



**Public Works Committee
Meeting Summary**

Date: May 9, 2007 **Time:** 10:30 a.m. **Location:** Room 391

Members Present: Johnson, Brown, Lehmann, Mackenzie, Montero, Robb
Members Absent: None
Other Members Present: Hancock

Agenda:

Facilities Planning & Maintenance - On-call contracts
 ACS Parking Management Contract
 Broadway NEPA: Preferred alternative

1. Facilities Planning & Maintenance - On-call contracts

Committee Action

The Committee:

- approved increasing contract capacity to \$10 million for on-call construction contracts.
- asked that the terms be extended beyond the proposed May 2008 date to cover the Democratic National Convention (DNC).
- will receive a request to increase and extend Haselden on-call contract on a consent agenda.
- asked for specific information on how DNC money will be tracked.

Summary of Discussion

From Facilities Planning & Maintenance (FPM), Robert Alson, Design Engineering Supervisor, and Julia Fitzpatrick, Project Management Supervisor, presented the request to amend the current on-call contracts as follows:

	White Construction Group	Interlock Construction Co.
Current maximum amount	\$4 million	\$6 million
Proposed maximum amount	\$10 million	\$10 million
Current end date	May 2007	May 2007
Proposed end date	May 2008 (will be extended)*	May 2008 (will be extended)*

The discussion included the following:

- *The terms should be made longer to some date after the DNC to ensure coverage.
- On-call contracts provide a strong, on-going relationship with companies that are ready to start work quickly when needed.
- New requests for proposals are being prepared for advertisement.
- FPM made the decision to extend the three current contractors due to the Democratic National Convention (DNC), which will probably require several short turn-around projects.

- The \$10 million is contracting capacity; it is not anticipated all will be used.
- Any work for the DNC will be paid for by others, not the City.
- Council should be informed of any substantial projects utilizing these contracts.
- Some of the projects executed by on-calls include repairs at the Botanic Gardens; Smith Road jail, car impound lot; animal shelter; police administration building; Council Conference Room.
- If any project is over \$75,000, two or three of the contractors are asked for estimates.

2. ACS Parking Management Information Systems Contract Extension

Committee Action

The Committee approved a new contract with ACS for five years with two 1-year extensions possible, estimated at \$4 million per year for a total of \$20 million.

Summary of Discussion

Rob Duncanson, Director, Development Engineering Services; Lindsey Strudwick, Director, Permit Operations & ROW Enforcement; and Tim Carrier, Assistant City Attorney provided information to the Committee:

- Denver has contracted with Affiliated Computer Services, Inc. (ACS) for 18 years for back-office functions of tracking parking tickets as well as hardware.
- Over 600,000 citations and 8,000 boots are dealt with annually.
- A new RFP was advertised nationally in 2006.
- Two qualified bidders responded: ACS and Citation Management (CM; is associated with Duncan Systems, which supplies Denver's parking meters).
- Proposals were extensively reviewed by 3 technical committees and an executive committee.
- ACS was deemed to better meet standards in 6 of 7 performance categories.
- ACS proposed a per citation price of \$1.99 a 30% decrease from the current \$2.97.
- ACS will replace all computers and the hand-held devices used by the VCAs (Vehicle Control Agents).
- New services available include:
 - AutoView: vehicle-mounted cameras can scan 19,000 vehicles per 4-hour shift compared to 1,500 with hand-held devices.
 - PayLock immobilization: boot can be released immediately with a code provided after credit card payment of all fines, boot fee and unit charge (credited upon unit return) by phone, 24/7.

In response to questions from members, the following information was presented:

- PayLock is a subcontractor to ACS.
- PayLock boot unit charge is \$550; current boot is \$395.
- Current boot fee is \$50; an increase may be requested.
- Instructions are provided in English and Spanish.
- ACS and the City will work on a media campaign to inform the public of the new program.
- ACS will work with people who have no credit card.
- How quickly the person's credit card is credited when the boot is returned will be reported.
- AutoView program includes special event parking enforcement and residential parking permits.
- Residential permits will be tied to license plate; won't be able to copy permit placards.

3. **Broadway NEPA Process: Preferred alternative**

Committee Action

The Committee approved an additional \$280,000 to complete the NEPA (National Environmental Policy Act) process on improvements along the Broadway corridor at the interchange with I-25.

Summary of Discussion

Jason Longsdorf, Supervisor, Transportation Development & Planning, presented an overview of the Broadway NEPA process and the Consensus Committee's preferred alternative. The purpose of the project was to create a S. Broadway corridor that provides safe and efficient mobility for all modes of transportation – pedestrian, bicycle, transit and vehicular – which:

- accommodates the transportation needs of the neighborhoods, existing businesses, planned redevelopment, and the I-25/Broadway transit station area, and
- promotes the development and use of transit-oriented, civic, and neighborhood places.

The Colorado Department of Transportation (CDOT) completed an environmental impact study of the I-25/Broadway interchange to improve the geometry of the access to I-25. This was a very narrowly-defined study area, and the preferred alternative would create more problems along the Broadway corridor. The cost estimate for the CDOT plan was \$15 million, but CDOT could identify no funding by 2030.

The City's NEPA process encompassed the entire area bounded by Exposition on the north, the Consolidated Main Line tracks on the west, Arizona on the south, and Logan, I-25, and Lincoln on the east. This study area included more of the Broadway corridor as well as the adjacent neighborhoods and the Cherokee and Lionstone redevelopments. The cost estimate is \$25 million, and some of the funding has already been identified:

- Infrastructure Bond Priorities Task Force plans include \$5 million toward the interchange improvements;
- The board of the metropolitan district for the Cherokee redevelopment has set aside funding for some of the improvements; and
- The redevelopment on each side of Broadway will provide certain of the elements, some of which will be funded through the tax increment financing mechanism.

The Consensus Committee consisted of representatives of 7 neighborhood organizations, 5 commercial property owners and associations; and 5 government agencies. After an extensive meeting schedule, including 7 public meetings and workshops, starting in May 2005, the Consensus Committee unanimously approved a preferred alternative plan on April 19, 2007. The Preferred Alternative contains the following elements:

- grade separation of the high-volume southbound Broadway to southbound I-25 movement (the most significant accomplishment);
- 13.5-foot sidewalks and bulb-outs at most intersections;
- landscaped medians;
- multi-use trails;
- transportation demand management (TDM) and traffic calming tools;
- improved bus access/egress to the Broadway Station;
- additional north/south capacity on Broadway;
- parallel parking on Broadway and Mississippi with "trigger language";

- double left turn lanes at key intersections;
- safety improvements at northbound I-25 ramp at Ohio;
- additional 40 feet of right-of-way on Broadway, allowing for 8-foot sidewalks, 5.5-foot amenity zone, and on-street parallel parking;
- capacity is increased by providing double left turn lanes and the grade-separated southbound Broadway to southbound I-25 movement;
- medians used to help prevent “cut-through” traffic in the neighborhoods; and
- land acquisition south of I-25 from Cherokee and Lionstone, and north of I-25, several residential parcels and one business property need to be acquired.

Councilwoman MacKenzie was impressed that the committee reached consensus. She said that given the anxiety level of the community, this plan is a good outcome.

Mr. Longsdorf asked for the Committee’s approval to add \$280,000 to the contract with Carter Burgess to complete the last details of the NEPA process and the final report.

Gretchen Williams

05-15-07

S:committees/public works/summary