

City of Arvada

City Council Agenda

FEBRUARY 8, 2021
WORKSHOPS

This meeting is being held virtually.

Councilmembers:

Marc Williams, Mayor
Dot Miller, Mayor Pro-Tem
Bob Fifer, At large
Nancy Ford, District 1
David Jones, District 4
John Marriott, District 3
Lauren Simpson, District 2

Staff Members Usually Present:

Mark Deven, City Manager
Lorie Gillis, Deputy City Manager
Rachel Morris, City Attorney
Don Wick, Director of Public Works
Sharon Israel, Director of Utilities
Ryan Stachelski, Dir. of Community & Economic Development
Bryan Archer, Director of Finance
Rob Smetana, Manager of City Planning & Development
Ben Irwin, Chief Communications Manager
Kristen Rush, City Clerk

Info: 720-898-7550

EXECUTIVE SESSION 5:00 P.M.

Legal Advice, Pursuant to CRS 24-6-402(4)(b) Related to Property Acquisition for Ralston Road Phase II

CITY COUNCIL CHAMBERS 6:00 PM

1. CALL TO ORDER/ROLL CALL OF COUNCILMEMBERS
2. WORKSHOPS
 - A. Council Update on the Annual Streets Maintenance Program and the Traffic Signal Maintenance and Replacement Program
 - B. Rocky Mountain Greenway Trail - Intergovernmental Agreement
 - C. Staff Updates
3. ADJOURNMENT



REPORT TO CITY COUNCIL WORKSHOP

AGENDA ITEM
2.A.

TO: THE HONORABLE CITY COUNCIL

DATE: February 8, 2021

SUBJECT: Council Update on the Annual Streets Maintenance Program and the Traffic Signal Maintenance and Replacement Program

Report in Brief

The Public Works Department, Streets Division, will provide the Council with an update on the progress made on the asphalt and concrete programs in 2020. The Streets Division will also update the Council on the new pavement management software and how that will help the Streets Division manage the program, make data driven decisions, and improve the City's pavement condition.

The Traffic Engineering Division will update the Council on the progress made in 2020 regarding our signal replacement and maintenance program including progress made on HSIP grants, and fiber connectivity to our traffic signals along the Ralston Road Corridor. Our Traffic Engineer will also discuss with the Council the 2021 plans to continue the work associated with signal connectivity as well as signal timing and optimization.

Background

Streets Division Presentation Background

The City Council authorizes the expenditure of approximately \$10 million per year to maintain and improve concrete and roadways. This investment helps to improve our roadway infrastructure.

During three of the past five years, the City Council has authorized additional funding for the annual streets maintenance program based on the availability of "one-time" funds. The total investment is a direct result of the outcome related to the evaluation of our pavement condition index (PCI) in 2015 (64.3 PCI average). The PCI data indicated that additional investment was necessary in order to gain ground on improving the City's PCI.

In 2016, the City asked the voters for a sales tax increase which would have provided additional funding to support improving our PCI. While this initiative was not successful, the City Council contributed additional funding to the annual streets maintenance program to help improve the PCI.

The below chart provides year over year additional funding and expenditure that the Council has provided to the annual streets maintenance program since the decision was made to provide additional funding.

	2016	2017	2018	2019	2020	2021
Budget	\$6,290,480	\$12,129,188	\$12,218,008	\$9,937,736	\$13,721,457	\$10,079,063
Actuals	\$6,028,640	\$9,997,228	\$11,900,312	\$6,234,663	\$13,603,314*	

(Includes carryforward dollars)

*Estimated

During 2020, the streets team evaluated the software being used to help manage the PCI and our annual pavement management

program using the software tool Micro Paver. After careful evaluation of pavement management software, the team determined that there were better software tools available. The team made the decision to purchase new software from Stantec and the Council approved that purchase on July 6, 2020. This software will provide the team with more and better data to understand our pavement condition, and the program provides better tools for the team to use in making data driven decisions.

The Streets team will update the Council as to the progress made in 2020 related to the annual Streets Maintenance Programs including pavement and concrete. The team will also provide council with a preview of the work to be performed in 2021.

This presentation is associated with a Milestone within the City Council Strategic Plan that requires the Streets team to update City Council annually as to the progress being made on the program. This Milestone is connected to a Strategic Result within the Infrastructure Priority Area to complete and implement the Street Maintenance Master Plan.

Traffic Engineering Presentation Background

The City of Arvada's Traffic Engineering Division is committed to achieving multiple goals that align to the City Council Strategic Plan:

1. Safe and Efficient Transportation Systems - provides safe and efficient connections to all modes of travel with a focus on enhanced technology at high-priority intersections, improving safety and minimizing traffic congestion.
2. Strategic Planning - design an environmentally and fiscally sustainable transportation system that serves the multi-modal users through strategic planning efforts, funding, and projects.
3. Linking to Land Use - build a transportation network that strengthens Arvada's future land use vision
4. Maintenance and Operations Plan - develop programmatic maintenance and operational plan to enhance the aging infrastructures' lifecycle.
5. Partnership and Collaboration - develop strategic partnership and collaboration plans with neighboring jurisdictions and regional agencies to enhance opportunities in building a comprehensive transportation network.

The City Council provides \$1.2 million for CIP signal rebuilds and associated signal and intersection improvements and \$473,000 for signal operations. The below chart represents the funding the City Council has provided to this effort over the last 5 years.

	2016	2017	2018	2019	2020	2021
Capital	\$1,328,202	\$1,368,049	\$1,409,091	\$1,025,393	\$1,056,156	\$1,244,984
Operations	\$226,298	\$229,693	\$233,138	\$459,596	\$464,192	\$473,476

The traffic engineering team will provide the Council with an update regarding the work the team accomplished during 2020, including an update on the HSIP grants, the DRCOG fiber project, and the work associated with improving intersections, signal timing, and optimization.

The traffic engineering team will also provide the Council with a preview of the work the team will perform in 2021.

Strategic Alignment

This update aligns with the following Principles included in the Infrastructure Priority Area of the City Council Strategic Plan:

Maintains existing roads and transportation network in tandem with snow and ice control services to ensure swift and safe transportation modes for the community.

Provides safe and efficient connections to modes of transportation including transit, streets, sidewalks, and bikeways, with a focus on enhanced technology at high-priority intersections improving safety and minimizing congestion.

Next Steps

The Public Works team will implement the 2021 annual plans for streets maintenance and concrete replacement, and CIP signal maintenance, replacement and signal operations plans. The team will incorporate the feedback from the Council into our 2021 plans.

Prepared by:

Don Wick, Director of Public Works

Reviewed by:

Hannah Gregory, Legal Administrative Assistant 1/21/2021

Approved by:

Don Wick, Director of Public Works 1/20/2021

Bryan Archer, Director of Finance 1/20/2021

Erika Pierce, Litigation Paralegal 1/25/2021

Julie Richards, Senior Assistant City Attorney 1/26/2021

Rachel Morris, City Attorney 1/27/2021

Lorie Gillis, Deputy City Manager 1/27/2021

Mark Deven, City Manager 1/27/2021

Enclosure, exhibits & attachments required to support the report

Pavement Management

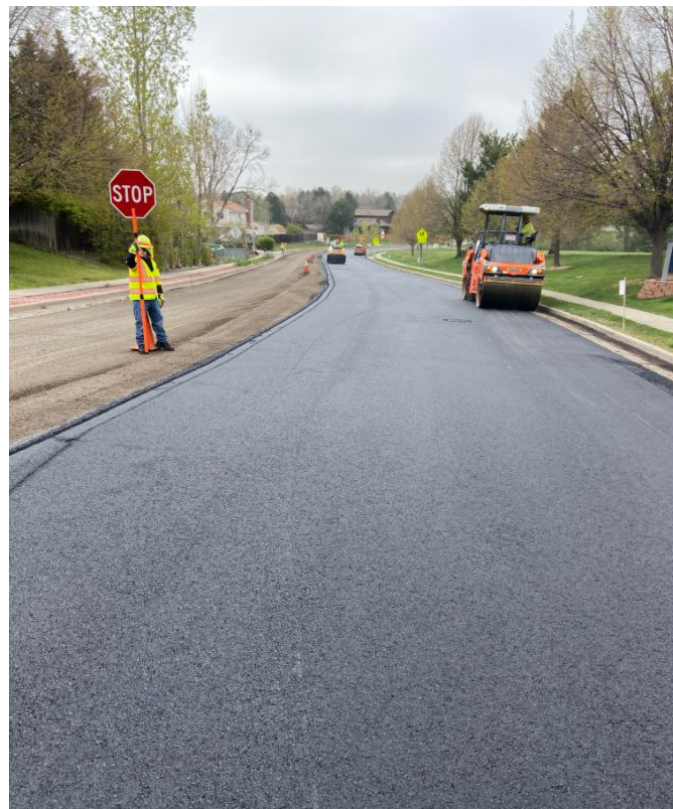


Overview

2020 Accomplishments

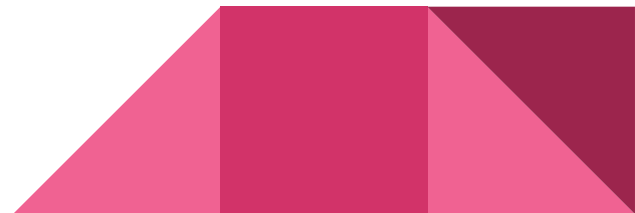
New Pavement Management Tools

2021 Streets Infrastructure Maintenance Plan



Asphalt Work Completed in 2020

- ~ 50 lane miles of streets resurfaced/reconstructed.
 - Arterial Streets - 20.5 lane miles resurfaced.
 - Collector Streets - 12 lane miles resurfaced.
 - Local Streets - 7 lane miles resurfaced and 10 lane miles reconstructed.



