

Final
STAFF SUMMARY OF MEETING

TRANSPORTATION LEGISLATION REVIEW COMMITTEE

Date: 10/05/2016

ATTENDANCE

Time: **09:05 AM to 05:03 PM**

Place: RM 271

This Meeting was called to order by
Senator Baumgardner

This Report was prepared by
Bo Pogue

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

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

Bills Addressed:	Action Taken:
Regional Transportation District	Witness Testimony and/or Committee Discussion Only
Division of Motor Vehicles	Witness Testimony and/or Committee Discussion Only
Public Utilities Commission	Witness Testimony and/or Committee Discussion Only
Public Highway Authorities	Witness Testimony and/or Committee Discussion Only
High-Performance Transportation Enterprise	Witness Testimony and/or Committee Discussion Only
Discussion of US 550	Witness Testimony and/or Committee Discussion Only
Discussion and Approval of Interim Bills	Approved five bills

09:05 AM -- Regional Transportation District

The committee was called to order. A quorum was present. Mr. Dave Genova, General Manager and CEO, Mr. Tom Tobiason, Board Chair, and Mr. Bruce Abel, Assistant General Manager of Bus Operations, Regional Transportation District (RTD), briefed the committee on recent developments concerning RTD. Committee members received a collection of slides forming the basis of the presentation (Attachment A), and a folder with background information on RTD and its services (a copy of the folder is on file with Legislative Council Staff). Mr. Genova walked the committee through the contents of Attachment A. Mr. Genova responded to questions regarding the process by which RTD selects its transportation projects, and efforts to extend rail lines under FasTracks along certain corridors. Mr. Genova responded to further questions regarding bonding arrangements for funding RTD initiatives.

09:15 AM

Mr. Genova returned to briefing the committee on recent RTD developments. Mr. Abel provided input on RTD's status in terms of its efforts to comply with the Americans with Disabilities Act (ADA), and discussed certain challenges facing the district. He also discussed the status of service improvements. Mr. Genova presented some additional RTD status updates.

09:28 AM

Mr. Genova responded to questions regarding recent difficulties experienced with the A and B commuter rail lines. He also provided input on the status of the G line's opening. Mr. Abel responded to questions regarding sources of funding for efforts to comply with the ADA. Mr. Genova responded to questions regarding plans to open certain additional light rail lines.

09:39 AM -- Division of Motor Vehicles

Mr. Mike Dixon, Senior Director for the Division of Motor Vehicles (DMV) within the Department of Revenue, provided updates on the DMV. Committee members received a packet of slides forming the basis for Mr. Dixon's presentation (Attachment B).

09:50 AM

Mr. Dixon continued to update the committee on DMV initiatives. Mr. Dixon responded to questions regarding the DMV's efforts to comply with Senate Bill 15-090, which mandated an update of the temporary vehicle tag product and process. Mr. Dixon returned to providing updates to the committee.

10:01 AM

Mr. Dixon continued to brief the committee on recent developments at the DMV, discussing license plate-related issues. Mr. Dixon responded to questions regarding certain specialty license plates that are scheduled to sunset, and difficulties experienced by customers in trying to conduct business with the DMV. Mr. Dixon wrapped up his presentation by discussing DMV veteran services.

10:13 AM -- Public Utilities Commission

Mr. Joe Neguse, Executive Director, Department of Regulatory Agencies, Mr. Doug Dean, Director, Public Utilities Commission (PUC), Mr. Ronald Jack, Chief Operating Officer and Chief of Transportation for the PUC, and Dr. Pam Fischhaber Chief of Transit and Rail Safety for the PUC, presented an overview of transportation-related issues that fall under the purview of the PUC. Committee members received a packet of slides forming the basis of the presentation (Attachment C). Director Neguse provided an introduction to the issues to be addressed. Director Dean walked the committee through the contents of Attachment C. Discussion ensued regarding safety issues associated with railroad crossings.

10:30 AM

Mr. Jack and Director Dean responded to questions regarding rulemaking associated with towing rates. Discussion returned to issues associated with rail crossings.

10:33 AM -- Public Highway Authorities

Mr. Tim Stewart, Executive Director, E-470, presented the annual report for the E-470 Public Highway Authority. Committee members received a packet of slides forming the basis of Mr. Stewart's presentation (Attachment D), and E-470's annual report to the TLRC (a copy of the packet is on file with Legislative Council Staff). Mr. Stewart walked the committee through his presentation.

10:44 AM

Mr. Stewart responded to questions regarding the number of accidents, fatal and otherwise, along E-470, and how tolls are collected from out-of-state highway users. Mr. Stewart responded to questions regarding the implementation of tolling on E-470. Mr. Stewart returned to presenting the E-470 annual report to the TLRC.

10:53 AM

Mr. Greg Stokes, Broomfield City and County Mayor Pro Tem and Northwest Parkway Public Highway Authority Chair, and Mr. Charles Ozaki, Broomfield City and County Manager, briefed the committee on the Northwest Parkway. Committee members received a packet of slides providing the basis for Mayor Stokes' presentation (Attachment E), which Mayor Stokes narrated. Mayor Stokes responded to questions regarding when the Northwest Parkway reverts from the highway authority to local control. Mayor Stokes returned to briefing the committee on the contents of Attachment E. Mayor Stokes responded to a question about who is charged with plowing snow on the Northwest Parkway, and then returned again to briefing the committee on the parkway.

11:04 AM

Mayor Stokes and Mr. Ozaki responded to questions regarding the governing and operating arrangement for the Northwest Parkway, and Mayor Stokes returned to briefing the committee on the parkway. Mayor Stokes and Mr. Ozaki responded to questions regarding toll rates on E-470.

11:20 AM

Mayor Stokes returned to briefing the committee on the Northwest Parkway.

11:22 AM -- High-Performance Transportation Enterprise

Mr. David Spector, Director, High Performance Transportation Enterprise (HPTE), and Mr. Andy Karsian, Legislative Liaison, Colorado Department of Transportation (CDOT), briefed the committee on the HPTE. Committee members received a packet of slides providing the basis for the HPTE presentation (Attachment F). Mr. Spector walked the committee through the document. Mr. Spector responded to questions regarding the impact of recently implemented Interstate 70 express lanes on the use of the interstate's frontage road during peak hours, and the overall reduction of travel times during peak hours along I-70.

11:36 AM

Discussion continued regarding travel times and safety issues along certain stretches of I-70. Mr. Spector returned to briefing the committee on the HPTE. Discussion ensued regarding the bicycle lane following US 36, and the contracting arrangement for the US 36 expansion.

11:50 AM

Mr. Spector returned to briefing the committee on recent developments with the HPTE. Discussion ensued regarding the implementation of HOV lanes in certain corridors in the Denver metropolitan area.

12:04 PM

The committee recessed for lunch.

01:09 PM -- Discussion of US 550

The committee returned to order. Mr. Jon Waschbusch, Government Affairs Director for Montrose County, came to the table to discuss US 550. He distributed a handout to the committee (Attachment G). He also showed the committee a short video featuring the Montrose County Coroner. He noted the Billy Creek segment of the road, from mile post 105 to mile post 115. He asked for any state assistance available for helping solve the problem.

Commissioner Glen Davis, Montrose County Commissioner, came to the table to answer committee questions. In response to committee questions, he discussed area traffic and the traffic changes in Montrose County due to airport traffic.

01:29 PM -- Discussion and Approval of Interim Bills

Ms. Erin Reynolds, Legislative Council Staff, and Mr. Jerry Payne, Office of Legislative Services, came to the table to discuss the interim bill process. The bills considered by the Transportation Legislation Review Committee (TLRC) may be accessed on the TLRC website at:
www.colorado.gov/pacific/cga-legislativecouncil/2016-transportation-legislation-review-committee.

01:32 PM --- Bill 1

Representative Carver introduced and discussed Bill 1. This bill requires the TLRC to meet five times before November 15, 2017, to:

- make available the House Bill 16-1031 research study of changes to the Colorado Transportation Commission districts since 1991; and
- offer an opportunity for public input regarding the districts, the study, and whether the districts should be modified.

Of the five meetings, four are to take place in each quadrant of the state and one in Denver. The committee may also consider the use of remote testimony.

Representative Tyler offered Amendment #1 (Attachment H). The chair ruled that the amendment did not fit under the bill title.

BILL:	Bill 1	
TIME:	01:37:42 PM	
MOVED:	Carver	
MOTION:	Move Bill 1 to Legislative Council for consideration. The motion passed on a vote of 16-2.	
SECONDED:		
		VOTE
	Becker J.	Yes
	Buck	Yes
	Carver	Yes
	Cooke	Yes
	Coram	Yes
	Esgar	Yes
	Jones	Yes
	Kraft-Tharp	No
	Melton	No
	Mitsch Bush	Yes
	Moreno	Yes
	Neville P.	Yes
	Nordberg	Yes
	Scott	Yes
	Todd	Yes
	Winter	Yes
	Tyler	Yes
	Baumgardner	Yes
Final YES: 16 NO: 2 EXC: 0 ABS: 0 FINAL ACTION: PASS		

01:54 PM -- Bill 2

Representative Becker, J. introduced and discussed Bill 2. This bill makes exceptions for physical vehicle inspections as a condition for vehicle registration or certificate of title issuance if the applicant for a new vehicle registration:

- presents a copy of the manufacturer's certificate of origin;
- presents a purchase receipt from the dealer or out-of-state seller that indicates the applicant purchased the vehicle as new; or
- at the time of application, has the vehicle currently registered in another Colorado county.

01:56 PM

Mr. RJ Hicks, representing the Colorado Motor Carriers Association, came to the table to testify in support of the bill.

BILL:	Bill 2	
TIME:	01:58:14 PM	
MOVED:	Becker J.	
MOTION:	Move Bill 2 to Legislative Council for consideration. The motion passed on a vote of 18-0.	
SECONDED:		
		VOTE
	Becker J.	Yes
	Buck	Yes
	Carver	Yes
	Cooke	Yes
	Coram	Yes
	Esgar	Yes
	Jones	Yes
	Kraft-Tharp	Yes
	Melton	Yes
	Mitsch Bush	Yes
	Moreno	Yes
	Neville P.	Yes
	Nordberg	Yes
	Scott	Yes
	Todd	Yes
	Winter	Yes
	Tyler	Yes
	Baumgardner	Yes
YES: 18 NO: 0 EXC: 0 ABS: 0 FINAL ACTION: PASS		

02:03 PM --- Bill 3

Representative Becker, J. introduced and discussed Bill 3. This bill increases the minimum weight for commercial vehicles from 10,001 pounds to 16,001 pounds, and allows the Colorado State Patrol (CSP) to adopt rules for vehicles that would otherwise be considered commercial vehicles but for weighing between 10,001 and 16,000 pounds.

02:06 PM

Mr. RJ Hicks, representing the Colorado Motor Carriers Association, testified in support of the bill. Representative Becker, J. proposed a conceptual amendment to clarify that the bill applies only to intrastate commercial vehicle regulation.

BILL:	Bill 3	
TIME:	02:07:46 PM	
MOVED:	Becker J.	
MOTION:	Adopt conceptual amendment to Bill 3 clarifying that the bill applies only to intrastate commercial vehicle regulation. The motion passed without objection.	
SECONDED:		
		VOTE
	Becker J.	
	Buck	
	Carver	
	Cooke	
	Coram	
	Esgar	
	Jones	
	Kraft-Tharp	
	Melton	
	Mitsch Bush	
	Moreno	
	Neville P.	
	Nordberg	
	Scott	
	Todd	
	Winter	
	Tyler	
	Baumgardner	
YES: 0 NO: 0 EXC: 0 ABS: 0 FINAL ACTION: Pass Without Objection		

BILL:	Bill 3	
TIME:	02:15:34 PM	
MOVED:	Becker J.	
MOTION:	Move Bill 3, as amended, to Legislative Council for consideration. The motion passed on a vote of 18-0.	
SECONDED:		
		VOTE
	Becker J.	Yes
	Buck	Yes
	Carver	Yes
	Cooke	Yes
	Coram	Yes
	Esgar	Yes
	Jones	Yes
	Kraft-Tharp	Yes
	Melton	Yes
	Mitsch Bush	Yes
	Moreno	Yes
	Neville P.	Yes
	Nordberg	Yes
	Scott	Yes
	Todd	Yes
	Winter	Yes
	Tyler	Yes
	Baumgardner	Yes
Final YES: 18 NO: 0 EXC: 0 ABS: 0 FINAL ACTION: PASS		

02:18 PM --- Bill 4

Senator Baumgardner introduced and discussed Bill 4. This bill requires the state Transportation Commission to submit a ballot question to voters in 2017 for approval of \$3.5 billion in Transportation Revenue Anticipation Notes (TRANS) once existing transportation bonds have been repaid. The maximum repayment cost cannot exceed \$5.5 billion or take longer than 20 years to repay. TRANS proceeds must be spent on a list of 42 transportation projects across the state described in the bill. The bill also eliminates the final three years of Senate Bill 09-228 transfers and diverts 5 percent of state sales tax revenue to the Highway Users Tax Fund (HUTF) and 1 percent of state sales tax revenue to the Capital Construction Fund (CCF).

02:24 PM

Ms. Sandra Solin, representing Capitol Solutions and Fix Colorado Roads, Mr. Nate Eckloff, representing RBC Capital, Mr. Steve Tool, representing the Northern Colorado Legislative Alliance, and Mr. David Flaherty, representing Magellan Strategies, came to the table to answer committee questions.

02:45 PM

Committee discussion continued with the panel regarding bonding, the history of General Fund appropriations to CDOT, interest rates, construction costs, and possible opportunities for cost savings.

03:18 PM

Mr. Andy Karsian, representing CDOT, testified in opposition to the bill. Mr. Karsian stated that CDOT is concerned that the bill does not provide a stable stream of funding in order to repay bonds.

03:43 PM

Committee discussion continued regarding CDOT project planning and prioritization, the federal gas tax, sales tax revenues, and various ways to fund transportation in the state.

03:54 PM

Larson Silbaugh, Legislative Council Staff, came to the table to answer questions regarding the fiscal note. Representative Tyler offered two amendments, Amendment #5 (Attachment I) and Amendment #4 (Attachment J).

BILL:	Bill 4	
TIME:	04:08:56 PM	
MOVED:	Tyler	
MOTION:	Adopt amendment #5 (Attachment I). The motion passed on a vote of 10-6.	
SECONDED:		
		VOTE
	Becker J.	Yes
	Buck	No
	Carver	No
	Cooke	No
	Coram	Yes
	Esgar	Excused
	Jones	Yes
	Kraft-Tharp	Yes
	Melton	Yes
	Mitsch Bush	Yes
	Moreno	Yes
	Neville P.	Excused
	Nordberg	No
	Scott	No
	Todd	Yes
	Winter	Yes
	Tyler	Yes
	Baumgardner	No
YES: 10 NO: 6 EXC: 2 ABS: 0 FINAL ACTION: PASS		

BILL:	Bill 4	
TIME:	04:15:20 PM	
MOVED:	Tyler	
MOTION:	Adopt amendment #4 (Attachment J). The motion failed on a vote of 8-9.	
SECONDED:		
		VOTE
	Becker J.	No
	Buck	No
	Carver	No
	Cooke	No
	Coram	No
	Esgar	Excused
	Jones	Yes
	Kraft-Tharp	Yes
	Melton	Yes
	Mitsch Bush	Yes
	Moreno	Yes
	Neville P.	No
	Nordberg	No
	Scott	No
	Todd	Yes
	Winter	Yes
	Tyler	Yes
	Baumgardner	No
YES: 8 NO: 9 EXC: 1 ABS: 0 FINAL ACTION: FAIL		

BILL:	Bill 4	
TIME:	04:30:31 PM	
MOVED:	Baumgardner	
MOTION:	Move Bill 4 to Legislative Council. The motion passed on a vote of 11-6.	
SECONDED:		
		VOTE
	Becker J.	Yes
	Buck	Yes
	Carver	Yes
	Cooke	Yes
	Coram	Yes
	Esgar	Excused
	Jones	No
	Kraft-Tharp	Yes
	Melton	No
	Mitsch Bush	No
	Moreno	Yes
	Neville P.	Yes
	Nordberg	Yes
	Scott	Yes
	Todd	No
	Winter	No
	Tyler	No
	Baumgardner	Yes
Final YES: 11 NO: 6 EXC: 1 ABS: 0 FINAL ACTION: PASS		

04:31 PM --- Bill 5

Representative Tyler introduced and discussed Bill 5. This bill amends the definition of an autocycle to:

- exclude motorcycles;
- specify that autocycles are three-wheeled motor vehicles where the driver and passengers ride in a fully or partly enclosed seating area equipped with safety belts for all occupants;
 - define "partly enclosed seating area" as an area that is surrounded on the sides by the frame or body of the vehicle; and
- remove air bag and hardtop enclosure requirements.

The bill also clarifies that child restraint and safety belt laws apply to autocycles.

04:34 PM

Mr. Dave Hall, representing the CSP, testified in support of the bill.

04:38 PM

Mr. Jep Seman, representing Polaris, expressed some concerns with Bill 5 regarding motorcycle laws.

BILL:	Bill 5	
TIME:	04:41:36 PM	
MOVED:	Tyler	
MOTION:	Move Bill 5 to Legislative Council. The motion passed on a vote of 16-1.	
SECONDED:		
		VOTE
	Becker J.	Yes
	Buck	Yes
	Carver	Yes
	Cooke	Yes
	Coram	Yes
	Esgar	Excused
	Jones	Yes
	Kraft-Tharp	Yes
	Melton	Yes
	Mitsch Bush	Yes
	Moreno	Yes
	Neville P.	No
	Nordberg	Yes
	Scott	Yes
	Todd	Yes
	Winter	Yes
	Tyler	Yes
	Baumgardner	Yes
Final YES: 16 NO: 1 EXC: 1 ABS: 0 FINAL ACTION: PASS		

04:45 PM

Rep. Becker J. proposed to withdraw Bill 2 so that the committee could consider Bill 6 under the TLRC five bill limit.

BILL:	Bill 2 Reconsideration	
TIME:	04:46:25 PM	
MOVED:	Becker J.	
MOTION:	Move to Reconsider Bill 2. The motion passed on a vote of 16-0.	
SECONDED:		
		VOTE
	Becker J.	Yes
	Buck	Yes
	Carver	Yes
	Cooke	Yes
	Coram	Yes
	Esgar	Excused
	Jones	Excused
	Kraft-Tharp	Yes
	Melton	Yes
	Mitsch Bush	Yes
	Moreno	Yes
	Neville P.	Yes
	Nordberg	Yes
	Scott	Yes
	Todd	Yes
	Winter	Yes
	Tyler	Yes
	Baumgardner	Yes
Final YES: 16 NO: 0 EXC: 2 ABS: 0 FINAL ACTION: PASS		

04:50 PM

Representative Coram introduced and discussed Bill 6. This bill prohibits a local government from imposing inspection requirements or charging inspection fees for underground petroleum storage tanks. Representative Coram distributed a handout to the committee (Attachment K).

04:52 PM

Mr. Grier Bailey, representing the Colorado Wyoming Petroleum Marketers Association, came to the table to answer committee questions.

BILL:	Bill 6	
TIME:	04:57:10 PM	
MOVED:	Coram	
MOTION:	Move Bill 6 to Legislative Council. The motion passed on a vote of 15-2.	
SECONDED:		
		VOTE
	Becker J.	Yes
	Buck	Yes
	Carver	Yes
	Cooke	Yes
	Coram	Yes
	Esgar	Excused
	Jones	No
	Kraft-Tharp	Yes
	Melton	Yes
	Mitsch Bush	Yes
	Moreno	Yes
	Neville P.	Yes
	Nordberg	Yes
	Scott	Yes
	Todd	Yes
	Winter	No
	Tyler	Yes
	Baumgardner	Yes
	Final YES: 15 NO: 2 EXC: 1 ABS: 0 FINAL ACTION: PASS	

05:03 PM

The committee adjourned.

Transportation Legislation Review Committee

Dave Genova

General Manager and CEO

Oct. 5, 2016





2016 Update

- **Flatiron Flyer**
 - Ridership up 40% on U.S. 36 corridor since introduction of BRT
- **University of Colorado A Line**
 - 18,300 average weekday boardings, ridership climbing
- **B Line**
 - 1,400 average weekday boardings, already exceeding year-one estimated ridership
- **G Line**
 - Opening in Fall 2016
- **R Line**
 - Opening in Winter 2016



FasTracks Update

- N Line to 124th opening in 2018
- Southeast Rail extension opening in 2019
- Four remaining projects without identified construction or operating funding
 - *Completion of B Line from Westminster to Longmont*
 - *Completion of final six miles of North Metro*
 - *Completion of Central Rail extension*
 - *Completion of Southwest rail extension*



RTD Financial Condition

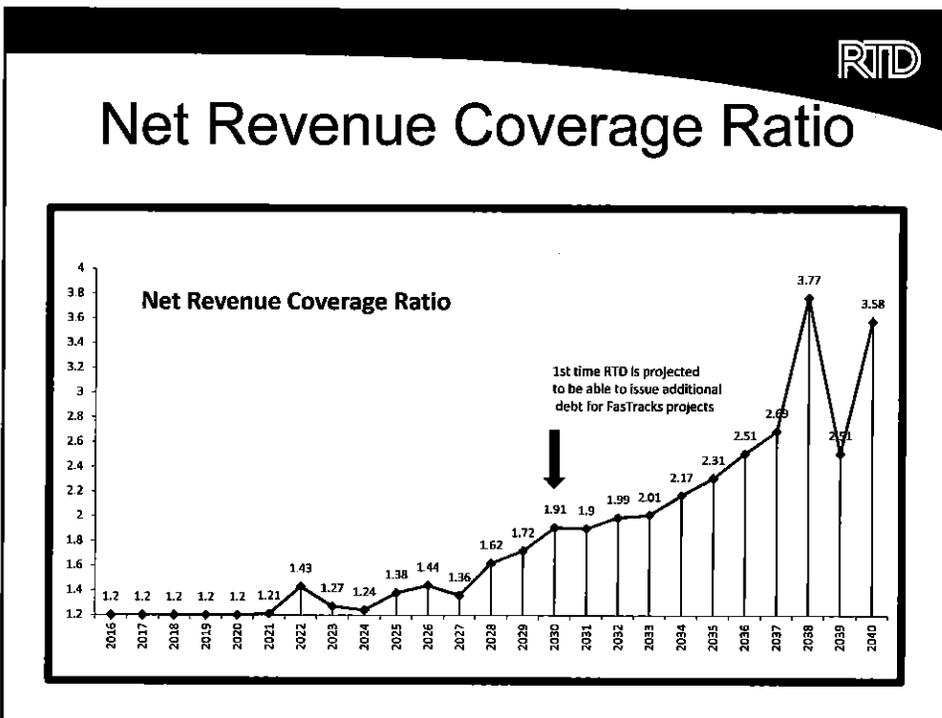
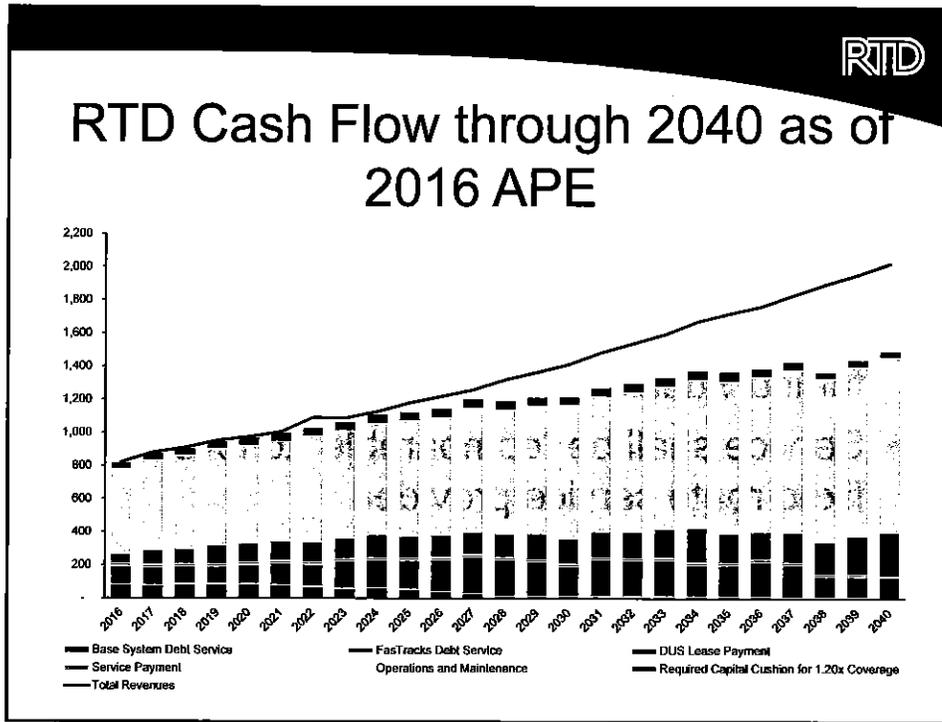
- Adjusted RTD annual budget down for revenue in 2016 by \$46 million
- No capability to borrow or bond after 2016 until about 2023 for base or 2030 for FasTracks
- RTD estimates forgone revenue of approximately \$1.1 billion due to recession



