

North Area Transportation Alliance
Draft Summary Minutes
January 12, 2011

Chair Erik Hansen called the meeting to order at 6:05 p.m. at the Thornton Infrastructure Maintenance Center at 12450 North Washington Street, Thornton and immediately resigned as Chair and turned the meeting over to Vice-Chair Cheryl Hauger.

Members and alternates attending were: Brighton – Mayor Dick McLean; Broomfield – Mayor Pat Quinn, Kevin Standbridge, Deputy City Manager; Commerce City – Mayor Paul Natale; Erie -- Cheryl Hauger, Mayor Pro-Tem; Firestone – Wes Lavanchy, City Manager; Longmont – Mayor Bryan Baum, Phil Greenwald, Transportation Planner; Northglenn – Mayor Joyce Downing; Thornton – Councilmember Val Vigil, Gene Putman, Transportation Manager; Westminster – Mayor Nancy McNally, Matt Lutkus, Deputy City Manager; Metro North Chamber of Commerce – Jonathan Perlmutter, Howard Gelt. Also attending was: Commissioner Erik Hansen and Jeanne Shreve (Adams County); Deb Obermeyer (Metro North Chamber); Jim Hayes (Northglenn); Kelly Johnston and Mike Shafer (URS); Joyce Hunt (Thornton).

I. Minutes:

- a. The minutes of the December 8, 2010 meeting were approved unanimously.

II. New Business:

- a. RTD FasTracks “Completing the Vision”. Copies of the presentation made by RTD staff to the RTD Board on January 11, 2011 were handed out to the members. The members discussed the staff recommendation regarding the use of the \$305 million (I-225 – Nine-Mile to Iliff \$90 million; US 36 BRT – Complete managed lanes to Interlocken \$90 million; North Metro Corridor – Complete DUS to Stock Show; Longmont Park-N-Ride \$17 million; remaining \$18 million held in reserve under the 0.1% option) and whether NATA should formally support this recommendation. Several members stated that while this wasn't perfect, the RTD staff recommendation seemed to be an attempt to recognize what NATA and others had been expressing – that the next available monies needed to go to the north area. The general consensus was that NATA should support this recommendation. Thornton stated that while the monies allocated to I-225 Corridor, US 36 BRT and Longmont allocations would result in improvements that people could actually use, the allocation to the North Metro Corridor (assumed the \$90 million included the final design for the North Metro Corridor as well as extension of the line from DUS to the Stock Show) wouldn't result in improvements that people in the North Metro Corridor could actually use. This improvement actually benefited Denver because if the Stock Show moved in the future, Denver would already have a station at a redevelopment site. Other members stated they understood Thornton's concerns, as their constituents would not see any direct benefit from this as well, but felt this was a fair allocation of the \$305 million. A motion was made to accept RTD staff's recommendation on the use of the \$305 million but the vote was not unanimous (Thornton voted no). Thornton suggested that NATA request the \$18 million contingency be allocated to the North Metro Corridor to be used to acquire right-of-way for the transit stations. Other members expressed the

concern that every corridor could argue they needed additional funds for rights-of-way or something else. A suggestion was made that the \$90 million recommendation to extend the North Metro Corridor from DUS to the Stock Show be changed and broadened to just say the \$90 million should be allocated to the North Metro Corridor so that the money could be used to leverage additional funds – whether for New Starts Grant, a TIFIA loan, a public-private opportunity, or some other opportunity. The idea was to use this money as leverage to get further along in the goal to actually build the North Metro Corridor. The comment was made that the allocation recommended for the other areas would be leveraged as these funds didn't reflect the entire cost for those improvements. The members supported this approach and indicated they would fully support any application for New Starts Grant, TIFIA loan, or other grants/funding opportunities that might become available to leverage these funds. A resolution will be drafted that reflects this and circulated electronically for approval of the members and then submitted to the RTD Board.

The group also discussed whether the members wanted to take an official position on the RTD Staff's recommendation regarding a 0.1%, 0.2% or 0.4% potential tax increase. The members indicated that there wasn't agreement on this issue and that the statement NATA had included in a previous resolution – “NATA recognizes the need for additional tax revenues. NATA has concerns about the willingness of voters to approve multiple tax increases to accomplish FasTracks and urges RTD to weigh this factor in determining what tax rate to propose to the voters” -- was still appropriate and reflected the position of NATA members.

The group talked briefly about the timing of an RTD tax election and that 2011 was probably not a good choice because of insufficient time to put together a campaign. 2012 may not be a good choice either since it would be a presidential election or so 2013 looked like it may be the best timing for this type of election. The group was also advised that the polling data from the poll the Coalition for Safe Transit had contracted for would not be available until later this month.

- b. Election of Officers. Commerce City nominated Mayor Nancy McNally (Westminster) for Chair and Mayor Joyce Downing (Northglenn) for Vice-Chair, seconded by Brighton, which was approved unanimously.

III. Old Business

- a. I-25 PEL/HW 7 Study update. Gene Putman indicated that the scope had been finalized and would be out to consultants by the end of February. Gene also indicated that the request for proposal was done for the Highway 7 Study (from Louisville to Brighton) and was currently out to consultants.

IV. Next Meeting:

- a. The next meeting of NATA will be February 23, 2011. The dates for subsequent meetings would be set at that meeting.

The meeting was adjourned at 8:20 p.m.