

NATA Board Meeting Minutes

August 27, 2015

7:30-9:00am

Adams County Economic Development, 12200 Pecos Street, Westminster

Welcome by Vice Chair Randy Ahrens and introductions – Meeting called to order at 7:35

NATA Members (who signed in)

Heidi Williams	Thornton Mayor	Kevin Standbridge	Broomfield Staff
Randy Ahrens	Broomfield Mayor	James Hayes	Commerce City Staff
Barbara Opie	Westminster Staff	Kimberly Dall	Brighton Staff
Mark Gruber	Erie Council	Daniel Dick	Federal Heights Council
Shawn Lewis	Longmont Staff	Joe Smith	Brighton Staff
Maria D' Andrea	Commerce City Staff	Jeanne Shreve	Adams County Staff
Herb Atchison	Westminster Mayor	Kent Moorman	Thornton Staff
Lynn Baca	Brighton Council	Paul DesRocher	SCMN
Karen Stuart	SCMN	Gary Behlen	Erie Staff
Steve O'Dorisio	Adams Cty Commission		

Smart Commute (who signed in)

Steve Kibbey	NES	Denny McCloskey	D&C Home
Christie De Luca	Flatiron Construction	Andrea Meneghel	CDR
Bob Sakaguchi	RSC Consulting		
Kara Swanson	DEA		

Agency Partners (who signed in)

Abra Geissler	CDOT	Ron Papsdorf	CDOT
Andy Stratton	CDOT	Jane Donovan	RTD
Myron Hora	CDOT	Brenda Tierney	RTD
Paul Deeley	RTD	Don Marcucci	CDOT
Gloria Hice-Idler	CDOT	Aaron Greco	CDOT
Herman Stockinger	CDOT		

Guests

Dick Jonsen	Anthem Ranch	Chris Fasching	FHU
Paul Aldretti	DRCOG	Daniel Jerrett	DRCOG
Ina Zisman	PB	Jim Souby	Colorado Rail
Terri Blackmore	NFRMPO		

Approval of August 2015 Meeting Minutes- Herb Atchison moved approval of the draft minutes, Mark Gruber seconded the motion that passed unanimously.

The NATA Treasurer's Report - The Treasurer's Report will be presented at the September meeting.

**SCMN TMO Update: TDM Program Update - Paul DesRocher
Go-Tober Campaign**

- DRCOG Way to GO is promoting a regional competition among Denver metro area companies, similar to Bike to Work Day, to get employees to commute “smarter” at least four (4) times in the month of October.
- A real-time leaderboard will show employers/employees with highest number of smart commutes as competition ensues
- Participants will compete for numerous prizes throughout the month and each company will get recognition for participating. The winner of competition earns a \$10K paid media campaign showcasing it as a commuter-friendly organization.

Commuter Blog

- “The Smart Commuter Tells All” had first post by Bustang Incentive recipient. Blog posts can be found here <https://thesmartcommutertellsall.wordpress.com/2015/08/24/ride-the-bustang/>

RTD Route 8 Extension

Smart Commute has been working with RTD service planning team to take existing Route 8 from route end at 122nd up to 144th near The Orchard Town Center and St. Anthony North Health Campus. A proposal will go before the RTD Board in October for this extended service that will start in January 2016. SCMN is working with businesses and employers to provide letters of support for this service to the RTD Board before the decision date. Thank you goes to RTD Director Larry Hoy for his supportive efforts.

CDOT: Paul Jesaitis has been named as new Director of Region 1.

Update on TRANS II discussion for 2016 and additional ideas for transportation funding- Herman Stockinger

CDOT met with supporters of TRANS II; their efforts are underway to reintroduce TRANS II in 2016. Some problems with the last TRANS II effort was CDOT’s need to ensure their maintenance and asset management programs have sustainable funding - TRANS II as proposed in the 2015 legislation would have gutted these funds and redirected these funds to new projects. The positive side of the TRANS II efforts in 2015 was it raised the level of conversation for additional transportation funding, discussions are now taking place ahead of the 2016 legislative session. CDOT agrees that North I-25 needs to be expanded through Ft. Collins but new funding sources must be identified. Major emphasis needs to be placed on the fact that project funding should go through the CDOT Commission planning process and not selected through the legislature.

Discussion:

Karen Stuart- Is there any discussion about making CDOT improvements/expansions with tolling?

