

## North Area Transportation Alliance Board

Summary Minutes

October 25, 2012

Chair Nancy McNally called the meeting to order at 7:34 am at the Metro North Chamber of Commerce. Introductions were made around the room. Those in attendance for this meeting were:

### NATA Board Members/NATA Staff

<b>Katie Witt</b>	Longmont	<b>Erik Hansen</b>	Adams County
<b>Barry Gore</b>	ACED (and RTD Director)	<b>Brook Svoboda</b>	Northglenn
<b>Phil Greenwald</b>	Longmont	<b>Bill Simmons</b>	Northglenn
<b>James Hayes</b>	Commerce City	<b>Karen Stuart</b>	Smart Commute Metro North
<b>Joyce Hunt</b>	Thornton	<b>Gene Putman</b>	Thornton
<b>Nancy McNally</b>	Westminster	<b>Jeanne Shreve</b>	Adams County
<b>Pat Quinn</b>	Broomfield	<b>Gary Behlen</b>	Erie
<b>Joe Smith</b>	Brighton	<b>Aric Otzelberger</b>	Westminster

### Others in Attendance:

<b>Larry Warner</b>	Parsons Brinkerhoff	<b>Julie Skeen</b>	RTD FasTracks
<b>Jane Donovan</b>	RTD	<b>Andy Stratton</b>	CDOT Region #6 Engineering
<b>Mike Turner</b>	RTD	<b>Michelle Brier</b>	RTD
<b>Jay Hendrickson</b>	CDOT Region #6 Engineering	<b>Larry Hoy</b>	RTD Director
<b>Mike Cheroutes</b>	HPTE/CDOT	<b>Nick Farber</b>	HPTE/CDOT
<b>Rick Clarke</b>	RTD	<b>Bob Garcia</b>	Jacobs Engineering
<b>Brian Frantz</b>	Collins Engineers		

#### I. Minutes

- a. The summary of the minutes for September 27 were reviewed. No changes were requested and the minutes were approved unanimously.

#### II. New Business

- a. HOV Policy Considerations for I-25 Managed Lanes (HOV3+) – Mike Cheroutes and Nick Farber from HPTE were present to discuss CDOT/HPTE’s considerations regarding HOV status for forthcoming Managed Lanes projects, including I-25 North. Mr. Cheroutes and Mr. Farber are currently working on finalizing an RFP for Phase II of the U.S. 36 Managed Lane project, which will include a concessionaire agreement to build, operate and maintain that roadway. As part of that RFP, HPTE is going to include specific triggers when HOV policy on that roadway will

change from 2+ to 3+ (in order to ride free, a vehicle will need three or more occupants versus the current policy of two or more). These triggers are based on bus delays, traffic speed and traffic volume. Mr. Cheroutes stated that he anticipates concessioners bringing significant additional upfront contributions to the table, somewhere between \$25 and \$30 million. Mr. Cheroutes stated that CDOT/HPTE is open to sharing some of this revenue with local stakeholders for infrastructure, transit, TDM, etc. purposes. Mr. Cheroutes stated that CDOT is pursuing a policy change related to Managed Lanes to allow for 3+ and the I-25 North Managed Lanes project would likely be 3+. Erik Hansen asked about the annual, ongoing revenue difference between HOV2+ and HOV3+. Mr. Cheroutes stated that he should have a better idea of that difference in 30 days after additional analysis is performed. Mr. Hansen asked about the impact on the number of people in general purpose lanes. Mr. Cheroutes said that would be part of the analysis. Aric Otzelberger asked about the possibility of including bid alternatives for HOV2+ and HOV3+ for Phase II of the U.S. 36 Managed Lanes project. Mr. Cheroutes said that CDOT/HPTE will not pursue that due to credit and other concessionaire concerns. Mr. Otzelberger asked about a policy with HOV3+ during peak times only. Mr. Cheroutes stated that CDOT/HPTE is not pursuing that at this time. Chair McNally asked about enforcement and how the equipment will work for the Managed Lanes. Mr. Cheroutes stated that tolling equipment will consist of transponders and photo tolls, and the transponders will have a switch for HOV2+ versus HOV3+. Mr. Cheroutes stated that enforcement will be an issue to work through, but municipalities do have the right to enforce toll violations under State law. Mr. Farber stated that HPTE is working with DRCOG on an plan amendment to allow HOV3+ and as part of that effort HPTE and DRCOG will study the impacts an HOV3+ policy will have on current HOV2+ drivers, transit ridership and other issues.

- b. I-25 Managed Lanes Update – Andy Stratton and Jay Hendrickson of CDOT were present to provide the Board with an update on the I-25 North Managed Lanes project. CDOT is in the process of working on 30% design plans (FIR) and those should be completed in December 2012. So far, traffic modeling has supported the feasibility of including an ingress/egress with each interchange and the managed lanes. Engineers are examining two options for connecting the managed lanes to the existing I-25 HOT lanes. Part of the project will include a three-inch overlay on all lanes and a rebuilding of the outside shoulder in order to carry traffic loads. Current plans also call for lowering the profile of I-25 under 88<sup>th</sup> Avenue. After the 30% design plans are complete, CDOT will pursue value engineering in January 2013. Final design is anticipated for completion in April 2013 with project advertisement in June 2013. CDOT is hoping to commence construction in late 2013 with completion anticipated for summer 2015.
  
- c. I-25 Managed Lanes IGA with CDOT – Joyce Hunt provided the Board with an update of this IGA, which formalizes the local contributions and payback schedule NATA communities agreed to with CDOT. The IGA also specifies that any project savings would be shared back proportionately with NATA communities who have committed local funding. NATA communities worked together on a response to a draft from CDOT and CDOT is in the process of reviewing that response draft. CDOT hopes that NATA communities with local commitments can consider and approve this IGA at their respective City Council/Board meetings before the end of the year.
  
