

## NATA Board Meeting Minutes

February 23, 2023

7:30-9:00am

Virtual Only

Meeting Recording Link: <https://www.youtube.com/watch?v=o7nh8IwBVBg>

### NATA Members (who signed in)

Lisa Hough	AC-REP	Malcolm Fleming	Erie Staff
Lynn Baca	AdCo Commissioner	Carlos Hernandez	Erie Staff
Chris Chovan	Adams County Staff	Tim Williams	Federal Heights Staff
Janet Lundquist	Adams County Staff	Kevin Ash	Frederick Staff
Greg Mills	Brighton Mayor	Sara Dusenberry	Northglenn Staff
Tom Green	Brighton Council	Phil Greenwald	Longmont Staff
Chris Montoya	Brighton Staff	Ben Ortiz	Longmont Staff
Joseph Leon	Brighton Staff	Carson Priest	Smart Commute
Guyleen Castriotta	Broomfield Mayor	Tammy Herreid	Smart Commute
Sarah Grant	Broomfield Staff	Julia Marvin	Thornton Council
Michael McGoldrick	Commerce City Staff	Kent Moorman	Thornton Staff
Shawn Poe	Commerce City Staff	Nancy McNally	Westminster Mayor
Emily Baer	Erie Trustee	Debra Baskett	Westminster Staff

### SC Members (who signed in)

Jordan Meadows	Broomfield Chamber	Neal Goffinet	FHU
Ian Chase	HDR		

### Agency Partners (who signed in)

Karen Stuart	CDOT Commissioner	Keith Shaeffer	CDOT
Stephen Henry	CDOT	Jan Rowe	CDOT
Jamie Grim	CDOT	Troy Whitmore	RTD Director
Dan Marcucci	CDOT	Vince Buzek	RTD Director
Mekonnen Mulugeta	CDOT	Michael Davies	RTD
Andy Stratton	CDOT	Nataly Handlos	RTD
Jordan Rudel	CDOT		

### Guests (who signed in)

Jerry Mugg	HG Consult	Michelle Melonakis	Lafayette Staff
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### Welcome and Introductions – Chair Greg Mills

Chair Greg Mills welcomed participants and attendee and led the attendees in the Pledge of Allegiance. Smart Commute staff reminded those in attendance to please sign into the chat.

## **Approval of January Meeting Minutes**

*A motion to approve the minutes was made by Mayor Nancy McNally seconded by Trustee Emily Baer and approved unanimously.*

## **CO7 Corridor – Brighton to Boulder Project Overview**

*Kent Moorman (Thornton)* – I am with the City of Thornton staff and been serving on the CO7 Coalition since it started. The CO7 Coalition spans from Brighton to Boulder. It started when Boulder was looking into a way to start bus service on CO7 and through discussions with the other jurisdictions along the corridor, we discovered there was a greater support for expanding the service area all the way to Brighton. We also know that CO7 is a critical transportation corridor from east to west, so the mayors all came together and thus formed the CO7 Coalition. As you can see on the map it is about a 27-mile corridor and has all 8 jurisdictions along that stretch. We have been looking at bus rapid transit (BRT), have done a feasibility study, we expect to see a 37% increase in traffic with 50-60% increase east of I-25. Based on the current and future planned land use along the corridor we expect an additional 49,000 households and 38,000 new jobs by 2050. We anticipate that after a few years, the BRT would have between 8,500 – almost 10,000 boardings per day. This not a cheap corridor but it will have to be done in phases over the next several years with an estimated funding cost of over \$400M to ultimate build-out. The Coalition advocates for a multimodal corridor and to work collaboratively to secure more funding.

