

DRAFT  
AGENDA

**North Area Transportation Alliance**

January 12, 2011

6:00 PM

*City of Thornton*

*Infrastructure Maintenance Center*

*12450 North Washington Street*

*Thornton, CO*

- I. Minutes:
  - a. Approval of Minutes from December 8, 2010 (attached)
  
- II. New Business:
  - a. RTD FasTracks "Completing the Vision" (attached)
  - b. Election of Officers (Chair and Vice-Chair)
  
- III. Old Business:
  
- IV. 2011 Tentative Calendar:
  - a. April 22, 2011
  - b. July 22, 2011
  - c. October 28, 2011

**North Area Transportation Alliance**  
Summary Minutes Draft  
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; 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.

DRAFT

**SUMMARY OF RESPONSES PROVIDED TO RTD "COMPLETING THE VISION"**

December 17, 2010

	Q1. What components of the three options do you favor?	Q2. Which of the potential tax scenarios do you support most?	Q3. Which projects should RTD focus on completing next?	Q4. When should RTD pursue tax increase?	Q5. Would you support tax increase?
Aurora Chamber of Commerce	Option 2 Also support US 36 BRT Combine RTD/CDOT ROW to provide addnl I-225 widening w/rail.	0.1% Stadium Tax first 0.3% next	Projects that link key components should be considered highest priority [i.e. link DIA to downtown to I-225 corridor]	As soon as polling indicates there is even a remote possibility of success. Assume it means 2012.	See the potential
Aurora Economic Development Council	Option 2 CDOT expressed willingness to accelerate highway improvements on I-225				
City of Aurora (letter from Mayor Tauer)	I-225 Light Rail from Nine Mile Station to Iliff Station (in Option 2) RTD develop design-build procurement package for remainder				
City of Lonetree (letter from Mayor Gunning)	Option #2	Favor 0.2% increase but would also support 0.3% increase.		RTD should consider carefully; 2 <sup>nd</sup> tax incr challenging but 3 <sup>rd</sup> very difficult	Do not support 0.1% increase or 0.4%
South East Business Partnership	Complete I-225 connector to the DIA Line and Fitzsimmons complex Complete SE and SW Extensions	Business community and political leaders must come together behind a solution that fund FasTracks that will build out the system within the next decade and a half.			
South Metro Denver Economic Development				Surveyed 165 members re: additional increase	

Group	Q1. What components of the three options do you favor?	Q2. Which of the potential tax scenarios do you support most?	Q3. Which projects should RTD focus on completing next?	Q4. When should RTD pursue tax increase?	Q5. Would you support tax increase?
City of Westminster (letter from Mayor McNally)	US 36 BRT Managed Lanes North Metro Rail Line Longmont Transit Station	Proposed tax incr should be based on citizen input through poll and be last incr taken to voters; don't believe should be tied to stadium tax. Incr should sunset after construction completed.	Additional funds for completion of US 36, Northwest, North Metro & I-225 Lines.	(38 responses received): .1% (5) support .2% (3) support .3% (4) support .4% (15) support No incr (5) Support incr but no % (3) Support incr but not now (2) Not until agreement with BN/Santa Fe RR on ROW on Northwest line is completed.	
US 36 Mayors & Commissioners Coalition	US 36 BRT Managed Lanes (\$144.5M) North Metro Phase I (\$144.5M) Longmont Station (\$16M) Support investment in I-225 Corridor but should be analyzed for potential cost savings.	0.1% combined with the 0.1% Stadium Tax	Before supporting increased FasTracks funding want legally enforceable operating agreement between RTD and BNSF for NW Corridor.	Next tax increase needs to be the final. To utilize the Stadium Tax, would need to go in 2011.	Supported the original tax.
CDOT (Letter Russ George, Exec	Declined to comment on tax questions.	Recommends funding projects they are also			

	Q1. What components of the three options do you favor?	Q2. Which of the potential tax scenarios do you support most?	Q3. Which projects should RTD focus on completing next?	Q4. When should RTD pursue tax increase?	Q5. Would you support tax increase?
Dir)		<p>involved in (in priority order):</p> <ul style="list-style-type: none"> <li>US 36 BRT (\$170M) -</li> <li>\$28M Segment 1;</li> <li>\$62M Segment 1 to Interlocken Loop interchange total \$90M;</li> <li>\$142M for remainder BRT to Table Mesa Parkway.</li> <li>I-225 Corridor (?) – CDOT advanced \$30M for design to widen I-225 from Parker to I-70; Consider funding a joint constr project to widen I-225 and LRT expansion (mini T-REX) Northwest Rail Corridor (\$1.5M) – Bridge replacement at SH7 to accommodate Cherryvale to 75<sup>th</sup> Ave. in Louisville.</li> <li>Joint CDOT/RTD Study (\$750,000) how best to provide connections between proposed high speed rail and FasTracks network.</li> </ul>			
Colorado High Performance Transportation Enterprise (HPTE)	Declined to comment on tax questions.	<p>Recommends funding in priority order (projects they are also involved in):</p> <ul style="list-style-type: none"> <li>US 36 BRT (\$170M) -</li> </ul>			

