

# NATA Board Meeting Minutes

December 15, 2022

7:30-9:00am

**In-Person Only**

Adams County Human Services Center  
11860 N Pecos St, Westminster, CO 80234  
Apple B Conference Room

---

## NATA Members (who signed in)

<b>Lynn Baca</b>	AdCo Commissioner	<b>Sara Dusenberry</b>	Northglenn Staff
<b>Chris Chovan</b>	Adams County Staff	<b>Nicholas Walker</b>	Northglenn Council
<b>Greg Mills</b>	Brighton Mayor	<b>Ben Ortiz</b>	Longmont Staff
<b>Guyleen Castriotta</b>	Broomfield Mayor	<b>Carson Priest</b>	Smart Commute
<b>Austin Ward</b>	Broomfield Council	<b>Tammy Herreid</b>	Smart Commute
<b>Sarah Grant</b>	Broomfield Staff	<b>Karen Bigelow</b>	Thornton Council
<b>Shawn Poe</b>	Commerce City Staff	<b>Julia Marvin</b>	Thornton Council
<b>Emily Baer</b>	Erie Trustee	<b>Kent Moorman</b>	Thornton Staff
<b>Carlos Hernandez</b>	Erie Staff	<b>Nancy McNally</b>	Westminster Mayor
<b>Tim Williams</b>	Federal Heights Staff	<b>Debra Baskett</b>	Westminster Staff

## SC Members (who signed in)

<b>Nathan Batchelder</b>	CRL Associates	<b>Jessica Sandgren</b>	Smart Commute Board
--------------------------	----------------	-------------------------	---------------------

## Agency Partners (who signed in)

<b>Karen Stuart</b>	CDOT Commissioner	<b>Vince Buzek</b>	RTD Board Chair
<b>Danny Hermann</b>	CDOT	<b>Ian Harwick</b>	RTD Director Elect
<b>Jamie Grim</b>	CDOT	<b>Michael Davies</b>	RTD
<b>Stephen Henry</b>	CDOT		

## Guests (who signed in)

<b>Lori Saine</b>	Weld Co Commissioner	<b>Jason Pock</b>	Westside Invest. Partners
-------------------	----------------------	-------------------	---------------------------

## Welcome and Introductions – Chair Lynn Baca

*Chair Lynn Baca welcomed participants and attendees. Smart Commute staff reminded those in attendance to please sign in.*

## Approval of October Meeting Minutes

*A motion to approve the minutes was made by Mayor Greg Mills seconded by Mayor Nancy McNally and approved unanimously.*

## **2023 Officer Elections**

*Carson Priest* - I am going to review the steps we need to take for our election of NATA officers heading into 2023. Each represented jurisdiction, Smart Commute and AC-REP have a vote and we will need a simple majority vote to pass the slate of officers for next year. We had a bit of a different 2022 with Major Joan Peck stepping away and Mayor Greg Mills filling her role as Vice Chair, so we typically see the Vice Chair step up into the Chair role for the following year. The Vice Chair and Treasurer positions are open for 2023 and we would take any floor nominations at this time. Seeing no floor nominations, Tammy will pass out the slate of Chair: Mayor Greg Mills, Vice Chair: Mayor Nancy McNally, Treasurer: Trustee Emily Baer.

*Eight of the thirteen represented jurisdictions were present – voting for the presented slate was unanimous among those jurisdictional appointed voters.*

## **2023 Dues Structure**

*Carson* – I want to clarify one point before we get into the discussion of a proposed updated 2023 dues structure. At the SPC meeting last week I noted that I used real 2020 Census population numbers to justify the proposal I will present, but I instead used 2021 projected Census numbers, but that did not affect any category changes. Each year we have an opportunity at NATA to review our dues and ensure the organization is solvent and meets it's own stated goals. Our dues structure is based on population blocks where we group like-sized communities together in their dues level. The updated proposed dues structure for 2023 contains two main changes – first, I'm proposing a 5% increase across the board and second, this proposed increase is in response to the need to bring NATA back to the "black" financially by lowering the Smart Commute Admin fee from \$20,000 annually down to \$16,000 annually. The only community that changed it's population category is Longmont, who jumped up above 100,000 in 2020, meaning that their dues will go from \$2,880 to \$3780 annually. This proposal means that NATA will see a net positive of \$228 annually. I'll take any questions.

*Mayor Mills* – It's important to bring the organization back into the black and thank you to Carson for reducing the Smart Commute administrative fee.

