NATA Board Meeting Minutes

April 27, 2017

7:30-9:00am

Adams County Economic Development, 12200 Pecos Street, Westminster

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Welcome by Chair Herb Atchison and introductions.

NATA Members (who signed in)

Barry Gore	ACED
Chaz Tedesco	Adams Cty Commission
Lynn Baca	Brighton City Council
Rick Teter	Commerce City Council
Maria D'Andrea	Commerce City Staff
Mark Gruber	Erie Trustee
Daniel Dick	Federal Heights Mayor
Will Lindsey	Federal Heights Staff
Jeff Moore	Longmont City Council
Phil Greenwald	Longmont Staff
Brad Harvey	Metro North Chamber
Brook Svoboda	Northglenn Staff
James Hayes	Northglenn Staff
Catherine Sanders	SCMN
Karen Stuart	SCMN
Will Drier	SCMN
Eric Montoya	Thornton City Council
Kent Moorman	Thornton Staff
Herb Atchison	Westminster Mayor
Debra Baskett	Westminster Staff
Shannon Bird	Westminster Council
Jeanne Shreve	Adams County Staff

SCMN Members (who signed in)

Kirk Webb	Atkins
Tony Marcello	David Evans Associates
Mark Shotkoski	NW Parkway
Judy Lubow	RTD Board
Ryan Sisson	TSH
Troy Whitmore	United Power
Ina Zisman	WSP/PB

Agency Partners (who signed in)

Markos Atamu	CDOT
Paul Jesitis	CDOT
Andy Stratton	CDOT
Doug Rex	DRCOG

Henry Stopplecamp	RTD
Dave Genova	RTD
Paul Solano	RTD Board
Lindsey Smith	RTD

Guests (who signed in)

Mary Jo Vobejda	CH2M Hill
Terry Blackmore	NFRMPO
JD Key	Rep. Coffman
Andrew Dunkley	Sen. Gardner

Welcome and introductions by Chair Herb Atchison.

Impromptu discussion of DRCOG Regional Awards

Mayor Atchison: Several of us attended the DRCOG meeting, over 300 people attended. I want to recognize a few people in the room. City of Brighton along with Adams County received a Metro Vision Award for a plan for the City of Brighton .

Council Member Baca: This has been an ongoing project for 8-10 years. There has been pressure for development on prime farmland; we wanted to preserve some farmland, we included the community and brought on consultants. We wanted to bring in agri-tourism. We received an award for it last night, and we appreciate Adams County's partnership in this.

Mayor Atchison: Two more people were recognized last night with Distinguished Service Awards. Barry Gore of ACED and Jeanne Shreve with Adams County. Additionally, the John B Christensen Award went to someone annually recognized in the region. The 42nd Award went to someone who served our region for a long time, and recently retired – Tom Clark. It was a surprise, and it was a difficult secret to keep. This was a great event, and DRCOG did a great job.

Approval March 2017 Meeting Minutes

Kent Moorman: I wanted to point out that, in the March minutes, in the Incident Management section in my statement, to change "They are" to "CDOT is" (referenced below).

> ***Kent Moorman****: Thornton has been in contact with our first responders. There has been a 141% increase in incidents on I-25 between 2013 (before the Express Lanes project started) and the last 7 months. They are going to do a road safety audit.*

Approval of March 23, 2017 Meeting Minutes: *Motion to approve minutes with identified change made by Council Member Moore, seconded by Mayor Pro Tem Eric Montoya, and approved unanimously.*

Treasurer's Report- Mayor Pro tem Eric Montoya

Eric Montoya: At the beginning of the year, we had a cash balance of $81,328. We don't have any new income since the last report, but have three expenses: $19,800 for NATA Administration, $12,000 for NATA Membership, and $57.67 for the NATA Board Meeting. Total, that is 31,857.67 in operating expenses. We have a current cash balance of $49,470.33. Annual NATA membership dues invoices have gone out this week.