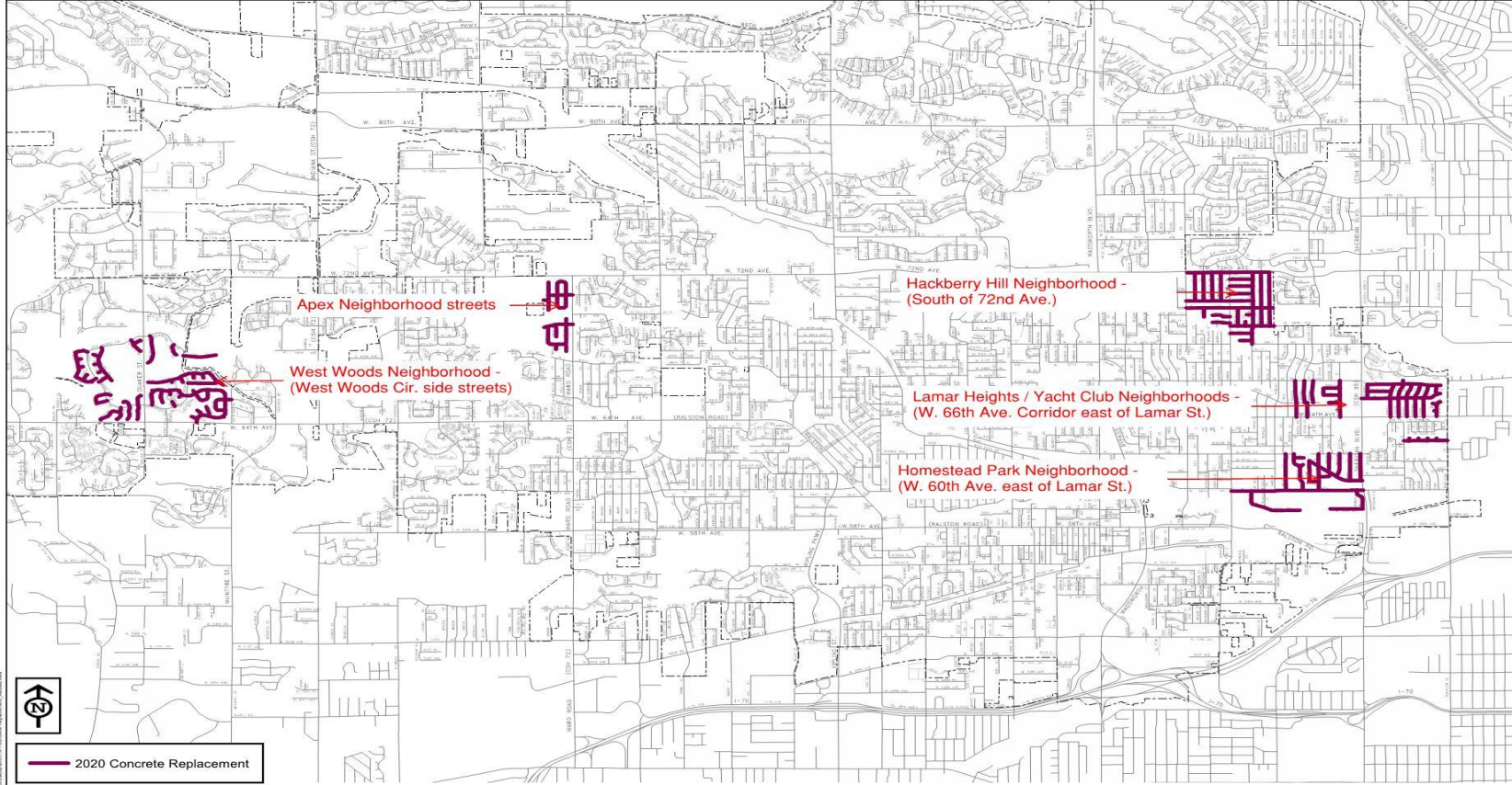
Asphalt Work Completed in 2020

- 62,200 tons of asphalt placed.
- 22,550 square yards of 6" asphalt patching completed.
- ~ 50 lane miles of streets resurfaced/reconstructed.
 - Arterial Streets - 20.5 lane miles resurfaced.
 - Collector Streets - 12 lane miles resurfaced.
 - Local Streets - 7 lane miles resurfaced and 10 lane miles reconstructed.





2020 Concrete Replacement



PROJECT NO. 20-ST-10 2020 - CONCRETE REPLACEMENT	 CITY OF ARVADA	Public Works Department				
		Streets Division				
		5161 Wadsworth Blvd.				
		Arvada, Colorado 80002				
		Phone 720-898-7720				
PROJECT MANAGER K. BOKAN		NO.	REVISION	DATE	BY	
DRAWN BY C. KELLEY		1				
DATE 2/13/2020		2				
		3				
		4				
SHEET OF	1 OF 1					

PROJECT MANAGER
 K. BOHANN
 DRAWN BY
 C. KELLEY
 DATE
 2/13/2020

SHEET
 OF
 1

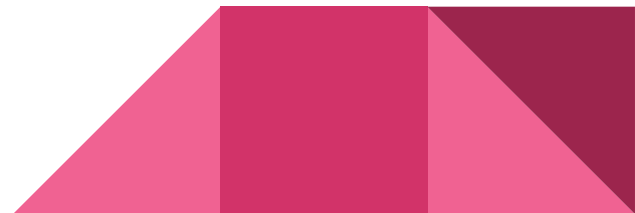
Concrete Work Completed in 2020

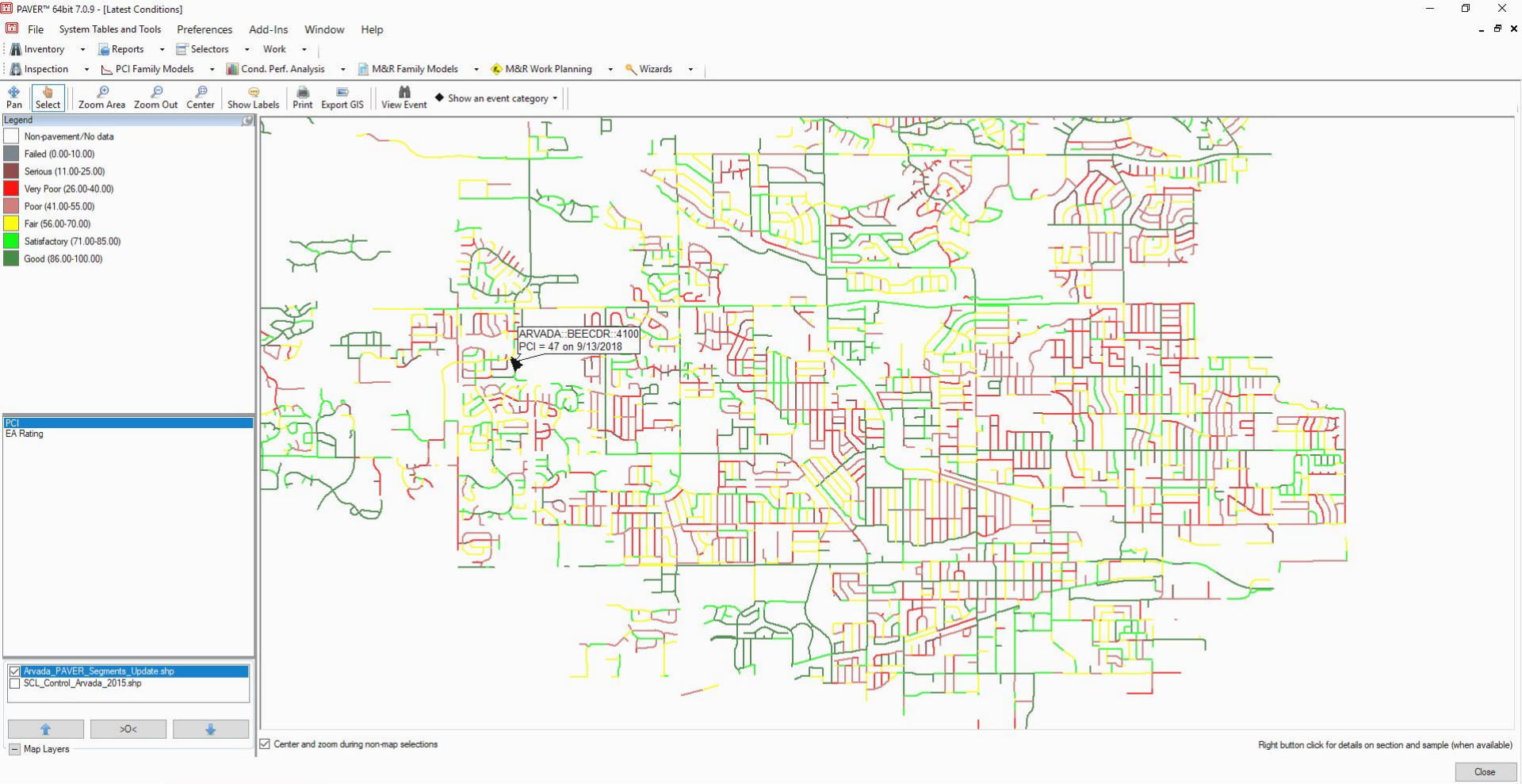
- Approximately 40 miles of Sidewalk/Curb & Gutter was inspected
- ADA Accessible Ramps replaced/updated: 336
- Sidewalk/Curb & Gutter Replaced: 18 miles



Concrete Work Completed in 2020

- ADA Handicap Ramps replaced/updated: 336
- Sidewalk Replaced: 89,473 linear feet
- Curb and Gutter Replaced: 4,961 linear feet
- Detached Sidewalk and Cross-pans: 5,300 square yards





RoadMatrix

- Same Surface Distress information as before
- Roughness and Rutting Survey (IRI)
- Falling Weight Deflectometer (FWD)
- Ground Penetrating Radar (GPR)
- Subsurface Investigation (Coring)



Surface Distress



Looks at visible pavement distresses
Measures Severity (How bad is the defect)
Measures Extent (How much is there)

Examples

Patching, cracks, potholes, alligator cracking, ect.