Revenue Shortfalls Forecasted vs Actuals

Year	March 2004 FasTracks Forecast	Actual Collections	Difference	
			Dollars	Percent
2005	\$158.2	\$152.8	-\$5.5	-3.5%
2006	\$166.3	\$159.7	-\$6.6	-4.0%
2007	\$175.7	\$167.4	-\$8.3	-4.7%
2008	\$185.6	\$165.1	-\$20.5	-11.0%
2009	\$196.0	\$148.6	-\$47.5	-24.2%
2010	\$208.3	\$159.0	-\$49.2	-23.6%
2011	\$221.3	\$166.1	-\$55.2	-24.9%
2012	\$235.1	\$179.9	-\$55.2	-23.5%
2013	\$249.8	\$187.4	-\$62.3	-25.0%
2014	\$265.4	\$205.9	-\$59.5	-22.4%
2015	\$281.9	\$216.6	-\$65.3	-23.2%
Total	\$2,343.6	\$1,908.5	-\$435.1	-18.6%

Note: Total shortfall between 2005 and 2015 for both Base and FasTracks is \$1.1 billion





Americans with Disabilities Act (ADA)

- Signed into law July 1990
- Requires provisions of “equivalent” service for individuals with disabilities
- Service shall be “comparable” to level of fixed route service provided
- Paratransit service criteria defines requirements for “comparable” service



Paratransit Service Criteria

- To be “comparable” the complementary paratransit service must meet the following six (6) criteria:
 1. Service must be provided within corridors $\frac{3}{4}$ of a mile wide on either side of each non-commuter fixed-route bus route.
 2. Agencies must accept reservations for paratransit service during normal business hours and on normal business days and up to the day prior to the day that the service is requested.
 3. Fares cannot be more than twice the comparable fixed-route fare.
 4. No restrictions or priorities can be placed on trip purpose.
 5. Service must be provided on the same days and during the same hours as the non-commuter fixed-route service.
 6. No limit or cap on the number of trips provided to any individual.



Access-a-Ride/Cab Ridership

	<u>Access-a-Ride</u>	<u>Access-a-Cab</u>	<u>Combined</u>
2005	581,211	49,734	630,945
2006	596,392	45,044	641,436
2007	674,419	33,614	708,033
2008	681,624	52,543	734,167
2009	672,636	78,587	751,223
2010	713,241	118,968	832,209
2011	693,917	139,540	833,457
2012	707,470	159,018	866,488
2013	685,096	187,884	872,980
2014	696,415	202,910	899,325
2015	715,457	193,009	908,466
*2016	359,029	90,889	449,918

*January through June



Current Challenges

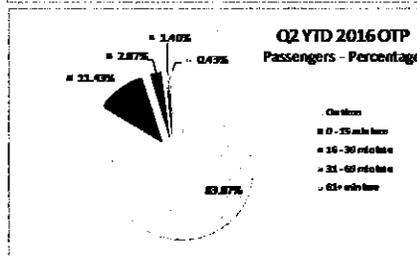
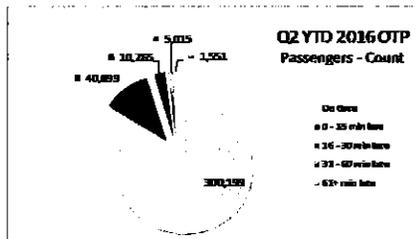
- Staffing – drivers and Call Center staff
 - Low unemployment/competition for drivers
 - High turnover of employees
 - Legalization of marijuana
 - Hiring & training requirements
 - Federal Regulations (DOT service hours, drug & alcohol testing)
- Aging Population
 - Increase in service demand



On-Time Performance

Q2 YTD 2016 - On Time Performance
Passenger Count & Percentage

On time	300,199	83.87%
0 to 15 minutes late	40,899	11.43%
16 to 30 minutes late	10,265	2.87%
31 to 60 minutes late	5,015	1.40%
61+ minutes late	1,551	0.43%
Total	357,929	95.30%



On-Board Time Analysis October – December 2015

Jan-Jun 2016 [2016 Q2 YTD]

On-Board Time / Scheduled		
Minutes on Board	# Trips	% of Total
Same Day	2,323	0.86%
0-45	157,351	58.51%
46-60	42,401	15.77%
61-75	30,874	11.48%
76-90	20,285	7.54%
91-105	10,829	4.03%
106-120	4,028	1.50%
121-135	709	0.26%
136+	127	0.05%
Total Trips	268,927	

On-Board Time / Actual		
Minutes on Board	# Trips	% of Total
0-45	183,724	68.32%
46-60	35,105	13.05%
61-75	23,075	8.58%
76-90	13,989	5.20%
91-105	7,345	2.73%
106-120	3,460	1.29%
121-135	1,398	0.52%
136+	831	0.31%
Total Trips	268,927	



Status of Service Improvements

- 229 new vehicles— *in process*
- In-depth review of RouteMatch software to ensure peak operating performance— *completed Sept. 2016*
- Interactive Voice Response (IVR) system— *in process*
 - Advance vehicle arrival notification
 - Reverse “9-1-1”
 - “Where’s My Ride?”
 - Access-a-Cab reservations
- Expand use of non-dedicated vehicle providers for Access-a-Ride service – *in process*
- Encourage taxi cab companies to expand their accessible vehicle fleets – *conversations underway*
- On-line Access-a-Ride reservations – *submitted in 2017 budget*



Status Updates

- **Technology**
 - Smart Card
 - Real Time
 - Mobile Ticketing
- **Fares and Passes**
 - New fare structure, day pass in 2016
 - Pass program working group

Questions?



Colorado Department of Revenue Division of Motor Vehicles

Update for the Transportation Legislation Review Committee

October 5, 2016



COLORADO
Department of Revenue

Division of Motor Vehicles

DMV Organization

FTE FY 2016-17 490.1
 Appropriation \$43,435,761

CDOR
 Executive Director

64 Counties

107 MV Offices
 19 DL Offices

1881 Pierce Street
 Lakewood, CO 80214

DMV
 Administration

Budget Team

Investigations Unit

Communications

Driver Services

Motor Vehicle Services

Driver License

Driver Control

Titles & Registration

Emissions

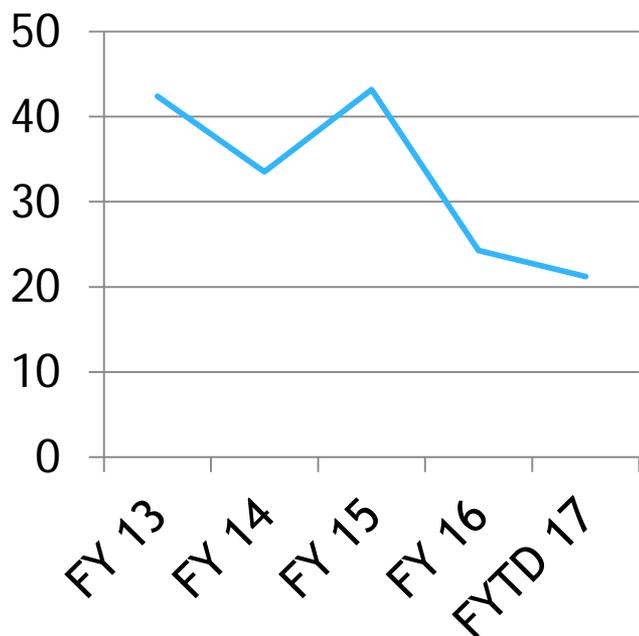
34 Driver License Offices

2 Offices with Corrections

Driver Services

Driver License Office Wait Times

Average Wait Times
(minutes)



- ✓ 52 Customer Enhancement FTE
- ✓ Fully funded program
- ✓ Lean Process Improvements
- ✓ Leveraged technology
 - ✓ Credit cards
 - ✓ Automated testing
 - ✓ Office queuing and management (15 to 31 Offices on 6/30/16)
 - ✓ Additional Cameras & Workstations
- ✓ Expanded hours at 4 offices
- ✓ Increased Online Usage
- Focused Management
- Colorado DRIVES Roll-Out 1

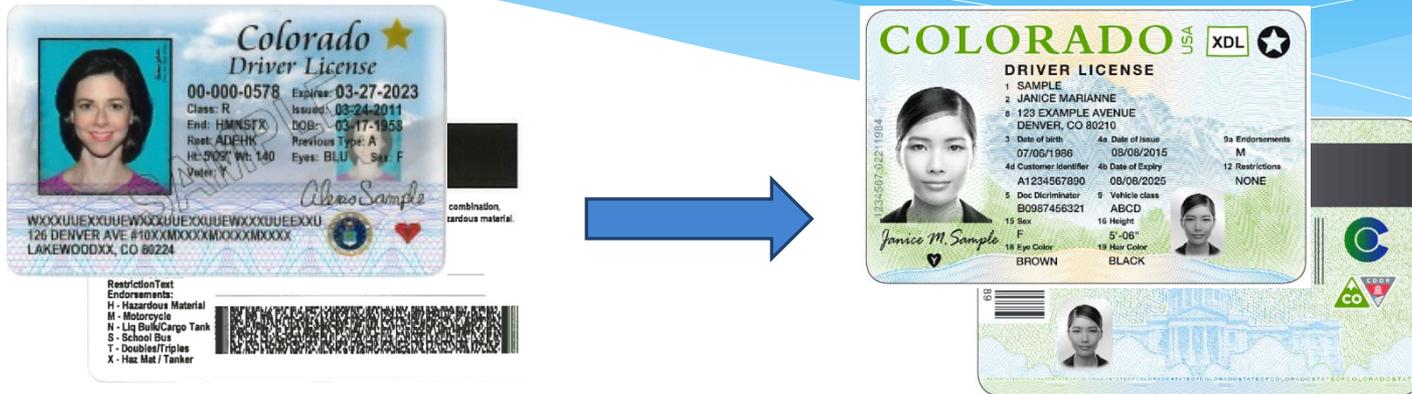
Driver Services

DL Performance Metrics - FY 17

- DL customers are seen within an average of 15 minutes 65% of the time in by the end of FY17 (June 30, 2017)
 - Current Average is 60.7 %
- An average of 90% of customers with appointments are seen within 15 minutes
 - Current Average is 94.2 %
- 195,998 customers will renew their DL or ID card online (5% over the previous year - 186,665)
 - Currently on pace for 198,684 (6.4%)

Driver Services

New DL / ID Card & Vendor

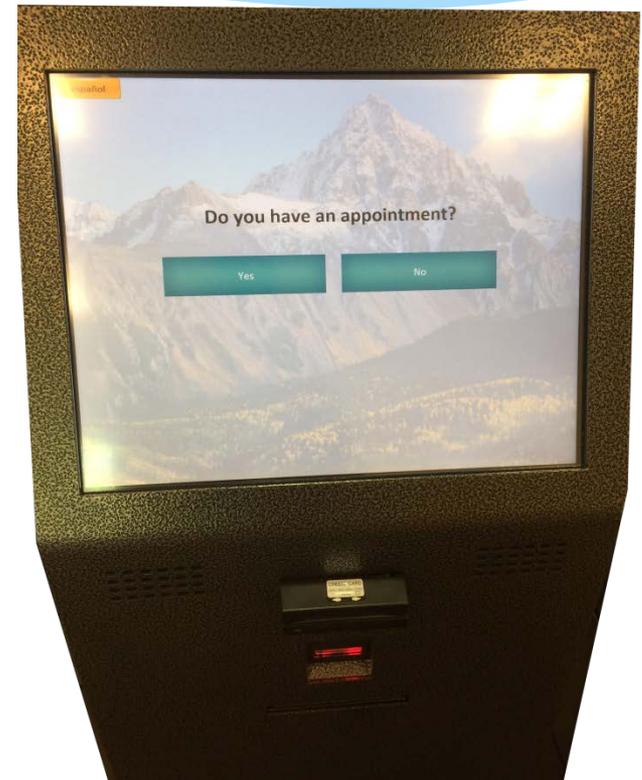


- Successfully implemented on April 17, 2016
- More durable and highly secure card
- New hardware with 16 additional cameras and 14 more workstations
- Improved identity protection and anti-fraud tools
- Old cards are valid until expiration date on document

Driver Services

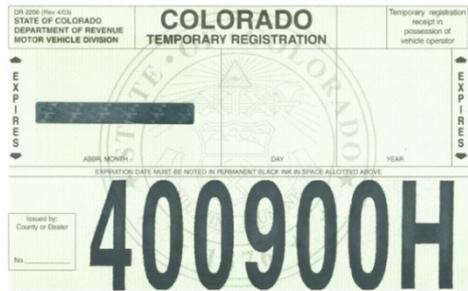
Expanded Office Queuing / Management

- Expanded & upgraded 'Wait Less' \$300K under budget on schedule
- 'Wait Less' office queuing management
 - 13 offices December 2013
 - 15 offices June 2014
 - 31 offices June 2016
- 'Wait Less' provides
 - Appointment Scheduling
 - Customer Queuing
 - Office management tools
 - Ability to measure customer wait times

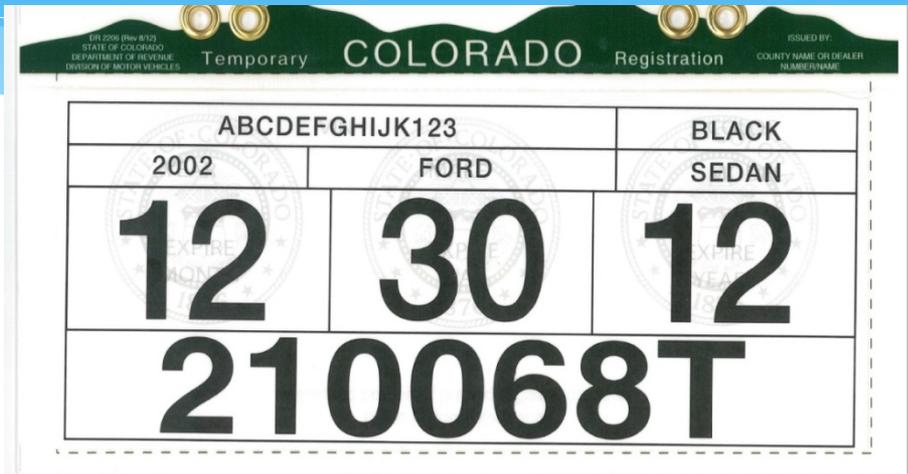
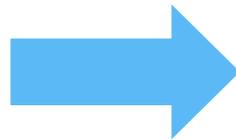


Motor Vehicle Services

New Temporary Permit



Old Colorado Temporary Registration permit (LR 2006 (Rev. 4/03)). It features a large, bold alphanumeric code '400900H' at the bottom. The permit includes fields for 'EXPIRES' on both sides and a section for 'Issued by: County or Dealer'.



New Colorado Temporary Registration permit (LR 2006 (Rev. 8/13)). It features a structured layout with a green header and a white body. The permit includes a VIN 'ABCDEFGHIJK123', a color 'BLACK', and a body style 'SEDAN'. The year '2002' and manufacturer 'FORD' are also present. The expiration date is '12 30 12'. The alphanumeric code '210068T' is prominently displayed at the bottom.

STATE OF COLORADO DEPARTMENT OF REVENUE DIVISION OF MOTOR VEHICLES		Temporary COLORADO Registration		ISSUED BY: COUNTY NAME OR DEALER NUMBER/NAME
ABCDEFGHIJK123		BLACK		
2002	FORD	SEDAN		
12	30	12		
210068T				

- Successfully implemented on time (July 1, 2016 (SB 15-090))
- Multi-agency and stakeholder developed solution
 - Reduce fraud
 - Improve readability for law enforcement and tolling agencies
 - Increased efficiency in updating vehicle record
- Product improvement working group

Motor Vehicle Services

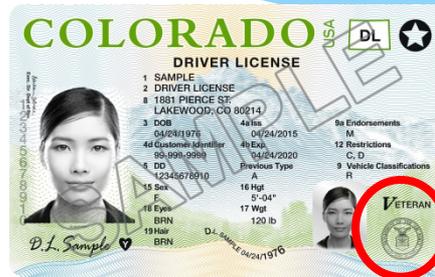
CSTARS & License Plates

- CSTARS Programming
 - Legislation or emergency programming only
 - Self Service Kiosk Pilot (SB16-138)
 - Duplicate VINs & Plates
 - CSTARS data / programming issues & resolution

- License Plates
 - License Plate Cash Fund spending authority & structural deficit
 - CSTARS License Plate Inventory Management Limitations
 - Colorado Correctional Industries (CCi)
 - Group Special License Plates Retirements

DMV Veteran Services

- ✓ Vets 2 Trucks Program
- ✓ Veteran Designation on DL & ID Cards (HB13-1119)



Veteran Identifier

- ✓ No Fee for Military Identifier (HB13-1011)
- ✓ Registration Late Fee Exemption
- ✓ 74 Military License Plates available
- ✓ Counties now have ability to issue first time free military plates
- ✓ Supported El Paso County in opening a new office on Fort Carson

Colorado DRIVES Project

“Driver License, Record, Identification and Vehicle Enterprise Solution”

- Replaces legacy DMV IT driver and vehicle services systems
- Joint CDOR/GOIT Project on schedule
 - Driver Services roll-out February 21, 2017
 - Motor Vehicle services roll-out August 6, 2018
- DMV Strategic Plan
- County Governance Committee
- Statutory change to transition from CSTARTS to DRIVES



Online Services Marketing

“You’re always first in line!”

- Marketing Strategy now includes all online DMV services
- Operational funds dedicated to marketing
 - RTD advertising
 - 9News traffic sponsorships
 - Search engine optimization
 - Social media posting, revamping the DMV homepage, and mobile-optimizing online services applications
- Grant from SIPA to produce marketing video



You're Always First In Line!

at Colorado.gov/DMV

★ Renew your driver license ★ Renew your vehicle registration ★ Make an appointment

Enjoy Colorado's great outdoors
and skip the line at the DMV.



COLORADO
Department of Revenue
Division of Motor Vehicles



COLORADO
Official State Web Portal
Linking businesses & citizens to government



Be someone's hero.
Say yes to organ, eye and tissue donation.

Questions or Comments?



Other DMV Performance Metrics Data

DMV Strategy - Goal & Objectives

- Goal – Improve Customer Satisfaction and Customer Experience
- * Objective – 15 Minute Average Wait Time
 - * FY 2015 – DL customers are seen within an average of 60 minutes 65% of the time by the end of FY 15 in Wait Less deployed offices
 - * FY 2016 – DL customers are seen within an average of 15 minutes 50% of the time by the end of FY 16
 - * FY 2017 – DL customers are seen within an average of 15 minutes 65% of the time by the end of FY 17
 - * FY 2018 – DL customers are seen within an average of 15 minutes 80% of the time by the end of FY 18
- * Objective – Customer Convenience Options
 - * An average of 90% of customers with appointments served within 15 minutes
 - * Increase annual on-line renewals by 5% over the previous year

Driver Services

DL Performance Metrics - FY 16

- DL customers are seen within an average of 15 minutes 50% of the time by the end of FY 16
 - Annual Average was 54.1 %
- An average of 90% of customers with appointments are seen within 15 minutes
 - Annual Average was 90.9 %
- 142,223 customers will renew their DL or ID card online (5% over the previous year = 135,451)
 - 186,655 renewed online last year (38% increase)

Driver Services

Driver License Office Wait Times

Average wait time
(minutes)

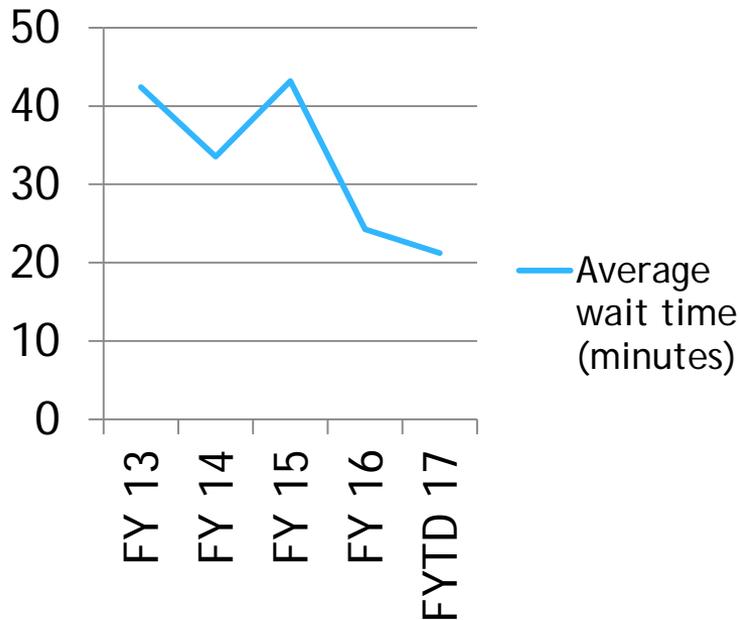
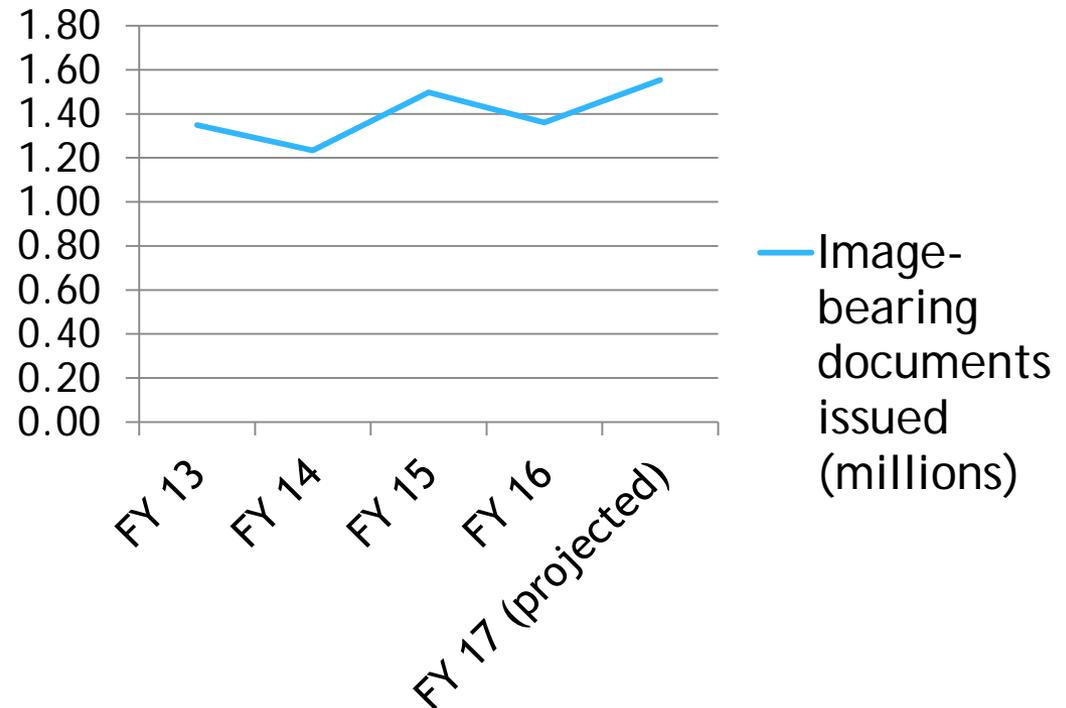