*A motion to approve the dues increase was made by Mayor Nancy McNally, seconded by Mayor Pro Tem Jessica Sandgren, and approved unanimously.*

## **Smart Commute Update**

*Carson* – I wanted to quickly highlight our 2022 Annual Report and ask that each of you check that out when it debuts in the coming days via our newsletter and on our website. This report serves as a nice review of all of our largest accomplishments and programs administered in 2022. One program that I want to point out to NATA is our community outreach. Our small team had over 1,000 unique community interactions at 11 community events across the NATA

region this year. We also held 15 RTD ridership appreciation events where we interacted with over 500 RTD customers. Our team doesn't just hold this information and feedback – we share it directly with jurisdictional and RTD staff. I promised at the October NATA meeting that I would review the regional results from our Annual Commuter Survey, so I'll run through that report now. We collected 2,243 responses in total across both September and October based on employer's needs. We had 6 jurisdictional participants and 15 different employers. Our SOV rate, using the new "non-commute" measurement, was 54.2% in 2022 and you can see all of the various other modes like biking, transit, etc. account for a small percentage. 2.9% of our participants are participating in a compressed work week and 28.6% of respondents showed they had a "day-off". We capture those day's off because many people work weekends and that was meant to be captured in the ETRP analysis. In a traditional SOV calculation, one not including those weekend days off, our regional SOV rate is 79.2% with telework being the largest alternative mode of "commute". Now that we have been conducting this survey for five years we can start to see some longitudinal data. Our SOV rate in 2018 and 2019 was about 89%, but in 2020 you can see the COVID virus lower that SOV rate down to about 62% with telework jumping all the way up to almost 33%. This 33% telework rate is lower than the regional average because many of our employers who participate in the survey like Adams 12 and jurisdictions couldn't work from home. In 2021 we can see telework regulating back down to only 15% of trips and then again in 2022 we can see that telework number start to regulate around 14% of trips. This data provides key insights for our TDM work in the region heading into 2023 as we know that a regular pattern of teleworking is emerging, mostly on a hybrid basis. Our average commute distance is 12.4 miles, and transit accounts for our longest average trip distance at 15 miles. The N Line isn't 15 miles long, which means that people are taking two or three seat rides and transferring in order to try to get as close to their final destination as possible. 66% of respondents said that they do not know someone in their office who they can ask about transportation – this is a great low-hanging fruit action item for Smart Commute in terms of getting alternative transportation information into an office culture. I want to point out for those representing RTD in the room that 63% of our survey respondents were aware of the Zero Fare for Better Air campaign. We asked those who took the survey to indicate what might make substituting a car trip for an alternative trip to run an errand easier and the results were categorized into six areas. Those who responded wanted to see facilities, service, land-use, safety, equity or educational improvements in order to make that errand on a bike or by bus. This allows us to recommend TDM actions to make this switch out of a car more feasible for your residents. Finally, I just wanted to point our that almost a third of our respondents are responsible for the transportation of children and that (for Thornton) 4% have ridden a shared scooter.

*Mayor Pro Tem Sandgren* – Do you if there is any data showing air quality reports from the 2020 year when SOV rates dropped? Does the county collect that data?

*Chair Baca* – The Regional Air Quality Commission probably has that information. DRCOG is having ongoing air quality discussions. Our region is in severe non-attainment. Perhaps the RAQC can come and present to the NATA group next year. I also serve on a CDOT enterprise board for GHG reduction. The delivery fee (27c) is collected to also mitigate GHG impacts.

*Commissioner Karen Stuart* – We (CDOT TC) just put GHG mitigations into all of our major projects and we expect early results next year from this effort. At that time someone from CDOT can come and discuss early results.

*Councilmember Marvin* – Why do you think facilities the largest barrier, not service?

*Carson* – Based on write-in comments, people are most passionate about bike/walk facilities just not connecting in the north area. For the transit portion of facilities improvements, people don't feel safe or the stops are not in the correct locations.

*Commissioner Baca* – Please see all of these presentations on the NATA website at any time.

