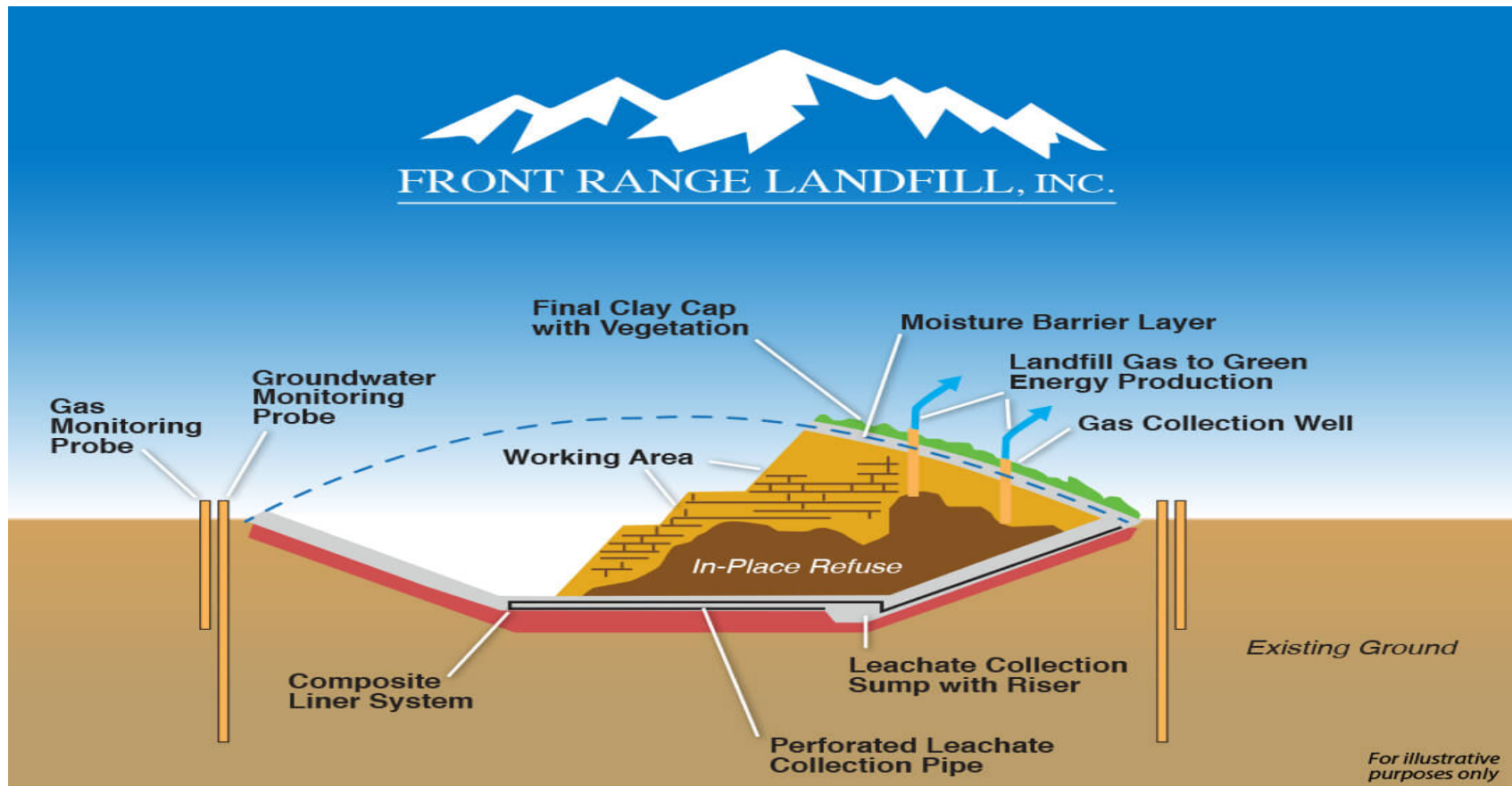


December 2020 - January 2021 Public Works Report

Front Range and Denver Regional Landfill Updates

Current status of the landfill operations is that the Denver Regional Landfill (**DRL**), west of County Road 5 and south of County Road 6, is being filled until December 30, 2020, however the majority of the large operations and filling is all but complete. After that capping (cover, seeding, etc) operations will continue for another 6 months. This will result in full closure of this landfill and begin a 30-year monitoring period, per the agreed upon 2018 Closure/post-Closure Plan.

Front Range Landfill (**FRL**), east of County Road 5 and south of County Road 6 will continue to fill the southern-end moving westward, this effort has been delayed due to heat and concerns over related odors and dust triggered by the drought. Current estimate at this time if for this effort to continue through the end of the year. This will result in seeding that southern face being pushed back to spring, which is an ideal time to seed. The goal is having the southern facing edge of the FRL being completed and trash operations moving north to the permitted elevation and out of visibility from the south from that point forward.



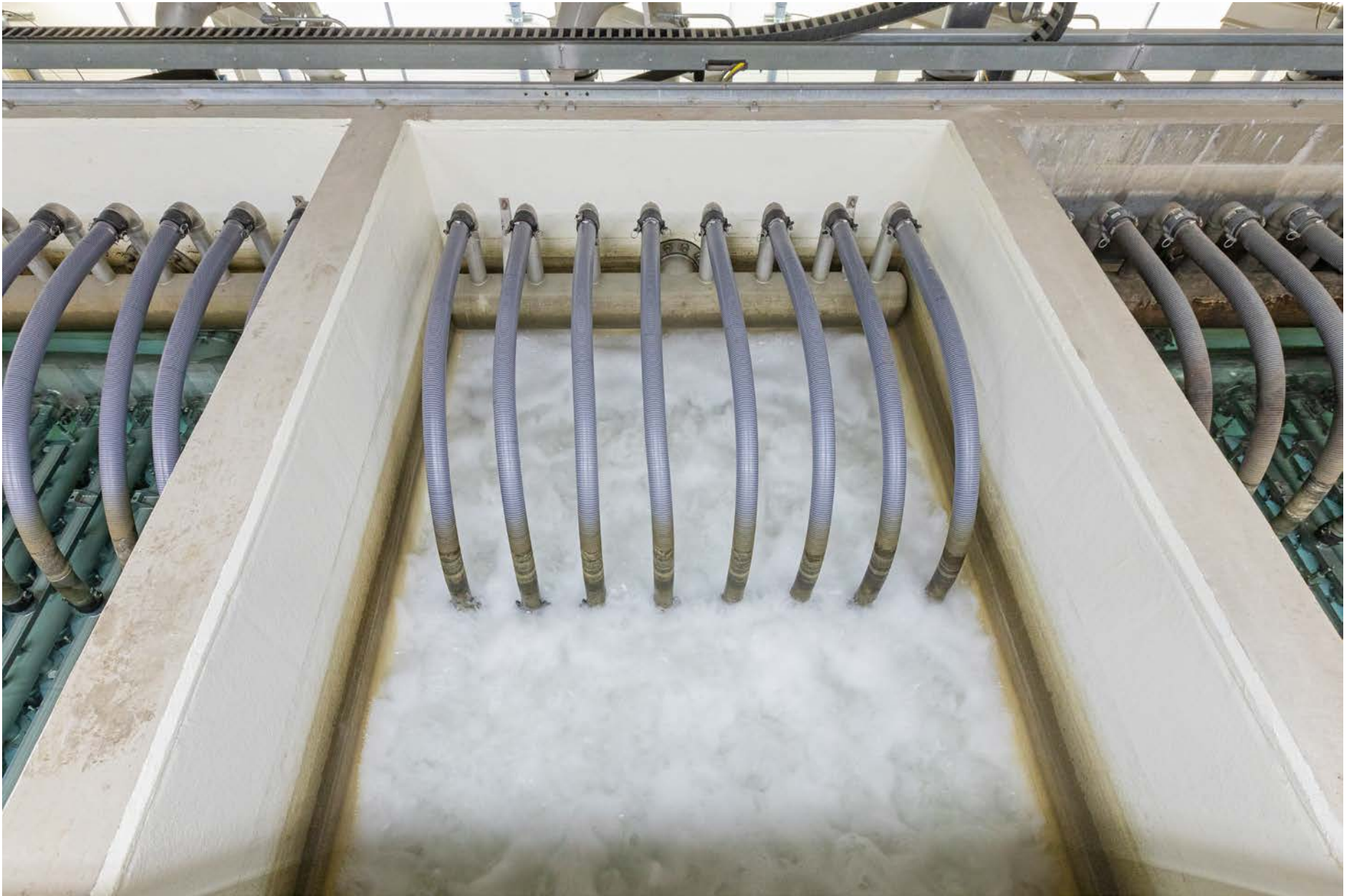
Capital Improvement Projects

Lynn R Morgan Water Treatment Facility (WTF) Expansion & Hydroturbine

Construction of the hydroturbine facility continues, with an anticipated start date of summer 2021. The turbine is a long-lead item of around six-months, construction will slow until the arrival of the turbine. Burns & McDonnell brought in a professional photographer to take photos of the plant expansion for marketing purposes. We agreed to allow such use if also provided copies of these photos. See an examples below.



Sedimentation Basin (clarifier), Weir and Launder (a type of aqueduct!)



Submerged Membrane Filters Being Cleaned (backwashing)

North Water Reclamation Facility (NWRF) Expansion

With the recent grant of the expansion project to Archer Western, they are underway with mobilizing and doing prep work. We have received Site Application from CDPHE and are awaiting the design report so that we can begin construction in earnest.

Sustainability and Water Conservation

Energy

- Tanko streetlight audit is complete and repairs identified as part of the inventory to existing streetlights have been submitted to XE and United Power. GIS locates are being coordinated with the Town's GIS team.
- The first electric vehicle charging station was installed at 625 Pierce Street and an additional temporary one at Town Hall. These provide three plugs. Rates that the Town will charge are still to be determined.

