

**Final**  
STAFF SUMMARY OF MEETING

TRANSPORTATION LEGISLATION REVIEW COMMITTEE

Date: 07/25/2013

ATTENDANCE

Time: **09:05 AM to 10:25 AM**

Baumgardner

Place: Front Range Community College  
(Ft. Collins)

Buck  
Coram

This Meeting was called to order by  
Representative Tyler

Everett  
Fischer  
Jones  
King

This Report was prepared by  
Jonathan Senft

Kraft-Tharp  
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 Fort Collins	Witness Testimony and/or Committee Discussion Only

**09:04 AM -- TLRC Field Hearing Fort Collins**

Representative Tyler, chair, called the meeting to order and welcomed the members of the committee and the audience to the meeting. No roll call was taken. Members introduced themselves and stated the district they represent. Representative Tyler explained that the meeting is informal and asked the audience to sign in before commenting.

**09:09 AM**

Commissioner Kathy Gilliland, Colorado Transportation Commission and Mr. Johnny Olson, Regional Transportation Director, Region 4, Colorado Department of Transportation (CDOT) came to the table. A handout was distributed to the committee (Attachment A). Mr. Olson discussed CDOT's transportation projects within the Fort Collins area. He explained that the I-25 corridor is the focus of CDOT's regional efforts; however, CDOT has been partnering with Larimer County on other projects, including the US 287 corridor and repairs to State Highway 14. Mr. Olson also discussed construction plans for a roundabout in La Porte, north of Fort Collins.

Representative Tyler asked Mr. Olson about the effectiveness and operation of roundabouts on roads. Mr. Olson replied that roundabouts are safer than intersections that use traffic signals because they move traffic freely and reduce vehicle emissions. Representative Kraft-Tharp asked about the use of turn signals within roundabouts. Mr. Olson clarified that exiting vehicles must yield to those vehicles around them, and that signaling is difficult to enforce within roundabouts.

**09:16 AM**

Representative Fischer asked about metropolitan planning organizations (MPOs) and the current resource allocation formulas. Resource allocation formulas help determine how much money in CDOT's base program will reach various parts of the state and in what form. Representative Fischer also asked for comment on the North I-25 environmental impact statement (EIS) and the implications for northern Colorado. Commissioner Gilliland responded that the commission is reviewing cash accounts related to the proposed projects named in the EIS and identifying ways to expend designated funds immediately instead of letting the funds remain in accounts until construction begins.

**09:23 AM**

In response to Representative Fischer's question, Mr. Olson outlined the North I-25 EIS, and discussed the proposed use of the existing Burlington Northern Santa Fe railway for public transit. He said that CDOT is currently tendering projects for bid and purchasing railroad right-of-ways.

**09:26 AM**

Commissioner Gilliland continued to describe regional transit projects including the Interregional Connectivity Study (ICS), options for high-speed rail along the I-25 corridor, and the possibility of a US 287 commuter line. She said that CDOT is also exploring the concept of operating an express bus along I-25, but funding for the project has not been identified.

**09:35 AM**

Senator Heath asked about budget priorities for new projects versus road maintenance. Mr. Olson responded that current maintenance projects take priority. He said that current maintenance projects result in smoother roads, but do not address the problems underneath the roads. He provided examples of State Highway 392 in Windsor and US 287 through Fort Collins.

Commissioner Gilliland continued discussing State Highway 392 maintenance projects and efforts to maintain existing roads as long as possible. She cited Utah's sales tax structure as a potential model for generating additional revenue in Colorado. She said that Utah uses a 1 percent sales tax for infrastructure construction. She stated that businesses that are relocating seek an efficient transportation infrastructure.

**09:44 AM**

Representative Kraft-Tharp asked about local and state sales tax initiatives for the purposes of transportation. Commissioner Gilliland responded that she is aware of available materials on this question, which she could provide after the meeting.

**09:47 AM**

Representative Moreno asked about House Bill 10-1030, which would have added two at-large members to the Transportation Commission. Commissioner Gilliland responded that although commissioners have individual district designations, she believes that each commissioner has the entire state's interest in mind. She said no commissioner singles out his or her own district, and the bill would have simply added another commissioner to do what each commissioner is already doing.

