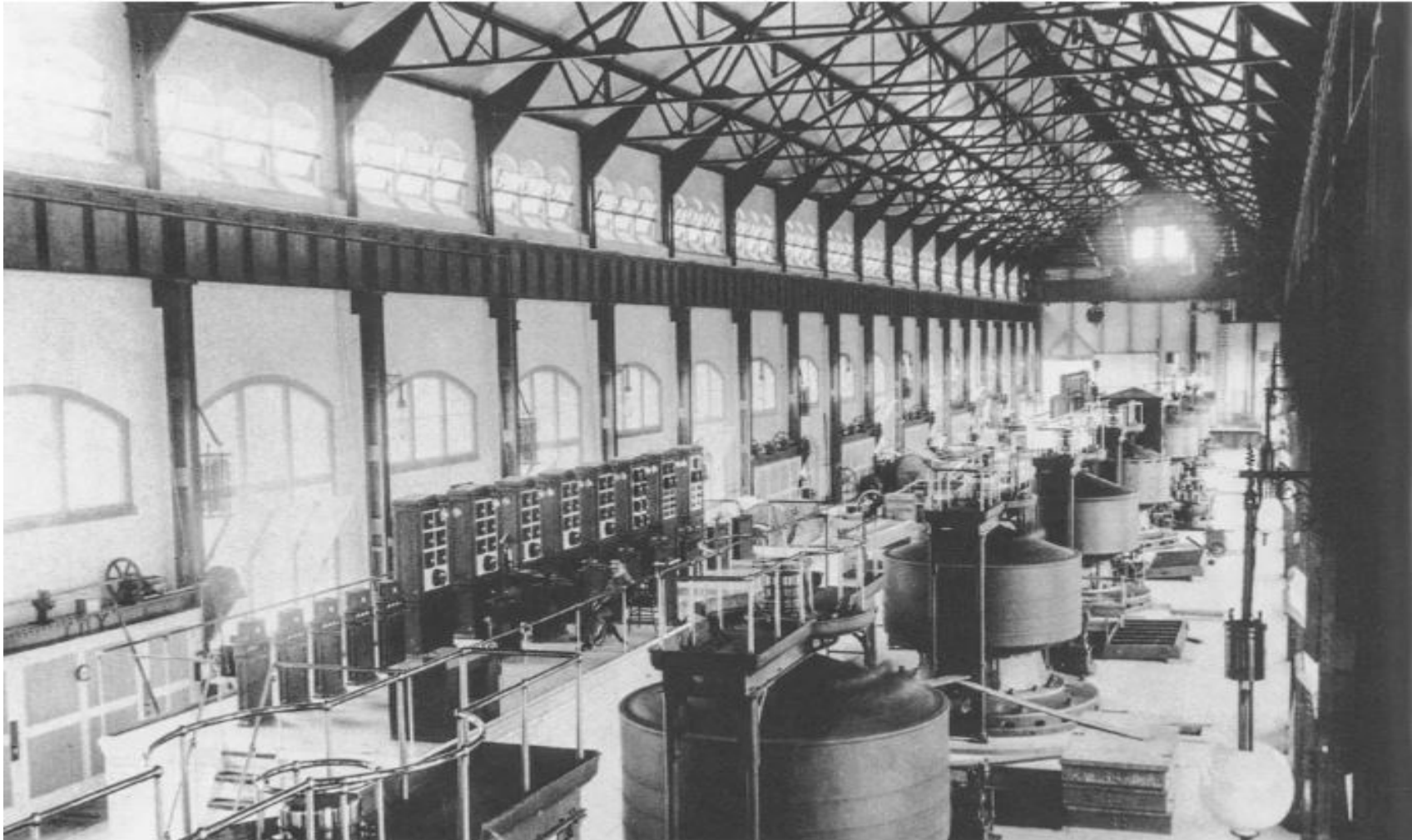


March 2020 Public Works Report

Capital Improvement Projects

Lynn R Morgan Water Treatment Facility (WTF) Expansion

Construction of the WTF expansion continues ahead of schedule and within budget. We will make a presentation to DOLA on March 18th, in support of a Renewable and Clean Energy grant application which covers roughly 40% of the cost of the turbine project if successful. Interesting fact: Nikola Tesla created the first hydro turbine electricity generator at Niagara Falls, which went into operation in 1896 (photo below).



Sustainability and Water Conservation

- Garden In A Box xeriscape program launched at the beginning of March for Erie residents and employees to purchase
- Composting bins have been installed in Town Hall, and a waste audit has been scheduled with Waste Connections for our recycling bins
- Electric vehicle charging stations have been purchased through a state bid and quotes for specialized electrical installers are being collected
- Earth Week Sustainability Advisory Board events are being finalized for the week of April 18-22



Lynn R. Morgan Water Treatment Facility (WTF)

Annual Daily Average Flow:

