



STAFF REPORT

To: Honorable Mayor and Members of Town Council

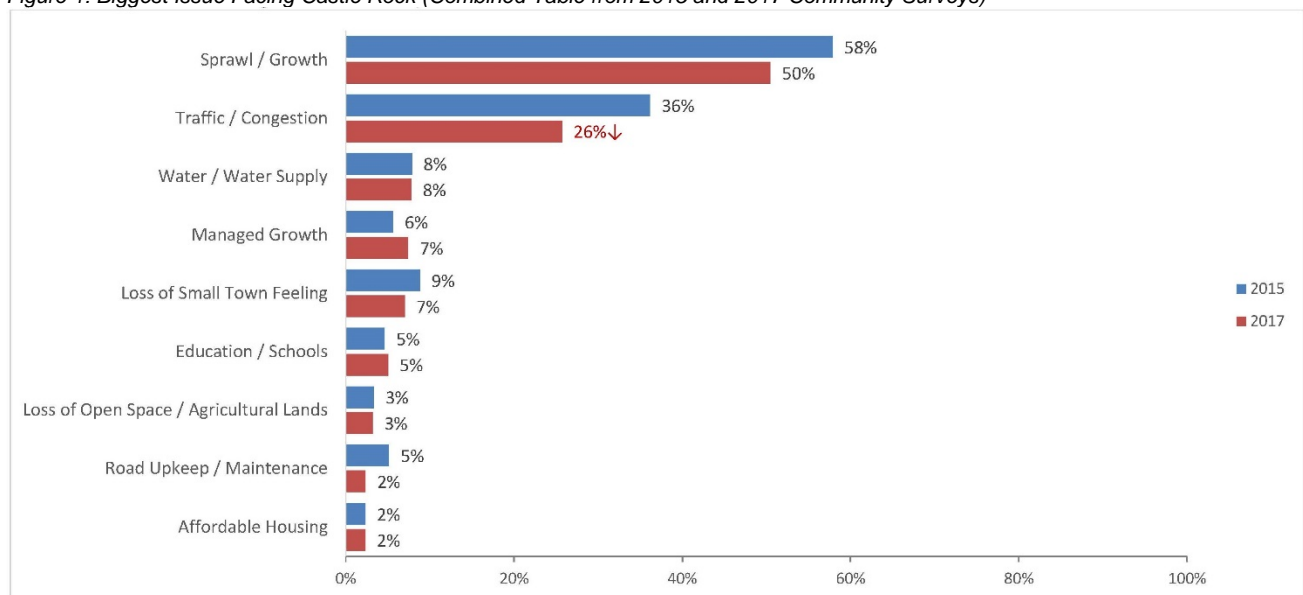
From: Town Manager's Office with Public Works and Finance Departments

Title: Discussion/Direction: Transportation CIP Forecasted Needs

Discussion

As part of the Town's Comprehensive Master Plan, it is estimated that an additional 20,000 residents will be added to the Town's population over the next ten years. Keeping pace with critical infrastructure needs to accommodate this increase will be important. This is particularly necessary in the area of surface transportation and has been confirmed as a Town priority over the past four years as reported in the last two community surveys. Although great progress is being made, traffic congestion still remains a concern for residents. Survey information is summarized in the following figure.

Figure 1: Biggest Issue Facing Castle Rock (Combined Table from 2015 and 2017 Community Surveys)



CR1 – What would you say is the single most important issue facing Castle Rock in the next 5 years? (open ended question coded into categories)

Base: All Residents

Multiple responses—may sum to more than 100%. Top 10 issues shown.

*Note, for comparison to 2015 the category "Population / Overcrowding" was combined with "Sprawl / Growth" as this was a new category in 2017.

While there are a variety of strategies associated with identifying transportation Capital Improvement Program (CIP) project priorities, focusing on capacity projects is recommended. The Town has recently completed an update to the Transportation Master Plan in 2017. This plan takes a comprehensive look at the transportation needs to assist with accommodating growth anticipated within the Comprehensive Master Plan.