	Q1. What components of the three options do you favor?	Q2. Which of the potential tax scenarios do you support most?	Q3. Which projects should RTD focus on completing next?	Q4. When should RTD pursue tax increase?	Q5. Would you support tax increase?
(letter from Michael Cheroutes)		\$28M Segment 1; \$62M Segment 1 to Interlocken Loop interchange total \$90M; \$142M for remainder BRT to Table Mesa Parkway.			
Adams County Board of Commissioners	Use funds available to show commitment to remaining corridors prior to providing additional enhancements or extensions to existing facilities: North Metro, Northwest Rail, I-225, US 36 BRT.		Need to achieve regional equity. North Metro, Northwest Rail, I-225, US 36 BRT. Encourage RTD to develop legally enforceable operating agreement with BN-Santa Fe RR ROW	Any tax increase proposal should sunset and used for capital purposes	
Adams County Council of Governments	Use funds available to show commitment to remaining corridors prior to providing additional enhancements or extensions to existing facilities: North Metro, Northwest Rail, I-225, US 36 BRT.		Need to achieve regional equity. North Metro, Northwest Rail, I-225, US 36 BRT. Encourage RTD to develop legally enforceable operating agreement with BN-Santa Fe RR ROW	Any tax increase proposal should sunset and used for capital purposes	
City of Thornton	Construct North Metro from DUS to 104 <sup>th</sup> Ave; construct I-225 from Nine-Mile to East Corridor in single-track; construct Northwest Rail from 72 <sup>nd</sup> & Lowell to Westminster Center; provide funding for US 36 BRT from Pecos to	\$305M should be combined with 0.1% sales tax increase (from Stadium Tax District) to fund these projects	(see column 2)		



	Q1. What components of the three options do you favor?	Q2. Which of the potential tax scenarios do you support most?	Q3. Which projects should RTD focus on completing next?	Q4. When should RTD pursue tax increase?	Q5. Would you support tax increase?
	Flatirons P-N-R				
Colorado Women's Chamber of Commerce	Plan where each community gets something.	Get the most you can.	Ones that make the biggest impact in terms of commuter traffic and areas that have been underserved.	2011 If there is a strong PR campaign that explains what's in it for the consumer that can be rolled out soon.	Very likely.
City of Edgewater (letter from Councilman Gardner)	Based on likely build-schedule under current tax, Edgewater residents will not receive significant additional benefits from an increase of the tax to accelerate build-out.	Edgewater's residents will have rapid transit access to most if not all of the major job/education centers by 2017 with current FasTracks and traditional busses.			Cannot support a tax increase of any amount.
FasTrack Citizen Advisory Committee	Option 3			.03% commencing January 2012; provide sunset as soon as sufficient revenues to build and operate the entire system.	

Cmo/NATA/FasTracks Reports/Summary.CompleteVision Comments.12.17.10

# Construction Ready Taskforce – Option #1

Corridor	Activities	Total Cost (\$YOE)		Schedule	
		Begin	Complete	Begin	Complete
I-225 Corridor	<ul style="list-style-type: none"> <li>Final Design and Construction of Segment from Nine Mile to City Center</li> </ul>	2011	2014	\$222.0 million	
Southwest Corridor Extension	<ul style="list-style-type: none"> <li>Final Design and Construction of Entire Corridor</li> </ul>	2011	2014	\$150.0 million	
Southeast Corridor Extension	<ul style="list-style-type: none"> <li>Final Design and Construction of Entire Corridor</li> </ul>	2011	2014	\$150.0 million	
Central Corridor Extension	<ul style="list-style-type: none"> <li>Final Design and Construction of Entire Corridor</li> </ul>	2011	2014	\$55.0 million	
North Metro Corridor	<ul style="list-style-type: none"> <li>Final Design and Construction of Segment from DUS to 72<sup>nd</sup> Avenue</li> </ul>	2011	2014	\$245.0 million	
Northwest Rail Corridor	<ul style="list-style-type: none"> <li>Final Design and Construction of a Minimum Operable Segment (MOS) Past 72<sup>nd</sup> Avenue</li> </ul>	TBD	TBD	Costs exceed available funds*	
US 36 BRT	<ul style="list-style-type: none"> <li>Fulfill commitment in FT Plan (Projects TBD)</li> </ul>	TBD	TBD	\$168.2 million	

\*Segment 1 (to 72<sup>nd</sup>) is included in Eagle P3 project, any MOS past 72<sup>nd</sup> would cost more than \$305 million to construct

