

URBAN REDEVELOPMENT AUTHORITY ADVISORY COMMITTEE
URAAC Minutes – FINAL
Thursday May 4th, 2023
Hybrid Meeting – Virtual & In Person at the Carver Room
1:30 – 3:00 pm

Committee Members	City of Steamboat Springs	Others Present
<p><u>PRESENT:</u> Jim Schneider Mike Lang Roger Levanduski Ryan Stone Josh Miller Dan Pirrallo Elliot Lawrence Caitlyn McKenzie Nick Sears Gavin Malia Catie Haynes</p> <p><u>ABSENT:</u> Charlie Roos Brian Bavosi</p>	<p><u>PRESENT:</u> Dakotah McGinlay Michael Buccino Gates Gooding Danny Paul Matt Phillips Kim Weber Tom Leeson Jon Snyder</p> <p><u>ABSENT:</u></p>	

AGENDA ITEMS:

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- 1. Call To Order..... 1:30pm**

 Gavin Malia established a quorum and called the meeting to order.
 Josh Miller moved to approve the April 6 meeting minutes; Dan Pirrallo seconded.
 The motion carried unanimously.
 - 2. Public Comment..... 1:33pm**

 None.
 - 3. Project Updates..... 1:35pm**

Gates Gooding, SSRA Manager:

Ski Time Square:

City Council gave us a deadline of May 2 to get that Alterra easement granted. After the last SSRA meeting on March 21, we've been working together, and it came in on April 17. So, we're good to go. There are a couple additional pieces we need to wrap up before we can say that it's complete.

The property on the north where Thunderhead Station was had only granted us a temporary easement for 2023 because there's a chance they might be under construction next year, so we need to get that extended. There's an easement vacation agreement between Parcel B and Alterra; Alterra signed that agreement as part of their granted easements; we're just waiting on Parcel B. They did sign a previous version of that and have said they're in full support. They might even have a pending sale dependent on that, so we don't have any concerns. But there's just a couple pieces that I'm still running down.

At the last SSRA meeting, there was a discussion about the Code changes coming. Those changes will disallow natural gas snowmelt systems. So, we need to check in with SSRA one last time and get final direction to pull the mechanical permits prior to that Code change. I got some additional information on CO2 emissions per your direction and went through an analysis of what the projected emissions are from the two different systems.

It's 10,000 square feet total, and this includes every property that we're installing systems on. This also includes Antlers and Parcel B where we're just putting tubing in. The Parcel B one won't be turned on immediately, but for the sake of this, I assumed it would be. The Routt County Building Department just put out a survey in support of their upcoming Energy Code update, and they made some assumptions about how many hours a year these systems would run. 560 hours a year on average for full operation and an additional 260 hours a year for what they call cleanup. Full operation is 150 BTU per foot, and cleanup would be 45 BTU per foot.

Natural gas has 1,000 BTU per cubic foot; electricity, 1 kilowatt is 3200. According to Google, 1 cubic foot of gas has 1 pound of CO2. I got a sheet from YVEA with their current carbon intensity, which stated that they're just over a pound of CO2 emitted per kilowatt that they deliver. The result of this is that currently, an electric system emits 2.3 times as much carbon as a gas system, which was kind of a startling result for me. So, I called our mechanical engineers and ran through this with them to make sure I wasn't making huge errors in my logic. They supported this. I have been on the phone with the Sustainability Council making sure I have their support as well. They're still looking at this, but they haven't poked any holes in it yet.

What this shows is that electric heat pumps are the way to go. Traditional systems are really inefficient. YVEA has said that by 2030 they're going to reduce the carbon intensity of their electricity by 80%. They're already 50% there, so it used to be really dirty. They're going to get another 30% by 2030. But if you see these numbers, it brings it basically to parody. The projection is you get a little bit greener than natural gas by 2030.

Then, I looked at what our operational costs would be based on this, and I got a different answer than our mechanical engineers had told us. This shows that natural gas would cost approximately \$15,000, and electric would be a little over twice that.

For the update to SSRA, hopefully this will give them enough comfort to let us go forward with gas systems.

Gooding reported that the head of the Torian Plum HOA still maintains that using an electrical system would kill their support for the project.

Miller: If it's a deal killer with some of the associations that prefer gas, I think it would make sense to stay with a gas system as was initially presented when we started this project.

Stone: Is it safe to make the assumption that these systems can be converted at some point in time from gas-fired to electric when the technology catches up?

Gooding: Yes.