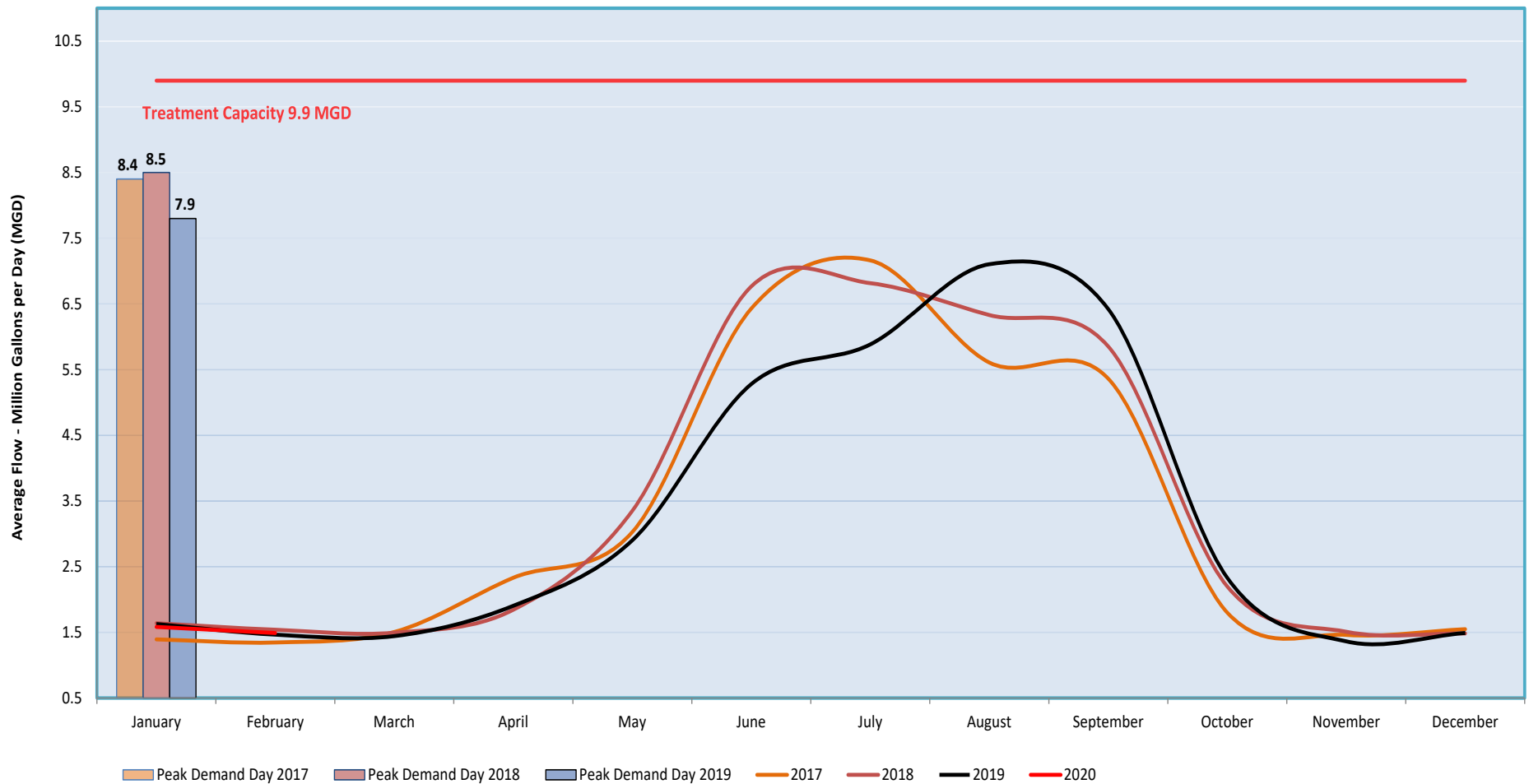
2017 - 3.3 (Million Gallons) MG

2018 – 3.4 MG

2019 – 3.3 MG

July 2017 maintains the record for the highest monthly average flows at 7.16 MG, while February 2017 had the lowest flows at 1.35 MG closely followed by November 2019 at 1.36 MG. Summer demands greatly affect the annual average due to outdoor irrigation. The daily peak demand (customer meter totals) of 8.45 MGD was in July of 2018. 2020 is off to an average start.

Average Monthly Production



Annual Daily Gallons Per Capita per Day (GPCD):

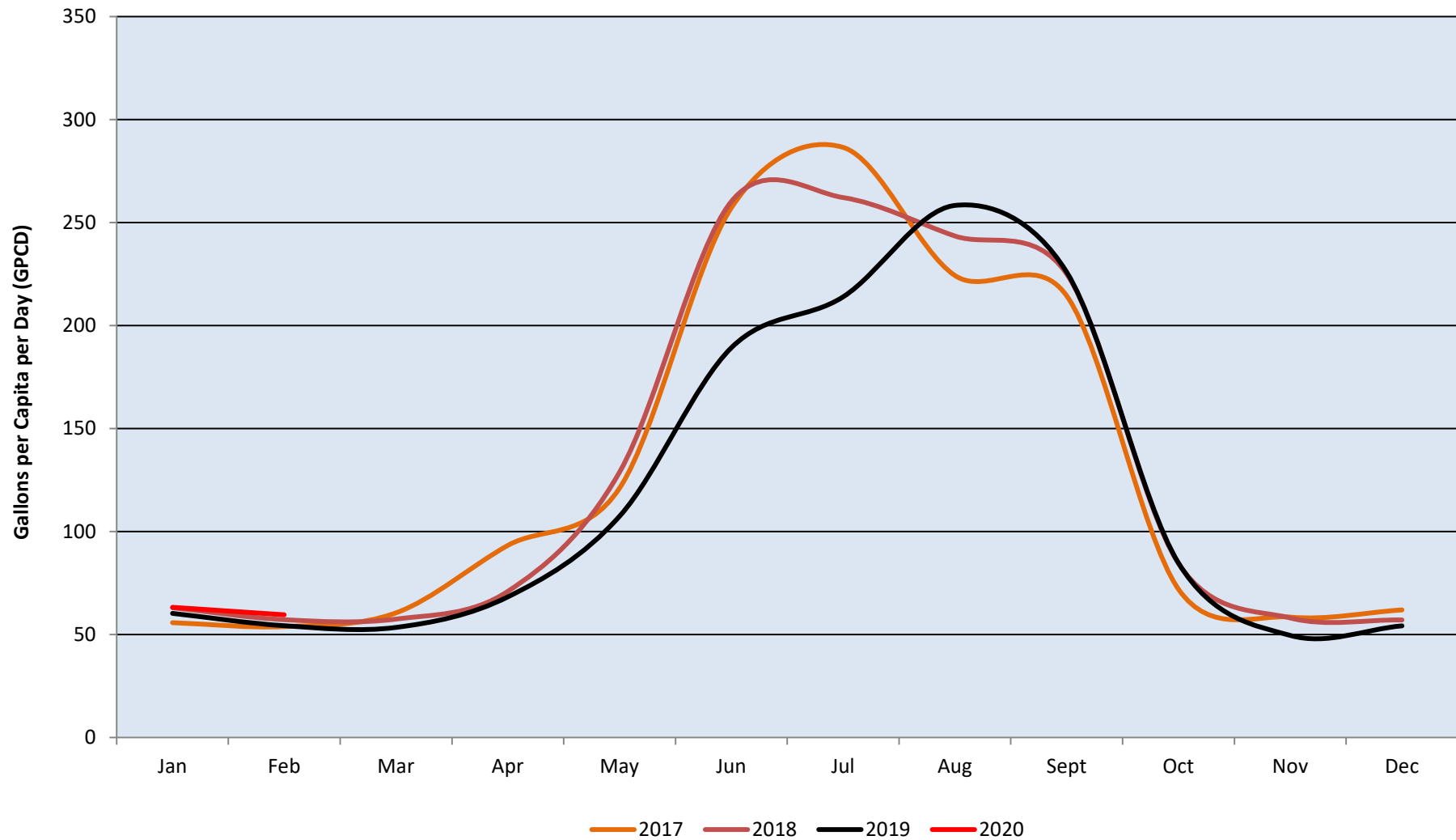
2017 - 130 GPCD

2018 – 131 GPCD

2019 – 118 GPCD

July 2017 had the highest average daily usage at 287 gallons GPCD. November 2019 had the lowest usage at 50 GPCD. This likely reflects an abrupt end to fall, the identification of leaks over the prior year, and overall lower water using fixtures coming with new development. Reducing summer irrigation and increasing reuse water availability will reduce reliance on treated water supplies in the future.

