

NATA Board Meeting Agenda

September 22, 2016

7:30-9:00am

Adams County Economic Development, 12200 Pecos Street, Westminster

Welcome by Chair Randy Ahrens and introductions

NATA Members (who signed in)

Joyce Downing	Northglenn Mayor	Shannon Bird	Westminster Council
Herb Atchison	Westminster Mayor	Erik Hansen	Adams Cty Commission
Will Lindsey	Federal Heights	Will Drier	SCMN
Kimberly Dall	Brighton staff	Eric Montoya	Thornton City Council
Maria D'Andrea	Commerce City Staff	Catherine Sanders	SCMN
Kevin Standbridge	Broomfield Staff	Brook Svoboda	Northglenn Staff
Randy Ahrens	Broomfield Mayor	Rick Teter	Commerce City Council
Karen Stuart	SCMN	Kent Moorman	Thornton Staff
Joan Peck	Longmont City Council	Mark Gruber	Erie Trustee
Debra Baskett	Westminster Staff	Lynn Baca	Brighton City Council

SCMN Members (who signed in)

Ina Zisman	WSP/PB	Gina McAfee	HDR
Chau Nguyen	HDR	Larry Hoy	RTD Board
Jason McGlasman	HDR	John Guenther	DEA

Agency Partners (who signed in)

Jane Donovan	RTD	Lindsey Smith	RTD
Dave Genova	RTD	Heather Copp	RTD
David Spector	CDOT/HPTE	Judy Lubow	RTD Board
Jason Lucerna	CDOT	Ashland Vaughn	RTD
		Megan Castle	CDOT

Guests (who signed in)

Terri Blackmore	NFRMPO	Brett Eckelkamp	Rep. Buck staff
Ben Stein	Rep. Coffman staff	Jeremy Rodriguez	Rep. Perlmutter staff
Ryan Frazier	Frazier Global	Melissa Young	Frazier Global

Treasurers' report: Lynn Baca presented current balance in the NATA account. All NATA members are up to date with their payments.

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

Approval of August 25, 2016 Meeting Minutes: Motion to approve made by Mayor Downing, seconded by Councilmember Rick Teter, and approved unanimously.

SCMN Update – Karen Stuart and Catherine Sanders

- **Report on 2016 Water World Employees Call n Ride Program** – Water World employs 1500 employees, and 80% are under the age of 16 and don't drive. This year, SCMN underwrote the cost of 479 rides for Water World employees. This increased the ridership on the Call-n-Ride, and also connected these high schoolers to employment. This program benefited from a grant made to SCMN by Google, one of our members.

- **Employer outreach update:** Since July, SCMN has cold-called employers around the north metro area offering them a chance to discuss our free commuter education and program support. This has included outreach to 54 businesses. We are able to do this for free because of the partnership funding from DRCOG.
- **Stories From Commuters new blog series:** We have started a series of posts on the website. It started with an employee at Adams County who was a new teleworker. We have a commitment from Myron Hora with PB to write about the Bustang service from Fort Collins. We will be featuring other commuters from other modes in the future. Blog is not intended to be marketing, but to be real stories giving us a glimpse into actual commuting experiences!
- **Metro Mayors' Caucus/Denver Chamber RTD Candidates' Forum taping Sept. 15:** We videoed the candidate's forum last week. Director Lubow went through the process, and the City of Lakewood setup was very professional. Each District was videoed individually. All the links are on the agenda.

Discussion:

Mayor Ahrens: Karen came before us last week, and it was a very good experience. I encourage every other community to coordinate a presentation with Karen.

Karen Stuart: Thank you. It was a new and interesting experience being on the other side of the dais. We're scheduled to make presentations in the next few months to Westminster, Longmont, Brighton, Northglenn and Thornton.

Mayor Ahrens: I think this would be a good thing to do every year.

Karen Stuart: I'll add that to our work plan, thanks.

