



North Area Transportation Alliance Board Meeting

April 22, 2021



Agenda



- Welcome by Chair Jessica Sandgren
- Brief Comments regarding April 16 NATA Retreat: Chair Jessica Sandgren
- Approval of March 25, 2021 NATA Meeting Minutes
- Treasurer's Quarterly Report
- Smart Commute update: Karen Stuart, Carson Priest, Tammy Herreid
- NATA Priority Project List Updates
- RTD Directors' Reports: Directors Buzek, Cook, Davidson, Guissinger, Whitmore
- Receipt of RTD GM Response Letter (4-8-21)
- RTD Accountability Committee Update: Councilmember Julie Mullica
- Thumbnail highlights of Broomfield Safer Streets Project awards
- Presentation: Proposed Employer Traffic Reduction Program (ETRP): Clay Clarke, CDPHE
- CML Legislative Update: Meghan MacKillop

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Q1 Treasurer's Report



2021 Operating Income	
Carryover Balance 1-1-2021	\$17,945.54
2021 Membership Dues	\$27,360.00
Total Operating Income	\$43,305.54
<u>Approved Operating Expenses (payable to Smart Commute)</u>	
NATA Administration	\$23,400
SCMN Membership Dues	\$12,500
Net Operating Cash Balance	\$9,405.54



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Project List Amendments



- *Amendments to the Master Project List or adding a new regional funding initiative may occur on a quarterly basis or if there is an unanticipated need from a NATA board member, at the discretion of the Board Chair. Through the amendment process, projects can also be moved to another category.*

Amendments must be submitted	NATA Board Action
Beginning of February	February Board Meeting
Beginning of May	May Board Meeting
Beginning of August	August Board Meeting

- **Eligibility and Criteria for Amendment:**

- If proposed for Priority Project List, explain how it meets NATA's Mission.
- Identify which current or new funding initiative member jurisdiction is applying for, and how it meets the eligibility requirements and criteria of the initiative.
- Identify category (Priority, Endorsement, Horizon)



Priority Project List Updates



Proposed Addition

- Federal Parkway Multimodal Transportation Improvements
- This project would make improvements to Federal Parkway between 120th Avenue and 122nd Avenue, adding a motor vehicle travel lane in each direction and bike lanes. The project would also provide connection to the regional Dry Creek Trail. The roadway carries 12,000 vehicles per day and is not functionally obsolete. When sufficient funds are available Westminster will consider completing improvements to SH 128/Zuni.
- Current status- Westminster has completed a 95% design package.
- Cost: \$ 5,133,893. State and Federal funding will be sought with a local match.



Priority Project List Updates



Proposed Edits

- Sheridan Blvd. Project – Westminster – US36-88th
 - Edit: Fully Funded through DRCOG TIP
- West 144th Ave. / Dillon Rd.
 - Edit: Removal – Project fully funded locally by Broomfield, to have been completed in 2020
- CO7
 - Edit: series of projects, are they a part of earlier SH7 project grouping?
- US 287
 - Edit: Remove from list – to have been completed in 2020



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RTD GM Response Letter



April 8, 2021

North Area Transportation Alliance
Jessica.sandgren@cityofthornton.net
Karen.stuart@smartcommutemetronorth.org

Subject: N Line Action Plan

Dear Members of the North Area Transportation Alliance (NATA),

The Regional Transportation District (RTD) is pleased to have opened the N Line to the public in September 2020. Recognizing that since that time, several operational and communications issues have created pain points for N Line customers, RTD staff has worked vigilantly to address these challenges that have surfaced since the opening and are committed to continue to do so.

During the NATA meeting on March 25, 2021, NATA members conveyed many of these pain points to me. I committed to respond to the group no later than April 8, 2021 (i.e., two weeks following the March 25, 2021 meeting) with an action plan to address these pain points.

