## STUDY SESSION AGENDA
**TUESDAY**
May 30, 2017

*ALL TIMES LISTED ON THIS AGENDA ARE SUBJECT TO CHANGE.*

<table>
<thead>
<tr>
<th>Time</th>
<th>Attendee(s)</th>
<th>Item</th>
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<tbody>
<tr>
<td>10:00 A.M.</td>
<td>Andrew Stratton, CDOT-Region 1 North Program Engineer</td>
<td>CDOT Transportation</td>
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<tr>
<td>11:00 A.M.</td>
<td>Norman Wright / Jeanne Shreve</td>
<td>Regional Transportation Priorities</td>
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<tr>
<td>11:30 A.M.</td>
<td>Nathan Mosley / Shannon McDowell / Megan Shiotani, Wenk Associates</td>
<td>Clear Creek Corridor Master Plan Update</td>
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<td>12:15 P.M.</td>
<td>Norman Wright / Kristin Sullivan</td>
<td>Oil and Gas Monthly Update</td>
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<td>12:45 P.M.</td>
<td>Norman Wright / Kristin Sullivan / Joelle Greenland</td>
<td>Crossroads Commerce Park Update</td>
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<td>1:15 P.M.</td>
<td>Raymond Gonzales</td>
<td>Administrative Item Review / Commissioner Communications</td>
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<tr>
<td>1:45 P.M.</td>
<td>Heidi Miller</td>
<td>Executive Session Pursuant to C.R.S. 24-6-402(4)(b) for the Purpose of Receiving Legal Advice Regarding Marijuana Sales Tax</td>
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*(AND SUCH OTHER MATTERS OF PUBLIC BUSINESS WHICH MAY ARISE)*
<table>
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<tr>
<th>DATE: May 30, 2017</th>
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<tr>
<td>SUBJECT: CDOT Transportation</td>
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<td>FROM: Raymond Gonzales, Interim County Manager</td>
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<td>AGENCY/DEPARTMENT: County Manager’s Office</td>
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<td>ATTENDEES: Andrew Stratton, Region 1 North Program Engineer for CDOT</td>
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<td>PURPOSE OF ITEM: Presentation on projects dealing with the major corridors in Adams County.</td>
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<td>STAFF RECOMMENDATION: Informational only</td>
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**BACKGROUND:**

CDOT will be providing an update on I-270/Vasquez, I-25 PEL follow up improvements and an update on US 85 from I-76 to 124th Avenue.

**AGENCIES, DEPARTMENTS OR OTHER OFFICES INVOLVED:**

County Manager’s Office, CDOT

**ATTACHED DOCUMENTS:**

PowerPoint Presentation
FISCAL IMPACT:

Please check if there is no fiscal impact □. If there is fiscal impact, please fully complete the section below.

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New FTEs requested: □ YES □ NO

Future Amendment Needed: □ YES □ NO

Additional Note:

APPROVAL SIGNATURES:  

Raymond H. Gonzales, Interim County Manager

Bryan Ostler, Interim Deputy County Manager

Patti Duncan, Interim Deputy County Manager

APPROVAL OF FISCAL IMPACT:

[Signatures]
CDOT Update on Adams County Priority Projects
County Commissioners Study Session
May 30, 2017
Current CDOT Projects Underway from ADCOG 2014 Regional Priorities

- I-25 Post PEL Improvements - US 36 to 120th
- I-25 TEL - E470/Northwest Parkway to SH 7
- I-25 and SH 7 Interchange & 144th Transit
- US 85: I-76 to 124th
- SH 79 Grade Separation of the UPRR
- Vasquez PEL - 56th Ave to 62nd Ave
I-25 Post PEL Improvements (US 36 to 120th)

LEGEND
- Planned Managed Lanes (opening Fall 2015)
- Planned Managed Lanes (construction 2020)
- Proposed Continuous Acceleration/Deceleration Lanes
  - US 36/1270 to 84th Ave.
  - 84th Ave. to Thornton Pkwy.
  - Thornton Pkwy. to 104th Ave.
  - 104th Ave. to 120th Ave.
  - 120th Ave. to 136th Ave.
  - 136th Ave. to 144th Ave.
  - 144th Ave. to E-470
- Proposed General Purpose Lanes
  - Segment between 84th Ave. and Thornton Pkwy.
- Proposed Additional Transit Service
- Proposed Park-and-Ride Options
- Existing park-n-Ride
- Proposed Median n-Ride
- Planned Carpool Lot

Additional Potential Components:
- Intelligent Transportation System
- Travel Demand Management
- Transportation Systems Management
- Reversible transit tunnel at Wagon Rd., Park-and-Ride
- Two lane exit ramps
- Physical improvements to ramp merge/diverge
- Additional I-25 crossings
- 70th Ave. and Washington St. Intersection Improvements
I-25 Post PEL Improvements (US 36 to 120th)