Herman Stockinger-This hasn’t been a part of the current discussion, but CDOT’s policy is to toll “where it makes sense”. Some places where capacity is needed on lesser roads may be implemented without toll lanes

Karen Stuart-Will transit funding be integrated into a new transportation bill?

Herman Stockinger- SB 228 requires 10% of funding to be allocated to transit. CDOT has not discussed removing transit from this equation.

Erik Hansen- It is inequitable to have some improvements go forward without tolling and others to be tolled. It should be that all are tolled or none are tolled to be fair to all citizens.

Randy Ahrens – What’s going on in Belleview area of I-25?

Paul Jesaitis - It’s a “Lane Balancing project”, only 1-2 miles, which did not make sense for tolling. If the project were larger, there would not be enough money in CDOT’s budget without tolling.

Erik Hansen-It is not good public policy to do some capacity additions without tolling and others with it. We should have a statewide discussion on tolling lanes including when it is appropriate to toll and expand and when it is not.

Paul Jesaitis - CDOT's current policy is to only add capacity where toll technology can be implemented.

Erik Hansen-If the voters pass general purpose improvements on north I-25 the policy wouldn't matter.

Steve O'Doriso-We need to be proactive working together to develop the list of projects and talk about consistent policy.

Herman Stockinger – I-70 West/East and C-470 projects are all going to be tolled, and C-470 might only be tolled. They are going through the NEPA process now make this determination.

N. I-25 Express Lanes Segment 3 Update- Myron Hora

The Project continues to have a funding shortfall but CDOT is doing everything possible to build the project as far north to S.H. 7 as possible. CDOT is currently engaging property owners where right-of-way for improvements on I-25 are needed, such as Adams 12 School District and local jurisdictions. Currently the Segment 3 Project is at FHWA for review and CDOT anticipates preliminary approval by fall 2015. A Notice of Intent to Acquire letters to property owners are going out at the end of the month. The Project team would like to discuss opportunities to incorporate the design of slip ramps on the 144th Avenue interchange for RTD Express service use. RTD has \$350K in for FY2016 for ramp metering at 120th to help facilitate bus operations. The Project should start early spring 2016.

Commented [JMS1]: which month?

Discussion:

Jeanne Shreve- RTD's conceptual idea for bringing bus service to 144th will require some improvements at the interchange. Have those discussions taken place?

Myron Hora- No, project has focused on 120th currently but CDOT is very interested in bringing RTD into the project discussion.

Kent Moorman – Does the current bid solicitation only include two bid packages?

Myron Hora- Yes, taking the project to 136th and 144th.

Herb Atchison – The managed lanes must get to Hwy 7.

Myron Hora- Understood, and CDOT is looking toward combining projects north of I-25 with the Segment 3 project to try and achieve that.

Karen Stuart- Smart Commute would like to formally engage CDOT to become the official TDM provider during project.

Myron Hora- We can have that conversation after the meeting.

Jeanne Shreve- What is the timeline for environmental clearance for the DDI at 7 & 25?

Myron Hora- There is some required additional analysis needed, which is why we have had the delay, but we are still shooting for a November deadline so Thornton can inform the Division of Transit and Rail (T&R) where the carpool lot can be located without moving it in the future.

Jeanne Shreve – if we can't meet this deadline can you help facilitate a conversation with T&R to give Thornton more time?

Myron Hora- Yes, we will support any additional time needed for identifying the location of the carpool lot given the delay that has occurred outside of Thornton's control.

Review of NATA's Projects Priority List- Jeanne Shreve

NATA developed a list of priorities in 2013 – 2014 to define what projects NATA would support for funding. Categories include:

- Identify BRT corridors
- HOV capacity improvements

- Other corridors requiring improvements

Projects were further separated into Tier 1 (actively support and advocate for) and Tier 2 (provide support when applicable).

Discussion:

Erik Hansen- Going into 2016, projects must be reviewed, and supported by the group. CDOT will develop their own list of projects and NATA must approach this process as a singular voice. I suggest we rank our Tier I projects.

Karen Stuart- NATA priorities extend north of Hwy 7 and the Tri-Towns/Erie and even into parts of Boulder County.

Shawn Lewis- Prioritization of second map does not reflect the conversation NATA had about a year ago. Hwy 287 and Hwy 7 BRT were provided the same level of priority, but the map now shows Hwy 7 having a higher level of priority.

Randy Ahrens- Might be a good idea if the local jurisdictions went back and reviewed the priorities and made sure that they are reflective of their current priorities.