This is the data the Micro Paver used. (PCI)



Roughness and Rutting Survey (IRI)

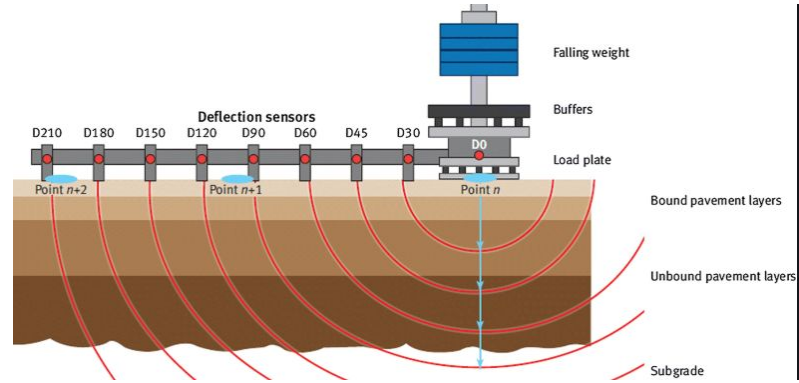
Roughness and Rutting Survey is completed at the same time as surface distresses.

Measured in 30 foot increments, so can pinpoint in a street segment where the roughness or rutting exists.

Ride Quality is important as it is the first thing a citizen notices when driving.



Falling Weight Deflectometer (FWD)



FWD measures the Structural Adequacy of our roads.

Will they hold up to the current or future loads? Roads designed 20 or 30 years ago were not designed to the traffic loads we see today. This test will tell us if the road can be simple milled and overlaid or if a rebuild needs to happen to carry a higher load count.

This test is performed once and is not repeated in the same frequency as surface distresses.

Ground Penetrating Radar (GPR) And Subsurface Investigation (Coring)



GPR identifies individual pavement layers and their thickness

Coring is done to check and calibrate the GPR collection

This test is performed once and is not repeated in the same frequency as surface distresses.

Integration with other City Software

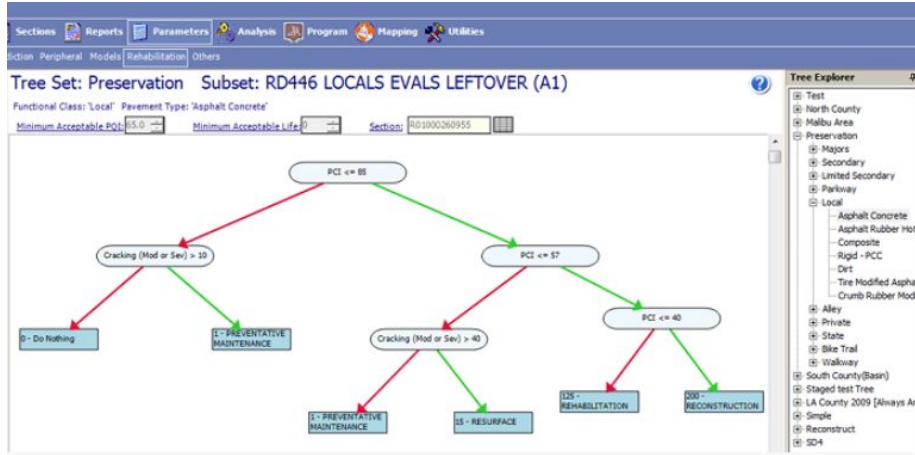
RoadMatrix integrates with Cityworks and ArcGIS

Cityworks integration is two way, meaning work orders created in Cityworks will update the work history in RoadMatrix. Work history captured in RoadMatrix will transfer into Cityworks to update assets.

City of Arvada maps in ArcGIS will be utilized in RoadMatrix to aide in decision making for future work to be performed.

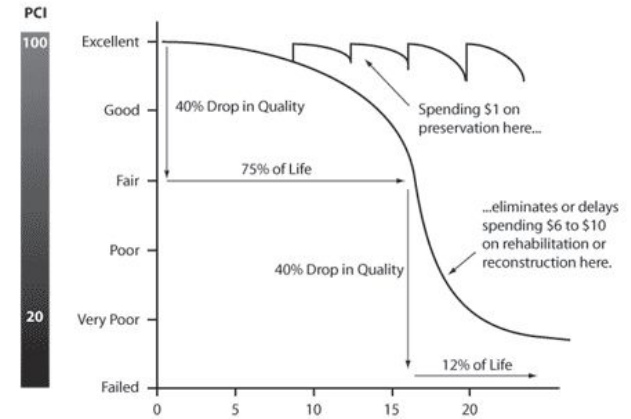
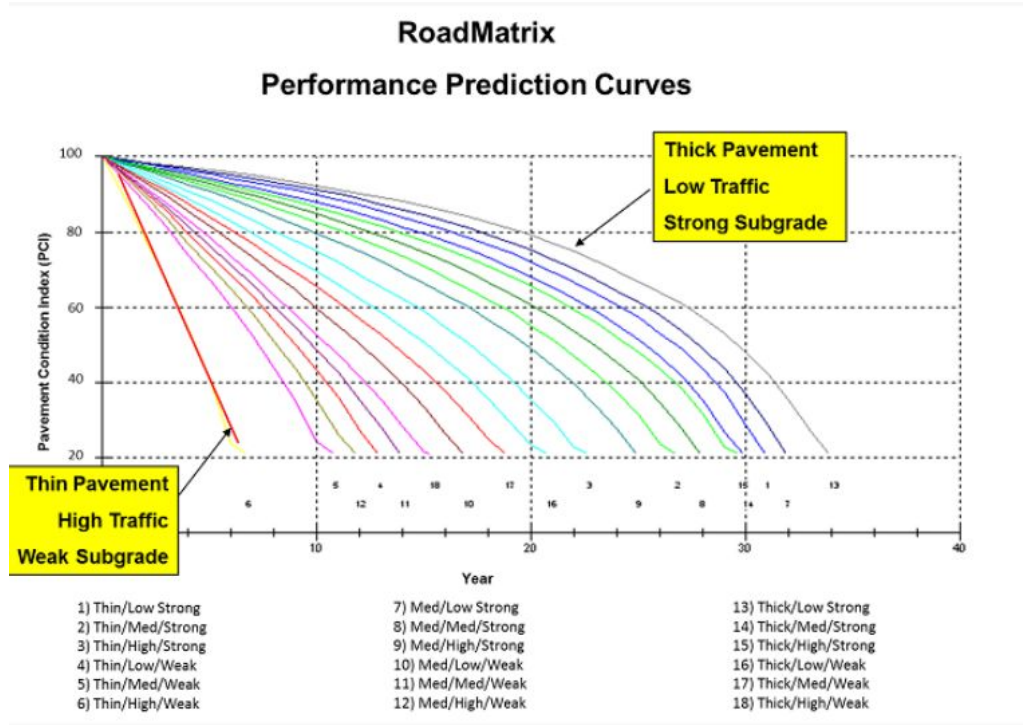


Decision Trees



Decision trees are created by us (the City), we put in the “Rules” that help the program make decisions on what treatments and when. The information that can be used as a Rule is anything that can be mapped.

Degradation Curves



Approach



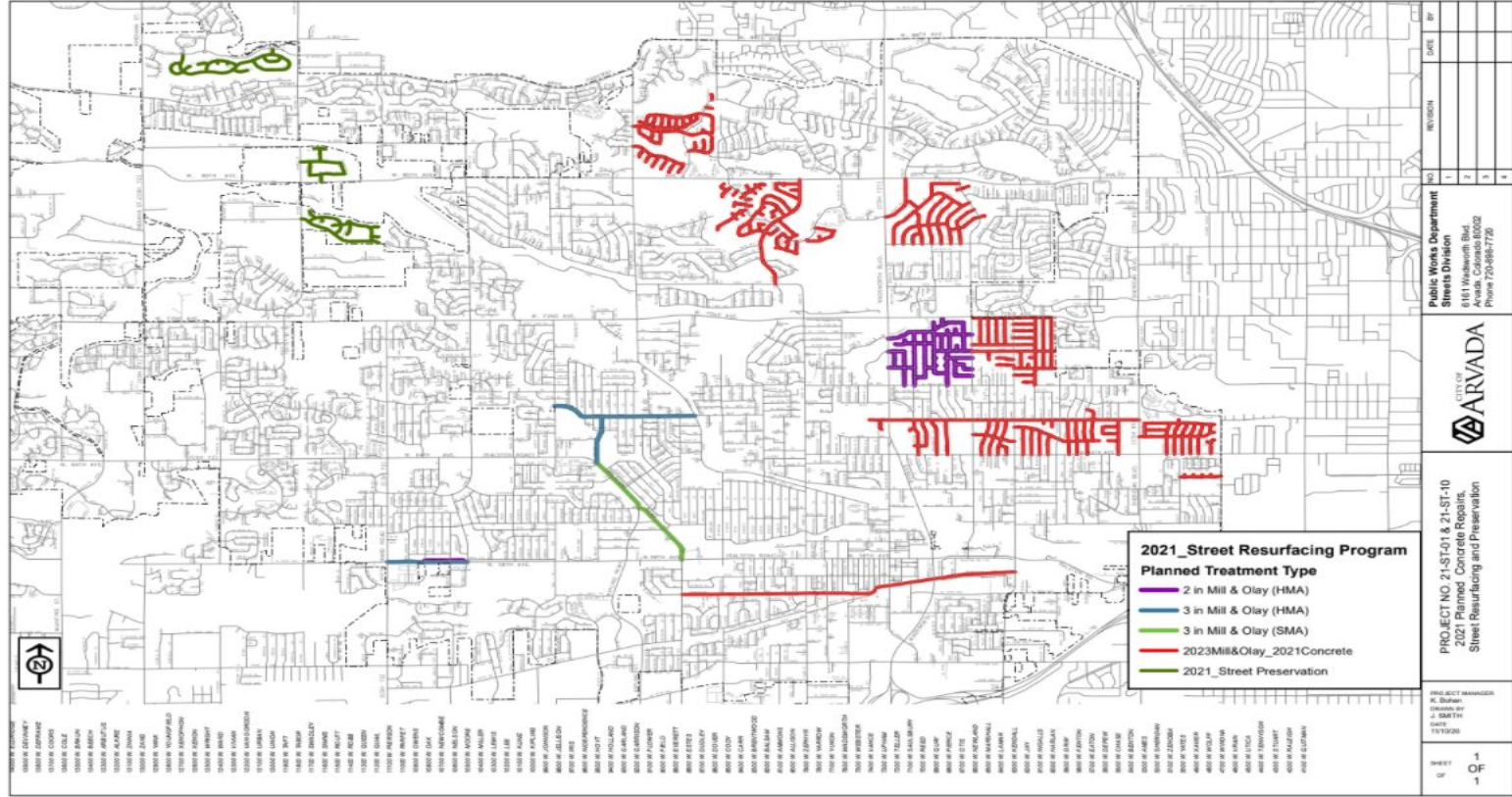
Worst First - Spending money on streets in the worst condition first.

