

NATA Board Meeting Minutes

February 23, 2017

7:30-9:00am

Adams County Economic Development, 12200 Pecos Street, Westminster

Welcome by Chair Herb Atchison and introductions.

NATA Members (who signed in)

Barry Gore	ACED	Joyce Downing	Northglenn Mayor
Lynn Baca	Brighton City Council	Brook Svoboda	Northglenn Staff
Randy Ahrens	Broomfield Mayor	Catherine Sanders	SCMN
Kevin Standbridge	Broomfield Staff	Erik Hansen	SCMN
Rick Teter	Commerce City Council	Karen Stuart	SCMN
Sean Ford	Commerce City Mayor	Will Drier	SCMN
Maria D'Andrea	Commerce City Staff	Eric Montoya	Thornton City Council
Russell Pennington	Erie Staff	Kent Moorman	Thornton Staff
Mark Gruber	Erie Trustee	Kevin Forgett	Thornton Staff
Will Lindsey	Federal Heights	Shannon Bird	Westminster Council
Daniel Dick	Federal Heights Mayor	Herb Atchison	Westminster Mayor
Angela Habben	Metro North Chamber	Debra Baskett	Westminster Staff

SCMN Members (who signed in)

Denny McCloskey	D&C Home Solutions
John Guenthor	David Evans & Assoc.
Tim Stewart	E-470
Shoira Tahirova	Flatirons Construction
Ed Icenogle	ISP
Ryan Sisson	TSH
Ina Zisman	WSP/PB

Agency Partners (who signed in)

Andy Stratton	CDOT
Aaron Greco	CDOT
Andy Karsian	CDOT
Doug Rex	DRCOG
David Spector	HPTE
Jane Donovan	HPTE
Ashland Vaughn	RTD
Lindsey Smith	RTD
Larry Hoy	RTD Board

Approval January 2017 Meeting Minutes

Approval of January 26, 2017 Meeting Minutes: Motion to approve made by Mayor Ahrens, seconded by Councilwoman Baca, and approved unanimously.

➤ Treasurer's Report- Eric Montoya

Eric Montoya: This is my first report. As you know, the City of Westminster will continue to keep the books for NATA – thank you Westminster. The current balance for NATA is \$81,328.00. In January, NATA approved an increase to Smart Commute for membership dues and administrative services in the total amount of \$31,800 which will come out this year, and there is about \$3500

already approved to finish the leave behind. There is not increase in member jurisdictions dues to NATA for 2017. Invoices will be going out soon. The treasurer's report will be presented quarterly.

Approval of February 2017 Treasurer's Report: Motion to approve made by Karen Stuart, seconded by Mayor Ahrens, and approved unanimously.

➤ **SCMN Update- Karen Stuart, Catherine Sanders, Will Drier**

Karen Stuart: We're doing a presentation the Commerce City council next week. We're getting the 2017 community events on our calendar for this summer. If you have a community event you'd like us to come to, please let me know. We bring RTD schedules, N-Line information, information about the I-25 Express Lanes, information about carpooling and bike maps, information about Schoolpool, and Getting There Guides.

We are also doing the Central 70 TDM, and will discuss that more when we have a final contract. Planning is underway for our annual TransForum in June; and planning around the many events on the calendar for June, like CML, Accelerate Colorado and Bike to Work Day. Stay tuned!

Catherine Sanders: I've been doing employer outreach in our area, including outreach to employers in Longmont, Brighton, Erie, Lafayette, Erie, Broomfield, Commerce City, etc. In addition to employer outreach, I've been doing Schoolpool outreach, targeting non-traditional schools like charter schools and private schools, which don't have public yellow school bus service, and where a Schoolpool program makes a lot of difference. Schoolpool is a free regional program, and helps to reduce the chauffeuring trips made by parents. A few weeks ago I met with STEM Labs, I met with Belle Charter School last week, and I've been reaching out to other charter schools in our area. If anyone has children in a charter school and would like us to meet with your school to talk about Schoolpool, please let us know. Schoolpool is a great regional program, and it probably the best program at reducing congestion and reducing VMT.

