

## NATA Board Meeting Minutes

May 25, 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

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### NATA Members (who signed in)

<b>Lynn Baca</b>	AdCo Commissioner	<b>Kevin Ash</b>	Frederick Staff
<b>Chris Chovan</b>	Adams County Staff	<b>Ben Ortiz</b>	Longmont Staff
<b>Greg Mills</b>	Brighton Mayor	<b>Carson Priest</b>	Smart Commute
<b>Chris Montoya</b>	Brighton Staff	<b>Danielle Ranum</b>	Smart Commute
<b>Guyleen Castriotta</b>	Broomfield Mayor	<b>Karen Bigelow</b>	Thornton Council
<b>Shawn Poe</b>	Commerce City Staff	<b>Julia Marvin</b>	Thornton Council
<b>Emily Baer</b>	Erie Trustee	<b>Kent Moorman</b>	Thornton Staff
<b>Malcolm Fleming</b>	Erie Staff	<b>Nancy McNally</b>	Westminster Mayor
<b>Stephanie Lubanovic</b>	Federal Heights Staff	<b>Andrew Spurgin</b>	Westminster Staff

### SC Members (who signed in)

<b>Jordan Meadows</b>	Broomfield Chamber		
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### Agency Partners (who signed in)

<b>Karen Stuart</b>	CDOT Commissioner	<b>Vince Buzek</b>	RTD Director
<b>Danny Herrmann</b>	CDOT	<b>Troy Whitmore</b>	RTD Director
<b>Nick Farber</b>	CTIO	<b>Michael Davies</b>	RTD
<b>Piper Darlington</b>	CTIO	<b>Kaylie Haberstroh</b>	Congresswoman Caraveo

### Guests (who signed in)

<b>James Maiden</b>	Citizens Climate Lobby	<b>Jason Pock</b>	Westside Investment Partners
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### Welcome, Introductions and Pledge of Allegiance – Chair Greg Mills

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

### Approval of April Meeting Minutes

*A motion to approve the minutes was made by Mayor Nancy McNally seconded by Mayor Guyleen Castriotta and approved unanimously.*

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

*Carson Priest* – I will keep it short, Smart Commute is out and about communities for the summer season. The logo for Bike To Work Day this year is very retro. On the left is a map of all the stations in the north metro area, not all stations are shown yet, but this is most of them. We are supporting several stations in the north, but the four that we are supporting in-person in the morning are the Northglenn EB Rains Park Station and the Confluence Station in Adams County. In the afternoon, the Bike Home stations we will be at are the Baseline Station in Broomfield and Denver Premium Outlets in Thornton. Any of these stations that you are interested in coming by, I encourage you to do so.

Outside of BTWD, we have our summer events that we out at. If you have events in your area that you are interested in having us at, please let us know, we will do our best to be there. We try to spread out small staff to spread the word about transportation options. We have done a few things already such as the BTWD Workshop on May 19 and the Northglenn Food Truck Fest on May 21. Upcoming we have Thornton Fest on June 3; Broomfield Baseline Take to the Trails on June 9; BTWD on June 28, Brighton Full Moon Bike Ride on July 3rd and then our RTD Final Fridays at various locations on May 26, June 30 and July 28. Final Fridays is our RTD outreach at the Park-n-Rides and the N Line stations talking to riders about the latest RTD initiatives, thanking them for riding, answering questions, taking comments and sharing that information back with RTD. Again, we do that every Final Friday from spring through fall.

*Chair Mills* – In Brighton, we have our Full Moon Bike Rides from April through September/October, we appreciate you coming out and supporting us. The same day as Thornton Fest we have our Brighton Summer Fest and would love to have you as well. Good job.

## **RTD Directors Update – Directors Vince Buzek & Troy Whitmore**

*Director Buzek* – I have been out of the loop for a few months, so I am going to let Troy Whitmore tell you what's going on at RTD.

*Director Whitmore* – One of the things our communications staff has started doing is providing a tool to the board to make sure we are up to speed on information for presenting on RTD. Stuart Summers is providing us with an update right after the board meetings so that we can share it with groups like this. We just presented this update to Commerce City Chamber at a leadership class and then Vince and I are meeting with Thornton officials on June 6. If you have any meetings like this that you would like to have us present at, let us know and we can make sure one of us is there. The system-wide fare study is coming along, it is taking a long time but we are being very diligent in working through that process. We have had a great deal of input from the public and stakeholders like yourselves.

