

NATA Board Meeting Agenda

December 14, 2023

7:30 am – 9:00 am

In-Person Only

Adams County Human Services Center
11860 N Pecos St, Westminster, CO 80234
Apple Conference Room

NATA Members (who signed in)

Lisa Hough	AC-REP	Kevin Ash	Frederick Staff
Janet Lundquist	Adams County Staff	Shiquita Yarbrough	Longmont Council
Greg Mills	Brighton Mayor	Ben Ortiz	Longmont Staff
Tom Green	Brighton Council	Sara Dusenberry	Northglenn Staff
Chris Montoya	Brighton Staff	Carson Priest	Smart Commute
Miquel Espinosa	Brighton Staff	Tammy Herreid	Smart Commute
Austin Ward	Broomfield Council	Danielle Ranum	Smart Commute
Michael McGoldrick	Commerce City Staff	Karen Bigelow	Thornton Council
Emily Baer	Erie Council	Justin Martinez	Thornton Council
Malcom Fleming	Erie Staff	Kent Moorman	Thornton Staff
Tim Williams	Federal Heights Staff	Chris Chovan	Westminster Staff

SC Members (who signed in)

Jessica Sandgren	Smart Commute Chair		
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Agency Partners (who signed in)

Steven Henry	CDOT	Troy Whitmore	RTD Director
Crystal Arnedariz	CDOT	Michael Davies	RTD Staff
Danny Herman	CDOT	Bev Stables	CO Municipal League

Guests (who signed in)

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Welcome, Pledge of Allegiance and Introductions – Chair Mayor Greg Mills

Chair Mayor Greg Mills - Let's start with the pledge of Allegiance and then we'll do introductions. Next, we will get approval of the September meeting minutes.

Approval of September Meeting Minutes

A motion to approve the minutes was made by Mayor Nancy McNally seconded by Mayor ProTem Jessica Sandgren and approved unanimously.

Election of 2024 Officers – Carson Priest

Carson Priest – We are going to go right into business this morning due to some folks having to leave early for a conflicting meeting today. In a few minutes we will pass out some ballots to voting members of NATA. We would like to thank our 2023 officers: Mayor Greg Mills as Chair, Mayor Nancy McNally as Vice Chair and Trustee Emily Baer as Treasurer. With the Succession Plan per the bylaws, we move people up into the cycle so for next year Mayor McNally will move into the Chair role and Emily will move into the Vice-Chair as you will see on your ballots. The person that will serve in the Vice Chair and Treasurer needs to have to have 2-years left of eligibility in the elected role. SPC, the Executive Committee of NATA, meets the Friday morning before the NATA meeting for roughly 30 minutes to discuss the agenda for the meeting and any other NATA businesses. This Committee includes the Chair, Vice Chair, Treasurer, immediate past Chair preferably from areas that are not geographically represented by the Officers and the immediate past Chair. We do need the majority of voting members to pass a vote, it is no longer 2/3 of voting members, we changed that during from COVID. The new councilmember from Thornton has agree to step-in as the Treasurer for next year, which is shown on your ballot.

Councilmember Martinez – Morning everyone, I am the new councilmember with Thornton representing Ward 1. I'm excited to be involved in NATA, I have a background in transportation planning and economics. I used to work at DRCOG as an economist on the land use forecasting model and the transportation plan. I do have some experience with some of our issues up here and am excited to get going and advocating for the region and our transportation needs. I would be happy to chat with anyone today after the meeting.

Trustee/Councilmember Baer – I am actually Councilmember now per our last election. Because of this we are up for re-election in November this year.

Councilmember Sandgren – Just to make sure we are abiding by our bylaws, with Emily up for election in November, how does that affect our voting?

Carson Priest – That is fine, as long as you are not termed out.

Councilmember Sandgren – I want to note we are missing some staff and elected officials in the room. We need to get back to where we were before COVID. We used to have more RTD, State Reps, Federal Legislative Liaisons, and more elected officials in attendance. We need to build it

back up. Take a look around the room and notice who is not here, please talk to your neighbors to get to where we each have at least one representative at the table. With the amount of federal dollars this coming year and we have the ONLY Interim Mobility Hub in the region at I-25 & CO 7, we need to be one voice for our projects. I am glad we have Justin stepping into this role, he isn't someone that has a huge learning curve but is already fully versed in transportation and the knowledge in DRCOG funding. We should have no empty chairs in this room, we just need to push on our neighbors to get them here and involved.

