

NATA Board Meeting Agenda

August 25, 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	Joe Jehn	MNCC
Herb Atchison	Westminster Mayor	Steve O'Doriso	Adams Cty Commission
Will Lindsey	Federal Heights	Jeanne Shreve	Adams County Staff
Barry Gore	ACED	Gary Behlen	Erie Staff
Maria D'Andrea	Commerce City Staff	Catherine Sanders	SCMN
Kevin Standbridge	Broomfield Staff	Heidi Williams	Thornton Mayor
Randy Ahrens	Broomfield Mayor	Rick Teter	Commerce City Council
Karen Stuart	SCMN	Sean Ford	Commerce City Mayor
James Hayes	Northglenn Staff	Jeff Moore	Longmont City Council
Debra Baskett	Westminster Staff	Lynn Baca	Brighton City Council
Kent Moorman	Thornton Staff	Mark Gruber	Erie Trustee
Chontel Trujillo	Brighton Staff	Shannon Bird	Westminster Council
Shawn Lewis	Longmont Staff	Erik Hansen	Adams Cty Commission

SCMN Members (who signed in)

Ina Zisman	WSP/PB	George Tsiouvaras	TSH
Mark Shotkoski	NWP	Larry Hoy	RTD Board
Tammy Heffron	HDR	Ed Icenogle	ISP
Reza Akhavan	Jacobs	Chris Primus	HDR
Ryan Sisson	TSH		

Agency Partners (who signed in)

Jane Donovan	RTD	Lindsey Smith	RTD
Paul Deeley	RTD	Heather Copp	RTD
Andy Stratton	CDOT	Judy Lubow	RTD Board
Paul Solano	RTD Board	Henry Stoppicamp	RTD
Mike Peek	RTD	Ashland Vaughn	RTD

Guests (who signed in)

Terri Blackmore	NFRMPO	Sean Conway	Weld Cty Commissioner
David May	Fix North I-25	Sandra Solin	Fix I-25
Andrea Meneghel	Northwest Chamber Alliance	Jennifer Jones	Denver Metro Chamber
Don Hunt	Mobility Choice	Nicole Frazier	Sen. Gardner staff

Approval of July 28, 2016 Meeting Minutes: Motion to approve made by Mayor Herb Atchison, seconded by Mayor Joyce Downing, and approved unanimously.

SCMN Update- Karen Stuart and Catherine Sanders

- **Outreach to member jurisdictions' City Councils:** Scheduling presentations to all the jurisdictions that we serve. We provide information, action and advocacy outreach year round. We'd like to share feedback we receive at community events and with area employers.
- **HOV3:** Next month Megan Castle from CDOT is coming to discuss their plans for an HOV3 campaign; we're also working on some SCMN specific marketing to prepare for the switch to HOV3 in January.
- **Metro Mayors' Caucus/Denver Chamber RTD Candidates' Forum September 15:** Reminder that we're hosting an RTD candidates forum in partnership with the Metro Mayors' Caucus, the Denver Chamber, and other area TMOs; the date was changed from August to September 15. The Forum will be videoed in Lakewood by the Lakewood IT staff, and videos will be available for viewing on You Tube and will be distributed to local jurisdictions for airing on Channel 8.
- **Hop On Board Campaign:** Partnership with the DRCOG Way to GO program focusing on new lines opening; we focused on the G-Line for this campaign, working with an industrial employer near the Pecos station.
- **Go-Tober Campaign:** Go-Tober is a regional campaign in collaboration with the DRCOG Way to Go program. This year, we have five companies from our area competing, three from last year – Digital Globe, Avaya and Adams County – and two new companies – St. Anthony North Health Campus and Xilinx in Longmont.

I-25 Moves District Update – Erik Hansen

Three years ago, in September, NATA discussed ideas on how to find more funding for transportation projects in the north area. Options were discussed and it was determined one opportunity to research further was the organization of a funding district. The I-25 area faces many challenges, but also has many opportunities, especially in economic development. NATA approved funding, contingent on private sector participation and support, resulting in a feasibility study in collaboration with some private sector entities. Now three years later, we now have a better understanding about how a special district could be a tool in our toolbox to advance transportation priorities.

This was an effort to provide funding for transportation projects and with funding, establish an organization to influence transportation projects and policies in the area. The nexus for change is really the intersection at I-25 and Highway 7 (a location with great connectivity to other communities, interest from developers, great access, great multimodal transportation projects): “the northern gateway to the city, where metro Denver does business with northern Colorado.”

We created “I-25 Moves” under Smart Commute Metro North, as the fiscal agent and to provide oversight of the project. To actually create a special district, the property owners vote to establish and tax themselves. It's not a general tax. The special district is funded through commercial property taxes, not residential. “Phase 1” included drafting a service plan, a conceptual financial analysis of the area, and proposed service plan.

55 parcels were identified as a starting point for a special district. With special districts, people are not forced to join, it is voluntary. There have been discussions with most of the major land owners in the area. Many parcels are currently agricultural, so there's not a lot of revenue coming in currently. The 55 properties that were studied would generate \$230,000 annually at today's value (with 5 mills of property tax). With a special district, we could bond for \$3M for transportation investments, such as bus infrastructure at 144th and I-25 interchange, and leverage grant opportunities at I-25 and Highway 7. One such focus is to expand bus service to 144th to relieve demand at Wagon Road PnR.

