

NATA Board Meeting Agenda

May 26, 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)

Eric Montoya	Thornton Council	Kevin Forgett	Thornton Staff
Randy Ahrens	Broomfield Mayor	TJ Dlubac	Firestone Staff
Herb Atchison	Westminster Mayor	Daniel Dick	Federal Heights Mayor
Angela Habben	MNCC	Joe Jehn	MNCC
Mark Gruber	Erie City Council	Erik Hansen	Adams Cty Commission
Shawn Lewis	Longmont Staff	Jeanne Shreve	Adams County Staff
Maria D'Andrea	Commerce City Staff	Gary Behlen	Erie Staff
Brook Svoboda	Northglenn Staff	Catherine Sanders	SCMN
Karen Stuart	SCMN	Rick Teter	Commerce City Council
Debra Baskett	Broomfield Staff	Jeff Moore	Longmont Council
Jim Kaiser	Thornton Staff	Kimberly Dall	Brighton Staff
Matthew Eberly	Thornton Staff	Kevin Standbridge	Broomfield Staff

SCMN Members

Tim Stewart	E-470	Jude White	Collins
Ina Zisman	PB	Gene Putman	Putman Trans
Mark Shotkoski	NWP	Jeff Kullman	Atkins
George Tsiouvaras	TSH	Ryan Sisson	TSH
Larry Hoy	RTD	Denny McCloskey	D&C Homes

Agency Partners (who signed in)

David Spector	HPTE		
Richard Zamora	CDOT		
Brenda Tierney	RTD		

Guests

Kevin Maddox	FHU		
Karen Antonacci	Longmont Times Call	Jeremy Rodriguez	Rep Perlmutter staff
Terri Blackmore	NFRMPO	Jorge Delgado	Senator Gardner staff
Ben Stein	Rep. Coffman Staff	Jeanne Sharps	FHU

Recognition of Joe Smith, Brighton Director of Streets for his leadership and participation in NATA since 2009.

Recognition of Brenda Tierney, North Metro Rail Line Public Information Officer, retiring from RTD. Chair Randy Ahrens presented Brenda with a plaque of appreciation. Brenda has been involved with NATA since the day the North Metro Rail Line project was approved. She has been great to work with, and we'll miss her.

Approval of April 28, 2016 Meeting Minutes: Motion to approve made by Mayor Herb Atchison, seconded by Joe Jehn and approved unanimously.

SCMN Update- Karen Stuart, Catherine Sanders

- Bike to Work Day will be June 22. We've had good business involvement at both the North Metro Breakfast Station (6:30-9 a.m. at EB Rains Park) and The Orchard Town Center Bike Party (4-7 p.m.). All NATA members are invited to participate at a station to connect with local residents and employees.
- 4th Annual Trans Forum on June 29, 7:30 – 9 a.m. Our keynote speaker will be Rutt Bridges, author of Driverless Car Revolution. Rutt will be talking about how the future of transportation might look. Digital Globe is hosting the event, and space is limited, so early registration is encouraged. Following Rutt's presentation, we will have a panel discussion, including: Rhiannon Price, Product Marketing Manager of Digital Globe; Kevin Krizek, Professor of Transport and Director of the Environmental Design Program at the University of Colorado; and Jim Hanson, Division Manager for ITS/Traffic Engineering for Atkins Global.
- Smart Commute is partnering again for the summer with Water World and RTD in support of the Federal Heights Call-n-Ride. In order to increase ridership on the Federal Heights Call-n-Ride in 2015, Smart Commute subsidized trips for Water World teen employees, increasing ridership on the Call-n-Ride. The Call-n-Ride was in danger of cancellation because of low ridership. This Call N Ride/Water World program connects teenagers who don't have access to transportation with an employment opportunity. Google provided a grant for the subsidy.
- Smart Commute is also partnering with the Regional Air Quality Council on Every Trip Counts, an air quality program. Smart Commute promotes awareness for Every Trip Counts at major community events all summer, including ThorntonFest.
- CDOT IGA on Segment 3, Smart Commute will be providing TDM strategies during construction starting this summer.
- RTD Marketing Partnership- provides a small amount of funding to market RTD programs within our area.
- DRCOG Partnership- provides funding for employer and community outreach by promoting Way To Go programs and services.
- Westminster Bike Share Program – this will be starting up this summer, and Smart Commute is promoting the bike station at St. Anthony North.

