

I-25 Funding Subcommittee

May 13, 2016

1. Introductions

2. Legislative Update - Toole

The TRANs Bonds II died in the house. In Senate Finance, the transit portion was taken out. Passed Senate 19-16 because transit taken out. House state affairs, fair hearing for folks to talk. DelGrosso and Sandra did a nice job but it lost on a 4-5 vote. Transit put back in but took out 5% sales tax. Although the results were the same, the process made great strides. Transportation now top of folks minds. Two good things HB 1214 replace SB 208 with dedicated funding, \$199 in 2017 and 158 in 2018. Hoping to institutionalize GF appropriation to CDOT. The Hospital Provider (HP) fee died in Senate. Leadership in Senate felt HP was okay but felt that they would be replaced if they supported it.

Conservative senators opposed to anything that touches on TABOR. In 2017, need to put TRANs Bonds II in perspective given it is a major election bill with too many ballot proposals. There would have been less than 50/50 chance it would be approved by voters. Better chances next year because the off year election will be easier and cheaper to market.

Gilliland. Still need an infusion of funds to pay down debt. NCLA met with CCA several times in the fall but CCA was pulling away. JBC1416 to provide funding for transportation Conway asked what is the strategy moving forward. TRANs Bonds II will be reintroduced while continuing to work with CDOT, Governor, and others. The 2016 election will impact the final outcome in 2017.

3. I-25 Construction update - Paddock

Climbing lane groundbreaking on May 26 at 11 a.m. The project will be significantly complete by December 2016, open to traffic at least by then. The groundbreaking will be held at SH 56 where the construction trailers will be set up. The Crossroads project will go to bid at the end of May. Crossroads moving service drive so there will be activity soon. Three contractors under consideration. August. Start and complete in 2 years. Design build for I-25 if funding awarded.

The US House will be in recess after 26.

4. TIGER Grant Application - Paddock

CDOT submitted the grant at \$137 M total cost, including \$5M DTR and \$2M TISMO. On Monday May 9, Berthoud committed \$250K. Maybe up to \$500K. There are discussions that the business community might put some \$ in for I-25. Greeley feels that they are financial overcommitted at the moment. Collaborative efforts of I-25 Subcommittee have raised \$24.75M. If we get more \$ then more of the construction is permanent or they go farther south. At the opening of the toll lanes the locals talked to FHWA Administrator, Greg Nadeau and the US congressional delegation present. Jamie requested funding talking points be sent to Jamie, James and Dan/Maria.

Olson wants an NFR person on exec selection committee and technical person on the team as well. Innovation will be much better with design build.

5. FASTLANE Grant Application - Blackmore/Karasko

Other FASTLANE apps NFR has heard about do not have letters of support or the match I-25 does. The current toll lanes, climbing lanes and Crossroads all have local \$.

6. North I-25 Local Funding Report - Horak

It had been previously presented

7. Traffic & Revenue Study

Based on the level II T&R study, CDOT could borrow up to \$50M for I-25. That applies to the entire I-25 corridor. Trying to undertake sensitivity testing with factors like growth. Should they do a stated preference survey for segment 7 and 8? Working with consultant this summer to understand what level II is saying about segments 7 and 8. Olson stated that 7 and 8 have the \$50M possibility. Also looking at segments 3 & 4. Does it make sense to do T&R III or too early. Too early, short shelf life. If CDOT moves to PPP we need Level III study to but not yet? Revenues from 2& 3 will ground truth the estimate of revenues.

8. Next Steps

What are the next steps? House leaders are termed out by the time they are leadership. There is talk that Senator Grantham may be leadership. What happens if Republicans or Democrats hold the house and senate at state level? Does NCLA have a problem with transit? Toole – no they do not oppose it.

Looking for a balance with transit and highways, integral part of the system we need. Need to bring transit agencies to the table as partners. Some want transit instead of highway, need to work together.

All of the combined efforts over the last 2 years were ended by the House Speaker, we will have a new speaker and a new opportunity next year. Reaching out to the new speaker to build a relationship either through inviting her to meetings or going to the legislature to educate her on the efforts that have taken place (not to advocate for a bill), and when the bill is introduced would be up to speed. Need to develop relationships with new leadership.

The Governor and the Senate will dictate what happens with transportation and hospital provider fee. Also need to talk to the new Lt. Governor. Highway funding is also transit funding, have to change the discussion so people understand "Transit" is for other transit. Buses and Bustang can use the 3rd lane. Kefalas is working with NCLA.

Next meeting items: Maybe have legislators hold a transportation hearing if there is an interim committee over the summer. Senate transportation chair is Baumgardner again. Next meeting for I-25 Finance Subcommittee in August. North I-25 will continue to meet over the summer.

Johnny: Cannot use portable message boards during I-25 construction, can put them on the permanent ones (longer messages).