Green Business & HOA Certification Program

- Green HOA Certification Scorecard Pilot was launched in August and Arapahoe Ridge HOA is the first to complete their Green Certification Scorecard.
- Tacos El Ray 2 has signed up for a Green Business Certification Assessment and the first assessment was completed. They have also applied for a Boulder County business assistance grant to upgrade their appliances to save thousands of dollars a year on electricity costs.

Waste

- Leaf composting had over 460 households drop off leaves on the November 7th drop-off and staff and volunteers are excited about the final November 15th event. All the leaves are being composted at a local farm.
- Waste Diversion Feasibility Study is scheduled for presentation and discussion for the December 1st Study Session.

Water Efficiency

- Final staff feedback on the Water Efficiency and Drought Mitigation Plans is due this month. Public engagement process will begin in Q1 of 2021.

Recycling and Composting

- The Town hosted our annual leaf composting event at the Recycling Center and saw 792 loads from what we estimate to be 500-600 residents (some came back twice).
- We saw 340 loads come to our Service Center for our Fall Clean Up event, which includes recycling of various items such as paper, electronics and metals. We have an enthusiastic community when it comes to sustainability, recycling and composting.
- Staff has been fielding questions regarding a proposed Compost Facility on Highway 287 between Lookout Road and Highway 52. This is a Boulder County project not in Erie, we will provide referral comments to Boulder County.

Lynn R. Morgan Water Treatment Facility (WTF)

Annual Daily Average Flow:

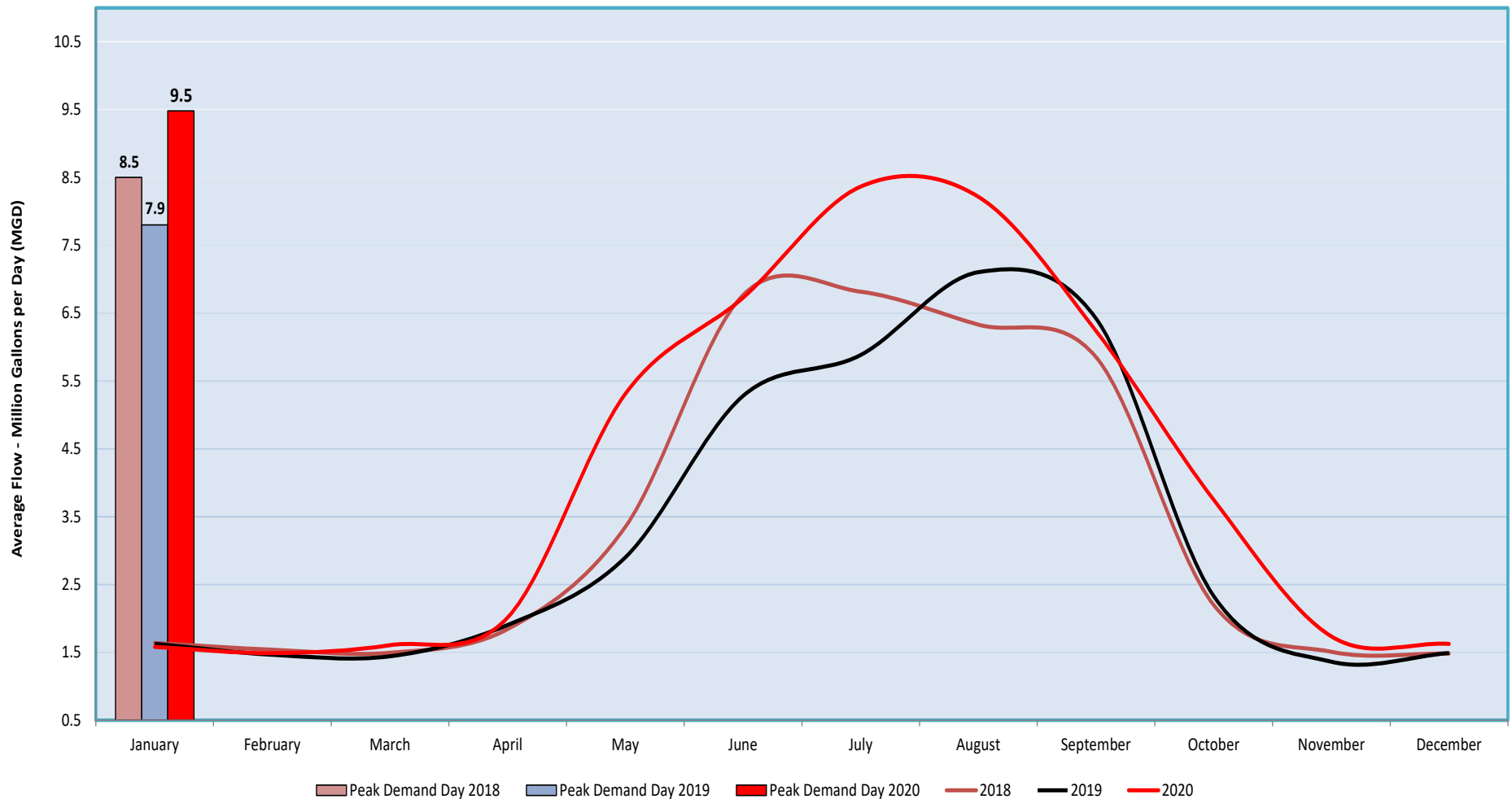
2017 - 3.3 (Million Gallons) MG

2018 – 3.4 MG

2019 – 3.3 MG

July 2020 maintains the record for the highest monthly average flows at 9.5 MG, while November 2019 had the lowest flows at 1.36 MG. Summer demands greatly affect the annual average due to outdoor irrigation. COVID and drought have exacerbated summer irrigation demands. This is a common theme throughout the Front Range. The Town's water demand increased roughly 25% over 2019 with roughly 1.5 billion gallons delivered.

Average Monthly Production



Annual Daily Gallons Per Capita per Day (GPCD):

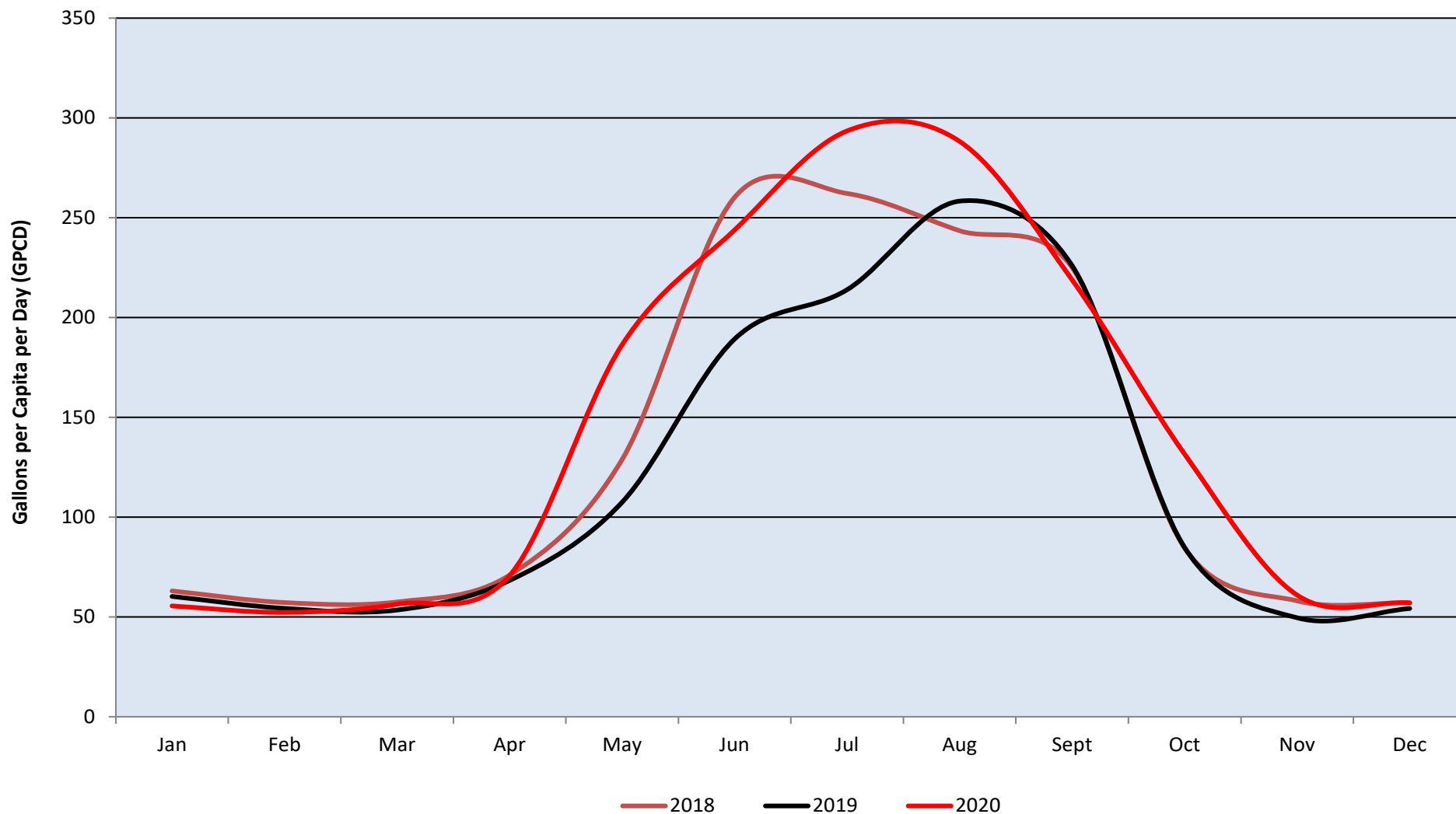
2017 - 130 GPCD

2018 – 131 GPCD

2019 – 118 GPCD

July 2020 had the highest average daily usage at 294 gallons GPCD. November 2019 had the lowest usage at 50 GPCD. 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:

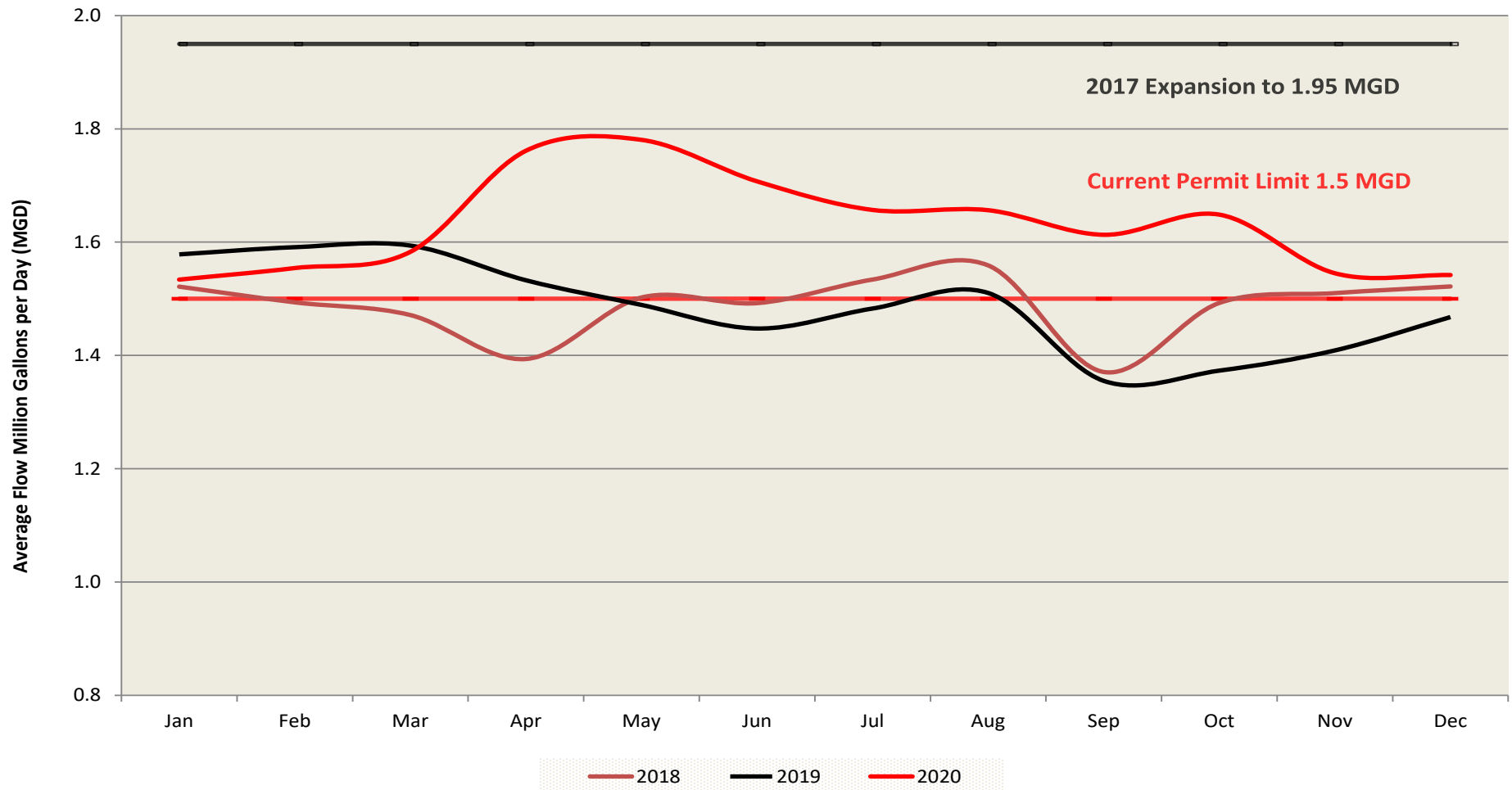
2017 - 1.42 MG

2018 – 1.49 MG

2019 - 1.49 MG

March 2017 had the lowest average flow of 1.29 million gallons per day (MGD). May 2020 set a high average monthly flow of 1.78 MGD. We continue to work through challenges with Colorado Department of Public Health and Environment (CDPHE) and their recent violation notice to the Town. We have had conversations with staff at CDPHE and are aware that they are finally working on our permit renewal (5 years overdue), this could be a chance to get some of these issues corrected.

Average Monthly Flows



Annual Daily Gallons Per Capita per Day (GPCD):

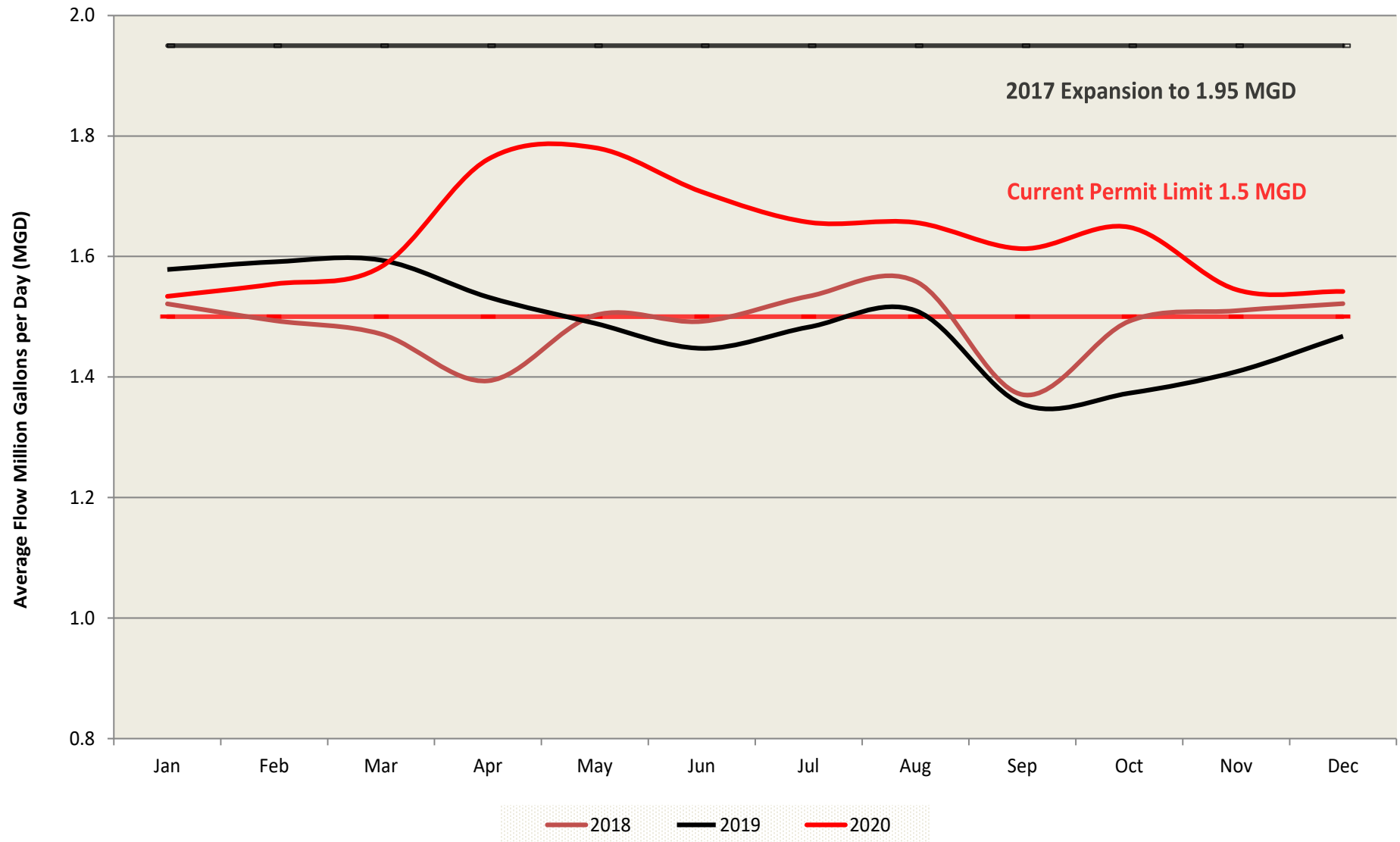
2017 - 57 GPCD

2018 - 58 GPCD

2019 - 55 GPCD

This graph depicts customer indoor water usage. May 2020 had the highest usage at 62 GPCD. 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.

