

NATA Board Meeting Minutes
 April 24, 2014
 Metro North Chamber of Commerce

Commissioner Erik Hansen called the meeting to order at 7:34 AM

Introductions took place and those in attendance included:

NATA Board Members/NATA Staff (who signed in):

Erik Hansen, Chair	AdCo Commissioner	Karen Stuart	SCMN TMO
Tim Williams	Federal Heights Staff	Daniel Dick	Federal Heights Council
Randy Ahrens	Broomfield Mayor	Shawn Lewis	Longmont Staff
Beth Martinez-Humenick	Thornton Council	Joyce Thomas	Federal Heights Mayor
Joe Smith	Brighton Staff	Phil Greenwald	Longmont Staff
Brook Svoboda	Northglenn Staff	Jeanne Shreve	Adams County Staff
Ed Roberts	Commerce City Staff	Herb Atchison	Westminster Mayor
Val Vigil	Thornton Council	Joyce Hunt	Thornton Staff
Joe Smith	Brighton Staff	Gene Putman	Thornton Staff
Gary Behlen	Erie Staff	Aric Otzelberger	Westminster Staff
Kevin Standbridge	Broomfield Staff	Kent Moorman	Thornton Staff

SCMN Members (who signed in):

Bob Sakagucki	Jacobs	Preston Gibson	Xcel Energy
Bill Maestas	Maestas, Inc	Wes Goff	Atkins
Ken Spangler	Google	Reza Akhavan	Jacobs
Martin Shotkoski	Northwest Parkway	Bryan Frantz	Collins Engineers
Tony Marcello	David Evans & Associates	Greg Ritke	Graham

Agency Partners and Others (who signed in):

Larry Hoy	RTD Director	Rebecca White	CDOT Staff
Reza Akhavan	Jacobs	Ina Zisman	Parsons Brinkerhoff
Myron Hora	CDOT Staff	Paul Solano	RTD Director
Jane Donovan	RTD Staff	Andy Stratton	CDOT Staff
Judy Lubow	RTD Director	Ken Rudolph	PMC

Unanimous approval of March 2014 Meeting Minutes

Smart Commute Metro North Update

- Update on SCMN Second Annual Transportation Forum - "The North Metro Rail Line – Exploring TOD Opportunities, Challenges and Trends".
- Acknowledgment of new business member CDR.
- Forum will be held June 26 at 7am at the Double Tree at Thornton. This Forum will replace the regular June NATA meeting.

- Update on North I-25 TDM Program
 - o Primary activities included outreach to area businesses to discuss current construction projects and commute options along I-25.

RTD Update

- Paul Solano- The Eagle Project just received the \$150M payment on the NewStarts Full Funding Grant Agreements, although the Feds are still two payments behind which means there is \$17M still outstanding on this project.
- Judy Lubow- NAMS- the study is not yet finished; alternatives have been discussed:
 - o working with BNSF to get minimalist route for one way
 - o TIGER Grant application to be submitted for BRT on both 119 and 287
- Larry Hoy- North Metro Rail
 - o Phase Two must be executed within 18 month period
- Market Street Station Closure/ DUS station opening weekend May 9-11
 - o Working on getting Anthony Foxx (US Transportation Secretary) to speak at opening
 - o Station will be twice as large as Market Street Station
 - o Metro Ride opening at same time as DUS (18th/19th Right of Way)
 - o Hoy made invitation for attendees to take bus to event;
- RTD Comment - Local governments doing better than feds because of aggregate groups like NATA

CDOT

- Rebecca White -Concrete sound walls (to replace all of the existing wood picket fence) in North I-25 Express Lanes Project moving forward in partnership with local jurisdictions. An additional \$8.5M provided by partners of Adams County, CDOT and Northglenn. Andy Stratton –

- North I-25 Express Lanes status report.
 - o Shoulder reconstruction underway. Project is on schedule and on budget. Northbound shoulder reconstruction finished, starting southbound .
 - o Lowering at 88th to begin in July. Contractor has proposed new phasing to reduce time of that section of project from 100 to 50 days. CDOT will bring new graphics to next NATA meeting.
 - o Will start setting up sound wall panels this summer.
 - o Working with PI to get information out about project changes/upcoming work schedule
- Segment 3 Update: Myron Hora
- Importance of creating a system of managed lanes working operationally in and out of lanes. There is \$55M attached to this project and is targeted for a 2016 completion but will depend on time, budget and operational changes. This project will go before the CDOT Commission in June.
 - o CDOT - Having the managed lanes end at E-470 makes more sense than to have it end at SH7 due to engineering concerns (weaving).

- Erik Hansen – job creation and consideration of economic value for our area depends on better access at SH7. NATA wants Segment 3 separated from the rest of the I-25 expansion
- CDOT - Time and money are the primary factors to getting managed lanes to SH7.
- Kevin Standbridge- reminder to CDOT they are the Department of Transportation not Highways - there is significant transit component at SH7 that serve east-west travel and needs to be considered .
- Hansen commented we may want to write a stronger letter that clarifies NATA’s position to get to SH 7.

Status of NATA By-Laws Committee: Erik Hansen reported the first meeting was held to talk about the following:

1. Address membership
2. Succession in leadership
3. Staff support
4. Revisions to language
5. Strategic positioning
6. Membership fee schedule

By-laws committee to report back recommendations at July NATA meeting

Update on 2014 Priorities (Work Plan): Jeanne Shreve

- Need to set up meetings with CDOT on I-25 project (segment 3, SH7, SH52, SH 119)
- DRCOG fiscally constrained plan in May to coordinate NATA priorities
- RTD RAM/FISA account. Strategize to get NMRL extended to SH7. RAM/FISA originally intended to serve US 36/North Metro Rail. Larry Hoy reemphasized need to start discussions now.

TIGER VI grant application for I-270 corridor

- Will be submitted but does not compete with other projects because it is a planning grant.
- Language included on the study integrating managed lanes at US 36/I-25

Graham Presentation

- “What Drives a PPP?”
 - Market Drivers – Urbanization, Growing Pop., etc.
 - PPP defined – Long term contract between private partners/public entities
 - Makes sense when public financing is absent, tech challenges reliable revenue source, cost fairly high, etc.
 - PPP’s involve to two main elements (Debt and Equity)
 - Project must be structured properly in order to achieve the right return on investment for all parties involved.
 - Must understand key participants motivations
 - Complex contractual agreements require high transactional costs up front
 - Risk premium built into project – must be comfortable with this perspective

- Different models of PPP's
 - **Toll/Revenue Collection**
 - **Shadow Toll** (private partner paid by usage, but gen public not tolled for usage)
 - **Availability/Performance** (private partner paid on the asset being available for use, with deductions for non-performance)
 - **Hybrid**
- Understand Investor Perspective/Concerns

Meeting adjourned at 9:15 am.