

NATA Board Meeting Agenda

April 27, 2023

7:30-8:45am

In-Person Only

Adams County Human Services Center
11860 N Pecos St, Westminster, CO 80234
Apple A/B Conference Rooms

NATA Members (who signed in)

Lynn Baca	AdCo Commissioner	Jay Jaramillo	Northglenn Council
Chris Chovan	Adams County Staff	Sara Dusenberry	Northglenn Staff
Greg Mills	Brighton Mayor	Carson Priest	Smart Commute
Chris Montoya	Brighton Staff	Tammy Herreid	Smart Commute
Guyleen Castriotta	Broomfield Mayor	Danielle Ranum	Smart Commute
Sarah Grant	Broomfield Staff	Jessica Sandgren	Thornton Mayor ProTem
Shawn Poe	Commerce City Staff	Kent Moorman	Thornton Staff
Emily Baer	Erie Trustee	Nancy McNally	Westminster Mayor
Kevin Ash	Frederick Staff	Debra Baskett	Westminster Staff

SC Members (who signed in)

Jordan Meadows	Broomfield Chamber	Nathan Batchelder	CRL Associates
Neal Goffinet	FHU		

Agency Partners (who signed in)

Karen Stuart	CDOT Commissioner	Christa Curtiss	CDOT
Stephen Henry	CDOT	Vince Buzek	RTD Director
Danny Herrmann	CDOT	Michael Davies	RTD
Jennifer Phillips	CDOT		

Guests (who signed in)

Paul Jesaitis	EST		
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Welcome, Introductions and Pledge of Allegiance – Chair Greg Mills

Chair Greg Mills welcomed participants and attendee and led the attendees in the Pledge of Allegiance. Mayor Mills reminded attendees to please sign in.

Approval of February Meeting Minutes

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

Quarter 1 Treasurer's Report – Treasurer Emily Baer

Trustee Baer - My report is a reflection of Debra Baskett's work. We had a Carryover Balance on 1-1-2023 of \$4,265.54. 2023 Membership Dues total \$29,484.00, with a Total Operating Income of \$33,749.54. 2023 Operating Expenses, paid to Smart Commute, was \$16,000 for NATA Administration and \$12,500 for Smart Commute Membership Dues, bringing our Net Operating Cash Balance to \$5,249.54. Thank you to Westminster for continuing to manage the financials. Smart Commute fees have been approved for payment and Debra Baskett has processed these payments.

A motion to approve the Q1 Treasurer's Report was made by Mayor Nancy McNally seconded by Mayor ProTem Jessica Sandgren and approved unanimously.

CDOT Commissioner Update – Commissioner Karen Stuart

Commissioner Stuart – We had our Transportation Commission meetings last week and there wasn't a lot on the agenda worth covering today. The cost for ice & snow removal far exceeded the budget statewide this winter. We had to tap into our contingency fund for a \$20M to replace those funds. We put in \$25M for critical paving work statewide. Colorado is a very unusual state, most states don't get the combination of the drastic temperature fluctuations along with the amount of tourist traffic. We also put in \$8M for interstate paving on I-70 east from the Kansas boarder into Colorado.

CDOT added a new Equity Division last year. We just approved 4 FTEs to administrate it, which will increase within the next year. CDOT has a lot of vacancies in a lot of departments to fill. We have increased wages, and we build some employee housing off I-70 on the west side of the Eisenhower-Johnson Memorial Tunnel. CTIO approved a TIFIA loan last week for \$501M. This includes \$154M for the express lanes work on Segments 7 and 8, and \$324M for Segment 5 on north I-25. Nick Farber, with CTIO, will come talk to us about the TIFIA loan and how it affects Segment 2, the future funding for Segment 4, and the future funding that will come out of 6-7-8 for future tolling. The TC wants to do another I-25 tour, so once we set that we will let you know to that we can invite you, probably sometime this summer. The CO7 tour from Brighton to Boulder is tomorrow.

Mayor ProTem Sandgren – Regarding homeless cleanup, what is the budget and how are the efforts going? I noticed recently there is a new camp by I-25 & 84th.

Commissioner Stuart – The Transportation Commission put in another \$50M in the budget for the camp clean-ups. I will let our maintenance people know about that one at 84th. This is an ongoing problem for CDOT and the Maintenance Division. Steven Henry, can you call someone to let them know about the one at 84th?

Commissioner Baca – Regarding the additional funding for the resurfacing projects, is that already programmed? If so, can we get a list for that?

Commissioner Stuart – Yes, it is and I can get that list to you.

Mayor Castriotta – We have an issue in Broomfield near Dacono near the CDOT property where RVs have started dumping waste there, they are parking in the drainage area which is causing a water quality issue. I can send you the email Karen.

Commissioner Stuart – Yes, please send me that.

Mayor Mills – Thank you Commissioner for being so responsive to our concerns and issues, we appreciate that.

Carson Priest – Can you talk about Kyle Mullica’s CDOT 10-year plan bill?

