## Final

## STAFF SUMMARY OF MEETING

## TRANSPORTATION LEGISLATION REVIEW COMMITTEE

Date: 09/10/2013 **ATTENDANCE** 

Time: 11:00 AM to 12:31 PM Baumgardner

> Buck Coram

Place: Kremmling, Colorado

Everett

This Meeting was called to order by Fischer Representative Tyler

Jones King

This Report was prepared by Kraft-Tharp Kristen Johnson

Lawrence

Lee Mitsch Bush

Moreno Peniston Primavera

Scott Todd Heath Tyler

X = Present, E = Excused, A = Absent, \* = Present after roll call

Bills Addressed:	Action Taken:
TLRC Field Hearing - Kremmling	Witness Testimony and/or Committee Discussion Only

## 11:00 AM -- TLRC Field Hearing - Kremmling

Representative Tyler, chair, called the meeting to order and welcomed the audience and committee members to the meeting. No roll call was taken. The committee members introduced themselves and told the areas of the state that they represent. Committee staff introduced themselves. Representative Tyler discussed the purpose of the meeting.

#### 11:10 AM

Representative Tyler invited Commissioner Kathy Connell, Colorado Transportation Commission, and Mr. Joe Elsen, Colorado Department of Transportation (CDOT), to the table to brief the committee. Commissioner Connell stated that all of rural Colorado is not the same and that in her district the major industries are agriculture, tourism, and energy and gas exploration. She said that efficient and safe transportation is critical to the community and to those visiting the area.

Senator Baumgardner asked about a recent accident in which a semi-truck went off the road. Commissioner Connell said that the accident occured due to a lack of shoulders on State Highway 9. She added that the road was closed for three hours as a result of that accident.

Mr. Elsen introduced himself and stated that he was filling in for Dave Eller, who could not attend the meeting for personal reasons. Representative Coram asked about the effect on bicyclists of having no shoulder on the road. Commissioner Connell said that it is a nightmare and that the traffic slowdown is difficult and dangerous. She suggested that bicyclists should also pay to use the road. She discussed her preference for raising sales taxes in the area versus raising the fuel tax, so that all who use the road will be contributing to its cost.

Representative Mitsch Bush asked about the kinds of trucks that travel State Highway 9. Commissioner Connell stated that there has been an increase in big rig use with the increase in energy and gas exploration in the area. She said that the damage done to the road by one big rig is the equivalent to about 1000 cars' wear and tear on the road.

Mr. Elsen continued the presentation by discussing the transportation region, stating that the region includes 15 counties, over 50 municipalities, and over 700 bridges. He discussed ongoing projects on State Highway 9. Commissioner Connell said that State Highway 9 is the highway that is used for all of the ski tourism in Steamboat and it is the road used by employees who cannot afford to live in the resort communities, and that it is a very important artery in terms of transportation within the area. The committee discussed the private-public partnership that has allowed the State Highway 9 projects to be a reality.

#### 11:34 AM

Representative Tyler invited the members from Citizens for a Safe Highway 9 Committee to join Commissioner Connell and Mr. Elsen at the table. Mr. Larry Banman and Mr. Mike Richard, Citizens for a Safe Highway 9, introduced themselves and provided a handout to the committee members (Attachment A). Mr. Richard said that the State Highway 9 project is critical to the citizens of the area. He discussed a challenge grant provided by Blue Valley Ranch in the amount of \$4 million to assist with the project. He discussed the process for coming up with the funds to cover the matching requirement to receive the grant. He said that the road is a regional issue and that the group received hundreds of letters of support. He talked about Blue Valley Ranch and its owner. Senator Jones thanked the group for their work.

### 11:44 AM

Mr. Elsen continued. He talked about other project needs including the addition of shoulders and passing lanes to US 40, safety improvements to State Highway 131, traffic calming in Kremmling, and improvements to State Highway 64. He added that there is a lot of work to do on State Highway 13 still, but that there is not construction funding available at this time to complete the project.

Commissioner Connell discussed the twin tunnels project on US Interstate 70. She talked about the ability to locate funds to complete both tunnels during the same project, and added that if the two tunnels can be completed in one project it will save about 30 percent in additional costs that will be incurred if the second tunnel must wait.