- d. FasTracks Update – Next Steps and Cost Saving/Revenue Enhancing Measures – Rick Clarke and Julie Skeen were present to deliver a presentation that was given to the FasTracks Monitoring Committee the previous week on the cost saving and revenue enhancing “risk allocation

matrix” that RTD Staff is developing. RTD Staff will be presenting eight to ten cost saving or revenue enhancing ideas to the FasTracks Monitoring Committee in November for consideration and potential RTD Board action in December. RTD’s goal is to identify \$300 million by 2017 to fund North Metro Rail to 72<sup>nd</sup> Avenue, the remaining commitment to Bus Rapid Transit (BRT) on U.S. 36, and the Southeast Extension. Mr. Clarke and Ms. Skeen highlighted one item that has been presented already, which is freezing increases in the “1% rubber tire fund” at CPI-U and using excess for these three projects (the 1% rubber tire fund is the FasTracks contribution to base system operations). Mr. Clarke stated this would generate \$24 million between 2013-2017, or to look at it over a longer period, \$63 million between 2013-2020. Erik Hansen stated his concerns with a portion of the \$300 million going to the Southeast Extension and discussed the access challenges of the 72<sup>nd</sup> Avenue station area and asked if 72<sup>nd</sup> Avenue is the right choice of an interim end of line. Mr. Hansen also expressed concern about environmental reviews and other actions that might limit future extensions. Ms. Skeen stated that doing environmental review to gain clearance to 72<sup>nd</sup> Avenue will not preclude going segment by segment up the line as funding allows. Pat Quinn asked if the \$300 million would be “pay as you go” or if it would help fund a debt issue. Ms. Skeen stated that most likely it would be “pay as you go” due to TABOR debt limit considerations. Mr. Quinn pointed out the possibility of federal legislation to allow the collection of internet sales tax and how that might impact revenues. Mr. Hansen asked why RTD chose \$300 million. Mr. Clarke stated it is an aspirational goal. Joe Smith asked if there are any efforts planned to study the northeast metropolitan area. Ms. Skeen said there should be funds in the future to perform the “NATE” study to look at transit in the northeast area. Jane Donovan informed the group that quarterly meetings with RTD and North Metro stakeholders will commence soon and RTD Staff is providing

monthly North Metro Commuter Rail updates to Directors Hoy and Gore and these are available to download on the RTD Web site.

- e. Northwest Area Mobility Study – Aric Otzelberger discussed the upcoming Northwest Area Mobility Study that RTD is funding to look at mobility options and approaches for moving forward with transit investments in the Northwest Corridor. RTD Staff reached out to NATA and asked for NATA feedback on the Scope of Work for this study. Mr. Otzelberger shared the Scope of Work last week and the Board’s primary request is that NATA communities are engaged during the part of the study that will examine the possible extension of the North Metro Commuter Rail line to Longmont. Also, RTD offered a NATA representative a voting seat on the consultant selection committee. Mr. Otzelberger asked for volunteers and Phil Greenwald from Longmont offered to serve in this capacity, as did Gene Putman. NATA Staff will follow up with RTD to see if it is possible to have two reviewers but one “vote” on the consultant selection committee.
  
- f. CDOT Managed Lanes Policy (not on original agenda) – Erik Hansen raised the issue of CDOT’s upcoming policy considerations/changes regarding managed lanes (for new capacity) and expressed concerns related to I-25 North. Mr. Hansen expressed his interest in NATA writing a letter to Don Hunt requesting that the CDOT policy allow for general purposes lanes in the future for I-25 North (per the I-25 North EIS Record of Decision), especially considering the forthcoming addition of managed lanes in the nearer term. The NATA Board agreed and NATA Staff will prepare a letter for the Board’s review and input.
  
- g. NATA Transportation Task Force – RTD Cash Flow Pro Forma – Joyce Hunt delivered a very thorough and helpful presentation based on her analysis of RTD’s cash flow pro forma for FasTracks that was released

related to the I-225 project. A copy of Joyce's excellent presentation was sent via email following the meeting to all NATA members. In short, due to TABOR debt limits, debt coverage ratios, revenue projections and existing commitments, RTD at best has \$264,140 million in principal and interest capacity for many years, which would equate to roughly \$100 million of principal needs. Ms. Hunt's presentation is a very useful resource in understanding and explaining RTD's current financial position as it relates to FasTracks. Without additional revenue, remaining projects such as North Metro or Northwest Rail cannot be accomplished for many years.

- h. Smart Commute Metro North (NATA TMO) Executive Director's Report – Karen Stuart – Karen shared highlights of her work activities and introduced Smart Commute Metro North's first two private sector members, Jacobs Engineering and Collins Engineers. Ms. Stuart also announced that she is working with several other private sector prospects who are somewhat committed to membership and she hopes to have future membership announcements. Ms. Stuart proposed combining NATA Board and Smart Commute Metro North meetings until mid-next year and the NATA Board agreed. Ms. Stuart also highlighted an upcoming meeting she will be attending regarding transportation district overlays, which was a topic that the NATA Board expressed interest in relation to North Metro Commuter Rail.

TABLED UNTIL NOVEMBER MEETING – Due to the overall number of substantive topics for this meeting, the discussion on the Smart Commute Metro North Budget and 2013 NATA dues items were tabled until the November Board meeting. Due to the Thanksgiving holiday, the next NATA meeting is scheduled for Thursday, November 15, starting at 7:30 am at Metro North Chamber Offices. The meeting adjourned at 9:39 am. Thank you to Metro North Chamber of Commerce for hosting the meeting.