Project Details:

- NEPA (National Environmental Policy Act) Study and 30% Design
  - Template EA
- 4 major improvements:
  1. Proposed Additional Capacity Lanes from 84th Avenue to Thornton Parkway
  2. 88th Avenue Bridge Replacement
  3. Proposed continuous Acceleration/Deceleration lanes between on-ramp and off-ramp of adjacent freeway interchanges from US 36 to 120th
  4. Median Bus Station at 88th Avenue
I-25 Post PEL Improvements
(US 36 to 120th)

Purpose:
• To relieve congestion, improve safety, and enhance multimodal travel.
  • Multimodal Travel- 88th Avenue Median Station- provide efficiency and eliminate bus traffic weaving and merging from outside lanes, utilize tolled express lanes
  • Auxiliary lanes would provide larger merge and diverge distance for vehicles and lessen bottlenecks
I-25 Post PEL Improvements
(US 36 to 120th)

Project Challenges:
• Analyzing alternatives for Thornton Park n Ride
  • 1. Outside PnR Station, no access via I-25
  • 2. Outside PnR Station, modified South Access via 84th Ramps
  • 3. Median PnR Station- Two Platforms
  • 4. Median PnR Station- One Platform
  • 5. Median PnR Station- 2 Offset Platforms
  • 6. Braided Ramps at 84th Ave.
I-25 Post PEL Improvements (US 36 to 120th)

Project Status:

- Survey completed early May
- Traffic data collected, analysis to be completed by mid-June
- Coordinating with RTD on Median station at 88th Avenue.
  - RTD will be designing Station
- NEPA progressing

Key Dates:

- Expected Completion of Design and NEPA – January 2018
- **Looking to the future:** Both NEPA and Design will be phased to implement as funding comes available
I-25 TEL, Segment 3 Package B
(E470/NWP to SH 7)
I-25 TEL, Segment 3 Package B
(E470/NWP to SH 7)

Project Details:

- Final Design of I-25 Tolled Express Lanes through SH 7.
  - 3 12’, General Purpose lanes
  - 1 12’ Tolled Express Lane
  - 4’ buffer
  - 12’ inside and outside shoulder
Purpose:
- Complete Segment 3 Design, E470/NWP to North of SH 7
- Relieve congestion and accommodate future growth and development in coming years
- When construction funds become available, plans will be complete and work can begin quickly

Project Status:
- Coordinating with utilities
- Design will be closely coordinated with I-25 and SH 7 Interchange

Key Dates:
- Expected Design Completion- March 2018
I-25 TEL, Segment 3 Package B (E470/NWP to SH 7)

Project Challenges:

- Large Transmission line along East side of I-25
- Double Circuit lines (115KV and 230KV)
- Evaluating possible relocation options:
  - 1. Minimal relocation
  - 2. Underground burial (very expensive)
  - 3. Relocated to West side of I-25
  - 4. Add additional structures to decrease sway of the lines
  - 5. Relocate to arterial streets (i.e. Washington or Huron)
I-25 and SH 7 Interchange & 144th Transit Improvements
I-25 and SH 7 Interchange & 144th Transit Improvements

Project Details:

- Preliminary design of the Diverging Diamond Interchange (DDI) of SH 7 and I-25
- Preliminary design of slip ramps on the south side of the 144th and I-25 Interchange
- Locally funded by Adams County
- Continuing to seek potential funding from RTD and other stakeholders
I-25 and SH 7 Interchange & 144th Transit Improvements

Purpose:

<table>
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<th>SH 7-</th>
<th>Expand mobility to all four quadrants of the interchange which could include grade-separated or pedestrian structures</th>
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<td>Accommodating bike/pedestrians, bus rapid transit, and park-n-ride station facilities</td>
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<th>144th Transit Improvements-</th>
<th>Accommodate boarding area/shelter/layover-recovery area improvements</th>
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<td>Identify alignment for bike/ped path to connect to existing infrastructure</td>
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I-25 and SH 7 Interchange & 144th Transit Improvements

I-35W Minneapolis:
- Interstate Median Station
- Arterial Outside Station
I-25 and SH 7 Interchange & 144th Transit Improvements

I-110/I-105 Los Angeles:
• Interstate Median Station
• LRT Median Station
I-25 and SH 7 Interchange & 144th Transit Improvements

I-15 San Diego:

- Interstate Median Station
- Arterial Outside Station
I-25 and SH 7 Interchange & 144th Transit Improvements

Project Challenges:

- Designing a ‘true mobility hub’ to accommodate all transit and pedestrian movements.
  - Single stop for all transit (median)
  - Future transit (to/from North, East/West SH 7)
  - Pedestrian movements both to the stations and thru the interchange
I-25 and SH 7 Interchange & 144th Transit Improvements

