

2022 NATA Retreat Meeting Minutes
April 28, 2022
AC-REP Summit Resource Room

NATA Retreat Attendees

Lisa Hough	AC-REP	Phil Greenwald	Longmont Staff
Lynn Baca	Adams Cnty Commissioner	Sara Dusenberry	Northglenn Staff
Janet Lundquist	Adams County Staff	Brook Svoboda	Northglenn Staff
Greg Mills	Brighton Mayor	Max Haynes	Senator Hickenlooper
Gerardo Martinez	Brighton Staff	Karen Bigelow	Thornton Council
Guyleen Castriotta	Broomfield Mayor	Julia Marvin	Thornton Council
Sarah Grant	Broomfield Staff	Kent Moorman	Thornton Staff
Michael McGoldrick	Commerce City Staff	Jessica Sandgren	Thornton Mayor Pro Tem
Emily Baer	Erie Trustee	Debra Baskett	Westminster Staff
Malcolm Fleming	Erie Staff	Carson Priest	SCMN
Tim Williams	Federal Heights Staff	Tammy Herreid	SCMN

1. Welcome & Introductions – Chair Lynn Baca, Adams County Commissioner

Chair Lynn Baca welcomed participants to the in-person 2022 NATA Retreat.

2. AC-REP / Kick-off

*Chair Baca – Thank you to AC-REP for providing the space for us today. NATA has been together for 13 years and has accomplished a lot, but we still have a lot to do. What do you want to get out of this meeting? *The top three answers were (1) learn, (2) to absorb as much information as possible and (3) to be in-person and get to know each other more.**

3. General Information

Carson Priest – Gave a brief overview of the 2022 NATA Representatives, reviewing the list showing the more recent representatives for each of the 13 jurisdictions.

Chair Baca – I want to highlight our Mission Statement and the revisions made last year to include that capacity of roadways is important for sustainability, quality of life & efficiency. The Shared Values were also updated last year to better reflect our emphasis on multimodality. I encourage you to look at the Priority Projects List and make sure they fit your jurisdiction’s priorities and it is up to date. We will review updates to that list at the May NATA meeting. It’s important to note that the N Line now goes to Eastlake and the advancement of the Front Range Passenger Rail (FRPR) project presents an opportunity for us to advocate for that rail line to serve our communities. Last night at the DRCOG Awards banquet Smart Commute won an award for our microtransit service at 144th that services all 4-corners of the 144th and I-25 interchange.

*Carson Priest– Chair Bata just covered Mission Statement & Shared Values for us., and I’d like to briefly review our bylaws and the accompanying exhibits including the dues, NATA map, and resolution process. *These elements of the bylaws were presented to the group.**

Kent Moorman – I want to emphasize the reason for positions and the Priority Project List - It is created in this way so that the NATA Chair can write a letter on behalf of NATA in support of projects on this list without having to get the approval of NATA. It allows NATA to be nimble in speaking with a regional voice.

Brook Svoboda – I want to note that these letters of support aren’t just letters that we send out, but they now carry a lot of weight coming from NATA. People expect to see NATA weigh in on issues in this way.

4. History and Purpose of NATA

Carson Priest – Next on our agenda is the creation and purpose of NATA. NATA really was created out of the need for a regional voice along this northern corridor and our purpose is to come together as a group of communities to speak with

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one voice for large regional projects and support each other in our own local level projects. This is a structure based on the US36 group, but with a wider scope as we focus on many priorities as once.

Carson Priest – Next on our agenda is explaining the relationship between NATA and Smart Commute. Thornton was the catalyst for the creation of Smart Commute. Smart Commute has also taken on the serving as the administrative arm of NATA, taking that away from rotating it around to each jurisdiction. The finances are held by the City of Westminster on behalf of NATA. By paying dues to be a part of NATA, each jurisdiction is also a member of Smart Commute. Smart Commute offers over 50 years of transportation industry experience in the form of a TMO advocating for and promoting alternative travel habits. We are often at your jurisdictional community events promoting these alternative travel options and providing one-on-one level travel support to your residents.

