

**Citizens Capital Improvement Plan Committee (CCIPC)
April 3, 2015
Draft Meeting Summary**

Attendance

Melissa Beck
Larry Coates
Dan Cupit
Michelle DeLaria
Ascenzo DiGiacomo
Kelly Eargle

Nancy Ford
Lindsay Gomez
Ken Haack
Cindi Kreutzer
John Malito
Kelly Mueldener

Julie Rasmussen
Janet Steinkamp
Bob Wilson
Don Wood

Staff: Bryan Archer, Lorie Gillis, Bill Ray

Other: John Marriott

Facilitation: Heather Bergman, David Burchfield

AGREEMENTS

<i>Project</i>	<i>Resolution</i>
Meeting Schedule	Maintain two-week schedule through 4-16-15 meeting at which point the committee will consider meeting weekly and/or tasking subcommittees if necessary to meet desired end of May deadline.
Bicycle / Pedestrian Overpass at Alkire St. and Union Pacific Railroad	Funded for the full amount of \$3,560,000
Circulator	Fund at full \$820,000 with stipulations that: <ul style="list-style-type: none"> • Feasibility study (including consideration of purchase/lease options) precede further project development. • Should the feasibility of this project not merit full use of funds, remaining funds are to be held in a dedicated account for similar future projects.
Utility Undergrounding	Funded for the full amount of \$750,000 with stipulations that: <ul style="list-style-type: none"> • Undergrounding should start in Olde Town and move outward until funds are exhausted. • Staff should exploit any opportunities to leverage existing/forthcoming Xcel projects for maximized impact.
Parks	Fund Parks at \$4,000,000 for: <ul style="list-style-type: none"> • Playground replacement and ADA compliance • Irrigation systems replacement • Irrigation systems computer controls replacement

Total Project Funding Review – To Date

Project	Funding Level	Running Total Funds Expenditure
Ralston Road Corridor Long Term Plan	\$16,658,000	\$16,658,000
Missing Sidewalks and Retrofit Projects per TOD Bike/Ped Access Plan	\$9,500,000	\$26,158,000
Bicycle / Pedestrian Overpass at Alkire St. and Union Pacific Railroad	\$3,560,000	\$29,718,000
Circulator	\$820,000	\$30,538,000
Utility Undergrounding	\$750,000	\$31,288,000
Parks (general)	\$4,000,000	\$35,288,000

Agenda and Recent Meeting Review

The facilitator reviewed agenda items as identified in the last meeting. The facilitator suggested that the group fund projects through a running total of \$50,000,000 and then pause to reconsider projects further down the list and/or special projects to be proposed by Committee participants. The group agreed to try this approach.

General Schedule and Funding Deadlines

The group discussed how much time they need to complete their remaining work on the CIP process. Staff does not have a specific end-date or timeline in mind but underscored that the process should eventually lead to completed recommendations for Council and staff. The facilitator suggested that upcoming meetings (3-6 total) would likely require:

- 1-2 more meetings to complete the funding decision conversation
- Further meetings to develop additional recommendations for funding strategies; this could potentially be handled by a subcommittee or task group to reduce the workload and time considerations for CCIPC meetings.
- Final meetings to complete drafted recommendations for Council

One participant suggested that process evaluation also be included among these steps. Ultimately, the group agreed to stick to a two-week schedule until the next meeting, at which it will consider meeting weekly and/or appointing one or more task groups to draft additional documents for the group to consider.

Project Matrix Funding Discussion

Going in order of the previously determined priority that emerged from the application of the group's criteria, the Committee discussed additional projects in the project matrix. For each project, the group discussed whether to fund it completely, to recommend partial funding, or to table discussion until a later time. This discussion is summarized below.

72nd Avenue Projects

The Committee discussed fully funding (\$6,700,000) the 72nd and Indiana intersection project:

- Some participants expressed a desire to take advantage of present opportunities to share right-of-way costs with private developers.