Project Status:
- Coordination with Locals
- Meeting with Developers
  - Perlmutter and McWhinney
  - Broomfield coordinating with Developers for NW (IKEA) and NE quadrants
- Design progressing with Segment 3 Package B TEL Lanes

Key Dates:
- Conceptual Design expected to be completed by Fall 2017
US85: I-76 to 124th - NEPA & 30% Preliminary Engineering Design
US 85: I-76 to 124th

Project Background:

• US 85 in many areas north and south of Greeley is within the Union Pacific Railroad Right of Way.
• CDOT lease contract with the railroad expired. CDOT is operating under a tolling agreement.
• Union Pacific Railroad suggested closing of the crossings not owned by CDOT which impacts local communities.
• CDOT and FHWA conducted a Planning & Environmental Linkages Study to develop the best options for all parties.
US 85: I-76 to 124th

PEL Recommendations:

• Top priority intersection needs with respect to safety, mobility and railroad interaction:
  • 104th Avenue
  • 120th Avenue

• Concept Design at four intersections:
  • 104th: Interchange
  • 112th: Interchange
  • 120th: Interchange
  • 124th: Closure
Next Steps:

- CDOT advertised the project for consultant services.
- Adams County and Commerce City Representatives participated in consultant selection process.
- Felsburg Holt & Ullevig (FHU) has been selected to provide NEPA report and 30% Engineering Design.
- Consultant task order is in process.
- Staff Meeting between CDOT, UPRR, Adams County and Commerce City on 5/30/2017
US 85: I-76 to 124th

NEPA and 30% Preliminary Engineering Design:

• At a minimum both 104th and 120th Avenues will be evaluated equally throughout the process
• Conduct additional stakeholder engagement and outreach
• Identify a single Preferred Build Alternative
• Prepare 30% Preliminary Engineering Design
US 85: I-76 to 124th

Project Key Information:

- Kick off meeting: June 2017
- Construction has not been funded.
- Project Duration: 18 months.
SH 79 Grade Separation of the UPRR
SH 79 Grade Separation of the UPRR

Project History and Location:

- 2013 SH 79 PEL
- New alignment of SH 79 as selected in the 2013 SH 79 PEL
- The realignment is expected to be completed in sections.
  - Three total sections
  - Project is focusing on section from Colfax to Old Victory Rd.
SH 79 Grade Separation of the UPRR

Project Update:

- Project is currently in NEPA and Design
- Public outreach Meeting in Bennett Feb. 8th 2017
- Approaching UPRR about allowing an underpass
- No construction funding identified at this time
SH79 Grade Separation at UPRR

Railroad Crossing Renderings

Railroad Crossing Overpass

Railroad Crossing Underpass
SH79 Grade Separation at UPRR
Vasquez Planning and Environmental Linkages (PEL) Study
Vasquez PEL Study

I-270 Vasquez Interchange

• Substandard Loop Ramp Configuration
• Weaving problem between ramps contributes to congestion problem on I-270 at this location
• Missing Movement from northbound Vasquez to eastbound I-270
• Problematic access to 56th Ave from eastbound I-270 off-ramp
Vasquez PEL Study

Vasquez/60th Ave/Parkway Dr. Intersection

- Five legged intersection causes congestion problems along north and south bound Vasquez
- Frontage roads add to the complexity of the intersection
Vasquez PEL Study

Project Goals:

• Balance access between the transportation network and adjacent land uses
• Minimize and mitigate impacts to the built environment consistent with local master plans
• Effectively connect current and future modes and networks, including roads, bicycles, pedestrians, and transit
• Improve the ability of freight and goods to efficiently travel through and within the area
• Minimize or mitigate impacts to the natural environment
Vasquez PEL Study

Specific issues being examined:

- Five legged intersection at Vasquez/60th and Parkway
- Additional intersection at 62nd and Vasquez
- Access to and from Vasquez and I-270
- Bike and Pedestrian Issues
- BRT and other transportation modes
- Safety and Traffic Operations
- Environmental Scan
Vasquez PEL Study - Traffic Data
Average Directional Speed Along Vasquez Boulevard
Vasquez PEL Study - Traffic Data
Average Directional Speed Along Vasquez Boulevard

![Graph showing average speed by direction and time of day. The graph includes lines for Eastbound and Westbound traffic, with a green line indicating 90% free flow speed. The x-axis represents time of day, and the y-axis represents average speed in mph.]
Vasquez PEL Study - Crash Data

**SH 6H - All Crashes (MP 292.44 - MP 294.00)**
- 568 Total Crashes
- 336 rear end (60%)
- 183 all other types (<2% each)
- 19 left end (3%)
- 13 side swipe (same direction) (2%)
- 10 fixed objects (2%)
- 8 approach turn (1.5%)
- 6 broadside (1%)