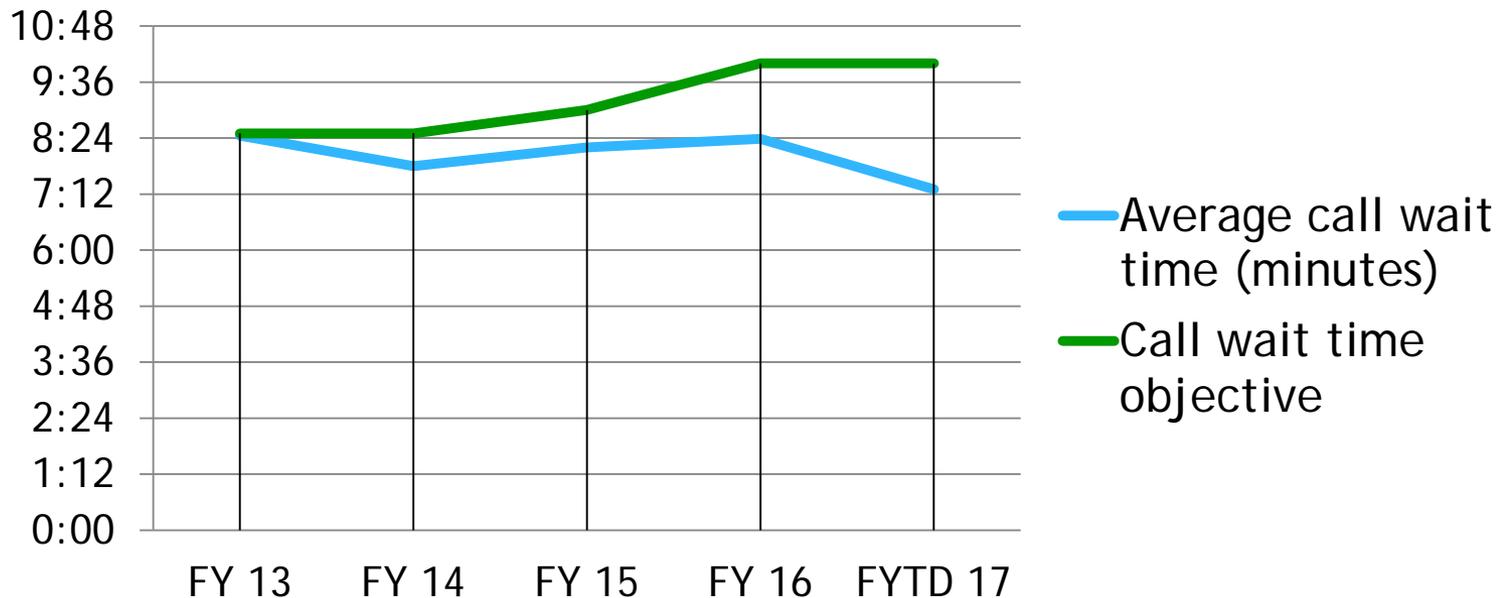
Image-bearing documents
issued (millions)



Driver Services

Additional Performance Metrics - FY 16

- The Driver Control Call Center will have a wait time of 10 minutes
 - Annual average was 8:39

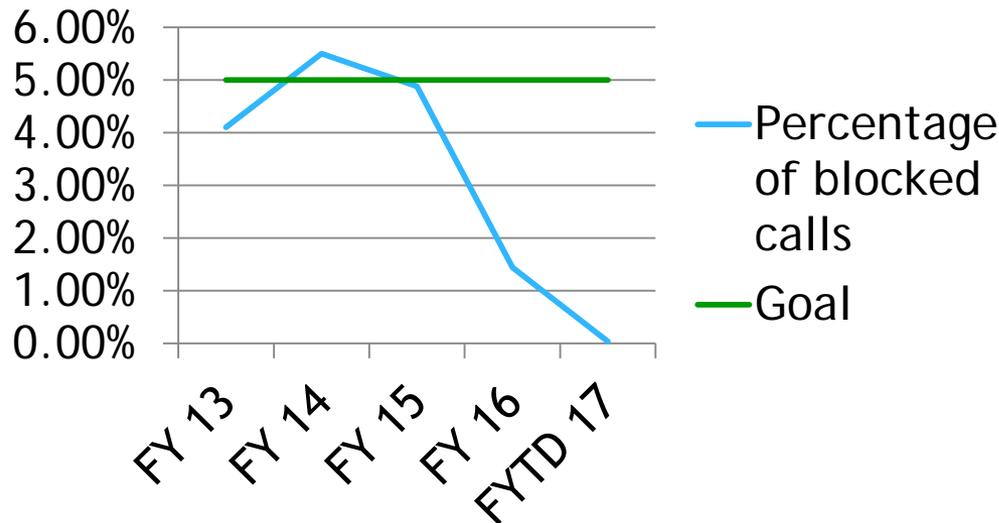


Driver Services

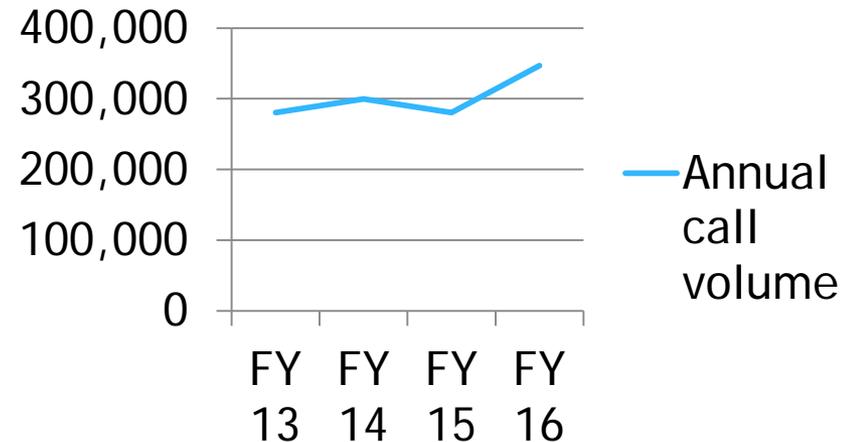
Additional Performance Metrics - FY 16

- The Driver Control call center will block less than 5% of calls
 - Annual average was 1.57%

Blocked calls

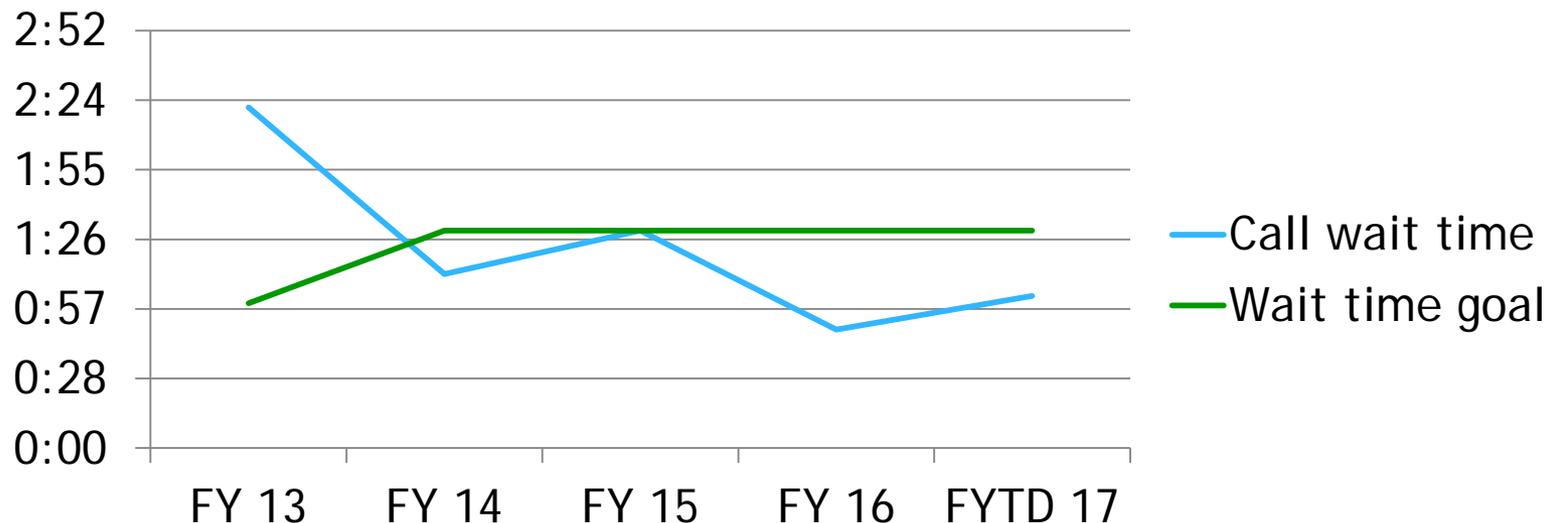


Annual call volume



Motor Vehicle Services Call center

- * The Title and Registration Section call center will answer 100% of calls within an average of 1 ½ minutes of entering the queue on an annual basis.





Back-up Slides

DMV Vision & Mission

Colorado Department of Revenue

Vision

To become a premier Department of Revenue known for its outstanding customer service, innovation, and dedicated employees.

Mission

The Department of Revenue will provide quality service to our customers in fulfillment of our fiduciary and statutory responsibilities while instilling public confidence through professional and responsive employees.

Vision

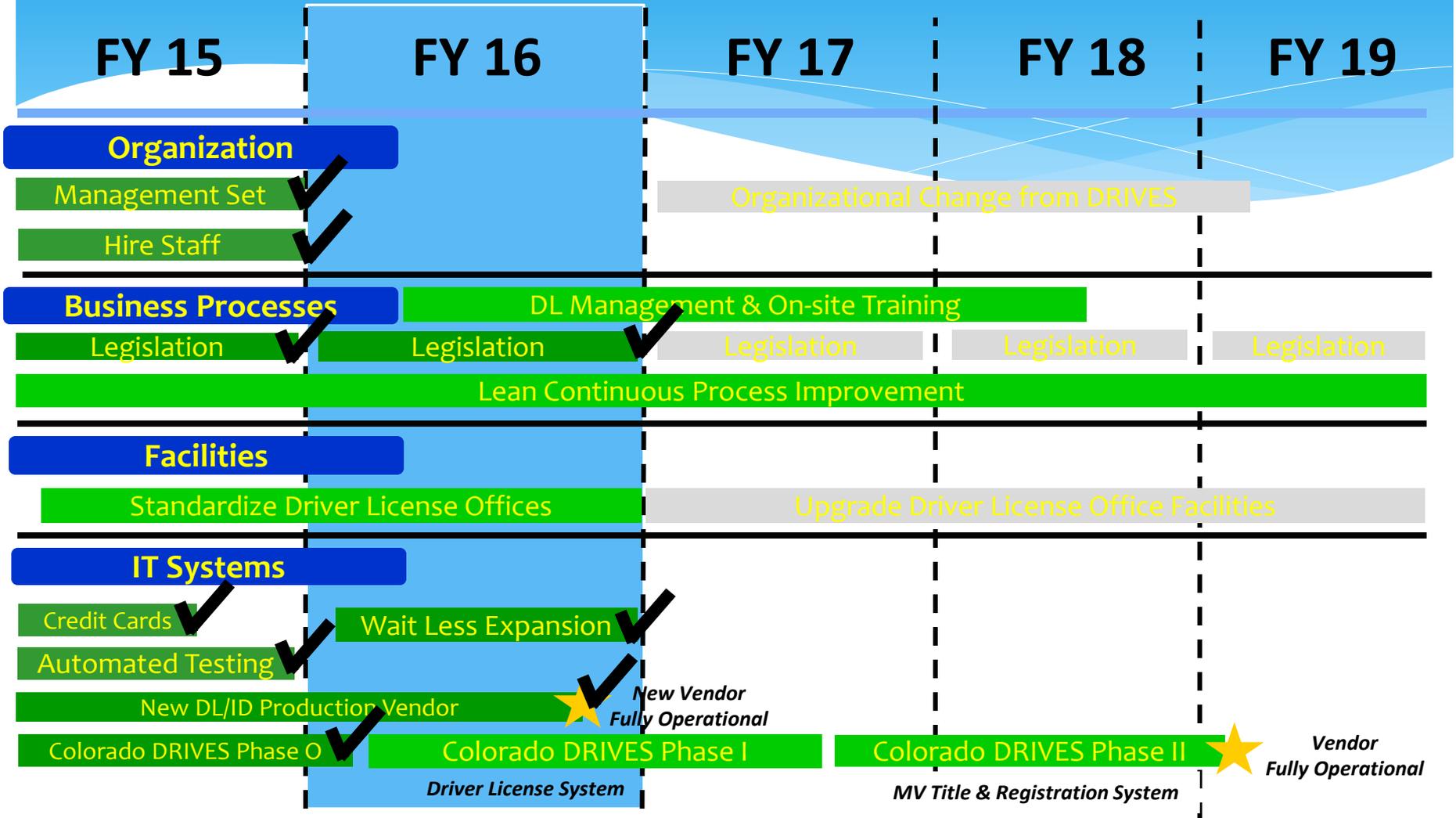
A high performing team with dedicated employees driving forward to excellence in customer service, identity security, and public safety.

Mission

Our mission is to provide excellent identification, driver, and motor vehicle services to help make Colorado a safe place to live, work, and play.



Colorado DMV Strategic Plan



Colorado PUC Transportation Overview

Attachment C

Doug Dean, Director



COLORADO

Department of
Regulatory Agencies

Public Utilities Commission

HISTORY

1885

Railway Commission established

1913

Public Utilities Act passed

- Granted authority over all utilities
- Foundation of PUC statutes today
- Created "Public Utilities Commission"

1954

PUC added to Constitution

1969

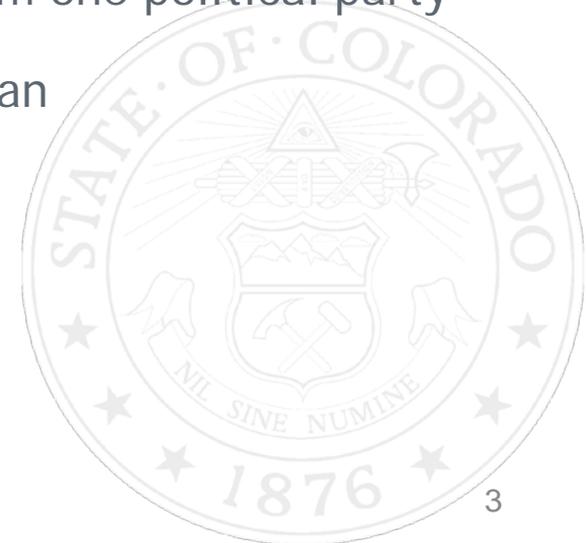
PUC type 1 transfer to DORA



COMMISSIONERS

3 COMMISSIONERS

- Appointed by the Governor
- Confirmed by majority vote of State Senate
- Serve **four**-year terms - may be reappointed
- No more than **two** commissioners from one political party
- **One** commissioner appointed Chairman



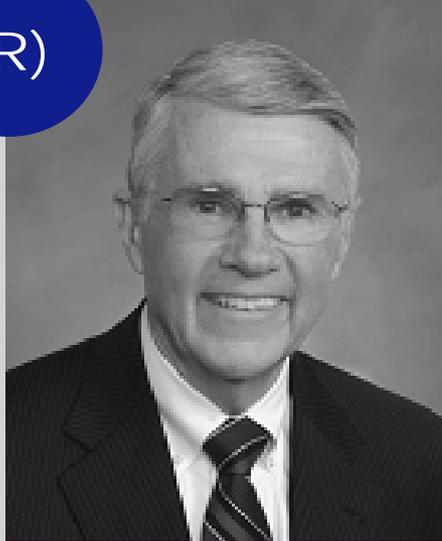
COMMISSIONERS

(D)



Joshua
Epel
Chairman
2011-2019

(R)



Glenn
Vaad

2014-2017

(D)



Frances
Koncilja

2016-2020



DIRECTOR

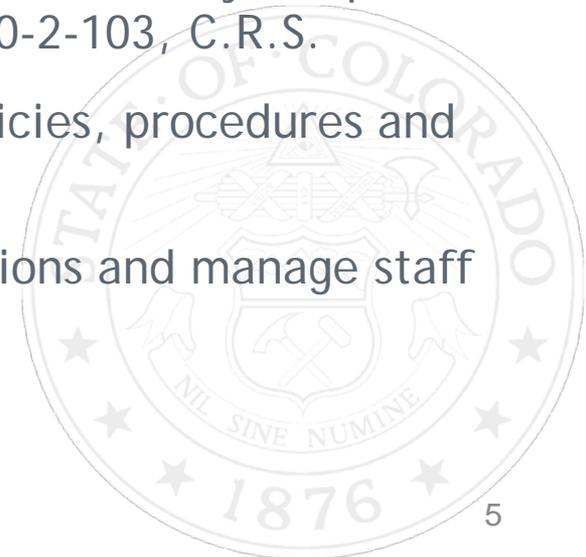


APPOINTMENT

Appointed by Executive Director of DORA with approval of Commissioners

RESPONSIBILITIES

- Manage operations of the PUC to carry out public utilities law pursuant to §40-2-103, C.R.S.
- Implement Commission policies, procedures and decisions
- Direct administrative functions and manage staff



PUC STRUCTURE

COMPRISED OF 93.7 FTE IN 11 SECTIONS

- Transportation
- Rail/Transit Safety
- External Affairs
- Energy
- Economics
- Gas Pipeline Safety
- Regulatory & Legal Affairs & Administrative Support
- Telecommunications
- Policy Advisors
- Administrative Hearings
- Research and Emerging Issues



TRANSPORTATION SECTION STRUCTURE

INVESTIGATIONS & COMPLIANCE UNIT

- Investigate complaints
 - Illegal Operations
 - Overcharges
 - Criminal Activity
- Vehicle Inspections
- Compliance Reviews
- Driver checks

RATES & AUTHORITIES UNIT

- Common and Contract Carrier Applications
- Advisors to the Commission
- Rate Analysis
- Market Entry Standards



REGULATED TRANSPORTATION SERVICES

COMMON

Taxis, Shuttles, Scheduled services

Market entry, economic, insurance, safety

CONTRACT

Market entry, economic, insurance, safety

LIMITED REGULATION

LL, CSB, CAB, ORC

Insurance, safety

TNC

Transportation Network Companies

Insurance, limited safety

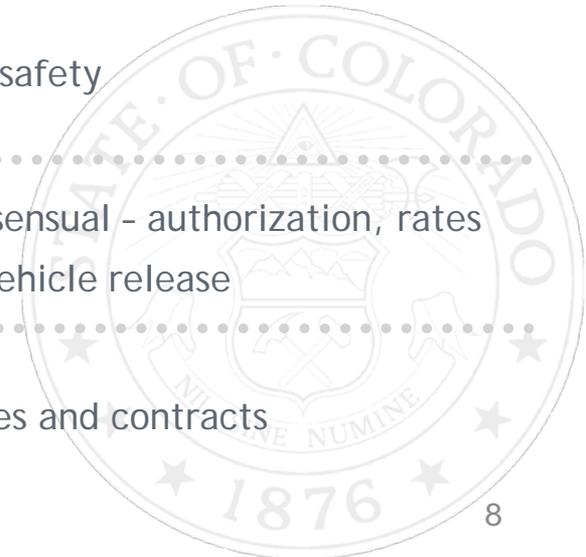
TOWING

Insurance, Nonconsensual - authorization, rates storage, signage, vehicle release

HHG

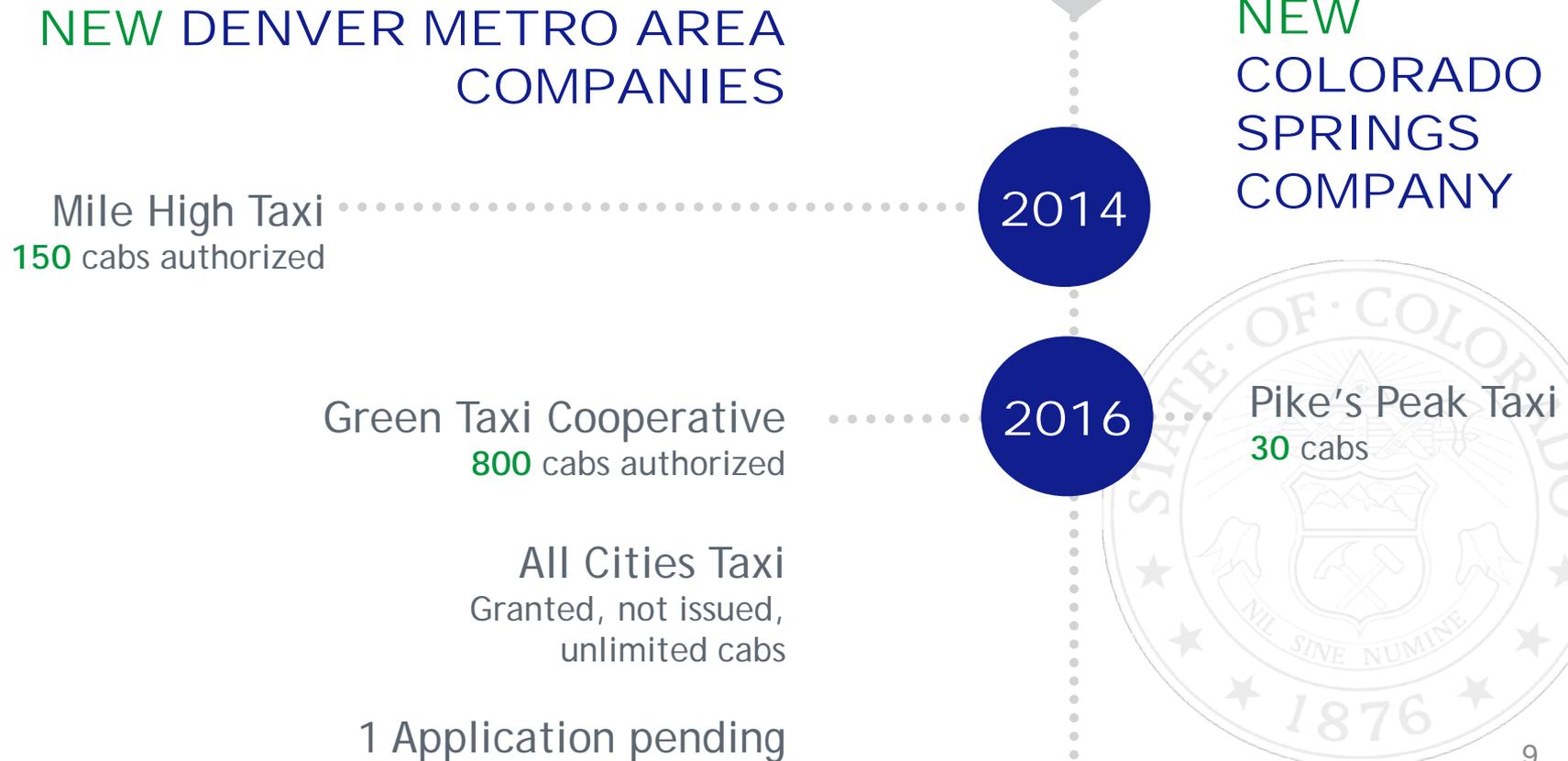
Household Goods

Insurance, estimates and contracts



TAXI LEGISLATION

Legislative changes have lowered hurdles to market entry



STAKEHOLDER ENGAGEMENT



TOWING RULES

- Set non-consensual towing rates for all classes of vehicle tows
- Rulemaking to be completed this month

INDUSTRY STAKEHOLDER MEETINGS

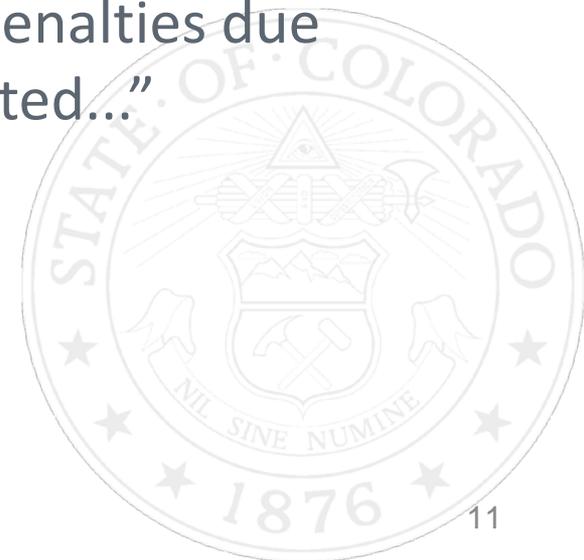
- Meetings held with interested parties to discuss potential rules
- Quarterly meetings with transportation stakeholders to receive feedback



RESPONSIBILITIES TRANSPORTATION SECTION

40-7-101 C.R.S. -

“It is the duty of the Commission to see that the constitution and statutes of this state affecting public utilities and persons subject to Articles 10.1 and 10.5 of this title... are ***enforced and obeyed*** and violations thereof are ***promptly prosecuted*** and penalties due the state are recovered and collected...”



