



Finance Administration
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Council Finance Committee Meeting
April 6, 2023
222 Colorado River Room / Via Zoom

Council Attendees: Mayor Arndt, Julie Pignataro, Emily Francis, Kelly Ohlson, Shirley Peel, Susan Gutowsky,

Staff: Kelly DiMartino, Travis Storin, Tyler Marr, Rupa Venkatesh, John Duval, Teresa, Roche, Kelley Vodden, Ginny Sawyer, Nina Bodenhamer, Blaine Dunn, Jo Cech, Randy Bailey, Renee Callas, Logan Bailor, Jen Poznanovic, Lawrence Pollack, Charles McNamee, Christina Taylor, Kendall Minor, Lance Smith, John Phelan, Josh Birks, Beth Yonce, Meaghan Overton, SeonAh Kendall, Katie Geiger, Caryn Champine, Monica Martinez, Spencer Smith, Drew Brooks, Victoria Shaw, Dave Lenz, Kerri Ishmael, , Zack Mozer, Erik Martin, Adam Molzer, LeAnn William, Honore Depew, Javier Echeverria Diaz, Jill Wuertz, Carolyn Koontz

Others: Kevin Jones, Chamber Molly Bohannon, Coloradoan Mark Houdashelt

Meeting called to order at 4:00 pm

Approval of minutes from the March 2, 2023, Council Finance Committee Meeting. Emily Francis moved for approval of the minutes as presented. Kelly Ohlson seconded the motion. The minutes were approved unanimously via roll call by; Julie Pignataro, Kelly Ohlson and Emily Francis.

A. West Elizabeth Appropriation Request

Spencer Smith, P.E., Engineering – Special Projects Engineer
Monica Martinez, Planning Development & Transportation Finance Manager

EXECUTIVE SUMMARY

The West Elizabeth travel corridor is currently the highest priority pedestrian/alternative mode area for improvement in the City and was highlighted in City Plan and the Transit Master Plan. The City was awarded a \$1,232,248 Multi-Modal Options Funding (MMOF) grant from the North Front Range Metropolitan Planning Organization (NFRMPO) for the final design of the project. The grant award requires a 50% local match of \$1,232,248. Colorado State University (CSU) has committed to funding 50% of the local match requirement and has appropriated \$616,124 for that purpose. The City will be required to contribute 50% of the local match funds

as well as the local overmatch funds. The City's financial commitment to the final design will be \$616,124 in local funds and \$35,504 in local overmatch funds for a total of \$651,628 to complete the \$2.5M final design.

GENERAL DIRECTION SOUGHT AND SPECIFIC QUESTIONS TO BE ANSWERED

Is Council Finance supportive of an out of cycle supplemental appropriation for the Multi-Modal Options Fund (MMOF) and required local match to complete Final design for West Elizabeth Corridor?

BACKGROUND/DISCUSSION

MMOF Background

In August 2022, the NFRMPO awarded the City with a MMOF grant for the final design of the West Elizabeth Corridor project.

The approved funding breakdown is as follows:

• MMOF grant	\$1,232,248
• Local Match (City/CSU)	\$1,232,248
• Local Overmatch (City)	<u>\$35,504</u>
• Total	\$2,500,000

The total local match requested from the City is \$651,628. Funds from the Transportation Capital Expansion Fee (TCEF) and unanticipated revenue from Transfort will be used in equal amounts to support this supplemental appropriation request (\$325,814 each).

West Elizabeth Corridor Background

The West Elizabeth Corridor is currently the most productive transit area and one of the highest pedestrian use areas within the City.

- It has more passengers per revenue hour than Max and there are often times where "trailer" buses are required in order to accommodate all the passengers.
- Most passengers are going to/from CSU. This includes CSU's foothills campus which is harder for Transit to access due to the limited ability to turn buses around at Overland Trail.
- Bike/ped count data show extremely high usage and potential for modal conflict at the major intersection of W. Elizabeth and City Park Ave.

