**NATA Board Meeting Minutes**

**April 22, 2021**

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

**Zoom Virtual Meeting**

[**Meeting Recording**](https://youtu.be/YtOXJdNkHK0?t=143)

**NATA Members (who signed in)**

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| **Deb Durand** | ACREP | **Tim Stewart** | Federal Heights Staff |
| **Lynn Baca** | Adams County Commission | **Joan Peck** | Longmont Council |
| **Chris Chovan** | Adams County Staff | **Phil Greenwald** | Longmont Staff |
| **Greg Mills** | Brighton Mayor | **Brook Svoboda** | Northglenn Staff |
| **Chris Montoya** | Brighton Staff | **Julie Mullica** | Northglenn Council |
| **Joseph Leon** | Brighton Staff | **Sara Dusenberry** | Northglenn Staff |
| **Sarah Grant** | Broomfield Staff | **Karen Stuart** | SCMN |
| **Liz Law Evans** | Broomfield Council | **Carson Priest** | SCMN |
| **Craig Hurst** | Commerce City Council | **Tammy Herreid** | SCMN |
| **Joe Wilson** | Commerce City Staff | **Jessica Sandgren** | Thornton Mayor Pro Tem |
| **Brent Soderlin** | Commerce City Staff | **Kent Moorman** | Thornton Staff |
| **Malcolm Fleming** | Erie Staff | **Debra Baskett** | Westminster Staff |
| **Todd Fessenden** | Erie Staff | **Anita Seitz** | Westminster Mayor Pro Tem |
| **Harold Thomas** | Fed Heights Mayor Pro Tem |  |  |

**SCMN Members (who signed in)**

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| **Sam Taylor** | Broomfield Chamber | **Carla Perez** | HDR |
| **Tim Stewart** | E-470 | **Michelle Martin** | RS&H |
| **Neal Goffinet** | FHU | **Myron Hora** | WSP |

**Agency Partners (who signed in)**

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| --- | --- | --- | --- |
| **Andy Karsian** | CDOT | **Debra Johnson** | RTD General Manager |
| **Julie George** | CDOT | **Mark Clendennen** | RTD |
| **Jamie Grim** | CDOT | **Michael Davies** | RTD |
| **Kay Kelly** | CDOT | **Henry Stopplecamp** | RTD |
| **Paul Jesaitis** | CDOT | **Dave Jensen** | RTD |
| **Rebecca Rathburn** | CDOT | **Vince Buzek** | RTD Board |
| **Ron Papsdorf** | DRCOG | **Shelley Cook** | RTD Board |

**Guests (who signed in)**

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| --- | --- | --- | --- |
| **Jeremy Rodriguez** | Cong. Perlmutter  | **Meghan MacKillop** | CML |
| **Clay Clarke** | CDPHE APCD |  |  |

1. **Welcome - Chair Jessica Sandgren**

*Chair Jessica Sandgren welcomed participants, and gave instructions to sign in using the chat function.*

1. **Brief comments regarding April 16th NATA Retreat**

*Chair Sandgren* reported that 31 people attended the NATA Retreat, and that there was a discussion regarding the mission statement and larger purpose of NATA with follow up items coming in May.

1. **March 25, 2021 NATA Meeting Minutes:** *Motion to approve minutes was made by Malcom Fleming (Erie), seconded by Deb Durand (AC-REP) and approved unanimously.*
2. **Treasurer’s Quarterly Report**

*Mayor Pro Tem Anita Seitz* gave the Q1 NATA treasurer’s report. The carryover balance from 2020 combined with the 2021 membership dues, of which NATA got 100% participation, totals just over $43,000 for an operating budget. The approved operating expenses including NATA’s administrative fees and SCMN membership dues totals just under $36,000 which leaves NATA with a net operating cash budget of $9,405.54 for 2021.