CHALLENGES & OPPORTUNITIES TRANSPORTATION SELECTION

1 HIGH BURDEN OF PROOF

“Intentional Violation”



2 BUDGET CHALLENGES

Motor Carrier Fund
revenue is static

Industry cross-
subsidization

Only fee PUC can change
is vehicle ID fee

3 TECHNOLOGY

Online application
platforms nearing
completion

Working with OIT to
implement



RAIL/TRANSIT SAFETY SECTION



RESPONSIBLE FOR SAFETY OVERSIGHT OF

- Railroad and light rail crossings
- Rail fixed guideway systems
(e.g., RTD Light Rail)

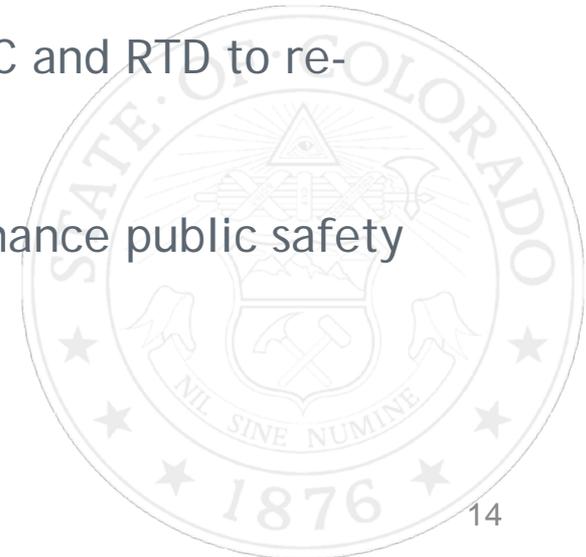


CHALLENGES & OPPORTUNITIES TRANSIT OVERSIGHT

MAP 21 IMPLEMENTATION



- Matching funds secured by passage of DORA agenda bill, HB 16-1186
- Waiting on finalization of federal rules
- Requires additional staffing
- Will require both PUC and RTD to re-develop programs
- Overall goal is to enhance public safety



CHALLENGES & OPPORTUNITIES HIGHWAY/RAIL CROSSING



RTD A-LINE CROSSINGS

- Working with RTD and vendor to resolve issues
- Commission requires flaggers 24/7 until resolved
- Quiet zone issue

RURAL CROSSINGS

- Approximately 1050 passive crossings in state
- DORA agenda bill, SB 16-087, restored some funding to HRCFSF
- Commission working with CDOT and road authorities to improve certain crossings
- New PUC rules allows for installation of temporary safety measures



QUESTIONS?



[www. colorado.gov/dora/puc](http://www.colorado.gov/dora/puc)



Attachment D

Attachment D

Transportation Legislation Review Committee ANNUAL REPORT



LEADERSHIP

- Josh Martin, Council Member
 - Chairman of the Board
 - Town of Parker
- Heidi Williams, Mayor
 - Vice Chair of the Board
 - City of Thornton
- Chaz Tedesco, Commissioner
 - Secretary/Treasurer of the Board
 - Adams County
- Tim Stewart
 - E-470 Executive Director



E-470 MEMBER JURISDICTIONS

• Voting Members

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

• Non-Voting Members

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

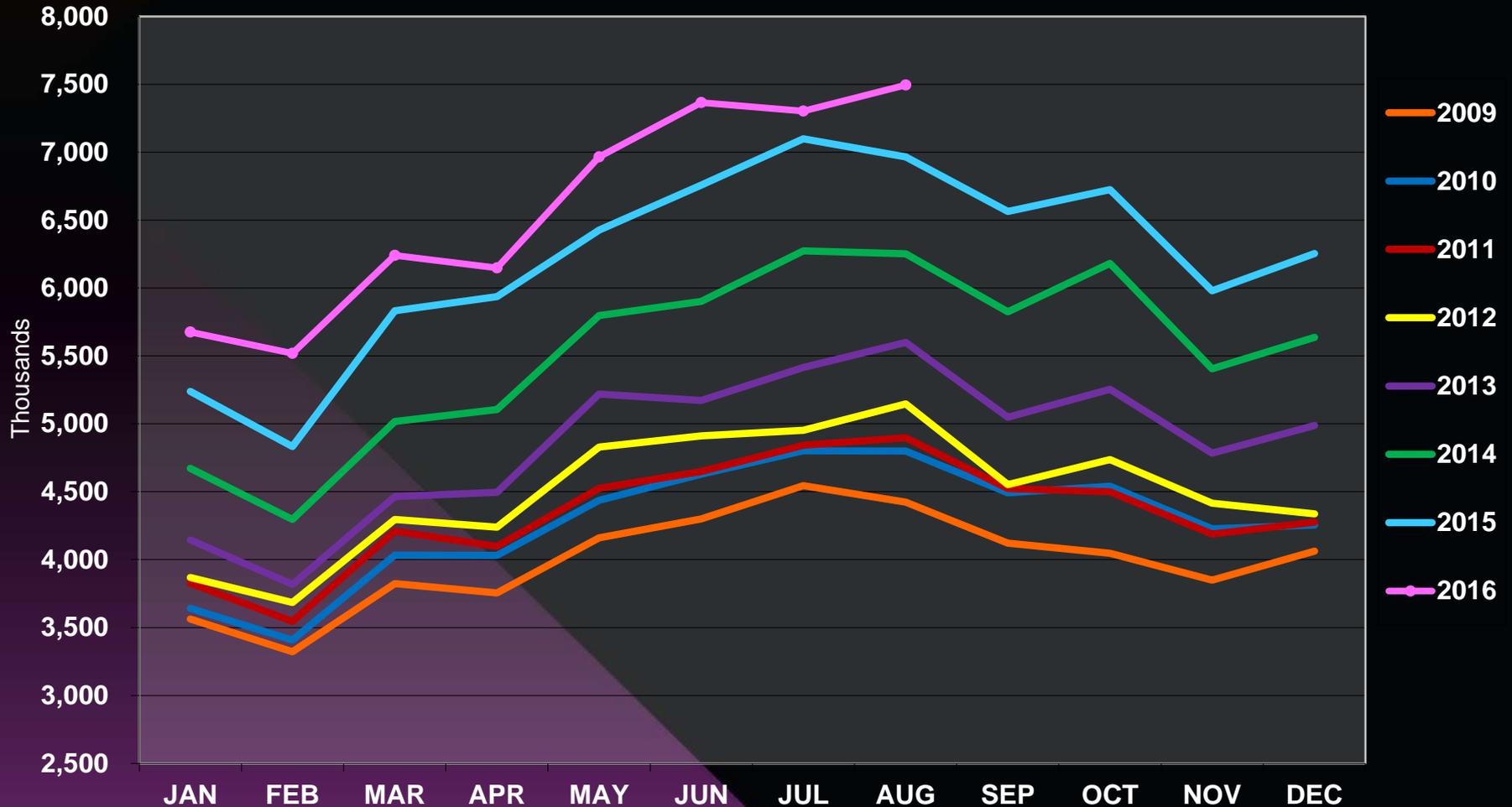
BACKGROUND INFORMATION



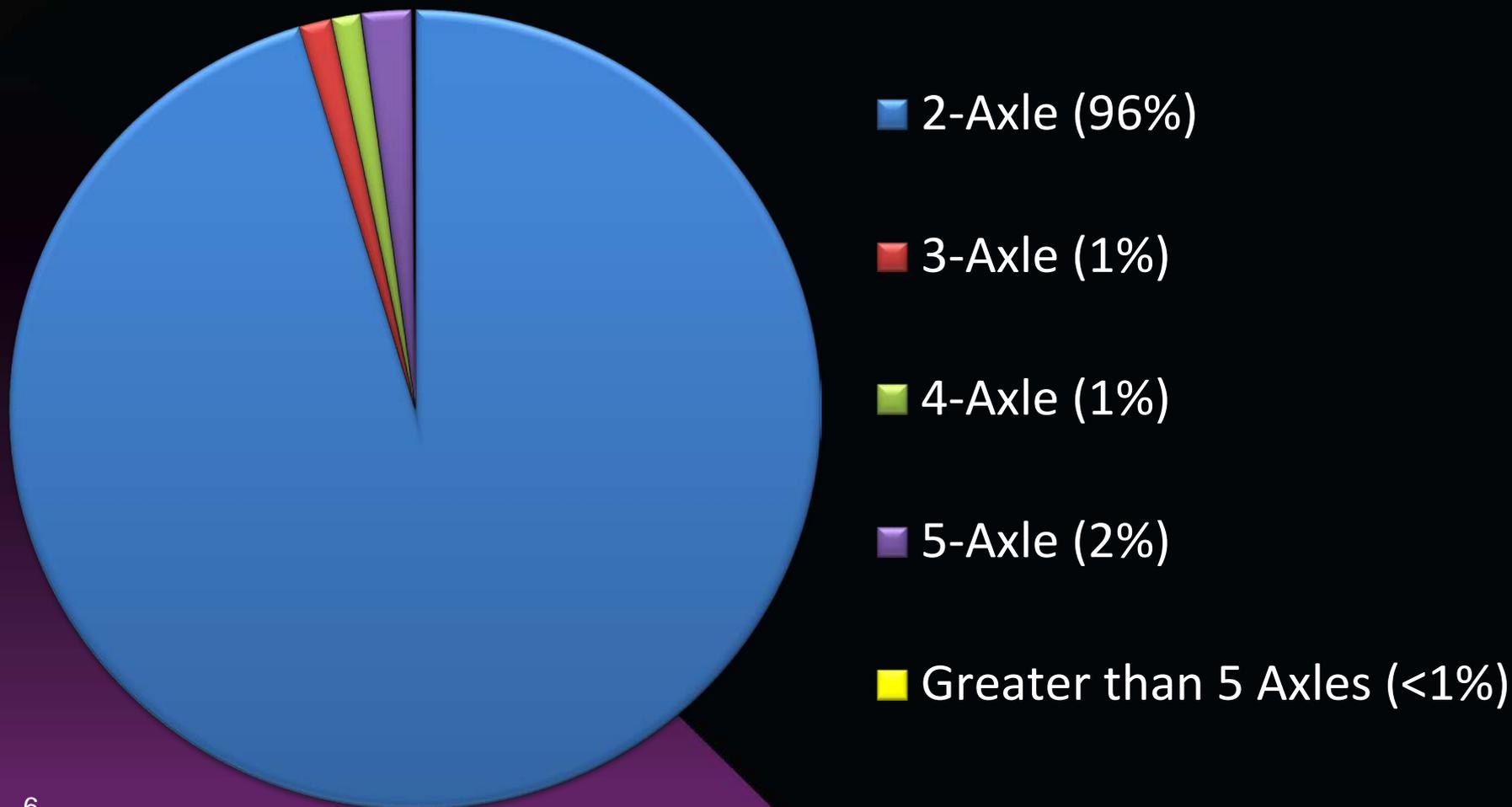
- 47-mile All-Electronic toll road
- User-financed
- Political subdivision of State
- 8 Voting Member Jurisdictions
- 1991 – Opened first segment
- 2003 – Opened Segment 4
- 2009 – AET Conversion
- Double digit % traffic growth past 2 years
- Providing Tolling Services Since 2003; now for 5 toll facilities in addition to E-470



TRAFFIC TRENDS 2009 – PRESENT

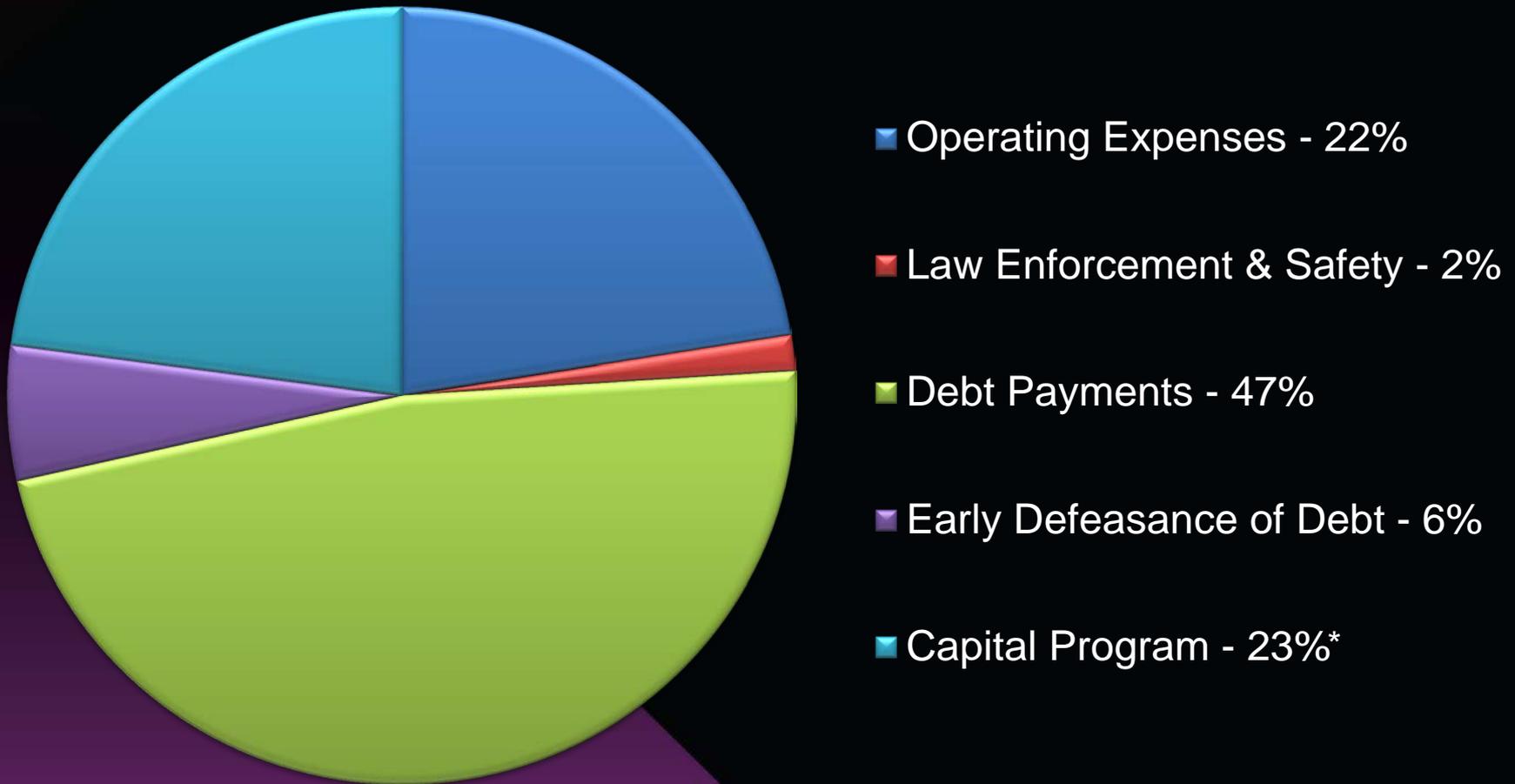


2016 AXLE COUNTS



USES OF NET REVENUE

2016 Budgeted Net Revenues: \$204,868,000

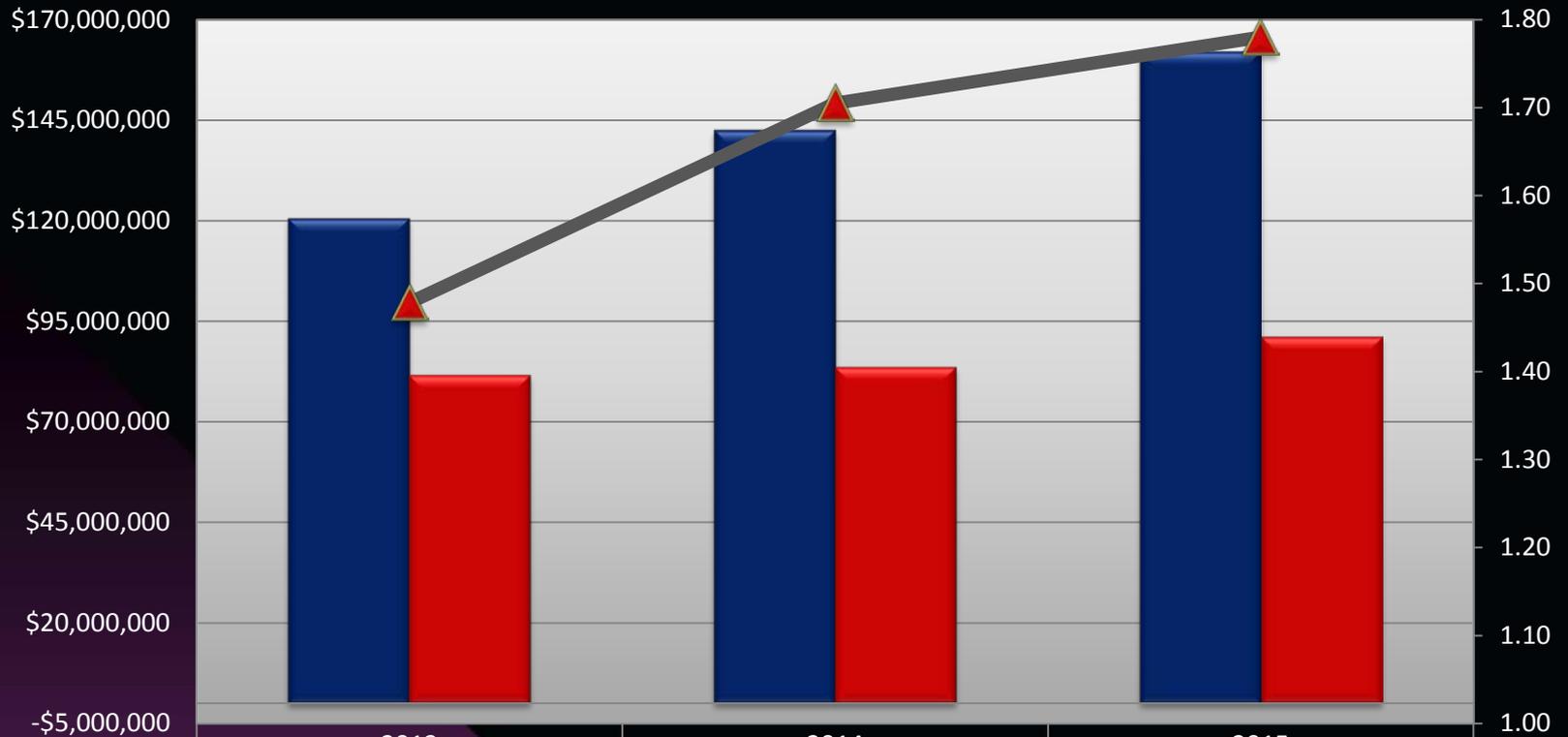


* An additional \$21.5M will be pulled from reserves to fund capital projects in 2016



DEBT SERVICE COVERAGE AND RATINGS

1.30 Required Debt Service Coverage



Net Revenue	\$120,716,683	\$142,592,354	\$162,110,926
Senior Debt Service	\$81,657,745	\$83,630,014	\$91,119,525
Debt Service Coverage	1.48	1.71	1.78

8 Moody's: A3

S&P: BBB+

Fitch: BBB

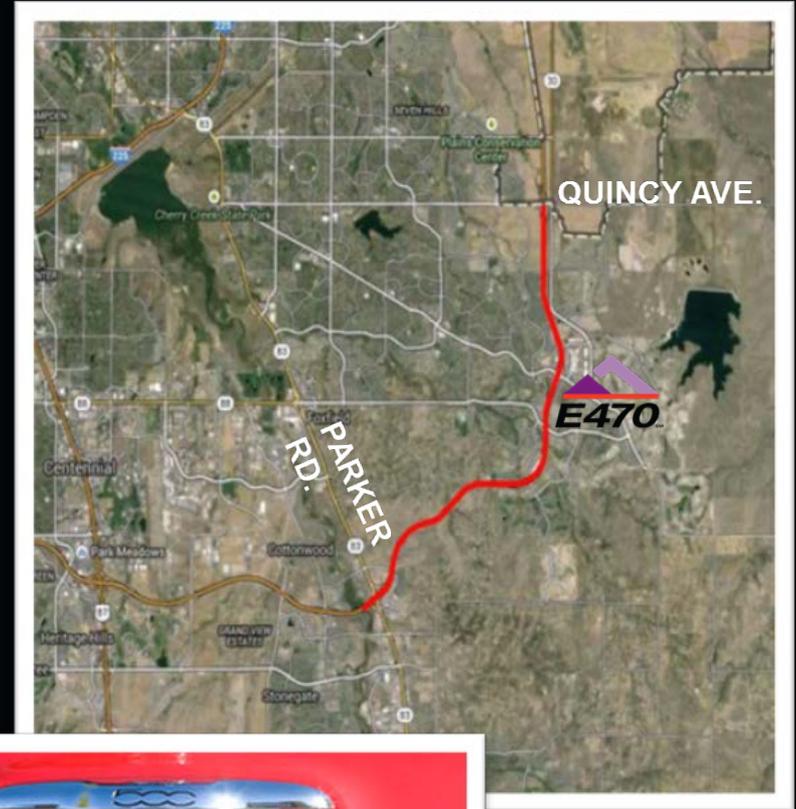
FUTURE CAPITAL PROJECTS

- Funded Capital Projects Over 5 Years: \$260 Million
 - Widening from Parker Road to Quincy Avenue
 - Widening from Quincy Avenue to I-70
 - Pavement Resurfacing
 - Technology Upgrades

- Unfunded Capital Projects 5+ Years: \$390 Million
 - I-76 Interchange Completion
 - I-70 Interchange Completion
 - Widening from I-25 to Cherry Creek to 8 Lanes
 - New Interchanges

RECENT E-470 INITIATIVES

- **Widening 8 Miles of E-470**
 - 3rd lane added to outside
 - Trail included in scope
- **Temporary Tag Changes**
 - Improve toll collection
 - Assist local and state law enforcement
- **Building Remodel**
 - Meet current needs and future growth
 - New call center and image processing



CUSTOMER SERVICE MATTERS!

