

NATA Board Meeting Agenda

September 28, 2023

7:30 am – 9:00 am

In-Person Only

Adams County Human Services Center
11860 N Pecos St, Westminster, CO 80234
Apple Conference Room

NATA Members (who signed in)

Josh Sender	Adams County Staff	Kevin Ash	Frederick Staff
Lisa Hough	AC-REP	Ben Ortiz	Longmont Staff
Greg Mills	Brighton Mayor	Phil Greenwald	Longmont Staff
Chris Montoya	Brighton Staff	Carson Priest	Smart Commute
Guyleen Castriotta	Broomfield Mayor	Danielle Ranum	Smart Commute
Sarah Grant	Broomfield Staff	Jessica Sandgren	Smart Commute
Shawn Poe	Commerce City Staff	Julia Marvin	Thornton Council
Emily Baer	Erie Trustee	Kent Moorman	Thornton Staff
Malcom Fleming	Erie 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	Piper Darlington	CTIO Exec. Director
Crystal Arnedariz	CDOT Staff	Troy Whitmore	RTD Director
Danny Herman	CDOT Staff	Michael Davies	RTD Staff

Guests (who signed in)

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Welcome, Pledge of Allegiance and Introductions- Chair Greg Mills

Chair Greg Mills - We're going to get started. Welcome, I am the Mayor of Brighton and chair of NATA this year. Let's start with the pledge of Allegiance and then we'll do introductions. Next, we'll go to approval of the August meeting minutes.

Approval of August Meeting Minutes

Carson Priest - I don't have a quorum chair, unfortunately, so we might have to wait on that one.

Letters of Support for SMART/RCN Grants – Carson Priest

Carson - Before we hope into that, we usually have a sign in sheet, a couple of you asked. I don't have a sign-in sheet today but I'm just going to use attendance and voice recording to get the attendance in the room. If you don't see it, don't worry, you're not, you're not missing it. Chair, I don't have a quorum today, so we'll have to see what we want to do at the end of the meeting today, because we need an action for RTD's Letter of Support today due to their timeline. The first Letter of Support that we submitted was the City of Thornton's Washington Street and 100th Avenue building an underpass for their Grange Hall Trail. They're applying for a grant and we're asking for a Letter of Support from NATA. It's not on the Priority Project List, so we sent it around to the board via email and looked for approval from all of you. Thanks for your votes of approval. I got the quorum I needed with support unanimously and we were able to send it back to the City of Thornton for inclusion in their application packet. The City of Commerce City went after a 72nd N Line station, multimodal access project. Sean asked us for a Letter of Support from NATA for this. First and last-mile options all up and down the N line are included in the NATA Priority Project List. Any project that improves first- and last-mile access across the N Line is an automatic Letter of Support from NATA. We were able to write that one for Sean and get it back for inclusion in their packet, earlier this week. The action item needed here, that I don't have a quorum for, is RTD's Zero Fare for Youth program. Michael spoke a little bit about this last month looking for some support from NATA for a statewide Zero Fare for Youth funding package that would be moving forward out of TLRC. Hopefully, I think their next meeting is on October 3rd, so we have a couple of days to play with and maybe we'll send it out via e-mail Chair if we don't get a quorum today, but that's where we are with the Letters of Support in the last week or so.

Commissioner Stuart - Who are these two letters going to?

Carson – They are going to Secretary Buttigieg. They're both federal grant opportunities. They're both going for the same SMART and RCN pot of money.

Commissioner Stuart - Well, good luck. That's great.

Carson - At TAC on Monday we discussed all these projects. There are so many projects that the region is going after for these SMART and RCN grants across the board. I would say there's twenty plus that were on the list.

Malcom Fleming - And the other one here, that's not a federal letter.

Carson - So, the image is of the RTD TLRC letter in case I needed to read it out to the group. We can't take action on that one until we have enough people to vote and we still need one more for quorum. I will plan to send out an e-mail after this to look for more direction around support or not.