The list of fiscally unconstrained projects that are recommended to be completed by 2030 is shown below. Projects listed in white are currently budgeted for construction to begin in 2019. The projects listed in blue are the recommended five-year fiscally constrained CIP. The remaining projects are recommended to be completed by 2030 within the Transportation Master Plan. A map showing the locations of these projects is attached (**Attachment A**).

Map I.D. #	Title	Description	Estimated Town Cost	
1	Founders Pkwy at Crowfoot Valley Rd. – Intersection improvements	Widen Founders Pkwy from Woodlands Blvd to Crowfoot Valley Rd. Construct additional turn lanes at intersection	\$5,140,000	
2	Founders Pkwy at Allen Wy – Intersection Improvements	Add turn lanes at intersection to improve operations and safety	\$410,000	
3	Plum Creek Pkwy Widening – Gilbert St. to Eaton St.	Construct the additional two lanes from Gilbert St. to Eaton St. Construct roundabout at Plum Creek and Gilbert	\$4,670,000	
4	Roundabout: Wilcox St. at South St.	Construct roundabout in conjunction with public/private project to construct parking garage (contingent on developer's timing)	\$1,250,000	
5	Ridge Road Widening	Construct an additional two lanes on Ridge Road from Highway 86 to Plum Creek Pkwy.	\$4,080,000	
6	Plum Creek Pkwy. Widening – Wolfensberger Rd. to I-25	Widen to 4-lanes	\$6,460,000	
7	Roundabout: Crowfoot Valley Rd. at Timber Canyon Dr.	Construct a roundabout at this intersection (includes widening to 4-lanes to the south). Currently a 2-way stop.	\$3,200,000	
8	Plum Creek Pkwy Widening – Eaton St. to Ridge Rd.	Construct the additional two lanes from Eaton St. to Ridge Rd.	\$4,100,000	
9	Fifth Street Improvements – Gilbert to Founders Pkwy	Extend climbing lane, add curb and gutter, sidewalks and turning lanes.	\$6,120,000	
10	Roundabout: Founders Pkwy. at 5 th St.	Roundabout: Construct a multi-lane roundabout.	\$4,080,000	
11	Roundabout – Wolfensberger Rd./Red Hawk Dr.	Construct a roundabout at existing two-way stop controlled intersection	\$1,330,000	
12	Hwy 86 Widening – Ridge Rd. to Enderud Blvd.	Widen road to 4-lanes	\$2,600,000	
13	Wolfensberger Rd. Widening – Redhawk Dr. to Park Entrance	DESIGN: Widen to four lanes with bike lanes, sidewalks, and street lighting	\$900,000	
13	Wolfensberger Rd. Widening – Redhawk Dr. to Park Entrance	CONSTRUCTION: Widen to four lanes with bike lanes, sidewalks, and street lighting	\$6,700,000	
14	Woodlands Blvd. Connection	Construct missing “gap” portion of Woodlands Boulevard	\$4,480,000	
15	Front St. to Future Woodlands Extension: New Road	Construct new connection from Front Street to the future Woodlands Boulevard extension	\$2,660,000	
16	Crowfoot Valley Road Widening	Widen Crowfoot Valley Road from Knobcone Drive to Town boundary	\$4,790,000	
17	Prairie Hawk Dr Widening – Wolfensberger to Melting Snow Dr.	Construct Prairie Hawk to a minor three lane arterial section between Wolfensberger and Melting Snow Dr.	\$2,750,000	Existing
18	North Meadows Extension – Widening	Construct additional two lanes from Butterfield Crossing to US 85	\$24,380,000	Option 2

