**NATA Board Meeting Minutes**

**October 24, 2019**

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

**ACED Offices, 12200 Pecos Street, #100, Westminster, CO 80234**

**Welcome by Chair Chaz Tedesco.**

**Commissioner Tedesco:** We want to take a moment to recognize all the elected officials leaving us: Mayor Daniel Dick, Mayor Randy Ahrens, and Council Member Teter. We appreciate your knowledge and leadership on this board.

**Mayor Ahrens:** Karen and I were in the original group in 2007 that proposed creating this board. It was because of the inequities we saw in FasTracks, concerns about the lack of bus service, and lack of funding. By working collaboratively, we have accomplished quite a lot with CDOT and RTD over the years. We are excited that things are moving forward. Without the collaboration of NATA, these things might not have moved forward. We are speaking with one voice in this board.

**Mayor Dick:** I’m looking forward to a different life, moving 125 miles away. I feel so privileged to have had the opportunity to serve, and to serve with so many dedicated people. I don’t think anyone who gets involved in this board has any idea of the importance of this collaboration. Given the last DRCOG TIP cycle, and the way it turned out, it wouldn’t have been possible without our collaboration.

**Council Member Teter:** I’ve enjoyed this board very much, working with everyone in here. There has been a Teter on City Council for 24 years, so the string is broken. I wanted to say thank you.

**Introductions by Chair Chaz Tedesco.**

**NATA Members (who signed in)**

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| **Brian Stanley** | Adams County | **Joan Peck** | Longmont Council |
| **Kristen Sullivan** | Adams County | **Julie Mullica** | Northglenn Council |
| **Chaz Tedesco** | Adams County Comm. | **Brooke Svoboda** | Northglenn Staff |
| **Lynn Baca** | Brighton Council | **Catherine Sanders** | SCMN |
| **Michael Woodruff** | Brighton Staff | **Carson Priest** | SCMN |
| **Elizabeth Law-Evans** | Broomfield Council | **Karen Stuart** | SCMN |
| **Randy Ahrens** | Broomfield Mayor | **Tammy Herreid** | SCMN |
| **Kevin Standbridge** | Broomfield Staff | **Jessica Sandgren** | Thornton Council |
| **Nicole Frank** | Commerce City Council | **Jon Whiting** | Thornton Staff |
| **Rick Teter** | Commerce City Council | **Kent Moorman** | Thornton Staff |
| **Joe Wilson** | Commerce City Staff | **Jon Voelz** | Westminster Council  |
| **Daniel Dick** | Federal Heights Mayor | **Herb Atchison** | Westminster Mayor |
| **Tim Williams** | Federal Heights Staff | **Debra Baskett** | Westminster Staff |

**SCMN Members (who signed in)**

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| --- | --- | --- | --- |
| **Jennifer Carpenter** | Michael Baker Intl. | **Joyce Downing** | Smart Commute |
| **Joseph Tate** | RS&H | **Myron Hora** | WSP |

**Agency Partners (who signed in)**

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| --- | --- | --- | --- |
| **Andy Stratton** | CDOT | **Henry Stopplecamp** | RTD |
| **Jamie Grim** | CDOT | **Lisa Trujillo** | RTD |
| **Julie George** | CDOT | **Judy Lubow** | RTD Board |
| **Paul Jesaitis** | CDOT | **Shelly Cook** | RTD Board |
| **Randy Grauberger** | Front Range Rail | **Troy Whitmore** | RTD Board |
| **Alex Gordon** | NFRMPO | **Vince Buzek** | RTD Board |
| **Dave Genova** | RTD |

 **Guests (who signed in)**

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| --- | --- | --- | --- |
| **Jim Doyle** | Mobility Next | **Steven Emmer** | Sen. Gardner |
| **Jeremy Rodriguez** | Rep. Ed Perlmutter | **Holly Peterson**  | Westgate Schools |

* **Approval of September 26, 2019 NATA Meeting Minutes**

***Approval of September 26, 2019 Meeting Minutes:*** *Motion to approve minutes made by Council Member Law-Evans, seconded by Council Member Sandgrem, and approved unanimously.*

* **Update on September NATA comments to RTD: Next steps**

**Karen:** If you read the minutes, there were candid comments from this group to RTD’s General Manager at our last meeting. Our many concerns in this area were voiced last month.

