



TOWN OF AVON, COLORADO
AVON WORK SESSION MEETING FOR TUESDAY, MARCH 8, 2011
MEETING BEGINS AT 3:30 PM
 AVON TOWN HALL, ONE LAKE STREET

PRESIDING OFFICIALS

MAYOR	RICH CARROLL
MAYOR PRO TEM	KRISTI FERRARO
COUNCILORS	DAVE DANTAS, CHRIS EVANS, TODD GOULDING
	AMY PHILLIPS, ALBERT "BUZ" REYNOLDS, JR.

TOWN STAFF

TOWN ATTORNEY: ERIC HEIL	TOWN MANAGER: LARRY BROOKS	TOWN CLERK: PATTY MCKENNY
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ALL WORK SESSION MEETINGS ARE OPEN TO THE PUBLIC EXCEPT EXECUTIVE SESSIONS
 COMMENTS FROM THE PUBLIC ARE WELCOME; PLEASE TELL THE MAYOR YOU WOULD LIKE TO SPEAK UNDER NO. 2 BELOW
 ESTIMATED TIMES ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY, SUBJECT TO CHANGE WITHOUT NOTICE
 PLEASE VIEW AVON'S WEBSITE, [HTTP://WWW.AVON.ORG](http://www.avon.org), FOR MEETING AGENDAS AND MEETING MATERIALS
 AGENDAS ARE POSTED AT AVON TOWN HALL AND RECREATION CENTER, ALPINE BANK, AND AVON LIBRARY
 THE AVON TOWN COUNCIL MEETS ON THE SECOND AND FOURTH TUESDAYS OF EVERY MONTH

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|--------------------------|--|
| 3:30 PM – 4:15 PM | 1. EXECUTIVE SESSION:
a. Receiving legal advice pursuant to Colorado Revised Statute §24-6-402(4)(b) related to pending litigation regarding Town of Avon v Traer Creek Metropolitan District, 2008 CV 0385 and Traer Creek, LLC, et.al. v Town of Avon 2010 CV 316 |
| 4:15 PM | 2. INQUIRY OF THE PUBLIC FOR COMMENT AND APPROVAL OF AGENDA |
| 4:15 PM – 5:00 PM | 3. COUNCIL COMMITTEE AND STAFF UPDATES
a. UERWA Update (Kristi Ferraro, Councilor)
b. Eagle Valley Land Exchange Update (Rich Carroll, Mayor)
c. Budget Details for the Metcalf Road Bicycle Climbing Lane (<i>Shane Pegram, Project Engineer</i>) <i>Review project & proposed schedule</i>
d. Update on I-70 Transportation Operations Facility Project (<i>Justin Hildreth, Town Engineer</i>) |
| 5:00 PM – 5:15 PM | 4. EAGLE RIVER YOUTH COALITION: RESULTS OF HEALTHY KIDS COLORADO SURVEY (<i>Elizabeth Eves, Yvonne Ramirez, Police Officer</i>) <i>the Eagle River Youth Coalition's Youth Initiatives committee will present the results of the 2009-2010 Colorado Healthy Kid's Survey</i> |
| 5:15 PM | 5. ADJOURNMENT |

Memo

To: Honorable Mayor and Town Council
Thru: Larry Brooks, Town Manager
Approved by: Sally Vecchio, Assistant Town Mgr/Director of Comm. Dev.
From: Justin Hildreth, P.E., Town Engineer
Shane Pegram, P.E., Project Engineer
Date: March 1, 2011
Re: Budget Details for the Metcalf Road Bicycle Climbing Lane

Initials



Summary: The Metcalf Road Widening and Drainage Improvements project (the Project) consists of widening the paved surface on Metcalf Road to install a bicycle climbing lane and drainage improvements to Metcalf Gulch. The Project is funded by two capital improvement project budgets, Metcalf Bicycle Climbing Lane and Metcalf Road Drainage. Their respective budgets are \$750,000 and \$800,000. The bicycle climbing lane budget will include widening the existing road to include a bicycle climbing lane, paving the existing road surface, and installing pavement markings and rumble strip from Nottingham Road to Wildwood Road. The bicycle climbing lane will be located on the east side of Metcalf Road from Nottingham Road to Wildwood Road.