Tammy Herreid – Next on our agenda is a review of the past couple of years of NATA Position Letters. *Tammy reviewed the various position letters NATA has submitted over the past three years, highlighting a few noteworthy ones each year. She also mentioned the full list of letters since NATA's inception is included in the attendee's binders.* Our staff will do a full review of these Position Letters and audit where each specific project that was advocated for is in the build process. Next up is a review of the past few years of NATA Presentations, to give you all a sense of the types of presentations we've brought forward. *Tammy reviewed the list of presentations that have been given at the NATA meetings over the past three years. She also mentioned the full list of presentations since NATA's inception is included in the attendee's binders.* We have a list of some topics that have been identified as possible presentation at future NATA meetings. Are there any other presentations that NATA would like to see? *The following list are suggested topics from the attendees:*

- Funding Allocations for CTIA
- Update on Bustang future service
- Q2/Q3 information on IJA & how NATA could collaborate on that
 - Check our Priority Projects list to see if there are any candidate projects for this in conjunction with federal delegation representatives.
- Overview of the I-25/ I-270 projects
- ARPA funding for transit & related issues (how we can leverage this into the RTD System Optimization Plan)
- Overview of the ROADIS proposal
- Presentations from new technology companies in our area
- Update on the Letters of Support NATA has submitted over the past couple years, where these projects are at and what can NATA do to get these projects jump started again if they have stalled.

5. Reference Materials – Tammy Herreid

Tammy Herreid – There is a list of *Transportation Acronyms* that is provided for future reference in your meeting packet/binder. The *RTD FasTracks Map* represents the full FasTracks system, including the complete and incomplete segments. The *RTD Directors District Map* shows the map of each of the director's districts along with a list of their names, emails and which region they represent, the ones highlighted in yellow note those that service our NATA area. We will add in term dates to each of these Directors listed. The *CDOT Engineering Regions Map* shows the five engineering regions of CDOT, where each region is located and the director in charge of each region. Those highlighted are directions that cover Region 1 and 4, the regions that are overlap the NATA area. The *CDOT Transportation Commissioner (TC) Districts Map* shows a map of the 11 districts along with the corresponding Transportation Commissioner and their email address. The four that are highlighted in yellow note those that service our NATA area. We will add in term dates to each of these Commissioners listed.

Chair Baca - Why is Region 1 not broken into 2 regions, making the mountain corridor their own region? That would make funding more projects easier by putting all these large-scale projects in less competition with each other.

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Tammy Herreid – They used to be separate regions, the Denver Metro area was one region, and the mountain corridor was another region. CDOT combined them around 10 years with the thinking that by merging them, it would give CDOT the ability to get more funding to address the mega projects. It's important to note that despite the competition in Region 1, it still receives the most funding of any region in the state due to the population and lane-miles that it contains.

6. Spheres of Influence – Carson Priest

Carson – Next up is a review of NATA's Partners. *Carson presented the partner's graphic which represents how all the various partners are interconnected with NATA and each other. Those partners include AdCog Forum, CDOT, RTD, DRCOG, Smart Commute, AC-REP and CTIO. The group suggested adding E-470, NW Parkway and the Broomfield Forum to the graphic.* The *Matrix of Influence* is a graphic representation to show where various members of NATA are involved in different organizations and groups. This is a working document and I'd ask that each of you please send us any updates to me. The group suggested adding the CO7 Coalition & the Regional Air Quality Council (RAQC) and updating the DRCOG representatives. *The Front Range Passenger Rail District Board was presented, Julie Mullica will continue to serve as a citizen along with Joan Peck of Longmont. The Congressional Representatives list is essential to maintain for our partnerships with our federal delegations, and it shows how their representation has grown in NATA over the years. Thank you to those congressional delegations who continue to be engaged with NATA.*

7. Major Projects - several presenters (noted below)

Tammy Herreid– The *Transportation Connections Handout* was created in 2014 as a leave behind for the elected officials when they are lobbying. The handout was last updated in 2020, so we need to update it again with current project and demographic information. We will be sending this out to all the jurisdictions in the next few weeks for updates. The map on the back page is just the Priority Projects, but the QR code takes you to the full projects list on the NATA website. Once updated we will send out two files, (1) a print-read file to bring like a booklet and (2) a .pdf version.

Carson Priest – The *Priority Project Process* is a white paper laying out the parameters of what a project must entail to be placed on the list in each of the three project tiers. Each of these tiers serve a purpose when advocating for a specific project as a group. For example, the priority projects are consensus project among NATA jurisdictions where the horizon projects are simply "on the radar" projects for the future. The *Priority Project List* is updated a few times every year and we are nearing an update period at the May meeting.

Kent Moorman- The projects are no longer categorized by the jurisdictions who submitted the project, which is how it was done originally.

Mayor Greg Mills – We need to revisit the NATA boundaries compared to these projects and make sure they align properly.

Malcolm Fleming – RTD doesn't have the funding to do all the projects we need them to do; we need to make sure there are adequate resources to fund the projects we have on our list and start looking elsewhere if necessary.