The design along this corridor is expected to allow for safer travel for all modes and a more direct route for buses which will include a turnaround at the end of Elizabeth which could help lead to some route consolidation.

Due to the many factors and current condition of this corridor, it is one of the top priority areas for improvement within the City and has specifically been highlighted in the Transit Master Plan as the highest priority project.

West Elizabeth Corridor Project Status

- 30% Design - Completed (Summer 2022)
- Final Design – Summer 2023 to Summer 2024 (pending this appropriation of local match funds)
- RAISE grant – Submitted (February 2023)
 - Foothills Transit Center and Roundabout at Overland/Elizabeth
 - \$10.7M requested

- Small Starts grant
 - Project Rating submittal (tentative) – Fall 2023

Staff is recommending appropriation of the City's final design local match and overmatch for several reasons:

- The project funds are highly leveraged in that CSU is contributing \$616,124 to the project.
- Having a completed final design and this project at a "shovel ready" status could help secure construction funding.
- In line with guiding themes and principles of the City Strategic Plan:
 - Multimodal Transportation & Public Transit
 - Equity, Inclusion and Diversity
 - Environmental Sustainability

DISCUSSION / NEXT STEPS

GENERAL DIRECTION SOUGHT AND SPECIFIC QUESTIONS TO BE ANSWERED

Is Council Finance supportive of an out of cycle supplemental appropriation for the Multi-Modal Options Fund (MMOF) and required local match to complete Final design for West Elizabeth Corridor?

Kelly Ohlson; can you define Transit Center?

Drew Brooks; it will be a bit smaller – we are referring to it as more of a station instead of a center – it will include restrooms and six bays for buses to pull in and out of. Will be smaller because there won't be as many routes that connect to it.

Kelly Ohlson; will CSU be contributing their fair share to the ongoing costs?

Drew Brooks; that is the plan – we are having those discussions – we don't yet have the complete numbers as far as what those operating costs will be because we are going to be combining some routes. When we have those estimates, we will have negotiations with CSU.

Kelly Ohlson; Is the \$20M for construction our share?

Spencer Smith; that amount is based on the Small Starts grants so it would be an 80/20 split. The local match would be 20% of the project costs.

Tyler Marr; that is another point of discussion that we are yet to have with CSU around what that local match looks like. A lot of us view that \$20M collectively as a minimum. We are seeing a lot of Small Starts projects that are taking 30 – 40% match to be competitive. The goal will be a fair share split with CSU.

Kelly Ohlson; this is a lot of money – if this is a priority project - What would be one example of where we could come up with our portion after agreement with CSU? (let's say \$15M)

Travis Storin; when we get past 100% design, the sustainable funding would be sort of Plan A to fund the capital project. Beyond that, we might look to the ¼ cent renewal on capital projects. Due to its size, it is not an ideal candidate for debt financing. This is a very different project from the Mason Station which was \$86M – all of the city's match was in kind contributions of land and right of way. This is a project where we are going to have to

be producing cash for the local match. That is a major risk. We do know there are a lot of grant dollars out there that are going to be available for us to leverage, but for the local match portion and in order to meet the requirements of the grants, this would be a top priority for the sustainable funding conversation for Transit.

Kelly Ohlson; I am not used to the phrase 'unanticipated revenue'. Where did we get unanticipated Transfort revenue?

Travis Storin; the phrasing actually comes from our Charter, where any appropriation that is done outside of the budget cycle must be attached to either reserves or to unanticipated revenue (which is anything that was not in the budget). Transfort ended 2022 in a deficit position on reserves which is not uncommon. There is lead time for grants we have already been awarded to actually get the reimbursements. We get 'pre award' spending authority from the FTA for money we know is going to be there.

Emily Francis; no questions

Julie Pignataro; I am good too – those were great questions. Please move forward in bringing it to the full Council.