- Annual Customer Experience Survey
 - Total responses = Approximately 35,000
 - Customer demographics, satisfaction scores, etc.
- After Contact Surveys
 - Total responses = Average 3,800/month email and 10,100/month phone
 - Call satisfaction and resolution
- Monthly One-Minute Surveys
 - Total responses = Average 1,600/month
 - Customer satisfaction of operations
- Others: Mystery Driver and Roadside Assistance Survey



Average score based on customers rating the quality of customer service they received. Score based on a 5 point scale, with 5 being the highest/best level of satisfaction.



Average score based on customers rating their satisfaction with safety during their most recent E-470 driving experience. Score based on a 5 point scale, with 5 being the highest/best level of satisfaction.



Average score based on customers rating their satisfaction with their most recent E-470 driving experience. Score based on a 5 point scale, with 5 being the highest/best level of satisfaction.

ECONOMIC IMPACT STUDY

- **\$38.4 Billion:** Real estate valuation along corridor
- **407,000:** Homes built within impact area
- **132,000:** Jobs created within area
- **21,000:** Households dependent on E-470 for travel
- **7,800:** Workers dependent on E-470 for travel
- **14.8 Million Hours:** Driving hours saved with E-470
- **E-470 provides safety** and reduces traffic incidents





ALL ELECTRONIC TOLLING



• ExpressToll

- ExpressToll customers prepay their accounts
- 69% of E-470 Toll Transactions in 2016
 - 72% of E-470 Net Toll Revenue in 2016



• License Plate Toll (LPT)

- Front and rear image taken of license plate(s)
- Registered owner of vehicle receives a monthly statement
- LPT customers pay a 25% premium over ExpressToll
- 31% of E-470 Toll Transactions in 2016
 - 28% of E-470 Net Toll Revenue in 2016

INTEROPERABILITY IN COLORADO



- Tolling Systems Software Development
- Toll Equipment Installation & Testing
- Transaction & Payment Processing
- Business Partner Correspondence
- Customer Service Activities
- Billing, Courts & Adjudication
- Quality Assurance & Report
- “One Stop Shop” for Toll Customers

COLORADO TRANSPONDERS

- **Interoperable Transponders**

- All transponders can be used on all toll facilities in the state
- One transponder per vehicle
- Multiple vehicles per account accepted



■ 6c Tags - 80%

■ T21 Tags - 13%

■ Switchable HOV Tags - 7%





2016 TRANSACTIONS BY ROADWAY

HPTE I-25N (2%)

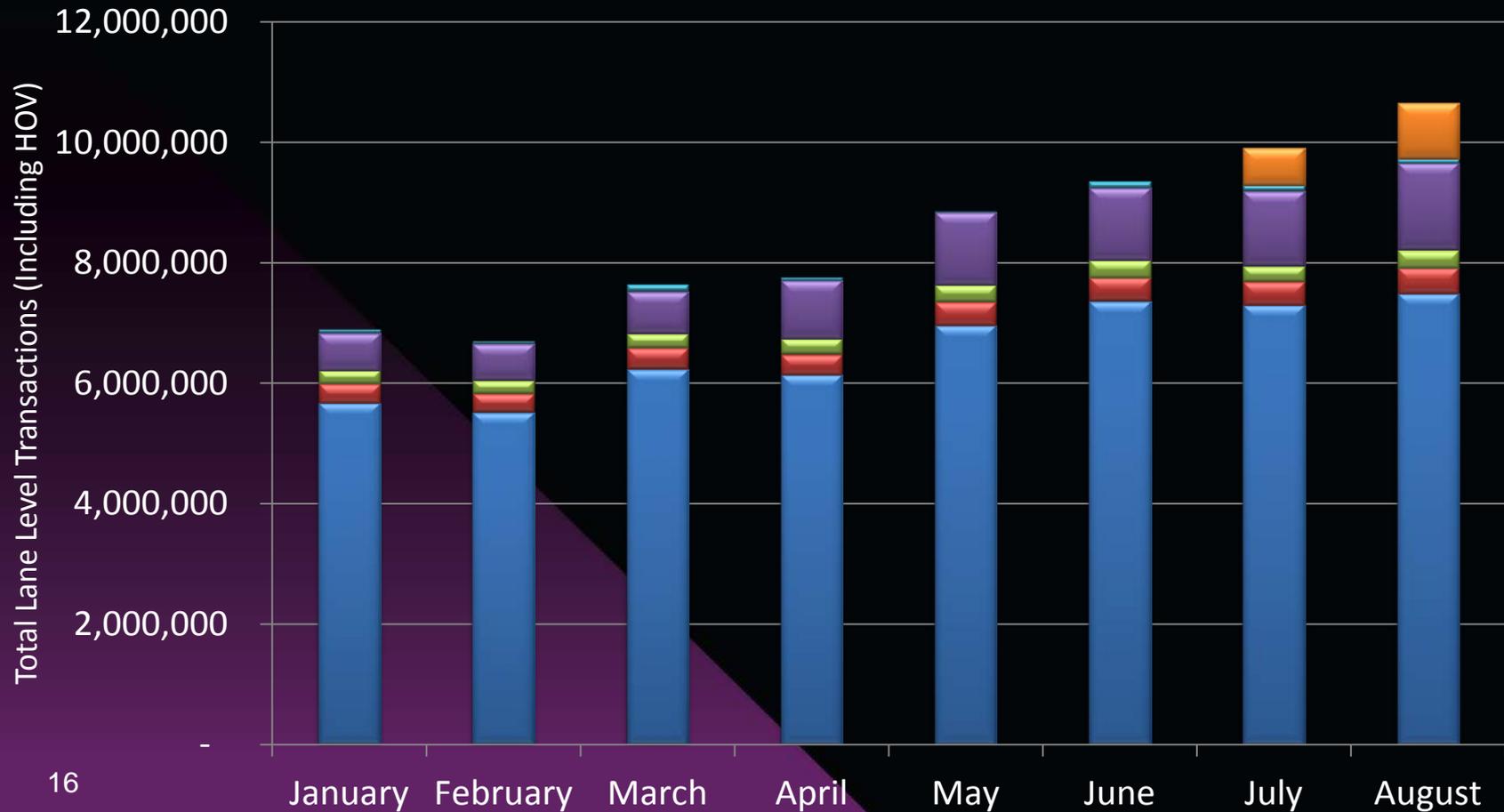
HPTE I-70 MEXL (1%)

Plenary US-36 (12%)

Plenary I-25C (3%)

NWP (4%)

E-470 (78%)





2016 OPERATING STATS

Through August 2016

- **Total Transactions** – **67.8 Million** Lane Level Transactions
 - 23.9% Increase over YTD 2015
- **Call Volumes** – **578,500** Customer Calls Serviced
 - 15.5% Increase over YTD 2015
- **Images Reviewed** – **36.8 Million** Images
 - 13.3% Increase over YTD 2015
- **ExpressToll Accounts Opened** – **86,000** New Accounts Opened
 - 12.3% Increase over YTD 2015



QUESTIONS?

LPT BILLING & COLLECTION PROCESS



LicensePlateTollSM

BILLING & COLLECTION PROCESS

- 1. DRIVE E-470 OR A CDOT EXPRESS LANE**
LICENSE PLATE TOLL TRANSACTIONS WILL ACCRUE FOR 30 DAYS.
- 2. LICENSE PLATE TOLL STATEMENT**
30 DAYS TO PAY YOUR TOLLS IN FULL TO AVOID PAST DUE FEES.
- 3. STATEMENT PAST DUE**
A \$5 LATE FEE MAY BE ADDED TO ACCOUNTS IN PAST DUE STATUS.
- 4. COLLECTION STATUS**
A \$20 COLLECTION FEE MAY BE ADDED TO ACCOUNTS IN COLLECTION STATUS.
- 5. CITATION STATUS**
A \$25 CIVIL PENALTY FEE & A \$20 ADJUDICATION FEE MAY BE ADDED.
- 6. REGISTRATION NON-RENEWAL**
VEHICLE REGISTRATION MAY BE PREVENTED.

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

Attachment E

West Parkway Public Highway Authority

Transportation Legislation Preview Committee



October 5, 2016

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



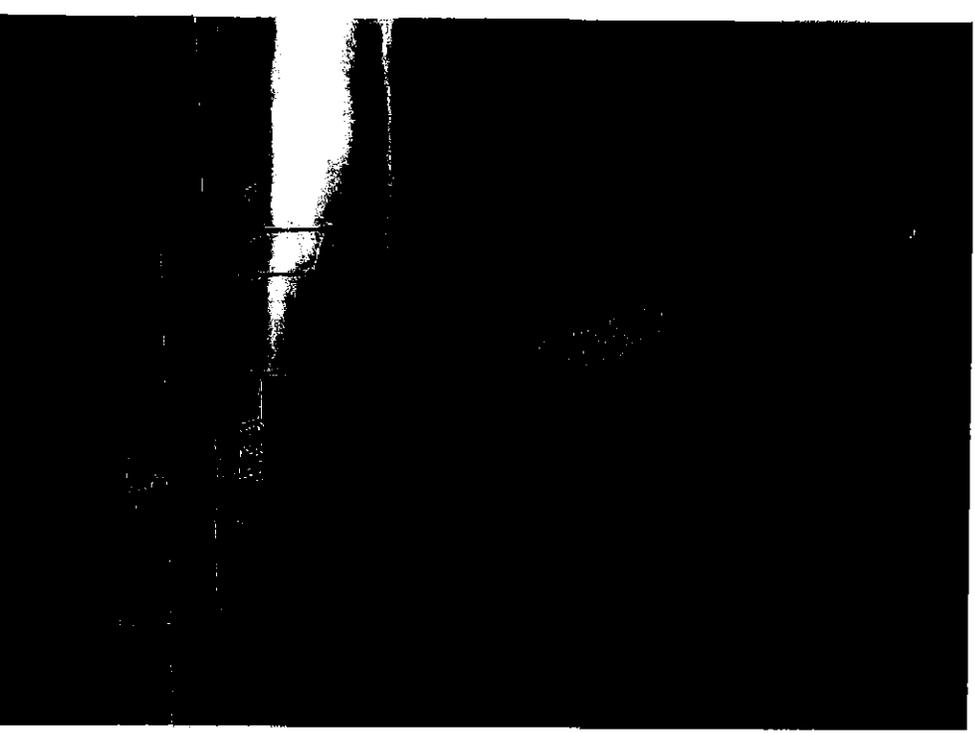
Colorado Dept. of Transportation

Northwest Parkway Public Highway Authority

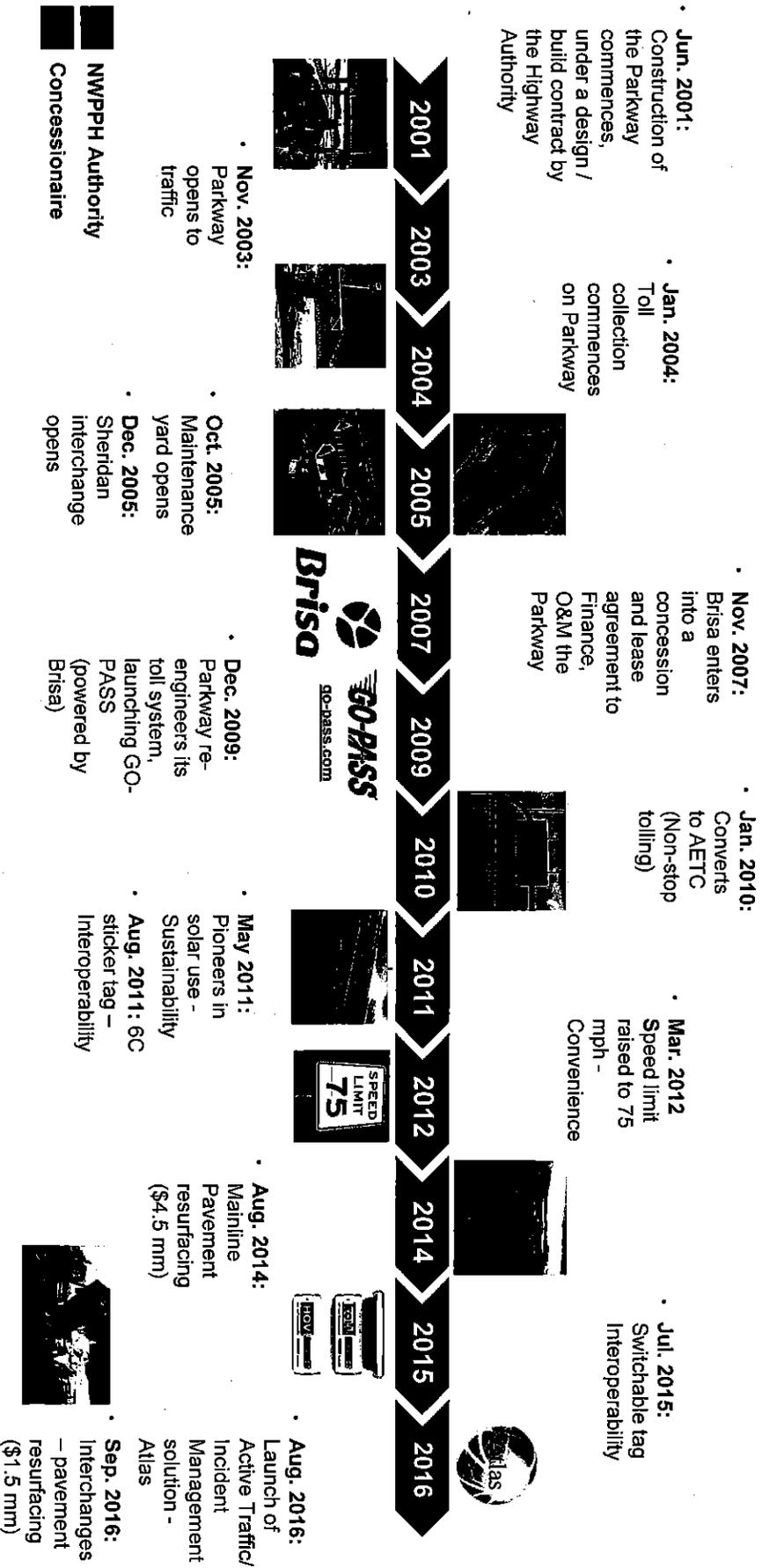


BACKGROUND

- **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



Timeline



Northwest Parkway Concession



FUNDAMENTALS

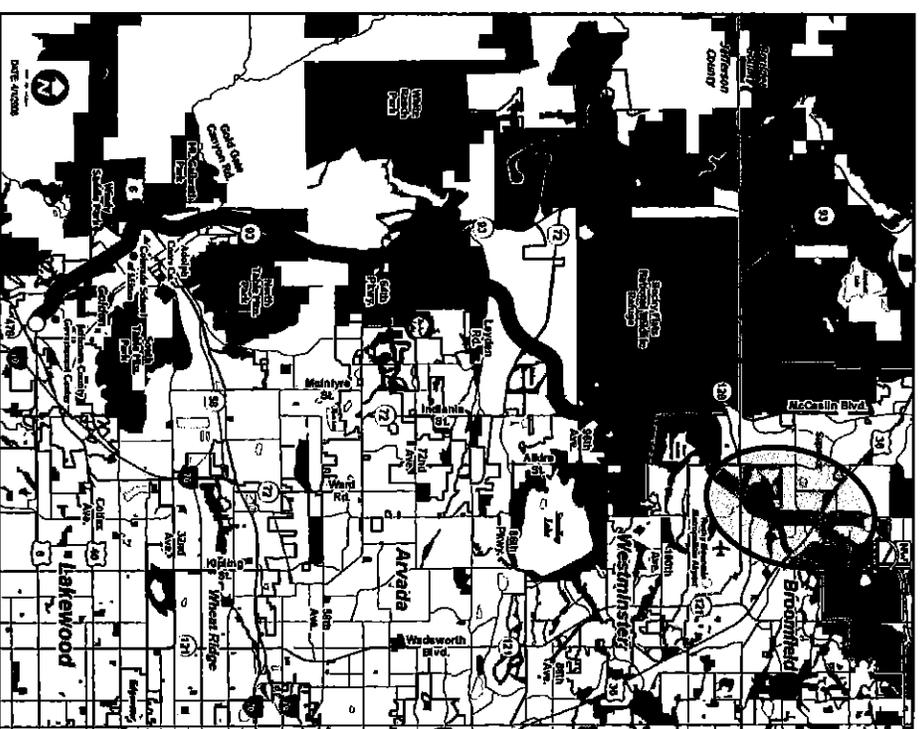
- Concession Lease Agreement was signed with Brisa (doing business as Northwest Parkway LLC) on November 21, 2007. At the end of the 99 year term, the Parkway reverts back to the Authority.
- Upon execution of the Concession and Lease Agreement, the NWPPHA transferred all capital assets to the Concessionaire 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.
- The Concessionaire has paid for more than \$8M investments to upgrade the facility (ITS, Roadway/Interchange improvements, etc.)
- The Concessionaire continues to evaluate a number of strategic directions for the Parkway and is doing so under the terms of the Concession Agreement.

Northwest Parkway Concession



EXPANSION POSSIBILITIES

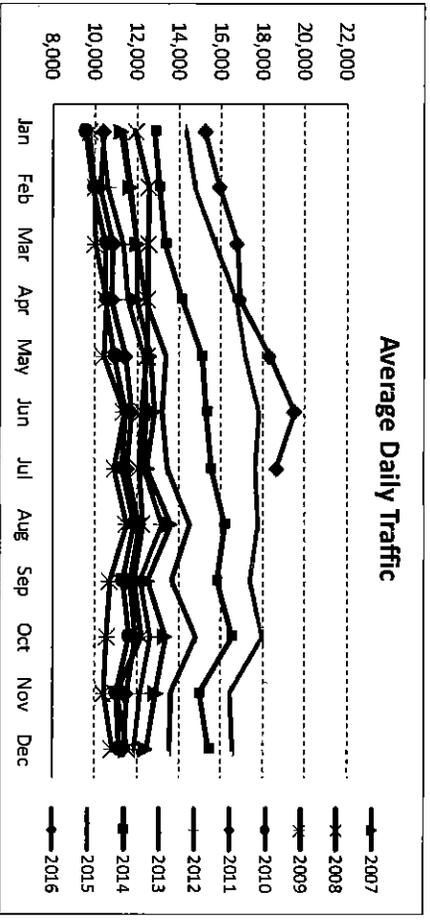
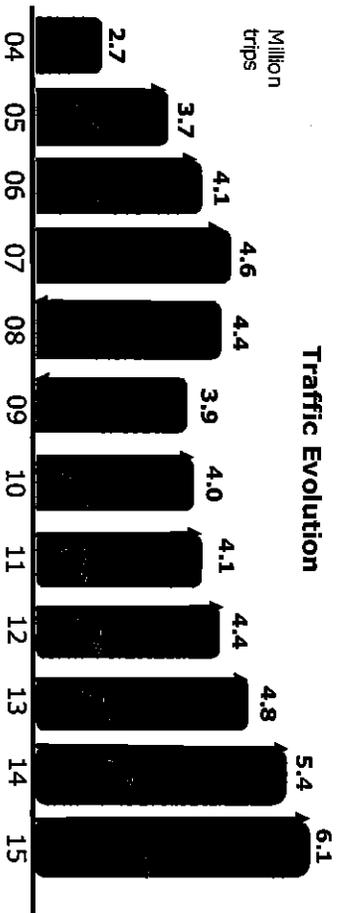
- Work on the possibility of extending the NWVP (2.3 mile extension) to SH128, which together with the Jefferson Parkway and the linking to I-70 would complete the beltway around the metro Denver area, is underway.
- The Concession Agreement does not require the Concessionaire to build the extension, 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

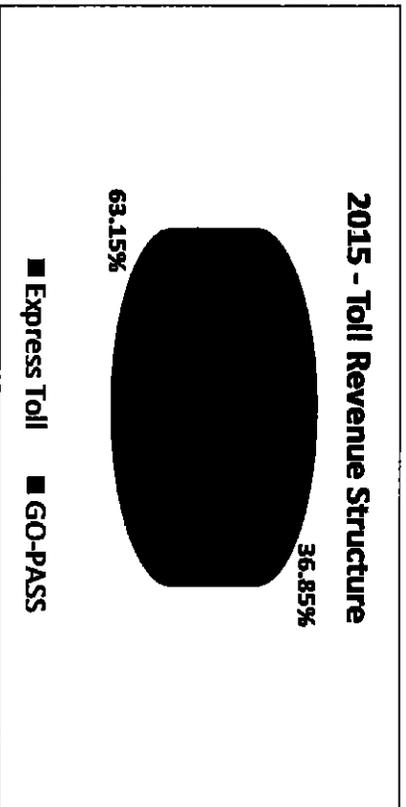
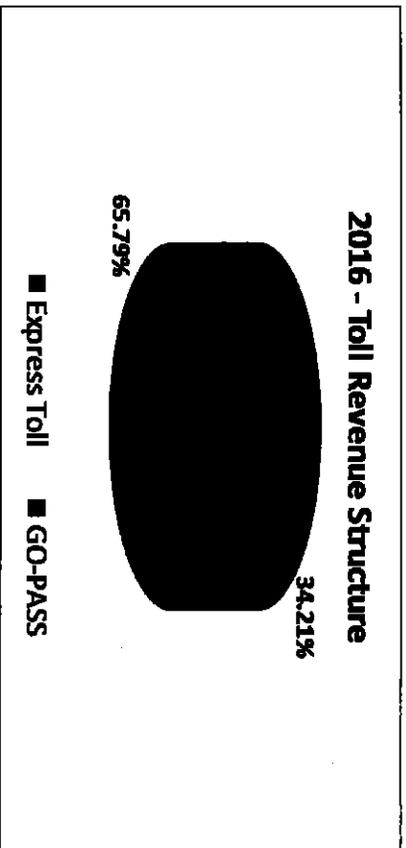
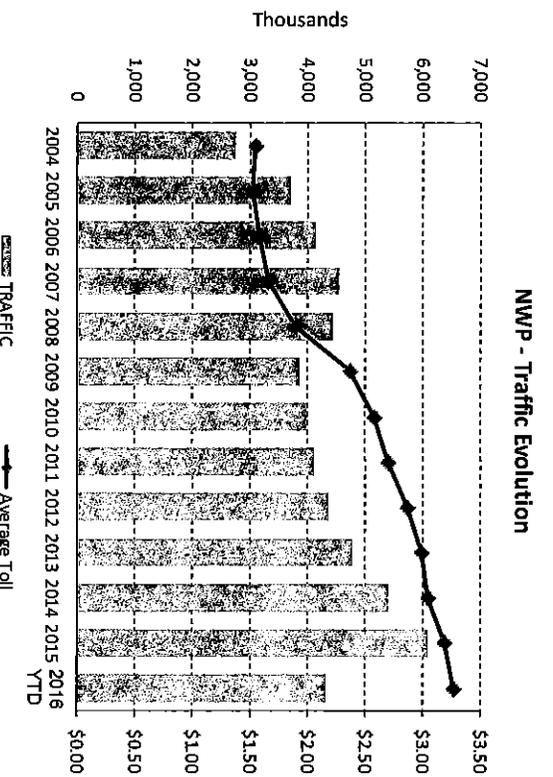
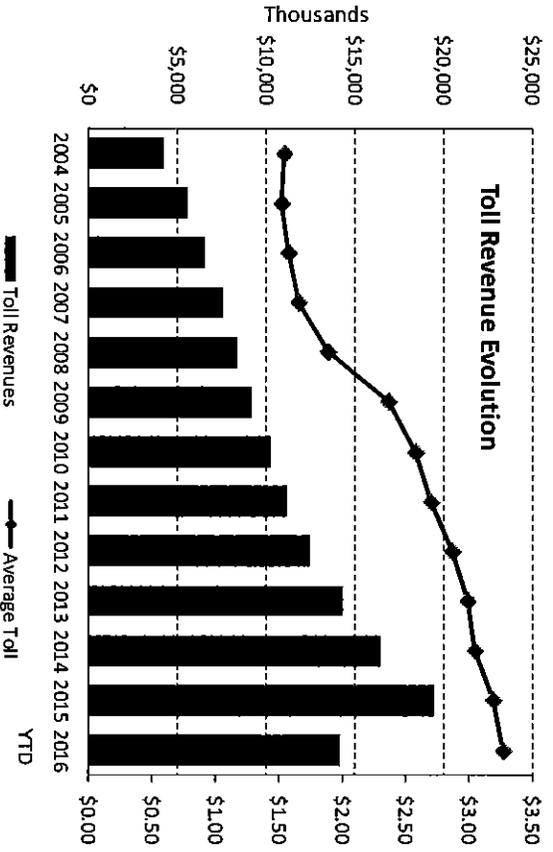