**SH 270A - All Crashes (MP 1.00 - MP 3.00)**
- 336 Total Crashes
- 203 rear end (60%)
- 87 all other types (<2% each)
- 9 vehicle debris or cargo (3%)
- 7 guardrail (2.1%)
- 7 cable rail (2.1%)

**All Other Types (26)**
- Vehicle debris or cargo: 6
- Other non-collision: 5
- Overtaking turn: 4
- Parked motor vehicle: 3
- Overturing: 3
- Head on: 2
- Side swipe (opposite dir.): 1
- Pedestrian (all other): 1
- Involving other object: 1

**All Other Types (19)**
- Overturning: 5
- Concrete barrier: 4
- Parked motor vehicle: 3
- Involving other object: 3
- Sign: 1
- Other non-collision: 1
- Other fixed object: 1
- Delineator post: 1
Vasquez PEL Study

Project Status:

- Coordination with Local Agencies
  - Adams County
  - City and County of Denver
  - Commerce City
  - FHWA
- Public Involvement
  - Business Community
  - Pedestrian-Bikeway Community
  - Residents and Grassroots outreach
  - Freight Industry
- Coordination with North Metropolitan Industrial Area Connectivity Study
Vasquez PEL Study

Project Status continued:

• Technical Working Group Meetings
  • Shared results of Existing Conditions Report
  • Brainstorming session with agency staff and consultants to suggest possible solutions
• Traffic modeling will influence selected alternative
• Alternative development and packaging
  ▪ At grade solutions
  ▪ Grade separated solutions
  ▪ One-way pairs
Vasquez PEL Study

Next Steps:

• Continue developing Vasquez/60th alternatives
• Traffic Modelling of Alternatives
• Determine Alternative(s) to be carried forward based on Purpose and Need
• Obtain approval from FHWA
• Identify scope of work for ‘Task II’
• Continue coordination with the Industrial Study
• Initiate $1.75 million dollar project for 30% design and NEPA clearance
Questions?
Thank You!

"We Are all In This Together."
DATE: May 30, 2017

SUBJECT: Regional Transportation Priorities

FROM: Jeanne M. Shreve

AGENCY/DEPARTMENT: Community & Economic Development

ATTENDEES: Jeanne M. Shreve, Norman Wright, Kristin Sullivan, Jeff Maxwel

PURPOSE OF ITEM: Reoccurring study sessions held prior to monthly ADCOG breakfasts for regional transportation priorities and DRCOG Hybrid TIP Process

STAFF RECOMMENDATION:

BACKGROUND:

The purpose of the monthly meetings is to update the board and receive their direction on reprioritizing the regional transportation projects and key issues for the DRCOG TIP hybrid allocation process.

The county and its cities (ADCOG) have an already-established process in place to prioritize regional transportation needs ahead of DRCOG’s Transportation Improvement Program (TIP) ‘call for projects’ and funding updates to CDOT’s State Transportation Improvement Plan (STIP). The purpose behind this effort is for the county and its cities to collectively advocate for investment in these priorities from CDOT, DRCOG, and other agencies, as applicable.

Because DRCOG is considering a hybrid regional-subregional model for the 2020-2023 TIP process at the same time ADCOG is reprioritizing its regional projects, the county has the opportunity to help shape regional policy discussions for the TIP allocation process.

The study sessions are planned to occur prior to the monthly ADCOG breakfasts. This will help focus discussion at the breakfast on our regional priorities and preparing our DRCOG elected officials for the key discussions taking place about the TIP hybrid process.

AGENCIES, DEPARTMENTS OR OTHER OFFICES INVOLVED:

Community & Economic Development, Transportation, CDOT, RTD, DRCOG

ATTACHED DOCUMENTS:

Working Schedule for AMG/ADCOG Regional Transportation Priorities Update
Anticipated DRCOG 2020-2023 TIP Schedule
FISCAL IMPACT:

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New FTEs requested: □ YES □ NO
Future Amendment Needed: □ YES □ NO

Additional Note:

APPROVAL SIGNATURES:

Raymond H. Gonzales, Interim County Manager

Bryan Oster, Interim Deputy County Manager

Patti Duncan, Interim Deputy County Manager

APPROVAL OF FISCAL IMPACT:

Nancy Duncan, Budget / Finance
*Working AMG Schedule for
ADCOG Regional Transportation Priorities Update

☐ May—
  □ May -- Develop /Confirm Criteria
  □ End of May -- AMG ‘call for projects’ compiles list of projects
  □ End of May – finalize list of outreach to agencies, associations, business and the public to request feedback on priorities

☐ June—
  □ Framework for Evaluation of Projects confirmed with ADCOG
  □ End of June -- Close ‘Call for Projects’

☐ July – August -- outreach efforts –
  □ Early July – finalize presentation and AMG speaking points
  □ Road Show of draft priorities to agencies, organizations, etc.