NATA Priority Projects List Process Update – Carson Priest

Carson - We had a retreat earlier this year where we decided the Priority Projects List was not working for us at this time. It has become a little outdated, and it had become a bit stale just based on our own account. We haven't kept it up and we want it to reflect the current Board's wish to become an actionable, useful, and dynamic list. The senior staff had a Working Group kick-off meeting where we sat down for two hours and talked the full two hours on Thursday, September 21st. It was a very healthy meeting discussing the technical list and what the list means for the staff and how we turn that into something that's a little bit more actionable and something that I could use to help advocate for NATA in the future alongside all of you. The primary goal is to bring the Priority Project List up to date using universal categories that reflect the current Board's priorities for a useful, dynamic, and actionable list. The next steps, this is where I would look for some board direction here today, is that we are looking as a staff Working Group to *Develop a Policy Document* that would live in between the technical list and our mission and vision and connect the two pieces together. It's a broader version of a project list, but it's a policy document that says we can act on things like first- and final-mile connections along the N Line and write Letters of Support for projects like that. We would be looking to develop something like that, with your help, over the next four or five months. We're also looking to *create and implement of universal project filters or criteria*. The list is very large right now and there is a lot of projects on there, so we need to be able to cull our priorities using universal filters or criteria. We would come together as a staff Working Group and decide at a high level what those might look like, bring them back to the group here for approval and discussion at a future date. Then, we'd look to update the priority project lists based on those new policy documents and universal project criteria. Once we create the policies and the criteria, we would filter it into a new project list. Then we would present that list in the first quarter of next year to the group for approval.

Once the list is created, we'd like to develop from that Project List, one-pagers with talking points about each one of the projects for use by native members and staff. For example, if you are going to advocate for a certain federal project, here is a one-pager that gives all the all the facts about that project so that you can have ready to go whenever you are going to Washington or wherever to lobby for it. Then this will help inform the larger overall Transportation Connections leave behind that we've done for several years, which is a broader overview. These one-pagers would more of a supplemental document that would be more focused on specific projects. I look for discussion and approval from the Chair and everybody else in the room that we could move forward with this set of action items or comments and questions about any of those. There are also staff in the room today that were there with us at the kickoff meeting and if they have anything to add I would welcome that as well.

Chair Mayor Mills - You know, we do have a lot of what we're calling "priorities". It's long, almost over three pages. It really needs to be focused on something that's a lot more ready. I think being project-ready is a key to getting something done, because if you have too many things, you're not going to get anything done. It's just a dream at that point. If we don't have anything else, we'll move forward from this, the CDOT Commissioner update.

CDOT Commissioner Update – Commissioner Karen Stuart

Commissioner Stuart - Remember last time when I was here and told you we didn't have a full contingent of Transportation Commissioners, well we do now, we have six new ones. The ones that were up for reappointment did not get reappointed and so we lost our Chair and our Vice-chair. We have 11 members, five of whom have been there for a while and six new ones. We have a new Chair and a new Vice-chair, I'm the Chair. I was the chair in 2020 when I did everything virtually, and it was a lot easier than being there in-person. The last meeting was my first time running the meeting in person and it's harder. But I will be the Chair from now until June of next year, Terry Hart, who's a Commissioner from Pueblo, is going to be the Vice-chair, and I'm really thrilled to have him as the Vice-chair, he's great. Typically, we do urban-rural so that the following year, a rural representative will be in charge of the in charge of the Commission. It was one of those things where we were filling a vacuum where a lot of people stepped back and Terry and I were left standing there, I think, is how that came about.

You remember last year when Senator Kyle Mullica ran a bill that asked that the CDOT 10-year plan have more transparency to it. We all know that if you're in the 10-year plan, there's an allocated amount of money that is specified for your project, but that amount of money may not take the whole project through. I'll give you for instance on the State Highway 7 Mobility Hub. You know that Mobility Hub through the years has looked at something like \$200 million to really redo the Mobility Hub in connection with the Diverging Diamond that needs to be done, and the managed lanes in Segment 3B that need to go through there. It's a very large number, but we did get \$20 million a little over a year ago to do Phase I of the Mobility Hub. But in the 10-year plan, it has that Mobility Hub at \$20 million. I think that was the impetus for someone like Senator Mullica to say what's the real cost of what you need to do here and how much are you actually chipping away at this. I think that was a great opportunity for us to be better at how we let you see what we're doing and how we're progressing. Therefore, there is a new dashboard and if you want to go into the CDOT website, under the main menu and then under the search button just type in "10-year plan dashboard" and it'll take you to that dashboard. It's not completely done yet, but it's pretty darn good and it shows each area, we are central in that dashboard, and you can just pull that up and then you can look at each of those projects. The next thing that we're doing is under each of those projects, there's a pull-down menu that can then show you the progress on that, that project to the extent that there might be another number attached to that that says the real cost of this for the full project is this. We are working on that.

