



NATA Meeting Agenda

Thursday, January 31, 2013 --- 7:30 am

Metro North Chamber of Commerce

14583 Orchard Parkway, Suite 300, Westminster CO 80023

- Introductions/Welcome to New Members
- Approval of Meeting Notes from November Meeting (**Board Action Requested**)
- CDOT Update – RAMP (Responsible Acceleration of Maintenance and Partnerships) and Managed Lanes Policy (Herman Stockinger and Rebecca White)
- Northwest Area Mobility Study (RTD) and Memorandum of Understanding (NATA Staff) (**Board Action Requested**)
- 2013 NATA Board – Selection of Officers (Chair and Vice Chair) (**Board Action Requested**)
- NATA Strategic Priorities for 2013 (NATA Staff)
- Adjournment at 8:30am for Smart Commute Metro North Annual Membership Meeting

SMART COMMUTE METRO NORTH ANNUAL MEMBERSHIP MEETING

- Welcome and Brief Overview of 2012
- Executive Board Election
- Recognition of Founding Members
- Introduction of New RTD Directors Paul Solano (District K) and Judy Lubow (District I)
- Reception

North Area Transportation Alliance Board

Summary Minutes
November 15, 2012

Chair Nancy McNally called the meeting to order at 7:33 am at the Metro North Chamber of Commerce. Introductions were made around the room. Those in attendance for this meeting were:

NATA Board Members/NATA Staff

Katie Witt	Longmont	Heidi Williams	Thornton
Barry Gore	ACED (and RTD Director)	Brook Svoboda	Northglenn
Phil Greenwald	Longmont	Bill Simmons	Northglenn
Daren Sterling	Commerce City	Karen Stuart	Smart Commute Metro North
Joyce Hunt	Thornton	Gene Putman	Thornton
Nancy McNally	Westminster	Jeanne Shreve	Adams County
Pat Quinn	Broomfield	Gary Behlen	Erie
Joe Smith	Brighton	Aric Otselberger	Westminster
Val Vigil	Thornton	Kevin Standbridge	Broomfield
Joyce Downing	Northglenn		

Others in Attendance:

Bill Van Meter	RTD	Julie Skeen	RTD FasTracks
Jane Donovan	RTD	Rebecca White	CDOT
Mike Turner	RTD	Sandi Kohrs	CDOT
Ron Enserro	RTD	Larry Hoy	RTD Director
Kristi Estes	CIG	Nick Farber	HPTE/CDOT
Myron Hora	CDOT	Rick Romig	AECOM
Michelle Brier	RTD	David Centur	AECOM
Steve Summers	Jacobs	Bob Boot	RTD
Bryant Walters	Collins Engineers	Reza Akhavan	Jacobs
Steve Olson	CDOT	Nick Farber	HPTE

I. Minutes

- a. The summary of the minutes for October 25 were reviewed. No changes were requested and the minutes were approved unanimously.

II. New Business

- a. Managed Lanes 101 Presentation/CDOT Policy Considerations – Nick Farber from HPTE and Sandy Kohrs of CDOT delivered a presentation on the definition, components and operations of managed lanes. Mr. Farber and Ms. Kohrs also highlighted CDOT’s current policy deliberations

regarding a uniform managed lanes policy. Chair McNally asked about toll collections and issues with license plate readers. CDOT/HPTE Staff responded that the Department of Revenue is working on those issue right now. Kevin Standbridge asked for CDOT to be more assertive in their managed lane policy regarding tolling and that an expectation be set that other future managed lanes in the State have a tolling component like U.S. 36 and I-25 North. Pat Quinn stated that dynamic tolling has to be a component of managed lanes and that congestion pricing is good public policy. The NATA Board asked NATA Staff to draft a letter to CDOT expressing NATA's desire and expectation that CDOT's forthcoming managed lanes policy including more specific expectations/requirements for a tolling component.

