**NATA Board Meeting Minutes**

**March 22, 2018**

**7:30 – 9:00 a.m.**

**Adams County Economic Development, 12200 Pecos Street, Westminster**

* **Welcome by Chair Lynn Baca, followed by introductions:**

**NATA Members (who signed in)**

|  |  |  |  |
| --- | --- | --- | --- |
| **Steve O’Dorisio** | Ad. Co. Commissioner | **Brad Harvey** | Metro North Chamber |
| **Kristin Sullivan** | Ad. Co. Staff | **Julie Mullica** | Northglenn Council |
| **Barry Gore** | ACED | **Brook Svoboda** | Northglenn Staff |
| **Lynn Baca** | Brighton Council | **Cathy Bird** | SCMN |
| **Kimberly Dall** | Brighton Staff |  |  |
| **Greg Mills** | Brighton Staff | **Chris Eberle** | SCMN |
| **Elizabeth Law-Evans** | Broomfield Council | **Joyce Downing** | SCMN Chair |
| **Kevin Standbridge** | Broomfield Staff | **Karen Stuart** | SCMN Exec. Director |
| **Sean Ford** | Commerce City Mayor | **Kevin Forgett** | Thornton Staff |
| **Maria D’Andrea** | Commerce City Staff | **Kent Moorman** | Thornton Staff |
| **Rick Teter** | Commerce City Council  | **Sam Nizam** | Thornton City Council |
| **Daniel Dick** | Federal Heights Mayor | **Herb Atchison** | Westminster Mayor |
| **Renae Stavros** | Federal Heights Staff | **Debra Baskett** | Westminster Staff |
| **Joan Peck** | Longmont City Council | **Maria DeCambra** | Westminster Council |

**SCMN Members (who signed in)**

|  |  |  |  |
| --- | --- | --- | --- |
| **Ina Zisman**  | WSP |  |  |
| **Anthony Pisano** | Atkins |  |  |
| **Tony Marcello** | DEA |  |  |
| **Mark Shotkoski** | NWP |  |  |
| **Ryan Sisson** | TSH |  |  |
| **Troy Whitmore**  | United Power |

**Agency Partners (who signed in)**

|  |  |  |  |
| --- | --- | --- | --- |
| **Debra Perkins-Smith** | CDOT |  |  |
| **Andy Stratton** | CDOT | **Larry Hoy** | RTD |
| **Ron Papsdorf** | DRCOG | **Paul Solano** | RTD |
| **Jackson Davis** | E-470 | **Henry Stopplecamp** | RTD |

 **Guests (who signed in)**

|  |  |  |  |
| --- | --- | --- | --- |
| **Russ Young** | AECOM | **Jeremy Roley** | For Rep. Ed Perlmutter |
| **Roger Sherman**  | CRL | **Kate Williams** | DRMAC |
| **Sheryl Machado** | GBSM | **Jen Briggs** | DRMAC/ACS |
| **James Thompson** | For Sen. Bennet | **Alex Gordon** | North Front Range MPO |
| **Cody LeBlanc** | For Congressman Buck |  |  |
| **Ben Stein** | For Congressman Coffman |

* **Chair Baca:** I want to welcome Ron Papsdorf. Last night at DRCOG, he was introduced. He is the new Director of Transportation Planning and Operations. So, welcome.

We have a full agenda. Any questions regarding last meeting’s minutes?

* **Approval of February 22, 2018 Minutes**
* ***Approval of February 22, 2018 Minutes:*** *Motion to approve minutes made by Joyce Downing, seconded by Mayor Herb Atchison and approved unanimously.*
* **Smart Commute Metro North Updates: Karen Stuart and Cathy Bird**
* **TransForum 2018**

**Karen Stuart:** Just to remind you, we don’t have a meeting in June, but we do have the 6th annual TransForum. This year it will be held on Friday, June 22. We’re working with DIA Westin for this lunch event. As part of the event, we’re working with Panasonic to provide the Smart City Innovation Showcase tour. It should be a good program. We’re looking for sponsors. For anyone who’s interested in a sponsorship, we’d be happy to talk to you about the sponsorship package.

* **Smart Commute March Updates**

**Cathy Bird:** On the sign-in table is this year’s poster for Bike to Work Day. On the back is the invitation for the April 10 Open House at DRCOG. This is for any company, municipality, or organization who wants to learn more about promoting BTWD or hosting a station. 3 hours of the morning on April 10 at DRCOG. If you’re part of the NATA area and not sure where your station is or how to pick up banners/materials, please email us, we’re happy to make those arrangements for you. BTWD is June 27, and already the energy is high.