NATA stakeholders raised the following concerns during the meeting:

- Lack of communication with elected officials, stakeholders and residents regarding service disruptions, train horn usage and other impacts
- Ongoing issues with the wireless train management system software vendor
- Need for more regular meetings with the northern communities
- Improvements at Denver Union Station with interactions between commuter lines
- N Line canceled trips due to periodic staffing shortage

After reviewing these concerns, the team and I determined the issues fall within three core areas: Communications, Operations and Staffing.

Below is an outline of the actions RTD plans to pursue to address these areas:

Communications

- Distribute monthly electronic newsletters to constituents along the N Line to keep customers updated about N Line operations and progress—the first scheduled to be sent on April 15, 2021
- Hold monthly public meetings—the first to be held in late April 2021
- Publicize the Customer Care contact information for customers to inquire about N Line service and voice their comments for swift response and follow-up as necessary—in progress
- Publicize availability of Rider Alerts on RTD's website and ability to sign up for email Rider Alerts—in progress
- Enhance Rider Alert system in 2021 to allow customers to sign-up for specific station and text alerts
- Redevelop trip planning app to integrate Rider Alerts into trip planning so customers can see how service disruptions affect certain stations/routes—in progress
- Resolved issues with public announcements at some station platforms—all N-Line signs are now operational and cancelled trip information will display within three minutes of a cancellation
- Ensure commuter rail staff availability at NATA and local jurisdiction meetings as necessary to address questions and issues

Subject: N Line Action Plan
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Operations

- Continue regular meetings with partners/vendors to improve the overall performance of the Commuter Rail system
- Continue to attend industry user group meetings regarding wireless train management system software performance

Staffing

- Increase operator training capacity
- Establish one-on-one mentorships to enhance team tenure
- Collaborate with industry peers on best practices

I, along with my team, appreciates the work of NATA to enhance mobility in the northern communities of the region and the agency looks forward to continuing to contribute to this common goal by strengthening the delivery of N Line commuter rail service.

Please know, I am committed to enhancing and sustaining communication with NATA, as well as all RTD's customers as we work collectively in engaging communities to bring gaps.

Sincerely,

Debra A. Johnson
General Manager and CEO

cc: Board of Directors

- Michael Ford, Chief Operations Officer
- Dave Jensen, Assistant General Manager, Rail Operations
- Allen Miller, Deputy Assistant General Manager, Commuter Rail
- Pauletta Tonilas, Assistant General Manager, Communications
- Michael Davies, Government Relations Officer



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NATA Broomfield 2020 Safer Main Streets

**Sarah Grant
Transportation Manager**

Broomfield Safer Main Streets Projects



This program was developed by CDOT and DRCOG to support infrastructure projects that improve safety and accessibility along urban arterials (non-freeway corridors in the Denver Metro area) especially for vulnerable users who depend on a reliable urban street network, such as pedestrians, bicyclists, motorcyclists, transit users, the elderly, and those with disabilities.

US 287/120th Ave. Sidepath Infill & Transit Access Improvements



Blue Line = High Injury Network
Orange Line = Critical Corridor

Project Area is both a part of the High Injury Network
and a Critical Corridor

The DRCOG High Injury Network Data:

2 fatal pedestrian

1 bicycle Severely Injured

10 total KSI crashes in the project area in the last 5 years

358 property damage crashes along this stretch of the corridor

Local data show a total of 8 total crashes involving bicyclists and pedestrians on this segment

US 287/120th Ave.



**Eastbound at
Greenway**

**120th Ave
frontage road
also lacks
facilities**



US 287/120th Ave.

This project will design and construct missing sidepath sections to improve pedestrian and bicycle access along US 287/120th Ave between Teller Street and Vrain Street. The project will also improve pedestrian and bicycle access to existing transit stops on US 287/120th Ave. and make accessibility improvements to pedestrian facilities at targeted intersections, crossings and driveways within the project area.



