

# NATA Board Meeting Minutes - REVISED

September 22, 2022

7:30-9:00am

Adams County Human Services Center

11860 N Pecos St, Westminster, CO 80234

Apple B Conference Room - *In-Person Only*

## NATA Members (who signed in)

Chris Chovan	Adams County Staff	Ben Ortiz	Longmont Staff
Janet Lundquist	Adams County Staff	Sara Dusenberry	Northglenn Staff
Greg Mills	Brighton Mayor	Carson Priest	SCMN
Chris Montoya	Brighton Staff	Tammy Herreid	SCMN
Austin Ward	Broomfield Council	Julia Marvin	Thornton Council
Emily Baer	Erie Board	Kent Moorman	Thornton Staff
Carlos Hernandez	Erie Staff	Nancy McNally	Westminster Mayor
Tim Williams	Federal Heights Staff	Debra Baskett	Westminster Staff

## SC Members (who signed in)

Nathan Batchelder	CRL Associates	Neal Goffinet	FHU
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## Agency Partners (who signed in)

Karen Stuart	CDOT Commissioner	Rebecca White	CDOT
Andy Stratton	CDOT	Vince Buzek	RTD Board Chair
Danny Hermann	CDOT	Michael Davies	RTD

## Guests (who signed in)

Kevin Vargas	Senator Hickenlooper	Max Haynes	Senator Hickenlooper
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### 1. Welcome and introductions – Vice Chair/Treasure Mayor Greg Mills

Mayor Mills welcomed participants and attendees and started with the Pledge of Allegiance. Smart Commute staff reminded them to please sign in.

### 2. Approval of August Meeting Minutes

Motion to approve the minutes was made by Mayor Nancy McNally seconded by Councilmember Julia Marvin and approved unanimously.

### 3. Smart Commute update – Carson Priest

Carson Priest – We are in middle of our 5<sup>th</sup> Annual Commuter Survey and currently have our calls for responses with local jurisdictions and employers. This year we are working with a lot of the jurisdictions in this room. We are hoping to get around 2,000 responses this year. If you are not participating in the survey but are interested in doing so, please contact myself or Catherine. Our eBike program is starting Phase 2. We are anticipating have a signed contract soon with RTD. We will be deploying 25 bikes in this phase in Adams & Broomfield Counties and we are also doing a few recumbent bikes this phase. Our summer outreach is starting to wind down but we still a few that we are participating in. We attended the Longmont the Air We Breathe event at the museum on September 18<sup>th</sup>. I participated in

the Broomfield Days Parade where our float was titled The Battle of Midway on September 17<sup>th</sup>, everyone was in costume and our group won that day for best group costumes. It was a good time and very well attended event. WestyFest is coming up on October 22<sup>nd</sup> which Smart Commute will be attending. This week is the 2<sup>nd</sup> Annual TDM Week hosted by the ACT. We are pushing information out via social media so please repost them if you see them. The 2<sup>nd</sup> Annual CDOT TDM conference is coming up November 4<sup>th</sup>. It will be held in-person at CDOT headquarters. There are a few out-of-state presenters coming and CDOT will also record all the sessions for those that are not able to attend. Space is limited so please be sure to register.

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

*Commissioner Karen Stuart* – This past month we approved the 10-year plan. Rebecca White from CDOT staff is going to give you detailed overview and how those projects are related to NATA's region. There is nothing in there that addresses Segment 3B which goes from E-470 to SH66. In October the CTIO & TC Boards are taking a road trip up I-25 from CDOT Headquarters up to Fort Collins (Segment 8) to look at the good, bad and ugly of I-25 & talk about the investment efforts needed and how they can be funded. That will be a good opportunity for decision makers who don't drive our corridor to see firsthand what our corridor is like. Yessica Holguin will speak about the Denver section, I will speak to our sections and then Kathleen Bracke will speak the north area. I will be sure to speak to the safety issues on Segment 3 and the gap and 3B & 4. I will also speak about the Mobility Hub @ 88<sup>th</sup> and @ I-25 & CO7. It will be a good opportunity to educate decision makers that will be making funding decisions for this area that are not familiar with this corridor and the challenges associated with it. This past week we approved the reports for GHG for the new legislation and the modeling requirements to meet GHG standards for North Front Range MPO, DRCOG and CDOT. We got a \$100M federal grant for Floyd Hill which was a significant win for Colorado. CDOT is committed to pursuing more federal grants as they roll out. The Commission heard an overview of the CDOT budget, and there is a concern from contractors that we are holding back too much money. We are holding back about \$2 billion which is not really a hold-over, it is actually obligated funds that have not been released yet for specific projects which will take place once these projects are rolled out. All of this information is on our website if you want to look at it in more detail. If you can't find it, contact me and I will either get it to you direct you to where you can get it. The number and frequency of crashes that occur in the "Crash Corridor" speak volumes to severe needs for safety improvements in that area in both directions on I-25.

