

BROOMFIELD CITY COUNCIL TRAINING AND TRAVEL REPORT



Council Member Denny McCloskey

12 JULY--18 JULY 2012

**ANNUAL NACO SUMMER CONFERENCE
Pittsburgh, Pennsylvania**

http://www.fhwa.dot.gov/map21/docs/presentation_082012.pdf

http://www.nts.gov/doclib/speeches/rosekind/Rosekind_120614.pdf

TOTAL NACO COSTS: \$1899.37

BROOMFIELD COSTS: \$991.31

NACo registration: \$465.00 \$465.00

HOTEL COST: \$526.31 \$732.19

AIR COST: \$240.18

PER DIEM: \$462.00

NACo transportation priorities continue to support the largest focus for Broomfield this year. They support 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. MAP-21 is in the process of being passed through joint committee action. However the short time for this bill of two years means that work must be immediately started on the next bill due to the lengthy process it is now taking to get anything to pass. Sequestration is the looming element occurring in January that no one is talking about. For highways and transit, it will mean projects will stop and workers will be shut out as projects underway are suspended or abandoned. The result was clear when a similar event occurred for airports last year. It no longer is seen as something that would be avoided. With one exception, Colorado's delegation is working hard to avoid the mass layoff. The problem is that we have no representation on Transportation, and must work indirectly due to the lack of seniority for our relatively young delegation.

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.

In Transportation Steering Committee action the chair is retiring. Those of us who have served in Transportation leadership were

asked to put our names in for consideration. I notified Chris Rogers, NACo President, and Bob Fogel, Transportation lobbyist, that I would not do so as Colorado, and the City and County of Broomfield has term limits that would not allow it. He informed me that he would then appoint me to Chair of the Railroad-Mass Transit Subcommittee. This may assist us in our pursuit of mobility in the North Area of our Fatracks 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, but that can be only an election away.

At the annual business meeting, the goals were set for the coming legislative cycle. Our transportation goals are the same, and I'll work to that end. Of special concern is water. Water storage rulemaking and funding will be an important issue. 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. Arapahoe County Commissioner Beckman has made the case for NACo to include much of the REAL Colorado approach. It is another case of local

leaders being proactive, instead of reactive. We support Susan in this effort.