



North Area Transportation Alliance Board Meeting

July 29, 2021



Agenda



- Welcome - Chair Jessica Sandgren – Thornton Mayor Pro tem
- Approval of June 24, 2021 NATA Meeting Minutes
- Treasurer’s Quarterly Report
- Announcement of “Advancing Adams” Transportation Plan survey reminder
- Draft revised NATA Mission Statement and Shared Values
- Smart Commute updates: Karen Stuart, Carson Priest, Catherine Sanders
 - Employer Traffic Reduction Program (ETRP) demise
 - Three Telework well-being video links
 - Community outreach events update
- Smart Commute’s eBikes Grant Program presentation- Jeanne Shreve, Program Manager
- RTD Directors’ Reports: Directors Buzek, Cook, Davidson, Guissinger, Whitmore
 - Brief update on RTD Fare Study
 - Brief update on Reimagine
- CDOT Updates on SB260/Stimulus Funds Project List, SB260 Overview, and GHG Rulemaking- Jeff Sudmeier, CFO; Rebecca White, Director Division of Transportation Development

Please sign in using the chat box



Q2 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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NATA Mission Statement



The North Area Transportation Alliance (NATA) is a partnership of public and private entities in the **North I-25 Corridor** working to identify, develop, advocate and lobby for **multimodal** transportation solutions that will enhance sustainable mobility **options and improve transit service**, promote economic opportunity **to improve quality of life and reduce traffic congestion to safely and equitably move all people** in the north metro area.



NATA Shared Values



- **Multimodal** transportation improvements in the north metro area are key to future economic development including creating and retaining jobs, improving mobility and **reducing traffic congestion to safely and equitably move all people** in the north metro area.
- NATA should take all steps to ensure that needed transportation improvements, as identified in NATA's Project Priority List, are included in appropriate DRCOG, RTD and CDOT plans and funding is secured.
- **A complete metro-wide fixed rail system is an integral part of improving transportation in the Denver metro area. NATA should take all actions necessary to ensure that the entire FasTracks and Front Range Passenger Rail systems are built and completed. FasTracks is an integral part of improving transportation in the Denver metro area and the integrity of a metro-wide fixed rail system depends upon the entire system being built.**
- **NATA will advocate for environmentally sustainable mobility options that seek to improve air quality, reduce consumption of non-renewable fuels, and improve public health for all residents.**



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Community Outreach Events

- ~~[July: Sorin' Thru Thornton Scavenger Hunt](#)~~
- ~~[July 22: Brighton City BBQ](#)~~
- ~~[July 23: Brighton Full Moon Bike Ride](#)~~
- ~~[July 23: Northglenn Full Moon Bike Ride](#)~~
- [August 3: Broomfield National Night Out](#)
- [August 7: Thornton Bike Rodeo Extravaganza](#)
- [August 21: Northglenn Full Moon Bike Ride](#)
- [August 22: Brighton Full Moon Bike Ride](#)
- [September 20: Brighton Full Moon Bike Ride](#)
- [September 20: Northglenn Full Moon Bike Ride](#)
- [September 22: Bike to Work Day](#)





Community Outreach Events



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Can Do Colorado eBike Program 2021-23

- Provides eBikes and accessories for 35 low-income workers
- Loan-to-Own Model - (through September 30, 2023)
- 2 deployments
 - June/July - 10 eBikes
 - ~ August/September - 25 eBikes
- To Qualify
 - Must make \$30,864 or less annually. There is some leeway for the income requirement but needs State approval
 - Live in Adams or Broomfield and work in Smart Commute's service area
 - Priority at 144th & I-25
 - Use the eBike for commutes to work and other trips around town
 - Must actively record trip data using the NREL phone app
 - Pay \$250 refundable deposit (limited scholarships available)
 - Live within 10-miles of worksite



Ever considered using an electric bike instead of a car to get to work & running errands?

GOOD NEWS!

Smart Commute has received a grant from the Colorado Energy Office (CEO) to provide low-income essential workers electric bikes (eBikes) and accessories to commute to work and for trips around town.

To qualify, applicants must live in Adams County or Broomfield County, work in Smart Commute's service area, and meet income requirements.



INTERESTED?

Contact Jeanne Shreve, eBike Program Manager
@ 720.263.0106 for more information

HURRY!

Space is limited to 35 qualified participants!

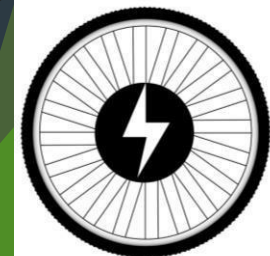
Can Do Colorado eBike Program 2021-23

- What Smart Commute will promote/test:
 - Increase access to eBikes for low-income essential workers while maximizing air quality benefits
 - Providing a convenient, non-SOV transportation option
 - Flexibility to try eBiking as a transportation option without a long-term commitment
 - Potential to replicate /scale-up approach at other suburban employment centers with a large demand for low-income, entry-level workers