Chair Mayor Mills – I agree with Jessica, if we want to be the full voice for this region then we need to get everyone attending.

Carson Priest – We will collect and count the ballots as we go here and announce a bit later in the meeting. The 2024 dues structure will not change from this year. The City of Westminster has held the purse for NATA for some time now and I assume they will continue to do that. I will work with Chris Chovan to get the invoices sent out early next year to each of the jurisdictions based on the population size.

Chair Mayor Mills – Please look at those Cities and Counties and notice who is not in this room, call them. We need to get those elected officials here.

CDOT Commissioner's Report – Commissioner Karen Stuart

Carson – Commissioner Start is not going to be here this morning but she did send me an email with her updates. CDOT staff in the room can correct if anything is wrong, any questions then contact Karen.

I-25 North Express Lane Ribbon Cutting & Mobility Hubs in Loveland/Centerra – The Governor, CDOT Director Lew, FHWA Director John Cater and local elected officials celebrated the opening of this project and the collaborative efforts of counties, cities, the business community, the developers which with a single focus got this project funded and built. It's probably time to work with the North I-25 Coalition to strategize steps to promote the completion of the I-25 Express Lanes Segment 3b and 4. CO 7/I-25 Diverging Diamond Interchange and Mobility Hub mega project. Safety Enforcement Plan (SEP) Update on I-25 Segments 2 & 3 – The initial very high numbers of captured violations and penalties have seen a remarkable drop (from the initial 40,000 violations the first month, we are seeing approximately 2,000 now and it is trending downward as people have "learned" to obey the law or pay the price. The SEP program has seen a 72% drop in the violation rate across the express lane system. The next step is to determine if the decrease in weaving into the express lanes has also decreased the accident rate.

Kent Moorman – Is that daily or weekly? That number seems low for monthly.

Carson – I'm not sure – that sounds like a good question for Karen or CDOT staff.

Councilmember Sandgren – Where does the money go again?

Kent Moorman – It goes to CTIO and then gets allocated to the I-25 or I-70 segment the managed lane violation occurred in.

Councilmember Sandgren – I head that every time you cross that solid line, it is a fine every time.

Chair Mayor Mills – Just to be clear, that is just in our section of I-25 correct? It's not down south on I-25 in Douglas County?

Carson Priest – That is correct, it is just here.

Kent Moorman – what the Region 1 Director said is that is has leveled off. If that is true, then we can go after a TIFIA loan in the future because it would be a source of income to show payback to the corridor.

Chair Mayor Mills – the whole goal is the safety on the corridor not a money grab, we need to make sure that is clear.

Lisa Hough – I don't know if anyone else uses "Waze". Now on Waze alerts it will show you the history of the crashes next mile.

Carson Priest - Front Range Passenger Rail District's (FRPRD) News – Governor Polis, CDOT Director Shoshana Lew and FRA Director Amit Bose this week held several press conferences to celebrate the Front Range Passenger Rail District's acceptance into the FRA's Corridor Identification and Development Program that will open opportunities to move this project forward. The FRPRD received \$500K to perform preliminary planning. The new pass of funding & final route for Front Range Passenger Rail (same route as the B Line), has been approved by the board. Transportation Planning Regions (TPRs) Boundary Change - In January the Transportation Commission (TC) will open Rule Making for the proposed TPR boundary changes which will primarily affect rural areas in Colorado that aren't included in Metropolitan Planning Organizations (MPOs). TC's decision will likely be on the June agenda. They are trying to change some of the TPR boundaries and how the funding is allocated across the state.

Chair Mayor Mills – Do we have a vote tally for the 2024 Officers that we can announce?

Carson Priest – We have a unanimous tally vote for the officers with a quorum. We are good to go with the slate of officers for 2024. In January or February, depending on when the representatives in the room can get appointments to committees and boards across the NATA region we will create a new slate of elected appointments for NATA, and we will need a vote on that as well.

