

NATA Board Meeting Minutes

July 27, 2023

7:30-9:00am

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	Sara Dusenberry	Northglenn Staff
Chris Chovan	Adams County Staff	Carson Priest	Smart Commute
Greg Mills	Brighton Mayor	Danielle Ranum	Smart Commute
Chris Montoya	Brighton Staff	Tammy Herreid	Smart Commute
Tom Green	Brighton Staff	Karen Bigelow	Thornton Council
Guyleen Castriotta	Broomfield Mayor	Julia Marvin	Thornton Council
Emily Baer	Erie Trustee	Kent Moorman	Thornton Staff
Malcolm Fleming	Erie Staff	Nancy McNally	Westminster Mayor
Ben Ortiz	Longmont Staff	Andrew Spurgin	Westminster Staff
Phil Greenwald	Longmont Staff		

SC Members (who signed in)

Jordan Meadows	Broomfield Chamber		
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Agency Partners (who signed in)

Karen Stuart	CDOT Commissioner	Vince Buzek	RTD Director
Crystal Armedariz	CDOT Staff	Troy Whitmore	RTD Director
Stephen Henry	CDOT Staff	Michael Davies	RTD Staff
Dave Ulane	CDOT Aeronautics		

Guests (who signed in)

Kaylie Haberstroh	Congresswoman Caraveo	Kevin Vargas	Senator Hickenlooper
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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 Trustee Emily Baer and approved unanimously.

Smart Commute Update – Carson Priest

Carson Priest – We have a successful BTWD this year, we staffed 4 stations this year, which was quite a lot of work. Most TMA's only staff 1-2 stations. Two were in the morning, one at City of Northglenn at EB Rains Park and the other in Adams County at the confluence station. Then we staffed two new bike home stations, one at the Baseline development in Broomfield and the other at the Denver Premium Outlets. Overall, we engaged with over 300 riders in total between all four stations. We had eight sponsors for food and drink and countless leis distributed at our Adams County Hawaiian themed station. Here are just a few photos from all the various stations that day and a photo of some of the great thank you cards created from the unused BTWD posters to give sponsors and hosts of the stations.

I wanted to give a brief overview of the grant opportunities that Smart Commute is pursuing in the NATA region. First is the DRCOG TDM Set-Aside which we submitted for FlexRide Optimization Program. This would include a continuation of our 144th FlexRide program & others. We successfully passed the first round of approvals this week at the DRCOG TAC and have two more processes to go through at DRCOG. Second is the CDOT TMO Support Grant, that we received last year, which we used to do our new brand, website, and Phase 1 of the Regional Bike Map. The next round has been bumped up to \$125,000. It is a noncompetitive grant that goes to all TMAs around the state. We are looking at doing the next phase of the bike gap analysis with having a printed map as the goal. We also have two other projects that we have identified for this grant: a Multimodal Resource Map, customized per employer for their employees, and eMobility Hubs for eBikes, bikes, and eScooters. Last is the RTD Partnership Grant opportunity which is a competitive grant with a \$2 million budget for all projects awarded across each subregion. The two projects we submitted are: additional eMobility hub funding for additional hubs and local area contribution for the TDM set aside for the FlexRide Optimization Program.

Mayor Guyleen Castriotta – Can either of these RTD grants be used for additional funding for the CO 7 & I-25 Mobility Hub?

Carson – No, these are for much smaller, local projects. And, for most of these grant funds you cannot continue an existing project, but only fund a new project.

Chair's Update on I-25 Advocacy Efforts – Chair Mayor Greg Mills

Chair Mills – We have been asked by a few of the Weld County Commissioners for support for an interchange between the Erie exit and Highway 52 exit. This is not a project that is currently on NATA's Priority Projects list but is something that we are looking at. We had a meeting with a developer, Weld County, and CDOT Region 4. I wanted to bring this to NATA today and will continue to keep you informed. We still need to meet with CDOT Region 1 staff as well. I will continue to update you all as things move forward.