*Michael Davies* – Public comment is about to close. We will address those comments and then present them to the board in July for review and approval and then it will go to RTD for implementation in Spring 2024.

*Director Whitmore* – We have one preferred scenario which reduces fares and simplifies the ticketing process. This will be huge for both part-time users and new users, as it is quite intimidating right now. Also decoupling the regional vs local fare and make it one fare with discounted fares and simpler pass programs. This has been a long process but long overdue. Staff has been working on our LIVE program

expansion to make things more affordable and less complicated, such as discounts going from 40% to 50%; increasing the income threshold from 185% to 250% of the federal poverty level; a comprehensive engaged and public action plan; exploring testing means beyond the system. Then there is also work going on all the various pass programs to make them easier to utilize and more generous for those that would like to take advantage of those programs, with a deadline of July 23.

Respect the Ride campaign in July is a revamp of our previous Code of Conduct campaign. The new name, Respect the Ride, gets us more focused on the issue of providing a safe and convenient ride for everyone. It also helps us to accurately deal with disruptive and unlawful behaviors. We will be talking through this at our July committee meeting and then to our July Board meeting to finalize it. We have a new police chief and are moving some security officers into RTD police officers which will give us more sworn officers to assist with safety and lawfulness. We are looking forward to getting this going.

*Michael Davies* – I just want to touch on our Zero Fare for Better Air campaign. The board will have a chance to approve that this month. The Colorado Energy Office has awarded us this grant, so just need the board's approval to push it out. Our plan is to do both July and August this year. Carson, we will be sure to get you all the promotional materials so you can push this info out as well. There is also a pilot program for Zero Fare for those riders 19 years old and younger which will ride free for the entire year. We would like to begin that in September, so it rolls right off of Zero Fare for Better Air and is available for the entire school year. It is a pilot so we can collect all the necessary information and data for FTA for approval and does apply by the Civil Rights Act as well.

*Director Whitmore* – Thank you for that additional information, we were very pleased that you were able to move that bill through the legislature, able to allow us to do the Zero Fare for Better Air campaign for two months this year instead of one month last year.

*Director Buzek* – Going off what Troy said about the Respect the Ride, which is an important issue for me, since it explains how you should behave on public transit. You wouldn't think you need the rules, but you do. We got push back on the Code of Conduct initially saying it was a bit too heavy-handed so we came back, made some modifications, changed the name and it has received much more support and approval. Also, the low/no emission transition plan is underway, we are putting together a formal plan that is required for us to pursue some specific grant funding for low/no emission vehicles integration into our fleet with the goal of transitioning our entire fleet low/no emission vehicles only.

*Trustee Emily Baer* – I am excited to hear about this Zero Fare for youth, that sounds like a great program, especially since RTD is trying to extend the JUMP line to service our high school since our high school currently has no RTD service. I was curious about the security measures and increased police force. Is RTD also bringing some type of co-responder that can deal with a mental health crisis?

*Director Whitmore* – Yes, we have one staff member that solely focuses on that along with security or police officers. We will be looking at that to see if the need is there to expand the staff for that. We also have a Homeless Specialist that works with the RTD police force and security. One of my constituents has personally had interaction with this staff specialist to help with the disruption they have experienced at their place of business from the homeless over the past few years and they have been an important piece to helping increase the safety and

decrease the disturbances as their place of business. We would like to expand this staff as well but will need to seek grant funding to do so.

*Mayor Nancy McNally* – Thank you and I am so excited about the Senior Pass. Any information you have we can share, as we have a lot of seniors, that we can use to remind them it's coming.

*Director Buzek* – The other thing I hear a lot about if you are buying your passes individually, once you have met the threshold for monthly, you are done, you don't have to buy anymore that month, you are done.

*Director Whitmore* – Coupled with that Mayor is that if you are a first-time rider and you have a bad experience and you didn't feel safe you aren't coming back. We can't afford to lose new riders because they had a bad initial experience.