After that meeting, a small group – a sub-committee of SPC – came together to discuss a position paper, especially defining the issues we need to work on with RTD, and defining actionable items. That committee hopes to have something for NATA to review in December. It would be one voice talking about the issues that we need to work on with RTD. We appreciate having you here, Dave, coming back to this meeting.

**Council Member Mullica:** I think that this is a response to the frustration we’ve seen over the months. We are attempting to regroup and talk about what our message is to RTD. We will return to this group, to the leaders in this room, to discuss. Please reach out to me if you have questions, or the others that were in that group.

**Commissioner Tedesco:** This group was very thoughtful. They addressed the issues as we saw them. We have many good ideas, we just need some time to flesh out an appropriate letter. I know the group that came together were very passionate about protecting our community up here. It is fortuitous that Mayor Ahrens just mentioned the founding of NATA, and that we are still grappling with the same problems 11 years later. We have made progress, but we haven’t been able to completely resolve the problem. But, if we stick together, the leaders in this room, we will get this job done. I really trust our representatives on the RTD Board, they are doing excellent work.

* **Smart Commute Metro North Update – Karen Stuart, Carson Priest**

**Transit Grant update**

**Karen Stuart:** Last Tuesday, the RTD Board moved this item to the full board’s agenda for next week. We’ve been working on bus service to this quadrant for five years now. This quadrant has seen significant growth without any transit service to support it. We were able to apply for a funding grant from the DRCOG sub-regional allocation to Adams County. We thank the Adcog Forum for the opportunity to apply for this grant. The 4 year grant for $2M provides for $1.6M in Federal funds and requires $400,000 in local match. RTD, Thornton and Westminster are contributing to the local match; we are working with the employers in the quadrant to bring in the remainder. RTD has challenged us with additional funding if enough employers sign on for one of RTD pass programs. The grant funds pay for a couple of buses, the service, and for a program manager at Smart Commute to run the program. It’s designed to create minimal administrative work for RTD, with Smart Commute carrying the load. The service starts November 11th.

**Go-Tober campaign update**

**Carson Priest:** Go-Tober is a month-long Denver regional challenge in the month of October. We are working with six companies as part of the challenge. Imagine! and Xilinx are both either leading or in second place in their categories. There have been over 1,800 logged through these companies since the challenge launched October 1.

**Commuter Survey**

**Carson Priest:** We wrapped up our annual commuter survey at the end of September. We had 24 companies really engaged, we have 1500 responses. We will be providing employer reports for those 24 companies in order to return to them with a scorecard and recommendations.

* **RTD Directors Comments - Director Buzek, Director Lubow, Director Cook, Director Whitmore**

**Director Lubow:** I am very excited about the idea of comments from NATA on how to improve our partnership. I’ve felt from my arrival on the RTD Board that RTD as an organization needs to be more inclusive of outside comment and feedback. I’m sensing that there is frustration that has reached a peak point. I welcome all ideas; it will be for the good.

I wanted to talk about RTD’s difficult operator shortage. It’s a real problem to our fulfilling our responsibilities. There is a necessity of reducing service until we overcome the operator shortage. However, the board has told RTD staff that we need to include stakeholders in the decisions that we are making.

 My area includes all of Longmont. Longmont has had a fare buy-up program since 2013. We recently reached an agreement in principle with RTD for 3 more years. Our City Council has to approve.

**Director Whitmore:** I wanted to note that we are enthusiastically looking ahead to the Reimagine RTD process. Jessica, Joyce and Randy are all representatives from this area on that committee. There are four RTD board members on the group as well, including me.

 We’ve been struggling with finding work for our advisory Citizens Advisory Committee. We had a dinner meeting with them last night. There are many high-caliber individuals on this group. Catherine Sanders with Smart Commute is a member. We met with the group last night, and there are good ideas and a lot of energy from the group. They are working closely with Dave and his staff.

**Director Cook:** Praised the 144th transit project. Regarding the G-Line – ridership figures are out for August. We saw an increase to 184,000 boardings. We also saw station activity increase correspondingly. All the Adams County stations saw double-digit increases. There’s also a lot of anecdotal evidence that people are riding bikes to the G-Line.