Chair Mayor Mills – congratulations Mayor McNally, Councilmember Baer and Councilmember Martinez on our appointments for 2024.

RTD Directors Report – Directors Troy Whitmore & Vince Buzek

Director Whitmore – Vince sends his regrets on not being here today, a lot of client appointments just before the holiday season. I am going to go through our accomplishments and the Work Plan for next year which includes three strategic initiatives.

1 - Back to Basics: we made a lot of efforts to re-double the maintenance of our assets to a state of good repair. Making sure the state of our trains and buses are rejuvenated when they need to be plus the maintenance on our facilities and tracks are at the forefront. Vow to better asset management principles Our General Manager has been working hard on this year is the enhancement of internal communications with our employees. We need to keep them informed and engaged.

2 - People Power: Addressing impediment issues with recruitment, getting better but are still not fully staffed in several areas. We have tried to foster culture of learning and development for our staff. We are promoting opportunities and education for recruiting and retention. We are losing a good amount of the people with tenure.

3- A Welcoming Transit Environment: This is safety of our staff and riders. We are rewriting Customer Code of Conduct which will not be called “Respect the Ride” and Rewriting and expanding the code of conduct for our internal police force. Continuously working on having a transit environment that is safe, enjoyable, and comfortable. We are working on enforcing the Respect the Ride’s three priority components: education, resource connections, and enforcement on the code of conduct. The 2024 budget was passed in November and approved. The operating budget is \$1B, new capital at \$185M, debt service \$223M, capital carried forward \$233M, and total expenditures of \$1.78B. We also have a reasonable fund balance of \$900M. Financially, we are in better shape than we have been in the last 5 years. The new fare structure implementation starts next month. All fare will be lowered for the first time in RTD history. They are simpler, equitable, and affordable. Discounts will be standardized and fare payment options streamlined with local and regional fares being combined. Communications plan &

marketing strategy is currently underway to promote. (link to new RTD rates, passes, and structure: <https://www.rtd-denver.com/fares-passes/fares>)

Mayor McNally – what is the cap for seniors?

Michael Davies – seniors, riders with disabilities and LiVE program members it drops to \$27.

Mayor McNally – the new price is key for our elderly who rely on public transportation. We need to advertise that to these folks.

Director Whitmore- January service changes were VERY minor, mostly enhancements. No cuts in the north area. Most the tweaks will help more with quicker turn around and on-time routes. An update on Zero Fare for Better Air – assessment on the environmental impact per Regional Air Quality Council (RAQC), the month initiative significantly impacted a reduction in the 6.1M GHG, and a reduced of about 9M miles travels, and 10% increase in boardings. The full report available on RTD's website at <https://www.rtd-denver.com/community/news/rtd-submits-zero-fare-better-air-final-report-to-the-state>. The Zero Fare for Youth Program is designed for public transport NOT to be a barrier for youth and gain younger riders for life. This is an unusual pilot approved by FTA and is longer than the normal 6-month pilot program and we hope to have this become permanent. This is for all youth 19 years and under and does include all transit, including Access-A-Ride for a full year. We did launch the new RTD website this fall, and navigation should be easier. Everything will be available in 5 languages as of Q1 2024. When we get around to scheduling the RTD presentations for next year, if we can plan ahead, we can try to get Debra here for those presentations. *Michael Davies* – we anticipate bills to be coming out to support both the Zero Fare for Better Air & Zero Fare for Youth funding programs, and we anticipate some sort of bill for potential transit funding. Also hearing something regarding appointment of Board members instead of elected, however we have seen any documents on that. Board approved last year, but we not seen any documents, is enforcement of assaults on RTD staff. Assaults on drivers is up 100's of % nationwide over several years ago. A safe environmental for employees is crucial to successful recruitment. Colorado approved within the last year to downgrade one of the key statues to have this be a felony charge. With that change, these offences are now misdemeanor in Colorado, unless it involves the use of a deadly weapon. For example, we had an operator get punched in the face 4 times and since it did not involve a deadly weapon, it was a misdemeanor, and all the DA's office can do is investigate it.