Previous Council Action:

- July 12, 2007 – Council approved Intermountain Engineering’s design proposal for \$92,605
- November 2007 – Council approved the 5 year Capital Improvement Program that moved construction to 2009. Intermountain Engineering was notified of the change in schedule.
- July 2008 – Intermountain Engineering met with staff to review the conceptual/preliminary plans. The Project was put on hold because construction was moved to 2011 in the Capital Projects 5 year plan.
- September 11, 2008 – Council approved staff’s plan to seek a jurisdictional determination by the Army Corps of Engineers (ACOE) for Metcalf Gulch and Swift Gulch.
- November 2008 - Council approved the 5 Year Capital Improvement Program that moved construction to 2011.
- Spring 2009 – ACOE notified the Town that Metcalf Gulch did not qualify as a “non-jurisdictional” water body.
- August 9, 2010 – Council awarded a contract for final design and construction documents to Intermountain Engineering.
- February 22, 2011 - Council requested a breakdown of costs for the road widening and an estimated cost for a detached pedestrian path.

Discussion: The Metcalf Road Drainage project will include road cuts for installation of new drainage structures in Metcalf Gulch, installation of new culverts in driveways, and grading portions of the gulch and road ditches. The existing asphalt on Metcalf Road is nearing its expected life; therefore in 2009 staff made plans to resurface the road in conjunction with the drainage project. Following the success of the Wildridge pedestrian lanes, a bicycle climbing lane was proposed for Metcalf Road. The 2009 5 Year Capital Improvement Program included the road resurfacing and bicycle climbing lane as one project. Phase 1 of the climbing lane project extends from Nottingham Road to Wildwood Road. Phase 2 of the climbing lane will extend from Wildwood Road to Old Trail Road and is scheduled for 2012.

The 2011 Capital Improvements budget includes \$750,000 for construction of the Metcalf Bicycle Climbing Lane Phase 1. The climbing lane portion of the Phase 1 construction is estimated at \$207,000. Phase 2 climbing lane construction is estimated at \$108,000. The total construction cost of the Metcalf Climbing Lane is estimated at \$315,000. Table 1 is a breakdown of the Phase 1 climbing lane budget. Table 2 is a breakdown of the Phase 2 climbing lane budget.

Table 1: Metcalf Bicycle Climbing Lane Phase 1 Budget

Climbing Lane Construction Cost	\$ 207,000
Paving and Striping Cost	\$ 363,000
20% Contingencies	\$ 114,000
Contract/Project administration	\$ 66,000
Total	\$ 750,000

Table 2: Metcalf Bicycle Climbing Lane Phase 2 Budget

Climbing Lane Construction Cost	\$ 108,000
Paving and Striping Cost	\$ 227,000
20% Contingencies	\$ 67,000
Contract/Project administration	\$ 48,000
Total	\$ 450,000

Town Council requested an estimate for building a detached pedestrian path from Nottingham Road to Wildridge during the February 22 meeting to compare costs for the bicycle climbing lane. Staff has reviewed three options for alignment of the detached path. Each alignment would begin at the end of Nottingham Road and cross through private property and White River National Forest property. The first alignment climbs the slope to Beaver Creek Point, the second alignment would follow Interstate 70 west and climb to the existing trail in June Creek, and the third would climb up the gulch toward the O'Neal Spur Park. Each route would require extensive retaining walls to allow construction of an asphalt path between 8 and 10 feet wide.

The O'Neal Spur Park option provides the most acceptable grades, so staff selected this route for estimating a budget. A rough measurement of the route to O'Neal Spur Park is 1.94 miles, and can be seen in the attached Exhibit 1. The grade from O'Neal Spur Park to Nottingham Road is 8 percent over 1.94 miles.