HPTE: David Spector, HPTE Director- Discussion : Understanding toll revenue on N. I-25 Express Lanes

- David reported on SB 123 which failed in committee – He thanked NATA for speaking out against this bill. CDOT worked with the Transportation Committees in both chambers on a new transportation policy – so achieving goals of legislators without having to enact legislation.
- David answered questions from the group:

Discussion:

Ben Stein-Toll revenues on I-25 aren't about making money they are about traffic management. So what will happen to the toll revenue?

David Spector- HPTE doesn't toll for revenue, we toll for congestion management. While we have funding issues in Colorado, one way we can fund new capacity on corridors is through tolling (the toll pays for the additional capacity). It is hard to predict whether or not there will be true revenue or a shortage based on the number of people using the toll lane. There is a potential for revenue, but the state limits what CDOT can do with excess revenue. Revenue must be returned to the corridor where it was generated. So excess revenue will stay here in the community

Mayor Ahrens –Understanding the toll revenue on I-25 Express Lanes-where is the toll revenue pledged? Where is the excess pledged?

David Spector - There isn't a third partner, so all excess revenue returns to the corridor (after paying for debt due to construction).

Mayor Ahrens –What is HPTE’s definition of “Corridor”? Is the Corridor north I-25 from US36 to SH-7 or beyond that? How far north?

David Spector - “Corridor” is shorthand for lengthier statutory language – it basically means any roadway that feeds into the project. Excess revenue will need to be spent on the “corridor” as defined in law, but it basically means revenue stays here.

Commissioner Hansen – Regarding revenues associated with I-25 toll lanes south of 70th/US-36 on I-25 – does the revenue flow into US-36?

David Spector - Yes, it is part of the agreement on US-36 with Plenary.

Commissioner Hansen - Does this mean that the north I-25 segment revenue could be spent on the US-36 corridor, or I-76, or I-70? What does this mean practically?

David Spector - Practically speaking, lawyers interpret I-25 north of US-36 as its own corridor, separate from US-36.

Jeanne Shreve- Even up to Wyoming boarder?

David Spector - It’s been interpreted that way by lawyers at the attorney general’s office. We account for revenues by segment, and will have data for revenues and costs of each segment separated from all other segments.

Mayor Ahrens – If you look at the projects that have built a toll lane, there are more toll lanes on the north side of the metro than the south metro.

David Spector - The new mantra from CDOT is that any new capacity will be tolled capacity.

Mayor Ahrens –Will 270 (if it becomes a toll project) be part of the I-25 Corridor?

David Spector - 270 is a very congested corridor, it is in our 10-year plan. It isn’t eminent, as there are other projects moving forward. There is a way to interpret 270 as a north-south connector, and so connected to the north I-25 project, but it could be interpreted other ways.

Mayor Ahrens –Is it possible to have a reporting system by segment (segment 2) that shows collection of tolls and use of toll revenue?

David Spector - Yes, we will be tracking that very closely. We monitor as an internal best practice.

Mayor Ahrens – Will we have access to the data on tolling revenue?

David Spector - Yes, we are subject to open records requirements. We have each corridor and segment broken up, and it will be online. We’re happy to forward that information as well.

Mayor Atchison - How often do you reconcile so you are up to date with your debt collection?

David Spector - We are required to reconcile every six months, and that is how we’ve been handling it. Because of license plate tolling, a toll charged in January may not be paid until March.

