

# NATA Board Meeting Minutes

December 10, 2015

7:30-9:00am

**Adams County Economic Development, 12200 Pecos Street, Westminster**

## Welcome by Chair Joyce Downing and introductions

Meeting called to order at 7:37 AM by Chair Joyce Downing

Prior to the Introductions, Vice-Chair Randy Ahrens asked for a moment of silence to remember our colleague and friend, Bob Sakaguchi who died unexpectedly November 1<sup>st</sup>.

## NATA Members (who signed in)

Val Vigil	Thornton Council	Joe Smith	Brighton Staff
Randy Ahrens	Broomfield Mayor	TJ Dlubac	Firestone Staff
Gary Behlen	Erie Staff	Kimberly Dall	Brighton Staff
Barbara Opie	Westminster Staff	Daniel Dick	Federal Heights Mayor
Shawn Lewis	Longmont Staff	Lynn Baca	Brighton Council
Tim Williams	Federal Heights Staff	Jeanne Shreve	Adams County Staff
Herb Atchison	Westminster Mayor	Kent Moorman	Thornton Staff
Steve O'Dorisio	Adams Cty Commission	Paul DesRocher	SCMN
Karen Stuart	SCMN	Erik Hansen	Adams Cty Commission
Barry Gore	ACED	Mark Gruber	Erie Council
Brook Svoboda	Northglenn Staff	Maria D'Andrea	Commerce City Staff
Joyce Downing	Northglenn Mayor	Kevin Standbridge	Broomfield Staff
Jeff Moore	Longmont City Council	Jim Hayes	Commerce City Staff

## Smart Commute (who signed in)

John Guenther	DEA	Shoira Tahirova	Kiewit
Denny McCloskey	D&C Home Solutions		

## Agency Partners (who signed in)

Abra Geissler	CDOT	Jared Esquibel	CDOT
Myron Hora	CDOT	Paul Jesaitis	CDOT
Brenda Tierney	RTD	Ron Papsdorf	CDOT
Andy Stratton	CDOT	Aaron Greco	CDOT
Johnny Olson	CDOT	Henry Stopplecamp	RTD
Brett Johnson	CDOT OMPD	Heather Paddock	CDOT
Jane Donovan	RTD	Chris Quinn	RTD

## Guests

Ina Zisman	PB		
Jim Souby	Colorado Rail	Steve Linton-Smith	Rep Coffman

## Approval of October 2015 Meeting Minutes-Unanimous

## Election of 2016 NATA Board Officers

- Chair by succession- Mayor Randy Ahrens
- Vice-Chair- Nominations from the floor –Mayor Atchison nominated by Mayor Ahrens
- Treasurer-Nominations from the floor – Council member Lynn Baca (Brighton) nominated by Mayor Downing.
- No other nominations were received.

**Motion to Approve 2016 NATA Board of Officers – Motion by Mayor Downing, motion seconded by Mayor Atchison. Unanimous approval.**

**RTD Staff Update: Brenda Tierney, Henry Stoppolecamp**

- **Status of RTD signing contract to extend guaranteed construction price for NMRL**
  - o RTD did not have \$ 9.5M to execute 2015 contract extension with RRP
  - o Now cost is \$263 M needed to get from 124<sup>th</sup> to 162<sup>nd</sup>
  - o Taking the line just to 144<sup>th</sup> has unique design challenges
  - o Design from 124<sup>th</sup> to 162<sup>nd</sup> includes additional costs that were not a part of the original estimate,
    - Last five (5) miles of North Metro Rail Line are not 100% designed, leaving considerable risk
    - Unknown drainage issues and associated costs are concerns.

**Discussion:**

**Mayor Atchison** – Where does the drainage go to?

**Henry Stoppolecamp** – Drainage from adjacent developments cuts across North Metro Rail ROW and goes elsewhere.

**Mayor Atchison** – There may be an opportunity to work with Urban Drainage to address some of these issues. Volunteered to work with UDFC to set up meeting with RTD staff.

**Barry Gore** – This environment is nothing new. Why are there new costs that weren't in the original estimate?

**Henry Stoppolecamp** – The development near the rail line pushed their drainage onto UP property and it is now RTD's problem to deal with. It is especially important if RTD is going to double-track through the sections north of 128<sup>th</sup>.

- **Latest ridership projections for NMRL (Stoppolecamp)**
  - o Latest ridership projections are 1,400 per day.
  - o Ridership is based on DRCOG's land use models. If the ridership projections are to change, DRCOG's model would need to be updated.

**Discussion:**

**Jeanne Shreve** - Why did DRCOG numbers decrease from 2,400 previously to now 1,200 boardings per day?

**Chris Quinn** – DRCOG changed their land use model, which affected their ridership projections. RTD can set up a meeting with DRCOG and NATA to figure out why the ridership projections decreased so much.

**Commissioner Hansen** – If ridership projections decrease and costs escalate, how does that impact the ability to secure federal funds?