### **CDOT Commissioner Update**

*Commissioner Stuart* – It is always interesting coming to NATA meetings right after our Transportation Commissioner (TC) meetings. We meet once a month for two days. The commissioners from all of the state get together once a month at this meeting for workshops one day then policy discussions the next. I'm the Commissioner assigned to Broomfield, Boulder and Adams Counties. Two weeks ago we opened Central I-70, which was about a \$1.2 Billion project that took place over 4 years. The demolition was very ugly for awhile, but we've reached the finish line. The lid on the road is a key component as it protected the community that had been impacted by the interstate for many years. On top of the lid are soccer fields, an amphitheater while the interstate noise is all down below. We had a tour of the Swansea elementary school which had many enhancements made to it. The Governor, Director Lew, Councilmember Ortega, the principal of the school and FHWA were all there for the ribbon cutting. Shaylen Batt, the former CDOT director and new head of FHWA was there as well. I was reminded that many of these projects take a very long time across various leaders. CDOT is getting calls from all over the country to ask how the project was accomplished. I must shout out Bob Hayes, a project engineer on this project, who is from Broomfield. The Central I-70 equity tolling program is an innovative solution for those that live in the area and will need to access these tolling lanes frequently. Tolls do start up in February. The TC allocated more money to some strategic pavement projects, like the segment on I-70 between Kansas and Colorado. The TC unanimously approved I-25 segment 5 to move forward concurrently with segment's 6,7 and 8. Segment 5 includes the area between CO 56 and CO 66. This will get us closer to a complete managed lane system that provides safety, efficiency and reduced GHG emissions through HOV 3 and transit (Bustang from Fort Collins). CDOT was concerned about

adding segment 5 because they felt it might need to go back out to bid because of SB260, but the CDOT team believes it's possible to simply add those new required SB260 components into the process rather than going back out to bid. CTIO is going after a TIFIA loan for I-25, but that required environmental clearances be done for each of the segments. Segment 2 (US36 to 120<sup>th</sup> Ave.) was supposed to have two phases that included managed lanes, auxiliary lanes and a center loading transit platform. The next two years will include a process of environmental clearances for this segment then the project will go out to bid for construction. This timeline puts any improvements on segment 2 out until probably 2027. We can have CDOT come talk to NATA early next year to discuss this new scope and about their process for this segment. Thank you to CDOT staff (Angie Drum) for doing everything thing can to optimize safety within the existing footprint. This process on segment 2 also complicates the needed work on segments 3B and 4. 3B is just north of NW Parkway and includes many right of way challenges, and utility relocation challenges. Since 3B is tied into the CO7 mobility hub interchange, it did not make financial sense to include it in the TIFIA loan process. Segment 4 goes from CO7 up to CO56 and it has no environmental clearances. NATA has be integral in pushing the message that all of this work needs to be done in an expedient manner, and so has the North I-25 Coalition. I-270 is a key logistics route for the state and region. It is extremely congested, and there are many complicated and difficult challenges on this project. Some of the feeder bridges into I-270 are being fixed by CDOT first. We've gotten a draft Environmental Analysis (EA) from Jacobs Engineering, and we were told yesterday that there may be some inadequacies in the EA pointed out by the Green Latino's and other environmental stakeholders in the process. These groups would like to see a full Environmental Impact Study (EIS) done, meaning that the project would be delayed by a minimum of 6 months, and probably more than that. The bridges under construction must be completed imminently, but the rest of the project is up in the air. There is an informational webinar tomorrow that I will send to Carson. We all need to keep fighting for these projects – NATA plays a key influential role.

*Chair Baca* – Segment 3B is near the Top Golf, correct?

*Commissioner Stuart* – Segment 3B is the space between E470/NW Parkway and slightly north of CO7, which is right where Top Golf is located. I know that Thornton and Broomfield were working on a TIP application

*Sarah Grant (Broomfield)* – We were working with CDOT on a cost estimate for this segment and weren't able to get enough information to submit a TIP application at this time.

*Kent Moorman (Thornton)* – The price has dropped, but the cemetery on the west side will need to be worked out for right of way.

*Commissioner Stuart* – Segment 4 does not have any environmental clearances, but it is also probably the simplest segment from a construction standpoint. There is just no funding allocated to the project yet, which means that an environmental analysis would be premature.

*Mayor Pro Tem Sandgren* – Where do the managed lanes end? Is Bustang able to travel the whole length in managed lanes?

*Commissioner Stuart* – They end just south of E-470, which means that Bustang has to get out of the managed lanes then get back in.