Stone: The piping doesn't change? By doing this, you're not precluding a conversion to electric?

Gooding: You can always swap it. Right now, the heat pumps are so weak that you need to have huge holding tanks to build up excess heat capacity which you can deploy. It's not practical.

Gooding showed an updated schedule.

Gooding: We just had a meeting with contractors last week. We got good feedback. The contractors said you should bid this as soon as possible. They'll all make time for it. So, our current plan is to advertise for bid on June 15, open the bids by August 1, be under contract by September 1. That would allow some preliminary work to happen from September 1-November 1. The majority of the construction would occur next year between April and November. We feel pretty optimistic about how things are looking.

McKenzie: Can you get competitive bids? How many people were interested?

Gooding: We had three general contractors come. We're requiring an in-person meeting to be a bidder. That will weed out some Front Range people, but hopefully we'll still get good representation.

Gondola Transit Center:

We just got design updates together with an updated cost estimate. We've got a half a dozen design sheets now for the GTC and for the Meadows. There have been a bunch of refinements in this design. We're now showing 11 bus births instead of 9, some more detailed landscaping, and thinking through how big the queuing area will be, for instance; a lot of little details that facilitated estimating the project.

Gooding showed a conceptual layout of the GTC and the Meadows.

Gooding: They looked at potentially expanding the parking lot up above to account for the lost parking at Meadows. This incorporates some updated assumptions about water quality and wetland disturbance, thinking through how some of the plaza areas would actually work.

Gooding showed how Concept 1, which closes Mount Werner Circle, would work. Only emergency vehicles and buses would be allowed to pass through.

Gooding: We also got a traffic analysis of the off-site impacts of this project. This shows what the expected level of service will be at all of the study intersections looking out 20 years. The two red intersections are Mount Werner-Mount Werner and Pine Grove-Mount Werner, meaning they would fall below acceptable levels of service. This basically tells us that we need a new roundabout at Mount Werner-Mount Werner. At Pine Grove-Mount Werner, we would need a left-hand turn lane coming from the north along with some signal optimizations. Those are the two major off-site impacts that are becoming part of the overall project scope.

So, the concept looks like:

Meadows improvements, a gondola between the GTC and Meadows, GTC improvements and the two intersection upgrades.

The consultants used that concept to come up with a preliminary estimate. The headline number is \$51 million. This is a very rough, early estimate which represents probably the high end of the range of what we might expect. We were discussing with Alterra looking quickly at how much can we pull back out of this, and we think the range we should discuss is 40-\$50 million. It's huge. I went through and pulled out the likely URA share, and that comes to \$15 million for improvements at the GTC alone. That includes design and contingency, but it does not include the Mount Werner-Mount Werner roundabout. If we paid for that as well, we'd be at 18-20 million for the URA contribution. This estimate was broken down looking at the expected utility cost for the GTC; there's a page for the GTC, Meadows, gondola. It's a fairly detailed summary of projected costs, and we feel like this is a pretty dependable number.

Buccino: Where does the remaining money come from?

Gooding: Alterra said they think they could bring 26 to the table right now.

Buccino: That's a lot higher than I had heard, so impressive.

Schneider: That's what I'm hearing.

4. Activity Plan/ Funds Flow Update.....2:05pm

Kim Weber, City Finance Director:

I want you to understand the theory behind the numbers and how quickly they can change because of how this is calculated. Property tax isn't too tough to figure out. If we think about the base area as a circle, it has a certain base property tax. Then, there's the TIF that the SSRA gets; it's been fairly steadily growing over the years. In 2006, the SSRA got \$106,000 in property tax; in 2022 it was almost \$3 million. You've probably all seen that assessed valuation is looking to skyrocket, which would increase your property tax. However, there's legislation going on right now that could lower property tax. So, in the projection, we built in a 4% increase for next year.

Sales tax is a bit more firm. In 2004 in the base area, there was a sales tax amount set. We said this is how much city sales tax, 4%, we received from that area. Every penny that is collected greater than that base goes to the SSRA; the city general fund doesn't get it. In 2009, it dropped below that base by a significant amount because of Ski Time Square being torn down and because of the recession. It's not like the SSRA has to pay the general fund back, but in 2009-2011, the SSRA didn't get any sales tax funding. But it built back up, then it doubled in 2022.

Weber showed and explained what was collected in 2022 and what that meant for the SSRA.