☐ September—October
  □ Present ADCOG process to DRCOG for approval
  □ Recommendations to ADCOG on Regional Priorities
  □ End of October – final public meeting
  □ Modify IGA, if required

Key Efforts needed:
☐ ADCOG meets prior to key DRCOG Board Work Sessions/Board meetings
☐ ADCOG is one month behind AMG schedule starting points
☐ Public outreach and process documentation key for DRCOG approval
  □ Public Outreach requires:
    ■ Sign-in sheet
    ■ Summary of comments/notes
  □ ADCOG Discussions
    ■ Sign-in sheet
    ■ Summary of comments/notes/direction

*Schedule subject to change
# 2020-2023 TIP Policy Document

## Anticipated Schedule and Topics

March 15, 2017

### TIP Policy Work Group Activity

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### Regional Share Policy Topics

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### Subregional Share Policy Topics

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<td>DRCOG’s Role in Subregional Process</td>
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### Board Work Session Discussion = X

### Board Action/Direction = O

### TIP Policy Work Group Discussion =
STUDY SESSION AGENDA ITEM

<table>
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<tr>
<th>DATE:</th>
<th>May 30, 2017</th>
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<tbody>
<tr>
<td>SUBJECT:</td>
<td>Clear Creek Corridor Master Plan update</td>
</tr>
<tr>
<td>FROM:</td>
<td>Shannon McDowell and Nathan Mosley</td>
</tr>
<tr>
<td>AGENCY/DEPARTMENT:</td>
<td>Parks and Open Space</td>
</tr>
<tr>
<td>ATTENDEES:</td>
<td>Shannon McDowell, Nathan Mosley, Megan Shiotani (Wenk Associates)</td>
</tr>
<tr>
<td>PURPOSE OF ITEM:</td>
<td>Provide the BoCC with an update on the draft plan recommendations</td>
</tr>
<tr>
<td>STAFF RECOMMENDATION:</td>
<td>Advise staff as to whether the draft recommendations should be amended.</td>
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</table>

BACKGROUND:
Staff initiated the Clear Creek Corridor Plan in late 2016 to understand public needs and priorities for the creek corridor. Topics being explored include future recreation needs, habitat improvements, and opportunities to couple infrastructure improvements with recreational and habitat improvements.

Initial public outreach has been completed and draft recommendations have been formulated. We now want to make sure the recommendations are acceptable to the Commissioners.

AGENCIES, DEPARTMENTS OR OTHER OFFICES INVOLVED:
Parks and Open Space, Wenk Associates (consultants for plan)

ATTACHED DOCUMENTS:
Powerpoint Presentation
FISCAL IMPACT:

Please check if there is no fiscal impact □. If there is fiscal impact, please fully complete the section below.

Fund: 27

Cost Center: 6107

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Additional Revenue not included in Current Budget:
Total Revenues:

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Current Budgeted Operating Expenditure: 7685 61071603 $61,211
Add'l Operating Expenditure not included in Current Budget: 0
Current Budgeted Capital Expenditure:
Add'l Capital Expenditure not included in Current Budget:
Total Expenditures: $61,211

New FTEs requested: □ YES ☒ NO

Future Amendment Needed: □ YES ☒ NO

Additional Note:
Funds have already been appropriated for the planning effort. Proposed improvements will have a fiscal impact, but it will vary depending on the final recommendations adopted by the Board and will be requested in future budget cycles.

APPROVAL SIGNATURES: APPROVAL OF FISCAL IMPACT:

Raymond H. Gonzales, Interim County Manager

Bryan Ostler, Interim Deputy County Manager

Nancy Duncan
Budget / Finance
Purpose

- Improve recreation and habitat
- Public prioritization
- Partnerships
A Changing Corridor
Outreach #1

Initial Feedback

• Meeting on January 26
  – 60 attendees

• Survey #1: 385 respondents
Feedback
Feedback
Feedback
Outreach #2

Draft Recommendations

• Meetings on April 22 & 27
  • 70 attendees
• Survey #2: In progress
  • Over 200 responses
Water Quality

• Non-Issues
  – Nitrate/Nitrite, pH, Copper, Zinc, and Dissolved Oxygen

• Recreation Issues
  – E. coli, Nitrogen, Phosphorus, Iron, and Manganese

• Habitat Issues
  – Flow

• Unknowns
  – Organic Chemicals, Water Temperatures
Basic Needs

SAFETY

- **RANGER PATROLS** - a coordinated patrol system for the corridor to report maintenance problems and prevent unsafe uses.

- **LIGHTING GUIDELINES** - repair and maintain existing lighting, add safety lighting at all featured locations, near crossings and underpasses.

- **SAFE PLACES TO CROSS** - High-Intensity Activated Walk (HAWK) traffic signals stop traffic when pedestrians need to cross.

SIGNAGE

- **COORDINATE SIGNAGE** - Combine signage efforts to mark location, define landmarks and add educational information.

