

Transportation Summit
April 5, 2007
Morning Session Comments

Lenna Kottke Special Transit
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There needs to be a guaranteed funding stream (Statewide) for transit. Senate Bill 1 and HB 1310, while not perfect, have set an important precedent of state funding for transit. This needs to be sustained as we move toward new funding mechanisms.

No name

Perhaps Jennifer Finch gets what road-widening will do to Colorado – she hints at road-widening as a “bill the golden goose” element of a beautiful Colorado. And yet all she spoke of was adding lanes. If we only add lanes and no rail, we lose tourists to the states that have rail. To tourist destinations this is an international worked for tourism. It’s one reason so many Americans fly to Europe and buy rail passes. But they can’t come here to do the same. And it’s one of the reasons my family did not ski once at an I-70 ski resort this year.

No Name

It was very disappointing that transit in particular, passenger and freight rail, received almost no comment from either Russ George or any of the panel members or speakers, congestion was the focus with a predetermined focus on highways.

Paul Olson FHWA
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This is almost all about constructing infrastructure, not about funding, for actually operating that infrastructure – things like signal timing, maintaining devices or people to make them work. How do you intend to fund this critical overlooked part of the system?

No Name

Why so little on rail – Nothing on maglev – didn’t you hear the USDOT speak about their interest in Maglan – get out of the 20th Century.

Lt. Col. Dale R. King CSP

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303-239-4406

Transportation Panel is obviously void of State Traffic Law Enforcement (State Patrol Chief). Also, the long range plan to 2030 does not include an enforcement component. I cannot see how we intend on safely moving people on our highways without including the functions of the State Patrol. We are enthusiastic about this long range goal, and believe we have a great deal to offer!!

Jane Boand David Evans & Assoc.

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Very good background on Colorado transportation needs and funding constraints! I would like to hear more discussion on the integration of transit into the overall transportation program – today's facts and figures focused almost exclusively on highway needs. For example, what would be the effect of a larger transit mode share (1% increase in Front Range) on overall transportation costs and resulting shortfall?

Andrea Suhaka

Centennial City Council

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303-770-0058

How can I continue to be involved?

Navin Nageli

Navjoy Consulting Services

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303-886-9648

Is there a Colorado small business representation on the Panel, particularly a smaller consulting firm?

Craig Casper

#1 TPR

Land-use decisions are central to all transportation problems. Where people live; walk, and play are central to where, why and how they travel. We are close to the point where transportation problems can no longer be solved by transportation professionals. Vertically and horizontally integrating planning process was needed 10 to 15 years ago. Now it is paramount.

Gene Putman

City of Thornton

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303-538-7333

State of the System

Citizens need to know the information provided we all need to speak up. We need to communicate the problem; we need to show the problem. Citizens will only be willing for increasing to taxes or fee when they understand the problem and what will occur if charge is not made. We all need to be educator, spokesperson, and advocate. We need it NOW.

Karen Wagner Larimer County (Commissioner)
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The State's commitment to 21st Century solution should recognize climate change and reflect our state's commitment to renewable energy and the health of our state and its people.

Chuck Stearns Town of Georgetown
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- 1) Fund transit improvements from proceeds of congestion pricing as suggested by Tyler Duvall.
- 2) As population ages, they are more dependent on transit so long term vision needs more investment in transit.
- 3) Current statewide VMT split is 59% state highways, 41% local per Jennifer Finch, this is national validation of allocating HUT Fund all transportation funds as State 60% , Counties 22% and Cities 18%.
- 4) For short term, referendum to raise state gas tax and pass state law to allow a local option gas tax (w/elector vote) to provide leverage and partnership funds.
- 5) Allow local sales tax increases above statutory limits for transit improvements (w/elector vote)
- 6) Fund transit improvements (especially for elderly) with a fair wealth tax such s a local option Real Estate Transfer tax via a referendum or initiative for a constitutional change.
- 7) Increase income tax on corporations, repeal the personal property tax, and tier the corporate income tax into a progressive rate structure.
- 8) Impose a vehicle miles traveled tax on Douglas Bruce ☺

Nanci Renier Renier and Associates, LLC
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I am interested in helping with public outreach, listening sessions, workshops, development of educational collateral (educational DVD's, website, newsletters, etc.) to

help educate and engage the public in developing solutions to our state's transportation funding, shortfalls and to support the vision for the "Colorado Promise" "Moving Colorado" and most important Public/Private Partnerships. Thank You Nanci Regnier

Carl Castillo City of Boulder
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I'd like the panel to give strong consideration to revenue-raising options that send the necessary price-signals to encourage all of us to travel and live in a manner that is environmentally, economically and socially sustainable. Particular considerations should be give to VMT fees, indexed fuel tax increases, and impact fees for development that contributes toward SOV travel needs.

Scott McCarey Charlier Associates
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Thank you to the Governor for holding this important session. Looking forward to future conferences. User fee discussion was excellent. More research into user fees is needed here in Colorado.

Charles W. Thompson Rural Development – USDA
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NOTE: These comments do not necessarily represent any official position of RD-USDA.

- 1) Keep cutting edge technology available in rural areas.
 - 2) Increase energy production (wind, solar, biofuels, oil and gas etc.) to help fund transportation needs. We have trillions of barrels of oil in oil shale that should be produced to fuel both our vehicles and our transportation needs.
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Arthur F. Miller JR Engineering
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Is there any talk about new materials, construction methods to curb construction costs?

Mary Jo Vobejda CH2M Hill
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720-286-5353

The general public and all transportation users need to better understand their part of creating the demand or their part in congestion.

Allan Brown PBS&J
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Consider all potential sources of revenue, to include tolls and congestion pricing. It seems these types of user fees have been discounted recently because of some local governments' opposition to them. The State's funding needs will require that we consider all sources.

No Name

Raise the gas tax up, use GPS system to replace it, link GPS unit to pump so that if you have GPS the fuel tax at the pump isn't changed. With GPS offer a discount so that off peak or reverse commute could be as cheap per mile as the previous gas tax per mile equivalent peak hour travel same as the new higher gas tax. These who don't want GPS always pay the highest rate at the pump. Make this all into a revenue increase but revenue is a secondary priority to good operations. Make the GPS unit display a cost per mile rate at all times so drivers can make an informed decision. Figure a way to also include a fuel efficiency component in the pricing strategy. Put online cost per mile info also so users can pick routes, directions, times with a lower per mile rate. Add transit to those corridors where the pricing structure charges a premium.

Terry Schooler Transportation Commissioner

“Existing” funding levels must be maintained. Any new funding source should “grow” with inflation or costs, not “Fixed” rates like today.

Douglas D. Brown Longmont City Council & DRCOG
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Create property tax or land development tax based on miles traveled to work and services and options. New buildings would be taxed on road use to required to service the property.

Janice Finch Denver Public Works Dept.
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Serious consideration of parking fees and taxes are needed especially in metro areas and large towns and cities. Those who park in an off-street parking space have obviously use the system of local, state and/or interstate roads. We should explore the use of parking taxes as in Los Angeles, it can serve as a pricing mechanism to make driving more costly, and an incentive to use transit, walk or bike. It is also a way to have a revenue source/user fee for making transportation improvements, especially maintenance of the system. This should be applied to entertainment venues, commercial parking lots, medium to large employers, large shopping centers and big box retailers, airports, universities/colleges as part of other taxes – e.g. property tax – based on cost per parking space and turnover rates (more for retail and commercial lots, e.g.). In lieu of providing parking spaces, the owner/employer could provide transit passes and other alternative mode incentives.