#### **5. RTD Directors Reports – Director Vince Buzek**

*Director Vince Buzek* – August is a slow month for RTD in terms of meetings and events, it is usually a month for everyone to try to get caught up. This past Tuesday, Michael Davies, Debra Johnson and I were at the Transportation Legislative Review Committee at the Capitol reporting on RTD with numerous questions from the attending legislative staff and were very engaged in the meeting. Yesterday afternoon there was a train derailment on the R line, at Exposition & Sable, the same location there was a derailment in a previous year. #3 minor injuries were reported due to this derailment and cause of the accident is currently being investigated. Two of our directors are at a national conference in Seattle for zero emission transit vehicle implementation and integration. This is an election year for RTD and all 4 of our area directors are up for re-election: Shelly Cook is not running again so we will have a new person in that district, Erik Davidson is running unopposed, Troy Whitmore does have an opponent and myself, who is running unopposed.

*Carson* – Do you have any feedback on how Zero Fare for Better Air August went?

*Director Buzek* – There were some concerns for us with this being the 1<sup>st</sup> time we have done this and for safety with anyone being able to get on public transportation for free. We don't have exact numbers and incident reports yet, but what we do know is that there was not a significant uptick in incidents like we were anticipating. We are gathering the numbers and need to wait until the end of September so we can compare July/August/September 2021 to those months for 2022 to analyze the change in ridership. Out report is due December 1<sup>st</sup> for these numbers.

*Mayor Mills* – If I am not mistaken, other transit authorities around the state did this as well in August correct? It would be nice to hear from these other agencies as well on what they thought about this program and how it went for them. On Metro Mayors, we heard from the Utah Transit on how they do their Zero Fare program in the winter and had nothing but positive things to say about it.

*Carson* – Yes, I saw a report from CDOT that there was in an increase in ridership on these more rural agencies.

*Debra Basket (Westminster)* – Could you say something about the Fare Study?

*Director Buzek* – We are in the middle of a Fare & Equity Study to explore our fares on how they are a barrier to ridership. We are looking at not only the monetary cost to ride but also how difficult the system is to use. It is going very well and anticipate having a detailed report early 2023.

*Mayor Mills* – I would also challenge Debra Johnson to ride transit in everyone's district so she can see what the challenges are by district.

*Director Buzek* – She does ride regularly and talks with the riders and operators.

## **6. CDOT 10-year Plan Update – Rebecca White, CDOT**

*Rebecca White* – I am the director of the Planning Division of CDOT. We just did an update to our 10-year plan which I am here to discuss today.

Funding Assumptions – We have a lot of new funding streams that have come in with SB 267 COPs, SB 260 HUTF, STBG (IIJA), Carbon Reduction (IIJA), and Flexible funding and specific funding for bridges and risk/resiliency (IIJA). We are approaching our 10-year plan in 4-year chunks. We have \$380M left from FY22, \$1.3 billion in total strategic funding over the next 4 years (\$325 million per year average).

Accomplishments to Date – We are currently at record construction levels for the department, working on projects in 55 counties throughout the state. Outlying projects are those projects we plan to tackle after 2027 and beyond. (*Rebecca distributed a copy of the 10-year plan*). Regional equity is highly important to the commission and work diligently to spread the funding and work around to both our metro and rural areas. We have a requirement to spend a minimum of 10% on transit. The Commission said that 50% of the overall total (\$1.7 billion total) is to be spent on maintaining the existing roads and bridges, urban and rural (25% of this will go to the rural regions roads). We are also focusing on the Mobility Hubs on both I-25 (about every 10 miles from boarder to boarder) and on I-70 as well. We have delivered about 25 projects so far and about 58 projects currently under construction, huge to small.

Delivering the 10-Year Plan – Safety improvements are at the forefront of needed improvements. Fatalities are at an all time high this year, people are driving faster and impaired more often. Notable safety improvements include I-25 South Gap, I-25 North Express Lanes: Segment 6, I-25 and CO 94 Military Access, Mobility & Safety Improvement Project (MAMSIP), and US 550-US 160 Connection South. Notable Resiliency Improvements include I-70 Peak Period Shoulder Lanes continued east & west

extensions and Eisenhower-Johnson Memorial Tunnel Repairs and Maintenance with roughly \$150 million of improvements over the next few years. We are adding a few more safety dollars overall using the Highway Safety Improvement Program of \$25 million. We are trying to be as transparent as possible at CDOT and are completing Accomplishment Reports on each project and there are links in the plan on our website that will take to you each of the reports to look at.