Mayor Atchison - Should we be able to see where things are on a quarterly basis?

Tim Stewart - On an account toll, collection is instantaneous, it is the license plate tolling that can create delay. You can reconcile at any time, but will have pending receivable because of license plate tolling.

Councilmember Jeff Moore – Do you still have traffic counts?

David Spector - yes, we have traffic count data available.

Mayor Ahrens –What agency will provide toll enforcement on Segment 2 and Segment 3? Explain how enforcement will work. How to determine which violations have incurred?

David Spector - Enforcement is a challenge. Patrollers do have the ability to look at who is using the lanes and enforce law-breakers. Law enforcement has the capability to enforce. Law enforcement is pulling people over primarily for safety – people crossing the line unsafely. Local agencies and state patrol both are in charge of enforcement, and each agency prioritizes how it wants to enforce the managed lanes. Colorado State Patrol (CSP) has a limited set of resources; if you write them a check, they are happy to provide more enforcement, although there are TABOR implications for accepting extra revenue that way.

Mayor Atchison - I want to note, our police officers aren’t out there doing toll enforcement – we’re doing traffic enforcement. We are not going to enforce the toll lane.

David Spector - Everyone has the capacity to do enforcement, but not everyone is making it a high priority.

Commissioner Hansen - CSP stated a long time ago that they will not do this type of enforcement.

David Spector - (To Tim Stewart) Doesn't E-470 pay CSP to patrol that roadway?

Tim Stewart - Yes, we have an IGA in place with CSP.

Mayor Atchison – I was in a ride-along with a patroller the other day. What does the blue light in the patrol car indicate? What violation does it indicate?

David Spector - We looked at camera and infrared technology to look into vehicle and see who is cheating and who isn't. That technology isn't ready for deployment (no one has implemented in the country). Also a very publicly unpopular enforcement technology.

Tim Stewart - I don't know how that blue light specifically functions. We are watching other states implement the enforcement technology to see what happens. But there are problems in the general public view of that technology.

Commissioner Hansen - Are we meeting tolling projections? That will determine whether or not enforcement is really necessary. It might not be a necessary expense.

David Spector - We saw the number of HOV vehicles drop once the transponder implemented, and it lines up with national averages. We believe there are less cheaters now than we had before implementing that solution.

Commissioner Hansen - If cheating isn't impacting toll revenue, then probably enforcement isn't worth the expense.

David Spector - For CDOT, enforcement is more a concern for safety, not for revenue. We don't have enough data to determine whether or not there is an issue.

Tim Stewart - Enforcement is a national issue. There is a balance between tolled use, spontaneous use, and HOV use. If we can't monitor use, then the lane is going to be overused.

Commissioner Hansen - As a policymaker, enforcement on US-36 is difficult because enforcement will result in higher revenue for a private company. That's a tough place to be in for policy.

David Spector - HOV is also a policy decision; although it makes enforcement more difficult, we've made a decision that it is important.

Councilmember Eric Montoya- Regarding enforcement, how do you pull people over with an express lane? There isn't enough space, and it could potentially create more danger and congestion.

David Spector – Enforcement is the same as if you have no managed lanes; if you want to pull someone over, you have to move them to a safe place to pull them over.

Tim Stewart – Regarding enforcement on 470 lanes, they are there only enforcing safety.

Mayor Ahrens –What procedures are in place to clear crashes on tolled lanes?

David Spector – For crashes, first response is done in coordination with local jurisdictions – there is a phone tree for communication. We have just discussed a plan for responding to crashes. We can provide the plan to NATA once it is finalized. Note – on I-70, clearance times have been reduced, because there is more space for traffic to flow around an incident.

Mayor Ahrens –How do the toll predictions on US 36 match the actual toll revenues collected?

David Spector - What was anticipated was based on an earlier toll analysis. Tolling is right around expectations right now. Early on, it takes time for people to adjust to and use a new toll lane, so it takes several seasons for collection to stabilize.