Average Daily Usage Per Capita



North Water Reclamation Facility

Annual Daily Average Flow:

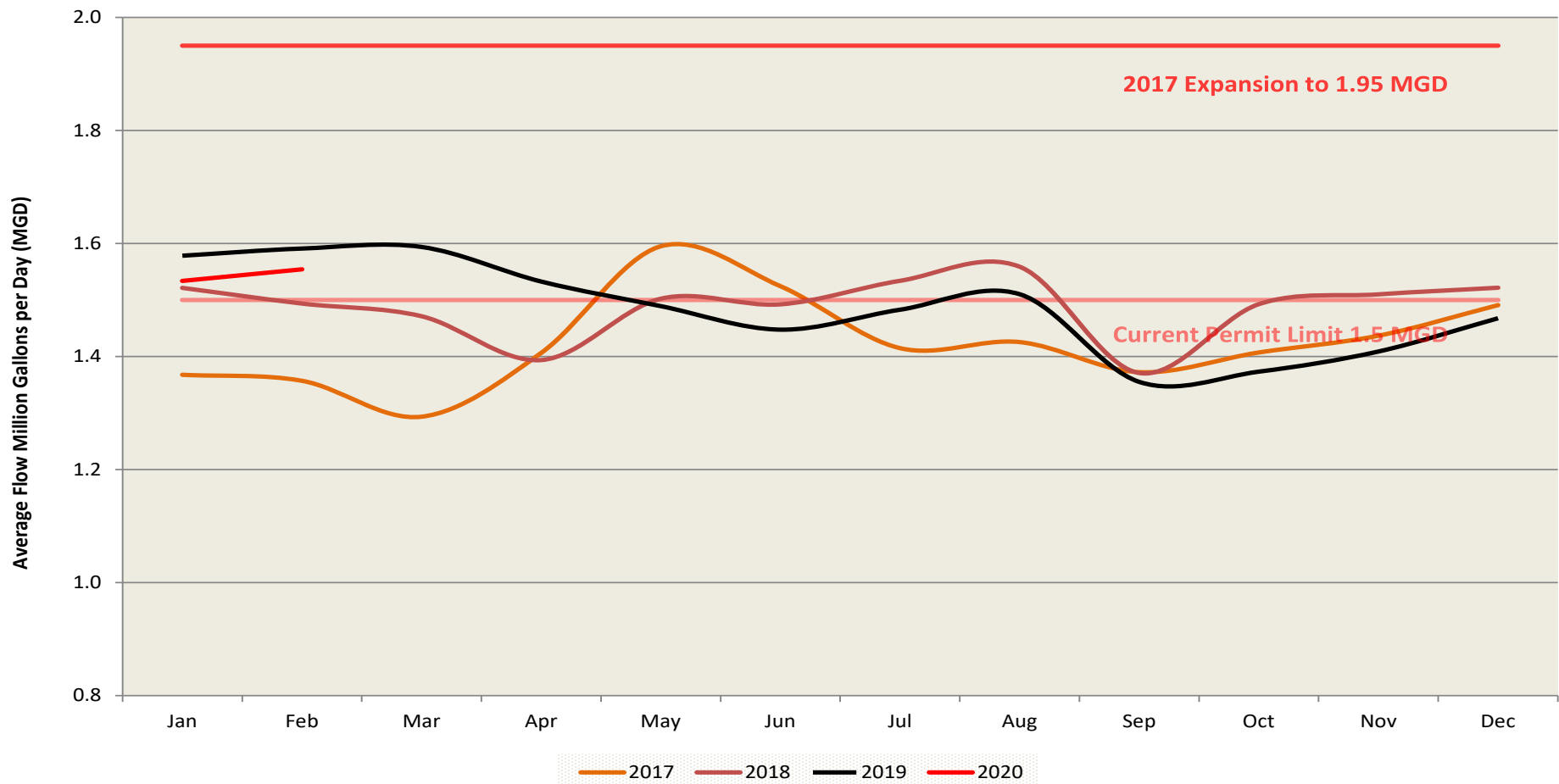
2017 - 1.42 MG

2018 – 1.49 MG

2019 - 1.49 MG

March 2017 had the lowest average flow of 1.29 million gallons per day (MGD). May 2017 set a high average monthly flow of 1.60 MGD. February and March of 2019 saw inflows of 1.59 MG. CDPHE is indicating that they will not be renewing our permit until as late as 2023 or 2024. The Water Quality Control Division and Commission have committed to increased responsiveness and outsourcing, as requested by Erie and other parties in hearings held March 9th. We consider this a great step in the right direction, and a success. Staff, engineering consultant HDR, and Contractor Archer Western recently reviewed 60% designs and made some value engineering changes. The project cost is on target, albeit with increases in line with construction escalation. We anticipate construction with Archer Western Construction in late 2019 or early 2020, and lasting through 2021.

Average Monthly Flows



Annual Daily Gallons Per Capita per Day (GPCD):