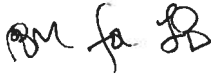
Budget Details for the Metcalf Bicycle Climbing Lane
March 1, 2011

Ellie Caryl from ECO Trails was contacted to obtain trail construction costs. She stated that costs for trail construction vary greatly depending on location, grade, and the amount of cut and fill that requires retaining walls. ECO Trails' construction costs have varied from \$100 to \$350 per linear foot. The average cost of \$213 per linear foot gives an approximate construction cost of \$2,182,000. The budget required for construction of this trail is shown in Table 1. Costs have the potential to be significantly higher because of the topography challenges.

Table 1: Detached Trail Budget

Construction	\$ 2,182,000
Design	\$ 218,200
Administration	\$ 109,000
20% Contingency	\$ 436,400
Total	\$ 2,945,600

Town Manager Comments:



NOTES:

Exhibit 1 – Detached Trail Alignment



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Memo

To: Honorable Mayor and Town Council
Thru: Larry Brooks, Town Manager
Approved by: Sally Vecchio, Assistant Town Manager
From: Justin Hildreth, P.E., Town Engineer
Jennifer Strehler, P.E., Director of Public Works and Transportation
Jeffrey Schneider, P.E., Project Engineer
Date: March 03, 2011
Re: Update on the I-70 Transportation Operations Facility Project

Initials

SH
LFB
SJV
JMS
JS

SUMMARY: On February 8, 2011, Town Council approved the Professional Services Agreement (PSA) with Camp Dresser and McKee, Inc. (CDM) for the next phase of the design of the I-70 Transportation Operations Facility Project, located at the current Swift Gulch Public Works and Transit site. The PSA was a follow-on to an existing design services contract awarded in 2008. On February 25, 2011, Staff was notified by the Federal Transit Administration (FTA) that since certain federal contract provisions were not included in the 2008 design services solicitation, the previous design efforts performed under the original PSA would not be eligible for grant reimbursement. The provisions were included in the original design services contract, but not the solicitation, and even though the solicitation occurred prior to grant application, the PSA with CDM must be terminated and a new Request for Proposals (RFP) for design services be released. Staff is drafting the new RFP and should be able to release it in two weeks. The re-solicitation of the design services contract will take at least 8 to 10 weeks. As a result, the invitation to bid for construction services has been postponed to April, and the construction sequencing of the project has been adjusted accordingly, with 2011 work including public works relocation to Lot 5 and Swift Gulch site utility work.

PREVIOUS COUNCIL ACTION:

- *August 28, 2007* - Several site master plan options were presented to Town Council. The Council directed staff to maximize constructed facilities for transportation-related functions at the Swift Gulch site and to program parks and other public works facilities for Lot 5 in the Village at Avon.
- *April, 15, 2008* - Notice of Award and PSA Contract Approval was provided to CDM, Inc. for professional services to support the project including preliminary engineering, design, bid assistance, and assistance during construction. Issued Notice to Proceed on conceptual design only.
- *February 10, 2009* - Approved Amendment 1 to the PSA for design services with CDM, Inc. which provided for Notice to Proceed on the design-development phase of preliminary engineering (ie. completion of 25% level design documents).
- *May 12, 2009* - Approved the design development architectural renderings, color pallete, and materials proposed for the new facilities (including site layout, Bus Storage/Maintenance Building, Administration Building, Bus Fuel/Wash Building , parking, landscape plan, car wash, and three future Public Works Buildings).
- *November 24, 2009* – Approved the renewal of the lease with Stone Creek School for the Village Lot 5 Site. Lease expires June 30, 2011.
- *October 12, 2010* – Approved the bond documents to re-finance the Fleet Maintenance Building and generate approximately \$3,000,000 in available funding to match grants for this project.
- *November 23, 2010* – Approved Resolution 10-25, Series of 2010, adopting the Town of Avon Long Range Capital Program and the 2011 Capital Projects Fund budget.
- *January 25, 2011* – Tabled the PSA with CDM for design services for the I-70 Transportation Operations Facility.
- *February 8, 2011* – Town Council approved the PSA with CDM for design services.