Commissioner Stuart – I don’t think it will make a big difference to NATA but for CDOT it will require us to be more transparent to everyone regarding the 10-year plan projects and the extensive details. The bill requires more info on what is required to do these projects fully. We need to communicate on what CDOT’s plans are to finish the partially completed projects. Basically, it means more information will be available on each of these projects. I appreciate Kyle Mullica putting this in there so local governments can find this information easier.

RTD Directors Update – Director Vince Buzek

Director Buzek – Welcome to my District (District J). We have a few things going on at RTD, the Northwest Rail (NWR) Study is going on. The Fare Study & Equity Analysis is ongoing, and we will be taking some action on that very soon. The Tuesday evening Board Meeting was all about Zero Emissions including transitioning to a Zero Emissions Fleet. Unfortunately, some of our zero emission busses will not work at this time, but we have passed the first ever Zero Emissions Policy at RTD. It says we will become “Carbon Neutral” by 2050. We also did a Fleet Transition Plan for the diesel vehicles. We currently have over 1,000 diesel buses with approximately 600 on the road at any one time. When I served as Board Chair, I started this committee and today they have grown to this, quite exciting. Like CDOT, RTD is also short staffed and underfunded. We are working with the current Administration and making some headway on bettering the relationship and getting them to see the importance of RTD and how we can advance the goals of bettering the climate, but we need funding from them in order to help.

Debra Baskett – Can you share a bit about the maintenance cost for the zero emissions buses?

Director Buzek – Yes, it is a whole new concept for the maintenance of these buses and the infrastructure to support it. The infrastructure and maintenance are completely different than diesel, that would need to be purchased and built, which takes money.

Mayor ProTem Sandgren – Are we starting to see ridership come back or is this the new normal? When does the next schedule change happen and when will these numbers impact that?

Director Buzek – The ridership numbers have plateaued recently. We have seen some increase but not what we want to see. We have some increase in demand on some routes and are seeing demand increase, just very slowly.

Mayor Mills – Nationwide public transit ridership is about 80% of what it used to be pre COVID.

Director Buzek – We are doing a lot better than other of other agencies of similar metropolitan size in the US.

Carson – Can you talk about the Zero Fare program this year?

Michael Davies – Yes, the bill passed, and we are urging the Governor to get him to sign the bill. It is RTD's intention is expand that program past August and do multiple months.

CDOT Mobility Hub Plan Update – Jennifer Phillips

Jennifer Phillips – Good morning, I am Jennifer Phillips, the Interim Director for the Division of Transit & Rail (DTR) at CDOT. I also have Christa Curtis here, and amazing intern here at CDOT that does GIS. She will write down all your questions that I can't answer, and we will get the answers to Carson to send out. Today I am going to talk to you about CDOT Mobility Hubs Plan. CDOT's Mobility Hub Vision is to re- envision the traditional Park-and-Rides into Transit Centers aka Mobility Hubs. A mobility hub is defined by CDOT as the focal point in the transportation network. We have developed the Statewide Transit and Statewide Transportation Plans concurrently to think comprehensively about the transit network.

How do transit projects and mobility hubs develop at CDOT? We gather candidate transit projects per the Transit Development Plan which is updated annually and represents the universe of transit projects. We make rough location and function decisions to identify the best areas and then prioritize projects based on our selection criteria. There are six categories of Selection Criteria that we use to evaluate a project: (1) Project Readiness; (2) Strategic Nature - Funding; (3) Supportive of the Statewide System; (4) fits in the Strategic Transit Plan Goal Areas; (5) Strategic Nature – Operations; and (6) Additional Factors. Then each project is ranked from Poor to Excellent. Then we evaluate the locations based on distance to nearest mobility hub, operations, site constraints, and travel patterns. There are also three types of typologies we evaluate them on: Type 1 is low amenities, rural area, low ridership; Type 2 is medium amenities, higher ridership, some supported land; and Type 3 is high boardings and high-density area. An example of a Type 1 mobility hub is the North Pueblo site (located 1.5 miles from the interstate at a cost of \$4.5M). A Type 3 mobility hub is the Centerra Hub in Loveland (located directly off I-25 at a cost of \$21M). The various recommended amenities for mobility hubs are based on what Type of hub it is, 1, 2 or 3 and the regional and multimodal connections.

Preliminary design of infrastructure & unique characteristics used as guidelines and standards include pedestrians, bicyclists, station amenities, multimodal connectivity, Transit Oriented Development, and renewable energy. We then look at funding options such as FTA grants, state & local funds, and Public-Private Partnerships (P3). We also have templates and guides that we use for implementation like Basis of Design, specifications and design standards, operations and maintenance (O&M), and a full Mobility Hub Handbook we have developed. Our O&M matrix includes a template to define the responsibilities of various elements; Agreements for internal divisions and external agencies (such as Division of O&M, Intelligent Transportation Systems (ITS), Property Management, and Security); additional Agreements determined for each Mobility Hub; efforts to begin design during the Design Phase; detail specific Task, Narrative, Location and Frequency; and defines Interlocal Government Agreements. Next Steps are to develop individual Mobility Hub Area Plans (MHAP) which includes a prescoping activity, then a handoff to the region to support delivery with continued DTR oversight.

