

# I-25 Funding Committee Meeting

January 5, 2018

11:30 am – 1:00 pm

NFRMPO Office

419 Canyon Avenue, Suite 300, Fort Collins, CO 80521

## 1. Introductions

Gerry Horak	Becky Karasko	Medora Kealy
Barbara Koelzer	Kathy Gilliland	David May
Kim Redd	Sandra Solin	

## 2. I-25 Updates – Various

The IGA between Fort Collins and CDOT for Prospect and I-25 has been signed. The press release announcing the contract between CDOT and Kraemer/IHC for Segments 7 & 8 went out yesterday. Additional funds from Bridge Enterprise became available for the project, and HPTE funds might be added. If the HPTE funding comes through, which will be known in mid-January, the project may not need additional Transportation Commission funding.

## 3. Funding Options

### A. State – David May/Sandra Solin

The Governor's Office announced higher-than-anticipated revenue projections for FY 2017-18 and FY 2018-19. Governor Hickenlooper is recommending \$148M of new revenue go toward transportation. The Fix North I-25 Coalition, Colorado Motor Carriers Association, Colorado Springs Chamber, and others are advocating for \$300M of unattached funds be designated for transportation. The \$148M-\$300M state funds would provide a one-time influx, so securing long-term funding is still critical. The increase in revenue projections is substantial enough to boost both transportation and education, although some may still see the needs as competing.

To get long-term funding, will need to pull from the General Fund to show commitment from the State before asking for a new funding source, but messaging will be key. Most Democrats do not yet understand the importance of allocating from the General Fund. Denver Metro has backed off from proposing a 1 cent sales tax but is focused on ½ cent. However, determining what will actually pass with voters should be the most important criterion, not the amount of funding raised. Metro Mayors will pursue the signature initiative route to get a measure on the ballot. To Speaker Duran, a citizen initiative is the only option for increasing transportation funding. However, there may be an opening for a referred measure. Jon Caldara's initiative, which is bolstered by the updated revenue projections, is expected to be filed in January. If his initiative passes, the State would need to restructure the budget by taking from other areas, which is a risky approach but appears simplistic and may resonate with voters.

Utah is successfully communicating the economic benefits of transportation investment through a coordinated strategy from the Governor on down. Colorado needs a broader and stronger message.

## **B. Federal – David May/Gerry Horak**

The Federal Infrastructure Bill will likely roll out similarly to the Tax Bill. It is expected to coalesce and surface publicly in 3-4 months. Local match will be important, and could account for 50-60 percent of scoring weight. The federal amount could be reduced from \$200B due to the tax bill. State and local sources need to be prepared now so that projects will be competitive. The importance of accounting for previous local commitment to corridors was communicated to Transportation Secretary Chao.

The congressional delegation is developing a letter to invite Secretary Chao to visit Colorado. It will be important to identify what needs to be in the Infrastructure Bill and articulate how transportation funding will allow the state to keep up with growth. Fix North I-25 can bring the business message to Secretary Chao.

## **C. Criteria – Becky Karasko**

Karasko provided a handout identifying selection criteria for the previous FASTLANE, TIGER, and INFRA grant programs. The criteria present an evolution, with INFRA emphasizing local match and de-emphasizing freight as compared with FASTLANE. INFRA's broad applicability to other types of infrastructure could be leveraged by I-25 through incorporating fiber, broadband, and connecting to the airport. The INFRA criteria are promising for Northern Colorado. For the next meeting, Karasko and Kealy will develop preferred criteria by modifying the INFRA criteria.

## **4. Next Steps**

Since the Perkins Crossroads restaurant is no longer open, a new spot in a central location will be secured for upcoming meetings. The next meeting is February 2, 2018 from 12:30 pm to 2:00 pm.

The proposed 2018 schedule includes monthly meetings on the first Friday of each month. Most meetings will be scheduled 12:30 pm – 2:00 pm to accommodate morning RAQC meetings. If there is no RAQC meeting, the I-25 Funding Committee will meet 11:30 am – 1:00 pm.

### Proposed 2018 Meeting Schedule

- February 2, 12:30 pm – 2:00 pm
- March 2, 12:30 pm – 2:00 pm
- April 6, 12:30 pm – 2:00 pm
- May 4, 12:30 pm – 2:00 pm
- June 1, 12:30 pm – 2:00 pm
- July 6, 11:30 am – 1:00 pm
- August 3, 11:30 am – 1:00 pm
- September 7, 12:30 pm – 2:00 pm
- October 5, 12:30 pm – 2:00 pm
- November 2, 12:30 pm – 2:00 pm
- December 7, 12:30 pm – 2:00 pm