Councilmember Karen Bigelow – Is there something we can do to help get some movement on this?

Michael Davies – Yes, please get this info to our state legislators to see if we can get this rule revised. It is something that is facing us, educators, and medical employers. With this ruling, we are on the lower end of deterrence nationwide.

Director Whitmore – we will be happy to get this language to Carson so that he can sent out to the whole group. As an example, there was a recent assault on a female driver. She was only employed with us for 6 months when the attack happened. She was attacked by a rider that hit her numerous times with a bag filled with rocks.

Councilmember Sandgren – is there anyone working on this at any level in these areas including hospitals, education?

Michael Davies – I have heard that the Colorado Hospital Assoc. is working on drafting a policy for the medical facilities, and we are trying to get our hands on it but have not had any luck yet.

Director Whitmore – I think we will see some traction on this from the legislative side from Senator Mullica. I have had two separate conversations about this with him and it sounds like several of them are banding together on this topic pre-session.

Councilmember Sandgren – I do have one more question, the 120X bus is starting to fill up again to where someone was not able to get on the bus due to capacity. Is there something being done to address this with more busses. Also, there is no stop south of 104th for the FlexRide, how do we get that addressed to go south on Colorado?

Director Whitmore – We will bring that up with our service team. This is the first we are hearing of this.

Carson Priest – Sometimes this is a lack of available bike racks as well, as biking/eBiking is being pushed more as form of commuting.

Director Whitmore – Those are scheduled as part of the service changes three times per year, but I think we have more flexibility to change those. Let me check on that one for the 104th FlexRide.

Carson Priest – Thornton is doing a Transit Study and Smart Commute received a TDM set-aside grant for a FlexRide Optimization project to suggest changing some things like in the north area. We had good success with the 144th FlexRide building it on-demand based on what was

needed. If the demand in this case is south of 104th, then we would like to use some data and technology to suggest to RTD for a future service change in this area.

Kent Moorman – We are working through the priorities right now on the Transit Study and suggestions on micro-transit and fixed routes. We'd like to see some first and last mile solutions in the southern part of the city.

Chair Mayor Mills – if we want to get people to ride transit, we need to increase the safety

Carson Priest – Also, we are pushing hard on EcoPass at Smart Commute with the new price being so affordable, and Westminster is going to do one.

Preview of NATA Guiding Policies & Project List Filters

Carson Priest – Review of why we did this document; these are action items that came out of our workgroup meeting we had regarding the Priority Projects List. This will also allow to establish a smaller list of Priority Projects per year and give us more freedom for writing Letters of Support. The following list of factors will allow us to narrow down the full list projects to a smaller priority list. The list of Guiding Policies are: improved regional transit options; improved transit and mobility options; completion of I-25 Express Lanes & improved safety projects; construction and studies of multimodal regional arterials; inclusion of regional bus rapid transit (BRT) in NATA region; construction of Mobility Hubs; and improved bike and pedestrian facilities. To help guide these principals we also came up with some Guiding Factors to help identify these projects and narrow them down to the top priorities for NATA. The Guiding Factors we identified are: (1) safety improvements; (2) network connectivity; (3) regional equity and access; (4) motor vehicle trip and VMT reduction potential; (5) greenhouse gas (GHG) emissions reduction; (6) active transportation encouragement; (7) public support & relationship to community plans; (8) readiness of implementation; and (9) cost benefit. I will send this document around to the new NATA Members list in early 2024 to get feedback from all members on both the policy and filters. Then we will need to submit this for approval during a retreat in Q1 2024.

Chair Mayor Mills – This is very important for us to narrow down the list to our top 3 to 5 projects. With the large list we have now, the support for those projects gets very diluted for our advocacy. We need to have a smaller list of top priority projects for the group as a whole and solidify this list in Q1 2024.