Rob Schmedeke Colo. St. Pupil Transportation Assoc.
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303-982-2000

Our state association mission is to provide safe and efficient transportation to the K-12 students in Colorado. We want to relieve congestion on the roads and fill up our buses. We want to partner more with CDOT and the legislature, so our goals can be met and school districts are not continuing to cut services. Please include me as a resource in your future meetings and plans.

Carol Ditchkus Martin/Martin, Inc.
cditchkus@martinmartin.com

- 1) Factor in Colorado's water issue's when forming transportation policy for our state. Are growth projections realistic if we can't continue to provide water for current populations?
 - 2) Please focus on more than roads – really. Transit for the whole state.
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Betsy Hand Rocky Mtn Chapter, Sierra Club
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Plan policy for transportation first, before considering allocations of funding. Transportation policy should prioritize to address global warming, air quality, livability, transportation options and equity. Integrate with Land Use Planning for Transit and mere compact development.

Clark Misner Boulder County
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303-441-3900

- 1) Before a decision can be made don't forget about funding projects previously promised and
 - 2) Colorado needs a statewide land use policy in order to create orderly developed that doesn't create instant demand on the system and taking funds away from previously committed projects.
 - 3) Transit shouldn't be viewed as providing service to the most dependent. View transit as a (?) for alternatives.
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Mike Maus Arvada GLAC
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Well organized – Thanks to all!

Need follow-through-too much talking at, not enough talking with – i.e.= “Colorado Transportation Principles” who/is a laundry list of options – nice, but no decision – no conclusions.

Call Tom Reed retired Mines Prof. of Chemistry. He's a parent of biodiesel. Cell phone 303-913-2074 – He's President of Biomass Energy Foundation in Golden.

Doug Clark Bentley Systems, Inc.
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303-885-4588

Hats off to the new Director and Governor. This is long overdue – it allows all interested parties to collectively share needs! Thoughts to improve the wonderful life we all have here in Colorado. Thank you.

Tom Clemons Bentley Systems, Inc.
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Excellent Summit – please be sure this is an on-going event.

Bill Swenson Transportation Commission
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303-776-0846

Colorado's first step should be to eliminate the “Off the Top” agencies from the Transportation HUTF budget!! This can be done without an election!

Steve Boand Douglas County
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Governor Ritter, Thank you for selecting Russ George to lead us toward transportation solutions for coming decades. His leadership and integrity on water solutions have been greatly appreciated. He will no doubt deliver for the people of Colorado in solving our transportation issues. Your goal of creating sustainable transportation solutions is right on target. Consider all options and opportunities and good things will follow.

Nicky Lee Folsom Point
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Appreciate all the energy and hard work to ensure transportation infrastructure. Part of that depends on supporting and encouraging participation of small, women owned and minority owned business in REAL and meaningful ways on transit projects. Thank you

Manolo Gonzalez-Estay Welchert & Britz, Inc.
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Thank you, great job and very informative. Thanks Manolo

Charles Sisk City of Louisville
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303-443-7900

(Can't read clearly)

Why are we declining with 1992 7th Pot? Having changed a 2007 1st Pod and incorporate the transportation needs into the 21st Century. ??????

Maroun Moussallem Terracon Consultants, Inc.
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303-423-3300

Short term possible solution for I-70 weekend traffic to and from mountain/resort areas: Make one lane in each direction interchangeable to go with heavy traffic during certain hours and prohibit truck/trailer traffic on the one remaining lane during those hours.

Martha Roskowski City of Boulder
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303-441-4155

Very highway/road focused. Please don't forget the "T" in CDOT is not an "H".
Multimodal systems – good transit biking & walking systems – are essential to the long term health of our communities, and will likely become increasingly important.

Rob Waterman Town of Blue River – Summit County Chamber
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970-418-1284

Very informative

Mary Jane Loevlie I-70 Task Force, Idaho Springs
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303-903-2427

I believe that this Summit would have been much more useful if legitimate feedback would have been sought from attendees. (Besides this comment card)

Sherre Ritenour Mountain Metropolitan Transit/City of Colo. Springs
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Very pleased these are being held- Thank you!

- Again, transit minimized – roads/bridges were the focus; that is short sighted. Please have transit savvy speakers – all due respect; CDOT is clueless on Transit (although they are trying very hard).
 - Great information and informative speakers – updated info would be helpful – 2005 data to old. Completion of TREX has impacted congestion numbers (positive change)
 - Great Summit.
-

Alex Ariniello LSC Transportation Consultants
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303-333-1105

- 1) Roundabouts are safer and efficient than traffic signals – Promote their use
- 2) Move toward GPS fee collection to promote congestion pricing and energy conservation

3) Earmark a pot of funds to leverage private funding from developers/local entities

Geoff Collins Flatiron Construction Corp.
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720-494-8045

There are mechanisms in place in other countries that allow existing roads to carry more vehicles (ITS). Why are these possibilities not in use in the USA? They do require education of all drivers but that can be done. It is a lot cheaper than building more roads.

Rob Andresen First Transit
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Add organization name to name tags to facilitate networking and introductions among participants. For the vision, please look at the regulations and rules that are applied to services, funding, etc. to make sure that the purpose is met without necessarily limiting the potential innovation. Get the purpose achieved without burdening agencies with more regulation.

Terry Ruitter David Evans and Associates
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I appreciate the recognition/acknowledgement that a single solution will not provide the solution to our transportation funding shortfall. To complicate the issue a bit, I would like the evaluation of needs to consider the impacts on transportation of possible water shortage (increasing population) and > 25% of the population over the age of 60 in the Denver region by 2030.

Jim Hatheway City of Delta Public Works
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970-874-7912

The energy industry is creating a huge impact on areas with a large amount of energy development. Energy developers should pay for their impact. There needs to be an emphasis and support from the State for projects that will mitigate heavy truck traffic in communities that are heavily impacted by this traffic.

David Baskett City of Lakewood
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303-987-7981

First priority must be to fulfill past commitments. The seventh pot was created to build 28 high priority projects. The Trans. Board election promised these projects would be accelerated. Yet several of these projects have had no work done yet. Until past promises are fulfilled new promises cannot be expected to gain public support.

Aylene Quale Downtown Denver Partnership
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In addition to considering ways to increase revenue and more funds for transportation, let's also explore ways to lessen the impact to our transportation infrastructure or ways to use that existing infrastructure more efficiently. I suggest getting the private sector involved by requiring companies/offices of a certain size (example: 50+) to enact commute trip reduction measures by offering transit passes, secure bicycle parking, organizing carpools and vanpools, and creating and implementing telework policies. I believe that states like Oregon California and Washington have passed similar laws or have similar programs.

Gene Putman City of Thornton
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303-538-7333

Funding for Transportation is in crisis mode. We must do some thing new and better in our region, state, and our nation. Taxes need to be shared equally by those who use our transportation system. We are behind in funding for transportation. Currently we pay 42 cents per gallon in Federal and State taxes. Some vehicles use 7 miles per gallon of fuel, or 6 cents per mile, while others drive 21 miles per gallon or 2 cents per mile, while others drive a hybrid vehicle that gets 40 to 50 miles per gallon of fuel, and lastly some vehicles do not use fuels all together by driving electric vehicles and pay 0 cents per vehicle miles driven. This system of taxes is not equitable. We as a people need to drive and pay equally for each mile we drive and use the transportation system. Vehicle Mile Travel (VMT) = the unit of one vehicle traveling one mile. VMT taxes = taxes paid for the use of the transportation system per each VMT. This VMT taxes or fee would be paid by the owner of each vehicle equally per each mile driven thus being a true "User Fee". In addition the weight of each vehicle has wear and tear on the road and its structural facilities. This weight is different from a light compact vehicle to a large semi-truck. That wear and tear is proportional to that weight. Thus, an add on to the VMT tax would be a VMT weight tax for each mile driven. Time is now, we must act to be equitable.

