

CITY COUNCIL COMMUNICATION



MEETING DATE: November 30, 2021

ITEM NUMBER: 2

SECOND READING:

{{customfields.ResoOrdNumber}}

TYPE OF ITEM: Informational

PRESENTED BY:

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SUBJECT/AGENDA TITLE:

Update on 1st and Main Transit Station Project

EXECUTIVE SUMMARY:

The City of Longmont and the Regional Transportation District (RTD) are working collectively to proceed with construction of infrastructure and transit facilities at 1st Avenue and Main Street. The constructed improvements will serve to support the eventual FasTracks commuter rail service between Longmont, Boulder and Denver, as well as provide a transfer hub for commuter transit, local and regional bus service, and Bus Rapid Transit (BRT), anticipated to begin service upon completion of the improvements.

In November 2017, the City Council approved a Memorandum of Understanding with RTD which acknowledged a mutual interest in “transforming the Station area into a vibrant mixed-use development and transit hub,” clarified an understanding of the key issues, articulated a framework for advancing the project, and provided for RTD to contribute \$17.0 million towards the improvements. In accordance with the MOU, RTD proceeded to prepare an Infrastructure Master Plan (IMP) that identified the needed land acquisitions, infrastructure and street improvements, and design for a parking garage/bus station facility. With the IMP virtually completed, the City and RTD are due to enter into an intergovernmental agreement (IGA) that will allow for the acquisitions and improvements to commence. It is anticipated that the IGA will be presented to City Council in January, 2022.

COUNCIL OPTIONS:

1. No action required; Information Only

RECOMMENDED OPTIONS:

No action required; Information Only

FISCAL IMPACT & FUND SOURCE FOR RECOMMENDED ACTION: N/A

BACKGROUND AND ISSUE ANALYSIS:

In November 2017, the City Council approved a Memorandum of Understanding (MOU) with RTD that acknowledges both entities desire to transform the 1st and Main Transit Station area into a “vibrant mixed-use development and transit hub” providing the community access to local and regional bus service, bus rapid transit (BRT) to Boulder, and future commuter rail to Denver through Boulder. The MOU acknowledged several completed and on-going efforts that will impact plans for and development of the transit station including:

- 1st and Main Transit and Revitalization Plan - Completed June 2012
- 1st and Main Transit Oriented Development Strategies Report - Completed August 2017
- Colorado (SH)119 BRT Study – Ongoing
- Resilient St. Vrain Project (RSVP) – Ongoing

The MOU also affirmed RTD’s intent to contribute \$17 million in funding to pay for eligible transit facilities. Such eligible transit facilities and costs include, but are not limited to: (i) acquisition of property; (ii) infrastructure improvements (e.g., streets, sidewalks, bus shelters, lighting, landscaping, and flood mitigation); (iii) parking facility; (iv) relocation assistance for affected residents and business owners; (v) planning studies; or (vi) any related design, engineering, and construction costs. Prior to any expenditure on acquisition or improvements, RTD is procedurally required to develop an Infrastructure Master Plan (IMP) that more specifically identify eligible acquisitions and improvements.

RTD and the City staff worked collaboratively in preparing the IMP. Virtually completed, the IMP identifies the following transit facility improvements to be constructed:

- A parking garage providing no less than 200 parking spaces for RTD commuter use;
- A bus station facility integrated into the ground level of the parking garage providing at least 10 bus-loading bays;
- Water, sanitary, storm drainage, electric, gas and internet infrastructure;
- Water quality enhancement in proximity to the St. Vrain creek; and,
- Coffman Street construction from 1st Avenue to Boston Avenue.

Coffman Street is to be constructed to integrate with the planned Coffman Street Multi-Modal Transportation facility to be constructed between 1st Avenue and 9th Avenue. As such the roadway section will include joint-use bus/vehicular lanes, on-street parking, wide sidewalks, and separated bicycle lanes.

The infrastructure and parking garage is proposed to be designed and sited so as to optimize utilization of the financial resources, and also as a means to secure a private-sector development partner to construct a mixed use development project concurrent with the

planned transit facilities. Accordingly, the IMP provides for the possibility of expanding the parking garage to serve such development. Such cost for any parking spaces beyond the 200 RTD spaces would have to be funded from financial sources other than RTD's pledged \$17.0 million.

The total cost to acquire land and construct the transit facilities is estimated at \$23.65 million. RTD indicates that it has spent about \$800,000 to date relative to planning for the facility, leaving a balance of about \$16.2 of RTD funding available for completion of the project. Per the MOU, the City is to cover the balance of the cost which, based on the current estimate is \$7.45 million. There is the potential for the project cost to increase given construction cost escalations over the past year.

With the IMP and cost estimations completed, RTD and the City will need to enter into an Intergovernmental Agreement (IGA). RTD and City staff have been negotiating details of an agreement that is to be presented to the respective approving bodies. The general details of the proposed agreement include:

- The City would be responsible for acquiring the properties in the IMP to construct the transit facilities utilizing the \$7.45 million in City funding sources. The use of eminent domain would be required as applicable and necessary to secure the properties;
- The City would assume responsibility for the design and construction, and procurement thereof, for the transit facilities. RTD staff would collaborate and coordinate with City staff;
- The City is to design and construct the following transit facilities including the parking garage, bus facility, infrastructure and Coffman Street utilizing the RTD funding;
- RTD will apply its \$16.2 million in funding balance towards construction of the transit facilities as specifically identified within the IMP;
- The City would retain ownership of all the transit facilities upon completion including the parking garage.

The remaining point of negotiation is how the RTD money is to be disbursed. RTD has indicated its unwillingness to send the entire \$16.2 million to the City up-front. Given the improvements will likely be implemented in phases, City staff does not see this as an impediment. However, given the necessity to have funding in place to enter into contracts, City staff has proposed a phased approach whereby RTD would incrementally deposit its funds with the City as specific design and construction contracts are awarded. RTD would retain the ability to inspect and approve such improvements prior to the City making payment(s) to the contractor. RTD was still taking this proposal under consideration at the time this communication was prepared.

Subject to resolution of this remaining issue, it is anticipated that the IGA will be brought forth for City Council consideration in January, 2022. With approval of the IGA, the RTD

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funding would become accessible to the City for funding design and construction of the facilities. City staff will immediately proceed with the acquisitions, with design of Coffman Street anticipated to begin in March or April, 2022. The estimated time for completion of the project is mid to late 2025.

ATTACHMENTS:

None