Will: For I Drive I-25, we've been able to get three people to stick with a vanpool open seat so far, and have had six people stick with a three-person carpool, and might have another soon. We currently have an ad in the Colorado Hometown Weekly newspaper, and hope more Erie residents will take advantage of this program. We've also provided a lot of RTD passes and Bustang tickets. We've been sending out several each week since the program got going.

Discussion:

Councilwoman Bird: I was wondering if Schoolpool might be a good solution for Bollman Technical School, where they try to place students in internships throughout the area. Some students have transportation difficulties. Also, Front Range Community College tries to get students into its apprenticeship program, and transportation is a barrier to it.

Catherine: I did reach out to Bollman, and we're working out a time to meet in the next few weeks. I'll be able to better understand their problem, gather information, and then lay out a plan. If Schoolpool is a program that can assist, we will definitely use it. For Front Range, I had a conversation with Cathy, and she is going to connect me to a new staff member coming on board, I believe the Dean of Students.

Karen: I wanted to mention that, when working with organizations, we always start from yes and go from there. Catherine is an expert in Schoolpool and our employer programs, and will be able to assist anyone who is looking for better information.

➤ **Review of Adams County February 17th Local Governments Summit- Chair Atchison**

Mayor Atchison: I wanted to mention to the group that, next month, we will have nameplates for the NATA representatives, so please use those for next month's meeting, they will be available at the sign-in desk. Please return the name plates when the meeting is finished.

Also, for those of you on the DRCOG Board, you may have heard this already, but the Executive Director, Jennifer Schaufele, has resigned. Doug Rex will be the interim Executive Director, and then the DRCOG Board will begin a nationwide search for a new Executive Director.

Regarding the Local Governments Summit, we spent a lot of time with every elected official in the county, including local jurisdictions, school districts, etc. We tried to find places of overlap with our school district, local jurisdictions, and county. There were many people in this room that were there, I'd like to call on them to share what they learned.

Mayor Ford: it was a great first start for us to get together and collaborate on the things that affect us. It was great to have the School Board there as well. If we don't partner with each other on issues that affect all of us, it will be difficult for us to put our efforts where they need to go. It was good to sit down and collaborate and work as a region.

Mayor Dick: I noticed there were a lot of commonalities between very different cities. A common thread that came up was civility. It was good to think not just about ourselves, but about each other.

Mayor Downing: It was a great start. There is always overlap in what we do.

Commissioner Hansen: We sat down and identified, and prioritized. We prioritized housing and transportation. It was interesting, because we talked about the image of Adams County, what people think of Adams County versus what we are. We talked about rebranding. We're doing a lot in Adams County, and we need to put that out to the public.

Mayor Atchison: Thanks for these insights everyone. This was the second Local Government Summit that Westminster has participated in: we also participated in the Jefferson County Summit. We had a great facilitator attend that helped to lead discussion.

What we saw was that everyone has the same problems. Following this Summit, we all have a five-month "due date" for every participating elected official to return and discuss about how we can work together.

One thing that came up was the construction "defect" reform – we thought we should drop "defect" as the focus that we should be talking about "Construction Legislation". We also need to be careful about using the word "affordable housing" and use "workforce housing" instead, because affordable housing can mean a lot of different things to a lot of different people, and what we are all really interested in is housing our workforce.

We talked about the problem of homelessness, especially the homelessness that is not seen. This is especially a problem for children in our community. We all recognized that there isn't a silver bullet for this problem. Many of us are in the same situation with trying to help with homelessness. At Westminster, we've taken on a full-time staff member to help coordinate services. For instance, there aren't shelters in well-placed areas that are easy to access to the homeless population. We're also working with our School Districts to see what they are doing. They are also in a problem with major budget cuts to schools. We have many school districts around, and they are all poorly-funded and struggle with funding their programs.

We also talked about Transportation – there is a measure in the legislature, and they are hoping to get it on the ballot as a referred measure, but this needs to happen soon or it won't happen for 2017. If it goes through as it is now, will be a 0.6% sales tax with a 20-year sunset. We also want the ability to spend the money locally, and make decisions about where our money is spent, like on roadways, capacity, and bike/ped.

These are the things we were talking about at this summit.

