

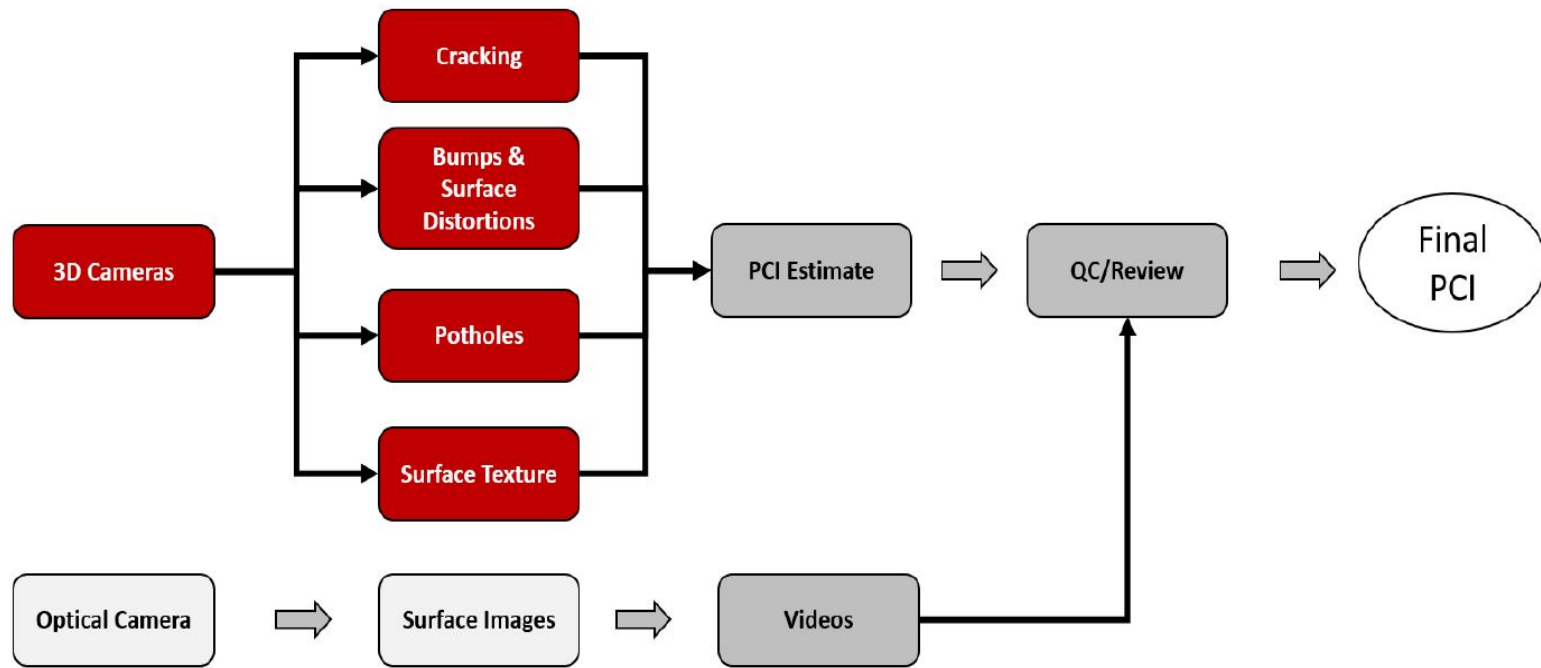
October 2020 Public Works Report

Street Maintenance

Paving work throughout Town will be wrapping up this month ahead of cooler temperatures. Last year early cold weather caught us, this year we will complete all work as well as the work that was delayed from last year.

Great news! Streetscan completed analysis of the high definition scan and recommended maintenance program and it comes in about half of what our previous (lower resolution) plan showed. The reason for the large discrepancy is first, the Town has been investing more and more in our rehabilitation and reconstruction budgets over the last several years, and second the more precise nature of the high definition scan better pairs the fix with the problem and with other tools Streetscan offers (software) we can customize our program to our budgets and target repairs that would stave off more costly efforts due to degradation. In short, we think if we continue on the path we have been on for the last several years, we could be caught up in several years. Below is a page from the presentation made to staff on how Pavement Condition Indexes (PCI) are calculated. .