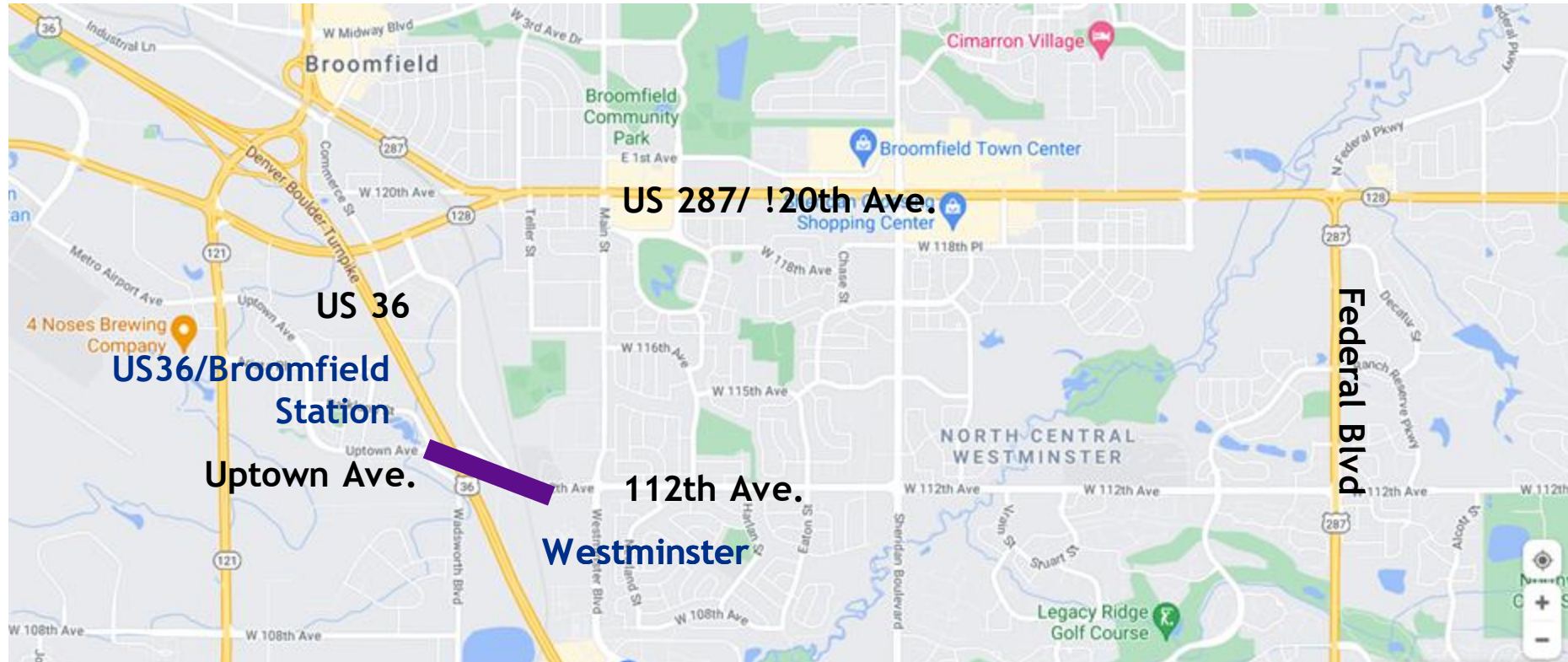
Identified as a top priority corridor for pedestrian and bicycle access improvements in the 2019 Broomfield Bike/Ped Assessment

**Award:
\$2,000,000**

**Local Match:
\$500,000**



112th Ave/ Uptown Ave. Complete Street & Railroad Safety Improvements



112th Ave./ Uptown Ave. Project spans from Parkland Street/Wadsworth Blvd. to Reed Way, west of Main Street/Westminster Blvd.