Secondly, we have a quick update on events in March: We attended the Congressman Perlmutter’s Senior Resource Fair. It was very well attended. We were also able to host a table at the State of the Region Development Showcase put on by MNCC, also well attended. Most recently we hosted a transit fair with RTD at the new Adams County Health and Human Services Center. We’re only just getting into our events season; if you’re aware of something in your community, we’re happy to check it out.

* **Mobility Choice Blueprint Update Presentation: Roger Sherman, Managing Partner, CRL Associates**

**Introduction:**

**Karen Stuart:** Just over a year ago, Mobility Choice Blueprint was formed to look at how to provide mobility connections with what’s existing and what can happen throughout the Denver metro region. It was a collaborative effort between DRCOG, the Denver Chamber, RTD, and CDOT. All those agencies came together and discussed the opportunity to get regional stakeholder input, and use that input to build on what exists. The genesis of that was really the Smart Cities Initiative. Today Roger Sherman is here from CRL to give us an update.

**Roger Sherman:** As Karen mentioned, this was a unique initiative between CDOT, DRCOG, RTD, and the mobility choice initiative entity under the Denver Chamber. Karen is right that we started talking about it a year ago, but the study just kicked off in late January. I’m going to give you a high-level overview through the initial phases of this effort.

**Presentation:**

*Summary*

CRL is working with board on high-level communication; HDR is doing study (8 – 9 months)

* Population growth and VMT growth: Add in emerging technologies with AV, shared, electric. How do we create more connected, accessible, and effective transportation choices?
* Ultimately the blueprint will address how we invest in rapidly changing technology and the policies/projects behind them:
1. Travel trends/tech in the Denver area
2. Combinations that increase mobility
3. How public and private sectors can collaborate
4. Align transportation investments
5. Gather ideas from local residents/orgs about how this tech can make a livable community
* Strategy components are Technology Transformation, Mobility, and Livable Community. Focus lies in the center of Venn diagram
* Assess the six metrics (see slide)
* Schedule 4 – 5 month input and 3 digital online engagements, 3 workshops; Metro Ambassador Advisory Committee will provide input and act as promoters of the info via personal networks and other organizations
* Goals of effort: An alignment of CDOT, RTD, and DRCOG policies, programs, and investments; pilot projects with private sector partners and continued participation of business community; funding potential for efficient tech-leveraged investments

**(*Slides available on NATA Website*)**

**Discussion:**

**Copmmissioner O’Dorisio:**

 The success of this will be not making it so Denver-centric, where transit infrastructure already exists, but also making sure it’s applicable to the surrounding rings around Denver. The only request I’d have is to make sure it doesn’t depend entirely on where transit infrastructure already exists and to also be sure it’s not used as an excuse not to fulfill promises that were already made before. We still need that infrastructure. We need to keep priorities and the ball rolling on that infrastructure to fulfill those promises. I’d like to make sure this isn’t misused that way and also that the innovative things that you guys have are applicable to where we haven’t had that infrastructure completed.

**Roger Sherman**: We do have some good RTD people in the room who are advocating for that, so thank you.

**Councilmember Peck:** I totally agree, and for your blueprint to be successful, I think engaging other people outside of the City of Denver will help make buy-in into it much easier. They need to feel they are part of the solution and not part of *your* solution.

**Roger Sherman:** I was just up at the Northwest Chamber Alliance last week just introducing it, very baseline. And I think members of this Metro Ambassador Group are being very thoughtful to have all regions covered in that, plus mobility advocacy groups.

**Director Solano:** Looking at the tragedy in Texas [*sic: Arizona*] a couple days ago, when a driverless vehicle killed a pedestrian, how do you think that’s going to influence the framework of adoption?

**Roger Sherman:** It’s too early to tell. Clearly autonomous vehicles are coming, but it’s not five years away, it’s a long way away. Colorado’s on the leading edge, starting to think about how to regulate testing and implementation—we’re the third or fourth state in the country starting to think of this. Certainly, that’s the worst fear of people working in that area, is what happened in Arizona.

**Mayor Dick:** I’d like to add one comment to that: 40,000 people were killed by human drivers like that us. Sometimes we need a little perspective.

**Director Williams:** The Smithsonian just released a study of transit deserts. Denver ranked at the very top as far as positive scale. We had 1.6%; we are actually still doing relatively well compared to the rest of the country.

**Jen Briggs (guest):** Social equity is a part of it. Will there be planning for those who are under the poverty line?

**Roger Sherman:** We have reps on the ambassador group, and that is clearly part of the input data. How does lack of access to technology prevent access to mobility options?

