

# NATA Board Meeting Minutes

March 24, 2022

7:30-9:00am

Zoom Virtual Meeting

[Meeting Recording](#)

## NATA Members (who signed in)

<b>Lisa Hough</b>	AC-REP	<b>Joan Peck</b>	Longmont Mayor
<b>Lynn Baca</b>	Adams Cnty Commissioner	<b>Phil Greenwald</b>	Longmont Staff
<b>Chris Chovan</b>	Adams County Staff	<b>Julie Mullica</b>	Northglenn Council
<b>Greg Mills</b>	Brighton Mayor	<b>Brook Svoboda</b>	Northglenn Staff
<b>Chris Montoya</b>	Brighton Staff	<b>Carson Priest</b>	SCMN
<b>Austin Ward</b>	Broomfield Council	<b>Tammy Herreid</b>	SCMN
<b>Sarah Grant</b>	Broomfield Staff	<b>Julia Marvin</b>	Thornton Council
<b>Benjamin Huseman</b>	Commerce City Mayor	<b>Kent Moorman</b>	Thornton Staff
<b>Brent Soderlin</b>	Commerce City Staff	<b>Nancy McNally</b>	Westminster Mayor
<b>Malcolm Fleming</b>	Erie Staff	<b>Debra Baskett</b>	Westminster Staff
<b>Tim Williams</b>	Federal Heights Staff		

## SCMN Members (who signed in)

<b>Sam Taylor</b>	Broomfield Chamber	<b>Gene Putman</b>	Putman Transp. Solutions
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## Agency Partners (who signed in)

<b>Karen Stuart</b>	CDOT Commissioner	<b>Debra Johnson</b>	RTD CEO & General Manager
<b>Heather Paddock</b>	CDOT	<b>Vince Buzek</b>	RTD Board
<b>Bridget Hart</b>	CDOT	<b>Troy Whitmore</b>	RTD Board
<b>Jordan Rudel</b>	CDOT	<b>Erik Davidson</b>	RTD Board
<b>Tom Magenis</b>	CDOT	<b>Kate Williams</b>	RTD Board
<b>Jan Rowe</b>	CDOT	<b>Pauline Haberman</b>	RTD
<b>Ryan Sorenson</b>	CDOT	<b>Henry Stoppelkamp</b>	RTD
<b>Keith Shaeffer</b>	CDOT	<b>Mark Clendennen</b>	RTD
<b>Ron Papsdorf</b>	DRCOG	<b>Michael Davies</b>	RTD

## Guests (who signed in)

<b>Meghan MacKillop</b>	CML	<b>Andres Carrera</b>	Senator Hickenlooper
<b>Jerry Mugg</b>	HG Consultants	<b>Max Haynes</b>	Senator Hickenlooper

### 1. Welcome - Chair Lynn Baca, Adams County Commissioner

*Chair Lynn Baca welcomed participants.*

### 2. Approval of February 24, 2022 NATA Meeting Minutes

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

### **3. RAISE Grant Letters of Support – Lynn Baca**

*Chair Baca* – The first letter of support is for Commerce City 88<sup>th</sup> Project which is currently on our NATA Priority Projects List so it doesn't need to go to vote. Let's have a representative from Commerce City briefly talk about your project.

*Brent Soderlin* – The existing condition for this stretch of 88<sup>th</sup> Ave. is a two-lane road which has an average of 20,000 vehicles per day. The project is between I-76 to Hwy 2, which is located within an area of disadvantaged communities. The project includes widening the stretch of road to 4-lanes, adding sidewalks, adding a multi-use path, replacing the bridge over the O'Brian Canal, improving the intersection at Rosemary Street, adding lighting, drainage, landscaping and public art and improving overall access control and multi-modal safety. Total project cost is estimated at \$34.8 million with \$3.15 million in grants, local match of \$8M with a RAISE application for \$23.65 million.

*Lisa Hough* - AC-REP would like to offer you a letter of support for this project.

*Chair Baca* – The next RAISE project for the City of Brighton for their Bridge Street project. We will need to vote on this since it isn't currently on our Priority Projects List.

