**NATA Board Meeting Minutes**

**January 28, 2021**

**7:30-9:00am**

**Zoom Virtual Meeting**

**Meeting Recording:** [**https://youtu.be/xCFn1M\_Q\_J0**](https://youtu.be/xCFn1M_Q_J0)

**Welcome and introductions by Chair Julie Mullica. Instructions to sign-in via the Chat function.**

**NATA Members (who signed in)**

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| --- | --- | --- | --- |
| **Deb Durand** | ACREP | **Kevin Ash** | Frederick Staff |
| **Steve O’Dorisio** | Adams County Comm. | **Phil Greenwald** | Longmont Staff |
| **Lynn Baca** | Adams County Comm. | **Joan Peck** | Longmont Council |
| **Chris Chovan** | Adams County Staff | **Julie Mullica** | Northglenn Council |
| **Greg Mills** | Brighton Mayor | **Sara Dusenberry** | Northglenn Staff |
| **Tim Williams** | Federal Heights Staff | **Brook Svoboda** | Northglenn Staff |
| **Sarah Grant** | Broomfield Staff | **Karen Stuart** | SCMN |
| **Liz Law Evans** | Broomfield Council | **Carson Priest** | SCMN |
| **Nicole Frank** | Comm. City Mayor Pro Tem | **Tammy Herreid** | SCMN |
| **Joe Wilson** | Commerce City Staff | **Jessica Sandgren** | Thornton Mayor Pro Tem |
| **Brent Soderlin** | Commerce City Staff | **Kent Moorman** | Thornton Staff |
| **Todd Fessenden** | Erie Staff | **John Voelz** | Westminster Council |
| **Malcolm Fleming** | Erie Staff | **Debra Baskett** | Westminster Staff |
| **Celeste Arner** | Federal Heights Council | **Anita Seitz** | Westminster Mayor Pro Tem |
|  |  |  |  |

**SCMN Members (who signed in)**

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| --- | --- | --- | --- |
| **Tim Stewart**  | E-470 | **Carla Perez** | HDR |
| **Kevin Maddox** | FHU | **Mark Shotkoski** | NWP |
| **Chris Fasching** | FHU | **Michelle Martin** | RS&H |
| **Jeanne Schley** | FHU | **Joyce Downing** | SCMN  |
| **Sam Taylor** | Broomfield Chamber |  |  |

**Agency Partners (who signed in)**

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| --- | --- | --- | --- |
| **Julie George** | CDOT | **Debra Johnson** | RTD General Manager |
| **Kay Kelly** | CDOT | **Chris Quinn** | RTD |
| **Rebecca White** | CDOT | **Henry Stoppelcamp** | RTD |
| **Danny Herrmann** | CDOT | **Troy Whitmore** | RTD Board |
| **Heather Paddock** | CDOT | **Vince Buzek** | RTD Board |
| **Doug Rex** | DRCOG | **Lynn Guissinger** | RTD Board |
| **Kate Williams** | DRMAC | **Erik Davidson** | RTD Board |

**Guests (who signed in)**

|  |  |  |  |
| --- | --- | --- | --- |
| **Jeremy Rodriguez** | Cong. Perlmutter  | **Randy Grauberger** | Passenger Rail Commission |

1. **Welcome by Chair Jessica Sandgren**
2. **Approval of December 17, 2020 NATA Meeting Minutes**

***Approval of December 17, 2020 Meeting Minutes:*** *Motion to approve minutes by Councilmember Joyce Downing (Northglenn), seconded by Malcom Fleming (Erie) and approved unanimously.*

1. **Review and approval of 2021 NATA Budget**

***Approval of 2021 NATA Budget: Current balance is $17,945.54. Expected 2021 dues amount is $28,000. Proposed expenditures for 2021 are $36,800.*** *Motion to approve budget made by Councilmember Joyce Downing (Northglenn), seconded by Mayor Pro Tem Anita Seitz (Westminster) and approved unanimously.*

