

**NATA Board Meeting Minutes**  
**October 27, 2022**  
**7:30-9:00am**  
**Adams County Human Services Center**  
**11860 N Pecos St, Westminster, CO 80234**  
**Apple B Conference Room - In-Person Only**

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**NATA Members (who signed in)**

<b>Lisa Hough</b>	AC-REP	<b>Carlos Hernandez</b>	Erie Staff
<b>Lynn Baca</b>	AdCo Commissioner	<b>Malcolm Fleming</b>	Erie Staff
<b>Chris Chovan</b>	Adams County Staff	<b>Tim Williams</b>	Federal Heights Staff
<b>Greg Mills</b>	Brighton Mayor	<b>Sara Dusenberry</b>	Northglenn Staff
<b>Chris Montoya</b>	Brighton Staff	<b>Nicholas Walker</b>	Northglenn Council
<b>Austin Ward</b>	Broomfield Council	<b>Carson Priest</b>	Smart Commute
<b>Sarah Grant</b>	Broomfield Staff	<b>Tammy Herreid</b>	Smart Commute
<b>Mike McGoldrick</b>	Commerce City Staff	<b>Kent Moorman</b>	Thornton Staff
<b>Shawn Poe</b>	Commerce City Staff	<b>Nancy McNally</b>	Westminster Mayor
<b>Emily Baer</b>	Erie Trustee	<b>Debra Baskett</b>	Westminster Staff

**SC Members (who signed in)**

<b>Jordan Meadows</b>	Broomfield Chamber	<b>Nathan Batchelder</b>	CRL Associates
<b>Jessica Sandgren</b>	Smart Commute Board		

**Agency Partners (who signed in)**

<b>Karen Stuart</b>	CDOT Commissioner	<b>Vince Buzek</b>	RTD Board Chair
<b>Andy Stratton</b>	CDOT	<b>Troy Whitmore</b>	RTD Director
<b>Danny Hermann</b>	CDOT	<b>Michael Davies</b>	RTD
<b>Abra Geissler</b>	CDOT	<b>Chris Quinn</b>	RTD
<b>Stephen Henry</b>	CDOT	<b>Henry Stoppelcamp</b>	RTD

**Guests (who signed in)**

<b>Paul Jesaitis</b>	EST	<b>Amy Backel</b>	EST
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**Welcome and Introductions – Chair Lynn Baca**

*Chair Lynn Baca welcomed participants and attendees. Smart Commute staff reminded those in attendance to please sign in.*

**Approval of September Meeting Minutes**

*Councilmember Ward requested change to September meeting minutes noting he was listed as staff and should be shown as Councilmember. A motion to approve the minutes was made by Mayor Nancy McNally seconded by Mayor ProTem Jessica Sandgren and approved unanimously.*

## **Discussion of 2023 Officer Elections – Chair Lynn Baca**

*Carson Priest* - We do elections here at NATA in-person at the December meeting. The Executive team will meet today after the meeting to discuss the open leadership opportunities.

*Chair Baca* – We can also do self-nominations, so please reach out with any interest.

*Mayor ProTem Jessica Sandgren* – I really encourage people to step up to these rolls, COVID took a hit on this coalition, and we need to get back on track. It's unfortunate there are so many empty chairs here today, I really encourage you to step up. The commitment is very little and well worth your time.

## **Smart Commute Update – Carson Priest**

*Carson Priest* – Our eBike Phase 2 deployment is coming soon. We will be getting 25 more eBikes for Adams & Broomfield counties for which we currently have 8 participants ready to go. We have been doing some RTD outreach at some stations focused on the new validators and MyRide system. We will be out there tomorrow a couple stations for zero fare rides for voting as well. We also attended WestyFest, helping them with the bike valet – I'd encourage each community to have one of these at your larger events as it encourages biking safely to and from the event.

*Mayor Nancy McNally* – We heard nothing but positive comments about that event so thank you.