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NATA Discussion –RTD Annual Program Evaluation (APE) and FasTracks Internal Savings Account (FISA) – RTD Reps and NATA Staff

Discussion:

Commissioner Hansen: Last week, we met with RTD staff to talk about the various options for dealing with the elimination of the FISA account, or transferring the accumulated funds from the FISA account balance to balance the APE. RTD staff recommended money currently accumulated in FISA through 2024 be used for operations instead. RTD says that there isn't enough money being generated to run the existing system. They want the flexibility of using FISA for operations. We've asked about alternatives to taking money out of FISA. For those of us without a finished line – North Metro, Northwest Metro, Central, and Southwest corridors – it is a message that says RTD is finished trying to build FasTracks until 2040. We're asking RTD to provide information and to work with us to provide an alternative. Perhaps preserving a certain amount of FISA.

Jeanne Shreve: We're working with Heather on getting the information we need.

Commissioner Hansen: Can those of you who attended these meetings, tell us a bit more?

Karen Stuart: We attended these meetings in person. There is an alternative proposal, which is similar to the first proposal, but the change is that the FISA would be replenished eventually and wouldn't be totally eliminated.

RTD Director Lubow: I heard that there was a bit of compromise, that we aren't going to get rid of the account, but that the account wouldn't be replenished until there is FasTracks money accumulated. We'd be looking at the fund being replenished in the 2030s. I would like to see some base funds replenishing the FISA. I think that RTD has a moral and legal obligation to finish these unfinished FasTracks lines. I voted against the proposal on Tuesday, and a few others voted against it as well. The vote was 7 for and 5 against, with 3 absent.

Commissioner Hansen: That is a close vote.

RTD Director Lubow: We've been told there is no money, and we hear it over and over. Enough is enough.

Commissioner Hansen: We appreciate that you are trying to replenish the account, but if you start replenishing in 2030, we won't have enough accumulated until 2040, so it is the same thing as completely taking the account away. This doesn't feel like a compromise.

RTD Director Hoy: The issue has to do with cash flow and the cash crunch of trying to operate the system we've built. The intent for us is to be able to finish our lines. I'm not sure how things are going to end on Tuesday, which is the final vote on this issue.

Mayor Ahrens: What kind of directive does RTD staff give to the Board to look at routes, look at service, and start evaluating cutting back on operations? A lack of revenue is directly tied to expenses. Are you, as board members, really looking at these issues? FasTracks was intended to build new lines, not to maintain the system. The money set aside for building FasTracks should be used for building, not operations.

RTD Director Hoy: The FasTracks revenues are meant for operations as well as building. Regarding your question about how closely we are looking at routes, we are looking at them all the time. We also had to deal with a few other funding items last week, and some of us voted against funding other things, like studies, because even the small stuff adds up when you are in a revenue shortage. I caution about cutting routes that appear to be low ridership, you have to look at the big picture. There are a lot of return trips that empty busses have to make on the route.

RTD Director Lubow: I was pleased to see that the W-Line is going to see some service reduction because of low ridership. Rail needs to be under the same scrutiny as bus routes. We change schedules three times a year, and all routes are being watched for efficiency. RTD staff does a good job watching efficiency. We have an obligation to try to operate routes, and eliminating service is a painful process. Even so, we are looking at efficiency all the time.

RTD Director Hoy: \$1.6 million in service would need to be cut to cover operations this year.

RTD G.M. Dave Genova: We do have standards for ridership for bus and rail. Our service planning group looks at ridership for all routes all through the year. We do new "run boards" three times a year, which are adjustments to operating routes, either additions of buses, or adjustments down. We do eliminate if a route has very poor ridership. We also often add new service when we create a new run board. The board is currently looking at the winter run board, which will include the R and G line. Regarding the W-line cuts, this is the third time we've reduced headways and frequencies on the W-Line. It is the only line that has not seen ridership growth. The other rail lines have seen very strong ridership growth. We have 18,000 rides a day on the A-Line – this was the projection for the end of the first year on the A-Line.