- **REGIONAL CONNECTIONS** - Improve access to regional trails and transit areas for commuters and recreational uses.

ACCESS

- **TRAILHEAD PARKING** - Expand safe parking options with new lots and engage private owners to share parking areas when not in use.

- **RESTROOMS** - Include additional restroom facilities along trail, along with easy maintenance access for cleaning and replacement.
Circulation & Access

TENNYSON STREET
Residential Trail Connection and Trailhead

SHERIDAN BOULEVARD
Regional Trail Connection and Trailhead

LOWELL BOULEVARD
Residential Trail Connection and Trailhead

FEDERAL BOULEVARD
Multi-Modal Residential Trail Connection
Circulation & Access

PECOS STREET
Residential Trail Connection and Trailhead

TWIN LAKES BOTTOMLANDS
Residential Trail Connection and Trailhead

LITTLE DRY CREEK LAKE
Regional Trail Connection and Trailhead

PECOS JUNCTION STATION AREA (B + G LINES)
Circulation & Access

SOUTH PLATTE RIVER CONFLUENCE
Residential Trail Connection and Trailhead

WASHINGTON STREET
Emergency Access

W 68th AVE

YORK STREET
Residential Trail Connection

W 73rd AVE

COMMERCE CITY STATION AREA
Recreation Areas

LOWELL PONDS
FISH AND WILDLIFE AREA
Water-Focused Ecological Area

RALSTON CREEK
CONFLUENCE
Regional Open Space

ARVADA GOLD STRIKE STATION (G LINE)

CLEAR CREEK STATION OPEN SPACE
Station Area Park
Recreation Areas

- Lear Creek
- Italy Area (G Line)
- Carpenter Middle School
- W 70th Ave
- Pecos Junction Station Area (B + G Lines)
- Twin Lake Bottomlands
  - Habitat-Focused Ecological Area
- Little Dry Creek
  - Regional Open Space
- Pecos Street
- Floodway Boundary
Recreation Areas

CLEAR CREEK WETLANDS
Nature Preserve

SOUTH PLATTE RIVER CONFLUENCE
Regional Open Space
Next Steps

- Refine recommendations
- Final public workshop – June 28
- Further refinement of recommendations
- Adoption process
DATE: May 30, 2017

SUBJECT: Oil and Gas Update

FROM: Norman Wright, Director
Kristin Sullivan, Deputy Director
Jen Rutter, Senior Environmental Analyst
Chris LaMere, Oil & Gas Liaison

AGENCY/DEPARTMENT: Community & Economic Development

ATTENDEES: Norman Wright, Kristin Sullivan, Jen Rutter, Chris LaMere

PURPOSE OF ITEM: Update the Board on Oil and Gas activity and policy discussion items

STAFF RECOMMENDATION: Update

BACKGROUND:
Staff will brief the Board on current oil and gas activity and will provide updates on issues previously discussed with the Board. In addition, staff will provide information related to the May 9, 2017 letter from Adams County Communities for Drilling Accountability Now (ACCDAN) that was sent to the Board in response to the home explosion in Firestone.

AGENCIES, DEPARTMENTS OR OTHER OFFICES INVOLVED:
County Attorney, outside counsel for oil and gas issues

ATTACHED DOCUMENTS:
Letter from Adams County Communities for Drilling Accountability Now (ACCDAN)
FISCAL IMPACT:

Please check if there is no fiscal impact ☑. If there is fiscal impact, please fully complete the section below.

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<td>Total Revenues:</td>
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| Add'l Operating Expenditure not included in Current Budget: |       |
| Current Budgeted Capital Expenditure: |       |
| Add'l Capital Expenditure not included in Current Budget: |       |
| Total Expenditures: |       |

New FTEs requested: ☐ YES ☐ NO

Future Amendment Needed: ☐ YES ☐ NO

Additional Note:

APPROVAL SIGNATURES:

Raymond H. Gonzales, Interim County Manager

Bryan Ostler, Interim Deputy County Manager

Patti Duncan, Interim Deputy County Manager

APPROVAL OF FISCAL IMPACT:

[Signature]

Budget / Finance
May 9, 2017

Dear Adams County Commissioners, Adams County Management and Staff,

In response to the recent revelation that the Firestone home explosion that killed two people and severely injured an Adams County Mountain Range High School teacher was caused by severed flow lines, Adams County Communities for Drilling Accountability Now, on behalf of our 500 supporters, urges Adams County to take the following actions:

1. Require all oil and gas operators to provide Adams County updated as-built site plans and final plats for all oil and gas facilities and infrastructure they own/are responsible for in Adams County, including all underground infrastructure (including flow lines, supply lines, etc. -- regardless of status - active, inactive, abandoned, closed/remediated, etc.). This should be provided by June 30, 2017, and until it is provided, no additional permits should be processed or issued by county staff. If records are not submitted or are found to be incomplete, operators should be fined for each month until accurate and complete records are provided to Adams County. These should be used by the county to create a comprehensive, interactive planning tool that can be accessed by residents.

