

DRAFT
AGENDA

North Area Transportation Alliance

August 25, 2010

6:00 PM

*Metro North Chamber of Commerce
2921 West 120th Avenue, Suite 210
Westminster*

- I. Minutes:
 - a. Approval of Minutes from May 17, 2010 (attached)

- II. Presentation:
 - a. Jane Donovan/Julie Skeen, RTD – Update on North Metro Corridor
 - b. Simon Montague, DRCOG – Sustainable Communities Planning Grant

- III. New Business:
 - a. 2012-2017 TIP – NATA area Transportation Management Organization application (Hand out to be provided at meeting)
 - b. Draft NATA By-Laws (Hand out to be provided at meeting)

- IV. Old Business:
 - a. 2010 Work Plan Update (Hand out to be provided at meeting)

- V. 2010 Calendar:
 - a. September 22, 2010
 - b. November 24, 2010

North Area Transportation Alliance Steering Committee
Summary Minutes DRAFT
May 17, 2010

Mayor Hansen welcomed everyone to the May 17, 2010 meeting of the North Area Transportation Alliance held 8 a.m. at the Thornton Infrastructure Maintenance Center at 12450 North Washington Street.

Members and alternates attending were: Brighton – Mayor Dick McLean; Broomfield – Mayor Pat Quinn, Kevin Standbridge, Deputy City Manager; Commerce City - Mayor Paul Natale, Tom Acre, Deputy City Manager; Dacono – Mayor Charles Sigman, Bill Efting, City Manager; Erie – Mayor Pro Tem Cheryl Hauger; Firestone – Wes LaVanchy, City Manager; Frederick -- Mayor Eric Doering, Derek Todd, City Manager; Northglenn – Mayor Joyce Downing; Bill Simmons, City Manager; Thornton – Mayor Erik Hansen, Gene Putman, Transportation Planning Manager; Westminster – Mayor Nancy McNally; and Metro North Chamber of Commerce – Jonathan Perlmutter. Also attending was: Gary Behlen (Erie), Jim Hayes (Northglenn), Daren Sterling (Commerce City), Gordon Pedrow (Longmont), Joyce Hunt (Thornton) and Phil Washington, Jane Donovan, Scott Reed, and Julie Skeen (RTD).

Minutes. The March 24, 2010 minutes were approved unanimously.

Presentation – Phil Washington, RTD General Manager

Eagle P3. Phil indicated that they had received the proposals from the two Eagle P3 teams and that the teams would be making a presentation at the Paramount Theater on May 18th which everyone was welcome to attend. He said that RTD staff would be presenting their recommendation to the RTD Board on June 15 and he expected the Board would make a selection that same night. Phil indicated that RTD will not know how much money will be available for the remaining lines until the P3 contract reaches financial close which is expected to be the end of August. He stated that, depending on the availability of funds from P3 project and cash flow, the RTD Board could decide to do a variety of things including: a) construct shorter segments; b) complete design/build packages on one or more corridors (Phil noted that RTD had prepared design/build packages for the North Metro and I-225 Corridors); and/or c) advance the design on one or more corridors. Phil said that he's optimistic that there will be some funds left but it would likely take until October to determine officially how much is left and the recommendations for use of the remaining funds. He also said that for RTD to do anything significant that requires the issuance of debt, RTD will have to go back to the voters because they have exhausted their TABOR limits. Phil indicated that RTD was the only one in the country utilizing the P3 process and that a lot of people were watching.

New Starts. Phil stated that FTA was about to introduce new criteria to evaluate New Starts Projects and that RTD was establishing a regional working group to develop recommendations and identify suggested changes. He said that in years past, the New Starts criteria emphasized ridership and he expected the new criteria would put more emphasis on social benefits. Phil stated that he felt if we are able to provide input and speak with one regional voice, our comments will have more weight with FTA. He also mentioned that RTD staff had developed a Quality of Life Report in 2005 that included a number of social benefit indicators that he felt gave RTD a head start in the area of identifying social benefits that could be incorporated into the new criteria. He indicated the 2005 Report had recently been updated and presented to the Board and was available on the RTD website. A question was asked if RTD was supportive of including system-wide criteria and not just line-by-line criteria in the proposed New Starts Criteria and RTD indicated they were supportive of a system-wide approach. The group was asked if they want to weigh in on the New Starts criteria on behalf of NATA and have staff participate in the RTD working group. The consensus was yes and the group asked staff to report back after the first RTD working group meeting if they needed to meet

sooner than July 28. Comments were made by both Jane Donovan and Julie Skeen of how important having a common vision and working together is to the FTA.