*Sarah Grant (Broomfield)* – I would like acknowledge that a lot of people on this call are involved in the corridor Coalition or TAC so if you could all find your reaction button on your computer and raise your hands....thank you! So, you will notice there is a lot of overlap here with NATA. The Coalition helped build this vision for the corridor with not only BRT but also the varied land use of the corridor which also aligns with the DRCOG plan. We have lots of studies from 2014 to 2019 such as BRT Feasibility Study and Station Plans, Station Area Plans, and most recently the Corridor Development Plan. The vision is to connect with multiuse paths and first and final miles connections in addition to the BRT service. The Coalition also got the CO7 Corridor recognized as a key corridor in the DRCOG plan, which was key to acquire funding for the corridor to advance it. We have secured around \$10M in these last two TIP cycles. We are currently doing corridor wide developments currently to set up for the preliminary design phase with 15% design plans. Most recently in the 2024-2027 TIP call we were able to secure nearly \$10M to secure support for transit services on the corridor. The vision is 14-hour service with 30-minute headways, connecting from Brighton to I-25 at CO7 and then to the established transit stations to Boulder. This is to establish the starter service and ridership. With the help of Commissioner Stuart, we are excited to partner with CDOT to start Phase 1 of the Interim I-25/CO7 Mobility Hub with funding of \$16M. Both of these are anticipated to start in 2025, which is a great starting point to advance the transit service along CO7.

*Kent Moorman* – I forgot to mention that as part of the Coalition, RTD, CDOT and FTA have also been participating in the Coalition.

*Steven Henry (CDOT)* – This map shows the map of CO7 and how it is broken up into Segmented projects but also shows the TIP funding and how they are disbursed throughout the corridor. The schedule graphic shows the strategic efforts that are going on for CO7. This is a benefit to having a Coalition and

a Technical Advisory Committee (TAC), we can come up with these plans and visions that span the entire length of the corridor. For example, each jurisdiction would have to come up with their own communications plan, but we can create one for the entire corridor, as well as bike treatment plan and technology deployment plan. These all combine create the natural superstructure of CO7.

*Tammy Herreid (Smart Commute)* – Our communication team is made up of Muller, which is the Communications Manager, and a couple of their consultations, and then the TMAs from all three regions of the project which include me for Smart Commute, Commuting Solutions and Boulder Transportation Connections. The TMAs are so engrained in the communities, we felt was crucial for us to part of the communications team. Our first task was to develop the Communications Plan with lays out the communications process, the different pieces of it, who is doing what, how is it utilized, the involvement with different PIOs in the different regions from state to finish. This is a living document that we update as needed as new work comes on-line, new projects start, personnel changes etc. For our public outreach we have been doing a lot of work on the CDOT website for the Corridor. The link is shown on the slide, I encourage everyone to go check it out. We are in the process of setting up separate pages for each of the segments plus the Bike Treatment guide, the Systems Planning Tool, and all the other subgroups so we will have all the information on there. It will be a one-stop-shop for you to find all the information about the Corridor plus a form on the website that people can fill out that goes directly to our email, which is shown here on the slide as well. The entire team has access to this email and subfolders set up for each project that our communications team shorts as emails come in so each specific group or project team and check their folders and reply directly to the sender. We also have a hotline line number that is standard for CDOT projects for people that don't have access to email, or the website can call in. With a project this large, long, and extensive and spanned out over several years, we really want to have it branded uniformly. As we move through the years and the project grows, as people get new information, they know that it is all still for this one project. As we get these branded communications completed, they are also going on the website so you can find everything there and we will be distributing it to all stakeholders. We have also developed Communications Packets for the PIOs for all the jurisdictions, so they can use these templates in their own work (including a presentation template which you see today along with project specific headers for documents). This ties everything together and helps the viewers know that you are still dealing with the same project, just a different piece of it. Our Communications team meets every month and have month meetings with the segment teams and the PIOs. Once CDOT approves the project press release, we can share it with the PIOs and put on the website. As I mentioned, we are working hard on getting the website updated and Muller is working on 508 compliance for all the documents on the website. This means that all our documents can be scanned through this system for the visually impaired and they are able to read these documents as well. We have a robust stakeholder database that is constantly being updated, that includes a 1-mile radius for entire corridor for all key stakeholders. As new businesses, residences and stakeholders come to the corridor we add them to the stakeholders list.