SCMN Update- Karen Stuart, Catherine Sanders, Will Drier

Karen Stuart: we are working on a regional bike share program on the east side of I-25; Zagster just launched in Longmont, and Westminster also has Zagster. We would like to see bike sharing grow in

our serviceregion, with stations that can connect with each other. Reps from Brighton, Commerce City, Federal Heights, Thornton and Adams County attended a joint meeting to talk about what bike sharing could look like and learn about Zagster. We are talking about how you can do a bikeshare where someone can get a bike in Brighton, and leave it in Commerce City, and how it could connect to the coming N-Line stations. Everyone is interested in multimodal transportation, and how to make this better.

More recent news is that RTD is doing a new survey, the 2017 trip org/destination survey. The survey tries to identify where people are traveling, and when they are using transit. Nataly Erving is working on this. The last survey they did had over 1,000 respondents, and are hoping for that again. We'll have this on our website. We're also hoping to have it at Thornton Fest to get feedback live from participants. Commuting Solutions, Boulder Transportation Connections, and Smart Commute all donated gift cards as an incentive for the survey. We think this is an important survey to get responses to. The survey comes out end of next week or beginning of next week.

Additionally, we just stared our festival outreach. We were at Earth Day in Westminster, and it was a great event. We partner with RAQC with Every Trip Counts, and also promote Mow Down Pollution, which encourages people to trade in gas mowers for all-electric mowers – you can get a 16-inch 40V mower for $100 with a trade-in, and for $150 without, which is a great deal. Go to MowDownPollution.org. Our nearest location is Dicks Sporting Goods arena, you do need to register in advance. There are lots of mowers.

Catherine Sanders: I got my mower four years ago through this program. It's a lower battery capacity than the new ones, and it mows my quarter-acre yard easily. The newer ones have more battery capacity, and also batteries that you can swap out easily.

Mayor Atchison: You need to make sure you drain the oil and gas in advance before you come to drop it off.

Karen: If you have a festival you'd like us to attend, let us know, and we can add it to our calendar. TransForum is going to be at the Erie Community Center, the Town of Erie is our event sponsor. We have futurist Thomas Frye, as our keynote speaker and will be announcing additional speakers soon. We're looking for sponsorships. The TransForum will be on June 19 at the Erie Community Center.

Catherine Sanders: Smart Commute has a new partnership with PACE working with them on their new transportation certification program. This is a great partnership, and we had our first lead, with Jax Outdoor Gear, on Friday. We hosted a booth at the State of the Region Development Showcase, and had good interaction. One of our commuters, John Meiner at Avaya, was honored at the DRCOG regional awards on Wednesday. He received the Commuter of the Year award. John is part of a group that has been vanpooling for 40 years – they started their vanpool before there was a regional program in place by purchasing their own vehicle. John himself has been vanpooling for over 20 years. They are responsible for reducing over a million miles of VMT over the years, which is substantial.

Will Drier: We've been working hard on our TDM alternatives for I-25 and have been successful in providing carpool, vanpool, and transit options to commuters on I-25. We've revamped our VMS board messaging to capture new audiences as well.

In the first quarter we: received 136 applications (with 286 total applications, and 56 applications for the month of March, which is the most of any month since the program began), formed 3 three-person carpools, added 3 individuals to existing vanpools, provided seven Bustang round-trip tickets, and 18 RTD 10-ride ticket booklets.

Starting May 1, the pedestrian/bike tunnel at 120th and I-25 will be closed for construction. CDOT will be providing "popup pedicab service" to take folks between Wagon Road Park and Ride and the parking lot on the south side of D.L. Parsons Theatre. There will be two pedicabs operating at a time,

and will operate between the hours of 6:30am-9am, and 4:30pm-6:30pm. This service will be provided for four weeks. The tunnel is expected to be closed for about three months.