1. **Approval of 2021 SPC Members**

*Karen Stuart:* Karen reminded those in attendance that the SPC is the agenda setting committee for NATA with no real formal roles for its members. The committee consists of current NATA executive members Chair Jessica Sandgren (Thornton Mayor Pro Tem), Vice Chair Joan Peck (Longmont Councilmember), Treasurer Anita Seitz (Westminster Mayor Pro Tem), Past-Chair Julie Mullica (Northglenn Councilmember) and the two open seats which are recommended by SPC to be filled by Malcolm Fleming (Erie) and Brent Soderlin (Commerce City). SPC is an open meeting and anyone who wishes to join can do so. SCMN staff will provide you with the meeting information. The SPC meeting schedule for 2021 was provided.

***Approval of 2021 SPC Members:*** *Motion to approve all 2021 SPC members made by Mayor Pro Team Anita Seitz (Westminster), seconded by Councilmember Joyce Downing (Northglenn) and approved unanimously.*

1. **Smart Commute 2020 Highlights / Accomplishments**

*Karen Stuart:* Reported SCMN Board held their Retreat 2/27.

The presentation highlighted just a few of the most important accomplishments in 2020 as an organization. The 8th Annual TransForum was a great success featuring international speakers despite being pushed to a virtual event. Celebration of the opening of the N Line with commemorative water bottles, and the great N Line pictorial coffee table book that Tammy did such a great job putting together. SCMN conducted our annual commuter survey this year with over 1,000 responses despite being all online and were able to gather some valuable data around how COVID-19 has and is impacting people’s commutes. SCMN team was able to take advantage of 38 national and international webinars this year. Karen was appointed to the position of CDOT TC Chair, and Carson was elected to serve on the Rocky Mountain ACT Board as well as chosen to sit on the Advanced Mobility Partnership. Tammy was selected to serve on the CO7 TAC and Catherine Sanders passed the passed the inaugural round of the Association for Commute Transportation (ACT) TDM-CP exam. Catherine is one of 15 nationally that is now an TDM-Certified Professional. (*Carson showed a series of slides highlighting SCMN’s 2020 by The Numbers Graphics).* The 144th FlexRide program manager fielded 490 customer service calls, spent 78 hours riding along customers, hosted 32 mobility fairs and distributed 855 free Uber rides through the DRMAC program. Our team spent over 1,450 hours advocating for transportation in 2020 with 12 specific teleworking consultations and 26 employer meetings representing over 150 employers and 28,000 employees in the north metro area. Speaking of the north metro area, about 720,000 people live in this region with about 260,000 cars traveling along this northern section of I-25 every day. Karen Stuart estimates she spent over 800 hours advocating for transportation in 2020 and one of her standout quotes from the year in reference to the FlexRide program was “The words of wisdom I wanted to give you today are that small projects can have a big impact.” As COVID impacted our in-person outreach efforts SCMN team enhanced our online presence by posting over 300 times to social media, adding 26 new videos to our YouTube channel which garnered over 40 hours of watch time and 150 cumulative views. There were over 9,000 visits to the SCMN website in 2020 with zero paid ads to get people there. The total average operational budget of a TMA in the Denver metro region is $602,000 but SCMN operates on just $253,000. We believe that we provide a real bang for our buck with that budget. Special accolades were given to Executive Director, Karen Stuart for being awarded WTS Colorado’s 2020-2021 Women of the Year, which also nominates her for WTS International Woman of the Year. (*Showing a slide with a list of SCMN Board)* Here is a list of the 2021 SCMN Board and Officers; members of the Board come from both the public and private sector to work collectively to significantly contribute to our mission at SCMN. (*Showing a slide of the 2021 SCMN Work Plan)* Here is our work plan for 2021 at SCMN. We plan to focus on the GHG Reduction Roadmap efforts happening across the state by doing things such as carbon footprint analysis, providing resource information on charging stations, and staying engaged with the regional ETRP effort headed up by the RACQ. SCMN is also looking at examining the Regional Bike Network and the connectivity, first and last mile opportunities, and best practices for improving the bike connectivity in our service area. We will create a series of Transportation 101 videos and will host a series of webinars in 2021 on topics such as micro mobility and GHG reduction efforts. .

