

SOUTHWEST COLORADO REGIONAL TRANSPORTATION PLANNING COMMISSION

Date: Friday, February 5, 2016

Place: Carnegie Building 1188 E 2nd Ave., Durango

Join from PC, Mac, iOS or Android: <https://zoom.us/j/109670693>

Or join by phone: +1 408 638 0968 (US Toll) or +1 646 558 8656 (US Toll), Meeting ID: 109 670 693

Time: 9am to 12:00pm

AGENDA

- 9am** **I. Introductions** (additions/changes to agenda)
- II. Accept Minutes: December 2015***
 Accept Financial Report: December 2015*
- 9:05** **III. Legislation**
1. **HB16-XXX Tribe Voting at STAC legislation and Letter of Support; Letter of Support will require a vote***
2. **HB16-1018 STAC to provide advice to Transportation Commission**
3. **HB16-1031 Study to modify the membership of the Transportation Commission**
4. **SB16-011 Changes to FASTER Registration Fees**
- 10:00** **IV. Reports**
1. **STAC updates**
- a. **December 2015 meeting:** Bentley Henderson
- b. **January 2016 meeting:** Kevin Hall
2. **Transportation Commissioner Report: Sidny Zink**
- 10:45** **V. CDOT Report:**
1. **CDOT Updates: Matt Muraro**
- a. **State Senate Bill regarding FASTER funds**
- b. **FAST Act Legislation**
- c. **CDOT Project Development List**
- d. **Local Funding Opportunities**
2. **Budget 101: Mike King**
3. **Construction Project Update: Ed Archuleta**
- 11:45** **VI. Other Business**
1. **Transit Provider Updates**
2. **Community Updates –Round Robin** (pending available time)
- VII. Adjourn**

Next meeting date: April 1, 2016

**vote requested*

**Southwest Colorado Regional Transportation
Planning Commission
Friday, December 4, 2015 - 9:00 a.m.
Carnegie Building 1188 E 2nd Ave., Durango**

TPR Members in Attendance:

Kevin Hall - City of Durango
James Lambert - Montezuma County
John Egan - Town of Pagosa Springs
Clifford Lucero - Archuleta County
Edward Box III - Southern Ute Indian Tribe
Jacob Garlick - Southern Ute Indian Tribe
Greg Schulte - Town of Pagosa Springs
Chris La May - Town of Bayfield
Dan Naiman - Town of Ignacio (by phone)

Others in Attendance:

Sidny Zink - Transportation Commissioner
Kerrie Neet - Colorado Department of Transportation
Mike McVaugh - Colorado Department of Transportation
David Valentinelli - Colorado Department of Transportation
Ed Archuleta - Colorado Department of Transportation
Matt Muraro - Colorado Department of Transportation
Jim Horn - Russell Engineering
Peter Tregillus - SUCAP/Roadrunner Transit (by phone)
Shannon Cramer - Southwest Colorado Council of Governments
Jessica Laitsch - Southwest Colorado Council of Governments

The meeting was called to order at 9:06 a.m.

I. Introductions

Chris La May asked about the shortage of contractors and high number of RAMP projects. Kerrie Neet replied that a shortage of contractors had been a challenge during the summer, but this has gotten better. Mike McVaugh added that one aspect could be related to trying to be aggressive in project timelines reducing the number of bidders. Ed Archuleta added that the projects in the summer with no bidders were smaller projects in the height of construction season. Chris asked if there would be an economic evaluation of the RAMP projects. Kerrie replied that this would be useful to look into.

II. Accept Minutes: October 2015

Clifford Lucero motioned to approve the minutes as presented, John Egan seconded, unanimously approved.

Accept Financial Report: October 2015

Chris La May motioned to accept the financial report as presented, Clifford Lucero seconded, unanimously approved.

III. Reports

1. STAC updates a. October & November meetings: Kevin Hall

- There was no November meeting; it had been combined with the December meeting.
- There had been discussion on the I70 toll lanes, which will be priced based on congestion.
- A representative from the City of Durango is meeting with CDOT to provide feedback on processes.
- Representative Terri Carver had expressed that she would like to change the STAC to be advisory to the Transportation Commission. Additionally, she would like the Transportation Commission to better align with the TPRs, which would add a number of commissioners. Sidny Zink mentioned that she is not aware of any support for increasing the number of commissioners. She added that the STAC was intended to be advisory to CDOT staff, not to the TC, which hinders the TC from receiving direct feedback from staff. Kevin replied that there were diverse opinions about what STAC's role should be. Kerrie pointed out that this is a philosophical question, but early involvement is important.
- There had been an update on the federal budget. Kerrie clarified that there was a 5 year transportation reauthorization bill, this still requires annual appropriations but this makes a commitment to fund transportation for 5 years. CDOT staff distributed a summary of the Fast Act. Matt Muraro added that there was a new freight program created which will provide \$85 million to Colorado over the next 5 years.
- There had been discussion on the Freight Advisory Council and had decided there should be more representation from private industry.
- There had been a presentation on the alternative fuels program, they are trying to expand to get refueling stations around the state.
- They had revisited PD14 performance measures, but there are no updates at this time.
- There had been discussion on the development program.
- There had been discussion regarding the HOV lane policy, possibly to require more passengers to use the lanes.

2. Transportation Commissioner Report: Sidny Zink

- Sidny reported that the I70 mountain express lane is ready to open.
- Additional funding was shifted to Road X, the intent to find efficiencies through technology. CDOT staff distributed a pamphlet on Road X.
- There had been discussion about enhancing the budget process by finding measurable goals.
- They had reviewed the FY17 budget and approved a budget of \$1.4 billion, most of the budget is devoted to maintaining what is in place.

- There had been discussion on the 10 year development program. She asked for feedback on maintaining lists as they will be revamping the database to make clear that this is a pool of projects that are available when opportunities arise. Matt clarified that the development plan includes regionally significant projects that could be constructed in the next 10 years, either funded or unfunded. He added that the intent is to have a comprehensive, evolving list to help with project selection. Kerrie added that this is not intended as a priority list, rather an overall database. Kevin opined that it could help minimize new projects supplanting pending projects. There was discussion about how this would work in relation to identified priorities. CDOT staff clarified that this is just a tool, the region still has priorities identified, this will be a resource for when funding becomes available.
- The Safety Committee received an update, the number of accidents around the state is up and the number of CDOT workers' compensation claims is down. They also received an update on the new alcohol and marijuana awareness program. Jim Horn asked if there is a correlation between gas prices and accident rates.

IV. CDOT Report:

1. Regional Priority Projects (RPP)- US 160 Dry Creek Passing Lane Project and the US 550 Gap Project

Matt explained the background on these projects. He explained that staff will be seeking feedback about switching projects, specifically they would like to complete the Dry Creek project using the remaining funds. Mike presented an overview of both projects including crash rates per ADT. Jim asked whether economic significance is a factor in these decisions. Mike replied that economic issues do play a role, but there are a number of factors involved. Kevin asked what would change if this is modified. Mike replied that this would change the segment to a three lane road and improve the shoulders. He added that when factoring in the types of accidents in addition to the number of accidents per ADT the improvements to US 160 should be a more significant improvement for users. Kevin asked how this would impact the US 550 project. Mike replied this does not take it away as a priority, just re-prioritizes it until more funding can be identified. Ed and Kerrie provided background that in 2013 funding was awarded for the design of two passing lanes, one near Towaoc and the other the Dry Creek project. Mike and Ed described the modifications they would like to make to the Dry Creek project, to include a passing lane, wildlife mitigation and improved shoulders, and how this change would create efficiencies and cost savings. The plan would be to go out to advertisement in the fall of 2017 with construction in 2018.

They described the progress on the projects on US 550 - an environmental assessment with a finding of no significant impacts between the state line and CR 220; the Sunnyside project is designed; working to acquire right-of-way for the gap from to CR 302 to Sunnyside; and need to acquire right-of-way from Sunnyside to CR 220. Kerrie added that a new source of funding will be necessary to fund the connection, so it makes sense to move forward on the US 160 project. Kevin asked for clarification that this moves the gap project to an uncertain future date. Kerrie replied that it would be most efficient to combine the gap project in the connection, but if funding is not identified for the connection the gap project will still be undertaken. Kevin asked if right-of-

way acquisitions include housing relocations. Mike replied that there have been a number of buildings acquired as part of the acquisitions and they are in negotiations for both the gap and Dry Creek projects.

Chris asked what action is being requested. Mike replied that they would like flexibility to prioritize Dry Creek with the latitude to use the remainder for the gap project. Matt elaborated that they would like the ability to move an unspecified amount of funding to Dry Creek from the gap project without reprioritizing. Chris asked for clarification whether this is a reprioritization. Matt replied they don't want to reprioritize the list, just move the funding. Chris suggested it is a reprioritization because even if different funding comes available, they would still plan to address US 160. There was general discussion about the level of funding needed and whether this would require reprioritization.

CDOT will provide additional information about both projects at the next SWTPR meeting.