Update on RTD & FRA
Mayor Atchison: Dave, can you provide the group with an update on the FRA extension?
Dave Genova: We had a call with FRA HQ in DC last week. We submitted three different actions for FRA review. One was an extension on our waiver, which expires Sunday. The second was a request to get back to testing on the G-Line. Third, we submitted a request for the B-Line, for the single at-grade crossing, asking FRA to remove the B-Line from the waiver entirely. We expect to hear back from FRA today, following their meeting, on the status of the waivers. Regarding our grade-crossing plan, we submitted a plan to FRA in October, and most of the work has been complete. That, in combination with buffer timing we've submitted for analysis. We think we've made the progress we've needed to get out of the waiver entirely. They will review to see if they are in agreement. We're very eager to hear how they will report back to us. Working through the FRA process on the crossings on the A-Line. Even if we were to get into complete agreement with FRA, we still need to get through the PUC process. We don't know the exact timing. We expect it will be several months to get the G-Line open once we have permission to test from the FRA. There is more testing that will need to happen, lots of training. We know it will be months before we're able to get this line open, assuming everything goes well.
Mayor Atchison: We look to our congressional representatives in this room to provide help from their offices.
Dave: Thanks, we are in close conversation with the staff in the congressional offices, and we will be giving them an update. The offices have been very helpful in lending support.

Transportation Legislation Update- Mayor Atchison
Mayor Atchison: The good news, there's no more 1242 meetings; bad news is that we've spent countless time in a statewide coalition, working on a state bill, 1242, for it to end. We've met with every group possible on the house side, and got it through the house. My opinion, not NATA's: we had three people that were close-minded, and weren't going to approve this bill, they had made up their minds beforehand. So transportation funding, as a referred measure, is dead.

Colorado Contractors Association (CCA) is pulling three bill titles, and we're working with them at a variety of levels and working on getting something on the ballot this year. We're late, and need to raise money for petitioning. There is a possibility we won't be able to petition to get this on the ballot for 2017; if we can't, we'll work forward to 2018. Three people ended this measure. We testified, and brought a thick bundle of signed petitions. This shows the mindset – we can't get transportation fixed in this state. We keep hearing there are other options, but we haven't seen other options. From that standpoint, I'll be down testifying for 1348 bill, which is to do away with HOV3 in its current form. We're trying to make sure they understand that HOV3 is contract-based. They are looking at putting back HOV2 on all other roads, but keeping HOV3 on US-36. We feel this will be very confusing for people, and will be testifying for common sense.

Regarding the CCA bills – there are three that are each slightly different. We aren't in opposition with CCA this year, they are working with us to make sure it is a statewide effort. We'll have to determine which one we move forward, as we can't move all three. We will be meeting on how to get something on the ballot this year. I think there will be a 50/50 chance. I'm not sure we'd have much hope in 2018, as the gubernatorial race and other seats races that are open. The flexible spending at the local level from 1242 was the best option we've had in a while.

Presentation: North Metro Industrial Area Activity Study (NMIAAS) – Kirk Webb, Atkins Global

Kirk Webb: Our client is the three agencies that have jurisdictions; Denver, Adams County, and Commerce City. We're working with CH2M Hill. They are working with the Vazquez/270 PEL, we're working on this. But we're working together. The study area will review the transportation network, west-to-east from I-25 to Quebec, and then south-to-north from Martin Luther King Boulevard (MLK)/32nd Avenue to I-270/US 85 & 72nd to SH 2. We want to look for projects that improve connectivity. This area is filled with rivers, rail, and utilities. Our goals include improving freight, mixed use for land use, and prioritizing different travel sheds. (Referring to slide) This is the map of the different travel sheds in the area. There are some east-west, some north-south, some others. Each travel shed has a different purpose, including transporting goods, transporting people, to jobs and other destinations. We've done an overview of the different planning agencies I the area, and the work that each has done.

(Referencing slides- this presentation can be found on the NATA website:) This is the existing transportation network, color-coded by use – from interstates and primary arterials, to local roads. This is the existing bike facilities – you can see there are large gaps in the bike network, in the middle of the study area. These are the transit routes, and are color-coded by service frequency, from every 15 minutes, to every 60 minutes. This is the daily truck volumes, and an interesting graphic. The highest is 56th Ave. – 33%. For context, other area roads in the DRCOG network typically have 2-5% truck traffic.