Geoffrey L. Ames Meeting the Challenge, Inc. – DBTAC Rocky Mnt Project
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719-444-0252

- Higher mileage vehicles are lighter weight, smaller, cause less wear and tear on roads.
 - Profit incentives for privately operation of toll roads
 - Conflict of interest with investment in public transit
 - Very interesting, thought provoking presentation
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Karen Stuart City of Broomfield
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303-263-3079

Thank you for including: Public private partnerships, tolling possibilities and lease asset options. I'm concerned that these funding mechanisms will be discounted by panel advisors because of inadequate information. A tool box of all options needs to be developed to solve this considerable challenge for multi-modal transportation funding. I suggest contacting IBTTA for up to date info on best practices in this PPP arena.

Allison Billings Transportation Solutions
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Since congestion mitigation is the #1 concern statewide among CDOT customers (p. 21 of 2030 Statewide Transportation Plan), the solution recommended by the Panel should include funding for congestion mitigation. Strategies such as ITS, multi-modal transportation infrastructure and Transportation Demand Management Strategies. Give people options and information to get out of their cars for some trips and costs to maintain transportation infrastructure will decrease.

David Ruchman RTD
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303-238-8424

Consider a dedicated ½ % income tax increase for only road and transit infrastructure maintenance and enhancement, and also for K-12 and also higher ed infrastructure/capital project. It would be difficult politically but a significant permanent fix.

Geoff Collins Flatiron Construction Corp.
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720-494-8045

Focus was on how to increase or re-distribute revenue. No mention was made of decreasing costs. Would maintenance be cheaper if done by the private sector? In some other countries the answer is yes. The Chicago Skyway has found some of its financial benefit from privatization in reduced O&M costs. Is this politically achievable?

Judy Enderle Prairie Preservation Alliance
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303-359-4167

Transit and Transportation – Yes
Wider, more highways – NO
Take the commissions recommendations seriously – do not rely on preconceived solutions – look to innovative solutions attempt to achieve a paradigm shift. Happy to hear, need to calculator TRUE cost of transportation. Transit facts – good to hear.
Over focus on supply side – need to accommodate demand side
Hopes – Aspen’s successes
Challenges – open space, safe school routes, etc.

Dan Hartman City of Golden
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303-384-8150

Because of limited funding and the need to maintain high levels of credibility with the citizens to pass funding in the future All projects should go through strict Cost and Benefit review – coupled with a clear picture of what the citizens want and expect. We can’t afford expensive inefficient projects! They waste money and hurt credibility. Cost/Benefit NOT part of current EIS selection criteria.

Tracy Winfree City of Boulder
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303-441-4164

Finance Committee needs broader education on Transit, TDM ad Multi-modal transportation. Morning sessions were very roadway focused. Consider things like rail and bus transit programs like EcoPass importance of bikable and walkable communities, telecommuting, etc. Roadway is important but not the only component to consider.

Tracy Winfree City of Boulder
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303-441-4164

- Any new funding needs to support Transit and Multi-modal Improvements
- Solutions need to address air quality and global climate change
- Solutions need to link transportation and land use
- Solutions need to be cost effective and equitable

Please learn from DRCOG's recent scenario planning evaluating different transportation investment and land use futures.

Karen Benker City of Longmont
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I am concerned about RTD's Fastrack plan and whether rail will make it to Longmont. We need to make sure that RTD has the resources to build the system. Also, it is important to fund and build a rail system along I-25 from Cheyenne to New Mexico. Also, please do not privatize RTD Fastracks.

Mary Cobb Special Transit
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Dr Wach's presentation was very comprehensive. Please do not forget the mobility needs of the growing older adult population.

Elena Wilken CASTA
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303-839-5197

It would behoove CDOT to change its message from the woeful "lack of money" litany to a message with a vision and hope. Continuing business as usual will not solve the transportation challenges, even with more money.

Edie Bryan Transit West
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303-935-1020

Safety!

If all 532 traffic deaths in Colorado last year were in one big crash like an airliner, there would be action. I want action to prevent accidents which kill and maim too many.

Eddie Bryan Transit West
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303-935-1020

Need to have something like this at least once a year. This was great! Generated lots of ideas and networking.

Eddie Bryan Transit West
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Coordinate with adjoining states: For example: New Mexico has commuter rail up and running now near Albuquerque. It will extend to Santa Fe soon. That state owns right of way to the Colorado state line. Can that extend into Colorado? Wyoming is interested in connecting with it, too. And their congressional delegation could help.

Jo Ann Sorensen Clear Creek County

The political parading of the cost of congestion is unsupported. We need a clear presentation of the basis for the numbers used.

No Name

We need to get CDOT to really check the viability of rail along 25 and 70 for the Front Range and mountains communities. It seems they are against anything not run down a highway.

Bob Wilson RMRA and Arvada Resident
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303-420-7127

The panel will need to estimate how many millions of dollars will be needed to pass any tax increase or change.

Gary Bumgarner Grand County Commissioner
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Take care of shoulders too many are die(?) because of sudden drop off the pavement. Don't focus so much on not having enough money, no program has all the money it needs, set your objectives and move forward "The glass is half full".

Great luncheon speaker.

No name

Safety is key to improving our overall transportation quality of life. The Colorado State Patrol has a study that shows 9 out of 10 citizens believe other drivers are the threat to their safety and not roadway engineering or road condition. All new plans and strategies should always include enforcement and driver behavior modification.

Edward Stafford City of Arvada
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720-898-7745

- 1) Educating the public about the issues and crisis facing transportation is vitally important to any solution.
 - 2) We must increase the resources and not just continue to move around and fight over the same decreasing revenue.
-

William Macy I-70 Task Force – Clear Creek County
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303-725-6406 (Cell)

- CDOT is not set up for the coordinated development of Transit Systems.
 - The Long Term Economic impact of DIA should be included in the Transportation Panels Analysis.
 - Projects that are paid for by Tolling need to be better identified – i.e. Tunnel under Stevens Pass
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Robert E. "Bob" Wilson RMRA (Bob Briggs, Ex. Dir)
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303-420-7127

In my opinion we need to connect transit vanpools, CAFE(?) flex fuel to environmental effects. Barts website says every rider gets the equivalent of x 250 mpg. See (?) "Ride the Wind" – Google – to see what (?) Calgary Transit has done.

Karen Wagner Larimer County
kwagner@larimer.org
970-498-7002

The new economy requires a new emphasis on multi-modal solutions, including permanent funding mechanisms. Para-Transit options require our attention. Link land use planning and air quality in planning our transportation future.

No Name

Compelling vision and TRUST and innovative proposals and policies = winning vote

CDOT HAS A LOT OF TRUST TO REBUILD AFTER 8 YEARS OF
OWENS/NORTON

Terry Carwile City of Craig
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970-846-6812 (cell)

Content seemed thorough, presenters did a good job. Need email updates from the panel.

Thanks! Terry

Jim Reed National Conference of State Legislatures
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303-856-1510

It would be helpful for the panel to layout a short-term strategy and a long-term strategy for transportation investment. Dr. Marty Wachs had some good thoughts on this. Colorado should embark on a VMT fee demonstration. It is a very logical and feasible replacement for the gas tax. A thought on I-70 improvements in the mountains – the ski resorts – who benefits from all the customers who drive I-70 to get there, must be encouraged to come to the table with money to help pay for improvements. The ski resorts could also be more proactive by establishing some type of bus service from points in various cities so people can ride a bus to ski and other recreation in the mountains.