- b. RTD Cost Savings/Revenue Enhancements for FasTracks Funding (Risk Allocation Matrix) – Bill Van Meter and Julie Skeen delivered a presentation to the Board on RTD's strategies to identify and secure \$300 million by 2017 to fund North Metro Commuter Rail to 72nd Avenue and complete the remaining commitment to Bus Rapid Transit on U.S. 36. These strategies include capping FasTracks funding for base systems operations, reducing the FasTracks minimum unrestricted fund balance, reducing the minimum FasTracks operations and maintenance fund balance, deferring the Union Pacific Railroad relocation related to the Southwest extension project, achieve savings on other FasTracks projects, selling/leasing surplus RTD property, requesting an increase in local participation above 2.5%, sales tax auditing and achieving sales tax collection parity with the State of Colorado. Several NATA Board members expressed concern regarding the local match proposal. Pat Quinn asked for RTD to provide a list of local contributions to date for each line of FasTracks. Kevin Standbridge asked RTD to ensure that there is no scope increase for other lines so that project savings can truly be realized. Pat Quinn asked RTD to consider coordinating sales tax audits

with local governments. Val Vigil cautioned that there could be complications with joint audits and this idea would have to be explored in more depth. Director Hoy asked for assistance with legislation that would be necessary to achieve sales tax parity. Aric Otzelberger asked if RTD had a bill sponsor. Bill Van Meter responded that RTD is in discussions but cannot name any names at this point. Joyce Hunt asked where the \$127 million estimate for sales tax auditing/parity was derived from. Julie Skeen responded that \$25 million is for the parity piece and \$100 million is for the auditing component. Karen Stuart asked for a breakout of where the \$300 million in funding would go. Bill Van Meter said RTD's intent is to identify the specifics in the future. Joyce Hunt asked where the Southeast Extension fits in with this discussion. RTD Staff responded that the Southeast Extension is not part of this discussion, but will be considered in the future. Several NATA Board members expressed their interest in RTD committing to these revenue/savings strategies past 2017 for the remaining needs in the North and Northwest corridors. The NATA Board requested that NATA Staff prepare a letter for RTD to provide general support for pursuit of the strategies RTD is pursuing, with the caveat that more information is needed regarding the local match component.

- c. DRCOG RTP Amendment and North Metro Implications for Small Starts – Brook Svoboda updated the Board that future New Starts grant pursuits will not be affected by the forthcoming removal of North Metro Commuter Rail from the fiscally constrained 2035 RTP. RTD is planning to amend the RTP with DRCOG in the future when actual pursuit of a New Starts grant commences. The RTP can be amended twice per year.
- d. I-25 Managed Lanes Update – NATA Staff briefed the Board that NATA Staff will attend a meeting with CDOT Staff and consultants in December to do a full review of 30% design plans for the project.

- e. State Highway 7 PEL Update – NATA Staff briefed the Board that the study team is currently looking at four segments of the highway and that overall, the study is going well. Local communities recommended taking out a potential managed lane as an alternative. Pat Quinn stated that decisions should allow for BRT in the future on the corridor. Staff responded that alternatives will allow for BRT and queue jumps are being looked at for several intersections.

- f. Smart Commute Metro North Budget Update – Joyce Hunt and Karen Stuart provided an update on the status of Smart Commute Metro North’s budget. Progress is being made on 501c3 non-profit status and the goal is to incorporate on May 1st of 2013. Karen Stuart also discussed potential grant opportunities for the future.

- g. NATA Dues – Aric Otzelberger shared information on the current NATA dues structure and asked for direction on 2013 dues. The NATA Board voted unanimously to keep the 2013 dues at the same level as 2012. Pat Quinn asked for an accounting of NATA funds. Aric Otzelberger agreed to share this information with the Board.

- h. Smart Commute Metro North (NATA TMO) Executive Director’s Report – Karen Stuart – Karen Stuart shared highlights of her work activities over the past month. Ms. Stuart discussed several items including recent discussions involving a potential metropolitan transportation district, a recent transportation fair at Adams County and ideas for having a reception for new RTD Directors at the next NATA Board meeting.

The meeting adjourned at 9:05 am. Thank you to Metro North Chamber of Commerce for hosting the meeting.

December 20, 2012

Memorandum of Understanding (MOU) Between RTD and Stakeholders Regarding the Northwest Area Mobility Study

The purpose of this MOU is to define commitments and understandings between the Regional Transportation District (RTD) and participating agencies regarding the preparation and implementation of the Northwest Area Mobility Study.