*Carson* – The 2nd annual CDOT/RMACT TDM conference coming up on November 4 at the CDOT headquarters. There is actually a wait list and CDOT will be recording the panels so you will have an opportunity to view these later if you aren't able to attend. We would like to give you a rough preview of our 5th Annual North Metro Commuter Survey, the regional numbers are preliminary right now. This first slide breaks down the Mode Split which also now includes days off & compressed work weeks. The bottom of the page shows mode split across times over the past 5 years. We are starting to see SOV ease back up with a pretty much equal offset the amount of telework, as people come back into the office more often. I can come back next month with a more exact report since we are still collecting data in October amounting to a little over 2,000 survey responses for this year.

*Mayor ProTem Sandgren* – We looked at this yesterday in Smart Commute. If you look at the very smallest sliver that is Transit, which is not surprising. When you don't have transit options available, especially for people up here in the north, people will drive in their SOV's which will continue. Also, another issue we saw in one of our businesses is 26% of their employees with kids, with no transit options, have to drive the kids themselves to school. I would love to hear from CDOT & RTD on plans there are to decrease their numbers and increase transit in our area.

*Carson* – Thank you for bringing that up, when we are at 2% transit use across our survey results, which is low. This by no means is a statistically significant representation of our region, but it is a great cross-cut different employers and jurisdictions in our area. We collect the school data for us as people that perfect targets for behavior change.

*Chair Baca* – These aren't the final survey results, because you are not quite done with the survey is that correct?

*Carson* – Yes, we expanded the survey to October as well this year, which include Erie, Thornton, and number of other employers.

*Malcolm Fleming* – Have you been talking with employers if they are encouraging staff to work remotely?

*Carson* – We don't have the trend info yet, but teleworking seems to continue to be happening on a more manager-by-manager basis. We meet with each employer individually and encourage them to make as many uniform policies across the board as possible.

### **CDOT Commissioner Update – Commissioner Karen Stuart**

*Commissioner Stuart* - I asked Director Buzek if they will go first so I can tee up the I-25 presentation.

### **RTD Directors Reports – Directors Buzek, Whitmore**

*Director Vince Buzek* – We have some initial data on Zero Fare August, we saw an Increase of overall service use of almost 18% due to Zero Fare August. Boardings in July were 5.2 million and in August we saw 6.3 million boardings. That tells us a couple of things, first we are big system with a lot of riders, this is down from pre-COVID where we were at over 9 million/month. We are hoping the data will hold fast, school in session so that helps increase those numbers. We are hoping this get people thinking about transit by making it simpler to understand and lower and easier fares, which is one of the goals of our System-wide Fare Study. Many of you have seen there is a survey out there for feedback on a couple of alternatives; Alternative A decreases the fares slightly but maintains the local and regional structure and fare differences whereas Alternative B is a flat rate for everything, \$3 one-way across the board, except the Airport. We are still taking public input on each alternative through November 6. More than likely the new fare structure will take affect late in 2023 or early in 2024. The System Optimization Plan and the reduction of transit services that occur in it are spread throughout the region. There are not a ton of cuts up here, but enough that they still impact people. As we get our operators back online and start recovering from the pandemic, we will return services. For example, the Wagon Road PnR still has most of the same services that run out of there before COVID but the lot is basically empty. We need to work on focusing on getting people back to riding transit. The other thing is getting operators on board, and for the first time in a long time we are starting to see interest in working for RTD. This class we have 50 (used to be 5-6 total) people in the operator class.

*Director Troy Whitmore* – I don't have much to add, but I want to make people aware that Vince has been our Board Chair for the past year, and he has done a great job. He may not be chair next year, as it is a lot of work. On the Zero Fare program we will have it again next year in August through the 2-year grant program. Jessica had mentioned the lack of service up here, we are trying to enhance our partnership program with our jurisdictional partners. We are trying to look at a different structure and outreach to try to do more programs similar to the very successful 144<sup>th</sup> FlexRide. We would like to leverage any local programming. We will see the subregional service councils roll out next year as well. That will be a good tool for us with similar linkages to the 144<sup>th</sup> FlexRide.

*Mayor ProTem Sandgren* – The 104L, will it ever be a more stable and reliable times? Right now, it is a 1-hour increment for the airport. It's never full so will it still stay limited on the SOP change or maybe smaller buses or more frequent service. Are the differences in service times tied to DIA schedules?

