

I-25 Funding Subcommittee Meeting

May 5, 2017

11:30 am – 1:00 pm

Perkins Crossroads

6020 Stallion Drive, Loveland

Steve Tool	Kathy Gilliland	Becky Karasko	David May
Barbara Koelzer	Jamie Grim	Gerry Horak	Sean Conway
Megan Castle			

1. Introductions – 5 minutes
2. I-25 construction update for Climbing lanes and Crossroads projects – 10 minutes

Signs up for repaving to start soon. They will also install signs requesting trucks using right lane

3. Update on I-25 Project – report on the RFP timeline– 15 minutes

Final RFP will be sent out on May 12th due end of July. The first notice to proceed for Design expected in October and the second notice to proceed for construction in expected in December.

Kathy Gilliland explained the Funding by local communities that she shared with Transportation Commission. Gerry requested that the mill levy not be shown as a contribution from Larimer County. It needs to be clarified. Should Harmony/I-25 Interchange be added? Gerry Horak indicated he would ask Mark Jackson to research the list of funding and add any that are missing.

I-25 Coalition discussed whether the group should hire a federal lobbyist for I-25. There was discussion on it and it was noted that the state lobbyist was funded through community contributions, not a group.

4. Messaging on Express Lanes- Megan Castle – 10 minutes

Megan announced Colorado events during Infrastructure week May 15-19. On May 16, Shalin Bhatt will travel to Colorado Springs, Pueblo, Grand Junction and Durango. On May 17, Bhatt will travel to Castle Rock and the North Front Range, and I-70 near the Peak Period Shoulder Lanes in Idaho Springs. On May 18, the Transportation Commission will be on a bus tour of the Denver Metro Area. There will be a media event at 10:00 am in the SH119 and N I-25 Parking Lot. All I-25 Coalition and local community members are encouraged to attend. The CDOT Director will be discussing what has been implemented in the major state corridors. There will also be a funding discussion.

Tuesday 16 - CS (gap in I-25) - Pueblo (new freeway) - Vail then

Wednesday 17 - Castle Rock (I-25 Gap) - NFR (I-25 GAP) @ 10 am metro area CDOT Park and Ride at 119 - I-70 WB Peak Period Shoulder Lanes

The Transportation Commission is inviting STAC to participate on the May 18 tour. (Contact Jennifer Uebeleher) 303 757 9028

At each stop during the May 15 and 16 event there will be local speakers and media. CDOT will take video for Facebook videos. CDOT will discuss support for the corridor projects. FHWA will attend the press conference.

Messaging for express lanes

Megan Castle discussed the lessons CDOT learned for messaging and marketing to the public. They focused on how to obtain and use a switchable transponder. CDOT's experience is not to roll out marketing too early.

CDOT used social and earned media to discuss the express lanes that are open for Transit, carpools, vanpools in addition to tolls. They also explained the difference in using a pass or transponder versus license plate tolls which cost more.

After using many different brands for the lanes, CDOT has settled on Express lanes. They talk about the lanes purpose. The lanes provide trip reliability by managing congestion allowing tolls, buses, and HOVs. Branding is now "Express Lanes" that provide a choice. Buses, carpool, vanpool, or toll. CDOT and locals need to be consistent with messaging.

What if there is still congestion and the express lanes. Megan noted that CDOT only want 8-10% of traffic in the Express lane in order to provide the trip reliability. She noted that there are 130,000 transponders in use to provide reliable travel time. Choice is a good way to message. Gerry noted that Express Lanes do not speak to transit, carpool, etc. Toll is the worst messaging. Express gives you choice and provides trip reliability.

What can the I-25 Coalition do to help roll out and message the Express Lanes?

Sean Conway suggested working E 470 because the transponders are not currently available through outlets unlike the pass stickers which are available through grocery stores.

As of April, the transponders became available for free if the use is only HOV. If you use the transponder off of I-25, or use it in toll mode on I-25, then the account becomes active.

Gerry Horak asked if CDOT is testing the effectiveness of the messaging using a survey. Megan indicated that the messaging has been very effective.

5. Legislative Options remaining – David/Barbara - 20 minutes

SB 303 provides \$3.5B for bonding with no tax increase, removes tolling from facilities built with bonds. The bill passed through the Senate Appropriation Committee with no amendments. David May reported that it has 10% or less chance of passing. House speaker will not approve the bill in its current form. NCLA has identified amendments that would allow them and the House to support the bill. NCLA requires an amendment to remove the No tolling provision.

SB 267 is a compromise bill. It provides \$1.8B for "bond like" participation. The bill allocates a portion to rural areas and 10% to transit which only leaves \$1.2B left for state roads bonding. It does not take SB228 funding from N I-25. Many are worried that voters will believe that \$1.8B fixes the transportation problem. It is not what is needed but will take away urgency to fix transportation funding. Barbara Koelzer also identified the concern that Metro Mayors will put a ballot measure for Denver Metro that makes it difficult for the rest of the state to increase transportation funding.

David May noted that HB1242 was an overreach asking for .62 increase in sales tax. The other proposals are an under reach because they do not provide enough funding for transportation. Voters understand something must be done for transportation but they want a reasonable option.

Two other ballots options

The Colorado Contractors Association (CCA) has 6 ballot titles they are exploring. They may want to wait until 2018 because they expect to be more successful when not an off-year election. David May noted that they are exploring 1.0, .62, and .5. He noted it might pass at .3 but not at higher levels of sales tax increase.

Jon Caldera is proposing a \$2.5B ballot measure that relies on existing funding. If Caldera's ballot measure is successful then it puts pressure on legislature. Full measure but no funding. He is leading his effort using "Fix our damn roads" as a brand.

Kathy Gilliland remarked that even rural groups understand the need for funding noting that Club 20, Progress 15 and Action 22 all support increased transportation funding. They understand that there needs to be a statewide solution to help rural areas

6. Segment 5 & 6

a. FASTLANE Schedule – Becky Karasko - 10

Becky walked those present through the timeline for a FASTLANE grant application. She noted that CDOT paid for the consultants who completed the Benefit Cost Analysis (BCA) required. It was unlikely that CDOT would pay for one this time because they are not submitting a similar grant request. Gerry requested that staff find out what CDOT paid for the BCA.

b. NCLA options – deferred due to time

c. Nevada Solution – deferred due to time

7. Next Steps

a. Next meeting – June 9 12:30-2:00

Topics - Add discussion of the federal ask for lobbyists. Federal strategy.