

**Get to Know
Mayor of Glendale
Larry Harte**



Larry Harte spent his youth in Green Bay, Wisconsin and Cincinnati, Ohio. After high school he went to college at Vanderbilt University in Nashville Tennessee, where he earned a Bachelor of Science in Civil Engineering. Currently, Larry works as the Executive Director of the Greater Glendale Chamber of Commerce.

Larry started his career in Glendale politics in 2002 when he was elected to the Glendale City Council. Two years later he was elected Mayor. He is active in regional politics and represents Glendale on the Board of Directors of the Denver Regional Council of Governments (DRCOG) and participates regularly in the Colorado Municipal League (CML) and the Metro Mayor’s Caucus. Additionally, he serves on the Metro Denver Health and Wellness Commission, the Cherry Creek Basin Working Group and on the Board of the Glendale YMCA. Larry is also the Chairman of the Board of the Four Mile Historic Park.

Larry and his wife Heather met in seventh grade in Cincinnati where they both grew up. Larry enjoys riding his bike and playing soccer.

Your Opinion Matters

To help the Colorado Department of Transportation better improve our communications, the Department is conducting a variety of brief surveys to gain a better understanding of transportation priorities and knowledge of transportation issues. Please take a few minutes to complete the brief survey at <https://www.surveymonkey.com/s/6888NGT>.

The survey will be available until 11:45 p.m. on Monday, October 24th. We appreciate your feedback.

CDOT Legislative Agenda

Each year the Colorado Department of Transportation (CDOT) develops a legislative agenda. As in years past the department is promoting legislation that will further our commitment to provide the best transportation systems for Colorado. The legislative agenda is developed in conjunction with CDOT’s Senior Management Team and in close coordination with the Governor’s Office.

When the General Assembly convenes in January 2012, CDOT will promote measures that support the Colorado Blueprint. These proposals will work to improve the efficiency and effectiveness of government, increase customer service and the responsiveness of state government while reducing red tape barriers to protect jobs and businesses as well as promoting Colorado businesses to the traveling public.



CO General Assembly

Business Relocation Reimbursement in “Taking” Situation

CDOT must sometimes purchase homes and businesses to secure the necessary rights-of-way when building a transportation project. Federal and state law requires that CDOT and other agencies with the ability to “take” property pay fair market value for the property. Additionally, agencies must pay relocation expenses when the home or business owner is displaced from their property. Unlike residential takings, where state law allows CDOT to “make whole” the owner of a home, CDOT is sometimes unable to make whole a business that must be relocated.

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That is because state statute limits agencies to pay no more than \$10,000 in business re-establishment expenses to cover the expenses related to the relocation of a business. Currently the state is capped at \$10,000, but re-establishing a business at a new location can sometimes cost more, preventing CDOT from making the business whole. Federal law caps relocation expenses at \$10,000 unless state law provides for a higher cap. While other states have passed laws and are able to reimburse expenses over the Fed's \$10,000 cap, Colorado has not. CDOT will be seeking to raise the cap to \$50,000 to reimburse for costs up to that amount when re-establishing a business due to relocation for highway related project/improvement.

Allow LOGO Signs in Large Urban Areas on Interstates, Freeways, etc.

LOGO signs provide information for eligible business establishments offering Gas, Food, Lodging, etc. CDOT currently contracts with Colorado LOGOs to administer the program. Colorado law is stricter than the federal laws that govern these signs because while federal law allows these LOGO signs in heavily urbanized areas (technically called Transportation Management Areas, (TMA) or urban areas over 200,000 in population), Colorado does not. By preventing these signs in "TMA" areas, Colorado is:

- Not promoting the businesses located off the highways in these heavily urbanized areas.
- Doing a disservice to the traveling public by not providing them information about services located off the highway.
- Forgoing an estimated \$100,000 - \$200,000 in State Highway Fund revenue which could be obtained by businesses interested in advertising on these signs.

Passage of this legislation would allow businesses in metro Denver and Colorado Springs to be eligible to request a LOGO sign. It is important to note that CDOT traffic engineers will continue to have approval authority based on sign spacing requirements, roadway geometrics, and safety to the traveling public.