*Councilmember Karen Bigelow* – Thank you and I agree with Mayor McNally on the Senior Pass. We have a community center that is closed right now so we have a lot of seniors that need to get to our Active Adult Center or the other Adult Community Center. The buses are going to be crucial for that. As far as our kids, we have so many kids that ride the bus for our public and charter schools, so I want to be sure we get all that info out the schools. I work with a lot of the school districts so I would be happy to help with that.

*Director Buzek* – I also want to say hats off to Karen Stuart and Nancy McNally that served on the Pass Program Working Group because these things we are talking about now, those items that people tried to advance during that Working Group but were not successful. But now we are taking their efforts and finally getting some movement forward on them.

*Carson* – I want to say the Broomfield North FlexRide service that we have been working with the City and County of Broomfield on launches next week on Tuesday. We are doing an outreach plan to try to get people on the bus that first day so they can get use to ridership. We are working with Anthem Ranch right now since they have a lot of residents and a lot of communities within it. That service with overlap slightly with our 144<sup>th</sup> FlexRide service area to people can easily transfer to get to employment centers. We would like to get the word out as much as possible about it to prove the point to RTD that FlexRides are a good option for the north area.

*Commissioner Lynn Baca* – I appreciate all the work that the generations of the RTD Directors have done in the past and currently with trying to move the needle forward with RTD up here. It is being noticed that RTD is listening and making the changes. The Simon Group, the Denver Premium Outlets, is looking to have a bus stop with either a bus or micro-transit from Wagon Road Park-n-Ride for their young workers. They want to relocate the current stop to the East Side.

*Kent Moorman* – Yes, we (Thornton) are working with them on that.

*Carson* – Yes, we are working with Thornton on that. The problem is they put the bus stop on the West side of the facility and when the 144<sup>th</sup> FlexRide comes in, it has to go all the way round the mall to get to the bus stop which loose travel time. It's really nice but the idea is to move it as close to Grant as possible to make it more manageable and readily accessible.

*Chair Mills* – They need to put a stop over the by the In-and-Out Burger to help with that drive thru lane and full parking lot.

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

*Commissioner Stuart* – Thanks for having me to give a CDOT update. First, I want to say we did the 4P process with Boulder County and their cities yesterday. 4P is Project Priority Programming Process, which we do every four years to update the STIP, to get community input, to get an idea of the progress we have made on the current STIP, to talk about stakeholder needs, and things that have changed within communities. One thing I heard a lot of yesterday is their transit and talked quite a bit about CO 7, which was interesting. There was a lot of reference to the CO 7 tour we took last month, and who is going to provide transit on CO7, how is that going to work, and how we allocate more money to the corridor. One of the interesting things that came out that meeting yesterday was the disconnect we have at CDOT between the CDOT's Division of Transit & Rail and CDOT. We are not communicating the way we need to be, so I think our Regional Director, Heather Paddock, will go back and talk about how we have to intertwine our CDOT departments to better serve our constituents.

At the TC meeting last week talked about budget and always have a budget amendment. Our 10-year plan budget process, and last week we transferred \$850,000 OUT of the 10-year plan and INTO air quality monitoring process that is related to 10-year plan. This money is to monitor the air quality plan per project as they move forward through the 10-year plan. We will have an update on the GHG Process this summer as we look at the next iteration of it in October when we have an opportunity to see if we are meeting the thresholds we need to meet. Keep in mind all of your projects that are in the 10-year plan are being evaluated against the GHG mitigation efforts that CDOT has. We have public comment period at the beginning of all of our TC meetings, and the same message we keep hearing this month is do something about the roads, the quality of your pavement is terrible. We have several people that were on the eastern plains that have serious concerns about the degradation of the road coming out of Kansas into Colorado. We have several factors that contribute to the issues with our roads such as low temperatures, high temperatures, high tourism, high commerce (esp. big truck traffic). We obviously don't have enough money to continue that asset protection. At CDOT, we are seeing this a lot, esp. this year following such a hard winter which lead to the report on the winter season repairs and the anticipated needs. As snowpack melts, avalanche and flooding increases, cause even more road damage. We have a healthy budget for the winter season repairs, around \$275million but this isn't enough for the entire state, so we have been moving money out of the contingency fund as needed.