**Henry Stoppolecamp** – It probably doesn't look good, however, if funds do become available, we need to be ready to move on the project.

**Mayor Pro Tem Vigil** – What was the first land use model that you are basing the ridership projections on? How are the two different?

**Chris Quinn** – For corridors that are eligible for federal funding, RTD must use Compass model. It is not considered as accurate as other models, however.

**Barry Gore** – Does the model account for North Front Range commuters coming into the rail corridor to get downtown or just those that live around stations?

**Chris Quinn** - The model does take those commuters into account, but the specifics of how many probably needs to be looked at.

**Commissioner Hansen** - Federal funding is still the most likely funding source. With the cost of the project increasing so much, ridership projections may not affect whether the project actually gets funded.

**Jeanne Shreve** – Could we have the FTA be a part of the discussion to determine what the cost estimate and benefit would be? They may have impact on what elements could be eliminated to improve the cost/benefit.

**Henry Stoppolecamp** – It wouldn't be helpful to have FTA in the room because we can't answer the questions they are interested in. However, RTD can include them if that is the wish of NATA. The easiest way to reduce the cost estimate is by reducing the scope of the project. (I.e. headways, double-tracking, drainage, etc.)

**Brook Svoboda** – Are those questions ones that need to be answered by local jurisdictions or RTD? How do you envision that process moving forward?

**Henry Stoppolecamp** –Requests from municipalities have increased the cost. These requests need to be addressed by local stakeholders, with RTD and RRP. There should be a meeting with local jurisdictions to address what elements can be eliminated in order for the cost estimate to be reduced.

**Commissioner Hansen** – The problem currently is that Denver is not present. They will need to have a seat at the table, especially when talking about headways. We signed a letter previously that committed the group to reducing "scope creep" so it shouldn't be a difficult proposition to try and figure out how to keep costs down.

**Mayor Atchison** – Drainage is a federal issue and may be eligible for alternative funding. We can assist with addressing this by setting up meeting with Urban Drainage.

**Henry Stoppolecamp** – Drainage is not something that RTD wants to deal with so if local jurisdictions have options for this, RTD is happy to participate in those discussions.

- **Status of RTD's study on all unfunded corridors and their eligibility for federal funding**  
Bill Van Meter at RTD is heading up evaluation of the unfunded corridors for the possibility of federal funding. These corridors are: Southwest, Central, North Metro and Northwest.
- **General Manager's search status update (Stoppolecamp)**
  - o GM should be in place by Jan. 3, 2016
  - o Tonight (12/10/15) RTD will host an Open House for all three finalists
    - Dave Genova (Interim GM)
    - Stephanie Dawson (currently PATH COO)
    - Richard Leary (Toronto Transportation Commission)
  - o Final interviews will be held 12-11-2015
  - o Questions to the RTD GM candidates should be submitted by this evening at the latest.

#### **Budget Report for 2015-Mayor Atchison/Barbara Opie (Budget packets included at meeting)**

##### **2016 Budget Discussion**

- **No NATA dues increase in 2016**
- **\$12,000.00 payment to Smart Commute in January for NATA Membership and NATA Administration duties**

**I-25 Moves** –This year's budget does not include any funds for I-25 Moves. Last year, there was \$25K, which was for a feasibility study for Special District to fund transportation improvements in the north metro area. Any additional amount requested for this year will need to come back to NATA for consideration.

- **Consideration of amount for receptions, breakfasts, incidentals**
- **Consideration of hiring a NATA Lobbyist**

##### **Discussion:**

**Mayor Ahrens** - 2016 would be the best year to hire a lobbyist because of the multiple funding opportunities that may be presented in the State.

**Jim Hayes**-Would that include position papers within the next 30 days? Commerce City will go to DC in the first week of March, and could carry those along to meetings.

**Mayor Atchison** – Might be a good idea to look at the US 36 model and possibly "piggyback" on that contract

**Mayor Downing** – Are there other voices on the matter?

**Mayor Pro tem Vigil** -When will the special district feasibility study be available for NATA to look at? That could inform what we want to lobby for at the state level.

**Karen Stuart** – It wasn't presented today because it is still in a working draft form.

**Mayor Atchison** –The US 36 model could provide a good model

**Commissioner Hansen** – We cannot share a lobbyist with US 36, because we are a distinct organization with different priorities

**Barry Gore** – ACED has a lobbyist and would be willing to share their services .

**Councilmember Jeff Moore (Longmont)**- I serve on the National League of Cities (NLC) Board and transportation is one of their main priorities. Would be willing to bring the NATA priorities to the Board, if you felt it would help

**Brook Svoboda** – An RFP will need to be issued very soon, if the lobbyist will have any impact on this year's legislation.

**Commissioner Hansen** – The NATA Board would have to approve a contract with a lobbyist.

**Mayor Atchison** – Timing is very important. There is a matter of weeks before we need to have someone in place.

**Commissioner O'Dorisio** – NATA is an alliance and it's important that we use our individual resources to bring change. Taxpayers may have concerns with paying for lobbyist as a group when there are already individual lobbyists in place.