The Northwest Area Mobility Study (the “study”) is intended to develop consensus among RTD, the Colorado Department of Transportation (CDOT) and corridor stakeholders, including local jurisdictions and businesses, on cost effective and efficient mobility improvements to serve the Northwest area. The analysis framework for developing a consensus may, as applicable, provide financial and project information for inclusion in RTD’s FasTracks Annual Program Evaluation (APE) and resultant financially-constrained Denver Regional Council of Governments (DRCOG) SB 208 Report; the APE and the SB 208 process will constitute the forum for District-wide consideration of any FasTracks-related study recommendations. Portions of the study addressing elements not included in the FasTracks plan will also be structured to form the basis for Alternatives Analysis/Planning Environmental Linkages Studies or other necessary planning or project documents to the extent possible. The parties acknowledge that they are not limited to considering improvements included in RTD’s 2004 FasTracks Plan (Plan) and a result of the study may be to seek an amendment to the Plan.

It is RTD’s goal that this study will result in a prioritized list of improvements for the Northwest area of the district that has the overall support of RTD, CDOT and project stakeholders.

In order to complete the proposed study in a timely and effective manner, a clear process for decision making must be in place. RTD has authorized and appropriated a project budget of \$2 million for the study. In addition, the scope of work documents a final report due 400 calendar days from the notice to proceed. The parties will develop a detailed schedule and scope that anticipates completion within the authorized scope and budget.

The study hereby incorporates the coordination and cooperation approach described below.

Stakeholder Involvement Plan -- a plan will be created in the first meeting with the stakeholders and approved and adopted by RTD and the stakeholders before proceeding in the study process. The plan will include, but not be limited to, the following procedures/processes:

- *Decision Milestones* -- these milestone decision points will be defined in advance. Milestones anticipated include: (1) developing a list of potential services and improvements in the Northwest area that should be evaluated as part of this study; (2) level of analysis for each; (3) endorsement of data and metrics prepared during analysis of alternatives; and (4) prioritization of the list of services and improvements based on information gathered for the study. Once these decisions are in place, RTD and the stakeholders agree to move forward and not revisit the milestone decisions later in the study.
- *Input* -- prior to a decision milestone the project team will provide information and a recommendation to the stakeholders, including a suggested public input process. Stakeholders would then have a defined period of time in which to determine their position on the milestone decision, incorporating time for the agreed-upon public input process. A decision meeting will be held in which each stakeholder (or group of stakeholders if applicable) provides verbally and in writing their position with regard to the decision. Once a milestone is passed and a decision is made about that milestone, the project team will move ahead and will not reconsider previous decisions without a major change in circumstances or the discovery of previously unknown information.
- *Decisions* -- the project team, including all lead stakeholders, will determine a clear process for making a decision should a consensus not be reached regarding a milestone decision. This might be a voting process, polling process, or some other process but must be defined ahead of time in the Coordination Plan. All reasonable efforts will be expended and sufficient time given to try and reach consensus-based decisions. An alternate decision making process will be utilized only when necessary. If this occurs during the process of making a milestone decision, dissenting opinions will be

documented and recorded in the Final Report. The Technical Committee will provide recommendations to a Policy Committee; the latter will be responsible for making key decisions during the study through voting or some other appropriate means.

- *Review Times* -- a schedule for reviews and input to the decision milestones will be adopted and adhered to. It is anticipated that review times and time for input will typically be limited to 5 to 10 days since the study process needs to be completed within one year. Some review times may be longer if appropriate, especially when members of the Policy Committee have to review items with their respective City Councils or Boards.

In the interest of maintaining effective collaboration between RTD and public agency stakeholders, and the interest of efficiency and limited time, RTD and the public agency stakeholders agree to proceed as described herein.

Dated this 14 day of January, 2013.

Chair, RTD Board of Directors

City of Westminster

City and County of Broomfield

Town of Superior

City of Louisville

City of Boulder

City of Longmont

City of Lafayette

County of Boulder

36 Commuting Solutions

Colorado Department of Transportation

North Area Transportation Alliance

City of Arvada
