ii) A guideline specifying that bills and amendments may be *requested and approved only by legislative members* of the committee/task force.
- B) With regard to the preparation of fiscal notes on proposed bill drafts:
- i) A guideline specifying that when a bill sponsor finalizes a bill draft, the sponsor is thereby authorizing LCS to share the bill draft with affected state agencies for fiscal note preparation purposes; and
 - ii) A guideline specifying that once a sponsor finalizes a bill draft for distribution to the interim committee and release for fiscal analysis, the *sponsor may not modify the bill draft* and must present any proposed changes to the bill draft as an amendment to the proposed bill draft at the committee meeting at which the proposed bill draft is considered.

The suggested timeline, procedures, and guidelines are designed to ensure that interim committees and task forces have sufficient time to fully debate proposed legislation, review the actual wording of bill drafts, review and consider the fiscal impact of proposed bills, and satisfy themselves that the interim committee bills that are approved accurately reflect the conclusions and recommendations adopted by the committees. These recommended timelines and guidelines will also assist the OLLS in providing the highest degree of professional drafting and advice and allow time for Legislative Council staff to prepare fiscal notes and distribute the bill drafts and fiscal notes to the interim

³ See table below, which sets forth key dates for requesting and finalizing bills based on when the committee meetings are scheduled.

committee members and the final approved bills to the Legislative Council in advance of their meetings.

With your approval, and with the assistance of Legislative Council staff, we will prepare and deliver a memorandum from the Executive Committee to the chairpersons of the 2015 interim committees, task forces, and statutory committees that are authorized to propose legislation, directing those chairpersons to implement the above timeline and guidelines for the 2015 interim.

Please contact Dan Cartin or Christy Chase at (303) 866-2045 if you have any questions about the recommended deadlines and guidelines.

Key Dates For Interim Committees & Task Forces

	Applicable Deadlines
Last date for meeting to request bills	<i>Friday, October 2</i>
Deadline for submitting drafting information to OLLS	<i>Monday, October 5</i> (if meeting to request bills is held on October 2), OR <i>by 3 days after</i> meeting when bills are requested for drafting
Deadline to finalize bill drafts for distribution to interim committee and release for fiscal analysis	<i>Thursday, October 22</i>
Deadline for distributing bill drafts and fiscal notes to interim committee	<i>Friday, October 30</i> (if final meeting is held November 2), OR <i>3 days before</i> final meeting at which committee will take final action on bills
Last date for meeting to approve final bill drafts	<i>Monday, November 2</i>

S:\LLS\Interim committee info\2015\2015 EC memo_timeline&guidelines_HB1335 version.docx

Request for a potential TLRC bill for 2016 Session

Representative Diane Mitsch Bush and Representative Bob Rankin

Title

Concerning clarification of passenger vehicle traction requirements and responsibilities on the I70 Mountain corridor when snowy, icy conditions exist

Problem/ Purpose/Background

During heavy snow and inclement weather, both Vail Pass and the Eisenhower-Johnson Memorial Tunnels, as well as other portions of Interstate 70 from Idaho Springs to Dotsero, have been reduced to one lane or completely closed because of vehicles with inadequate winter driving equipment.

Winter closures caused by passenger vehicles not equipped with either adequate tires, chains, or alternative traction devices cause:

1. severe problems for mountain community workers who do drive properly equipped vehicles commuting to their jobs and for local public transit bringing employees to work along the mountain corridor. They cannot get to work on time even though they are responsible drivers with proper equipment. Missing even a few hours pay is a family emergency for them.
2. economic losses for communities along Interstate 70 and for the entire state estimated at \$800,000 per hour of closure
3. Public safety risks
4. A very significant competitive disadvantage for Colorado businesses

CDOT data on winter operations from 2010 through 2014, show that the number and proportion of I70 mountain corridor winter closures caused by passenger vehicles without adequate traction equipment have increased significantly since 2010. Correspondingly, closures caused by commercial vehicles have become less likely since 2010.

In 2009, the trucking industry worked closely with CDOT and CSP to clarify confusing statute **that then required chains or snow tires for commercial vehicles only when a Code 16 ("chain law" under statute) had been officially put in place.**

This then existing statute in 2009 regarding commercial vehicle operators led to two problems that caused more closures due to trucks not properly equipped: 1. Many truckers were not aware of the requirements because the wording made it difficult for CMCA and CDOT to provide clear education. And 2. Trucks without proper equipment caused closure BEFORE CDOT and CSP could get a code 16 into effect.

The 2009 change in statute provided certainty to truckers so they knew exactly what was required, and it enabled the CMCA, CDOT, and CSP to proactively educate about traction requirements. **The new statute specified mile markers and dates within which trucks had to have traction equipment, thus alleviating confusion caused by the then existing statute. (Please see page 2.)**

After this statutory change went into effect, CDOT data showed a decrease in number and proportion of closures caused by commercial vehicles.

Data presented by CDOT to TLRC in July, 2015 once again showed that the majority of traction related closures last winter, 2014, were related to passenger vehicles with no or inadequate traction equipment.

Therefore, another tool is needed to reduce travel times and minimize road congestion and highway closures.

Bill Proposal Main Points

1. Specify mile markers on I 70 Mountain Corridor within which adequate tires, OR chains, OR adequate traction devices are required, MM133-259 on I70.
2. Specify that adequate traction equipment is required at these mile markers whenever icy or snow packed conditions exist. This alleviates the confusion caused by current code 15 enforcement and it addresses concerns some members had in 2015 about dates certain. It also reflects the amendment added unanimously by the Senate Transportation Committee in 2015.
3. Clarify, simplify, and put in one place definitions of adequate traction equipment that exist in current statute, including existing tread depth of 4/32, tread patterns, and definitions of chains and alternative traction devices.
4. Require CDOT to educate the public about passenger vehicle driver responsibilities via road signage, social media, website and other means.

The proposed bill would NOT increase current fines for a code 15 violation resulting in an accident or a closure, add checkpoints, or make existing tread requirements more stringent. Rather it clarifies motorists' responsibilities and definitions of adequate tires, or chains, or alternative traction devices(such as Auto Sox) and requires that CDOT provide public education and proper signage.

Motorists are already required to have proper equipment when Code 15, the passenger vehicle portion of the chain law, is in effect. However most motorists are not aware of these existing requirements. They are not aware that under current law, if they cause an accident or close a lane due to inadequate tires OR no chains they may now be fined. Under current law it is difficult to post signage that really describes the requirements of code 15, so variable message signs say "snow tires recommended". This is confusing.

Request for a potential TLRC bill for 2016 Session
Representative Terri Carver

Title
Concerning the membership of the Transportation Commission

Purpose/Background

The bill would increase the membership of the Transportation Commission from 11 to 15, and align the Commission members' districts to the 15 Transportation Planning Regions. This change would enhance the knowledge of the Transportation Commission members of transportation issues and priorities of the 15 Transportation Planning Regions. This change would also enhance statewide views of transportation issues and priorities, and improve the decision-making process of the Transportation Commission.

Request for a potential TLRC bill for 2016 Session
Representative Terri Carver

Title

Concerning the Statewide Transportation Advisory Committee

Purpose/Background

The bill would clarify in statute that the Statewide Transportation Advisory Committee (STAC) is to provide their advice directly to the Transportation Commission.

Up until 2014, the STAC routinely provided its input and advice directly to the Transportation Commission. In 2014, STAC provided its advice to CDOT, not the Transportation Commission, based on a reading of the current statute.

This bill would reinstate the practice of the STAC providing its advice directly to the Transportation Commission. It is helpful to the Transportation Commission's decision-making process to hear directly from STAC on local and regional transportation issues and priorities across the state.



Jefferson Parkway Public Highway Authority
P.O. Box 1108
Arvada, CO 80001-1108
www.jppha.org

September 18, 2015

Transportation Legislation Review Committee
State Capitol Building, Room 271
Denver Colorado 80203

Re: Report of the Jefferson Parkway Public Highway Authority

Members of the Committee:

Thank you for the opportunity to meet with the TLRC on September 29. Unfortunately, I will be out of state that day and will not be able to attend. Please accept my apologies. In lieu of formal testimony, please let me provide you with this brief status report on the Jefferson Parkway.

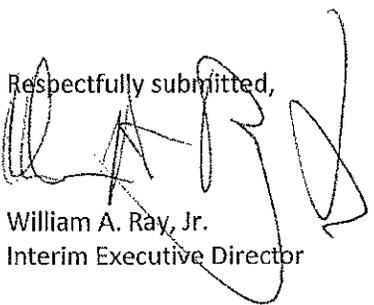
The right-of-way is 99% assembled, either by conveyance to JPPHA directly, or land that is already owned by one of the three member jurisdictions comprising the JPPHA. Negotiations for the final parcel are underway.

The next step for the Parkway is to initiate the Section 1601 process with CDOT. There are three eventual interchanges with the Jefferson Parkway and State Highways 128, 72 and 93; these interchanges require an environmental review. Several other required environmental reviews and studies (404 permits from the US Corps of Engineers, various water and soil studies, etc.) will also move forward in roughly the same time frame. There will be opportunities for public comment and input throughout the process.

The Authority Board is evaluating different strategies on the best time and manner to engage a private sector strategic partner. The agreement with Isolux Corsan previously identified as the Authority's preferred private partner expired in April and was not renewed. Recent informal discussions with major private infrastructure firms indicate continued private sector interest in the Jefferson Parkway and that current market conditions support a P3 approach to this project.

Assemblage of the right-of-way marks a significant milestone for the Jefferson Parkway. Once the environmental review process is completed, a final engineering design will be generated, and a partnership agreement will be negotiated, including a plan of finance. Again, thank you the opportunity to update the Committee on the status of the Jefferson Parkway.

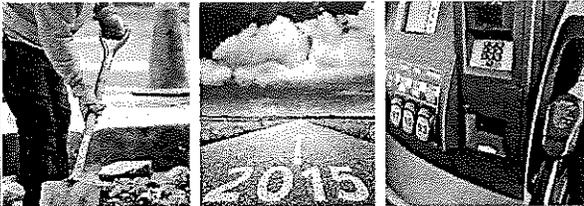
Respectfully submitted,


William A. Ray, Jr.
Interim Executive Director

C: Board of Directors

2015 Legislative Update:

State Actions on Transportation Funding and Finance



Presentation to the Colorado Transportation Legislative Review Committee
September 30th, 2015
Jim Reed, Group Director – Environment, Energy and Transportation

 NATIONAL CONFERENCE OF STATE LEGISLATURES

2015 Legislative Sessions – Transportation Bills

- IN SESSION THIS WEEK: ILLINOIS, MASSACHUSETTS, MICHIGAN, NEW JERSEY, NORTH CAROLINA, OHIO, PENNSYLVANIA AND WISCONSIN.
- 49 states have considered at least 535 bills
- 39 states have enacted 98 bills



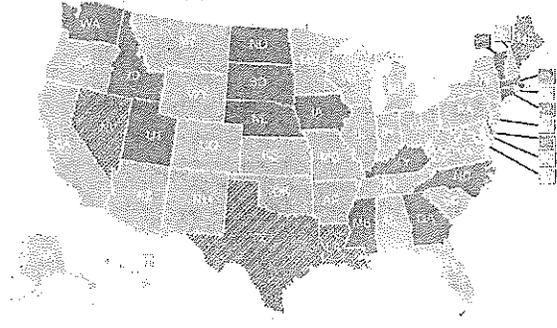
 NATIONAL CONFERENCE OF STATE LEGISLATURES

Transportation Infrastructure Investment is a Top State Issue

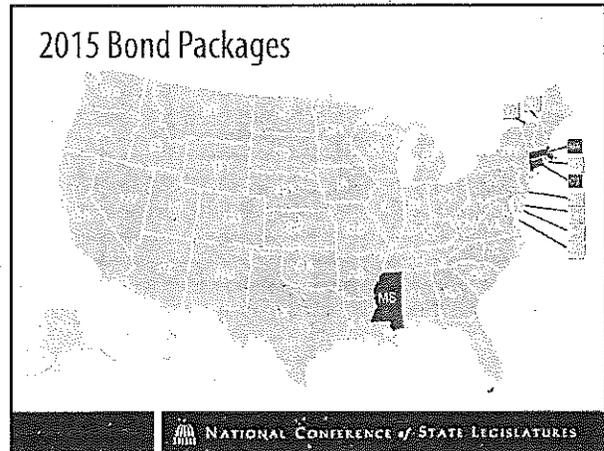
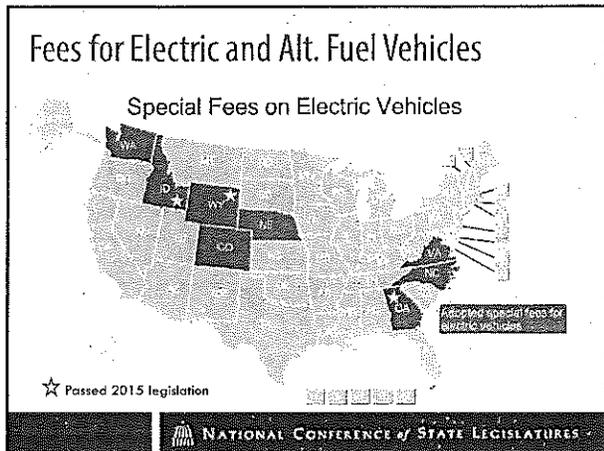
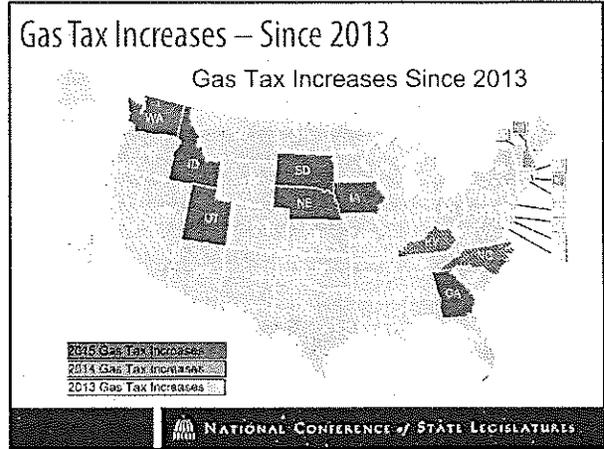
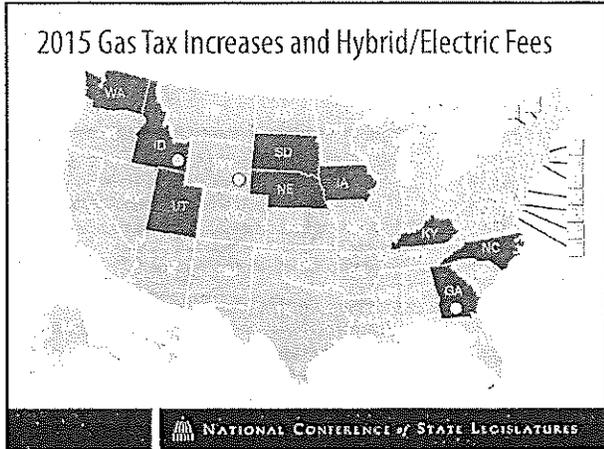
- In 2013 and 2014, at least 748 relevant bills considered in every state and D.C.
- Over 500 bills introduced in 2015.
- For the past 3 years, NCSL's executive committee named transportation funding, infrastructure, and the highway trust fund the number one state/federal priority.

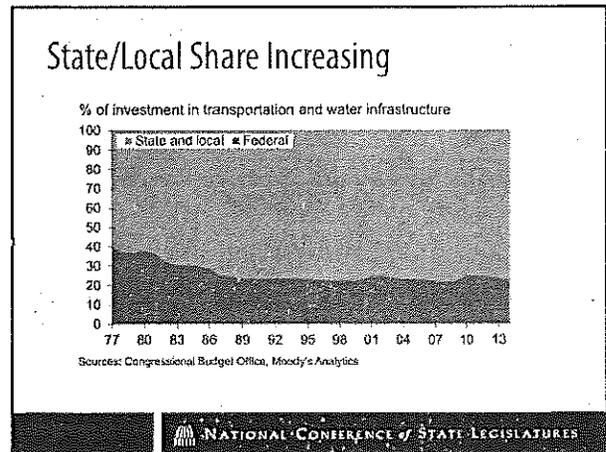
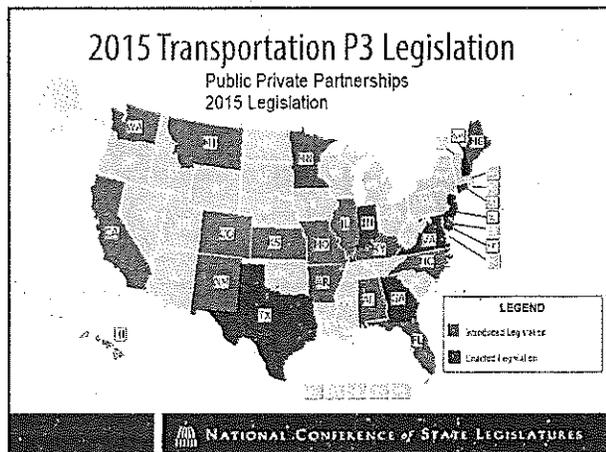
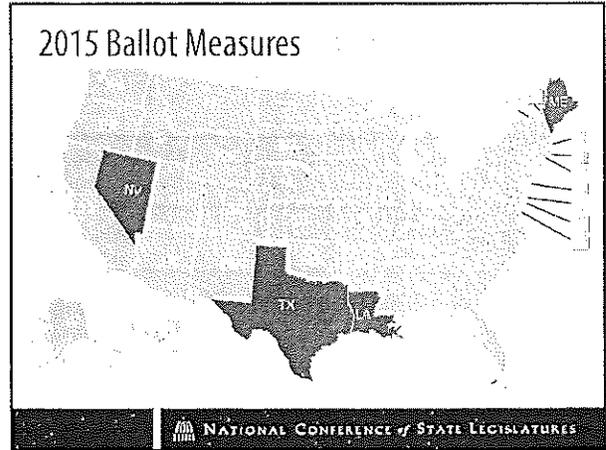
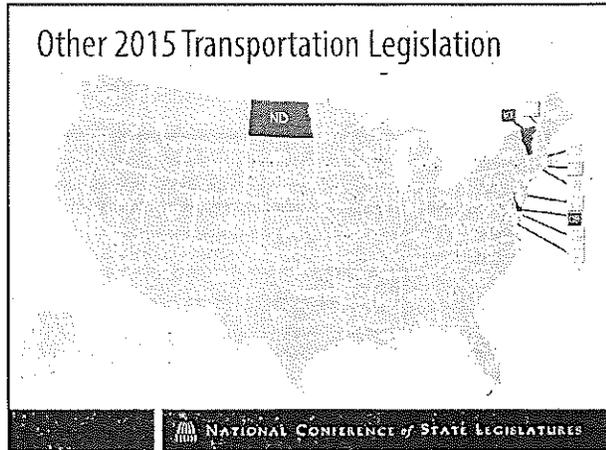
 NATIONAL CONFERENCE OF STATE LEGISLATURES

2015 Transportation Funding Legislation



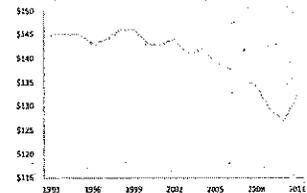
 NATIONAL CONFERENCE OF STATE LEGISLATURES





The Value of State Gas Taxes Has Fallen...

Real Per Capita State and Local Motor Fuel Revenue, 1993-2011



Source: U.S. Census Bureau

¹ The state and local revenue total is merely all state tax revenue. Local option gas taxes are not.