We had a lengthy report on Glenwood Canyon, a history of the area and then on what the issues are happening. When it was built, it was done so to accommodate the beautiful views along the canyon, which is why the guardrails are at a certain level, to not impact your views. Because it was built this way, we can't use standard materials when it needs to be fixed and needs to be special ordered, which means we don't always have it in stock. We have had a lot of impacts to that area between the fires, flooding, rock falls, and although we have a partnership with the Forest Service, CDOT has to take care of these issues because it is road based. So, we must keep up with these repairs as quickly as possible, closing I-70 for any amount of time has a huge impact on locals, commerce, and tourism. To do the repairs that we really need to do and to have product on-hand available to make immediate repairs amounts to about \$260 million that we don't have programmed in the budget. We have gone after a \$26 million Federal Grant for this, but is only a portion of what is needed. It was a great discussion on the unique challenges Colorado faces on maintained good roads that goes from plains to mountains to desert

which reminded us there is a lot to do around the state of Colorado with the little amount of money that we have.

Fiber network through out the state, especially in the rural areas, has an opportunity to be put in as roads are being repaired, maintained or established. There is a cost and legal consideration associated with this, but communities on the western slope & rural areas have asked CDOT to be more aggressive about allowing other companies to use the fiber that we put in or partner with us on the expense of internet fiber. So, we have put together a sub-committee Task Force, like the GHG Task Force, but this is specially for fiber application. The brought to us a beginning process of how we would do a fee-based right-of-way fiber access agreement with communities and businesses who want to be able to partner with us and get some of the fiber that we are putting in, it is very complicated.

*Chair Mills* – I do want to give compliments to Commissioner Stuart, she is very responsive if you reach out to her.

*Commissioner Stuart* – Thank you, kudos to our professional staff that try to respond to questions and needs as soon as possible. Region 1 did step up the plate to get the potholes filled on CO 7 and then we will get that overlay done in the next fiscal year.

*Director Buzek* – I was driving yesterday on CO 7 from Brighton to I-25 and CDOT crews were out there working on the potholes.

*Chair Mills* – Ever since the rains a few weeks ago, those potholes have really worsened.

*Commissioner Stuart* – We recognize the significance of CO7, esp. east of I-25, it is really a rough ride, a dangerous ride. I know Jessica Myklebust is aware of that and her crew is looking at that to take care of it.

*Mayor Castriotta* – I just want to thank for you helping on getting the camp issues in Dacono resolved. It was taking months until I notified you.

### **CDOT I-25 TIFIA Loan Update – Nick Farber & Piper Darlington**

*Commissioner Stuart* – I would like to introduce Nick Farber, Executive Director of CTIO and Piper Darlington, Budget and Special Projects Manager. Over the last 11 years with CTIO, Nick was involved in numerous projects in HPTE/CTIO such as US36 P3, Central I-70 P3, C-470 TIFIA Loan, Express Toll Road Master Plan, etc. We are now looking at procurement for our own back offices, right now we use E-470 but CDOT's toll lanes have many more components to them, so we are much more complicated in the way we need to gather data, which has outgrown E-470's capability. In collecting the data, we also need to be able to collect the tolls and be sure those people that are evading tolls by weaving in and out of the toll lanes.

*Nick Farber* – Thank you Karen for the wonderful introduction. On a personal note, I am leaving CTIO on June 15, and Piper will taking over as acting Director as the Board does a search for an Executive Director in July. We changed our name to say what we actually do instead of HPTE. Regarding the Managed Lane weaving, we partnered with a technology company called BLISWAY, that can install a toll gantry in 13 minutes. Currently all of our gantrys are hardwired into the E-470 back office and then into Xcels power source. These new gantrys are solar powered and connect to the cellular and into the Cloud

and easily movable if not connecting correctly. It not only collects the tolls but can also used to catch “weavers”. It will be starting on the I-70 mountain toll lanes in late June and then plan to roll it out to the rest of our express lanes later this year. It will have an extensive public outreach. For the first month, any offences will be zero charge with a notification being sent out in the mail with a letter stating that you were caught weaving illegally on the express lanes and it would have been a \$150 fine but we are waiving fines for the first month to give people an advance notice to not do this, it’s a safety risk and illegal and next time there will be a fine. Next offence will the \$150 fine but if you pay within 30 days it will be \$75 with numerous options on ways to pay. Unlike the Traffic Speeding Cameras and people not paying it, these will actually be tied to your vehicle registration, so if you decide to just not pay these fines, there can be a hold place on your registration. This is partially from the numerous accidents in Segment 2 & 3 that are caused by “weavers” avoiding paying the tolls.