➤ **RTD: North Metro Rail Line Construction Update- RTD Staff**

Ashland Vaughn: We have a rough sketch of the schedule for the entire project, and as you can see in 2017 we're doing a lot of civil infrastructure, systems work, and stations work. We're currently doing a lot of drainage work at the stations. We've had a few hiccups, but we are still targeting a 2018 opening.

All segments of the rail, from Denver Union Station to Eastlake-124th Station, are "IFC" or Issued for Construction. Bridges are all IFC. Our stations are all IFC, aside from 104th Station, which is at 90% civil and 60% garage. At Northglenn at 112th we are at 100%.

We're working on all general systems – fiber-optic, communications, electricity and power. Generally, all our systems work is IFC – general signals design, system-wide electrical design, and general communications design. Traction electrification and overhead catenary design is at IFC. Xorail design is nearly complete. Systems and stations will "lag behind" the rest of the project, as other elements are completed.

(Ashland showed station photos to the group)

- At 124th and Eastlake, we have some drone photos, and we have photos of the station platform walls being installed. We've been taking advantage of the good weather and really doing work on the project, which will inevitably be slowed down in March with snows. We have a photo of setting the canopies at the platform.
- We have photos of the 120th Ave. bridge, which shows the "direct fixation" process – instead of using a traditional ballast method, we use direct fixation: we pour a plinth block, set the rail to the exact alignment, and adhere them to the bridge deck; this allows us to cut down on the weight of the bridge, so our span can go further. This has also improved our construction speed.
- Work is underway at 112th station, where you can see the track work and the station platform going in.
- Grange Hall is a very large drainage project. I always joke that we do drainage projects, and put rail on top of it. You can see a 90-inch pipe being laid here.
- Here is a photo of 104th Ave Bridge. They are doing the "direct fixation" here as well.
- 88th Avenue Bridge – there are DF MSE wall panels going in. We'll be pouring the plinth blocks soon at this bridge.
- We have a lot more drainage projects to the south: Hoffman, Lower Clear Creek, Settlers Chase and School Tributary.
- This is the "SPlatte3" Bridge – for this particular bridge, we are actually taking a relatively new bridge from the 1950s and rehabilitating it. We're doing sand-blasting, for instance.
- At Commerce City/72nd Station we are forming the platform walls, and putting in more drainage.
- 70th Avenue Bridge is going up, and will facilitate the parking at the station.
- The Skyway Bridge will be the longest bridge in CO when it is done, 1.8 miles, 63 piers and 64 spans. This is also not a straight bridge, it curves, and there are a lot of challenging places for the bridge to move through. There is no ballast used here.
- Washington Bridge / "SPlatte2." There is the BNSF right next to the area, and the bridge goes over Washington and the South Platte River.
- There are 225 panels from DUS to where the Skyway Bridge begins.
- Closer to downtown is the Denargo Bridge, "SPlatte1."
- A lot of duct work is going on, carrying a lot of wires and communication beneath the ground.
- Overhead catenary system – if you've driven around up north, you'll have seen the overhead catenary lines going up. This is a significant undertaking, the poles have to deal with a lot of stress, including stress from the elements.
- A lot of work goes on behind the scenes as well. There are systems signal houses, which are going through testing right now.

- There is also some track work being done.

There is a lot of work still being done. We're working on the ballast track from 112th to 124th, and installing direct fixation track at 104th. There is some work on the 104th station pedestrian tunnel. There is some work on the pedestrian tunnel at 88th Station as well, along with platform walls, grounding grid installation and direct fixation on 88th Ave. Bridge. The 70th Avenue bridge deck is being poured. On the Skyway Bridge, most of the girders have been set, and another 15 are schedule to be set mid-March. The National Western Center Station is getting platform walls. 46th Avenue Bridge is having a deck pour. Washington Bridge is getting direct fixation.

Discussion:

Councilman Montoya: Could you go back to the first slide? You said we're still looking at 2018 completion? Do you know when that year?

Ashland Vaughn: We're looking at later in the year.

Councilman Montoya: I wanted to point out that we're making a conscious effort not to call it "completion" on this line.

Kevin Standbridge: What is happening as far as the A-Line, and the issues they are seeing?