One of the things we've discussed is how much information you want and how complicated does it become. One of the things we're talking about doing is having a hover over some of these other pieces so that you a little more specificity for people who want it, and it doesn't complicate the dashboard. I'm really excited about this because even though I deal with this all the time I can never find the information I want. The other thing is each of these projects has a project sheet that you can pull, and it will tell you what that project is in some summary. When the legislature deals with the Transportation Commission, they have something called the Efficiency and Accountability Committee that meets, and they talk about what they have imposed on us and how are we are meeting those standards. At the last meeting in September, we got a lot of support for the progress we've made on this dashboard, so I want to thank Senator Mullica for that because I think it's it will be helpful to all of you looking at the projects that you have or projects that you've heard of, and this is specific to the 10-year plan.

Finally, I want to talk about something that's not the 10-year plan and that is the redistribution that we got, the federal redistribution. Every year the feds give back to states, money that they've collected that they haven't used, and it's called Redistribution. Usually, we get anywhere below \$100 million to somewhere around \$123 million, and the importance of the redistribution is it's obviously not allocated to something it's not programmed to something. When it comes to CDOT that money is available to specifically hit needs, according to the Executive Management Team and the Transportation Commission this year we got an unprecedented \$179 million, that was not programmed. To give you a quick overview of what we allocated it to is: \$13 million for surface treatment I-70 in the eastern plains; \$8 million to avalanche mitigation; culvert repair and replacement; \$10 million for rest areas, most of which is going to the rest stop just south of Pueblo; \$10 million for mesh compliant guardrail; \$7 million for rockfall mitigation, \$20 million for capital construction cost escalation fund; light fleet and maintenance equipment; and JOA hotels and per diem for those workers that have to go work extended periods in higher-price resort areas in Colorado. We are working on housing and by next year we should have some housing in Fairplay and other places along I-70. The other item that got funding allocated is Transit and Rail Planning. It's a service development plan for Steamboat Springs and we had never heard about this, which they think they can do it for \$5 million. We have requested that be pulled until we can have a workshop on it to find out what they are doing. It's interesting because I believe that the Governor and CDOT are really focusing on rail throughout the state of Colorado and trying to grab some of the federal funds that are immediately available, so to do a service development plan now in order to prepare ourselves for getting that money will be an interesting experience. But if you have questions or concerns, give me a call or e-mail me or text me and I'll see what I can do to help you out. Crystal if you would just say something about the I-270 open house that we're doing.

Crystal Arnedariz – Our I-270 open house is October 10th in Power City and the People from Recreation Center and I encourage you to share with your networks. It's not just a Commerce City issue but fits in to everything we have been talking about. I have been doing a lot of outreach, working with other nonprofits that serve those communities that may not understand what this project entails. I have some flyers and some other handouts, just in general on I-270 that I can leave. I can also give you my contact information if you need additional information.

Chair Mayor Mills - Would you go back to the CDOT dashboard for a minute? Also, could we share this with the group? Did the I-25 and Highway 7 Mobility Hub say estimated start of 2024 and completion in 2025?

Kent Moorman - Yes, that's for the interim mobility hub. Basically, it is for the northbound off-ramp and southbound on-ramp, and the parking lot at work.

Commissioner Stuart - But what it will do is allow Bustang to give service to State Highway 7 and that area. I think the challenge is going to be how do you disperse people from that lot.

Kent - Well, the good thing is that we received a grant, Boulder is in the lead on that. for the Hwy. 7 Coalition for BRT transit service between Bright and Boulder and the idea is that when the ramps both get completed then Bustang starts, and BRT starts so they both start at the same time. So, part of that is in RTD limits and part of it isn't. Now we get to start the conversation all over again since the Division Transit and Rail has all new people. We have quietly suggested that maybe Bustang Outrider would be a good solution for that, which would be great because then Bustang and Bustang Outrider could coordinate. It's Monday through Friday service on Hwy. 7 with 30-minute service is what we put grant

with expanding the second year to Saturdays and Sundays. Boulder County is in the lead on that particular project. We're trying to make it all work together, and whether it's RTD, CDOT or some other provider, we don't know.