Engage the business sector in the transportation dialogue as they have an important stake in a good system that supports their business in various ways.

Dan Grunig Bicycle Colorado
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303-417-1544

- 1) 1/3 of all Coloradoans can't or don't drive. Please keep the mobility and safety of children, seniors, people with disabilities, Bicyclists and Pedestrians in mind.
 - 2) Building complete streets will shift more trips to non-motorized means.
 - 3) Coloradoans are paying for a car-friendly transportation system through increased health care costs for obesity and inactivity.
-

No Name

Apply tax to water exported from Colorado.
Bob Gaiser City and County of Broomfield
BobGaiser-ward1@earthlink.net
720-352-4538

Design a tolling/monitoring system that monitors use of transportation system including public transportation (walking) taking into account number of people in cars charge or credit for uses that stress high use VRS, less stress with health consequences – obesity offering communities credits for sustainability.

John Cotten City of Lone Tree
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303-662-8112

Transportation needs more funding! While it is good to work toward mass transit/public transit, reality is that it is less than 5% of how people move about.
Please include me on the distribution list.

Casey Tighe CDOT
303-757-9687

The QA format is limiting. The panel members feel they should have an answer. A facilitated discussion would be better.

Harold Felderman
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970-330-0558

- 1) Insure “must due” priorities are identified and “Nice” priorities are separated.
- 2) Increased sales tax is probably a non-starter. Too many taxes being promoted – RTA, Sales and Fuel.
- 3) Don’t be swayed by number of “Train People” at seminar. Evaluated \$ per passenger/mile and not on “Trendy Solutions”.

Roger L. Freeman Davis Graham & Shibbs
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303-892-7414

Governor Ritter and Panel Members – Thank you for taking on this important initiative. As an environmental lawyer and advocate for bringing Colorado’s New Energy Economy to the transportation sector, I am committed to helping the panel weigh these options. These include emerging mass transit technologies such as Maglev, with which Governor Ritter is familiar. Our transportation planning in Colorado must go beyond financing more and/or expanded roads. Modern, energy-efficient mass transportation projects should help bridge the gap until we can find a permanent substitute for the gasoline combustion engine. These are the lay(?) environmental challenges that we face in Colorado, beyond just ensuring that direct impacts to the environment from road construction (and the like) are mitigated.

While the Panel, of course, must focus on means of funding. These and all necessary improvements, the link to the environment is a critical selling point for any tax increase or other ballot initiative. If our package includes projects that decrease congestion and carbon emission levels, not to mention travel time (e.g. on I-70), than we can better sell the message to the general public. Polls clearly show that Coloradoans, more than ever are now voting on environmental issues. So let’s make sure that these policy considerations are folded into our thinking from the start. Please let me know how I can help in this process; I believe I have significant expertise not fully covered by the Panel or Technical Advisors. Roger Freeman

Marc Williams City of Arvada
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There is a perception that the panel members selected reflect an “Anti-Tolling” bias, in part in opposition to the completion of the 470 Beltway – Please keep tolling on the table as a financing option.

Clifford W. Mueller City of Sheridan
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303-762-0083

Possible use of monorail for recreation corridors.

L.G. Duncan Self Employed
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970-301-1125

Need to start thinking outside of the box:

- 1) Redefine the “System” there should not be any deadend SH’s going nowhere, there should not be any city/urban “Streets” on the system, there should not be any “Business” routes on the system.
- 2) Categorize the system we should not be expecting same level of design and service on 200 ADT roads as 20,000 ADT roads.
- 3) Implement congestion pricing immediately on all congested problem roads, force alternative travel times, routes, and modes.
- 4) Strictly enforce weight limits and collection of ton-mile fees on all trucks.
- 5) Force all trucks, RV’s Buses to use right lanes at all times.
- 6) Restrict trucks from congested roads at peak hours.
- 7) Make all new development pay for impacts to transportation, build the needed improvements AND a fee for ongoing maintenance.
- 8) Eliminate “Off the Top” funding.
- 9) Charge ALL utilities rent that use SH ROW and require the utilities to pay for rebuild/adjustments due to transportation needs. (No More Free Rides on Transportation \$)

Fix the “System” first then ask for more \$!

Gay Page Colorado Walks
gaypage@coloradowalks.org
303-549-5081

It was alarming to hear Transportation Commissioner George Tempel state that our transportation crisis is “Simply one of lack of funding” This was in the context that Colorado can build its way out of the problems we face.

In my opinion the panel must create a transportation plan and vision that is holistic (All modes), relevant to all citizens and sustainable – factors to consider include, but are not limited to:

- Global warming
- Energy use – Environment
- Land use (local, region, state – connectivity, access, demand)
- Financial (Capital, Operational)
- Sustainability
- Population demographics (we’re aging!)

- Making the best use of the existing roads and highways
- Expanding facilities for pedestrians
- Adopt a policy to use system management strategies first – No New Highways
- Safe routes to Schools
- Rural main streets returned to people not cars
- Multimodal system with accessible intermodal connectivity
- Etc

What kind of “Place” do we want to leave?

Bill Roettker Sierra Club
wilroe@mindspring.com

Colorado taxpayers will not pay for more of the same! We need to start building a 21st Century transportation system, not add to a 20th century transportation system.

Bill Hinton Retired – President SEMA Construction
Seabee1111@msn.com
303-355-6988

How can I become involved with or support the Blue Ribbon Panel? I feel that in the long term that there is nothing that is more important to the vitality of Colorado than a good transportation system that is adequately funded including proper maintenance.

Gene Putman City of Thornton
Gene.Putman@cityofthornton.net
303-538-7333

This summit was well attended. I appreciate it being held. We need to educate the public on the problem. We are in an era of public questioning any increase in taxes and fees. We need to educate. We need elected officials that understand that they have backbone, and are leaders, not the leader by the latest public poll.

Bruce Prommersberger CH2M Hill & Move Colorado
bprommer@ch2m.com
720-286-2521

It seems like most people attending the Summit were not the “General Public”. Most have a specific transportation interest. How do we properly educate the general public in the magnitude of the issue? Let’s not just use planners & engineers. We need people trained in identifying concerns, addressing issues, and conveying benefits of proposal

solutions. This is a very expansive issue with a wide variety of interests – economic development, transit, and removing elk carcasses off the road.

Debra Perkins-Smith
dps@deainc.com
720-946-0969

David Evans & Assoc.

I just want so commend everyone and the Administration. What a great start to getting these important issues into the professional and public arena.

Steve Roberts SYSTRA Consulting
sroberts@systrausa.com

Please put me on the list to stay informed. You have not understated the value of solving the problem, or the difficulty in doing so.

Doug Magee MGA Communications
dmagee@mgacomminications.com
303-298-1818

- Integrating bike and pedestrian access/linkages to all transit and roadway projects
 - Looking @ how transportation improvements also respond to other challenges of the 21st Century – greenhouse gases/global warming, obesity/health living, better land-use planning.
-

Kim Haarberg ARS Inc. & CCA
khaarberg@arsdenver.com
303-791-7404

It is my opinion that the need for a transportation plan is obvious and the best approach is to educate the general public in fairly non technical terms. The benefits of improved transportation and how it benefits our state and the individual, and develop a passion that transportation equates to quality of life.

Kari McDowell Drexel Barrell
kmdowell@drexelbarrell.com

Need to educate public in order to pass additional long-term funding mechanisms.