*Chair Jessica Sandgren:* Well, it’s clear we accomplished a lot in 2020, and I see a lot of congratulations flowing into the chat for Karen and Catherine – job well done.

1. **NATA 2020 Accomplishments**

*Karen Stuart: At th*e end of that year we like to look back at what NATA’s accomplished. Starting early in the year last year as RTD was looking for an interim general manager, NATA wrote a letter to Chair Riveria-Malpiede about the kind of qualities that NATA wanted to see in a general manger. In April NATA sent a letter to the Secretary of Transportation for Longmont’s 2020 BUILD grant application, and this is something that we use our Master Project’s List in order to support those projects requests. In June NATA sent a letter to GM Paul Ballard of RTD regarding the retention of the FasTracks Internal Savings Account so that, in the future, the opportunity would still exist to use that money for planning for the unfinished FasTracks corridors. NATA also wrote a letter to Frances Bourne of the FRA in June on behalf of Commerce City in support of their project around US 85 / 122th. In July NATA sent a letter to Senator Faith Winter and Representative Matt Gray with our nominations of Julie Mullica and Anita Seitz to the RTD Accountability Committee as Local Government Representatives. At the end of the year, NATA sent a letter to Senator Faith Winter and Representative Matt Gray with some input on their proposed 2021 transportation funding legislation. The COVID 19 pandemic and social distancing restrictions affected NATA ‘s ability to hold in person meetings from March through December. At the January meeting NATA had a presentation from CDOT on the I-25 Segment 3 update. We had the NATA retreat in February, and hosted new RTD interim GM Paul Ballard to hear his commitment to RTD and to the region. In February, Paul made the commitment to open the N Line in 2020, and fulfilled that commitment in September. In May we had Bo Martinez speak about the consolidation of the ACED group with the Metro North Chamber into the Adams County Regional Economic Partnership. We got an update from CDOT on I-270 and I-25 EA, and had a great presentation from the former Director of the Office Innovative Mobility at CDOT Sophie Shulman, about the Future of Clean Mobility. Carson showed him some of his 5 Tips videos which are all on the SCMN website. In June, we started receiving updates from RTD on their Accountability Committee activities. That same month we updated the Master Project List with the help of all of the jurisdictions, heard updates about the Can Do Colorado Community Challenge Grant opportunity and heard the criteria for the RTD general manager search. In July, Westminster gave a presentation about their Safer Streets Grant for a pedestrian safety project at Sheridan and 105th and Longmont’s Can Do Colorado Community Challenge Grant for a main street safety project. We had an update on ReImagine RTD and a FlexRide update. In August, Pauletta Tonilas gave us an update regarding the RTD N Line opening activities which was especially interesting since it was the only rail line project to open during COVID. Very strict social distancing was in place as RTD worked closely with local government’s health and safety staff to have a very low-key opening celebration. Rebecca White talked to us about the CDOT 10-year Statewide plan and we also heard an update on the RTD Accountability Committee. In September, Randy Grauberger the project manager of the Front Range Passenger Rail project updated us and we heard an update from CDOT on the I-25 project and funding decisions around that corridor from Paul Jesaitis and Nick Farber. September 21 brought the N Line opening celebration. In October we had the 8th Annual TransForum. In December we had a Transportation Legislative update, and RTD’s new general manager Debra Johnson joined us to give some introductory comments. RTD Director Judy Lubow provided some farewell remarks and welcomed Erik Davidson as her successor. DRCOG gave an update on their data forecasting with a nod to NATA as we played a strong role by convening a data subcommittee to influence this change. The focus in 2020 was an updated Matrix of Influence, an updated Leave Behind, and an updated Master Project List. We received updates on the N Line Construction and Operations, the RTD Accountability Committee, and RTD Director's activities. NATA is having an ongoing discussion with staff about an alternative approach to RTD local and regional transit service delivery and how we can ensure we have adequate service delivery within our jurisdictions.

*Chair Jessica Sandgren:*  I sure am glad that the N Line is open and I want to say thank you to Lisa at RTD for connecting us with the N Line alerts as they still work through the kinks. It’s clear we accomplished a lot in 2020 and hopefully we can build on that going into this year.

