

Trip Report:

Mayor Ahrens, February 26-28 2014
Washington DC Us 36 Mayors & Commissioners Coalition
Total Spent: \$830.01

Attendees:

Mayor Ahrens and Debra Baskett, also Westminster Mayor Herb Atchison, Superior Mayor Pro Tem Joe Cirelli, Louisville Mayor Bob Muckle, Boulder Mayor Matt Applebaum and Boulder County Commissioner Elise Jones. We were also joined this year by Longmont Council Member Jeff Moore. The elected officials were accompanied by support staff. Chuck Sisk, RTD Board Chair and Bill Van Meter, RTD Assistant General Manager for Planning also were part of the group and Herman Stockinger, CDOT Policy Director joined us. Lori Frasier, Senior Vice President for Key Bank Equipment and Gina McAfee of HDR Engineering represented the private sector. The first night we were joined at dinner by Mike Cheroutes, Executive Director of CDOT's High Performance Tolling Enterprise and Brian Fox, Vice President of The Plenary Group, the concessionaire for the US 36 Express Lanes Project. We celebrated the financial close of the project and signing of the contract to construct the second phase of the project.

Purpose:

Annual lobbying trip to seek funding and communicate transportation policy issues of importance to the corridor. We met with Congressional representatives, representatives of the Federal Transit Administration, Federal Rail Administration and staff of key committees that write and influence transportation legislation. This is especially important this year as the Federal Surface Transportation Plan is up for reauthorization. This happens every six years.

Key messages we carried were as follows:

- Request support for an application for a new round of federal funding ("TIGER") to begin to implement arterial bus rapid transit (BRT) corridors to bring people to US 36 and provide mobility in the northwest part of the Denver region. Corridors include SH 119, SH 7, SH 287, and along 120th Avenue. We also discussed the possibility of a grant to implement "First and Final Mile" connections from Park n Rides to communities.
- Bring to attention that the current definition of BRT in federal legislation would not permit the funding of arterial corridors as the levels of bus service required are not likely attainable.
- Request help in reducing the cost and difficulty of working with the railroads to implement Quiet Zones.
- Provide an update on the progress of the US 36 project and thank them for their help to date.
- Brief them on the last minute community opposition to the Public Private Partnership (P3) agreement and explained the facts of the contract.

Take Away Information:

- First drafts of the surface transportation bill will be prepared in April. It is unlikely that work on it will be completed in 2014 and there will be a long-term extension until 2015.
- Congressional members are willing to support making Quiet Zones less onerous to implement and fund, but the Federal Rail Administration holds all the power.
- Congressional members support modifying definition of BRT.

- Congressman Perlmutter is concerned that US 36 applications for funding will be competing with North I-25.

- CDOT will submit three TIGER applications for the entire state. The US 36 staff will work to develop one they will support. CDOT is looking for partnerships and multi-modal projects.

Met with Representatives: Degette, Polis, Perlmutter, Gardner & Senators Bennett and Udall.

Benefits to Broomfield Residents.

Maintains a voice in the corridor pertaining to transportation and other issues. Allow for direct interface with our elected Senator and Congressmen.

Need to maintain voice to insure our taxpayers dollars for the NW rail line eventually get completed.

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