*Mayor Mills* – Bridge Street, also known as Hwy 7, is a major corridor in the City of Brighton. There is no complete sidewalk connectivity and is a major bottleneck for vehicles. The project includes the widening of Bridge Street (specifically in the 2-lane section) plus adding sidewalks and renovating or building bus shelters. Total cost is about \$16 million with \$4 million from the City of Brighton and a request of \$12 million through the RAISE grant.

*Chris Montoya* – The city took over this portion of Hwy 7 from CDOT as a local major arterial in 2011. We are also making ADA improvements and are trying to make it a SMART Street.

*Chair Baca* – This project fulfills a huge need. With the BRT improvements, shoulders need to be added as well for a safety component.

*Sam Taylor* – Would this have any impact on the Hwy 7 Comprehensive Plan?

*Chris Montoya* – This project is in alignment with the City and corridor's Comprehensive Plan.

*Motion to approve the Letter of Support for the City of Brighton's Bridge Street Project was made by Councilmember Julie Mullica seconded by Mayor Nancy McNally and approved unanimously.*

### **4. Smart Commute Update – Carson Priest**

*Carson Priest* – We at Smart Commute are planning our summer outreach and we would love to be at your events so please send us information about any event you'd like to see us be a part of. Thank you to Northglenn and Broomfield for including us in your April events. Bike to Summer will be back this year in June, July & August, more condensed this year since Bike to Work Day is in June this year. Bike to Work Day is June 22 so mark your calendars for that. Credit to Karen Stuart and Jeanne Shreve for this project - our North I-25 Flexible Microtransit Service (144<sup>th</sup> FlexRide & eBike Program) was just awarded the DRCOG Metro Vision Award. This is the second time we have applied for this award, so we are excited to for this project to get recognized at the regional level because we believe it's an excellent look at how suburban microtransit can be successful. Smart Commute has received a TMO Support Grant from CDOT, and the second phase of this grant will pay for our staff time to gather information to form a dataset about regional bike trails. This is a project we will be working closely with the NATA membership on. Should we receive another grant in the future, it would be used to design and print the map – this phase is for data preparation only. Smart Commute is going to assemble a group of willing and interested stakeholders representing the jurisdictions of the north area (all 13 in the NATA area) and interested businesses or advocacy organizations willing to commit to a longer-term discussion about the evolution of a bike map project, from this grant-supported stage (preparation) to a future stage when printing, distribution and revision will occur. The Preparation Stage includes (1) identification of a regional vision or a bike network; (2) stakeholder discussion about how to communicate existing

regional level routes, existing local collectors, and gaps/future infrastructure “in a simple and user-friendly way”; (3) identification of data sources for regional level routes, existing local connectors, and gap/future infrastructure that is prepared for a graphic designer and layout of a printable map; and (4) preparation stage will result in a clean bike map dataset that is ready for design & print. Future stages include graphic design, printing, distribution and user input collection and map revision.

*Julia Marvin* – Who are you thinking will make up the stakeholder group?

*Carson Priest* – We will start with the staff level that understand the ins-and-outs of bike map level planning, then roll in feedback from elected officials and the biking community.

*Ron Papsdorf* – DRCOG stands ready to help on this and we look forward to expanding on our existing framework into the other regions.

## **5. CDOT Transportation Commissioner Update – Karen Stuart**

*Commissioner Stuart* – We had our Transportation Commission meeting last week in which we approved the 2022-2023 annual budget which is just under \$2 billion. The budget is broken into construction, maintenance & operations, multimodal services, admin & agency operations, Colorado Bridge & Tunnel Enterprise, Colorado Transportation Investment Office, Clean Transit Enterprise, and Non-attainment to Pollution Enterprise. We are working on the GHG Policy Directive which will go to the Transportation Commission for approval in April, is a directive to support the GHG Rule. We are leading the nation in this effort. We are updating the 10-year plan for projects, and that will be available in June. The dismal state of our rest areas was acknowledged at our last meeting, and we are allocating \$5M a year for these to be updated starting next year. Most of the areas are out of date and need to be brought up to current standards. CDOT is sponsoring three RAISE grants which are: (1) a western slope project called the “Westword 3” collaborative mobility hubs in the western slope region, (2) 6<sup>th</sup> and Wadsworth Interchange improvements (3) CO119 Safety & Mobility.