# Construction Ready Taskforce – Option #2

Corridor	Activities	Total Cost (\$YOE)	Schedule	
			Begin	Complete
I-225 Corridor	<ul style="list-style-type: none"> <li>• ROW Procurement and Construction of Nine Mile to Iliff (Final Design Complete)</li> </ul>	\$89.3 million	2011	2013
I-225 Corridor	<ul style="list-style-type: none"> <li>• Design-Build Procurement Package for the Entire I-225 Corridor</li> </ul>	\$1 million	2011	2012
Southwest Corridor Extension	<ul style="list-style-type: none"> <li>• Final Design and Construction of UPRR Relocation</li> </ul>	\$7.4 million	2011	2013
Southeast Corridor Extension	<ul style="list-style-type: none"> <li>• Final Design and Construction of Lincoln to SkyRidge</li> </ul>	\$79.2 million	2011	2015
Central Corridor Extension	<ul style="list-style-type: none"> <li>• Final Design and Construction of Entire Corridor</li> </ul>	\$55.0 million	2011	2016
North Metro Corridor	<ul style="list-style-type: none"> <li>• Final Design of Entire Corridor</li> </ul>	\$32.1 million	2011	2014
Northwest Rail Corridor	<ul style="list-style-type: none"> <li>• Final Design, ROW Procurement and Construction of Longmont Station/p-n-R</li> </ul>	\$32.4 million	2011	2015
Northwest Rail Corridor	<ul style="list-style-type: none"> <li>• Final Design of Stations, Grade Crossings and Traffic Improvements</li> </ul>	\$15.2 million	2012	2013
US 36 BRT	<ul style="list-style-type: none"> <li>• Close Funding Gap for Managed Lanes to Wadsworth (\$15M)</li> <li>• Local Match for DRCOG TIP Application to Extend Managed Lanes from Wadsworth to 96<sup>th</sup> (\$5M)</li> </ul>	\$20.0 million	2011	2015
	<b>TOTAL =</b>	<b>\$331.6 million</b>		

# Construction Ready Taskforce – Option #3

Corridor	Activities	Total Cost (\$YOE)	Schedule	
			Begin	Complete
I-225 Corridor	• Final Design of Entire Corridor	\$20.5 million	2012	2014
Southwest Corridor Extension	• Final Design of Entire Corridor	\$6.25 million	2011	2011
Southeast Corridor Extension	• Final Design of Entire Corridor	\$6.25 million	2011	2012
Central Corridor Extension	• Final Design of Entire Corridor	\$7.5 million	2011	2013
North Metro Corridor	• Final Design of Entire Corridor	\$32.1 million	2012	2014
Northwest Rail Corridor	• Final Design of Stations, Grade Crossings and Traffic Improvements	\$15.2 million	2012	2013
US 36 BRT	• Close funding gap for managed lanes to Wadsworth (\$15M) • Local Match for DRCOG TIP Application to Extend Managed Lanes from Wadsworth to 96 <sup>th</sup> (\$5M)	\$20.0 million	2011	2015
	<b>TOTAL =</b>	\$107.8 million*		

\*\$197.2 million remains available for additional projects

**FASTTRACKS**

**Checklist of Potential Projects to be Completed Assuming Additional Sales and Use Tax and \$305 M Currently Available**  
 December 7, 2010 (Revised 12/8/10)

- The entire FasTracks program would be completed by 2018 if an additional 0.4% sales and use tax increase became effective January 1, 2012
- The entire FasTracks program would be completed by 2022 if an additional 0.3% sales and use tax increase became effective January 1, 2012
- \$1.8 B – \$2 B would be available to fund projects by 2020 if an additional 0.2% sales and use tax increase became effective January 1, 2012
- \$900 M - \$1 B would be available to fund projects by 2020 if an additional 0.1% sales and use tax increase became effective January 1, 2012
- The following estimates represent the cost required to complete these projects, not the full budget amount that is reported in the Annual Program Evaluation (APE). Additionally, these numbers are currently being updated as part of the 2011 APE