Regarding FasTracks: the 4-tenths sales tax was to design, build and operate all the FasTracks investments. The FasTracks money can only be spent on FasTracks investments. We appreciate the meetings we've had regarding the Annual Program Evaluation and the FISA. The scenarios you see on the sheet that was passed out is the baseline scenario presented earlier to the board. To clarify, the *Baseline* scenario wasn't showing a balance in the FISA, but we weren't necessarily eliminating the FISA account. In the *Modified Baseline* scenario, we are funding FISA. In both scenarios, we are funding the FISA from the FasTracks system. We are supplementing the FISA out of the base system. The Committee this past Tuesday reviewed the *Modified Baseline* scenario. The *Modified Baseline* scenario is what the committee voted on this past Tuesday, and it did pass 7-5. This coming Tuesday is our full board meeting.

Commissioner Hansen: I'm disappointed. We wanted to work with RTD on an alternative, but we have not been getting the information that we request. It is difficult to collaborate if you don't have all the information in front of you. Are you still willing to work with us on an alternative before next week?

Dave Genova: We're willing to do what we can.

RTD CFO Heather Copp: This is a point in time. There will always be point in times moving forward.

Commissioner Hansen: Every year your forecast is off. It is pretty difficult to make promises 15 years down the road.

Heather Copp: Forecasts will always be wrong. It could be for the good, and it could be for the bad. The forecasts that were better than expected got us through the hard years. That is how

some of these projects got done. Forecasts are always uncertain. We're using a very reputable organization for forecasts (CU Leeds School of Business). Forecasts will change, and the scenario will change with new forecasts.

Mayor Pro Tem Mark Gruber: Are there fare increases built into the forecast?

Heather Copp: Yes, we build fare increases into the forecast for every 3 years.

Commissioner Hansen: We want to preserve some of the money in FISA today. We want to work with RTD to work together on an alternative.

Heather Copp: We've been working on alternatives for months.

Commissioner Hansen: We asked for this information over a week ago.

Heather Copp: I was out of town, as I mentioned to you.

Jeanne Shreve: If we need to wait so long to build the rest of FasTracks, it would be good to understand the cost increases as a result of that decision. There is reduced risk when you have a really good understanding of the cost of a project. If you wait until 2040, what are the costs going to be like? That is a big uncertainty, and so a big risk. We'd like to work with you on that assumption as well.

Heather Copp: We assume a 3% project cost increase per year.

Brook Svoboda: Perhaps a good policy to take up is that when actual revenues are greater than projected revenues that the excess money goes into an account. That would be good policy, and give us some assurance for our projects.

RTD Director Lubow: If NATA comes up with a different scenario, is there any way to evaluate it?

Heather Copp: An RTD Board member could request a modification in the future, even after the vote. Our urgency is because of the need to provide an approved financial plan for the scheduled bond sales in October.

Ben Stein: Speaking as an individual here, what could RTD offer as far as an alternate form of transportation that would satisfy your needs until the rail is complete? Is there any alternative that could provide an equivalent service? Maybe something with buses.

Karen Stuart: We don't have transit on I-25 north of 120th. The areas that have been paying taxes all these years to the north do not have service. We worry that when this is approved and the balance in FISA is gone, there won't be any interest from unsolicited proposals, which have helped to drive completion for some lines. We don't have the gap analysis, to understand how much it will cost to complete the rest of the North Metro Rail Line, to understand how much we, or a developer, would need to bring to the table. What it sounds like is there is not money to do anything until 2040.

Heather Copp: By 2030, there is enough money to build. In the late 20s, there is money to build.

Karen Stuart: We're very frustrated, because of what has been promised to voters back in 2004. We're concerned about this message: "you have to wait." What I'm hearing today is that "today, you have to wait, but tomorrow this might change." Being asked to wait doesn't feel equitable to us.

Heather Copp: The truth is we don't have the money now. Something has to happen to have the money for this, there has to be some sort of new revenue. There is no money available without new revenue.

Karen Stuart: Why weren't we told this when we went through the "horse-trading" process, when other lines were moving forward, and were hearing we could move forward after them?