*Motion to approve the treasurers report was made by Malcom Fleming (Erie), seconded by Elizabeth Law-Evans (Broomfield) and approved unanimously.*

1. **Smart Commute update:** Karen Stuart, Carson Priest, Tammy Herreid

**Grant pursuits update:** *Karen Stuart*gave an update regarding Smart Commute’s award of the Can Do Colorado eBike grant that will provide loan-to-own eBikes for workforce in the vicinity of 144th/I-25 that will serve as a companion piece to the FlexRide grant. In the FlexRide grant there is a portion of funding for other multimodal options as they become available. We anticipate purchasing 30 bikes in the first round. Smart Commute is also anticipating being awarded the Can Do Colorado Community Telework grant for the creation of a series of 3 instructional videos focused on physical, mental and ergonomic wellbeing and health tips for teleworkers. The initial pilot will be in partnership with the Broomfield Chamber, and eventually distributed to all NATA members. We know there is a lot of telework information out there, but nothing to address this zoom fatigue we are all feeling from sitting at our computers all day.

*Councilmember Elizabeth Law Evans:* As a big fan of eBikes, I wondered if there was anything in the grant regarding bike care, and storing/locking the bike in order to ensure the integrity of the bikes over the life of the program.

*Karen Stuart:* Thank you for that comment. As a part of the grant, we have to partner with the Colorado Energy Office and NREL who have created a lot of these resources (using and caring for the bike) and an app that will help track the participants use of the bikes. I will send you the contract for you to take a look at from a rider’s perspective.

**Bike to Summer Campaign:** *Carson Priest* provided updates about the Bike to Summer campaign. It has officially launched and will feature a monthly theme of “I Bike with Friends” in May with a featured biking event in Northglenn. A goal of the program is to partner with as many NATA jurisdictions on their bike-friendly events as possible thorough the summer. NATA members were asked to share any summer bike-friendly events with staff for cross promotion during the Bike to Summer campaign.

**FlexRide Sunday service:***Karen Stuart* announced that the RTD Board has approved a new Sunday service for the 144th FlexRide. There has been work going on behind the scenes for over a year to get this service, as we understand just how much this Sunday mobility opportunity means to the businesses in this area.

1. **NATA Priority Projects list update: Westminster’s proposed addition to Priority list**

*Karen Stuart* reintroduced the Priority Project List amendment process for NATA members, which states there is a deadline for project submittal three times per year and the next opportunity is in May. Proposed edits, additions or removals should be submitted to staff for inclusion in a vote at the May NATA meeting. Westminster has given us one proposed addition.

*Debra Basket* described the proposed additional project along Federal Parkway that improves Multimodal Transportation between 120th and 122nd streets. It will serve as a Dry Creek Trail connection as well. We hope you will support that project in our priority list. There are also some proposed edits with the removal of the Sheridan Blvd. Project from US36-88th as it has been fully funded.

*Sara Grant* announced that the 144th - Dillon Rd. Project is anticipated to be open in the coming months, and are confident in removing that project from the list. As for CO7, there are some various projects underway and we will work on reflecting that in the list.

*Karen Stuart* Carson is willing to work with staff via a zoom call to edit the project list with everyone in real-time. This project list is important for potential upcoming funding opportunities so that NATA will automatically write a letter of support.

1. **Receipt of RTD GM Debra Johnson’s response letter to NATA concerns from 3-25**

*Chair Sandgren* expressed her appreciation for Debra Johnson’s response letter regarding N Line and other RTD issues, and her efforts to work collaboratively with NATA communities. She also mentioned the debut of the N-Line newsletter recently sent out to NATA jurisdictions.

1. **RTD Directors’ Reports: Directors Buzek and Cook**

*Director Buzek* reported that the General Manager’s Oversight and Performance Management Committee, of which he is the chair, has refocused its performance metrics for evaluation toward outcome-based measures rather than activity-based measures. This work is in preparation for a strategic planning session in the near future.

*Director Cook* noted that there is an upcoming Board study session where GM Debra Johnson will be unveiling a return to ridership and road to recovery campaign for RTD. Also, Arvada is in the process of looking at a license to allow eBikes and scooters within the city. That public outreach is just getting underway and I will be looking for other communities’ experiences to assuage any public concerns.

*Debra Johnson (RTD GM & CEO)* addressed the draft MOU that RTD, BNSF, CDOT and FRPR Commission are crafting, stating that it simply is a formal way for all parties to commit to collaboratively working together on this issue. Nothing has been formally signed as of this moment, and it will be considered at each board soon.

*Chair Sandgren* stated her hesitancy around this effort in that it might, by aligning itself along NW Rail, not include the communities that are east of I-25.