PCI ASSESSMENT

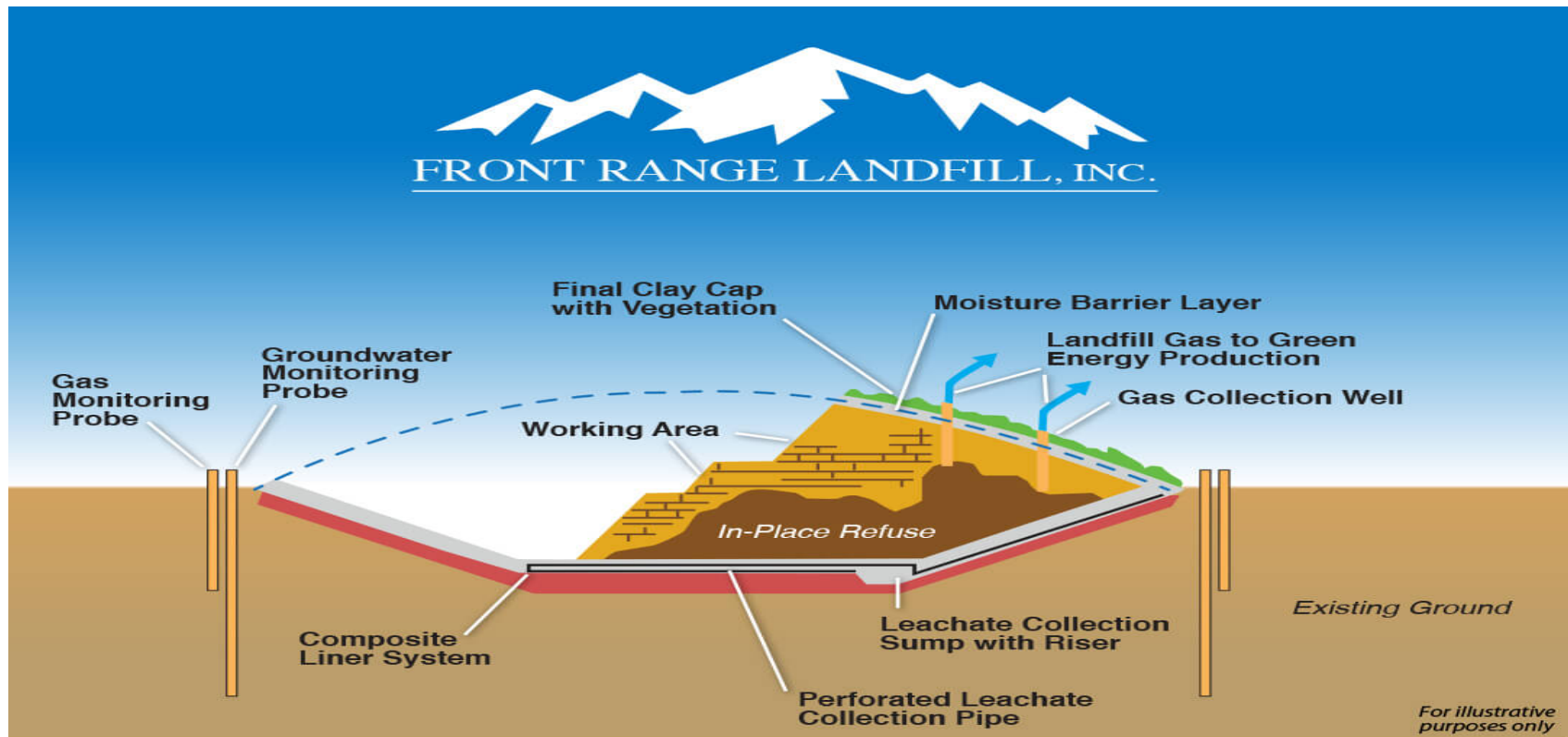


Front Range and Denver Regional Landfill Updates

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 complete and we can expect to see a roughly 75% decrease in activity. 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 until fall, this effort has been somewhat delayed due to heat and concerns over related odors and dust. Current estimate at this time is for this effort to continue through November. This will result in seeding that southern face in late fall, 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.

The voucher system for drop offs went fairly well. We plan to circle back around and gather input to see if there is support for continuing in this fashion. The main hiccup for the landfill came at the end when 175 loads showed up on the last day, and less than ten people tried to drop off their items after the window had passed.



Capital Improvement Projects

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

Construction of the WTF expansion is wrapping up successfully and well under budget. Construction of the hydroturbine facility is under way, with an anticipated start date of summer 2021, the turbine is a long-lead item of around six-months. Town staff, Burns and McDonnell Engineers and contractor Garney have been working closely with Northern Colorado Water Conservation District (NCWCD) to plan for pipe tie-ins and start up protocols.

Worth noting; the hydroturbine project has been the subject of multiple regional conferences including the Rocky Mountain Section American Water Works Annual Conference, American Water Resources Association and Colorado Groundwater Association Annual Conferences. Erie is looking progressive amongst the industry!



Hydroturbine foundation and piping

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 are working closely with HDR Engineering to assist Colorado Department of Health and Environment's (CDPHE) Engineering Section by providing some (hopefully) final information. This process has been ongoing since around May, and was preceded by roughly 8 months spent waiting on CDPHE's Permitting section to provide revised discharge permit limits, only to find out they had errors, which took another month and a half to correct. We believe they still have significant errors and will revisit that issue prior to issuance of a new permit.

Sustainability and Water Conservation

Energy

- Tanko streetlight audit is 70% completed and repairs to existing streetlights are being submitted to XE and United Power on a rolling basis. GIS locates are being coordinated with the Town's GIS team.
- The first electric vehicle charging station was installed at 645 Pierce Street. This provides two plugs, curbside, at a location closest to Briggs St. without taking away any downtown parking. The station has not yet been activated and rates have yet to be decided, but there will be a robust education and outreach campaign when the Town is ready to activate the chargers.

Green Business & HOA Certification Program

- Green HOA Certification Scorecard Pilot was launched in August and Arapahoe Ridge HOA will be the first to complete their Green Certification Scorecard. Water conservation will be the first primary focus and a turf replacement grant through Northern Water is being applied for. Lakewood and Longmont are excited and reached out to replicate this new program.
- Tacos El Ray 2 has signed up for a Green Business Certification Assessment and the first walkthrough was scheduled for October 6th

Waste

- Great news again! The Town received a \$247,078 grant from the Front Range Waste Diversion Board which will result in significant improvements to the Town's waste diversion and recycling program.
- Recycling Center is going to remain open and staffed through the winter. The shed on site will be replaced to provide shelter for year round staffing and allow us to remain open 4 days/week. Diversion rates are at 100%.
- Leaf composting and cleanup events have been scheduled for November 7th & 15th.
- Waste Diversion Feasibility Study has begun and its results are scheduled for presentation and discussion for the December 1st Study Session.