Source: Tax Policy Center, 2014; 077; 2015; NCSL, 2014

- Only 13 states have raised their gas tax by more than 10 cpg since 1993.
- 15 states have not raised their gas tax in over 20 years.
- Motor fuel tax revenues account for 1.6 percent (2011) of total state and local general revenues. Down from 2.3 percent in 1993.
- Small increases have lagged behind funding needs



NATIONAL CONFERENCE OF STATE LEGISLATURES

Gas Tax Increases – 2015

State	Total Increase
Georgia	7.5 cents
Idaho	7 cents
Iowa	10 cents
Nebraska	6 cents
South Dakota	6 cents
Utah	6 cents*
Washington	11.9 cents

*Utah implemented a 12% tax on the wholesale price of gas. The minimum wholesale price is set at \$2.45/gallon, creating a minimum 6 cent increase.

**KY and NC both adjusted their gas taxes to limit decreases in revenue.



NATIONAL CONFERENCE OF STATE LEGISLATURES

States Seek Sustainable Transportation Funding

As states begin to realize the potential issues with the sustainability of a gas tax, they are looking at a wide range of other possibilities.



- Tracking with the economy
- Capturing all users



NATIONAL CONFERENCE OF STATE LEGISLATURES

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.



NATIONAL CONFERENCE OF STATE LEGISLATURES

State VMT Bills Since 2008 (green= enacted)



NATIONAL CONFERENCE OF STATE LEGISLATURES

Vehicle-Miles Traveled

- 12 states considered 15 bills in 2015
- Oregon will launch OReGO in July
 - 1.5 cents per mile
 - Proof-of-concept
 - Mechanisms to alleviate privacy concerns



NATIONAL CONFERENCE OF STATE LEGISLATURES

Transportation Resources



Jim Reed
 NCSL Transportation Program
 Direct line: 303-856-1510
Jim.reed@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>

You can find databases for other transportation topics on our website:

<http://www.ncsl.org/research/transportation.aspx>

Transportation Topics covered by NCSL

- Funding and Finance
- Traffic safety
- Distracted/Impaired Driving
- Autonomous Vehicles
- Public Transportation
- Bike/Ped issues
- Access and Mobility
- Aviation
- Car/Ride Sharing
- And many more

NATIONAL CONFERENCE OF STATE LEGISLATURES



To: Transportation Legislation Review Committee

From: Roaring Fork Transportation Authority (RFTA)

Date: September 29, 2015

Subject: Request for a Potential TLRC Bill for 2016

Background:

In 2009, RFTA and the Pikes Peak Regional Transportation Authority (PPRTA) asked the Legislature to consider adding a property tax authorization to the Regional Transportation Authority (RTA) Law. PPRTA was already at the 1% RTA sales tax authorization cap and RFTA foresaw that it would, at some point, also reach the cap and/or need additional revenue for capital replacement.

The Legislature approved the amendment to authorize a uniform mill levy of up to 5 mills, with voter approval (see attached), but included a provision that will require the property tax authorization to sunset on January 1, 2019.

So far, neither RFTA nor PPRTA have asked voters to approve a RTA property tax mill levy for their programs and services. In 2008, voters in RFTA's region approved a 0.4% sales and use tax increase and \$44.5 million in bonding authority to support the implementation of the VelociRFTA Bus Rapid Transit system, which began operating, on time and within budget, on September 3, 2013. In 2009, the nation slid into the recession and the timing for another tax question has not been ideal. Now, the economy is improving and RFTA is performing due diligence to determine whether a property tax mill levy request should be made to voters in its region sometime between 2016 and 2019.

A 1 mill region-wide property tax would generate approximately \$3 million in revenue that RFTA would target for capital replacement. If RFTA does decide to go to the voters before 2019 and is unsuccessful, it would like to have the opportunity to go back to the voters at a subsequent time. Even if voters approved a 1 mill property tax for RFTA prior to 2019, RFTA might need to go back for an additional mill levy vote at a later date.

Reasons Why a RTA Property Tax Authorization is Desired by RFTA:

In addition to the property tax authorization, RTAs are authorized, with voter approval, to levy up to a 1% sales tax in jurisdictions within their boundaries. RFTA has eight member jurisdictions and, in two of them (Glenwood Springs and Carbondale), the full 1% RTA sales tax has already been levied. In New Castle and Basalt, an 0.8% RTA sales tax has been levied. In Eagle County, a 0.6% RTA sales tax has been levied. Eagle County also contributes to RFTA the proceeds from a preexisting 0.5% County Mass Transit sales tax, collected in the Roaring Fork Valley portion Eagle County, which explains why the RTA sales tax levy is lower in that jurisdiction. In Aspen, Snowmass Village, and Pitkin County, a 0.4% RTA sales tax has been levied. However, in addition to the RTA sales tax, voters in Aspen, Snowmass Village, and Pitkin County, have dedicated approximately 0.8% of preexisting County Mass Transit sales taxes to RFTA, which is why only a 0.4% RTA sales tax has been levied in those jurisdictions.

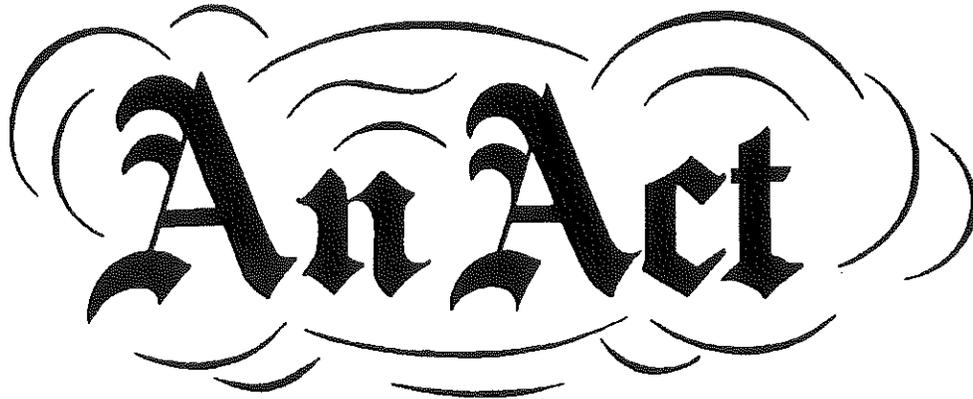
Having two jurisdictions capped at the 1% RTA maximum sales tax authorization will make it challenging for RFTA to conduct a region-wide RTA sales tax vote in the future, due to the potential for perceived inequities in the jurisdictions being asked to levy additional sales taxes. Because a property tax mill levy could be imposed, with voter approval, uniformly throughout the region, RFTA believes that it would be perceived to be more equitable. In addition, property taxes have traditionally been less volatile than sales taxes and would provide a more stable source of long-term funding for RFTA's capital needs.

Request:

In the 2016 legislative session, RFTA requests the TLRC to sponsor an amendment to the RTA Law that would extend the 5 mill property tax authorization until January 1, 2029, if not indefinitely.

Thank you.

NOTE: THIS BILL HAS BEEN PREPARED FOR THE SIGNATURE OF THE APPROPRIATE LEGISLATIVE OFFICERS AND THE GOVERNOR. TO DETERMINE WHETHER THE GOVERNOR HAS SIGNED THE BILL OR TAKEN OTHER ACTION ON IT, PLEASE CONSULT THE LEGISLATIVE STATUS SHEET, THE LEGISLATIVE HISTORY, OR THE SESSION LAWS.



HOUSE BILL 09-1034

BY REPRESENTATIVE(S) Liston, Fischer, Frangas, May, Ryden, Stephens;
also SENATOR(S) Gibbs, Bacon, Foster, Heath, Hudak, Schwartz, Williams.

CONCERNING AUTHORIZATION FOR A REGIONAL TRANSPORTATION
AUTHORITY TO IMPOSE PROPERTY TAX.

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

SECTION 1. 43-4-605 (1), Colorado Revised Statutes, is amended
BY THE ADDITION OF A NEW PARAGRAPH to read:

43-4-605. Powers of the authority - inclusion or exclusion of property - determination of regional transportation system alignment - fund created - repeal. (1) In addition to any other powers granted to the authority pursuant to this part 6, the authority has the following powers:

(j.5) (I) SUBJECT TO THE PROVISIONS OF SECTION 43-4-612, TO IMPOSE A UNIFORM MILL LEVY OF UP TO FIVE MILLS ON ALL TAXABLE PROPERTY WITHIN THE TERRITORY OF THE AUTHORITY. THIS PARAGRAPH (j.5) DOES NOT LIMIT OR AFFECT THE POWER OF AN AUTHORITY TO ESTABLISH LOCAL IMPROVEMENT DISTRICTS AND IMPOSE SPECIAL

Capital letters indicate new material added to existing statutes; dashes through words indicate deletions from existing statutes and such material not part of act.

ASSESSMENTS AS AUTHORIZED BY SECTION 43-4-608.

(II) THIS PARAGRAPH (j.5) IS REPEALED, EFFECTIVE JANUARY 1, 2019.

SECTION 2. Act subject to petition - effective date. This act shall take effect at 12:01 a.m. on the day following the expiration of the ninety-day period after final adjournment of the general assembly that is allowed for submitting a referendum petition pursuant to article V, section 1 (3) of the state constitution, (August 5, 2009, if adjournment sine die is on May 6, 2009); except that, if a referendum petition is filed against this act or an item, section, or part of this act within such period, then the act, item,

section, or part, if approved by the people, shall take effect on the date of the official declaration of the vote thereon by proclamation of the governor.

Terrance D. Carroll
SPEAKER OF THE HOUSE
OF REPRESENTATIVES

Peter C. Groff
PRESIDENT OF
THE SENATE

Marilyn Eddins
CHIEF CLERK OF THE HOUSE
OF REPRESENTATIVES

Karen Goldman
SECRETARY OF
THE SENATE

APPROVED _____

Bill Ritter, Jr.
GOVERNOR OF THE STATE OF COLORADO

Transportation Legislation Review Committee

September 30, 2015



1

Agenda

- RFTA Overview
- VelociRFTA Overview
- Long-Range Forecast
- Request for Extension of Property Tax Authority
- Questions



Roaring Fork Transportation Authority (RFTA)



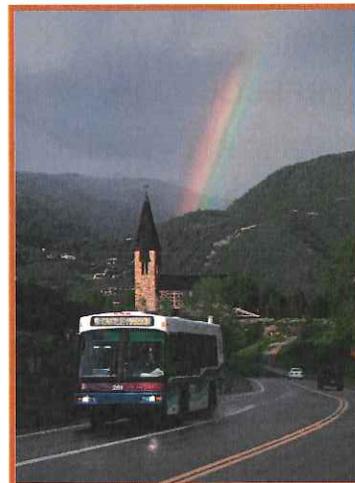
RFTA Overview

RFTA:

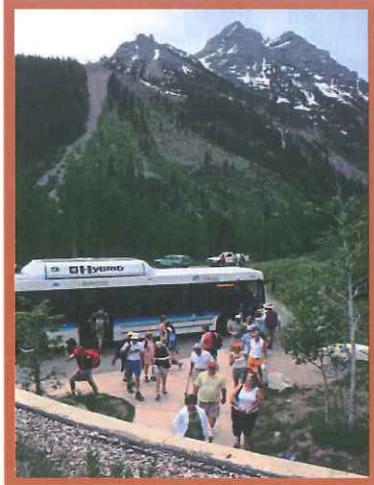
- 2nd Largest public transit system in Colorado after Denver RTD
- Believed to be the largest rural public transit system in the U.S.
- Opened nations' first rural BRT system on 9/3/13
- Received 2014 Federal Transit Administrator's Award for Outstanding Public Service

Audited 2014 Information:

- 4.87 million passengers (4.85 million peak in 2008)
- 4.9 million miles of service
- 300 employees during peak winter season
- 100 large transit vehicles, 22 vans
- \$38.7 million budget (\$28.95m Operating/\$9.75m Capital)
- 70-mile corridor
 - Aspen to Glenwood Springs (40 miles)
 - Glenwood Springs to Rifle (30 miles)
- 34-mile Rio Grande Rail Corridor and Trail



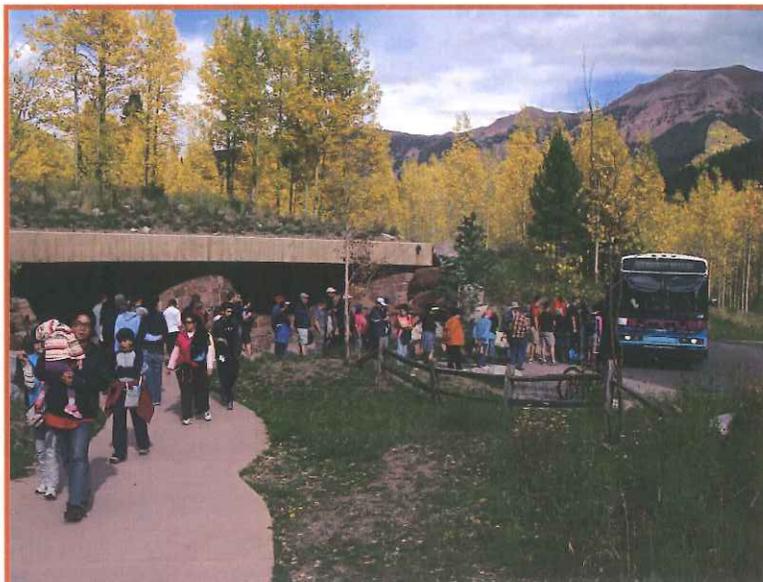
RFTA Overview



RFTA provides the following types of transit services:

- VelociRFTA BRT service in the Hwy 82 corridor
- Regional commuter services in the Hwy 82 & I-70 corridors
- Municipal transit services under contracts with the City of Aspen and the City of Glenwood Springs
- Skier shuttle services under contract with Aspen Skiing Co.
- Senior/Paratransit transportation services through Senior Van/Traveler
- Maroon Bells bus tours in partnership with USFS

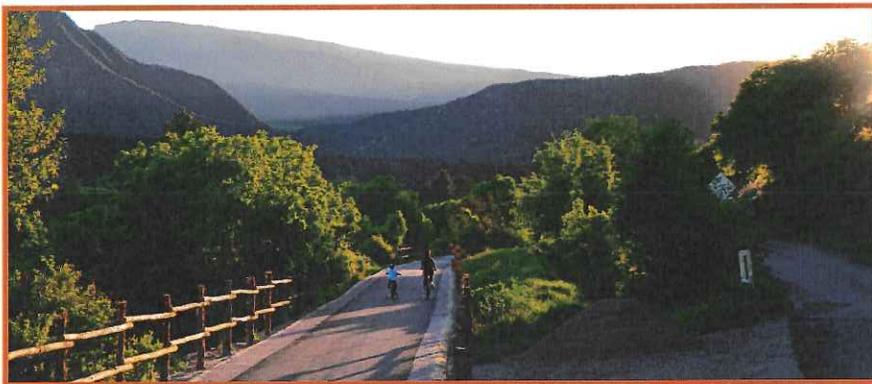
Maroon Bells Bus Tour



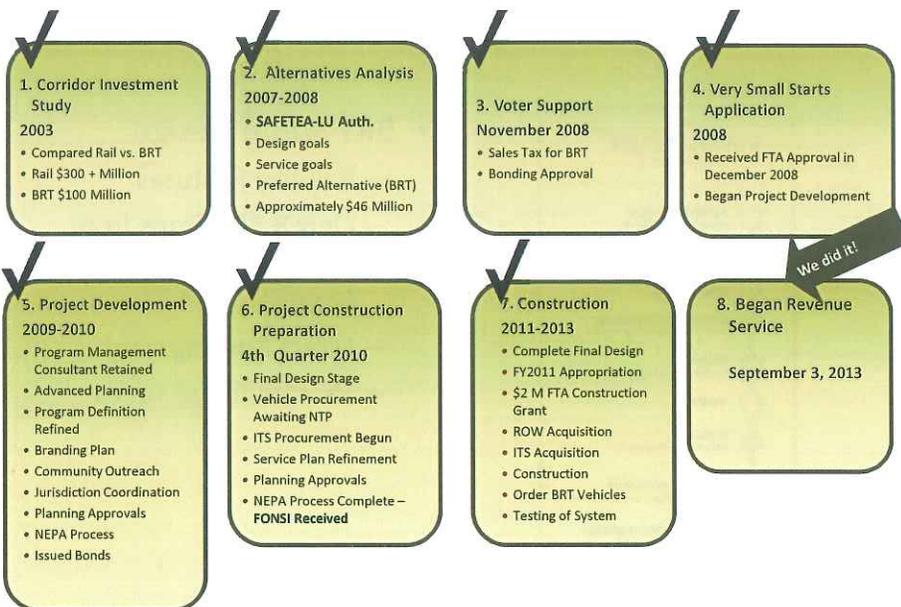
Winter X-Games Transportation



The Rio Grande Trail



VelociRFTA BRT Overview: Implementation Process



VelociRFTA BRT Overview: Cost / Funding

- VelociRFTA is in the Federal Transit Administration (FTA) Very Small Starts Program for projects up to \$50 million. Maximum \$25m FTA share

Project Financing:

- Project Cost = \$46.2m
- FTA share = \$24.97m (54%)
- RFTA share = \$21.23m (46%)

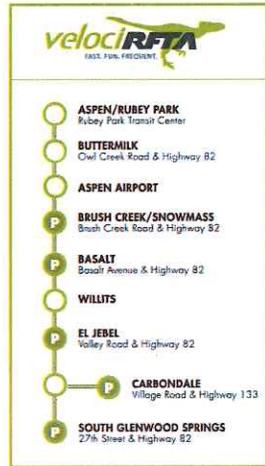
FTA Very Small Starts Funding

- FY2010 – \$810k Awarded
- FY2011 - \$24.16m Awarded

- 2008: Regional voters approved a sales tax increase and bonding authority for VelociRFTA BRT
- 2009: RFTA issued bonds in order to have local matching funds available



What our riders wanted...FAST



- BRT Route Design
 - Rail-like Features
 - Only 8 BRT Stops from Aspen to Glenwood Springs
 - Direct Routing
 - Shorter Travel Times

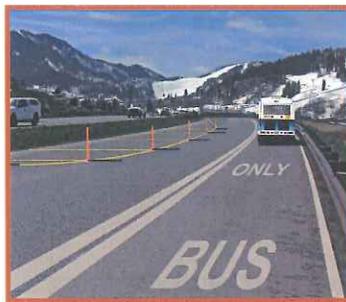
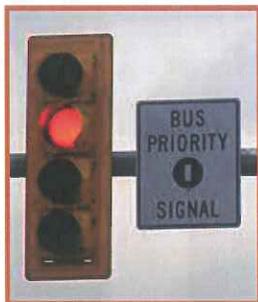
What our riders wanted...FAST



What our riders wanted...FAST

Transit Priority Measures

- Transit Signal Priority (TSP) at congested intersections
- Queue Bypass Lanes at congested intersections
- Use of Existing Bus/HOV & Exclusive Bus lanes



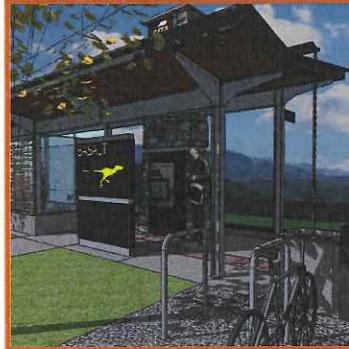
What our riders wanted...FUN



What our riders wanted...FUN

Information Program

- ITS Technology
 - Real Time Sign Information
 - Automated Vehicle Location
 - Automated passenger counters
 - Automated Annunciators
 - Electronic Fare Collection
 - Mobile Wi-Fi service
- System Map Integration
- Schedule Integration
- Community Information



What our riders wanted...FREQUENT

BRT Service Plan – High-Frequency Service

- Span of Service – at least 14 hours each weekday

Morning Peak	every 10 minutes
Mid-Day	every 15 minutes
Afternoon Peak	every 10 minutes
Evening	every 15 minutes



- Approximately 1-hour travel time between Glenwood Springs and Aspen (previously 1 hour & 30 minutes)
- Local valley bus service to continue every 30 minutes
- BRT service levels are adjusted during the off-season according to demand

