

RESOLUTION

A RESOLUTION PROVIDING COMMENTS TO THE REGIONAL TRANSPORTATION DISTRICT REGARDING THE SHORT-TERM AND LONG-TERM OPTIONS TO "COMPLETING THE VISION".

WHEREAS, the cities of Brighton, Commerce City, Dacono, Erie, Firestone, Frederick, Longmont, Northglenn, Thornton and Westminster, the city and county of Broomfield, Adams County Economic Development, and the Metro North Chamber of Commerce are members of the North Area Transportation Alliance ("NATA"); and

WHEREAS, NATA is a partnership of public and private entities in the North I-25 Corridor working together to identify, develop, advocate and lobby for transportation solutions that will enhance mobility, drive economic development and reduce traffic congestion in the north metro area; and

WHEREAS, one of the top priorities identified by NATA is the completion of RTD's North Metro FasTracks Corridor in its entirety from Denver Union Station to 162nd Avenue in accordance with the 2004 Plan; and

WHEREAS, the 2004 FasTracks program included construction of passenger rail in six new corridors: West, Northwest Rail, North Metro, East, I-225, and Gold; as well as the extension of existing passenger rail in the Central, Southeast and Southwest Corridors; US 36 Corridor Bus Rapid Transit (BRT); Denver Union Station; enhanced bus/rail connection service; and construction of commuter rail, light rail and bus maintenance facilities; and

WHEREAS, the FasTracks projects currently under construction or expected to be under construction over the next eighteen months include: West Corridor, East Corridor; Gold Line; Northwest Rail to the 71st Station in south Westminster; a segment of US 36 BRT-Phase 2; Elati Light Rail Maintenance Facility; Commuter Rail Maintenance Facility; and Denver Union Station; and

WHEREAS, the programs remaining to be funded include: a) in the north area of RTD: the North Metro Corridor, Northwest Rail Corridor from the 71st Station in south Westminster to Longmont; the US 36 BRT from Wadsworth to Table Mesa Drive; and b) in the east, central and south area of RTD: the I-225 Corridor and extension of the Central, Southeast and Southwest Corridors; and

WHEREAS, FasTracks has insufficient funds to construct the North Metro Corridor, I-225 Corridor, Northwest Rail Line, the completion of the US 36 BRT-Phase 2 and the Central/Southwest/Southeast Corridor extensions in accordance with the timeframe established in the 2004 Plan without additional revenues; and

WHEREAS, RTD estimates that \$305 million will become available from the Eagle P3 Project once the full funding grant agreement is approved by the Federal Transportation Administration anticipated spring 2011; and

WHEREAS, RTD has also developed four options on potential sales and use tax increases and the extent of the remaining FasTracks projects that can be built by 2020 and full completion date for each of these four options; and

WHEREAS, RTD needs to ensure regional equity is achieved in its build-out process; and

WHEREAS, NATA believes that full build-out of the **entire** FasTracks vision is critical to the long-term viability of the Denver-metro region; and

WHEREAS, NATA desires to provide comments on the options to the RTD Board.

NOW, THEREFORE, BE IT RESOLVED BY THE NORTH AREA TRANSPORTATION ALLIANCE, AS FOLLOWS:

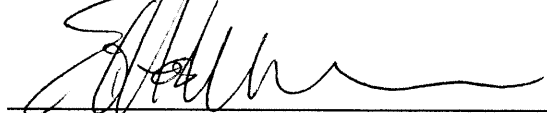
1. That the funds that are available to RTD be directed first to the projects in the north area of RTD to provide visible, significant evidence of a commitment to the north area and to building the entire system.
2. That RTD also provide funding for bus connections to transit stations.
3. That RTD not allocate funding to the three Corridor Extensions (Central/Southwest/Southeast) until significant progress has been made on the north area projects and the I-225 Corridor project.
4. That RTD continue to pursue cost-saving strategies in all corridors including single-tracking as a first phase with such savings reprogrammed to build-out the remaining corridors.
5. That 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 and when it would be placed on the ballot.
6. That any additional revenues from a tax increase be used only for capital purposes and the tax increase include a sunset provision.
7. That RTD continue to pursue various innovative financing alternatives that are regionally equitable including efforts to leverage available funds.
8. That a legally enforceable operating agreement be executed between RTD and BNSF that specifies levels of service and objective criteria to determine

improvements to the Northwest Rail and the North Metro Corridor prior to a vote on a tax increase.

9. That RTD put in place enforceable mechanisms to ensure the funds are directed to and spent in accordance with the recommendations provided herein.

PASSED AND ADOPTED at a regular meeting of the North Area Transportation Alliance on December 8, 2010.

NORTH AREA TRANSPORTATION ALLIANCE

A handwritten signature in black ink, appearing to read 'Erik Hansen', written over a horizontal line.

Erik Hansen, Chair