Water Efficiency

- Slow the Flow Irrigation Assessments have been doubled due to high demand. Two HOAs have received an assessment as well and will be awarded points in the Green HOA Certification Program.
- The Town still has rebates dollars left so we will be doing a last communications push to use these remaining funds before the end of the year.

Lynn R. Morgan Water Treatment Facility (WTF)

Annual Daily Average Flow:

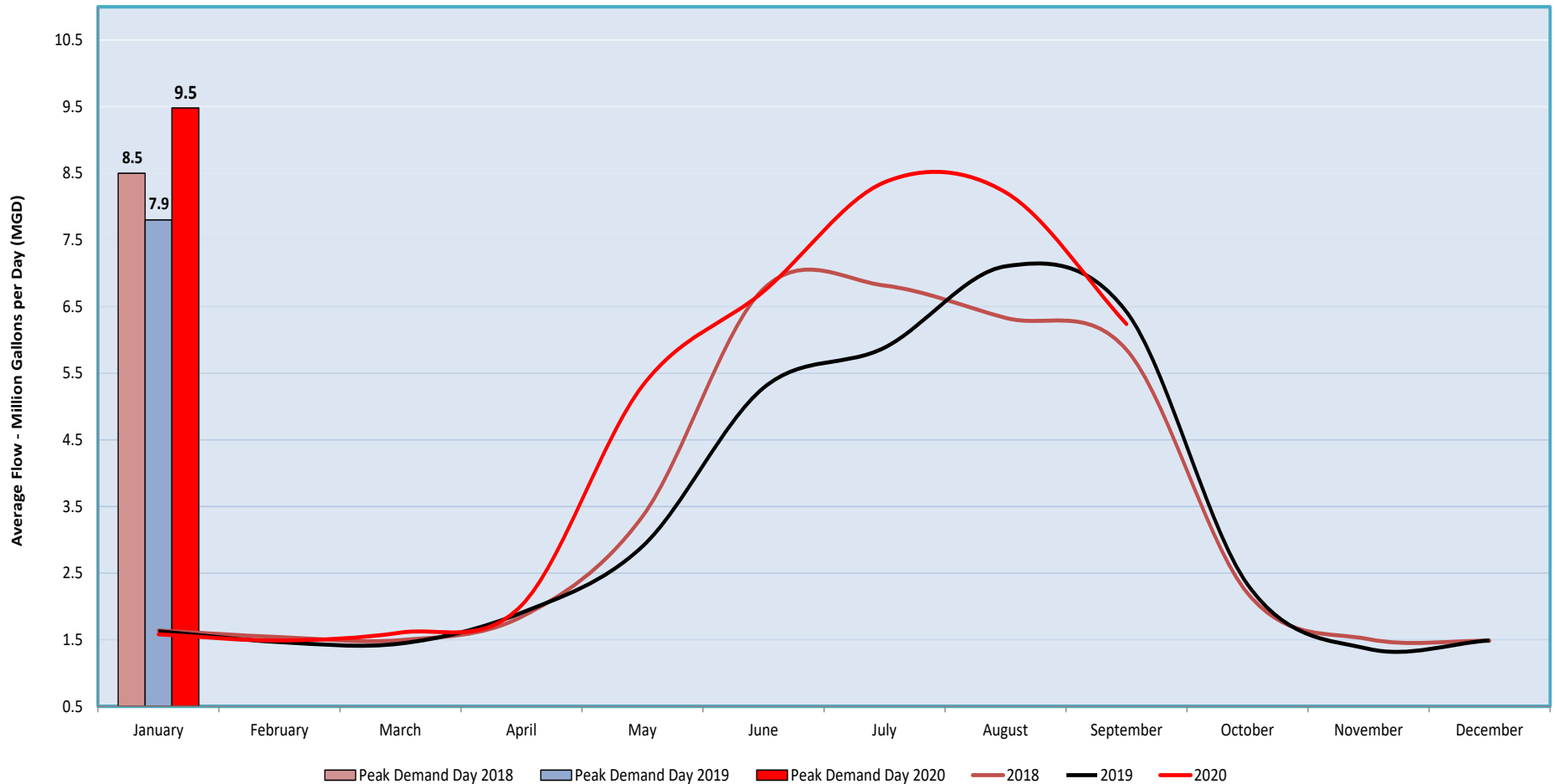
2017 - 3.3 (Million Gallons) MG

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.

Average Monthly Production



Annual Daily Gallons Per Capita per Day (GPCD):