**Director Buzek:**  On Monday night, I had a telephone town-hall. I fielded a lot of questions about the N-Line, as well as questions about the B-Line and transit in Japan. N-Line testing is moving along quickly – we’re moving toward the point where we will be able to identify an opening date. The wireless testing is happening and is a critical phase in testing and moving forward. Dave Genova can provide more detail.

**GM Dave Genova:**  Regarding N-Line testing: I’ve been providing a chart-formatted update every week since our last meeting. The chart allows you to see how advancements are happening, especially with the color-coded grid – you can see elements go from red to orange to green. This afternoon, Henry Stopplecamp will be showing me the scatter-plot of testing times. Typically, we do a week of testing, then a week of analysis. A couple of crossing are already looking good, although we have work to do at others. We are hopeful that the wireless testing will be done by the end of the month. We will need approval from the FRA on the data on the wireless testing. Then we will move into multi-train testing. The next phase is testing the positive train control. We will really understand our target opening after these test phases. If there are questions about the updates we’ve been sending out, please let me know. I’ve very excited about the FlexRIde opportunity. It’s a perfect test situation. We will be able to learn from the service.

**Commissioner Tedesco:** How many of you are not receiving updates from Dave Genova? [Several raised hands.] Please connect with Dave Genova if you want to receive those updates.

**Council Member Sandgren:** I’m excited about this FlexRide as well. I’ve been talking to our residents at every public event about this upcoming service, and people are very excited. It will be helpful not only for commuting, but for shopping.

 I have a few questions about sound studies, especially at 88th & Welby. The sound study for this area was done before the trains were running. Will there be another sound study after the train is running? Just the train noise, not the horn, is disturbing. RTD built a wall on one side of the track – the single-family units – but not on the other, which are multifamily units. I would like to see what the plan is for sound studies.

 Regarding RTD Reimagine: after attending our initial meeting, I was able to see that difficulties with RTD isn’t a “north area” problem. I saw that everyone has similar concerns throughout the metro. I don’t want to feel like it is just us against RTD up here.

 One point that was raised at our Reimagine meeting: there is some security that won’t be provided at stations in other parts of the metro for the remainder of the year. The security was promised, but apparently was withdrawn due to funding. I wanted to check into the security we have been promised on the N-Line. We have been promised security, but I wanted to check in and make sure this is still the case.

**GM Dave Genova:** On the N-Line, we will have a two-person crew on each train: an operator, and a security person. I need to check in with our Chief that oversees security on the issue you just raised, I’m not familiar with that.

**Director Cook:** I wanted to mention that there is a huge benefit of having security officers on each train. It is a very positive thing for RTD, for safety, for friendliness.

**Council Member Sandgren:** I won’t go into detail here, but I did want to again point out that fares will also be a concern for the last two stations on the line. We are concerned about our residents being burdened unfairly with expensive fares at our last two stations, and that the 104th station will be overburdened.

* **CDOT Statewide Plan Process and the Development of the 10 Year Project Pipeline – Jamie Grim and Andy Karsian**

**Andy Karsian:**

I wanted to introduce Jamie Grim (Region 4), and Julie George (Region 1) – they are CDOT’s government liaisons for your regions. Of course, Paul Jesaitis is here as well. *(Andy’s Presentation is available on the NATA website).*

 We are anticipating an interesting legislative year next year.

 We are watching nine bills, some of which are directly related to transportation. One is a P3 bill that allows for more accountability (we’re good with this). PUC Hazmat Transfer may move responsibility to CDOT, to improve efficiencies but, there would be a cost to CDOT to do this – it is going to be an ongoing conversation. There is a bill proposing converting the Gas Tax to a Sales Tax, which would be tied to inflation. There is no stakeholder support for this so far – *Council Member Teter mentioned that Commerce City would support, calling attention to their passage of a transportation sales tax..* One concern about converting the gas tax to a sales tax is constitutional – if it were converted to a sales tax, it would be open to redistribution by the legislature, which has happened historically. We also discussed the question: If we zero out federal gas tax, what would we report to the federal government? There isn’t an answer to that question yet.

