

## 2023 NATA Retreat Meeting Minutes

June 22, 2023

Adams County Health & Human Services Bldg. – A/B Conference Room

### NATA Retreat Attendees

<b>Lisa Hough</b>	AC-REP	<b>Jennifer Parenti</b>	House Legislator HD19
<b>Chris Chovan</b>	Adams County Staff	<b>Phil Greenwald</b>	Longmont Staff
<b>Greg Mills</b>	Brighton Mayor	<b>Sara Dusenberry</b>	Northglenn Staff
<b>Chris Montoya</b>	Brighton Staff	<b>Julia Marvin</b>	Thornton Council
<b>T. Greg Labrie</b>	Brighton Staff	<b>Kent Moorman</b>	Thornton Staff
<b>Guyleen Castriotta</b>	Broomfield Mayor	<b>Nancy McNally</b>	Westminster Mayor
<b>Austin Ward</b>	Broomfield Council	<b>Debra Baskett</b>	Westminster Staff
<b>Sarah Grant</b>	Broomfield Staff	<b>Carson Priest</b>	Smart Commute ED
<b>Shawn Poe</b>	Commerce City Staff	<b>Tammy Herreid</b>	Smart Commute
<b>Emily Baer</b>	Erie Trustee	<b>Danielle Ranum</b>	Smart Commute
<b>Malcolm Fleming</b>	Erie Staff		

Please note group [Jamboard Activity](#) to supplement minutes

Please find [full meeting packet here](#)

#### 1. Welcome & Introductions – Chair Greg Mills, Brighton Mayor

*Chair Greg Mills* - Welcome everyone to the in-person 2023 NATA Retreat. I challenge the attendees to think about what they want NATA to be and what we should focus on moving forward while in this meeting. Please look around and take note who is not in attendance and what actions we can take to get them here and involved.

#### 2. General Information – Carson Priest

*Carson Priest* – I encourage attendees to use the packet that was emailed out to use as their guide for the meeting and if there are any questions to please contact us. We have pretty good representation today but if you notice we do have some jurisdictions and elected officials missing. Last year we decided to tweak our Mission Statement slightly so this statement you see reflects that change. Our Shared Values are a more in-depth view of our Mission Statement.

*Mayor Nancy McNally* – Commissioner Baca with Adams County always talks about how Adams County has all of the major highways run through it and how that makes it difficult for them to identify one single highway as their priority for them. We need to think about revising these Shared Values to reflect that.

*Carson* - Great point, we will do some work on our end and see if we can tweak it to reflect this and bring it back to you for input.

*Carson* – Late last year NATA approved a minimal increase in the NATA Dues due to population increases. The dues were increased about 5% across the board primarily to get us operating in the green again. The map shows the NATA boundaries and as you can see, we have a large territory, but we also have some odd areas in which we only partially cover some cities and counties, for example Brighton, Longmont, and Adams County. There might be an opportunity here this year to revise our boundaries so that we can fully cover these cities and counties.

*Mayor Mills* – I support revising this map a bit to be more inclusive.

*Carson* – Just to review our Resolution Process, it basically states that we need consensus on actions, or we remain silent, per the bylaws. It proves to be stronger when we reach consensus, we have more influence as a one voice.

*Mayor Mills* – Who was chair when these were written?

*Kent Moorman* – Commissioner Erick Hansen

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#### 3. History and Purpose of NATA

*Carson Priest* – We always like to review the relationship between NATA and Smart Commute. In 2011, NATA applied for a DRCOG TMO Startup Grant with support from 12 jurisdictions, ACED and the Metro North Chamber (now AC-REP). Thornton administered the TMO Startup Grant and paid the invoices for the first two years. Smart Commute's role as a membership organization and a legal non-profit entity is to pursue private and public sector funding, pursue grant funding opportunities and public outreach activities. Smart Commute provides information, programs, and advocacy for NATA's policies and is the current administrator of NATA. Our goal is to reduce congestion and improve air quality. So, what does Smart Commute bring to the table? We are experts in mobility and transportation knowledge; we conduct an annual commuter survey of city employees and jurisdictional respondents; we provide hands-on commuter support to residents; and we oversee grant funded commuter programs such as the 144<sup>th</sup> FlexRide and eBike program.

This (slide) is a list of a portion of our Position Letters from 2020 to current, the full list is in your packet and on the NATA website. As you can see, you can see we took a step back which is why we are bringing it up today. We would like to start writing more letters of support, we are only as powerful as the voice we get out there. I ask you that if there are policy level grants we need to be writing letters to, please help me facilitate that process.