19	East Frontage Road – Plum Creek Pkwy to Crystal Valley P.	Construct curb and gutter, sidewalk, and intersection improvements along roadway.	\$6,150,000	<i>Option 1</i>
20	Prairie Hawk Dr Widening – Wolfensberger to Plum Creek Pkwy	Widen roadway to four lanes	\$6,290,000	
21	Wolfensberger Rd. at Prairie Hawk-Intersection Improvements	Add additional turn lanes to intersection	\$410,000	
22	Roundabout: Coachline Rd at Foothills Dr	Existing intersection is 4-way stop controlled. Conversion to a roundabout will improve efficiencies and improve pedestrian safety for school	\$1,330,000	
23	West Frontage Road Relocation	Relocate the west Frontage Road along I-25 between the Plum Creek Parkway and Dawson Ridge/Crystal Valley interchanges to the west side of the BNSF railroad tracks (2-lanes)	\$25,910,000	
24	Founders Pkwy Corridor Improvements	Capacity problems are forecasted for this corridor near I-25 and Meadows Pkwy Interchange. Widening of this roadway is necessary, or a new interchange near Blackfeather Road at Front Street	\$15,000,000	
25	Crystal Valley/Dawson Ridge/I-25 Interchange	Construct new interchange at I-25 (complete interchange with all ramps)	\$11,220,000	
Total:			\$156,410,000	

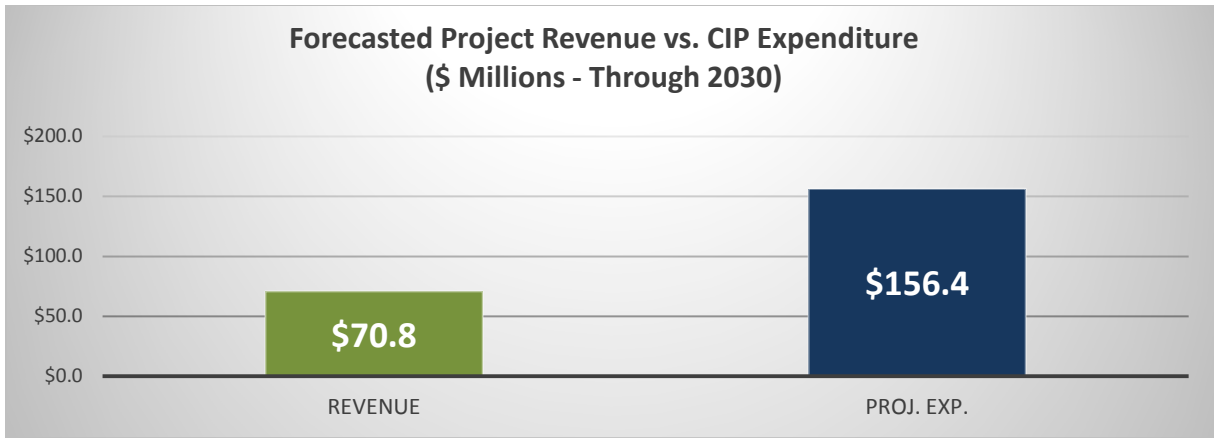
NOTE: Lines shown in table indicate the projected revenue funding lines based on impact fee level options discussed in this memo.

Listed project dollars are the current Town's share of the total project costs (costs attributed to specific developments, or existing partnerships, have been removed). These cost estimates are 2018 program level estimates and are based upon general unit prices (rounded to the nearest \$10,000) and not on a completed design. Also, future revenue contributions from future developments and State and Federal grants have not been projected for projects. It is likely that these will become available as the future plays out. However, to gain an accurate picture as things currently stand, no specific project contributions from these sources have been assumed.