<b>Corridor</b>		<b>Activities</b>	<b>Total Cost (YOES)</b>
I-225 Corridor		• Design-Build Procurement Package for the Entire I-225 Corridor	\$1 million
		• Final Design of Entire Corridor	\$20.5 million
		• Construction Nine Mile to I-170 (Design Complete)	\$89.3 million
		• Design and Construction of Nine Mile to City Center	\$285 million
		• Design and Construction Nine Mile to 13th Avenue	\$430 million
		• Design and Construction Nine Mile to Smith/Peoria (Complete Corridor)	\$615 million
		• Final Design of DUS to 72 <sup>nd</sup>	\$10.6 million
		• Final Design of DUS to 88th Avenue	\$14.9 million
		• Final Design of DUS to End of Line	\$32.1 million
		• Design and Construction of DUS to 72 <sup>nd</sup>	\$245 million
North Metro Corridor		• Design and Construction of DUS to 88th Avenue	\$353.7 million
		• Design and Construction of DUS to State Hwy 7 (Complete Corridor)	\$794.3 million
		• Close Funding Gap for Managed Lanes to Wadsworth (\$15M)	\$20.0 million
		• Local Match for DRCOG TIP Application to Extend Managed Lanes from Wadsworth to 96th (\$5M)	
		• Fulfill commitment in FT Plan (Projects TBD)	\$166 million
		• Cost to BNSF for Preliminary Engineering to Refine Operating Agreement Costs	\$500 thousand
		• Final Design of Stations, Grade Crossings and Traffic Improvements	\$15.2 million
		• Final Design, ROW Procurement and Construction of Longmont Station/p-n-R	\$32.4 million
		• Design and Construction of 72 <sup>nd</sup> to Longmont (Complete Corridor)	\$600 - \$850 million
		Central Corridor Extension	
• Final Design and Construction of Entire Corridor	\$55.0 million		
• Final Design of Entire Corridor	\$6.25 million		
• Final Design and Construction of UPRR Relocation	\$7.4 million		
• Final Design and Construction of Entire Corridor	\$150.0 million		
• Final Design of Entire Corridor	\$6.25 million		
• Final Design and Construction of Lincoln to SkyRidge	\$79.2 million		
• Final Design and Construction of Entire Corridor	\$150.0 million		
• Final Design and Construction of Entire Corridor	\$79.2 million		
• Final Design and Construction of Entire Corridor	\$150.0 million		
Southwest Corridor Extension		• Design-Build Procurement Package for the Entire I-225 Corridor	\$1 million
		• Final Design of Entire Corridor	\$20.5 million
		• Construction Nine Mile to I-170 (Design Complete)	\$89.3 million
		• Design and Construction of Nine Mile to City Center	\$285 million
		• Design and Construction Nine Mile to 13th Avenue	\$430 million
		• Design and Construction Nine Mile to Smith/Peoria (Complete Corridor)	\$615 million
		• Final Design of DUS to 72 <sup>nd</sup>	\$10.6 million
		• Final Design of DUS to 88th Avenue	\$14.9 million
		• Final Design of DUS to End of Line	\$32.1 million
		• Design and Construction of DUS to 72 <sup>nd</sup>	\$245 million
US 36 BRT		• Design and Construction of DUS to 88th Avenue	\$353.7 million
		• Design and Construction of DUS to State Hwy 7 (Complete Corridor)	\$794.3 million
		• Close Funding Gap for Managed Lanes to Wadsworth (\$15M)	\$20.0 million
		• Local Match for DRCOG TIP Application to Extend Managed Lanes from Wadsworth to 96th (\$5M)	
		• Fulfill commitment in FT Plan (Projects TBD)	\$166 million
		• Cost to BNSF for Preliminary Engineering to Refine Operating Agreement Costs	\$500 thousand
		• Final Design of Stations, Grade Crossings and Traffic Improvements	\$15.2 million
		• Final Design, ROW Procurement and Construction of Longmont Station/p-n-R	\$32.4 million
		• Design and Construction of 72 <sup>nd</sup> to Longmont (Complete Corridor)	\$600 - \$850 million
		• Final Design of Entire Corridor	\$7.5 million
Northwest Rail Corridor		• Final Design of Entire Corridor	\$7.5 million
		• Final Design and Construction of Entire Corridor	\$55.0 million
		• Final Design of Entire Corridor	\$6.25 million
		• Final Design and Construction of UPRR Relocation	\$7.4 million
		• Final Design and Construction of Entire Corridor	\$150.0 million
		• Final Design of Entire Corridor	\$6.25 million
		• Final Design and Construction of Lincoln to SkyRidge	\$79.2 million
		• Final Design and Construction of Entire Corridor	\$150.0 million
		• Final Design of Entire Corridor	\$6.25 million
		• Final Design and Construction of Entire Corridor	\$150.0 million
Southeast Corridor Extension		• Design-Build Procurement Package for the Entire I-225 Corridor	\$1 million
		• Final Design of Entire Corridor	\$20.5 million
		• Construction Nine Mile to I-170 (Design Complete)	\$89.3 million
		• Design and Construction of Nine Mile to City Center	\$285 million
		• Design and Construction Nine Mile to 13th Avenue	\$430 million
		• Design and Construction Nine Mile to Smith/Peoria (Complete Corridor)	\$615 million
		• Final Design of DUS to 72 <sup>nd</sup>	\$10.6 million
		• Final Design of DUS to 88th Avenue	\$14.9 million
		• Final Design of DUS to End of Line	\$32.1 million
		• Design and Construction of DUS to 72 <sup>nd</sup>	\$245 million