

**HIGHWAY ADVISORY COMMISSION
MEETING MINUTES
November 15, 2018**

MEMBERS PRESENT: Tom Vierzba, Ed Houle, Richard Robertson, Brian Galpin, Jim Mesite, Larry Tobias, Daniel Ferguson

MEMBERS ABSENT: Michael James, Jean Meinzer, Cheryl Everitt

OTHERS PRESENT: Scot Cuthbertson (EPC DPW), Anthony Ramage (EPC DPW), Victoria Chavez (EPC DPW), Jana Nemeckova (EPC DPW)

1. CALL MEETING TO ORDER

Chair Vierzba called the meeting to order at 9:00 AM

2. PLEDGE OF ALLEGIANCE

3. ABSENCES

MOTION (Mr. Mesite/Mr. Galpin) to excuse Cheryl Everitt, Jean Meinzer and Michael James. **MOTION TO ACCEPT CARRIED UNANIMOUSLY.**

4. MEETING MINUTES

MOTION (Mr. Tobias/Mr. Galpin) to approve minutes of the October 17, 2018 meeting. **MOTION TO APPROVE CARRIED UNANIMOUSLY.**

5. COMMISSIONER/CITIZEN COMMENTS

- Mr. Robertson asked if it would be possible to share the IGA between El Paso County and Douglas County in regards County Line Road.
- Mr. Vierzba expressed concern about Hwy 83 and the development in a near future. He asked Mrs. Chavez to recommend it for PEL study soon. Mrs. Chavez said she would.
- Mr. Cuthbertson informed us that DPW's first snow event for this year was handled with no major issues and/or complains.
- Mr. Cuthbertson said that Budget process for next year is being evaluated by the County Commissioners.

6. STAFF REPORTS

A. TRAFFIC IMPACT FEE PRESENTATION

Victoria Chavez (Department of Public Works)

- Mrs. Chavez explained the background of the Road Impact Fee Program.
- At this point the HBA asked that signals and intersections would be included in this program.
- Impact fees are one-time payments required of a new development to provide new or expanded public capital facilities needed to serve the impact from the new development.
- Impact fees do not apply to existing homes and businesses.
- Impact fees are based on Colorado Impact Fee Statute 29-20-104.5.
- The goal is to accurately identify transportation improvements needed to accommodate growth.
- Another goal is to accurately assess appropriate fees for the transportation improvements and ensure that costs and fees are updated regularly.
- RIF (Road Impact Fee) ensure that identified transportation projects are fairly and equitably distributed among new development.
- This program is unique due to the array of choices for the developer:
 - o Payment Choices
 - o Options regarding how to use credits
 - No other jurisdiction provides these choices
- Mr. Vierzba asked how is it that we are the only ones with credit options? Mrs. Chavez explained that the unique Law for Colorado Public Improvement District Law allows us to do that. Dunking and Associates are the nationwide impact fee experts.
- Mrs. Chavez also explained what lets us to “trade credits”. El Paso County has one Benefit District and the fee is the same across the whole County. Others have several benefit district within their own area.
- Mr. Robertson asked if Dunking and Associates have a rating of states that have most effective RIF program that favor the development of highways? Mrs. Chavez said “no” they do not. Dunking and Associates have a list of States that allow RIF and the fees themselves, because not all states allow it.
- Mr. Robertson asked if the current fees are accurate and adequate? Mrs. Chavez answered “yes” that fees are being updated regularly. Also fees are based on unit cost not the developer’s invoices. EPC has good balance system.
- DPW (Department of Public Works) is seeking an alternative to Signal Escrows. After discussions with the City of Colorado Springs, HBA, developer and the Road Impact Fee Advisory Committee, it was determined that using the RIF process could improve the system. The Committee determined that adding an amount to the existing program would be the easiest to implement, manage and the clearest for the development community.
- Determining an Intersection fee: Unit cost for signals = \$350,000 and Unit cost for roundabouts = \$700,000. We included 63 potentially eligible intersections. This represents the MTCP (Major Transportation Corridor Plan) growth percentage between now and 2040.
- Website with all details on Road Impact Fee: <https://publicworks.elpasoco.com/road-impact-fees/>

- Mr. Galping asked about inflation and how it is taken into consideration. Mrs. Chavez said that DPW looked at the fees and inflation in 2012 and then again in 2016. Inflation is considered into the fees and fees are updated regularly, (every 5 years when MTCP is updated and there is also an option to update in between if needed).
- Mrs. Chavez asked to move this Program forward and present it to BoCC.
- **MOTION (Mr. Tobias/Mr. Robertson)** to approve and present at the BoCC for approval. **MOTION TO APPROVE CARRIED UNANIMOUSLY.**

B. US 24 PEL PRESENTATION

Victoria Chavez (Department of Public Works)

- Mrs. Chavez informed us that this study has been done by CDOT, El Paso County did participate, but did not do the study. The study is broken into sections.
- This study represents first step for the NEPA process (National Environmental Policy Act).
- FHWA and CDOT PEL process includes:
 - o Public outreach
 - o Direct involvement with local governments and community groups
 - o Coordination with environmental resource agencies
 - o Documentation to NEPA standards
 - o Documentation for FHWA concurrence
- The public involvement process consisted of three public meetings over period of two years.
- CDOT also met with individual stakeholders: Colorado Motor Carriers Association, School Districts, Air Force Bases, Property Owners, Emergency Service Providers.
- Project website: www.codot.gov/projects/us-24-pel-study
- Project purpose and need:
 - o Regional and Local Mobility
 - o Traffic Operational Issues
 - o Safety concerns
- Additional goals of the improvements are to:
 - o Support local and regional plans
 - o Avoid and minimize environmental impacts
 - o Balance mobility and access for existing and future land and economic development
 - o Accommodate growth in freight transport
 - o Complement local community surroundings
 - o Accommodate multimodal connections
 - o Preserve the existing transportation system

- Mrs. Chavez explained and shared recommendations for each section of this study.
- Mr. Ferguson asked if Judge Orr/ Hwy 24 intersection was part of intersection improvements in the recommendation. Mrs. Chavez said, yes, the intersection is definitely needing an improvement.
- Mr. Galpin asked about possibility of some kind of Light Rail Transit that would connect these areas? Mrs. Chavez said, most likely not due to the projected population density at this time (year 2040).
- Mr. Ferguson asked if there will be any changes to the ACP (Access Control Plan) based on this study. Mrs. Chavez said that some changes were identified and are being evaluated. Any changes to the ACP would be a public process.
- **MOTION (Mr. Tobias/Mr. Galpin)** to approve and present this PEL study at the BoCC for approval. **MOTION TO APPROVE CARRIED UNANIMOUSLY.**

7. and 8. * Items 7 and 8 were accidentally skipped when creating the Agenda. No items were presented nor discussed at this meeting.**

9. AGENDA TOPICS FOR THE NEXT MEETING in DECEMBER

- Mr. Mesite asked for an update on speed limit signs along Marksheffel Road previously discussed.
- Mr. Vierzba reminded everyone of the Christmas Luncheon following our December meeting.

ADJOURNMENT

This meeting was adjourned at 10:10 a.m.

**The next HAC meeting will be on December 19, 2018 at Pikes Peak Regional Building,
2880 International Cir., C/S**

Respectfully submitted,

Jana Nemeckova
Admin Tech for Engineering / Board Liaison – Department of Public Works