Clifford Lucero motioned to have the US 160 Dry Creek project moved in front of the US 550 gap project, still giving CDOT the latitude to have the ability to move funding as needed. Matt Muraro requested a change from "reprioritize" to "reallocate the dollars for those two projects." Clifford Lucero asked to change the motion accordingly. **Seconded by John Egan, unanimously approved.**

2. CDOT Updates

a. Transportation Bill

b. State Transportation Summit

Kerrie reported that there had been a national summit regarding Road X and connected infrastructure and how to improve transportation through technology and connectivity. CDOT will distribute copies of the pamphlet on Road X to the TPR members. There was discussion about partnerships with technology companies. Kevin suggested pushing for investment in US 160 as a rural priority corridor.

3. Construction Project Update: Ed Archuleta

- US 160 Wilson Gulch Road Extension - The Wilson Gulch project has been slightly delayed, they will be looking to wrap it up for winter with completion in the spring.
- SH 145 at CR P North of Cortez - This project was accepted.
- R5 FY15 Bridge Preventative Maintenance - There was a change order added to this project for the Bondad bridge on US 550.
- FY 15 Priority Culverts, SH 141 - This project is in Gunnison Valley TPR.
- SH 172/CR 307 Intersection Improvement - This project is nearly complete.
- SH 151/CR 521 Intersection Improvements - This project is nearly complete.
- SH 172/151 Signalization - This project was awarded and there were significant bid savings. Because the cost was reduced, they will reduce the commitment amounts from the partners.

- R5 US 24 SH 17 US 160 Priority Culverts - This will be advertised in the spring.
- SH 145 Chipseal West Fork North - This will be advertised this month.
- SH 145 MP 76.05 Wall Failure - This project is in Gunnison Valley TPR.
- US 491 Cortez to MCR 30 (CR M) - This project includes the second to last priority intersection from the previous priority intersection list.
- US 160 McCabe Creek Pagosa - This project is expected to be advertised next fall.
- SH 184 Narraguinnep Canal 0-02-A Structure - This project is expected to be advertised in the summer.
- US 550 Durango Sidewalk Ramps MP 21-24 - This is a multi-year, joint project with the City of Durango.
- US Cribwall Repair MP 67-91 - This project is expected to be advertised in the summer.
- US 491 MP 36.8, 46.0 & CR BB (MP 45.1) - This project is expected to be advertised in the summer.
- US 550 San Juan Line to Coal Bank Pass - The timing of this project will depend upon savings achieved for the year.
- US 160 Mesa Verde Bridge Coating - This project will be advertised early in 2016.
- Priority Culverts - These projects are all under design. Each has unique challenges and they hope to advertise all next year for construction in 2017.

V. Other Business

1. Transit Provider Updates:

Matt reported that the awards for the 5311 grant applications will be announced in January. Jim asked what this funding is for. Matt replied this is for the purchase of rolling stock.

Kevin asked about the status of safe routes. Matt replied that the safe routes applications are due in January and there is a tentative call for applications for the Federal Lands Access Program for February and the FTA funding was due in November. Kevin asked if anyone is planning to apply for FLAP funding. Greg Schulte replied that Pagosa Springs and Archuleta may consider applying, but asked about other projects that would be eligible. Matt replied that CDOT prioritizes three to four projects, but local organizations can apply as well and he would encourage anyone to apply. There was discussion about how funding for FLAP is determined.

2. Community Updates –Round Robin

James Lambert:

Reported about new materials. Discussed the Public Lands Highway Program.

John Egan:

Asked if solar roadways is on the radar. Kerrie and Mike replied that there are concerns related to weather as well as wear and tear to the roadways, however parking lots could be a good place to start. John agreed that parking lots could be a great opportunity if not roads.

Clifford Lucero:

Commended the work done by CDOT staff.

Edward Box III:

Reported that the tribe is working on their long range transportation update. The kick-off meeting CR 517 will be held in December. Tribal Council is looking at developing additional housing which will have impacts on roads and signalization.

Dan Naiman:

Reported the new traffic signal will go in soon. There have been some issues with boring under the highway for the new Family Dollar store.

Greg Schulte:

Commended the work done by CDOT staff. The town adopted a budget which includes the resurfacing of South 8th Street. They are considering a bridge over 5th Street.

Chris La May:

The Town of Bayfield passed a 1% sales tax for streets. They are making progress on bridges, hopefully this will go to bid within a few months. The school district is planning to build new school.

Kevin Hall:

Reported that the transportation model update kick off meeting will be next week. The City of Durango approved a budget including a stormwater management master plan update. The city will also be looking at trail projects, including looking to connect the Animas Trail to Three Springs for which they have option that may work and have design money available. There is also a trail project at Three Springs that is related to the Wilson Gulch project.

VI. Adjourn

The meeting was adjourned at 11:12 a.m.

Southwest Colorado Council of Governments

Profit & Loss

January through December 2015

	<u>Jan - Dec 15</u>
Income	
4012 · TPR Dues revenue	7,679.00
4030 · Grant-CDOT	16,000.19
	<hr/>
Total Income	23,679.19
	<hr/>
Gross Profit	23,679.19
Expense	
5009 · Bookkeeper	106.23
5505 · Bank Fees	28.10
5510 · Travel Exp	12,459.50
5512 · Meeting Exp	214.46
5520 · Advertising	22.18
5521 · Telephone/Website/Internet	24.00
5527 · Internet & software	108.50
5535 · Printing/Reproduction	17.48
5545 · Office Equipment/Computers	946.69
5550 · Supplies	139.09
5580 · Salary & Wages	5,463.84
	<hr/>
Total Expense	19,530.07
	<hr/>
Net Income	<u>4,149.12</u>

SB 16-011 Summary Terminate Use of FASTER Fee Revenue for Transit

FASTER transit funding is the only state money that goes into transit, and Colorado transit agencies have used the funding to leverage federal dollars and provide transportation options to Colorado's citizens and visitors. FASTER funds can be used to provide the 20% match for FTA transit funds. CDOT Division of Transit and Rail performs a consolidated call for applications specific to both funding sources so that they can be leveraged and maximized as needed. Since these funds would not be available to leverage federal monies, this legislation would increase the amount of local funds needed to purchase capital equipment in Colorado. For example, for a \$60,000 purchase the local match would increase from \$2,400 to \$12,000. This would significantly impact the ability for local agencies to construct larger capital projects such as a bus barn or a transit center.

FASTER transit funding has helped fund the purchase or replacement of transit vehicles; construction of multimodal stations, acquisition of equipment for consolidated call centers, and other tools to improve transit access throughout the state. Since 2010, 138 projects have been funded across the state. Six projects have been funded in the Southwest Colorado region, additionally one from Archuleta County was awarded but then withdrawn, for a total of 7 awarded. This amount (including the withdrawn application) totaled \$725,350. Most of this went to Durango for replacement of vehicles, but SUCAP and La Plata also received funding.

The operating budget of the Division of Transit and Rail within the CDOT is funded with \$1.0 million from the \$10.0 million transfer for state transit projects. The remaining \$9.0 million is used for the Bustang bus service, regional bus operating grants, and regional capital grants. The administrative expenses for the Division will be eliminated. The Division of Transit and Rail also administers federal funds dedicated for transit; it is not clear how the CDOT will administer these federal funds under the bill.

How funding would be redirected:

- This bill reduces expenditures by \$10.0 million and 9.0 FTE for the Division of Transit and Rail in the CDOT and increases by \$10.0 million the funds available for expenditure in the Highway Users Tax Cash Fund.
- Funding for local government transit projects will be reduced by \$5.0 million annually. The county allocation from the Highway Users Tax Fund will increase by \$2.75 million and the municipality allocation will increase by \$2.25 million annually.



**Colorado
Legislative
Council
Staff**

SB16-011

FISCAL NOTE

FISCAL IMPACT: State Local Statutory Public Entity Conditional No Fiscal Impact

Drafting Number: LLS 16-0008
Prime Sponsor(s): Sen. Neville T.
 Rep. Neville P.

Date: January 25, 2016
Bill Status: Senate Transportation
Fiscal Analyst: Larson Silbaugh (303-866-4720)

BILL TOPIC: TERMINATE USE OF FASTER FEE REVENUE FOR TRANSIT

Fiscal Impact Summary	FY 2016-2017	FY 2017-2018
State Revenue Transfers	See State Revenue section.	
State Expenditures	(\$0.0 million)	(\$0.0 million)
Highway Users Tax Fund (State Share)	\$10.0 million	\$10.0 million
Division of Transit and Rail (CDOT)	(\$10.0 million)	(\$10.0 million)
FTE Position Change	(9.0 FTE)	(9.0 FTE)
Appropriation Required: None.		
Future Year Impacts: Elimination of ongoing state cash fund transfers.		

Summary of Legislation

This bill eliminates annual transfers of \$15.0 million for transit projects from fee revenue imposed under the Funding Advancements for Surface Transportation and Economic Recovery Act of 2009 (FASTER). This includes a \$10.0 million transfer to the Colorado Department of Transportation (CDOT) for transit related projects and \$5.0 million for local transit projects. Eliminating the transfers increase the amount available for road safety projects by \$10.0 million and increase the Highway Users Tax Fund allocation to counties by \$2.75 million annually and the allocation to municipalities by \$2.25 million annually.