BRT & Other Central Projects - DRCOG made a commitment to delivery 5 BRT corridors which CDOT will join them in and increased our funding by \$100 million. These corridors include CO119, CO7, Colorado Blvd, and Federal Blvd. I-270 is a huge focus, CDOT has divided this into 2 projects with (1) being the bridges and (2) addressing the congestion issues of the corridor. Central I-25 need to fix some ramps left over from the Valley Highway at 23<sup>rd</sup> & Alameda, I-70 Floyd Hill (the largest federal infrastructure grant we have ever received for one project), I-25 North Segment 2 (\$20 million TIFIA) and Segment 5 with TIFIA funds and a possible P3 and the EJMT.

Northeast Projects – For these projects, there is not much of a change from the original plan; we are adding roundabouts, improving I-25 Segment 5, and fixing the poor pavement on I-70 & I-76 east.

Plan Update Status – Last week was a huge week, the TC approved the 10-year plan at the September meeting and approved the GHG compliance for CDOT, DRCOG and NFRMPO. I think we have finally found the right balance to expand transit, and improve roads.

*Commissioner Stuart* – I just want to publicly acknowledge Rebecca’s commitment to both this plan and the GHG initiative at the same time. There is a lot of great stuff here especially for this group. I want to acknowledge the reason Segment 5 has been funded is that the organizations and communities along that segment have worked collectively together to identify this as their priority project and put their funds and efforts towards that project and getting it done. We have not done that, we have not made I-25 a priority project because we as NATA have a number of priority projects and we have never called out prioritization of project in number order. We may want to rethink this philosophy. There is a commitment from CDOT to funding the safety improvement recommendations for Segment 2 that result from the current study that ongoing. Managed Lanes relieve traffic in general purpose lanes, bring in additional revenue and reduce SOV traffic and increases ride-share, transit use and carpooling. A P3 is also a real option on the table for completing I-25.

*Carlos Hernandez (Erie)* – Does CDOT having a similar document to this for Segment 4?

*Rebecca* - I don’t think we have done this for every segment but let me check & if so I will send it to Carson to distribute.

*Carlos* - Thank you for all this information and all your hard work on this. It is great that we are talking about all this but the execution of it is immediately on our doorstep. This week we are working on our submission to get BRT on CO7 as a starter service between Brighton to Boulder. The service will cost \$5 million/year and the coalition is trying to get the service launched between 2026-2027. We are trying to basically get \$8 from grant funds for every \$1 we spend. Within the last week, CDOT pulled away about \$1.5 million from funding and in addition we had \$750,000 in there from CDOT Region 4 which went to \$300,000 and CDOT Region 1 has yet to commit any funds. So, within the last 6 days, the local communities have had to step up and fill this gap that CDOT has pulled the funds from. So now, all the members are in front of the town boards asking for more funding. I am here to ask NATA that if you believe in what you just saw (from Rebecca) and want to see BRT service thousands of our residents and connect Brighton to the Mobility Hub at I-25 in 2025 and the Mobility Hub connect residents to

Lafayette, Erie and beyond, please provide us with a letter of support. Any connections you have in Regions 1 and 4 to say we believe as the leaders this is a good investment please reconsider your contributions, there is still time for you to reconsider that choice. There are over 30 people that meet a few times every month to try to pull this off and they would appreciate your efforts.

*Mayor Mills* – Thank you for bringing that up, we were going to mention this at the end of our meeting today in regard to a letter of support from NATA.

*Carson* – NATA was approached to give a letter of support for the BRT Starter Service Carlos mentioned. It is in our Priority Project list Tier 1, which means we can go ahead and write a letter and have the chair sign it and submit it.

*Mayor Mills* – I would encourage everyone here to talk to your councils regarding a letter of support as well.

*Commissioner Stuart* – Please don't underestimate the power that you have as NATA in your letters of support. Kathleen and I understand what is going on up here, but we have 11 commissioners and when we get letters that are consistent it gets all our attention.

*Tammy Herreid (Smart Commute)* – I am our representative on both the TAC and on the board for this call submittal and we need to have our letters submitted to Kathleen before October 4<sup>th</sup>. I am working with 2 other TMA on the corridor to organize our letters so that we don't overlap.

*Mayor Mills* – My next council meeting is until after that, can we still send it?

*Tammy* - Yes, even if it is the morning of the 5<sup>th</sup> that is fine. I will send it over to Kathleen as soon as I get them.

*Mayor Mills* – Can we get a commitment from the jurisdictions to get a letter of support if you would be willing? If you aren't familiar with the corridor, drive it and you will see.

*Tammy* – The whole corridor is just under 19 miles. Even if you are not directly on the corridor you are still affected by it and the lack of connectivity.

*Kent Moorman (Thornton)* – Just for the elected officials in the room, Boulder County did send out a request for funding contributions to most of the jurisdictions along CO7, which are being looked at now.

*Mayor Mills* – Carson, please send out a reminder email so that the jurisdictions that are not hear can get a letter sent in as well.