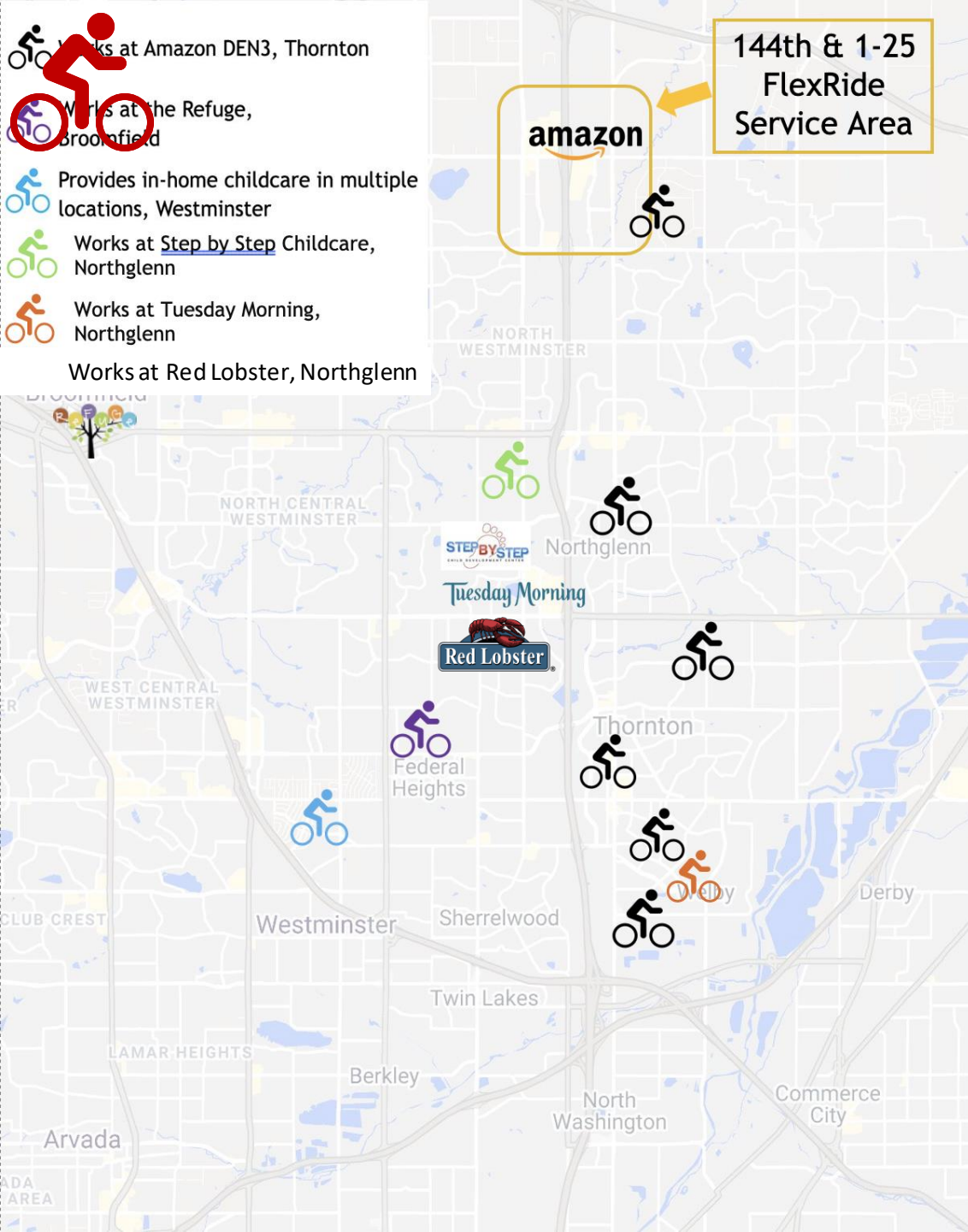


Can Do Colorado eBike Program 2021-23

- *Can Do Colorado eBike Program* Budget: \$148,850
- Funding Sources
 - \$50k in Colorado Energy Office Funds
 - \$98k in existing grant funding from the Flexible Micro Transit and Mobility Options (144th/I25 program)
 - Smart Commute local match fund
- What it pays for:
 - eBikes and accessories
 - 30 upright eBikes
 - Up to 5 Recumbent/eTrikes for adaptive use
 - Training & eBike maintenance
 - Incentives (tune-ups at 1 year and at the end of the program)
 - Staff time



SMART
COMMUTE
eBike
PROGRAM



eBike Operations, Safety, and NREL App Training



Training #1
June 28, 2021



Training #2
July 10, 2021

Can Do Colorado eBike Program 2021-23

- *Where We Are & Next Steps*
 - *10 approved participants (as of 7-28)*
 - *9 under Phase I*
 - *1 under Phase II*
 - *Continue screening prospective applicants*
 - *Writing ad package for Phase II deployment*
 - *Outreach to local agencies, non-profits, and businesses*



Brighton Full Moon Bike Ride
July 23, 2021

Interested?
Contact Jeanne Shreve

[*j.shreve@smartcommutemetronorth.org*](mailto:j.shreve@smartcommutemetronorth.org)

720.263.0106



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CDOT Update - NATA

July 29, 2021



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- Update on Project Funding: Progress To Date and Next Steps
- SB260 Overview
- GHG Rulemaking
- Questions



Funding and Planning Background

The 10 Year Plan was drafted in 2019 based on an expected four years of funding through SB267 Certificates of Participation and a “hoped-for” six years of funding.

- Plan built over the course of a hundred plus meetings and community engagement and evaluated against “guiding principles” established by the Transportation Commission.
- A separate set of projects were selected for the funded four years and the unfunded out years.



TC Criteria

 Safety	 Mobility	Economic Vitality 	Asset Management 	 Strategic Nature	Regional Priority
Potential Criteria	Potential Criteria	Potential Criteria	Potential Criteria	Potential Criteria	Potential Criteria
<p>Extent to which project addresses safety deficiencies at locations with known safety issues (as indicated by Level of Safety Service (LOSS) 3 or 4), or other known or projected safety issues</p>	<p>Extent to which project addresses a mobility need, including congestion reduction, improved reliability, new or improved connections, eliminations of “gaps” or continuity issues, new or improved multimodal facilities, improves efficiency through technology, or improved access to multimodal facilities</p>	<p>Extent to which a project supports the economic vitality of the state or region, including supporting freight, agricultural, or energy needs, or providing or improving access to recreation, tourism, military, job, or other significant activity centers</p>	<p>Extent to which project addresses asset life, including improving Low Drivability Life pavement or poor rated structures</p>	<p>Strategic nature of project, regional or statewide significance, leverages innovative financing and partnerships, and balances short term needs vs. long term trends.</p>	<p>Priority within the Region, based on planning partner input including priorities expressed in Regional Transportation Plans</p>
TC Guiding Principle	TC Guiding Principle	TC Guiding Principle	TC Guiding Principle	TC Guiding Principle	TC Guiding Principle
<p>Safety</p>	<p>Mobility</p> <p>Programs and projects leveraging new technology development</p> <p>Integrated System Impacts and Benefits</p>	<p>Economic Impacts</p> <p>Statewide Equity</p>	<p>Asset Management / Preservation Benefits</p> <p>Impact of Asset Management decision on asset life and function</p>	<p>Financial Leverage, Financial innovation, and Partnerships</p> <p>Short term projects vs. Accommodating Long-Term Projects trends</p> <p>How does the system look in 30 years and how does this project fit in?</p>	<p>Is the project informed by extensive collaborative work already done on Prop 110 project list and existing regional / local planning and what are the reasons for deviating from these?</p> <p>Regional flexibility / related smaller scale projects</p>



Funding and Planning Background

Throughout the COVID-period, CDOT has had to flex as revenues initially declined and then significantly increased due to stimulus funding.

Most recently, CDOT received the following revenues:

- \$170,000,000 in SB 260 stimulus for shovel ready projects
- \$53,831,368 in additional highway SB 267 premiums
- \$14,535,000 in additional transit SB 267 premiums

= ~\$238 million

These funds are in addition to SB267 “Year 3” funding received earlier this year. CDOT also anticipates another ~\$450M in SB267 Year 4 funding in 2022.



Year “3B”: SB267 Year 3 Premium + SB260 First Allocation (Stimulus Dollars)

- 25 projects
- \$238,365,680
 - Over 20% of funding for transit and multimodal projects. This mix of projects will help move vehicles & improve safety while improving access to options beyond the single-occupant trip.

Funding priorities have largely focused on the first four years of the 10-year plan; a prioritized list established during the planning process. However “shovel ready” focus of additional stimulus dollars have made it possible to also include projects like the EJMT repairs and sound walls. Additionally, SB260 has added an increased focus on multi-modal investments.