David Nicol FHWA
David.nicol@fhwa.dot.gov
720-963-3003

I thought the morning presentations, particularly that of RAND Corporation's Marty Wachs, were great, and laid a good foundation for the subsequent breakout discussions. If the "State of the System" presentations are going to be repeated at the regional forums, however, I suggest the following:

For the State presentation, take a few moments to explain the assumptions used in developing the projections for revenue and system performance (based on current funding levels, historical rate of increase, etc.). This would add credibility to the numbers and allow it to look less like "the sky will fall if we don't get massive funding increase: -- a story I'm sure the audience has heard many times over the years from numerous agencies (education, public health, prisons, etc.). The downside is that it would then allow participants to challenge the assumptions, but with "all options on the table", that's probably not a bad thing.

I thought the County/Municipal presentation contained a lot of good information (I know I learned a few things), but the presenters seemed to get themselves tied up in knots over some of the numbers, confusing the audience and harming their credibility. The presentation (and presenter) could have benefited from additional slides (flowcharts?) depicting the various distribution formulas rather than trying to explain them verbally. Good info, though.

Session #1

What are the Options? Comments

Phil Greenwald City of Longmont
Phil.greenwald@ci.longmont.co.us

Would like to hear more about potential statewide planning efforts to shift growth to where infrastructure already exists to limit the travel demand. Rather, this Blue Ribbon Panel seems to only look at how we increase funding. Agree that \$ needed to maintain/support existing infrastructure, but land use policy (statewide) would be pro-environment which also controls demand of travel.

Steve Glammeyer City of Delta
Steve.glammeyer@delta-co.gov
970-874-7901

First, I would like to invite any or all of you to visit beautiful Delta, “City of Murals and Flowers”. With the increase in energy and mineral development and extraction on this lost slope, perhaps it is time to consider an increase in the severance tax rate. While I understand this is a volatile source, one might put (?) on the % increase and earmark the funds to specific projects to address the direct impact. This would hold (?) “Robbing Peter to Pay Paul” as was suggestion regarding w/TNB thought of funding higher education with severance tax \$’s. Relations to this would be this thought of increasing the amount of \$ awarded to jurisdictions applying for funds through (?) Dows (i.e. \$500,000 for a project today through energy and mineral impact funds is really a small portion for some of our large transportation projects directly impacted by energy development)

Thanks for taking comments and I look forward to meeting all of you in the future!

Ed Hocker URS Corp
Edward.hocker@urscorp.com
719-533-7858

Revenue Options

- Bullet proof SB1
 - Add .01 fuel tax
 - Index fuel tax to CPI
-

Cal Marsella Denver RTD
Cal.marsella@rtd-denver.com
303-299-2300

Governor Ritter and Exec. Director George has inherited a massive transportation funding shortfall with very high constituent needs and expectations. Several EIS's have been initiated with no resources identified or available to build that which is being studied and needed. There is a desperate need to implement an increased transportation funding mechanism that has the capability of raising very significant amounts of transportation funding. A program needs to be developed that specifies needs (maintenance, bridges, expansion, etc.) estimates costs and then sets a revenue tax set. It then needs to be followed up with a revenue generation plan that meets the identified needs. After considering numerous funding alternatives, I recommend the implementation of a VMT user fee that varies based upon vehicle weight, fuel efficiency and emissions.

John Tayer RTD Board
john@johntayer.org
303-499-5444

Prefer the VMT option. Significant revenue opportunities while promoting alternate transportation use.

No Name

Colorado's transportation funding strategy should include stricter laws which close loopholes for those who don't properly maintain vehicle registration. How is it possible that a trucking company can register all their fleet to another or different family member (to include a 6 mo. Old baby) each year using \$2.00 temporary tags and never pay true registration fees.

Pam Kiely Environment Colorado
pkiely@environmentcolorado.org
303-573-3871 x 336

I would encourage the Panel to explore not just which revenue – generating options will raise the most sustainable, long-term source of funding, but also – and arguably more importantly – look at the ways that we can structure our revenue stream to incentivize particular activities and disincentivize others. Specifically a way to structure funding would be with the long term goal of changing the character of the system and the habits of its users. Colorado's solution to its transportation funding problem should not be to just find the most \$ out there, but rather figure out how to use all our resources in the most efficient manner. Long term, we should be decreasing reliance on the existing system, and moving goods and services in through expanded transit options – with an eye, of course, towards decreasing GHG emissions.
Our funding source should reflect our values!! ☺ Thanks

Gregg Teets Kiewit Construction
Gregg.teets@kiewit.com
303-979-9330

It seems that Texas and California are leaders in new funding methods, how can get past the “don’t build it and they won’t come” mindset to being a national leader in funding innovative ways (P3’s, learning, etc.) and creating a world-class European style transportation system.

Marc Williams City of Arvada
mwilliams@arvada.org
303-424-4486

Agenda appears to be to create a grassroots movement to support an election for some forum of tax increases. Political climate to (?) not appear to support tax increases. User fees will be the most (?)tolmated – including toll and VMT’s. Policy of just using it for congestion control is (?).

Doug Lehner Town of Castle Rock
dlehnen@crgov.com
303-971-5289

Since most areas in the country use Lodge – Rental Car tax why would we not use this with maybe one of the other tax revenues.

Heather Reavey HNTB Corp
hreavey@hntb.com
303-839-8300

Only tax increases discussed as financial options.
I would like the Panel to take full advantage of gaining lessons learned positives/negatives of strategies that other states have put into place; Have knowledgeable expertise from around the country speak with the Panel. These individuals could represent stake holders from varied perspectives on issues such as tolling, public private, design build, tax increases, ets. The intent would be to have Colorado aware of what is working well – Look Beyond Colorado Borders for Ideas.

Clifford Mueller City of Sheridan
Mwc384@msn.com
303-762-0083

Incentives for commuter and rail transportation.
Bob Briggs Rocky Mountain Rail Authority
Bob.briggs@rangerxpress.com
303-427-8132

What about using Colorado's Sales Tax as a tax increment financing for transportation infrastructure expenditures?

Monique DiGiorgio So. Rockies Ecosystem Project
monique@restoretherockies.org
970-946-7509

One of the biggest challenges we face is public education – helping people understand their impacts on the transportation system and the environment when they drive. So, think when we are discussing potential revenue sources, like taxes, a users tax like the VMT tax will not only raise needed revenue but also get people to think about how many miles they travel and that they are partially responsible for the impacts, at some point such a tax should affect driver behavior. So, I think the VMT tax should be seriously considered.

Philo Shelton BH & CC Tramway
Philo.shelton@yahoo.com
303-582-9073

I think the oil % income tax would be the easiest to sell.

Prabhat Diksit FHWA
Prabhat.diksit@dot.gov
720-963-3202

1. VMT fees for the long term
2. Medium term: sales tax or fuels or indexing
3. PPP and tolling for new capacity
4. Sales tax on (?) is an easy small option

What rate of growth are gas tax revenues being forecast. This is on the decline (?).

Geoff Collins Flatiron Construction Corp
gcollins@flatironcorp.com
720-494-8045

Revenue can be increased. You can also do more with what you have. (Both are probably needed). Combination of cities and counties maintenance operation into regional organization will save money, especially if the services are privatized. CDOT regions could be more efficient with more work in an area. Movement of budgets from agency to agency would be necessary. Is that politically achievable? Give the private sector a fair shot at taking on highway maintenance. If it is bundled efficiently it will save money.

There was no session on way to save money!

John Kiljan Retired Civil Engineer
jpkiljan@yahoo.com
303-423-9875

It seems to be consistently over looked that increasing the fuel tax (Options 1, 2, & 3) is the most environmental friendly of all the implemental revenue options. As such these options should be given more weight in selection. Also, when bonding is discussed, it is seldom mentioned that it is very easy to build more infrastructure than can be maintained with future revenue streams – particularly, if that same revenue stream is also being used to service the debt on the bonds for the next 20 to 30 years. This is a risk for the recently completed TREX project and the planned Fastracks project. Would anyone want to make their house payments so high that they can't fix the furnace, keep up the garden or replace the water heater?