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#### 11:50 AM

Commissioner Gary Bumgarner, Grand County Commissioner for District 3, came to the table to brief the committee. Commissioner Bumgarner provided background information on his district. He said that adding shoulders to State Highway 9 and to US 40 are priorities. He discussed a fatal accident that took place on State Highway 9. He talked about the airports located in Kremmling and Granby. He said that the Grand County Commissioners are concerned about how transportation funding is being allocated in the state, and that they would be in favor of a tax increase to fund transportation costs. He talked about transit in the area and stated that the transit system is provided by a private company, so it is not possible for them to apply for federal grants; he said that help on how to make it a private-public partnership is appreciated. He said that bus traffic is very important in the ski areas.

Representative Tyler asked about adding shoulders to the highways. Mr. Elsen returned to the table to respond, saying that sometimes right-of-ways must be purchased, and that on average, it costs about \$3 to \$3.5 million per mile to add shoulders to a highway.

Senator Jones asked about wildlife underpasses and overpasses. Commissioner Bumgarner responded, saying there are five underpasses and two overpasses for wildlife in the region. He continued, discussing constituent feedback and the level of support for tax increases. Commissioner Connell returned to the table and stated that people need to see that their jobs and livelihood depend on good transportation.

Mr. Kurt Morrison, CDOT, came to the table to respond to a question from Senator Todd about MPACT 64. Mr. Morrison stated that the formula that MPACT 64 is looking at would provide about a \$64 million tax revenue increase, of which one-third would go to CDOT. He said that every dollar of the \$64 million would be distributed throughout the state.

#### 12:11 PM

Representative Tyler invited the Town of Kremmling's panelists to the table. Mayor Thomas Clark and Town Manager Mark Campbell, Town of Kremmling, came to the table to brief the committee. A handout was provided to the committee members (Attachment B). Mayor Clark thanked the committee for visiting Kremmling and said that he appreciates the town's relationship with CDOT. He said that the town is a major corridor for accessing everything in northwest Colorado. He stated that one of the biggest challenges facing the town is funding for transportation. He said that the problem is not about a lack of money in the state, but that the money is not being allocated to his area of the state. He explained that the state cannot keep robbing transportation to fund other services such as education and welfare. He discussed the town's transportation concerns and current projects.

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Mr. Campbell continued the conversation by talking about an accident that occurred on the northwest side of the town, emphasizing the need for shoulders on the roads. Mayor Clark discussed transportation for the elderly.

The following member of the public testified:

**12:27 PM** -- Nowell Curran, Grand County Office of Emergency Management, came to the table to testify. Ms. Curran said that State Highway 9 is dangerous and it is stressful and difficult to get emergency personnel to the places they need to be along the road. She said that 18-wheeler trucks cannot stop going up the hill, otherwise they will never make it, and it is hard to see around them to pass. She said that it is critical that emergency personnel respond even faster in the area, as flights cannot always get into and out of the region.

#### 12:31 PM

Representative Tyler thanked the panelists. The committee adjourned.

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## Citizens For A Safe Highway 9

C/O The Grand Foundation P. O. Box 1342 Winter Park, Colorado 80432

## The Colorado Highway 9 Safety Improvement Project

#### Background

Colorado Highway 9 has long been recognized as a dangerous traffic corridor. The existing road template is narrow with no paved shoulders. The vertical and horizontal alignment limits safe site distances and the wintertime daily migration of wildlife from their primary water source on the west side of the highway to the primary winter range on the east side has contributed to high collision rates. During the last 20 years, there have been nearly 600 vehicle collisions resulting in 200 injuries and 16 fatalities. In the last 8 years, over 450 animals have been killed.

The Highway 9 Safety Improvement Project began in early 2011 when Grand County entered into an Intergovernmental Agreement (IGA) with CDOT to complete the engineering design (detailed plans and specifications) for much needed improvements to a 10.6 mile segment of Highway 9 between Green Mountain Reservoir and the Colorado River, near Kremmling. Key to the IGA was the commitment by Grand County to provide up to \$805,000 to fund the CDOT design effort. Similarly, CDOT agreed to absorb a portion of the in-house administrative costs for the design. The financial commitment by Grand County was made possible by a contribution from a private party – Blue Valley Ranch.

The purpose of this design partnership was to develop a "shovel ready" project that could quickly move to construction when highway funding might be available from federal and/or state sources. After extensive planning, with input from local interests and the CDPW, the project design is currently in its final review stages.

In February 2013, CDOT announced a new and innovative funding program - Responsible Acceleration of Maintenance and Partnerships (RAMP). This program encourages partnerships between CDOT and other governmental (or private) entities. The RAMP program presented a rare opportunity to obtain funding for this much needed project. However, in order to be eligible for RAMP funding, the partner entity is required to provide a minimum of 20% of the project cost. Based on its design, CDOT has prepared a detailed estimate of the probable construction cost - \$46 million. The minimum contribution from the partner would therefore be \$9,200,000. After subtracting the \$805,000 previously contributed by Blue Valley Ranch for the CDOT engineering design and another \$140,000 donated by Blue Valley Ranch for right-of-way acquisition, the required partner "match" would be about \$8,255,000.