*Director Buzek* – We will have to look at it but my guess it the issue is the drivers. We will have to get the data for you and get back to you.

*Councilmember Ward* – Director Buzek, a clarification on the Free Fare August. Will you be able to discern the number for Free Fare riders was due to return to school vs the free fare itself?

*Michael Davies (RTD)*– If you compare July to August, school adds about 4.5% of riders on a normal year.

*Malcolm Fleming* – What was the total amount of revenue lost to Free Fare August?

*Michael Davies* – It was about \$10 million, 20% backfilled by RTD (all others in the state got 100% backfilled). The budget for 2022 fare collection is about \$98M and 2023 projected is about \$70M.

*Director Whitmore* – This really makes a point about the last of transit funding from our state, we get 1% funding and nation average for others is well above 20%.

*Carlos Hernandez (Erie)* – The stories that get lost is the individual choice that people make, the ones that are getting lost are the people that are getting left behind that don't have a choice and are reliant on transit. Remember these people. I am intrigued about how these significant events cause change in our habits and innovation.

*Director Whitmore* - The fare study we are currently engaged in also focuses on equity.

*Mayor ProTem Sandgren*– Regardless of percentages and what or who we are actually targeting, those places where you see transit that works and are have reliable, affordable, and frequent service.

*Director Buzek* – We are tied to sales taxes which means we are tied to the economy. So, it is hard to do projects when your budget is always in flux. We need to have some part of our budget is predictable and reliable and more funding from the state (more than 1%) would be fantastic.

*Tammy Herreid* – I recently sat on the public meeting just held regarding the Fare & Equity Study. They did a lot of polls for the public that attended, including the two different options for fares, A & B. Option B was overwhelming the favorite. A lot of those in attendance rely on transit as their method of transportation. Also, could you talk about the Zero Fare for Vote?

*Director Buzek* – Sure, I am actually heading to a press conference shortly about this. We will two days of zero fare related to voting, one is tomorrow which is National Early Voting Day and on Election Day, Tuesday, November 8. We have also worked with the County Clerks Association to get more ballot drop boxes on RTD properties to make it easier to vote.

*Tammy* – On the GoVoteColorado website, they have listed the polling locations and hours. We also have a post on our social media pages with the links.

*Michael Davies* – We have added all of the locations of the drop boxes and polling centers on our app to make it easy for riders to find a way to drop off your ballot. We also have a press release that has this information, I can make sure Carson gets it.

*Tammy* – We have the press release and are getting ready to send out an eblast today on it. Also, the top red banner on RTD's website also has this info.

*Chair Baca* – The Broncos Ride, is that coming back?

*Director Buzek* – We are working with the Broncos Organization to talk about some type of partnership to get this done. There are lots of options on RTD currently that will get you really close to the stadium.

## **CDOT Commissioner Update – Commissioner Karen Stuart**

*Commissioner Stuart* - CTIO (Colorado Transportation Innovation Office), which used to be HPTE, and which I am the Vice Chair has a stated purpose is that is semi-autonomous so that the organization can look at innovative funding opportunities, we can put together proposals, and we manage all the managed lanes projects. The board is comprised of 3 CDOT Transportation Commissioners and 3 public appointments from the Governor. We are closely aligned with the TC. The managed lanes function differently from toll roads, which are not flat rate but dynamic pricing based on the time of day. We have a number of roads coming online in the next couple years, Central I-70, I-70 Mountain Corridor, C-470, I-25. The switchable lanes function very differently, but the I-70 lanes you don't get capacity discounted (ie HOV3 free). What is similar between all these Managed Lanes vs dedicated toll roads, is that on the managed lanes, we have a lot of offenses that happen, such as lane jumping. How do we make these managed lanes safer? We are doing a pilot program with Blissway on I-70 in the mountains that has video monitoring to catch violators. We are looking at these for I-25 managed lanes as well. It will charge for "unsafe lane changes", speeding, stop light & sign running violations. The technology is called WALIE, which will review license plates on vehicles committing these violations. We are looking at this very closely to try to increase safety to hold people accountable for unsafe lane changing and weaving in & out of the managed lanes. Our back-office services are going out to RFP that will better fit CTIO's needs. We do congestion pricing for I-70 mountain & I-25 (which are done differently) and we have an equity pricing mechanic (another different pricing mechanism) for Central I-70 through prepaid pricing for toll transponders for disadvantaged area residents. The unsolicited proposal from ROADIS for building all of Segments 2 – 8 for a full toll corridor on I-25 is still being evaluated by CDOT. The toll revenues from Segments 1-8 belong to CDOT, but they do not get the revenues from US36 which inset to the operator Plenary. This proposal for I-25 will bring more money to the state & CDOT to maintain the roads. The proposal is currently being evaluated by professional staff in Regions 1 & 4, we want to know if CTIO can take this private investment and if it meets the following Evaluation Criteria: (1) Can it accelerate the project? (2) Are there reduced upfront costs? (3) Will it significantly reduce the upfront capital required from the state? (4) Does it have an expanded scope? (5) Will it deliver more of the projects planned improvements & maximize value for Colorado? (6) Does it have innovation? Does it give unique opportunities for design, construction & operational innovations? (5) What is the risk transfer? (7) What is the reliability? (8) Will the state benefit from the on-time performance on long-term operations & maintenance? There should be some type of recommendation from the CDOT Executive Management Team in the next month or so. Then an RFP go out, or CDOT will do it in house.