1. **RTD Directors Update**

*Director Troy Whitmore*: I want to recognize Erik Davison, the new RTD Director for District I . In order to frame the conversation that we are having, I want to mention that the NW Area for RTD was a topic of discussion at the meeting on Tuesday night and that the Board is very busy and excited about the coming year’s work and opportunities. Erik would you share some of those comments as I think the Board was in agreement of their holistic nature.

*Director Erik Davidson:* Thank you, Troy. There are a number of things going on at RTD, and one of the most critical things is bringing back some of our front-line workers with some of the new funds coming in from the federal government. As many are aware, we do have quite a bit of attention going toward the completion of the NW Rail / B Line and we are excited to have a study session being called for by our Chair and GM on February 9th specific to this topic. I’m appreciative for this session as it’s intended to be a deep dive to get us caught completely up as to where we stand on the NW rail project. We have to remember that NW rail was committed to by the RTD Board, remains in the NAMS plan and it involves a multitude of communities. Excessive delays of 16 years without communications has led to a lack of transparency and trust. In an effort to rebuild that trust, we will try to communicate more openly with a new board and new GM. RTD has a responsibility to not just be a participant in FRPR conversations, but has a role to play as a leader in driving those conversations. I continue to be enthusiastic about the future of transit in this space, but the first place we have to start is to get everyone on the same page with this briefing on 2/9. The last thing I’ll say is that I’m excited to be here with my fellow board members and looking forward to the future.

*Director Vince Buzek*: This NW Corridor study session on the 9th of February will be very informative, and I encourage everyone to attend. It will be a great opportunity to get a detailed background of RTD, FasTracks, the NW Line and its future. I have also been appointed as Chair of the General Manager Oversight and Performance Management Committee in which I will have the opportunity to work closely with our new GM, Debra Johnson around setting measurable goals for the organization. The N Line is working away; our team has some tweaks they need to work out but overall, it is running and performing well.

*Director Lynn Guissinger*: I always learn a lot attending these meetings, so thank you. I want to echo some of my other board members about the encouraging time of change that RTD is experiencing around flexibility with our new GM. In terms of NW rail, I want to reiterate Erik’s statements in saying that we need to start off on a new foot and look at it from a partnership angle. I will give a brief update on the RTD Accountability Committee; they have done an interim report that can be found on both the RTD and DRCOG websites, which includes recommendations on usage of the federal funds received through the COVID relief legislation. That report also is focused on giving RTD some more flexibility around parking, TOD, and farebox recovery.

*General Manager Debra Johnson*: Good morning everyone and I want to say thank you for having me. I am looking forward to the opportunities around the NW Rail in 2021 and generating ideas for a path to move forward as an organization. I want to reiterate my commitment to all of you in working collaboratively and cooperatively on finding a path forward. I will continue to say that I don’t know what I don’t know, but what I do know is that you are all committed to public transportation and a public transportation system that is viable. We are holding a study session on 2/9 to address some of the issues (around NW Rail) that have been plaguing the region for 16 years. My team and I are working on a utilization plan for the coronavirus response and relief supplemental appropriations act. The intent of that legislation is to maintain our transit operations. We are looking to carve out some other funds to leverage some of the unanticipated new stimulus funds and use them for some of the recommendations coming out of the Accountability Committee, and our most recent state audit. Thank you and I hope you all can join us on 2/9.

*Director Troy Whitmore*: I just want to say thank you for the time slot at NATA for the RTD Directors for the past 15-18 months. We are very appreciative and welcome this chance to update this group on the happenings at RTD. Also, Vince’s new role is strategically important for the north area.

*Chair Jessica Sandgren*: We appreciate our team from RTD and the representation that we have up here in the north. Debra, it’s really refreshing hearing some of your thoughts and ideas moving forward.

