

BROOMFIELD CITY COUNCIL TRAINING AND TRAVEL REPORT



Council Member Denny McCloskey

March 2, 2012-March 14, 2012

ANNUAL NACO & NLC CONFERENCE

CLASS 1 RAILROAD CONFERENCE

ANNUAL BROOMFIELD LOBBY DAY

TOTAL NACO COSTS: \$1899.37

NACo registration: \$465.00

HOTEL COSTS: \$732.19

AIR COST: \$240.18

PER DIEM: \$462.00

TOTAL NLC COSTS: \$1722.35

NLC Registration \$355.00

HOTEL COSTS: \$731.18

AIR COST: \$240.17

PER DIEM: \$396.00

The City and County of Broomfield has multiple legislative requests of our Colorado Delegation. I continue the strategy of using Broomfield specific needs tied to both NACO and NLC national issues. This maximizes the message for our citizens, and promotes the City and County of Broomfield as a leader in forming the message delivered to our Congressmen and Senators each year. It also affords a direct contact with each Congressman's and Senator's Chief of Staff and Legislative Aide. Over decades this partnership with NACO and NLC has helped move projects forward for the City and County of Broomfield. Economic development has always favored locations that maintain congressional relationships and have superior transportation and education systems. With the added element of Colorado's vistas and lifestyle, we continue to see our name on the short list for relocation and start-ups. We can't let degradation of our Congressional relationships, infrastructure utilities, and competitive education systems change our winning equation.

NACo Lobby priorities support the largest focus for Broomfield this year is to ensure funds allocated and approved for the US 36 BRT project and the Phase Two of 120th Avenue connection. The key action is to have Congress obligate the funds to ensure their availability and sustain the significant leveraged funds that depend on the obligated designation. Regionally the City and County of Broomfield has led in the effort to complete the Fastracks system as promised, and in a timely and fiscally responsible manner. This project is the largest in the nation, and Federal support will be a continuing need for this multi-year project. Long-range issues of sensible entitlement reform and rail partnership are crucial for success. Urban transit, in lieu of endless capacity (continuing to add additional highway lanes—COSTS: average “free”way interchange \$250 million—average overpass \$5.8 million per lane mile—“free”way” 6.1 per lane mile) that does not include right of way, EA or EIS, and condemnation requirement--preserves statewide dollars for our hundreds of center lane miles of rural

roads and bridges. The continued underfunding of heavy truck damage accelerates system degradation. Presently there is a significant effort to increase the size and weight of these trucks that will deepen the problem and add more safety concerns. Air traffic is near capacity and loses money on flights under 500 miles. To understand the true cost of flight, check the minor airport flight costs. Even at those prices, overall system costs are not being covered.

Other areas of concern: Port challenges include the need to deepen many existing ports to handle the supersize shipping vessels anticipated after the widened Panama Canal opens. A significant effort is being made to move inspection costs for shipped freight to be paid at point of embarkation, not arrival. US citizens are additionally subsidizing these costs unnecessarily. Deep water ports on Gulf of Mexico shore will alter shipping patterns. Presently 60% of West Coast freight is bound for locations east of the Mississippi River on our west-east interstates (I-10,40,80...70 isn't as impacted due to the mountain travel cost. However I-25 will certainly be impacted with new south-north shipping corridors.) I worked with Arapahoe County Commissioner Nancy Sharp to deliver the NACo Commissioner Transportation message.

The inability of both Senate and House to not pass a long term Transportation bill remains irresponsible. At the eleventh hour the Senate succeeded in getting bi-partisan support for "MAP 21" (a 2 year bill), the House has nothing, even at this posting that resembles a bill. Failure to fund is at the heart of both attempts. Only 57% of the funding for MAP-21 come from the Highway Trust Fund. The other 43% comes from other sources not related to transportation. Deterioration of our transportation system since the early 90's through failure to fund is also "deficit spending." The other issue is providing a system that will provide mobility for the over 60 population that will double over the next 20 years and will be significantly poorer. (Broomfield will go from 11% to 46% in that period) The strongest message delivered to our delegation is

to work on essential government services such as transportation and education. Most of our 9 member Colorado Delegation gets it, and have moved to lead rather than follow what seems to most to be middle school cafeteria food fight—especially in the House.

CLASS 1 Railroad National Summit Day: BNSF, UP, (elsewhere: CSX, CAN PACIFIC, CANADIAN NATIONAL, NORFOLK SOUTHERN. The Class 1 Freight **Rail companies' major concerns** are: Safety, Access & Capacity, Compensation, Liability improvements & clarity.

Local Governments concerns included: Communication, Coordination of Projects initiated by either Rail Facility or Local Government Planning and Zoning, Liability Clarity (suggested that both could benefit from improved legislation similar to no-fault where framework is generally anticipated), Regulation Updating to fit today's utility (uses and rolling stock), Clarify Hazmat/Accident/Suicide-Incursion Response (how is Colorado spending its safety set aside of \$200 million?); improve intermodal efficiency--(Port-Freight Train-Truck); Class 1 Freight Rail want to be partners in modeling projects to create realistic costs/designs; Commissioners/Council wants Rail to be a part of Community education; Freight Rail is hiring-JOBS

Quick facts: Overall accidents down 70% fatalities, 80% collisions, suicide/intoxicated single deaths 50% trespass—around barriers/fence; locomotives now have onboard cameras to address the cost of unnecessary litigation; 2 ½ complete train loads @ day on main line to Wal-Mart 80,000 lb truck pays 80% of its Federal cost/50% of its state cost (less in Colorado since we are on the low side of State collected fuel tax); Removal of heavy trucks would extend highway life by 50 years; www.envisionfreight.com

This Congressional Convention of NLC includes several areas of focus. Clearly there is overlap in the specific areas, however my

focus has remained on infrastructure policy, mechanisms, and financing. Below is the area I spent my efforts for the City and County of Broomfield. At council meetings I emphasized the specific areas of chairing the National Transit Steering Committee and leading on change to existing policy as TIS member. Besides the issues raised in the NACo report above, I succeeded in having lobby efforts for the coming year include actual cost of each mode of transit, and a request for clarity of the amount of subsidy from the general fund for each mode of transportation. Locally, Mayor Quinn and I are pushing to get these figures in the public view. Presently there is no single source for all citizens to get a snapshot of what the \$\$ investment status is. All modes are dependent on funds outside their direct funding mechanisms and include the need to tap general funds. All modes are in significant stress when considering the challenges of the next decade.

I was recognized with a repeat of my Platinum Leadership status, the highest level now recognized by NLC.

City and County Broomfield Lobby Day emphasized our specific transportation projects and our interest in an Applied Science and Research Park. In particular we encouraged Senator Bennet for his leadership to encourage creating innovative financing mechanisms (TIFIA, PPP) etc.—especially in this time of nothing but CR’s (continuing resolutions) since 2005 from Federal level (our state has done little to address cost-revenue in the same period).

A source of needed revenue to both Cities and Counties over the last decade is addressed in the **National Marketplace Fairness Act**. The earlier state-by-state approach didn’t make sense and carved out special advantages for certain states. Local businesses can’t afford to support local government costs while online, out of state retailers contribute nothing to daily wear on infrastructure. The Colorado Delegation largely supports this uniform, national approach.

Feel free to contact me with issues, comments, and concerns—the same message I regularly offer to others on council and staff.

Check NACo and NLC websites as well as BNSF and UP.