Keeping Good Roads Good - Maintaining roads that are in good condition to keep them from falling into poor condition.



- Thin Lift Overlays/ Hot Chip
- Chip Seal
- Slurry Seal
- Rejuvenators
- Crack Seal
- Mastic/Wide Gap Repair

Map of 2021



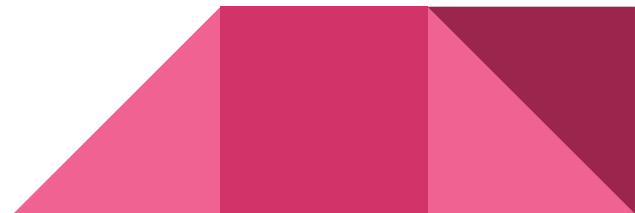
Questions?



Plan B Additional Funding Plan

These plans/ideas are all contingent on funding amount and timing of additional funds if Council decided for Plan B.

1. Asphalt and/or concrete planned for 2022 would move to 2021
2. Add additional streets to the maintenance program
3. Additional surface treatments: Crackseal, Slurry seal, Rejuvenators, ect.



2020 Pavement Management Accomplishments

Mill and Overlay

1. Candlelight Subdivision
 2. Quaker St; W.64th Ave to W.72nd Ave
 3. West Woods Cir; East and West of Quaker
 4. W.82nd Ave; Union St to Simms St
 5. Simms St; North of W.81st on west side
 6. Intersection of Simms St and W.80th Ave
 7. W. 80th Ave; Kipling St to Yarrow St
 8. W.80th Ave; Yarrow St. to Wadsworth Blvd. (SMA) Stone Matrix Asphalt
 9. Hoyt St; W.80th Ave to W.84th Ave
 10. Alta Vista Subdivision
- 

2020 Pavement Management Accomplishments

- 10. W.52nd Ave; East CL to Wadsworth Blvd. (SMA) Stone Matrix Asphalt
- 11. Lamar St.; W.58th Ave to W.56th Ave



Annual Traffic Engineering Workshop



- Mazedur Hossain, PE
- City Traffic Engineer
- Public Works-Traffic Engineering Division
- City of Arvada

Agenda



01 Introduction



02 Traffic Signal
Rebuild and
Maintenance Program



03 Striping, Pavement
Marking and Roadway
Signs



04 Traffic Signal
Timing Program and
Fiber Backbone



05 What's next



06 Questions and
Answers

01 Introduction

The City of Arvada's Traffic Engineering Division is committed to achieving multiple goals that align to the City Council Strategic Plan:

- 1.Safe and Efficient Transportation Systems** - provides safe and efficient connections to all modes of travel with a focus on enhanced technology at high-priority intersections, improving safety and minimizing traffic congestion.
 - 2.Strategic Planning** - design an environmentally and fiscally sustainable transportation system that serves the multi-modal users through strategic planning efforts, funding, and projects.
 - 3.Linking to Land Use** - build a transportation network that strengthens Arvada's future land use vision
 - 4.Maintenance and Operations Plan** - develop programmatic maintenance and operational plan to enhance the aging infrastructures' lifecycle.
 - 5.Partnership and Collaboration** - develop strategic partnership and collaboration plans with neighboring jurisdictions and regional agencies to enhance opportunities in building a comprehensive transportation network.
- 

02 Traffic Signal Rebuild & Maintenance Program



Projects Completed in 2020

- Rebuilt Traffic Signal at Hill Petroleum

Highway Safety Improvements Program (HSIP)

- W 58th Ave & Independence Street and W. 86th Pkwy & Kipling Street (**Construction Begin 2021**)
- W 58th Ave and Kipling Pkwy. (**Construction Begin 2021**)
- W 80th Ave and Vance St & W 64th Ave and Simms St. (**Construction Begin 2022**)

2021 Traffic Signal Rebuild Program

- Several projects are under design at various stages

03 Pavement Marking, Striping, and Roadway Sign



Striping Projects Completed in 2020

- Restriped all streets within the city
- Restriped the entire transit hub

Striping Projects Completed in 2020

- Began sign replacement program utilizing retro-reflector reads rather than replacing signs by age only

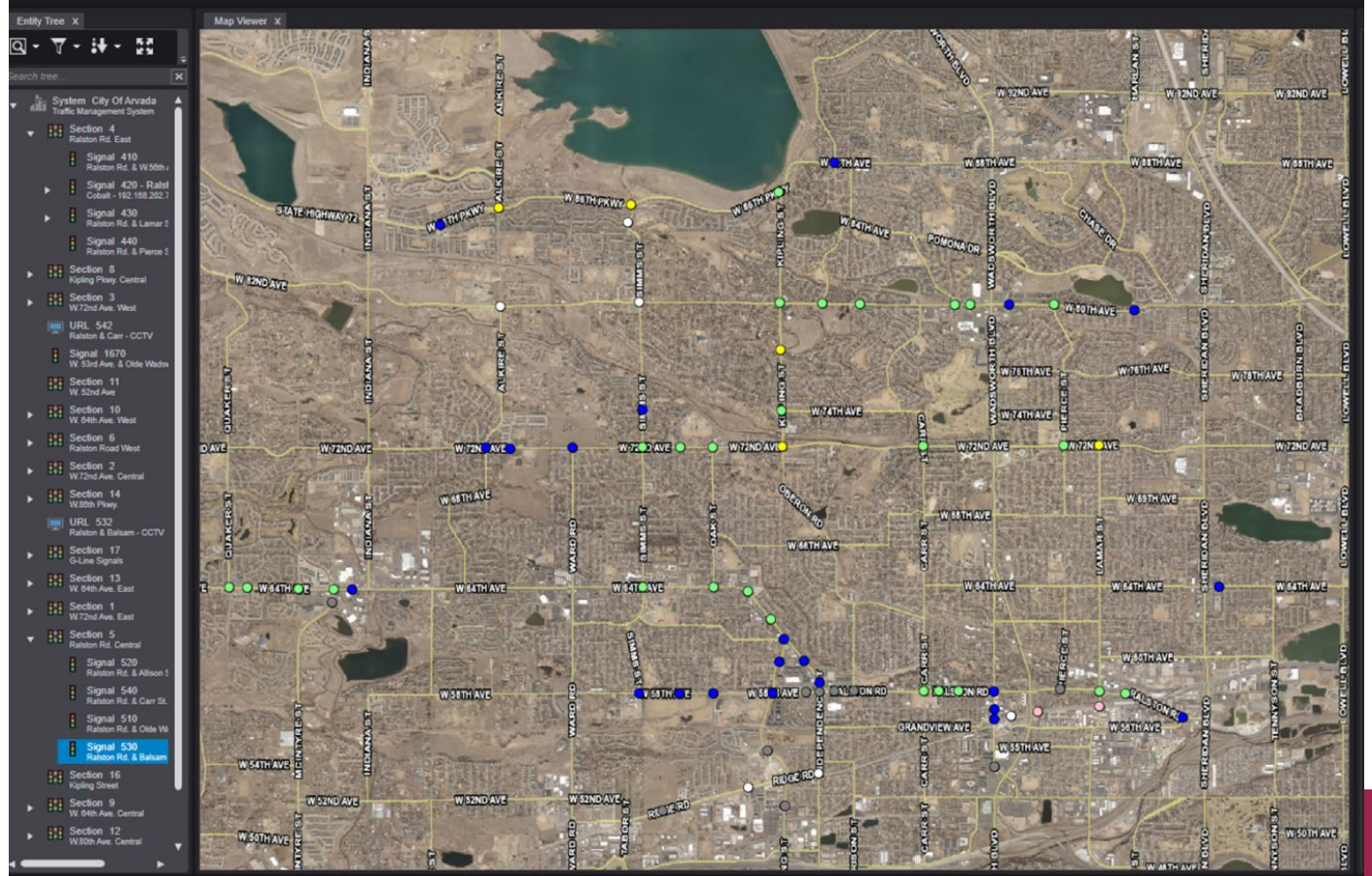
2021 Pavement Marking, Striping and Roadway Signs Projects

- Several projects are under design at various stages

04 Traffic Signal Timing Program & Fiber Backbone

Traffic Signal Timing Program in 2020

- Traffic Engineering initiated a Traffic Signal timing and optimization program
- City of Arvada purchased CENTRACS- Advanced Traffic Management System to monitor traffic signal operations at real-time



05 What's next



2021

Q1

Jan

Feb

Mar

Q2

Apr

May

Jun

Q3

Jul

Aug

Sep

Q4

Oct

Nov

Dec

Major Milestones

Traffic Signal pole corrosion/rust mitigation
Data Collection: Pavement Marking and
Roadway Signs

Major Milestones

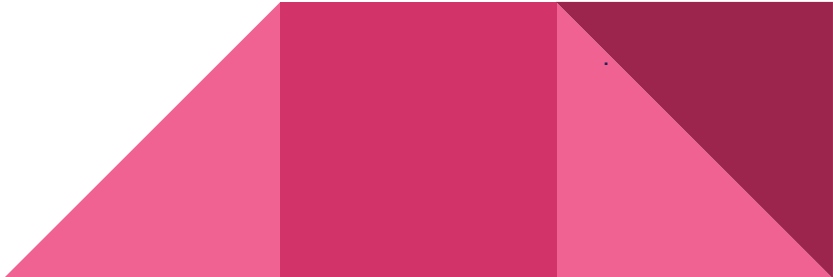
Signal Design Complete: W 59th PI and
Kipling, Allendale and Kipling.
Pavement Marking & Striping for 2021
Overlay Program

Major Milestones

Signal Design complete for the HSIP
projects.
Pavement Marking: Stop Bars, Cross
walks, arrows.