Smart Commute Annual Review & Regional Survey Report – Carson Priest

Carson Priest – At the end of each year we like to tell NATA what we have been doing for the year. Our two largest products are the Annual Review and the North Metro Commuter Survey. The Annual Review is something we started this past year to bring a more formal document forward that is a good representation of our value to the communities and employers we serve across the region. It will come out formally next week for distribution to the jurisdictions and Smart Commute members. Next is our Annual Commuter Survey. 2023 marked the 6th year for our North Metro Commuter Survey. I bring this to each of you, so you know what people are saying out there and what our results are when we are talking to employers and how people are traveling. These are not data results specific to the region as a whole but to the employers in our region. We did this survey in September and October and had about 2,200 responses this year comprised of 6 jurisdictional and 12 different employers that participated. Adams 12 Five Star schools is our largest participant with about 700 responses. Our regional results will be in our newsletter next week as well. First, we look at “mode-split” which is how commutes are distributed across the evaluated week. Mode split consists of SOV (53.1%), Bike (1.2%), Car/van pool (1.5%), Transit (1.2%), Telework (10.3%), Walk/Scooter (0.6%), Flex Day off (0.9%), and Weekend/PTO Day off (31.4%). Since we have been doing for several years now, we can look at data and how it changes across the years. This shows changes over the past several years (2019, 2021 & 2023), with the largest changes we see are SOV rate has fallen since 2019 and Telework as increased since 2019. The average distances we travel shows we have longer transit trips than most areas, an average of 15.2 miles one-way, which shows a good chunk of our residents commute downtown for work. Average Stats for commuting patterns for 2023 show: average of 29 MPG, 4% have ZEV, 5% work a compressed work week, 30% Telework and average commute is 26 minutes. Smart Commute’s positive impacts in the community in 2023 show we eliminated over 64K car trips, more than 35K hours Not lost in traffic and nearly \$1000K saved at the pump. We ask survey respondents if you didn’t have to drive, what form of transportation would you be most interested in learning more about? The choice more people are interested in learning more about is Transit (15%). We can use this information in talking with the HR departments and offer to do a transit fair for their employees. 80% of all trips taken are not commute trips so we ask respondents that if there were to replace just one of their errands trips in an SOV what would they replace it with and what would it take to get you to do that? Would it be walking, scooter, bike, or transit? The people would need to see the greatest to least improvements are Facilities at 26%, Land Use 25%, Service 18%, Safety 18%, Equity 8% and Education at 3%. We received 1,700 comments in total and read all of them. Some are positive and some are not but we do this at both an individual employer level and a regional level. Lastly is our 2024 Road Map, which are recommendations for next year based on the data we received on an employer basis. This gives us the opportunity to do some personalized TDM service the coming year based on their survey results. At the regional level our two focuses for 2024 are (1) TDM recommendation to participating employers and (2) a focus on data-driven sustainability.

Malcolm Fleming – Will you be sharing this information with us electrically?

Carson Priest – Yes and they will also be coming out next week in our newsletter and it will be out via our social media as well.

Malcom Fleming – What is the circulation of your newsletter?

Tammy – It's 2,100 and it usually goes out around the 16th – 18th of each month. I also just want to say I attended an ACT webinar this week with over 200 attendees nationwide and it was addressing the 4-day commute. This reinforces the next to last comment on the Survey Comments page regarding people leaving work early. The national average has tripled with commuters going in either earlier or a bit later and leaving work earlier, both to avoid rush hour and then go and work for a few more hours. This was with three very large employers that run their own shuttle service on their campus and all three have had to make major adjustments to their service to accommodate the large amount of their employees that are doing this. It is a national trend that we are seeing. It shows that it isn't just here we are seeing this trend.

Director Whitmore – Did I hear you correctly that 80% of trips of the respondents are non-commute trips?

Carson Priest – That's actually the national average. The commute times have stretched, its not as hectic in a shorter period but busier for a longer period. The reason we focus on commute trips primarily in our industry is because they're predictable for encouraging behavior change.

NATA 2024 Meeting Schedule – Carson Priest

Carson Priest – The dates are shown on the slide for next year's meeting schedules with no meeting in November due to the Thanksgiving holiday. I will get with the new Chair to see if the current time still works for her or if we need to adjust it a bit.

Janet Lundquist – Adams County has a new Commerce City meeting room as well if needed.

Carson – I will send out calendar invites for each meeting next month after the holiday.

Adjourn at 8:49 am