SB 267 Year 3 Projects

Region 1

		Year 3 Request	Project Type	Pipeline Year	Planning Project ID
Highway and Transit - Region 1					
I-70	I-70 West: Floyd Hill (pkg 0 and pkg1)	\$135,000,000	Capital	1-4	0004
	I-70 Corridor - West Metro Bridges (Ward Rd)	\$33,400,000	Capital	1-4	0087
	Idaho Springs Mobility Hub	\$4,130,000	Transit Capital	1-4	2716
I-25	Lone Tree Mobility Hub	\$8,000,000*	Transit Capital	1-4	2744
	I-25 and SH 7 Interchange Mobility Hub	\$1,500,000	Transit Preconstruction ²³	5-10	2694
	Castle Rock Mobility Hub	\$300,000	Transit Preconstruction	1-4	2714
I-270	I-270: Improvements and Congestion Relief from I-76 to I-70	\$30,000,000	Capital	1-4	0002

*Dependent upon alternative selected and partnership funding



SB 267 Year 3 Projects

Region 1

		Year 3 Request	Project Type	Pipeline Year	
Highway and Transit - Region 1					
Non Corridor Specific	Bustang Fleet Purchases	\$3,175,000	Transit Capital	1-4	2718
	Bustang Heavy Maintenance Facility	\$500,000	Transit Preconstruction	1-4	2715
	Years 5-10 Preconstruction (Projects receiving precon funding may include next West Metro Bridge(s), Kings Valley, Bottleneck, Kinney Run Wildlife, US 85 Dan to Mead, I-70 escape ramps, I-25@SH7 (Interim Transit), I-70 Vasquez @ 60th, Multiple Grade Sep Trails, I-70 Climbing Lane, EJMT Maintenance as funding allows.)	\$19,000,000	Preconstruction	5-10	Multiple



SB Year 3B Projects Region 1

		Year 3B Request	Project Type	Planning Project ID from 10-Yr Plan
Highway and Transit - Region 1				
I-70	I-70 Bustang Pegasus/Floyd Hill Mitigation	\$2,000,000	Transit	0004*
	Eisenhower-Johnson Memorial Tunnels Repairs and Maintenance	\$50,000,000	Capital	2583
	I-70 Noise Wall Maintenance Phase 3 - 6	\$20,000,000	Capital	2594
I-25	I-25 and SH 7 Interchange Mobility Hub	\$12,500,000	Transit	2694
	Valley Highway Phases 3 & 4 (Burnham Yard)	\$1,630,000	Multimodal	2576
Non-Corridor Specific	Safer Main Streets: Urban Arterials Study and Implementation of Pilot Projects	\$2,500,000	Multimodal	0006,2739
	Bustang Fleet Purchases	\$625,000	Transit	2718

*This project connects with the Floyd Hill project (0004) in the 10-Year plan. The Year 3b money would fund Park-n-Ride Improvements along I-70 to support the launch of Pegasus and I-70 Floyd Hill traffic mitigation efforts.



Next Steps & Timeline

- The near-completion of the first 4-years of the 10-Year Plan means we now need to select a new 4-year list of projects.
- CDOT intends to kick off a process later this summer to build that next four years.
- Staff is developing the details of the process and timeline now. A several month stakeholder engagement is planned; including meetings across the metro area (and the state).
- Process will also need to be informed by SB260 requirements and upcoming GHG rulemaking.
- For the CDOT Region 1 area, commitments to Floyd Hill and I-270 remain unchanged as those remain “year 4” commitments and already have received substantial upfront funding to move these projects forward. Year 4 dollars are also identified for SH119, which already has received \$40M to date.



SB 260

AT A GLANCE

"SOURCES" OVERALL FUNDING

- \$3.784B in New Fee Revenue
- \$1.581B in General Fund & Stimulus Dollars

\$5.365B

TOTAL NEW FUNDS & EXPENDITURES IN PLAN

GENERAL FUND STATS

- Average 11 yrs
\$1.572 B = \$144 m
- Average over first 5 yrs
\$883.5 = \$186 m

"USES" OVERALL ALLOCATIONS WITHIN TRANSPORTATION PLAN

- **Total HUTF (60%/40%): \$2.234 B**
 - ◆ State HUTF: \$1.287 B
 - ◆ Local HUTF: \$947.5 m
- **Nonattainment Region Enterprise (CDOT): \$183.7**
 - ◆ Plus an additional \$50m for CDOT Mitigation
- **Bridge & Tunnel Enterprise (CDOT): \$522.8**
- **Revitalizing Main Streets (CDOT): \$85.1**
- **Multimodal and Mitigations Option Fund (15%/85%): \$447.6. Plus the following:**
 - ◆ **Front Range Rail: \$2.5 m**
 - ◆ **SW Chief: \$12m**
- **Three Green Enterprises: \$734.3**
- **Additional Stimulus Support: \$458**
- *(Includes offsets to FASTER reductions, COP payments, \$500,000 for Burnham Yard, and \$200m previously announced state stimulus support to transportation)*
- **8 Yrs COP Payments: \$660**

TOTAL ENTERPRISED - \$1.440.8 B

- Existing Bridge Enterprise (Modifying scope to include tunnels): \$522.8
- New Nonattainment Region Enterprise: \$183.7
- New Community Charging: \$310.2
- New Clean Fleet Enterprise: \$289.1
- New Public Transit Enterprise: \$134.9

FEE REVENUE/PARAMETERS	SB21-260: As Amended
Road Usage Fee	Fee starts at 2 cents and goes up 1 cent annually to 8 cents; indexed to inflation after FY32. Projected revenue of \$1.552 B
Bridge and Tunnel Enterprise Fee	Now called Bridge and Tunnel Enterprise Fee. Lowered to reflect same fee schedule as RUF above. Projected revenue \$401 m.
EV Equalization Fee	Additional fee on top of existing \$50 (4,8,12,16,26,36,51,66, 81,96) Goes from \$55 - \$159. Review/re-assess parity in yr 5 for changes in yr 6. Projected Revenue \$321.9 m
TNC Fee	30 cent fee. Projected revenue of \$203 m
Delivery Fee	27 cent fee on all retail deliveries at point of sale. . Projected revenue \$1.214 B
Personal Car Share	Lift current \$2 exemption. Projected revenue of \$17 m
Rental Fee	Index existing \$2 fee. Project Revenue \$74.6 m
Taxi Fee	Conduct a study on fee. Projected revenue is zero until after study determines rate.
Autonomous Vehicle Fee	Conduct a study on fee. Projected revenue is zero until after study determines rate.

ACCOUNTABILITY & TRANSPARENCY



ATTUNING TO COLORADO'S NEEDS

Each enterprise will develop a ten year plan that will be used to assess the funding levels needed to achieve the desired outcomes. Project management public dashboards will show key performance indicators for projects within Enterprises and CDOT. CDOT will update their existing 10 Year Plan.



ACCOUNTABILITY

CDOT and Enterprises will maintain clear accountability mechanisms, engage a wide variety of stakeholders to ensure funding achieves intended outcomes, and will regularly report to the transportation commission, legislature, and construction partners.