Major Milestones

Replace Mast Arm signs and Directional
arrows.
Update Engineering Standards.
Develop Roadway Lighting Standards..



06 Questions and Answers

Thanks to your commitment and strong support, we know next year will be even better than the last.

We look forward to working together.



REPORT TO CITY COUNCIL WORKSHOP

AGENDA ITEM
2.B.

TO: THE HONORABLE CITY COUNCIL

DATE: February 8, 2021

SUBJECT: Rocky Mountain Greenway Trail - Intergovernmental Agreement

Report in Brief

The purpose of this workshop is to provide updates on the Rocky Mountain Greenway (RMG) Trail project and intergovernmental agreement. In 2016, the City of Arvada joined with five partners, including Jefferson County Open Space, City of Boulder, Boulder County, City and County of Broomfield, and City of Westminster on a Federal Lands Access Program (FLAP) grant to extend the Rocky Mountain Greenway Trail.

This extension links the Greenway Trail from where Phase One currently ends in Broomfield's Great Western Open Space, through Rocky Flats National Wildlife Refuge (Refuge) and into Boulder County. The Federal Highway Administration awarded Jefferson County the FLAP Grant, which provides funding for trail crossings at Indiana Street and Colorado Highway 128. Construction of these crossings is contingent on confirmatory soil sampling in and around the Refuge.

The total cost of the project, which includes bridges, trail underpasses and a wildlife culvert is estimated between \$5,205,545 - \$6,501,075. The majority of the estimated cost will be funded by the FLAP grant which will provide \$3,930,000. Matching funds were originally anticipated to be contributed by Jefferson, Broomfield and Boulder Counties and the Cities of Arvada, Westminster and Boulder. Arvada's estimated share is not to exceed \$243,000. On October 27, the Broomfield City Council determined that it will not participate in the Rocky Mountain Greenway Project. The revised cost estimate for Arvada remains below the originally approved not to exceed estimate of \$243,000.

This workshop will include a presentation of recently completed soil sampling results collected by Engineering Analytics, Inc. The presentation will also outline next steps which include a review of a draft IGA for the next phase of the project (construction of trail crossings). Council feedback during the workshop will help the City team determine the level of support for the IGA to advance the RMG project into the next phase of trail construction in early 2021.

Background

The vision of the Rocky Mountain Greenway (RMG) Trail is to connect the three Front Range National Wildlife Refuges (Rocky Mountain Arsenal, Two Ponds, and Rocky Flats) with Rocky Mountain National Park through an interconnected, multi-use, regional trail system. The City of Arvada has supported implementation of the "America's Great Outdoors" Rocky Mountain Greenway (RMG) Trail vision since 2012 and the RMG trail project is divided into various phases, some of which are already built. The phase linking Two Ponds NWR to Rocky Flats NWR transects Arvada. The 8.5 mile trail segment was constructed in 2016 and was dedicated on June 4, 2016, as part of National Trails Day.

In 2016, the City of Arvada joined with Jefferson County Open Space (JCOS), City of Boulder, Boulder County, City and County of Broomfield, and City of Westminster on a Federal Lands Access Program (FLAP) grant to extend the Rocky Mountain Greenway Trail from where Phase One currently ends in Broomfield's Great Western Open Space, through Rocky Flats National Wildlife Refuge (Refuge) and into Boulder County. The Federal Highway Administration awarded Jefferson County the FLAP Grant for \$3,930,000, which provides funding for trail crossings at Indiana Street and Colorado Highway 128. As a project partner since RMG inception, the City of Arvada previously authorized two actions to support this effort:

- A letter of support for the FLAP grant; and,
- A financial match to create a safe Indiana Street Crossing and State Highway 128 crossing(s) (not to exceed \$243,000)

Construction of the critical trail crossings is contingent on confirmatory soil sampling in and around the Refuge. The City of Arvada and the FLAP partners entered into the 2017 Intergovernmental Agreement (IGA) for cost-sharing of an independent soil sampling analysis plan (SAP) to test for radionuclides at the two crossings described in the FLAP grant.

The FLAP partners retained Engineering Analytics, Inc. to complete the SAP, which produced 650 new data points from 130 sample locations of surface and subsurface soils. The SAP final report independently verifies the conclusions of the CERCLA cleanup efforts that the levels of Americium, Plutonium, Uranium, and their related isotopes at the Project sites are in a state protective of human health and the environment.

Samples were, without exception, lower than historic values for the relevant exposure units. Preliminary Remediation Goals (PRGs), are extremely conservative benchmarks established as part of the CERCLA process, and with one exception, maximum detected values for all analytes were one or two orders of magnitude lower than related PRGs, and the mean and median values were even lower. In addition, two other organizations conducted sampling efforts related to the Jefferson Parkway along the Indiana Street right-of-way and sampling within the Refuge where new trail construction will take place. All of the reports support moving forward with the project.

The FLAP partners reviewed the Sampling Report it commissioned and are presenting the results to their respective governing boards. The City and County of Broomfield has opted to withdraw from the FLAP partnership; however, the remaining partners wish to move forward with a second IGA that addresses each partner's share of the FLAP grant's 17.21% project match requirement, which totals an estimated \$676,353. Under this scenario the City of Arvada's matching funds share would be \$210,480. Because the FLAP match is still an estimate and the FLAP partners have yet to obtain final approval from their respective governing boards on the increased contribution to cover Broomfield's original share, the Arvada team requests approval to spend up to \$243,000 for the trail crossings.

The new cost estimate proposed in the second IGA does not exceed the original \$243,000 not-to-exceed amount previously approved by the City Council in the 2016 RMG Trail IGA. The IGA also anticipates that a third Intergovernmental Agreement between the FLAP partners will be required to address such matters as maintenance, operation and ownership of the two trail crossings.

Summary of Public Engagement Process:

- 60-day comment period on the sampling and analysis plan (SAP) June 24th to August 24th - 2018
- 2 open house forums, July 17th & July 24th - 2018
- 90 individuals, total attendance of open house forums
- 369 online comments/questions received
- 60% of comments/feedback received were in favor (or strong favor) of the project moving forward
- 33% provided technical comments on the SAP

Project website has been active since early 2018: <https://www.jeffco.us/3639/Rocky-Mountain-Greenway>

Strategic Alignment

Development of the RMG Trail directly aligns with the vision presented in the City of Arvada Parks, Trails, and Open Space Master Plan and contributes to the following City Council Strategic Result within the Vibrant Communities and Neighborhoods Priority Area of the City Council Strategic Plan:

By 12/22, complete strategic investments and initiatives to ensure parks, trails, open space, and amenities are in alignment with our diverse, changing, and growing community.

Next Steps

During this workshop we will review the confirmatory soil sampling results. Additionally, we will review a draft of a second IGA between FLAP partners for funding the FLAP grant's match requirement for design and construction of the Rocky Mountain Greenway Trail crossings.

Based on feedback from City Council, the Arvada team will draft a second IGA for approval at a future City Council business meeting.

Prepared by:
Rosa Kougl, Executive Assistant

Reviewed by:

Approved by:

Gordon Reusink, Director of Vibrant Community and Neighborhoods	1/5/2021
Enessa Janes, Deputy Director of Vibrant Community and Neighborhoods	1/5/2021
Bryan Archer, Director of Finance	1/5/2021
Gail Walker, Legal Specialist-Contracts	1/5/2021
Emily Grogg, Senior Assistant City Attorney	1/5/2021
Rachel Morris, City Attorney	1/27/2021
Lorie Gillis, Deputy City Manager	1/27/2021
Mark Deven, City Manager	1/27/2021

Enclosure, exhibits & attachments required to support the report

INTERGOVERNMENTAL AGREEMENT FOR FUNDING OF ROCKY MOUNTAIN GREENWAY TRAIL CROSSINGS

THIS INTERGOVERNMENTAL AGREEMENT ("IGA"), dated for reference purposes this _____ day of _____, 2020, is by and between the **City of Boulder**, a home-rule municipal corporation and political subdivision of the State of Colorado ("City of Boulder"), **County of Boulder**, a body politic and corporate and political subdivision of the State of Colorado ("Boulder County"), **City of Arvada**, a home-rule municipal corporation and political subdivision of the State of Colorado ("Arvada"), **City of Westminster**, a home-rule municipal corporation and political subdivision of the State of Colorado ("Westminster"), and **County of Jefferson**, a body politic and corporate and political subdivision of the State of Colorado ("Jefferson County"). The above parties may be individually referred to herein as a "Party" and collectively as the "Parties."

RECITALS

- A. Section 18(2)(a) of Article XIV of the Colorado Constitution and C.R.S. §§ 29-1-201, *et seq.*, and 29-20-105 authorize and encourage governments to cooperate with each other for purposes of planning and development and to provide for the joint exercise of functions and services to which each is individually authorized.
- B. The governing board of each Party and of the City and County of Broomfield ("Broomfield") adopted a resolution supporting, or conditionally supporting, Jefferson County's submission of an application for a Federal Lands Access Program Grant ("FLAP Grant") to fund a project ("Project") for the design and construction of grade-separated trail crossings entering the Rocky Flats National Wildlife Refuge at SH 128 and Indiana Street ("Trail Crossings").
- C. Jefferson County expended \$40,000.00 to retain Amec Foster Wheeler Environment & Infrastructure, Inc. to prepare the FLAP Grant application ("Application Costs").
- D. Jefferson County's FLAP Grant application was one of ten applications selected by the Colorado FLAP Programming Decisions Committee for consideration of Colorado FLAP funding.
- E. Jefferson County provided \$10,000.00 ("Scoping Costs") to the FHWA to develop a scoping summary, scoping report, and preliminary estimate for design, construction, and construction engineering to verify the scope and cost of the Project.
- F. The Parties and Broomfield entered into the Intergovernmental Agreement for Evaluation and Funding of a Rocky Mountain Greenway Trail – Radionuclide Soil Sampling and Analysis Plan dated December 11, 2017 (the "Prior IGA") that addressed the joint development of the radionuclide soil sampling analysis plan ("SAP") and each Parties' and Broomfield's respective share of the cost to procure the SAP.