Commissioner Stuart - So you know that Hwy. 7 has a coalition has been working on that for years and you've been involved, Kent, for years as well as me. The challenge on Hwy. 7 of course is that there needs to be improvements to Hwy. 7 in order to make a bus efficient, because the bottlenecks that happen because of the size of the roads you have two lanes, you have one lane then you have three lanes. The good news is Paul DeRoshier is in charge of the Department of Transit and Rail now and Paul is not new to this group. He worked for Smart Commute early on when we first started in 2013/2014 and so he's well knowledgeable on Hwy. 7 and some of the stuff that that we've looked up today on the dashboard. I'm optimistic, I think 2025 is an optimistic timeline given how long it takes us to do anything, and I'm thinking about, you know, improvements on Segment 2 and how long it's taken.

Carson - Can you talk a little bit about the development of the next 10-year plan and what you might know about that process?

Commissioner Stuart - We update it every couple of years and by updating it I'm I mean we look at the four years that we've already programmed and done. There hasn't been any talk about anything after 2027. That may have to do with the fact that we'll have a new governor and maybe a new Executive Director. I'm assuming because we do a Statewide Plan every four years that it should be coming up pretty soon for us to at least start the conversation. You know good and bad about the 10-year plan, in my estimation only, not from CDOT's perspective, but we had \$9 billion of need prior to the 10-year plan and the 10-year plan addresses something like \$3 billion of need.

RTD Directors Reports – Director Whitmore

Director Troy Whitmore - I'll be brief on some of these updates because we have talked about them off and on for the last couple of months, but we're in the full throes of our Zero Fair for Youth Program. We were fortunate that we got a waiver to have a 12-month pilot program from the feds as opposed to the standard six months, so that gives us a whole school year, to see how this works and what kind of effects we have. So far, mostly positive impacts, but obviously we have some issues of a bit of overcrowding on certain areas and so we've got to work through some of that. Some of the call-n-ride services are tending to be point-to-point for children. We are trying to make sure that we don't have barriers, especially for low-income youth, to get to their educational sources. The one-year program launched on the 1st of this month and will run as I stated through August 31 of next year, all individuals 19 years and younger can access all RTD services at no cost, including Access-A-Ride, you just need to hop on board. We're just hoping that this provides an economic assistance to those folks that have real struggles with getting their kids to school with their jobs and routes that aren't being served by school buses. So hopefully we will have a good result from that and see what we can do for more of a permanent type of program. We do here that there's going to be some type of funding at the state capital to help with some of the costs of that as we move into the future. We've talked a little bit about the partnership program and those awards have been announced and thank you to Smart Commute, this region is getting a fairly decent sized chunk of the funds. We also have Longmont Project Microtransit that was awarded. We have the FlexRide Optimization from Smart Commute and the

Micro-mobility Hub Network serving the northeast quadrant of the territories that we had with the local service councils and then Longmont's Microtransit in the older Sub Regional Council and that's a substantial one as well. Hopefully there's an ability for us to increase the budget for more of these kinds of projects because we know that first mile, last mile (and five mile) solutions are critical for success, and it's not always something that a regional network can provide in the way that most of the local governments desire it. So hopefully we're moving forward with some type of program that can be modeled in the future and pending funding, as Karen mentioned, we'll see what we can do. So good news that this region and two regions that are represented here in the room today, have some projects to look forward to and to help our constituencies. We've done some FasTracks bonds upgrade and have approved plans to refund and refinance FasTracks debt and following our board decision, S&P Global ratings upgraded RTD FasTracks funds to AAA from AA Plus. AAA is the highest rating issued by S&P global. We've talked to several times on the fair structure changes coming in January. In general, it will be lowering fares across the board for the first time in recent history. Changes were developed as part of the year Long Review and Engagement Strategy. Most of you were involved with that at some level or not, but we've standardized the discounts, streamlined fair payment options, and the local and regional fairs that they have many of our existence have gone away and gone to a standard fair. So hopefully we're moving towards more. Equitable in it, and a simpler fare structure. We've done a little bit of program expansion with our LiVE program, which will help with the discount coming from 40 to 50% to align with some of our other discounted fares, income threshold increased up to 250% of the federal poverty level which was at 185%. Trying to do our best to add additional fare options including Cash on Vehicle, which is something that's needed with a lot of our constituencies, additional fair payment options besides the Cash on Vehicle ticket vending machines and mobile and paper monthly passes. We are doing a comprehensive marketing and engagement program. It's being finalized by staff to communicate and provide the updates and changes to the LiVE participants. Eco Pass and College Pass contracts will have two-year utilization based fixed pricing, contract minimums reduced to lower participant barriers. New pricing will be introduced in January and Eco pass pricing matrix has been simplified. On the Welcoming Transit Environment side, you know that's been a lot of discussion with the Board and staff over the last six to eight months to do all we can to provide a safe working place for our operators and obviously for our riders. We have passed a tweaked version of the Code of Conduct on Tuesday night with no major changes and just some better descriptors in there with Director Guzman that led the charge on that. The RTD Transit Watch app is important tool in that regards and it would be available in English and Spanish both and we do monitor all the input on the Transit Watch App to deploy resources and make staffing level changes to support specific times and location. What we're trying to do is deter illegal activities, discourage disruptive behaviors, emphasize common courtesy respect for RTD employees, facilities, vehicles, and obviously fellow riders. Part of that is an education program, that's the first step. Customers to be reminded of common courtesy and expectation resource connections and enforcement. We continue to work on our staffing issues. It's an ongoing saga, it's better our numbers are positive as far as retention, but it's still a gap, and that does impact our efforts about expanding services. I think now we are a larger disadvantage on staffing in regards to our mechanics and body shop folks then we are with operators. We did September service changes and glad to say we modified 8 services, seasonal adjustments on 12 services and on time performance adjustments to six services, no significant reductions. In terms of the Zero Fair for Better Air report, we will have the official report in November. Vince and I and others be happy to share that with you folks when that becomes official. We do have some early numbers and on July 23 vs June of 23, we saw 17%