State Revenue

Transfers. Table 1 shows changes from current law.

Table 1: Transfers of FASTER Fees Under Current Law and SB 16-011			
Cash Fund	Current Law	FY 2016-17	FY 2017-18
Division of Transit and Rail (CDOT)	\$10.0 Million	\$0.0	\$0.0
Highway Users Tax Fund (State Allocation)	\$0.0	\$10.0 Million	\$10.0 Million
Local Government Transit Grants	\$5.0 Million	\$0.0	\$0.0
Highway Users Tax Fund (County Allocation)	\$0.0	\$2.75 Million	\$2.75 Million
Highway Users Tax Fund (Municipalities Allocation)	\$0.0	\$2.25 Million	\$2.25 Million

State Expenditures

This bill reduces expenditures by \$10.0 million and 9.0 FTE for the Division of Transit and Rail in the CDOT beginning in FY 2016-17. The bill increases by \$10.0 million the funds available for expenditure in the Highway Users Tax Cash Fund, which is continuously appropriated.

Table 2. Expenditures Under SB 16-011		
Cost Components	FY 2016-17	FY 2017-18
Personal Services (Division of Transit and Rail)	(\$789,715)	(\$789,715)
FTE	(9.0 FTE)	(9.0 FTE)
Operating Expenses (Division of Transit and Rail)	(210,285)	(210,285)
Transit Programs and Local Grants (Division of Transit and Rail)	(9,000,000)	(9,000,000)
Highway Users Tax Fund (State Allocation)	10,000,000	10,000,000
Centrally Appropriated Costs*	(185,453)	(185,453)
TOTAL	(\$185,453)	(\$185,453)

* Centrally appropriated costs are not included in the bill's appropriation.

Assumptions. The operating budget of the Division of Transit and Rail within the CDOT is funded with \$1.0 million from the \$10.0 million transfer for state transit projects. The remaining \$9.0 million is used for the Bustang bus service, regional bus operating grants, and regional capital grants. The administrative expenses for the Division will be eliminated. The Division of Transit and Rail also administers federal funds dedicated for transit; it is not clear how the CDOT will administer these federal funds under the bill. Table 2 shows the expenditures of the Division of Transit and Rail under SB 16-011.

Centrally appropriated costs. Pursuant to a Joint Budget Committee policy, certain costs associated with this bill are addressed through the annual budget process and centrally appropriated in the Long Bill or supplemental appropriations bills, rather than in this bill. The centrally appropriated costs subject to this policy are estimated in the fiscal note for informational purposes and summarized in Table 3.

Table 3. Centrally Appropriated Costs Under SB 16-011		
Cost Components	FY 2016-17	FY 2017-18
Employee Insurance (Health, Life, Dental, and Short-term Disability)	(\$117,875)	(\$117,875)
Supplemental Employee Retirement Payments	(67,578)	(67,578)
TOTAL	(\$185,453)	(\$185,453)

Local Government Impact

Funding for local government transit projects will be reduced by \$5.0 million annually. The county allocation from the Highway Users Tax Fund will increase by \$2.75 million and the municipality allocation will increase by \$2.25 million annually.

Statutory Public Entity Impact

This bill will reduce a \$3.0 million grant awarded to the Regional Transportation District (RTD) annually through the division of transit and rail. RTD would also be impacted by the elimination of \$2.0 million in competitive grants.

Effective Date

The bill takes effect August 10, 2016, if the General Assembly adjourns on May 11, 2016, as scheduled, and no referendum petition is filed.

State and Local Government Contacts

Counties
Office of Information Technology
Transportation

Municipalities
Regional Transportation District

Second Regular Session
Seventieth General Assembly
STATE OF COLORADO

INTRODUCED

LLS NO. 16-0008.01 Jason Gelender x4330

SENATE BILL 16-011

SENATE SPONSORSHIP

Neville T., Marble

HOUSE SPONSORSHIP

Neville P., Humphrey, Ransom, Saine

Senate Committees
Transportation

House Committees

A BILL FOR AN ACT

101 CONCERNING THE REPEAL OF STATUTORY REQUIREMENTS THAT A
102 PORTION OF THE REVENUE FROM SPECIFIED MOTOR VEHICLE
103 RELATED FEES IMPOSED UNDER THE "FUNDING ADVANCEMENTS
104 FOR SURFACE TRANSPORTATION AND ECONOMIC RECOVERY
105 ACT OF 2009" BE USED FOR TRANSIT-RELATED PROJECTS.

Bill Summary

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

Under current law, \$15 million per year of revenue from the road safety surcharge, daily vehicle rental fee, supplemental oversize and

Shading denotes HOUSE amendment. Double underlining denotes SENATE amendment.

Capital letters indicate new material to be added to existing statute.

Dashes through the words indicate deletions from existing statute.

overweight vehicle surcharge, supplemental unregistered vehicle fine, and late vehicle registration fee imposed pursuant to the "Funding Advancements for Surface Transportation and Economic Recovery Act of 2009" (FASTER) is used for transit-related projects as follows:

- ! \$10 million is used by the department of transportation (CDOT) for the planning, designing, engineering, acquisition, installation, construction, repair, reconstruction, maintenance, operation, or administration of such projects; and
- ! \$5 million is credited to the state transit and rail fund and used by the transit and rail division of CDOT to provide grants to local governments for local transit projects.

The bill repeals the statutory provisions that require these transit-related uses of the fee revenue. As a result, the revenue must be used only for road safety projects, as defined by FASTER.

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

2 **SECTION 1.** In Colorado Revised Statutes, 43-4-206, **amend** (3)
3 as follows:

4 **43-4-206. State allocation.** (3) Notwithstanding the provisions
5 of subsection (1) of this section, the revenues credited to the highway
6 users tax fund pursuant to section 43-4-205 (6.3) shall be expended by the
7 department of transportation only for road safety projects, as defined in
8 section 43-4-803 (21). ~~except that the department shall, in furtherance of~~
9 ~~its duty to supervise state highways and as a consequence in compliance~~
10 ~~with section 43-4-810, expend ten million dollars per year of the revenues~~
11 ~~for the planning, designing, engineering, acquisition, installation,~~
12 ~~construction, repair, reconstruction, maintenance, operation, or~~
13 ~~administration of transit-related projects, including, but not limited to,~~
14 ~~designated bicycle or pedestrian lanes of highway and infrastructure~~
15 ~~needed to integrate different transportation modes within a multimodal~~
16 ~~transportation system, that enhance the safety of state highways for transit~~
17 ~~users.~~

1 **SECTION 2.** In Colorado Revised Statutes, **repeal** 43-4-811 as
2 follows:

3 **43-4-811. Transit and rail division - funding for local transit**
4 **grants.** ~~(1) Notwithstanding any other provision of law, for state fiscal~~
5 ~~year 2009-10 and for each succeeding state fiscal year the allocation of~~
6 ~~the surcharges, fees, and fines imposed and credited to the highway users~~
7 ~~tax fund created in section 43-4-201 (1) (a) pursuant to section 43-4-804~~
8 ~~(1) and allocated to the state highway fund, counties, and municipalities~~
9 ~~as specified in section 43-4-205 (6.3) shall be modified as follows:~~

10 ~~(a) The allocation to the state highway fund shall be increased by~~
11 ~~five million dollars.~~

12 ~~(b) The allocation to counties shall be reduced by two million~~
13 ~~seven hundred fifty thousand dollars.~~

14 ~~(c) The allocation to municipalities shall be reduced by two~~
15 ~~million two hundred fifty thousand dollars.~~

16 ~~(2) For state fiscal year 2009-10 and for each succeeding state~~
17 ~~fiscal year, five million dollars of the moneys allocated to the state~~
18 ~~highway fund pursuant to section 43-4-205 (6.3) shall be credited to the~~
19 ~~state transit and rail fund, which is hereby created in the state treasury,~~
20 ~~and used by the state transit and rail division created in section 43-1-117.5~~
21 ~~(1), enacted by Senate Bill 09-094, enacted in 2009, to provide grants to~~
22 ~~local governments for local transit projects; except that no funds shall be~~
23 ~~used for the condemnation of land for the purpose of relocating a rail~~
24 ~~corridor or rail line.~~

25 **SECTION 3. Act subject to petition - effective date.** This act
26 takes effect at 12:01 a.m. on the day following the expiration of the
27 ninety-day period after final adjournment of the general assembly (August

1 10, 2016, if adjournment sine die is on May 11, 2016); except that, if a
2 referendum petition is filed pursuant to section 1 (3) of article V of the
3 state constitution against this act or an item, section, or part of this act
4 within such period, then the act, item, section, or part will not take effect
5 unless approved by the people at the general election to be held in
6 November 2016 and, in such case, will take effect on the date of the
7 official declaration of the vote thereon by the governor.