What our riders wanted...COMFORT & CONVENIENCE

BRT Station Program

- Passenger Shelters
 - Ticket vending
 - Enclosed waiting and seating area
 - Lighting
- Bicycle Storage
 - Covered and uncovered
- Outside Seating
- Landscaping
- Trash and Recycling
- Optional Elements
 - Parking
 - Restroom Facilities

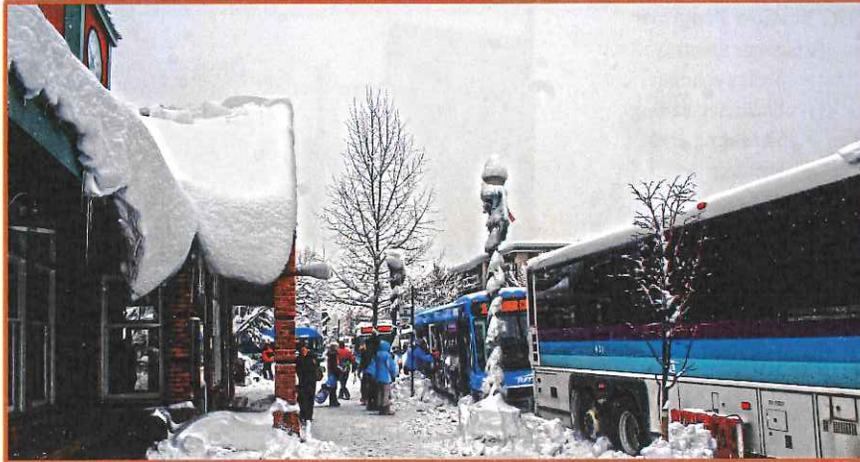


Carbondale BRT Station

VelociRFTA BRT Performance (Previous Record (4.85 Million) in 2008)

Roaring Fork Transportation Authority System-Wide Ridership Comparison Report				
	Dec-13	Dec-14	#	%
Service	YTD	YTD	Variance	Variance
City of Aspen	1,089,856	1,110,338	20,482	1.88%
RF Valley Commuter	2,117,516	2,705,880	588,364	27.79%
Grand Hogback	70,071	86,088	16,017	22.86%
Aspen Skiing Company	505,783	555,442	49,659	9.82%
Ride Glenwood Springs	187,218	210,755	23,537	12.57%
X-games/Charter	34,935	36,205	1,270	3.64%
Senior Van	4,013	4,088	75	1.87%
MAA Burlingame	35,125	40,016	4,891	13.92%
Maroon Bells	100,319	123,128	22,809	22.74%
Total	4,144,836	4,871,940	727,104	17.54%
Subset of Roaring Fork Valley Commuter Service with BRT in 2014				
Service	YTD Dec. 2014	YTD Dec. 2015	Dif +/-	% Dif +/-
Highway 82 Corridor Local/Express	1,520,740	1,129,552	(391,188)	-26%
BRT	148,768	826,952	678,184	456%
Total	1,669,508	1,956,504	286,996	17%

Long-Range Forecast



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LR-Forecast: Organizational Capacity

Year	2003	2005	2009	2014
FTE's	111	138	237	281

1.70% Average Annual Rate of Ridership Growth over past 20 years (40% Total)

Metric	2014	2024 @ a 10% Increase	2024 @ a 20% Increase	2024 @ a 40% Increase
Ridership	4,900,000	5,390,000	5,880,000	6,860,000
FTE's	281	309	337	393
Buses	93	102	112	130
Offices	84	92	101	118
Emp. Hsg. Beds	54	59	65	76
P&R Spaces	950	1,045	1,140	1,330

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Long-Range Forecast



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Long Range Forecast

- RFTA has undertaken 4 major service expansions since 1989, i.e. 1994-95, 2001-02, 2006-07, and 2013-14.
- RFTA faces significant challenges to maintain existing service levels, to recruit and retain skilled employees, and to maintain its existing facilities and equipment in a State of Good Repair.
- Should RFTA be planning for any additional major service expansions, planning to grow more gradually and incrementally, or planning to live within its means?

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Long-Range Forecast

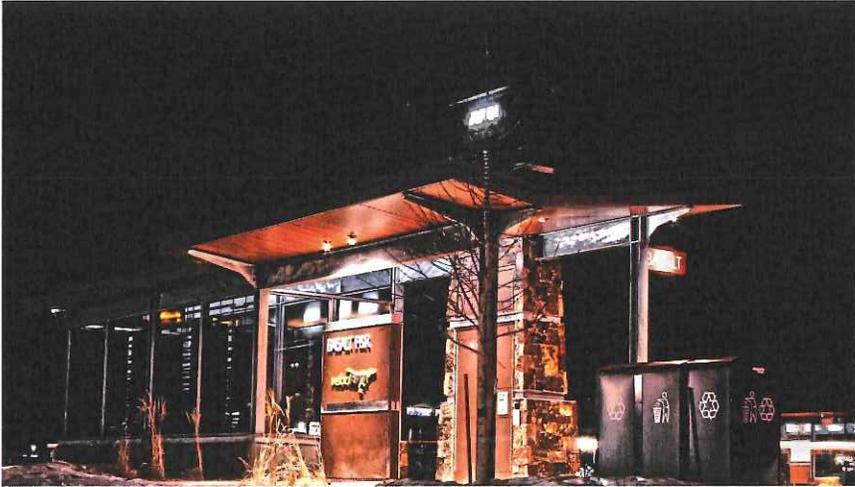
- How should RFTA pay for service enhancements/expansion and capital replacement?

Potential RFTA Revenue Sources

Jurisdiction	Current Effective RFTA Sales Tax Rate Levied in All Jurisdictions	Current Amount of 1% RTA Sales Tax Authorization Levied	Balance of 1% RTA Sales Tax Authorization Available
Pitkin County	1.81%	0.40%	0.60%
Aspen	1.17%	0.40%	0.60%
Snowmass Village	1.17%	0.40%	0.60%
Basalt	1.30%	0.80%	0.20%
Eagle County	1.10%	0.60%	0.40%
Carbondale	1.00%	1.00%	0.00%
Glenwood Springs	1.00%	1.00%	0.00%
New Castle	0.80%	0.80%	0.20%

RFTA Property Tax Authority Up to 5 Mills 1 Mill = \$3 million

RFTA Long-Range Forecast



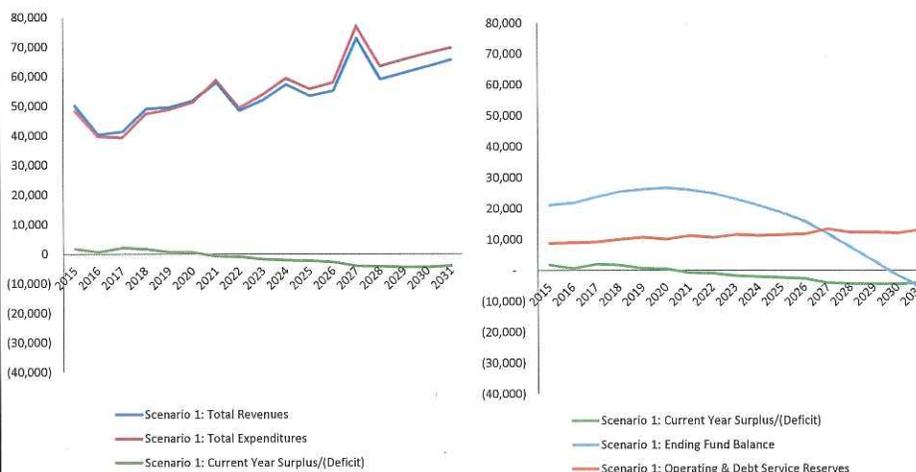
Future Challenge: Bus Replacements

Vehicles	Year Purchased	Year Latest Price	Latest Price/Vehicle	# Vehicles	Total Cost	Year of Replacement (14 yr life)	Years from Latest Cost to Replacement	Est. Cost @ Replacement @ 3%/Year
2002 Neoplan Articulated Buses	2002	2007	\$ 349,206	2	\$ 698,412	2016	9	\$ 911,269
2004 MCI	2004	2010	\$ 464,668	4	\$ 1,858,672	2018	8	\$ 2,354,510
2005 New Flyer Inveros	2005	2007	\$ 349,206	11	\$ 3,841,266	2019	12	\$ 5,476,727
2006 New Flyer Inveros	2006	2007	\$ 349,206	10	\$ 3,492,060	2020	13	\$ 5,128,208
2006 MCI	2006	2010	\$ 464,668	2	\$ 929,336	2020	10	\$ 1,248,950
2007 New Flyer DLF	2007	2007	\$ 349,206	20	\$ 6,984,120	2021	14	\$ 10,564,108
2007 MCI	2007	2010	\$ 464,668	1	\$ 464,668	2021	11	\$ 643,209
2009 MCI	2009	2010	\$ 464,668	3	\$ 1,394,004	2023	13	\$ 2,047,142
2010 MCI	2010	2010	\$ 464,668	8	\$ 3,717,344	2024	14	\$ 5,622,816
2013 Gillig Low Floor CNG	2013	2013	\$ 473,838	4	\$ 1,895,352	2027	14	\$ 2,866,890
2013 Gillig Low Floor CNG	2013	2013	\$ 477,134	18	\$ 8,588,412	2027	14	\$ 12,990,744
				83	\$ 33,863,646			\$ 49,854,573

(1,000)	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
Current Year Surplus/(Deficit)	1,758	2,357	3,071	3,037	2,918	2,759	2,440	2,253	2,042	1,797	1,533	1,241	1,248	979	860	606	248
Critical Issue: Bus Replacement		911		2,425	5,641	6,377	11,207		2,047	5,623			15,858				

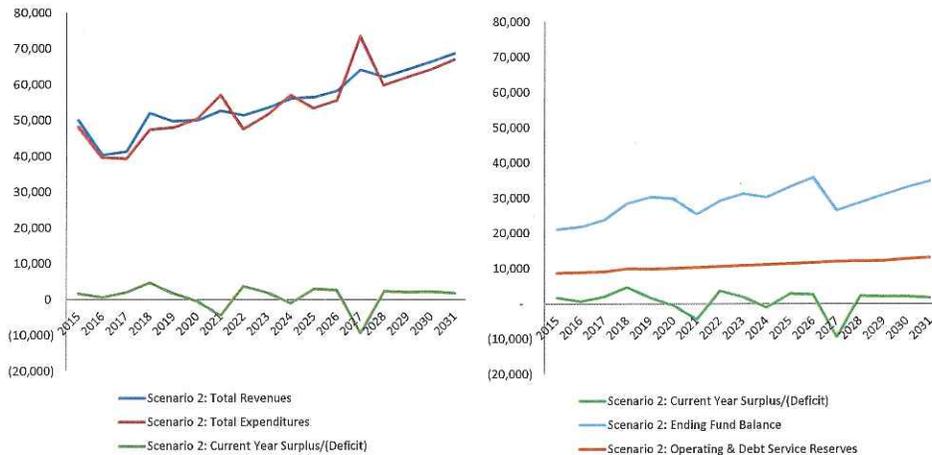
25

Scenario 1: 25% Grant Funds and Local Match using Bond Proceeds



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Scenario 2: 25% Grant Funds, Local Match using \$3M Bond Proceeds & 1 Mill Levy



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TLRC Request

- In the 2016 legislative session, please sponsor an amendment to the Regional Transportation Authority Law to extend the sunset on the existing authorization to impose a uniform mill levy of up to five mills on all taxable property within the territory of the Authority until 2029, if not indefinitely.
- Current authorization due to sunset 1/1/2019.

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Questions?



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Pikes Peak Rural Transportation Authority: \$86 Million Annual Revenue for Local Transportation

1. The Pikes Peak Rural Transportation Authority (PPRTA) was formed under C.R.S. 43-4-601 after a 55% voter-approved ballot measure in November, 2004 from the four founding member governments (the RTA statute requires at least two member governments) of the City of Colorado Springs, El Paso County, the City of Manitou Springs, and the Town of Green Mountain Falls. The ballot measure (attachment #1) included a one-cent sales/use tax. The five other municipalities in El Paso County did not place the measure on the ballot—the City of Fountain, the Town of Monument, the Town of Palmer Lake, the Town of Calhan, and the Town of Ramah. The Town of Ramah later changed its mind and submitted the ballot measure to its voters in November, 2008, and its voters approved joining the Pikes Peak RTA effective January 1, 2009.
2. 2004 Ballot Measure and Establishing Intergovernmental Agreement
 - a. 55% of the revenue (\$43 million in FY2015) is to be spent on Capital projects using the list in the ballot measure, with the capital portion of the revenue to sunset after ten (10) years.
 - b. 35% of the revenue (\$27 million in FY2015) is to be spent on Maintenance projects distributed to the member governments using a population basis based upon the most recent U.S. Census. No sunset for this portion of the revenue.
 - c. 10% of the revenue (\$8 million in FY2015) is to be spent on Transit, subsidizing the City of Colorado Springs' Transit department. No sunset for this portion.
3. Governmental Structure
 - a. Board of Directors is comprised of nine members--three Councilmembers from the City of Colorado Springs, three El Paso County Commissioners, and one governing body member each from the City of Manitou Springs, the Town of Green Mountain Falls, and the Town of Ramah. Monthly meetings on the first Wednesday.
 - b. Citizen Advisory Committee is comprised of 17 voting members—three from the City of Colorado Springs' Citizens' Transportation Advisory Board, three from El Paso County's Highway Advisory Committee, two each from the City of Manitou Springs, the Town of Green Mountain Falls, and the Town of Ramah, five At Large members, and four At Large Alternate members, who only vote when there is an absence in the 17 voting seats. Monthly meetings on the second Wednesday.
 - c. Board of Directors has three administrative contracts: Pikes Peak Area Council of Governments for administrative services, a consulting attorney, and a consulting external auditor. There are no Pikes Peak RTA employees.
4. 2012 Ballot Measure Renewal for the second ten-year capital program passed in November, 2012 with 80% approval for the years 2015-2024 (attachment #2).
5. Accomplishments
 - a. Ten-year financial overview (attachment #3).
 - b. Ten-year report to the citizens (attachment #4).
 - c. 2015 Budget Overview (attachment #5).



El Paso County Clerk and Recorder

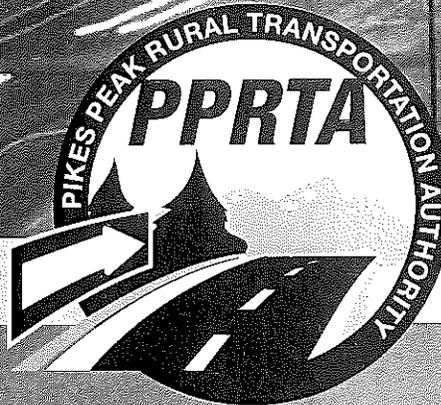
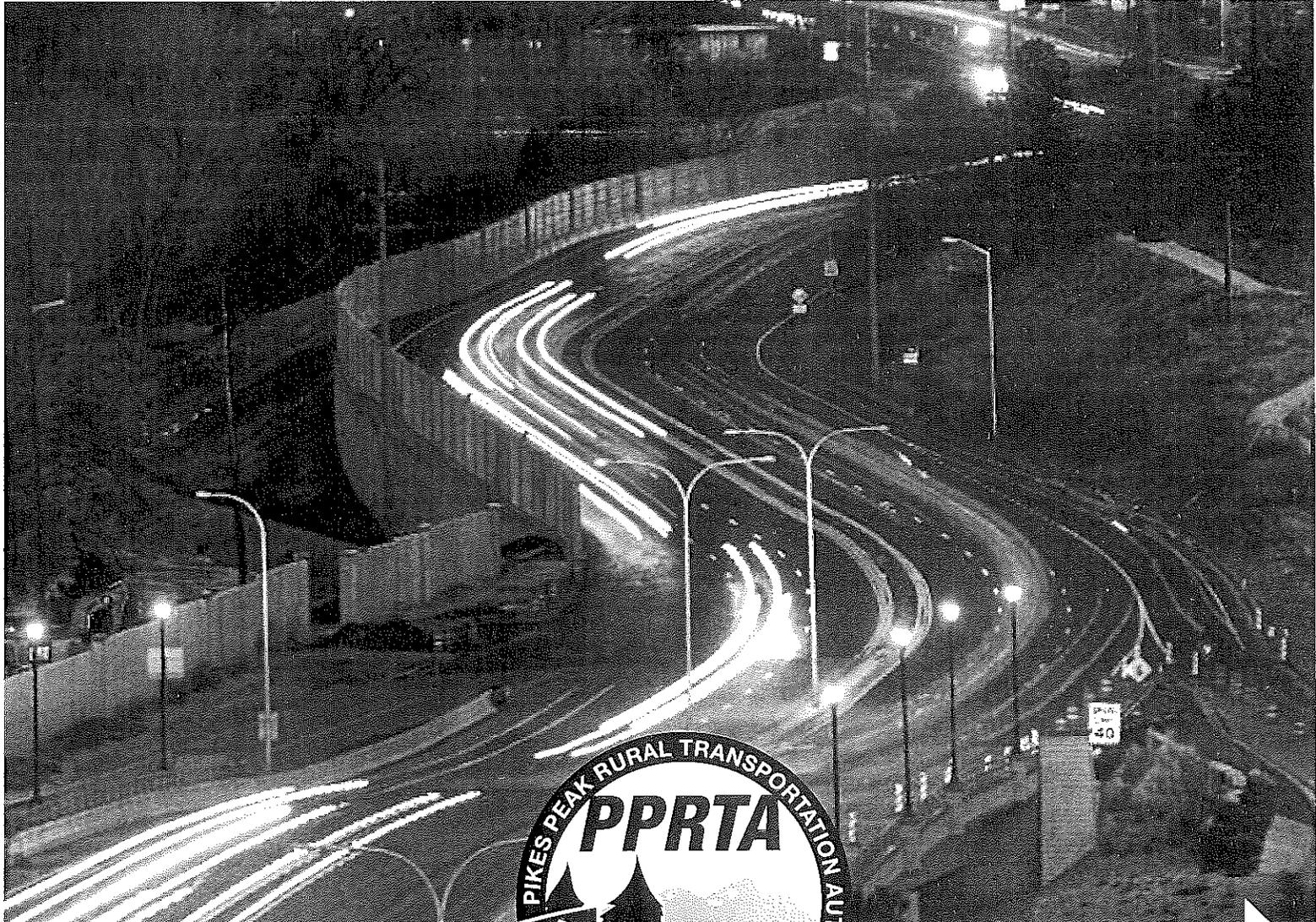
OFFICIAL SAMPLE BALLOT FOR 2012 GENERAL ELECTION
EL PASO COUNTY, COLORADO
TUESDAY, NOVEMBER 6, 2012