Carson Priest – This I-25 map shows the *I-25 Managed Lanes* corridor for Segments 1-8 and the limits for each segment. This map gives you all an idea of the scope of I-25 and each of the projects along the "north" corridor from roughly I-70 up to the state border. The group noted we need to edit Segment 4 to include the I-25/CO7 Mobility Hub and that is would also be helpful to include in the wording to show status of each Segment on completion and current funding or if its unfunded.

Mayor Pro Tem Sandgren - The 84th – 104th Corridor is now officially being referred to as "The Crash Corridor". The initial bus tour held a few months ago was quite unproductive, several key people that needed to be there we not in

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attendance. It has basically it has come down to CDOT saying it's a RTD issue & RTD saying it's a CDOT issue, causing a major stall in the project. We want to move this project forward from a safety and capacity standpoint.

Lisa Hough – We need to get some of the big employers to talk to RTD and CDOT about how this is affecting their employees and getting to/from work.

Mayor Pro Tem Sandgren - We want the employers to be our partner in this, our next step is to get Economic Development involved and raise the message into the public eye. The project is currently on CDOT's 10-year plan at \$110 million, which is severely underfunded. The existing Environmental Assessment (EA) is being held up by the CDOT Executive Director. Now they are working on creating a new EA, which will prolong the project another 3-4 years. The first option for CDOT is to eliminate the Park-n-Ride at 88th; this is not a good option as it eliminated a transit option at a time when we need those options. Also, we don't want I-25 & I-270 to be pitted against each other, but work in tandem. They are both priorities for our region.

Brook Svoboda – All improvements north of this area are being negotiated without the bottleneck at The Crash Corridor being considered, we need to investigate IJA as a potential funding stream for this project.

Mayor Mills – Look at T-REX and the collaboration of the jurisdictions that got to get that going, so that is what we need to do to get this going, we need to speak as one united NATA voice.

Chair Baca – What is the ask of RTD and CDOT?

Mayor Pro Tem Sandgren - RTD & CDOT were supposed to come together and commit to an action plan which hasn't happened, the NATA subcommittee's primary goal is to get this ask refined before taking it further along.

Tammy Herreid– The *I-25/CO7 Mobility Hub* is on the NATA Priority Projects List and included in the CDOT 10-year plan. We are currently in the year 4 of the CDOT 5- to 10-year plan, which places the Mobility Hub years out still. The full project is currently extremely underfunded with an estimated cost of more than \$200M. The initial phase for the Interim Transit Improvements is a \$16M project to get public transit up to CO7 via I-25. It includes bus slip ramps, shelters, park-n-ride lot and bike/ped connectivity. The next steps in the project and how the communications and stakeholder meetings are being held in conjunction with the CO7 Corridor project management team. The CO7 Corridor itself is a 26.25-mile-long corridor that connects Brighton and Boulder. The initial phase is a \$10M grant funded project in which preliminary engineering is taking place in addition to several other work items. As shown on the Master Schedule, the bulk of the work for this phase will occur between Q4 2022 through the end of 2023. In addition to the corridor-wide work, there are individual projects that are being conducted on under separately funded streams for both CDOT Region 1 and 4, which includes the 1st phase of the Mobility Hub. There are numerous items still to come for next steps for this corridor.

Janet Lundquist - I-270 was designed over 50 years ago with very few updates since, and in May 2020 a new EA was started. There are critical bridge replacements needed for eight bridges, which are all rated as "poor" which qualifies them for funding from the Bridge & Tunnel Enterprise Fund. CDOT is currently working on a bridge bundle package to repair each of these bridges and be built to ultimate completion (\$175 million). Overall, it is \$4 million to finish the project for multimodal components. This portion is currently unfunded and includes six interchange/intersections identified for improvements. The area contains historically disadvantaged communities with bad air quality & environmental impacts. We are actively encouraging CDOT to apply for these larger federal grants.

8. NATA Focus for 2022-2032

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Chair Baca led a discussion from the group regarding NATA's short-term goals and long-term vision. The responses from the group are reflected below.

- Short Term Goals
 - Many areas in our communities are transit dependent. We should look at other options/providers to deliver transit service besides RTD.
 - Need a message and/or ask for "The Crash Corridor".
 - Need to identify any federal/state funding for NATA area projects.
 - Better define where AC-REP can be a business-community partner.
 - Update the Priority Project List and make sure we are all aware of the list for group advocacy.
- Longer Term Vision
 - Continue to engage federal partners to identify funding for large-scale projects.
 - The collaboration of NATA creates a regional "strength in numbers".
 - Explore the idea of using dues-based funding for further work outside of NATA.