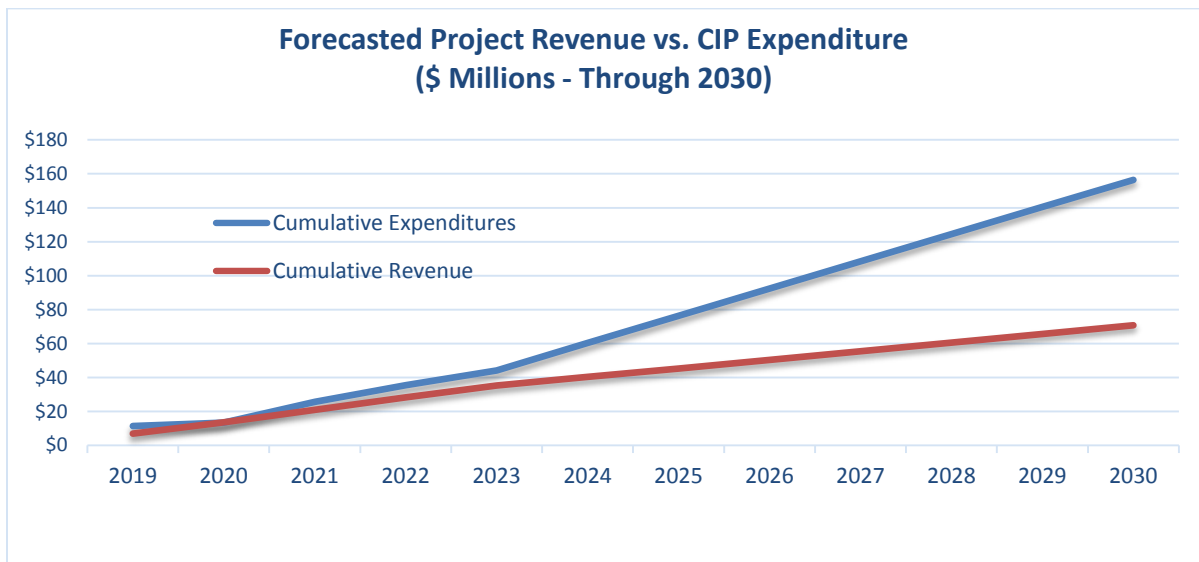
Staff has prepared an estimate of the available revenue for the Transportation Capital Fund (135 Fund) through 2030 for transportation projects using the following assumptions:

1. No changes to our existing levels of service for operations and maintenance are desired, and
2. No changes to our existing debt service, or fund transfers are desired, and
3. Current revenue and growth trends have been extended
4. No changes to existing development impact fees have been made

If these primary assumptions change, then adjustments to the amount of projected funding available for capital projects may be necessary as well as potential changes to project timing. Based on these assumptions, the chart on the following page identifies the existing funding gap currently estimated at approximately \$85.6 Million.