Jan	176,760	253,248	310,452	347,848	370,346	301,966	295,076	323,537	320,866	351,885	398,314	444,031	472,302
Feb	173,986	238,159	291,066	326,425	364,600	279,241	278,018	286,891	308,821	326,826	365,424	413,305	461,931
Mar	204,786	295,319	334,305	372,657	388,925	309,749	325,852	336,701	351,783	372,801	413,471	487,867	519,615
Apr	203,202	287,589	325,716	359,621	375,850	316,132	315,287	324,556	347,931	371,733	424,357	502,717	507,139
May	216,231	312,953	354,462	392,179	386,816	323,389	339,239	354,566	383,303	413,830	467,610	530,858	568,495
Jun	222,801	320,187	364,762	384,509	367,962	341,708	344,311	352,162	374,613	396,324	459,111	533,909	586,089
Jul	238,606	319,481	345,755	387,367	375,204	338,709	350,320	357,911	382,562	416,362	480,618	547,050	578,845
Aug	257,146	347,301	383,460	421,588	380,865	356,281	367,862	375,396	408,321	449,242	501,679	550,481	631,373
Sep	248,293	321,097	349,108	375,866	356,953	322,130	339,526	351,801	364,740	410,203	474,431	521,613	
Oct	257,697	328,591	369,938	413,958	379,388	328,155	360,268	369,715	392,197	458,635	512,759	557,823	
Nov	251,312	327,254	355,771	387,658	330,708	312,926	330,603	344,922	365,695	407,671	448,874	493,447	
Dec	286,417	354,545	354,895	386,686	358,833	335,794	345,323	352,902	369,123	420,242	478,139	513,743	
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	6,096,844	4,325,789
Avg.	228,103	308,810	344,974	379,697	369,704	322,182	332,640	315,710	327,157	350,504	392,403	448,401	484,616
Max	286,417	354,545	383,460	421,588	388,925	356,281	367,862	375,396	408,321	458,635	512,759	557,823	631,373



All-time traffic highs over the last 4 consecutive months (+7.9% YTD)

Toll Revenues



Toll Rates



NWPKY TOLL RATES:

<u>Mainline</u>	
2 Axles	\$3.70
Per Each Additional Axle	\$3.70

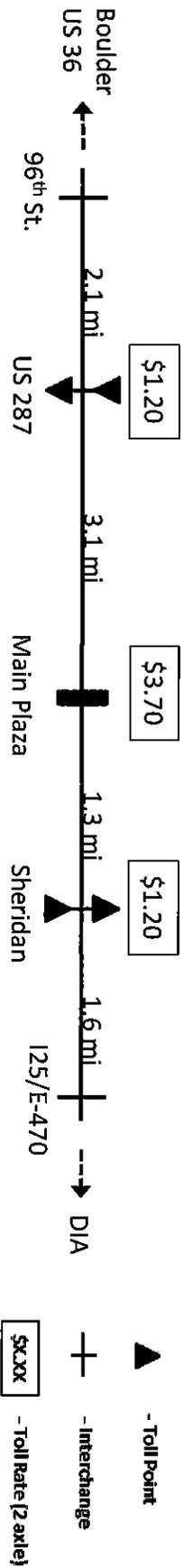
Ramps (Sheridan and US287 interchanges)
All Axles \$1.20

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/IACH

Active* GO-PASS accounts Jul. 16			2015 GO-PASS Bills	
Type	Accounts	Vehicles	Mailed	E-mailed
Auto-Bill	4,170	15,201	3,416	15,202
Regular	426,694	683,238	933,333	29,849

* - "Active" means with 1 or more transaction in the last 6 months



TO PAY YOUR BILL
Quick Pay!

No need to login, fill in your account and bill numbers, and click below to proceed to online payment!

Bill Number:

Account:

Manage Account

Email/Username:

Password:

Login

Create Website
Login to
manage your
account online



**No pre-registration required. Road accessible to all vehicles.
Multiple payment options. Interoperable.**

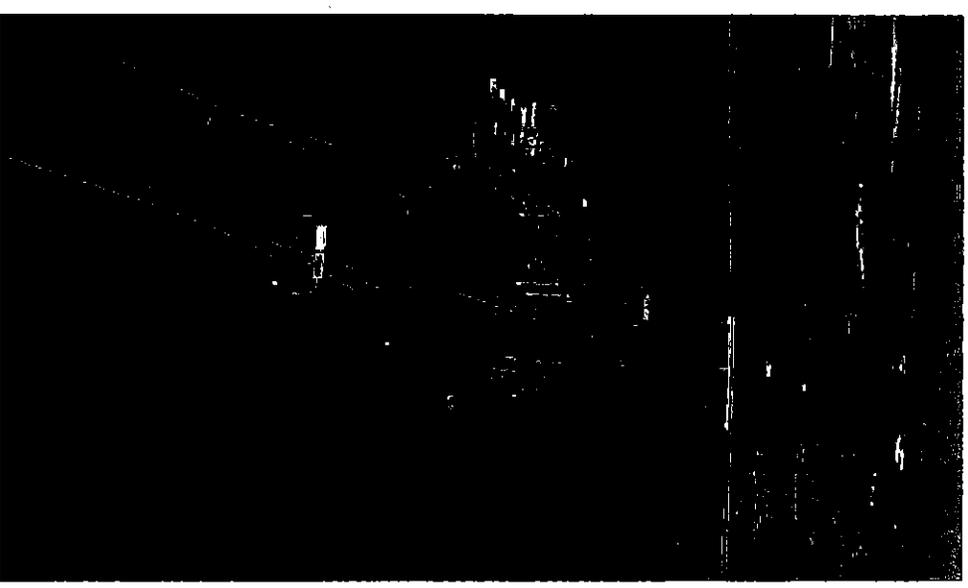
Oversight



- 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.

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.”



Road is fit and overall fully functional

Road Improvements

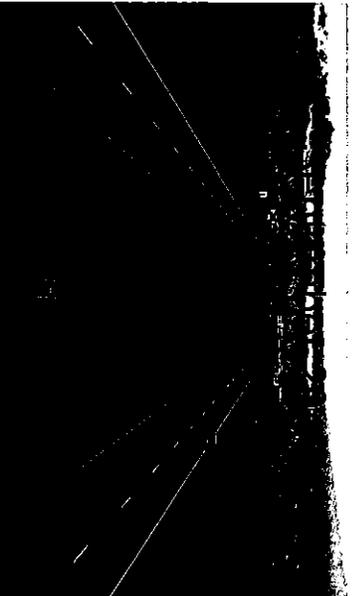


The Northwest Parkway is committed to offer its patrons the safest, most reliable and convenient travel route. To achieve it NWP has been undertaking several road improvements: pavement overlay, patching and repairing seams, dips and bumps:

July 2014



<< In 2014 -
Mainline overlay
(\$4.7 million)



2016 - Ramps >>
overlay (\$1.5
million)



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.

Focus on Safety, Reliability and Convenience

Sustainability

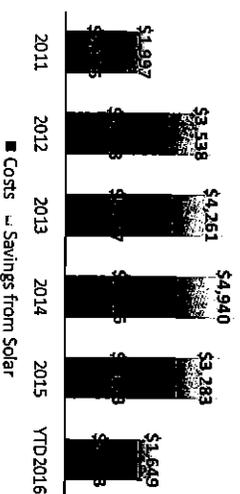


“BRIGHTENING” NWP OPERATIONS SINCE 2011

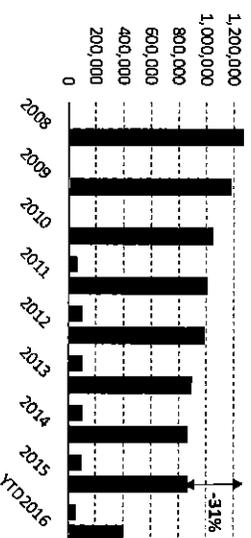
Numbers Year-To-Date:

- 31% annual electricity usage reduction
- \$44,560 cost savings
- 514,435 kWh solar production, about 463 tons of CO2 emissions

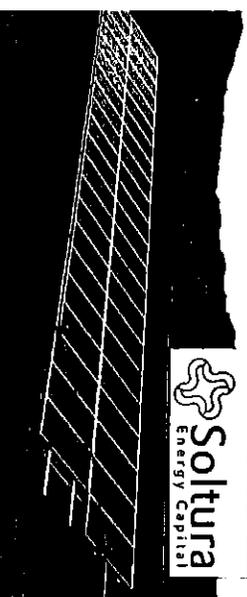
Energy Cost Savings



Electricity Used / Produced



- The Concessionaire was pioneer when entered into a 20 years Power Purchase Agreement to install Photovoltaic Solar Arrays along the Parkway at no cost and for a reduced electric rate.
- The project is comprised of 7 systems for a total of 62 kW. A \$350k investment.

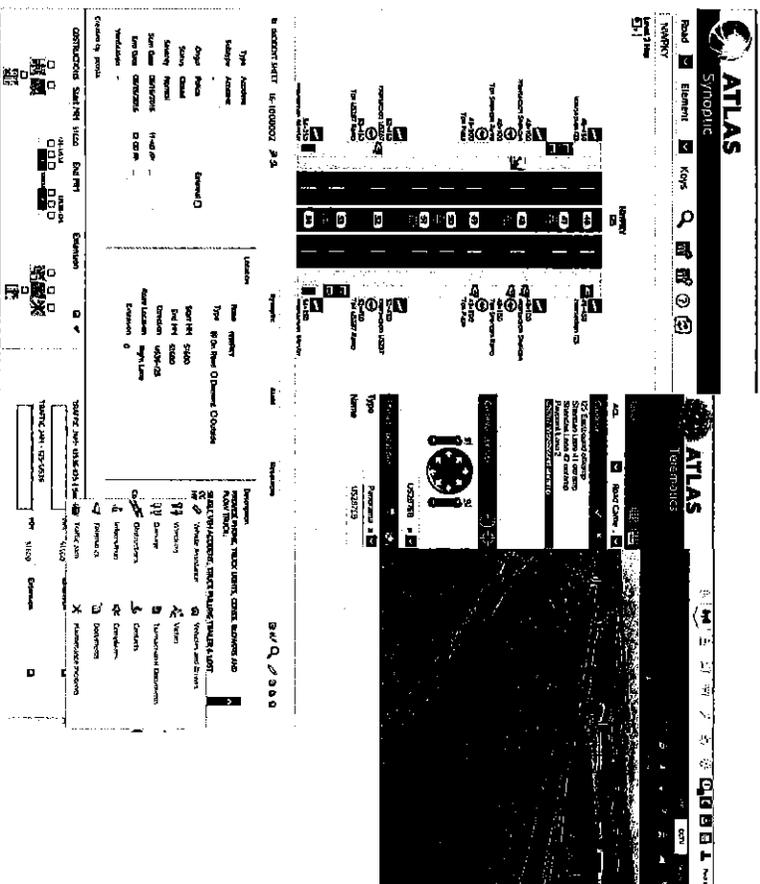


Operational Excellency and Sustainability

Traffic and Incident Management



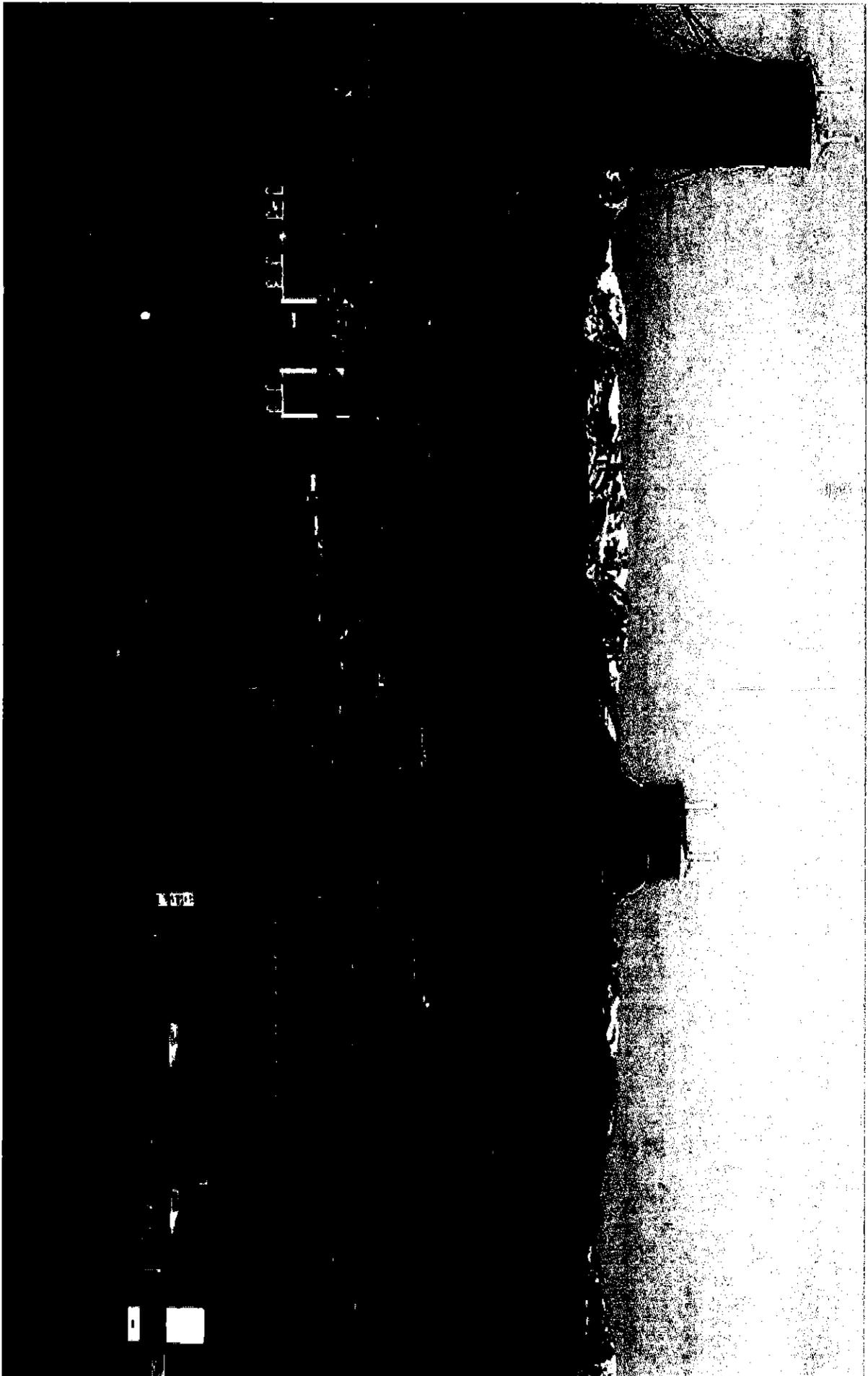
Integrated Traffic and Incident Management Solution (ATLAS) - An interface where infrastructure elements and Standard Operating Procedures can be uploaded and georeferenced to streamline the active road management and guide the decision-making processes:



- Customizable library of 63 type of incidents;
- Preset messages for VMS;
- Roadside equipment (cameras, VMS, toll points);
- Resources by jurisdiction (First responders, towing, etc.);
- Assistance fleet management (courtesy patrol, snow-plows - shifts, planned routes, GPS position, etc.);
- MyVideowall – Remote control and access from anywhere.
- Real-time information

- 16 CCTV (100% road coverage)
- 2 Variable Electronic Signs
- 1 Weather Station (to be installed)

Thank You





COLORADO

Department of
Transportation



**COLORADO
HPTE**
PARTNER. INNOVATE. ACCELERATE.



**HPTE Report to Transportation
Legislation Review Committee**

October 5, 2016



- Exists to make Coloradans' commutes better
- Required to "*aggressively pursue*" innovative means of more efficiently financing important transportation projects:
 - Public Private Partnerships
 - Operating concession agreements
 - User fee-based project financing (tolls)
 - Annual performance payment agreements
- HPTE operates as a government-owned business (TABOR Enterprise) within CDOT

CDOT decides the project and budget

→ CDOT asks HPTE to analyze and explore innovative delivery options

→ CDOT provides final approval.

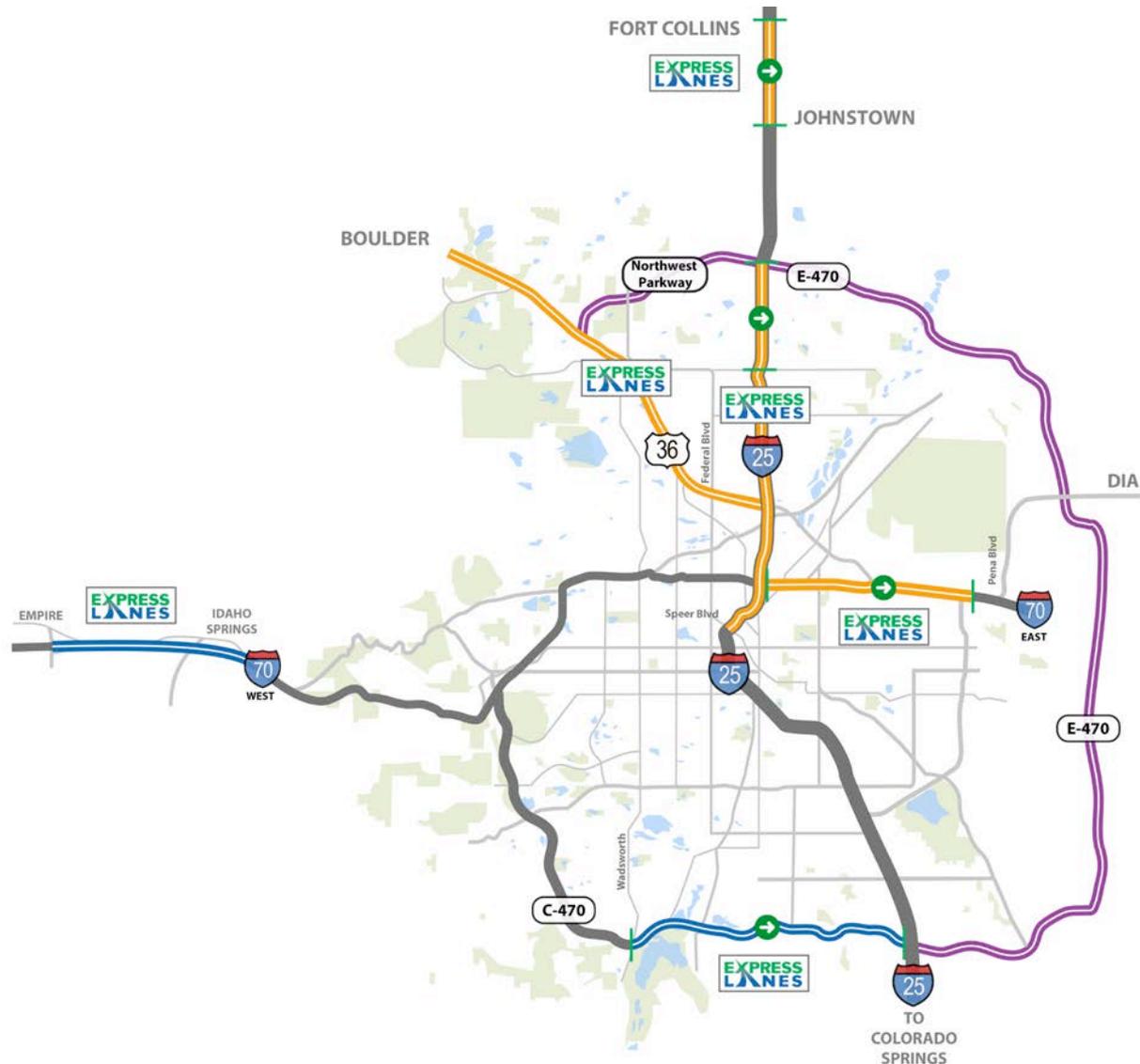


COLORADO
Department of
Transportation

Region-wide Express Lanes

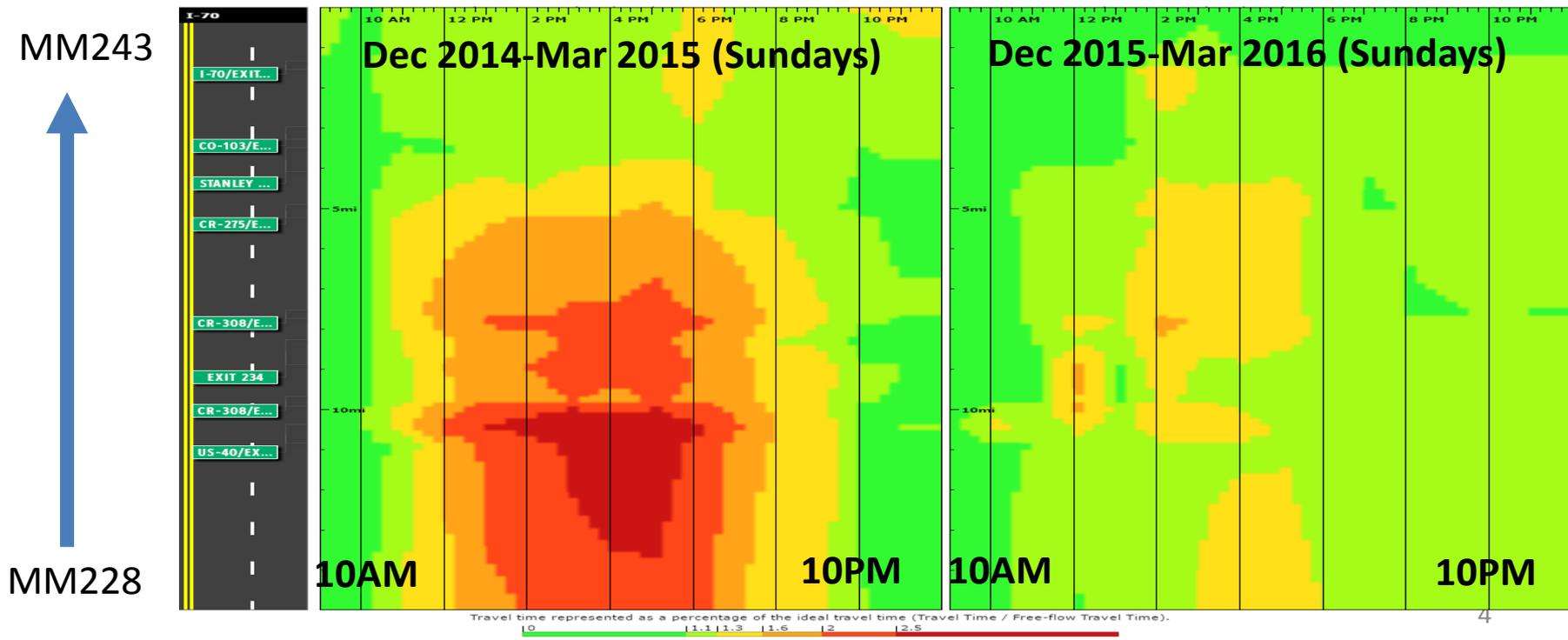


- US 36
- I-25:
Central, North,
and Johnstown to
Ft. Collins
- I-70 Mountain
- C-470
- Potentially on
Central 70