CLIMATE GOALS

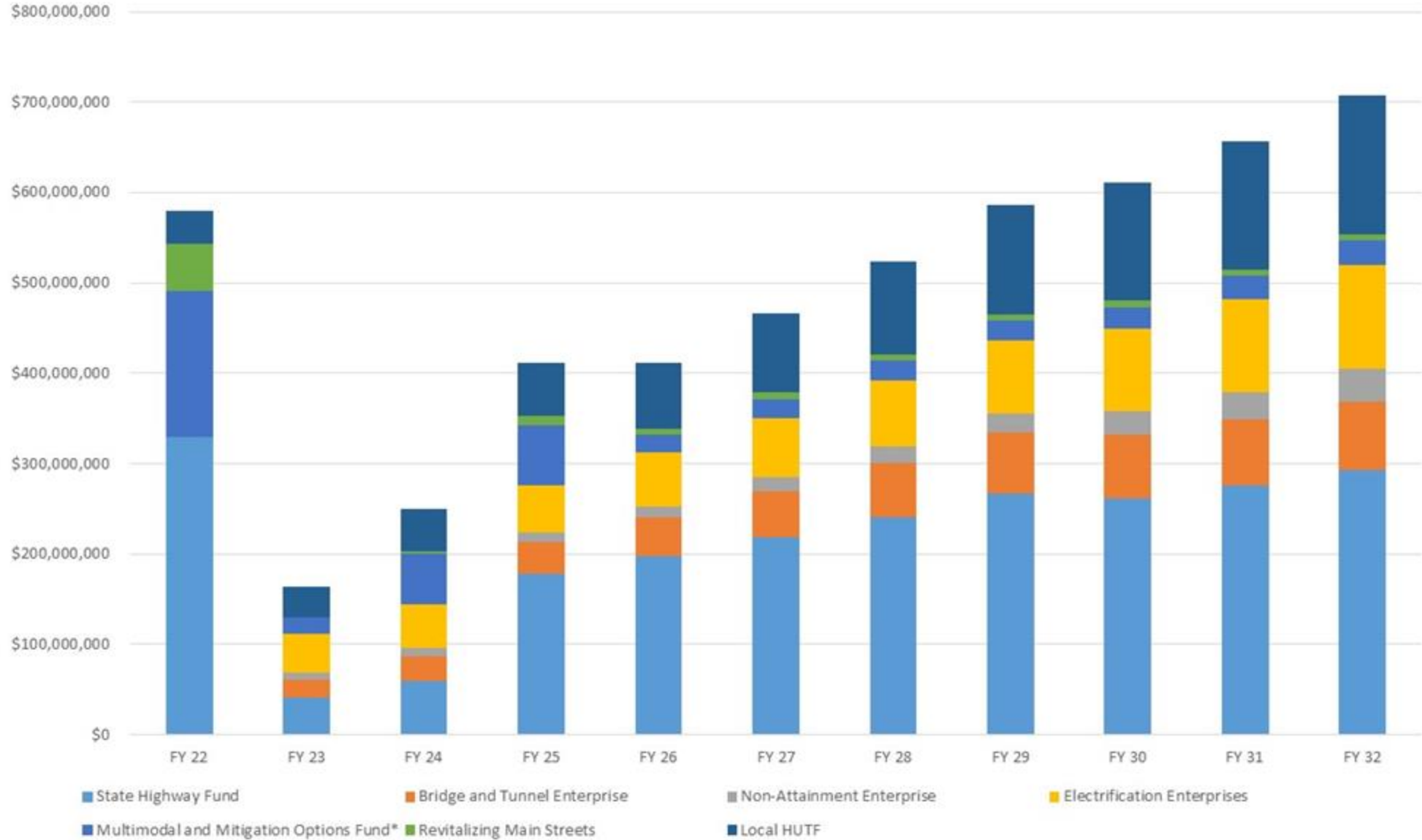
CEO and CDPHE, in consultation with CDOT, will report annually on progress towards 2030 EV plan and GHG Roadmap goals resulting from enterprise and transportation investments in this plan.



TRANSPARENCY

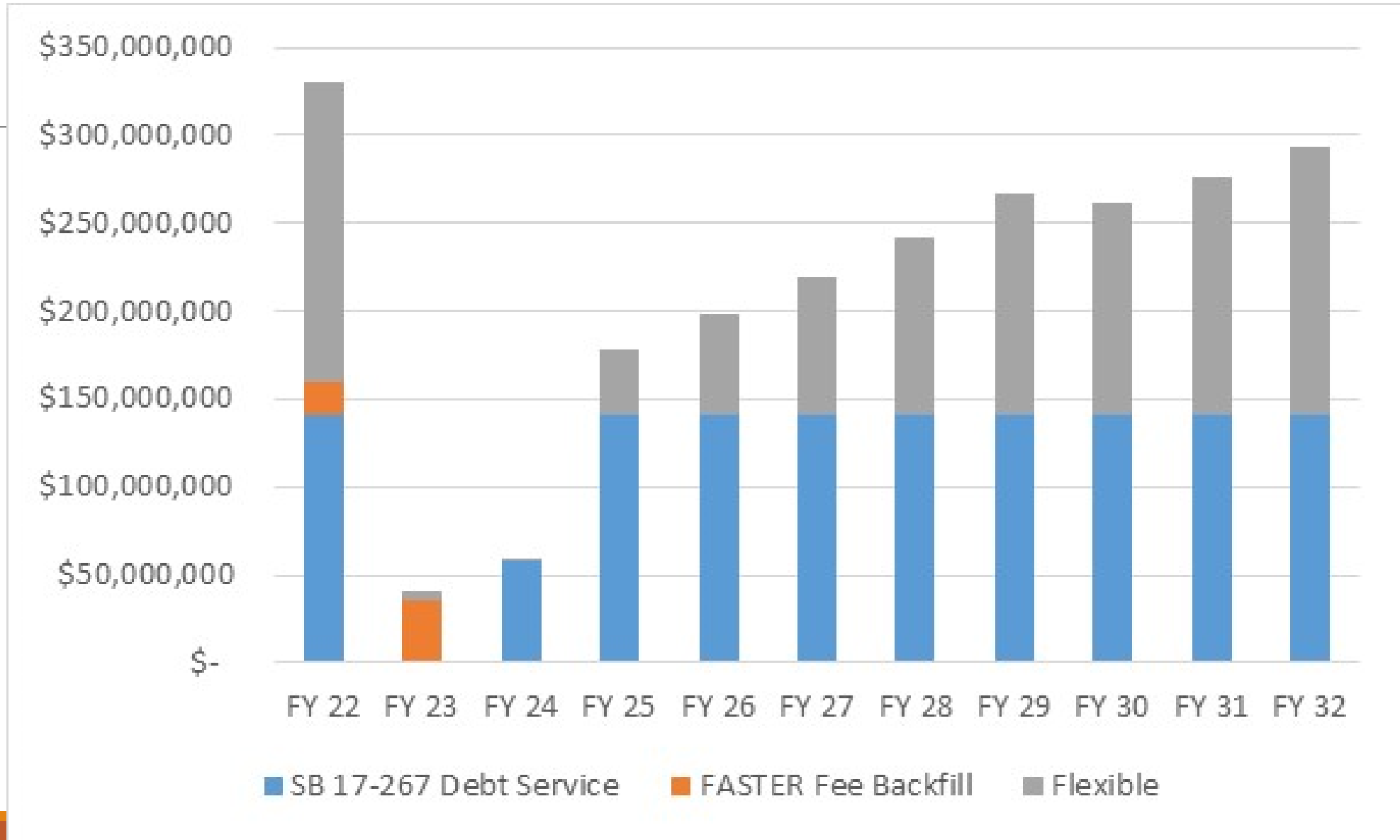
Enterprises will maintain accessible and transparent summary information regarding implementation status, funding, and expenditures on their websites. CDOT will continue with their new commitment to enhanced accountability and transparency measures.

