## BROOMFIELD CITY COUNCIL TRAINING AND TRAVEL REPORT





## **Council Member Denny McCloskey**

## 19 JULY--22 JULY 2013

## ANNUAL NACO SUMMER CONFERENCE FT WORTH, TX

TOTAL NACO COSTS:		\$1394.50
<b>BROOMFIELD COSTS:</b>		\$1114.50
NACo registration:	\$490.00	\$490.00
HOTEL COST:	\$335.75	\$335.75
AIR COST:	\$288.75	\$288.75
PER DIEM:		\$280.00

**NACo** transportation priorities continue to support the largest focus points for Broomfield this year. They support funds allocated and approved for the US 36 BRT project, and the Phase Two of 120th Avenue connection. CDOT is moving forward with the highway 7 corridor that is key to Broomfield's fiscal stability and regional mobility. 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. NAMS (North Area Mobility Study) will be finalized in November, and will confirm Fastrack changes. Ensuring funding continues is imperative. MAP-21 calls out urban transit specifically as a separate allocation. The challenge that it is being funded for five years although less than a year remains on the bill as passed. The CR or continuing resolution approach means more volatility and predictability makes private investment more difficult. Efforts are being made to structure a more stable, multiple year legislation. Sequestration continues to reduce available funding. With one exception, Colorado's Federal Delegation is working hard to make the legislation acceptable. The problem for Colorado is that we have no representation on Congressional Transportation Committees, and must work indirectly due to the lack of seniority for our relatively young delegation members.

Long-range issues of sensible entitlement reform, and rail partnership are also 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 minimum cost \$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.

NACo's 28 year transportation lobbyist, Bob Fogel, is retiring. Those of us who have served in Transportation leadership have

appreciated Bob's practical, focused style in working with Congressmen and Senators. We advanced more plans for Quiet Zone This may assist us in our pursuit of mobility in the North Area of our Fastracks project.

Also the concern in the West is how north-south corridor (I-25) for us will be able to handle increased truck volumes as Gulf ports begin handling the new super cargo shipping coming with the Panama Canal due to open its new capacity. Port authorities are scrambling to get funding to dredge and retool for the incoming challenge. There is a continued effort to change MPO population minimum thresholds to 200,000. For us, this is DRCoG, and will not be an issue as we are closing in on a 5 million level. It may benefit us as there are many of 30,000-70,000 member groups that would be forced to merge, or close down. The plan is to move Federal dollars to the state DOT where their funds had gone to an MPO. That is the default now. It is difficult to see how any regional planning occurs where are there multiple, contiguous groups. The other challenge is that state DOT's are appointed positions of governors. Presently Colorado DOT has effective leadership in Don Hunt, but a change there can be only an election away.

At the annual business meeting, the goals were set for the coming legislative cycle. Our Broomfield transportation goals are the same, and I'll work to support those ends. Colorado remains on the forefront of changes in healthcare. The industry has been undergoing massive changes to meet the anticipated needs of the "grey tsunami" that is stressing the system now, and will for the better part of two decades. El Paso County Commissioner Sallie Clark was elected as NACo Second Vice Chair. This is great news for our Rocky Mountain West with current focus on forest health, and Colorado's Health Exchange going live in October. Sallie remains a proven leader in both areas. Her proactive leadership style will lessen the challenge citizens will face in selecting

available health plans.