Weber: When Gates and I say sales tax might go down by 20%, we're not saying sales tax in the area is going down by 20%; it's the TIF going down by 20%. It's really hard to predict because a small change in sales tax is a big change for the TIF.

In 2023 projections, in January and February, it went up by 15%; the TIF went up by 32%. So, we have \$600,000 from January sitting in there ready to go to the SSRA. Same thing for February with \$400,000, so there's \$1 million that has been allocated to the URA.

We're projecting that the area itself will have a 5% increase in sales tax for the rest of the year every month, which would mean a 7% increase over 2022, which was a really good year. So, I wouldn't call this a conservative projection because in March we saw a 5% increase, and March was pretty good. We showed \$2.7 million in sales tax.

Looking out to 2024, thinking things are probably going to drop somewhat, we put in a 15% TIF reduction, which means sales tax in that area is projected to go down between 4 and 10% from 2023, which would be about what was collected in TIF revenue in 2022. So, about \$2.3 million for 2024.

From there, we held it steady. The sales tax varies year over year so much that it's really hard to predict. We had that 2023 was going to be down; it was way up. So, that changes your numbers that you have to spend so significantly, but I worry about you saying oh, we have an extra \$6 million in 2029 to spend because one blip in the economy, and that area gets hit so hard that, that \$2.3 million can be gone like that. In 2019, you had \$1 million of revenue; it went down to \$370,000. It's magnified by how a TIF is calculated.

Levanduski confirmed that those projections do not take into account future development in the URA area.

Weber: I don't know when they'll come online. Knowing when that actually hits the assessor is the wild card for me.

Gooding: We have \$2.8 million in there for the GTC, and we're now with those projections ending up with an extra \$6.6 million in 2029. Danny and I discussed this, and now, if we have a project that has unprioritized funding in there, it will sum to 0 on the black line above it; before, it would still show the budget there.

We've had \$4 million under Other Phase III Activities in 2029. I think the purpose of that was for the Mount Werner-Mount Werner roundabout that's now back in the discussion because of the GTC.

Starting next year, I took all of the available cash and allocated it to the GTC. From 2023-2026, this comes to \$15 million. Starting the year after the GTC, we need another \$4 million for the Mount Werner-Mount Werner roundabout. I unprioritized everything I needed to make sure we never had a bust in our budget at the end of the year. I put as much as I could toward the GTC and this roundabout. If you add up the entire capital budget from now until 2029, based on these current projections, we have \$31.2 million left to spend.

We have an extra million in the plan, so it should be \$32 million.

We already have committed to doing Ski Time, and our current estimated budget for that is a little over 4.35. If we add \$15 million for the GTC and a midpoint projection for the roundabout, this leaves us with \$9.2 million left. When you add up the uncompleted Complete Streets projects, that's \$9.7 million. The remaining promenade extensions are 6.9. That's a total of 16, which leaves us with a \$7.3 million deficit. We haven't even estimated the Apres-Ski Way underpass, Burgess Creek intersection improvements or the Highway 40 roundabout. This is going to feed into the metro district discussion.

We've done multiple project rankings in the past. The GTC has been right up there since 2014. The most recent had a top tier of the GTC, the Mount Werner-Steamboat Boulevard roundabout that was completed, and Ski Time Square. The whole plan is in response to this ranking.

The mid-tier activities were Complete Streets and promenade extensions. Then, you start getting into the lower tier with Burgess Creek, Eagle Ridge Drive intersection, the underpass.

Should we do another prioritization? Some of these projects have become unnecessary. Some of the assumptions that were made when the list of Phase III activities was made have gone out of date. Are we comfortable acknowledging that some of these things will never happen? Do we need every single one of these things to be in play when we talk about the metro district plan? How do we think about this? Do you want to put this on a future meeting agenda to actually go through the remaining project activities and redo the rankings?

Malia: What did you mean when you said they should be included in the metro district plan?

Gooding: It's kind of like our list of Phase III activities. For the metro district, they're going to identify a list of projects that they can spend the money on. Alterra has offered to include a bunch of these projects in the service plan that are getting kicked off our list because of our higher GTC budget. So, they would be able to backfill some of these in future tranches.

Schneider: I never thought we were going to try to complete every project on this list. I didn't think we ever thought we would have the money to do so. The metro district has to be used for public infrastructure, so we agreed to include this list, basically, as projects that could be done by the metro district over time as development occurs.

Malia: And they can be off site of the metro district.

Schneider: Yes. We're not going to do something west of Steamboat; it's going to be in the base area.