- G. The Parties and Broomfield retained Engineering Analytics, Inc. to complete the SAP, SAP sampling results, and SAP final report that independently verifies the conclusions of the CERCLA cleanup efforts that the levels of Americium, Plutonium, Uranium, and their related isotopes at the Project sites are in a state protective of human health and the environment.
- H. The soil samples included in the Rocky Mountain Greenway Trail Crossings Soil Sampling Results Report (Sampling Report), dated February 5, 2020, produced 650 new data points from 130 sample locations of surface and sub-surface soils. Samples were, without exception, lower than historic values for the relevant exposure units. Preliminary Remediation Goals (PRGs), are extremely conservative benchmarks established as part of the CERCLA process, and with one exception, maximum detected values for all analytes were one or two orders of magnitude lower than related PRGs, and the mean and median values were even lower.
- I. The Parties have reviewed the Sampling Report, presented the results of the Sample Report to their respective governing boards, and have determined to proceed with funding the design and construction of the Project.
- J. The estimated total cost for the design and construction of the Project is \$3,930,000.00. As set forth herein, each Party shall contribute a portion of the 17.21% match requirement for the Project, which totals \$676,353.00.
- K. The Parties desire to enter into this IGA to address the Parties' participation in and financial contributions toward the Project.

AGREEMENT

NOW, THEREFORE, in consideration of the recitals, promises, covenants, and undertakings hereinafter set forth, the Parties agree as follows:

1. **RECITALS.** The Recitals set forth above are incorporated into and made a part of this IGA.
2. **FUNDING CONTRIBUTION.**
 - a. Within 30 days of receipt of an invoice from Jefferson County, each Party shall reimburse Jefferson County for a portion of the \$676,353.00 Project match required under the FLAP Grant as set forth below:

Highway 128 Crossing - \$298,697

- | | |
|---------------------|----------|
| i. City of Boulder: | \$74,674 |
| ii. Boulder County: | \$74,674 |
| iii. Arvada: | \$49,783 |
| iv. Westminster: | \$49,783 |

Indiana Crossing - \$377,656

- i. Arvada: \$125,885
- ii. Westminster: \$125,885

- b. As a result of these contributions, Jefferson County's share of the Project's match requirement is \$175,669.
 - c. Within 60 days following the Effective Date of this IGA, and in accordance with the Prior IGA, the Parties (and Broomfield) shall each reimburse Jefferson County a percentage of the Application Costs (\$40,000.00) and Scoping Costs (\$10,000.00) it expended. The percentage of each Party's reimbursement obligation is set forth in the Prior IGA and restated below:
 - i. City of Boulder: \$5,520.34
 - ii. Boulder County: \$5,520.34
 - iii. Westminster: \$12,986.44
 - iv. Arvada: \$12,986.44
3. **TRAIL CROSSINGS MAINTENANCE, OPERATION, AND OWNERSHIP.** The Parties agree to negotiate in good faith a third Intergovernmental Agreement that, to the extent required, addresses the maintenance, operation, and ownership of the Trail Crossings.
4. **NOTICES.** Communications pertaining to this IGA shall be directed to each Party as follows:

City of Boulder

Mark Gershman, Senior Planner/Special Projects Manager
City of Boulder Open Space and Mountain Parks
2520 55th Street
Boulder, Colorado 80301
Phone: 303-579-4811
Email: gershmanm@bouldercolorado.gov

County of Boulder

Summer Laws, Policy Analyst
Boulder County Commissioners Office
P.O. Box 471 Boulder CO 80306
Phone: 720-665-7095
Email: slaws@bouldercounty.org

Arvada

Emily Sexton, Parks and Urban Design Manager
City of Arvada
8101 Ralston Road
Arvada, CO 80002
Phone: (720) 898-7391
Email: esexton@arvada.org

Westminster

Joe Reale, Open Space Superintendent
City of Westminster
4800 West 92nd Avenue
Westminster, CO 80031
Phone: 303.658.2142
Email: jreale@CityofWestminster.us

Jefferson County

Hillary Merritt, Deputy Director
Jefferson County Open Space
700 Jefferson County Parkway
Golden, CO
Phone: 303-271-5948
Email: hmerritt@jeffco.us

5. **ENTIRE AGREEMENT.** This IGA is intended as the complete integration of all understandings among the Parties. No prior resolution, and no prior or contemporaneous addition, deletion, or other amendment to this IGA shall have any force or effect, unless embodied herein in writing. No subsequent amendment shall have any force or effect unless contained in a written agreement executed by the Parties.
6. **ENFORCEMENT.** The enforcement of this IGA and all rights of action relating to such enforcement, are reserved to the Parties.
7. **NO ASSUMPTION OF LIABILITIES.** By entering into and performing under this IGA no Party is assuming any liability for the acts or omissions of any other Party or third parties.
8. **GOVERNMENTAL IMMUNITY.** Nothing contained in this IGA shall give or allow any claim or right of action by any other third person, nor shall anything contained in this IGA be construed as a waiver of any provision of the Colorado Governmental Immunity Act, C.R.S. §§ 24-10-101, *et. seq.*, as amended. The Parties intend that any person or entity other than the Parties be deemed an incidental beneficiary only.

9. **OFFICIALS NOT TO BENEFIT.** No elected or employed member of any Party shall be paid or receive, directly or indirectly, any share or part of this IGA or any benefit that may arise therefrom.

10. **NON-APPROPRIATION.** This IGA shall not be interpreted to impose a multi-year obligation on the Parties. Financial commitments of the Parties under this IGA payable after the current fiscal year are contingent upon funds for this IGA being appropriated, budgeted and otherwise made available by a Party. If funds for this IGA are not budgeted and appropriated in any year subsequent to the fiscal year of execution of this IGA, a Party may immediately terminate its participation in this IGA by giving the other Parties notice of such non-appropriation.

11. **NO EMPLOYMENT RELATIONSHIP.** By entering into and performing under this IGA no Party is acting as an agent, servant or employee of any other Party.

12. **EXECUTION BY COUNTERPARTS; ELECTRONIC SIGNATURES.** This IGA may be executed in counterparts, each of which shall be deemed an original and shall constitute one and the same instrument. The Parties approve the use of electronic signatures for execution of this IGA. Only the following two forms of electronic signatures shall bind the Parties: (1) Electronic or facsimile delivery of a fully executed copy of a signature page; or (2) The image of the signature of an authorized signer inserted onto PDF format documents. All use of electronic signatures shall be governed by the Uniform Electronic Transactions Act, C.R.S. §24-71.3-101 through §24-71.3-121.

13. **EFFECTIVE DATE.** The Effective Date of this IGA is the date on which it has been fully executed by the Parties.

IN WITNESS WHEREOF, the Parties have caused this instrument to be duly executed.

CITY OF BOULDER

By: _____,
_____, City Manager

Date: _____

ATTEST:

By: _____
City Clerk

APPROVED AS TO FORM:

By: _____
City Attorney

COUNTY OF BOULDER

By: _____
_____, Chair

Date: _____

APPROVED AS TO FORM:

By: _____
County Attorney

CITY OF ARVADA

By: _____

Date: _____

APPROVED AS TO FORM:

By: _____

CITY OF WESTMINSTER

By: _____

Date: _____

APPROVED AS TO FORM:

By: _____

COUNTY OF JEFFERSON, a body corporate and
politic

By: _____
Lesley Dahlkemper, Chairman

Date: _____

APPROVED AS TO FORM:

By: _____
Steven L. Snyder
Senior Assistant County Attorney



Arvada City Council Update

Rocky Mountain Greenway Trail - Intergovernmental Agreement

February 8, 2021

Rocky Mountain Greenway (RMG) Trail History

- The RMG is an **80-mile** regional trail project that will eventually link Rocky Mountain Arsenal NWR to the Rocky Mountains using local regional trails and transit opportunities.
- Initiated in **2012** by the Gov. John Hickenlooper and former U.S. Secretary of the Interior Ken Salazar, the RMG runs through Denver, Arvada and Westminster and currently ends at Indiana St.
- It is proposed to cross Indiana Street into Rocky Flats NWR using Federal Lands Access Program (FLAP) grant funding.

City of Arvada's Involvement

- Vision to connect our park, open space and trail system with green spines in a **contiguous and regionally-focused way**.
- The City of Arvada, along with Jefferson County, Boulder County, City and County of Broomfield, City of Boulder and City of Westminster **partnered** on the FLAP grant in 2016.
- The **FLAP grant will provide 83%** of the funding necessary for two (2) crossings into the Rocky Flats NWR, one on Indiana St. and another on HWY 128.
- The City of Arvada's commitment for the project will be **up to \$243,000**. Matching funds will need to be appropriated through the budget process.