increase. That seems a little low because we went from fares to no fares from June to July, but just some early numbers. And then comparing July 2023 to July 2022 was 16% increase.

Mayor ProTem Jessica Sandgren - I have one question only regarding the evening rides back from Union Station. I know that over the summer there were a couple of events that all ended at the same time, but it was after the 10:56 pm last train. Is there any conversation about when there are late night events, when you advertise for people to take it down, but then there's no way back home? Obviously, the Uber and Lyft's were at their peak prices, and so it is a factor when people are like, I'm not going to ride it because I can't get home and it's going to cost me \$100 to get home vs if I just drive my car and park. Is that conversation happening? Because I'm looking at train schedules, and we're still before 11pm, while some are after 11pm and it's kind of all over the board.

Michael Davies - I know specifically with the Taylor Swift concert, we did run extra, not advertised, N line trains. That didn't apply to the buses, and I think that's probably also what you're referring to. We didn't advertise that you'd be able to take a bus past the hour that we scheduled it and those all ran, but we can't do it on the bus side of things because there's hundreds of routes. You know, we can take the N line and we did run several hours actually of extra service that was not advertised and made sure I know this because you know, our Chief Communications Officer was down on the platform and making sure that everybody had arrived back and was calling in to our folks and saying you got to send one more train and it was past midnight.

Mayor ProTem Sandgren – So, if it wasn't advertised though, how did people know? Because if they looked on the schedule, then they saw that it ended so they just didn't take it.

Michael - We don't want to advertise that cause we didn't know if we could get it done. We just did that because we knew there was still people on the platform waiting to get home.

Mayor ProTem Sandgren - But do you see what the problem is? People looked at the schedule and we're like, I guess I can't get home, so now I have to call an Uber. You have to advertise.

Michael - We wouldn't want to advertise and not be able to deliver.

Mayor ProTem Sandgren - But then what's the point? If you took the train down because it was heavily advertised and they didn't advertise that it was after that and you're looking at the schedule and it says the end was at 10:56pm, you wouldn't know to go down there.

Michael - We advertised to say that we are running our normal schedule, and you should plan accordingly to the normal schedule. That's all we can do with our people power issues that we have. Everything extra that we did provide, and we did make sure that people got off of the platform at least on the N line and several other rail lines that we could have extra operators who volunteered their time to do it, but we wouldn't want to say we promised.

Mayor ProTem Sandgren - I understand that, but it doesn't send a message of confidence. First of all, take it down. But you have to leave the concert early or maybe you'll get lucky, and they'll run an extra train. That doesn't make any sense - you've got to either let people know, or just say you know what, we're only running until this time. Then people didn't take it home and spent \$150.00 to get home and two hours of sitting in traffic.

Michael - That's just the nature of the unfortunate structure formation we have.