#### Raising the Required Matching Funds

Raising \$8.26 million in less than three months was a daunting task. However, the effort received a major boost when Paul Jones, owner of Blue Valley Ranch, tendered a "challenge grant", committing to match local fund raising efforts by up to \$4 million. There still remained a need to raise the remaining \$4.26 million.

In April, 2013, a group of concerned citizens was formed (*Citizens For A Safe Highway* 9) and aggressively took on the job of promoting the project, stressing the need for safety improvements and wildlife mitigation on this dangerous highway corridor. As a result of numerous public and private meetings, media promotion, personal contact and mass mailings, the response to this project has been overwhelming.

## **Letters of Support**

To date, the project has received 373 letters of support. Review of these letters offers clear insight as to the importance of this project to the public that regularly uses this highway and which is concerned about the safety of travel.

Governmental Support

11 Grand County, Summit County, Jackson County;

Town of Kremmling, Town of Silverthorne, Town

of Winter Park, Town of Fraser, Town of Granby, Town of Grand Lake; Colorado Department of Parks and Wildlife; USDA.

**Businesses** 

82 In

Includes local businesses in Grand, Summit and Routt Counties; numerous wildlife and environmental groups; local Chambers of Commerce; Recreational business interests;

Private Individuals

280

The Letters of Support were received from a wide geographic area:

7

Grand County: 43.2%
Summit County: 14.8%
Routt County: 9.1%
Other Local Counties: 1.0%
Denver / Front Range: 14.5%
Out of State: 4.8%
Other / Unknown 12.6%

## Pledged Financial Support

To date, the committed financial support for the project has been beyond the committee's wildest expectations. Based on the financial pledges received, the Highway 9 Safety Improvement Project has been able to secure the required 20% "match" of \$9.2 million.

Governmental: (\$3,444,003)

Grand County (\$3,073,503); Summit County (\$250,000);

Town of Kremmling (\$40,000); Town of Silverthorne (\$70,000); Colorado Department of Parks and Wildlife (\$5,000); Kremmling Fire District (\$500); West Grand

School District (\$5,000).

Businesses: (\$200,330)

35 Pledges ranging from \$20 to \$100,000.

Environmental: (\$216,000)

4 Friends of Lower Blue River (\$1,000); Middle Park Habitat Partnership (\$5,000); Muley Fanatic Foundation

(\$10,000); Trinchera Blanca Foundation (\$200,000).

Private Individuals: (\$5,348,212)

133 Individual pledges ranging from \$10 to \$100,000

+ Blue Valley Ranch (\$4,945,000).

Total Pledges:

\$9,208,545

## **Application Process**

Applicants seeking funding under the RAMP program were required to submit a "Pre-Application" form by May 1, 2013. The Pre-Application process was used by CDOT to determine if the proposed projects generally satisfy the Primary and Secondary selection criteria to be considered eligible for possible funding. Criteria included (1) Critical Need; (2) Total costs and funding plan; (3) Leveraging of funds (20% local match); (4) Consistent with the State Transportation Improvement Program (STIP); (5) Economic benefits, etc. CDOT data indicates that approximately 245 Pre-Applications were submitted from around the state

Proposed projects that satisfactorily met the required criteria were invited to submit a "Detailed Application by July 1, 2013. This process expanded on the Pre-Application and provided more detailed description of the proposed project design and addressed: (1) Traffic mobility benefits; (2) Safety benefits; (3) Benefits to existing roadway assets (pavement, drainage, bridges, etc.); and (4) Detailed description of project costs and how funding will be provided through "public-public" partnerships.

The Highway 9 Project was notified that all of the criteria of the Pre-Application were satisfied and accordingly, the Detailed Application was submitted to CDOT. Key to the advancement of the project to this next step in the process was the overwhelming public support of the project and demonstration that the required minimum match (\$9.2 million) had been raised by local governments, businesses and private interests as described above.

#### **Next Steps**

The RAMP funding program is a state-wide program and naturally attracted significant interest from various entities seeking means to fund a variety of highway improvement projects. According to preliminary data from CDOT, 151 applications were approved to complete and submit the Detailed Application.