**09:50 AM**

Mark Jackson, Deputy Director of Planning, Development and Transportation, City of Fort Collins; Garry Steen, Chairman, Fort Collins Citizen Transportation Board; and Fort Collins City Council Member Ross Cunniff came to the table. Mr. Jackson discussed the city's strong regional support and cited projects such as the FLEX bus service between Fort Collins and Longmont, and the Fort Collins Bus Rapid Transit (BRT) MAX system, which is largest transportation capital project on record for the city of Fort Collins. Mr. Jackson discussed renovations along Harmony Road in Fort Collins, which he estimated to be a 10-year effort.

Councilman Cunniff said that the Fort Collins demographic is changing, resulting in reduced travel miles, increased fuel efficiency, and reduced gas tax revenues. Representative Tyler asked for specifics on the local transportation-related taxes. Mr. Jackson cited a 0.025 percent city sales tax, which sunsets in 2014, and a 0.85 percent city sales tax, which sunsets in 2020.

**09:58 AM**

Mr. Jackson discussed the role of public transit in Fort Collins and stated that the city has seen a shift over the past five years due to changing demographics. He said residents are demanding more public transit service. He also noted a movement toward 'bike culture' in the city, and said that biking is not just something fun that college kids are doing, but that it is part of the community.

Representative Moreno asked the panel about contingency plans in the event the local transportation taxes should sunset. Councilman Cunniff responded that the city council is currently studying the issue.

**10:08 AM**

Representative Fischer asked the panel to discuss plans to address population sprawl, including the concept of an urban growth area boundary. Councilman Cunniff said that the city is currently investing in multimodal solutions, and exploring models used by other cities. Mr. Jackson commented that the city is also exploring reduced capacity on certain roads to be more accessible for alternate modes of transportation.

The public was invited to comment.

**10:14 AM --** Kelly Arnold, Windsor Town Manager, and Kristie Melendez, Windsor Town Board Member, came to the table. Mr. Arnold explained that Windsor is uniquely situated in regional transportation discussions because of its central proximity. He said that the city is setting growth management areas and executing regional transportation agreements. Mr. Arnold referred to his prepared handout (Attachment B) and explained the town's need for approximately \$2.2 million for transportation maintenance. He explained that Windsor has a road impact fee, which supplements the funding for the expansion and building of the town's streets. Representative Tyler asked for an explanation of the road impact fee. Mr. Arnold said the impact fee amounts to approximately \$1,000 per resident, and is based on the anticipated type of land use within the town. He said that Windsor also has a commercial and industrial road impact fee. Ms. Melendez discussed concerns over funding both for maintenance and new infrastructure.

**10:19 AM --** Susan Innis, Senior Manager for Public Affairs, Vestas, came to the table. Ms. Innis explained that Vestas is a Danish-based wind turbine producer with locations in Windsor and other Colorado locations. She said that the company would like to be better informed of infrastructure changes impacting the transport of irregular-sized cargo. She cited certain medians located in Brighton, Colorado, that have hindered the transport of the company's turbine blades.

Ms. Innis also raised a concern with trucking permit fees. She cited a circumstance in 2011, when Vestas made 1500 shipments of an item, but were required to purchase separate permits for each shipment. She suggested the creation of an umbrella permit, which would cover all like-shipments such as those concerned in the 2011 example. Senator Heath expressed support for Vestas in Colorado.

**10:23 AM --** Carol Dowding, a North Front Range Transit Vision Feasibility Study Steering Committee Member came to the table. Ms. Dowding discussed the accessibility of regional bus stops in city centers and the development of a uniform ticketing mechanism on regional bus routes. She emphasized the need for busing to health care facilities and ongoing attempts to connect the center of Loveland to the center of Fort Collins via bus.