1. **RTD Accountability Committee Update**

*Councilmember Mullica:* I am going to give a report on the RTD Accountability Committee, including the proposed recommendations of the Governance, Finance and Operations subcommittees. The Finance committee is working on formulating a suggested financing structure for the unfinished FasTracks corridors, with a focus on the NW Rail. They are also working on an accountability focused financial dashboard for RTD. The Operations committee is working on formulating performance measures for this dashboard, and on a system for streamlining the fare and pass programs. The Governance committee is recommending that RTD leverage new and existing partnerships to improve mobility and enhance ridership. Those partnerships identified are TMO’s, local governments and employment centers. There is also an element of cost-sharing as a recommendation. We also want RTD to consider creating an “innovation grant” that would encourage the drive of bold, new ideas in our region. We are also proposing some recommendations to the ReImagine group around RTD service boundaries. Time is running out as the subcommittee's meetings end on 5/19, at which time the recommendations will be finalized for a formal recommendation draft on 6/13 with ensuing public comment periods. The final report will be voted on at a 6/28 special meeting and given to stakeholders by the 7/1 deadline. We did send a letter as a group to Sen. Winter and Rep. Gray to include transit funding in their upcoming funding legislation package. At the end of the day our common goal is to help RTD succeed, and increase ridership across the board.

1. **Thumbnail highlights of Broomfield’s Safer Main Streets Projects awards**

*Sarah Grant (Broomfield Transportation Manager)* presented slides highlighting three project awards from the Safer Main Streets grants. This program was developed with an intent to address safety and accessibility along our urban arterials, with a focus on venerable users. Much of this program was spurred out of a need for funding to prioritize DRCOG’s Vision Zero and CDOT’s safety goals. The first project is a US287/120th Ave. Side Path Infill and Transit Access improvement project. This project is a part of the NAMS study and is an area with many severe injury and property damage crashes. Second is a project along 112th/Uptown Ave. where there will be complete street and railroad safety improvements. This project provides connectivity across US36 and the BSNF rail line to the US36 transit station and bikeway. We were initially partially awarded for this project, and are thankful for the opportunity to refine the project that resulted in full funding. Third, is a project to connect the bikeway along CO 128 and US36 to create a westbound connection that was previously non-existent. This project is essentially providing a mirror access for a westbound path that connects to the existing bike path.

1. **Presentation: Employer Traffic Reduction Program (ETRP)-**

*Clay Clarke (Air Pollution Control Division of CDPHE)* I'm here to give this presentation about the proposed Employer Traffic Reduction Program (ETRP) that my staff have given dozens of times now. The goal of this presentation here today will be to provide an opportunity for a dialogue, so I will move through the slides quickly. I will give you an overview of how we got here, and what the next steps in the ETRP process will be in the months to come as it comes before the Air Quality Control Commission (AQCC) for review. As everyone knows, transportation is a significant contributor to both ozone and greenhouse gas (GHG) emissions, and the front range has struggled with ozone nonattainment for a few years now. The idea of an ETRP is called out as a mitigation strategy for ozone pollution in the recently completed GHG Roadmap. A program like this has been looked at by the Regional Air Quality Council (RAQC) as an ozone mitigation strategy for their area, and these TDM strategies are called out in the federal Clean Air Act as well. Our ETRP is being created to be both an ozone and GHG reduction strategy. The rulemaking process that will go before the AQCC in late May, and will be heard for official rulemaking in late August. Right now, we are in the stakeholder engagement process. I want to reiterate that this ETRP idea is not a new idea, as it’s been implemented successfully at least 27 times across the US. The proposed rule would require employers with 100 or more employees at a given worksite and would to develop and implement some kind of plan to reduce their SOV trips. The ETRP is not a ban on driving for work duties, or a one-sizes-fits-all approach; it’s focus is really to help us rethink commuting options that could beneficial for all. In terms of ETRP requirements, each employer will have to appoint an Employee Transportation Coordinator (ETC) and that person would develop their own ETRP plan that could be created in-house, or it could be created by an existing organization, like a TMO. There would be a baseline survey, and annual reporting following that survey to show progress to the state. In terms of timeline, an initial survey is suggested to take place by early/mid-2022 and by mid-2022 an initial SOV reduction goal and an ETRP plan would be in place. The options for complying with an ETRP plan include thing like teleworking, flexible work weeks, ridesharing, transit and other options. There are some great examples of success in the Denver metro area including Charter Communications and Davita. Also, Seattle Childrens Hospital is a good example of a successful program in an area with a mandated ETRP program in place. Some of the benefits of an ETRP program beyond just GHG benefits include traffic reductions, reduced overhead costs over the long run, enhanced employee retention and recruitment and improved flexibility at the employee level. I would invite you all to check out our website for more information and would encourage you to attend our upcoming listening sessions for the ETRP.