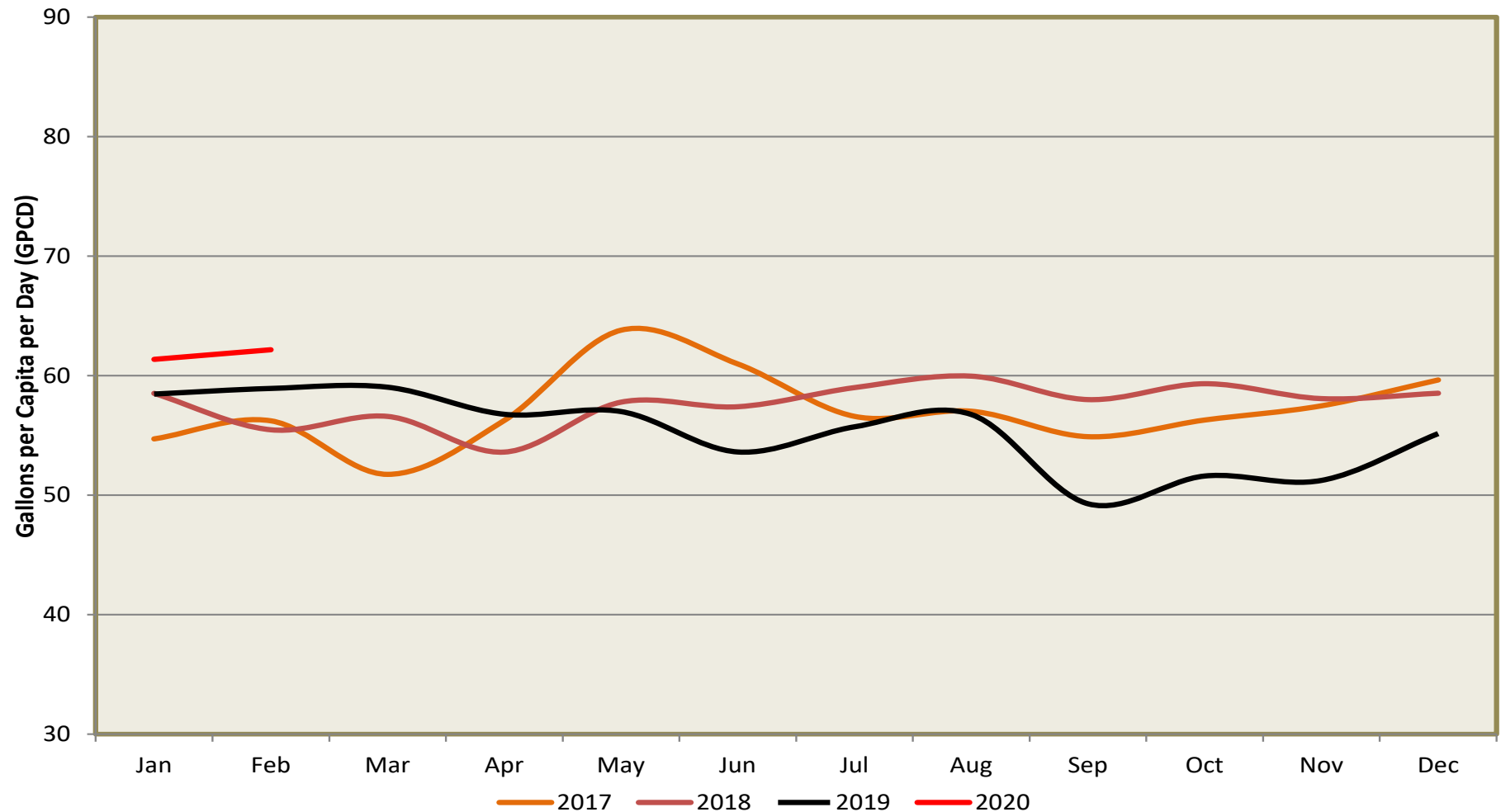
2017 - 57 GPCD

2018 - 58 GPCD

2019 - 55 GPCD

This graph depicts customer indoor water usage. May 2017 had the highest usage at 64 GPCD, primarily due to snow melt seeping into manholes after a particularly wet snow and subsequent warm weather. September 2019 had the lowest usage at 49 GPCD. Fall, with relatively little precipitation and dropping groundwater levels, is a good indicator of true daily flows.