Ballot form containing various election questions and options. Questions include: STATE REPRESENTATIVE - DISTRICT 16, STATE REPRESENTATIVE - DISTRICT 17, STATE REPRESENTATIVE - DISTRICT 18, COUNTY JUDGE - EL PASO, COUNTY COMMISSIONER - DISTRICT 1, COUNTY COMMISSIONER - DISTRICT 2, COUNTY COMMISSIONER - DISTRICT 3, COUNTY COMMISSIONER - DISTRICT 4, STATE REFERENDUM - DISTRICT 16, STATE REFERENDUM - DISTRICT 17, STATE REFERENDUM - DISTRICT 18, STATE REFERENDUM - DISTRICT 19, STATE REFERENDUM - DISTRICT 20, STATE REFERENDUM - DISTRICT 21, STATE REFERENDUM - DISTRICT 22, STATE REFERENDUM - DISTRICT 23, STATE REFERENDUM - DISTRICT 24, STATE REFERENDUM - DISTRICT 25, STATE REFERENDUM - DISTRICT 26, STATE REFERENDUM - DISTRICT 27, STATE REFERENDUM - DISTRICT 28, STATE REFERENDUM - DISTRICT 29, STATE REFERENDUM - DISTRICT 30, STATE REFERENDUM - DISTRICT 31, STATE REFERENDUM - DISTRICT 32, STATE REFERENDUM - DISTRICT 33, STATE REFERENDUM - DISTRICT 34, STATE REFERENDUM - DISTRICT 35, STATE REFERENDUM - DISTRICT 36, STATE REFERENDUM - DISTRICT 37, STATE REFERENDUM - DISTRICT 38, STATE REFERENDUM - DISTRICT 39, STATE REFERENDUM - DISTRICT 40, STATE REFERENDUM - DISTRICT 41, STATE REFERENDUM - DISTRICT 42, STATE REFERENDUM - DISTRICT 43, STATE REFERENDUM - DISTRICT 44, STATE REFERENDUM - DISTRICT 45, STATE REFERENDUM - DISTRICT 46, STATE REFERENDUM - DISTRICT 47, STATE REFERENDUM - DISTRICT 48, STATE REFERENDUM - DISTRICT 49, STATE REFERENDUM - DISTRICT 50, STATE REFERENDUM - DISTRICT 51, STATE REFERENDUM - DISTRICT 52, STATE REFERENDUM - DISTRICT 53, STATE REFERENDUM - DISTRICT 54, STATE REFERENDUM - DISTRICT 55, STATE REFERENDUM - DISTRICT 56, STATE REFERENDUM - DISTRICT 57, STATE REFERENDUM - DISTRICT 58, STATE REFERENDUM - DISTRICT 59, STATE REFERENDUM - DISTRICT 60, STATE REFERENDUM - DISTRICT 61, STATE REFERENDUM - DISTRICT 62, STATE REFERENDUM - DISTRICT 63, STATE REFERENDUM - DISTRICT 64, STATE REFERENDUM - DISTRICT 65, STATE REFERENDUM - DISTRICT 66, STATE REFERENDUM - DISTRICT 67, STATE REFERENDUM - DISTRICT 68, STATE REFERENDUM - DISTRICT 69, STATE REFERENDUM - DISTRICT 70, STATE REFERENDUM - DISTRICT 71, STATE REFERENDUM - DISTRICT 72, STATE REFERENDUM - DISTRICT 73, STATE REFERENDUM - DISTRICT 74, STATE REFERENDUM - DISTRICT 75, STATE REFERENDUM - DISTRICT 76, STATE REFERENDUM - DISTRICT 77, STATE REFERENDUM - DISTRICT 78, STATE REFERENDUM - DISTRICT 79, STATE REFERENDUM - DISTRICT 80, STATE REFERENDUM - DISTRICT 81, STATE REFERENDUM - DISTRICT 82, STATE REFERENDUM - DISTRICT 83, STATE REFERENDUM - DISTRICT 84, STATE REFERENDUM - DISTRICT 85, STATE REFERENDUM - DISTRICT 86, STATE REFERENDUM - DISTRICT 87, STATE REFERENDUM - DISTRICT 88, STATE REFERENDUM - DISTRICT 89, STATE REFERENDUM - DISTRICT 90, STATE REFERENDUM - DISTRICT 91, STATE REFERENDUM - DISTRICT 92, STATE REFERENDUM - DISTRICT 93, STATE REFERENDUM - DISTRICT 94, STATE REFERENDUM - DISTRICT 95, STATE REFERENDUM - DISTRICT 96, STATE REFERENDUM - DISTRICT 97, STATE REFERENDUM - DISTRICT 98, STATE REFERENDUM - DISTRICT 99, STATE REFERENDUM - DISTRICT 100.

**Pikes Peak RTA
Revenue Allocation Summary**

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	Total
Sales & use Tax collections	64,379,369	71,479,856	70,380,719	67,823,285	62,726,186	65,963,060	68,103,676	73,955,972	77,321,916	81,467,588	703,601,627
Less Ballot measure costs	(449,799)	(472,583)	(370,105)	(171,941)	(141,285)	(180,197)	(150,448)	(152,468)	(172,989)	(184,181)	(2,445,996)
Less Cost of collection	63,929,570	71,007,273	70,010,614	67,651,344	62,584,901	65,782,863	67,953,228	73,372,712	77,148,927	81,283,407	700,724,839
Net Sales and Use Tax	639,106	2,448,838	3,250,397	1,416,799	298,477	272,362	187,687	188,921	217,277	261,084	9,180,948
Interest Earnings	64,568,676	73,456,111	73,261,011	69,068,143	62,883,378	66,055,225	68,140,915	73,561,633	77,366,204	81,544,491	709,905,787
Less Administration	(399,477)	(413,046)	(454,390)	(429,896)	(445,263)	(418,428)	(453,660)	(540,004)	(489,544)	(525,516)	(4,569,224)
Net Revenue	64,169,199	73,043,065	72,806,621	68,638,247	62,438,115	65,636,797	67,687,255	73,021,629	76,876,660	81,018,975	705,336,563
Transit	10%	6,416,920	7,304,307	7,280,662	6,863,825	6,243,812	6,563,680	6,768,726	7,302,163	7,687,666	70,533,656
Capital	55%	35,293,059	40,173,686	40,043,642	37,751,036	34,340,963	36,100,238	37,227,990	40,161,896	42,282,163	387,935,110
Maintenance	35%	22,459,220	25,565,073	25,482,317	24,023,386	21,853,340	22,972,879	23,690,539	25,557,570	28,356,641	246,867,797
		64,169,199	73,043,065	72,806,621	68,638,247	62,438,115	65,636,797	67,687,255	73,021,629	76,876,660	705,336,563
Transportation fare box & other revenue	32,346	598,251	717,501	1,304,487	1,679,949	2,912,854	3,260,005	3,322,962	3,286,971	3,504,759	20,620,085
Total Transit revenues	6,449,266	7,902,558	7,998,163	8,168,312	7,923,761	9,476,534	10,028,731	10,625,125	10,974,637	11,606,657	91,153,741



10 Years

Moving Forward

2015 Report to the Citizens

Promises Made ... Promises Kept.

10 Years Moving Forward

In 2003, Colorado Springs was named the most congested city of our size in the nation. Drivers were stuck in traffic, and the East-West Mobility Study showed that connectivity in the region needed some major upgrades. Faced with a list of big projects needed to accommodate growth in the region, alleviate traffic, replace or upgrade major bridges, and a host of other transportation needs, a group of citizens, business and community leaders, and local government staff came up with a proposal for voters: what if we dedicated a portion of a new local sales tax solely to a focused transportation improvement program for the next decade?

The group took their idea to public meetings for several months, added additional accountability measures, and made other revisions based on the input they received. Voters approved that proposal, the Pikes Peak Rural Transportation Authority, in 2004.

How PPRTA works

1% sales tax used only for transportation

55% to a specific list of projects to be completed in ten years

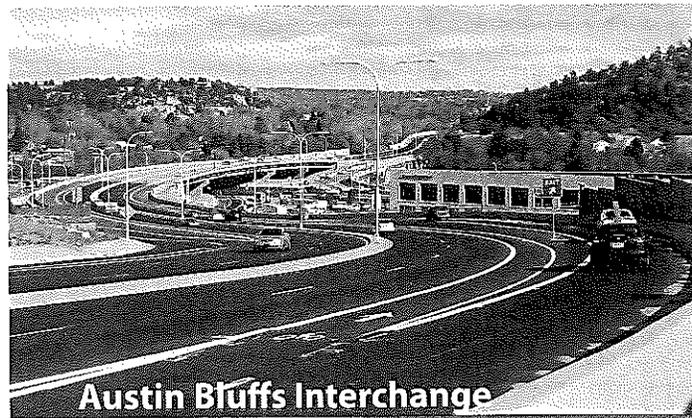
35% to maintaining transportation infrastructure

10% to transit

Participant communities: El Paso County, Colorado Springs, Manitou Springs, Ramah, and Green Mountain Falls.

Administration cannot exceed 1 percent of revenues. A separate board made up of elected officials, as well as a citizen committee, oversee the Authority and provide progress reports to area residents.

In the past decade, the PPRTA has significantly improved transportation in the Pikes Peak region, and our homegrown program is the envy of many around the state. Key connections have been made on arterials that carry tens of thousands of citizens to work, school, and other destinations. Funds sustain a transit system that many rely on to get to work and medical appointments. Road repaving, bridge stabilization, and emergency re-



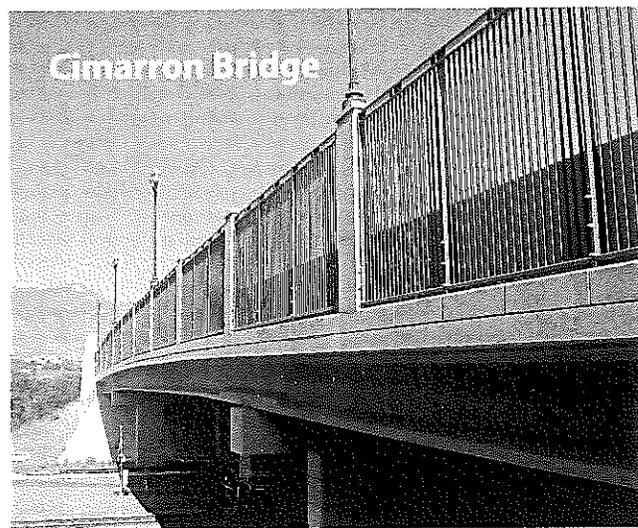
Austin Bluffs Interchange

pairs have saved taxpayers money by extending the life of critical transportation structures. Numerous projects have improved safety for drivers, pedestrians, and cyclists.

A decade of major projects

Over the past 10 years—from 2004 to 2014—PPRTA has delivered the following:

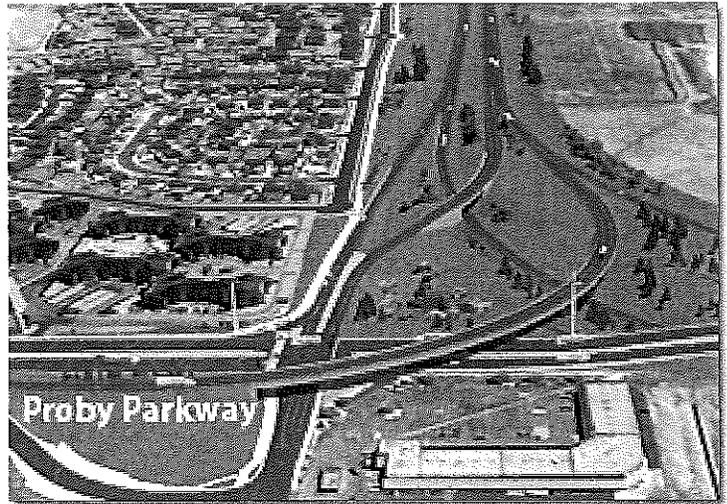
- **Austin Bluffs Interchange at Union Boulevard (#2)** (completed in 2008): A grade-separated single-point urban interchange was constructed, and Union Boulevard was widened to reduce congestion. At peak hours, drivers waited through multiple light cycles.
- **Austin Bluffs and Nevada Avenue Improvements (#13)** (2006): included several new lanes and signals to improve traffic flow.
- **I-25 Interchange Companion Projects (#14)** (2007): construction of Bijou Street bridge over Monument Creek and Corporate Drive extension (assisted CDOT).



Cimarron Bridge

10 Years Moving Forward

- **Cimarron Street Bridge at Conejos Street (#4)** (2008): emergency repairs to the bridge deck and eventual complete replacement of the bridge.
- **Improvements to increase safety and enhance traffic flow:**
 - Fillmore and Union Boulevard (#15) (2007)
 - Fillmore Street–Templeton Gap to Hancock (#37) (2007)
 - Academy/Fountain (#24) and Academy/Pikes Peak (#43) (2007)
 - 30th Street Corridor (#31) (2007)
 - Union and Palmer Park (#34) (2007)
 - Constitution and Chelton Road (#41) (2007)
 - Constitution and Circle Drive (#36) (2009)
 - Fillmore and El Paso Street (#39) (2010)
- **Woodmen Road Widening and Interchange, Campus Drive to Stinson (#3)** (2011): widened Woodmen Road from two lanes to three from I-25 to Woodmen Commons shopping center, reducing congestion.
- **Proby Parkway (South Metro Accessibility, Phase 1) (#5)** (2011): This new expressway was built to improve east-west accessibility and access to Colorado Springs Airport and Fort Carson.
- **Hancock Avenue Bridge (#33)** (2012): reconstruction of the bridge over Templeton Gap Floodway.



- **Powers Boulevard Right-of-Way Aquisition (#17)** (2009): to ensure that future Powers Boulevard construction options are not eliminated due to continued development.
- **Fillmore Street Corridor (#21)** (2013): Improvements addressed the congestion occurring on Fillmore Street, particularly at the I-25 ramps during peak travel.
- **Garden of the Gods & Chestnut (#38)** (2014): safety and operational improvements, including installation of a mast-arm traffic signal.
- **25th Street Bridge over Fountain Creek (#35)** (2014): safety improvements included realigning the stream and protecting the banks from erosion. The bridge deck was waterproofed and the pedestrian bridge replaced.
- **Hodgen Road (#12)** (2011): The road upgrade to arterial capacity included safety improvements, adding shoulders, adding turn lanes at intersections, improving drainage and reducing drifting snow.
- **Akers Drive (32)** (2006): From Constitution Avenue to North Carefree Circle, provided alternate access for multiple businesses in preparation for the Marksheffel Road North widening. The improvements included a new two-lane paved roadway, auxiliary lanes, paved shoulders and curb and gutter, and a pedestrian crossing for the Rock Island Trail.
- **South Academy (#5)** (2011): Provided capacity and operational improvements between I-25 and Highway 115, added two lanes, constructed six new bridg-

Pikes Peak RTA Revenue Allocation Summary: 2005–2014

Sales & use tax collections	703,601,627	99.75%
Less ballot measure costs	(430,792)	-0.06%
Less cost of collection	(2,445,996)	-0.35%
Net sales and use tax	700,724,839	99.35%
Interest earnings	9,180,948	1.30%
Total Revenue	709,905,787	100.65%
Less Administration	(4,569,224)	-0.65%
Funds to be allocated	705,336,563	100.00%
Transit	70,533,656	10.00%
Capital	387,935,110	55.00%
Maintenance	246,867,797	35.00%
	705,336,563	100.00%

10 Years Moving Forward



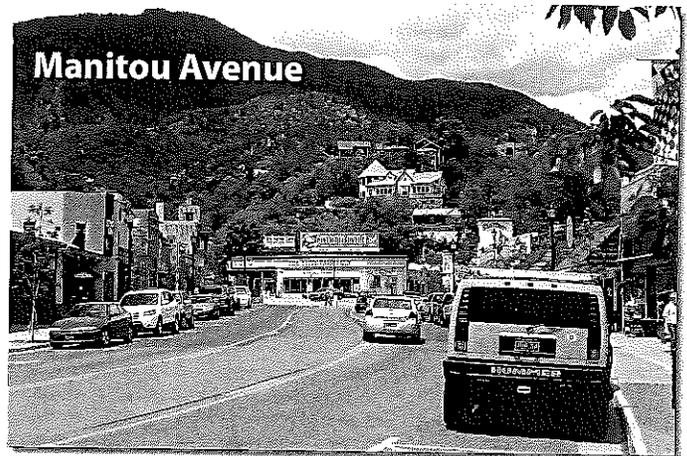
es, reconfigured access to Pikes Peak Community College, built a new ramp system to provide westbound access to South Academy Boulevard from Fort Carson Gate 4 and B Street, and extensive retaining walls.

- **County Line Road (#10) (2014):** Safety improvements, including adding shoulders, road-alignment improvements, drainage upgrades, turn lanes at key intersections and major reconstruction and widening of the intersection at Furrow Road.
- **Meridian Road Widening, Woodmen Road to Rex Road (#11) (2013):** reconstructed the southbound lanes from Woodmen Road to Stapleton Road and added turn lanes, a new signal, drainage improvements and installation of pedestrian ramps.
- **Marksheffel Road-North (#23) (2011):** widened to four lanes from Colorado Tech Center Drive to North Carefree Circle, added auxiliary and bike lanes, reconstructed a traffic signal, installed a storm drain system and water quality ponds, and relocated utilities.
- **Stapleton Road-West (#18) (2011):** A new paved road now connects Stapleton from Eastonville Road to Highway 24. Construction included an under-drain system to mitigate groundwater.
- **Baptist Road (#19) (2008) and Struthers Extension (#20) (2007):** expanded the capacity of Baptist Road to four lanes from Jackson Creek Parkway to Tari Drive, and extended Struthers to Baptist.
- **Baptist-Hodgen Connection (#9) (2007):** provided much-needed east-west mobility by constructing a new road between Highway 83 and Rollercoaster Road, connecting Hodgen Road to Baptist Road
- **Manitou Avenue between El Paso Boulevard and Park Avenue (#45) (2014):** This section of Manitou Avenue is the core of downtown, and with four poor-

ly-maintained traveling lanes with angled parking, narrow and damaged sidewalks, and no landscaping, it was run down. Starting in 2004 and lasting nine years, the entire section was overhauled to three traveling lanes, parallel parking, a roundabout, wider sidewalks, landscaping, lights, and benches. Without PPRTA money, the city would have been incapable of contemplating this rehabilitation.

Remaining A-list projects to be completed

- **Baptist Road Widening (#1) (Mitchell to I-25)**
- **Baptist Road Railroad Crossing Overpass (#6)**
- **Meridian Road-South (#8) (Falcon Highway to US 24)**
- **Woodmen Road Widening and Interchange (#3) (I-25 to Powers), Phase 2**
- **Marksheffel Road Widening (#25) (Mesa Ridge Parkway to SH 94)**
- **Stapleton/Judge Orr Extension (#26) (US 24 to Curtis Road)**



A decade of maintenance

- **Paving and road resurfacing:** 1,611 lane miles in Colorado Springs, 558 centerline miles in El Paso County, and all the roads in Manitou Springs.
- **Potholes patched in Colorado Springs:** 279,888.
- **Curbs and gutters repaired:** 128 miles.
- **Sidewalks:** 62 miles.
- **Crossspans repaired:** 969.
- **Pedestrian ramps installed or repaired:** 4,335.

10 Years Moving Forward

- Concrete repair: 21,144 addresses
- Traffic signals installed or rebuilt: 154.
- Bike lanes installed: more than 41 miles, bringing the Colorado Springs's total bike lane mileage to 110.
- Emergency road and bridge repairs that protected drivers and residents from washouts, traffic delays, and expensive degradation. Following the extensive floods of 2013, Manitou Springs was able to use PPR-TA funding to match FEMA emergency grants.

- Transit transfer station upgrades at the Downtown, Citadel, Voyager, and Pikes Peak Community College stations;
- ADA accessibility at bus stops.

Perhaps the best indicator of the PPRTA's success over these past 10 years is the confidence of the voters. In 2012, a new capital project list was submitted to voters, who approved it by an overwhelming 80 percent, ensuring dedicated transportation funding for the next decade.

Supporting all modes of transportation

More than a million dollars has helped to expand, connect and improve Colorado Springs' bicycle system:

- Roads were widened to add bike lanes and connect key bicycle routes.
- In areas where wide outside lanes could accommodate them, bicycle lanes have been installed by re-striping the road.
- More than 2,000 bike lane legends have been installed to guide bicyclists and vehicles, helping them safely and efficiently share the road.
- Safety improvements such as guard rails, striping, and signage.