In the middle of the pandemic when funding levels went down, CTIO decided we could borrow the funding for Segments 6-8 by using the TIFIA loan program. It is a great USDOT loan program that we can use on US36, C-470, Central I-70, and now I-25. You get 5-years deferred interest, treasury rates and is an overall great program, but a difficult program to close into.

*Piper Darlington* – I have been the project manager for this effort for the last two years. We are viewing this as a 60+ mile long project and forward thinking with the additional segments that Nick will talk about. We took a \$24 million loan for Segment 3, of which we are able to use the TIFIA loan (a line of credit) to pay ourselves back for that. In total it is a \$501 million loan, of which \$154 million goes towards Segments 6-8 (under construction) and \$323 million for Segment 5 (in procurement), both for CAPEX. We were able to use the success of Segments 2 & 3a as an example to the USDOT to get this funding. We able to show that even during the pandemic these lanes were still be used. Once all these Segments are done and open, then all of these funds will go into paying the debt service for these corridors, each Segment can support its share of the debt. This was our strategy to help save costs and time to get the best deal for the state, by viewing this not as a segment-by-segment view but as an integrated network of 60+miles of transit, mobility hubs and future safety improvements.

You are all very familiar with Segments 2 and 3, and what was built, what is there and what is needed. All the work that they are doing up north (north of our area) with road and interchange expansion, mobility hubs will all benefits the future segments to be done. This (slide) shows how the dollars will flow, TIFIA is very flexible, they are will be to be 2<sup>nd</sup> in line for debt service repayment if we decide to enter into a future loan, bonds or any other type of financing that could benefit Segments 2 and 3 in the future. Ultimately this is a pledge, that basically all the revenue that comes in from the opened segments, flow into one pot out of which debt service gets paid back first and then that flows down to what would be our operating costs for these segments. Senior Bonds Debt Service and Reserve and accounts we built in for funds that can be used for possible future financing. At the end is Excess Revenues that goes into a Surplus Account with will be available for any lawful purpose under CTIO and how we can use those tolls. These funds stay in this corridor and for use in this corridor.

*Director Whitmore* – Can you define Excess Revenues better for some of us that don’t understand what you are talking about?

*Piper* – Pledged revenues are the tolls that are collected on every Segment that is operational along with interest earned, fines, etc., basically, any revenue we are generating in those operational express lanes. From this comes out our payments for Debt Services, monthly

obligations, other payment due and what funds are left after these payments is the Excess Revenues which we can reinvest in areas we deem necessary in the corridor.

*Director Whitmore* – So those funds will stay within the structure of the corridor?

*Piper* – Yes, the Excess Revenue is for this I-25 corridor, segments 2-8.

*Kent* – Do you have any idea of what the revenue projections are per year?

*Piper* – I don't have that number off the top of my head, but I can come back to you. Once Segments 6-8 open and tolls coming in, should be the beginning of 2024, we will have a better idea of what that will look like. I can come back and update the group once those Segments are open. I don't have an exact number but there will be fund there for other projects.

*Commissioner Stuart* – We have a report every year that we send out that shows what the revenue stream is on Segments 2 and 3, which will include the others once operational. It is significant revenue stream right now on Segment 2. We can get you copies of that report. When does that report come out?

*Piper* – It's usually in the fall, around September. This is basically to show we have a buffer, we structured this loan fairly conservative knowing this corridor is going to perform well. The buffer is for future projects.

*Michael Davies* – Does Federal Highways Administration have guidance or rules on how you can spend that excess revenue?

