

NATA Meeting Minutes
 May 28, 2015
 7:30 am – 9:00 am
 Adams County Economic Development

Those in attendance:

NATA Members (who signed in)

| | | | |
|-------------------------|----------------------|--------------------------|-------------------------|
| Val Vigil | Thornton Council | Kevin Standbridge | Broomfield Staff |
| Joyce Downing | Northglenn Mayor | Joyce Thomas | Federal Heights Mayor |
| Debra Baskett | Broomfield Staff | Kimberly Dall | Brighton Staff |
| Mark Gruber | Erie Council | Daniel Dick | Federal Heights Council |
| Phil Greenwald | Longmont Staff | Brook Svoboda | Northglenn Staff |
| James Hayes | Commerce City Staff | Erik Hansen | Adams Cty Commission |
| Steve O'Dorisio | Adams Cty Commission | Kent Moorman | Thornton Staff |
| Aric Otzelberger | Westminster Staff | Paul DesRocher | SCMN |
| Dick Leffler | Frederick Staff | Joe Smith | Brighton Staff |
| Karen Stuart | SCMN | John Pick | Northglenn Staff |
| | | Jeanne Shreve | Adams County Staff |
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Smart Commute (who signed in)

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|------------------------|-------------------|--------------------------|---------|
| Julie Skeen | Jacobs | Chris Primus | HDR |
| Jeff Kullman | Atkins | Mark Shotkoski | NWP |
| Ed Icenogle | ISP | Jude White | Collins |
| Tony Marcello | DEA | Bob Marusin | TSH |
| Denny McCloskey | D&C Home | Ken Rudolph | PMC |
| Bob Sakaguchi | RSC Consulting | Shoira Tahirova | Kiewit |
| Steve Kibbey | North End Station | Karen Fox | Collins |
| Angela Habben | MNCC | George Tsiouvares | TSH |

Agency Partners (who signed in)

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|-------------------------|------|-----------------------|------|
| Abra Geissler | CDOT | Jason Lucerna | CDOT |
| Andy Stratton | CDOT | Lindsay Smith | RTD |
| David Krutsinger | CDOT | Brenda Tierney | RTD |
| Johnny Olson | CDOT | Don Marcucci | CDOT |
| George Jones | FHWA | Ashland Vaughn | RTD |
| Larry Hoy | RTD | Rick Clarke | RTD |
| David Genova | RTD | Paul Solano | RTD |

Guests

| | | | |
|------------------|-----------|--|--|
| Jim Souby | Colo Rail | | |
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Welcome and introductions at 7:40 am by Chair Joyce Downing

Recognition of Aric Otzelberger for NATA service from 2011-2015 representing the City of Westminster.

Unanimous approval of April 2015 Meeting Minutes

Smart Commute Update- Karen Stuart, Executive Director and Paul DesRocher, TDM Manager

Reminder to register and attend the SCMN Third Annual Trans Forum Event on June 25th focusing on the multi-modal vision for I-25/SH7. Sponsorships are still available.

I-25 TDM Update

- Transit Promotion began in May (Ozone Season). Already provided 50 ticket books to I-25 commuters
- Vanpool Program going well with Seed Van promotion "Drive for free or Ride and Relax".

Bustang

- Beginning July 13, 2015
- DRCOG Partnership agreement allows funding for providing a free 10-ride Ticket book to interested Single Occupancy Vehicles (SOVs) traveling on I-25 through the managed lanes construction project.

TDM Pool Application

- Every Trip Counts program with the Regional Air Quality Council (RAQC)
- Partnering over 2016-17
- Assist Smart Commute at Outreach events to engage commuters to drive alone less
- Draft letter of support from NATA in support of our application

Action item: motion made and unanimously approved to provide letter in support for TDM Pool Grant Application and unanimously approved.

Bike to Work Day reminder – June 24th

- EB Rains Park with City of Northglenn
- The Orchard Town Center in Westminster

Treasurer's Report- Aric Otzelberger- The current balance is \$63,000. All members have paid.

I25 Moves Special District Feasibility Update- Karen Stuart

Toward the end of 2013, NATA discussed the need for a dedicated revenue stream to fund transportation improvements, local match and services. Having a dedicated funding stream also helps to influence and leverage decisions.

In mid 2014, I25 MOVES was created with the purpose of establishing a public entity such as a title 32 Metropolitan District that could provide for:

1. The advocacy for development of a designated part of N. I-25 Corridor
2. The provision of public services that support the designated community
3. The contribution to public infrastructure, mostly transportation, both roads and transit.

The overall goal is to create conditions favorable for economic development in the N. I-25 Corridor. An RFP was issued in early October requesting legal services to determine the feasibility of a Title 32 metropolitan district. We received several proposals and the firm of Icenogle, Seaver and Pogue was hired.

