

North Area Transportation Alliance
Summary Minutes
December 8, 2010

Chair Erik Hansen welcomed everyone to the meeting and called the meeting to order at 6:05 p.m. at the Thornton Infrastructure Maintenance Center at 12450 North Washington Street, Thornton.

Members and alternates attending were: Broomfield – Mayor Pat Quinn, Kevin Standbridge, Deputy City Manager; Commerce City – Mayor Paul Natale, Tom Acre, Deputy City Manager; Erie -- Cheryl Hauger, Mayor Pro-Tem; Firestone – Wes Lavanchy, City Manager; Longmont – Mayor Bryan Baum, Phil Greenwald, Transportation Planner; Northglenn – Mayor Joyce Downing; Thornton – Mayor Erik Hansen, Gene Putman, Transportation Manager; Westminster – Mayor Nancy McNally, Matt Lutkus, Deputy City Manager; Metro North Chamber of Commerce – Jonathan Perlmutter, Howard Gelt; Adams County Economic Development, Inc. – Jeff Kulman. Also attending were: Joe Smith (Brighton); Lee Kemp, Bill Christopher, Jane Donovan, Scott Reed, Julie Skeen, Mike Turner (RTD); Jeanne Shreeve (Adams County); Kelly Johnston (URS); Joyce Hunt (Thornton).

I. Minutes:

- a. Approval of Draft Minutes from August 25, 2010 (attached). The September 22, 2010 meeting was cancelled.

II. Presentations:

- a. FasTracks “Competing the Vision”. Lee Kemp, RTD Board of Director Chair gave a brief overview of the process RTD was following to obtain input from stakeholders on short-term and long-term options to continue the vision to build-out FasTracks. Julie Skeen (RTD) briefly walked through the RTD FasTracks “Completing the Vision” power point presentation dated November 9, 2010. Julie handed out a checklist of potential projects (and costs) that could be completed with the \$305 million currently available and assuming additional sales and use tax revenues became available. The checklist listed distinct projects/activities that could be funded, which when added together incrementally, would result in the build-out of FasTracks.

A draft resolution had been prepared outlining the points that NATA may have consensus about with regard to the short-term and long-term options presented by RTD. Several members made the point that the funding needed to be directed to the north area first and that the extensions to FasTracks needed to occur last, as was originally planned. There was considerable discussion regarding the long-term options to raise sales tax with differences of opinion expressed about what tax rate increase NATA should consider recommending to RTD. Some felt that going after the 0.10% sales tax that was set to expire for the Stadium District for FasTracks had the greatest chance of being approved by the voters but others felt that the 0.10% didn't generate sufficient revenue to provide enough money to build something beneficial in the north area. Several members felt that RTD would only have one more bite at the tax apple and they didn't want to see this wasted with a proposal that didn't pull in enough funds to demonstrate a real commitment to building the north area lines. Others felt that

FasTracks was going to be built out incrementally and something was better than nothing. A comment was made that the Coalition for Safe Transit had initiated a poll as to the support, timing and amount of a ballot initiative but no information was yet available. It was also noted that the business community had not yet weighed in on a ballot measure and it might be very difficult, from both timing and funding standpoint, to obtain their support for a 2011 ballot initiative. Longmont expressed a concern that the 0.10% was not sufficient to fund Northwest Rail and asked RTD what it would take to build the entire remaining system as fast as we can. Many commented that they didn't believe the public would support a 0.40% increase – the amount RTD indicated would be needed to build the remaining FasTracks by 2020. Several members asked if RTD was looking at including a sunset provision in any proposed tax increase as they felt that would be critical. Julie Skeen indicated that RTD was looking at sunsets in the various tax scenarios and would have that information at the January 25, 2011 RTD Board meeting. A question was also asked about how the operating costs were being addressed and Julie Skeen indicated that the original 0.40% FasTracks sales tax was sufficient to provide for the operating costs long term.

With regard to the draft resolution, the members asked the following items be included in the document:

- That additional language be added to include bus connections to transit stations as where the available funding be directed first.
- That no funding for the extension be made available until substantial progress on the north area and I-225 was made.
- That any additional tax increase be used for capital purposes and that any tax increase include a sunset provision.
- That RTD put in place mechanisms to ensure the funds are directed to construct the projects in accordance with these recommendations.
- That a legally enforceable operating agreement between RTD and BNSF be obtained for the NorthWest Rail and North Metro Corridors
- That the reference to the 0.10% Stadium District tax be removed and just limit the comment to recognizing the need for additional tax revenues and that RTD needs to weigh the willingness of voters to approve multiple tax increases in determining what tax rate to propose and when.

The draft resolution with the changes that were discussed will be emailed to the members with a timeline for approving the final document included in the email. Upon approval, the Chair will sign the resolution and submit it to RTD. The comments are due December 17, 2010. Julie Skeen indicated that on January 11, 2011, RTD staff would provide a summary of final stakeholder input to the Board and identifies the three implementation packages that will be presented in more detail on January 25, 2011. On January 25, 2011, RTD would receive public comments on the implementation packages, provide more detailed analysis of the three packages and identify the staff recommendation. On February 1, 2011 the RTD FasTracks Monitoring Committee would take action regarding approval of the 2011 Annual Program Evaluation and on February 15, 2011, RTD would receive public comments on the implementation packages and the staff recommendation.

III. Old Business:

- a. 2012-2017 TIP application update – NATA area Transportation Management Organization. Gene Putman indicated that the application did not receive a sufficient number of points in “round one” to be eligible for funding. We would try again in “round two”.
- b. I-25 PEL update. Gene Putman indicated that CDOT was now fully staffed and the PEL was moving forward.
- c. Draft NATA By-Laws. This item will be postponed until the next meeting.

IV. 2011 Tentative Calendar:

- a. January 26, 2011
- b. April 22, 2011
- c. July 22, 2011
- d. October 28, 2011

The meeting was adjourned at 8:00 p.m.