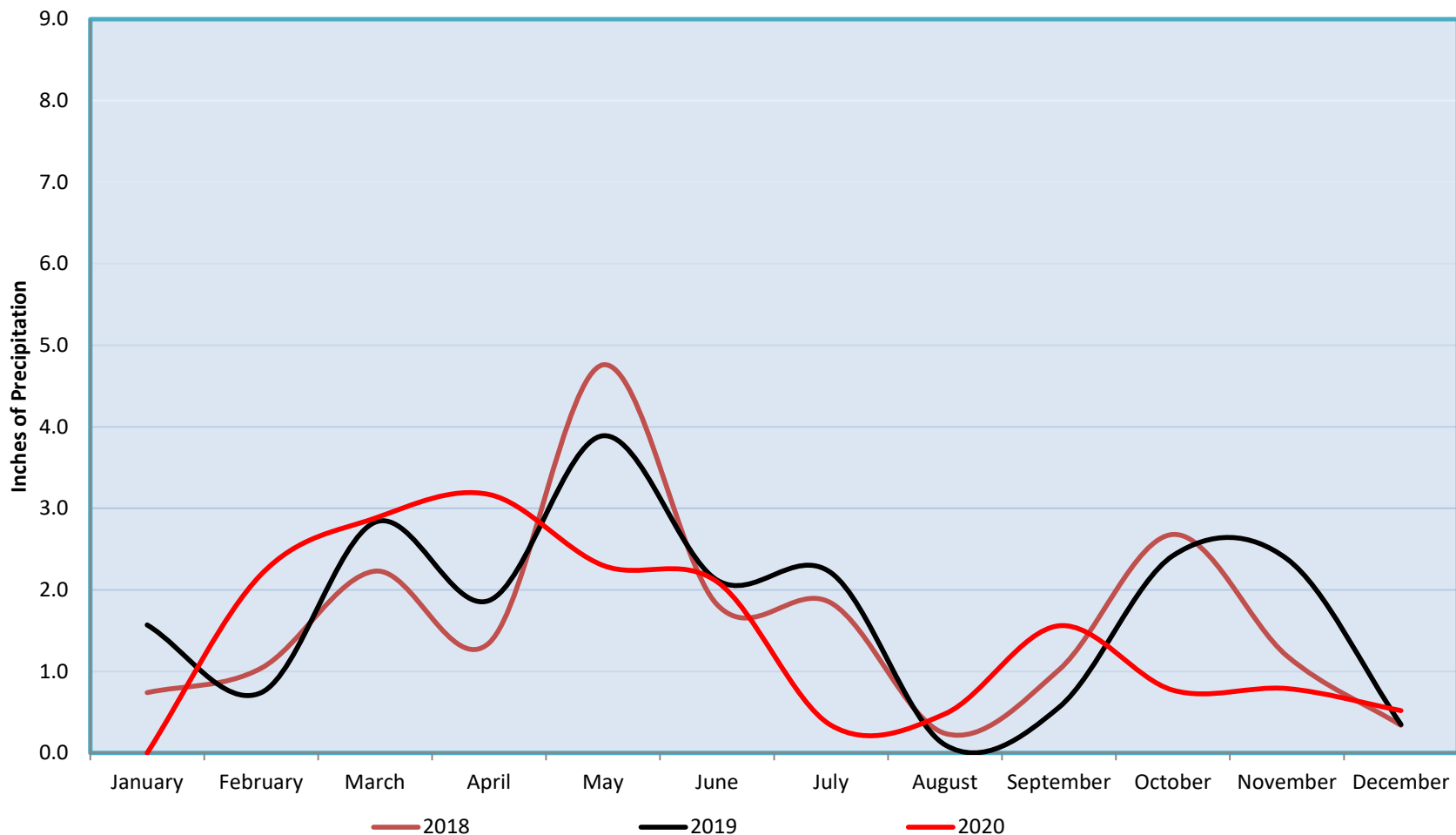
Average Monthly Flows



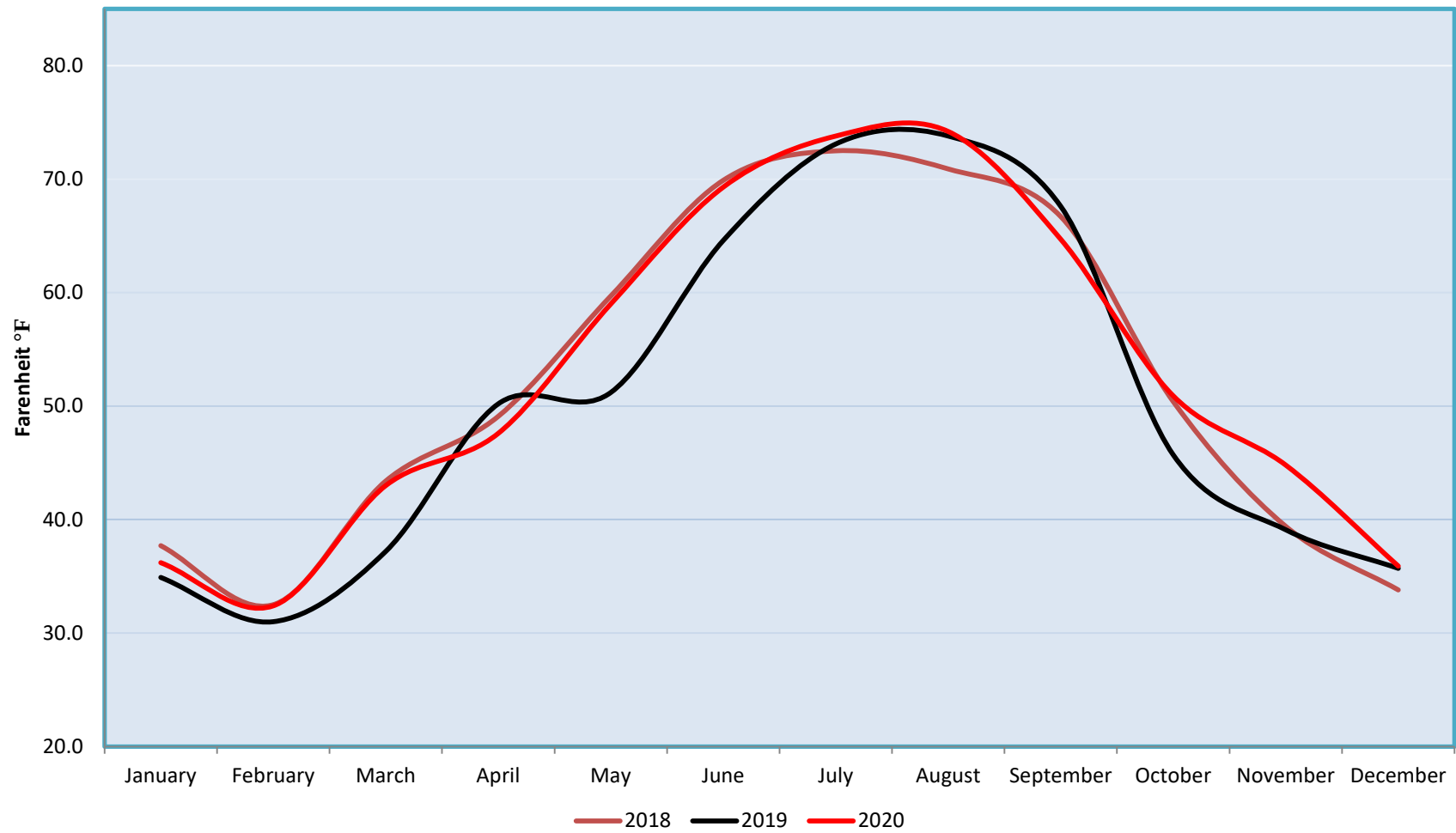
Monthly Data for Boulder – National Oceanic and Atmospheric Administration (NOAA) & Natural Resource Conservation Service (NRCS)