SB 260 Revenue by Year* - \$5.4 billion through FY 32

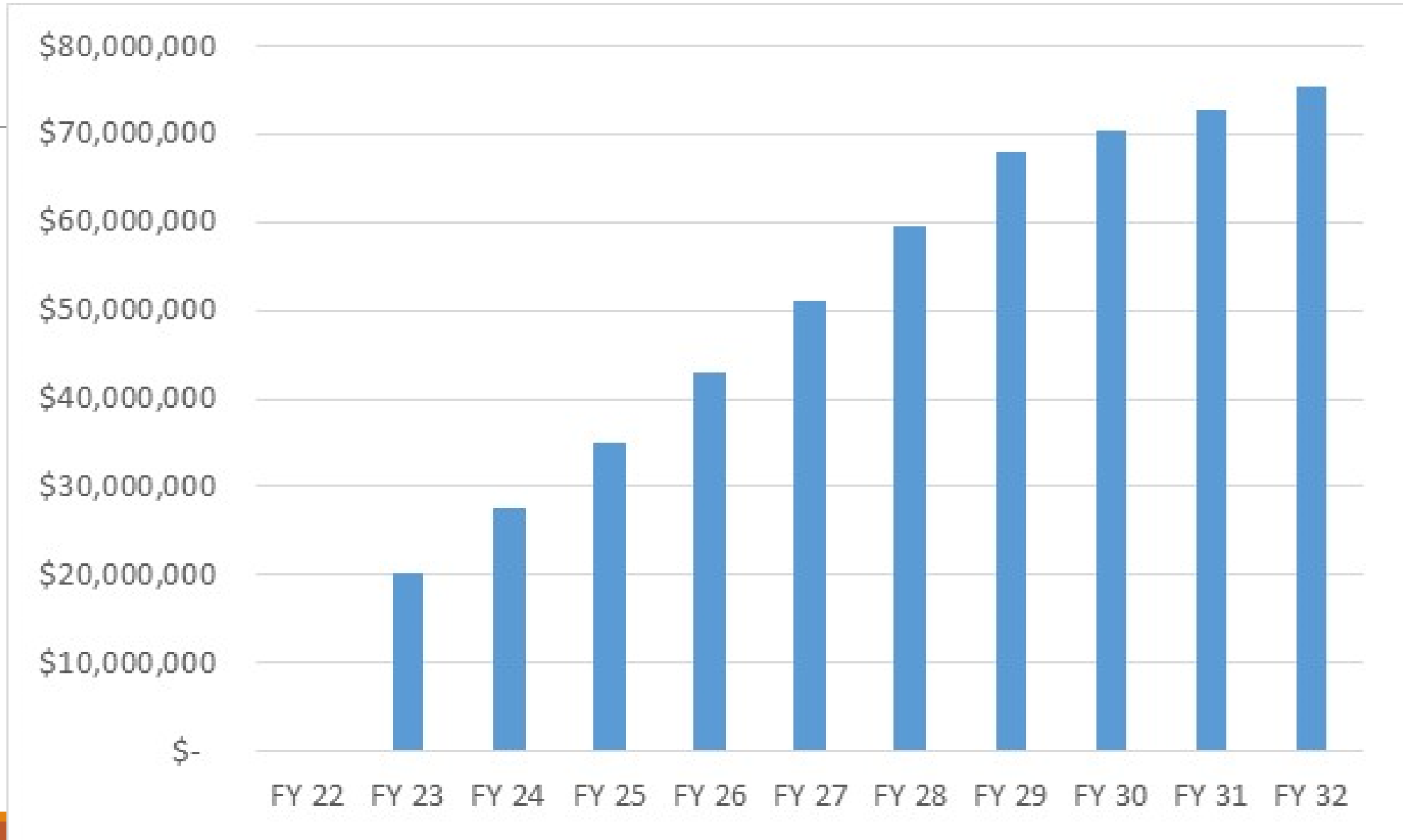


*Includes \$30 million in Revitalizing Main Streets funding from SB 21-110.

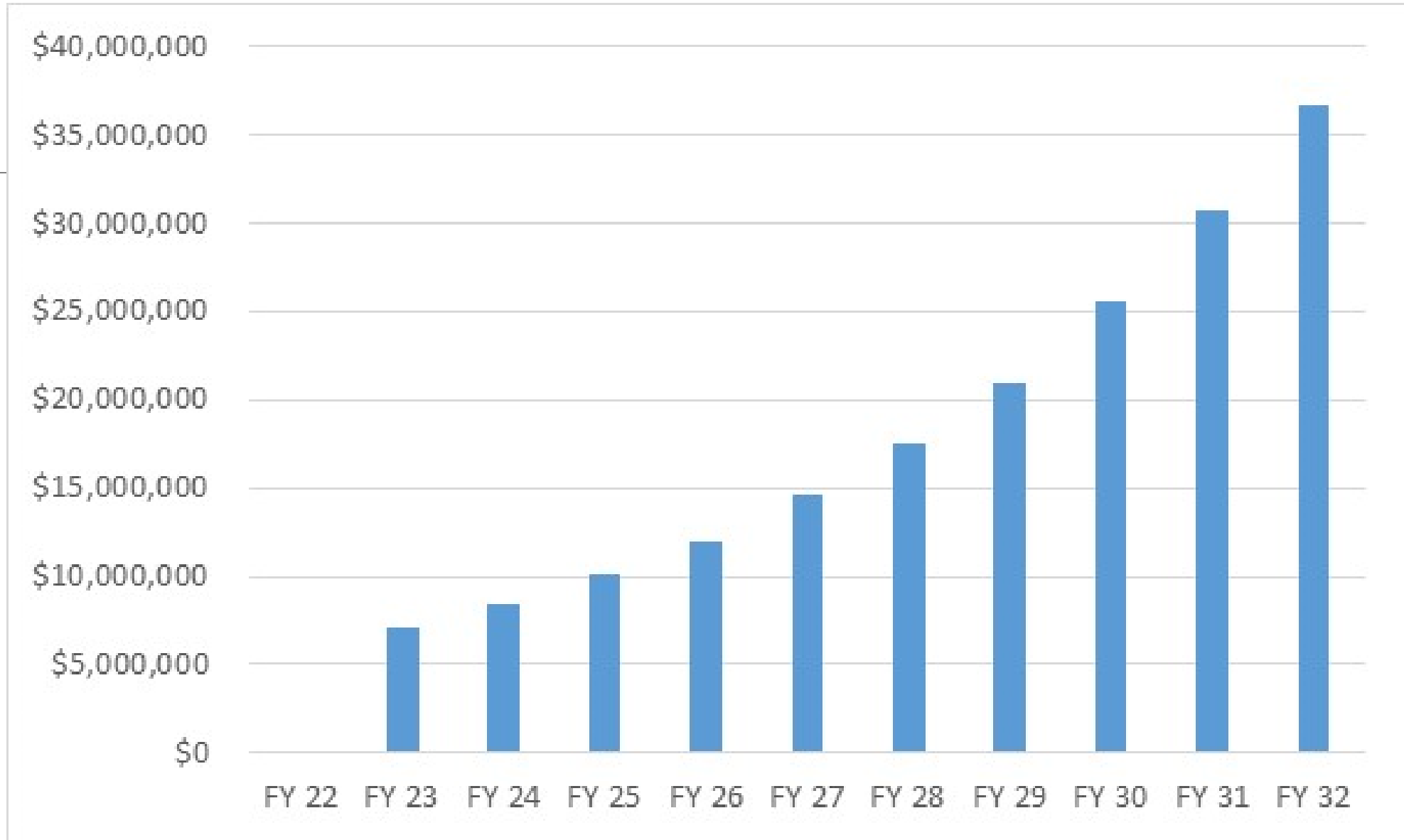
SB 260 State Highway Fund Revenue by Year (CDOT) - \$2.5 billion through FY 32