DISCUSSION:

The *I-70 Transportation Operations Facility Project* (Project) involves design and construction of transportation-related facilities at the Town's Swift Gulch site located at 500 Swift Gulch Road. This is a major capital project which has been planned since 1995. The purpose of this Project is to replace degrading and under-sized "back-of-house" infrastructure used by the Town in the provision of municipal services for transit, road maintenance, trails maintenance, and general facility and grounds maintenance. To assist in financing the Project, it is being executed in phases over a number of years, with the majority of the funding provided by federal and state grants. This section describes the project history, grant funding, procurement status, and anticipated construction sequence.

Project History

The Project was initially planned in 1995 but was delayed due to lack of funds. A revised *Master Plan* was prepared in 2006-2007 to update planning estimates for overall space needs in conjunction with projections for future staff, equipment, materials, shops, and municipal services provided by the Town's Transit, Fleet, Roads/Bridges, Trails, and Facilities Divisions. Space for ECO Transit to use the Swift Gulch site as a satellite facility was included as well. Lot 5 in the Village at Avon was included in this *Master Plan*; and that site remains the planned location for parks and other public works facilities. The *Master Plan* approved by Town Council on August 28, 2007. Implementation of the *Master Plan* will allow the Town to expand to meet growing needs of the community and positively impact annual operating costs by reducing labor time for repair and maintenance of equipment that deteriorates when stored outside for excessive periods of time.

For the last six years, TOA has been actively applying for state and federal grants to reduce the financial impact of this project to Avon. The project is listed in Avon's *Comprehensive Transportation Plan*, the state's *2035 Regional Plan* (CDOT), and ECO Transit's *Long Range Strategic Plan*. It will replace the Town's existing, degraded, and under-sized assets and is vital to the Town's vision for a transit-oriented development land plan. The resulting improved facility is also considered an "essential facility" by the state and federal government because it houses personnel, vehicles, and equipment used in emergency response (e.g., transit evacuations, road closures, etc.).

Grant Funding

Table 1 summarizes the grants awarded to this Project. Note that these grant funds are primarily available for the transit-related elements only.

Table 1: Summary of Grants for Transit Improvements

Interstate 70 Transportation Operations Facility

Grantee	Name	Amount	Year Available
Federal Transit Administration	5309 State of Good Repair (SGR)	\$7,500,000	2011
Colorado Department of Transportation	FASTER	\$1,000,000	2011
Federal DOT/CDOT	American Resource and Recovery Act (ARRA)	\$500,000	2011
Federal Transit Administration	5309 Bus and Bus Facilities	\$2,800,000	October 2012
TOTALS		\$11,800,000	

Town staff has obtained grants to pay for 80% of the transit-related project costs. The Town has secured the 20% local match plus the funds needed to cover the additional cost attributed to “other transportation users” (road, bridges, trails, on-site maintenance) of the resulting infrastructure. Note that staff is still looking for an additional \$1,300,000 in grant funding for construction of the Bus Maintenance and Storage Building (Phase 2), assuming a building area of approximately 27,000 square feet and sufficient for parking of about 24-30 buses. If additional funding cannot be found or value engineering efforts do not reduce the construction cost sufficiently, then the design team will be directed to reduce the size of this building as appropriate.

Procurement Status

Despite having no contractual ties to the FTA, the absence of the FTA-required clauses in the 2008 design solicitation invalidated the 2008 procurement process. Therefore, design work conducted under the 2008 procurement is not eligible for reimbursement from FTA grants. The procurement referenced all applicable federal clauses, with the contract clauses included in the actual design services contract. Staff requested guidance from FTA staff repeatedly on the Town’s consultant procurement process, and even outlined the Town’s proposed approach to the FTA in writing, but FTA refused to give clear guidance. It was not until a recent meeting on the general contractor procurement process that FTA invalidated the 2008 procurement and subsequent preliminary design work.

The grant funds that were originally planned to be used to reimburse the Town for preliminary engineering services will be reallocated to other parts of the project and this does not impact the total amount of grant monies. Construction procurement will occur following design procurement, and Staff is confident that all procurement and communication issues with FTA are resolved.

