

SENATE COMMITTEE OF REFERENCE AMENDMENT

Committee on Transportation & Energy.

SB24-036 be amended as follows:

1 Amend printed bill, page 6, lines 26 and 27, strike "THE DEPARTMENT, OR
2 ANY OTHER PUBLIC ENTITY" and substitute "A CITY AND COUNTY, OR ANY
3 OTHER PUBLIC ENTITY OTHER THAN A PUBLIC ENTITY THAT IS PART OF THE
4 STATE, AS DEFINED IN SECTION 24-77-102 (16),".

5 Page 7, line 4, strike "IDENTIFIED IN THE FEDERAL HIGHWAY".

6 Page 7, strike line 5.

7 Page 7, line 6, strike "ROAD USER ASSESSMENT".

8 Page 7, line 8, strike "INCLUDE, BUT ARE NOT".

9 Page 7, strike lines 9 through 20 and substitute "INCLUDE:

10 (a) THE FOLLOWING PROJECT TYPES DRAWN FROM THE FEDERAL
11 HIGHWAY ADMINISTRATION'S LIST OF PROVEN SAFETY
12 COUNTERMEASURES:

13 (I) WALKWAYS SUCH AS SIDEWALKS AND SHARED-USE PATHS;

14 (II) BICYCLE LANES, WITH A PREFERENCE FOR BICYCLE LANES
15 THAT WILL BE DEVELOPED, DESIGNED, AND DELIVERED IN ACCORDANCE
16 WITH GUIDELINES AND PROCESSES SET FORTH IN THE FEDERAL HIGHWAY
17 ADMINISTRATION'S BIKEWAY SELECTION GUIDE;

18 (III) MEDIANS AND PEDESTRIAN REFUGE ISLANDS;

19 (IV) LIGHTING ALONG PEDESTRIAN AND BICYCLE FACILITIES,
20 INTERSECTIONS, AND CROSSINGS;

21 (V) CROSSING SAFETY FEATURES SUCH AS CROSSWALK VISIBILITY
22 ENHANCEMENTS, LEADING PEDESTRIAN INTERVALS, PEDESTRIAN HYBRID
23 BEACONS, AND RECTANGULAR RAPID FLASHING BEACONS;

24 (VI) ROAD DIETS AND OTHER ROADWAY RECONFIGURATIONS THAT
25 IMPROVE SAFETY;

26 (VII) TRAFFIC CIRCLES AND OTHER TRAFFIC CALMING OR SPEED
27 MANAGEMENT DEVICES;

28 (VIII) THE SYSTEMIC APPLICATION OF MULTIPLE LOW-COST
29 COUNTERMEASURES AT STOP-CONTROLLED INTERSECTIONS;

30 (IX) THE IMPLEMENTATION OF APPROPRIATE SPEED LIMITS FOR ALL
31 ROAD USERS;

32 (X) SPEED SAFETY AND RED LIGHT CAMERAS;

33 (XI) CORRIDOR ACCESS MANAGEMENT; AND

34 (XII) LONGITUDINAL RUMBLE STRIPS AND STRIPES;

35 (b) OTHER VULNERABLE ROAD USER SAFETY PROJECTS PROPOSED
36 BY ELIGIBLE ENTITIES AND APPROVED BY THE BOARD; AND

1 (c) PROJECTS THAT ARE PARTLY LOCATED IN OR BENEFIT A
2 COUNTY IN WHICH THE VULNERABLE ROAD USER FEE IS IMPOSED
3 PURSUANT TO SUBSECTION (7) OF THIS SECTION BUT ARE ALSO LOCATED
4 IN OR BENEFIT ONE OR MORE ADJACENT COUNTIES."

5 Page 17, after line 10 insert:

6 "(b) WHEN EVALUATING GRANT APPLICATIONS, THE ENTERPRISE
7 BOARD SHALL CONSIDER AND GIVE PRIORITY TO PROJECTS THAT:

8 (I) ARE EXPECTED TO IMPROVE SAFETY MORE RELATIVE TO THEIR
9 COST THAN OTHER PROJECTS FOR WHICH APPLICATIONS HAVE BEEN
10 SUBMITTED;

11 (II) WILL BE COMPLETED ON OR NEAR A HIGH-INJURY OR HIGH-
12 RISK NETWORK, INCLUDING A HIGH-RISK OR HIGH-INJURY NETWORK THAT
13 HAS BEEN IDENTIFIED BY A METROPOLITAN PLANNING ORGANIZATION OR
14 LOCAL JURISDICTION, OR THAT PROVIDES ALTERNATIVE ROUTES FOR
15 PEOPLE TRAVELING OUTSIDE OF MOTOR VEHICLES;

16 (III) TAKE PLACE IN TRANSIT-ORIENTED CORRIDORS OR THAT
17 IMPROVE CONNECTIVITY BETWEEN HOUSING, JOBS, TRANSIT, AND OTHER
18 DESTINATIONS FOR PEOPLE TRAVELING OUTSIDE OF MOTOR VEHICLES;

19 (IV) IMPROVE ACCESSIBILITY FOR INDIVIDUALS WITH DISABILITIES;
20 AND

21 (V) FOR WHICH GRANT FUNDING WILL SUPPLEMENT AND NOT
22 SUPPLANT LOCAL FUNDING FOR RELATED PROJECTS."

23 Reletter succeeding paragraph accordingly.

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