Stone: They have to show benefit to property owners in the metro district. There will be a legal opinion confirming that, and I don't think the lawyers have objected to date.

Gooding: There's two things that happen here: Our budget becomes constrained. I know for most of the history of the URA the budget has been constrained until the last couple years. I know this prioritization has really meant something in the past, and here we are again.

If we commit to the GTC at the numbers we're discussing, then that takes us basically through 2028; it sucks up all our cash. So, really, we're planning for one year because we don't know what's going to happen in future years. We would need to determine what we want to try to get into the metro district plan. If it's true that we can get these other project activities into the metro district plan, right now we have \$30 million that we can spend on public improvements to the URA. If we spend the majority of that on the GTC, but we get Alterra to backstop it, then we end up leveraging that private investment and get a larger total investment in this same set of activities that we have previously identified. That's making a lot of assumptions about what's possible to achieve through these metro districts, and there may be some legal limitations to how far we can go with that. But if that happened, to me it feels like we can have our cake and eat it, too. We can go for the big GTC project and, in effect, not have to make any compromises except on timing. We can talk about control as well; the metro district would be largely in charge.

Buccino pointed out that there could be multiple other developments coming online by 2028 and increase the property tax.

Miller: Are all the projects that we still have identified as priorities eligible to be funded by the URA?

Gooding: Yes. Malcolm recently told me and a bunch of us that he wants to retire this year and that this project is just too much for him. Negotiating the PIA was going to be more work than he wanted. So, we have approached Butler Snow, who Alterra has paid for, that the city hired to review metro districts, and asked if they would be interested in also covering URA legal representation. They said they would and that they would deliver us a terms sheet sometime soon. Dan Foote is in charge of that, and he is going to turn them over as soon as he gets them signed up. But Dan wants to do another legal review of this GTC project just to make sure that everything is Kosher. There's a small risk that they say we can't do it.

Malia: There's also a small possibility that they would say the gondola is eligible.

Stone: Are they going to look at the entire project list?

Gooding: They would. The ask in particular was GTC first.

Pirrallo: Aside from the gondola, we never had an opinion that any of the activities we prioritized in the past would not be eligible for URA funding.

Schneider: When the 2015 law came about, I think the purpose of that was to identify a set list that could be funded going forward.

Gooding said he provided the blight study to Butler Snow, which was paired with the reinvestment study that identified the projects that were proposed. That included GTC improvements. There was also a 2015 City Council resolution that identified Phase III activities.

Gooding: Are you guys all in favor of moving forward with the GTC if it costs us 18-\$20 million and results in a \$7 million deficit against Complete Streets and promenade extensions?

Lawrence: Does this contemplate the city putting any money in?

Gooding: No. I don't think this would be a high priority for the city.

Lawrence: I mean the Pine Grove Road improvements and all that.

Gooding: It's all between the URA and Alterra.

Paul: That doesn't account for developer contributions, which we just collected a chunk of change from the Anvil project. The way the city's traffic standards work is if development occurs, they have to mitigate their share of the impacts to intersections. The Anvil did a study that concluded it had an impact to these intersections and therefore had a contribution that's not accounted for in any of this similar to any other development, a few of which may have already been approved.

Schneider: I mentioned to Gates the other day that at one time we had a very significant number for the GTC in 2027-2029. It was \$15 million back then, right?

Gooding: Part of the story that I'm going to tell to the SSRA s until the recent Alterra proposal, URAAC was carrying \$14 million to redo the GTC and made an assumption that almost \$4 million would be grant funded; looking at 10.5 coming out of the project activity plan. It was put in '28-'29 because it was revenue constrained back then, and the thinking was we have to save up the money in order to be able to do this. In this plan, we still don't have enough money, but we have had some initial conversations with Alterra that it may be possible to enter into a reimbursement agreement and have them front the cash for this. Then, we would just reimburse them as revenues became available.

Malia asked if that would also undergo a legal review.

Gooding: We already have reimbursement agreements in place with them that are much smaller.

Lawrence: It was done for the restrooms on the promenade.

Malia: But some of the reimbursements could extend beyond 2029, I would assume, so how does that get done?

Schneider: The URA expires in terms of its ability to collect revenues; you can still spend money.

Gooding: If we can't get a guarantee that the metro district will backfill these projects, we have to cancel if we do the larger GTC. Is URAAC in support? Is this the right way to spend two thirds of the remaining projected budget?

Stone: What I've heard in the past is that the reason the prioritization exists is because that's the priority. So, I think you start at the top of the list and work your way down and get as much done as you possibly can.