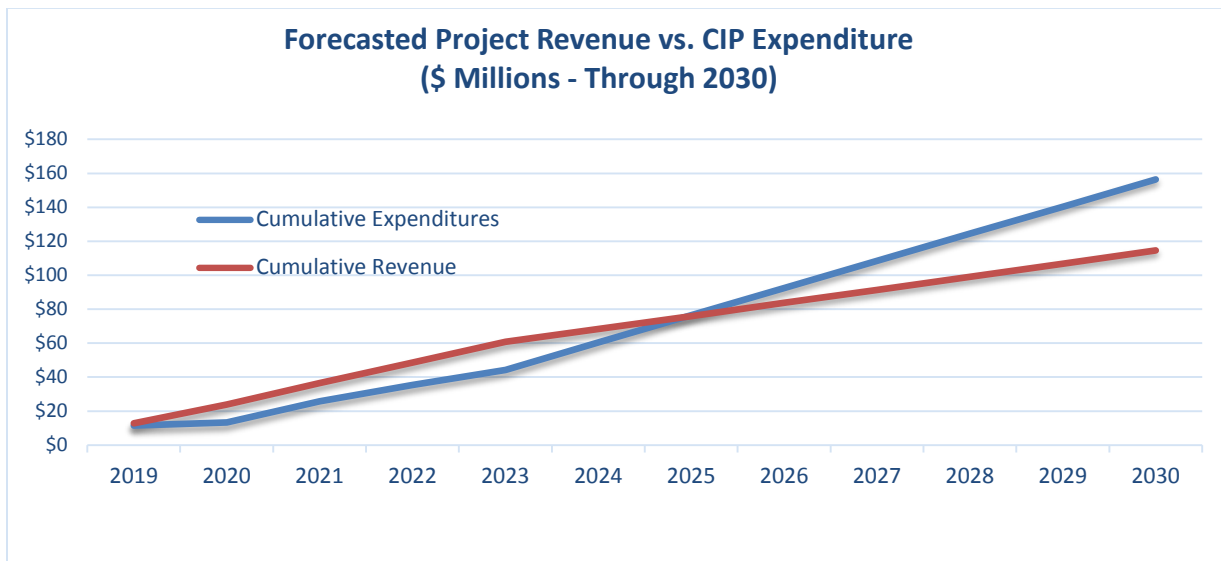
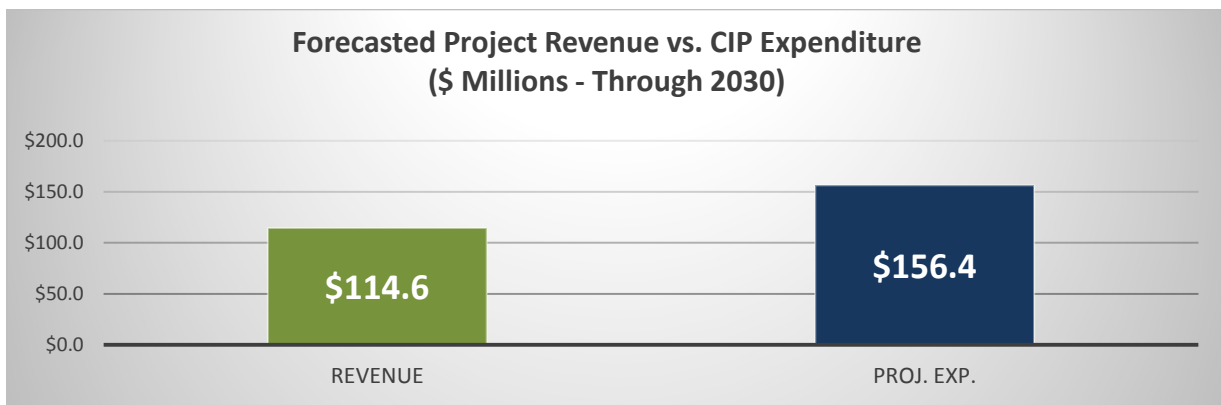
The above information is also shown in the chart below in a linear manner by year. Project expenditures beyond the proposed fiscally constrained five-year CIP have been equally distributed for two reasons: 1) The Town must maintain a balanced budget so expenditures cannot exceed revenues, and 2) Town Council has not provided direction on project priorities for these years. This graph is designed to illustrate the widening trend between forecasted revenues and expenditures.



