



Transportation & Telecommunications Steering Committee Thursday, January 27, 2022

Agenda as of 1/24/2022

Welcome/Introductions

Chair: Commissioner Holly Williams, El Paso County
 Vice Chair: Commissioner Jim Candelaria, Montezuma County
 CCI Staff: Eric Bergman (ebergman@ccionline.org | 303-915-2909)

Leadership Elections

Below are those that have submitted a letter of intent; nominations will also be accepted from the floor

- Chair
 - Holly Williams, El Paso County ([view letter](#))
- Vice Chair
 - Jim Candelaria, Montezuma County ([view letter](#))

New Legislation for Discussion (5 Bills)

HB22-1028 , Statewide Regulation Of Controlled Intersections	
H-Spon	M. Gray & E. Hooton
S-Spon	F. Winter
Summary	<p>Transportation Legislation Review Committee. An existing statute allows a municipality or county to adopt an ordinance or resolution specifying that a person riding a bicycle, electrical assisted bicycle, or electric scooter may make a safety stop, rather than a full stop, under certain circumstances when approaching an intersection that is controlled by a stop sign or a traffic control signal as follows:</p> <p>When approaching a stop sign, if it is safe to proceed, the person may, after slowing to a reasonable speed of 15 miles per hour or less, or 10 or 20 miles per hour or less if so specified by municipality or county for a particular intersection and marked with appropriate signage, and yielding the right-of-way to any traffic or pedestrian in or approaching the intersection, continue through the intersection without stopping; and</p> <p>When approaching an illuminated red traffic control signal, the person must first stop at the intersection and yield to all other traffic and pedestrians and then, when safe to do so, may proceed straight or make a right turn through the intersection or, subject to specified conditions, make a left turn onto a one-way street only.</p> <p>The bill amends the statute to make the substantive requirements described above uniform statewide for most persons approaching a controlled intersection who are not operating a motor vehicle. Such persons include pedestrians (approaching a controlled intersection with a stop sign)</p>

	<p>and operators of low-speed conveyances, as defined in the bill (approaching a controlled intersection with a stop sign or a traffic control signal).</p> <p>The regulation of persons approaching controlled intersections is declared to be a matter of mixed state and local concern, and the amended statute is thus declared to supersede any conflicting local ordinance or resolution but not to affect the validity of any nonconflicting local ordinance or resolution that regulates the conduct of persons approaching controlled intersections. The bill does not create any right for a pedestrian or the operator of a low-speed conveyance to travel on any portion of a roadway where travel is otherwise prohibited by state law or a local ordinance or resolution.</p>
Status	Introduced In House - Assigned to Transportation & Local Government
Position	Pending

<u>HB22-1046, Local Designation Of Over-snow Use Only Highways</u>	
H-Spon	B. McLachlan & M. Catlin
S-Spon	F. Winter
Summary	<p>The bill authorizes a local government to designate all or a portion of a highway under its jurisdiction for over-snow use only when snow-packed conditions exist on the highway or for a designated continuous seasonal period for which the local government determines that snow-packed conditions are likely to exist on the highway. "Over-snow use" is defined as travel on top of snow by human-powered or animal-powered means or by an off-highway vehicle that is primarily designed or altered for use over snow and runs without tires on a continuous belt track, with or without cleats, or on one or more skis while in use over snow. A local government may limit an over-snow use designation to human-powered or animal-powered travel, or both, only when necessary for the protection and safety of the public.</p>
Status	Introduced In House - Assigned to Transportation & Local Government
Position	Pending (CCI Priority bill)

<u>SB22-001, Crime Prevention Through Safer Streets</u>	
H-Spon	N. Ricks & K. Tipper
S-Spon	J. Buckner & L. Garcia
Summary	<p>The bill creates the crime prevention through safer streets grant program (grant program) in the department of public safety (DPS). The bill requires DPS to issue requests for proposals to local governmental agencies for the agencies to identify areas where crime is prevalent. After identifying such areas, local governmental agencies can apply to DPS for grants for improvements designed to create safer streets.</p> <p>The bill directs DPS to establish policies and procedures for the grant program. It also creates an advisory committee to review grant requests and make recommendations to the executive director of DPS. The executive director reviews responses to the requests for proposals and grants and determines which local governmental agencies will receive money and the amount of each grant.</p> <p>The bill appropriates \$10.3 million to DPS for the grant program.</p>
Status	Introduced In Senate - Assigned to Local Government
Position	Pending

<u>SB22-016</u>, Modifying Department of Transportation Governance	
H-Spon	
S-Spon	R. Scott
Summary	<p>The membership of the transportation commission (commission) currently consists of 11 members appointed by the governor with the consent of the senate from statutorily designated districts. If the bill is approved by the voters of the state at the November 2022 general election, on February 1, 2025, section 2 of the bill will replace the current membership of the commission with 9 members elected at the November 2024 general election, one from each congressional district of the state and one from the state at large. Thereafter, whenever the number of congressional districts in the state is odd, the membership of the commission consists of one member elected from each congressional district of the state, and whenever the number of congressional districts in the state is even, the membership of the commission consists of one member elected from each congressional district of the state and one member elected from the state at large. Commission members' terms are 4 years; except that:</p> <ul style="list-style-type: none"> • The initial terms of the members elected at the 2024 general election from the first, third, fifth, and seventh congressional districts and the initial term of the member elected from the state at large are 2 years; and • Whenever congressional redistricting changes the number of congressional districts from even to odd, the term of the member of the commission elected from the state at large who is serving on the effective date of the redistricting ends upon the commencement of the terms of the members of the commission elected at the first general election held after the redistricting occurs. <p>The governor is required to fill any vacancy that may occur in the commission. An individual appointed to fill a vacancy remains a member of the commission until the next general election and until the individual's successor is elected and duly qualified. On and after February 1, 2025, each member of the commission elected from a congressional district must actually reside in the congressional district that the member represents and any member elected from the state at large must actually reside in the state. If a member elected from a congressional district ceases to reside in the district or a member elected from the state at large ceases to live in the state, the members shall be deemed to have resigned as a member of the commission.</p> <p>On and after February 1, 2025, section 1 requires the commission to select the executive director of the department of transportation and specifies that the executive director serves at the pleasure of the commission; except that the executive director appointed by the governor with the consent of the senate who is serving as of February 1, 2025, remains the executive director until the commission appoints a successor, which the commission is required to do no later than July 1, 2025. Sections 3 through 10 make conforming amendments to the "Uniform Election Code of 1992" to ensure that candidates for the commission and members of the commission are treated similarly to candidates for and members of the state board of education and the regents of the university of Colorado with respect to membership on party committees, nomination as candidates, resolution of tie vote situations, election contests, and campaign finance disclosure requirements.</p>
Status	Introduced In Senate - Assigned to Transportation & Energy
Position	Pending

SB22-083, Broadband Provider's Use of Public Rights-of-way	
H-Spon	M. Catlin
S-Spon	D. Coram
Summary	Under current law, the department of transportation (CDOT) may enter into public-private initiative agreements with a telecommunications provider for use of the public rights-of-way. The bill creates an exception for a broadband provider's use of the public rights-of-way to the requirements for public-private initiative agreements that CDOT enters into with a telecommunications provider, and defines the term broadband provider. The bill provides that any exclusive arrangement, lease, or other agreement CDOT enters into with a broadband provider for use of the public rights-of-way must only include reasonable fees directly related to processing the permitting application.
Status	Introduced In Senate - Assigned to State, Veterans, & Military Affairs
Position	Pending

Adjourn