

I-25 Funding Committee Meeting Notes

January 4, 2019

12:30 pm – 2:00 pm

Candlelight Dinner Playhouse

4747 Marketplace Dr, Johnstown, CO 80534

1. Introductions

Dan Betts	Dave Clark	Chad Crager
Tom Donnelly	Mark Jackson	Scott James
Becky Karasko	Medora Kealy	David May
Heather Paddock	Kim Redd	Eric Richardson

2. I-25 Updates – Heather Paddock

The new CDOT director, Shoshana Lew, starts on Wednesday January 9. Lew will be traveling across the state, starting in the rural areas. Lew has been provided the NFRMPO, UFR TPR, and North I-25 Coalition meeting schedules. Region 4 will be requesting the additional \$250M for North I-25 Segments 7 and 8 from the Transportation Commission (TC). The TC does not want to commit funds from SB 267 years 2-4 unless there are backup funds available, so only year 1 is being allocated. The Executive Management Team will develop a request and financial strategy to provide to the TC in January. The strategy will include phasing for the most critical items of the \$250M ask.

On Sunday night, January 6, the frontage road near SH402 will become one-way northbound, with one lane for the northbound off-ramp and one lane for northbound frontage road traffic. For safety, the two lanes will merge down to one lane prior to the signal so vehicles do not accidentally travel southbound on the frontage road. Due to the merge, there may be large queues near the intersection.

The new Park-n-Ride at SH402 is opening on January 18 with 150 spaces. Eventually, the Park-n-Ride will expand to 300 spaces, a substantial improvement over the current Park-n-Ride's 80 spaces. Paving near SH392 will resume in February.

An IGA will be completed between Johnstown and a developer regarding the frontage road, and then CDOT and Johnstown will complete an IGA to ensure Johnstown's design criteria are met and access points are appropriate.

CDOT has possession and use on most parcels and is still working on some ROW acquisition.

Design for the Park-n-Ride at Kendall Parkway is not yet finalized. Access to the Bustang stop / loading area will be with ramps and possibly two elevators. Part of the design consideration is the height allowance on certain parcels due to flight patterns of the Northern Colorado Airport.

For Segments 5 and 6, the contractor will submit a green sheet (cost estimate) on January 18 which will include risk and contingency. The EIS identified the SH56 interchange flipping to provide

a better grade for North I-25 and elevate the Interstate out of the floodplain. The project cost is similar whether SH56 is flipped or not. Work on the Little Thompson Bridges will begin in the summer, and work at SH56 will begin by the end of 2019. The acceleration lane from SH56 will feed into the existing climbing lane, which will improve safety. Work on Segment 6 could be completed on a similar timeframe as Segments 7 and 8.

3. Local and State Funding – David May

The legislative session opened on January 4. According to the press, transportation is not a top priority and there is no unifying method for addressing funding; however, behind the scenes, there is reason to be hopeful. Fix I-25 developed a transportation funding options paper for legislators. Potential funding options include commercial and private SOT, tourism tax, a one-time vehicle registration fee for new residents, gas tax increase, electric vehicle surcharge, and HPTE bonding. The strategies will be reviewed for fiscal capacity, political viability, and legal considerations. May asked if any other strategies should be considered or if any of the strategies are non-starters. Karasko noted the freight industry has been supportive of diesel tax increases in other states to improve road conditions. Paddock suggested pursuing multiple strategies, since one strategy alone will not provide enough funding. May noted a five-cent gas tax indexed to inflation had the strongest support of all the gas tax options according to their polling.

There is an opportunity to receive \$60-75M additional from the surplus, but it is most important to play defense and retain the \$150M from the General Fund.

There might be a greater emphasis on transit with the change in leadership, so it will be important to communicate the needs of North I-25.

4. INFRA Grant Funding Opportunity – Karasko

A second round of the INFRA Grants program was announced on December 21, 2018 with applications due March 4, 2019. Paddock noted the state will submit up to three applications. The Executive Management Team will submit projects to the TC, who will decide which three projects will be submitted for the grant. Next week Region 4 will decide if they will submit Segment 5 for TC consideration.

5. Next Steps

Next meeting – Friday, February 1, 2019 from 12:30 pm to 2:00 pm at Candlelight Dinner Playhouse