- Express Lane delivers operational improvements and all lanes benefit
 - Compare speeds from 2012 pre-construction to present/Express Lane (2012 - 2016):
 - More consistent speeds, clears incidents and we've seen overall faster speeds: 26 to 52% reduced travel times

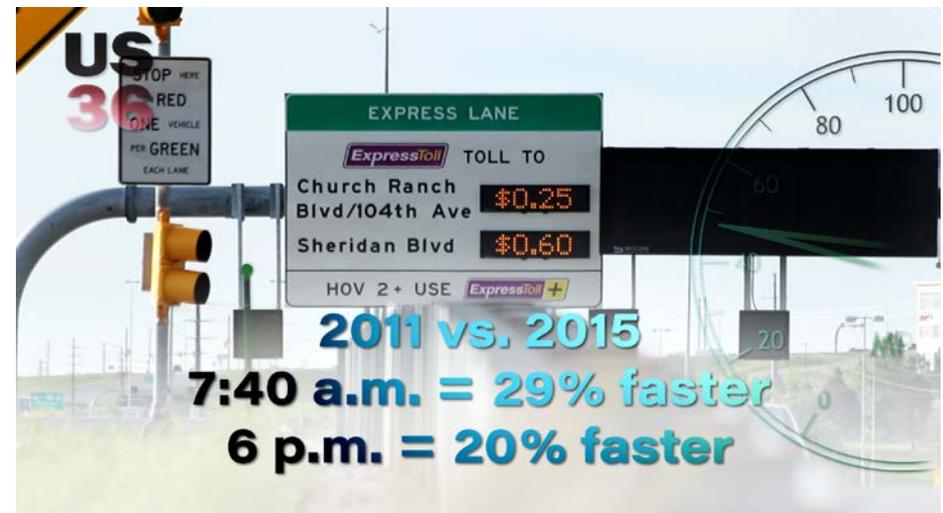
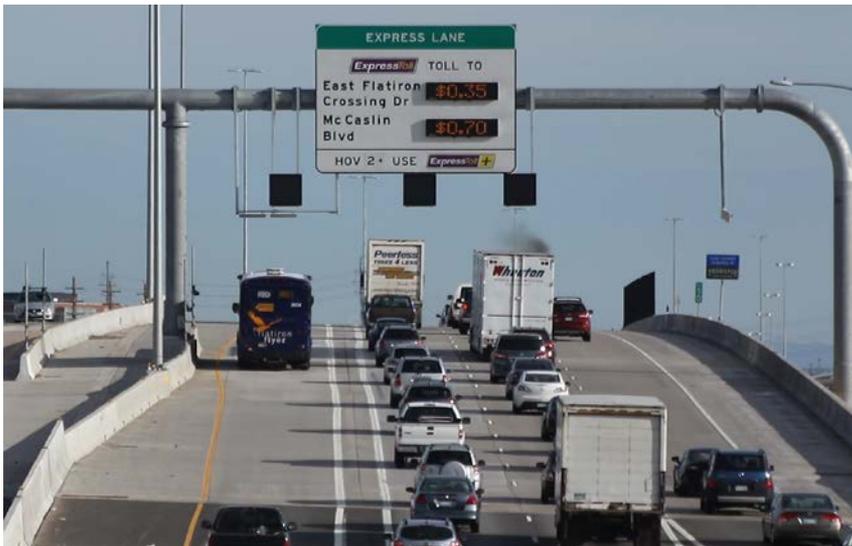
Travel Time Index (EB Sundays on I-70 from MM 228-243-Georgetown to VMT)





- *Tim Mauck, Clear Creek County Commissioner, "The eastbound Express Lane dramatically improved travel to, and throughout our mountain communities despite a record year along I-70 Mtn corridor. The Express Lane restores a quality of life to our residents to move more freely about our neighborhoods and creates a positive economic climate.... "*
- *John Dawsey, VP & GM Colorado Mountain Express: "Our drivers continue to report all eastbound I-70 travelers appear to benefit from the Express Lane."*

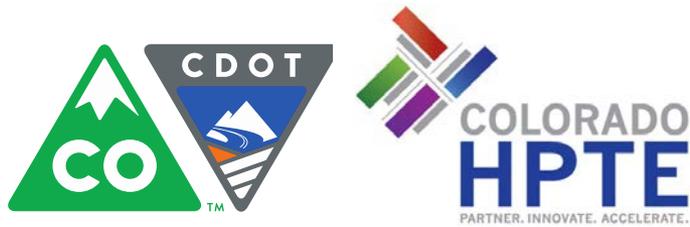
- All lanes benefit from more consistent, faster speeds & reduced travel times
- Project is a national model
- RTD ridership increased 45%





North I-25 Express Lanes Update

- Segment 2: US 36 to 120th Avenue
 - Usage:
 - 8,000 to 10,000 Vehicles Per Day
 - SB 60% Southbound; 40% Northbound
 - Peak period usage when General Purpose Lanes are over 1,500 Vehicles Per Hour



Transition to HOV 3+ Begins Jan. 1, 2017

Why change to HOV 3+?

- By 2040, Colorado's population expected to increase 47%
- Provide capacity for critical corridors (HOV Express Lanes) in lieu of insufficient funding and ensure trip reliability and choice for commuters

Pass Changes:

Motorcycles:

- Starting this fall, no sticker pass or account required to use lanes for CDOT HOV Express Lanes for free*
 - **US 36 and I-25 Express Lanes*

Carpoolers:

- \$15 reimbursement provided to HOV only drivers
- Starting Spring 2017, HOV only drivers get Switchable HOV transponder for free





Express Lanes Education Outreach Campaign

What CDOT/HPTE Are Doing

Awareness campaign to ensure no surprises - now through mid-January 2017

- Includes paid, earned media and grassroots outreach

Partnering to help people find the third carpooler or alternatives:

- DRCOG
- RTD
- 36 Commuting Solutions
- Smart Commute Metro North
- City of County of Denver
- North Front Range Metropolitan Planning Organization
- Lyft
- ExpressToll/E470

Snapshot of the Corridor Today vs 2035

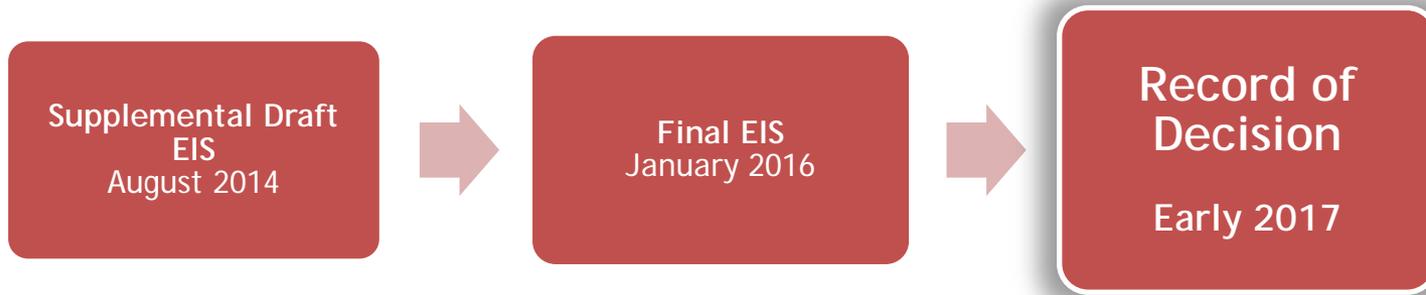
- 1,200 businesses employing 22,000 people
- Up to 200,000 vehicles traveling daily
- 10 hours of congestion per day
- Population grow by 42%
- Employment increase 58%
- Build out of major corridor projects: National Western Center, Gaylord, Stapleton, Aerotropolis
- Traffic increase to up to 270,000 vehicles daily
- Congestion increase to 12 hours (half the day) without I-70 improvements





Where we are now

Environmental Impact Statement (EIS)

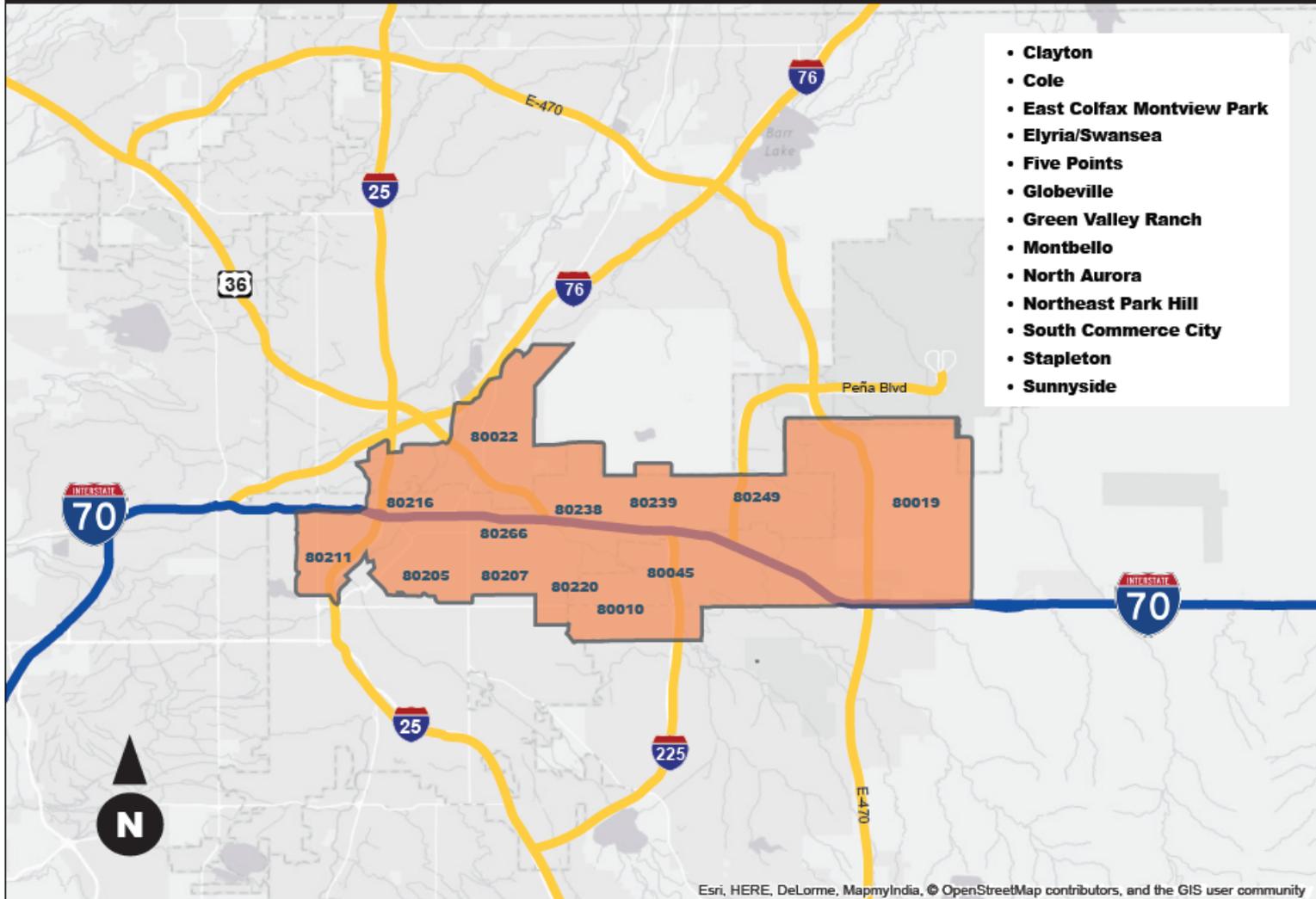


Project Delivery



Public Outreach

Proposed Local Hire Focus Area



Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community



Other Corridor Updates

C-470 (I-25 to Wadsworth)

- Construction to begin within 30 days
- Completion expected in late 2018
- Add 2 non-HOV Express Lanes (I-25 to Colorado Blvd)



North I-25 Segment 3 (120th Ave to NWP/E470)

- Construction began summer 2016
- Completion expected spring 2019



North I-25 (Johnstown to Fort Collins)

- CDOT received \$15m TIGER grant
- Traffic and revenue study; driver survey
- Express Lane in each direction



Johnstown to Fort Collins

South I-25 (between Castle Rock and Monument)

- Approx. \$4M towards preliminary environmental work
- Exploring Express Lane alternatives

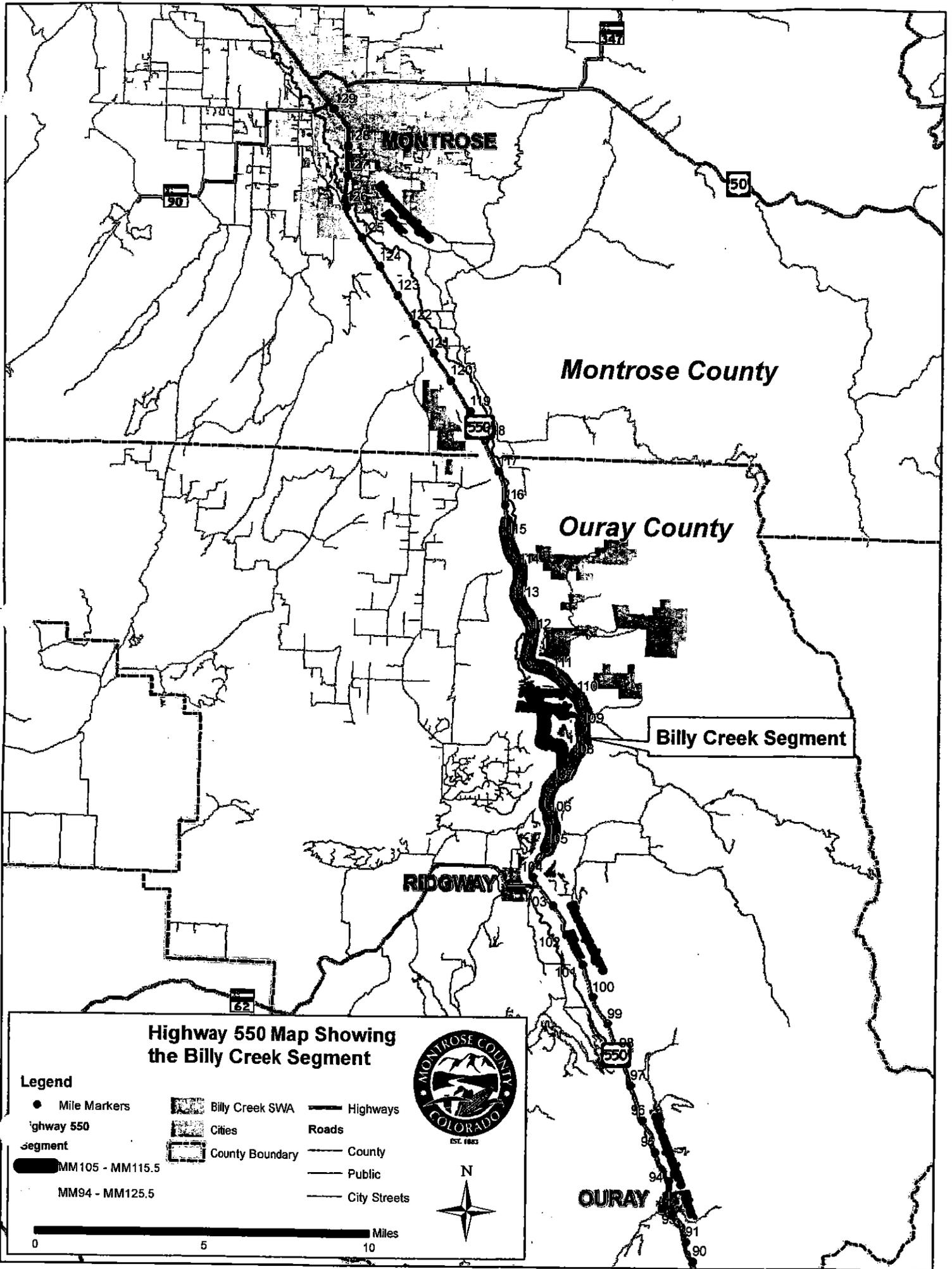


Questions?

Transportation Legislation Review Committee

Montrose County Discussion of
Highway 550 Safety Issues and
Improvements

October 5, 2016

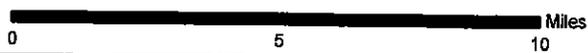


**Highway 550 Map Showing
the Billy Creek Segment**



Legend

- Mile Markers
 - ▨ Billy Creek SWA
 - ▨ Cities
 - ▨ County Boundary
 - Highways
 - Roads
 - County
 - Public
 - City Streets
- MM105 - MM115.5
 MM94 - MM125.5



OURAY

Montrose County

Ouray County

Billy Creek Segment

RIDGWAY

MONTROSE

90

50

550

62

550

29
28
27
26
25
24
23
22
21
20
19
18
17
16
15
14
13
12
11
10
09
08
06
05
04
03
02
01
100
99
98
97
96
95
94
93
92
91
90



Highway 550 Vicinity Map



MONROSE COUNTY
COLORADO
EST. 1877



N



0 20 40
Miles

RECEPTION#: 878418, Date: 9/7/2016 1:01 PM,
Pages: 1 of 2, RES
Montrose County, CO. Tressa Guynes, Clerk and Recorder

D-10

Resolution # 35-2016

**RESOLUTION OF
THE BOARD OF MONTROSE COUNTY COMMISSIONERS
SUPPORTING SAFETY IMPROVEMENTS TO COLORADO HIGHWAY 550**

WHEREAS, Colorado Highway 550 South connects Montrose with areas to the south, including Ridgeway, Ouray and Telluride; and

WHEREAS, mile markers 126-96 on Highway 550, approximately 30 miles, is largely a two-lane road with a minimal number of passing lanes and a posted speed limit of 60 miles per hour; and

WHEREAS, traffic on this section of Highway 550 is heavy with commuter, heavy truck, and tourist traffic; and

WHEREAS, over the last eleven (11) years there have been 2,195 vehicle accidents, 19 of which were fatalities and 700 with injuries, on this stretch of the highway; and

WHEREAS, there are between 9,000 and 25,000 vehicles a day on the section consisting of mile markers 126-116, just south of the Montrose city limits; and

WHEREAS, contributing factors to the fatalities on this portion of the highway are crossing the center line, lack of sleep, drugs and poor driving habits, including speeding; and

WHEREAS, the Board of County Commissioners is concerned with the safety of the traveling public; and

WHEREAS, the Board of County Commissioners supports improving safety on Highway 550 South and implores the State of Colorado to consider a number of alternatives to address the safety concerns.

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of Montrose County, Colorado that:

Section 1: The Board formally supports improving safety on Colorado Highway 550 South, mile markers 126-96.

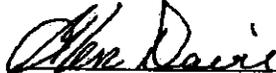
Section 2: The Board implores the State of Colorado to immediately consider implementing safety improvements on Highway 550 South, including, but not limited to, increasing the traveling surface to four (4) lanes, providing more passing lanes, providing turn lanes, installing center rumble strips, and/or decreasing speed limits.

APPROVED AND ADOPTED on this 15th day of August, 2016.

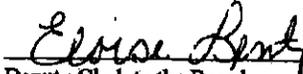
RECEPTION#: 878418, Date: 9/7/2016 1:01 PM,
Pages: 2 of 2 , RES
Montrose County, CO. Tressa Guynes, Clerk and Recorder

D 10 .

**MONTROSE COUNTY, COLORADO
BOARD OF COUNTY COMMISSIONERS**


Glen Davis, Chairman

ATTEST:


Deputy Clerk to the Board


David S. White, Vice-Chair

[SEAL]




Ronald Henderson, Commissioner



LYNN M. PADGETT
BEN TISEL
DON BATCHELDER

BOARD OF COUNTY COMMISSIONERS

641 4th Street • P.O. Box C • Ouray, Colorado 81427 • 970-325-7320 • FAX: 970-325-0452

September 27, 2016

Mr. Mike McVaugh, Regional Transportation Director, Region 5
Mr. Dave Eller, Regional Transportation Director, Region 3
Colorado Department of Transportation
Via Email: Mike.McVaugh@state.co.us
Via Email: David.Eller@state.co.us

Re: Safety Improvements to US Highway 550

Dear Mr. McVaugh and Mr. Eller:

The Board of County Commissioners of Ouray County ("Board") is writing to express its concern regarding the serious safety issues associated with individuals traversing US 550. The topic of heavy traffic and the safety impacts to those traversing this section of US 550 have been brought to the Board's attention by citizens, law enforcement and the County Coroner. This letter is being sent to both transportation regions 3 and 5 as this section of highway of most concern (mile marker 96 to 126) is located in both regions.

First, the Board would like to thank Colorado Department of Transportation ("CDOT") for the improvements made to US 550 over the past few years. These improvements have provided passing lanes for those wishing to pass, while providing a lane for those travelers driving within the speed limit to move over to the right. Other improvements that have increased safe travel is the widening of the highway surface area allowing for better site distance and helping to alleviate the claustrophobic feel of oncoming traffic and head on collisions. Improvements made to wildlife mitigation corridors along this section of highway have also provided relief for both the traveling public and wildlife. The bevy of above-mentioned improvements have made a difference to travelers and protected wildlife, however, there is still much to be done to make this highway safer. The Board also understands and recognizes the financial challenges and the ability/inability to fund capital improvement projects that governments within the State of Colorado, and especially the Western Slope, endure.

Accidents occurring along this section of highway have resulted in death and severe bodily injuries. These accidents oftentimes require a complete or partial closure of US 550 resulting in long traffic lines for varying lengths of time. Of significant importance is the lack of shoulders along this section of highway and the ruts along the edge of the pavement, which makes US 550 a very unforgiving stretch to traverse.