112th Ave/ Uptown Ave. Project Area



Blue Line = High Injury Network

5 year collision data : 26 collisions including 5 serious injury (includes 1 ped) and one fatal

112th Ave/ Uptown Ave. Complete Street & Railroad Safety Improvements



The Project will design and construct a four-lane configuration with a median/turn lane, bike lanes on roadway and sidewalks in Broomfield right-of-way along 112th/Uptown Ave. from Parkland Street to Reed Way, including intersection improvements for pedestrian and cyclists and railroad safety improvements at the BNSF crossing. Includes a new connection to US 36 Bikeway

Initial Award: \$2,000,000

1.5 Award: \$1,542,000

Total approved award: \$3,542,600

Local match : \$885,400



112th Ave/ Uptown Ave.

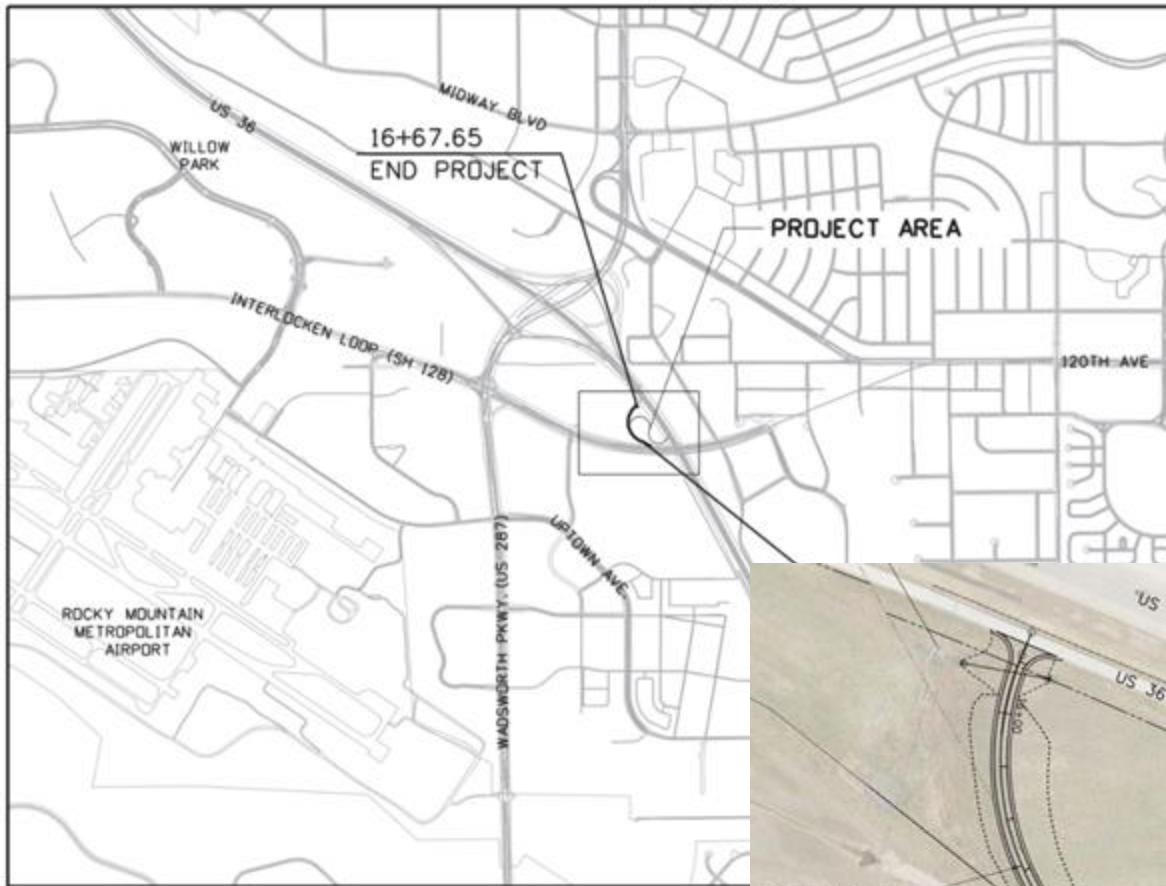


**Westbound
toward US 36
Bridge**

**Jefferson Academy
Charter School
(Secondary)
located at
112th Ave and
Reed Way
bike racks first
week of school**



CO 128/ US 36 Bikeway Connection



Project will construct a 12' multi-use path connection from CO 128 westbound to the US 36 Bikeway in Broomfield.