**Mayor Pro tem Vigil** – I agree with this. We also want to have a specific agenda for a lobbyist instead of just having somebody as a "watchdog".

**Brook Svoboda** – NATA may want to have a lobbyist that represents the group rather than using one of the jurisdictions because it may be misperceived as playing to special interests as opposed to the NATA group.

**Commissioner Hansen** – Are we asking for additional funds to pay the lobbyist or is it within the 2016 budget? What is the cost?

**Brook Svoboda** – It is within the amount in the 2016 NATA budget. A lobbying contract would likely be estimated not to exceed \$20-\$25K a year.

**Mayor Downing** – Asked for a straw vote in favor of procuring a lobbyist for NATA?

**Straw vote 6 in favor, 2 opposed. The vote must be unanimous to pass.**

#### **Approval of 2016 Budget**

**Motion to approve the budget. Mayor Atchison moves to approve budget as presented. Second by Mayor Ahrens. Passed by unanimous consent.**

#### **Approval of 2016 Meeting Calendar-**

**Mayor Atchison moved approval of meeting calendar; Mayor Ahrens seconded the motion. Calendar approved with unanimous consent.**

#### **SCMN TMO Update-Karen Stuart and Paul DesRocher**

- **Presentation to Aurora Chamber** – Karen Stuart attended the Aurora Chamber's Transportation Advisory Committee in December and made a presentation about NATA's organization and project priorities.
- **Transfer of NATA website**-Smart Commute will need to request funds for hiring a webmaster to recreate the NATA website. Smart Commute will point the server back to the City of Thornton so that it is not dark while a new site is rebuilt.
- **#8 Bus to 144<sup>th</sup> and Orchard Parkway marketing outreach** – this bus will start weekday service January 4<sup>th</sup>. SCMN is contacting employers at 136/Huron and at 144<sup>th</sup>/Huron and providing free ride coupons to market new service to employees at these employment centers.
- **I-25 Managed Lanes Project, Segment 3 TDM** –SCMN Scope of Work has been submitted to CDOT. We are waiting for an IGA.
- **Transition of Concierge Commute vehicles to My Way to Go van pools** -4 out of 5 vehicles are likely to transition to the Way to Go program, helping Smart Commute to fulfill obligation to DRCOG's Partnership agreement.

#### **CDOT Update:**

**Segment 3 Managed Lanes extension and funding status– Myron Hora-**

- Construction Project was approved from 120<sup>th</sup> to NWP/E470 and expected to begin in spring 2016.

**Overview of HPTE tolling and revenue for I-25 Managed Lanes- Brett Johnson, Director of OMPD-** OMPD will structure a construction loan to advance the project . It was important that that project got to NWP/E-470 in order to optimize revenue. The loan is a commercial loan backed by HPTE.

**Discussion of definition of “Corridor” as related to toll revenue-**

**Brett Johnson-** Defining all Colorado highways/interstates as corridors will allow for a better efficiency of the roadways as a system. And allows for easier project financing.

**Karen Stuart** – when corridors are combined, how do excess revenues to come back to the local jurisdictions on that corridor, or portion of that corridor?

**Brett Johnson**– That’s something that we should explore further.

**Recognition of Myron Hora- CDOT Region 4 Planning and Environmental Manager-** Myron is retiring in December and will be working for the private sector. Heather Paddock will be moving into Myron’s role beginning in 2016.

**NATA Priority Projects Discussion and Approval of Tier I Rankings- Jeanne Shreve**

**Commissioner Hansen** - Priorities need to be resolved prior to January meeting to inform lobbying efforts.

**Jeanne Shreve** – Two jurisdictions still need to provide rankings to NATA. Future funding is tied to NEPA, so level of progress in NEPA informs the score/priority.

**Commissioner O’Dorisio** – Why aren’t I-76 and U.S. 85 on the priority list.

**Jeanne Shreve** – Those projects were identified as Tier 2 projects, as defined by the NATA Board in Jan 2014

**Councilmember Jeff Moore (Longmont)**– How does likelihood of funding factor into ranking?

**Jeanne Shreve** – Projects consider numerous factors and funding is included. However, if a funding package comes out at State level, NATA should consider keeping projects of regional significance on the Tier 1 list, regardless of current funding availability. This is especially true in 2016, when multiple funding opportunities may become available at the State and Federal level.

**Joe Smith** – Is I-76 and Bridge St Interchange listed as Tier 1?

**Jeanne Shreve** – It is listed as Tier 2

**Motion to approve this Tier 1 Rankings as presented for the 2016 NATA Priorities list-motion bt Commissioner Hansen, motioned seconded by Mayor Ahrens, approved unanimously.**

**Proposed Items on January 28, 2016 NATA Agenda:**

- 2015 Accomplishments
- 2016 Strategic Plan
- Strategic Planning Committee (SPC) appointments