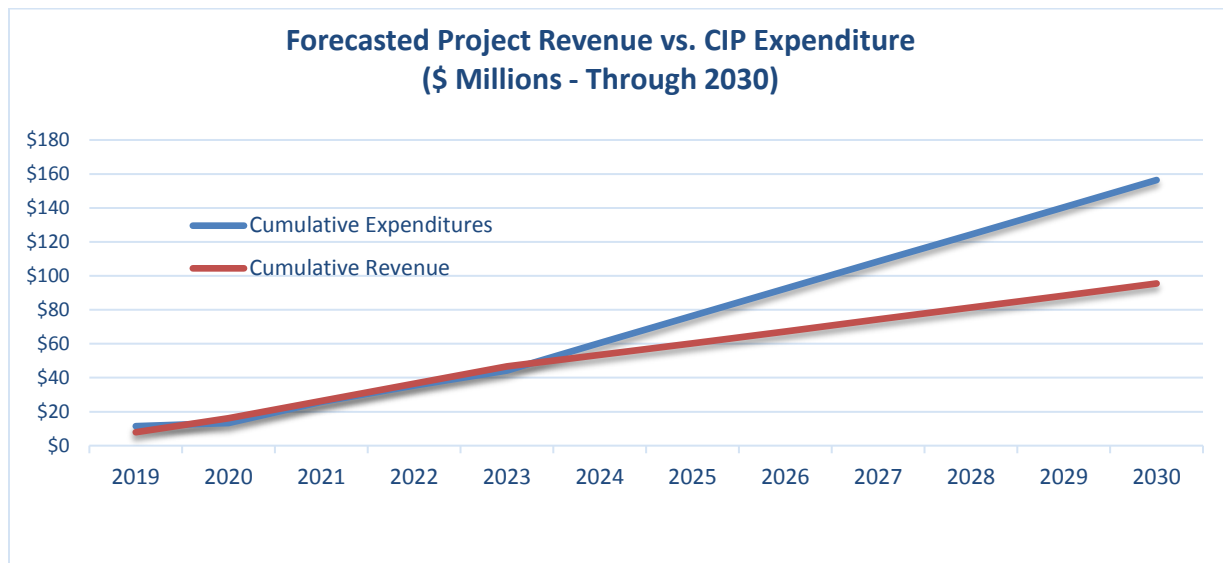
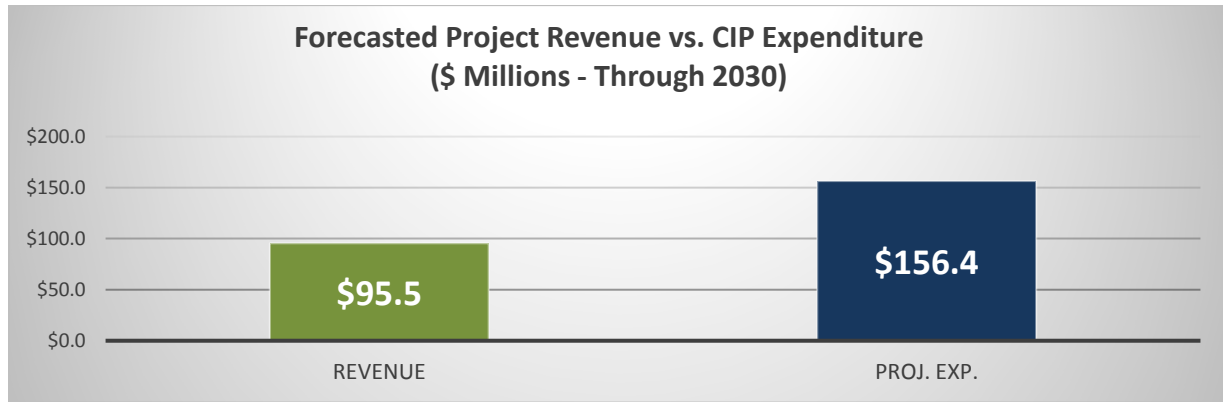
A current Town philosophy is that “growth should pay for growth”. Development impact fees and use tax are the primary revenue sources associated with this. Of all the revenue streams that currently support the transportation components, a large amount of funds, from sales tax primarily, is required to supplement current transportation impact fees and use tax to provide the revenue for the transportation CIP shown above. These are revenues that could be utilized to enhance the maintenance activities associated with existing transportation infrastructure. As the Town nears full build out, a shifting focus toward preservation over new growth will be important.

If maintaining the “growth pays for growth” philosophy is maintained, then adjusting the transportation impact fees to narrow this projected funding gap will be important. Two options for closing this funding gap with the adoption of the new transportation impact fees are provided here:

- Option #1: Adopt the full supported Transportation Impact fee schedule as provided in the current Impact Fee Study update. The following charts show this forecasted option including all current revenue streams into the Transportation Capital Fund (135 Fund) along with the increased Impact Fees. All dollars are in 2018 dollars as previously described in this memo. While inflation factors will need to be applied to both revenue and expenditure forecasts, they have been left off for a better representation in today’s dollars.