One thing that is important about the transportation network is who is using it, and where they are trying to go. We have different uses separated by industrial – how can we fix these connections? There is a lot of employment in the area – the top 4 industries make up 64% of jobs: Wholesale Trade, Manufacturing, Transport and Warehousing, and Construction. We have also mapped the location of jobs, they are over towards the Stapleton redevelopment area, and near the airport.

One of the other things we did was a high-growth scenario. We know DRCOG has its own growth limits – local jurisdictions submit their population projections to DRCOG. We wanted to see what would happen to this area in high-growth. We went back to the local agencies, and looked at places that might have extra growth. The local jurisdictions determined where extra growth could go. One area is Aerotropolis. This map shows the study area with boundary, but highlighting high-growth areas nearby that will effect it. We found significant job clusters outside our area that will have a significant impact on traffic through our area. The National Western Center area is also going to be a major travel destination once the complex is complete and events start to happen year-round.

We looked at origin/destination pairs (direct) as desire-lines. We did a select link analysis. We chose one link, and look at all the trips on the link, to see where trips are going to or coming from. This map highlights the major connection that local people use for their trip, because there are missing connections elsewhere. Vazquez is really supporting through traffic, which was interesting. Turning toward 2040, anything that is orange or darker are areas that are over capacity. Our schedule should be complete in October. We had a traffic TAC meeting yesterday. We're screening local projects that the cities have identified, and will choose the top 10. So a pretty big task still ahead.

Discussion:

Barry Gore: Did you use the CDOT Aerotropolis study for your study?

Kirk Webb: We used the one by CH2M Hill. We focused on local agencies and their studies.

Presentation: 270/Vasquez PEL – Kirk Webb, Atkins Global

Mary Jo Vobejda, CH2M: (showing map of "Existing Bike Facilities" from Kirk Webb's presentation). This is a feasibility study that CDOT does prior to environmental document stage. Kirk and I are coordinating on both studies. For our study, we're looking at mobility, safety and connectivity. Kirk pointed out that a major missing connection is a missing ramp that doesn't allow traffic flow, and looking at the re-routing that occurs as a result. We've met with the freight industries and local businesses, local residents, and working with a technical working group made up of local municipalities. We're talked with everyone, found out what the issues were, and are moving from there. We had over 100 comments about how the area can be improved. Everything from small to large improvements. We're putting these comments and improvements together into packages. I-270 is slated for its own Environmental Linkages Study soon. In DRCOG, it's already assumed that I-270 will go from 4 lanes to 6 lanes, and we're assuming that will occur. We're looking at this area to improve mobility and connectivity. Our area works with Kirk's study by looking at scenarios about how connections would change travel through Vazquez. Right now, were at the stage of putting together packages, looking at grade-separation for through traffic on Vasquez, so you wouldn't be stopped by local lights. Looking at how that would integrate with 270. We're looking also at an "access solution" which keeps Vasquez at grade, looking at intersection connections to improve local connectivity. And looking at both to see what would improve the overall interchange with Vasquez/270. We're hoping to be done in September. We are keeping the studies very close together, so they are congruous.

Commissioner Tedesco: 60th Ave is a part of this, can you give an update? North of 270. This will have a lot of impact, if we don't handle this intersection.

Mary Jo Vobejda: We're looking all the way north to where Vasquez splits with Highway 2, so we are looking at 60th as well as 56th. These are the two most heavily traveled and congested intersections. For 60th, were looking at grade separated for through traffic as a scenario, and looking at signalized intersection improvements. We're also looking at the "5th leg" of this intersection, which is Parkway. Looking at connecting it outside the intersection.

Commissioner Tedesco: Does this look like a viaduct then?

Mary Jo Vobejda: It would make Vasquez look like a viaduct.