Ashland Vaughn: We're looking at the improvements they are making on the A-Line, and we're working on implementing the same improvements as they do for hardware and software. One difference between the N-Line and the A-Line, we don't have freight traffic running next to us, aside from one crossing on the south of the line. We also have dual gates with medians, instead of quad gates. As a result, we won't have as much complexity. Finally, we don't have the kind of frontage roads like Smith Road on the N-Line. Our crossings are a lot simpler than these other crossings. I'm meeting with the FRA tomorrow to discuss with them. It's at the forefront of our minds.

RTD Chair Hoy (asked about A-Line and B-Line): We are continuing to meet with the FRA. We won't open the G-Line until the FRA is satisfied with the A-Line and B-Line. If we made the changes to FRA's satisfaction tomorrow, as an example, it will still take time to getting things going on the G-Line. We're getting really close.

I just met with the GM at Denver Transit Partners and RTD's GM, and we're really close to a solution. The problem isn't that the arms aren't coming down, the problem is that the arms are staying down too long. The difference we're looking at is really only seconds.

Everything we're learning on the A, B and G line will help us on the N-Line.

Right now, we're going at speed through the only crossing on the B-Line – this was a release from the FRA. The B-Line is also going to add 52nd/Pecos and 48th/Fox added as stops to the B-Line. Because we were able to go at speed at the only crossing, the time savings lets us make these new stops without adding a lot of time. It will have a small increase to the B-Line time, but not much.

Discussion:

Mayor Ahrens: Will they have parking at the two new stations?

RTD Chair Hoy: Yes

Mayor Atchison: The B-Line already went through those stations, it is now just stopping. This will increase ridership on the line.

RTD Chair Hoy: The ridership is already way over projection. This is a really important thing to point out.

RTD Chair Hoy (asked about R-Line): The R-Line will be having an opening celebration tonight, and will be opening officially tomorrow – 10AM at Iliff Station with a ribbon cutting. It won't be a huge opening, Aurora is planning to dedicate all the artwork later in the year and have station parties

then. Note, the R-Line is Light Rail, not Commuter Rail, and we've been running this technology for over 20 years.

➤ **CDOT: Central 70 Project update- HPTE Executive Director David Spector**

David Spector: We're giving an update on the Central 70 project. We've reached a milestone. Although this doesn't come into the north metro, it will be a big economic development project for the region.

Barry Gore: We like this because it doesn't come through our area.

David Spector: It will improve transportation in our area. This is our second P3 – US-36 was our first. This P3 is different from the US-36, and I'll get to that later.

This shows the first phase of the project – it is mostly going through the City and County of Denver. It is the most congested corridor in the CDOT system right now, and we're projecting a lot of new growth that will further increase congestion. This is the time to do something about this corridor. There are a lot of developments happening along this corridor, like the National Western Complex, and Denver International Airport. The A-Line was always seen as going hand-and-hand with the I-70 project, it just took I-70 longer to get going.

For everyone who remembers FASTER and the bridge fee, this was the posterchild for the bridge component of FASTER. This corridor was built in the 1950s, and it hasn't been re-done in all these years. It is literally crumbling, you can walk up and pull concrete off the bridge. It is time, and we need to do something.

We recently received our ROD that allows us to move forward. The project will be similar to the TREX project through the neighborhoods, where I-25 is below; this is what it will be like at I-70. There will be a park added, reconnecting both sides of the highway, and connecting to Elyria Swansea Elementary. This is what I'm most excited about. There has been a disconnect in these historic Denver neighborhoods, and we're reconnecting them.

This is a \$1.2 Billion project. Some funding comes from FASTER, some from SB 228, some from DRCOG, and some from the City and County of Denver.

I've been with CDOT for a year and a half. The mitigations that CDOT will be providing as part of this project is unheard of. CDOT is providing everything from workforce housing, fresh food access, HVAC systems, workforce development program, to a local-hire pilot. I want to point out that the Feds usually don't permit a local-hire program for federally-funded projects, but they have in this case. The area we can hire from does come up into the NATA area a little bit. This pairs well with apprenticeship programs as well. This is the first time we can do this. We are also looking to have partnerships in the local area, to really stretch our grant funding for this.

We have goals above the normal for DBE, etc.