Community Value

- **Goals**

- Aligns with Arvada's 2016 Parks, Trails, and Open Space Master Plan

- **City Council Strategic Result**

- *By **12/22**, complete strategic investments and initiatives to ensure parks, **trails, open space**, and amenities are in alignment with our diverse, changing, and growing community*

- **Trail Use**

- Westminster - **1.2M** visitors in **2020** Refuge to Refuge (Two Ponds-Rocky Flats)
- Jefferson County - **40K** refuge visitors in **2020**

- **Partnerships**

- Using regional resources with partners to accomplish project

Summary of Public Process

- **60-day** comment period on the sampling and analysis plan (SAP) June 24th to August 24th – **2018**
- **2 open house forums**, July 17th & July 24th – 2018
- Open house forum **attendees: 90**
- **369 online** comments/questions received
- **60% of feedback** in favor of project
- **33% of feedback was** technical SAP comments
- **Project website** active since early **2018** www.jeffco.us/3639/Rocky-Mountain-Greenway

Summary of Results

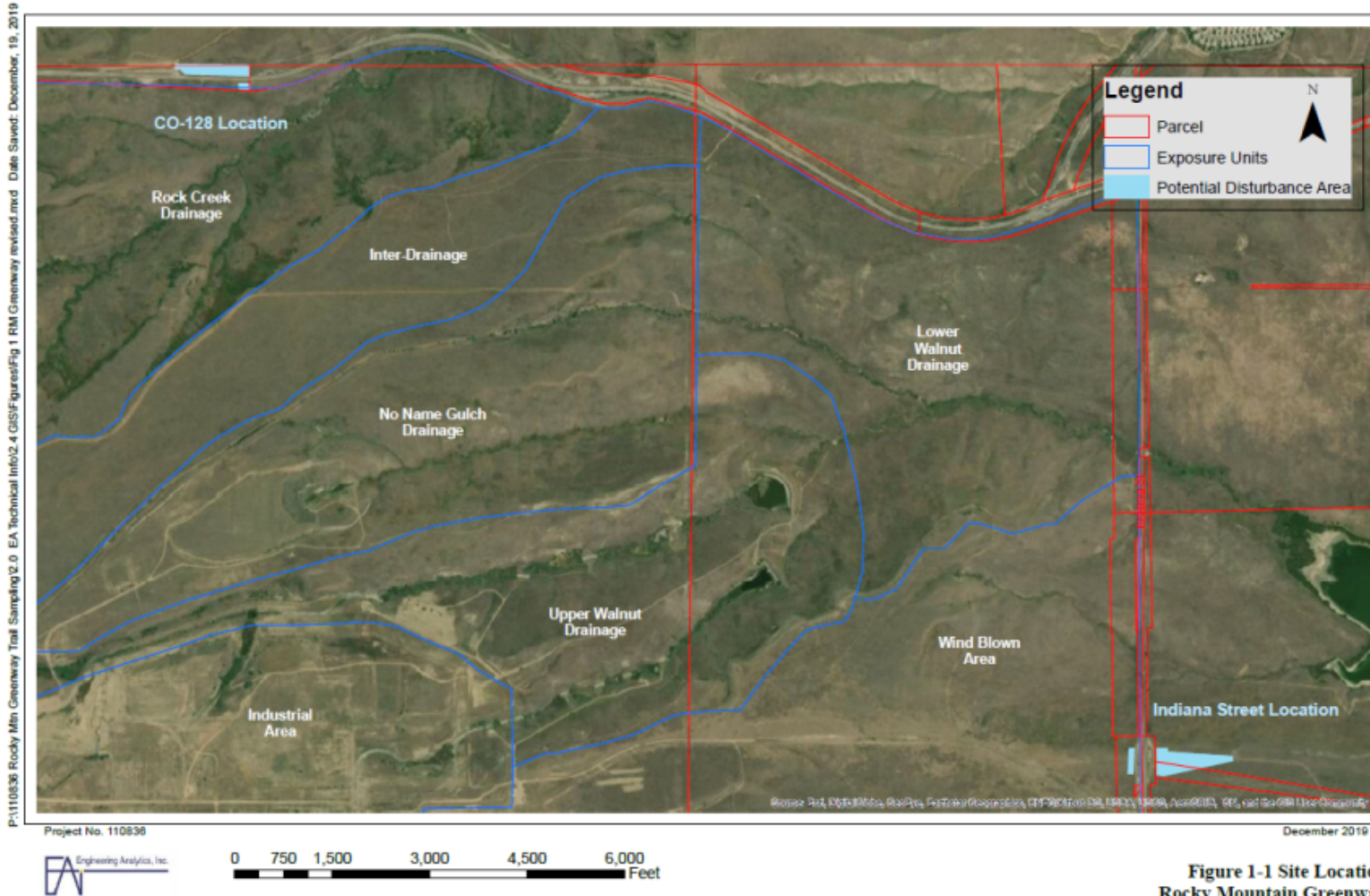
- 2 Sampling efforts of soils from **73 locations** in/around Refuge.
- Results corroborated by **2** different analytical laboratory methodologies.
 - Sampling density for both efforts was higher than any previous sampling protocol.
- Samples were, without exception, lower than historic values for the relevant exposure units (EU).
- **USFWS** conducted appropriate level of NEPA environmental clearance and a Finding of No Significant Impact issued by agency.
- **CDPHE** participated in NEPA clearance process



NEXT:

Presentation of
Results from
Engineering
Analytics, Inc.

Study Areas – FLAP Partnership

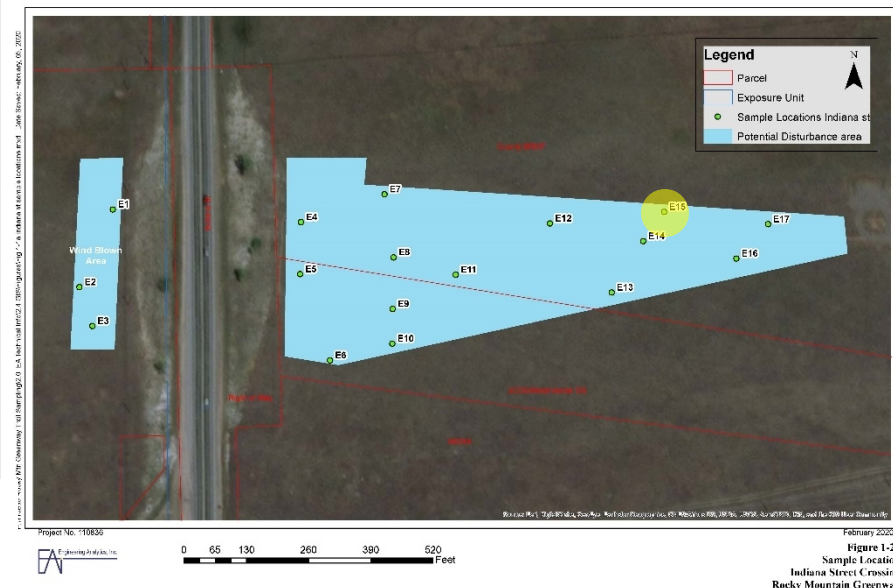
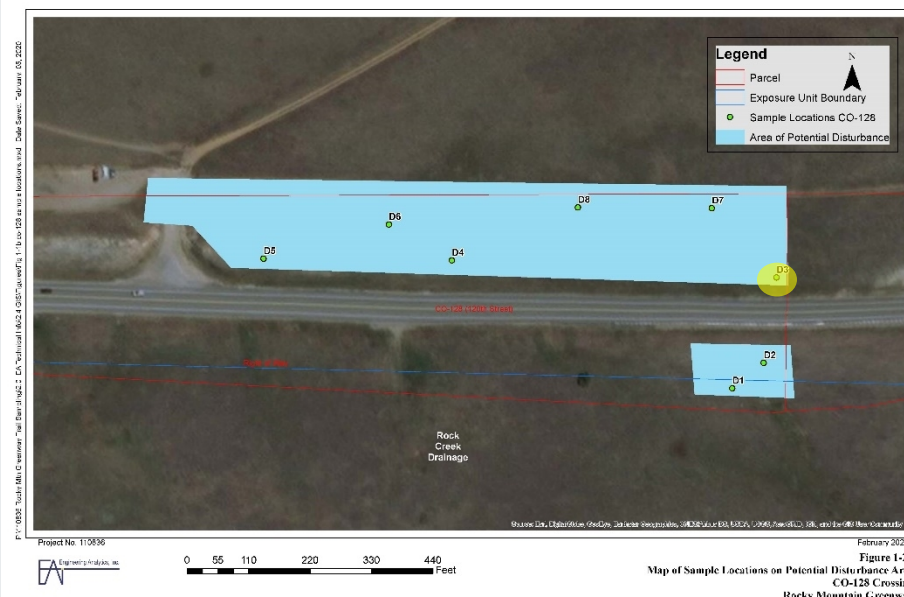


- The FLAP partnership sampled in the two areas where the crossing structures are planned.
- Underpass at Colorado Highway 128 connecting to Boulder County.
- Overpass (pedestrian bridge) at Indiana Street connecting to former Woman Creek Authority Lands (now owned by JCOS and Westminster).
- Total of 25 sample locations.

Rocky Mountain Greenway Trail Crossings

FLAP Sample Locations

- EA collected 25 (plus 2 duplicate) surface soil samples on July 1-3, 2019



* Yellow highlights are the locations of the highest readings.

Rocky Mountain Greenway Trail Crossings

FLAP Sample Results

- Comparison of Pu-239/240 to RI/FS Benchmarks

Sampled Area	Associated Exposure Unit	Project Samples Less Than Background	Project Samples Less Than WRW PRG ⁴	Project Sample Mean Less Than RI/FS Mean	Historic Maximum Results	Cleanup Standard ⁵
CO-128 Crossing	Rock Creek Drainage	✓ 0.045 (pCi/g) ^{1,3}	✓ 0.045 (pCi/g) ^{1,3}	✓	7.25 (pCi/g)	50 (pCi/g)
Indiana Street Crossing	Wind Blown Area	19.4 (pCi/g) ^{1,2}	19.4 (pCi/g) ^{1,2}	✓	49 (pCi/g)	50 (pCi/g)

¹ Maximum Results

² Sample Located at E15

³ Sample Located at D3

⁴ The Wildlife Refuge Worker Preliminary Remediation Goal = 9.3 (pCi/g) (230 day/year exposure)