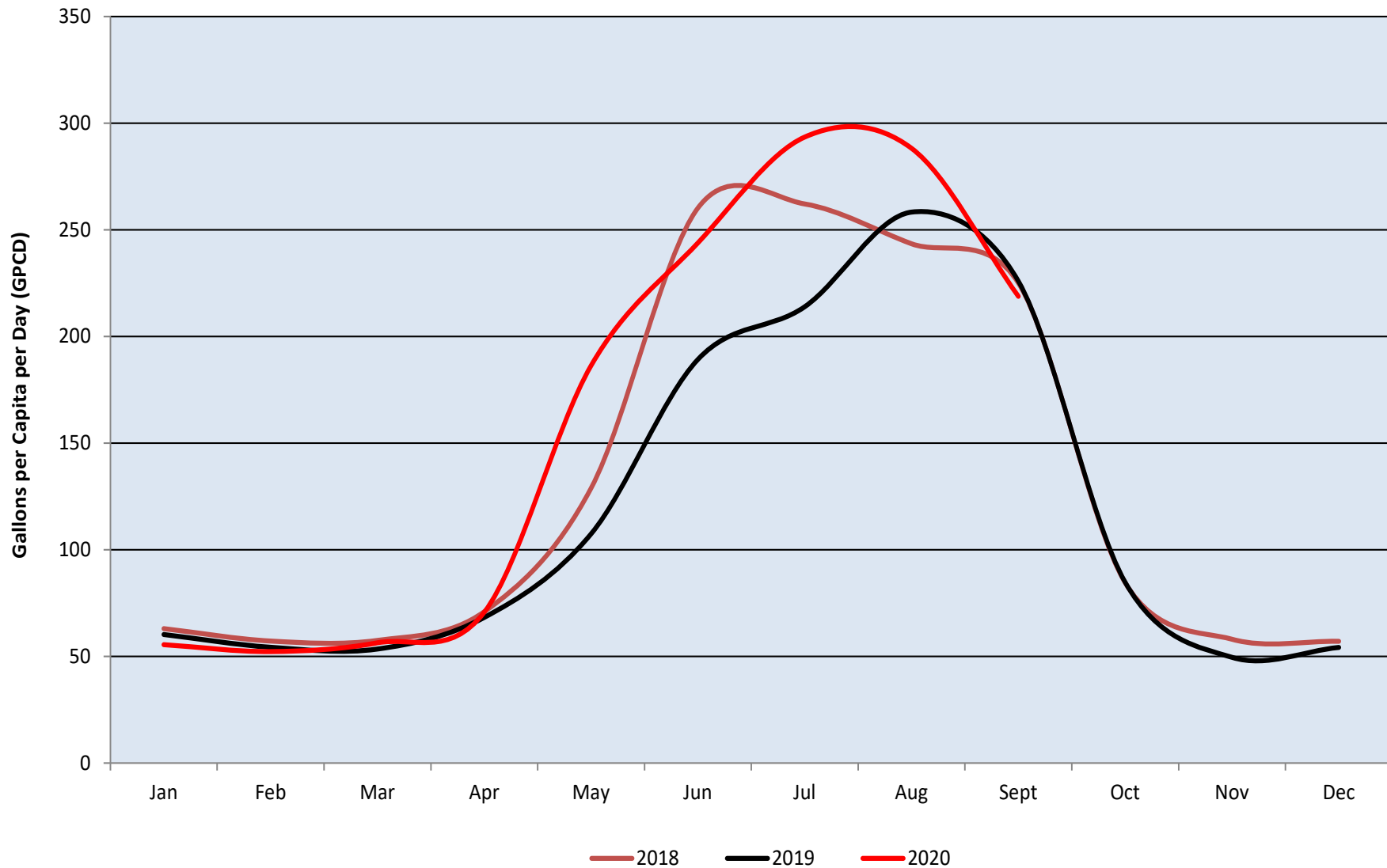
2017 - 130 GPCD

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:

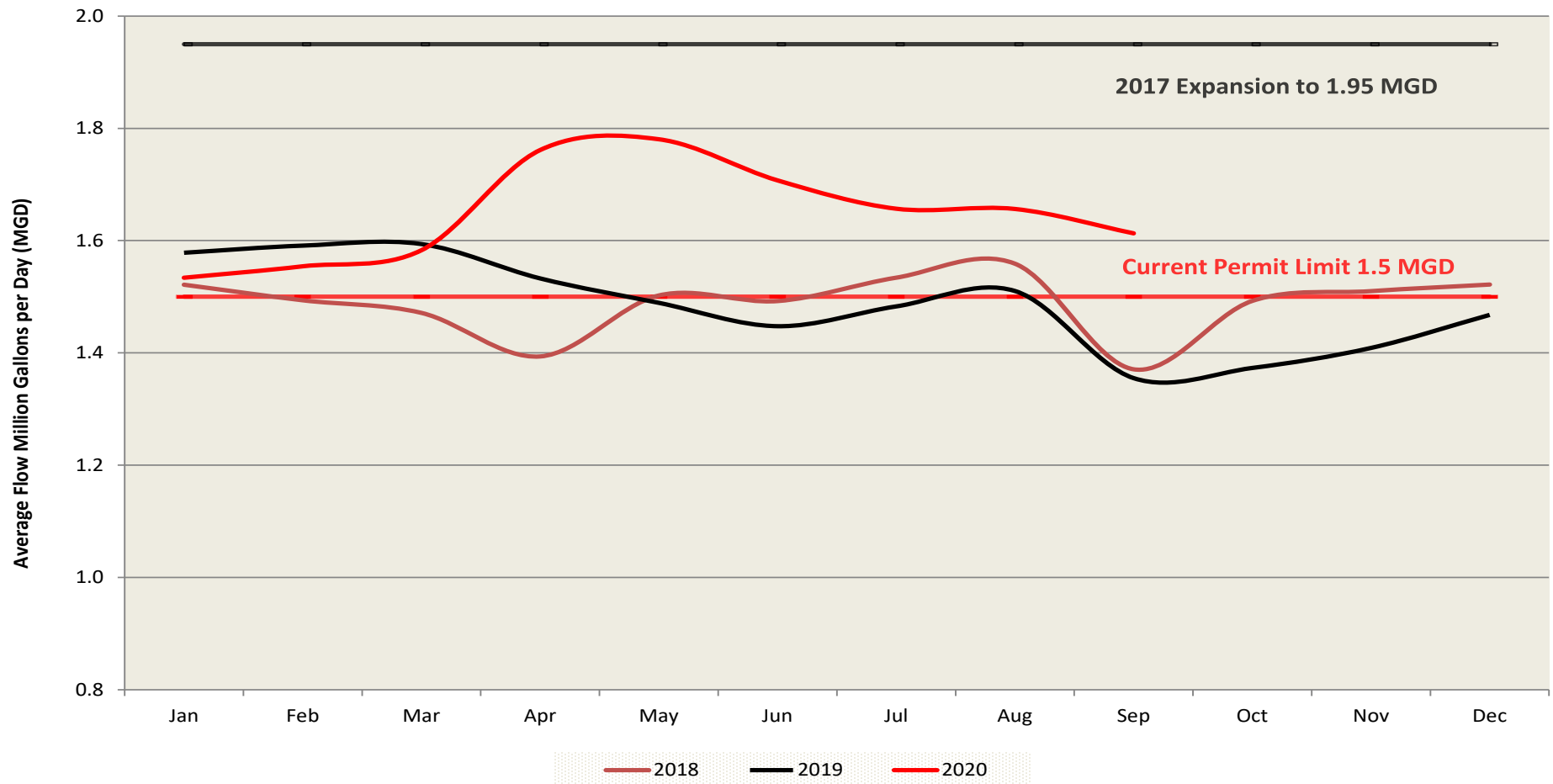
2017 - 1.42 MG

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. This stark increase is likely due to the Stay at Home and Safer at Home orders which have driven residents who work out of town to stay at home. We continue to work through challenges with Colorado Department of Public Health and Environment (CDPHE) and their recent violation notice to the Town. Most notably the Town has been struggling with extremely low copper limits, and have been asking CDPHE to justify the number for years. We have recently learned that they do not have the historical data to show how they even calculated the limit, this comes after we have been asking for that data for over two years. Stay tuned.

Average Monthly Flows



Annual Daily Gallons Per Capita per Day (GPCD):

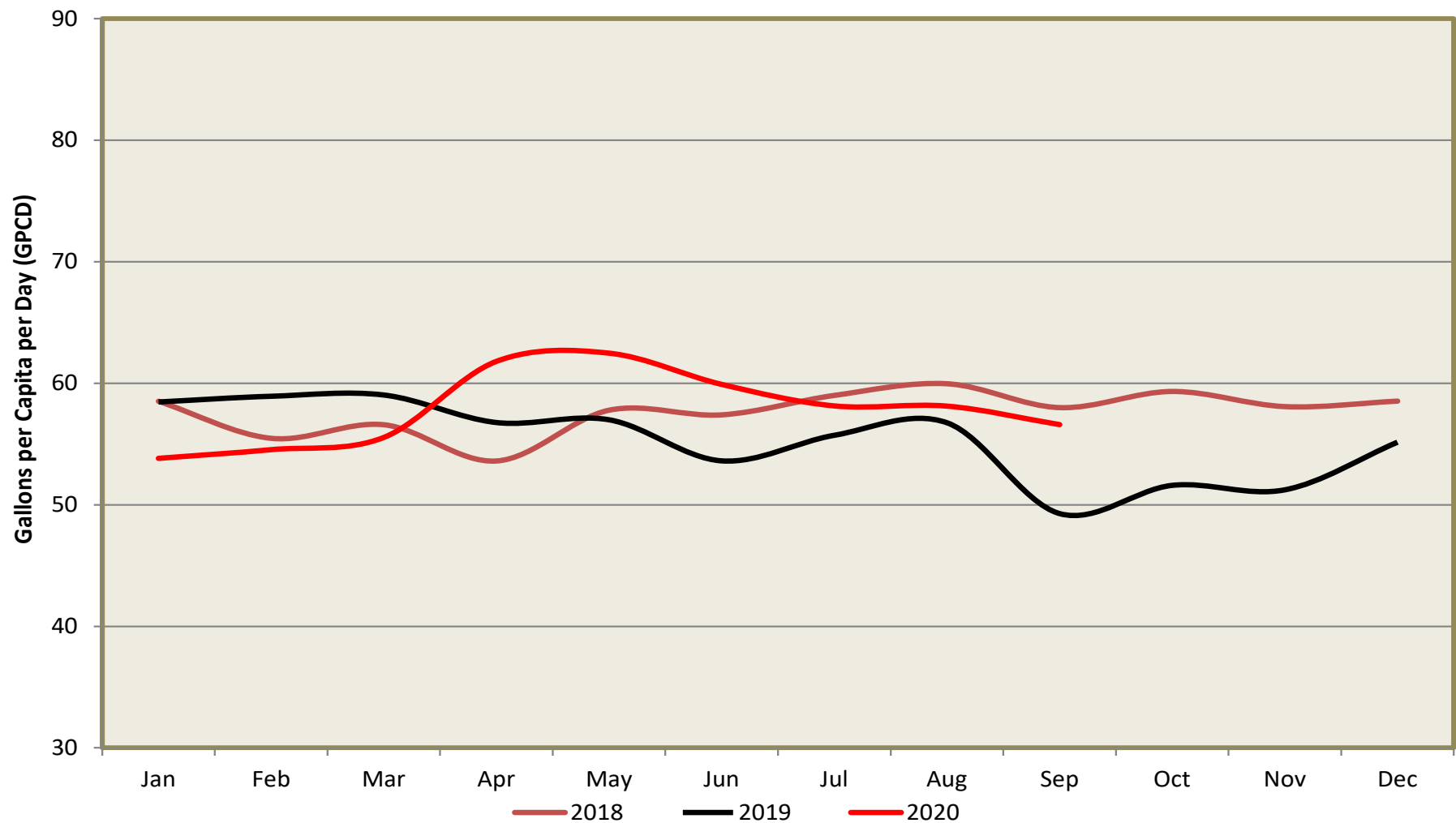
2017 - 57 GPCD

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.