This is a P3 project. We have been on a parallel procurement process. We will select our preferred team (construction, operating, financing, etc.) in the next few months and should have work going in early 2018.

This P3 structure is different from US-36, which was a toll-revenue risk deal, where the concessionaire takes on all the risk for the toll revenues. The Central 70 P3 is more like the Eagle P3 project. CDOT pays an availability payment for the next 50 years – if you are doing a good job, you get paid, but if you aren't, you don't get paid.

We have 4 short-listed teams. These teams are all well-known and many are local teams. Any team that wins this procurement will do a great job. On this particular P3, the engineering challenge is pretty tough. Some of the ideas the teams have been coming up with are really good.

Let's talk about the re-route. We do have opposition in this project, the local opposition wants a tree-lined parkway, and wants traffic to be re-routed to I-270/I-76. It was studied and isn't feasible. There are a lot of reasons it isn't feasible. For me, why it doesn't work is that you'd take away the major E/W thoroughfare, and a lot of the trucks are delivering goods to Commerce City and northeast Denver. If we did the reroute, it would cause the same level of congestion as on our most congested corridors today for many other corridors.

Discussion:

Denny McCloskey: Thinking about the reroute, it doesn't seem feasible. I remember the history here. The I-70 corridor did split a community. It's complicated.

David Specter: We have had some press. There is a very active opposition. I think it is helpful for folks who can remember the history, to chime in.

Karen Stuart: I wanted to thank CDOT for being proactive on this project. Unlike TREX and US-36, this project is going right through a community. Northeast Transportation Connections is going to be working with the local community to help them get around, to have access to buses, transportation, etc. Smart Commute will be working with employers in this corridor. CDOT stepped up right away to look at TDM measures, to try to mitigate the impacts of the construction. We're excited to be a part of this, to take a non-political stance and help with the mitigation.

David Specter: In the lessons learned category, the TDM on US-36 looks a lot different from what the TDM on this project will look like. We have a lot of residents, a lot of industrial. We're requiring our developer to engage in this process as well, so they are more of a community partner. They will have requirements in our contract to be doing some TDM and community outreach. This is starting now, before there are shovels in the ground.

Karen Stuart: All of you remember Brenda Tierney – she is now with CIG and is the lead for the public information on this project.

Mayor Ford: for Commerce City, one of the most important things we're hearing is worry about detours and congestion. The concern with the detours is the impact on our local community, our arterial roads. Looking at I-270, we can't put any more traffic on that road. We're concerned about detours during the Central 70 project, and how it will impact our community. We are concerned with our arterials, and additional impacts from construction. For my community, I need more information about what detours will be in place to communicate this to my council and community.

David Specter: The reroute doesn't work as an ultimate solution, and also doesn't work as a temporary detour. What we're saying to the developer team is that we will need to preserve the number of lanes that are here today with the lanes that are open during the project during daytime hours. The project will still have an impact, but we're trying to keep the throughput going as much as possible during construction. We expect that Waze and Google will still want to route people on I-70 during construction, because the alternative routes aren't great.

Mayor Ahrens: I commute a lot on I-25, and I recall during TREX that, because they closed so many on and off ramps, you could get through the corridor quicker.

Denny McCloskey: It probably isn't well known that 60% of the east-west goods are going through I-70. We are a major goods throughput for the country.

David Specter: There is also a lot of traffic that uses I-70 to get to I-25 SB. This is something else to consider.

➤ **CDOT Legislative Update- Andy Karsian**

Andy Karsian: I'll give you a brief overview of what is going on with a few bills that may impact you directly. SB 17-153 – expanding the Southwest Rail Commission, which is aiming to keep the Amtrak Chief rail going. It is sun setting, and we're hoping to have full Front Range rail. This is a long-term

goal, and we're looking at setting up a commission to look at this problem. It is likely to be a bill, and be signed. There isn't an opposition.

SB 27 – a texting while driving bill. It will increase the fine from \$50 to \$500 for texting while driving, which is good.

Mayor Ahrens: Will it be considered a felony?

Andy Karsian: No, it will be a 5-point ticket and a fine.