*Mayor Guyleen Castriotta* - Do we have a tally on how many of the letters we have were written were effective? Meaning the status of successful projects?

*Carson* – We will be bringing a summary of these to our December NATA meeting. Tammy is working on compiling a list of all our letters and status of each for to present later this year.

*Mayor Mills* – So what can we do to be effective in our letters if they are not accomplishing this?

*Carson* – We do have a Matrix of Influence that I decided not to include in the presentation and packet for today. We can amend the packet with that and send out an updated version. We all have different levels of influence on different projects which gives us the opportunity to speak to these various projects in more informal ways from both a staff level & elected level. Let's get out and talk to people and use our own levels of influence to make sure things are moving forward.

*Carson* – This (slide) is a list of the presentations we have had at NATA over the past two years, the full list is in your packet and on the NATA website. This list should spark a conversation, interest for more information, or bring something to light that we should be paying more attention to. The items shown in blue text on the slides are Smart Commute presentations, all the others are from other entities, you will notice that we have had a lot of CDOT presentations over the past couple years. For July, the Front Range Passenger Rail has expressed interest in coming to present to us.

*Councilmember Julia Marvin* – I like that we have had CDOT in front of us more, it has helped improve that relationship. It sparks some ideas on having some presentations on national items of importance or other local projects that would be interesting to hear about.

*Carson* – Something we started in 2020 was having the RTD Directors and CDOT Commissioner Karen Stuart speak every month.

*Lisa Hough* – It might be good to hear from Xcel Energy and have them come talk to us about a new transportation electrification plan they are filing. This might be an interesting presentation for them to talk about what their plan is for the region.

*Greg Labrie* – A presentation from the railroads (BNSF & UPRR) would be good to have as well, updates on projects, their local contacts, addressing our concerns and handling emergencies.

*Carson* – Could you be more specific on what they would present on?

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*Greg Labrie* – just basically their POC's for this region, if we have any concerns and issues with dealing with development around the railroads and how does their process work in these cases. Also, in cases of emergency response when the railroad is concerned, ie derailments, crashes, etc.

*Mayor Mills* – They will be at CML next week so we will try to get some contacts for Carson to do this.

*Phil Greenwald*– The are also building the large hub just outside of NATA's boundaries and that is going to have major transportation impacts. It is between Hudson & Keensburg.

*Mayor Castriotta* – Why don't we have a meeting with our legislators, 1/3 of the house is all new people.

*House Representative Jennifer Parenti* – As a new legislator, we would be happy to do this and learn more about NATA and the northern metro region.

*Carson* – We also have the Transportation Connections hand out that we created. It does need to be updated; Tammy will talk more about that in detail in a little bit.

*Malcolm Fleming* – It would also be good to hear from the railroads about the moving of freight via rail.

*Kent Moorman* – Later this fall or early next year we should have a presentation on our Priority Projects list, where we are at on these projects, what needs to be updated, and what needs to be added or removed.

*Carson* – Lets brainstorm a better way to update the Priority Projects list that works for everyone.

*Mayor Mills* – Maybe every month or two we have one of the NATA jurisdictions (city or county) come and give a presentation highlighting their area, what they have going on, what they are trying to get funding for, and what we need to do as an organization to help them improve their transportation needs.

#### 4. Reference Materials – Tammy Herreid & Carson Priest

*Tammy Herreid* – I am going to go over our Reference Materials and then touch on the Transportation Connection that Carson touched on. I just realized this morning that I forgot to include the Acronym List in your packets so I will get that updated and add that in as well so you have when we send out the updated packet. First, this map is of the FasTracks train and commuter rails lines. You will noticed everything that is dashed is not done, which you also notice the majority of that is up north, with one small part down south. This is why we are always pushing RTD on this because we need them completed.

*Mayor Mills* – Do you have full map that shows the whole system to down south in the presentation?

*Tammy* – It is in the packet. We scrunched it down for the presentation so we could focus on our region.

*Kent* – We need to remember to tell everyone and keep reminding RTD that these are NOT extensions but are completions of already designed lines.

*Tammy* – This slide is reviewing our RTD Directors and their regions and the four that highlighted are specific to our NATA region. Next is our CDOT Engineering Regions. Jessica Myklebust is our director for Region 1, which is technically the smallest region but the largest as far as work goes. This is why we often times have a hard time getting our projects funded because we are in competition with the mountain region and the rest of the metro area. Heather Paddock is the director for Region 4 which does include Weld County and touches Erie.

*Carson* – We are competing for funding for other projects such as Floyd Hill, The Gap (I-25 south), Central I-70, those are the 3 big ticket projects we are competing with.