The earliest date that a district could be approved is election November 2017. Next steps include a request for feedback, support for an election to establish a metro district, provision of additional investment (especially private sector), and help to build a coalition of businesses.

Discussion:

Ed Icenogle: One question that comes up frequently is “why would the private sector do this?” The answer is that they can control their own future, and can collaborate together.

Judy Lubow: Why would someone opt-in instead of letting “the other guy” do it?

Commissioner Hansen: A realization that we’re stronger together than individually and a recognition that there is a need because we are growing. We can’t afford congestion. This isn’t the only tool, and is just one tool for us to help address congestion, tying it to economic development, and growth.

Mayor Herb Atchison: What local jurisdictions have you talked to?

Commissioner Hansen: Talking to Adams County in a week, and are still going to talk to Westminster. Many discussions happened a while ago (this has been a three-year effort). We are planning new presentations again with all the local governments.

Kevin Standbridge: Will you distribute copies of the study?

Commissioner Hansen: Yes, Karen has documents.

Don Hunt: SPIMD has been transformational in the south corridor of I-25 and this is a strategic move for the NATA area to consider in helping to fund transportation.

Mobility Choice Blueprint – Don Hunt, Miz Cordero, Jennifer Jones, Denver Metro Chamber

2016 is a huge year for investments for RTD; moving forward, what do we do to leverage these investments and get more people out of single occupancy vehicles? The three major agencies in our area - CDOT, DRCOG and RTD - operate in silos, so there is a need to bring agencies together for greater effectiveness. Also, how can we leverage changing technology?

New technology available today, which can have a significant impact on transportation, starts with mobile phones. New information and big data, combined with coming automated vehicles, results in potential development of “robo-taxis”. The coming of robo-taxis could result in more free time while commuting, reduced transportation expenses compared to today, reduced parking, accessibility for seniors and other non-drivers, connectivity to multi-model infrastructure. Need to recognize some potential drawbacks as well, like more VMT, displacement of people from transit to robo-taxi, access for low-income populations, and development going further out, into exurban development. Studies reveal that governments are not ready for this driverless technology. But news keeps coming, day to day, about how the private sector is investing in this technology, and changes are coming quickly. The car industry is changing their business models to building cars for car sharing providers. The impacts of this “disruption” are similar to the effects of the introduction of the personal vehicle/car in the early 20th century.

Mobility Choice is an organization; CDOT, RTD, and DRCOG are all contributing funding as well as participation, and Mobility Choice will provide strategic direction for mobility investment in our region. An RFI was sent out to the industry sector, asking if they can support this effort, and they can. However, feedback included a concern about the long-range planning efforts of the DRCOG, RTD and CDOT, and the difficulties of changing their investment framework/trajectory, which is guided by long-range plans.

The Mobility Choice organization has a board made up of private sector, agency staff, and people with very different political views. It’s looking to represent a very broad set of interests.

Three findings from the study can be implemented today: (1) use of technology to better manage existing roadways (south I-25 is doing some of this already with things like ramp-metering); (2) development of first/last mile technology solutions (the City of Centennial pilot project with Lyft Line

first/last mile service is a model for exploring first/last mile technology solutions); and (3), an integrated electronic payment system for all mobility providers.

Mobility Choice is looking to develop an outline for 2030 that identifies new projects, eliminates outdated ones, and establishes new policy goals. We're also looking to identify new funding models.

Discussion:

Judy Lubow: No one on the board is representing consumers or environmentalists.

Don Hunt: Will Toor can represent both those interests, actually.

RTD Director Judy Lubow: But Will isn't particularly favorable toward rail.

Don Hunt: Understood. We are still fleshing out our board and creating advisory committees to represent all interests.

Q: Infrastructure investments seem to lag behind; what is the plan to get infrastructure investments in line with technology?

Don Hunt: We need better infrastructure for cellular and data, for sure. Want to note that the private sector and car sharing industries are not expecting the public sector to "do much" to support the paradigm shift. They are expecting to use today's infrastructure.

Q: If we put all these automated cars on the road, will we need new lane miles?

Don Hunt: Most studies that have simulated consumer behavior have concluded there is a potential for 30% VMT growth. There also may be empty cars running around. But that is if we don't get involved, and don't help to manage this. The biggest challenge is to get two people in vehicles when they are commuting – smaller trips can still be solo, but we need to combine people for commuting trips. We also need to prevent disinvestment in transit.

Mayor Herb Atchison: We learned about a lot of this at the TransForum event in June; the car industry is expecting a major boom in driverless technology, and is investing billions of dollars in this.

Don Hunt: Existing laws are holding us back; a lot of the technology for this exists today, but can't be implemented. If we are able to implement this technology, we'll also see a substantial growth in the capacity of our existing roadways with this technology.