*Steven Henry* – Some other corridor-wide program activities include the Bikeway Treatment Guide and the Technology Deployment Plan which are also established to create consistency throughout the corridor. The Bikeway Guide will ensure the interconnectivity throughout the corridor. The Technology Plan also creates a unified plan across the corridor including travel demand forecasts and modeling. The Plan is a very interactive tool that can be used throughout the corridor as it develops. The 2020-2023 TIP funding is allocated to fund the Aerial LiDAR mapping across the corridor, which has been completed; the Traffic Forecasts; Bikeway Treatment Guide; Technology Deployment Plan; Preliminary Engineering

Level 1 for Segments A, B, F, I, J, K, and M projects; Segments B and C Study; Erie Airport Entrance Road Study; BRT Station Concept Plans Study at CR7 & Palisade; and the horizontal & vertical Backbone 5% Design from County Line Road to US85. The 2022-2025 TIP funding continues the following project into 2024 for Preliminary Engineering Level 1 for Segments A, B, F, I, J, K, M projects and Segments B Study. The map shows where we are in funding by TIP cycle and how they are allocated by project. There are several other projects though that are still unfunded.

*Dan Marcucci (CDOT)* – Resident Engineer for CDOT Region 4, these are a few other projects that are going on simultaneously as the CO7 Corridor project. The 30<sup>th</sup> Street project is being led by the City of Boulder which has SB260 funding and is currently in the scoping phase. CO7 & 95<sup>th</sup> Street Intersection in Lafayette, Boulder County project being led by CDOT in the Boulder office, which is fully funded by SB260. We are currently working toward FIR for a May 2023 end date with an RFP out in September 2024 for final design and construction in 2025. This is a complete redo of the intersection and adds a general purpose lane in each direction and transit lanes and BRT stations on CO7. The CO7 & 119<sup>th</sup> Street Intersection is a joint project led by Lafayette & Erie and is currently in ROW acquisition so they can get ready to start construction this year in Lafayette and the Erie portion of the project is currently under construction.

*Steven Henry* – CO7 at Coal Creek is a safety improvements project funded with FASTER money moving towards 30% design. Additional funding is needed to take this project further. Second, is the widening of CO7 from Sheridan to I-25 with the City & County of Broomfield widens CO7 from 2- to 4-lanes. The project is currently in final design with construction starting this year. The Mobility Hub at I-25 & CO7 has \$16M in funding to put in an interim mobility hub with a park-n-ride on the SE side, bus slip rams on north & south I-25, a pedestrian bridge over I-25 and a storm water quality management structure on the NE side. Design is currently in progress at CDOT, and we anticipate going to construction in 2024. Finally, the resurfacing projects on CO7 from I-25 to US85 (Thornton to Brighton, Adams County), just short of 9-miles. It also includes Colorado Boulevard intersection improvements, traffic signals at Holly Street and lighting installation at Riverdale Road with construction starting in 2024. Some upcoming events are the Segment C Public Opinion Survey that is currently on-line and will be for another three weeks, the link is there if you want to check that out and the CO7 Coalition Bus Tour which I will let Tammy talk about.

*Tammy Herreid* – Thank you so much Steven and Dan, that was great overview of CO 7 and all the work that is being done currently. I have one more thing, if everyone that is on here from CDOT for the CO7 project, if you could please put your information in the chat box, name and role, that would be great. I will let Karen talk about the bus tour when she does the Commissioner's update.

*Carson Priest* – Who is projected to run the bus starter service in a couple years? Is it RTD, CDOT or someone else? Then for BRT service, who would operate that?

*Sarah Grant (Broomfield)* – We as the Coalition supported the application but Boulder County was the actual lead on that TIP application so they will be responsible for the implementation. We, as stakeholders, agreed that we would first secure the funding and then it would go out to bid, open to any transit operator in the state of Colorado to bid on. We have put together a group with at will work with Boulder County on how we will move forward with the RFP.

*Kent Moorman* – To add onto the second part of that question regarding BRT, we need to get the starter service going to establish service. If we go after FTA funding for NewStarts we will need to show ridership numbers, they require existing plus potentials ridership numbers.