 Additionally, the legislature hasn’t been able to pass any large funding solutions so far, so there is an idea of localizing funding. We’re discussing regional funding. There are ongoing conversations about reducing congestion and ground-level ozone/air quality-related bills. There are some studies about new technologies, including road use charge on an industry level. There is also a funding stream for DUI/impaired driving enforcement, that will be gone in two years. 66% of the DUI arrests come from this funding. People who are dependent upon this funding are looking for new alternative funding sources.

**Mayor Atchison:** For those on DRCOG, DRCOG was authorized to move forward with empowering regional funding. It would allow the MPOs to have taxing authority – although citizens would need to vote to approve that funding. It is for regional areas. The Transportation Legislative Review Committee (TLRC) is going to move this forward on Monday. DRCOG is also looking at the implications of converting from a tax to a fee. Regarding Prop CC – it isn’t a guarantee that money will be a continual source, and it can’t be bonded against. There is a lot of negative information about CC. Do your due diligence.

**Commissioner Karen Stuart:** At our last meeting, the Transportation Commission took a vote to support CC as well. It isn’t a perfect fix or a perfect bill, but we do believe it is a shot in the arm. Any additional funding we receive through CDOT can be used right away.

**Council Member Sandgren:** I saw the CDOT project list. One thing I wanted to ask for is the crash data. I want to see the crash data for I-25 side-by-side with the other projects on the list. I also want to call attention to the fact that the 267 funds are funding new projects instead of existing open projects, such as I-25 from 84th to 104th. If the crash data shows that funding is being directed for safety, we will accept it, but if the data doesn’t confirm this is the case, I would request that CDOT address that fact.

**Paul Jesaitis:** I’ve been heavily focused on the 267 list *[regarding the project list that will be funded through SB 17-267].* I am comfortable with the list, but want to make sure you all are comfortable as well. Regarding I-270 vs. I-25: Looking at I-25 crash data after opening the express lanes, there was an increase in crashes. We implemented recommendations to improve safety through this corridor. Pre-Express Lane the crash rate was 2.1 (crashes per million), and it was 2.05 in 2018. The crash rate was 1.4 for the same period on I-270. The latest data for I- 270 shows six fatalities, and on I-25 there were two fatalities – more fatalities on I-270, but a lower crash rate. In 18-20 months, we will start construction on I-270 using 267 funds. It’s a clean project; it’s in the right of way. There are a bunch of bridges that need repair. We’re hoping to get bridge building done very soon. We’re going to take care of one major problem in the metro area.

 There will be parallel NEPA studies in 18 months on both I-270 and the junction of I-25/US-36/I-270 A major cause of the crashes on I-25 is the tie with I-270, and we’re looking at tying the managed lane on I-25 directly to I-270.

 Regarding tolling on the managed lane: it looks like the net present value of tolling is now sitting above $800M. If that turns out to be true, not only will we be able to build I-270, but we’ll have money to do the work on I-25. But we need to build direct-connect ramps first (those ramps significantly impact revenue collection).

**Commissioner Tedesco:** There is a lot of information there. I would like to comment, and have comments, on what you just said, but we need to move forward on the agenda. We need to address a lot of what you mentioned in another meeting.

* **Front Range Rail update- Randy Grauberger, Executive Director**

**Randy Grauberger:** *(Presentation available on the NATA website)*

We are looking at creating an opportunity for a rail authority in the state, which would help Front Range Passenger Rail as well as I-70 Passenger Rail – this needs to come from the legislature.

 Stakeholder Meetings are coming up – these meeting are by invitation only, not public meetings (although public can attend). There are three Stakeholder Coalitions from North/Fort Collins area, Central/Denver area, and South/Colorado Springs area.

**Commissioner Tedesco:** From a north area Adams County perspective, you are asking for us to find a way to pay for rail. That’s a sensitive issue in Adams County. To go back to the voters and ask for funding in a sales tax for this project, I think is an uphill climb. We’ve been paying into rail for 20 years, and I don’t think we’ll be able to separate the issues for this project from RTD’s FasTracks.