Phil indicated they would be looking to federalize the unfunded corridors and he has asked his staff to get all of our lines construction ready so if federal funding becomes available, RTD is ready to start projects. He also discussed the recent decision made by FTA to redo the ridership numbers for the North Metro Corridor. Phil stated that this would likely set back the schedule a good five to six months and would delay the construction ready status for the North Metro Corridor as well. He indicated that he was going to talk with his staff about having the North Metro Corridor construction ready because he felt the region was going to realize additional funding. A question was asked about how redoing the ridership numbers delays the construction ready status. Jane Donovan (RTD/North Metro Corridor) said that redoing the ridership numbers delays the process because the impacts could revise the area that had been studied under the current environmental impact review process. She stated that normally in an FEIS/NEPA process, they would not redo the ridership numbers but that FTA didn't want to put the project in a controversial position after a Record of Decision was signed. FTA asked for the ridership numbers to be redone now. Jane also explained that when a project is submitted for a New Starts Grant, they are required to run the latest ridership/land use/etc. models annually and if changes are necessary, they typically deal with this through a modification. A question was asked as to the order of magnitude of rerunning the ridership numbers under the newer models. Jane indicated she didn't know but that some people were saying they expected an increase in excess of 20%. Another question was asked about what impact redoing the ridership numbers would have on the FEIS timeline – which had originally expected the ROD to be signed in August. Jane indicated that she expected this timeline to be delayed four to six months but would know better in a week after meeting with their consultants. The group asked to be advised of the new timeline.

A question was asked if Phil believed there was going to be federal money available in the next five months and Phil indicated that TIGER II was coming forward with \$700 Million for the entire country and they expected to submit a request with CDOT. Phil indicated that he felt that in the long run, the New Starts program was the best vehicle to obtain funding to build out the whole corridor. He stated that they were looking not only at how to find ways to fund the remaining corridors as a whole but also each corridor by segments so that if grant money became available they could take advantage of it. Phil also indicated that they are requesting \$1 Billion in New Starts grant funds for the East and Gold Lines and expected to submit the final round of information in October 2010. With the \$1 Billion New Starts grant still on the table at FTA, the timing might not be right to submit additional grant applications now. He stated that he did not want to give the impression that they weren't going to submit additional grants because he intends to do so.

Mayor Hansen stated that he had heard that they do not have to have a signed Record of Decision to apply for a New Starts Grant. Julie Skeen stated that a submittal can be made but an award into the New Starts program won't be made until a ROD is obtained. A question was asked as to when RTD anticipates making application for the North Metro Corridor. Phil stated they are going to look at whether it makes sense to submit under the old or new New Starts criteria. He stated that it was a question of when not if an application was going to be submitted. A question was asked if the Board had decided what applications to submit next year (I-225; North Metro Corridor; etc.) and Phil indicated the Board had not. Julie Skeen indicated that the North Metro Corridor was further ahead in the environmental process than either I-225 or the Northwest Corridor and so it was in a better position from that perspective. The group briefly discussed that applications for lines could end up competing against each other for funding and the hope was that New Starts criteria would be changed to allow a system approach. A question was asked as to what RTD would do if voters turn down a proposed tax increase. Phil stated that they would continue their pursuit for additional money

but that if voters don't approve a tax increase, that's the "alternative universe", he hasn't opened up yet.

The group asked staff to draft a follow-up letter to Phil Washington thanking him for his attendance and also recapping some of the points made in the meeting: 1) NATA's desire to participate in the New Starts comment process; 2) RTD's agreement that it is not if but when they will submit a New Starts grant for the North Metro Corridor; 3) that the Record of Decision will likely be postponed to February/March 2011 to accommodate the ridership rerun; and 4) the importance of working together and speaking with one voice on behalf of the region.

New Business.

- a. 2010 Work Plan DRAFT. Kevin Standbridge handed out the draft 2010 Work Plan/timeline and stated that staff had made an effort to include all of the priority items identified in the NATA Resolution into this plan. Kevin indicated that this Work Plan will keep changing and that there are a couple of areas where we need to be active now – such as RTD's APE Report to DRCOG which will be reviewed and action taken later this summer. A request was made to include tracking RTD revenue forecasts to the Work Plan and FASTER projects on I-25 (104th/84th bridge replacements). Kevin indicated that we will bring the Work Plan to each meeting and to please send any comments or suggestions to him or their staff representative.
- b. Other Business. Mayor Hansen asked if this group wants to take a position on the ballot initiatives #60, #61, and #101 and the group indicated they would like to put this on the next agenda for discussion. Mayor Hansen also indicated that Adams County Economic Development had made a request to have a member of ACED participate in NATA. The group unanimously supported inviting ACED to have an ex-officio, non-voting member on NATA.
- c. Next Meeting. The next meeting of NATA is scheduled for July 28, 2010.

2010 Calendar: July 28, 2010 September 22, 2010 December 8, 2010