HB 16-1018 Summary
Statewide Transportation Advisory Committee Procedures

Statewide Transportation Advisory Committee - STAC members represent the 15 metropolitan or rural Transportation Planning Regions (TPRs) in the state. Colorado has five metropolitan planning organizations (MPOs) and 10 rural Regional Planning Councils (RPCs) representing the 15 TPRs. There are also non-voting STAC representatives from the Southern Ute Indian Tribe and the Ute Mountain Ute Indian Tribe in southwest Colorado. The STAC meets monthly in Denver.

Transportation Commission - Transportation commission members are appointed by the Governor from 11 statutorily defined transportation commission districts. The Commission formulates general policy with respect to the management, construction, and maintenance of public highways and other transportation systems in the state; prescribes the administrative practices to be followed by CDOT's executive director and chief engineer; advises and makes recommendations to the Governor and General Assembly relative to transportation policy; and makes all necessary and reasonable orders, rules, and regulations necessary to carry out CDOT's transportation programs. It is required to meet at least eight times per year, and generally meets once a month.

Under current law, the STAC provides advice to the Colorado Department of Transportation (CDOT) on the needs of transportation systems and reviews and comments on all regional transportation plans. This bill, recommended by the Transportation Legislation Review Committee, requires the STAC to provide advice and comments to both CDOT and the Transportation Commission, rather than only to CDOT. The bill also specifies that the STAC will provide advice on transportation budgets, policy, programming, and planning.

This bill has been passed in the House.

There is no direct fiscal impact associated with this bill.



Colorado
Legislative
Council
Staff

HB16-1018

FISCAL NOTE

FISCAL IMPACT: State Local Statutory Public Entity Conditional No Fiscal Impact

Drafting Number: LLS 16-0367

Date: January 13, 2016

Prime Sponsor(s): Rep. Carver; Mitsch Bush
Sen. Todd

Bill Status: House Transportation & Energy

Fiscal Analyst: Erin Reynolds (303-866-4146)

BILL TOPIC: TRANSPORTATION ADVISORY COMMITTEE PROCEDURES

Summary of Legislation

Under current law, the Statewide Transportation Advisory Committee (STAC) provides advice to the Colorado Department of Transportation (CDOT) on the needs of transportation systems and reviews and comments on all regional transportation plans. This bill, **recommended by the Transportation Legislation Review Committee**, requires the STAC to provide advice, and review and comments to both CDOT and the Transportation Commission, rather than only to CDOT. The bill also specifies that the STAC will provide advice on transportation budgets, policy, programming, and planning.

Background

Statewide Transportation Advisory Committee. STAC members represent the 15 metropolitan or rural Transportation Planning Regions (TPRs) in the state. Colorado has five metropolitan planning organizations (MPOs) and 10 rural Regional Planning Councils (RPCs) representing the 15 TPRs. There are also non-voting STAC representatives from the Southern Ute Indian Tribe and the Ute Mountain Ute Indian Tribe in southwest Colorado. The STAC meets monthly in Denver.

Transportation Commission. The 11-member, Governor-appointed Transportation Commission formulates general policy with respect to the management, construction, and maintenance of public highways and other transportation systems in the state; prescribes the administrative practices to be followed by CDOT's executive director and chief engineer; advises and makes recommendations to the Governor and General Assembly relative to transportation policy; and makes all necessary and reasonable orders, rules, and regulations necessary to carry out CDOT's transportation programs. It is required to meet at least eight times per year, and generally meets once a month.

Assessment

The bill does not change revenue or expenditures for any agency of state or local government. For this reason, the bill is assessed as having no fiscal impact.

Effective Date

The bill takes effect August 10, 2016, if the General Assembly adjourns on May 11, 2016, as scheduled, and no referendum petition is filed.

State and Local Government Contacts

Law

Governor's Office

Transportation

Second Regular Session
Seventieth General Assembly
STATE OF COLORADO

REENGROSSED

*This Version Includes All Amendments
Adopted in the House of Introduction*

LLS NO. 16-0367.01 Jason Gelender x4330

HOUSE BILL 16-1018

HOUSE SPONSORSHIP

Carver and Mitsch Bush,

SENATE SPONSORSHIP

Todd,

House Committees
Transportation & Energy

Senate Committees

A BILL FOR AN ACT

101 **CONCERNING A REQUIREMENT THAT THE STATEWIDE**
102 **TRANSPORTATION ADVISORY COMMITTEE PROVIDE ADVICE AND**
103 **COMMENTS REGARDING TRANSPORTATION-RELATED MATTERS**
104 **TO BOTH THE DEPARTMENT OF TRANSPORTATION AND THE**
105 **TRANSPORTATION COMMISSION RATHER THAN TO THE**
106 **DEPARTMENT ONLY.**

Bill Summary

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

Transportation Legislation Review Committee. Current law

Shading denotes HOUSE amendment. Double underlining denotes SENATE amendment.

Capital letters indicate new material to be added to existing statute.

Dashes through the words indicate deletions from existing statute.

HOUSE
3rd Reading Unamended
January 26, 2016

HOUSE
2nd Reading Unamended
January 25, 2016

requires the statewide transportation advisory committee to advise the department of transportation on the needs of the transportation systems in the state and to review and comment on all regional transportation plans submitted for the transportation planning regions of the state. The bill more precisely specifies the matters on which advice is to be provided and requires the committee to provide its advice and comments to both the department of transportation and the transportation commission.

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

2 **SECTION 1.** In Colorado Revised Statutes, 43-1-1104, **amend**
3 (2) as follows:

4 **43-1-1104. Transportation advisory committee.** (2) The
5 committee shall provide advice to BOTH the department AND THE
6 COMMISSION on the needs of the transportation systems in Colorado,
7 INCLUDING BUT NOT LIMITED TO BUDGETS, TRANSPORTATION
8 IMPROVEMENT PROGRAMS, THE STATEWIDE TRANSPORTATION
9 IMPROVEMENT PROGRAM, TRANSPORTATION PLANS, AND STATE
10 TRANSPORTATION POLICIES, and shall review and PROVIDE comment TO
11 BOTH THE DEPARTMENT AND THE COMMISSION on all regional
12 transportation plans submitted for the transportation planning regions.
13 The activities of the committee shall not be construed to constrain or
14 replace the county hearing process.

15 **SECTION 2. Act subject to petition - effective date.** This act
16 takes effect at 12:01 a.m. on the day following the expiration of the
17 ninety-day period after final adjournment of the general assembly (August
18 10, 2016, if adjournment sine die is on May 11, 2016); except that, if a
19 referendum petition is filed pursuant to section 1 (3) of article V of the
20 state constitution against this act or an item, section, or part of this act
21 within such period, then the act, item, section, or part will not take effect
22 unless approved by the people at the general election to be held in

- 1 November 2016 and, in such case, will take effect on the date of the
- 2 official declaration of the vote thereon by the governor.

HB 16-1031 Summary Modify Transportation Commission Membership

Transportation Commission - Transportation commission members are appointed by the Governor from 11 statutorily defined transportation commission districts. The Commission formulates general policy with respect to the management, construction, and maintenance of public highways and other transportation systems in the state; prescribes the administrative practices to be followed by CDOT's executive director and chief engineer; advises and makes recommendations to the Governor and General Assembly relative to transportation policy; and makes all necessary and reasonable orders, rules, and regulations necessary to carry out CDOT's transportation programs. It is required to meet at least eight times per year, and generally meets once a month.

The number and boundaries of the transportation commission districts have not been modified since 1991. This bill, recommended by the transportation legislation review committee (TLRC), requires the TLRC to study the districts during the 2016 legislative interim to determine whether the number and boundaries of the districts should be modified and, if so, what specific modifications should be made.

Legislative council staff, with the cooperation of the department of transportation, must assist the TLRC by preparing and presenting a research study that documents changes since the last time the number and boundaries of the districts were modified, to include population, number of lane miles, and annual vehicle miles traveled for each of the districts and taking into account existing county and municipal boundaries, regional transportation areas and districts, and transportation planning regions. The committee must hold public hearings in the major geographical regions of the state regarding potential modifications to the number and boundaries of the districts and may recommend legislation to modify the number and boundaries of the districts based on the results of the research study and the public comments received.

The cost associated with this bill is expected to be \$22,320 for both FY 2015-16 and FY 2016-17, which is the estimated cost for two public hearings each year, for a total of 4 public hearings.

This bill has been assigned to the Transportation and Energy Committee.



**Colorado
Legislative
Council
Staff**

HB16-1031

FISCAL NOTE

FISCAL IMPACT: State Local Statutory Public Entity Conditional No Fiscal Impact

Drafting Number: LLS 16-0369
Prime Sponsor(s): Rep. Carver

Date: January 13, 2016
Bill Status: House Transportation and Energy
Fiscal Analyst: Anna Gerstle (303-866-4375)

BILL TOPIC: MODIFY TRANSPORTATION COMMISSION MEMBERSHIP

Fiscal Impact Summary	FY 2015-2016 (current year)	FY 2016-2017	FY 2017-2018
State Revenue			
State Expenditures	<u>\$22,644</u>	<u>\$22,644</u>	
General Fund	22,320	22,320	
Centrally Appropriated Costs	324	324	
TABOR Impact			
FTE Position Change			
Appropriation Required: \$22,320 - Legislative Department (FY 2015-16 and FY 2016-17).			
Future Year Impacts: None.			