- Some participants were concerned that improvements at that intersection might be rendered less effective due to bottlenecks that would not be addressed elsewhere in the corridor. Referring to the presentation to the Committee on this issue at the March 19 meeting, staff stated that this intersection was prioritized for maximum benefit to the corridor and that funding transportation projects in pieces over time is the norm.
- One participant suggested that this project might be eligible for funding assistance from the Highway Users Tax Fund.
- Some participants wished to begin funding the 72nd Ave. corridor due to the low likelihood of timely state funding and the ongoing nature of the problems in the corridor.
- The group agreed to table this project for later consideration.

Park Maintenance and Streets Facilities

At \$21,000,000, there were some concerns about the cost of this project. Staff noted that the building is 35% designed, meaning that cost estimates are relatively reliable. Staff briefly reviewed itemized costs per the presentation to the Committee at the December 11 meeting:

- Move building site off Union Pacific right-of-way (and thereby eliminate rent costs)
- Improve salt dome
- Improve customer access in new location
- Improve capacity to maintain streets
- Improve safety for staff and visitors
- Add passive solar to reduce heating and cooling costs

Finally, staff noted that partial funding might have a meaningful impact if sufficient for completion of part of the project, allowing it be started but done in stages.

Participants reflected on experiences from a tour of the building, noting safety hazards and structural liability and otherwise poor working conditions. Various questions about the design criteria and funding needs were shared. The Committee agreed to table this item until the April 16 meeting at which:

- Staff will briefly present on project costs.
- Staff will provide savings estimates relevant to:
 - Elimination of right-of-way lease costs
 - Improved building efficiency and alternative energy
 - Reduced structural liability

Bike Master Plan – Pedestrian Bridges / Underpasses

In response to participant questions, staff clarified a few points regarding this project:

- This project does not significantly overlap with the Missing Sidewalk / Retrofit TOD project.
- As it is a combined item of several smaller projects, partial funding for this project could be meaningfully applied and would result in some progress on the project.
- The constituent elements of this project, the missing sidewalk project, and the retrofit TOD project are intended to develop a system of interconnected trails.

The Committee agreed to table this project for later consideration.

Bicycle / Pedestrian Overpass at Alkire St. and Union Pacific Railroad

The Committee briefly discussed the financial, transportation, and safety aspects of this project.

- Noting that this project is primarily intended to provide bicycle and pedestrian access to Ralston Valley High School from the Village of Five Parks neighborhood, the Committee framed this project as a safety issue. Among “safe access to schools” projects, staff stated that this is the most complicated to resolve.
- Staff also stated that, like many smaller projects of this nature, this project could not be meaningfully partially funded. It cannot be completed in phases or parts and must be done all at once.
- Some participants were concerned about the relatively small population to be impacted by this project.

The facilitator suggested that though not all projects would appeal to each Committee member personally, it might be useful to come to agreement wherever possible in the interest of yielding both a) progress through the decision-making process, and, b) overall outcomes that could be generally satisfying to the Committee as a whole.

The Committee agreed to fund this project for the full amount of \$3,560,000.

Circulator

The Committee discussed the fiscal costs/benefits of this project. As a free loop shuttle through Olde Town, this project has several possible benefits:

- Economic development via citizen access to businesses where parking and vehicle access either is or may become more limited
- Replacement of the A-line, as it is slated to be discontinued when the Gold Line opens in 2016
- General transportation provision as the city becomes more dense
- Connecting commuters to arterial transit lines (e.g., Gold Line)

Some concerns raised by members of the Committee were:

- Overall cost of rental vs. purchase of material assets
- Likelihood of significant ridership

The Committee agreed to fully fund the project at \$820,000, stipulating that:

- The initial \$80,000 should be spent on a feasibility study.
- Should the project be determined to be feasible, remaining funds should be spent for its development.
- Barring project feasibility, remaining funds should be held in reserve for future projects of a similar nature.