I’m not the technical person, but we had an initial kickoff workshop where there was a lot of discussion around this. Kaiser Permanente sent someone who is very focused on health access for our underserved and the importance transit networks play in making sure those have access to healthcare. That’s the good thing about the private sector: they’re focused on how access to transportation and technology impacts others’ ability to access healthcare, jobs, etc.

**Karen Stuart:** I want to thank Roger for coming and also acknowledge what Commissioner O’Dorisio said: Don’t forget about us, we’re not Denver! We don’t have the transit accessibility that you have in downtown Denver. I have to say I’m really impressed with this effort to include a broad swath of stakeholders. Several people in *this* group are on the task force and the Ambassadors group. You’ve said as a group we’ll engage you, and by having you come today, putting people on your committees and suggesting you’ll come back, we really appreciate that. We’re a pretty passionate group up here. We want to remind the region- we’re not yet adequately connected to the transit network.

* **E-470 Update Presentation: Sheryl Machado, Senior Associate, GBSM Inc.**

**Introduction:**

**Chair Baca:** A couple months ago, Karen and I were contacted by Sheryl Machado of E-470. E-470 is providing an educational update and outreach to our communities. I’d like to invite Sheryl Machado forward to present.

* **Sheryl Machado:** We have a lot of information to get through today, though I want to be sure there will be time at the end for questions. E-470 is really taking a forward approach on addressing mobility in Colorado, and possibly even crossing state lines. I’m here to talk about mobility solutions, choice, and how we’re interoperable. Many don’t realize that E-470 is part of ExpressToll: We’re the back office and support for ExpressToll, which includes all of the express lanes throughout Colorado.

**Presentation:**

*Summary*

* E-470: You don’t use it, you don’t pay for it. Financed by a bond debt of $1.5 million. Scheduled to be paid off in 2041, then funds continue into perpetual maintenance fund
* “Toll” has negative connotation; we’d rather say “choice road.” Monthly numbers of users on E-470 are in the thousands
* Toll updates for 2018 – 2020: Freezing tolls for three years. Note that License Plate Tolls are significantly higher. We reinvest in the roadway with toll revenue
* Level of Service ranked A through F. When we get to Level C (manageable by road users but traffic getting heavier), we will continue to look at expansions and improvements to provide quality level of service. Example: Douglas County received an upgrade of $90 billion after reaching Level C. North isn’t there yet, but is usage is growing
* By 2040, traffic on E-470 will double. Projecting that growth of population and employment will lead to equal numbers of users for the north and the south. How do we manage that growth in a smart way? Opportunity for growth and expansion, but want to be responsible
* Financial Summary: New interchanges, building out (see slide)
* E-470 is an economic driver, lots of residential/commercial built along the beltway. Because E-470 exists, 14 million hours saved and increased safety along the roll (see slide)
* Encouraging the solution for decreased SOVs with switchable toll/HOV transponder, a real culture shift and incentive
* Over 1.6 million transponders issued in Colorado. (see slides for add’l operations statistics)

**(*Slides available on NATA Website*)**

* **Commerce City Dedicated Sales Tax Funding and Transportation Projects Overview: Mayor Sean Ford**

**Introduction:**

**Chair Baca**: Last month, I’d mentioned that we would like to have communities of NATA come forward and give us a presentation about your community—maybe what you’re doing to solve your traffic issues, what you’re doing innovatively. Our first community that we’ve asked to come forward is Commerce City. Commerce City is a neighbor to Brighton; they were in a really unique situation regarding their sales tax funding. As a neighbor to Commerce City, Brighton is also sensitive when talking about sales tax and how that influences constituency. So I’d like to welcome Mayor Ford and Maria D’Andrea from Commerce City.

**Mayor Sean Ford:** A lot of communities would look at what we did and say that’s not what we want to do because of sales tax increases, also with the State looking at a sales tax increase. How do we manage being competitive with increasing sales tax?

**Presentation:**

*Summary*

**Mayor Ford, Sales Tax Funding**

* Commerce City voted in a 1-cent sales tax increase. The process started in 2011; took 2 years to come up with a plan with a community partnership to drive this forward. Tied to recreation and transportation only. Identified five projects to benefit residents to support that sales tax increase.
* Committed to five projects in five years:
1. Widening of Tower Road
2. New recreation center
3. New outdoor pool
4. Three new neighborhood parks
5. Remodeling/additions to existing rec center
* Total: $144 million. Still adamant for finding State dollars to help with transportation needs. Many cities struggling with how to come up with dollars. Revenue streams hard to identify; our city identified the sales tax increase. So far a positive response; depends on what happens with the State in the future

