

I-25 Funding Committee Meeting Notes

April 6, 2018

12:30 pm – 2:00 pm

Mimi's Cafe

1450 Fall River Dr, Loveland, CO 80537

1. Introductions

Dan Betts	Dave Clark	Tom Donnelly
Kathy Gilliland	Gerry Horak	Mark Jackson
Becky Karasko	Medora Kealy	Barbara Koelzer
David May	Heather Paddock	Keith Shaeffer
Steve Tool		

2. I-25 Updates – Heather Paddock

The North I-25 Crossroads project is on schedule and will be complete in May. The surface patchwork is complete. The remaining work includes guardrails on I-25 and the expansion of Crossroads Boulevard to four lanes.

CDOT is considering using the Construction Management General Contractor (CMGC) project delivery method for North I-25 Segments 5 and 6. With CMGC, both the designer and the contractor work for the owner, instead of the contractor working for the designer. CMGC was successfully used with the US34 Canyon, I-70 twin tunnels, and the gap projects. In the best case funding scenario, the Segments 5 and 6 project would be \$650M. Portions of the work will be released as ROW is available. Gilliland asked if utilities work has started. Paddock stated design preparation has started, but not physical preparation.

The first Notice to Proceed was released for North I-25 Segments 7 and 8, which allows the contractor to bill for the first 90 days of work. There is no construction in the Notice to Proceed. The project will begin with the US34 interchange, followed by Crossroads and SH392. Work at SH402 will begin after traffic is relieved at US34. ROW is still being procured near SH402. Once ROW is finalized, materials from SH402 can be used for other aspects of the project. The project schedule is available on CDOT's website at <https://www.codot.gov/projects/north-i-25/johnstown-to-fort-collins/assets/i-25draft-schedule.pdf>. A groundbreaking event will be held this summer; the schedule is still being determined by CDOT headquarters.

3. State Funding Options – David May

SB1, Transportation Infrastructure Funding, moved out of the Senate with a unanimous vote into the House Transportation Committee. The bill includes \$500M to the State Highway Fund in 2018 and 2019, and \$250M/year beyond 2019. The bill includes SB 267 Certificates of Participation (COP) contingent replacement and would fund the CDOT Tier 1 project list and provide at least 10 percent to transit. At least 25 percent of the funding would be for projects in counties with populations of 50,000 or less. The House proposed providing 35 percent to State Highways, 25 percent to cities, 25 percent to counties, and 15 percent to multi-modal projects.

Speaker Duran supports a large shareback to local communities. The Fix I-25 Coalition supports funding the state system, which already includes a shareback mechanism to provide funding to local communities.

In a few weeks the bill will probably move out of the House Transportation Committee, and it is anticipated the House will add new revenue sources. Sandra Solin is meeting with Speaker Duran today to discuss possible revenue sources.

The third statewide survey conducted by the Fix I-25 Coalition found 53-55 percent support for a 5 cent indexed gas tax, which would provide \$300M-\$500M per year. There is 60 percent support for an electric vehicle fee. The surveys show a lack of support for the Denver Metro Chamber of Commerce proposals.

Gilliland asked if the tolling component, which excludes toll lanes from receiving funding, passed through to the House. May stated it is still in the bill.

May stated key messages are to keep the \$500M in the bill, to give more consideration to the gas tax, to focus on the state system, to keep funds committed to the State Highway Fund for 20 years, and pass aversion. Gilliland asked why support the gas tax when sales tax is more sustainable long term. May replied the statewide polling indicates higher support for gas tax, and the sales tax has a higher impact on local communities.

4. Federal Funding Options – Gerry Horak

Horak stated Fort Collins and other cities met with the US DOT intergovernmental liaisons in Washington, DC on March 4. Their request for Senator Gardner to call Secretary Chao concerning INFRA applications was successful. The INFRA award announcements are anticipated at the end of April. Regarding the FRA quiet zone standards, Horak stated the standards are relative, not absolute, and should be revised.

Betts stated the House is considering splitting the infrastructure proposal into five to six bills instead of one large effort, which could be a better legislative strategy.

5. Suggestions for Federal Infrastructure Bill Criteria – Becky Karasko

Karasko explained the handout includes the criteria identified at the meeting held on February 28 on preferred federal criteria. The handout was provided at the March North I-25 Coalition meeting and no comments have been received. Karasko asked if the Funding Committee members had any additional comments before submitting to federal partners. Horak stated it was ready to be sent, since no comments were received. Karasko will send it to the legislators and Horak will send it to the two intergovernmental liaisons at US DOT.

Horak stated they are still trying to invite Secretary Chao to Colorado, perhaps in September or October.

6. Next Steps

Next meeting – May 4, 2018 from 12:30 pm to 2:00 pm