Summary of Legislation

This bill, **recommended by the Transportation Legislation Review Committee (TLRC)**, requires that the TLRC study current Transportation Commission (commission) districts to determine whether the number and boundaries of the districts should be modified and how. Legislative Council Staff (LCS), with the assistance of the Colorado Department of Transportation (CDOT), must submit a report to the TLRC no later than August 1, 2016, that details changes since the last time the districts were modified. The report must consider existing county and municipal boundaries, regional transportation areas and districts, and transportation planning regions (TPRs). The report must also include the population, number of lane miles, and annual vehicle miles traveled for each district.

The TLRC must hold public meetings in the major geographical regions of the state to discuss potential modifications to commission districts and may recommend legislation, not subject to review by the Legislative Council, to modify the number and boundaries of commission districts.

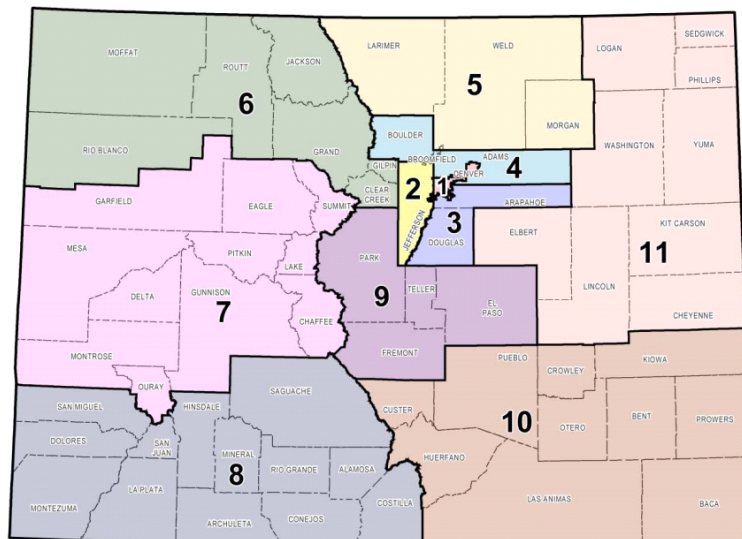
Background

The commission is required to meet at least eight times per year and generally is responsible for:

- formulating general policy related to management, construction, and maintenance of highways and other transportation systems;
- prescribing administrative practices for CDOT;
- making all orders, rules, and regulations necessary to carry out transportation programs;
- adopting budgets and programs; and
- making recommendations to CDOT, the Governor, and the General Assembly.

The districts that commission members represent have been expanded and redrawn several times over the 102 years the commission has existed. The 11 current districts were established in 1991 and are illustrated in Figure 1.

Figure 1
Current Transportation Commission Districts



Source: Colorado Department of Transportation

State Expenditures

The bill increases expenditures in the Legislative Department by \$22,644 in both FY 2015-16 and FY 2016-17. These costs, which include legislator and staff travel to hearings in the major geographical regions of the state, are listed in Table 1 below. Should the TLRC decide to tour the state during the 2016 interim separately from the hearings stipulated in this bill, travel and hearing costs may be shared and thus, these estimated costs could decrease.

Assumptions. This fiscal note assumes that four public hearings will be sufficient to cover the major geographical regions of the state and that four staff members (three LCS, one staff from the Office of Legislative Legal Services) will accompany the 18 members of the TLRC to each hearing. Historically, meeting space for the TLRC has not required expenditures, so no increased costs are included in the fiscal note for this purpose. The fiscal note also assumes:

- legislator per diem is \$110 per hearing;
- travel costs for both staff and legislators are \$390 per person per hearing (2 days of travel costs at \$195 per day), and include lodging, meals, and mileage;
- van rental is \$600 per hearing; and
- the hearings will occur in the summer of 2016, with two in FY 2015-16 and two in FY 2016-17.

Cost Components	FY 2015-16 (current year)	FY 2016-17	FY 2017-18
Legislator per diem & travel	\$18,000	\$18,000	
Staff travel	3,120	3,120	
Van rental	1,200	1,200	
Centrally Appropriated Costs	324	324	
TOTAL	\$22,644	\$22,644	

*Centrally appropriated costs are not included in the bill's appropriation.

Staffing costs. The bill increases the workload of LCS and CDOT by requiring the agencies to study and report on changes to the Transportation Commission districts. This workload increase is expected to be addressed with existing resources and not require an additional appropriation.

Centrally appropriated costs. Pursuant to a Joint Budget Committee policy, certain costs associated with this bill are addressed through the annual budget process and centrally appropriated in the Long Bill or supplemental appropriations bills, rather than in this bill. The centrally appropriated costs subject to this policy are estimated in the fiscal note for informational purposes and summarized in Table 2.

Cost Components	FY 2015-16 (current year)	FY 2016-17	FY 2017- 2018
Supplemental Employee Retirement Payments	\$324	\$324	
TOTAL	\$324	\$324	

Local Government and Statutory Public Entity Impact

To the extent that TPRs and local governments are asked to contribute both to the study and at the public hearings, there will be an increase in workload for those entities.

Effective Date

The bill takes effect upon signature of the Governor, or upon becoming law without his signature.

State Appropriations

The Legislative Department requires a General Fund appropriation of \$22,320 for both FY 2015-16 and FY 2016-17.

State and Local Government Contacts

Legislative Council

Transportation

Second Regular Session
Seventieth General Assembly
STATE OF COLORADO

INTRODUCED

LLS NO. 16-0369.01 Jason Gelender x4330

HOUSE BILL 16-1031

HOUSE SPONSORSHIP

Carver,

SENATE SPONSORSHIP

(None),

House Committees
Transportation & Energy

Senate Committees

A BILL FOR AN ACT

101 CONCERNING A REQUIREMENT THAT THE TRANSPORTATION
102 LEGISLATION REVIEW COMMITTEE STUDY THE
103 TRANSPORTATION COMMISSION DISTRICTS OF THE STATE TO
104 DETERMINE WHETHER THEY SHOULD BE MODIFIED.

Bill Summary

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

Transportation Legislation Review Committee. Transportation commission members are appointed from 11 statutorily defined transportation commission districts (districts), and the general assembly

Shading denotes HOUSE amendment. Double underlining denotes SENATE amendment.

Capital letters indicate new material to be added to existing statute.

Dashes through the words indicate deletions from existing statute.

has not modified the number or boundaries of the districts since 1991. The bill requires the transportation legislation review committee (TLRC) to study the districts during the 2016 legislative interim to determine whether the number and boundaries of the districts should be modified and, if so, what specific modifications should be made.

Legislative council staff, with the cooperation of the department of transportation, must assist the TLRC in conducting the study by preparing and presenting to the TLRC no later than August 1, 2016, a research study that documents changes since the last time the general assembly modified the number and boundaries of the districts, to include population, number of lane miles, and annual vehicle miles traveled for each of the districts and taking into account existing county and municipal boundaries, regional transportation areas and districts, and transportation planning regions. The committee must hold public hearings in the major geographical regions of the state regarding potential modifications to the number and boundaries of the districts and may recommend legislation to modify the number and boundaries of the districts based on the results of the research study and public comments received about the study.

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

2 **SECTION 1.** In Colorado Revised Statutes, **add** 43-2-145.7 as
3 follows:

4 **43-2-145.7. Transportation legislation review committee -**
5 **study of transportation commission districts.** (1) IN ADDITION TO ITS
6 OTHER DUTIES, DURING THE 2016 LEGISLATIVE INTERIM THE
7 TRANSPORTATION LEGISLATION REVIEW COMMITTEE SHALL STUDY THE
8 TRANSPORTATION COMMISSION DISTRICTS ESTABLISHED IN SECTION
9 43-1-106 (2) TO DETERMINE:

10 (a) WHETHER THE NUMBER AND BOUNDARIES OF THE DISTRICTS
11 SHOULD BE MODIFIED TO ENSURE THAT THE COMMISSION IS ABLE TO
12 CARRY OUT ITS FUNCTIONS IN PROVIDING A SAFE AND EFFICIENT
13 TRANSPORTATION SYSTEM THAT SERVES THE NEEDS OF THE ENTIRE STATE;
14 AND

15 (b) IF MODIFICATIONS ARE APPROPRIATE, WHAT SPECIFIC

1 MODIFICATIONS SHOULD BE MADE.

2 (2) LEGISLATIVE COUNCIL STAFF SHALL ASSIST THE
3 TRANSPORTATION LEGISLATION REVIEW COMMITTEE IN CONDUCTING THE
4 STUDY REQUIRED BY SUBSECTION (1) OF THIS SECTION. SPECIFICALLY, NO
5 LATER THAN AUGUST 1, 2016, LEGISLATIVE COUNCIL STAFF, WITH THE
6 COOPERATION OF THE DEPARTMENT OF TRANSPORTATION, SHALL PREPARE
7 AND PRESENT TO THE COMMITTEE A RESEARCH STUDY THAT DOCUMENTS
8 CHANGES SINCE THE LAST TIME THE GENERAL ASSEMBLY MODIFIED THE
9 NUMBER AND BOUNDARIES OF THE TRANSPORTATION COMMISSION
10 DISTRICTS, TO INCLUDE POPULATION, NUMBER OF LANE MILES, AND
11 ANNUAL VEHICLE MILES TRAVELED FOR EACH OF THE DISTRICTS AND
12 TAKING INTO ACCOUNT EXISTING COUNTY AND MUNICIPAL BOUNDARIES,
13 REGIONAL TRANSPORTATION AREAS AND DISTRICTS, AND
14 TRANSPORTATION PLANNING REGIONS. THE COMMITTEE SHALL HOLD
15 PUBLIC HEARINGS IN THE MAJOR GEOGRAPHICAL REGIONS OF THE STATE
16 REGARDING POTENTIAL MODIFICATIONS TO THE NUMBER AND BOUNDARIES
17 OF THE DISTRICTS.