Hunter Sydnor Southeast Business Partnership
hsydnor@sebp.org

Educating citizens to be more “customer accountable”. Help them understand the expense of transportation need, where current revenue goes, what are the current revenue sources, what are the “Out of the Box” funding options.

Revenue Summary – Show options in relation to raising the amount of money needed for transportation deficit.

- Break-out Group – screen too low hard to see presentations
 - Would have been nice to have copies of presentations to make notes on.
-

Steve Glammeyer City of Delta
Steve.glammeyer@delta.us.gov
970-874-7901

During the presentations, the point was made that we struggle and compete with 2 other states for 1st Place on our local sales tax rate. However, in a lot of communities the local tax rates are even #'s (i.e. Delta @ 3%). Most people often think the total tax in a community is a whole # (i.e. Delta @ 8% rather than 7.9%) perhaps this could help with selling this option.

Craig Casper #1 TPR
ccasper@ppacg.org
719-471-7080

In viewing equity of distribution, our founding fathers stated that all people are created equal. Use per person distribution as a base. In viewing need; wear and tear on a road is directly related to vehicle miles of travel; as is congestion. Report all of this on a per county basis; as everyone can relate to which county they are in. Kieth County: 3% population, 5% of VMT; 7% \$ of state total. Having a common set of measure boundaries is the first step toward sustainability.

Bert Melcher Colorado Mobility Coalition
a.melcher@comcast.net
303-770-3683

1. Revenue options need to be assessed for fiscal socio-economic and environmental (GHG, energy conservation) implications.
2. Options need to have flexibility to use for alternative modes to achieve maximum economic efficiency.
3. “Needs” to be funded need to be re-assessed to consider cost-effective alternatives of TDM, ITS, non-structural solutions, (TDM includes alternative modes, land use efficiencies, and some non-structural elements such as telecommute, commute time shift, etc.) So revenues must permit changes in “needs”.
4. Revenues need to be devoted to “multi-tasking” of addressing several issues (congestion, energy, conservation, low income equity, air pollution) so options should be chosen to permit multi-tasking
5. Re-elasticities: scenarios should be created to examine externalities such as high oil price from “peak oil” in 10 to 20 years Federal desolution, etc)

Benefits studies need to be B/C – as Litman points out, ignoring certain indirect costs leads to underpricing, which leads to higher total costs and reduced productivity.

Jake K Citizen
970-667-8186

Why hasn't a ton mile tax been considered? Freight moving by trucks continues to increase. The trucks aren't buying their fare share of damages they cause. For every dollar of damage a truck causes it take three thousands cars to cause they same damage. Increasing registration fees for truck could be considered too.

Mike Nelson Citizen
303-964-3301

Weight-distance tax on trucks should be reviewed. I'm surprised that CDOT couldn't make estimates of costs and potential revenue of such a tax. It was used in many states until the trucking industry got it removed in most states.

Harry Dale Clear Creek County
Hjd173@wispertel.net
303-915-7962

Transportation financing addresses the symptom and not the disease. Inefficient auto dependent, land use and development is the disease. Incentives need to be created so that people can live close to where they work. Surcharges on rural home development to level the playing field and discourage rural development should be used to lower VMT

1. I would also strongly emphasize a "Fix it First" approach for the break out sessions:
 #1 What are the options?
 #4 Brainstorming a Transportation Vision for Colorado

Background:

New transportation funds should be prioritized for maintenance of our current infrastructure including adequate levels of State Patrol, Haz Mat Response, Maintenance, Fire Protection Service, Emergency Medical Service, Courtesy Patrols and other Public Safety staffing and equipment related to our State Highway system.

State Patrol is considerably under funded which allows for only limited law enforcement, resulting in a great deal of non-compliance for both passenger and freight vehicles. The state's 800 MHz DTRS system has considerable gaps as well, so that even state agencies in Clear Creek County (for example) are unable to communicate effectively with each other.

The current highway system has a number of significant flaws relating directly to public safety that must be addressed as a priority. These items are not as glamorous as capacity projects, so they will be easily dismissed from the discussion if we are not persistent. The point is that we MUST cure the deficiencies in the maintenance and support of our current infrastructure before we move to expand it!

I have attached the document that I had provided to the DRCOG Ad Hoc Committee which was dismissed.

2. I would strongly recommend strategies to lower VMT in break out sessions:
 #3 Is today as good as it gets?

#5 Transportation, Livable Communities and the New Energy Economy

Background:

Our Transportation Finance problem is but a symptom of the real disease which is our current auto-dependent land use and development practices and our typical response to congestion (i.e. roadway expansion).

We are witnessing an exponential growth in **Vehicle Miles Traveled** relative to population increase, as more and more people “**drive until they qualify**” for a mortgage. Low homes prices, low interest rates, cheap oil, low fuel taxes, huge and cheap parking supplies and relatively good roads encourage people to endure longer commutes. As more and more remote commuters drive to the core employment and recreation centers, the roadway infrastructure of the core areas and corridors becomes increasingly overburdened and congested.

The lack of any regulations or fee to discourage auto-dependent residential development only encourages more auto-oriented residential construction (especially where land is cheap – typically in rural areas at greater distances from employment and recreational centers). Property Owner, Developer and Builder Profit drive agricultural land conversion to residential subdivisions at greater distances from employment and recreational centers, which I turn drives huge increases in VMT and congestion.

Expanding connector roadway systems between the rural residential areas and the core employment and recreation centers to reduce congestion, only encourages more auto-oriented residential development, more VMT and eventually more congestion. We have created a self sustaining cycle of increased auto-oriented residential development and increased congestion, no matter how much money we throw at highway expansion. This is clearly an unsustainable scenario.

So, how do we break the vicious cycle of auto-dependent development and highway expansion?

Our primary focus for transportation planning and funding **MUST** be to discourage **Vehicle Miles Traveled**.

Here are some ideas to lower VMT:

- 1) Substantial residential development impact fees for inappropriate auto-dependent residential construction
- 2) Higher interest rates on home purchase loans for inappropriate auto-dependent residential building construction
- 3) Hefty surcharges on the purchase price of new home construction for inappropriate auto-dependent homes
- 4) VMT tax to discourage longer commutes
- 5) Substantial increase in fuel taxes to discourage longer commutes
- 6) Tolling to discourage longer commutes

- 7) Parking fees in the core recreation and employment centers to encourage transit ridership
- 8) Develop of transit alternatives and transit pricing programs to be much more competitive with driving

Of course, all collected revenues would need to be used to encourage mixed use, infill and transit oriented development and transit system development.

Session #2 Measuring the Pulse -Comment Cards

Ron Youngman ACPA
ron@paveconcrete.org
303-775-3360

Need to assess cities that expand for state highway capacity improvements.

Need repairs or roads that last longer between repairs in addition to standard op. proc.
Solutions that only last one political term in office waste funds.

Bill Haas FHWA
William.haas@fhwa.dot.gov

Don't recommend language "maintain to highest standard" rather "reasonable standard"
split capacity from safety. Safety should not be tied to adding capacity.

Rob Schmedeke Colo St. Pupil Trans. Assoc.
rschmede@jeffco.k12.co.us
303-982-2000

In the rural areas the transportation of K-12 students is very important and valued a lot more than in the metro area. However, the costs of transportation (school bus maintenance and operation) is impacting district budgets. Education will continue to be more important than transportation until the pot of money is better divided.