*Nick* – We have to sign an MOU with the USDOT that says you have to spend the money under Federal guidelines. The Attorney General's Office has interpreted that to mean costs related to O&M, express lanes maintenance and expansion, transit and transit passes, and debt repayment. At our annual retreat, we actually discuss on what to use these funds on for the year. We are working on an Excess Revenue policy right now which will go the board in the next few months on how we plan to spend these funds.

*Malcolm Fleming* – Could you go back to your first slide? Why is Segment 4 left out that? Between the jurisdictions on either side of that, it is over 80,000 people. Why are we not getting any of the funds in Segment 4?

*Piper* – Right now CDOT doesn't have plans to address Segment 4 and it is not currently in CDOT's 10-year plan.

*Commissioner Stuart* – It's not in CDOT's 10-year plan, and it has to be a project of CDOT before it is a project of CTIO. I share your frustration; we will have a tolled lane for miles and then all of a sudden you don't have one and then you do have one again. Once people get out of the toll lane, they usually aren't going to get back into it. Finishing Segment 4 would bring you efficiency, tolling revenues and the opportunity for transit. These are conversations we have had internally with the Executive Management Team at CDOT. There are some complications in the complexity with the footprint and some Xcel Energy utilities on either side of I-25. I have never gotten a solid answer on how soon we will work on Segment 4, it's not within the vision of the current administration.



*Piper* – From what CTIO is in control of, we know these projects will come, just not when. From a finance side, we know they will come so we have built in as much flexibility as we can in the documents, the loan agreements, the interagency agreements, to make sure can be as nimble and flexible as possible in case priorities change. At this point, there was not enough of a clearly defined project to include in this TIFIA loan. We even got asked from the USDOT on why it wasn't included. We have three core documents included: the Direct Agreement, the TIFIA Loan Agreement, and the Master Trust Indenture. The Direct Agreement is really between USDOT and CDOT making sure it gets built and hold CDOT responsible. The TIFIA Loan Agreement and Master Trust Indenture documents the terms of the loan, required reporting, and monitoring. The Inter-Agency Agreement is basically between CDOT and CTIO to make sure adheres to their responsibilities for the North I-25 corridor.

*Nick* – Just to stress is that we have created as much flexibility as possible to address future segments, specifically Segments 2 and 3. So when CDOT has a project defined, we need a construction contract and environmental clearance before we can move into any type of funding agreement (bonds and/or loans). Once CDOT has both of these, CTIO can step in and start using funding mechanisms to get these Segments going. So, although the revenue from Segments 2 and 3 was and is being used to fund Segment 5-8, once they are operational and begin collecting tolls, CTIO starts banking those funds to go towards Segments 2-4.

*Commissioner Stuart* – We have had many conversations over the last year about this particular TIFIA loan and what the expectation of our group is. If we get this loan for I-25, how are we going to leverage any kind of revenue towards fixing Segment 2, finishing 3b and getting 4 on board? I have expressed my concerns on how can I cannot sign off on this if there isn't going to be something in here as well that is going to be helpful to NATA. You have made it quite clear that the intent has always been intent to use this funding source be for this corridor from Segments 2 thru 8 and to finish it all out. I did want Segment 2 put in there but since we had a delay in the EA because the original EA wasn't approved so we had to start over, this caused us to have to leave it out. I know we have your intent and commitment that eventually this TIFIA loan will benefit this groups Segments. Once Segments 6-8 get rolling, we may see quite a bit of revenue come in and we may be able to get our Segments rolling faster. I think this is the best we could have gotten for our NATA group.

*Chair Mills* – Will this also help fund the Mobility Hub at CO 7 and I-25?

*Commissioner Stuart* – No, it won't fund that hub. We need to work on bring that to CDOT's attention constantly. We have some money in the 10-year plan for Phase 1, but we don't want that to be only phase we ever get. This group has got to be a strong vocal voice to say this Mobility Hub has to be a connector for east-west on CO 7 and north-south on I-25 AND it has to have all the components that a good Mobility Hub has not just a parking lot with a buss pull out.