Connects two CDOT facilities through CDOT property.

Project Award: \$296,000
Local Match: \$74,000



CO 128/ US 36 Bikeway Connection



US 36 Bikeway is designated as part of the regional active transportation network



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Employee Traffic Reduction Program (ETRP)



COLORADO

Air Pollution Control Division

Department of Public Health & Environment




Ozone, GHGs & Transportation

- The Denver Metro/North Front Range area does not meet Federal air quality standards for ozone and being re-designated a severe nonattainment area by EPA
- Transportation is a significant source of ozone precursors and greenhouse gases (GHGs)
- The Regional Air Quality Council (RAQC) has developed an ETRP framework with input from local partners



ETRP Rulemaking Process

- Ongoing stakeholder engagement
 - April 7, 13, 20, 21 & 28 stakeholder meetings/listening sessions
 - GHG Transportation comment form
- Engagement process  ETRP refinement/proposal
- Air Quality Control Commission (AQCC) meetings
 - May 20-21, 2021 (Request for Hearing)
 - August 19-20, 2021 (Rulemaking)



ETRP Overview

- At least 27 successful mandatory programs throughout the United States
- Requires large employers to develop and implement a plan to reduce the number of single-occupant vehicle (SOV) trips to and from the worksite
- Will apply to an employer's worksite(s) in the ozone nonattainment area with 100 or more employees
- Some Transportation Management Associations (TMA) within the Front Range area offer voluntary commute reduction programs/assistance (Way to Go partnership)



What ETRP Is Not

- A ban on commuting to perform work duties
- A one-size-fits-all approach
- A way to force work commuters over to carpools, transit or bikes
- A limit on travel for other activities (shopping, taking kids to school, entertainment, etc.)



What Will ETRP Require?

- Employee Transportation Coordinator (ETC)
- Development and implementation of an ETRP plan to achieve SOV commute rate reduction goal
- Annual employee survey to assess commuting modes/practices
- Annual reporting
- Timeline
 - Early-mid 2022 assign ETC and complete initial employee survey
 - Mid-2022 develop and implement ETRP plan and submit first report
 - Mid-2023 achieve initial reduction goal



ETRP Options

- Employers can achieve employee SOV commute reduction goal by implementing a range of measures including but not limited to:
 - Telecommuting
 - Flexible/compressed work schedules
 - Public transit benefits/subsidies
 - Ridesharing
 - Employee shuttles
 - Parking management
 - Bike commuting services



ETRP Successes

- Charter Communications (Colorado - Way to Go)
 - Reduced SOV commute rate 11% in first year and saw 200% increase in transit riders
- Davita (Colorado - Way to Go)
 - 86% of employees non-SOV commuters
- City of Lakewood (Colorado - Way to Go)
 - 145% increase in alternate commute participation in year 1
- Seattle Children's Hospital (Seattle, WA)
 - Reduced SOV commute rate from 73% to 33%
 - Avoided construction of a \$20 million parking garage and strengthened employee engagement



ETRP Benefits

- In addition to GHG and ozone reductions and helping to reduce traffic congestion, ETRP can provide a variety of other benefits for employers and employees:
 - Reduced overhead costs
 - Enhanced employee recruitment and retention
 - Expanded employee benefits at low/no cost and commute cost-savings
 - Enhanced corporate/public image
 - Reduced employee stress and enhanced productivity
 - Increased employment opportunities for the disabled and others unable to meet traditional work hours



Next Steps

- APCD is seeking input from community members, businesses, planning organizations, local governments, etc. on ETRP
- Stakeholder meetings' registration, GHG transportation comment form, and additional information available at:

<https://cdphe.colorado.gov/reducing-greenhouse-gas-emissions-from-transportation>

Thank you for your time and feedback!



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