Hugh Wilson
Hugh.wilson@state.co.us

Hopefully with a new administration CDOT will start to fulfill its statutory mandate as a Department of Transportation – not just a Department of Highways.

John Kiljan Retired Civil Engineering
jpkiljan@yahoo.com
303-423-9875

You should ask if there should be "Local Choice" in deciding what kinds of revenue enhancement they want for transportation.

Marc Williams City of Arvada
mwilliams@arvada.org
303-424-4486

Would have been great if the full 550+ could have done this process!

Arthur Miller JR Engineering
amiller@jrengineering.com
303-790-9393

Very interesting.

Scott McDaniel CDOT
Scott.mcDaniel@dot.state.co.us
303-365-7201

There are many different options available to generate new fund that need to be explored. Our residents also need to be informed about our current situation.

Laura Hirschfeld Zeller Bell Policy Center
zeller@thebell.org
303-297-0456

Isn't it questionable to measure opinion on these issues when they majority of constituents from other sectors of the state budget are meeting on the Long Bill six blocks away? (Higher Ed, K-12, healthcare etc.) We can't consider a tax increase in a vacuum.

Dan Blankenship Roaring Fork Transp. Authority
dblankenship@rfta.com
970-384-4981

Fuel prices could rise dramatically and there s also a potential for shortages. There is a growing awareness that we should be striving to achieve energy independence. Future investments should be targeted so as to help achieve that goal. More transit – higher Highway User Fees – Renewable energy development. Fuel efficiency measures.

Scott Richrath CDOT
Scott.richrath@dot.state.co.us

Add reflective questions and more specific questions? How successful was TREX? E470? I-25 tolling? Need to improve access to ski resorts/gaming. For a less transportation educated audience, need to lay more foundation/terminology of funding options, investment categories, etc.

Hank Braahsma Seniors' Resource Center
hbraahsma@srcaging.org

Transit is an essential piece of the whole puzzle both local and regional, both tourist and specialized commuter – all need options. To prepare for the future Colorado needs a statewide vision. Lack of transit options jumps out, but lack of east/west and north/south corridors, tunnels high traffic volumes and only one primary corridor north/south and one east/west. Options are essential.

John Moore Transwest Trucks
Smooore@transwest.com
303-289-3161

You let bios on trucks fro 5 years, (Too Long), trucks change almost yearly. This eliminates options for better equipment that could benefit the state. Two year bios should be the most.

Great Meeting!!!

No Name

This was a very good way to get people involved. The panel should first educate voters about the actual costs to build, maintain, and improve our roads. Then you can get a better response that more accurately reflects a voter's choice when conducting surveys.

Steve Bagley City of Greeley
Steve.bagley@greeleygov.com
970-350.9792

Sales Tax Referendum should be identified as a dedicated revenue source for specific purpose (i.e. Mtncc?) with a fairly long (20 – 25 yrs) sunset provision.

Jon Esty Colorado Rail Passenger Assoc.
Jonesty4@msn.com
303-756-6910

Need to include definitions for “Transit Options” since questionnaire (?) not be familiar with specific transit options that might be available.

Roger Hoffman

Ro9er@comcast.net

970-667-8545

Need to include service cost recovery for development – such as statewide/regional impact fees and/or use tax on construction material. That’s an equity/fairness issue as well as a key to preventing further fall-behind. Taxpayers may be more wiling to increase transportation – related taxes if they don’t feel they’re subsidizing the very growth which already annoys them.

Session #3

Is Today As Good As It Gets – Comment Cards

No Name

Session 3 – Program said title was “Is Today As Good As It Gets?” Once in the room the title became “State Highways: As Good as it Gets?”

We need to maintain the existing infrastructure and then have the strategic discussion about what is needed for the future.

Blue Ribbon Panel/Move Colorado Topic

Pat Nolan said in Session III that Move Colorado will provide “technical assistance” to the Blue Ribbon Panel. Which rail-centric organization will be given that role for the panel? Why is Cal Marsella the only transit advocate on the technical advisors group?

No Name

The fact that Move Colorado was on Session III as a panel member – and then that the session was renamed “As Good As Highways Get”, clearly defines what the entire meeting was about – more and only highways from CDOT – go back to CDOH.

Bill Roettker

Sierra Club

We’ve spent tens of billions building an unsustainable transportation system over the past 50 years. Greenhouse gas and unstable oil supply will only increase unsustainability in the future. Colorado taxpayers will not pay for more of the same. We must move away from building more and wider highways to a more sustainable transportation system – transit where appropriate and tight integration of land use and transportation planning.

Shaun Egan

Iron Woman / CMCA

Segan@ironwomancom.com

303-399-5534 x105

From plan to project what is the average length of time? Are there elements of the process that can run concurrently to shorten the lead time and associated costs.

Terry Carwil Craig City Council
terry@nctelecom.net
970-824-3108
970-846-6812 cell

I asked a question about vehicle wildlife accidents. I would like to be kept abreast of CDOT's efforts in this area. Thanks

Marilen Reimer American Council Of Engineering Companies of Colo.
mar@acec-co.org (ACEC/CO)
303-832-2200

Excellent Summit. ACEC/CO is a state organization of a national organization promoting the business interests of our member (consulting engineers in private practice). We welcome the opportunity to work with CDOT on transportation funding. We have resources through our other state organizations on public-private partnerships successes.

Session #4

Brainstorming a Transportation Vision -COMMENTS

JoAnn Sorenson Clear Creek County
jsorensen@co.clear-creek.co.us 303-679-2409

We need to link transportation and energy. We should create a vision of the future that takes into account climate change, health, quality of life, and our environment. This is not just a vision of roads and rails.

Cynthia Neely Town of Georgetown
ccneely@yahoo.com 303-569-0289

Definitions are needed- does “transportation = highway”? Do we have a “long-term transportation vision”? Should the blue ribbon panel begin with a vision? The current plan is a compilation or corridor visions for highways only. Let’s come together on a vision before principles. These principles maintain the status quo...

Ron Degenhart City of Aurora
rdegenha@auroragov.org 303-739-7300

Colorado is still Colorado. We are an isolated, high island in the center of the nation. Independent, smart, resourceful. This can be solved and funding is #1. Transportation must be taken offline from the rest of the state budget so it doesn’t compete with other needs. Reduce congestion and delays and reduce CO2, pollution, increase movement of goods, business and increase revenues.

Hugh K. Wilson
Hugh.Wilson@state.co.us 303-866-3949

Generally agreed it’s a good start. Acknowledges all modes of transportation. CDOT as an organization needs to transform into a multi-modal organization, not just a highway department. A cultural change is essential. Under funding is the biggest issue. Funding must be flexible, not modal specific.

Tresi Houpt Garfield County Commissioner
thoupt@garfield-county.om 970-384-3665

In spite of the fact that transit through the I-70 mountain corridor is not a currently identified project, it is critical that the panel take this approach to upgrading the corridor very seriously. We know that expanding lanes through the mountains will impact terrain and communities greatly and serve only as a short-term fix. Maintaining and upgrading the corridor at various critical pinch points is necessary, as is moving a viable transit system through the I-70 corridor as the long-term solution. Even CDOT’s PE-15 projects obsolescence with lane expansion. The Fed Transportation Commission has heard across the county that transit is critical to transportation in the future. Multimodal systems are

the most practical plan. Please look at rail of some sort as seriously as highway expansion for our statewide transportation plan.

Terry Ruitter David Evans and Associates
truitter@deainc.com 720-946-0969

As solutions are evaluated, they should be looked at as part of the overall solution- multiple solutions are necessary from modal, funding, user perspectives. Is nothing is off the table, creativity should be able to develop a transportation system for the state's future.