*Gene Putman* – Yesterday the Secretary of Transportation said that some of the money from the infrastructure act will be given out in grants for federal transportation with application due the 3<sup>rd</sup> week of May with a 50/50 match. Has CDOT designated any projects that will be submitted for these grants?

*Commissioner Stuart* – Yes, we are working very closely with their office and there are looking a number of our large projects that have inadequate funding.

*Lynn Baca* – Since this is the first time we have heard from you in your official capacity, can you talk about the boundaries of CDOT Region 1 and what we can we do as NATA to influence our projects, what is the criteria that CDOT looks at for grants coming forward?

*Commissioner Stuart* - There will be a call for projects every year for RAISE grants. NATA is in Region 4 and Region 1, which doesn’t align with the CDOT engineering regions perfectly. You can always reach out to me support your projects. These RAISE grants focus on safety, environmental, energy efficiency, quality of life, improves mobility, economic competitiveness and state of repair. These grants are limited to \$25M with a restriction that no state can get more than \$225M in awards in a single year. We could have someone from CDOT staff to come talk to NATA on the criteria they look at to evaluate these projects.

## **6. RTD Directors Update**

*Director Buzek* – We approved the Collective Bargaining Agreement with the Union on March 18, which represents about 2/3 of RTD employees. As we all are aware there have been safety issues at Denver Union Station and in response RTD has issued a new Safety & Security plan. There is a “Spare the Air, Spare the Fare” discussion underway that will potentially feature a fare-free program for the month in August.

*Debra Johnson (RTD CEO & GM)* – The dropped runs along the N Line are primarily because of the federal requirement for a 2<sup>nd</sup> crew member to be onboard. This role is not an RTD employee, but a 3<sup>rd</sup> party contractor. These are entry level workers, and their roles are hard to fill due to lack of benefits and pay. As a part of our Safety and Security plan, we are bringing an additional 24 security officers on to monitor the trains. We are making a commitment to not cancel the last run to not leave any rider stranded. We are still delivering service at about 90% reliability overall. The safety issue is bigger than RTD or the City, it is a problem that requires all of us to address. RTD and Denver are working together to see what we can do to improve safety in Denver Union Station, such as increased lighting and pre-recorded audio announcements, TransitWatch app reports, additional signage, covering outlets, adding TV monitors, making commuter rail platforms exit only, closing restrooms, and doing an RFP for a 3<sup>rd</sup> party vendor for fare collection system at the concourses.

*Councilmember Mullica* – I received a call from a local resident that uses the N Line on a regular basis for work saying that he got stuck downtown due to canceled runs and was forced to pay for a \$75 Uber ride home. This is not an isolated incident; other city councilmembers are receiving similar communications. I shared this email with Director Buzek, and I appreciate him taking this issue to RTD management. Is there any work being done to improve the 2<sup>nd</sup> crew member situation & requirement?

*Debra Johnson* – We are working on an amendment to the contract to have that 2<sup>nd</sup> member requirement be an RTD employee instead, which would be a Union employee.

*Councilmember Mullica* – Regarding the “Spare the Air” August, is RTD receiving any supplemental funding to cover the loss in ticket fares in August to help support this initiative?

*Debra Johnson* – Yes, we are working with the state for compensation. I personally was involved with the “Spare the Air” program in San Francisco. The estimated cost for campaigns of this sort is about \$340,000 per day. We will need support from all our partners and local agencies.

*Director Davidson* – We are looking at some refinancing opportunities of our debt to take advantage of the low interest rate right now. We also have some options for some additional savings involving our FasTracks bonding. The Board will make some decisions regarding these financial choices in May.

*Director Whitmore* – We are hiring as fast as we can and working on operator retention. We just had 22 retirements of RTD employees with 18 to 36 year tenures. We also just passed our May run board changes with the most minor changes overall in a long time.