Schneider: That \$7 million that's left to me is projects we were never going to complete anyhow.

Sears: From what I've seen so far, the GTC is the #1 priority on this list. That's what we commit to.

Malia agreed.

Pirrallo: I think the GTC is the biggest impact and the biggest issue that needs to be addressed long term for the success of the base area. So, I think we make it a commitment up front to focus on the GTC and monitor the revenues over the next few years to see if we can work in some of the other projects that rise to the priority list. Then, work with Alterra and the metro district to fund some of these other activities that potentially could have an impact in the overall success of the base area.

Lawrence: I'm supportive pending a legal opinion on whether this metro district can fund this and pool these resources. My perception is that we were going to try to complete all the other projects on the list: Complete Streets and everything else that we had listed on there. So, I would like to see some commitment on trying to get as much of that completed as possible. But I'm supportive of prioritizing GTC as the number one project after Ski Time Square gets done. Wasn't there another component of Ski time Square after we did Complete Streets?

Gooding: There had been discussion, but it's unprioritized. Originally, the thinking was that the project was going to be in two big phases. We pushed everything into one phase for logistical/practical reasons for the main part of the project, but there was still some outlying baggage from the snowmelt discussion. The project is improving the streetscapes in front of Torian and Kutuk, and you have all these other properties that are coming. There had been some discussion that maybe we want to go back and improve their streetscapes as well. The Committee decided to have a small gesture for a second phase in 2029, but then it's been unprioritized.

Leeson: The public improvements at the metro district are included in the service plan for after the gondola. What other public improvements are in there beyond these?

Schneider: I think that's to be determined based on development.

Lawrence confirmed that there will be a board that oversees the metro district elected by the property owners within the metro district, which is Alterra.

McKenzie: So, Alterra would be running that board?

Stone: At the beginning until they start selling property, and then other owners can run for those board seats.

Leeson: And they're likely to approve those public improvements that directly affect their projects before they're going to approve these. So, by including these I think it's a good thing, but there's no guarantee the metro district will pay for these.

Sears confirmed that Alterra would get to divide up the metro district if and when they want to sell certain parcels.

Sears: Alterra could subdivide this into ten parcels, so there would be ten board members.

Stone: There's a statutory outline for how the boards are created.

Gooding: There's a lot of unknowns with the metro districts; it's pretty dense legal stuff, and we're working through it and seeing what's possible. Whether some combination of language in the metro district and the PIA can give us a little bit more of a guarantee that certain projects will be completed or not is still to be determined. Obviously, we're going to try from the URA perspective to get as much certainty as we can, but we'll see. Part of it is what's legally possible, and the other part of it is what's practically possible through the negotiation.

Stone: I see no downside whatsoever in including URA identified projects within the service plan as eligible projects.

Gooding: We just have to make sure it's a meaningful inclusion.

One of the big questions that came out of the City Council meeting on Tuesday was should they consider approving the metro district plan prior to the PIA. Everybody has been assuming that the PIA is going to take until at least the end of the year to negotiate, but Alterra needs metro district approval by August 22 from City Council in order for it to be on the ballot this year. The discussion that we just had is that 100% of the proceeds from the first round of bond issuance would go towards the GTC project. That's where the \$26 million comes from. From the perspective of getting the project done, it's really in our interest to see that these metro districts get passed. That's not necessarily aligned with the city's interest. But in an effort to work this cart before the horse deal out, we were brainstorming last night and saying maybe it would be possible to come up with a basically binding version of the LOI – an updated, much more detailed binding agreement that lays out what the terms are anticipated to be in the PIA to an extent that would let the city feel comfortable signing those metro districts and not signing away all their leverage in this negotiation.

Sears: Is the city against the metro district?

Leeson: I don't think the Council is against it. The metro district itself is pretty boilerplate. It's the public improvements agreement between the city and the URA that is really the most important document. The metro district itself doesn't really accomplish anything without the PIA. That will outline who pays for what; who's responsible for what; what the timing is and all the details.

Gooding: This conversation is central to what we're going to be discussing at SSRA on the 16th.

5. May 16 SSRA Meeting2:20pm

Gooding: I'm going to present the Ski Time updates that I discussed with you, and we'll hopefully get the final go-ahead to pull permits as we need and move forward as fast as possible with the project.

On the GTC, we'll present the project updates that I showed you, design, traffic impacts, the new cost estimate. Start talking through the PIA and metro district conversation.