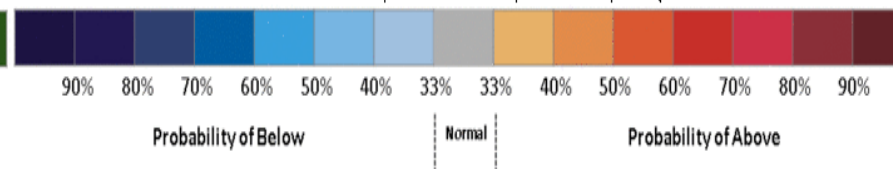
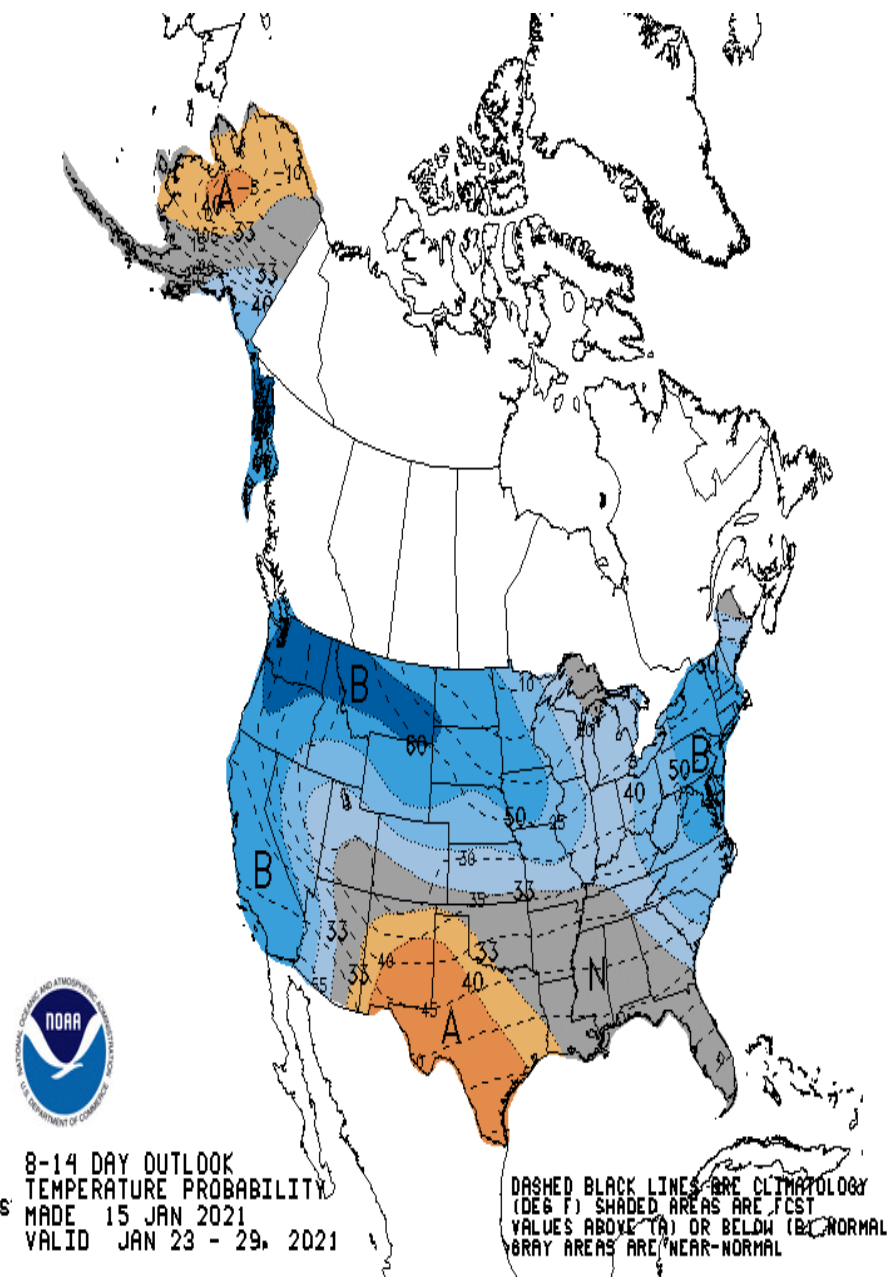
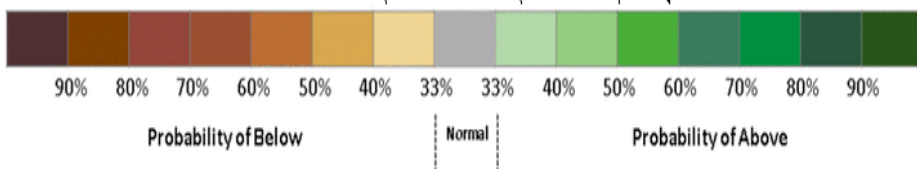
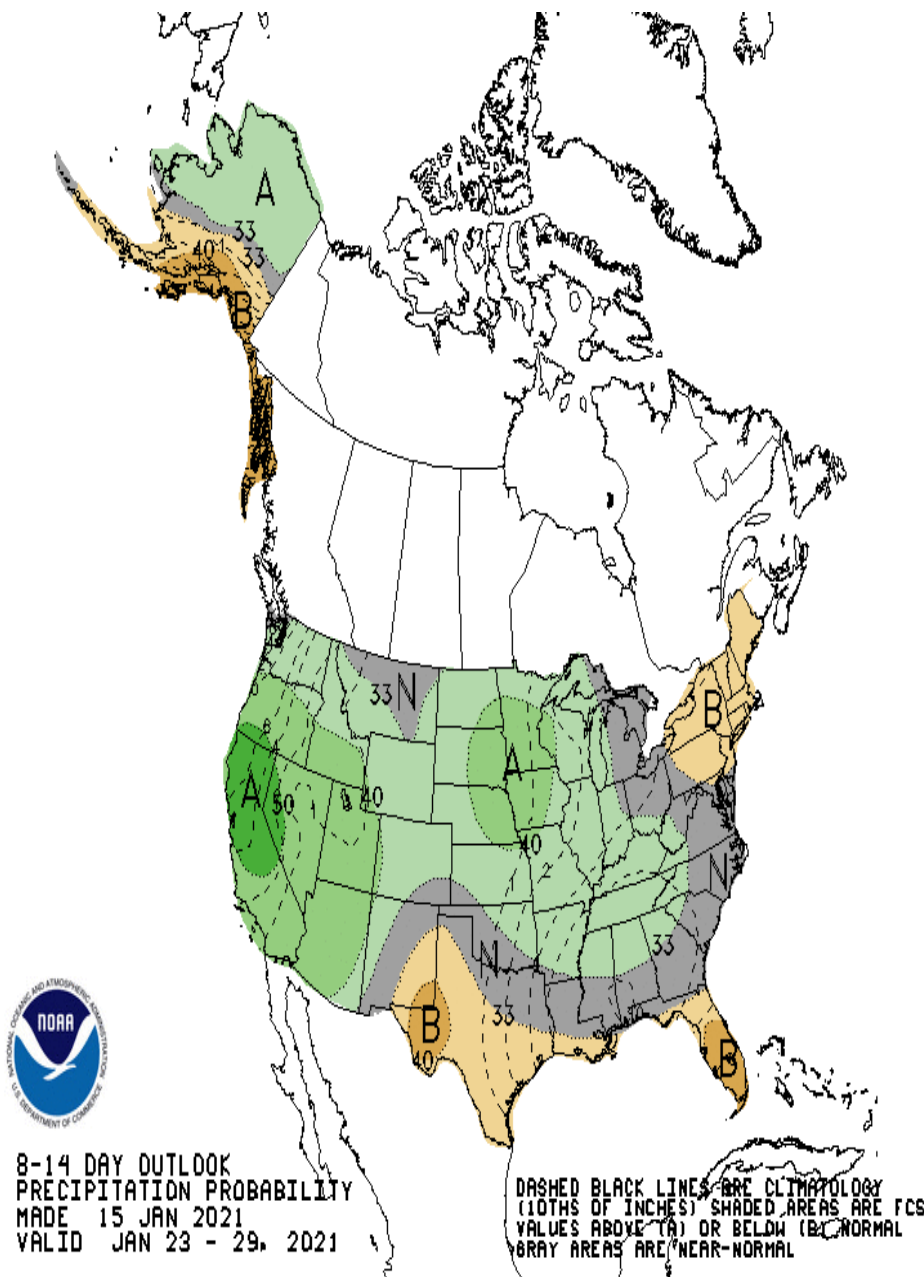
NOAA's [winter forecast for the U.S.](#) favors warmer, drier conditions across the southern tier of the U.S., and cooler, wetter conditions in the North, thanks in part to an ongoing La Nina. NOAA is predicting a 33% chance of above normal precipitation and 33% chance of below normal temperatures through late January. Drought conditions continue to affect the entire state, with our area in severe drought, however Erie is in good shape in terms of water supply as our reservoirs are relatively full. Snow pack levels this year are not providing much relief either. We are closely monitoring potential water quality impacts from recent fires in conjunction with our partners at Northern Water.

Precipitation



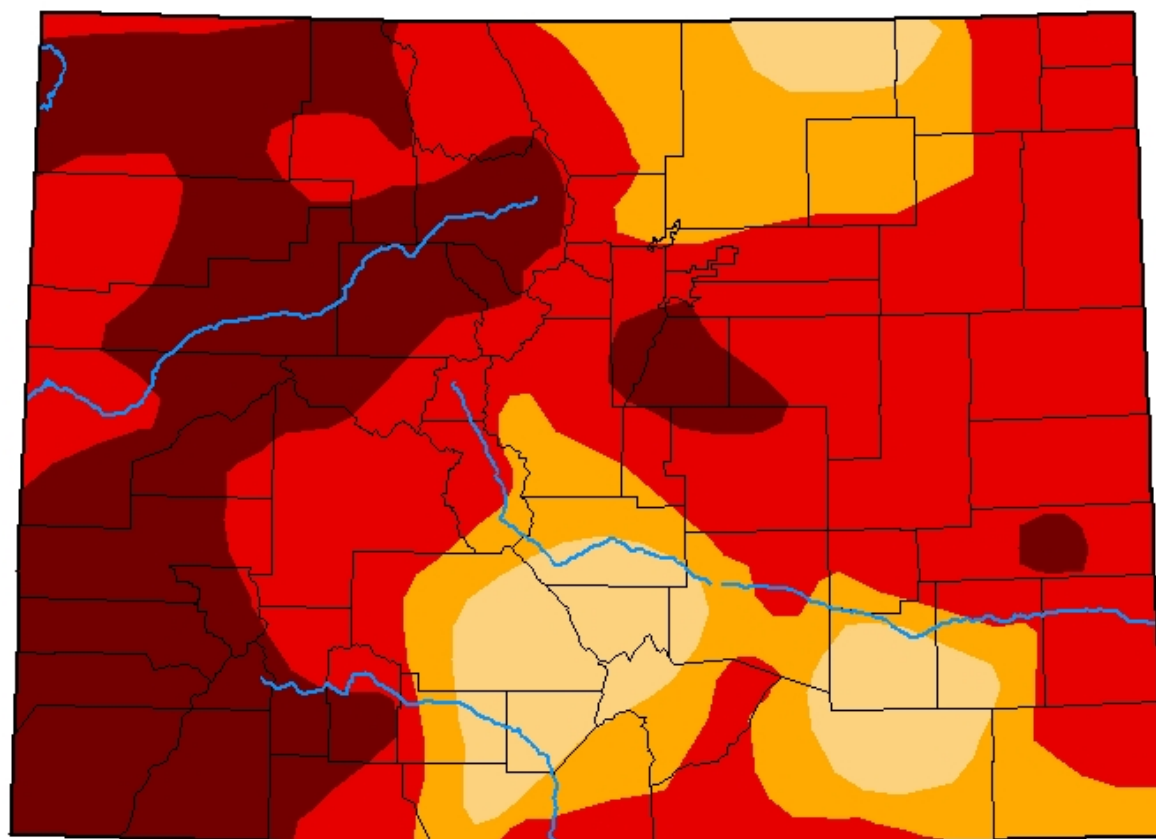
Mean Temperature



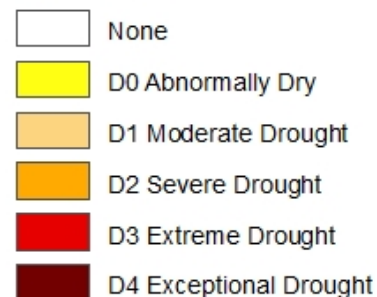


U.S. Drought Monitor Colorado

January 12, 2021
(Released Thursday, Jan. 14, 2021)
Valid 7 a.m. EST



Intensity:



The Drought Monitor focuses on broad-scale conditions. Local conditions may vary. For more information on the Drought Monitor, go to <https://droughtmonitor.unl.edu/About.aspx>