1. **Presentation: Colorado Greenhouse Gas Reduction Roadmap presented by Kay Kelly & Rebecca White, both with CDOT**

*Karen Stuart:* I want to introduce Kay Kelly, CDOT’s Director of Innovative Mobility who is leading us through CDOT’s GHG reduction plan and comes to us from the Department of Energy. I will now turn it over to Rebecca White and Kay Kelly.

*Kay Kelly (Kay and Rebecca went through a series of slides that can be found in recording* [*here*](https://youtu.be/xCFn1M_Q_J0?t=2486)*)*: Thank you Commissioner Stuart and Chair Sandgren for the time today. As I’m sure all of you know, Colorado is being increasingly impacted by climate change and transportation is now the top contributor of GHG emissions. It seems as though our region, that has been in nonattainment for a while, will likely get downgraded to severe nonattainment by EPA on the horizon. We are very aware that our communities of color are disproportionally impacted by climate inaction, so we are constantly finding a way to intentionally engage these communities and ensure their voices are considered. There is a draft coming out soon of our climate equity framework from the CO Energy Office. This roadmap really kicked off with the signing of HB19-1261; the bill that set GHG reductions for the state at 26% by 2025, 50% by 2030 and 90% by 2050 based off of 2005 levels. Since this bill passed, there has been a multiagency effort led by the Colorado Energy Office with some technical modeling done by E3. We began modeling last winter, public engagement began last spring with many dozen meetings, and we had a series of updates to various state boards and commissions. CDOT has been talking to various transportation stakeholders about these recommendations. All of this work led to a public draft being issued on 9/30 with a round of feedback culminating in the final draft that was released in January. The GHG roadmap shows a breakdown from our major contributors in both 2005 and 2020 current emissions sources. Transportation has emerged as the largest sector to make GHG improvements. *(Kay reviewed a series of graphs showing projected CO GHG Pollution over time in comparison to HB1261 goals, and strategies that can be used to reach those goals).* As a result of the state's actions to date, we are on a trajectory to achieving about half of the level of emission reductions to meet the 2050 goal. There are vast emissions reductions needed in every single sector to make the 2050 goal attainable. There were a series of near-term transportation actions included in the GHG roadmap and I’ve grouped them in three sections around (1) Infrastructure (Planning & Projects), (2) Human Factors (Behavior Change) and (3) Mobile Sources (Vehicles). Trip reduction is part of this which includes the Employer Trip Reduction Program (ETRP) that the Regional Air Quality Council (RAQC) is working on. *(Kay presented a series of detailed slides on these three main categories of GHG reduction tactics).* The various statewide and regional transportation plans don’t currently use GHG emissions as a tool and we are developing a tool that allows these plans to use GHG reduction in these plans. In terms of trip reduction and TDM strategies, we are obviously looking at the impact that COVID teleworking has had for our region. I know that many of you are involved in the ETRP effort, and we do anticipate some kind of rule to be coming down the pike on this. Land use is clearly a significant piece of this puzzle as we try to encourage low-carbon modes of transportation, and the state is trying to incentivize more dense land use planning. The next recommendation is around the expansion of safe, desirable public transit and Front Range Passenger Rail. The Governor’s budget request for 2021 includes a sizable amount for Safer Streets, a CDOT run grant program. The final topic around is electrification and the first action item in this area is that we have created a clean trucking strategy around the medium and heavy-duty vehicles on our roadways. The state needs to lead by example and purchase clean EV’s to transition fleets. I’m going to pass it over to Rebecca from here to discuss some of the implementation efforts from the CDOT perspective.

*Rebecca White:* Thank you, Kay. I am going to speak about the regulatory space around the GHG Roadmap. There are a couple of really specific pieces of policy that will move through rulemaking and those will run through the Air Quality Control Commission (AQCC). Their Transportation Rulemaking session includes (1) GHG pollution standards and analysis in regional and statewide transportation plans and (2) reduction of SOV commute trips and the Large Employment Trip Reduction program (ERTP). The draft directive will be released in May 2021 with the final due out in August. In terms of Stakeholder and Public Outreach we are doing a series of virtual regional discussions around the state with kickoffs over the next month. We are partnering with CDPHE and CEO on the broader outreach effort. The first CDPHE public meeting is tonight around the equity considerations. I’m happy to take any questions.