*Chair Baca* – Thank you and this was a fantastic update this month from RTD. If there is anything we can help promote Free Fare August, let us know.

*Debra Baskett* - A day here and there does not change rider behavior but more consecutive blocks can have an impact. I would urge this group to pay attention to the Fare Free Ozone days and legislative proposal for the Free Fare August campaign, and support these initiatives and help build the ridership in a longer term block.

## **7. Update on 84<sup>th</sup> Subcommittee Meeting –Karen Stuart, CDOT**

*Commissioner Stuart* – We have had four meetings in a series of five planned meetings. The fourth stakeholder meeting was designated to involve a few key new stakeholders. The group received a

briefing from ROADIS which is proposing a P3 to complete the managed lanes projects along all of the I-25 north corridor. Their safety improvements for Segment 2 would be to bring inside and outside shoulders up to standard, provide a continuous acceleration lane from 84<sup>th</sup> to 104<sup>th</sup>, and improve technology to restrict the weaving in and out of the managed lane. ROADIS acknowledges CDOT's new proposal might include the center loading platform. The second group was the North I-25 Coalition which talked with the subcommittee about the success of their collaborative efforts that includes the business community as well as decision makers with a focus on the transit and mobility hubs in Segments 5 – 7, which is north of Hwy 7. Segment 7 is their No. 1 priority and were provided with local match funds from Weld & Larimer counties and local businesses. Their group continues to lobby CDOT and their congressional reps for support while also pursuing all possible grant opportunities to finish this segment. The third stakeholder was the Colorado Motor Carriers Association and their CEO, Greg Fulton. He spoke to the impact on truckers related to efficiency, time, safety on the I-25 corridor noting it is a huge safety issue for his truck drivers. It's important to note that this corridor is a federally designated freight corridor. The next step for this group is to host meeting number five with even more stakeholders and explore additional grant funding opportunities. We need to be ready to move should a significant funding opportunity comes available.

#### **8. CO7 Corridor Plan Update & Tip Funding – Ryan Sorensen (CDOT) & Sarah Grant (Broomfield)**

*Ryan Sorenson* – For this \$10 million project spawning out of the CO7 Coalition, the goal is to get to 15% design through much of the corridor, which excludes the Mobility Hub at CO7 & I-25. The project uses include develop preliminary engineering, initiate environmental engineering, identify right-of-way, and point out utilities. There are many elements along the entire length of the corridor from Brighton to Boulder going on concurrently, both within this project and other local-level projects on this corridor. We have allocated the \$10 million among 10 key elements of the corridor which all focus on how to best advance the corridor forward into the next phases of the overall project. The corridor has been broken down into 11 SIU's (Section of Independent Utility) to better allocate funding and staff time enabling them to focus on each SIU's individual needs and requirements. The goal of these SIU's is to achieve 15% preliminary design and be ready for next phase, with the bulk of the work taking place through 2023.

*Sarah Grant* – I was asked to give an overview of the 2022-2025 TIP Funding cycle. The new funding sources include the Multimodal Options Fund (MMOF) as part of SB21-260, IJA for years 2022 – 2026 (both FAST Act for statewide and the new CPR similar to CMAQ). The first call for project was just announced for regional projects with about \$43 million available and about \$175 million available for Call 2 for subregional projects. We want to build on the momentum on CO7 and keep the project moving forward at a steady pace. The six areas identified from the Corridor Development plan based on need, safety and air quality are: (1) East Arapahoe (CO7) 28<sup>th</sup> to Foothills (CDOT Region 4); (2) US287 / CO7 Superstop Station (CDOT Region 4); (3) Lowell & Sheridan Intersections @ CO7 (CDOT Region 1); and (4) Holly & Quebec Intersections @ CO7 (CDOT Region 1).

#### **9. NATA Retreat Planning Update**

*Carson Priest* – Our next meeting will be in person for the NATA Retreat at the AC-REP conference room on April 28<sup>th</sup>. Look for email communications and invite from me in the next week or so.

*Meeting Adjourned at 9:05 a.m.*