Mayor ProTem Sandgren - It's not the nature of it, because if you go to other places and have transit, it goes past it makes no sense when we're going to say, take the train, it's safer and less congestion. It doesn't make any sense and to say, well, we did have extras there. I guess if you were lucky enough to walk by and happen to see that good for you. But. Most people were saying check the schedule, look at the app. And then it's not accurate information. I mean, I don't get that. How do you communicate content? As to people who must come back up north.

Michael - It was accurate, we did advertise it. If people decided to go, then it was based on the accurate information that we did publish. We have to allow people to make their own decisions. You want transit to be able to do that, but we couldn't guarantee it. The limitations of our staffing issues that we all have it's best we could do.

Director Whitmore - We did the best that we could and had quite a few compliments. There were crashes and burns like Faith's experience and a few others. I don't know if we were told today that we've got George Strait or Taylor Swift on two nights in or on a weekend, and the Rockies don't schedule around it if we could plan that far in advance. But it was the highest usership of our system since we've been keeping the record.

Mayor ProTem Sandgren - I get that and people will take the transit if it's available. But when you use the app that we're being told to use and then it's saying, no the last one is at this time. Then they're not going to go there, so it just doesn't make sense. If we know that there's events that are going to happen and this is just normal life stuff, events and concerts go late at night, Cirque du Soleil goes late at night. Not all the trains run at the same time, though. Some of these trains do go till midnight on a normal basis. We've been promised with the N line that we were going to go from 30 minutes to 20 minutes when it first opened. There's a lack of confidence. People who are now going back to work on a regular basis who want to take the N line. So, you're not putting confidence in people who have to ride past a certain time or when there's a disparity from and Union to Golden I think it's almost till midnight, but from Union to Thornton, it's before 11pm. I'm just saying it's great that you had people there and I'm thrilled to hear that they volunteered their time, but there were plenty of people that went down thinking they were going to get home and couldn't get home and spent over \$100 to get home. That does not put confidence or a desire to take the train ever again. People don't care that there's no staff or that it was not advertised, but it did happen. Nobody cares about that, they just know they took it down and they couldn't get home and that's it.

Director Whitmore - We started with 20-minute headways then we went to 30 with COVID, if I remember correctly. We want to work to get back to 20 minutes.

Michael - The N line is actually performing better than what our private contractors do on the B, G, and A lines.

Director Whitmore - That's why I think we ought to add a couple more late nights.

Michael - We operate it ourselves. It is an RTD operation vs contracting it out to a third party and our it's service availability with our own operators. Our own folks doing the maintenance and having our conductors on board and making sure you have that second crew member, we're doing better than our third party concessionaire.

Councilmember Marvin - Then why aren't we getting more service? To Jessica's point, this is an ongoing issue. It's a really long wait and the 10 minutes would make a huge difference. I have heard so much over the past six months about RTD is that the last train is 10:56pm. That makes no sense for anything, for example a baseball game, a concert, etc, as most of those end after 11pm. People don't take the train to any of these events because of that. I guess my question is what can be done to start fixing this? I understand the 20-minute headways is a bigger issue. Is there anything that we can do to start adding a couple more trains after 11pm? Anything that could be done for the next service change or even just on the weekend?

Director Whitmore – I get it, you get overtime or extra innings at the games. To your question about what can be done. You're doing it. I appreciate that and Michael hears you too. I'm sure Vince will hear you. What I would what I will push for is how soon can we get back to 20-minute headways? More importantly, I think in the short term, because it's a little tough to go to 20s with people power issues, is trying to see if maybe we can do something different on Friday, Saturday nights at least. We do have different schedules Monday through Thursday, and Friday I think is different than Saturday and Sunday.

Chair Mayor Mills- I think it's especially more important, during the upcoming summer nights, if you're going to be pushing it into the winter we may not see the same demand as we are in the summer.

Councilmember Marvin - We have two championship teams, so I would say that there's probably going to be quite a bit of demand for this in winter too.

Director Whitmore - It's a big system, so we have to adequately plan for the people and obviously the rail cars and things of that nature. Certainly, my goal is to push to get back to 20-minute headways if we're the most successful line and many of our statistics prove that. I pledge that I'll push that button. I'll take it back to them.