**Maria D’Andrea, Transportation Projects Overview**

* Tower Road: “Corridor of opportunity.” Widening finished in December 2017, just under 18 months of construction, $45 million (under budget)
* Rebranding Commerce City: trying to provide regional trail and better accessibility options for residents (see slide)
* Ramp for “outbound Peña: under jurisdiction of FAA. Will be completed this year (see slides)
* Highway 2 another key project: Passed back from CDOT to Commerce City for greater control of level of maintenance, managed through RAMP program. $25 million dollars for full project. Should be completed April 15. Key features: working next to the wildlife refuge and the railway, had to be careful to get that widening through. All about widening and partnerships (see slides)

**Mayor Ford, Final Remarks**

* Commerce City is third fastest-growing city in Colorado. We are seeing a brunt of the growth in the region, which is why we’re significantly interested in our local connectors to move people through the area

**(*Slides available on NATA Website*)**

**Discussion:**

**Karen Stuart**: If there is a transportation ballot initiative in 2018 it would be helpful for other communities to know how you so successfully marketed this campaign. It’s a challenge we all have: How do you get money for transportation improvements? We’d love to know more about how you managed that campaign.

**Mayor Ford**: Significant to how we got it done was the “five in five” approach. You have to build trust with the people you represent, and that doesn’t happen overnight. Our biggest issue is making sure we come through on those promises. And we will have those projects done to ensure the people we represent that they’re getting what they paid for. We spent two years building a campaign and working with agencies in our community to build that trust level and to ensure those projects will get done. You need to meet with the people to identify what the needs are and to plan to take care of those needs. We were successful because we took the time to build an initiative, to build the trust to be able to get that buy-in.

**Cody LeBlanc**: What would that make the total sales tax?

**Mayor Ford**: 9.25 would be our total.

* **Denver Regional Mobility & Access Council (DRMAC): Kate Williams, Executive Director**

**Introduction:**

**Kate Williams**: My topic is Local Coordinating Councils. I have brought the DRMAC Getting There Guide (copies at the back) that include an Adams County LCC, even though Adams County doesn’t have one anymore. My goal is to get an LCC set up again in Adams County. As you can see, some of your neighboring counties are doing wonderful things with their LCC. What’s the difference with this group and an LCC? LCCs are a different flavor than this group. It’s a stand-alone group of people who are involved in human services transportation who get together to share their knowledge to promote it. There was one here at one point in time, I don’ know why it went away. It’s a great collection of people who are involved in a variety of ways. DRMAC is *regional* coordinating council. We’ve handed out the Getting There Guides for more than 10 years. It helps people get around. We are funded by CDOT as a regional CC, a kind of “big brother” of LCCs. We don’t want Adams County to be the only county without an LCC.

**Discussion:**

***Unknown***: Do you have local grant funding for LCCs? Is there funding?

**Kate Williams**: No, there is not. LCCs are volunteer run and volunteer organized, so no funding in that. Some of the most successful LCCs have an underlying promoter, a county/city employee. It’s nice to have someone who will step up to the plate, but no, not otherwise funded.

If anyone’s interested, there are three things you can do: Contact me, Kate Williams; you can look up DRMAC-CO.org; or you can sign up on the sheet.

**Jen Briggs (guest)**: I would say if you know of someone on your team who’d be a good fit, it would be a good way to identify human services transportation in Adams County. It’s a great opportunity for us to work together to get people where they need to be.

**Jeanne Shreve**: So briefly on the background of the LCC in Adams County: It was actually funded through the direction of our ALIFT Council, which is our Adams County human services transportation initiative. When that was funded, we were able to set up an LCC and successfully incorporate human services transportation in our local transportation plan. We did a lot of data/research. I think I’ve already connected you with Rebecca Zamora. The reason the LCC declined was there was a couple of reorganizations; the administration of the ALIFT Council is now under their regional affairs department, stabilized there. As soon as we can connect you with Rebecca, we can move that forward. The ALIFT Council just met yesterday. One thing we can work on is the challenges of capacity and funding. Those are two of the biggest challenges we identified when our LCC was in play and one of the areas we need to talk to you directly about.

**Director Solano**: As everyone knows, the Senate is debating the discount fare program. They want to do away with that. What position does DRMAC have on that?

**Kate Williams**: DRMAC is non-partisan, so we are prohibited from lobbying, though we are giant advocates. There’s a letter going around the room from Boulder LCC addressing discounted fares. As an LCC, they’ve taken that on as their mission. LCCs are very involved in issues of transportation.

**Meeting adjourned at 8:56.**