Mountain Metropolitan Transit provided 1,715,314 service hours and 32,425,137 rides in the Pikes Peak region, providing a link to jobs, social connections and medical appointments for many area residents who rely on bus service. The PPRTA supported core services and enabled numerous system improvements:

- Improved local fixed-route and express transit service;
- FREX (Front Range Express) and ADA paratransit service;
- Increased the funding for specialized transportation service for elderly and disabled customers by more than \$4 million;
- Purchased new buses and vanpool vans;
- Installed an automatic vehicle-location system on fixed-route and paratransit vehicles, improving scheduling efficiency and dispatchers' ability to adjust on-street operations;
- Real-time bus information, automated reservation system, online payment system and vending machines;

CONTACTS

CITY OF COLORADO SPRINGS

Capital Projects and Bridges, Mike Chaves: 385-5408
Potholes: 385-6808
Streets and Alleys: 385-5934
Pedestrian Ramps, Sidewalks, Curb & Gutters: 385-5411
Signs and Markings: 385-6720
Traffic Signals (Timing): 385-5966
Traffic Signals (Maintenance): 385-6721
Mountain Metropolitan Transit: 385-RIDE (7433)
www.springsgov.com

EL PASO COUNTY

Capital Projects: Jennifer Irvine, 520-6460
jenniferirvine@elpasoco.com
Road Maintenance: John Clack, 520-6460
johnclack@elpasoco.com
www.elpasoco.com

CITY OF MANITOU SPRINGS

Greg Springman, 492-2353, gspringman@comsgov.com
www.manitouspringsgov.com

TOWN OF GREEN MOUNTAIN FALLS

Michael Cullinane, 684-7850,
mcpublicworks@gmail.com
www.gmfco.us

TOWN OF RAMAH

Cindy Tompkins, 347-2586, calhanclerk@qwestoffice.net

PPRTA

Robert MacDonald, Board Secretary, 471-7080,
rmacdonald@ppacg.org
Rick Sonnenburg, Program & Contracts Manager,
471-7080 x138, rsonnenburg@ppacg.org
Beverly Majewski, Financial Manager, 471-7080 x136,
bmajewski@ppacg.org
www.pprta.com

2014 ACCOMPLISHMENTS

COLORADO SPRINGS

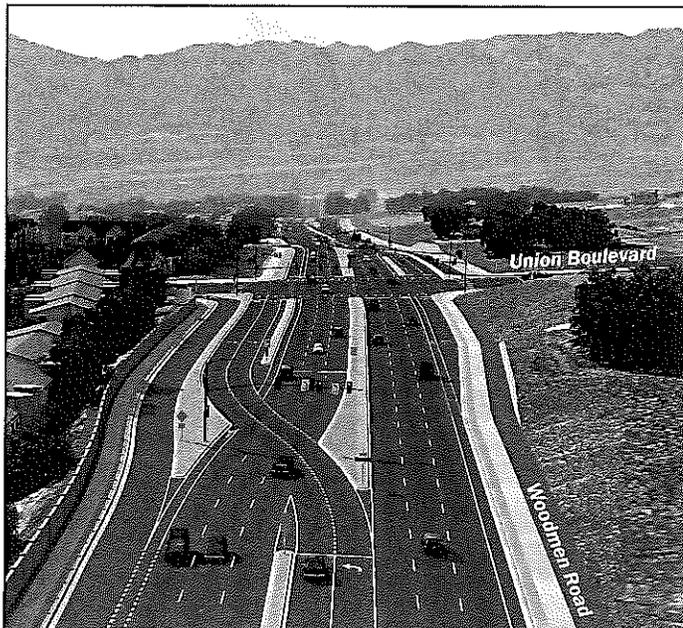
CAPITAL PROJECTS

(Numbers next to the names of projects refer to the map on the back cover.)

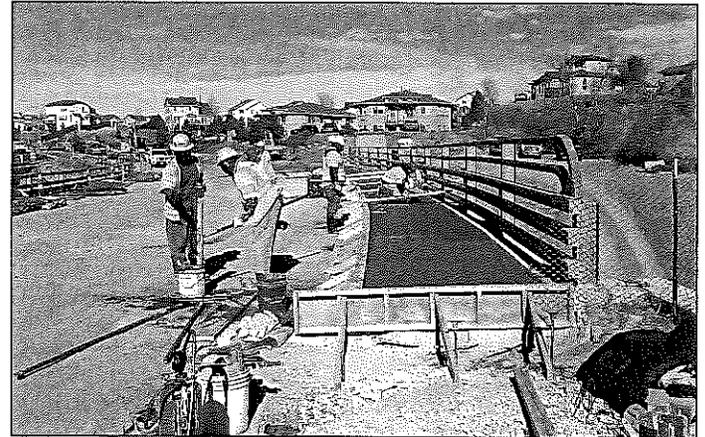
Woodmen Road Corridor Improvements (#3)

The PPRTA will widen Woodmen Road to six lanes from Academy Boulevard to Powers Boulevard and use an innovative new kind of intersection at Woodmen and Union. Known as a “Continuous Flow Intersection,” this new configuration diverts left-turn traffic before it reaches the intersection, allowing traffic to flow more freely (see the diagram below.) Construction is anticipated to begin in the latter half of 2015.

The PPRTA has funded right-of-way purchases and design, and funding from the PPRTA capital extension passed by voters in 2012 will pay for construction. The project accommodates increased traffic for the next two decades and delays the need for a full interchange, saving citizens money. (Total project budget = \$103 million; PPRTA portion = \$32.8 million.)



Planned continuous flow intersection at Woodmen Road and Union Boulevard (looking west)



Austin Bluffs bridge widening

Vincent Drive Extension (#40) and Vincent Drive Bridge Replacement (#30)

A new traffic signal for the Vincent Extension at Dublin Boulevard has improved safety for turning drivers. The PPRTA is providing the local match for a Federal Emergency Management Agency grant to stabilize Cottonwood Creek and protect Vincent Drive from floods. Construction completion is scheduled for fall of 2015. (Total project budget = \$19.0 million; PPRTA portion = \$16.0 million.)

Austin Bluffs Bridge Widening (#29)

The City of Colorado Springs began construction on the widening of the Austin Bluffs Parkway Bridge over Cottonwood Creek in March 2014. A second parallel bridge removed a bottleneck at Austin Bluffs Parkway and increased capacity. The bridge and roadway improvements were opened to traffic in December of 2014. Remaining signal work and improvements for the future Cottonwood Creek Trail and Austin Bluffs Parkway Trail are anticipated to be complete in spring or summer 2015. (Total project budget = \$4.6 million; PPRTA portion = \$4.3 million.)

Garden of the Gods and Chestnut (#38)

To improve safety and traffic flow of the Garden of the Gods Road and Chestnut Street intersection, the City reconfigured the intersection and upgraded the traffic signal from a span-wire to a mast-arm in August and November 2014. Mast-arm traffic signals are easier for drivers to see and typically have lower ongoing maintenance costs. (Total project budget = \$522,364; PPRTA portion = \$522,364.)

Austin Bluffs Parkway Corridor Improvements (#7 and #22)

The Austin Bluffs Corridor Project is a critical component in solving east-west mobility issues that have impacted travelers for years. This third phase of roadway improvements will widen three key segments of the roadway from four lanes to six: Nevada Avenue to Union Boulevard, Union to Meadowland

Boulevard, and Barnes Road to Old Farm Drive. The project will also incorporate bicycle lanes, pedestrian access, traffic signals, and utility and stormwater improvements, following "Complete Street" objectives set forth by the City. The final design was completed in December 2012 and right-of-way purchases were completed in 2013. Construction, including 241 tons of materials on 34 street segments, is anticipated to be complete in late spring 2015. (Total project budget = \$34.9 million; PPRTA portion = \$32.9 million.)

Fillmore Street Corridor Improvements (#21)

The City has completed the construction of Fillmore Street from Interstate 25 (I-25) to Parker Street, reducing congestion and improving traffic flow. This key transportation corridor provides access to I-25 for west Colorado Springs as well as various business and recreational opportunities. (Total project budget = \$7.8 million; PPRTA portion = \$7.8 million.)

Dear Citizens,

Thanks to you, the PPRTA—composed of unincorporated El Paso County, the cities of Colorado Springs and Manitou Springs, and the towns of Green Mountain Falls and Ramah—enjoyed another successful year in 2014 with many significant transportation improvements completed. In 2015, we look forward to continuing to make great progress on the remaining "A" list capital projects from the first 10-year program, as well as beginning work on the capital projects from the second 10-year program that began on Jan. 1, 2015, after a nearly 80 percent approval by voters.

This year, the City of Colorado Springs completed or substantially completed four capital projects—the Austin Bluffs Corridor, the Austin Bluffs bridge widening, the Garden of the Gods/Chestnut intersection, and the 25th Street Bridge over Fountain Creek. The City also has made progress on Woodmen Road and Vincent Drive Bridge. El Paso County substantially completed its County Line Road project. El Paso County also has in design or under construction Baptist Road–West, Marksheffel–South, and Stapleton–East. The City of Manitou Springs completed construction of the final phase of its Manitou Avenue improvements.

Maintenance funds for all five member governments were used for nearly 78 lane miles of asphalt overlays, 159 lane miles of chip seal, nearly 18 miles of curb/gutter replacement, more than 7 miles of sidewalk replacement, 456 new pedestrian ramps, 32,457 potholes filled, 9 traffic signals replaced, 10,523 new roadway signs, 489 bridge inspections, and 3,227 sidewalk trip hazards eliminated.

PPRTA funds were used by Mountain Metro Transit to assist with re-establishing Sunday and holiday services, adding new fixed-route service to the new Veterans Administration Clinic, and extending service to the Powers Boulevard corridor to increase transit access to approximately 3,000 jobs.

With the assistance of the PPRTA Citizen Advisory Committee, the Board of Directors will continue to monitor the member governments' spending of your PPRTA tax dollars to ensure the best use of the funds for transportation improvements in our community. We appreciate the continued support from our citizens to deliver these critical transportation improvements. For more details about the Pikes Peak RTA, please visit our website at www.PPRTA.com.



Merv Bennett, Chair

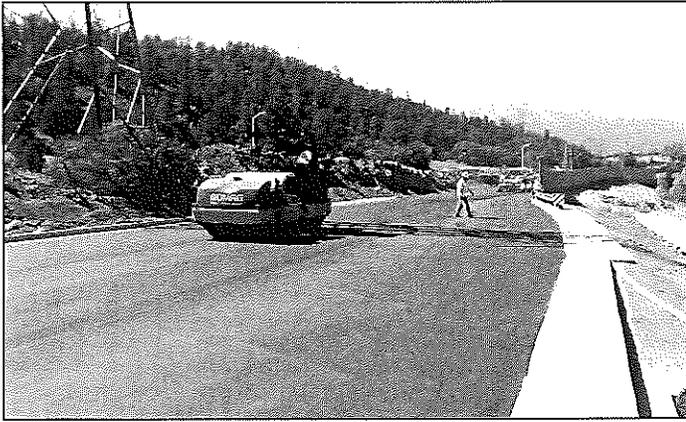
PPRTA Board of Directors



Jim Godfrey, Chair

PPRTA Citizen Advisory Committee

TRAFFIC ENGINEERING



Austin Bluffs corridor improvements

25th Street Bridge over Fountain Creek (#35)

Safety at the 25th Street Bridge was improved by realigning the stream and armoring the banks as well as removing trees in restricting locations. Also, the bridge deck was waterproofed and the pedestrian bridge was replaced. (Total project budget = \$237,540; PPRTA portion = \$237,540.)

BRIDGE REPAIR/MAINTENANCE

In 2014, PPRTA funded the Bridge Maintenance Program, including emergency, structural and safety repairs to bridges around the city. Several large projects will lengthen the life of bridges vital to the Colorado Springs transportation network, including waterproofing the Academy Boulevard bridge over Platte Avenue and the Austin Bluffs Parkway bridge over Union Boulevard. In partnership with Colorado Springs Utilities in 2014, PPRTA repaired a stormwater structure downstream from the Galley Road over Sand Creek bridge vital to its stability.

The program also oversaw the inspection of all minor and major bridges, including park bridges, by consulting firms. These 489 inspections alerted staff to 4,605 maintenance items that will be addressed in coming years.

Flooding in September 2013 resulted in stream bank damage and bridge-footing exposure at the Circle Drive bridges over Fountain Creek. The PPRTA provided funds for immediate emergency repairs to keep the bridge safe and stable, and funds were then refunded by the Federal Highway Administration. Emergency shoring repairs were also made on the Cimarron Street Bridge over Fountain Creek.

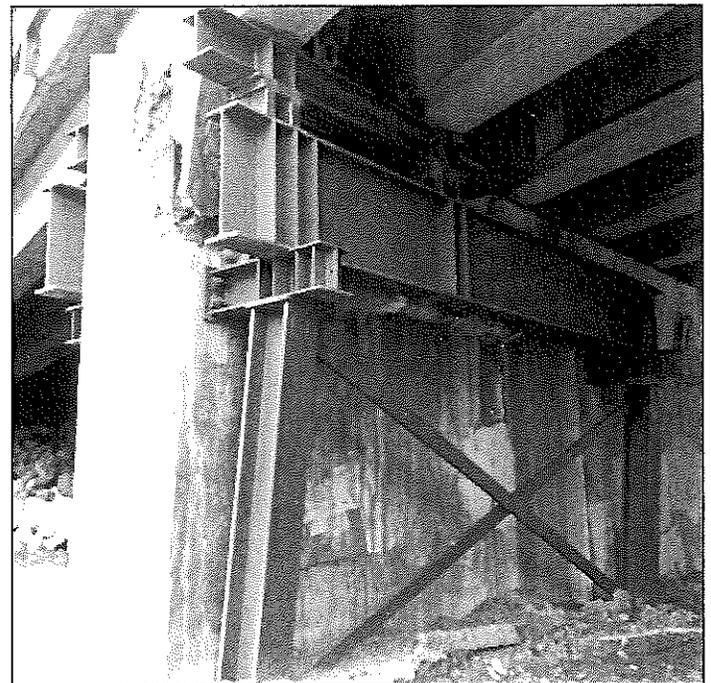
In 2014, PPRTA funding was used to rebuild nine signals throughout the community that were installed more than 25 years ago and have exceeded their functional life. Included in the signal rebuilds are illuminated street-name signs, which provide improved night-time navigation and visibility.

In 2014, a total of 10,523 roadway signs were installed, reinstalled, repaired, removed, replaced or transferred to improve safety and identification. In addition, 942 miles of pavement markings and 109,671 square feet of thermoplastic and epoxy materials were used for school legends and symbols.

On-Street Bikeway Improvements (#28):

In 2014, the PPRTA funded 3.5 miles of new bicycle lanes. The PPRTA provided valuable funding to close expensive gaps in the system where other local money was insufficient to cover high costs, such as locations that required widening the road to create sufficient space for bike lanes. Key locations include:

- Costilla Street from Hancock Avenue to Sierra Madre
- Templeton Gap Road from Fillmore Street to East Jefferson Street
- Uintah Street from I-25 to Mesa Road



Emergency shoring of Cimarron Street Bridge over Fountain Creek

- Prospect Lake Drive from Union to Logan Street
- Las Animas to Costilla Street

The Prospect Lake Road widening in two locations helps facilitate a connection from downtown Colorado Springs to Prospect Lake and east to Chelton Road. Other planned projects will take this connection and continue extending east and southeast toward Peterson Air Force Base and other transportation-challenged areas of the City. These funds were also able to provide a safe place for bicyclists to ride when traveling along Uintah Drive west of Interstate 25. PPRTA paid for an expensive widening of Uintah Street between Interstate 25 and Mesa Road to accommodate bike lanes. These lanes tie into existing bike lanes which extend east of Interstate 25, and will also tie in to future bike lanes west of Mesa Road that will be installed with a federal grant.

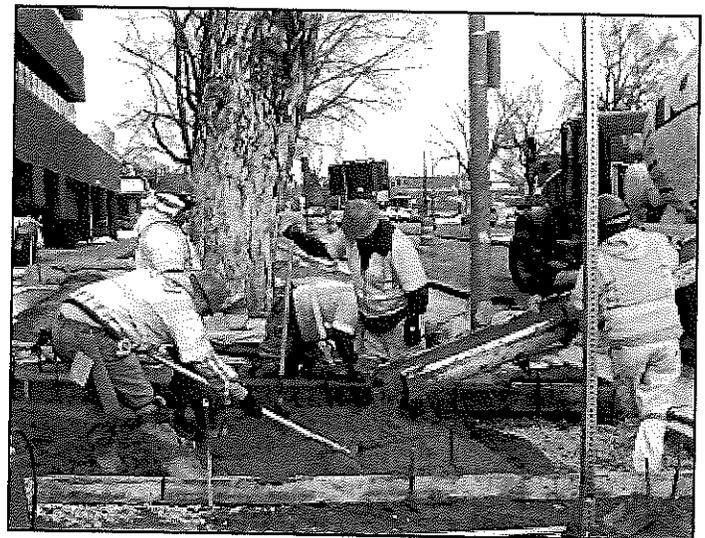


New bicycle lanes safely connect portions of the Pikes Peak Greenway Trail.

STREETS

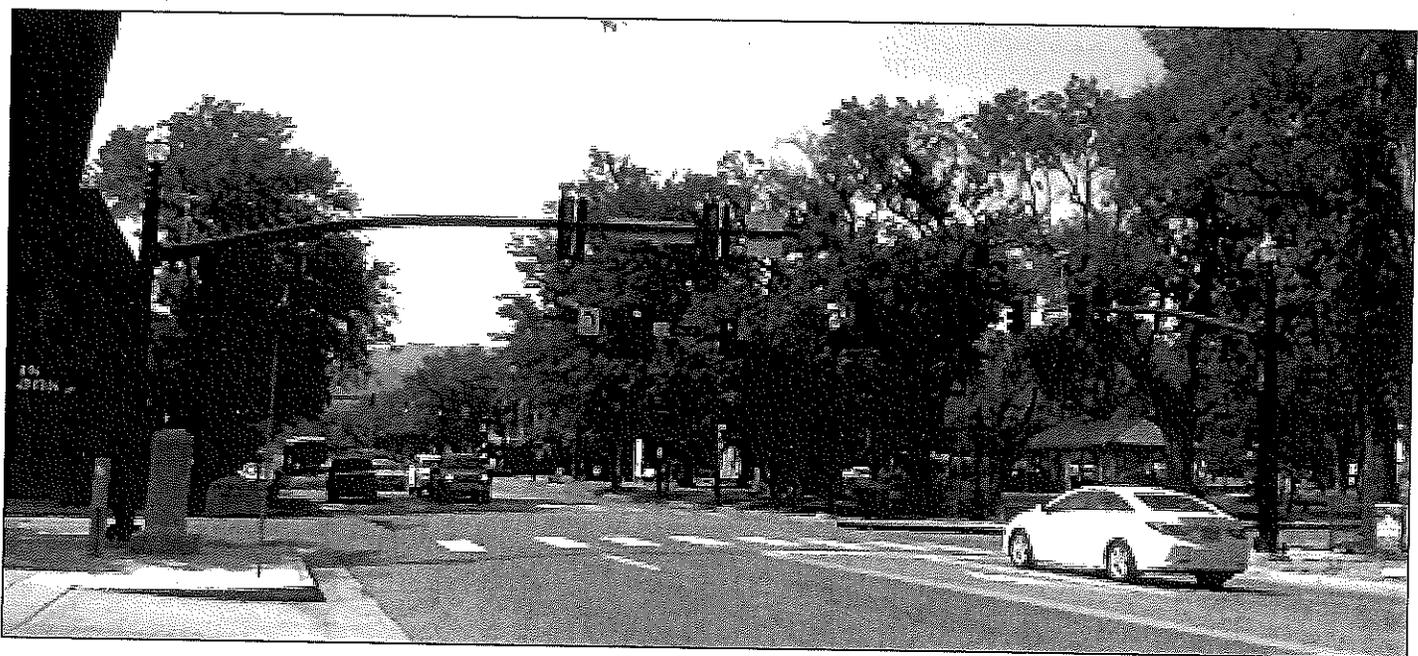
Concrete Repairs

Utilizing PPRTA funds and supplemental funding from partnerships with the City, six contractors repaired 17.33 miles of broken curb and gutters and 7.06 miles of sidewalks and installed or repaired 456 pedestrian ramps and 86 crossspans. The majority of the concrete repairs were made to prepare streets for upcoming resurfacing work.