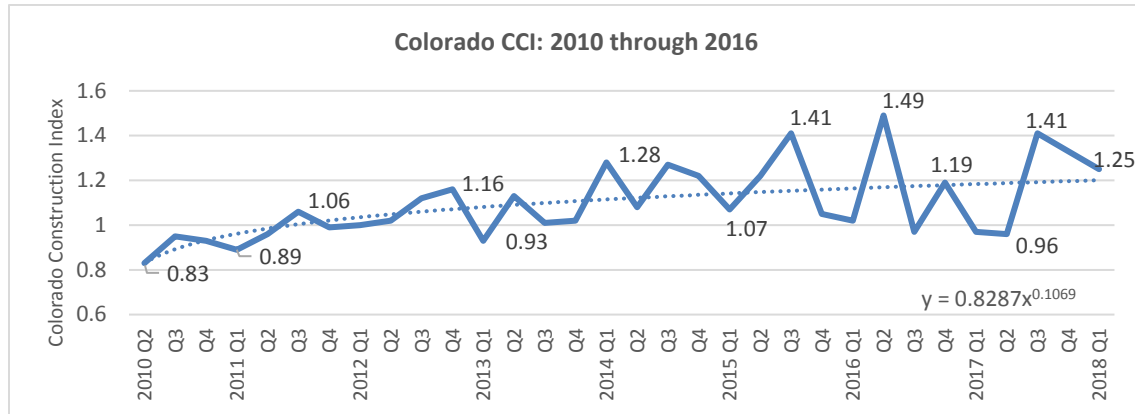


- Option #2: Increase the current Transportation Impact Fee by 15% annually over the next four years. The fully supported fee per the current Impact Fee Study update would then be applied each year after these four years. The following charts show this forecasted option including all current revenue streams into the Transportation Capital Fund (135 Fund) along with the increased Impact Fees. All dollars are in 2018 dollars as previously described in this memo without inflation added.

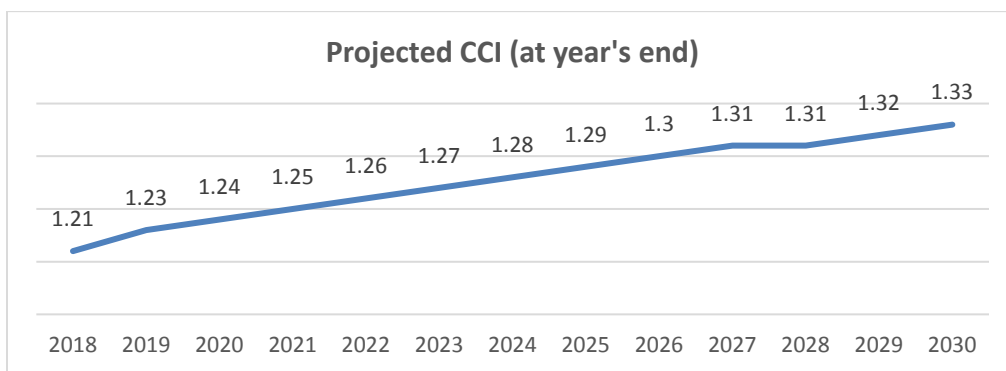


Fiscally Constrained Transportation CIP

Construction market fluctuations and overall general inflation are considerations that may influence future project selection priorities as well as impacts to Impact Fee revenue. The following graph shows the recent Colorado Construction Cost Index (CCI), which CDOT utilizes to track cost changes to certain elements associated with highway construction. As can be seen in this graph the fluctuations are volatile with the recent measurements.



Projecting the CCI through 2030 based on the best fitting trend line yields the following outlook.



This trend projects nearly a 1% increase per year. Because the CCI shows such wide variations per quarter, and tracks only certain transportation elements, a 2.5% annual increase to construction costs is recommended to be applied to project expenditures. To have revenues keep pace, it is recommended that a similar inflationary factor be applied to any approved Transportation Impact Fee as a minimum. Additionally, future Transportation Impact Fee adjustments that are made should also take into consideration any future project partnerships that occur.

Summary

This is a large subject, with several variables that will influence both the revenue available for future CIP projects, and the net expenditure of these projects to the Town. Staff believes however that a significant fiscal constraint exists within the next 12 years that limits the ability to construct projects that will assist with addressing the growing congestion concern. Raising the existing Transportation Impact Fee together with current practices of seeking funding partnerships and internal transfer of funds will greatly assist with reducing this constraint. It should be noted that while the current practice of transferring funds from the Transportation Fund into projects helps with major growth and congestion relief projects, it does inhibit the ability of the Town to use those funds for other projects such as Downtown pedestrian, overall mobility, and parking enhancements as well as addressing future transit needs, and further consideration of gateway and interchange beautification projects that have been mentioned as desirable for the community's character.

Attachment:

Attachment A: Fiscally Unconstrained CIP Projects Map

Project Location Map