*Mayor Pro Tem Seitz:* As the former president of Colorado Community for Climate Action, I applaud the goal of this program as it tries to reduce the impact of transportation on GHG emissions. My concern is that that this rule could potentially create additional barriers to equity-deprived communities that don’t get economic investment today, in that companies would be disincentivized to move to areas that lack transit access. How are you all ensuring that these communities aren’t getting left behind, which is typically those communities that are disproportionally impacted by climate change.

*Clay Clarke:* I want to assure the group that they we focused on an equitable rule, and that perhaps it looks something like a tiered approach with an overall regional goal to ensure that there is equity in areas that have less resources. We also understand that this all plays into the issue of local land use, which is beyond the realm of what we do at CDPHE. We are also monitoring this GHG budget bill at the capitol that has some implications for transportation planning in those areas that lack the infrastructure that you are referencing. We are also open to listening to ideas and suggestions for how to solve any of these issues, so please don’t hesitate to reach out.

*Councilmember Mullica:* Is there any additional funding for transit included in this rule that would allow communities that don’t have transit access to maybe do so?

*Clay Clarke:* One of the reasons for starting with this nonattainment area along the front range is that there are existing TMA and other turnkey resources available to employers. We understand this will take resources as well. As I understand it, there may be potential TMA level funding included in a bill at the capitol.

*Malcom Fleming:* (in the chat) I agree with Mayor Pro Tem Seitz’s comments and want to keep that equity issue front of mind.

*Chair Sandgren* noted that there are still remaining questions around whether this program will include carrots or sticks (for enforcement), and that those communities that don’t have any option will automatically be panelized. We want to ensure that this is a business-friendly program and all agree that we need to address GHG emissions and traffic in our region

1. **Legislative Update**

*Meghan MacKillop (CML)* provided a legislative update regarding the Front Range Passenger Rail special district (Senate Bill 238). This bill would create a special district to finance, construct and operate the Front Range rail within the entire front range area. CML is neutral on this bill, since it is not a statewide issue. Each community within the district would have to have a voter-approved sales tax increase to participate in the district. There is also a series of Station Improvement Districts included in this bill. House Bill 1252 was about Parker leaving RTD, and that has been tabled at this time. We are still awaiting a draft of the anticipated transportation funding bill. After some negotiation, the Governor’s office has made changes to the fee structure which includes a change to the road usage fee structure (gas tax), and a change to aligning the diesel fee structure with the road usage fee. The distribution of the fees will remain the same as it is anticipated to flow through traditional HUTF funding formulas. There are also ongoing conversations around the split for the Multimodal Options Fund between state and local jurisdictions.

*Phil Greenwald (Longmont):* For the Front Range Passenger Rail District, will the passage of a local sales tax be on a majority basis vote for the jurisdictions included or will it be unanimous?

*Meghan MacKillop:* That’s a good question, and I’m not sure exactly but it sounds like in the bill language it would have to be community by community.

*Andy Karsian (CDOT)* The rail district is an interesting new entity, it would include about 12 counties plus municipalities all along the front range and, should it be passed, would create a new 14-member board for the district. That would include allocations from the governor’s office appointments, MPOs and TPRs. That board would have the authority to place that sales tax measure on the ballot – that's where this becomes unclear around how many votes it would need to pass something like this along the entire front range. There are also enterprise creation allowances within this bill language.

*Ron Papsdorf (DRCOG)* As I understand it Andy is correct in terms of the structure of this bill, and that DRCOG would get three seats on the board upon its possible formation.

*Andy Karsian:* The draft language for CDOT’s side of the transportation funding bill has been finalized and should be released within the week to stakeholders.

*Chair Sandgren:* Thank you all for these updates, and we look forward to next month’s meeting on May 27th.

**Adjourn 8:57 a.m.**