*Shawn Poe (Commerce City)* - Regarding previous studies for the possibility of realigning highway 7 around US287 or Arapahoe Road to get it farther south. Is that still an option?

*Dan Marcucci* – As far as the 2013-2015 PELs determined that the “Lafayette Bypass” (term used back then) was not the best option. One, it encroaches on Open Space and the destination of traffic coming from Brighton was split between going north and south. The bypass went away at that point and moved into improvements for the traffic movements. Our current work includes improving that local network for safety and traffic flow, which is part of Segment C for this project, plus two other local projects.

*Commissioner Lynn Baca* – Adams County just got back from the Commission of Counties where we met with the U.S. DOT. We were talking about this to our congressional and state delegation and the U.S. DOT as our BRT priority for the county is highway 7 and Federal Blvd. So, all our your communities and RTD and CDOT are being talked about that the federal level as being great partners for the CO7 Corridor and the I-25/CO7 Mobility Hub. Is there an opportunity that we can all make this a legislative priority and can we go in on any funding grants? Particularly the IJA funding, like an east and west collation? I think it would look very strong to a federal delegation if we all come together for federal funding.

*Chair Greg Mills* – Thank you for representing us there. I will be going to the National League of Cities next month and meeting with some of those same folks and advocating for this as well.

*Trustee Emily Baer* – We just had a meeting last night with City & County of Broomfield to go over this same project and there is just so much happening on the CO7 corridor that is hard to wrap your mind around all of it. Does the interim Mobility Hub at I-25 include improvements along CO7 to make it accessible to pedestrians and cyclists all along the corridor?

*Sarah Grant* – The interim Mobility Hub improvements are focused just on the station improvements, so the slip ramps, the park-n-ride, the pedestrian bridge over I-25 connecting the slips ramps. For Broomfield, our development community is responsible for making the sidewalk and path improvements along CO7 so they will come in piece-by-piece as developments take shape. For Broomfield, we know there will be gaps and at this point we are thinking that move people will be driving to the park-n-ride. We are excited that RTD is considering a North Broomfield FlexRide that would connect to the Interim Mobility Hub.

*Kent Moorman* – On the southeast corner it’s proposed that it will tie into the existing path we have that services bicycles and pedestrians already along Larkridge and tie into the proposed park-n-ride there.

*Carson Priest* – I just wanted to revisit Commissioner Baca’s inquiry about funding and give CDOT a chance to respond with any thoughts or issues around IJA funding.

*Commissioner Karen Stuart* – We have a group at CDOT that look at opportunities for this type of funding throughout the state of Colorado. Highway 7 and I-25 are on their radar for any kind of federal funding that would come through that the criteria would be applicable for. When pursuing federal funding we always look for partnerships and local match, but we also look at

projects that meet the criteria that have a good opportunity to make them competitive. I recommend that NATA and the CO7 Coalition send a letter to CDOT, attention to Director Lew the Transportation Commission and the Executive Management Team to encourage us to consider any opportunities for joint applications for funding ops.

*Kent Moorman* – I want to add on that the whole purpose of the CO7 Coalition is to get our projects line up so that they are successful for pursuing grant funding and also as developers come in for building and funding development opportunities. It will be a combination of IJJA, grants, state and local funds, and developer private funds.

*Sarah Grant* – we are setting us these projects for that once we are in the pre-construction phase (90%), we can feel more confident in pursuing these funding options because we have mitigated all those risks through the preliminary engineering and pre-construction activities. We know exactly what we are going to build and how much it is going to cost.

*Steven Henry* – I wanted to point out a few webinars that Jan Rowe with CDOT put in the chart box that are coming up this next week about funding.

*Mayor Guyleen Castriotta* – We recently went to DC with the NW Mayors and Coalition to advocate for public transportation and infrastructure funding. When we met with our state representatives about this, they listened, and I believe that the strength in numbers and speaking with a unified voice was very powerful. I think we really made an impression with them on CO119 and CO7.