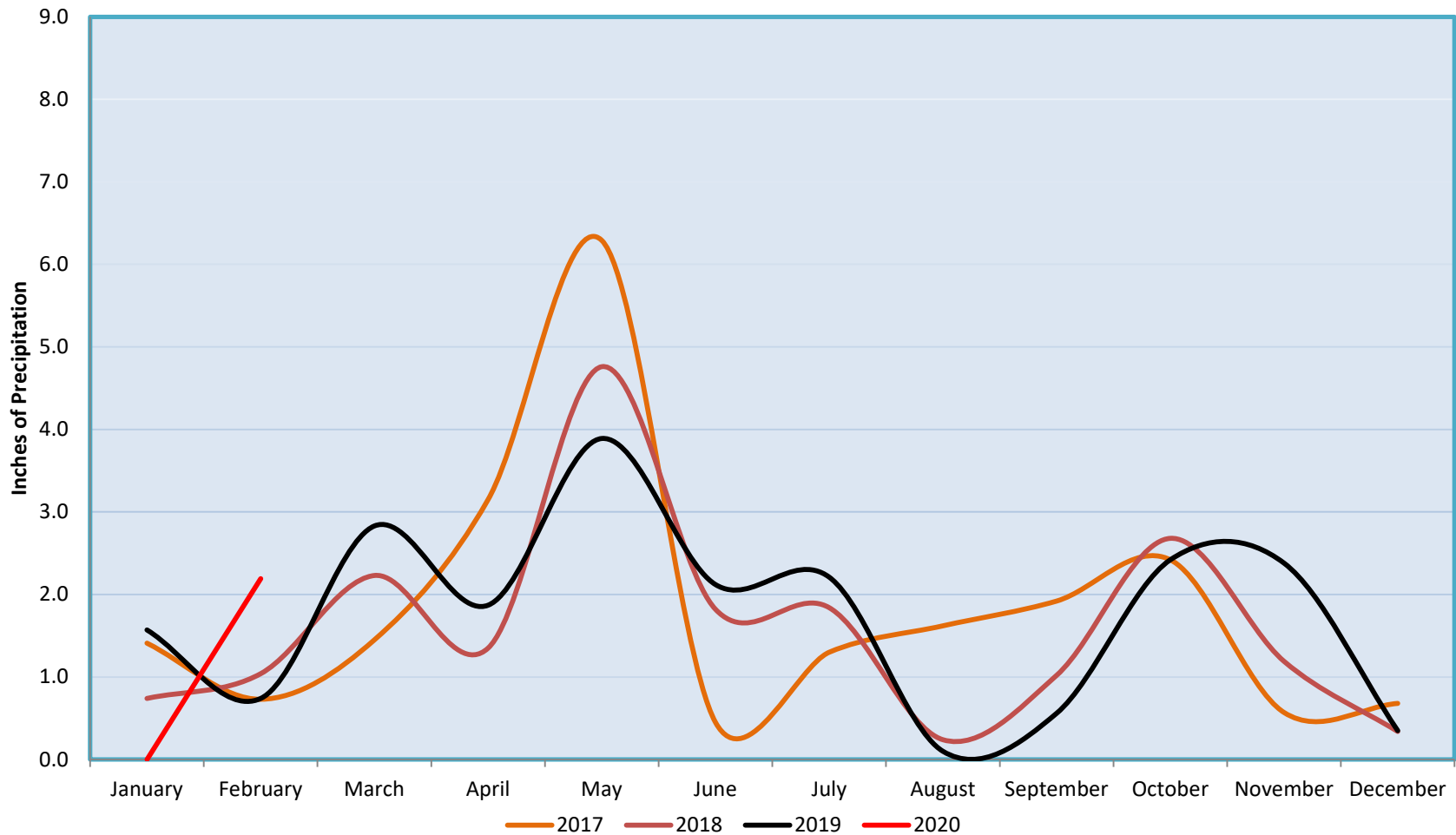
Average Daily Usage Per Capita



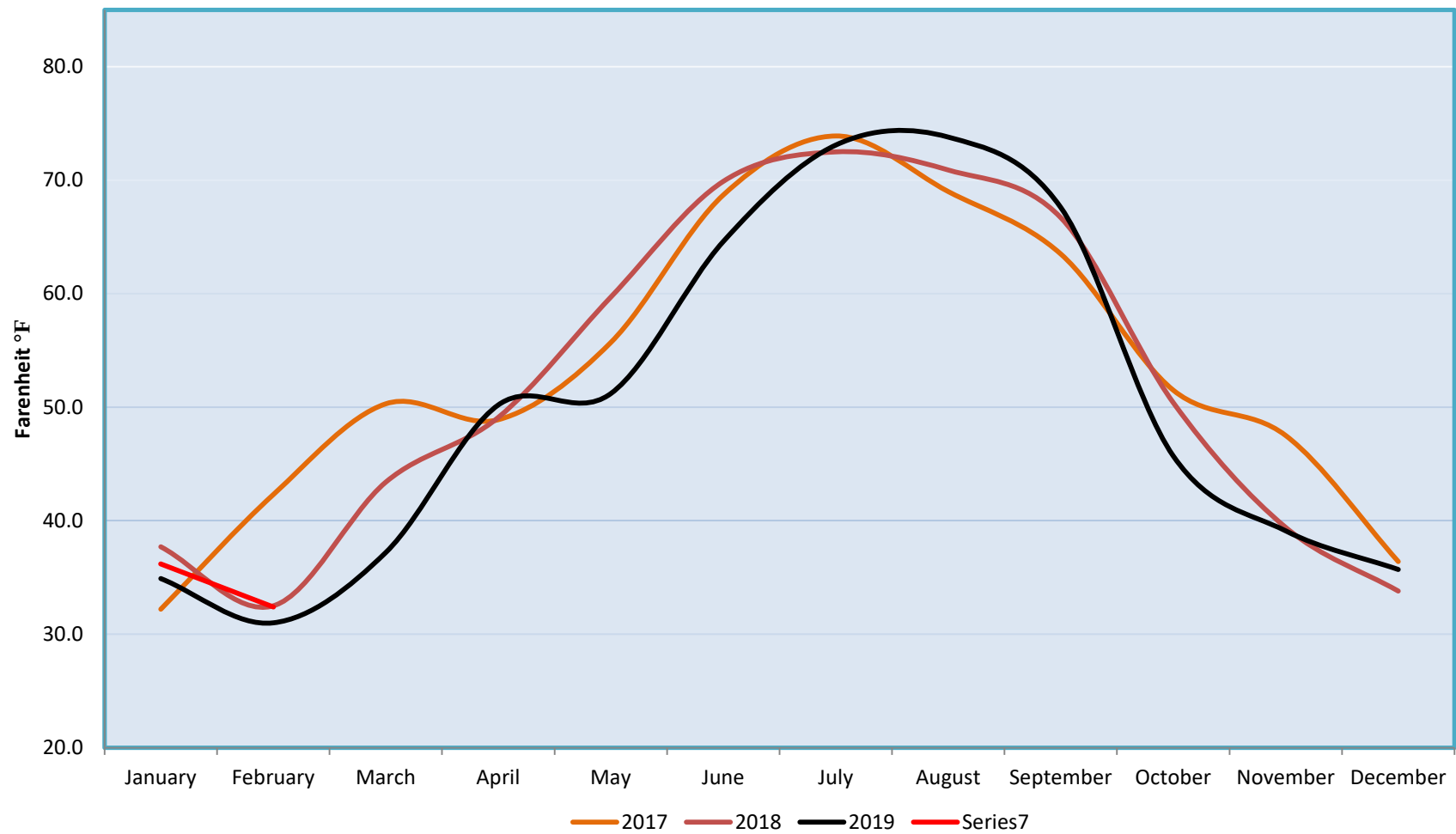
Monthly Data for Boulder – National Oceanic and Atmospheric Administration (NOAA) & Natural Resource Conservation Service (NRCS)

