

I-25 Funding Committee Meeting Notes

November 9, 2018

12:30 pm – 2:00 pm

Candlelight Dinner Playhouse

4747 Marketplace Dr, Johnstown, CO 80534

1. Introductions

Bill Becker	Dan Betts	Dave Clark
Sean Conway	Chad Crager	Tom Donnelly
Mark Jackson	Kathy Gilliland	Becky Karasko
Medora Kealy	David May	Tony Meneghetti
Heather Paddock	Kim Redd	Eric Richardson
Keith Sheaffer	Sandra Solin	

2. State Election Results – Sandra Solin/David May

May recapped the November 6 election results. The two statewide transportation funding propositions (109 and 110) failed 60 to 40, while the majority of the local transportation funding measures passed. There are three main funding options going forward, which include 1) SB1 bonding, 2) general fund transfers, and 3) creating a Regional Transportation Authority (RTA). The SB1 bonding will be referred to the November 2019 ballot and would allow for issuance of \$2.3B in TRANs bonds. Solin explained the SB1 bonding was poorly crafted and stated she is meeting with Senator Zenzinger to determine if it can be modified. May stated the general fund option could be viable due to the strong economic outlook. The RTA option needs more research to determine if it is viable. An RTA could be more successful than a statewide solution since it targets local needs but would negatively impact rural areas of the state that do not have the capacity to create their own RTA.

Fix North I-25 is holding a strategy meeting next week and will consider conducting polling to assess what motivated voters on the ballot measures. Polling could reveal underlying issues such as a perceived lack of nexus between a sales tax and transportation, lack of defined project lists, belief that funding is already available and needs to be allocated differently, preference for supporting local measures over statewide measures, inability to afford all the proposed tax measures due to the high cost of living in Colorado, negative perceptions of managed lanes, and/or confusing ballot language. Paddock noted statewide support for increasing transportation funding is somewhere between 40 and 80 percent depending on the extent of overlap among voters who voted for 109 and those who voted for 110.

Gilliland stated the Transportation Commission has a retreat on Tuesday, November 13 to discuss funding options. At the meeting the amount of available funding will be identified, but a final decision will not be made. The Road Usage Charge (RUC) is still an option, and Colorado is a member of a multi-state consortium (RUC West) researching RUC implementation. If a RUC is implemented federally the issues with crossing state lines would be minimized. As the public's use of technology increases, privacy is not as big of a concern.

May and Solin identified other funding options such as an indexed five cent gas tax, lodging tax, and rental car tax, all of which poll well. Fees could also be raised at the state level, which would raise less revenue than a tax but could help. Clark noted Larimer County is studying local funding options and identifying priority projects for a possible ballot measure in 2019. Group members agreed a broad array of options should be considered, and education and messaging need to be strengthened.

3. I-25 Updates – Heather Paddock

Crossroads has a few more items to complete but will not have any more closures. Any closures in that area are related to the Segments 7 and 8 project.

CDOT will bring project scope and funding options to the December I-25 Coalition meeting. Another \$250M is needed for Segments 7 and 8 full build out. Funding could be available from years 2, 3, and 4 of SB 267. There is a minimum of \$180M long-term savings if Segments 7 and 8 are built correctly the first time instead of using the interim solution. Strategic portions of the full build could be added if less than \$250M is secured.

Paddock stated Segment 6 has \$204M committed. Segment 5 has no funds committed and has a cost of \$250M-\$300M. The BUILD grant awards are anticipated to be announced December 18. If Segment 6 receives a \$25M BUILD grant, the Segment would be fully funded with scope cutbacks. If a BUILD grant is not awarded, CDOT will consider other options for spending the \$204M commitment. However, prior to shifting those funds, the first priority is to request SB 267 funds for Segments 7 and 8 instead of requesting them for Segment 5.

The contractors are moving quickly on Segments 7 and 8. The ramp closure for SH392 was scheduled for this weekend but has been postponed due to weather and has not yet been rescheduled. Starting in January the frontage road between Johnson's Corner and SH402 will serve northbound traffic only. Southbound traffic can use I-25 to access Johnson's Corner. A public meeting will be held the first week of December regarding the frontage road change. Conway noted a need for more outreach to local businesses, and Paddock agreed to increase outreach.

Work on SH402 is progressing and the new alignment, including the flip with I-25, is expected to be complete by October 2019. There are some issues due to the lack of materials in Northern Colorado and the high cost of embankment material. All of the ABC material available from US34 has been piled at SH402. Earthwork balancing is being attempted but is not always feasible due to geometry and other limitations.

Regarding the probability of securing additional state funds, Paddock noted there are other statewide projects with high levels of support, such as Floyd Hill; however, the North I-25 project is well positioned as contractors are already on board and the Record of Decision (ROD) is in place. Sheaffer noted CDOT is meeting with the contractor on scoping Segments 5 and 6 and meeting with stakeholders. The first project for Segment 6 is the Little Thompson bridge, which is scheduled for spring/summer 2019.

4. Federal Funding – Becky Karasko

The BUILD grant awards are anticipated to be announced December 18. Karasko attended a webinar on November 8 regarding the Infrastructure for Rebuilding America (INFRA) grant program. The next round of INFRA is anticipated to be released by the end of the year with a funding level of \$900M. There will be no substantial changes to the application and scoring process. Gilliland recommended strengthening the economic impact analysis for future INFRA grant applications.

5. Next Steps

Next meeting – Friday, December 7, 2018 from 12:30 pm to 2:00 pm at Candlelight Dinner Playhouse