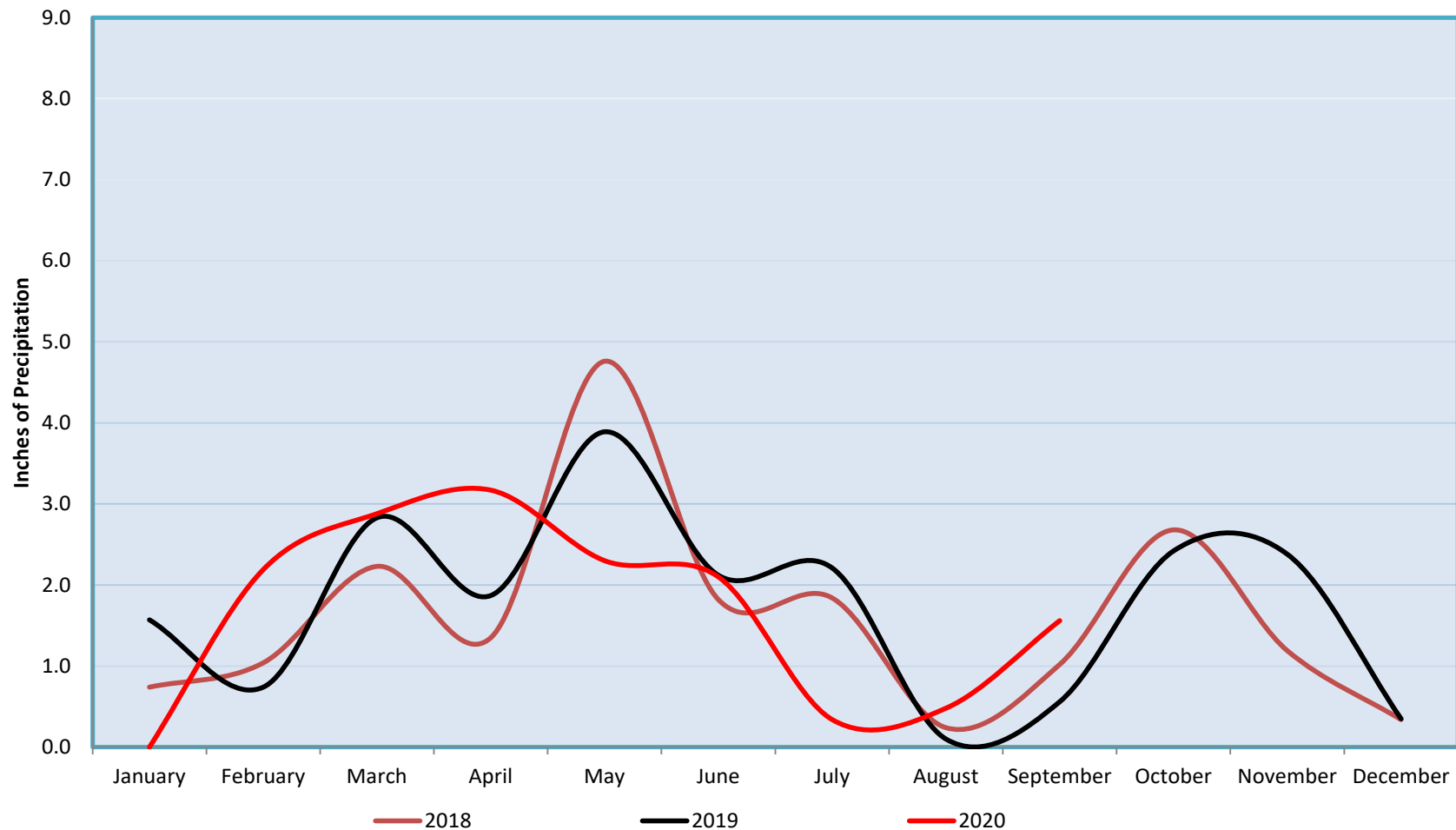
Average Daily Usage Per Capita



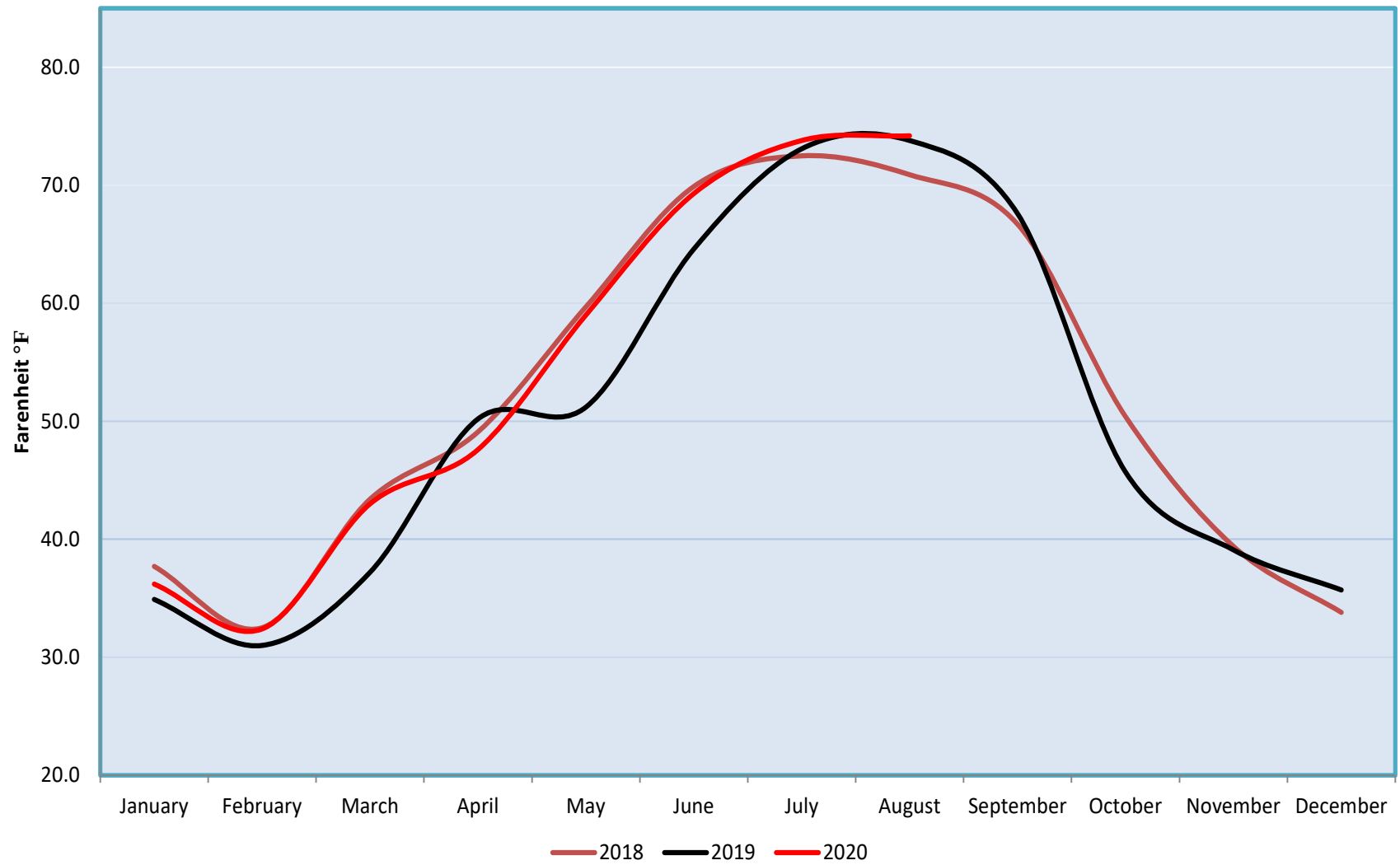
Monthly Data for Boulder – National Oceanic and Atmospheric Administration (NOAA) & Natural Resource Conservation Service (NRCS)