For information on this or other legislative matters, contact Herman Stockinger, Director of the CDOT Office of Policy & Government Relations at 303-757-9077.

Partnering to Protect Wildlife

The Colorado Division of Parks and Wildlife (CPW) and the Colorado Department of Transportation (CDOT) are reminding drivers throughout the state to be extra cautious this fall and especially watchful of wildlife on roads and highways. Because wildlife is more active this time of the year, as they prepare for winter, the potential for wildlife-vehicle collisions (WVCs) increases. CDOT and the Federal Highway Administration, working in collaboration with Rocky Mountain Wild, ECO-resolutions, LLC, and other partners, recently completed the I-70 Eco-Logical Project, a comprehensive analysis of wildlife mitigation opportunities for the I-70 Mountain Corridor from Golden to Glenwood Springs. Researchers on the project have developed recommendations on the best places to install new crossing opportunities for wildlife as well as several locations where existing bridges and culverts may be modified to function for wildlife passage.

In addition, wildlife observations recorded online by the driving public at www.I-70wildlifewatch.org have helped in identifying important crossing areas for wildlife. Between the fall of 2009 and the spring 2011, over 1,300 animal observations were recorded along the I-70 Mountain Corridor using this website.

Wildlife migration season driving safety tips:

1. Slow down and stay alert, in signed wildlife crossing areas;
2. Scan the roadway and roadsides ahead for signs of movement; watch for shining eyes of animals that are reflected in headlights; and...
3. Do not swerve but rather brake gradually, maintaining control of the vehicle.



Continuing Resolution

Avoiding a potential shutdown of the Federal Government, Congress has passed a Continuing Resolution (CR) that will fund the government thru November 18th. The expiration of the CR will occur close to the due date for the recommendations from the Joint Select Committee on Deficit Reduction aka the Supercommittee. The CR basically keeps all funding at Fiscal Year '11 spending levels. This represents the ninth time that Congress has had to pass a CR to keep the government running this year.

For more information on Federal issues contact CDOT Federal Liaison, Mickey Ferrell at 303-757-9755.



The U.S. Capitol

Bond Refinancing

Due to historically low municipal bond interest rates, an opportunity arose for the Colorado Department of Transportation (CDOT) to refund most of the 2004A TRANs Bonds totaling \$106 million. Passed by voters in 1999, TRANs stands for Transportation Revenue Anticipation Notes, and allowed the State of Colorado to issue bonds backed against future federal gas tax revenue, for the purpose of speeding up transportation projects. The 2004A series is the only one that had not been previously refunded. The refunding will save CDOT approximately \$3.25 million while maintaining the 2017 payoff.

“At a time when funding for transportation is scarce, taking advantage of market conditions is the responsible thing to do,” said CDOT Executive Director Don Hunt. “This refunding allows us to take advantage of low interest rates, providing a significant savings, which in turn will make more dollars available to invest in our transportation system.”

The money was available when CDOT refinanced the bonds which have an average interest rate of 1.42 percent. The interest on the original bonds ranged from 3.6 percent to 3.7 percent when originally issued.

Upcoming Events

National Council of County Association Executives

October 19-22, 2011

Loews Hotel in Philadelphia, PA

Website: www.naco.org

Colorado Transportation Commission Meeting

October 20, 2011

In Breckenridge, CO

E-Mail: Toni.Kelly@dot.state.co.us

Colorado Counties Inc., Winter Conference

November 11, 2011

Crowne Plaza Hotel in Colorado Springs, CO

Website: www.ccionline.org

Veteran's Day

November 11, 2011

CDOT Offices Closed

Colorado Transportation Commission Workshops/Meeting

November 16-17, 2011

CDOT Headquarters in Denver, CO

E-Mail: Toni.Kelly@dot.state.co.us

National Conference State Legislatures Fall Meeting

November 30- Dec 3, 2011

Tampa Waterside Marriott in Tampa, FL

Website: www.ncsl.org