

I-25 Funding Committee

Dave Clark	Tom Donnelly	Aaron Greco	Gerry Horak
Barbara Koelzer	Heather Paddock	Mark Jackson	Sandra Solin (phone)
Kathy Gilliland	Steve Tool		

Crossroads shift has happened. Working on abutment for nb lanes setting girders by end of month. Climbing lane SB at inception (northern limit) are steering folks into the fast lane instead of the right two lanes.

Update on I-25 Design Build process

Shortlisted draft RFP out based on 6 evaluators scores. 9 total submissions 3 top, 3 middle and 3 low. Clark asked why Kewit was not in the final three, it was noted that they did not share innovative ideas. Final RFP out in mid-march. Due back to CDOT in June. Construction initiation estimated as early as January 2018. CDOT will issue a NTP (notice to proceed) for Design, then NTP 2 for Construction.

The three final teams are:

Graham/Parsons
Kraemer/IHC/TSH
RL Wadsworth/HDR

Loveland working on funding for 402 with Johnstown, Larimer and Weld Counties. Donnelly is helping with meetings for ROW dedication. Not simple for ROW donation. Not sure if a letter of commitment is enough. Some are LLC landowners are more difficult. Local folks understand. All of the extra interchange work is add on to the I-25 project. ROW is the most difficult. Obtaining funding commitments from community easier than ROW. Weld has stepped up as well.

Tolling & Revenue (T&R) study

Tolling & Revenue analysis is similar to a valuation of a business based on revenue stream. CDOT received a draft earlier in the week. Using present value the analysis expects gross revenues \$70M over 20 years beginning in 2020. There were questions on how the completed the appraisals. They used NFR population and employment projections. The NFRMPO projections expect a 12% increase in population but the model showed an 18% increase in volumes. Working with Heather next week. This T&R analysis using a 5cents/mile. In Boulder using 37 cents in the middle of the night How the corridor operates has changed. More folks living in other communities and commuting. Debt financing likely to be 30 years. CDM Smith doing the analysis. Any excess funding raised through tolling will be part of a future I-25 project. A couple more rounds of analysis. Segment II Performing well with revenues 40% higher than expected. Is there any measure of tolerance? Arrived at by stated preference survey 30K with 1K back. 110,000 people total with email and mailed. Email e470 accounts.

Sandra – A lot of movement quickly at state house early this week with both sides trying to figure out where they stand. R worried that talks are stalled, D believe that education needs to ben in best spot and protected, D reinserted HP fee. Changed tenor of conversation. A public debate. Fix I-25 Business Alliance is engaging chamber groups to sign letter encouraging (23)

legislators to find a solution. Business expects a solution - failure is not an option. Governor's remarks encouraging talks and wants a bonding package and tax increase. Willingness to put budget funds on table. HP fee is an option that could work. Not a deal breaker if not included. Durand drew a line in the sand for education. Still negotiating. Most understand that a deal must be done before session ends. Some are still supporting a taxing increase despite polling results. Transit/environmental pushing for mobility/transit. Metro Mayors still discussing the funding split.

MM pushing for \$750M. For 20 years. 2017 ballot. Solin feels the MM position does not fit with political reality. Consistent polling against sales tax increase of a significant size. Need a 20% swing for tax increase to pass. MM needs to talk realistic options. HP fee not viable for de-Brucing. Willing to reframe the HP fee for budget flexibility to allow republicans to support it. Openness to existing revenues. Need new revenue sources. Sales Tax but how much and does it replace something like gas tax. Colorado transportation funding needs to be a growing source.

Need to pay for needs of transportation. Donnelly noted that sales tax is not growing and is currently stagnant and may decline.

Polling. -significant intensity by respondents for transportation needs. People not receptive to those tax increases presented. Sufficient movement w respect to new funding after messaging. 48% to 58%. But asked if they support funding not taxes. Inconclusive on supporting tax increase. Need a 20 point movement for a tax increase to pass. Need to package bonding, funding package (existing revenues) and tax increase.

Completed some focus groups. Looking at whether voters could be moved. Testing messaging. Fix CO Roads, talking about timing of a poll.

The poll did ask respondents if they would support their legislators if refer but not if they don't. Over 70% said they would support their legislator if they refer a measure for a vote.

Legislative Strategy.

Tool indicated that the Likelihood of a ballot proposal for transportation during the session was minimal. He hopes the Governor would call a special session on transportation alone.

In addition, noted that the elephant in the room is Medicaid. The budget requirement to fund the Medicaid expansion has grown very fast and that it needs to be addressed in addition to education. Need to hold legislators accountable and require Governor to put pressure on legislators to act.

Everything must be laid out on the table. Need to maintain the push and focus on transportation. Education being pushed. Solin is not discouraged and noted that the legislature will focus on budget during March.

HP fee is \$600M - \$750M. Last year only \$50M would go to transportation. Reframing the HP fee. Have to go to the voters anyway.

One tactic is to focus on HP fee and have transportation take the largest portion from the budget.

Gilliland asked where the transit handout came from. Horak noted that he provided it.