

POLICY AGENDA

Northwest Mayors & Commissioners Coalition and Commuting Solutions

Approved on January 12, 2023

The Northwest Mayors and Commissioners Coalition (“MCC”) and Commuting Solutions (CS) support federal, state and regional policy that is consistent with the positions identified in this Policy Agenda. These positions were informed by the 2014 consensus achieved during the Northwest Area Mobility Study (NAMS). The projects identified in the NAMS were designed to reliably, safely and efficiently provide mobility solutions, reduce congestion, respond to Denver’s designation as “serious nonattainment” for ozone under the Clean Air Act, and help combat climate change.

The NAMS agreement was captured in an April 7, 2014 “NAMS Local Stakeholder Consensus Document” (**Attachment A**) which should be read in conjunction with this Policy Agenda in order to understand the specifics on funding sources, projects, timing and order of priority in which they are each supported.

The Policy Agenda provides representatives of the Northwest MCC and CS with the ability to advocate on behalf of the coalition for the stated positions as opportunities arise, be they before legislative, regulatory or administrative bodies and individual leaders. Any potentially controversial or high-profile policy communication made on behalf of the MCC and CS should receive prior-approval from the full MCC and CS, when possible. Regardless, all such communications should subsequently be brought to the attention of the full MCC and CS at the earliest opportunity.

The Policy Agenda is approved by each of the individual governing bodies of the members that make up the MCC and CS. It may be revisited and revised at any time to reflect changing circumstances or to provide specific interpretation of these positions as they apply to any one policy question.

- **Multimodal Arterial Bus Rapid Transit (BRT)/ Enhanced Bus Service Projects** - Seek non-FasTracks funding and support for capital and operating improvements necessary to implement an arterial BRT/Enhanced Bus Service network, as identified in Attachment A and RTD's August 14, 2014 Northwest Area Mobility Study Report, including supportive multimodal system enhancements, including commuter bikeways and pedestrian facilities, and First and Final Mile connections/TDM.

CO 119 - between Longmont and Boulder, including the mobility hub at CO 119 and I-25 - is the highest priority arterial BRT corridor. While advocating for improvements to CO 119, the MCC and CS will concurrently look for opportunities to advocate for completion of the remaining corridors, listed below, based on further refinement of regional priorities, project scopes funding availability and leveraging opportunities:

- CO 7 between Brighton and Boulder, connecting CO 7/North I-25 Mobility Hub, North Metro Station Park-n-Ride in Thornton, with Broomfield, Lafayette and US 287 BRT station in Erie
- US 287 connecting Longmont, Lafayette, Erie and Broomfield to the US 36 BRT Corridor, providing connections to CO 7 BRT stations
- CO 42/95th Street connecting Erie at the US 287/CO 7 BRT Station to Louisville and Lafayette along CO 42 to the US 36 BRT stations in Broomfield. South Boulder Road connecting Lafayette and Louisville to Boulder

POLICY AGENDA
Northwest Mayors & Commissioners Coalition
and
Commuting Solutions

Approved on January 12, 2023

- 28th Street (US 36)/Broadway (CO 93) (connecting CO 119 BRT, US 36 BRT and South Boulder Road BRT and other local and regional transit routes to Boulder Junction/Downtown Boulder Station)
- 120th Avenue between US 36 & Broomfield Station and Adams County Government Center, providing connections to the Westminster I-25 Wagon Road Park N Ride and the N-Line Station at Eastlake

- **Northwest Rail** – Support full funding, construction, and operation of the Northwest Commuter Rail Line (aka, the “B Line”) between Denver Union Station (DUS) and Longmont, inclusive of stations in Boulder, Louisville, Broomfield and Westminster. Also, support creative and alternative rail implementation strategies (including level of service phasing) as circumstances effecting feasibility, such as change in BNSF position, costs, ridership, and funding sources, evolve.

- **Front Range Passenger Rail** - Support the funding, construction, and operation of the Front Range Passenger Rail Line (FRPR) along the BNSF/NW Rail alignment to facilitate RTD’s ability to complete the B Line.

- **I-25 Bi-Directional Managed Lanes** – Seek funding and support for the construction of additional managed lanes between US 36 and downtown Denver to facilitate bi-directional service to benefit the broader region (both North I-25 and US 36 connections to/from Denver).

- **Managed Lanes** – Support implementation of permanent congestion-free managed lanes as a practical, cost-effective, long-term strategy for improving corridor mobility for all users, including drivers and transit users, be they in managed or general-purpose lanes. These managed lanes should be allowed to remain uncongested through variable, dynamic pricing of non-HOV vehicles resulting in drivers choosing to use the lane at a level that ensures unrestricted travel in the managed lane by all users, provides incentives for energy efficient travel, and benefits all travelers using the entire facility.
 - Support the free-flowing operation of managed lanes.
 - Support managed/tolled express lanes as part of multimodal improvements along NAMS BRT corridors as appropriate.
 - Support funding for education and incentives to promote full utilization of the HOV/Toll lanes.
 - Support increased transparency and public involvement in decisions to create future managed lanes, especially those involving private partners.
 - As a general policy, support the requirement that any significant new highway (freeway/expressway) lane-capacity (public or private) built with state or federal funds be required to be managed (priced/tolled) to maximize the person-carrying capacity of the facility and to encourage free HOV and transit usage unless reasonable exceptions apply.