The I-25 & CO7 Interim Transit Hub will be a Type III Mobility Hub at ultimate build out to the design in the Mobility Hub Handbook. The area plan for the hub is completed and the scoping project development and design is currently in process. The Interim Hub (first phase) has a \$16M budget with \$2M allocated for design (a 12-month process) and \$14M for construction in 2024. The short-term vision

(aka Interim Transit Hub) includes a new parking area, bus stations (northbound off-ramp, southbound on-ramp, and a pedestrian bridge over I-25) and sidewalks. The long-term vision (ultimate build-out) includes a proposed diverging diamond interchange, central median mobility hub (interim stations would be removed for this) and expanded parking areas. Future Planning/Updates for DTR include an Intercity and Regional Bus Network Plan, Long Range Statewide and Transit Plans, Construction Manual, and a Local Transit Agency Manual.

Bus Rapid Transit (BRT) is something we are also working on. BRT will have a higher frequency service (10-15 minutes headways) with a rail-like operation and feel with dedicated lanes and/or signal priority. It will have stations instead of bus stops with sidewalk improvements and station amenities and are more aesthetically pleasing than a standard bus stop. BRT can support both development and redevelopment. They are associated with positive development and job growth (per the 2015 NITC report) and the 2013 ITDP report found both BRT and light rail stimulate economic development. One example of this is the BRT on Colorado Blvd., a 6.5-mile corridor with over 1M boardings per year.

We are growing the North line of the Bustang. With SB180 we received \$30M for expansion and marketing for Bustang. The Outrider System, Denver Union Station to Craig, just launched as well as Colorado Springs to Trinidad. We are looking at adding a second bus from Denver to Crested Butte. Our Bustang to the Broncos ride had a total of almost 2,000 riders on the south and north lines last year. We will launch that service again in September. Elkstang is our service that runs from Denver Union Station to Estes Park and runs summer to fall. This year we are adding a stop in Broomfield and will have two buses on Saturday and Sunday. You can also take this Rocky Mountain National Park and you don't have to worry about the timed entry system. Looking ahead we are focusing on a Bustang Expansion Study, Electric Bus Study, vehicle purchases, Connected Colorado, and Summer Transit Town Halls. Connected Colorado would be a statewide system app and we are working with several other state agencies to plan your trip through the app. We will be the first State in the Nation to use it as a state-wide app.

Mayor ProTem Sandgren – Regarding Interim Mobility Hubs, how many other of the full hubs were interim before full buildout and why?

Jennifer Phillips – I'm not sure, the I-25 & CO7 may be the only one. I think it's because it didn't receive full funding to ultimate buildout. I will have to get the full answer to you.

Mayor ProTem Sandgren – Will Bustang be stopping at the CO7 interim hub? Sooner than later?

Jennifer Phillips – I believe we are planning on stopping there when the interim is built. We are not allowed to stop in the RTD District, so that is part of our challenge.

Mayor ProTem Sandgren – I think it would be interesting to see that section, that we all know is extremely congested. How that affect anything you are trying to get through there since we don't have a bus stop there or a Bustang stop, and our trains don't run in a way that makes any sense, so you always have congestion there.

Steven Henry – The Interim Hub at CO7 is being built with the intention of having buses stop there, both Bustang and RTD. We are partnering with RTD to see how we can get both services to stop there. My guess is to why it is isn't fully funded is simply money. The Interim Hub is \$16M and the full build-out is like twenty times that price that and finding that amount of money right now isn't feasible. The Interim

Hub should open in 2025 which will also line up with the bus starter service on CO7 from Boulder to Brighton.

Mayor ProTem Sandgren – This is just another unfunded project that will not be complete any time soon, similar to our 84th Crash Corridor project that is unfunded and incomplete, as well as our N Line that is unfunded and incomplete. Now we hear about CTIOs giant loan that is all going to north of us. I know there is no money, but we always seem to get the short end of the stick. So now we have CO7, the Crash Corridor, the Mobility Hub at I-25, the N Line, the NW Rail Line.... there are just so many unfunded and incomplete projects in this area, and I don't understand why or what we need to do to get one of our projects finished.

Commissioner Stuart – Six or seven years ago, the CO7 Mobility Hub was the only one that anyone was talking about at CDOT and then all of a sudden, the new administration comes in and starts talking about it all over the metro area. All of a sudden, we start seeing them pop up all over the place and ours is still not done or even started. Our section of the metro area has been ignored for years. From your point of view what can we do as NATA to bring more attention to our projects?

Mayor Mills – That's a great question what do we do?

Commissioner Baca – Part of the issue here is that Adams County has ALL interstates in the metro area that run through our county. This makes it hard for us to pick a specific interstate to advocate for. What are we missing? How can we advocate? Do we need to come to a CDOT TC and speak? We have been advocating for years for public transportation before all the development came.

Jennifer Phillips – I would suggest attending the Summer Transit Town Hall in Denver (I will send it to Carson) AND Intercity Regional Bus Plan. I can work with Commissioner Stuart and see what other things would be valuable to you to attend.

Mayor Mills – Thank you Jennifer. We have to wrap up because the room is needed for another event.

ADJOURN @ 8:40AM