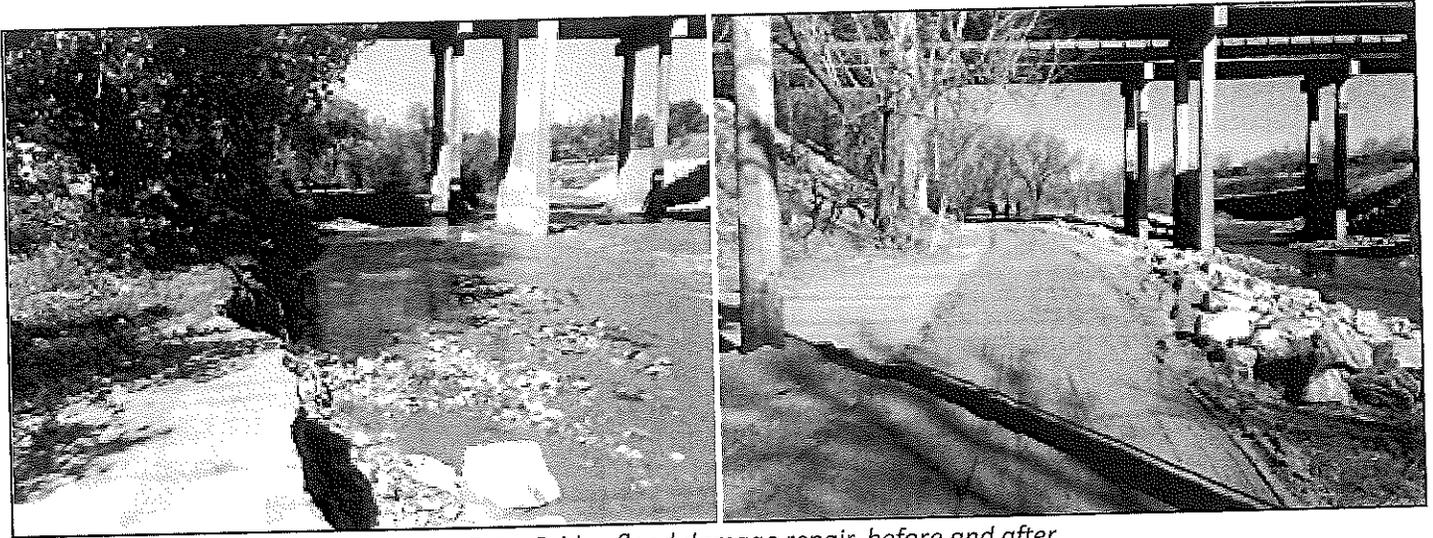


Sidewalk reconstruction on Wahsatch Street

The 2014 Cost Share program completed con-



Signal improvements at West Colorado Avenue and 24th Street



Circle Drive Bridge flood damage repair, before and after

crete work at 33 homes. In this program, homeowners pay 50 percent of the repair cost to help expedite requests with high levels of damage. Additionally, the Interim Sidewalk Repair Program improved pedestrian safety by removing 3,227 sidewalk vertical displacements at locations throughout the City.

Resurfacing and Pothole Patching Projects

In 2014, the PPRTA Resurfacing Programs treated 115.1 lane miles of roadway: 48.16 lane miles of paving and 66.94 lane miles of chip seal. The City Streets Division focused its resurfacing efforts primarily on arterial streets to improve driving conditions for the greatest number of citizens.

PPRTA-funded maintenance crews filled 32,457 potholes and fixed minor road surface problems. They also performed extensive crack sealing operations, placing 194.39 tons of sealant city-wide to help prevent further damage from water and ice. A specialty patching program was completed to repair City roads used by the USA Pro Challenge Bicycling Race, an event attended by thousands of spectators with extensive national and international media coverage. As part of this effort, 241 tons of materials were placed on 34 street segments.

Current PPRTA Board Members

Council President Pro Tem Merv Bennett, Chair
mbennett@springsgov.com

Commissioner Peggy Littleton, Vice Chair
peggylittleton@elpasoco.com

Councilmember Larry Bagley
lbagley@springsgov.com

Commissioner Dennis Hisey
dennishisey@elpasoco.com

Councilmember Val Snider
valsnider@springsgov.com

Commissioner Amy Lathen
amylathan@elpasoco.com

Mayor Marc Snyder
msnyder@comsgov.com

Mayor Pro Tem Tyler Stevens
gmf@tymosaco.net

Mayor Keith McCafferty
kangi777@netzero.net

EL PASO COUNTY

Capital Projects

Marksheffel Road (South) (#25)

The Marksheffel South project will construct the transportation and safety improvements for the 11-mile corridor that extends from SH 24 to the future connection with Mesa Ridge Parkway and will also include the short stretch of roadway beyond this future connection to the existing terminus at Link Road on the south. In 2014, the design team completed the final design, and property acquisition began. The construction contract is anticipated to be advertised in the second quarter, with construction beginning in the summer of 2015 and extending through 2016. (Budget = \$30.42 million.)

County Line Road (#10)

Construction started in the summer of 2014 on this safety improvement project along the corridor from I-25 to Furrow Road. Improvements include adding shoulders, revising the vertical profile and horizontal alignments, constructing drainage improvements, providing turn lanes at key intersections, and undertaking major reconstruction and widening of the intersection at Furrow Road.

Significant progress was achieved in 2014 with the completion of all utility relocations, construction of retaining walls, realignment of the Furrow Road intersection, and construction of the widened roadway, including placement of the lower mat paving. The top mat paving and remaining work that is weather dependent will be completed by the summer of 2015. (Budget = \$7.4 million.)

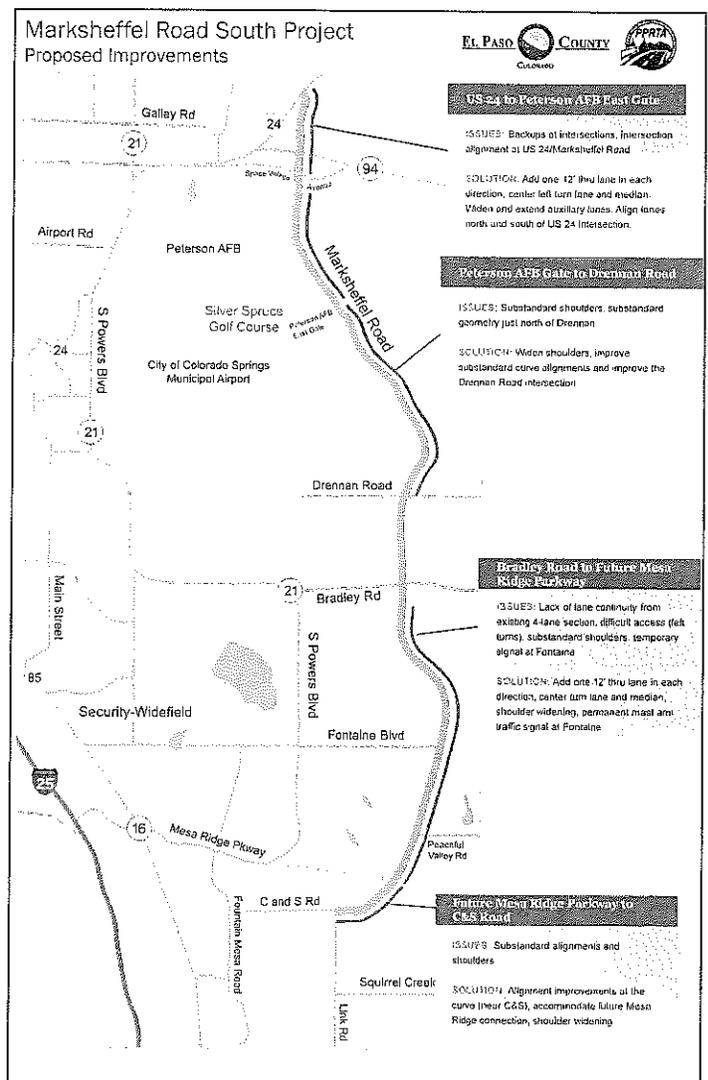
Baptist Road (West) (#1 & #6)

This project consists of two A-list projects: Baptist Road widening from Interstate 25 to Forest Lakes Drive, and the Baptist Road railroad crossing at the BNSF railroad. In 2014, the construction contract was awarded and construction is anticipated to begin in the spring of 2015 and to be completed in 2016. The proposed improvements include a roundabout at the Baptist Road/Old Denver Highway intersection and a three-span bridge over the railroad and Monument

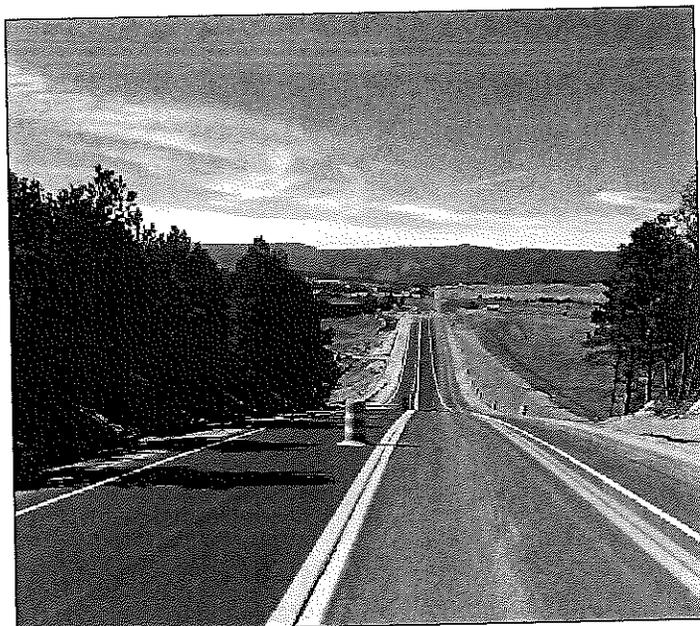
Creek just north of the existing road. (Budget total = \$13.16 million; \$11.41 million, PPRTA; \$1 million, state grant; \$0.75 million, Baptist Road Rural Transportation Authority.)

Stapleton Drive Extension—East (#26)

The Stapleton Drive extension project will provide a missing east-west link in the road network, extending Stapleton Drive southeast from US Highway 24 to the Judge Orr Road/Curtis Road intersection. Final design is underway for a two-lane roadway that is approximately 5,500 feet in length, and turn lanes at the intersections of US 24 and Judge Orr/Curtis Road. Construction of the project is anticipated to



Schematic depiction of Marksheffel Road-South improvements



County Line Road safety improvements included adding shoulders and turn lanes and relocating utilities.

begin in the spring of 2015 and be completed in 2015.
(Budget = \$5.25 million.)

Maintenance Projects

Paving

More than \$3 million has been spent for the 2014 PPRTA Asphalt Rehabilitation Program, paving 14.89 centerline miles of roadway. In addition to paving, these roads were patched, striped, and shouldered, and thermoplastic street markings were installed. Repairs below the pavement were performed as necessary to stabilize roads.

Citizen Advisory Committee Members

GOVERNMENT ENTITY MEMBERS

Rick Hoover, Colorado Springs Citizens Transportation Advisory Board (CTAB)

Jim Egbert, Colorado Springs CTAB

Steve Murray, Colorado Springs CTAB

Ed Dills, El Paso County Highway Advisory Committee (HAC)

Richard Williams, El Paso County HAC, 1st Vice Chair

Joan Lucia-Treese, El Paso County HAC

Amy Filipiak, City of Manitou Springs

Michael Cullinane, Town of Green Mountain Falls

Cindy Tompkins, Town of Ramah, 2nd Vice Chair

Dennis Carpenter, Town of Ramah

REGULAR AT-LARGE MEMBERS

Jim Godfrey, Chair

David Chestnutt

Jim Null

Karla Heard-Price

Brian Wess

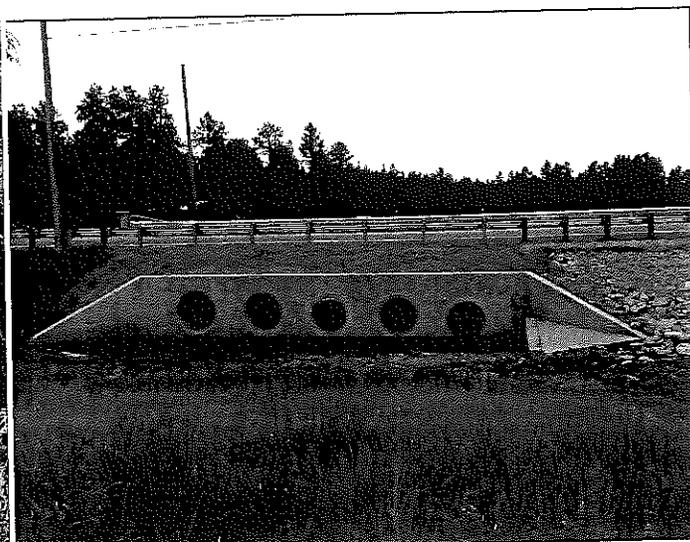
ALTERNATE AT-LARGE MEMBERS

Tom Rogers

Jake Michel

Todd Nielsen

Tom Vierzba



Emergency repairs will enable this Shoup Road culvert to handle much larger volumes of water.

Graveling

Highway maintenance personnel graveled 7.2 miles of roads, including Green Tree Road, Warriors Path, Arrowgrass Loop, Snowbrush Drive, Scott Road, Windmill Road and a portion of Wildridge.

Pavement Treatments

Highway maintenance personnel placed chip seal on 46.17 miles of roads. A contractor was hired to crack seal the roads prior to the chip seal. Chip seal and crack seal protect the road from water, prevent potholes, and extend the life of the road.

Concrete

In 2014, \$1,537,011.35 was spent on concrete drainage projects at various locations within the County. Eighty-one projects were started and completed within budget.



Part of the County Line Road project included major reconstruction and widening of the intersection at Furrow Road.

The Milam Road Culvert located between Shoup and Burgess was lined with concrete. The lining was required because the bottom of the culvert was failing due to abrasion. The lining will prevent further deterioration.

Shoup Road Emergency Repair

After the Black Forest Fire, recurring flooding closed the road multiple times. Repairs were substantially completed in October 2014 and included roadway repair and replacement of a corrugated metal culvert with five 36" reinforced concrete pipe culverts. The project was surveyed, designed, inspected and managed by El Paso County Engineering staff, and the total contracted construction cost was \$467,143.

2015 PPRTA BUDGET IN BRIEF

The PPRTA ballot initiative limits administrative expenses to a maximum of one percent of revenues.

Net Revenue	\$78,066,000
Maintenance (35%)	\$27,323,100
Capital (55%)	\$42,936,300
Transit (10%)	\$7,806,600
MAINTENANCE	\$27,323,100
Green Mountain Falls	\$29,755
Manitou Springs	\$232,092
Colorado Springs	\$19,360,775
El Paso County	\$7,694,759
Ramah	\$5,719
CAPITAL	\$42,936,300
less reserve	(\$4,177,250)
Net Capital	\$38,759,050
Green Mountain Falls	\$42,635
Manitou Springs	\$818,263
Colorado Springs	\$27,464,663
El Paso County	\$10,373,489
Ramah	\$60,000
TRANSIT	\$11,334,305*

* Including fare box revenue and appropriation of a portion of Transit Reserve funds

MANITOU SPRINGS

CAPITAL

In 2014, the City of Manitou Springs completed the last phase of the Manitou Avenue Improvement project: the installation of LED lights to illuminate the recently completed Manitou West Roundabout PPRTA project. These lights were installed on the existing arch located at this roundabout. The cost for this project was \$12,052.

MAINTENANCE

In 2014, the City spent a total of \$249,395 on streets and drainage maintenance projects.

The City repaired the Mayfair Bridge north abutment, replaced a 54" storm drainage culvert under Crystal Hills Boulevard, and rebuilt the upper section of Canon Avenue.

In addition, the City used PPRTA funding for the 12.5% City match of a FEMA project that repaired these streets that were damaged during flooding:

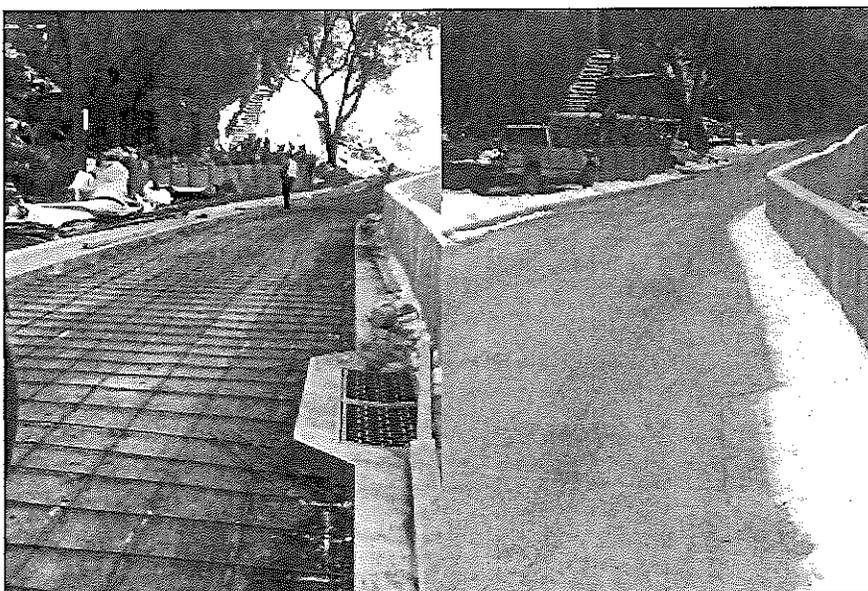
- Asphalt repair: Park Avenue/Canon Avenue Intersection, Puma Path, Serpentine Drive, Crystal Park Road from Crystal Hills Boulevard to Crystal Park Community Gate, Plain-

view Place, Modoc Place, Villa Vallecito, Via Escondido, Crystal Hills Boulevard, Sutherland Place, Elk Horn Road, Fountain Place and Shoshone Place

- Milling repairs: Spring Street
- Concrete replacement: Winona Road, install curb and gutter
- Mill and overlay: Intersection of Prospect Place and Modoc Place, intersection of Park Avenue and Spencer Avenue

The final cost for these projects is:

- Mayfair Bridge abutment: \$5,100
- 54" storm drainage culvert under Crystal Hills Boulevard: \$64,400
- Upper Canon Avenue concrete paving: \$103,900
- 12.5% City match for PW09/FEMA project: \$31,305
- Additional street repairs: \$44,690



Reconstruction of the upper portion of Cañon Avenue

Make your voice heard!

The public is welcome at all monthly PPRTA meetings, and all meetings offer an opportunity for public comment.

PPRTA Board of Directors

Second Wednesday of every month
1:30 pm

PPRTA Citizen Advisory Committee

First Wednesday of every month
1:30 pm

at the

Pikes Peak Area Council of Governments

14 S. Chestnut St.
Colorado Springs, CO 80905



The Town of Green Mountain Falls is working to develop a proactive approach to maintaining our paved and gravel roads. Because of the Town's steep grades and pitches, our roads require more upkeep than roads in less hilly areas. The funds made available through PPRTA have allowed us to address these issues in a more timely manner.

Over the past year, we have been able to reduce erosion and build up stable driving surfaces with aggregates that provide greater compaction. We were able to purchase fuel and oils, equipment, and hundreds of tons of roadbase with PPRTA funds. These funds have given us the ability to provide greatly improve service to the citizens of Green Mountain Falls.