*Commissioner Baca* – It's obvious a lot of work and planning went into this presentation, and I think it answers a lot of our questions and I think we are all on the same page now. I can see the wheels turning around the room when you drop the term "Excess Revenue" in a room of elected officials, I know we are thinking when does that report come out and how do I access it. I appreciate that is built in because there is such a huge need on I-25 but also all the interstates across Adams County. There will be a lot of ask for that Excess Revenue, so how does CDOT and

agencies access that make their project a priority to get those funds? I do have a policy as from Commissioner Stuart and the staff – start a project and complete it. Build it to the full design and safety before we start another project, because what we are seeing is that we get a phase done and then it goes away. Then we see expansion happening in other areas of the metro area and our project sits unfinished and unfunded. So, my ask is that if we do this we do all of it according to the full ask.

My second ask, which will be a heavy lift, but as a region we need to be on the same page, that we are all together on this and we want the same thing from beginning to end rather than a phase. As Adams County, does it jeopardize work if we prioritize one interstate over the other? How do we move all these needs forward.

*Kent* – We can't really build Segment 3b without doing the Mobility Hub interchange otherwise we are throwing away \$40-50 million to just build it over top of existing improvements.

*Chair Mills* – By the time it is done, will inflation eat up that money that was allocated for it?

*Trustee Baer* – We hear a lot about CDOT's equity policies and if you look at the map and that area, you will see that the budget doesn't reflect any equity priority in it. So, it is disappointing to hear about Excess Revenue and that it can't fund this Segment 4 in this equity challenged area. Also, that the CO 7 Mobility Hub is only an interim design; I would like to see the whole thing built like all the other Mobility Hubs being done. I want to elevate Segment 4, let's get some projects on the books. We want to advocate for that all the other projects in that area.

*Commissioner Stuart* – I want to say never hesitate to come to the Transportation Commission and talk to us. I can be there as one person representing all of you, but I have seen that the squeaky wheel gets attention. Maybe one of the strategies of NATA in the future is to come to the TC meetings and be a voice for the north corridor and mention all the projects that still in need and yet to be done. The Executive Management Team needs to hear that the collaboration of these communities thinks that Segment 4 is an important piece to complete. If you are there in person, it has a much bigger impact. The third Thursday of every month, first part of the meeting is open for public comment. It would be a good strategy for this group.

*Chair Mills* – I want this organization to be that squeaky wheel.

*Councilmember Bigelow* – I would be happy to come in person as well, to speak for Segment 4 and also the Mobility Hub at CO 7. We have to get this done and fully completed.

*Director Whitmore* – Commissioner Baca mentioned us all being on the same page. I agree, we need to be there in person, in numbers. Malcom talked about 80,000 just between Erie and Brighton but that doesn't include Thornton so add in another 100,000. We have the numbers, we just need to get together with the same message.

*Commissioner Stuart* – We will have three new commissioners in July, and then another three up for reappointment. I think we take the summer to get organized and in the fall start coming when the new commissioners are in place. There needs to be an education about I-25 north to the 11 TC's overall because those commissioners that are not close to this area know very little about it.

*Chair Mills* – Carson, we plan our future meetings we need to put a plan together to be that untied voice and come to the TC meetings so let's get that on the books here. Thank you for coming in and a great presentation.

*Commissioner Stuart* – Good luck with you new endeavor Nick, we are really going to miss you.

### **Other Items**

*Chair Mills* – So, next on our agenda is a decision about our meeting in June. Historically we have taken June off due to the conflict with the CML Conference. This year CML is at a different time so I think we should talk about how we want to approach that.

Carson – It's on our calendar as possible meeting. We could have a sort of planning meeting for 1-25. We can send out a poll. We don't have any presentations currently lined up for June.

*Chair Mills* – Let's just do it and use the June meeting as a planning meeting. For future topics, I would like to deconstruct the CO 7 tour we had last month and dive into that in detail.

Trustee Bear – Have we discussed a retreat like we did last year? It would be a good opportunity to create that unity and get us all on the same page moving forward.

Carson – We got to Q2 and thought it wasn't necessary anymore for this year. There may be a potential for next months meeting if we do a closed-door meeting to NATA members as a retreat/planning session.

*Chair Mills* – That is a good idea so Carson please steer us in that direction for next month.

ADJOURN @ 9:07 am