Construction Sequence

The project is broken into two distinct construction phases for purposes of local and grant funding allocations. The first phase includes relocating the Public Works operations division to Lot 5. Phase I also includes site work, drainage and utility improvements, retaining walls, and the bus wash facility. The second phase is the

construction of the Bus Storage and Maintenance Building. The Bus Maintenance and Storage Building is part of the second phase because it will be funded by the \$2,800,000 5309 Bus and Bus Facilities grant which is not available to the Town until October 2012 (at the earliest).¹ Construction must commence in fall of 2011 to fulfill the "shovel-ready" requirement of federal funding. As a result, Public Works operations must be relocated to Lot 5, Village (at Avon) this year. Failure to do so will likely jeopardize up to \$1.5 million in grant funding, as well as delay construction mobilization in spring 2012. Therefore, the Town intends to perform the Lot 5 relocation and utility work at Swift Gulch this fall. Construction of phases 1 and 2 should be complete in approximately March 2013 and December 2014, respectively.

FINANCIAL IMPLICATIONS:

The Project is included in the 2011 and 2012 CIP, non-discretionary project inventory. The total Project budget is \$16,300,000, of which \$11,800,000 is from four grants. The Project budget is summarized in Table 2.

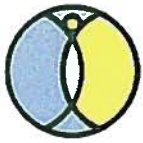
Table 2: I-70 Transportation Operations Facility Project Budget

Line Item (Revenue)	Amount
Grant Funding from Table 1	\$ 11,800,000
Local Match (20% of Transit Match plus PW share)	\$ 3,000,000
Unfunded Phase 2 Construction Cost	\$ 1,500,000
Total Project Revenue Required	\$ 16,300,000

Approximately \$50,000 was expended by CDM prior to notification to stop work due to the lack of grant reimbursement. The final amount is pending receipt of the design invoice. All work products, such as plan revisions, Project Management Plan, and schedules, have been received by the Town and will be utilized in future design efforts. The design efforts will be funded by the 'Local Match' in the CIP budget.

TOWN MANAGER COMMENTS:

¹ This timing for availability of 5309 Bus and Bus Facilities grant funds is reasonably certain but will be confirmed in October 2011 when the U.S. Congress rules on the FY2012 budget.



EAGLE RIVER
YOUTH COALITION

February 9, 2011

Patty McKenny, Town Clerk
PO Box 975
Avon, CO 81620

Dear Avon Town Council Members:

The Eagle River Youth Coalition's Youth Initiatives committee is currently putting together a speaker's bureau to present the results from our 2009-2010 Colorado Healthy Kids Survey. As an important and influential body within our community, we are approaching you to see if you would allow us the opportunity to present this brief 15-20 minute presentation to you.

The Colorado Healthy Kids Survey measures the attitudes and behaviors of Eagle County youth. In 2009, the survey was given to more than 850 students at Battle Mountain High School, Eagle Valley High School, Vail Christian and Red Canyon High School. Through the results of this survey, we have been able to identify the priority needs of youth within the Eagle River Valley. This presentation not only outlines each of these issues, but identifies local resources in the community and outlines ways in which your agency can get involved and help make Eagle County a great place for youth to grow and thrive.

Board of Directors

*Andrej Birjulin
Jason Plau
Janet DeClark
Sara Fisher
Sheri Mintz
Jeanne McQueeney
Sherril Almond
Beth Reilly
Matt Teeters
James Wilkins
Tony Mauro
Bob Ticer
Aaron J. Hill*

We are very interested in involving Eagle County's leadership in this process, and I look forward to speaking with you further about when we could present this 15-20 minute PowerPoint to you. Please feel free to contact me with any questions at 949.9250, or rodom@eagleyouth.org

Thank you very much for your time and consideration.

Sincerely,

Rebecca Odom
Resource Coordinator

Elizabeth Eves
Youth Outreach Coordinator

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Make Youth a Community Priority