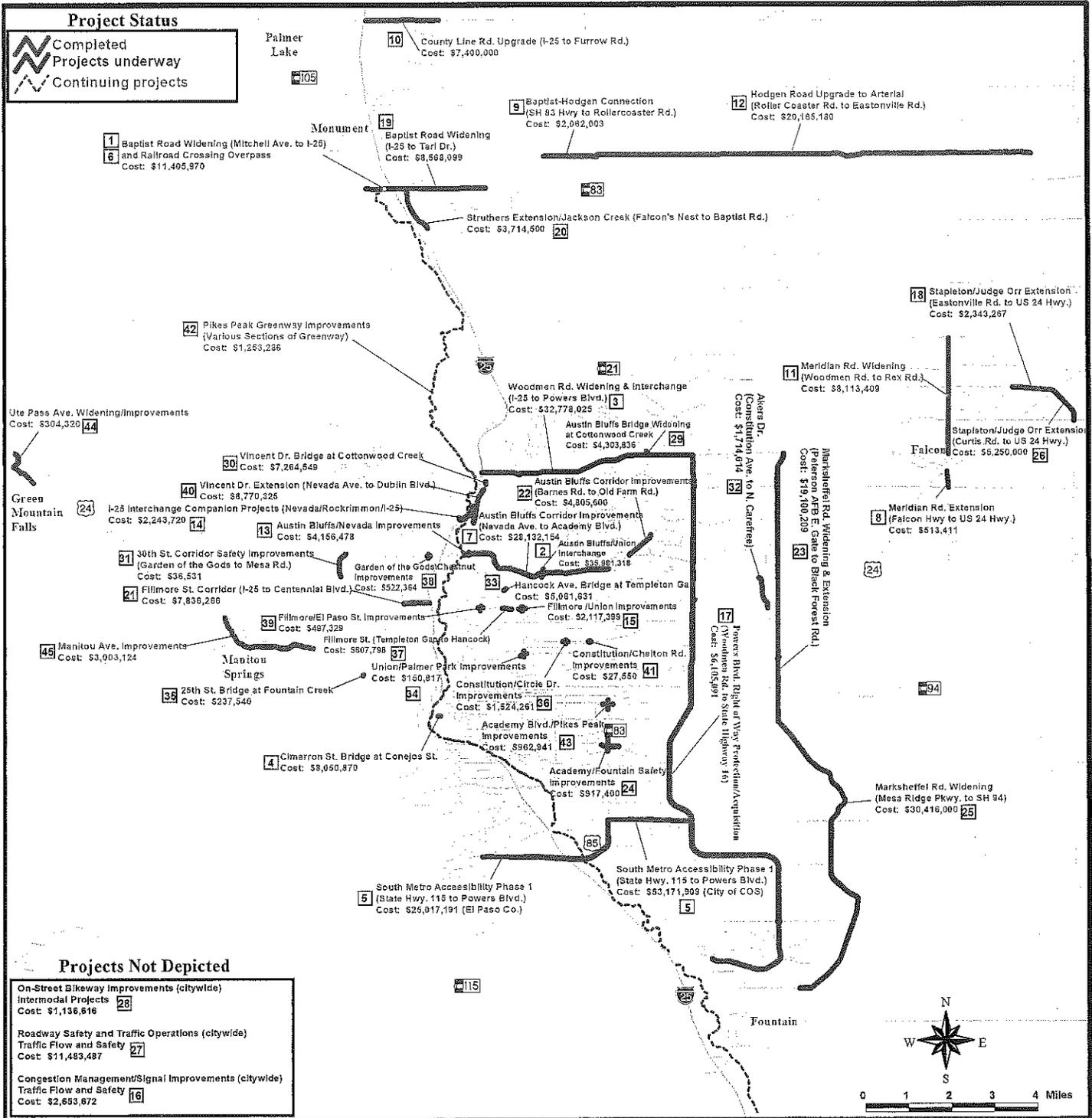


The Town of Ramah did not expend as many maintenance dollars as we had budgeted for 2014. The Town will be undertaking a large street chip and seal project for 2015 and is planning to do necessary maintenance repairs at the same time to save on costs. We anticipate using our maintenance funds in the latter half of 2015 in preparation for our street overlay program. The Town has been working on a proactive approach to street maintenance, and bundling repairs with the chip and seal project is the best solution to our street needs.



In 2014, Mountain Metropolitan Transit:

- Re-established Sunday and holiday services, added fixed-route transit service to the new Veteran's Administration Clinic, and extended transit service to the Powers Boulevard corridor to increase transit access to approximately 3,000 jobs. PPRTA funds assisted in the operation of these services.
- Provided more than 3 million trips to the community. PPRTA funds assisted in the operation of these services.
- Completed the Black Forest Park and Ride facility, which provides 215 parking spaces for citizens to carpool/vanpool, while reducing the overall emission of pollutants and greenhouse gases.
- Awarded more than 40 percent of Federal Transit Administration-funded contracts between April and September 2014 to Disadvantaged Business Enterprises, exceeding the FTA-approved 6 percent goal.
- Operated Manitou Springs Summer Shuttle service with a record high ridership of 90,450.
- Implemented the zone-based fare structure for Mountain Metro Rides Vanpool program and simplified the payment structure for customers.
- Won two first place AdWheel awards for MMT's Twitter communications presence (@Mountain-Metro) and the Summer Haul Pass promotional poster from the American Public Transportation Association.
- Replaced outdated Mobile Data Terminals with new Drivermate tablets in ADA paratransit vehicles. The less-expensive tablets are easier to install, maintain, and replace than the existing system.
- Implemented a new automated telephone reservation system for ADA paratransit customers that allows booking, canceling, and verifying ride and account information.
- Installed new surveillance cameras at the Citadel Mall and Pikes Peak Community College transfer stations.



Project numbers correspond to project descriptions inside; these same numbers were used on the 2004 ballot measure.

**Pikes Peak Rural Transportation Authority
2015 Budget Revenue Projection**

1	2014 Sales & Use Tax Revenue Projection (amended budget)		\$76,000,000
2	Estimated increase of Sales and Use Tax Projection		<u>3,000,000</u>
3	Projected 2015 Sales & Use Tax Revenue		79,000,000
4	Add: Estimated Interest to be earned on PPRTA funds		180,000
5	Less: Sales and Use Tax collection costs		(230,000)
6	PPRTA administrative costs		(584,000)
7	Ballot costs		0
8	Add/(subtract) Reserve adjustment		(300,000)
9	Net Revenue excluding fare box revenue		<u>78,066,000</u>
10	Transit	10%	7,806,600
11	Maintenance	35%	27,323,100
12	Capital	55%	<u>42,936,300</u>
			<u>78,066,000</u>

	2010 Census %	Maintenance Allocation	2010 Census population
13 Maintenance allocation: (note)			
14 Green Mountain Falls	0.1089%	29,755	640
15 Manitou Springs	0.8494%	232,091	4,992
16 Colorado Springs	70.8586%	19,360,776	416,427
17 El Paso County	28.1621%	7,694,759	165,505
18 Ramah	0.0209%	5,719	123
	<u>100.0000%</u>	<u>27,323,100</u>	<u>587,687</u>

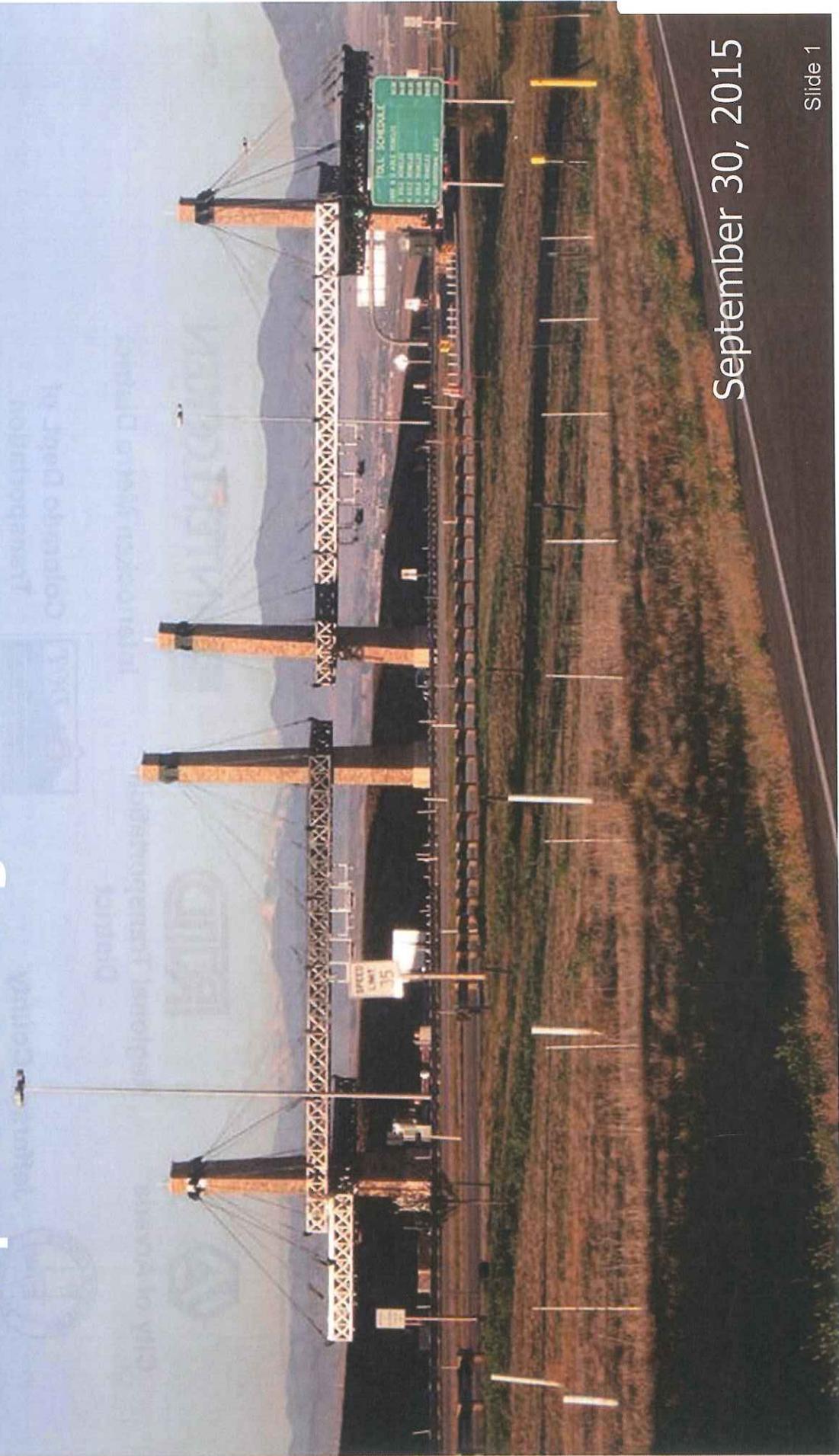
Capital Allocation from above	42,936,300
less capital renewal retainage (initial capital retainage moved to initial A capital list of projects)	<u>(4,177,250)</u>
19 Capital allocation: (to be allocated based on est. project costs)	<u>38,759,050</u>

		2015 proj %
20 Green Mountain Falls	42,635	0.0011
21 Manitou Springs	329,452	0.0085
22 Colorado Springs	27,464,663	0.7086
23 El Paso County	10,914,548	0.2816
24 Ramah	7,752	0.0002
	<u>38,759,050</u>	<u>1.0000</u>
25 Transit allocation	7,806,600	
26 Add: Estimated Transit fare box & other revenue	3,527,705	
	<u>11,334,305</u>	

Note: In the event that the Town of Green Mountain Falls' appeal to the Federal Census Bureau is successful, the PPRTA Board may revise the maintenance allocation. (per Board policy 22)

Northwest Parkway Public Highway Authority

Transportation Legislation Review Committee



September 30, 2015

Slide 1

Who Forms NWPPHA



- **Members:**



City & County of Broomfield



City of Lafayette

- **Ex Officio & Associate Members:**



City of Arvada



Regional Transportation District



Interlocken Metro District



Jefferson County



Colorado Dept. of Transportation

Northwest Parkway Public Highway Authority



Background

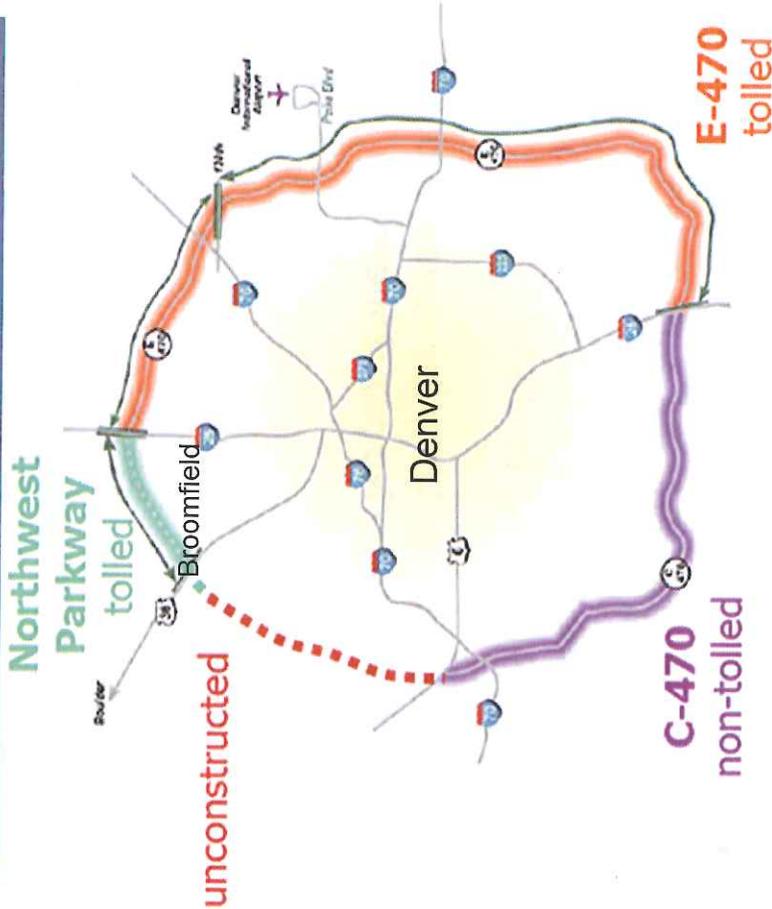
- July 1999: Authority established
- **The Purpose:** To build an authority financed highway linking E-470/I-25 to US36
- **The Financing:** User fee revenue bonds were used to fund the NWP – **No tax dollars**
- **The Reasons:**
 - ✓ To continue the extension of a Denver metropolitan beltway
 - ✓ To avoid the tax cost of building a major new regional roadway link
 - ✓ To ensure that development occurred in specified locations respecting planned open space
 - ✓ To relieve traffic on neighborhood streets



The Northwest Parkway



LOCATION



OVERVIEW

- 8.9 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

	Nov. 03	Ribbon cutting
	Jan. 04	Toll collection begins
	Oct. 05	Maintenance yard opens
	Dec. 05	Sheridan interchange opens
	Nov. 07	Concession Lease signed
	Dec. 09	Renewed toll system
	Jan. 10	Non-stop tolling (cashless)
	May 11	Solar Project
	Aug. 11	Interoperability sticker tag
	Mar. 12	Increased mobility, convenience
	Aug. 14	Repaving Project
	Jul. 15	Interoperability switchable tag

Northwest Parkway Concession



Fundamentals

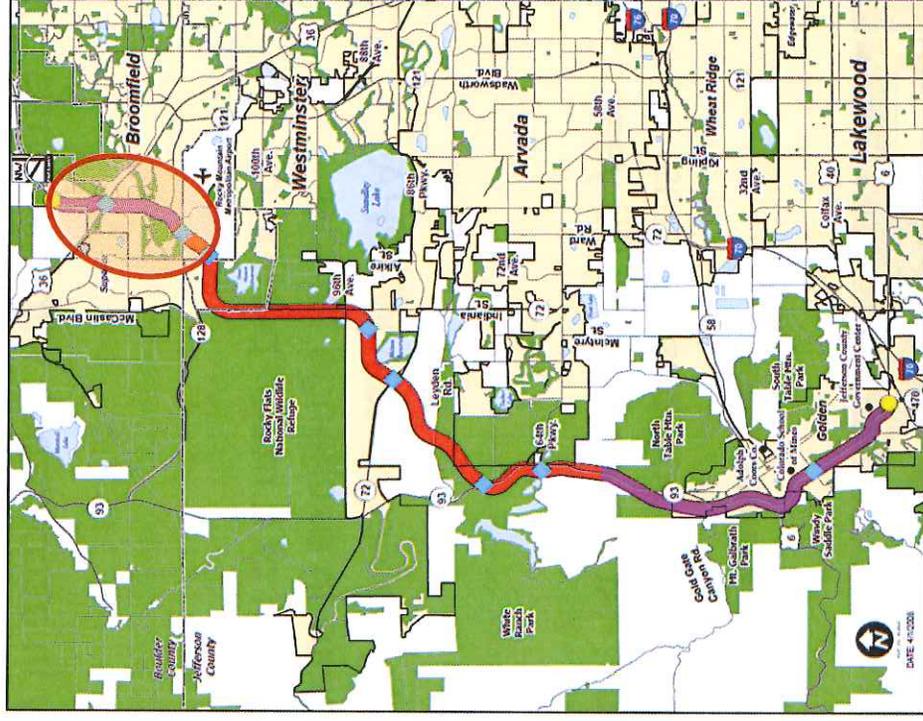
- Concession Lease Agreement was signed with Brisa (doing business as Northwest Parkway LLC) on November 21, 2007. At the end of the 99 year term, the Parkway reverts back to the Authority.
- Upon execution of the Concession and Lease Agreement, the NWPPHA transferred all capital assets to the Concessionaire 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 Concession



Expansion Possibilities

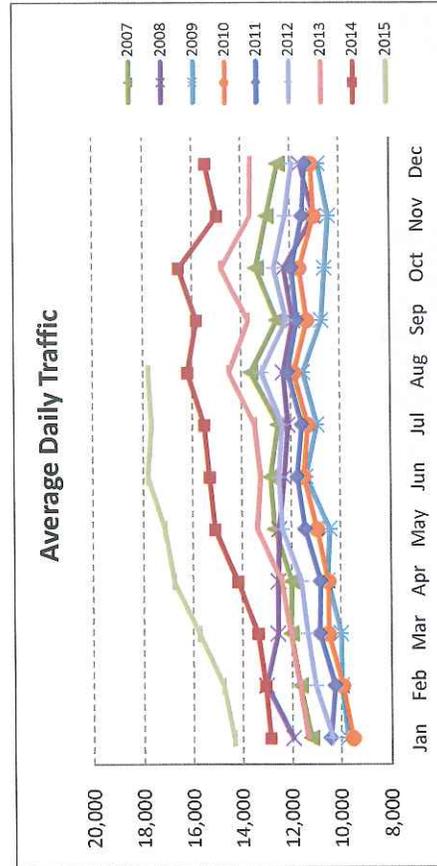
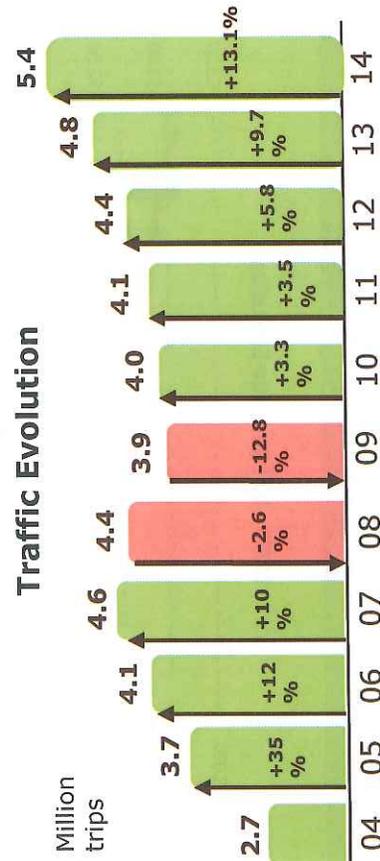
- Work on the possibility of extending the NWP (2.3 mile extension) to SH128, which together with the Jefferson Parkway and the linking to I-70 would complete the beltway around the metro Denver area, is underway.
- The Concession Agreement does not require the Concessionaire to build the extension, but the Concessionaire is required to contribute \$100 million towards the cost of the extension to SH128 if certain conditions are met, including:
 - ✓ 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





