

I-25 Funding Committee Meeting Notes

May 4, 2018

12:30 pm – 2:00 pm

Mimi's Cafe

1450 Fall River Dr, Loveland, CO 80537

1. Introductions

Dan Betts	Dave Clark	Chad Crager
Kathy Gilliland	Gerry Horak	Mark Jackson
Becky Karasko	Medora Kealy	Barbara Koelzer
David May		

2. I-25 Updates – Kathy Gilliland

An Infrastructure Week Event will take place on May 31 from 11:00 am to 12:30 pm at Scheels in Johnstown focusing on the community's vision for North I-25 and US 34.

Paddock was unable to attend, and instead provided the following I-25 updates via email, which were sent to the Committee on May 9, 2018:

Crossroads/ I-25

- Current schedule shows June 5 as completion date - I would expect more like end of June with weather. This extension is due to us adding additional scope items.
- Completed bridge deck (polyester concrete overlay) of SB yesterday. Waiting on final tests results for acceptance.
- Requiring a removal and replacement of NB bridge deck (polyester) - work scheduled to begin May 15 - expecting 4 or 5 days or so. At this point it could be day or night work depending on temps. If day work - there will be some striping/alignment changes.
- Currently working on Crossroads under the bridges. Traffic is pushed up against each abutment while they reconstruct the roadway. 5 more weeks of this.
- Currently placing cable rail and grading of median - once this is complete, barrier will be removed from I-25. They just have 300' or so of concrete paving of inside SB shoulder and then I-25 work will be complete.

Segments 5&6

- Project is going CMGC and Letter of Interest will go out in the next week or so.

3. State Funding Options – David May

SB1, Transportation Infrastructure Funding, is working through the House committees. The bill moved out of the House Transportation Committee and into the House Finance Committee. The House Transportation Committee passed the bill with the Faith Winter Amendment. The Amendment reduced the General Fund transfers in FY20 through FY39 from \$250M to \$122M, reducing the total funding of \$3.5B in the Senate version to \$2.3B. The bill repeals $\frac{3}{4}$ of the Certificates of Participation (COP) from SB 267. Revenues would be provided to the state at 70 percent, local jurisdictions at 15 percent, and multimodal at 15 percent, and a reserve account

would be established to pay bond notes during years with general fund revenue shortfalls. There is still confusion on some of the amendment's details. The bill is expected to go to conference committee after the appropriations committee.

House Republicans may walk away and go for Caldara's proposal. There is no new revenue source in the House version. The education issue could be addressed by adding a revenue source. Senate Republicans are open to a gas tax measure from the House to get additional general fund revenue back on the table. The Senate and House versions are currently too far apart.

Main takeaway is bonding is needed, as well as more general fund revenue, a 2018 vote instead of 2019, and a new revenue source. Currently, the NoCo business community is split between Caldara and the Denver Metro proposal.

The media campaign is ongoing, with \$40k-\$50k in ads on Comcast identifying the \$9B transportation funding shortfall. The ads link to the Fix Colorado Roads website where individuals can submit messages to their legislators.

4. Federal Funding Options – Gerry Horak

According to White House staff, the INFRA awards are expected to be announced within two weeks.

The US DOT's Better Utilizing Investments to Leverage Development (BUILD) grant opportunity was recently announced. The BUILD grant program replaces TIGER, and will provide \$1.5B in funding. Applications are due July 18, 2018. Horak recommended choosing an interchange for the BUILD application, such as the Berthoud Interchange, which is particularly worthy since it involves both counties and private investors.

Betts stated 30 percent of BUILD is set aside for rural applicants, and up to six projects in each state could be funded if each received the maximum award of \$25M. Clark asked who else in the state is applying. Agencies are still determining whether or not they will apply, however, Gilliland stated CDOT applies for one major project and supports several others, so as not to dilute their support. Karasko stated there is a limit of three applications per entity.

Karasko will reach out to Paddock to discuss an application for North I-25. USDOT has upcoming webinars on the application process, and Karasko will attend them.

5. Next Steps

Next meeting – June 1, 2018 from 12:30 pm to 2:00 pm