Commented [JMS1]: I don't have in my notes who made the motion or seconded it.

Since November of 2014, SCMN has become the fiscal agent for I-25 Moves. Along with NATA's investment, we have received funds from ACED, Jordon Perlmutter & Co, and McWhinney. Several other developers in the corridor have remained interested in participating.

To date, we have worked on funding strategies; developer outreach and talking points; review of requirements for district funding and governance; and are currently working on a district plan. Due diligence is being performed on:

- existing developments along I-25 and the North Metro Rail Line,
- the known commercial development properties yet undeveloped along I-25 and the rail line
- the principal players in the cases of each property
- the existing or pending metro districts along I-25 and the North Metro Rail line.

Mayor Downing- When will the first phase be completed? Karen- Our legal advisor is still working on it and we'll have a report to NATA as soon as it's determined it's completed- we are targeting late summer.

Kevin Standbridge- Will jurisdictions involved need to approve? Yes.

North Metro Rail Extension- Commissioner Erik Hansen

What's the next big focus for the North Area? SH 7 and I-25 has a lot of activity around it now and is the future transportation hub for many communities. Extending North Metro Rail Line to Hwy SH7/I-25 is an important transit component for both development and economic vitality. There have been meetings with many of the private land holders to determine a vision for the area. It was acknowledged an extension of North Metro to I-25 is not a part of the FasTracks funding initiative, so there will need to be a funding source for this project to move forward. Broomfield and Adams County Commissioners are supportive of the concept. With the necessary infrastructure improvements for a multi-modal hub, this area could be a great opportunity for the North Metro area. Larkridge is now 10 years old and there is great opportunity there. Mayor Downing – there is a need for the extension to create a job center for the north metro area; to create a technological center we need infrastructure improvements to bring jobs north.

Denny McCloskey – We need to come together to create a synergy behind the economic vision.

Councilman Vigil -The effort needs to include identifying where funds are coming from.

George – FHWA -- Encouraged group to pursue funding for infrastructure to get it done as soon as possible. With cost increases, major projects can expect at least 3% escalation in costs annually.

Update on the SCI Corridor Working Group- Jeanne Shreve

SCI initiative will allow NATA to put together a vision for the entire I-25/North Metro Rail corridor. The SCI staff will create profiles for planning purposes and the Corridor Working Group will develop recommendations for implementation. The report will come back to NATA later this summer.

CDOT – North I-25 EIS Commuter Rail Update- David Krutsinger, CDOT Department of Transit and Rail CDOT has been working on the Front Range Rail Line study/North I-25 High Speed Rail. The alignment will likely be in parallel with the current BNSF alignment. It will require triple track sections where sidings are required for freight rail/passenger train operation. When asked if this project is realistic, it's notable that many fiscally conservative commissioners at CDOT are behind project. Colorado and Utah are competing for rail funding.

Kevin Standbridge – How does this tie into NW Rail? How does the cost compare to NW Rail?

David Krutsinger- the cost is projected at about \$25M per mile. A little less costly than NW Rail because it only requires a single track in the northern sections.

George Jones (FHWA)- Pursue this project ASAP because the cost may collapse "under its own weight", and cost escalation will outstrip estimates.

North I-25 Managed Lanes Update-CDOT

Segment 2 update-

Contractor is currently overlaying southbound I-25 in concrete. The median barrier is currently to 92nd and is on scheduled for completion in December and on budget.

Soundwalls update: Andy Stratton

- Soundwall ceremony is scheduled for end of June. Segment 2 has walls erected where none previously existed. Where wooden walls exist, CDOT will begin work in two weeks. Mailers will go out 1-2 weeks in advance of construction; there are no anticipated ROW issues south of 120th Avenue.

Segment 3 Update, including ROW needs- Johnny Olson

Economic development, Quality of Life and Safety are the marks of CDOT. From the Value Engineering study, using a ROW of 72-feet, we've learned the following:

- Cost of completing segment 3 from 120th to 136th is \$77M
- To 144th \$85.7M
- To E470 - \$97.3M
- To SH7 -\$ 119M
- Challenge for CDOT is a lack of funding to construct to E-470 and they acknowledged it is not acceptable to not get to E-470.
- The cost actually goes up to ~ \$77.8M when the cross section is reduced to 65-feet because barriers have to be added to roadway.
- Current project budget is \$73M, so CDOT is short by \$4M to get to 136th.

Commissioner Hansen – If the project can only get to 136th, would funds be better spent elsewhere since the project is not likely to get further than 16 blocks to 136th? Commissioner Hansen further stated he did not know for sure what using the funds on something might look like but mentioned 88th Avenue bridge as a potential example.