*Chair Baca* – It is very disappointing news on I-270, and Adams County Commissioners have named I-270 as their 1A priority and I-25 as the 1B priority. This discussion at CDOT changes that conversation at the Adams County Commission level. Adams County is home to all 6 of the CDOT Interstates. It is difficult to prioritize one project over the other, because we know that all of the corridors need attention. We can no longer allow this kicking the can down the road to continue. Rep. Kyle Mullica is working at the state level to find a solution.

*Carlos Hernandez (Erie)* – I want to make sure we aren't singling out a single group as bombarding the EA process, there were many groups that were included in these comments. The Green Latinos group does a lot of great work in our region. Although it is annoying that it's delayed, perhaps it's an opportunity to embrace some of these ideas and really think about it.

*Commissioner Stuart* – I think the request came specifically from the Green Latinos group and the environmental community to ask to do an EIS, which will delay the project.

*Mayor Pro Tem Sandgren* – Are we able to lobby with FHWA Director Batt? If so, a unified message about a group of priorities would be great

*Commissioner Stuart* – I'm not sure, we can ask.

*Chair Baca* – The I-270 process did include extensive stakeholding and it was difficult to get community groups to the table to openly discuss any issues. The groups were given a direct opportunity to provide feedback at this forum and the CDOT management team was willing to potentially include suggested changes. It's disappointing that the groups didn't come to the table at that time. It's anticipated that the voices will only get louder from these groups, causing further delays. Please participate in the process when you're given the opportunity.

### **RTD Directors Reports – Director Buzek, Director-elect Harwick**

*Director Buzek* – I am the RTD Director for District J, including Westminster, western Thornton, Northglenn, Federal Heights and some unincorporated Adams County. I have been able to serve as Board Chair for 2022, which will come to an end soon. I'm going to discuss our Systemwide Fare Study and Equity Analysis and the Zero Fare for Better Air initiative. This fare study process

is focused on affordability and simplicity with a goal of reducing barriers to ridership. I challenged the then new GM Johnson to get out there and ride various trains and busses, and I think it was eye opening to her to see the complexity of our system. In April 2022 we began the formal process with a consultant, and since then we've gotten a lot of feedback from a number of stakeholders. There are two main alternatives that have risen to the top. Alternative A leaves the regional and local fare structure in place but reduces fares. Alternative B, which has become the favorite, creates one consistent fares across the board and lowers the monthly pass and regional fare. The structure that eventually comes out of this process will most likely look slightly different than both Alternative A and B, but B is clearly the favorite right now. By the second quarter of 2023, we expect to take a formal vote on a proposed fare structure at the Board. Ian Harwick is here today, he will be taking Shelly Cook's seat from District G on January 10. Equity is still going to be an essential piece of the final analysis as we look at Alternative B closer; this alternative raises fares for more urban areas and lowers it for more suburban areas. Equity populations live throughout our region, and we can't just focus on where people live but we must focus on where people work. Think of someone living in downtown Denver that needs to get to their job at 144<sup>th</sup> and I-25. The Zero Fare for Better Air program took place during August with the goals of increasing ridership and reducing GHG during a bad ozone month. RTD struggled with baseline data, because 2021 didn't see a "normal" year. From 2021 to 2022 in August, ridership jumped 22%. RTD saw no significant upticks in crime or safety on our vehicles or property. In terms of GHG reductions, it is hard to measure since the baseline data isn't clear coming out of COVID. In the past, August was always an uptick month for RTD because of kids going back to school and riding RTD. We expect the funding to be there in 2023 and can report back with better baseline data coming out of this year.

*Ian Harwick (RTD Director Elect)* – I represent Arvada and south Adams County, I work for the City and County of Denver so I am focused on bringing a very collaborative focus to the Board. I look forward to serving you all in the near future.

Other

*Carson* – Our 2023 meeting schedule will be the same as it has been for a number of years now, taking place on the 4<sup>th</sup> Thursday morning of each month and I've been able to work with Adams County staff to ensure we have this space for all of next year.

*Mayor Castriotta* – Can I entertain a motion to move the meeting time back to an 8am start?

*Mayor Mils* – I think we need to consider everyone's schedule so perhaps a Doodle poll early next year would be best.

*Chair Baca* – Carson, can you send around a Doodle poll to the membership for this potential time change so that new assignments can weigh in and ensure it fits their schedule?

*Carson* – With new appointments to NATA coming early next year for many of the members, we will finalize the schedule at that time. Please watch for calendar item holds from me in the coming weeks and thank you.

*Meeting Adjourned at 8:58 am.*