**Randy** **Grauberger**: We do have a member of our commission from RTD.

**Commissioner Tedesco:** I’ve heard that this project will be used to finish the N-Line – I think that’s a dangerous position to take. We need people to vote for this, and I don’t think people will accept that concept.

**Randy** **Grauberger**: (*Regarding valid survey of 600 residents)* We haven’t seen the crosstabs on the data to show what the regional response to the survey was. We will be interested to see the results tabulated by area, so we’ll be able to see the sentiment reflected in the data.

**Mayor Ahrens**: How many miles are in Broomfield/Boulder County?

**Randy** **Grauberger**: We don’t know yet.

**Council Member Baca:** What is the timeline for this, from start to full buildout if it were funded?.

**Randy** **Grauberger**: 5-10 years, and we’re not sure what full buildout looks like. It depends on if we’re in highway ROW or freight ROW. A lot of those questions will be answered in the study.

**Council Member Baca**: This isn’t directed to you. It’s to Commissioner Tedesco’s comments. For my constituents, we just want one mode to work and be efficient. Whether that’s RTD, the Front Range rail, or highway. Our constituents are confused and frustrated. If we add another mode, but it’s 10 years down the line, it isn’t going to sit well. We don’t have transit, and our interstate is dangerous and congested. I don’t know what the solution is. We keep starting projects without finishing them. My Brighton constituents feel disenfranchised. To get Adams County support, you will need to start in Adams County.

**Randy** **Grauberger**: We understand. We need to partner with RTD, but this project isn’t about solving RTD’s problem. But, we do need to partner, because there is only so much ROW to share.

**Mayor Atchison**: How do you plan to get down I-25?

**Randy** **Grauberger**: In the median or shoulder, but in other places there isn’t any room. We’re working with CDOT to identify where there might be room. I think portions will be in the highway ROW, portions in the freight ROW.

**Mayor Atchison**: A challenge in my mind is getting through the core of Denver. There isn’t any room.

**Randy** **Grauberger**: Yes, we anticipate that problem – we think there will be sharing room with RTD’s ROW.

**Commissioner Tedesco**: Is this the Governor’s priority project? Yes or no.

**Randy** **Grauberger**: I haven’t spoken with the Governor on this yet. I’m going to a meeting November 5. I believe it is one of the Governor’s priorities.

**Commissioner Tedesco**: I bring this up because we have suffered from the priorities of other governors. We need to anticipate what this will mean for us in the future, for projects we have been working on for a long time.

* **Mobility Next 2.0 - Jim Doyle**

**Jim Doyle:** *(Presentation available on the NATA website)*

Mobility Next is a non-profit that operates on the edges of major players. We want to bring the best of public and private sector – the nexus. We don’t want the private sector to solve all our problems, we need a partnership. We are able to test all ideas, not just a segment of ideas that are politically palatable.

 Randy mentioned some surveys they are doing. The problem with surveys is that responses reflect who people want to be, not who people are. People want public transit…for their neighbors. We need to understand how to build transit. 4.6% of trips on transit. We also need to anticipate and be ready for CASE: Connected, Autonomous, Shared, Electric.

 Technology can look at “near-misses,” not just impacts (waiting for a collision vs. anticipating collisions).

 Mobility Next wants to quickly put options on the table and test scenarios. We can evaluate options that you want. We will pursue funding based on options we want to run, to we want to accelerate.

**Mayor Atchison:** The MMC Transportation Group and Westminster Staff have worked with Jim. We’re looking at pilot projects, but if we are going to do pilots, we need to be ready for funding.

**Jim Doyle**: There is a willingness in corporations to fund pilots, but corporations are getting tired of doing pilot projects with jurisdictions that have no desire to fund implementation after pilot.

 If anyone has questions, grab my card; I’m always happy to meet.

* **Reminder of NATA Leadership Positions open for 2020- December election of Executive Board**

**Commissioner Tedesco:** Is anyone interested in the three available positions?

**Karen Stuart:** We’ve heard from Herb, Julie, Jessica and Joan. We will take nominations from the floor in December, and do a ballot vote. It’s open to anyone on the board. Our December meeting is December 19, and there is not a November meeting.

**Meeting adjourned at 9:01 am.**