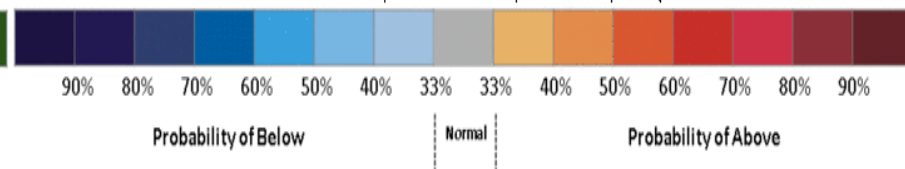
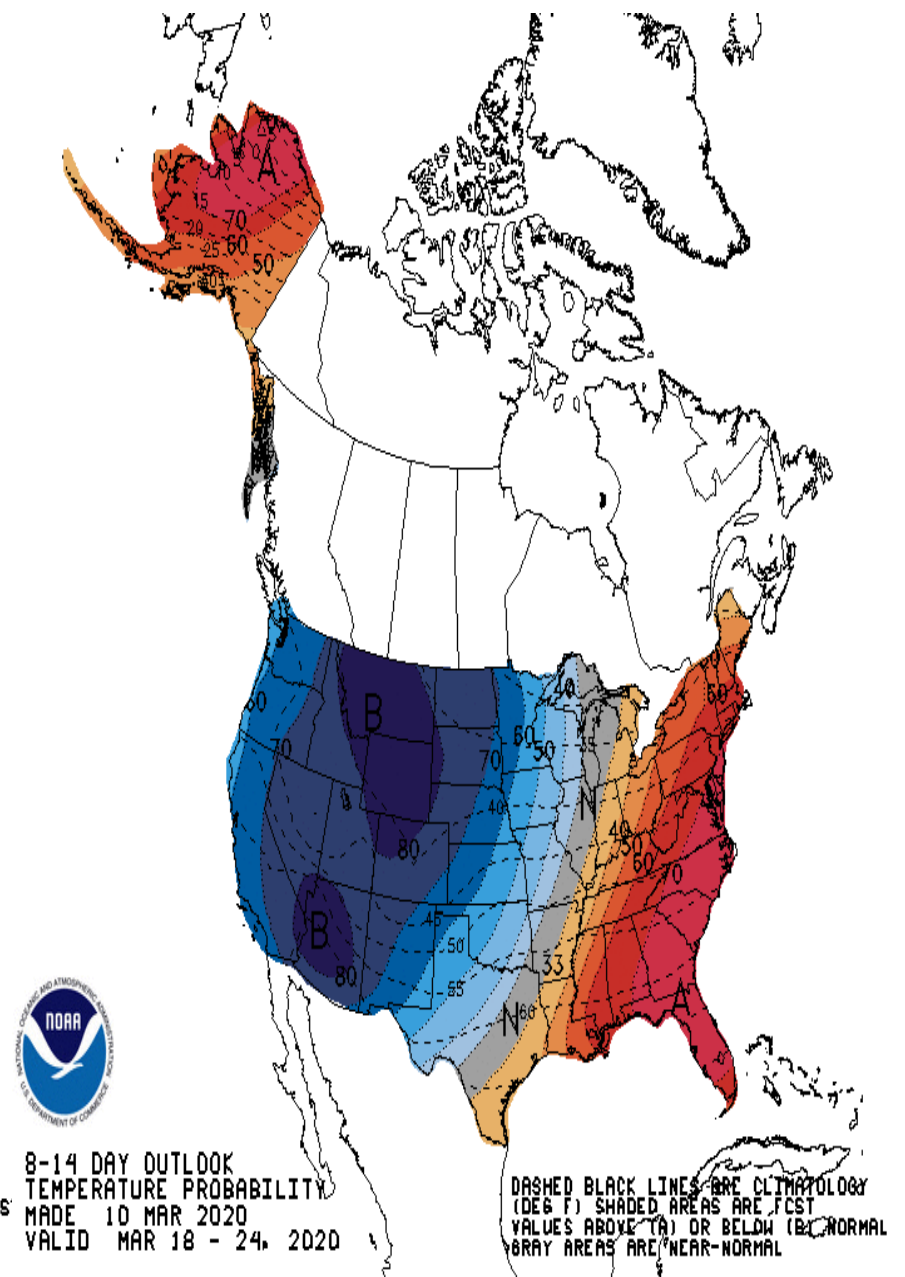
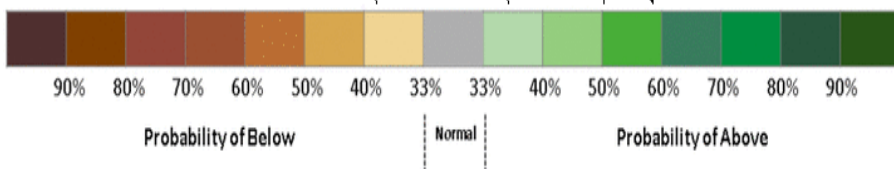
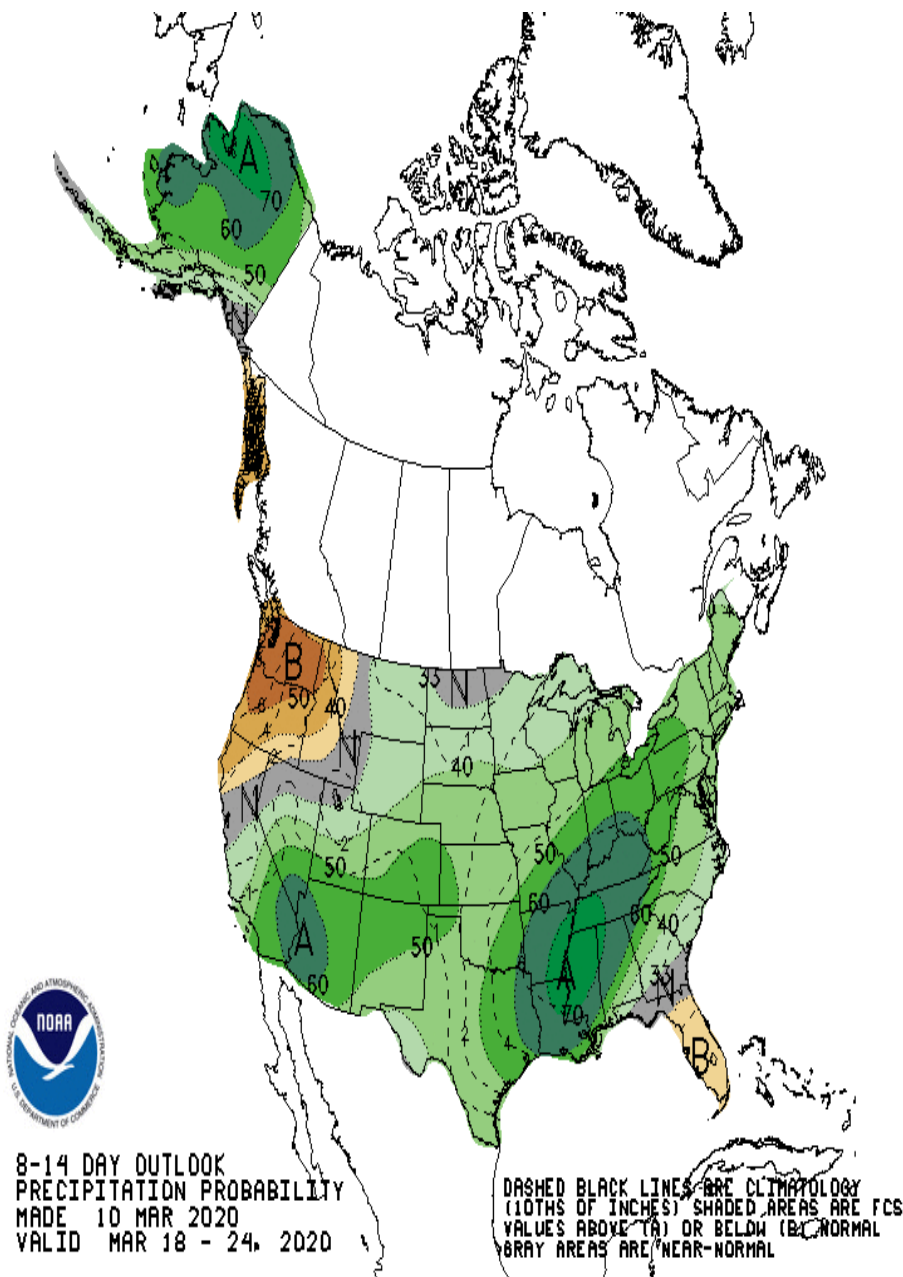
Similar to last month, NOAA is predicting equal 40% chance of above normal precipitation and 70% chance of below normal temperatures through mid-March. Snowpack, which is our water supply, continues to remain strong as we transition into spring.