Heather Copp: That was 4 years ago. They were operating under different projections and scenarios.

Dave Genova: We aren't projecting new revenue until the late 2020s.

Karen Stuart: You are hearing from us about the North Metro Line specifically. But there are other lines with concerned stakeholders. What is your message to all of us now?

Heather Copp: That's why we're doing all these meetings.

Dave Genova: We're being as transparent as possible with everyone.

Mayor Ahrens: What I hear from RTD is that some of us need to go out and solve the problem ourselves, and find our own money for our projects. NATA was formed under the assumption that we weren't going to get our fair share.

Kevin Standbridge: We glossed over Brook's suggestion earlier, that if there are revenues that exceed projections, that there could be a policy statement that states that excess revenues would go into a fund.

RTD Director Lubow: I like this suggestion, and will bring it to the Board. I'm not sure how others on the Board will feel about it.

RTD Director Hoy: I liked that suggestion, and wrote it down.

Commissioner Hansen: There was an assumption from RTD a couple years ago that nothing was going to happen after the Gold Line and East Line. However, unsolicited proposals came in, and have resulted in the I-225 Line and North Line portions. Those came about because the private sector knew there was some money in the books to work with. By not leaving money in FISA, , you are signaling to everyone that there are no more opportunities for unsolicited proposals. It means this period of innovation is over. That is the repercussion of not leaving money in the FISA today. I like Brook's suggestion. If there isn't a better scenario regarding FISA, we'll concede. But let's try to work together.

Mayor Ahrens: Thank you RTD for being here.

CDOT- I-25 Express Lanes Segment 3 Update- Jason Lucerna

Most of the work currently happening is around 120th and I-25, where we are shifting traffic and lanes in order to work on the shoulder. Most of the work is with the removal of walls, and pavement removal so we can widen. We'll be widening the pedestrian tunnel and bus tunnel under I-25. Other items in the works include a temporary sound wall fence, because we are removing the existing sound wall; placing fiber conduits on the east side, which is complete from E-470 to 120th; traffic shifts on all the ramps from 120th to 144th, in order to widen; and boring a pipeline in Northglenn. We're doing a lot of removals around 120th and I-25 with sound walls. That is all the work we are expecting for the next month.

Discussion:

Karen Stuart: Can you come next month and provide a PowerPoint?

Jason Lucerna: Yes, we'll come and provide an actual presentation to show visuals.

Karen Stuart: Just to note, we're planning to have Segment 3 as a presentation next month.

National Infrastructure Consortium Announcement- Jeanne Shreve

We wanted to highlight the Growth and Infrastructure Consortium conference coming next week. This year, Adams County is the host community (we haven't hosted since 2005). This is for practitioners coming together to discuss best practices for funding and financing infrastructure, including P3s and expecting 100-150 people from around the country. Jeanne passed out a sheet showing the sessions that will be available (link to be distributed to NATA members). Dave Genova is going to be the final speaker for the conference, at the end of a walking tour that terminates at Union Station. David will lead that discussion.

Discussion:

Mayor Ahrens: What is the cost, if people would like to go?

Jeanne Shreve: \$275 if you sign up by tomorrow, then it goes up to \$350 (students can attend for \$75). You can earn AICP credits as well.

CDOT/HPTE- HOV3 Information update- Megan Castle

The HOV3 change is coming on January 1. To date, about 104,000 switchable transponders have been distributed. People are generally understanding how the transponders are used on these corridors. Starting this fall, motorcycles will be able to use HOV Express Lanes (I-25 and US-36 only) for free without an Express Toll account and pass. For "HOV Purists," aka, any carpoolers who only use the HOV lane in carpool mode (and have not used the lanes as a tolled vehicle), CDOT is sending out \$15 gift cards (this is to compensate them for the \$15 they were charged for their transponder). This is for

people who have paid for a transponder since the transition last year up until a few weeks ago. In spring next year, HOV Purists will be able to get a transponder for free. When we pulled data, there were 7,000 users who had used the HOV lane as carpoolers only. In the spring, we'll identify anyone who paid for a transponder between now and then, and we will send them a \$15 gift card. After that, HOV Purists will not need to pay \$15 for a switchable transponder.