*Tammy* – Even the Eisenhower-Johnson Memorial Tunnel, that is included with us now. That used to be part of the Mountain Corridor which is now part of Region 1.

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*Tammy* – This map shows the Transportation Commissioners for CDOT and their Regions. As you know, Karen Stuart, is our Commissioner and she is always here, keeping us updated and advocating for us. It also includes their term limits, which you will notice several of them are this year so that means there is going to be shake up at the TC next year.

*Mayor Mills* – How do they get brought in?

*Tammy* – They are appointed by the governor, and they are limited to 3 terms. Going back to the CDOT Directors, they are not usually here, but the Regional Engineers are quite active in NATA and usually in attendance. Andy Stratton and several of the others are involved in NATA. If you have any questions, you can always contact us. I know the CDOT reps pretty well, I have worked with them for over 20 years. This is the Transportation Connections leave-behind that Carson was just referencing. We have as both a PDF version that can be emailed out and a PDF version that can be printed, as an 11x17 double-sided then folded in half like a booklet. This is out of date as it hasn't been updated in over a year so we need to get this information accurate so you can start using it. The Shared Vision piece is an overview of NATA, what we stand for, what we advocate for and overall stats. The next piece is a small synopsis of each of NATA's jurisdictions and what they are known for. The last page is a map of our priority projects list which is very out of date. It is a great leave behind because it gives an overview of NATA, what we stand for, a short synopsis of who NATA is and our projects that we are pushing for. Then the QR code links to the full project list that is on the NATA website. This is something we really need to strive to update this year, it is a great information resource, a lot of information in only four pages.

*Carson* – Any feedback? Does this work for you guys? Do we need to tweak it? We will work on updating it following the priority project list update process.

*Carson* – This is the White Paper on the Priority Projects Process, which basically states how projects get put on the list and that the list should be updated three times every year. The projects are broken into three tiers:

*Tier 1: Priority Projects* – regional projects that meet the mission of NATA to actively advocate for construction and/or service implementation on specific priority projects over multiple years with RTD, CDOT, DRCOG, private sector, and through federal grant programs, as applicable, etc.

*Tier 2: Endorsement Projects* – locally sponsored projects NATA has pre-approved to provide letters of support by requesting NATA members and organizations. This helps maintain flexibility to respond to timely NATA member requests.

*Tier 3: Horizon Projects* – projects still in a pre-construction phase (E.g., planning or NEPA). If a Horizon Project meets the mission of NATA, we would actively advocate for it; if it is local, then NATA could provide a letter of support upon request.

*Phil Greenwald* – The regional ones are Priority and the Endorsement are more local ones, is that correct?

*Carson* – It can go this way but doesn't have to, most of the time NATA is only moving on regional projects.

*Carson* – These next few slides just show the names of the projects, the full project list is included in your packets. The Priority list are our big and top tier projects.

*Mayor McNally* – The Sheridan Blvd underpass (US 36 to 88<sup>th</sup> Improvements) is done along with the bike path. Hundreds of people came out for the ribbon cutting.

*Representative Parenti* – On the Brighton to Boulder project for CO7, what research was done to make this a viable area for service? Is there that many people traveling that segment?

*Sarah Grant, Kent Moorman, Chris Chovan, and Tammy Herreid* – Sarah discussed overview of all the past and current work being done on CO7, dating back to 2014 to current work and that it is a vital east-west connector. Kent summarized the travel time issues, congestion, and need for public transportation for both workers and residents. Then stated it can take over an hour to get from end to

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end. Chris added that it was been added to DRCOG's BRT corridors and that the corridor has received additional funding for a starter bus service. Tammy said that it will also connect to the interim mobility hub coming at I-25 next year and is vital for advancing transit in the north metro area.

*Mayor Mills* - Many of the top employers are in Boulder and north metro area. We have a lot of people traveling to these places for employment, the growth is coming, and we need to plan for it now. If we can at least get CO7 in a better state now to for the coming growth, we will be ahead of the growth.

*Carson* – Tammy and I will work senior staff to get this list updated and revised.

#### 5. NATA Focus Moving Forward – Carson Priest

*Carson* – I have created a Jamboard for today and continued discussion on this topic. The link (<http://bit.ly/3Jq4blm>) and QR code are there on the slide if you would like to log in now and add some notes. I would really like this to be a living document where we, as a group, can go in and add additional thoughts, feedback, and ideas as they come up.

First, I would like to discuss the entities that we are missing and how to get them engaged. Take a look around the room and you will notice several missing elected officials and jurisdictions overall. We used to have Federal Delegates and DRCOG staff attend almost monthly before COVID and now they are very rarely here, if at all. Specific to jurisdiction missing elected's attending are Northglenn, Longmont, Commerce City and representatives overall from Federal Heights and the Tri-Towns (Dacono, Firestone, Frederick). How do we get them here and get them involved?