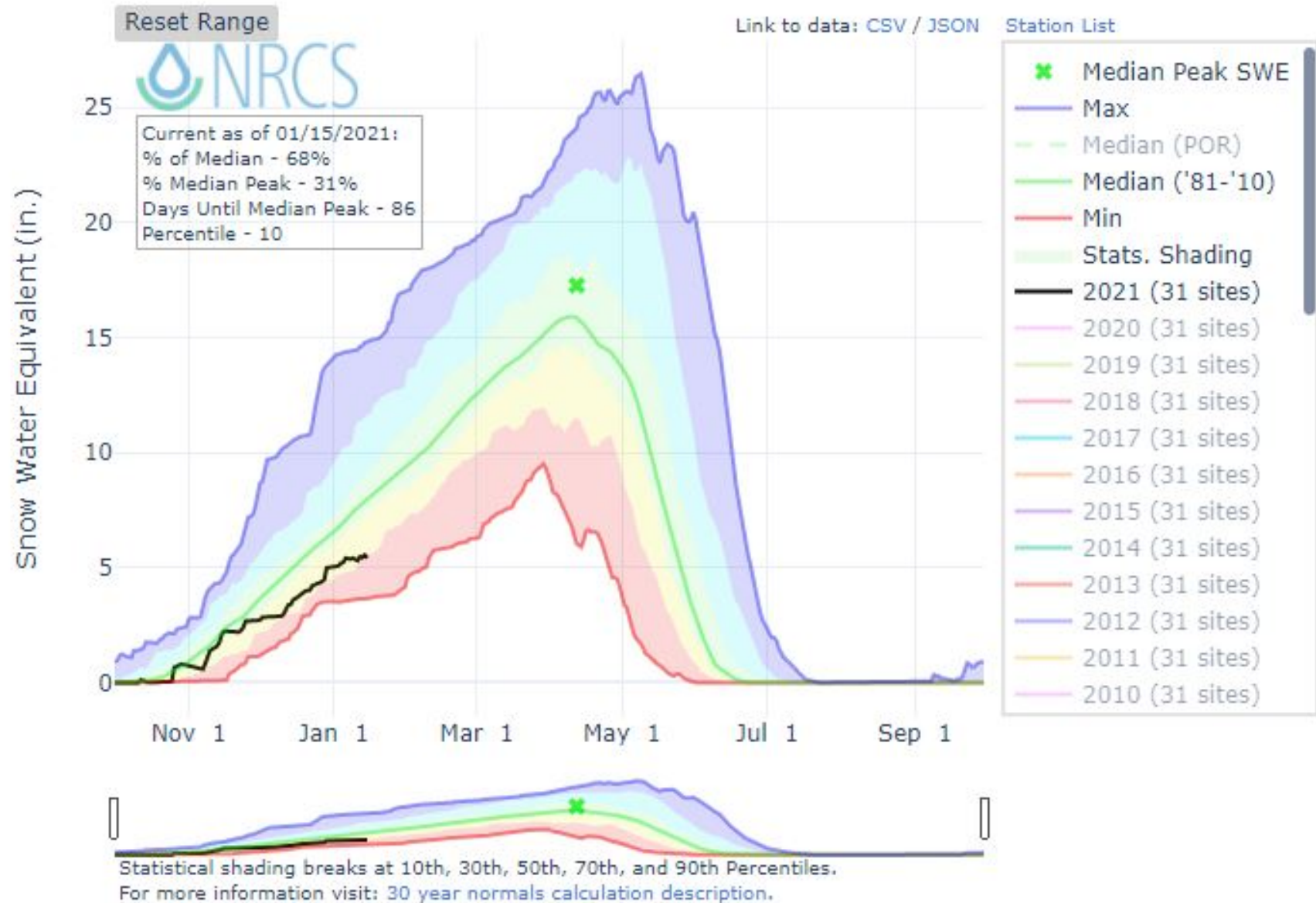
Author:

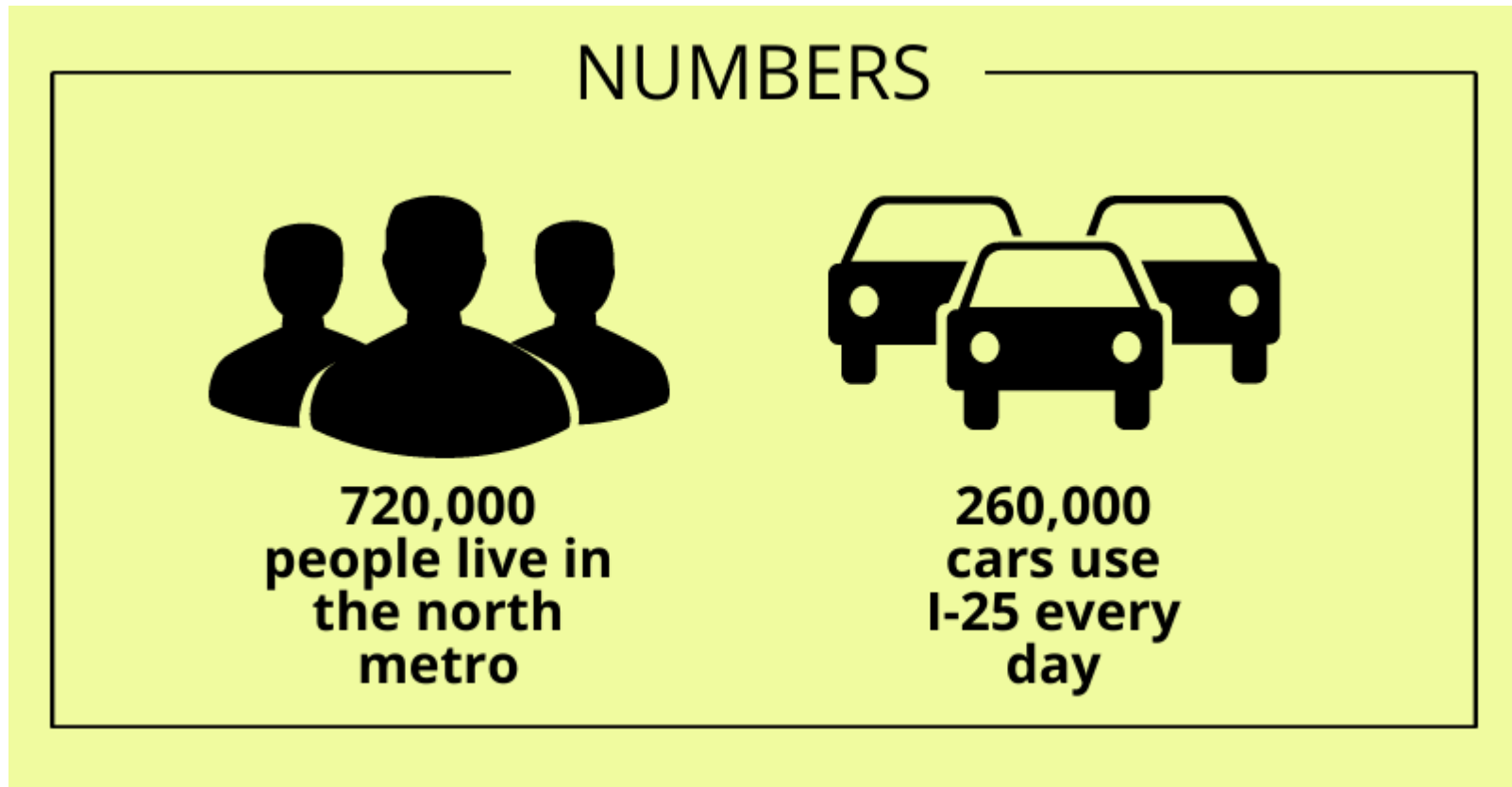
Deborah Bathke
National Drought Mitigation Center



droughtmonitor.unl.edu

SNOW WATER EQUIVALENT IN COLORADO HEADWATERS





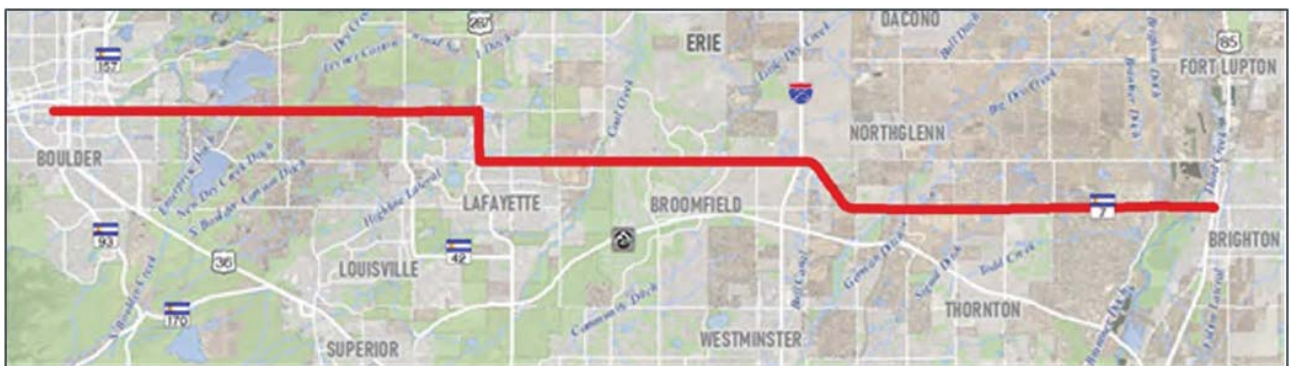
Various Local Transportation Updates (attached)

- Colorado SH7 Corridor Development Plan Summary
- North Area Transit Alliance (NATA) Synopsis December 2020
- NATA Letter to Senator Winter and Rep. Gray
- NWMCC Notes on CDOT 2021-2022 Budget

Executive Summary

Colorado State Highway 7 (CO 7) between Boulder and Brighton (the Corridor) is a vibrant, diverse, and emerging transportation corridor within the north Denver Metropolitan Area. Originally a two-lane rural arterial highway, rapid population and employment growth within the corridor's communities and at new and developing urban centers has transformed its travel patterns and functionality. Today, it is an evolving major east-west regional arterial connecting residents to jobs, activity centers, and the regional transportation system.