Johnny Olsen – Responded by noting the majority of expense is at 120th (\$36M) because of the complicated nature of designing and building around the RTD bus-ramp proceeding north of 120th. The other issue is the \$10-13 M in sound walls under Segment 3. Related specifically to reallocating funding to another project, Johnny noted there are other projects identified in the I-25 PEL and we'd have to

investigate the return on investment for funding a different project. Currently Segment 3 has multiple funding resources including ~ \$12 M in overlay for R1 for this segment on I-25. So if funds were to be reallocated to another project the actually funding potentially available would be \$63 M, and any project would need to be approved by the Transportation Commission (TC). The TC prefers to move project forward sooner than later on I-25 because it is a priority corridor.

Denny McCloskey – If the project goes back to commission then costs will go up. It is crucial for the managed lanes to get to S.H. 7, so we should not take it off the table and pursue other projects.

Mayor Downing – Should we still send letter to FHWA supporting the project?

Johnny Olsen – Given the results of the Value Engineering study, in no longer makes sense to request a reduction of the cross section given costs go up with the additional requirement of barrier when the cross-section is reduced.

Brook Svoboda – What is the net impact of sound walls from 112th to 120th?

Abra Geissler – Because of the bus-bypass and ramp metering, it is pushing out the ROW impact by ~ 10-15 feet.

Mayor Downing – Is there any community outreach being performed for folks impacted by this?

CDOT – there are upwards of 15 properties with the greatest impacts. CDOT will conduct individual meetings with these property owners.

Johnny Olsen will send NATA the updated I-25 Express lanes Project Cost Analysis.

RTD: Dave Genova, RTD Interim General Manager

NRML Update-

Dave initially stated the North Metro corridor is a priority for RTD, and the decision to complete the corridor depends on the financial capacity for both capital and operations and maintenance. RTD's initial review of the FasTracks financials under the Annual Project Evaluation (APE) will be July 14th. On August 4th the FasTracks Monitoring Committee is scheduled to make a recommendation to the RTD Board and the Board is scheduled to take formal action on it at its regular August 18th meeting

If completing the corridor from 124th to 162nd could not be added to would not be added to the project this year, RTD will continue evaluating opportunities each successive year under the APE through 2018. Construction costs are escalating so there's a desire to complete the project now, particularly before the project de-mobilizes in 2018. Small starts and new starts may be funding opportunities. \

Commissioner Hansen – Responding to the comment regarding the perusal of SmallStarts or NewStarts for North Metro, asked if RTD is considering re-federalizing the corridor.

RTD is open to re-federalizing the corridor.

The all in" price to complete the project to 162nd to \$180M, including additional vehicles, ROW, administration, etc.

Commissioner Hansen – Is RTD open to discussing reducing costs/phasing construction in order get the line further north? We'd like to be a part of this conversation. The jurisdictions would also like to understand what specific costs are going to be included in the APE.

Dave Genova- The financial model is scheduled to be concluded by next week. Information should be included and available for review. RTD is open to reducing costs/phasing, but staff would need to look into it.

Rick Clarke – RTD staff will look at some elements of project to reduce/phase but there may be service implications in doing this, so this and all factors will need to be taken into consideration when discussing reduced scope/phasing construction.

Commissioner Hansen – The jurisdictions need to know the gap for completing the line or building it in phases. What is the process for understanding what the gap is?

Rick Clarke – RTD staff are finalizing all components that go into the financial model this week. RTD Financial folks will then run the model and then staff will perform quality checks on the data and outputs. Because of some additional inputs related to Southeast corridor, the financial model run will be pushed out.

Commissioner Steve O'Doriso – Are there costs savings at other stations? NWSS, etc.

Rick Clarke – The NMR Line was already build with very slim budget. No cost savings are likely.

Councilman Vigil – With all of the financial questions about completing the line, Thornton finds it difficult to understand how to treat 124th /Eastlake Station: should we treat it as the end of the line, and if so, what are the impacts of an end of the line station for our communities? Are there options to take the line to 144th as end of line?

Commissioner Hansen – How far could \$150 M build to?

Karen Stuart – As a part of the quarterly North Metro elected officials update, Smart Commute toured the CRMF (Commuter Rail Maintenance Facility) where stakeholders were informed there was no funding to install the technology /control system for NMRL in the central control room. . What is the funding needed to integrate the control room and communications system?

Rick Clarke – The project was stretched significantly to get to 124th. Elements will need to be added back in during APE to “make the project whole”.

RE; Final Design of North Metro Rail -

RTD appreciates financial offer by Adams County to complete design and is being considered as a part of the APE. RTD will be responding formally to the county, and RTD has also met with representatives of Northend Station (162nd).

Commissioner Hansen – Adams County would need assurances from RTD that NMRL line would be completed in order to financially support the project.

Mayor Downing concluded the meeting at 9:05am.

Reminder to everyone that there will not be a June NATA meeting.