We are transitioning to HOV3 to keep the lane free flowing and reliable. It also offsets costs for transportation infrastructure and on-going operations and maintenance. The message is that Express Lanes are about choice. Choice to use the lanes for free with a third carpooler, to use the general purpose lanes for free, to pay a toll to use the free-flowing lanes without a third person, or to ride the bus in the free-flowing lane. There is an advertising campaign starting up this fall to help educate people about the switch to HOV3. We're making ourselves very available to meet and provide education. We don't want people to be surprised by this. NATA members can help by posting information on their jurisdiction's communications platforms, by passing out fact sheets at public gatherings, and other creative ways to get the word out.

Discussion:

Terri Blackmore: Are you working with VanGo?

Megan Castle: We're happy to work with them.

Mayor Atchison: We appreciate this new policy, reimbursing carpoolers only. You are ahead of schedule.

David Spector: We appreciate your support. There is a lot of hard work happening right now, every day, to provide reimbursements to HOV Purists. We wanted to get ahead of the deadline provided by the legislature. We're going to update the legislature as well.

Commissioner Hansen: You guys have been doing a great job building things out very quickly. This is one way to provide new capacity. My question is, have you ever thought about working with RTD on their revenue issues on the corridor? I know you have an idea to keep excess corridor revenues in the corridor. Could those revenues be used for bonding for FasTracks?

David Spector: We work with RTD all the time. We worked together on US-36. RTD contributed to Segment 2. Our policy limits us to using revenue for surface transportation only. Also, although there are a lot of tolls coming in, this revenue is going to pay back the money we borrowed to build this project. It isn't as much money as you'd think.

Commissioner Hansen: I'm not concerned about what the policy says. There could be an opportunity in the future for projects and funding.

David Spector: We're happy to help in any way. The legal part is restrictive, but we're happy to work on innovative financing as much as possible.

Karen Stuart: We've been out there helping to spread the word. We were at the Thornton Harvest Fest. We talk to people all the time, and people are still confused about the switchable transponder. People think their sticker makes it free for them if they have two people in the car, that they are being photographed as a carpool and not charged. One thing we talked about is that E-470 has all the data about who is using the lanes as a carpool. Are they going to message those people about the change to HOV3?

Megan Castle: We already have. We've included information on the monthly newsletter.

Karen Stuart: I don't read the newsletter.

Mayor Ahrens: What is the fine for violation?

Megan Castle: \$230 if only 2 people in vehicle.

David Spector: If people like Karen aren't even reading the newsletter, this shows we need to be as proactive as possible with our communications.

Karen Stuart: As a TMO, we work to get people out of their cars as SOVs. Our outreach for the I-25 TDM program is to really target three-person carpools rather than just two-person carpooling. We're going to be using VMS for our program. We want to preserve carpoolers as much as possible, and the change to HOV3 is going to be difficult. It is easier for us to move one person into the bus, and it is very difficult to get people into a carpool with just two people, let alone three. It's almost impossible to start a van. We're working very hard to help form 3-

person carpools. We're glad to have your information for all of the events and meetings we have.

Megan Castle: Unfortunately, if people won't pay attention to our messaging, they will eventually look at their bill, and they are being billed for their use of the lanes. They will notice the bill and investigate.

David Spector: We are very happy to partner with Smart Commute on HOV3 outreach.

Karen Stuart: We're promoting 3-person carpools, and working with Longmont and North Front Range commuters to get them into the bus. We'd love to have another bus on I-25 to help shift people to the bus.

Terri Blackmore?: Can I make a correction? The new express lane on north I-25 doesn't go to Johnstown, it goes to Loveland.

David Spector: We'll look into that.

Meeting adjourned at 8:54am.

NOTE: October 27th NATA Meeting to be held at Mamie Doud Eisenhower Public Library, 3 Community Park Rd., Broomfield CO 80020