

ADMINISTRATION – CITY MANAGER
Memorandum #09-04

DATE: June 11, 2009

TO: Honorable Mayor Kathleen M. Novak and City Council members

FROM: William Simmons, City Manager *WAS*

SUBJECT: North Area Transportation Alliance (NATA)

The North Area Transportation Alliance (NATA) is proposed to be 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.

The founding members are Adams and Weld Counties, Broomfield, Brighton, Commerce City, Dacono, Federal Heights, Frederick, Firestone, Erie, Northglenn, Longmont, Thornton, Westminster, the Metro North Chamber, and the Adams County Economic Development.

Presented for City Council discussion is a Memorandum of Understanding (MOU) agreeing to create and participate in the North Area Transportation Alliance, and a Mission, Membership and Organization document which outlines the principles and organization of NATA. At a recent organizational meeting the founding members agreed that they would like all the entities to review and act on these items by the middle to the end of June. There was also discussion about the 2009 financial contribution, given the timing of this request for a budget standpoint and the group agreed that it may be problematic for some entities to make a contribution this year.

It is requested that Council give favorable consideration to pursue joining NATA given Northglenn's proximity to I-25 and the FasTracks north metro line.

STAFF REFERENCE:

If Council members have any comments or questions, they may contact Bill Simmons at 303 450-8709 or email wsimmons@northglenn.org

ATTACHMENT A
MEMORANDUM OF UNDERSTANDING

A MEMORANDUM OF UNDERSTANDING AMONG PUBLIC AND PRIVATE ENTITIES TO
FORM THE NORTH AREA TRANSPORTATION ALLIANCE (“NATA”).

WHEREAS, the Denver region currently serves as home to 2.5 million people and another 1 million are expected to move to the metro area by 2030; and

WHEREAS, by 2030, a large number of the 1 million people moving to this area are anticipated to locate in communities north of Interstate 70 from that rely on north Interstate 25 as a major transportation corridor; and

WHEREAS, north Interstate 25 has significant congestion issues now and the expected increase in transportation demand will only serve to increase this problem;

WHEREAS, transportation improvements in the north metro area are key to future economic development, improving mobility, and reducing traffic congestion in the north metro area; and

WHEREAS, the RTD FasTracks program approved by the voters in 2004 planned to provide commuter rail service to the entire Denver metro area including three lines to serve the geographic area north of I-25 through the North Metro Line, Northwest Rail and I-225 Corridor and to provide bus rapid transit improvements along US 36 by 2017; and

WHEREAS, it now appears that these lines will not be built by RTD FasTracks until 2034 or later thereby exacerbating the transportation problems for commuters in the north metro area and potentially limiting the future economic development potential of this area; and

WHEREAS, with no significant improvements planned to address congestion on north I-25 until after 2035, the communities whose residents and employers rely on north I-25 as the major transportation corridor desire to form a partnership of public and private entities in the north I-25 corridor 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, a key objective of NATA is to provide an arena for the communities and employers who rely on the transportation systems along the north I-25 Corridor and within the NATA geographic area to serve their residents and employees to discuss key topics affecting transportation and take action to further enhance mobility, drive economic development, and reduce traffic congestion in the north metro area; and

NOW, THEREFORE, BE IT RESOLVED that the undersigned organizations agree to form the North Area Transportation Alliance and adopt the mission, membership, and organizational principles set forth in Exhibit A attached hereto and incorporated herein.

EXECUTION IN COUNTERPARTS. This Memorandum of Understanding may be executed in counterparts, each of which shall be effective and which together shall constitute one and the same instrument.

NORTH AREA TRANSPORTATION ALLIANCE
DRAFT May 14, 2009
MISSION, MEMBERSHIP, ORGANIZATION

Mission

Statement: The North Area Transportation Alliance (NATA) is a partnership of public and private entities in the NORTH I-25 CORRIDOR working 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.

Membership: The philosophy of “membership” is one of inclusion – local governments, economic development organizations, business organizations, educational and other non-profit organizations within the North Metro and northern Front Range areas interested in supporting transportation issues along the North I-25 Corridor and within the NATA geographic area. Private sector, economic development and non-profit members will be recruited with the assistance of the locally elected members of NATA.