2. Require utilities and/or pipeline companies/operators to provide Adams County updated as-built site plans and final plats for all oil and gas gathering, transmission and/or pipelines and infrastructure they own/are responsible for in Adams County, including all underground infrastructure (regardless of status - active, inactive, abandoned, closed/remediated, etc.). This should be provided by June 30, 2017, and until it is provided no additional permits should be processed or issued by county staff. If records are not submitted or are found to be incomplete, operators should be fined for each month until accurate and complete records are provided to Adams County. These should be used by the county to create a comprehensive, interactive planning tool that can be accessed by residents.

3. Modify county regulations as follows:
   a. Immediately modify county regulations to establish a mandatory minimum setback of 500 feet (1,000 feet for schools, hospitals, recreation centers, sports fields and other high density occupied structures) between new development (residential, commercial, etc.) and existing oil and gas infrastructure including all above ground and underground oil and gas infrastructure to include wells, tanks, separators, combustion units, flow lines, supply lines, gathering lines, transmission lines, pipelines, etc. (regardless of status - active, inactive, abandoned, closed/remediated, etc.).
b. Eliminate/delete any provision(s) in Adams County code or regulation that allows for safe setbacks to be waived by current homeowners, developers and/or property owners.

c. In 4-10-02-04-05, item a, change as indicated: The oil and gas well location shall include a two hundred fifty (250) five hundred (500) foot buffer in the form of an easement on the Final Plat. No structures may be constructed within this 500 foot buffer area.

d. Require all flow lines, supply lines, gathering lines, transmission lines and pipelines to be documented on Final Plat.

e. In 4-10-02-04-05 item f, change 300 feet to 500 feet.

f. Require “abandoned” or “closed/remediated” wells and underground line infrastructure in Adams County be either removed or grouted/cemented in place to prevent inadvertent reactivation of abandoned lines and equipment (such as what happened in the case of the Firestone home explosion).

g. Conduct a thorough review of Chapters 2 and 4 to determine additional changes necessary in response to the Firestone home explosion. Seek public comment and input on proposed changes and implement proposed changes within 3 months.

4. Require oil and gas operators to provide Adams County a copy of all documentation submitted to COGCC in response to its May 2, 2017 NTO, within 10 days of submitting such to the COGCC.

5. Prioritize Adams County inspector attention on inspecting oil and gas infrastructure located within 1,000 feet from existing homes, schools and development, putting together a plan to have 100% of these facilities inspected by the Adams County inspector in an accelerated fashion.

6. Direct county staff to focus 100 percent of its time from now and until the above actions, and any others determined by county staff and/or commissioners in response to the Firestone incident, are completed to ensure safety of both existing and future oil and gas development in Adams County. Until these actions are completed, Adams County should halt processing and/or approval of any new oil and gas-related permits. This allows the county to pay the respect and attention that is due to this urgent matter of extreme importance to Adams County residents and ensure protection of health and safety in the light of new concerns raised by the Firestone incident.

In closing, no new oil and gas permits should be issued by Adams County until the above-referenced activities are completed. We urge you to make this the very top priority for county staff from now and until safety of residents can be assured.

Thank you,

Jennifer Gamble, President
Adams County Communities for Drilling Accountability Now (ACCDAN)
720-334-0709
Jennifer.gamble@oppowerllc.com
**STUDY SESSION AGENDA ITEM**

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<tr>
<th>DATE:</th>
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<tbody>
<tr>
<td>SUBJECT:</td>
<td>Crossroads Commerce Park Update</td>
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</table>
| FROM: | Norman Wright, Director  
Kristin Sullivan, Deputy Director |
| AGENCY/DEPARTMENT: | Community & Economic Development |
| ATTENDEES: | Norman Wright, Kristin Sullivan, Joelle Greenland |
| PURPOSE OF ITEM: | Financial update on the tax increment financing plan and Section 108 loan repayment for the Crossroads Commerce Park Project |
| STAFF RECOMMENDATION: | Direct staff to meet with City and County of Denver and the Denver Urban Renewal Authority (DURA) to identify possible additional projects; bring back an update to the BOCC to consider in approximately three months. |

**BACKGROUND:**

The purpose of the study session is to provide a financial update on the Crossroads Commerce Park project, which is the new name for the former ASARCO Globe smelter site. Staff will provide an update on the projected tax increment expected to be generated by the project and the anticipated payoff for the Section 108 loan. Staff will also present options to the BOCC to explore the possibility of pursuing additional projects in this area of the county.