18 (3) THE COMMITTEE MAY RECOMMEND LEGISLATION TO MODIFY
19 THE NUMBER AND BOUNDARIES OF THE TRANSPORTATION COMMISSION
20 DISTRICTS BASED ON THE RESULTS OF THE RESEARCH STUDY AND PUBLIC
21 COMMENTS RECEIVED ABOUT THE STUDY. SUCH LEGISLATION IS DEEMED
22 LEGISLATION RECOMMENDED BY AN INTERIM LEGISLATIVE COMMITTEE
23 FOR PURPOSES OF ANY INTRODUCTION DEADLINES OR BILL LIMITATIONS
24 IMPOSED BY THE JOINT RULES OF THE GENERAL ASSEMBLY; EXCEPT THAT
25 THE LEGISLATION IS NOT SUBJECT TO REVIEW BY OR APPROVAL OF THE
26 LEGISLATIVE COUNCIL.

27 **SECTION 2. Safety clause.** The general assembly hereby finds,

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



SOUTHWEST TRANSPORTATION PLANNING REGION

Senator Roberts
Representative Coram
Representative Brown
200 East Colfax
Denver, CO 80203

February 5, 2016

RE: HB16-XXXX

Dear Senator Roberts, Representative Coram, and Representative Brown,

The Southwest Transportation Planning Region (SWTPR) incorporates the far Southwest region of the state. Within this region are the counties of Archuleta, Dolores, La Plata, Montezuma, and San Juan and the municipalities of the Cities of Cortez and Durango and the Towns of Bayfield, Dolores, Dove Creek, Ignacio, Mancos, Pagosa Springs, Rico, and Silverton; as well as the two Native American reservations of the Southern Ute and the Ute Mountain Ute Indian Tribes.

Both the Southern Ute Indian Tribe and the Ute Mountain Ute Indian Tribe have a long history of working with their neighboring communities, counties, the Colorado Department of Transportation, working with the SWTPR and attending the Statewide Transportation Advisory Committee (STAC). There are numerous state and US highways that run through both reservations. The Tribes partner with the various state and local agencies to address transportation needs throughout their respective reservations to the benefit of both Tribal and Non-Tribal populations. Not only do the Southern Ute and Ute Mountain Utes collaborate and participate at the SWTPR, STAC; the Tribes provide funding for transportation projects to upgrade the state highway system within the exterior boundaries of both reservations.

The Southern Ute and Ute Mountain Ute Tribal representatives have been welcomed at the Statewide Transportation Advisory Committee for many years. However, due to state statute, the Tribes are unable to vote at STAC. House Bill 16-XXXX would change this, allowing both Tribes a vote at STAC. In light of the ongoing and valuable partnerships with the SWTPR, CDOT, and STAC it seems only appropriate to codify the ability of both Tribes to vote at STAC.

Sincerely,

Kevin Hall
SWTPR Chair

Second Regular Session
Seventieth General Assembly
STATE OF COLORADO

DRAFT
12.4.15

DRAFT

LLS NO. 16-0500.01 Jason Gelender x4330

HOUSE BILL

HOUSE SPONSORSHIP

Coram,

SENATE SPONSORSHIP

(None),

BILL TOPIC: "Ute Representatives For Transp Advisory Committee"

DEADLINES: Finalize by: JAN 14, 2016 File by: JAN 19, 2016

A BILL FOR AN ACT

101 CONCERNING THE APPOINTMENT OF REPRESENTATIVES OF THE
102 SOUTHERN UTE AND UTE MOUNTAIN UTE TRIBES AS VOTING
103 MEMBERS OF THE STATEWIDE TRANSPORTATION ADVISORY
104 COMMITTEE.

Bill Summary

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

Current law specifies that the statewide transportation advisory committee (STAC), which advises the department of transportation (CDOT) regarding the needs of transportation systems in the state and

reviews and comments on the regional transportation plans submitted for the 15 state transportation planning regions (TPRs), consists of one representative from each TPR. CDOT rules also allow the Southern Ute and Ute Mountain Ute tribes to each appoint one nonvoting representative to the STAC. The bill expands the membership of the STAC to include one representative from each of the tribes as a full-fledged voting member and expresses the intent of the general assembly that these representatives replace the nonvoting representatives.

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

2 **SECTION 1. Legislative declaration.** (1) The general assembly
3 hereby finds and declares that:

4 (a) State law specifies that the statewide transportation advisory
5 committee consists of one member from each state transportation
6 planning region;

7 (b) The department of transportation has recognized that it is
8 appropriate for the Southern Ute and Ute Mountain Ute tribes, each of
9 which engage in transportation planning activities, to have independent
10 representation on the transportation advisory committee and has
11 authorized the tribes to each appoint one nonvoting representative to the
12 committee;

13 (c) It is necessary and appropriate to amend state law in order to
14 allow representatives of the Southern Ute and Ute Mountain Ute tribes to
15 serve as full-fledged voting members of the transportation advisory
16 committee; and

17 (d) It is the intent of the general assembly that the appointment of
18 voting representatives of the Southern Ute and Ute Mountain Ute tribes
19 to the transportation advisory committee immediately terminate the
20 representation of the nonvoting tribal representatives on the committee.

21 **SECTION 2.** In Colorado Revised Statutes, 43-1-1104, **amend**

1 (1) (a) as follows:

2 **43-1-1104. Transportation advisory committee.** (1) (a) A
3 transportation advisory committee is hereby created. The committee is to
4 be composed of one representative from each transportation planning
5 region, ONE REPRESENTATIVE OF THE SOUTHERN UTE TRIBE CHOSEN BY
6 THE SOUTHERN UTE INDIAN TRIBAL COUNCIL, AND ONE REPRESENTATIVE
7 OF THE UTE MOUNTAIN UTE TRIBE CHOSEN BY THE UTE MOUNTAIN UTE
8 TRIBAL COUNCIL. If a regional planning commission has been formed in
9 a transportation planning region, the chairman of such commission or the
10 chairman's designee shall be the representative for the region on the
11 committee. If any transportation planning region has not formed a
12 regional planning commission, then the representative shall be chosen by
13 the boards of county commissioners of the counties contained in such
14 region in consultation with officials of the municipalities contained in
15 such region.

16 **SECTION 3. Act subject to petition - effective date.** This act
17 takes effect at 12:01 a.m. on the day following the expiration of the
18 ninety-day period after final adjournment of the general assembly (August
19 10, 2016, if adjournment sine die is on May 11, 2016); except that, if a
20 referendum petition is filed pursuant to section 1 (3) of article V of the
21 state constitution against this act or an item, section, or part of this act
22 within such period, then the act, item, section, or part will not take effect
23 unless approved by the people at the general election to be held in
24 November 2016 and, in such case, will take effect on the date of the
25 official declaration of the vote thereon by the governor.



CURRENT PROJECTS

US 160 Wilson Gulch Road Extension - 19902

Budget: \$7,153,458 (CDOT: \$4,200,000; La Plata County: \$1,304,000; City of Durango: \$2,355,921; SUIT ROW)
Funding Type: RAMP
Awarded: Oldcastle SW Group, Inc.

This is a RAMP Partnership Project managed by the City of Durango. Construction is under way to build a connector road between the US 160 Interchange and the Grandview development. The roadway will serve as a frontage road for US Highway 160 from Three Springs Blvd to the Grandview Interchange, a distance of approximately 1.1 miles. Construction began January 26, 2015 and will be completed in the spring of 2016.



US 160 W. Wildlife Crossing at Dry Creek - 20430

Budget: \$6,546,331
Funding Type: HSIP
Awarded: Crossfire, LLC

This safety project consist of a large mammal underpass, wider shoulders, wildlife fencing and other associated improvements for safer wildlife migration east of Durango between mile marker 97 and 98. Construction is underway and will continue into late spring 2016 with a winter suspension.