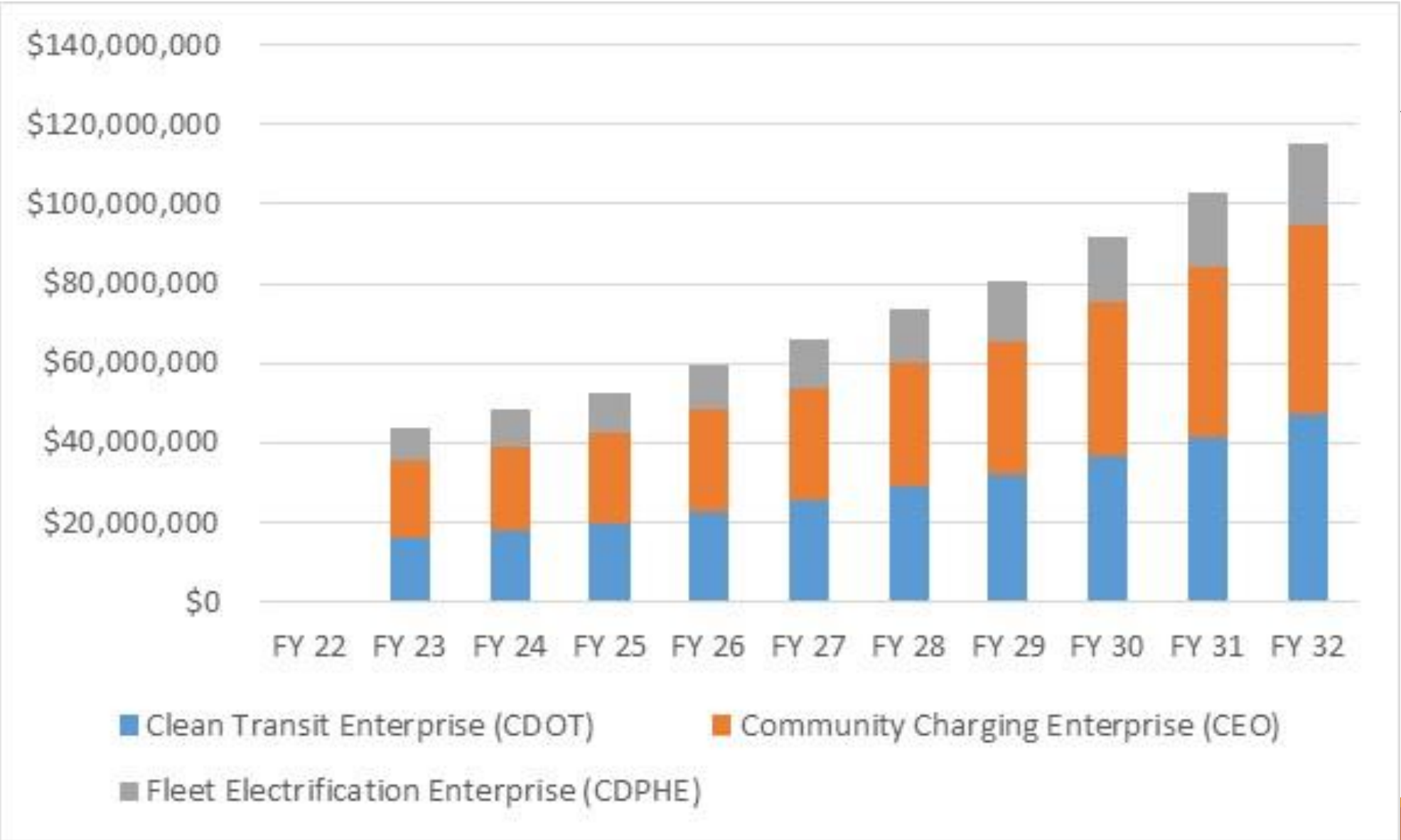
SB 260 Bridge and Tunnel Enterprise Revenue by Year (CDOT) - \$523 million through FY 32



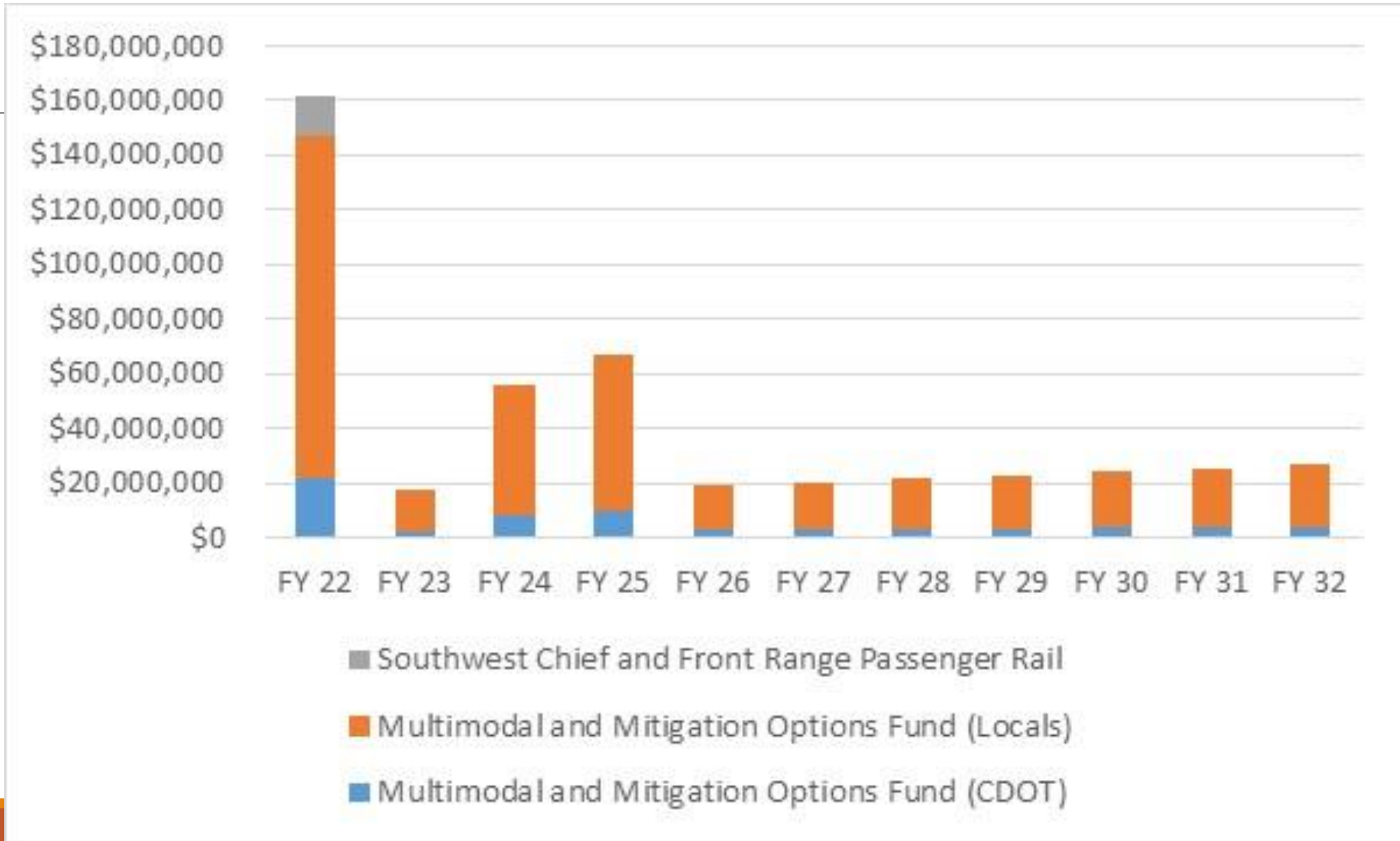
SB 260 Non-Attainment Enterprise Revenue by Year (CDOT) - \$184 million through FY 32