Commissioner Lynn Baca – Is this for this specific interchange on I-25? I am going to weigh in heavily on this as we have unfinished sections in our area (Segment 2 & 3). My concern is that if CDOT takes on yet another project then ours will fall by the wayside again. I think we need to advocate for our priority interchanges that are still unfunded and unfinished. It seems if there are developers involved, they are the "new shiny penny" and they get the attention and funding. I want to encourage us to advocate for our unfinished sections, yes will be much for complex to solve, but we have been waiting for years to get these done as it is not to mention the huge safety issues connected with these segments as well.

Trustee Emily Baer – Is this specifically County Road 10? Is it a planning project at this point?

Chair Mills – Yes, it is in the extremely early stages. I respect the concern for the unfinished projects in our area and how this may dilute some of those other projects.

CDOT Commissioner Update – Commissioner Karen Stuart

Commissioner Stuart – Thanks for having me, interesting talk about collaboration. NATA was put in place to collaborate and make things happen, for example SH119 who has worked very closely with the neighboring communities, and they just got a \$25 million grant. That is the power of collaboration and persistence. I would love to see how we can come together more and get things done. That was witnessed on US36 with regional collaboration. We all need to band together and identify our focus projects. I think it is interesting that I-25 filters into Denver, but they have never supported any work up here, maybe this is the time. I would like to introduce Chrystal Amanderez, she is the new CDOT Government Relations Liaison for Regions 1, 2 and 3. As we move forward this next year, we can get her help to work with us from the Denver side. We all filter into and out of Denver

Mayor Nancy McNally – I was on I-270 last night trying to get to Bennett and let me tell you I'll be the first on the list to speak up for improvements on I-270. It is a nightmare.

Another new appointment at CDOT I would like to mention is Paul DesRocher, he used to work for Smart Commute. He is the new Director of Transit & Rail at CDOT. He knows what we need up here so he will be big advocate for us. Once he gets settled, we need to have him come talk to us. The I-70 Mountain Express Lanes, which are different from ours in that they are only used at peak periods otherwise they are only used during accidents, but people still use it as their personal passing lane. CDOT has partnered with a company called BLISSWAY (which maybe another good presentation to have come) which have auto camera feed with instant data feed into CDOT. Once installed these will start tracking violators which will receive fines in the mail from CDOT. As you know, Nick Farber who came last month to talk to you about the TIFIA loan is no longer with CDOT. He is now a Vice President with Kiewit, so we are looking for a new Executive Director for CTIO and we are down to the final three interviews. I will be the chair of CTIO this coming fall. I want to get CTIO & CDOT together and talk about all our toll roads and projects. We need to get Segments 2, 3B and 4 on CDOT's timeline. Lastly, I wanted to update you on the state of the Transportation Commission. There are 11 TC's that are scattered throughout the state and right now six are in play with other five that are still vacant. The six in play include three that are up for new appointment and three vacancies are still un-filled. These were supposed to be done July 1st and we often have no quorum now.

Mayor Castriotta – Is there anything that NATA can do to help move this along?

Commissioner Stuart – I have been told it's coming. I will let you know and if we don't get those appointments August 1.

Director Troy Whitmore - If they are appointment do they have to be ratified by the Senate next session?

Commissioner Stuart – Yes, they do

Trustee Baer – Regarding CTIO, we would also like to have Segment 4 in that 10-year plan at CDOT.

Commissioner Stuart – Let’s get the new CTIO director in here when they are in place so that person can hear our needs directly from all of you.

RTD Directors Update – Directors Vince Buzek & Troy Whitmore

Director Buzek – I am going to start with an agency overview today. RTD covers 8 counties and 40 cities, over 3 million people and 2,400 square miles - we are huge! I am sure you have heard that Henry Stoppolecamp retired. We have 126 bus routes, 8 light rail lines, 4 commuter rail lines, plus paratransit and microtransit. The Zero Fare for Better Air campaign just completed its first month of zero fare on all RTD products. We are partnering with a lot of community agencies and seeing more ridership. The concept is that it is not only great to reduce congestion GHG but also get people interested in public transit and using it.