Precipitation



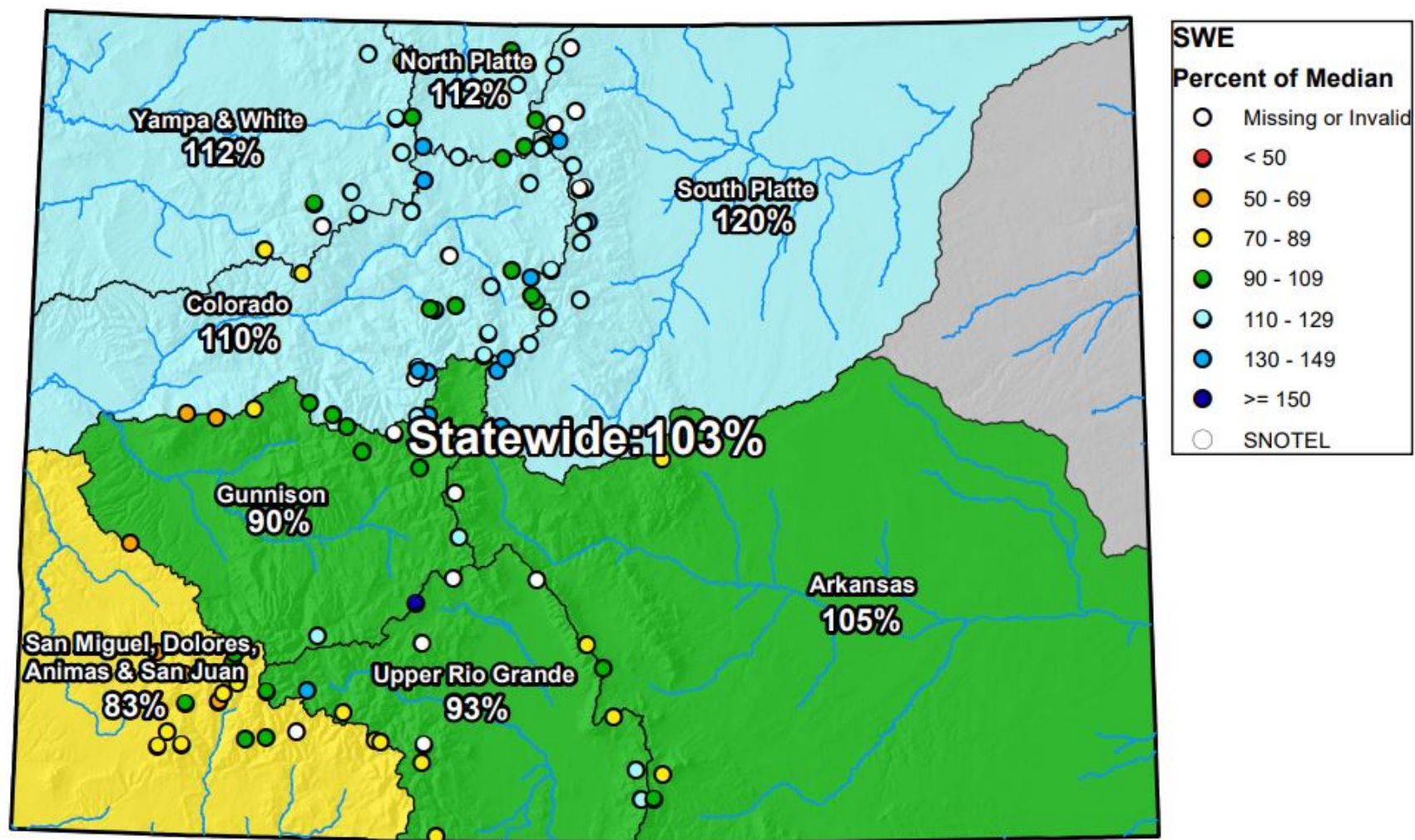
Mean Temperature





Colorado SNOTEL Snow Water Equivalent (SWE) Update Map with Site Data

Current as of Mar 10, 2020



0 25 50 100 150 200 Miles



United States Department of Agriculture

Natural Resources Conservation Service

Transportation Updates

This is a new addition to the Monthly Public Works Report. This section will include relevant information, staff summaries of meetings, as well as reports from the various committees/groups.



ADAMS COUNTY BRIGHTON BROOMFIELD
COMMERCE CITY DAcono ERIE FREDERICK
FEDERAL HEIGHTS FIRESTONE LONGMONT
NORTHGLENN THORNTON WESTMINSTER
ADAMS COUNTY ECONOMIC DEVELOPMENT
SMART COMMUTE METRO NORTH TMO
METRO NORTH CHAMBER OF COMMERCE

TRANSPORTATION CONNECTIONS

BUILT ON CONSENSUS



NATA
NORTH AREA
TRANSPORTATION ALLIANCE
www.northareatransportation.net

SHARED VISION

The north metro area shares a vision for **transportation improvement driving economic development**. I-25 is our region's backbone of commerce, but we are not keeping up with the transportation demands needed to maintain our competitive edge.

Keep Workforce Moving

Local planning anticipates the development of health care industry, science and technology parks, and higher education facilities.

A SINGLE DAY
ON I-25 SEES

260,000 CARS



10 car silhouettes = 25,000 Cars

PEOPLE ARE ALREADY HERE

720K

NATA CURRENT POPULATION



Abundant Economic Opportunity

The north metro region is fast growing and rick with economic opportunity for commercial and residential development. **With over 55,000 new residences planned and over 4,000 acres available for commercial, industrial and retail development**, this region rivals any in Colorado for future economic investment.

I-25 LOCAL HIGHWAY INVESTMENTS



Local Investment

The Colorado Department of Transportation (CDOT) recently constructed 24 miles of Express Lanes along I-25 from U.S. 36 to E-470.

The Regional Transportation District (RTD) will finish the first segment of the 18-mile N-Line to 124th Street in 2020. Local governments have made significant investments and continue to support effective transportation solutions. Transportation improvements must consider innovative mobility technology to accommodate the future uses of roads and rail.

NATA has emerged as a vital organization in considering and acting on the transportation needs of businesses large and small in the metro north region. Whether the needs are related to access or mobility, NATA carefully studies and advocates for better and sensible multi-modal opportunities.

~ Jonathan Perlmutter
Jordan Perlmutter & Co.

Driverless technology will significantly inform our plans for new community.

~ Kyle Harris
McWhinney

Transportation investments are key to both creating jobs and increasing access to existing job. Transportation is tied to the region's economic vitality.

~ Erik Hansen
Smart Commute

Attached Reports:

- NATA February 27, 2020 Synopsis
- RTD Comments on HB 151
- SH7 Coalition Letter to RTD Regarding Long Jump Service

Synopsis of February 27, 2020 NATA Meeting

1. January 23, 2019 NATA Meeting minutes were approved
2. Smart Commute staff gave a review of their upcoming application for the E-470 Transportation Safety Grant focused on older adult driving education. Smart Commute also gave an update on the DRCOG / NATA Data subcommittee stating that DRCOG staff is conducting scenario testing with regional level data and will progress next to county level data, which is where the data subcommittee has had the most influence on reflecting accurate north metro development data. Smart Commute also promoted NATA jurisdictions consider including SCMN participation in their respective summer community events and staff health & benefits fairs.
3. Karen Stuart reviewed the highlights from the January CDOT Transportation Commission meeting.
 - a. The approval of the Regional Priority Project (RPP) funding formula
 - b. The 10-year pipeline of projects divided into years 1-5 (funding anticipated from SB267) and years 6-10 (no allocated funding)
 - c. The cost associated with the work that CDOT and Adams County have been doing to clean up homeless camps along the highways (~\$71,000 for camp at I-25 / I-76)
4. Karen Stuart gave an overview of the outcomes of the January NATA Retreat Orientation
 - a. Update the *Transportation Connections* handout with refreshed jurisdictional and regional content and statistics
 - b. Each jurisdiction's staffs update and edit their projects on the NATA Master Project List for consideration of amendment in March
 - c. Create a Transportation 101 video as a communication tool for elected officials
 - d. Set a focus for NATA in 2020
 - i. Improving NATA's communication with one voice (synopsis talking points from each meeting)
 - ii. Addressing the shifting needs of NATA communities (aging population, population growth, air quality, sustainability, safety)
5. RTD directors Vince Buzek, Troy Whitmore, Shelley Cook, and Lynn Guissinger gave an update on the N-Line construction project and contractor issues, the hiring of Paul Ballard as interim GM, and the concerning content included in HB20 151 and how that legislation would potentially hamstring RTD in a variety of ways.* NATA will monitor the progression of this bill as possible amendments are offered.
6. Henry Stopplecamp gave an in depth update of the progress of RTD's pushing of the N-Line contractor, RRP, to complete their design-build portion of the contract in order to hand it off for RTD to conduct required testing before starting revenue service. Henry reported that the contractor hasn't performed in a timely manner in the past, and that RTD has negotiated to start taking over the construction so that the full hand off from RRP to RTD can take place on May 4 in order to shoot for opening the train for service at the August runboard.
7. The new RTD Interim GM Paul Ballard introduced himself to NATA and expressed that his professional background is in rail startups (Ft. Worth & Nashville commuter rail lines) similar to the N-Line and assured the group that RTD's issues aren't institutional and that his goal is to get train operations started as quickly as possible while maintaining safety and integrity.