*Mayor ProTem Sandgren* – The Blissway pilot program, do you think legal challenges will come out of this since it is a camera? I'm referring to the number of red-light cameras that were removed over the past few years.

*Commissioner Stuart* – We have gotten legislation approval to do this on I-70 mountain managed lanes. This company is out of California where they have done this successfully.

*Mayor ProTem Sandgren* – So will the charges be a bill that is mailed? What if they don't pay or have a dispute?

*Commissioner Stuart* – It will be similar to the process that is used on E-470 right now. What if the plate no longer belongs to you? Then yes, you can dispute it. The board will determine what the fines will be and what the discounts will be if paid on time or early. Eventually it could go to court or debt collection.

There is a new payment system for “unbanked people” where you can go to 7-11 to pay the fine there and it will go to the collector through them. The money goes to CTIO, which goes to Blissway. We want to make it simple for people to pay, make it encouraging for them to pay it, and a deterrent for them to commit similar offences in the future.

*Mayor Mills* – I agree the violators need to be charged, but I disagree with fining by license plate because what if the car being driven is registered to someone else other than the driver? Then the fine and points is going to go to the owner of the car, not the driver.

*Commissioner Stuart* – There are not violation points associated with this, is only fees. If you get a bill, give the fine to the person driving your car. There is nothing associated with points going against your license or registration.

*Debra Baskett (Westminster)* – There is a lot of work being done around equity for the Central I-70 Corridor. This is the best example I have seen to assist those that are disadvantaged. There are a few options with toll credits and free bus fare. Would it be good to have you or have someone come talk about it to us?

*Commissioner Stuart* – If you would like to have a presentation on this equity program, we are doing Simon Logan at CTIO is in charge of that program which was recently featured at the International Bridge, Tunnel & Toll Association meeting in Austin. We have numerous responses to this across the country and we could have him come talk. I have a lot of credit to Angie Malpiede & NETC who worked with us on this to figure out how to make it equitable to those people who don’t drive a car and use public transit. I would put this down for a presentation down the road and I think Simon would be thrilled to do it. I sat on the committee for this program, and I was really impressed with the depth of research they did and the amount of stakeholder input they got.

*Chair Baca* – Who is the chair of CTIO?

*Commissioner Stuart* – Margret Bowes who runs the I-70 Coalition, and then I will be the chair next year.

*Chair Baca* – I feel like we have lost traction on I-25. What is the process? Does CTIO make recommendations? If you get to a good place with unsolicited proposal, then what happens after that?

*Commissioner Stuart* – Under the legislation for CTIO & under the MOU between CTIO and CDOT, the Executive Management Team of CDOT will make a recommendation. Then it will go to the CTIO Board for discussion. I believe the final choice is the CDOT Executive Director.

*Abra Geissler (CDOT)* – I believe CTIO has the final decision.

*Chair Baca* – So you would do the unsolicited proposal review and recommendations, and then does it go out for competitive proposal?

