

**Get to Know  
State Senator  
Mark Scheffel**



Mark Scheffel is a Colorado State Senator representing Senate District 4 since 2008, which includes Teller, Park and Lake Counties as well as portions of Southern Douglas and Northern El Paso Counties. His committee assignments include Senate Finance, Judiciary and Legislative Council. Senator Scheffel holds a Bachelor's Degree in Finance from the University of Denver, a Legum Magister from New York University School of Law and a Juris Doctorate from John Marshall Law School in Chicago Illinois.

Senator Scheffel is the Sponsor of one of the Colorado Department of Transportation's Legislative Agenda items this year, House Bill (HB) 12-1108 which expands the ability to place tourist-oriented directional signs in major metropolitan corridors.

Senator Scheffel's philanthropic and volunteer activities include serving on the Citizen Advisory Board of the Wildlife Museum the and the Board of Directors of the Skycliff Stroke Center. He also enjoys coaching youth sports. The Senator and his wife are longtime residents of Parker, Colorado and have four children.

**Conference Committee**

Recently there has been activity in Congress to pass a new transportation authorization bill. This week, 47 members of Congress were named by the House of Representatives (33) and the Senate (14) to meet as a conference committee to iron out the differences between the two chambers' versions of the reauthorization. The committee is currently scheduled to meet for the first time on May 9th.

The Senate bill, S. 1813 (also referred to as "MAP-21"), is a two-year, \$109 billion extension. The House bill, H.R. 4348, is a 90-day extension of federal highway funds that includes a requirement to approve the Keystone oil pipeline and would reverse a decision by President Obama to block the pipeline. A key point of contention will be the House's energy provisions, particularly the Keystone pipeline; both the President and the Senate have indicated strong opposition to any bill containing this language.



*US Capitol*

The conference committee process is expected to be lengthy, and may require another extension of the current Federal Authorization (SAFETEA-LU) to provide additional time to reach an agreement.

**Legislature**

The Colorado General Assembly is in the home stretch of the 2012 Legislative Session with the statutory limit of the 120<sup>th</sup> day scheduled to fall on May 9<sup>th</sup>. As of the end of April, the Colorado Department of Transportation (CDOT) was tracking/monitoring 118 of the 627 bills that have been introduced to date. Each of these bills may have an impact on transportation or our employees. 33 bills that CDOT has been monitoring have already been postponed indefinitely so far.

CDOT's three Legislative Agenda items have also entered the final lap : (1.) HB 12-1108 (Kagan/Scheffel) CDOT's sponsored LOGO bill, that would expand the tourist-oriented sign program to urban areas has been passed by the Senate on the Consent Calendar during 2nd Reading and now awaits 3rd Reading. (2.) HB 12-1222 (Becker/Hodge), the CDOT Renovation Fund bill re-establishes the repealed Renovation Fund which expired with a cash balance remaining. This bill was approved by both chambers signed into law by Governor Hickenlooper in early April.

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## Upcoming Events

### Colorado Transportation Commission Workshops/Meeting

May 16-17, 2012  
 CDOT Headquarters in Denver, CO  
 Website: [Toni.Bircher@dot.state.co.us](mailto:Toni.Bircher@dot.state.co.us)

### Colorado Transportation Commission Workshops/Meeting

June 20-21, 2012  
 CDOT Headquarters in Denver, CO  
 E-Mail: [Toni.Bircher@dot.state.co.us](mailto:Toni.Bircher@dot.state.co.us)

### CML Annual Conference

June 19-22, 2012  
 Beaver Run Conference Center in Breckenridge, CO  
 Website: <http://www.cml.org>

### WASHTO Annual Meeting

July 7-12, 2012  
 Crowne Plaze in Colorado Springs, CO  
 E-Mail: <http://www.washto2012.com>

## Legislature

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(3.) HB 12-1012 (Williams A./Guzman and White), the Business Relocation Reimbursement bill, would increase the cap for relocation payments. The bill has already received unanimous approval by both the House and Senate. It awaits a vote to confirm the consideration of Senate amendments by the House which will reconcile the differences from the bills passed by each chamber before it will be delivered to the Governor for his signature.

If you have any questions on these or any other legislative issues please feel free to contact Kurt Morrison, Legislative Liaison at 303-757-9077. This memo and a link to the bill tracking chart are available online at: <http://statebillinfo.com/SBI/index.cfm?fuseaction=Public.Dossier&id=16253&pk=251&style=pinstripe>

## Access Permits Processes Improved

In support of Governor Hickenlooper's commitment to create an Efficient, Effective and Elegant government, a process improvement program was initiated in late 2010 to review and evaluate difficult state processes using the LEAN concept. The LEAN concept is a customer focused, value added analysis that involves employees in focusing on creating the most value for their customers. The Colorado Department of Transportation (CDOT) took the opportunity to use the LEAN process to take a closer look at our Access Permit program.

Colorado Highways are controlled-access facilities. Since 1979 Colorado law has required anyone needing a new driveway (access) or modifying an existing driveway to obtain an access permit from the Colorado Department of Transportation (CDOT). The permit review process includes inspection of the proposed access point for compliance with standards of the Colorado Access Code and other acceptable engineering standards. The permit application review and approval process is tied to the permit volumes and intense cooperation between CDOT, other units of local government and required reviews by miscellaneous engineering disciplines. During the last several years these factors had contributed to a slower permitting process.

A project team and advisory committee were assigned to take a close look at each and every step of the access permitting process. Each step was then evaluated to ensure it adds value for the customer. Any non-value added processes were reduced or eliminated without sacrificing compliance with rules and regulations governing the program. The Lean process identified all the steps needed to acquire an access permit and identified where steps could be shortened or combined in order to improve the process. From initial inquiry and accepting applications, to review, evaluation and issuance of permits, no stone was left unturned in the quest to eliminate waste from the process. Less waste while maintaining quality has resulted in a process that is simply better.

The refined Access Permits process will reduce permit application review and approval. Current regulations allow 20 days for the department to review applications for completeness and 45 days to offer a permit. Reporting measures are now in place to track our process and insure we are meeting our commitments. CDOT will also use these reports to measure future improvements.

For more information on Access Permits visit: <http://www.coloradodot.info/business/permits/accesspermits>