The CO 7 Corridor (Boulder to Brighton)



Conducted over the last several years, multiple planning and feasibility studies have established the Corridor's future multimodal vision. This vision entails an integrated plan of Bus Rapid Transit (BRT) improvements supported by multimodal (roadway, bicycle, and pedestrian) infrastructure and transit supportive land development at planned station areas. Robust BRT service with supporting infrastructure is envisioned for a well-connected regional corridor serving all modes of travel, providing safe and reliable travel, and linking existing and emerging urban centers.

Yet today, vestiges of the rural highway remain. Advancements to transition the vision into design and construction are needed to address current needs, manage ongoing growth, and prepare for the future.

Toward this end, the CO 7 Coalition, in coordination with the Colorado Department of Transportation (CDOT), successfully secured funding to advance the previous planning into preliminary design. A \$10M Regional Share Funding application for the CO 7 Preliminary and Environmental Engineering Project (the Project) was approved for the Denver Regional Council of Governments (DRCOG) 2020-2023 Transportation Improvement Program. The Project will develop preliminary design plans which will allow municipalities, counties, agencies, and developers to rapidly invest into the Corridor to implement the transportation recommendations from the previous studies – the vision.

The CO 7 Project

- Develop preliminary engineering to allow for efficient implementation and to identify priority projects to take to a higher level of design for accelerated investment.
- Initiate environmental engineering to identify the necessary environmental clearances.
- Identify right-of-way (ROW) needs for the extent of the Corridor.
- Identify utilities as needed.

In collaboration with the CO 7 Technical Advisory Committee (TAC), comprised of technical staff from the CO 7 Coalition membership and participants, a Corridor Development Plan (CDP) was prepared to establish the overall work program and oversight framework for the Project. Because the allocated funding is insufficient to achieve all objectives fully across the Corridor, a plan is needed to optimize the Project while strategically preparing for future, additional funding. The CDP fulfills this purpose. It will help ensure the Project fulfills its goals, is responsive to agency expectations, is effectively delivered with accountability, maximizes the use of the previous studies, and provides the best possible use of the allocated funds.

Working closely with the TAC, the formulation of the CDP entailed a thoughtful and collaborative process of identifying the goals of the Project and aligning, evaluating, and prioritizing elements of the recommended improvements, called “Proposed Actions”, for inclusion in the Project. This process produced collective agreement on the Project’s more-detailed definition. Combined with an overall delivery framework, including budget, schedule, and resource planning, the CDP enables the Project to move forward into execution.

The Corridor Development Plan (CDP)

Analysis

- Establish the goals for the Project
- Identify the changed conditions along the Corridor
- Define the environmental analysis approach
- Identify the technical methodologies
- Prioritize the elements of the Project
- Define the budget, schedule, and resource plans for delivery
- Document the plan in a final report

Products

- Program of Project elements (scope, budget, schedule, and resources plan)
- Implementation plan for full Corridor multimodal deployment
- Communications plan for Project delivery
- Funding opportunities for full Corridor improvement

Recommended Plan (Proposed Actions) for the Project



KEY

-  Section of Independent Utility (SIU)
-  Intersections
-  BRT Stations
-  Bridge Replacement

Priority 1 Proposed Actions

-  Concept Study
-  Preliminary Engineering (Level 1)
-  Intersection
-  BRT Stations

Proposed Actions Included in the Project

SIU	No.	Location	Title	Cost	Activity	
					Study	PE
A	2-20	Boulder	SIU A – 28 th to 64 th Street	\$1,467,000		X
B	1-1	Boulder, Boulder Co	BRT Concept Study (64 th – US 287) (SIU B)	\$180,000	X	
B	2-21	Boulder, Boulder Co	SIU B – 64 th Street to US 287	\$1,263,000		X
C	2-22	Lafayette, Erie, Bldr Co	SIU C – US 287 (N) to 119 th Street	\$224,000	X	
E	4-1	Erie	Erie Airport Entrance Rd Concept Plan	\$112,000	X	
E	2-7	Broomfield	Lowell Intersection	\$280,000		X
F	1-2	Broomfield	BRT Station Concept Plans (Huron/Palisade)	\$112,000	X	
F	2-24	Broomfield	SIU F – Sheridan Pkwy to I-25	\$862,000		X
I	2-26	Thornton	SIU I – York to Holly Street	\$1,198,000		X
J	2-27	Thornton	SIU J – Holly to Quebec Street	\$560,000		X
K	2-28	Thornton	SIU K – Quebec to Yosemite Street	\$560,000		X
M		Brighton, Adams Co	Placeholder – TBD	\$224,000		
Total				\$7,042,000		

Project Budget Summary – Program of Proposed Actions

Item	Description	Cost
Corridor-wide Programmatic Activities		
Corridor Development Plan	Develop the overall delivery plan for the Project.	\$250,000
Project Administration and Oversight	Provide overall management, administration, and oversight for the delivery of the Proposed Actions including contract, procurement, budget/schedule and quality management.	\$1,500,000
Aerial/LiDAR Mapping	Provide corridor-wide design level aerial photography, LiDAR and supporting target control surveys for cloud-based topography data collection.	\$200,000
Corridor Systems Planning Tool and Traffic Forecasts	Develop a corridor systems planning tool and dataset for land use and planning-level demand forecasting that can be administered and utilized by CDOT and the CO 7 Coalition in their ongoing land use and transit planning activities and develop design horizon traffic projections for preliminary engineering.	\$220,000
Environmental Analyses and Coordination	Perform environmental inventory and analyses pursuant with the CDP and coordinate resource issues with preliminary design activities.	\$360,000
Technology Deployment Plan	Develop a Smart Technology plan for the Corridor to identify design details and treatments to be included in the preliminary engineering considering emerging technologies and communications infrastructure.	\$115,000
Corridor Bike Treatment Plan	Develop a Corridor-wide plan addressing bike facility connectivity, standards, and design details for inclusion in the preliminary engineering activities.	\$103,000
Strategic Communications	Provide Corridor-wide strategic communications including, but not limited to, branding, CO 7 Coalition coordination, public official briefings, media relations, Corridor-based communications, and coordination of stakeholders and general public involvement.	\$210,000
Recommended Proposed Actions		
Proposed Actions (Priority 1)	Complete concept studies and deliver preliminary engineering and plans for the highest value Proposed Actions constrained to the budget.	\$7,042,000
Total		\$10,000,000

The recommended Proposed Actions comprising the Project represent logical, independent, and functional components of the Corridor's recommended improvements. Defined by Section of Independent Utility (SIU) criteria, which enables the disaggregation of the recommendations into incremental actions in accordance with the National Environmental Policy Act (NEPA), each provides independent utility and purpose. All elements of the multimodal infrastructure, including BRT stations, intersections, and bridges, are included in each SIU. Potential Proposed Actions evaluated against the Project goals included each SIU (SIU A through SIU M) and multiple major intersections and bridges as standalone actions.

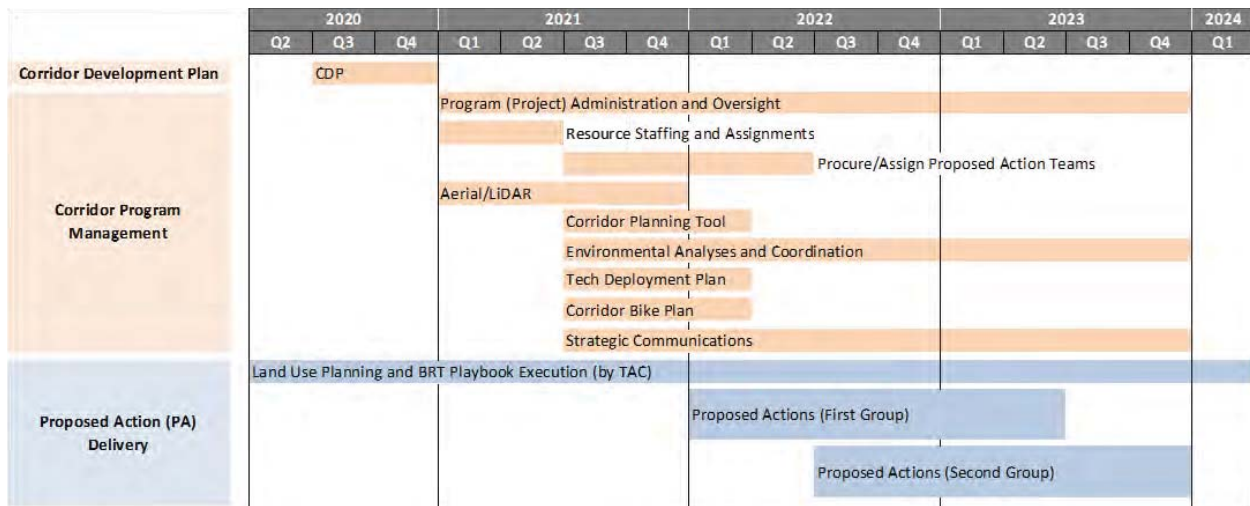
Each recommended action advances the vision into the design development process, either as a concept study to resolve outstanding planning issues or as preliminary engineering and plans. Upon completion, the preliminary design will better enable ROW preservation and management of the Corridor, will provide construction cost estimates, and will define incremental phases for final design and construction, when additional funding is secured. Those sections of the Corridor not included in the Project can also advance into design when additional funding is secured, thereby advancing the Corridor as a whole.

Successful delivery of the Project will require an organized and systematic approach. Given the need for overarching oversight for efficiencies and uniformity of concurrent activities across the Corridor, it is recommended a program-level management and organizational approach be implemented. This will entail providing overall accountability, management, communications, coordination, and control programmatically across all Proposed Actions. Furthermore, with some work activities benefitting from centralized production and coordination, some deliverables will be prepared and coordinated at the program level. This approach will provide an organizational structure for effective delivery of the Project, enabling the proactive advancement and preparation of the Corridor for the future.