Barry Gore: The rivers and creeks are major obstacles. Any chance we can have additional connections across the rivers? Or are the environmental challenges too great?

Kirk Webb: There are challenges, but we can overcome with right permitting.

Mary Jo Vobejda: One thing for Vasquez is looking at one-way pairs. That would force another crossing or connection on I-270. We're looking at it from a micro level, Kirk is looking at it more regionally.

Mayor Atchison: On 1242, last count we're proposed 120 amendments, and I'm focusing on one. It's looking for a new home. It's looking at the I-70 re-route going to 270. It isn't possible to merge both capacities onto 270. If this amendment gains success, and moves forward, then how does this effect your work?

Kirk Webb: It would negate the work we've done.

Paul Jesaitis: I feel obligated to mention that I-270/Vasquez was on our Tier 1 list. We have an obligation to do some work at this intersection. We plan to get through the design process. CDOT will do our part. Regarding the 70/270 merge, I tend to agree that this won't happen.

Commissioner Tedesco: For anyone following this, there is a committee forming, it's meeting tomorrow at 1:30pm. It's being formed by Representative Duran. You may want to be there. It's a committee to discuss major projects like I-70/270. I think we should pay attention to this, and make sure we attend. I don't know where the meeting is.
Mayor Atchison: We do want to watch this amendment, and make sure it isn't tacked onto something else.
Doug Rex: Thanks for the updates. I live on the south end, and learn a lot here. 1.3 Million in population growth is expected by 2040. Some of our traffic models are looking at the same level of congestion at lunchtime as the congestion we see at 5PM today. We can't build our way out of this, but we can increase our transportation portfolio. But, wanted to point out that in our model, we haven't found a way to build in changes in technology. This really is about autonomous vehicles, and their ability to increase capacity on roads. Mobility Choice Blueprint is one mechanism of improving the model.
Mayor Atchison: RTD did pass MCB at their last meeting. We're trying to pull together the four leadership groups to determine next steps. We have agreement on the initial funding, and we need to determine where to go from there, to make sure matching funds are preserved. Doug is going to be coordinating all four groups (RTD, CDOT, DRCOG, Chamber).
Commissioner Tedesco: We need to be more vocal here as NATA. We don't have a vocal group like the people working on this. We've been working on this for 14 years. I'm not saying it's the perfect solution, but we can't wait another 14 years. We need to get the word out.
Mayor Atchison: We wanted to make sure in this group that we have more influence. One was with the DRCOG RTC. We did get representation from Mayor Heidi Williams, myself, and Commissioner O'Dorisio applied as an alternate, and was selected. So, we are slowly getting more voices in more places. To get more influence about what is happening up here. We need to stay involved. We need our elected officials to volunteer and put in the time for these processes. This can be time consuming.

NATA Priority Project List for 2017-2018 update– Debra Baskett
Debra Basket: We're working on the NATA prioritization of projects. Thank you to NATA for the funding to hire a moderator as a consultant. We received 5 proposals, and are recommending one consultant for this work. They are already looking at the information on the website. Senior staff in the room should be hearing from me soon to pull together priority projects from their list. We'll be further vetting projects. The TIP is the goal, but we also want to be prepared for other opportunities.
Mayor Atchison: Reminder that staff needs to have buy-in from everyone to make sure that we're all on the same page, that every community in NATA has their voice in this.

Action Item: Resolution regarding RTD FISA funds to Unfunded FasTracks Corridors
Karen: We've heard in support from many people, but haven't heard from anyone that they don't support it. Our process is to let us know if you are in favor or not, and otherwise by not responding, we assume you are in favor. The gist of what we're saying is that, any savings RTD finds, we can put the amount from savings into a separate account for all unfunded corridors.

Resolution regarding RTD FISA funds to unfunded FasTracks corridors: *Motion to approve made by Council Member Jeff Moore, seconded by Council Member Baca, and approved unanimously.*

Meeting adjourned at 8:40 am.