*Commissioner Stuart* – It could, or it could not. If the unsolicited proposal is not recommended, it is because it was not seen as adequate to go out to a private company. That means that CDOT thinks they can do it themselves in house.

### **CDOT I-25 Virtual “Tour” – Andy Stratton & Abra Geissler (CDOT)**

*Commissioner Stuart* – I apologize that Erie may not have been invited to the I-25 bus tour, but CDOT staff sent out the invitation, I did not see the invitation before it was sent. We had 31 attendees which included several mayors and commissioners along the corridor plus the 11 Transportation

Commissioners (TC) attended. The TC's were the key attendees for this tour, they are the ones that make the policy decisions, allocate & approve the funding, and approve project prioritization. For years we have been talking about I-25 and some of them have never even traveled I-25 up here. Hats off to Andy Stratton, Jessica Myklebust, Heather Paddock, Abra Geissler, and Chris Boespflug who did this tour and all the information on it. The purpose of the tour was to have all of us that run this corridor, talk to CDOT & tell them their experiences, concerns, issues, opportunities. (see "I-25 Corridor at a Glance: Denver to Wyoming" Fact Sheet handout from Karen). When you see their presentation, what you will notice the extraordinary investment that CDOT has made and how much work has been done north of Segment 4. When a group speaks with one voice, when they choose a priority project, put in a lot of local money with an aggressive amount of advocacy, hired a legislator, they are heard, and things get done. The NFRMPO (North Front Range MPO) is aggressively pursuing their segment in the north, and it has gotten their segments done ahead of our segments. They are in front of the CDOT Commission asking that Segment 5 will be funded with TIFIA funds per October TC mtg. CDOT has said they will find the funds to do the safety improvements to Segment 2. After the consultant's analysis report that is completed in December 2022, we will know what the recommended safety improvements look like and what the associated cost will be, then CDOT will commit the funds to make those safety improvements. In the 10-year plan, we have a lot of investment in BRT and Mobility Hubs. We will have the scope for the Mobility Hubs in January and will have the director of Transit & Rail come present on them. I want to turn this over to Andy & Abra to present on this bus tour.

*Chair Baca* – We spend a lot of time discussing I-25 up to CO 7 in NATA. The tour to me showed that CDOT can do big things with big money. You hear all about all the new infrastructure planned around the future Mobility Hubs, but you look around and see nothing but an open field, which is very frustrating. We have 9 of the 13 Amazon facilities in Adams County for the state. It is easier for other counties to prioritize one interstate, however, for Adams County we have all 6 major interstates in our county: I-70, I-76, I-270, I-225, US 36 and I-25. We, in Adams County, are fighting to have the same as everyone else (compared to Floyd Hill, south Denver, etc). I am going to make a commitment to go talk to the TC in November from Adams County's perspective.

*Andy Stratton (CDOT)* – We're glad you were able to attend the tour Commissioner Baca, we had some great discussion and thoughts come out of the tour. I am going to talk about I-25 Segments 2 & 3 (US36 to CO7) for Region 1. At the November TC meeting, the funds were approved for Segments 2 & 5 (*Andy distributed Fact Sheet for Segment 2*). There is \$110M allocated for this in the 10-year plan, \$20M which is planned in the next 4 years. Study, design & NEPA over the next 2 years, with final design & construction done in 2026 for Segment 2. All these segments came out of the North I-25 EIS in 2011, which is the focus of CDOT to complete I-25. One thing we did focus on starting at the mousetrap with I-76, US36, I-270 and the managed lanes all merging at the same point on I-25 as you approach 84<sup>th</sup> Avenue, no know as the Crash Corridor. We experience all 14 factors that cause bottlenecks right here in this segment. We are currently doing a transit impact analysis to see what other transit options we have in addition to the center loading platform to justify the ultimate design. The decision will be recommended in December and go to RFP in January 2023. We did stop at the Thornton PnR and walk the area & I-25 underpass so everyone could experience the issues firsthand. We are in a very space constrained area, which is something that, up north, is not a problem for those communities. The Safety Facts & Concerns will be rolled into the RFP which will be from US 36 to 104<sup>th</sup>. The numbers dropped in crashes on 2020 due to COVID but have increased again since with rear end accidents the most common. The I-25 & CO7 Interim Transit improvements will start with **Phase I** of the Mobility Hub which is 100% funded. We are under design with construction to start the end of 2023. There will be a PnR lot at Larkridge, a pedestrian bridge over I-25 plus bus ramps on each side of I-25. This will bring

transit to CO7 & I-25, both RTD & Bustang. We continue to seek funding for continual expansion of the Mobility Hub to its ultimate configuration as the end goal.