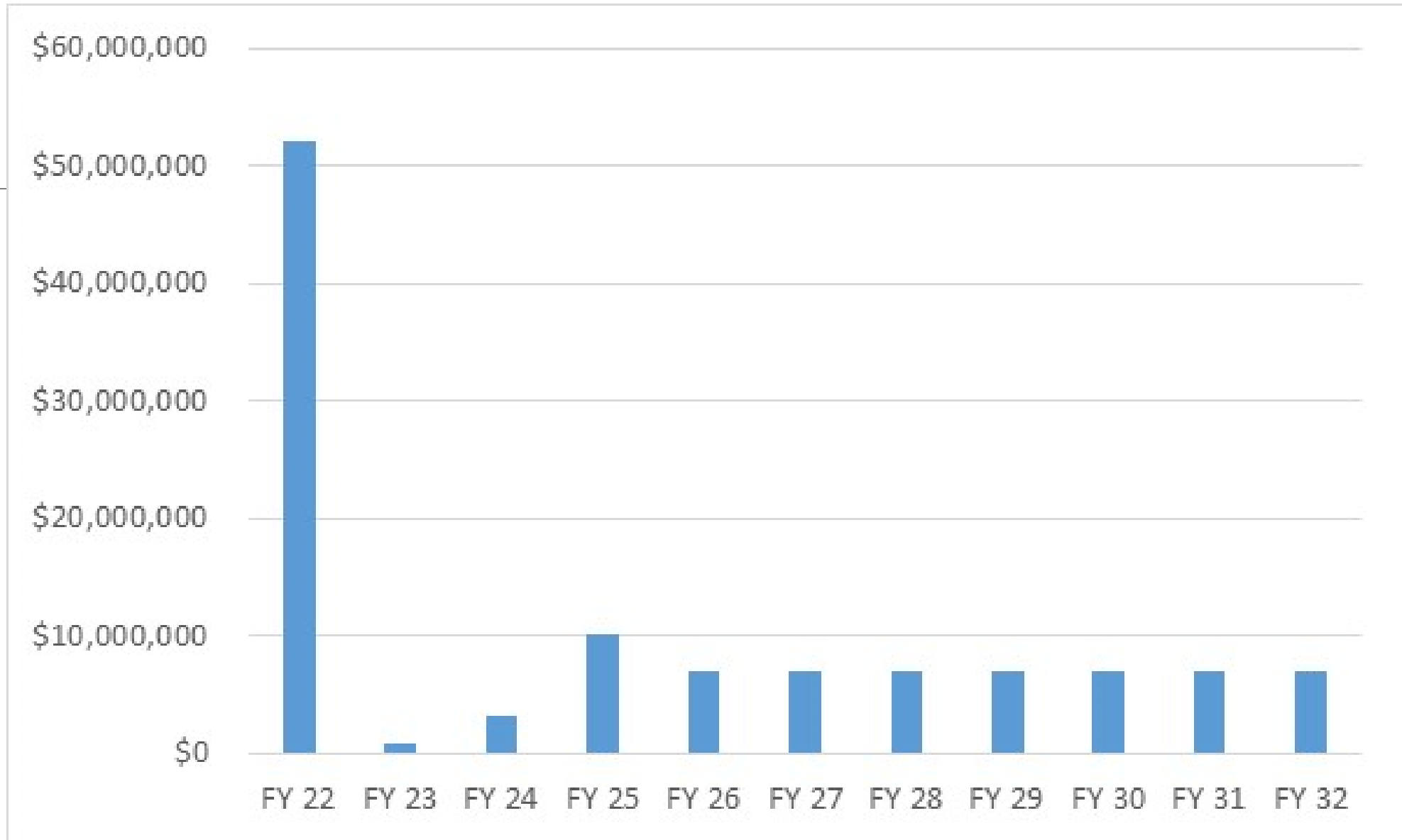
SB 260 Electrification Enterprises Revenue by Year (CDOT/CEO/CDPHE) - \$734 million through FY 32



SB 260 Multimodal/Mitigation Options Revenue by Year (CDOT/Locals) - \$463 million through FY 32