*Mayor Mills* – Going back to our Priority Projects list, I think we need to focus more on having a premier list of Priority Projects. A smaller list of five or so that we can really focus on and push forward.

*Sarah Grant* – I think we need to the Status to each of the Projects.

*Phil* – I agree, it would also be helpful to show where each project is on CDOT's project list.

*Chris Montoya* – Adding in a graphic representation of the status vs priority would very helpful, like a type of bar chart. It's something that we could look at and get a quick overview of the status of our projects.

*Kent* – We need to compare our Priority Project list with CDOT's 10-year plan, RTD's list and DRCOG Master projects list. If one of our projects is NOT on their lists, then we need to figure out what we need to do to get it on their lists.

*Sarah Grant* – There is \$20million on CDOT's 10-year plan programmed for CO7.

*Kent* – Yes, but that isn't anywhere near enough, the full corridor is over \$100million

*Lisa* – It sounds to me like we need to have an overhaul update of the projects list.

*Mayor Mills* – I would like to have a quick update at the end of each NATA meeting on the top Priority projects and where we are at on each one.

*Mayor McNally* – Also, the Federal Blvd. 120<sup>th</sup> to 52<sup>nd</sup> project has been funded and is shovel ready so we are just waiting to get it started. So we can removed both that one and the Sheridan Blvd one from the List as done.

*Representative Parenti* – It would be helpful to have this presented to all of the Representatives as your priorities and long with the funding sources or potential sources (national, state and/or local).

*Mayor Mills* – Even if it as federal projects, there are cases with the local municipalities have put money into it as well. For example, 120th & US85, the City of Brighton and others have put money into this project and we have see nothing.

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*Kent Moorman* – Some of this information is in the spreadsheet, just buried. We have not updated this since the IJA passed so this is very out of date.

*Mayor Mills* - I encourage each of you to go drive these areas listing on this Priority List and you will see why they are there and a priority.

*Carson* – Next, I would like to discuss our Letters of Support. Just to refresh, there is a full list of all the Letters of Support NATA has written since its inception. We have slacked off a bit from the amount we were writing before COVID. What topics should be addressing and who should these be going to? Are there any policy level letter we should be following and writing letters on?

*Carson* – Last, I would like to discuss our overall strategy for addressing I-25 with the CDOT Transportation Commission (TC). How do we approach it? What are the structure of the meetings? Monthly meetings for public comment? What are the presentation opportunities for NATA with the TC? How do we capitalize on potential CTIO funding for our projects specific to I-25 such as Segments 2, 3b and 4? How do we get the business community and developers involved? I would like all of you to think about these items for NATA's focus moving forward and put now notes on our Jamboard that we can look into further.

*Chris Chovan* – We don't need any more information from them about what has been and is being done on everything that is north of us (Segments 5-8). We don't need to hear what is being done outside our region but what is being done in our region.

*Kent* – All of the ideas we came up with for our region is being implemented in all the other areas of the metro area EXCEPT ours! The success that the region north of us had on getting Segments 5-8 done was mainly due to the pressure that their organized group put on the TC and the legislation plus they brought local money to the table. For Segment 2, they are almost back to the same solution they had five years ago.

*Chris Chovan* - This goes back to what were talking about earlier, and how we are competing for funding with these other huge projects around the region. I agree with Kent, it's time we start "knocking on the TC's doors" every month and be there for public comment every month. Maybe we look at T-REX and US 36 see what they did to get it done. Who was involved? What did they do? Take their lead and update to today.

*Sarah Grant* - At DRCOG TAC, they were completely silent on Segment 3B and it is unfinished. They didn't even bring it up. We discussed all the other stuff on I-25 and what is being done and all the mobility hubs but didn't bring up anything that ISN'T done, I had to bring it up. If their staff isn't even being transparent regarding what is and isn't being done, that is a problem.

*Kent* - We need to get our business community and developers involved now, they can help push and fund these projects and campaigns.

*Mayor Mills* – I like engaging the business communities and those organizations that represent them, like AC-REP and the Chambers. It's just past 9:00, do we have anything that we need to wrap up before we adjourn.

*Carson* – Yes, this is the Jamboard that I was referring to. I will send out a link to everyone so you can plug stuff in and fill this out. We will get an updated packet out, and work with senior staff on the Priority Projects List, and possibly a legislative meeting. Please sign in as you are heading out.

Adjourn @ 9:05am