- **Founding Members** - Adams and Weld Counties; City & County of Broomfield; cities of Brighton, Commerce City, Dacono, Federal Heights, Frederick, Firestone, Erie, Northglenn, Longmont, Thornton, and Westminster; the Metro North Chamber; and Adams County Economic Development. Additional members representing public and private organizations are welcome.
- **Voting Members** - Each member shall have a representative and alternate, at least one of which shall be an elected official; all other organizations may have one representative.
- **Term of voting member** - one year
- **Ex-officio Members** - Representatives from the following who are invited to all NATA meetings, will be provided full materials and given access to the organization but are not voting members:
 - Staff representatives from Congressional District 2, District 4 and District 7
 - Staff representatives from Senator Udall and Senator Bennett’s office
 - State legislators from the NATA region
- **Governance** - NATA voting members shall elect a Chair and Vice-Chair to officiate the general membership meetings. The Chair and Vice-Chair shall be authorized to speak on behalf of NATA to communicate the positions approved by NATA with respect to various transportation issues. The Chair and Vice-Chair shall be members of the Steering Committee.

Steering

Committee: Because a key objective of NATA is to represent a large and diverse power base, it is anticipated that the membership roster of NATA will be relatively large. Therefore, in order to operate efficiently, a Steering Committee shall be formed from the membership to discuss key topics affecting transportation along the North I-25 Corridor and within the NATA geographic area to ensure that the work of NATA is aggressively pursued. The Steering Committee will meet more frequently than the full membership to review and discuss key topics and strategies, review and recommend actions, take actions consistent with full membership direction, and set the agenda for the full membership meetings. The Steering Committee will also ensure that all members of NATA are advised of major issues and undertakings and given an opportunity to have full input. The Steering Committee will meet more frequently than the full membership

- **Initial Composition of Steering Committee:**
 - one representative each official from Brighton, Broomfield, Commerce City, Erie, Longmont, Northglenn, Thornton, and Westminster;
 - one representative from the tri-city area communities: Dacono, Frederick, Firestone;
 - one representative each from Adams and Weld Counties;
 - one representative from the various business chambers representing businesses within the NATA geographic area;
 - one representative from the economic development agencies serving communities within the NATA geographic area;
 - one or more business representatives recommended by the chambers and economic development agencies.

Membership Fees: NATA’s membership fee will be based on population. The purpose of the membership fee is to generate revenues to establish a fund which can be used to pursue lobbying efforts of NATA. Additional membership categories/fees may be added in the future to include member categories for businesses and other non-government organizations.

Category/Fee	Population*	Potential Member
1 \$600	Up to 15,000	Federal Heights Firestone Frederick Dacono Mead
2 \$1,200	15,001 to 50,000	Brighton Commerce City Erie Northglenn Unincorporated Weld County in NATA (est)
3 \$2,400	50,001 to 100,000	City/County of Broomfield Longmont Unincorporated Adams County
4 \$3,000	Over 100,000	Thornton Westminster

*2007 population from State Demographer

NATA Geographic

Area:

The North Area Transportation Alliance serves member communities generally located south of the Boulder/Larimer County line extended, along the US 85/SH2 corridor, north of I-70, and east of Highway 287. The geographic area may be expanded to include other major transportation connections that are key to carrying out the Mission Statement.

Staff Working

Group:

In order to most efficiently utilize the expertise and work of NATA members, a staff working group will be formed consisting of a staff member from each local government member. The staff working group shall meet regularly or as required to coordinate the work of NATA, including coordinating Steering Committee Meetings and Full Membership meetings. One of the local governments shall be designated as the “lead” coordinator.

Operating Principles:

- All members will be advised of major issues and undertakings and given an opportunity to have full input on official positions taken by NATA.
- NATA will establish communication mechanism to keep entire membership informed of actions/activities/etc.
- The strength of the organization lies in its membership and ability to speak on behalf of the entire membership.
- Circumstances may create opportunities to establish broader alliances to more effectively advocate NATA's interests: i.e. US 36 Corridor, City and County of Denver, Aurora and other I-225 Corridor Interests as it relates to FasTracks implementation. The Steering Committee is urged to establish these alliances to the benefit of NATA.

Shared Values:

- Transportation improvements in the north metro area are key to future economic development, improving mobility and reducing traffic congestion in the north metro area.
- NATA should take all steps needed to ensure that needed transportation improvements are identified and included in appropriate DRCOG/CDOT plans and funding secured.
- FasTracks is an integral part of improving transportation in the Denver metro area and the integrity of a metro-wide fixed rail system depends upon the entire system being built. Building some corridors at the expense of scaling back or eliminating other corridors is not acceptable...all corridors should share in the risk and the benefits. NATA should take actions needed to ensure that the entire FasTracks system is built.