Simms Improvements W. 64th Ave. to W 72nd

Staff clarified that \$2,000,000 of the total \$4,000,000 in this project would be dedicated to the 72nd and Simms intersection alone. The Committee decided to table this project for later consideration because:

- Staff has indicated that the City might be able to cover the cost of some intersection projects.

- Other transportation projects (e.g. 72nd and Indiana) had already been tabled.
- Some participants were concerned about emphasizing projects in the city core rather than projects in more outlying areas.

Simms Improvements W. 72nd to W. 86th Pkwy

For similar reasons to those outlined above for the Simms improvements W. 72nd to W. 86th Parkway, this project was tabled.

Sidewalks between Arvada Ridge and Ward Road Stations

Staff reported that this project was actually included in the Missing Sidewalks / Retrofit TOD projects funded during in the March 19 meeting, this project was removed from the matrix.

W. 64th Ave – McIntyre Pkwy to McIntyre St.; North Side Completion

Staff confirmed with relative certainty that development of the north side of this corridor was quickly moving toward development. As this development will also include private financing of road development, this project was removed from consideration.

Utility Undergrounding

The Committee discussed financial and aesthetic considerations for this project:

- Xcel can lend the City money based on expected future usage tax of up to 3 years into the future – probably about \$1,000,000.
- Xcel will only underground their own lines, not cable or other utility lines that are above ground.
- The Ralston Corridor project includes undergrounding along that corridor. This funding is specifically intended for the Olde Town area.
- Beyond aesthetic benefits, undergrounding also improves system reliability in extreme weather events.

The Committee agreed to fund this project completely at \$750,000, with stipulations that work be concentrated in Olde Town, beginning with main transportation routes.

Parks

Beginning with a discussion of the next item on the matrix, Gold Strike Park, the Committee quickly moved the discussion to a discussion of general Parks funding priorities. Per Melissa Beck's March 19 presentation of Parks priority needs, the Committee discussed the funding request from Parks:

- Playground replacement and ADA compliance upgrades (\$550,000/year for 3 years=\$1,650,00)
- Irrigation system replacement (\$1,000,000)
- Irrigation system computer control unit replacement (\$100,000 indefinitely. Within the full 10-year funding cycle of this Committee=\$1,000,000).
- Total cost: \$3,650,000

There was some discussion about the relative merits of Parks funding as compared with other projects (primarily roads). Various participants offered points for consideration:

- One member stated that although Parks are generally rated well, roads are rated poorly. Others suggested that this might not convey the full needs picture, given

that 25% of Arvada Parks are not ADA compliant and therefore preclude use by some children.

- One member stated that while replacement of existing assets is considered necessary, the fundamental necessity of doing so should also be up for consideration. Not replacing existing assets or thinking which assets to replace is an option.

The facilitator reminded the Committee that its role is uniquely situated to consider values-based criteria that go beyond concrete data. Rather than attempting to convince one another of personally held opinions, the facilitator suggested that the Committee instead focus on collaboratively agreeing to fund a variety of projects that fairly represent the variety of interests among participants.

The Committee agreed to fund the above Parks requests for \$4,000,000.

Conclusions and Next Steps

The facilitator reminded the Committee that although it had a stated interest of completing its work quickly, it had spent a lot of time debating only a few projects. Accordingly, the next meeting’s agenda will include:

- Allocating all of the remaining funds
- Development of assigned tasks and members for a potential subcommittee on funding strategies

In response to a question from the group about what funds are available, Bryan Archer clarified that there are basically two funding options—one that assumes successful bonding and one that does not. Both would use \$15 million in funds that are currently available.

Option 1: Funding through Bonding

Currently Available	\$15,000,000
Potentially Available through Future Bonding	\$55,000,000
Total Available for CCIPC to Allocate	\$70,000,000

Option 2: Funding without Bonding

Currently Available	\$15,000,000
Additional Funding through General Fund (approximately \$4.5 million/year for 6 years 2019-2024)	\$28,000,000
Total Available for CCIPC to Allocate	\$43,000,000