

I-25 Funding Committee Meeting Notes

February 2, 2018

12:30 pm – 2:00 pm

Mimi's Cafe

1450 Fall River Dr, Loveland, CO 80537

1. Introductions

Dan Betts	Julie Cozad	Tom Donnelly
Kathy Gilliland	Gerry Horak	Mark Jackson
Becky Karasko	Medora Kealy	Barbara Koelzer
Johnny Olson	Kim Redd	Steve Tool

2. I-25 Updates – Johnny Olson

CDOT will build frontage roads in I-25 Segments 5 and 6 in Johnstown to the town's standards outside of CDOT's ROW and Johnstown will control access. CDOT is working with FHWA on a pilot program for project delivery. The contract for Segments 7 and 8 is expected to be signed by February 10, with preparation for construction expected to occur March-May and construction beginning in June.

CDOT is investigating whether the transfer center at Kendall Parkway can be located in the middle of NB and SB North I-25 instead of on the side of North I-25 and how to fund it.

3. State Funding Options – Various

Sandra Solin and David May were not available due to a scheduled meeting with the Denver Metro Chamber to discuss funding strategies. In their place, Barbara Koelzer and Steve Tool provided an update on state funding options.

SB1, Transportation Infrastructure Funding, was approved by the Senate Transportation Committee on a partisan vote. Next it will go to the Finance Committee and Appropriations before going to the House. It is expected to go to Conference Committee. Solin is working with several Democrats. As written the bill would direct 10 percent of the existing sales and use tax to transportation, which would generate \$350M in the first year. The Highway Users Tax Fund (HUTF) would get additional funding beyond the bond payment, which would grow at around 3 percent over 20 years. Transit would get a 10 percent set aside. Baumgartner and Cooke are the bill's sponsors.

4. Federal Funding Options – Various

The leaked memo outlining the funding principles for the proposed Federal Infrastructure Bill was disavowed by the White House. Trump stated in the State of the Union the Infrastructure Bill would total \$1.5 trillion. The total would be achieved by leveraging funding across levels of government and private sources, which is similar to the North I-25 funding model. The amount of taxes repatriated from tax reform could be higher than anticipated, which could provide new revenue for infrastructure. A transportation staffer from Washington D.C. was in Colorado and

met with Mark Jackson, Gerry Horak, Tom Donnelly, and others to discuss transportation concerns.

Representative Polis will be holding a listening session on infrastructure, perhaps in mid-February, after the Infrastructure Bill is released.

5. Potential Federal Infrastructure Bill Criteria - Various

Karasko stated the handout in the packet identified suggested criteria for the proposed Federal Infrastructure Bill using the INFRA criteria as a template.

Donnelly suggested growth of MSA, increase in truck traffic, and length of gap should be included as criteria in the bill. Olson suggested resilience, demographics of growth, and economic and social impacts could be criteria, and suggested future applications could emphasize freight exports and military support.

Olson will set up a meeting to identify selection criteria that would benefit I-25.

6. Next Steps

Next meeting – March 2, 2018 from 12:30 pm to 2:00 pm