FY 15 Priority Culverts, SH 141 – 20380

Budget: \$2,100,000

Funding Type: Priority Culvert

Awarded: American West Construction

This project consists of lining culverts at four locations on SH 141. They are located at MP 41.51, MP 43.49, MP 44.89, and MP 54.91. Construction began on September 8, 2015. Current construction activities include placing headwalls on the inlet and outlet sides of the culverts at MP 43.49 or Site # 2. A concrete pour will take place for the headwalls MP 54.91 or Site # 4. This project has a fixed completion date of March 1, 2016.



US 550 Cribwalls Phase II/III Project- 18928/19305

Budget: \$4 Million

Funding Type: Rockfall

Awarded: Rock & CO.

The project is located on US 550 from MP 77.0-79.6. The scope of work includes widening the roadway to the west using blasting and scaling so that the centerline is shifted a maximum of 15 feet. Additional work includes the replacement of three cribwalls, two cross-culvert replacements, and guardrail installation. This project will also build a concrete cap at Ruby Walls, MP 89.7, which was damaged by rockfall in 2014.



Construction in 2015 completed all of the work at Sites 2 and 3 (Ouray side). Project partnered with CDOT Geohazards to remove captured rockfall from the slope above ruby walls as well as SMPA to replace damaged electric poles. Most of the blasting and rock excavation was finished last year. Work in 2016 involves reconstruction at milepost 79. The project is now in winter shutdown and is expected to be completed in the late summer of 2016.

UPCOMING PROJECTS

SH 172/151 Signalization - 19908

Budget: \$1,800,000 (CDOT: \$1,430,000; La Plata County: \$180,000; Southern Ute Tribe: \$180,000, Town of Ignacio: \$10,000)

Funding Type: RAMP

Awarded: Technology Constructors, Inc.

This RAMP Partnership Project consists of signalization and intersection improvements at SH 151 and SH 172 in the Town of Ignacio. This is a partnership with the Town, La Plata County, and the Southern Ute Indian Tribe. This project has a fixed completion date of May 25, 2016 with construction to begin in March.

SH 145 Chipseal West Fork North - 21059

Budget: \$ 3.2 million for Construction

Funding Type: Surface Treatment

Awarded: Oldcastle SW Group, INC.

This preventative maintenance project will improve the surface condition of Highway 145 from the West Fork of the Dolores River to south of Rico. CDOT is constructing double chip seals to add years of service life to preventative maintenance projects. Construction to begin in spring of 2016.

R5 US 24, SH 17, US 160 Priority Culverts - 20404

Budget: \$961,480

Funding Type: Priority Culvert

Ad Date: Spring 2016

This project consists of three culverts identified on the Priority Culvert List. All culverts have rust corrosion with perforations and separation in the invert. One culvert is located within this TPR on US 160 at MP 3.67. Construction to begin in fall of 2016 and wraps up in the spring of 2017 after a winter suspension.

SH 145 North of Rico - 20501

Budget: \$218,058 Design, \$ 8.6 million for Construction

Funding Type: Surface Treatment

Awarded: Elam Construction Incorporated

This project starts at the north end of Rico at the bridge over the Dolores River and continues to the summit of Lizard Head Pass. Preventative maintenance work will occur at the bridge followed by a leveling course and overlay. Guardrail will be replaced and pavement markings will be applied. Work will commence in the summer and conclude in fall 2016.



US 491 Cortez to MCR 30 (CR M) - 19399

Budget: \$7,500,000

Funding Type: FSA/RPP/SUR

Ad Date: Re-ad February 2016

This project has already been out to advertisement but bids came in too high.

Project involves 3 components. (1) A full-depth reclamation from approximate milepost 26.3 to 27.3. This includes relocation of utilities, replacement of storm sewer system, new median islands and street lighting, and repaving with approximately 8 inches of concrete pavement. (2) Includes the re-alignment of the Lebanon Road (CR 25) with US 491 to improve sight distance and protect turning movements in to, and off of this roadway. (3) A 4" mill and 3" fill from approximate milepost 27.3 to 29.2 (CR M). Construction to begin in summer and wrap up late winter 2016.

US 160 Mesa Verde Bridge Coating – 19026

Budget: \$294,000

Funding Type:

Ad Date: February 2016

This is a preventative maintenance project that will add a structural coating to the bridge and other components to extend the life of the bridge. Project will paint the bridge to match the recently opened Mesa Verde National Park Visitor's Center. This project was originally designed as a shelf project and recently funding has become available.

US 550 Cribwall Repair MP 68.7 and 88.76 – 20741

Budget: \$1.3M
Funding Type: Walls
Ad Date: May 2016

Replacement of two cribwalls on US 550 at approximate mile marker 68. Construction to begin early fall of 2016.

SH 184 Narraguinnep Canal 0-02-A Structure – 20645

Budget: \$200,000 (Design) \$2 Million (Construction)
Funding Type: Culvert Program
Ad Date: June 2016

Project consists of the replacement of 0-02-A located on State Highway 184 between SH 145 and US 491 with a concrete box culvert.



US 550 Durango Sidewalk Ramps MP 21-24, 20439

Budget: \$200,000 Design
Funding Type: FSA
Ad Date: July 2016



This project will initially construct ADA compliant ramps from 26th Street to 31st Street in the fall of 2016. A second phase of design and construction will follow to improve the corners of 18th Street to 21st Street, and 33rd Street to 37th Street. New signals at 17th, 22nd and 32nd will be advertised and constructed under a separate project.

US 160 McCabe Creek Pagosa - 19263

Budget: \$7M
Funding Type: Priority Culverts
Ad Date: September 2016

This project consists of replacing the existing culverts on US 160 at MP 143.25, near downtown Pagosa Springs, with a box culvert. Construction to begin in spring of 2017.

R5 FY 16 Priority Culvert SH 151 MP 13.63 – 21091

Budget: TBD
Funding Type: Culverts
Ad Date: November 2016

Construction is expected to occur in fall of 2017.

US 550/160 PCCP Diamond Grinding Phase I - 21307

Budget: \$ 6.5 million Construction
Funding Type: Surface Treatment
Ad Date: December 2016

This surface treatment project will resurface the roadway from CR BB to CR N in Dolores County and improve the intersection at County Road BB. It is the number four intersection on the Regional Intersection Priority list. Construction to begin spring of 2017.



SH 41 Surface Treatment US 160 to Utah – 20858

Budget: TBD
Funding Type: SUR
Ad Date: December 2016

This project has recently been scoped and design is underway. It will consist of an HMA overlay from MP 0 to MP 9.5. This project may include guardrail adjustments. Construction to begin in spring of 2017.

SH 145 MP 76.05 Wall Failure – 20456

Budget: \$1.8M
Funding Type: Wall
Ad Date: Shelf

This project consists of replacement of a rock retaining wall on State Highway 145 at MM 76. Project will also address uphill drainage through the replacement of two existing culverts and the addition of one culvert. Guardrail encompassing the wall will be upgraded to the new 31" standard. This project is being designed as a shelf project and will be constructed when funds become available.

US 160 MP 43.18, MP 150.40, MP 156.34 Priority Culverts – 20693

Budget: TBD
Funding Type: Priority Culverts
Ad Date: Shelf

This is an asset management project to extend the life of three cross culverts between Cortez and Treasure Falls. The concrete box culverts near the Montezuma County Fairgrounds will be rehabilitated and the culverts between Pagosa Springs and Treasure Falls will be lined. Project design has begun for a shelf date in early 2017.

US 550 MP 80.72, MP 80.75 Priority Culverts – 20694

Budget: TBD
Funding: Priority Culverts
Ad Date: FY 17

It is anticipated that these two culverts near the summit of Red Mountain Pass will be removed and replaced with precast concrete box culverts. Currently, the drainage is in combination of concrete box culvert extended with a metal pipe and complete replacement is recommended. Construction is slated for fall 2017.

US 550 San Juan Line to Coal Bank Pass – 21056

Budget: TBD
Funding Type: Surface Treatment
Ad Date: Shelf

Surface Treatment of US 550 from La Plata/San Juan County Line at MM 49.84 to MM 55.95. Length of Project will vary to fit funding available. Treatment is scheduled to include a 1" leveling course and a 1 ½ inch overlay. This project has been designed for future construction when funding becomes available.