Gary C. White Colorado Motor Carriers Chairman
qwhite@bedins.com 303-388-4114

Change should be made legislatively and not by ballot. Voters cannot get their hands around all of the issues.

Geoffrey L Ames DBTAC Rocky Mountain Project
games@mtc-inc.com 719-444-0252 x106

Transportation should be available and accessible to all members of society, including but not limited to people with disabilities, people with less economic resources and those who for whatever reason do not drive automobiles.

Ken Gerdes Colorado Renewable Energy Society
kengerdes@comcast.net 303-881-4998

Too often we try to solve only one problem at a time. Solving a transportation need may ignore problems of health care, the elderly, schools, etc. Curitiba (Brazil) is one of the most livable cities in the world. They always attempt to solve several problems at once. In the book "Natural Capitalism" by Hawken and Lovins

Linda Dowlen DRCOG
ldowlen@drcog.org 303-480-6764

We have such a finite amount of funding to work with, we should be investing heavily in a variety of transportation choices beyond the single occupancy vehicle. If there isn't a comprehensive transit system, safe bike paths, a culture that supports flex options and other easy and cost effective solutions, no amount of highway dollars will solve the problem.

Deryl Kinton
Deryl.Kinton@rtd-denver.com 303-433-6583

We need to go forward with many more bold statements than the list of principles presented. One great idea presented by the audience was the idea problem solution that addresses ideas holistically (i.e. solving both transportation and health problems rather than just looking at them individually). Financing is key. Gas taxes seem to set most support but we need diversity.

Tom Peterson Colorado Asphalt Pavement Association
tompetersen@co-asphalt.com 303-741-6150

The session was very good. It was good to have varied perspectives.

Dick Hartman Union Pacific Railroad
303-778-3359

Part B, 1: recognize the impacts of location land use plans and zoning efforts for private and commercial development in rural and urban areas.

David Ruchman RTD
D.Ruchman@comcast.net

This session could have benefited from some interesting, successful or cutting edge programs on financing mechanisms from other states.

Joseph Larkin Pioneer Land and Mineral LLC
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Need TOD in eastern plains. Preserve rail corridors. Sell only to qualified short line operators.

Chuck Schesel
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In order to build public support for funding we need to raise awareness relative to safety. We got lost with congestion and future construction costs. We need to not think in terms of “level of service” congestion. Get back to basics of safety.

Florine P. Raitano I-70 Coalition
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A statewide vision for 21st century transportation system must be BOLD. Make no small plans. Transportation is, by definition, multi-modal and global, not rural vs. urban or suburban vs. urban. It is a system in which network externality principles apply.

Colorado citizens are waiting for a vision which will capture their imagination, appeal to the common good and return to them a sense of pride and ownership in and of their gov.

Rob Waterman Town of Blue River-Summit County Chamber
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Global revenue should be distributed equally-that will provide a base. Any cost above that must be financed by user based financing for that structure. There is an inherent problem in lumping in projects at 8 million /mile with those at 80 million/mile.

Cathy Garcia Action 22
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As Governor Ritter said “focus on economic differences and invest to enhance economic development”.

Jon Esty Colorado Rail
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Need to have a vision that includes land use, energy utilization, public health, elimination of air and water pollution and how transportation fits into these elements There needs to be a change in the way transportation services are provided-it can't be business (just highways) as usual.

Expand and integrate bus and passenger rail systems.

Steve Andrews ASPO-USA
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The principles did not contain any reference to energy constraints looming in the future and how those might impact demand for transportation services. Bottom line, our looming liquid energy constraints should “drive” us towards more transit added, few new lanes added.

Pam Kiely Environment Colorado
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Transportation is about more than decreasing congestion and increasing mobility. This is an opportunity to develop a comprehensive vision, one that recognizes the role transportation investments play in our quality of life and the overall health of the state. Where an how we plan our transportation \$ conditions how we grow, smarter transportation investments lead to smarter, more sustainable development patterns. Beyond that, this is the 21st century and we deserve a 21st century vision. One that is proactive and holistic and one that recognizes the nexus between transportation and climate change. Without a vision that recognizes that the transportation sector contributes 32% of the GHG emissions in the US, we will be stuck in last century's

system, still exacerbating last century's monstrous problem. The panel can and should address global warming and the solutions developed should not exacerbate this already daunting challenge.

Laurie Blanz CDOT Region 5 Planner
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I completely agree w/Cliff Davidson when he said during this session that local agencies need to be accountable for land use decisions and how these decisions affect transportation.

Berty Melcher Colorado Mobility Coalition
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Vision needs to be articulated before "Principles". CDOT Vision is good but needs to add sustainability (environmental-resource-quality of life for future generations not just sustainable for funding transportation). Principles need to emphasize cost/benefit analysis including indirect costs to permit the adaptation of best transportation/land use and most efficient and prudent alternatives and to have the flexibility of funding these alternatives. Vision includes responsible approach to the GHG and to energy resources (SAFETEA-LU as our law speaks to these mandates). It is impossible to "wordsmith" these principles in a short period-they need to be placed in a Vision statement, comprehensive in nature and revised as needed. They are not a starting point for a panel. In 25 and 50 years, we need and will have better cars, more mode choice, hopefully more economical urbanization that forces inefficient monies for use for better education, health, culture, quality of life and employment.

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The principles do not address sustainability, environmental impact and global climate change (carbon footprint).

Karen Wagner Larimer County Commissioner
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Take a look at "Envision Utah" process to consider means/strategies for creating the "Colorado Promise" vision for our state. Ideally that will involve thousands of people; with that type of buy-in, the vision can be accomplished and the public will gladly pay for it.

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Suggested principles: Transportation funding is equitable by ensuring that development pays its share of state, regional, and local infrastructure costs in order to protect taxpayers

investments and provide a source of revenue that grows w/demand. Transportation plans and priorities must integrate goals to reduce VMT, maximize net energy efficiency, minimize greenhouse gases and other pollutants and support more efficient land use and related goals. Transportation choices must be accompanied by fair cost benefit analyses and the costs and funding of these alternatives must be compared fairly.

Session #5

New Energy Economy-Livable Communities-Comments

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Looking at transportation solely from the supply side is looking at half of the picture. Reduction planning is essential. Must link transportation and land use planning. Must look at more compact development of our urban land to help reduce vehicle miles traveled and the demand for longer trips.

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I would recommend CDOT begin a discussion of how to integrate transportation with land use planning. Good planning can relieve pressure on the transportation system by reducing our reliance on the transportation system and reducing miles traveled. This requires cooperation between state transportation agencies and local land use regulators.

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There needs to be a stronger connection made between the “New Energy Economy” and transportation as it is perceived by the average citizen. For example: is the state’s vehicle fleet moving toward alternative fuel? Leadership in this area is important. Elements in the discussion possibly too abstract/philosophical.

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State should develop clear and substantial incentives to encourage good land use planning that is tied to transportation. In addition, the state should go a step further to provide capital for transportation projects that demonstrate this tie (i.e. infrastructure to support transit and TOD)

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Why is no one talking about statewide planning at these sessions? Has the issue fallen off the table with the discussions from 5-10 years ago?

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Consider linking the 2030 Transport plan with the new energy economy. This could be done through a state sponsored grant fund to help business and government purchase

alternative fuel vehicles and develop fueling infrastructure for compressed liquid natural gas. BZO and ESS perhaps even hydrogen in the future. The fund could receive its financing from similar revenue sources currently being considered for transportation (an increase in motor vehicle registration fees for example). This will ensure commercial