Gooding asked members to express their level of support for the GTC project: Is this an unequivocal support because it's #1, regardless of the impact on the workplan? Or is this a contingent yes if we get the metro district to somehow backstop some of these projects from being lost? Obviously, we want the latter; are we accepting the former?

Lawrence said his support would be contingent.

Malia expressed support regardless.

Miller expressed his support to move forward without it being contingent on the metro district.

Levanduski agreed.

McKenzie: I would be on the side of Elliott that if you're starting the Ski Time Square project, keep the money aside to finish it all the way because it might not come back through. But quality versus quantity; get the main project done.

Gooding: So, I'll tell them that there was broad support with some concerns as to what's possible to accomplish through the metro district.

Sears: I think you need the metro district to make this work.

Gooding: Yes, but it could still work without having a 100% guarantee that the metro district is going to come back and complete these other URA projects in the future.

McKenzie: Can we do anything to get the PIA finished sooner so the city can see it?

Gooding: That's why we're going to try and get to this PIA light. Maybe it won't work, but that's our best guess.

Lawrence: Why would we do this if we didn't have the gondola paid for. What's the point of doing – in the whole scope of the GTC. I think it's not feasible without the metro district.

Stone: Say the metro district doesn't happen, or they don't step up, what do you want to do?

Gooding: That's a conversation to get into for another day, but the project team and the design consultants did look at this.

Gooding showed a matrix with priorities based on stakeholder feedback.

Gooding: Their highest priorities were building capacity for future growth, SST, pedestrian safety and reducing traffic congestion.

Gooding: The concept with the gondola has the best score, which just means it supports these priorities better than the others. With no gondola, it's not as good, but there still could be an argument for moving ahead with the project without the gondola. It would still improve things, and we could be ready for the gondola to come in the future.

Without a gondola, this concept still performs better than the other concept we looked at with a gondola. I'm going to present that to SSRA.

The other things we're going to ask for:

We need a supplemental appropriation to continue design if we can convince the SSRA that this project is worth committing further to given some of the uncertainties that it has right now.

We're going to ask for an additional meeting on July 18 to come back with more details.

Paul: This plan is dependent on multiple years of revenue, and our Council can only authorize funding one year at a time. How does the city do that if we're not doing this as a bonded project?

Lawrence: That was the question I had. There are Council seats up for election this year. If you get a different Council in there, are they going to be supportive of this?

Weber: It would be a risk for Alterra because it would be subject to annual appropriation and actually having the money in the fund. If the money wasn't there, there's no money to pay. I would think the agreement would be set up that the debt would be paid first. The property tax won't take that big of a plunge, but sales tax could.

6. Base Area Planning Update.....2:40pm

Gooding: Brad Calvert from Planning was supposed to come and give us an update on the MAMP implementation and the MAC and design guidelines, but he ended up being out today.

7. Other Business.....2:50pm

Gooding: George Noyer would like to have some drinks at La Fiesta on May 17 from 4:30-6. I'm going to notice it because it's going to be a public sendoff for George.

Gavin's term as co-chair is up, so we need to have the election today to re-elect him or elect somebody else.

Dan Pirrallo moved to appoint Gavin Malia as co-chair for another term; Ryan Stone seconded. The motion carried unanimously.

Gooding confirmed with the Committee that they did not feel a reprioritization of project activities was warranted at this time.

Stone wanted to look at a list of the activities remaining.

Haynes: How much has the prioritization changed over the years?

Gooding showed the prioritizations over time.

Paul: I would say it's generally consistent between prioritizations.

Malia: The reason they change in priority could be because a property owner steps up to the plate to commit to something, or Ski Corp does. That has happened with the escalators and the ice rink.

Sears: I would like to see a schematic of the proposed extensions to the promenade. I think it's nice the way it is now; I'm not sure an extension adds a lot to it.

Gooding: We're going to start looking at the 2024 budget. We need to present a draft budget to the SSRA on September 5. So, we'll have three meetings to get a draft budget in shape between now and then. We'll have two meetings after that to finalize it.

Gooding confirmed that members would like to hear quick updates of activity at the base area.

8. Adjournment.....3:00pm

The meeting adjourned at approximately 3:00 p.m.

UPCOMING MEETING CALENDAR:

URAAC: June 1, July 6 (Carver Room for the rest of the Year)

DSC (Pirrallo, Schneider, Roos): TBD

2023 Tentative SSRA / City Council Dates: May 16, July 18, September 5, October 17