Region 1 (Denver Metro):	
Region 2 (Southeast Colorado):	
Region 3 (Northwest Colorado):	
Region 4 (Northeast Colorado):	
Region 5 (Southwest Colorado):	
Total Applications (non-CDOT)	

Based on conversations with CDOT staff, the total estimated cost of all the "partnership" applications is over \$1.7 billion, greatly exceeding the available funding of about \$750 million over the five year RAMP program (Available funding for "public-public" partnerships is estimated to be about \$125 million in FY 2014 and from \$125 to \$150 million annually in FY's 2015 – 2018).

Competition for the limited available funds will be intense. During the months of July and August, 2013, each project will undergo technical review in each Transportation Region and preliminary ranking of the projects by a panel of subject matter experts (bridge, traffic, planning, environmental and project delivery) will occur. By late August, 2013, the RAMP Sponsor Coalition (made up of CDOT Senior Management Team members) will develop a *Program of Projects* (for FY 2014) taking into account the project rankings and considerations of non-technical factors such as geographic and urban/rural equity and the ability to fund the project.

In September, the *Program of Projects* will be reviewed by the State Transportation Advisory Committee (STAC) and finally considered by the Transportation Commission (TC) on September 19, 2013.

# Town of Kremmling

September 10, 2013

LACK of **funding** for rural roads 1

2 lane traffic, except through Town of Kremmling, No sidewalks and curb and gutter on State Highways through Town of Kremmling No shoulders/share narrow roads with bicycles,

Road maintenance/lane delineation

- 2 a

  - b
- Park Avenue (State Highway 40) Specure,

  i) Pedestrian safety

  ii) Economics
  safe Routes to school -- lack of sidewalks //gh/te/

  consing lanes and shoulders north of town on State

  work

  wo C
  - d

3 2013 budget -- motor vehicle tax \$9,500 (income) HUTF \$55,000 (income)

Town budget for highways and streets \$209,421 (expense)

- 4 yes -- visitors, workers, delivery drivers
- The County offers transportation for seniors. Larger towns/Counties and some of the resort areas have public transportation, like Steamboat Springs Transit, Summit Stage, Eco-Transit, The Roaring Fork Transit Authority, and The Travelers, as well as various private and taxi services.

Seniors transportation needs in Kremmling are being taking care of by the County and various private individuals.

There is a one click/one call service being developed in the region for non emergency medical transports (NEMT) for seniors, vets, and the disabled (Regional Transportation Coordinating Council, RTCC). The RTCC is a way to coordinate fragmented transportation services to better serve the general public in the outlying rural areas.

This document is an answer to the preparation questions asked by Rep. Tyler for the TLRC field hearing in Kremmling on 11:00 am 9/10/13

## Mark Campbell

From:

Kelli Kelty < Kelli. Kelty@state.co.us>

Sent:

Monday, August 26, 2013 9:19 AM

To:

Mark Campbell

Subject:

RE: Transportation Legislation Review Committee - Kremmling Field Hearing, Sept. 10,

2013

#### Hi Mark,

I hope you are well. In preparation for the field hearing, Representative Tyler, Chair of the TLRC, is asking that we share the following questions with panelists as they prepare for the meeting:

1. What are some of the general areas of concern regarding transportation?

2. What would be the top two or three Colorado Department of Transportation (CDOT) projects that you would like to see accomplished if resources were available?

3. How much of your local transportation budget is supported by gas tax distributions?

4. Do you hear about transportation problems that are CDOT's responsibilities from your citizens who aren't public officials or business owners?

5. Does public transit play a role in your community? Do you or your citizens think there should be more or less emphasis on public transportation?

Also, at your earliest convenience, please let me know those individuals that we discussed adding into a new 10 minute time slot, and I will add them on to the agenda.

Thanks,

Kelli Kelty Legislative Council Staff State Capitol Building 200 East Colfax #029 Denver, Colorado 80203 303.866.3518 kelli.keltv@state.co.us

2013 budget Motor Vehide Tay 9,500 Huy Vsers Tax 55,000 Highways & Store 65 209,421

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"Mark Campbell" <manager@townofkremmling.org> From:

"'Kelli Kelty'" <Kelli.Kelty@state.co.us>,

08/13/2013 02:05 PM Date:

RE: Transportation Legislation Review Committee - Kremmling Field Hearing, Sept. 10, 2013 Subject:

Our panel will be Mark Campbell, Town Manager, Mayor Thomas Clark, Police Chief Scott Spade

Mark Campbell Town Manager Town of Kremmling (970) 724-3249

From: Kelli Kelty [mailto:Kelli.Kelty@state.co.us]