*Abra* – Segments 6 – 8 are fully funded and will be done by 2024. 7 & 8 are design-build delivery with 14 miles of widening at a cost of \$600M. Segment 6 is CM/GC delivery with 5.5 miles of widening at a cost of \$300M. Segment 5 will be CM/GC delivery with about 6 miles of widening at a cost of around \$400M which will be built and funded with the toll revenue from Segments 6-8 plus \$100M from CDOT's 10-year plan. There are lots of innovations done on Segments 7 & 8 to make scope = budget. We were really impressed on the partnerships & contributions with the local jurisdictions for Segments 6-8 (financial contributions from jurisdictions & developers was a huge asset to CDOT to be able to build boutique hubs & Segment 6-8). SH56 was the most difficult & dangerous area of the whole project, which now has a "boutique" mobility hub (a smaller mobility hub). It will include a center load/off-load for buses with pedestrian tunnels under I-25 to access PnR lot. The CO60 interchange now has a diverging diamond interchange which saved us a lot of space. The Centerra Loveland Mobility Hub will be a full hub and CDOT got funding from the developer & jurisdictions for this. We also received funding from the developer for this work, which is also the developer in Broomfield around CO7.

*Trustee Baer* – The map of segments that are unfunded is extremely frustrating, Segment 4 is a backbone of numerous communities and very important to see that funding come. Erie would like to ask for an additional tour in February since we were not included in the original tour with CDOT & Smart Commute. We have a large development going in the at the Erie exit.

*Malcolm* – The development that is going in off the Erie exit on I-25 is close to 12,000 SF. It is a big disappointment when we see these maps, we don't see Erie, Brighton, or Adams County on any of them.

*Mayor Mills* – Although Brighton does not touch I-25, a lot of our residents travel it daily. We would love to be included on another tour. A question, the bridge at Mead was hit, is that structurally safe? What is the plan for it?

*Abra* – Yes, it will be replaced as part of the Segment 5 work. The girder was hit but after an inspection it was determined that the deck is still in tack and safe, so we were able to do a safe repair of it.

*Lisa Hough (AC-REP)* – We would also love to be involved in a tour as a member of NATA. We would love to help partner with you on this and see what we can do to help to bring businesses to the table.

*Abra* – We are happy to do another tour, so we will help however we can.

*Kent Moorman* – The reason that the North I-25 Coalition is so successful is it has the businesses plus the elected officials. If we want to get Segments 2-4 done, we need to get business community involved with us. They will bring a different perspective and approach to our legislators than our elected officials.

*Carson* – We will have all these slides afterwards up on the NATA website and I can send them around as well to everyone.

*Tammy* – Do you have the Fact Sheets for all Segments on the CDOT website?

*Abra* – Yes, you can download all of them.

## **Other**

*Chair Baca* – We are running late today, at the end of the agenda you will see the draft for future topics, we will be sure to add the other recommendations that came up today.



*Commissioner Stuart* – We will see what we can get done on the second bus tour from CDOT’s standpoint, around February/March timeframe since we will have the report done on Segment 2 by then. The Transportation Commission needs to hear from you. North I-25 Coalition is in front of us all the time & US36 is constantly sending us letters on CO119. This group needs to be the squeaky wheel, we need to get more information in front of them, the TC needs to hear from you. The TC is the deciders on policy, project prioritization and funding. A lot of the TC members didn’t realize what it is was like up here.

*Mayor ProTem Sandgren* – If each one of the jurisdictions here can send a letter to them and we as NATA can send another letter.

*Carson* – There is no meeting in November. The next meeting, and final of 2022, is December 15

ADJOURN @ 9:20am