POLICY AGENDA
Northwest Mayors & Commissioners Coalition
and
Commuting Solutions

Approved on January 12, 2023

- **Rail/Transit Stations and Mobility hubs** – Support funding and implementation of station investments, First and Final Mile infrastructure, and programs that serve both BRT and future rail.
- **Railroad Crossing Quiet Zones** – Support funding for and completion of quiet zones along the length of the Northwest Corridor, with a priority on crossings that benefit the greatest number of residents in the most cost-effective manner.
- **Transportation Funding** – Support federal, state or regional transportation funding that includes a commitment for a substantial percentage of multimodal (i.e., transit, bicycle and pedestrian) investment. By way of example of what “substantial” means, the MCC has in the past supported a measure that would have resulted in a minimum of 30 percent of the new funding revenue being used towards multimodal projects. The following are examples of approaches to securing funding that the MCC could support:
 - Fees tied to road use, fuel consumption, vehicle miles traveled, and commercial vehicles such as ride-sharing and delivery services, with rate differentials based upon vehicle occupancy.
 - New bonding or other borrowing for transportation projects so long as there are new or existing designated sources of funding identified to pay off those obligations.
 - Simplification of existing tools (e.g., Regional Transportation Authorities) or creation of new ones (e.g., Metropolitan Transportation District) that our local governments can consider to jointly generate funding to address transportation solutions, so long as local governments are not giving up control over decisions on whether to use such tools or over how funding should be spent.
- **US 36 Bus Rapid Transit System** – Seek funding and support for the full implementation and restoration of the US 36 BRT system (branded as “Flatiron Flyer” routes) as committed to in the 2004 FasTracks ballot measure, the US 36 Environmental Impact Statement and Record of Decision, the TIGER (now referred to as “RAISE”) and TIFIA funding applications and additional elements approved by the RTD Board on September 17, 2013, including relocation of the Church Ranch boarding platforms and a second parking structure and pedestrian bridge extension at Broomfield Station. Support Flatiron Flyer BRT service restoration and improvements and station area enhancements to more fully serve existing and new Transit Oriented Development in each of the US36 MCC communities.
 - Support increased Flatiron Flyer service to meet the growing ridership demand, including increased SkyRide service to the airport.
 - Seek funding for implementation of the US 36 First and Final Mile study recommendations that provide a tangible benefit to residents, employees and commuters in the corridor.
- **Vision Zero Safety Objective** - Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. It reflects a local, regional, national and worldwide approach to innovate and use a data driven, interdisciplinary approaches to improving safety for people using all forms of transportation throughout the community. The MCC supports local, regional, state and federal plans and policy changes in

POLICY AGENDA
Northwest Mayors & Commissioners Coalition
and
Commuting Solutions

Approved on January 12, 2023

furtherance of this objective, including ones that prohibit use while driving of mobile electronic devices unless through a hands-free device or expand local control over use of photo radar cameras.

- **Electric Vehicles** – The Front Range, including the US36 corridor, is currently within an area classified as being in “Severe Non-Attainment for Ozone” under the Clean Air Act. Vehicle emissions are a significant contributor to the region’s poor air quality. The fees established by SB21-260, which will generate an estimated \$734M in revenues for this purpose, are an important but insufficient step to address the contribution of mobile source pollution. Accordingly, the MCC supports the goals of the “Colorado EV Plan 2020” as well as the identification of new policies and initiatives that will bring about the accelerated build-out of EV fast-charging stations and the adoption of electric vehicles throughout Colorado.
- **Bus-on-Shoulder Use** - Support RTD authority to authorize bus-on-shoulder use on limited corridors to expedite local bus service.
- **Transportation Demand Management** - Support Transportation Demand Management (TDM) strategies and initiatives that help people know about and use all their transportation options and that counterbalance the incentives to focus solely on single occupant vehicle travel. In particular, the MCC and CS support policies that result in more affordable and/or free transit fares.
- **Deployment of New Technologies: Connected and Autonomous Vehicles** -Support changes that enable and encourage the deployment of new and advanced transportation technologies. Deployment of advanced technologies in transportation may include connected vehicles, transportation systems and infrastructure, and autonomous vehicles, which have the potential to improve safety, reduce congestion, improve air quality, and achieve Colorado’s greenhouse gas emission goals. This should include a flexible framework that:
 - Encourages deployment for shared purposes for public and private transit use or shorter, first and final mile connections;
 - Results in increased accessibility and equity;
 - Leads to a decrease in parking demand;
 - Increases safety for people using all modes of travel; and,
 - Decreases vehicle miles driven