Service and operations data for 2015



Service summary:

Local and regional summary

	Deviated Fixed Route	Demand Response	Inter City Bus		Trips	Miles	Hours
# of days a week of service	5	7	7	Ign-Dur	6,093	65,595	2205
Annual vehicle miles	167,502	73,348	173,040	Bayf-Dur	5,225	43,826	1,551
number of trips	14,833	20,504	5,920	Ign-Aztec	3,515	58,081	1,436
and number of vehicles for 2014	5	2	2	Ign DAR*	18,062	44,466	2616

*Dial-a-Ride



Road Runner Stage Lines January-December, 2015

N-Bound	Regular on	Regular off	Wheel Chair	Total:	S-Bound	Regular on	Regular off	Wheel Chair	Total:	Total
Durango	1,426	10	-	1,436	Grand Jct	1,951	10	-	1,961	
Mancos	45	6	-	51	Delta	41	128	-	169	
Cortez	308	83	-	391	Montrose	273	418	-	691	
Dolores	55	82	-	137	Ridgway	60	114	-	174	
Rico	60	11	-	71	Placerville	8	35	-	43	
Telluride	471	237	-	708	Telluride	223	474	-	697	
Placerville	41	23	-	64	Rico	12	66	-	78	
Ridgway	79	52	-	131	Dolores	52	57	-	109	
Montrose	459	270	-	729	Cortez	66	295	-	361	
Delta	105	74	-	179	Mancos	7	51	-	58	
Grand Jct	1	2,187	-	2,188	Durango	-	1,132	-	1,132	
TOTAL	3,050					2,693				5,743

some totals may not agree exactly

Road Runner Stage Lines Boardings by Month

2015	Riders	Miles	Hours		2014	Riders	Miles	Hours
Jan-15	372	14,528	396:26:00		Service began July 15, 2014			
Feb-15	272	13,218	331:53:00					
Mar-15	359	15,060	385:19:00					
Apr-15	374	14,350	370:20:00					
May-15	451	14,751	382:28:00					
Jun-15	552	14,318	358:31:00	% ridership increase, 2014- 15	Jul-14	261	7,574	203:43:00
Jul-15	624	14,840	384:10:00		83.2%	Aug-14	321	14,719
Aug-15	588	14,782	376:31:00	93.7%	Sep-14	302	13,774	383:30:00
Sep-15	585	14,202	375:15:00	29.2%	Oct-14	428	14,742	396:08:00
Oct-15	553	14,723	394:34:00	48.8%	Nov-14	363	13,910	373:28:00
Nov-15	540	14,355	372:41:00	75.7%	Dec-14	370	13,571	350:44:00
Dec-15	650	13,913	383:48:00		TOTAL	2,045	78,290	2091:03:00
TOTAL	5920	173,040	4511:56:00					

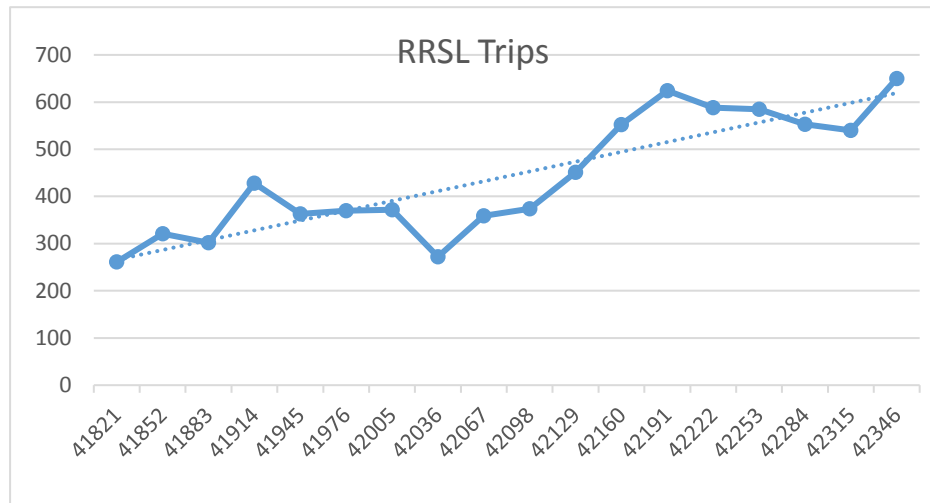
Aug-Dec. total 2916

63.5%

1784

Boardings by origin and travel direction

	On		Off	
	N-bound	S-bound	N-bound	S-bound
Durango	1,426	-	10	1,132
Mancos	45	7	6	51
Cortez	308	66	83	295
Dolores	55	52	82	57
Rico	60	12	11	66
Telluride	471	223	237	474
Placerville	41	8	23	35
Ridgway	79	60	52	114
Montrose	459	273	270	418
Delta	105	41	74	128
Grand Jct	1	1,951	2,187	10
TOTAL	3,050	2,693	3,035	2,780





Focus on the FAST Act

This month we continue our ongoing series on the long term Federal Transportation Authorization known as the FAST (Fixing America's Surface Transportation) Act. Last month we took a closer look at the TIFIA grants component of the new law. This month our ongoing series provides some insight on the freight components of the authorization.

The FAST Act places additional emphasis on freight planning and freight movement. It creates a National Multimodal Freight Policy, to be administered by the U.S. Department of Transportation Undersecretary for Policy, to improve the condition and performance of the National Multimodal Freight Network (NMFN).

States are encouraged to form State Freight Advisory Committees and the new law mandates that all States receiving National Highway Freight Program formula funds create a State Freight Plan (SFP) within two years of enactment and updated every five years. Colorado already has these components in place.

Freight Soup- Your Guide to FAST Freight Terms:

- National Highway Freight Network (NHFN)
- National Multimodal Freight Network (NMFN)
- Primary Highway Freight System (PHFS)
- Primary Highway Freight Network (PHFN)
- State Freight Plan (SFP)

The Act also establishes a National Highway Freight Network (NHFN) consisting of 41,518 miles (already identified by the Federal Highway Administration) and creates a new formula distribution National Freight Program that will provide Colorado with \$85 million over five years for freight infrastructure improvements. *continued on page 2*



Legislative Update

As of the end of January the Colorado Department of Transportation (CDOT) is tracking 26 bills for possible direct or indirect impacts on CDOT, its employees, or the state's transportation network. In the next few weeks legislators will vote on these bills while preparing to introduce the next round of legislation. Some key bills that have been introduced are below.

Senate Bill 16-11 (Repeal FASTER Fees for Transit). This bill seeks to repeal the fees dedicated for transit funding and instead dedicate that funding for FASTER safety projects. The total amount diverted would be \$15M. The diversion would, shut down Bustang operations, and eliminate the technical assistance provided to many local governments for accessing federal transit grants. The Senate Transportation Committee passed the bill along party lines.

Senate Bill 16-1039 (I-70 Traction Control Devices on Passenger Vehicles). The bill passed the House Transportation Committee with only four no votes. It moves to the House floor for debate. In committee the sponsor amended the bill to put specific dates that CDOT could only require adequate traction during icy or snow packed conditions from October through May, and to clarify in the legislative preamble that checkpoints were not part of the bill's intent. *continued on page 2*

FAST Act Focus *(Continued from page 1)*

The act uses formula funds “to improve the movement of freight on the NHFN.” In addition the act creates a \$800 million per year Nationally Significant Freight and Highway Projects Program which is scheduled to grow to \$1 billion by 2020. This program will provide grants to highway, bridge, rail-grade crossing, intermodal and freight rail projects costing more than \$100 million. The program allows up to \$500 million to be allocated to freight rail and/or intermodal projects.

National Highway Freight Network (NHFN) in Colorado

- Rural Freight Corridors
 - No more than 150 miles in Colorado
- Urban Freight Corridors
 - No more than 75 miles in Colorado
- Any portion of the interstate system not included above
- Colorado is a “low primary highway freight system mileage” state and will be eligible to use funds for projects on any component of the NHFN and not just the PHFN.

Federal grants under this program may not exceed 60%. Other Federal assistance may be used to satisfy the non-federal (40%) share of a project except that the total Federal assistance may not exceed 80% of the total project cost.

Next month we will look at the planning and environmental sections of the FAST Act. For more information on federal funding, contact CDOT’s Federal Liaison, Ron Papsdorf at Ron.papsdorf@state.co.us.

The Heat Was On

During the 2015 holiday season, the Colorado Department of Transportation, Colorado State Patrol and local law enforcement agencies teamed up for two “The Heat Is On” DUI enforcement periods in December. From December 4th to the 14th, 91 statewide law enforcement agencies participated in the Holiday Party enforcement period and arrested 596 impaired drivers. The New Year’s DUI enforcement began two weeks later—from December 30th through January 4th, with 104 law enforcement agencies arresting 396 drivers. A combined 992 Colorado drivers were arrested for impaired driving during the two enforcement phases.

The New Year’s DUI enforcement marked the final installment of “The Heat Is On” campaign in 2015. CDOT, CSP and the local agencies led 12 enforcement periods in 2015 and arrested 7,376 impaired drivers, a decrease from the 7,825 arrests in 2014.

Legislative Update *(Continued from page 1)*

House Bill 16-1008 (Allowing Bus on Shoulder). CDOT’s bill to allow buses to drive on the shoulder of a highway passed the House Transportation Committee with a strong 11-2 bipartisan vote. The sponsor amended the bill to include language that clarifies bus drivers have the ability to determine whether they drive on the shoulders or not, which alleviated the Regional Transportation District (RTD) Drivers Union’s concerns. CDOT will continue to push the bill through the process quickly in order to get the RTD buses on US 36 rolling.

If you have any questions on these or any other legislative issues, please contact Andy Karsian at 303-757-9073. Weekly memos and our bill tracking chart are available online at: <http://www.coloradodot.info/about/governmentrelations/state-government-liaison>.