*Tammy Herreid* – I want to thank our CDOT CO7 staff for coming today and taking time out of their schedules. Thank you for coming and giving this presentation to NATA today, it's been almost a year since we had you here last. A lot has changed in a year and a lot is going to change in another year. We have a pdf of the CDOT presentation so if you want it, just let us know. Thank you.

### **CDOT Commissioner Update**

*Commissioner Karen Stuart* – I want to start with the proposed bus tour of CO7 that is proposed for April 28<sup>th</sup>. I came out of the last CO7 Coalition meeting, some of the members attended the I-25 North Managed Lanes tour and thought a similar tour on CO7 would be helpful. I hope we have a good turnout for this, and as you mentioned Mayor Mills there has been quite a bit of improvements on the west side of I-25 but the east side needs some love and attention.

There has been a lot of changes at CDOT over the last year and we had another major change this week when the Director of Transit and Rail, Amber Blake, gave her resignation. Amber has been in charge of Bustang, all the mobility hubs, etc. Jennifer Phillips, is the new assistant for Bustang bus operations is very excited about working with us. We recently had a meeting with her to invite her to come to NATA to talk about the Mobility Hub and the 10-mile mobility hub master plan that CDOT has and how that will impact I-25 and especially us with the hub at CO7, which I think is the largest hub on the network. Carson is working to have her come present to NATA in April.

At the last Transportation Commission meeting, our new Chief Engineer presenting this Safety Brief slide for us. Carson can send this to anyone that wants it. We are headed in the wrong direction for fatal and severe injury crashes, they are getting worse and more often. Fatalities are the highest since 1981. CDOT's safety emphasis areas are Safe Roads, Safe People, Safe Driving, and Post Crash Care which

equate to a Safety Culture. Lastly, is the Segment 2B options on I-25, from the Mouse Trap up to 104<sup>th</sup> to try to fix the safety issues here. With the current study that is going on, we are down to three options, all of which contain the Center Loading Platform, which was in the original EIS and EA at 84<sup>th</sup>. These options include: (1) grade separated center bus station, bus ramps to 88<sup>th</sup> above I-25; (2) elevated bus station and (3) at-grade center bus station. The cost for something of this complexity is not covered under our 10-year plan. The Executive Management Team at CDOT is committed to finding funding so that we can move this along. CTIO is going after a TIFIA long for Segment 5 on I-25. I would like to have Nick Farber come to NATA this spring/summer to talk about the TIFIA loan and how it relates to Segment 5.

## **RTD Directors Report**

*Director Vince Buzek* - The Fare and Equity Analysis at RTD which is moving forward quickly and we should have some decisions by the end of this year regarding the future of that process. The goal is to reduce fares and simplify the fare structure to make it easier and more user-friendly for riders. The NW Rail Study, which is the "B Line", was approved for \$8M from RTD to perform a Peak Service Plan Feasibility Study. The study is proposing 6 trips per day or 3 trips at am and pm peak times.

*Director Troy Whitmore* – RTD had made better efforts to active members of coalitions and such to be more engrained in the communities and partnering on projects. Several of us will be going to APTA in mid-March and meeting with our legislators as well so hopefully we can continue to send the message on funding for the CO7 Corridor as well. The RTD Operations and Safety Committee is reviewing and revising our Code of Conduct at RTD and we are set to finalize it next month. Lastly, Zero Fare for Better Air August will return this year, and we are excited about the opportunity to get to do this again.

*Michael Davies (RTD)* – We are following HB1101 which is something the Board of Directors has taken a support position on. It is making some tweaks for us to use any unspent funding from the 2022 grant cycle, making it available in 2023. This may also give us some flexibility around when the "zero fare month" takes place.

*Mayor Guyleen Castriotta* – What does the timing of the North Broomfield FlexRide look like?

*Michael Davies* - It's part of the May service changes, on May 28<sup>th</sup>, so we will know more about that when it comes before the board at that time.

*Meeting Adjourned at 8:49 am.*