*please see attachment for RTD's comments on HB20-151

All presentations will be available on NATA website at www.northareatransportation.net

RTD 's comments on HB 20-151

- The lawsuit provisions are unprecedented and poorly researched. No other agency in Colorado of any kind and, as far as we are informed by knowledgeable sources, no other transit agency in the country, works under such broad and open-ended liability provisions. The testimony of our general counsel (attached) spells out the problems, but simply, the bill provides a private plaintiff a cause-of-action in state court without incorporating the carefully-considered protections of the federal ADA and Title VI regulations. It allows compensatory damages (eg mental distress), requiring that a court shall (not may) award reasonable attorneys' fees. This threat of litigation would affect nearly every decision by RTD, including moving a route in response to low service or moving a bus stop. As another example, federal regulations require that a plaintiff establish a "pattern or practice" to win a case on paratransit; it is not clear this standard is in the bill.
- The bill could establish a precedent that could lead to pressure on every other transit provider (or agency or local government) in the state. CASTA spotted this and quickly lined up to oppose (also attached). The co-sponsors are asking for "guardrails" and talking about caps on damages. We honestly just don't see why the legislature would create a special ADA and Title VI enforcement scheme when there are systems that work for all other covered agencies.
- Further, the added exposure and layering of new requirements in both the ADA and Title VI spheres will stifle RTD's ability to be responsive to individual communities within our District. As an example, as you know, last fall the board initiated and was able to pass a pilot program to explore a 6-month pilot of lower fares for the northern part of the N Line corridor. That program was directly prompted by the communities and elected officials from Thornton, Northglenn and Adams County. Had the provisions of SB 151 been in place then, that action would have been impossible to undertake; as it was, as it was, RTD was able to offer this program because of a six-month exception for pilot programs in Title VI. The threat of litigation under SB 151 will stifle RTD's ability to try anything new.
- This board is creating change. The interim GM, the first GM hired from outside the agency since 1995, started last Monday, a direct result of the determination to bring in expert fresh eyes for the critical near term (and help assure progress for the long term.) A review of governance, but it should be a reasoned examination of alternative governance structures, rather than simply adding members to the board.
- Sen. Winter and Rep. Gray are proposing a provision for a blue ribbon panel and an accountability committee. Why not let the experts do their work? Get the data, listen to the experts, then make changes recommended in lawsuit provisions, service standards and governance.

March 5, 2020

Regional Transportation District
Board of Directors
1660 Blake Street
Denver, CO 80202

RE: May 2020 JUMP Service Reductions

Dear RTD Board of Directors,

The following members of the State Highway 7 Coalition including Boulder County, City & County of Broomfield, Town of Erie, City of Lafayette, the Northwest Chamber Alliance, University of Colorado Boulder and our two TMO's Commuting Solutions and Smart Commute Metro-North are concerned about the reduction of the JUMP service.

The JUMP currently provides service between Downtown Boulder and Lafayette/Erie via Arapahoe Road. This local service is envisioned to grow into a high-quality regional Bus Rapid Transit service along SH-7, Arapahoe Road and Baseline by extending the JUMP transit service to eastern Erie, City & County of Broomfield, Thornton, Adams County, and Brighton.

Along with RTD and CDOT, the communities along the corridor have been actively investing in planning a robust multi-modal corridor since the completion of RTD's Northwest Area Mobility Study (NAMS) in 2014, which identified SH-7 as a potential Bus Rapid Transit Corridor. The work includes the completion of two Planning & Environmental Linkage studies (2014 & 2018) spanning from 75th Street in Boulder County to US85 in Brighton, as well as City of Boulder's East Arapahoe Transportation Plan (2018), I-25/SH-7 Mobility Hub Concept Design (CDOT 2018), SH-7 Bus Rapid Transit Feasibility Study (2019), and SH-7 Station Area Design (2019).

The SH-7 Coalition rejects RTD's categorization of the JUMP service reduction as "permanent," rather it should be noted that the mid-day service does not meet current performance standards. The SH-7 corridor between Boulder and Brighton is one of the major east/west regional arterials in the North Denver Metro Region. It is anticipated that by 2040 there will be 56,000 new residents and 38,000 new jobs on the corridor for a total of approximately 94,000 new residents and employees traveling on the corridor, a 44% increase from 2015 population and jobs. Rapid growth along the corridor that was previously undeveloped is generating significant increases in travel along the corridor, resulting in the need for reliable multi-modal options.

The proposed service reductions would further reduce the reliability of the service and diminish ridership rather than build it. The SH-7 Coalition is actively working to build a new transit experience along this critical east/west corridor in the North Denver Metro connecting Brighton to Boulder and would like to work with RTD to identify partnerships to grow JUMP ridership and ultimately extend service east to Broomfield, Thornton, Adams County, and Brighton rather than reduce service as proposed.

Sincerely,

Members of the State Highway 7 Coalition

Attachment: Signature page

CC: Paul Ballard, Interim General Manager
Michael Ford, Chief Operations Officer
Jessie Carter, Manager of Service Planning
Jeff Becker, Manager of Service Development



**Matt Jones, Commissioner
Boulder County**



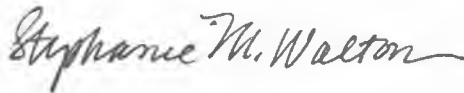
**Aaron Brockett, Councilmember
City of Boulder**



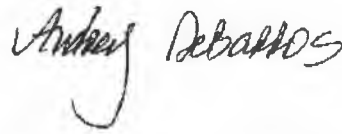
**Patrick Quinn, Mayor
City & County of Broomfield**



**Geoff Deakin, Mayor Pro Tem
Town of Erie**



**Stephanie Walton, Councilmember
City of Lafayette**



**Audrey DeBarros, Executive Director
Commuting Solutions**



**Andrea Meneghel, Director of Public Affairs
Northwest Chamber Alliance**



**Tamera Herreid, Program Manager
Smart Commute Metro-North**



**David Kang, Vice Chancellor for
Infrastructure and Sustainability
University of Colorado Boulder**