Director Whitmore – I wanted to give you an overview of the new fare structure. The proposal went to the board this week and on Tuesday night it unanimously passed. We needed to simplify; the current structure is intimidating. We did a lot of work with our federal regulations around redoing the fare structure. The new fares will be implemented in January 2024. Fare box revenue is only 8% of our revenue. The “loss of revenue” with the drop in fare is “budget dust” (per Debra Johnson). Regional vs local fares are gone. We are down to \$2.75 one-way, and DIA is \$10 round trip. We trimmed a lot of our pass program fees as well. If you want more info, we can talk after the meeting. We have expanded our LiVE program percentage, lowered participation barriers, and simplified the EcoPass program as well. The Zero Fare for Youth pilot program will launch September 1 for zero fare for youth for 1 year. All youth, 19 years and under, will be able to ride for zero fare through August 2024. Upon completion, we will evaluate the effectiveness and if we can sustain and maintain it permanently.

Director Buzek – Respect the Ride is our customer code of conduct. Why do we need it? It’s good to get it in writing about customer expectations on our vehicles and property. It was passed unanimously at our meeting this week. Our Chief of Police is very excited about it and that they have something they can enforce now.

Director Whitmore – We are in the middle of transition right now with many of our security guards becoming actual RTD officers. The hardest part is to find police officers right now.

Director Buzek – Most of our security was by a 3rd party (Allied Universal) and we couldn’t enforce our Code of Conduct through them. Our Chief is working to get more RTD officers in house. Maintenance & State of Repair and keeping our system in top condition is a big job. The E-H-R lines are having to replace a lot of the coping panels in the walls. Safety is the #1 priority. We try to keep our riders informed as much as possible for service disruptions for safety issues and fixes.

Mayor Castriotta – I am hearing the 2024 legislation will include some transportation reform, can you talk to that?

Director Whitmore – It may change from elected to appointed positions, is what we have heard rumblings about, which are not in favor of. I’m not sure how much support that has. Debra spoke about one of the largest traffic weekends this past weekend with the Yankees game, Circ Du Sole performance and Taylor Swift concert. I think we did pretty good but had to end some trains early, we can’t keep them running all night.

Tom Green – What is the status of the electrification of the bus fleet and what are the challenges?

Director Whitmore – We have commissioned a Transition Study for that. We were one of the first agencies to use electric buses, the 16th Street Mall Shuttle. The charging infrastructure will be a huge undertaking just with Xcel alone.

Director Buzek – The critical component is the transition plan, how do we transfer a diesel fleet to an electric fleet, which we are working on right now. We are getting a contractor involved so that it covers the whole system from now into the future. To apply for certain federal funding, it required to have a plan such as this in place.

Phil Greenwald – I would like to mention that Longmont has successfully transferred all of our sanitation trucks to natural gas.

Director Whitmore – Good to know, that’s what it will take. Our district is the size of the state of Delaware so with that we have range challenges for example Longmont to south Denver or Douglas County north or the Mountains.

Tammy Herreid – I just wanted to say that if you don’t get Smart Commute’s newsletter, let us know and we can sign you up. This month we highlighted Zero Fare, the I-70 Mountain Express Lanes Fines, news articles on electrification of buses, etc. We try really hard to keep on the pulse of what is happening, so if you don’t get us let us know, it is only once a month by email.

Michael Davies – Just want to echo a comment we got from the “Swifties”, we heard from a mother that has taken her two daughters to every Swift concert so far and has take public transit it all of them. She said that her service and experience with RTD was by far the best she experienced across the country.

Carson – Also I wanted to note that Bustang will have 50% fares for August & September.

CDOT Division of Aeronautics Presentation – David Ulaine

David Ulaine – Thank you for having me today. I always like to start off with [our video](#).

Our Mission of the CDOT Division of Aeronautics is to support Colorado’s multi-modal transportation system by advancing a safe, efficient, and effective state-wide aviation system through collaboration, investment and advocacy. The Vision of the CDOT Division of Aeronautics is to be the leading air and space organization by enhancing the efficiency, economic benefit, and sustainability of Colorado’s aviation system through funding, innovation, education, and pioneering initiatives. We are the smallest division in CDOT with only 10 people and we have a Board of seven with members from across the state. We are doing a lot of thing in our division including some cutting-edge work; we are the newest aeronautical division in all the states, at only 30 years old. We work to support airports state-wide, 76 total in Colorado, and only 14 of these have scheduled commercial service. Colorado’s aviation system serves as a vital component of the state’s economy and transportation network. Our aviation system includes: 66 airports in the 2020 CASP; 14 commercial service airports; 52 general aviation airports; 49 airports in the NPIAS; 53 airports with on-site weather reporting; 57 airports offering fuel; and 9 airports with air traffic control towers. We are funded fully but the three aviation taxes that’s it. These include Sales Tax on retail jet fuel, Excise Tax on non-airline jet fuel, and Excise Tax on Avgas. Our largest revenue is sales tax which makes it very uneven and with DIA being the 3rd busiest airport in the nation now it has really improved our revenue stream. However, we have to return 3% of the revenue received back to the airport where the fuel was sold at. Our CDAG grant funding funded 43 airports in 2023 with