Mayor Ahrens – (To Director Hoy) Larry, is RTD ridership up on US-36?

RTD Director Larry Hoy - Yes, ridership has increased substantially on all US-36 bus routes.

Mayor Ahrens –How did the telephone town hall on toll rollout go? Issues raised?

David Spector - We had a telephone town hall for Segment 2, mostly about toll rate setting. We reached 3,000 households. We had a lot of active feedback – great questions like: Why is tolling happening? Why isn't there transportation funding? Why can't marijuana taxes go toward transportation revenue? The town hall gave an opportunity to really explain further why there are funding challenges. The town hall was 60 minutes long. Many people were pretty angry about the toll. There was also feedback about the new lane saving travel time on the commute.

Mayor Atchison – We're in HOV2 today, we're scheduled to go to HOV3 in only seven months. How are we going to enforce HOV3? Is there any way to push the HOV3 implementation date back?

David Spector - The date for HOV3 will be January 1, 2017. We're going to do what we can to help people through the transition. Ten states have HOV3 roads, and enforcement didn't change in those states between HOV2 and HOV3. We will be providing HOV3 customers with the switchable transponder (related to policy solution with legislature). We're going to be doing a lot of public education and outreach. There is an investigation into dynamic rideshare. Slugging is also being investigated.

Brook Svoboda-Slugging is very common in Virginia.

Jeanne Shreve - We wanted to reiterate that we are very involved on I-25, we want to be involved in all discussions on north I-25 right up to the Wyoming boarder, so please involve us.

David Spector - Absolutely. Your coalition is very important to us, and we will be here. Call me any time.

Mayor Ahrens - We appreciate what HPTA has accomplished for us and other neighboring communities.

CDOT Update: Richard Zamora

- **Update on Construction schedule for Segment** - Hamon Infrastructure was the successful bidder. A pre-construction conference was held on May 19th. Highway users will see utility relocation and right of way staking in June. The project is going to full construction in early July. We are planning to finish the project by 2018.
- **Open House** – The Open House is scheduled for June 8, 5:30-7:00 at Thornton IMC. There will be a July 7 groundbreaking (invitations and more information coming soon).

Discussion:

- **Karen Stuart** - Segment 3 has a public information number. Zozo Group is doing the Public Information, and will have a phone number for project questions. Zozo Group was at ThorntonFest, and there were several questions about what it will be like when construction starts. The public information number will be available even over the weekends.
- **David Spector** - Tolling will start in mid-July.
- **Karen Stuart** - How will public information be handled for the toll implementation?
- **David Spector** – Public outreach will be similar to all other tolling implementation projects. We will have VMS, advertising, really any way to reach people.
- **Karen Stuart** – Just as a note on informing the public about tolls, we had a question yesterday whether or not all the lanes on US-36 would be tolled. There are still people who are confused about the switchable transponder.
Tim Stewart - We are doing as much as we can to inform the public.
Karen Stuart - At ThorntonFest, people were also surprised that their 470 pass won't allow them to use HOV on I-25 for free.
- **Tim Stewart** - Please let us know if you see opportunities for public outreach
Eric Montoya- You should go to city council meetings and provide a presentation – these meetings are recorded for replay and are highly watched.

RTD: Brenda Tierney

- **Update on B-Line** – ready to open B-Line on July 25 (ribbon cuttings), with a grand opening at 10:00 a.m. On the following Saturday, we will have station parties at Denver Union Station and Westminster. The Westminster Station party will have fireworks, and will be later in the day, from 6-10 p.m. All rail lines will be free that Saturday.
- **North Metro Rail Line** - Station walls are going up (station walls need to be in place at stations before the rail track can be laid). There is a lot of bridgework going on currently. On bridges, tracks will be fixed directly, not on ballast, so bridges won't be as high. Decking is being poured at 120th Ave. bridge. On 88th Ave., the bridge is ready for walls. The Skyway

Bridge is moving along in pieces as right of way is put in order. Bridges over water were timed to be built in the spring, before increased flows. We are continuing to remove buildings and putting up crash walls. In three months, track will be laid.

