

Community Working Group Meeting #1

January 28, 2019
New Britain Building 1101 Arapahoe Ave, Boulder, CO

DRAFT Meeting Notes v. 1

Attendance

Working Group Members in Attendance (in person and on the phone)

In person: Tim O'Shea, Mark McIntyre, Bryant Battenfelder, Josh Sperling, Jim Hartman, Darryl Brown, Rob Andrew

On the phone: Andrea Meneghel, Debra Capra, Valerie Soraci, Kim Calomino, Don Archibald, Dominic Thompson, Patrick Menzies

City Staff and Consultants in Attendance

- City of Boulder: Chris Hagelin, Kathleen Bracke, Natalie Stiffler, Graham Clark, Gerrit Slatter, Randall Rutsch
- Barbara Lewis, Catalyst, Facilitator

Materials

- Workgroup Charter
- Staff Presentation

Introduction

Barbara Lewis (meeting facilitator) opened the meeting and explained the key purpose of the meeting, to communicate and gain feedback on working group expectations, the Transportation Master Plan timeline and purpose, TMP investment priorities, current Transportation Division revenue and expenditures and work group scheduling. Barbara then reviewed the meeting agenda and members introduced themselves.

Charter

Barbara explained the purpose of the Charter and how its purpose is to outline both staff and working group roles, responsibilities and expectations. The group was led through each section and ask to provide feedback and levels of consensus. Minor changes and clarification were suggested and Barbara said that she would return with a revised Charter

for meeting 2.

Staff Presentation

Chris Hagelin's presentation outlined the Transportation Master Plan (TMP) process which is set to wrap up in late 3rd Quarter of 2019 and the path for the community working group in terms of the topics of the next meetings which will include a review of the staff's needs assessment, an evaluation of viable funding mechanisms and the development of a working group recommendation on potential funding pathways for board and council consideration.

Chris provided a brief history of transportation funding that started in 1967 with the dedicated transportation sales tax and through the Blue Ribbon commission, the 2009 Funding Report and the work staff completed on a propose transportation maintenance fee.

The presentation also highlighted the current Investment Priorities and Budgeting Principles from the current 2014 TMP. The investment priorities have maintaining and operating a safe system as the highest priorities followed by increasing operational efficiencies by proving multimodal options and then quality of life improvements. The lowest priority is increase capacity for automobiles. The budgeting principles focus on being clear, credible and consistent, valuing innovations, ensuring that O&M costs are incorporated into new improvements, increasing sustainability and resiliency, leveraging federal money and investigating the use of local user fees to fund future transportation.

In general, the community working agreed that the city's investment priorities and budgeting principles are still relevant and appropriate with additional discussion on the role of safety and the need to further explore what are quality of life enhancements. For example, in response to working group member questions, staff explained that quality of life is described in the TMP as programs like the Neighborhood Speed Management program, quiet zones and aesthetic enhancements, like the incorporation of art in public places.

Staff clarified that there are not specific dollar amount allocations for each investment priority. The Working Group also suggested that staff look into ways to incorporate a priority on shifting away from fossil fuels to electric sources and reducing greenhouse gas emissions (GHG) from air travel as they are not currently taken into account in our GHG inventory.

Community group members asked about examples of innovations and staff gave examples of innovations and staff describe the origin of the Eco Pass Program in Boulder and the design and implementation of the Boulder Junction Access Districts which use general improvement districts to provide transportation demand management (TDM) programs to residents and employees.

Next, the staff presentation turned to current revenue and expenditures. Transportation revenue is highly dependent on sales tax revenue as federal funding significantly fluctuates year to year. One of the more important issues with funding is that sales tax revenue is not keeping up with inflation and the increasing costs of operating, maintaining and

construction. Over the year, the amount of revenue dedicated to cores services, i.e. operations and maintenance has increased significantly at the expense of new enhancements to the system. Due to inflation, purchasing power continues to decrease and it has become clear that the Transportation Division needs additional revenue from new local sources that are sustainable, reliable, predictable and scalable. This is further exacerbated by other trends as well. Regionally there is greater competition for limited resources and RTD is unable to provide the level of transit the city desires, at the state level the funding from the gas tax continues to decline (gas tax has not been increased since 1992), and at the national level the increase in required matching funds means that the city can leverage less federal funding.

Staff clarified while we anticipate flattening local sales tax that we actually saw an increase in 2018 due to construction use taxes. Based on questions, staff also explained how material costs are increasing at significantly higher rates than sales tax revenue and that if the city were not already deferring some maintenance, the city could be devoting all revenue to core services leaving nothing for enhancements.

The issue of parking revenue was brought up and staff explained that parking revenue goes to the general fund and doesn't get allocated to transportation, but staff would get data on historical trends for parking revenue.

In response the issue of RTD's inability to provide adequate service now and in the future, staff offered to send members a link to the city's Renewed Vision for Transit and explained the desire to have greater local/county-level control of transit service while RTD focuses on regional service.

The staff presentation then briefly explained the methodology of the needs assessment that will be the focus of the second meeting.

Wrap Up

Working group members decided that having a regularly scheduled meeting would be helpful, i.e. every three weeks. The work group asked staff to send out a survey to determine best meeting times for day of week and time of day.

Actions:

- Revise Working Group Charter
- Staff will get parking revenue data, link to Renewed Vision for Transit and Transportation Master Plan
- Create a Google Drive to hold documents used by the Working Group
- Provide meeting summary
- Send out doodle poll to schedule future meetings.