**AGENCIES, DEPARTMENTS OR OTHER OFFICES INVOLVED:**

Community & Economic Development, Finance, County Attorney, Denver Urban Renewal Authority, City and County of Denver

**ATTACHED DOCUMENTS:**

PowerPoint Presentation
FISCAL IMPACT:

Please check if there is no fiscal impact ☐. If there is fiscal impact, please fully complete the section below.

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New FTEs requested: ☐ YES ☐ NO

Future Amendment Needed: ☐ YES ☐ NO

Additional Note:

APPROVAL SIGNATURES:  

Raymond H. Gonzales, Interim County Manager  

Bryan Oster, Interim Deputy County Manager  

Patti Duncan, Interim Deputy County Manager  

APPROVAL OF FISCAL IMPACT:

Nancy Duncan  
Budget / Finance
Globeville Commercial Urban Redevelopment Plan

Project Update
Community & Economic Development Department
Background

- Closure of ASARCO Globe Smelter created urgency and creativity in our economic development strategy
- In 2008 session, legislature approved a change to state law to allow inclusion of unincorporated territory into municipal urban renewal projects
- Impetus for the bill was the ASARCO smelter redevelopment
- Sponsored by Adams County legislators, Rep. Hodge and Sen. Tochtrop
This has been a very successful economic development strategy and today’s update will cover the financial status of the project and the urban renewal plan.

Timeline & Milestones
- In 2011, approval of urban renewal plan and cooperation agreement
- In 2015, building construction began in Adams County
- In 2017, the final Adams County land will be sold to Trammell Crow
- In 2018, building construction will conclude in Adams County
- In 2018, the final closing will occur on the remaining land on the Denver side and construction will begin there
Urban Renewal Plan

- Globeville Commercial Redevelopment Plan
- Establishes broad objectives of redevelopment and elimination of blight in the plan area pursuant to state statute
- Authorizes the use of incremental property taxes for project activities
- Substantial amendment to the plan may require stakeholder involvement
Cooperation Agreement

- Three-party agreement between City and County of Denver, Denver Urban Renewal Authority, & Adams County
- Authorizes use of tax increment financing for Section 108 loan collateral and repayment: the “Initial Project”
- Any other project require approval by Denver for their incremental taxes and Adams County for our incremental taxes
- The agreement establishes procedures for authorizing additional projects
Success and Recognition

- DRCOG Local Government Award
- Economic Development Council of Colorado Edie Award
- Colorado American Planning Association Award, 2016
- NAIOP Industrial Development of the Year
- ULI Impact Award
- Nominee for EPA Phoenix Award
## Section 108 Loan

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<td>Original Loan Balance</td>
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<td>Amount Repaid to Date by Land Sales</td>
<td>$7,549,274</td>
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<td>Estimated Amount to be Paid on Final Two Closings</td>
<td>$1,758,904</td>
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<td>Estimate of Outstanding Balance After Land Sales</td>
<td>$691,820</td>
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<td>TIF Obligation Estimate</td>
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Why is there a loan balance?

- Purchase agreement between EnviroFinance Group and Trammell Crow executed in 2014.
- The entire 77 acres is included in a single purchase contract.
- Price escalates each year from 2014-2018.
- Trammell Crow bought more land in 2015 than anticipated because the market was so strong.
- Less land will be purchased at the higher rate because TC accelerated the take down rate based on market conditions.
Estimated Annual Property Taxes by Assessment Year

- $0
- $200,000
- $400,000
- $600,000
- $800,000
- $1,000,000
- $1,200,000
- $1,400,000
- $1,600,000
- $1,800,000

Loan Repayment

- Project will generate $445,000 in TIF in 2017 and more than $1 million per year thereafter.
- Based on the estimated incremental property taxes, the remaining loan balance will be repaid by 2019.
# TIF Projections - Cumulative Totals

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<td>*full mill levy</td>
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<td>Full TIF – Adams and Denver</td>
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<td>*without school mills</td>
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<td>*without School Mills</td>
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<td>Denver Properties</td>
<td>$2,992,125</td>
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<td>*without School Mills</td>
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Potential for Additional Projects

- Momentum generated by Crossroads has catalyzed the Washington Street corridor – HUB 25, Central 64, and Prologis.

- There is additional capacity for infill and redevelopment projects on Adams County border surrounding National Western Center redevelopment.

- The urban renewal plan objectives align with additional infrastructure investment in the area surrounding Crossroads.

- At a preliminary level, there is potential for improving 54th Ave. and Franklin St. that we could explore. Those will become significant gateways into Adams County from the south.

- Denver may be interested in using TIF on their side for the completion of Washington St.
54th Ave. Current Condition
Map of Area Around CCP
Recommendation

- Staff to meet with DURA and City staff to identify potential projects and viability
- Staff to bring back specific projects for BOCC to consider later in 2017 with summary of scope, estimated budget, and potential benefits
- Staff will provide Section 108 loan balance update after final closing
- Staff will continue to coordinate with the Assessor’s office and DURA on loan repayment