- **Lindsey Smith will be the acting PIO for the North Metro Rail Line for the time being, until Brenda's position is filled.**

NATA: Mayor Ahrens- Debrief on 2016 Transportation Funding Legislation and Discussion on possible future funding strategies.

Discussion: None of the proposed transportation bills have made it through the session.

Mayor Atchison- Will there be a special session? It's unlikely.

Mayor Atchison – There is a ballot initiative for November that de-Bruce transportation funding across the state. No other transportation-related bill is on the ballot.

Commissioner Hansen - The hospital provider fee still matters, because it moves the TABOR bar. Theoretically, more revenue will flow back into general fund, which is what the de-Bruce measure will also do. Both de-Bruce and hospital provider fee will increase TABOR cap.

Mayor Atchison – The hospital provider fee doesn't appear to be very likely for a special session (not a lot of confidence it would pass).

Karen Stuart – There was a discussion at the strategic planning committee last week: what does this group do to move transportation funding strategies forward? How do we become influencers? Do you want to provide an update about our discussion?

Commissioner Hansen - There doesn't appear to be a lot of likelihood that state-level initiatives will work, so asking ourselves – should we work on this on a local level? Should we develop a regional solution to compensate the lack of funding from state and federal governments?

Mayor Atchison – The Metro Mayors Caucus has decided to move forward with a committee to look at transportation – to see if we can work on this regionally.

Commissioner Hansen – I'm not in favor of a Denver metro solution – I don't have a lot of confidence that we would get our fair share of a Denver metro regional solution, so we should work on a north metro regional solution.

Mayor Ahrens – We discussed approaching North I-25 Coalition to see if we can work on a regional solution with them. These are discussions we should have as NATA.

Commissioner Hansen – There is a challenge because of an urban/rural split. Rural areas have different needs than urban areas. Rural areas also do not need transit the way urban areas do. If you are going to take action, you need to look for common interest, as well as the capacity for real action. The Pikes Peak RTA is a good example of the right balance. So we need to ask ourselves where our common allies are.

Mayor Ahrens – We should make this decision before the next legislative session, to determine a strategy for implementation. CCA didn't do a good job building a coalition, and doing a late bill doesn't provide enough time for discussion and consensus building. NATA can take on a leadership role, and look at other examples for best practices.

Mayor Ahrens - How many collective groups can we bring to the table to seek consensus? We should ask ourselves that.

Commissioner Hansen – We need to funding ideas – a special district could be one idea. An RTA could be another method. Part of the question is what is the best financial option?

Mayor Atchison – What is the date and time of US-36 completion celebration in Boulder?

David Spector – It is on Monday June 13. Media event at 10, party at 3:30 p.m. at the Road House Depot. Saturday there will be a bikeway group ride event from McCaslin to Boulder. RTD is going to open NW line to Westminster. Will there be any free days on US-36 routes to celebrate?

Brenda Tierney - There was a free day for US-36 bus routes in January for the opening of US-36 Flatiron Flyer.

Karen Stuart - At our strategic planning committee meeting, we decided to reach out to members of the N. I-25 Coalition and invite them to our July NATA meeting. In the past we produced a matrix of influence (seats on DRCOG committees, RTD committees, CDOT

Commission, TIP, STAC, etc.) to look strategically at where we are represented and where we are not represented. Since many new representatives to NATA weren't here when we last created this matrix, Jeanne and I will recreate and update this and present it at a future meeting.

Meeting adjourned at 9:05am.

Reminder: No NATA meeting in June. Please register to attend the 4th Annual Trans Forum Breakfast at Digital Globe, June 29th at 7:30am.