CTIO Update regarding Blissway Fine Technology on I-25 – Piper Darlington

Commissioner Stuart - So you've seen Piper here before, the last time she was here, she had a different role. We're so excited that she is the now Director of CTIO (Colorado Transportation Investment Office), she took Nick Barber's place. She's worked with CTIO for many years and been at CDOT since 2013. This group tackles difficult issues and one of the things that we have been complaining and concerned about is the problems on I-25 at Segments 2 and 3, which is 58th to 144th where there are crashes happening on the southbound in the morning and in the northbound in the evening. We've been concerned about it and there hasn't been a way to enforce it, particularly because it's very dangerous for any of our local governments to put their police force out there to pull people over. A new program has come and we're going to talk about that, and we have just put it on to I-25. Piper, thanks for coming today, it's a long way for you to come so early in the morning, we really appreciate it.

Piper Darlington - I really do appreciate the chance to be here again, I was here a couple months ago talking about the TIFIA Loan. Thank you for putting this topic on this group's radar and hopefully, you've gotten some communication via Carson and other channels on the program. This is fairly new on I-25 so I definitely want to come back to this group once we are a little more into the program with some you know, more numbers and kind of some takeaways on what we're seeing. This is meant to be a high level overview of what the program is, then you know what we've been doing in terms of outreach, and then

some initial numbers that we're seeing. The Express Lanes Safety Enforcement Program (SEP) is a result that came out of HB22-1074 that was passed in 2022 which requiring CTIO to use advanced roadside technology to enforce safety violations, starting on the I-70 Mountain Express Lanes. Violators identified by this technology are issued a \$75 civil penalty via mail, and if it is not paid within 20 days it increases to \$150 fine. The purpose of this enforcement is, most importantly, to keep all roadway users safe. The SEP is active on the I-70 Mountain, C-470, and I-25 North express lanes. CTIO uses a mix of roadway sensors, camera and other sophisticated technology to monitor and enforce these rules. Through our outreach campaign, our goal of communications for the SEP is to inform the public of the forthcoming civil penalties and give motorists the information they need to follow the Express Lane rules. Safety is the primary purpose of this program. Our target audience includes both local residents and regional visitors. The grace period has been leveraged to help inform the public and get the media talking about the program well in advance. We have incorporated a plethora of outreach channels including: earned media; paid advertising; website updates; stakeholder outreach; social media posts; legislator notifications; influencer partnerships; and VMS messaging. Our Earned Media outreach includes TV, radio, online/print, Twitter and Facebook which combined reached an audience of over 6.8 million. We have had over 104 mentions and over 6.8 million impressions on social media. The top three types of media are (in order) radio, Facebook and online/print. With our Stakeholder Outreach, we distributed key messaging and materials to over 200 stakeholders including: State Agency PIOs; local government and community leaders, E0470, local businesses, local emergency services, Rideshare companies, motorcycle clubs, community organizations, Smart Commute Board Members, and NATA Agency Partners. Hopefully you have seen some of our VMS messaging we have done on one or all of these corridors. We posted VMS messages along the I-25 North Express Lane corridors to notify drivers of the new enforcement and consequences for crossing the solid lines. In addition to updating the expresslanes.codot.gov page to include information about the safety enforcement program, CTIO has a SEP website <https://expresslanesafety.com/CO/faq> So, what are the Civil Penalties being used for? Our current collection rate is about 60%. The cost of the program is about 45-50% of each fine collected. Excess fine revenue will go directly to support safety improvements that are being identified through the I-25 Segment 2 Safety Improvements Study being led by CDOT. Here are some of the I-25 numbers to date. Numbers are high, but we are focusing on extensive outreach and education and the numbers will come down. We have seen this on MEXL. So, during the Warning Period we sent out over 37,000 warnings on I-25 alone. Last week we sent out over 700 notices for payment on I-70 Mountain Corridor, over 12,000 on C-470 and over 14,000 on I-25 totaling almost 27,000 total for one week. I do want to say that on I-70 we are already seeing a reduction in the numbers. We have actually had people reach out to us asking when they are going to put this in their neighborhood and at a specific exit. This has been more the norm than the exception, less complaints and more positive feedback. What are the next steps? With the start of civil penalties on October 1, we will continue our campaign with the distribution of a second press release highlighting the number of warnings issued during the grace period; follow-up with all stakeholders to reinforce campaign messaging; partnership with local influencers to reach younger audiences on social media outlets; and ongoing paid advertising, social media posts and website updates. For the communications side, we are looking at a Phase II on more ways to reach people.