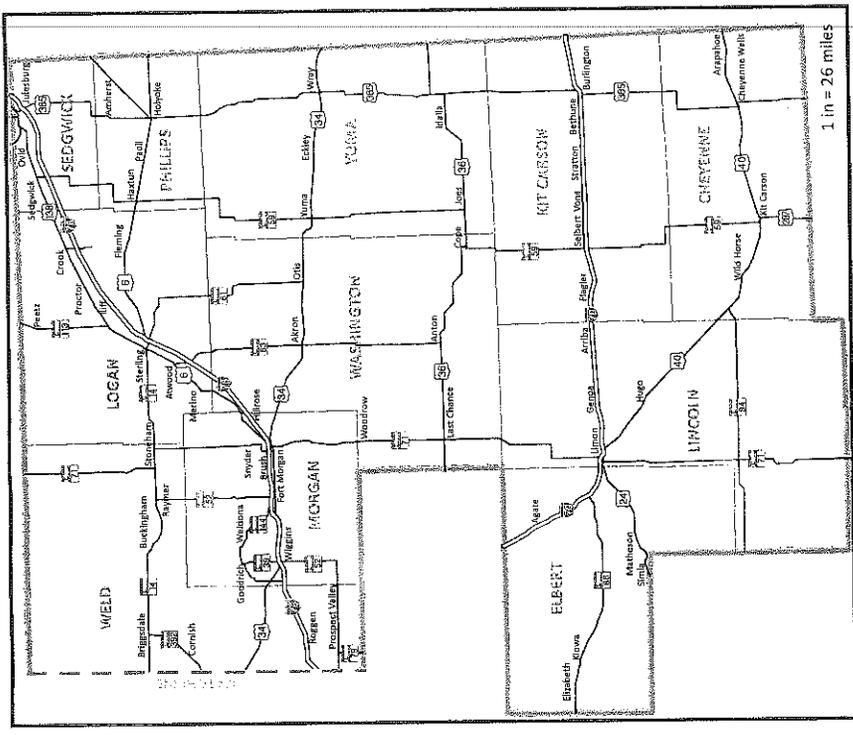
**10:25 AM**

Representative Tyler closed public testimony. Representative Fischer asked about the population estimates cited by the state demographers and by CDOT. Representative Fischer discussed statistics provided by the Statewide Water Supply Initiative, saying they may differ from state demographers' estimates.