*Chair Jessica Sandgren*: Thank you – that was a great presentation. I will just say I think that this is a great topic to hear about before we discuss our 2021 goals for NATA. We, as NATA, are looking to identify those gaps that you all talked about in this presentation.

1. **Discussion of 2021 Goals / NATA Retreat**

*Karen Stuart: A* lot of our goals have rolled over from last year in how we interact with RTD or CDOT. Through our retreat we had in February last year and our SPC meeting last week it became clear that creating a series of Transportation 101 videos has risen to the top of our goals for 2021, so we have added that to our 2021 Focus list. The rest of the list we have left blank to open it up for discussion today and see what we need to add to this list.

*Chair Jessica Sandgren:* I want to start by saying that if we are going to have a discussion continued from last year regarding having a consultant evaluate our transit, a retreat is probably the place to have that discussion. I want to open it up now to the group to get your thoughts on what you think our focus should be for 2021. I think we should also maintain our relevance and agree that a series of these Transportation 101 videos would be good.

*Mayor Pro Tem Anita Seitz*: Retreats build cohesion and momentum, and as we move into 2021, I think those two things are important. I also think we might look into getting a contractor to look at transit gaps and what our new opportunities and new threats are. Retreats help us all speak with one voice knowing what our goals are. I think having a mini-retreat is worthwhile.

*Councilmember Julie Mullica*: I agree that a retreat could be useful, it helps to refocus the group. I feel as though a refocus could also help us reenergize in reaching our goals.

*Malcom Fleming (Erie)*: I agree, the retreat we had last year was really helpful for me as a new member and I think it would be great to have an informal virtual session this year. I strongly support it.

*Vice-Chair Joan Peck*: I agree with everything that’s been said about the retreat, and will miss the in-person retreat option for this year as we welcome new members especially.

*Chair Jessica Sandgre*n: Thank you for the input. So, it looks like we will move forward with a NATA Retreat. Karen, do we have any date in mind?

*Karen Stuart*: Thank you, Chair. We really wanted to leave it up to you, but the one we did last year was on a Saturday; we could have in place of a NATA meeting, or we could poll the group to for other options. We can do whatever works for this group.

*Chair Jessica Sandgren*: Yes, let do a Doodle poll with the options of replacing a regular NATA meeting, and a Saturday option. Any other comments?

*Vice-Chair Joan Peck*: This might be something to bring up at the next meeting, but I think we need to add the BRT lanes on I-25 that are in ongoing conversations. I’m not sure we need BRT as that third lane can be used as a managed lane

*Phil Greenwald (Longmont):* I think that Councilmember Peck is referencing the third lane addition project from C-470 moving north. That was intended to be a managed lane but is now a general-purpose lane. We are talking about bridging the gap between the northern managed lane and the one further south. We are speaking about lane conversion, not lane addition.

*Karen Stuart:* Addressing Councilmember Peck’s comment on I-25 Segments 4 & 5, we could have HPTE come and talk about the I-25 Managed Lanes projects, especially Segments 4 & 5 and how we advocate for it.

*Chair Jessica Sandgren*: It would be great if you could pull together a map of all the segments on I-25, the end points and budgets for each of those projects.

*Malcolm Fleming*: I suggest we have everyone send your additional suggestions to Smart Commute staff for the NATA 2021 goals.

*Chair Jessica Sandgren*: I see Jeremey Rodriguez on here from Congressman Perlmutter’s office, and I know we are working on getting representatives from the other offices to participate in NATA.

*Karen Stuart*: We will pull the NATA retreat from 2020 and see what is relevant for this year. We also pulled together the start of a list for Proposed 2021 Presentations at NATA which include: (1) Safety Policies and Procedures on RTD, (2) RTD Fare Zones / cost for regional travel, (3) CO7 Corridor Development Plan in March or April.

*Chair Jessica Sandgren:* I would suggest having the RTD Zones presentation earlier than later with the discount fare program set to expire at the end of March. So we should look at having that at the February meeting.

1. **Adjourn 9:00 a.m.**