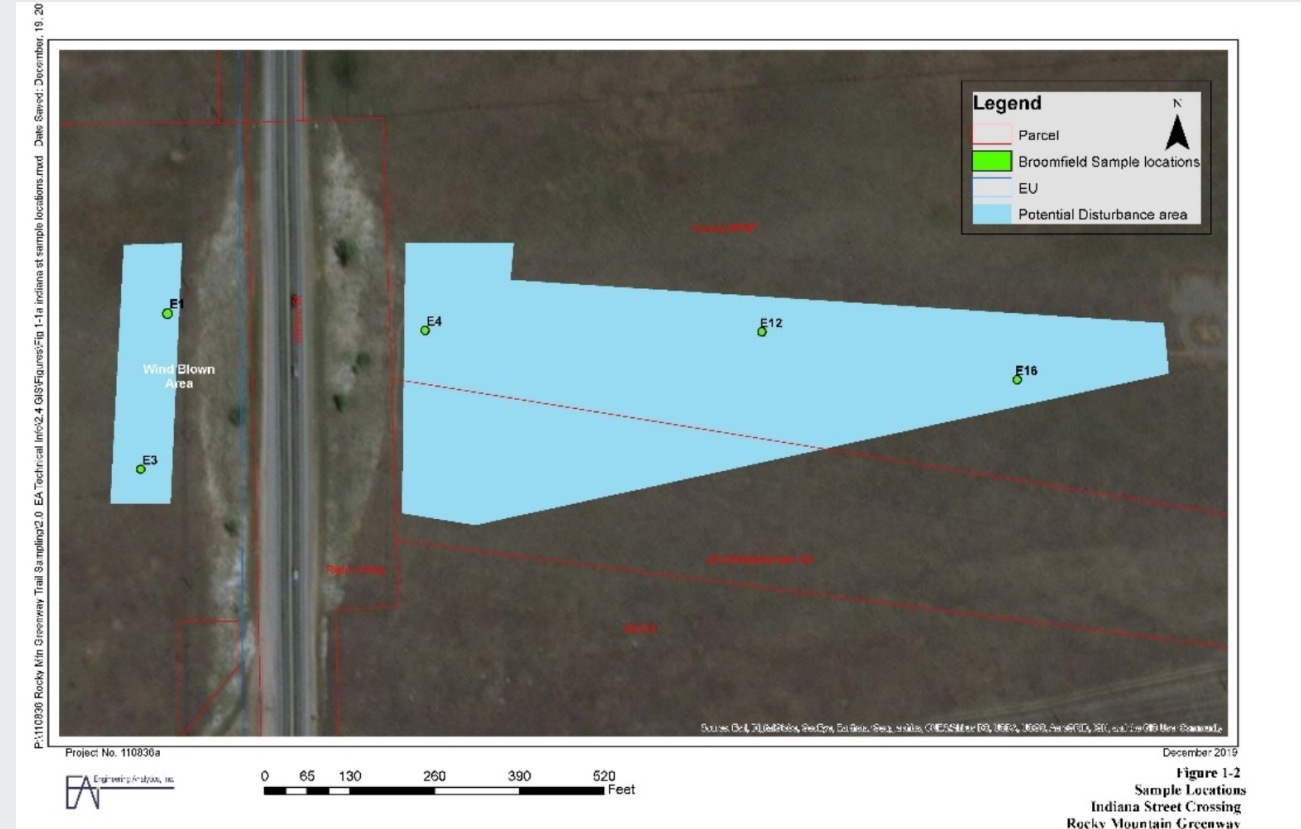
⁵ 5x10⁻⁶ risk for a WRW

Rocky Mountain Greenway Trail Crossings

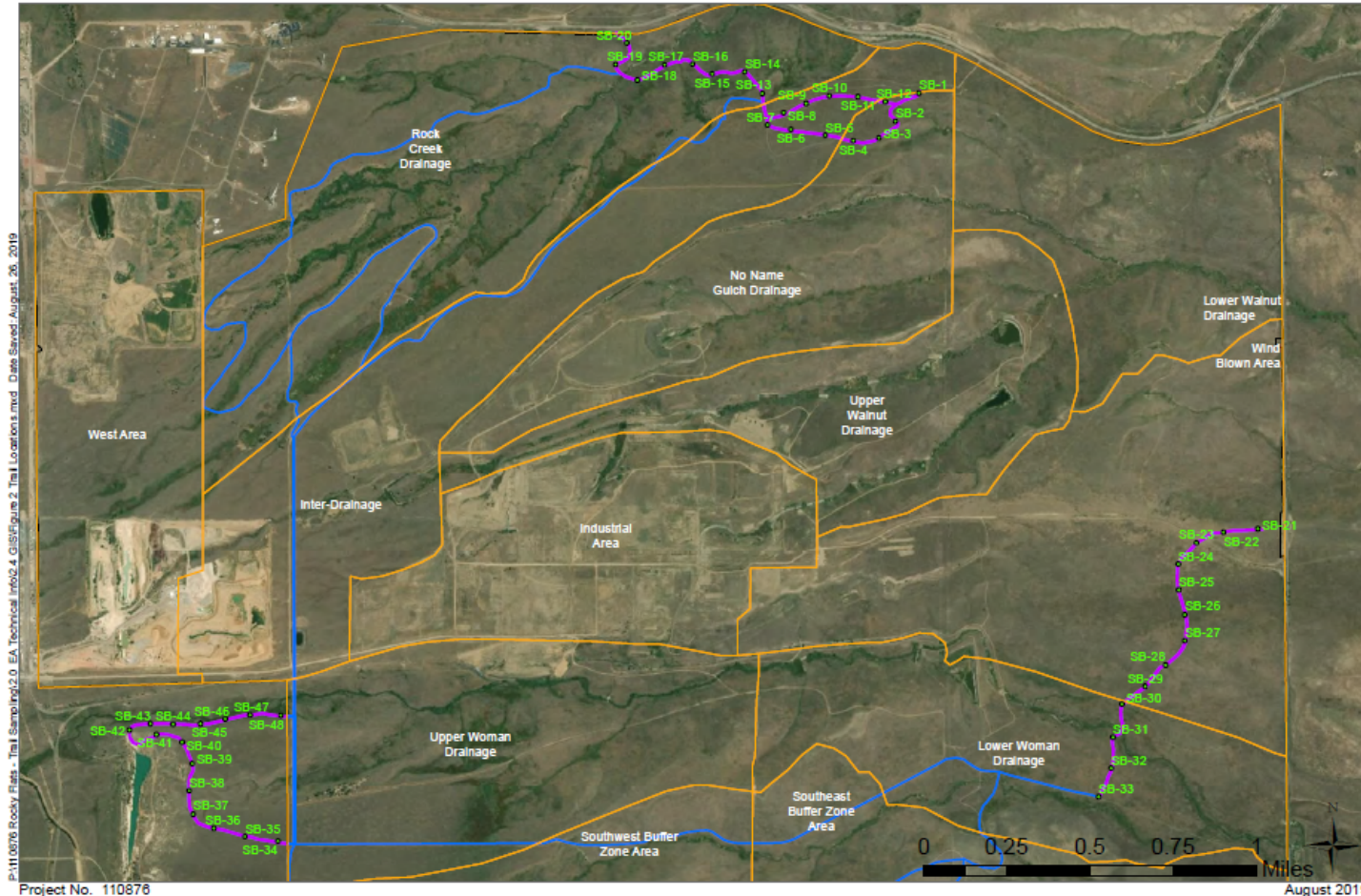
Broomfield Sampling at Depth

Sampling Rational Indiana St.

- EA collected 55 (plus one duplicate at E16) soil samples over three consecutive days (July 1-3, 2019) for the sample depths to one foot
- EA drilled and collected samples to a depth of 20 feet in two locations (anticipated pier foundation locations) on July 24, 2019



Sample Locations – On Refuge (USFWS)



- The US Fish and Wildlife Service sampled anywhere new trail construction would take place
- Total of 48 sampling locations
- Sampling occurred in 6 different exposure units

Fish and Wildlife Service Trail Sampling

■ Comparison of Pu-239/240 to RI/FS Benchmarks

Sampled Area/Exposure Unit	Project Samples Less Than Background	Project Samples Less Than WRW PRG ²	Project Sample Maximum Less Than RI/FS Mean	Project Sample Mean Less Than RI/FS Mean	Historic Maximum Results	Cleanup Standard ³
Rock Creek Drainage	✓	✓	✓ 0.013 pCi/g ¹	✓	7.25 (pCi/g)	50 (pCi/g)
Inter-Drainage		✓	✓ 0.078 pCi/g ¹	✓	2.2 (pCi/g)	50 (pCi/g)
No-Name Gulch Drainage	✓	✓	✓ 0.048 pCi/g ¹	✓	2.31 (pCi/g)	50 (pCi/g)
Wind Blown Area		✓	✓ 3.51 pCi/g ¹	✓	49 (pCi/g)	50 (pCi/g)
Lower Women Drainage		✓	✓ 1.20 pCi/g ¹	✓	12.2 (pCi/g)	50 (pCi/g)
Southwest Offsite (Upper Women Drainage)		✓	✓ 0.070 pCi/g ¹	✓	5.01 (pCi/g)	50 (pCi/g)

¹ Maximum Results

² The Wildlife Refuge Worker Preliminary Remediation Goal = 9.3 (pCi/g) (230 day/year exposure)

³ 5x10⁻⁶ risk for a WRW

Conclusion

EA did not obtain any results from the soil samples collected and analyzed that indicate a higher risk level than presented in the 2006 Kaiser-Hill Company report and the DOE (2017) report, which allowed for public access to the Project area.

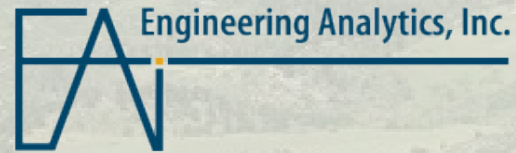
Engineering Analytics, Inc.

1600 Specht Point Road, Suite 209

Fort Collins, Colorado 80525

Phone: 970-488-3111

www.enganalytics.com



Project Timeline: Next Steps

- 2020-2021 - Partners seeking IGA approval
 - ✓ Jeffco BCC received IGA approval **December 2020**
 - ✓ Westminster presented Council Work Session **February 2021**
 -  Arvada City Council workshop **Tonight**
 - City of Boulder Council presentation [tentative] **April 2021**
 - Boulder County **TBD**
 - Westminster City Council decision meeting **TBD**
- Spring/Summer 2021 – Project design (by FHWA)
- Summer/Fall 2021 – Construction (by FHWA)



Questions?



REPORT TO CITY COUNCIL

AGENDA ITEM
2.C.

TO: THE HONORABLE CITY COUNCIL

DATE: February 8, 2021

SUBJECT: Staff Updates

Report in Brief

The purpose of this workshop is for staff to provide City Council with brief updates on projects and issues that do not require a full workshop.

Prepared by:

Janet Newman, Administrative Specialist

Reviewed by:

Approved by:

Enclosure, exhibits & attachments required to support the report