Erik Hansen- There are specific discussions that make sense for the NATA group. The centerpiece tends to be I-25 and North Metro as top priorities, and so Hwy 287 is a bit on the outside of that.

Randy Ahrens - Making the area too large interferes with the laser focus of the group and brings a less powerful message as we go into state funding discussions, there will be limited money through the state and we must have a cohesive voice as we promote our projects.

Mark Gruber – Agree we need to weigh our NATA priorities, and use criteria such as a project’s proximity to development.

Erik Hansen – agrees with Mark Gruber and that there needs to be a nexus between the priority projects and the group.

Shawn Lewis- Now Longmont sound like a “Tier 2” city. Longmont would also like to have the station reprioritized from Tier 3, particularly when road reconfiguration around the station is Tier 2.

Erik Hansen- Longmont has been a part of the conversation on I-25 because of the significant amount of folks traveling south into the metro area. NATA has advocated for improvements in Longmont and has played a major part in why Longmont’s FasTracks station is moving forward.

Jeanne Shreve: *Send errors to me so that they can be edited and then brought back to the group at next month’s meeting.*

RTD: North Metro Rail Line construction update - Brenda Tierney and Paul Deeley, Construction Manager

Construction Update:

- DUS to Brighton Blvd /York: Started Skyway Bridge construction with pouring of initial bridge caissons, relocated sanitary sewer line at National Western Stock Show, utility relocations (Excel, CenturyLink, etc.) throughout the project area are ongoing
- York to 70th Avenue- also driving caissons for Skyway Bridge and utility relocations.
- 70th to 88th – removed former UP track structure.
- 88th to 124th – water line relocations from 112th to 124th, starting 120th Avenue Bridge, preparing site for earthmoving, archeological survey at 100th and 124th must be completed.

The technical staff meets on Monday’s to discuss progress.

Discussion:

Jeanne Shreve-What is the time frame for building the 88th Ave bridge and Welby station ?

Paul Deeley-It’s not on the schedule until next year. Realignment of Thornton’s Welby Rd. must happen first.

NATA Discussion of the SCI North Metro Area Transportation Corridor Profile and Preliminary Report

Mayor Ahrens thanked DRCOG for the work done and the opportunities for using the data for possible funding applications support in the future and referred the report back to member jurisdictions to use

as they wanted. Paul Aldretti and Dan Jerret from DRCOG noted that the full report with data will be available on the Sustainable Communities website starting Monday.

Presentation of the US85 PEL- FHU/CDOT Project Representatives

Chris Fasching of FHU and Gloria Hice -Idler of CDOT presented an update on the US85 Planning and Environmental Linkages (PEL) study. The study is evaluating 67 miles of highway from I-76 to up past Greeley to Nunn. Chris gave an overview of the direction of the plan which includes the Purpose and Need: safety, reducing congestion, providing mobility and connectivity. The plan will establish a 20 year vision for this corridor: establishing improvement projects, priorities, cost estimates and funding sources. Improvements at interchanges and multimodal improvements including commuter bus service and pedestrian connections are part of the Level 2 screening being done.

FHU is continuing coordination of agencies with a series of public meetings and anticipates the study's completion by the end of 2015.

Discussion:

Erik Hansen- Is there is a possibility for tolling on US85; at one time it was being considered.

Gloria Hice-Idler- All projects must consider managed lanes but this corridor really needs operational improvements, not capacity expansion. Rail road ROW issues complicate this corridor but CDOT is working together with Union Pacific to determine interchange crossings and possible interchange closures.

Denny McCloskey- 25 improved interchanges will come with a high cost. Is there a funding strategy?

Jeanne Shreve -This goes back to prioritizing projects to get them into the funding pipeline.

Myron Hora-A similar study is starting an initial stage and scope for SH 119 east of Longmont to I-25.

Upcoming 2015 NATA Meetings:

- 1. Member Updates:**
 - a. 270 corridor**
 - b. NATE**
 - c. Tri-Towns' priorities**
 - d. Other – please provide**

Karen requested the Tri-Towns priorities presentation be moved to 2016, and added Erie and Longmont should be added to the list for presentations.

An invitation will be sent to the Weld County Commissioners to make a presentation about the I-25 Coalition for a future NATA meeting.

- 2. Update on I-25 Coalition-Invitation to Weld County Commissioner Barb Kirkmeyer**
- 3. Invitation to Governor Hickenlooper to attend October NATA meeting**

Mayor Ahrens adjourned the meeting at 9:15 AM