Project Goals

- **Advance Multimodal Improvements** – Promote the Corridor's readiness for BRT with supportive infrastructure
- **Address Current Needs** – Meet existing traffic and safety needs
- **Plan and Prepare for the Future** – Be responsive to anticipated growth
- **Complement Existing and Planned Infrastructure** – Build upon past investments for cumulative benefits
- **Leverage Joint Development Opportunities** – Combine with developer funding opportunities
- **Provide Equity Across the Corridor** – Distribute the actions equitably

Project Schedule – Program Management and Proposed Actions



Synopsis of December 17, 2020 NATA Meeting

1. **Brief Overview of NATA Slides** - Smart Commute staff gave a brief summary of NATA's vision, membership, matrix of influence, boundaries and recent work in creating a regional "Leave Behind" document outlining the group's transportation priorities. These slides were provided for Senator Winter, Representative Gray, and RTD GM Debra Johnson as an introduction to NATA.
2. **Transportation Legislative Update** – Senator Faith Winter and Representative Matt Gray updated the NATA membership and those in attendance on their efforts in the creation of a fee-based transportation funding bill that is planned to come before both houses in the 2021 Colorado Legislative Session. Senator Winter and Representative Gray were seeking input on the structure of this bill, and the specifics of inputs and outputs. A whitepaper outlining the contents of the bill is expected in coming weeks.
3. **October 22nd NATA Meeting Minutes** were approved.
4. **Election of 2021 Board Officers** - NATA representatives voted to approve the slate of officers for 2021 as follows:
 - a. Chair, Mayor Pro Tem Jessica Sandgren, Thornton
 - b. Vice Chair, Councilmember Joan Peck, Longmont
 - c. Treasurer, Mayor Pro Tem Anita Seitz, Westminster
5. **Smart Commute Report on 2020 North Metro Commuter Survey** – Catherine Sanders gave an update on Smart Commute's annual commuter survey noting the results showed a significant uptick in telework because of the COVID-19 pandemic, and emphasized the anecdotal importance of individual open-ended responses regarding their commutes.
6. **RTD's new General Manager Debra Johnson** attended the meeting to give introductory comments and expressing her thanks to NATA as a collaborative partner to RTD. Debra recognized that the north area has been struggling to get adequate connections for a long time, and confirmed her Commitment in listening to and working with everyone in the north area to move the entire region toward better transit.
7. **RTD Director Judy Lubow** gave farewell remarks to the NATA membership as her time as District I Director has come to an end in term limitation. She expressed her thanks to NATA for their partnership through her time as a RTD Director, and asked that NATA look internally at what they want as a group and express those "wants" to RTD as they are in a time of great change. Director Lubow also spoke about RTD's struggle with geographic equity as a taxing district.
8. **Presentation by DRCOG – Data Subcommittee Update**
(https://youtu.be/yUwvV8FS_m4?t=4839) - Brad Calvert gave an update on DRCOG's recent efforts to reinvent their regional data catalog by redefining their inputs of local data and producing modeling outputs based on those local inputs. Brad praised the work of the NATA Data Subcommittee as something that informed the DRCOG team as they entered into this work

of redefining their entire data system to better reflect the realities of growth and development in the DRCOG region. Brad went through a series of data heat maps describing housing and job growth and suggested that those interested in more information visit (<https://data.drcog.org/dataset/small-area-household-and-employment-forecasts-2020>). ly, Brad informed the group that this small-area data forecasting is being used by DRCOG to inform their 2050 Metro Vision Regional Transportation Plan, and more.

Full meeting recording is available at: https://www.youtube.com/watch?v=yUwvV8FS_m4



December 30, 2020

Senator Faith Winter
200 E Colfax Avenue, RM 346
Denver, CO 80203

Representative Matt Gray
200 E. Colfax Avenue, RM 307
Denver, CO 80203

RE: 2021 Transportation Funding Bill Proposal

Dear Senator Winter and Representative Gray,

Thank you very much for joining the December North Area Transportation Alliance (NATA) Meeting to share information regarding the development of a fee-based statewide transportation funding bill which you may bring forward in the 2021 Colorado Legislative Session. We are pleased to be recognized as an important stakeholder group representing public and private entities in the North I-25 Corridor and provide our initial input below. Our coalition would support legislation which:

- Preserves existing General Fund transfers for transportation projects and creates new revenue streams to meet statewide needs.
- Aligns state transportation funding investment priorities with CDOT's statewide transportation plan, including the 10-year pipeline of projects.
- Directs resources to support the diverse needs of the state from rural to urban, and providing mobility options for all ages and abilities, and vulnerable populations. We are interested in hearing your further concepts which could direct a percentage of new funding for multimodal needs.
- Recognizes gas tax as a declining revenue source and leverages the purchase of gasoline as a bridge to modernized fees.
- Creates innovative funding mechanisms to reflect all types of vehicles and how they use the roadway network proportionate to their impacts to our transportation infrastructure.
- Helps achieve Colorado's Green House Gas reduction goals by making investments to reduce transportation sector emissions.
- Balances the funding of new infrastructure with the need to address maintenance and asset management.

Your leadership to address the transportation funding needs of our state are greatly appreciated. We look forward to receiving additional information on the legislative concepts you are considering and providing further input.

Sincerely,


Julie Duran Mullica
NATA Chair

CC: NATA Membership

Notes 11/12/20 JBC briefing on 2021-22 Department of Transportation budget, provided by Northwest MCC

Tuesday Discussion with Transportation Chairs on 2021 Legislative Agenda:

- Potential bill(s) to raise substantial new transportation funds
- Governor Polis proposed transportation stimulus funding

The following stimulus funding proposed by Governor Polis will not be discussed during the upcoming special session. Rather, it will be considered in the 2021 session by the newly elected General Assembly.

Members participating: Chair Sen. Dominick Moreno, Vice Chair Rep. Julie McCluskie, Reps. Leslie Herod and Kim Ransom, Sens. Chris Hansen and Bob Rankin. Others participating: Analyst Andrea Uhl

Agency budget stats:

- 2020-21 appropriation - \$1.98 bill all funds, \$1 million General Fund
- 2021-22 request – \$1.9 billion all funds, \$0 General Fund

Briefing paper - http://leg.colorado.gov/sites/default/files/fy2021-22_trabrf.pdf

This briefing generally is more informational than substantive, because CDOT receives little or no General Fund support through the long bill. (However, in recent years the department has received substantial GF transfers through separate legislation, as well as revenue from certificates of participation that have been repaid partly with GF.) The main CDOT construction and maintenance budget is funded by fuel tax and other dedicated revenues, along with federal funds; is allocated by the Transportation Commission and generally isn't finalized until March.

Discussion Notes:

- Hansen, noting the chart at the bottom of page 10, noted how revenues are shrinking relative to inflation. Uhl noted that in recent years several states have increased and/or inflation indexed their fuel taxes. She said additional support and creative financing will be needed in the future if the Colorado fuel tax isn't updated.
- Perhaps the most interesting thing Uhl said wasn't in the briefing paper.
- She said that CDOT staff have examined the impact of the pandemic on transportation revenues and estimate a \$117 million drop in revenue down over three years, because people are buying less gas, etc. CDOT was \$33.7 million under budget in 2019-20 and expects an \$83 million gap in 2021-22, "primarily because of less gas being sold."
- There has been a 6.89 percent decline in fuel sales, and FASTER has lost 13 percent of its revenue, which has to be backfilled by other funds.
- CDOT had dealt with this by delaying the issuance of COPs last spring, which pushed back the payment schedule; \$16 million in savings; \$21 million saved by COP refinancing, by the receipt of \$77 million in redistributed federal funds and through other COP savings.

More information on this issue is available in these two CDOT staff memos:

- CDOT FY 2021 budget workshop memo - <https://www.codot.gov/about/transportation-commission/documents/2020-supporting-documents/october-2020/1-fy-21-budget-workshop.pdf>

- CDOT FY 2022 budget workshop memo – <https://www.codot.gov/about/transportation-commission/documents/2020-supporting-documents/october-2020/2-fy-22-budget-workshop.pdf>
 - Hansen asked if state is doing the best it can from a financial structuring point of view. For instance, would it be better to be issuing bonds rather than COPs, and should CDOT be looking at a broad refinancing of its debt?
 - Uhl said the first two of the four COP issues were made in low-interest environments. Also, she said the state can't really refinance COPs for 10 years. And Uhl reminded Hansen that the state can't issue general obligation bonds, and that voter approval of trans bonds now has been pushed back to fall 2021. "I don't think there's anything we can do differently in the short term."
 - Hansen said this is the "TABOR tax" of additional costs imposed by TABOR's ban on bonds. "We are essentially paying an extra tax here." Uhl said "I would tend to agree." The best rates are offered on general obligation bonds.
 - Starting on page 18, Uhl detailed the governor's transportation stimulus programs. This includes \$130 million in cash funds to accelerate high priority, shovel ready projects, detailed at the bottom on page 18. The second piece is \$70 million in GF for "Main Street" projects, defined as things adapting streets for non-traffic use.
 - Moreno asked for a list of the Main Street grants that already have been made.
 - While she was going through 2020-21 cuts, Moreno commented that Polis' request is "actually a replacement for the cuts made last year. ... It would offset all the balancing actions."
 - On page B-1 she noted CDOT hasn't yet turned in its report on bidding procedures, something which some legislators have questioned.
 - Rankin said "This was a pretty serious issue in the last session" and noted small and medium contractors feel disadvantaged by current procedures. So he wants some extensive discussion at the department hearing.
 - McCluskie noted the closure of I-70 highlighted accessibility issues on the Western Slope and would like to hear from CDOT on planning for alternative routes.
 - Moreno noted shovel ready projects for Polis stimulus package are in rural areas, and he would like to hear if COT is doing any work with RTD on budget problems and if there are any discussions about helping RTD.
 - Moreno also said he's heard Central 70 Project may well be over budget, so he'd like to hear about that.
 - Finally, he'd like CDOT to comment on outsourcing of such work as design. "There's a concerning trend there." Rankin wants this combined with the answers on other contracting issues.