Andy Karsian: There are also conversations around MPACT 64 – those negotiations are going on at a high level between the speaker and the presidents of the house and senate. There is no new information, no one is sharing their "cards." This could be good, or could be bad. We're approaching the time in the next few weeks when we'd like to see some draft language. The biggest sticking point is that they want to reallocate existing funding at the Senate, and the House wants new funding. We haven't heard anything new out of the chambers.

Discussion:

Councilwoman Bird: Regarding the Front Range Rail Commission – would it have taxing ability, and how would it relate to RTD?

Andy Karsian: This commission is really about studying and collaboration. It would not have taxing authority. It is more of a coalition. RTD has a seat on the board.

Mayor Atchison: This group has been around, and is just being expanded to include more of the metro area.

Andy Karsian: There are a couple of bills out there now. A Transbonds bill would take some of the sales tax and put it toward transportation. There is a bonding bill. There is a bill regarding FASTER that transitions funding to building capacity. There are also the traditional bills. But there aren't any statements attached to these bills about where the funding is coming from. So really, the same conversations.

➤ **NATA Priority Project List for 2017-2018 – Debra Baskett**

Debra Basket: The last time we did a project prioritization was in 2014. Some of you were here at this time, and some are new to this. At that time, we had a very comprehensive collection of projects. We would like to start that same process again. We will do a call for projects from all the communities. We will also send out an existing spreadsheet to all the different communities. We will be looking for updates on all the projects on this spreadsheet.

We want a prioritization of projects as well. We want to poise any of these projects to be ready for funding opportunities. We'll be starting with staff, and hopefully by the end of Q2, we can return to SPC, and then get some refinements from SPC. We hope to be done through NATA at the beginning of Q4.

One thing that SPC recommended is that we hire a facilitator for this process, for up to \$5,000. Any questions?

Discussion:

Mayor Ahrens: What would be the scope of work for the facilitator?

Debra Basket: That hasn't been fleshed out. They would probably set the agenda, and would listen and facilitate meetings.

Mayor Ahrens: It isn't a lot of money, do we have an idea of who we would hire?

Debra Basket: I've asked staff for names of facilitators that have done this work in the past. The purpose would be to accelerate the process.

Commissioner Hansen: Randy made a good point. We don't know what the scope of this is, as far as the amount. We've discussed in the past supporting regional projects that had a regional

impact. We spent a lot of time those years ago defining what we wanted to accomplish. This isn't about submitting local community projects. It's about submitting projects that impact all of us. We should discuss the scope and the criteria for what we are talking about.

Mayor Ahrens: My question, is how do we hire someone without a scope?

Commissioner Hansen: Should we discuss this again with SPC, since many of us missed this previous meeting, to give Debra some more direction?

Brook Svoboda: I think that is the direction we'd like to have. We're looking at putting on a cap for the work, but not define what we need. We spent 9-10 months the last time we worked on this list. We want to work on some efficiencies. This will help us complete this work in a more efficient manner.

Karen Stuart: I'd like to support this. We used to have staff meetings, and it was a laborious process to get through this. We discussed having a half-day session to avoid email exchanges too. Relying on email for this won't be a good way to make it representative. We don't want this process to get stuck.

Mayor Atchison: I think we'll all be interested in a scope at SPC, can staff work on this.

Brook Svoboda: We did create a set of criteria last time, and I think we can revisit that. I think we can reexamine, and tweak, but move forward more quickly.

Commissioner Hansen: I agree that we don't have to reinvent the wheel.

Approval of Request for funding for Priority Project Process Facilitator, pending discussion with SPC defining the criteria for projects to be reviewed. Motion to approve funding up to \$5,000 made by Commissioner Hansen and seconded by Mayor Ahrens, and approved unanimously.

➤ **Closing Remarks**

Mayor Atchison: Next- handouts: the leave-behind, and an update about Bus on Shoulder operations.

Karen Stuart: I just passed out the leave-behind. Jeanne and I would like to have feedback in the next month. The project list on the back works from our last project list, and once we have a new project list, we will update this.

Mayor Atchison: For those of you who didn't attend, we had an economic forecast summit – Barry Gore spoke. One of the takeaways was that projections for residential units are a need for 59 units each day for the number of people who are needing housing. This is going to mean a lot of growth in our area.

Meeting adjourned at 9:00 am.