The Western Slope of Colorado is privileged to have many visitors travel to experience its bountiful and spectacular beauty. During the heavy tourism time, which is late spring to early fall, the population nearly triples creating additional traffic on US 550. These visiting drivers are unfamiliar with this highway and its uniqueness. There are also winter visitors that fly into Montrose and travel on US 550 to Telluride or Ouray to ski or ice climb. Many locations along the highway are wildlife migration corridors and there are several places where traffic merges from four lanes to two. Now, add the

ingredient of unfamiliarity to the mix of frustrated and impatient local drivers traversing this highway and you have an unsavory outcome.

Driver behavior is another factor to add to the mix. Cell phone usage, fatigue, inclement weather, distractions, driving under the influence, illegal passing, etc., factor into the equation as well. The Board understands that it is extremely difficult to manage these types of behavioral traits. However, it is quite apparent that driver behavior combined with increased traffic and the road's unforgiving nature has contributed to the increase of deaths and serious accidents. As you may recall, the Board had previously requested clear acceleration / deceleration lanes at the entrances to Ridgway State Park off of US 550 in an effort to improve safety.

The Board of Ouray County Commissioners respectfully requests that CDOT reexamine US 550 between mile markers 96 to 126 and seriously, consider further improvements, to enhance safety for this stretch of highway. Thank you in advance for your attention to this matter.

Cordially,

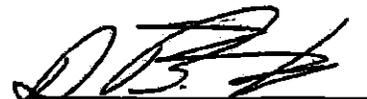
Board of County Commissioners
Ouray County, Colorado



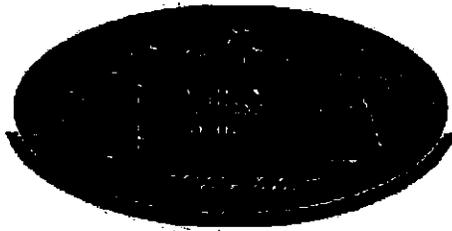
Lynn M. Padgett, Chair



Ben Tisdal, Vice-Chair



Don Batchelder



COLLEEN HOLLENBECK, CORONER

P.O. Box 833 • Ouray, Colorado 81427 • 970-765-1618 • FAX: 970-325-0225

September 12, 2016

Mr. Mike McVaugh, Regional Transportation Director, Region 5
Mr. Dave Eller, Regional Transportation Director, Region 3
Colorado Department of Transportation
Via Email: Mike.McVaugh@state.co.us
Via Email: David.Eller@state.co.us

Topic: Safety improvements urgently needed to Colorado Highway 550

Ouray County residents have expressed concern regarding the increase in serious accidents causing death and severe bodily injuries along Highway 550, mile marker 96 to 118 in Ouray County and extending to mile marker 126 in Montrose County. These accidents often require a complete or partial closure of Highway 550 resulting in long traffic queues along the two-lane highway.

Colorado Highway 550 between mile markers 96 to 126 is predominantly a two-lane road, with narrow shoulder areas and blind spots due to turns and hills. Intermittent passing and acceleration lanes added to improve the road have resulted in driver behaviors that increase the risk of crashes. Some of these behaviors include following too close, illegal passing, using merge/acceleration lanes to pass, crowding and speeding in the passing lanes.

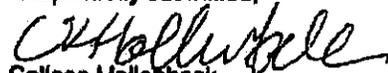
Other factors that increase the risk of accidents along Highway 550 include the volume of tourist vehicles unfamiliar with the road characteristics. Ouray, Ridgway and Telluride tourism accessed by private vehicle is now year-round. Added flights in nearby Montrose Airport have also increased traffic along Highway 550. Vehicles towing off-road ATVs, horses, motorcycles and bicycles have contributed to the congestion along Highway 550. Motorhome and construction vehicle traffic has also increased along Highway 550. The speed limit of 60 miles per hour combined with this often, slower vehicle traffic contributes to the driver behaviors noted above. In addition, Highway 550 is often frequented by wildlife, and the occasional loose livestock.

Lastly, distracted driving from texting, phone use and even the beautiful scenery contributes to increased accidents along Highway 550 between mile markers 96 and 126. Colorado is currently addressing the issue of driving while impaired with the legalization of cannabis products.

Colorado Highway 550 along mile marker 96 to 126 is very unforgiving. Colorado State Patrol statistics of crash information for the last 5 and 10 years note an increase in both fatalities and serious bodily injuries. Several of the fatalities involved current and past State Patrol personnel with excellent driving skills and behavior. A recently relocated Colorado State Patrol staff person declined to buy a home located along Colorado Highway 550 mile marker 96 to 126 because of the dangerous reputation of the road.

Montrose and Ouray County Coroners and the Board of Commissioners implore the State of Colorado to be proactive in addressing the dangerous conditions along Highway 550 mile marker 96 to 126. It is our obligation to mitigate risk to our constituency when it is identified. Some improvements discussed are to increase to a four lane, center rumble strips, improved road shoulder space and decreasing speed limits. Ouray County Board of Commissioners requests the Colorado Department of Transportation include them in planning for these improvements as soon as possible.

Respectfully submitted,


Colleen Hollenbeck
Ouray County Coroner

RESOLUTION NO. 2016-16

A GENERAL RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MONTROSE, COLORADO AFFIRMING THE NEED FOR SAFETY IMPROVEMENTS ON UNITED STATES ROUTE 550 SOUTH OF THE CITY OF MONTROSE, COLORADO AND WITHIN MONTROSE COUNTY, COLORADO.

WHEREAS, the City of Montrose has a vested interest in the health, safety, and welfare of its citizens and visitors; and

WHEREAS, U.S. Route 550 is a two lane highway on the Western Slope of Colorado, which begins in Bernalillo, New Mexico and continues to Montrose, Colorado; and

WHEREAS, the citizens of and visitors to Montrose, Ouray, and San Miguel Counties regularly travel U.S. Route 550;

WHEREAS, according to statistics provided by the Colorado Department of Transportation (CDOT), on U.S. Route 550, between mile-marker 96 and mile-marker 126, there have been over 2,000 automobile collisions and almost 20 traffic related fatalities over the past ten years; and

WHEREAS, the Montrose County Coroner Dr. Tomas Canfield has determined insufficient traffic control devices and road design to be a major factor in automobiles crossing the centerline of the highway, which leads to significant bodily injury and death; and

WHEREAS, certain road improvements such as shoulder improvements and strategically located rumble strips may increase driver attentiveness and

WHEREAS, Region 10 administers the Gunnison Valley Transportation Planning Region (GVTPR) Committee, which is responsible for the development of 20-year Regional Transportation Plans, which are used by CDOT in the development of the Statewide Transportation Plan and to establish priority projects for funding every year; and

WHEREAS, CDOT does not have any scheduled safety improvements for U.S. Route 550, nor has the Region 10 GVTPR Committee included such improvements in the most recent 20-year Regional Transportation Plan.

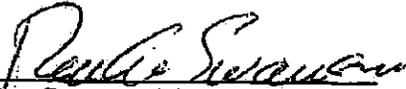
NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF MONTROSE, COLORADO THAT:

The City Council, in consideration and concern for the health, safety, and welfare of our citizens and visitors, resolves to support improvements on and along U.S. Route 550. The

City Council joins Dr. Thomas Canfield in the appeal to the Regional 10 GVTPR Committee to consider and include safety improvements in transportation plans moving forward.

ADOPTED THIS 6th day of September, 2016, by the Montrose City Council.

CITY OF MONTROSE, COLORADO


Rex Swanson, Mayor

ATTEST:



Lisa DelPiccolo, City Clerk



**A RESOLUTION OF THE MONTROSE CHAMBER OF COMMERCE:
SUPPORTING SAFETY IMPROVEMENTS TO US HIGHWAY 550**

WHEREAS, US Highway 550 South connects Montrose with areas to the south, including Ridgway, Ouray, Telluride, Durango, and

WHEREAS, mile markers 126-96 on Highway 550 South, approximately 30 miles, is largely a two-lane road with minimal passing lanes and a posted speed limit of 60 miles per hour. and

WHEREAS, traffic on this section of Highway 550 South is heavy with business-related traffic between Montrose and the abovementioned communities, and

WHEREAS, over the last eleven (11) years there have been 2,195 reported vehicular accidents, nineteen (19) of which were fatalities and 700 with injuries, on this section of the highway, and

WHEREAS, there are between 9,000 and 25,000 vehicles per day between mile markers 126 and 116, immediately south of the Montrose City limits, and

WHEREAS, contributing factors to the fatalities on this portion of the highway are: crossing the center line, lack of sleep, drugs and poor driving habits including speeding, and

WHEREAS, the Board of the Montrose Chamber of Commerce is deeply concerned with the safety of the traveling public in general and specifically with the important business traffic, and

WHEREAS, the Board of the Montrose Chamber of Commerce fully supports improving safety on Highway 550 South and implores the State of Colorado to consider a number of alternatives to address the safety concerns.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Montrose Chamber of Commerce that:

The Board formally supports immediate improvement of Highway 550 South, mile markers 126-96 and further implores the State to immediately consider implementing safety improvements including, but not limited to, increasing the traveling surface to four (4) lanes, and/or providing more passing lanes, providing turn lanes, installing center rumble strips, and/or decreasing speed limits.

APPROVED AND ADOPTED, by Board of Directors of the Montrose Chamber of Commerce, this 26th day of September of 2016.

Signed this 29th day of September of 2016.

 President

http://www.montrosepress.com/news/second-fatality-this-month-on-u-s/article_co6050d2-4fb6-11e6-a73a-2b6c12a4fb56.html

<

PREVIOUS



Aviation tribute taking flight

One of the best displays of new and vintage military airfraf...

>

NEXT UP

WCC weighs health care amendment

Western Colorado Congress will consider whether to endorse Amendment 69 at its a...

Second fatality this month on U.S. 550

From Staff Reports Jul 22, 2016

One person is confirmed dead in a three-vehicle crash that closed U.S.550 Thursday afternoon:

The crash, involving a semi, occurred at about 3:35 p.m. at mile marker 116, Ouray County, Colorado State Patrol Trooper Josh Lewis said.



The road was closed past 5:45 Thursday night.

This is the second accident involving a fatality in the last month on U.S. 550 near Montrose a Ridgway. Ridgway educator Stephanie M. Boyd, 46, was traveling on U.S. 550 with her daughter Maygin Boyd, 18, on Wednesday, July 6, when a pickup truck driven by Earl McWilliams, 53, Cortez drifted into their lane and struck the women's Chevy Cavalier head-on. Ms. Boyd died at the scene; her daughter was taken to St. Mary's Hospital in Grand Junction.

Additional information is pending regarding the accident Thursday, troopers were still processing the scene into the evening.

http://www.montrosepress.com/news/csp-sleepy-driver-likely-cause-of-hwy-crash-july/article_fid76596-5863-11-abc5-a39f212440ao.html

<

PREVIOUS



Aviation tribute taking flight

One of the best displays of new and vintage military airfraf...

>

NEXT UP

WCC weighs health care amendment

Western Colorado Congress will consider whether to endorse Amendment 69 at its a...

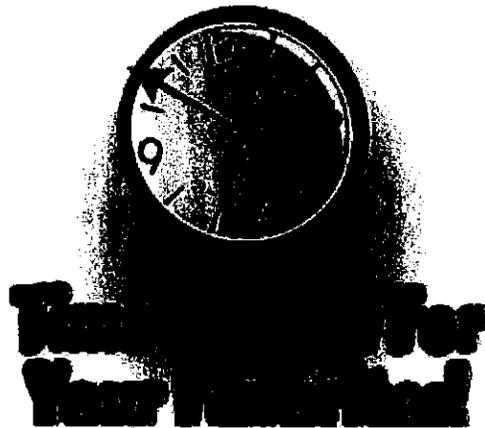
CSP: Sleepy driver likely cause of Hwy. 550 crash July 21

By Katharhynn Heidelberg Montrose Daily Press Senior Writer Aug 2, 2016

The driver cited in the July 21 death of Christopher Hodges could do little to avoid colliding with the assistant college baseball coach on U.S. 550, per the Colorado State Patrol.

Fatigue on the part of Steven Inzurriaga is suspected as a factor in the crash, which was set in motion once he sideswiped another vehicle, Trooper Darel Reed said.

A witness reported having seen Inzurriaga with his head slumped over and hands on the wheel just before the wreck on U.S. 550, Reed said Monday.



Inzurriaga, 23, of Littleton, was severely injured in the crash. He was cited on suspicion of careless driving causing death, a misdemeanor.

“We’re thinking fatigue was a factor,” Reed said.

Texting or other telephone use was not involved, he said: “It was plum fatigue.”

Inzurriaga’s fatigue likely wasn’t due to the amount of time he had been driving that day, but he was tired to start with, Reed said.

Inzurriaga was driving a 2014 van down U.S. 550 and was just inside the Ouray County line when he reportedly sideswiped a pickup and horse trailer operated by a 39-year-old Delta man.

The van then crashed into the front of Hodges’ Chevy Malibu, killing the 30-year-old, who more recently coached for the Iowa Western Reiver baseball program.

No one in the truck was injured.

Both the van and the car were traveling at or near highway speed, Reed indicated.

“It was kind of a doze-off. At the speeds they were traveling, by the time he’d crashed (into the trailer), his steering was compromised and there was nothing he could do.”

Although excessive speed was not a factor, Inzurriaga’s vehicle had a closing speed of 180 feet per second, while he had only 48 feet in which to react — less than one second, Reed said.

“Once the first collision happened, the second was inevitable,” the trooper said.

There was heavy traffic on the road at the time, and drivers tend to follow closely, he said.

Hodges’ was the second death to occur on U.S. 550 in three weeks.

On July 6, Stephanie Boyd and her daughter were headed toward Montrose not far from where Hodges later killed.

The CSP alleges that Earl McWilliams crossed into the women’s lane of travel and collided head-on with them in his Ford F-350.

Boyd braked for nearly 122 feet and moved onto the shoulder in an attempt to avoid McWilliams according to a CSP crash report, which lists “no avoidance maneuver” on the part of McWilliams.

The collision knocked Boyd’s car backward and into a barbed wire fence, while McWilliams’ car spun counterclockwise and rolled at least once over an 84.5-foot distance before coming to rest.

Boyd, 46, died at the scene. Her daughter was severely injured, and McWilliams was also injured.

The CSP suspects drugs of some manner may have been a factor, Trooper Matt Lubbes said. The agency is awaiting medical confirmation.

The crash report lists the violation code for vehicular homicide; however, charging decisions were referred to the District Attorney’s Office, and Lubbes said the CSP must complete its investigation before forwarding the case to the DA for charging considerations.

A Go Fund Me account has been set up to help the Boyd family with funeral and medical expenses. Visit www.gofundme.com and search “Stephanie Boyd Fund.”

http://www.montrosepress.com/news/head-on-crash-rolls-tanker-snarls-traffic/article_6ad4afco-8218-11e6-90dc-673c1224f732.html

FEATURED

Head-on crash rolls tanker, snarls traffic

By Katharhynn Heidelberg Montrose Daily Press Senior Writer Sep 24, 2016



Katharhynn Heidelberg/Montrose Daily Press

Tow crews work to right a demolished fuel tanker that was struck head-on early Friday by another vehicle and rolled off I between Colona and Ridgway, coming to rest just yards from the Uncompahgre River. Both drivers survived.

A fuel tanker driver was lucky to walk away from the Friday head-on crash on U.S. 550 that demolished her rig and also destroyed the pick-up truck that collided with her.

The pick-up's driver allegedly left the scene after assisting trucker Denise Deyoung from the

wreckage, Colorado State Patrol Trooper C.R. Williams said. He identified the pick-up driver as Liovardo Gomez of Montrose.

“I haven’t seen too many crashes like that, that people have walked away from. I don’t think there’s any doubt in the world that a seat belt saved her life,” Williams said at the scene, as slow-and-go traffic snaked for a few miles in each direction on U.S. 550.



“ ... It’s crazy.”

Gomez was southbound in a 1990 Ford, towing a car dolly, at about 2:30 Friday morning between Ridgway and Colona. Near mile marker 114, he apparently strayed into the northbound lane about 3 feet, according to Williams.

The Ford collided with Deyoung’s 2015 Freightliner and broke the rig’s steering. Its brakes locked up and the vehicle then rolled down a short embankment, crumpling and bending when it landed about 42 feet away from a fence. Just yards beyond the fence was the Uncompahgre River.

Gomez and two other people assisted Deyoung from the wreckage, Williams said. Gomez allegedly got into another vehicle and left the scene, reporting to a hospital several hours later for medical evaluation.

The extent of his injuries were not immediately known. Williams said Deyoung sustained cuts and scratches.

“She was incredibly fortunate,” Williams said. “Once she got out, they left.”

He said it did not appear as though Gomez had reported the crash prior to checking into the hospital. Montrose County Sheriff's Office deputies in a transport van located the wrecked Freightliner, Williams said.

Deyoung was hauling about 7,500 gallons of diesel from New Mexico to Grand Junction.

Only a small bit of fuel leaked out and was quickly contained. Fire and hazardous materials from Montrose Fire Protection District, Telluride Fire Protection District, Ridgway Fire and the Colorado State Patrol responded to the scene.

The crews worked for several hours to pump the fuel from the crashed rig and get it off site. If so close to the river would have been a significant problem, Williams indicated.

The CSP and its hazmat crew remained on-scene for hours Friday, monitoring industrial tow teams' efforts to right the crushed semi and haul it up from the embankment.

The crash likely caused hundreds of thousands of dollars of damage, Williams said.

The cleanup and towing efforts took 550 down to single-lane, alternating traffic in the immediate area near the crash. Traffic bottlenecked in both directions, adding roughly an hour and a half the time it takes to travel from Montrose to Ridgway. The line of traffic grew as the day wore on as people began hitting the road for the weekend.

The CSP received several calls about the backed up traffic; one passing motorist even called to say she at last was able to travel by the crash site that her daughter was very sick and the lengthy delay was especially frustrating.

There was nothing the CSP could do about the gridlock, Williams said.

Gomez could be cited for careless driving causing injury, leaving the scene of an injury accident and failure to report an accident, Williams said.

Deyoung was ticketed for not using the designated route for hazardous materials, he said.

As of Friday, the CSP had not determined what might have caused Gomez to travel into Deyoung's

lane of travel.

There had been steady rain at or about the time of the crash, while snow fell at higher elevations.

Additionally, a small mudslide occurred on Colorado 145, while a crash later Friday morning at a different location on 145, near Norwood, briefly necessitated a detour.

Rocks on the road near the mudslide were cleared and Colorado Department of Transportation crews patrolled the roadways to ensure they were kept clear during the burst of fall weather.

The weather also caused power outages Friday in San Miguel Power Association's service territory, including Rico, Mountain Village and between Telluride and Placerville.

LLS NO. 17-0177_AMENDMENT # 1
INTERIM COMMITTEE AMENDMENT
Transportation Legislation Review Committee
BY REPRESENTATIVE Tyler
LLS No. 17-0177.01 be amended as follows:

- 1 Amend LLS No. 17-0177, page 3, line 4, strike "AND".
- 2 Page 3, line 13, strike "(2)." and substitute "(2); AND".
- 3 Page 3, after line 13 insert:
 - 4 "(c) REQUEST ANY REGIONAL TRANSPORTATION DISTRICT, WITHIN
 - 5 THE QUADRANT WHERE THE HEARING IS BEING HELD, TO PRESENT AND
 - 6 DOCUMENT ITS CURRENT PROJECT PRIORITY LIST THAT WOULD BE FUNDED
 - 7 WITH REVENUE ENHANCEMENTS, INCLUDING BONDING, FOR
 - 8 TRANSPORTATION FROM ANY SOURCE."

** ** ** ** **

LLS NO. 17-0180_AMENDMENT # 5

INTERIM COMMITTEE AMENDMENT

Transportation Legislation Review Committee

BY REPRESENTATIVE Tyler

LLS No. 17-0180.01 be amended as follows:

- 1 Amend LLS No. 17-0180, page 10, strike lines 13 through 15 and
- 2 substitute "PROJECTS THAT ARE ON THE CURRENT PRIORITY LIST FOR
- 3 TRANSPORTATION FUNDING ON THE DATE THE QUESTION IS SUBMITTED TO
- 4 THE ELECTORS IN ACCORDANCE WITH SECTION 43-4-705 (13)(b)(III).".

- 5 Page 10, strike lines 16 through 27.

- 6 Strike pages 11 through 14.

- 7 Page 15, strike lines 1 through 21.

** *** ** *** **

LLS NO. 17-0180_AMENDMENT # 4
INTERIM COMMITTEE AMENDMENT
Transportation Legislation Review Committee
BY REPRESENTATIVE Tyler
LLS No. 17-0180.01 be amended as follows:

- 1 Amend LLS No. 17-0180, page 18, line 19, strike "shall" and substitute
- 2 "shall, UNLESS AUTHORIZED BY SUBSECTION (2)(a)(III) OF THIS SECTION,".

- 3 Page 19, line 5, strike "IMPROVEMENTS." and substitute "IMPROVEMENTS;
- 4 EXCEPT THAT, UPON REQUEST OF A REGIONAL TRANSPORTATION
- 5 AUTHORITY, THE COMMISSION SHALL CONSIDER AND MAY EXPEND UP TO
- 6 TWENTY PERCENT OF THE REVENUE FOR TRANSIT-RELATED CAPITAL
- 7 IMPROVEMENTS IF THE PROJECT THAT WOULD CAUSE THE PERCENTAGE TO
- 8 EXCEED TEN PERCENT IS ON THE CURRENT PRIORITY LIST FOR
- 9 TRANSPORTATION FUNDING."

** *** ** *** **

Limitation on Fees that fire protection districts can charge to register underground and aboveground storage tanks.-

Background – Current statute indicates that municipalities and cities cannot impose more stringent regulations on operators that what OPS does through statute and rules. However that does not apply to fire protection districts.

TITLE 8. LABOR AND INDUSTRY
LABOR I - DEPARTMENT OF LABOR AND EMPLOYMENT
ARTICLE 20.5. PETROLEUM STORAGE TANKS
PART 2. UNDERGROUND STORAGE TANKS

8-20.5-205. More stringent requirements prohibited

(1) No municipality, city, home rule city, city and county, county, or other political subdivision of the state shall adopt or enforce any requirement more stringent than the provisions of this part 2. This section does not apply to requirements established pursuant to the uniform fire code or the national fire protection association codes, nor does it apply to requirements established pursuant to local zoning regulations.

(2) The limitation in subsection (1) of this section shall not apply to any municipality, city, home rule city, city and county, county, or other political subdivision of the state which has received an exemption from the committee created in section 8-20.5-104. The committee may grant a site-specific exemption when the applicant demonstrates that such an exemption would be cost beneficial and serve the health, safety, or economic interest of its citizens based on consideration of local hydrologic, geologic, or other conditions, including location of population concentrations or commercial areas.

Salient points:

From the first meeting we agreed really to focus this bill on simply the fees assessed on UST's that meet the criteria for regulation by Oil and Public Safety.

The main point of this bill is to avoid duplicative fees on businesses that already are under comprehensive state regulation.

Petroleum marketers will continue to have conversations with Denver Fire on why Denver feels as though these fees are necessary and what makes Denver unique in that that have to assess stations operating in Denver an extra \$500 dollars to operate on an annual basis, before session.

Finally after talking with Denver Fire Petroleum marketers do think permit fees related to the installation and construction of the facility, or substantial rebuilding of the facility are appropriate, much like a renovation of any business or home and would ask the committee to modify bill six to continue to allow UST fees for these purposes.

