

Transportation and Mobility Committee Meeting

Date: Thursday, April 20, 2017

Time: 4:00 to 6:30 p.m.

Location: 201 West Colfax Avenue, 1.B.6

Attendees

Committee Members:

1. Don Hunt
2. Stuart Anderson
3. John Desmond
4. Jill Lacontore
5. K.C. Matthews
6. Katie McKenna
7. Rosemary Stoffel
8. Piep van Heuven
9. Marshall Vanderburg
10. Jeff Walker
11. Tangier Barnes Wright
12. Renee Martinez-Stone
13. Monique Lovato
14. Councilwoman Mary Beth Susman
15. Steve Kaplan
16. Nicole Portee

City Staff:

1. Cindy Patton
2. Emily Snyder
3. Laura Perry
4. Steve Nalley

Members of the Public (speakers): 15 members of the public spoke.

Meeting Notes

Public Comment

- Members of the public provided recommendations to the committee. This is the last meeting at which the committee will hear verbal public comment. Members of the public wishing to weigh in may still provide written public comment which will be distributed to committee members.
- Fifteen members of the public spoke.
 - o Three recommended funding mobility network buildout for bikes and sidewalks and not using any of the bond funds for ongoing maintenance
 - o Three recommended funding Morrison Road improvements

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- Three recommended funding West 13th Avenue improvements
- Two recommended fund Santa Fe walkability improvements
- One each recommended funding
 - An Athmar Park pedestrian bridge
 - Colfax streetscape improvements
 - Federal Boulevard improvements
 - 47th and York bike/ped bridge

Background on Deferred Maintenance Needs

- City staff addressed questions that had arisen regarding deferred maintenance. In 2012, Denver voters approved dedicating 2.5 property tax mills to capital maintenance. The current \$789 million amount of deferred maintenance is so large because Denver's population is growing and the greater the backlog the costlier assets become to maintain. Assets have also become more expensive to maintain because of Denver's booming construction market. Construction costs have increased by about four percent annually over the last few years making it hard to keep up with necessary annual maintenance.
- The Infrastructure Priorities Task Force, which recommended the dedicated 2.5 mills, also recommended using bonding capacity to accomplish deferred maintenance. Initially, the 2.5 mills generated about \$27.5 million for capital maintenance. Today the same 2.5 mills generate over \$38 million so while the program has grown, it has not grown by enough to address all major deferred maintenance needs.

Responses to Submitted Committee Questions

- City staff answered questions about projects that members of the committee had submitted over the past week. This included the new information summarized in the following bullets.
- City staff passed out information about which projects were phase-able and explained the difference between phase-able (can be separated into different elements, for example, Quebec street improvements) and scalable (can do a little or a lot, for example, arterials/collectors paving), and which publicly submitted projects had already been funded by other sources (Central Park bridge).
- City staff provided greater detail about Colfax Bus Rapid Transit costs. There is a \$55 million version of this proposal and a \$110 million version. The bus fleet would cost an additional \$25 million but is not a bond eligible expense. \$110 million could complete the entire project, including signals, infrastructure, and bike/ped connections. \$55 million could build some infrastructure but would include less signals communication technology and limited bike/ped connections.
- Protected bike lanes that would be implemented with \$5 million include on 18th, 19th, and Champa Streets. Phases I and II of Denver Moves would cost \$30 million to implement.
- Improvements to the Broadway/Kentucky intersection and 40th/Colorado intersection would enhance traffic flow and ease congestion.
- Festival streets would cost about \$45 million for the portion from the Cherry Creek Trail to the Ball Park area and from Benedict Fountain Park to the Ball Park area. The Bannock portion would be an additional \$2 million.
- The Morrison Road project could be phased. The arts district is the highest priority element of this project.
- Peoria improvements, just from 39th Avenue to 45th Avenue would be about 25% of the cost full cost.

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- Deferred maintenance comprised about 38% of Better Denver Bond projects in terms of funding.

Discussion of Deferred Maintenance Needs

- In response to questions about not including any deferred maintenance projects, the chair suggested that if a member of the committee wanted to make a motion to only fund new projects and no deferred maintenance projects he or she could do so on Tuesday. If the motion were to be seconded and passed by a majority vote of the committee then it would set the committee's project parameters going forward.
- The group discussed which projects on the list constituted deferred maintenance. It was the consensus of the group that the following projects are deferred maintenance: arterial and collector repaving, citywide curb and gutter rehabilitation, and major bridge rehabilitation.

Wrap-up

- The meeting concluded with the committee chair explaining the process for the next meetings on Tuesday, April 25 and Thursday, April 27. On Tuesday, the committee will go around the room and each member will get to add one project to one of four \$100 million buckets. Then on Thursday, the committee will use parliamentary procedure to amend the list developed on Tuesday.
- In response to questions about recommending additional revenue to fund more projects, the chair said that is not the committee's charge but that it could vote on a resolution calling for additional revenue and submit that along with its project package.