*Kent* – One other thing, this is for Call 3 which closes October 11<sup>th</sup>, but if we are not successful in Call 3 then will most likely look at Call 4 as secondary option which is subregional. We will have all three of these sub-regions working together to submit for Call 4, which comes out in November and closes in January.

*Andy Stratton (CDOT)* – I would like to speak on behalf of Region 1, funding has not been determined at this point yet, we are still in discussions. We are working on finalizing that and no final decision has been made yet.

*Carlos* – so the decision point on that for the local communities, is that if you don't fund it, then they will have to contribute \$150,000 more locally to cover that gap. However, we can give support to the folks in Region 1 that are going through this process, it has a direct implication on your local communities and

how much you will need to contribute. Also, there is no RTD money in the pot right now either for the 2-year project.

*Mayor Mills* – For those that are not familiar, this is NO transit between Brighton to Boulder. It is horrible and there are lots of people that commute this corridor for work.

*Councilmember Ward (Broomfield)* – I want to let you know that the Broomfield County Transportation Forum is having a special meeting this Friday to hopefully approve the application for Call 3 related to CO7/I-25 Segment 3B and also supporting Boulder in their Call for Starter Service.

*Tammy* – I just want to add on that the way they divvied up the ask for each of the jurisdictions (counties) along CO7 is the number of miles that each one has attached to CO7. So, Broomfield has the largest percentage because it has the most miles attached to CO7.

*Kent* – We didn't do that for the allocations for the original ask for the cities, Thornton has about 25%. For the transit, that is a whole different story when it comes to the actual cities based on the number of actual stops, but it still affects the residents, who access the whole corridor from Brighton to Boulder. The real reason we need to get the starter service up is that the FTA has a New Starts Program in which they have a formula that takes the existing ridership and the projected ridership add it together and divide by two and then add that number to the existing number and then base the funding off that. Once we get this started, we will have ridership numbers to work with, instead of zero as we stand now.

*Tammy* – I'm sorry, I misspoke, I meant to say the counties instead of the jurisdictions when they did the allocations for the transit.

*Commissioner Stuart* – question for Chris Chovan, is Adams County going to put in a letter of support?

*Chris Chovan (Adams County)* – We are taking that to the study session next week.

*Commissioner Stuart* – It's important that we get the county on board as well.

*Janet Lundquist (Adams County)* – To add on to what Chris said, we are also asking the county for financial support in addition to the letter.

*Mayor Mills* – This nearly 20 mile stretch touches four counties, and we really need the support of all of them.

*Commissioner Stuart* – It's such a regional request that it has a lot of weight to it.

*Mayor Mills* – Anyone else have any questions about CO7 or Rebecca's presentation?

*Carson* – I have one, you talked about CDOT's commitment to Mobility Hubs every 10 miles along I-25 and I-70. Can you talk a little bit about the Bustang commitment to that and what that looks like?

*Rebecca* – Once of the pieces of legislation this year gave us money to basically quadruple Bustang service for a 3-year pilot period on the I-70 & I-25 corridors. We are looking at moving the current service to hourly and adding the Pegasus coaches to the I-70 corridor as well.

*Mayor Mills* – I think a future presentation on Bustang would be great.

*Commissioner Stuart* – If you can do it virtually you are most likely to get Amber Blake to participate who is the Director of the Department of Transit & Rail housed out of Durango. I have talked to her a couple times about presenting to NATA, but she would probably have to do a virtual one.

*Rebecca* – We just brought in a new hire, Jennifer Phillips, who is head of Operations, and she would be great and she is local.

*Commissioner Stuart* – That’s great, I do think there is a synergy that happens when you are able to present in person to a group of people and take those questions as they come up.

*Carson* – I do think we do have the capabilities to do a hybrid presentation in here if we end up wanting/needing to go that route for a special presenter.

*Mayor Mills* – When the 10-year plan was out for public comment, I did share that with some constituents and some other I was with at a luncheon last week, so hopefully you got feedback.

*Rebecca* – The public comment period ended last week but we did get some great feedback, not a ton, but really quality comments.

## **7. Other –**

*Mayor Mills* – Thank you everyone for the lively discussion on the 10-year plan and the CO7 and letters of support that so much needed.

*Max Haynes* (Sen. Hickenlooper) – Let me introduce Kevin Vargas, with Senator Hickenlooper’s Office. Kevin will be overseeing a lot of your areas here. Kevin will be serving Adams, Arapahoe and Douglas counties.

*Mayor Mills* – As a reminder if you did not sign in, please sign in as you leave. Please encourage our neighboring colleagues to come. I know it is early but the in-person interaction beneficial and we have some great upcoming presentations. The next meeting will be on October 27<sup>th</sup> and will be here again.

*Meeting Adjourned at 8:50 a.m.*