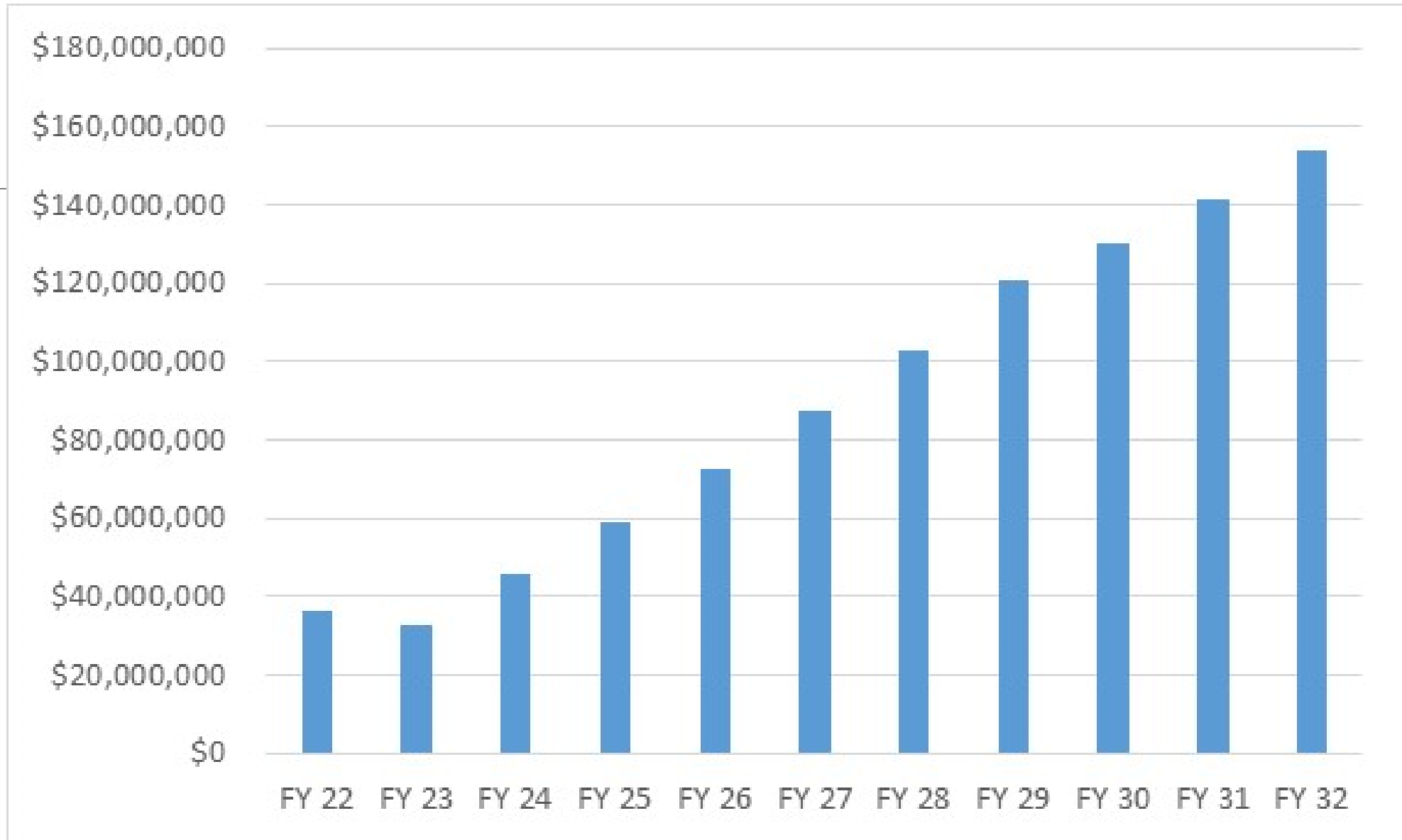


SB 260 Revitalizing Main Streets Revenue by Year (CDOT) - \$115 million through FY 32*



*Includes \$30 million in Revitalizing Main Streets funding from SB 21-110.

SB 260 Local HUTF Revenue by Year (Locals) - \$984 million through FY 32*



*Includes \$36.5 M in FY 22 intended to backfill local share of FASTER fee reduction in FY 22, 23, and 24.



GHG Rulemaking



SB260 and the GHG Rule

- **THE DEPARTMENT SHALL ESTABLISH AND PROPOSE TO THE COMMISSION FOR ITS REVIEW IMPLEMENTING PROCEDURES AND GUIDELINES THAT REQUIRE THE DEPARTMENT AND METROPOLITAN PLANNING ORGANIZATIONS TO TAKE ADDITIONAL STEPS IN THE PLANNING PROCESS FOR REGIONALLY SIGNIFICANT TRANSPORTATION CAPACITY PROJECTS TO ACCOUNT FOR THE IMPACTS ON THE AMOUNT OF STATEWIDE GREENHOUSE GAS POLLUTION AND STATEWIDE VEHICLE MILES TRAVELED THAT ARE EXPECTED TO RESULT FROM SUCH PROJECTS. SUCH GUIDELINES AND PROCEDURES SHALL APPLY TO ADOPTION OF THE NEXT TEN-YEAR PLAN AND SUBSEQUENT PLANNING CYCLES AND SHALL FULLY EVALUATE THE POTENTIAL ENVIRONMENTAL AND HEALTH IMPACTS ON DISPROPORTIONATELY IMPACTED COMMUNITIES.**
- CDOT (and DRCOG and NFRMPO) must update their plans to be in compliance with these policies by October 1, 2022. If this date is not met, MMOF expenditures can only be spent on those projects/programs that help meet compliance.



Rulemaking Concept & Approach

- Set a GHG “pollution reduction level” in million metric tons of CO₂e for transportation plans. Applies to CDOT and MPOs.
- Emissions calculated by modeling a set of transportation projects (included in transportation plans) and determining the total emissions from vehicles traveling across the transportation system.
- Limited to projects that are “regionally significant” - projects that increase capacity. Not to basic safety and repaving projects.
- Alternative compliance could be achieved through offset measures that achieve emission reductions in other areas related to transportation



User-friendly and Inclusive Rulemaking Process

- Party Status is not necessary- all interested parties are encouraged to fully participate in the rulemaking process
 - <https://www.codot.gov/business/rules/stakeholder-engagement-protocol-workshops>
- Sign up to receive rulemaking updates: DOT_Rules@state.co.us or at link above
- Multiple Opportunities for Public Comment (5 public hearings planned)
- Current schedule: Draft rule published in mid-August; hearings must be scheduled no earlier than 20 days later.



Appendix



SB 267 Year 3 Projects

Region 4

		Year 3 Request	Project Type	Pipeline Year	
Highway and Transit - Region 4					
I-25	Firestone-Longmont Mobility Hub Access Improvements (Safety improvement. Full movement signalized intersection to allow for left turns out of the park-n-ride.)	\$2,000,000	Transit Capital	N/A	N/A
	Firestone-Longmont Mobility Hub - Phase 2 (ROW)	\$1,000,000	Transit Preconstruction	1-4	2732
	Berthoud Mobility Hub	\$1,000,000	Transit Capital	1-4	2729
	Centerra-Loveland Mobility Hub	\$500,000	Transit Capital	1-4	2742
	Harmony Park-n-Ride Expansion	\$500,000	⁴⁴ Transit Preconstruction	1-4	2733
Non Corridor Specific	Preconstruction (Preconstruction will go to SH 71 Corridor Improvements & SH 385 Corridor Improvements & SH 119 Safety and Mobility Improvements)	\$1,500,000	Preconstruction	1-4 & 5-10	Multiple
	Bustang Fleet Purchases	\$625,000	Transit Capital	1-4	2736



SB 267 Year 3 Projects

Region 4

	Year 3 Request	Project Type	Pipeline Year
Rural Paving - Region 4			
SH 71 Corridor Improvements (Climbing Lanes)	\$6,000,000	Rural Paving	5-10
SH 138 Sterling North from MP 3.0 to MP 13.5	\$1,750,000	Rural Paving	1-4



SB Year 3B Projects

Region 4

		Year 3B Request	Project Type	
Highway and Transit - Region 4				
I-76	Sterling East Part 2 Slabs and Diamond Grind Both Directions	\$8,250,000	Capital	2683
	I-76 East of Sterling Rural Paving	\$8,046,507	Rural Paving	0072
I-25	Firestone-Longmont Mobility Hub - Phase 2	\$13,000,000	Transit	2732
SH 7	SH 7 Corridor Improvements – 95th/SH 7 & Multimodal Preconstruction	\$13,438,913	Multimodal	2596
Non-Corridor Specific	Bustang Fleet Purchases	\$625,000	Transit	2736
	Northern Colorado Bustang Maintenance Facility	\$300,000	Transit	2737



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