Traffic

#1001	Transactions											
	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Jan	176,760	253,248	310,452	347,848	370,346	301,966	295,076	323,537	320,866	351,885	398,314	444,036
Feb	173,986	238,159	291,066	326,425	364,600	279,241	278,018	286,891	308,821	326,826	365,424	413,305
Mar	204,786	295,319	334,305	372,657	388,925	309,749	325,852	336,701	351,783	372,801	413,471	487,867
Apr	203,202	287,589	325,716	359,621	375,850	316,132	315,287	324,556	347,931	371,733	424,357	502,718
May	216,231	312,953	354,462	392,179	386,816	323,389	339,239	354,566	383,303	413,830	467,610	530,863
Jun	222,801	320,187	364,762	384,509	367,962	341,708	344,311	352,162	374,613	396,324	459,111	533,911
Jul	238,606	319,481	345,755	387,367	375,204	338,709	350,320	357,911	382,562	416,362	480,618	547,054
Aug	257,146	347,301	383,460	421,588	380,865	356,281	367,862	375,396	408,321	449,242	501,679	550,498
Sep	248,293	321,097	349,108	375,866	356,953	322,130	339,526	351,801	364,740	410,203	474,431	-
Oct	257,697	328,591	369,938	413,958	379,388	328,155	360,268	369,715	392,197	458,635	512,759	-
Nov	251,312	327,254	355,771	387,658	330,708	312,926	330,603	344,922	365,695	407,671	448,874	-
Dec	286,417	354,545	354,895	386,686	358,833	335,794	345,323	352,902	369,123	420,242	478,139	-
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	4,795,754	5,424,787	4,010,252
Avg.	228,103	308,810	344,974	379,697	369,704	322,182	332,640	315,710	327,157	350,504	392,403	448,403
Max	286,417	354,545	383,460	421,588	388,925	356,281	367,862	375,396	408,321	458,635	512,759	550,498

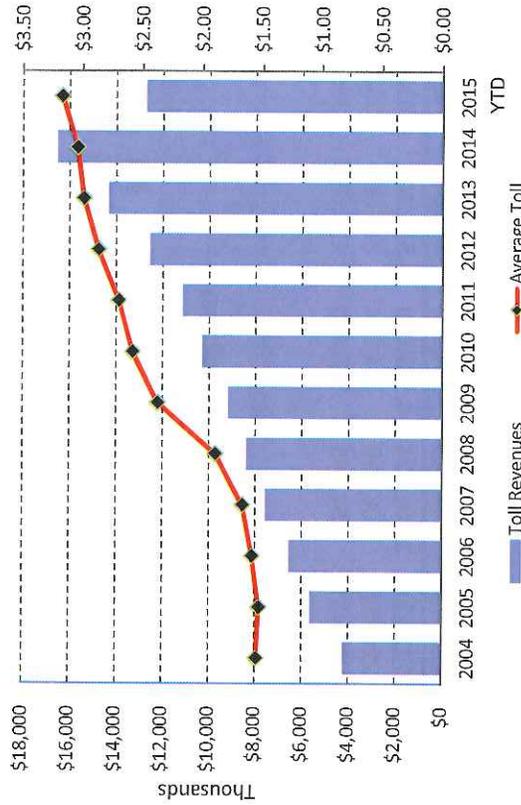


All-time traffic highs over the last 8 consecutive months (+14% YTD)

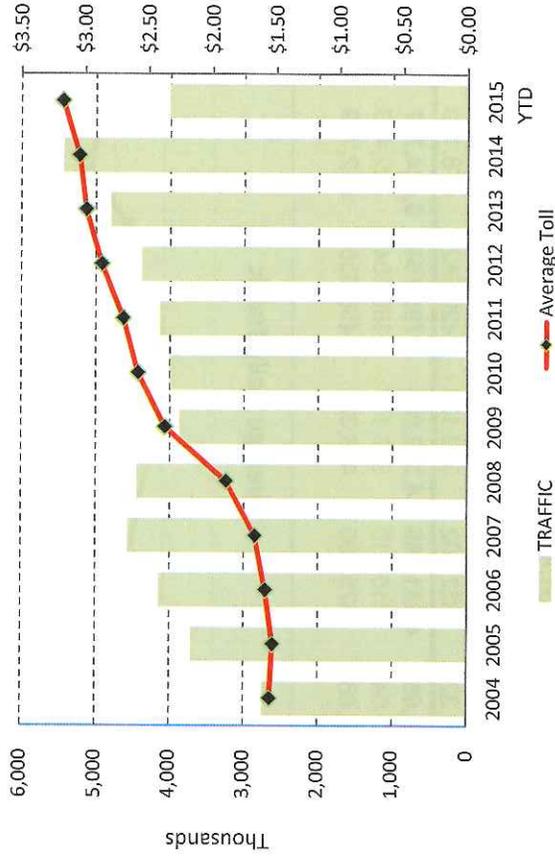
Toll Revenues



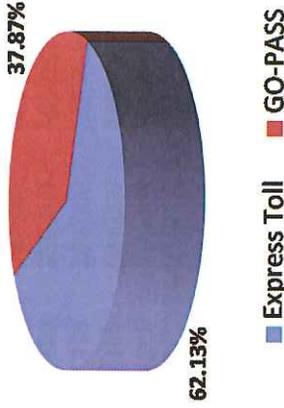
NWP - Toll Revenue Evolution



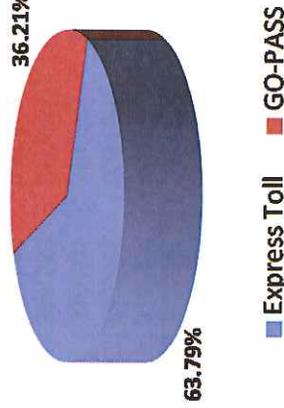
NWP - Traffic Evolution



2015 - Toll Revenue Structure



2014 - Toll Revenue Structure



In spite of traffic fluctuations toll revenues grew consistently



Toll Rates

NWPKY TOLL RATES:

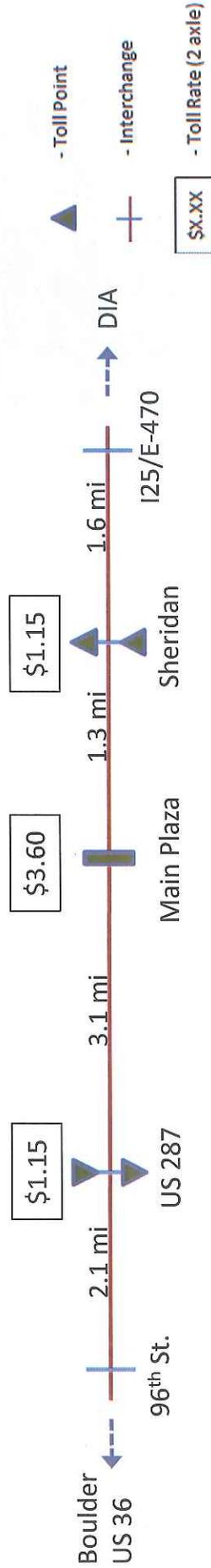
- Mainline
- 2 Axles _____ \$3.60
 - Per Each Additional Axle _____ \$3.60
- Ramps (Sheridan and US287 interchanges)
- All Axles _____ \$1.15

Annual toll rate increase is indexed to the maximum of:

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

Notes:

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



Toll rates are regulated by the Concession Agreement and overseen by the NWPPHA

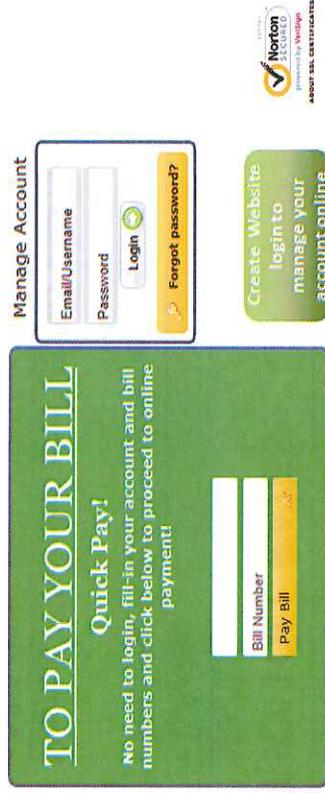
All Electronic Tolling



On January 1, 2010 the NWP stopped collecting cash at its 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/ACH



NWP:



E-470:



No pre-registration required. Road accessible to all vehicles being offered multiple payment options

Oversight



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

The 2015 Annual Inspection reports **an overall conformity to the safety condition of the entire facility**. The 80 inspected categories averaged a score of **4.85** out of 5.00, and **"zero" 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: defects that presents an immediate hazard to users. Category 2 defect: defects that do not constitute an immediate hazard to users.

Also, the NBIS report, states: **"The structures owned and maintained by the Northwest Parkway are in Good to Satisfactory condition. Our recent inspection observations have revealed that the NWP is doing a great job at performing routine and preventative maintenance activities to prolong the service life of the structures. We congratulate the NWP on the continued effort to perform suggested maintenance activities and to provide a high quality transportation system for your roadway users."**



Inspections show the road to be fit and overall fully functional

Road Improvements



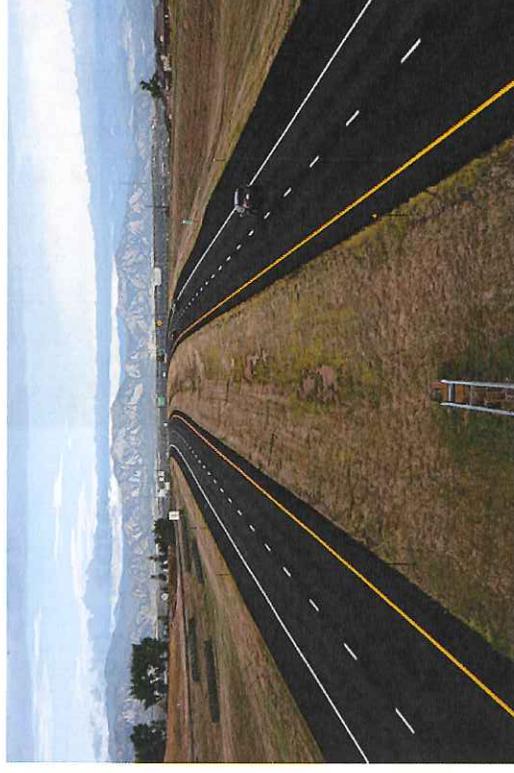
The Northwest Parkway (NWP) is committed to offer its patrons the safest, most reliable and convenient travel route. To achieve this, the NWP has done major road improvements in 2014 which include: patching and repairing some of the seams, dips and bumps. Followed by the asphalt resurfacing of its entire mainline, from I-25/E-470 on the East to just past 96th St. on the West.

These improvements represent an investment of about five million dollars necessary to preserve the roadway quality while continuing to offer a safe and reliable congestion free alternative. The Parkway is a public road, 100% privately funded relying exclusively on the collection of tolls to service its debt and perform its operations and maintenance. No taxes, grants or other funds were/are being used.

July 21, 2014



September 2, 2014



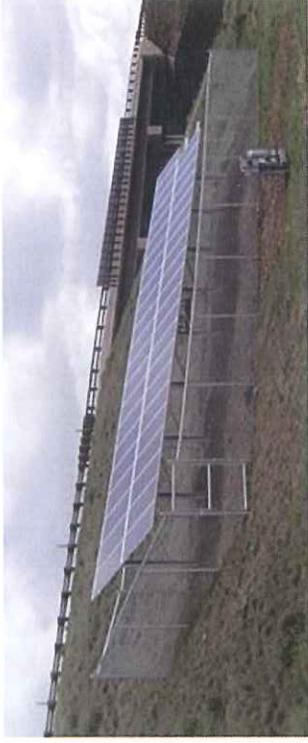
First repaving since the road opened to traffic in November 2003

Sustainability



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 is comprised 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.



Reduction of Greenhouse Gas emissions

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

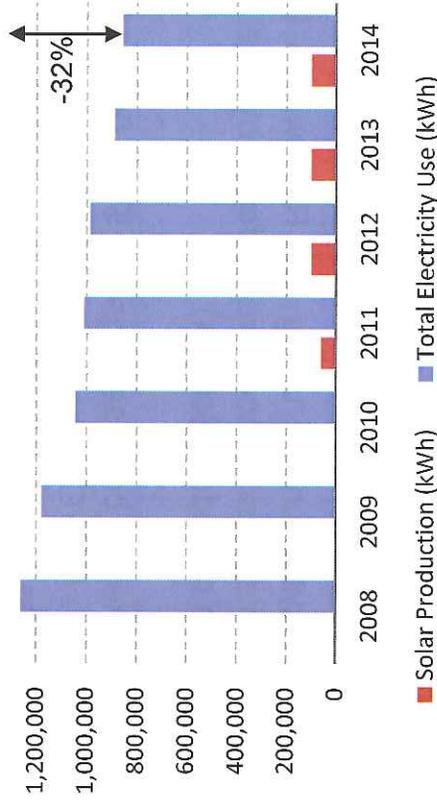
Solar Program Update



NWP LLC reduced its annual electricity consumption by 32% between 2008-2014

The NWP solar project yielded an estimate accumulated cost savings of about \$40,721 YTD

Electricity Used/ Produced



Energy Cost Savings



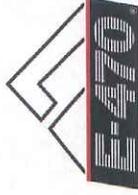
- ✓ NWP was pioneer in taking the leap and embrace renewable energy to offset its carbon footprint in 2011
- ✓ Thus far the 7 NWP solar sites have produced almost 422,600 kWh. The equivalent of about 355 tons of CO2 emissions.

An example of operational excellency and sustainability

Mobility

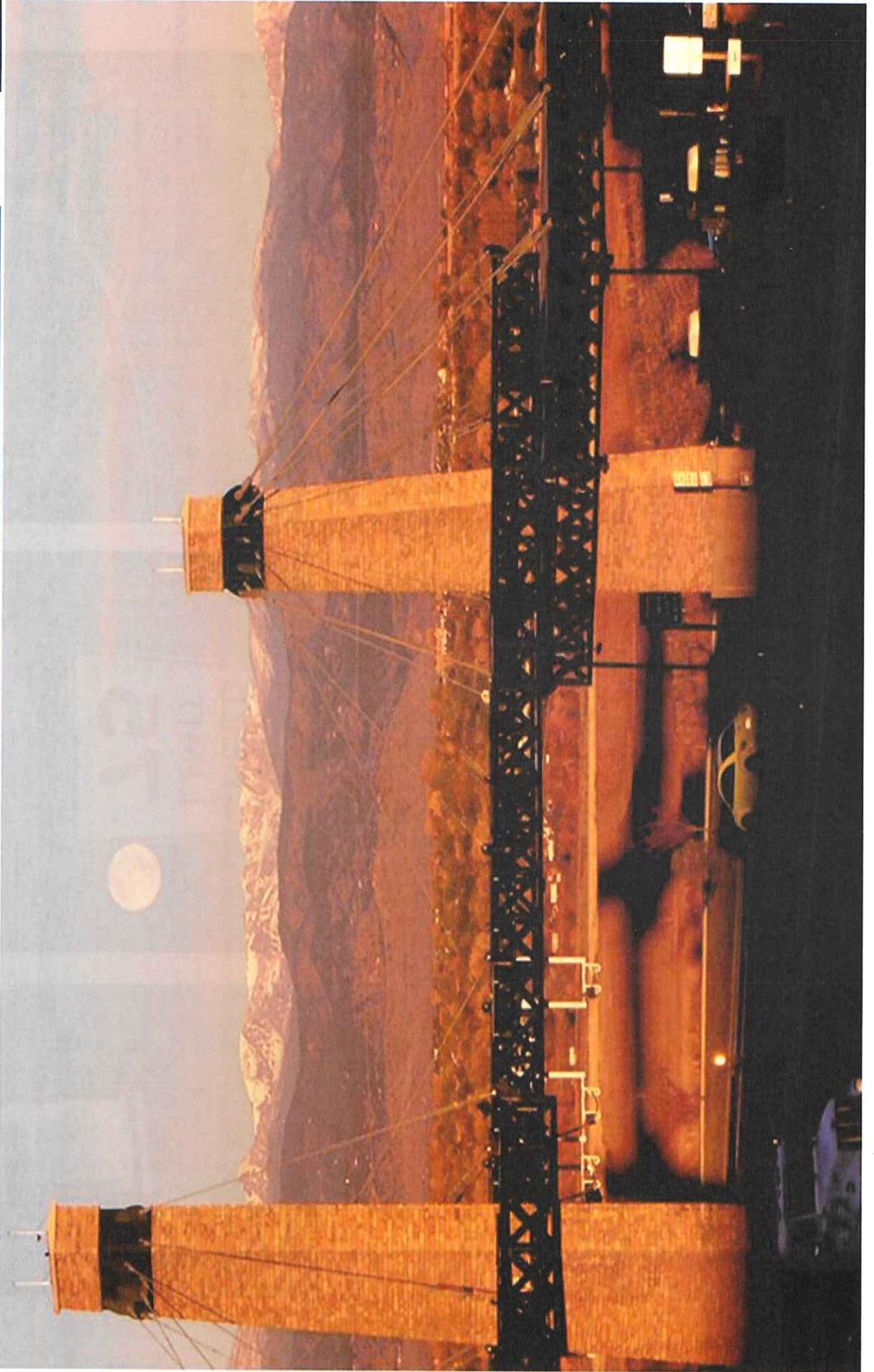


- Following NWPPHA Resolution (11-08), the LLC hired Stantec Consulting Services, to perform a feasibility speed limit study to increase the maximum speed limit to 75 mph. Later reviewed and approved by the City and County of Broomfield.
- On 3/5/12 the new speed limits were posted, in line with E-470 and I-25 maximum speed limits of 75 mph.



Increased Mobility and Convenience

Thank You



Request for bill title: DMV outsourcing proposal

1. Many states have entered into cooperative agreements with non-governmental organizations to provide limited DMV services.
2. In the past few years Utah, Arizona, Nevada, California, Texas, Connecticut, Rhode Island, Maine and Nevada are among those states. In these states, private sector offices are under contract to provide services ranging from titles and registration to renewal of driver's licenses and everything in between. I have a chart and will pass it around for review.
3. The purpose for doing this is to relieve some pressure on State budget and resources, but more important to provide more and better access for our constituents and customers across the State of Colorado. These states with the help of their partners are reducing wait times and expanding hours for basic DMV services. AAA Colorado has more than 625,000 members statewide so there is clearly a large, built-in customer base for this service.
4. In most of the states I have listed AAA motor clubs have stepped up to offer their offices. The process for compensating these clubs varies and is subject to negotiation, but often there is an added service fee.
5. I would like to see a bill title for the TLRC to review to provide the DMV latitude to consider this approach in Colorado. I do not want to mandate that the DMV outsource or contract their services, but instead want to make sure Colorado law allows them to do so when and if they believe this is a worthy undertaking.
6. We talk a lot about public private partnerships and, frankly, this strikes me as the purest of such PPP undertakings – the private sector stepping up to add services which improve state services.
7. Thank you for your consideration of this request.

DMV Services at AAA

	Arizona	California	Connecticut	Maine	Nevada	Rhode Island	Texas	Utah
Initial Title and Registration	X							
Renew Registration	X	X			X	X	X	X
Duplicate registration	X	X				X		
Replacement registration stickers		X				X		
Order personalized plates	X	X				X		
Issue Disability Plate/Placard	X							
Reinstate registrations suspended due to lapse in insurance		X			X			
Get duplicate title	X	X						
Transfer ownership	X	X						
Renew driver's license and state ID			X	X	X	X		
Print out driver history reports	X				X			