Mayor ProTem Sandgren - This is amazing information. I'm very thrilled to see an actual Wally technology that's able to capture this information. Just looking at the 12,000, that's a half, \$1,000,000,

almost just in those fines. Obviously, that will go down once people realize they're going to have to pay for these violations. Where is Wally at? You said they're local?

Piper - Blissway is the company and the technology is called a "Wally". Blissway is a startup out of Silicon Valley but we were one of the first states to partner with them so they actually moved their headquarters here. The AVIS bill that passed, they were just looking for a partner and we were very fortunate that our Chief Tolling Operations Officer met them at a conference, and she said you're my safety solution. We partnered with Blissway on a pilot agreement as they wanted to test out their equipment, so they put it on I-70. Then they expanded that pilot to be a multi-state pilot, we partnered with other states that have tolling and express lanes to really test out that technology. This has really put Colorado on the map in a lot of ways. We are getting asked to speak on this technology, how we're using it because it is really a first of its kind and just given some of the innovations given that they're a tech company, they are constantly innovating on the equipment. We went there last week and they said they have reduced the amount of power that the cameras need by 10%, so they are able to make the solar panel smaller. There's going to be a lot more applications for it I think in the near future.

Lisa Hough - Have you could think about doing signs in both English and Spanish?

Piper - I don't know the answer, but I will follow up. I know some of our communication materials, usually the printed and online materials are, but on the sign you're talking like the VMS signs, that's a good question. I'll follow up and get you an answer, I'd like to know too.

Trustee Emily Baer - I'm trying to remember when you're talking about TIFIA Loan and you were saying that only segments that are in the 10-year plan can benefit from the money that comes in. Is that the same for these kinds of fees?

Piper - Because we have that financing on the whole 60 miles of I-25, this money will will flow into that pot. We'll pay for the expenses to operate the program out of that pot. Then whatever's left, any excess tolls we could put into those safety improvements, so this will actually just bolster that pot that would be available and help us further accelerate from a financial lens the delivery on some of those improvements that the region is looking at for the study on Segment 2. So ,it's a pot for I-25, but the immediate needs would probably be safety improvements, the completion of Segments 3B and 4, whenever that comes to fruition.

Malcom Fleming - Just wanted to quickly clarify that all excess revenue on I-25 goes to I-25 and not all the express lanes in the metro area.

Piper - It's very corridor specific, so all of the fines collected on I-25 will stay on I-25. The fines for C-470 will stay on C-470

Chris Montoya - If the technology had speed capacity, so speeding violations, does it have that ability as well?

Piper - It does, however, we're not using it. We don't actually legally have the ability to enforce speeding, but from a technological lens it does.

Shawn Poe - Any consideration if there's enough excess revenue to help maintain the roadways that feed into I-25 along that corridor because that is where some of the traffic and some of the local

communities are experiencing issues. Those intersections are being considered for capacity improvements and additional funding would help accomplish that.

Piper - I think it would have to be, you know, any legally available purpose right under the CTIO Statute on how we can use those revenues. If there was a nexus with a CDOT project or I-25 there, there could be potential there. So I'll get back to you with a better answer on that.

Commissioner Stuart - There's two things I'm wondering about. How sophisticated is this technology? Does it capture 100% of violators, or what percentage do you think it captures?

Piper - It's like 99% I think. They tested this out substantially to validate the accuracy. The pictures they are crystal clear, so it's extremely accurate.

Commissioner Stuart - The other question is motorcycle licenses. They weave in and out and in and out. Can you get a motorcycle license? They're pretty small.

Piper - Yes, we have gotten some of violator of the week pictures that are motorcycles. So, motorcycles don't have to pay a toll, but they will get a fine if they violate the rules.

Director Whitmore - Just remember Wally is watching.

October Meeting Update

Chair Mayor Mills – Just a reminder there's no meeting next month because we have some staff that will be at some conferences, and it may not be a well-attended meeting due to that factor.

Carson - Unfortunately, what this means is we are not going to meet again until December because we don't have a November meeting. But in December we'll come back with some updates about the Priority Project List, Policy Documents, the Criteria we talked about have some more internal discussions in December, and E-470 was supposed to present next month to us as an update. I'll get in touch with Jessica over there to make sure they know that they're not able to present next month.

Adjourn at 9:31am