a total of \$13.5 million through 48 discretionary grants. We leverage local money with FAA money to fund projects across the state. To give you a few examples, DIA alone has a \$2 billion annual budget. Grand Junction Airport received its largest grant ever this year of \$4 million to rehab their 2nd runway. They are not eligible for FAA grant funding because they have a single large runway. The Mountain Automated Weather Observing System Program is something very unique to our state. We have 13 high-altitude weather stations for pilots, with the highest one in the nation at Wolf Creek Pass. Colorado became the 1st continental state, outside of Alaska, to have weather camera for pilots and now we have over 43 cameras in the state, we only received \$43,000 from the FAA to help with the installations. Our Surplus Airport Equipment Program allows us to work with DIA as they sell off the older equipment when they get new ones. The older equipment still has a lot of life in it and can be sold to smaller airports at a fraction of the cost for a good piece of equipment. This is a great win for our small airports across the state. The Colorado Aviation Economic Impact Study is a comparison of study for total statewide economic impact. The last study showed over 345,000 Jobs \$16.2 billion in Payroll, \$27 billion Value Added, and \$48.6 billion in Business Revenue from the aviation industry in the state. The 2021 Division Strategic Plan established four goals for the Division of Aeronautics to be achieved by the end of fiscal year 2024. Goal 1 is to engage with industry to support and facilitate emerging technologies (i.e. alternatively powered aircraft, aviation fuels, navigation, air traffic control, etc.). Goal 2 is to expand the Divisions' outreach, education, and advocacy programs to facilitate engagement with stakeholders and industry partners. Goal 3 is to enhance internal professional development to strengthen the capability of the Division. And last, Goal 4 is to explore and where appropriate, implement or support new and improved statewide initiatives that sustain the aviation system. Emerging Technology is key. This area of aviation has a great deal of changes coming in next five years. Battery and electric powered aircraft (megawatt charging capacity needed) with a 9 seat airplane that doesn't need TSA security is coming soon (if you have a plane that has 10+ seats you are required to do TSA security). There are also Hybrid/ Hydrogen fuel cell powered aircraft. A lot of change is coming soon in this emerging technology space for our industry. 2050 is the carbon neutral goal for aviation, and Sustainable Aviation Fuel is carbon free. It is made by collecting feedstock, such as household waste or water oils. This is then taken to a plant where it is converted to sustainable aviation fuel. Then it is blended with transitional jet fuel to make it sustainable for use in aircrafts. The new fuel is delivered to the airport to fuel up the planes. Colorado is the 1st state in country to partner with NREL to model where, how often, when, and how people move in the nation to track travel patterns.

Mayor Castriotta – The FAA Reauthorization Bill is to phase out the leaded gas by 2030, is that a doable goal for Colorado?

David – I think we can meet this goal, it's just a hard nut to crack for a type of fuel that can be used by all the aviation use, but we don't see a lot of it. Looking for funding to help airports purchase this alternative fuel.

Trustee Baer – For a smaller local airport like Erie's airport, looking at sustainable fuel vs. hydrogen fuel, is there a difference and the effect of those? Also, we have an event we do every year at our airport, called AirFair, which is on September 10.

David – I am not sure of that so I will have to get your contact information and get back to you. The certification levels of airplanes is much more rigorous than for cars.

Other Items

Carson – I just want to make a quite note regarding our Priority Projects List Update. We are trying to schedule a meeting with a senior staff member for each of your organizations and we are still missing a few of you, so please fill out the Doodle Poll as soon as you can.

Chair Mills – Next month it looks like we have a presentation on the Front Range Passenger Rail along with an update on I-25 Segment 2.

ADJOURN @ 9:02 am