RTD: Update on Annual Program Evaluation (APE) and status of RAM and FISA Account – Heather Copp and Henry Stoppolecamp

- **APE update:** Heather Copp: Heather reviewed all the major projects that FasTracks has funded, the project costs relative to the project budget for each project. There is some expected cost savings (the difference between budget and actual costs): \$13.5M through 2019, and this would go to FISA account. Heather presented cash flow expectations through 2040 – projected revenue for current cash flow projection is less than what was projected last year. There are projected lower revenues in the near term, with higher projected revenue in further-out years (2035-2040). Debt service coverage is tight; as a result, there isn't funding for capital expenditures in the near term. The focus is on how to cover operating costs.
- **Status of RAM and FISA Account:** The RTD Board approved FISA account in December 2012. At that time, the Board identified opportunities to fund the FISA account (2017 was a key target date for FISA account). Decision included goals for which projects should be constructed (those goals have been exceeded), with additional funds to leverage new projects, at the board's discretion. Original estimates for FISA (\$277M) are much higher than the revised estimates (\$86.6M). Of the \$86.6M, \$52M has been used, and \$34M is available. The \$34M available is being used to balance the APE for operations. There are 4 FasTracks corridors that are still unfunded and uncompleted. FasTracks is short significant revenues from 2021 to 2030. RTD staff has evaluated options to fund operations separately instead of using FISA, but concluded that using FISA to fund operations is the most viable option, and this recommendation will be presented to the RTD Board for approval.

Discussion:

Commissioner Hansen: What is the black line on the chart? (referring to cash flow projection to 2040)

Heather Copp: That is the projected revenue.

Commissioner Hansen: What is the assumption that is driving this line?

Heather Copp: There are two cash flow charts, one from last year, and one from this year. Last year's cash flow chart assumed an 8% growth in sales tax. For this year's chart, we've changed assumption to 3-4% - it varies year to year. Our projections are based on information from the CU Leeds School of Business.

Barry Gore: RTD has always overestimated revenues; what will change to fix that?

Heather Copp: We're using CU Leeds School of Business forecasts. They project high, medium and low revenues. We are using the "low" forecasts currently; we switched to it in the middle of last year from the medium assumption. Forecasts will always be wrong, it's just a matter of how much.

Barry Gore: You don't have enough money to operate FasTracks until 2030?

Heather Copp: We do have revenue to operate, but only if we use the funding that is available to us, which includes FISA. If you look only at the sales tax, we don't.

Commissioner Hansen: RTD is having a meeting before we meet again as a group with NATA, and this is our only chance to weigh in on this decision as a group. Do we want to weigh in as a group? I personally think we should. The FISA account was a promise that we were going to complete the FasTracks system. The prospect of taking money out of an account that is supposed to be used to fund future capital projects, it symbolically represents "giving up" the hope we'll get these projects completed.

Commissioner O'Dorisio: This feels like the nail in the coffin for our projects.

Heather Copp: We will get to the same place at the same time, either waiting for FISA to build up, or by waiting for improved revenues. If we use the FISA now to cover operating expenditures, we don't have to bring on new debt.

Commissioner O'Dorisio: If we remove FISA money, it looks like we're not going to be expecting to build these projects until 2030.

Henry Stoppolecamp: Everyone forgets that FasTracks is to fund the building *and* operating, everyone wants to build, but we need to operate these systems too.

RTD Director Paul Solano: I plan to vote against the diversion of the FISA into operations; we need to continue direction established by Phil Washington.

Heather Copp: How many of you forecast out to 2040? It is very difficult to accomplish.

Kevin Standbridge: You are asking us to trust you that the funding will be available in 2030. The choice is between money in the bank or a forecast. We choose money in the bank.

Comm. Hansen: Do we want to take a position against the elimination of the FISA account?

Action: Approval of Letter to RTD Board of Directors to oppose diversion of FISA to operations.

Motion to approve made by Comm. Erik Hansen, seconded by Mayor Joyce Downing and approved unanimously.

Discussion with North I-25 Coalition Representatives on regional transportation priorities:

David May: We (Fix Colorado Roads) are open to all ideas for funding transportation projects, but are currently focused in the short term on a statewide fix – let's fix the state's commitment to transportation projects. First, we need support for general fund transfers for transportation. Secondly, we are interested in bringing more money into the state through dedicated sales tax for transportation.

There is a lot of involvement and collaboration with commissioners and other elected officials all throughout the region. We view I-25 as a corridor – for instance, from Cheyenne to Pueblo. We want to work together to make our message stronger.

Sandra Solin: Speaking about the “Fix Colorado Roads” initiative. Legislation didn’t move forward this year, but will be back again next year. We did secure a TIGER grant for the north area. We are really focused on the statewide conversation. We’re looking to collaborate on transportation needs.

Commissioner Hansen: It is better to work together collaboratively instead of competing for resources; we have a lot in common along this corridor.

Meeting adjourned at 9:10am.

NOTE: Change of Location for October 27th NATA Meeting. This meeting will be hosted by Broomfield at the Mamie Dowd Eisenhower Library, in the Eisenhower Room.

The September 22nd NATA Meeting will be at ACED as usual.