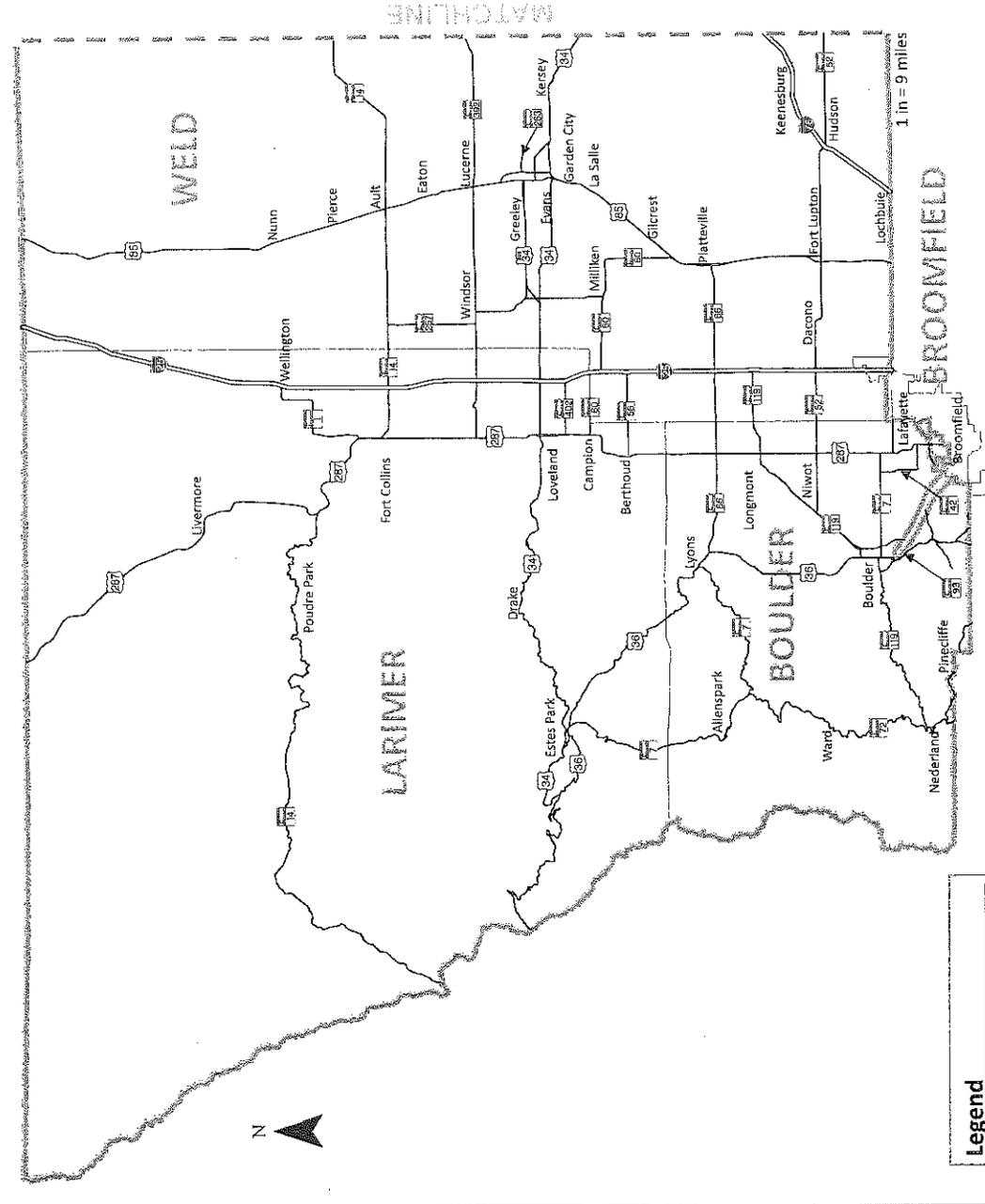
**10:25 AM**

The committee adjourned.

Map of CDOT F  
Data Source



1 in = 26 miles



1 in = 9 miles



**Legend**

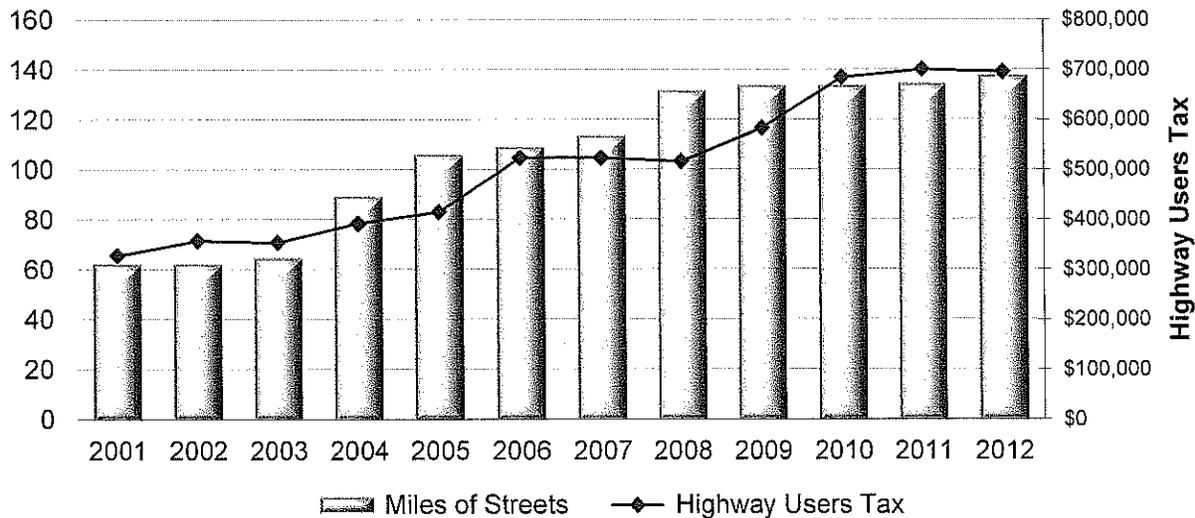
Region 4 Boundary





### Town of Windsor Transportation/HUTF Information

#### Miles of Streets and Highway Users Tax



- As shown by the chart over the course of ten years the ratio of HUTF revenue to street miles for Windsor has been flat at about \$5,300/street mile.
- Windsor uses a pavement index (PMI) program for assessing street quality. To meet the standard PMI (75% streets in good condition) it will take up to \$2.2 Million in annual maintenance.
- Currently Windsor supplements the maintenance program with capital funds (sales tax derived), road impact funds (development based for new or additional capacity projects), and Oil/Gas Severance annual allocation. Also, the Town Board for now has committed to use funds that may be created from mineral royalty leases towards street improvement projects.
- Significant regional projects have been funded in joint partnerships. These include I-25/392 Interchange redevelopment with CDOT and Fort Collins; and 392/WCR 23 Road interchange improvement with CDOT, Severance, and Weld County.