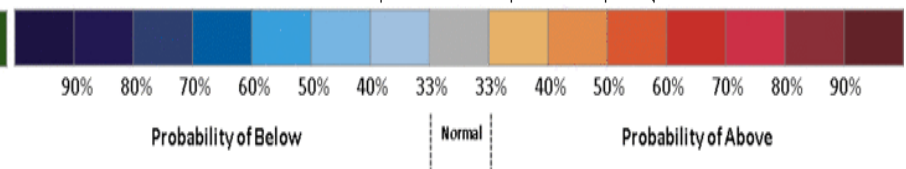
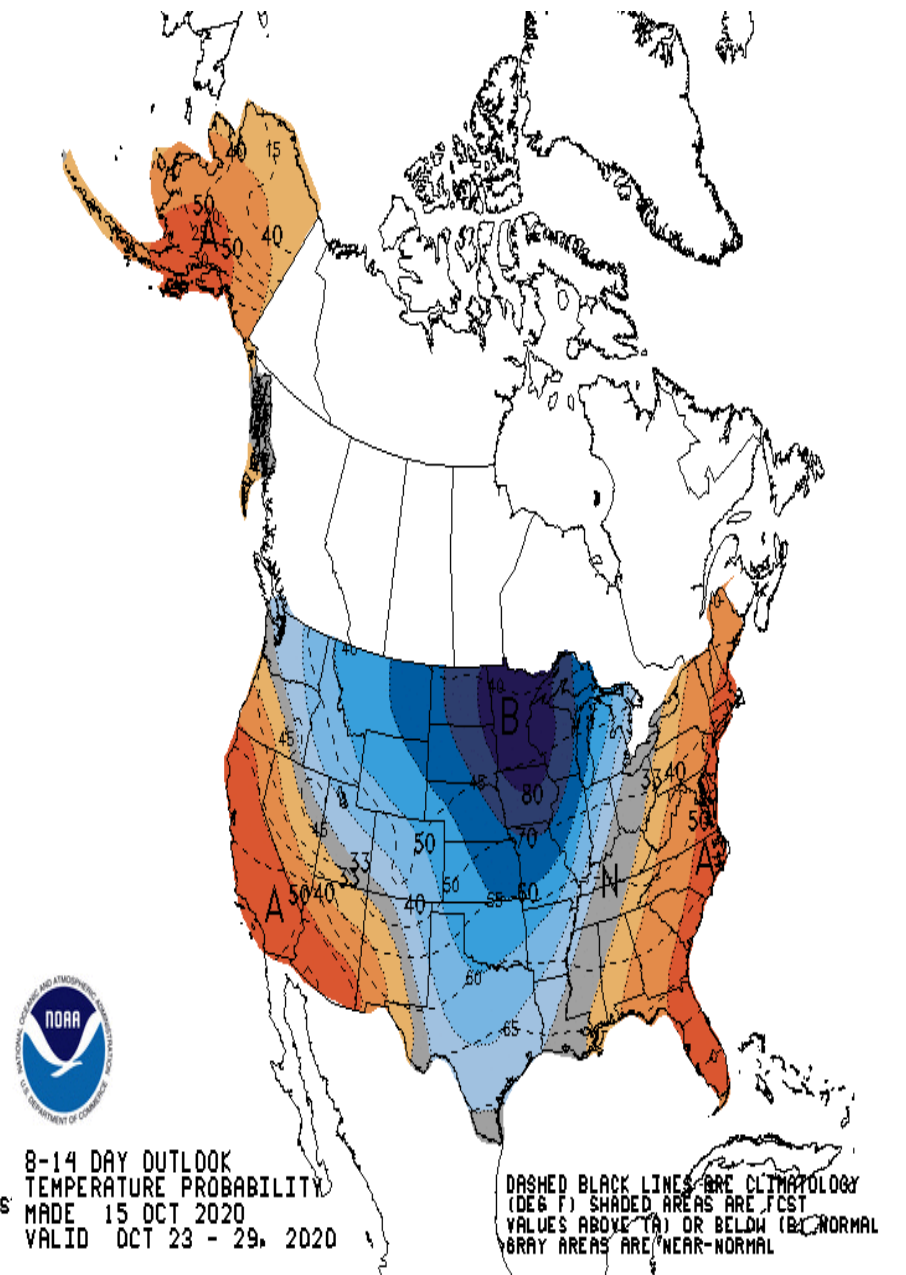
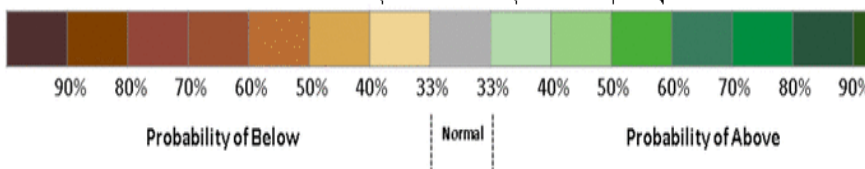
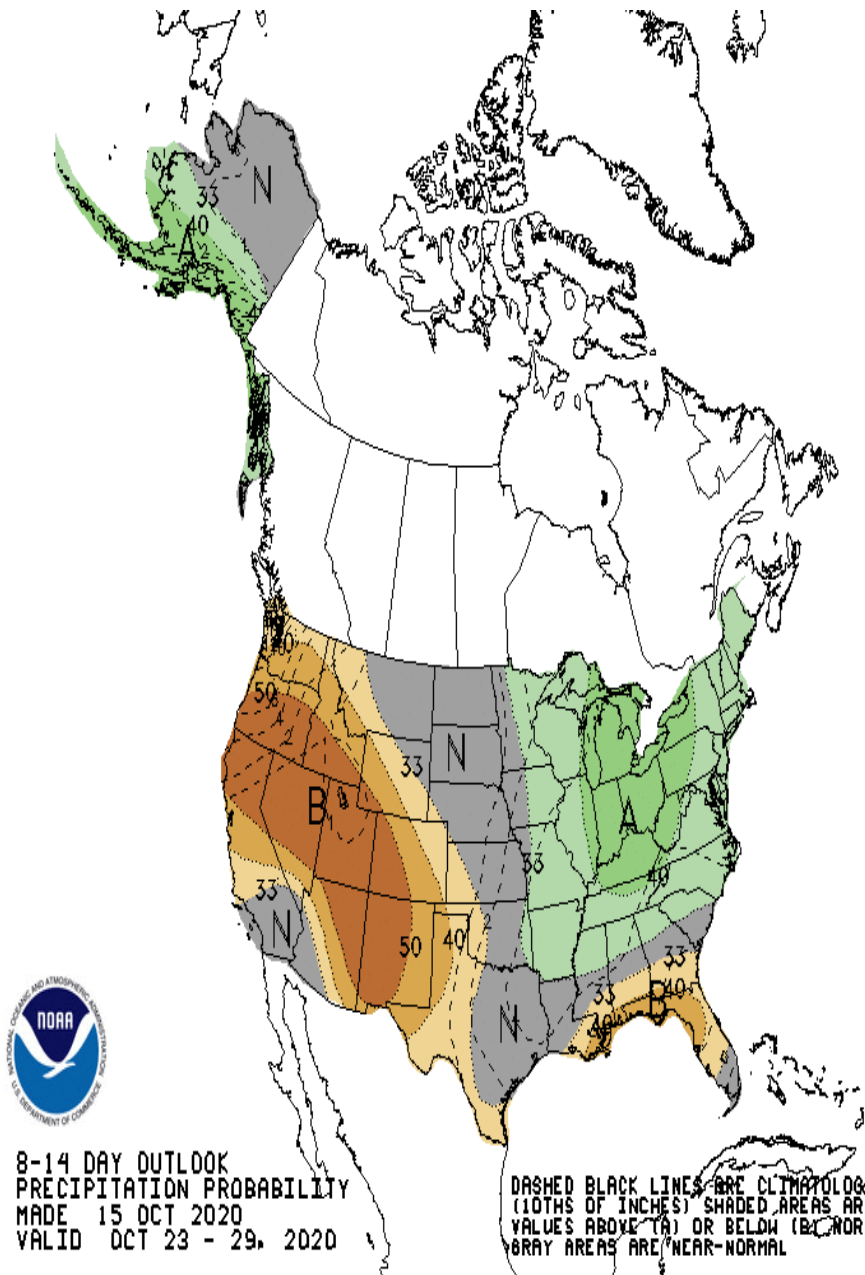
NOAA's [winter forecast for the U.S.](#) favors warmer, drier conditions across the southern tier of the U.S., and cooler, wetter conditions in the North, thanks in part to an ongoing La Nina. Forecasters at NOAA's Climate Prediction Center - a division of the National Weather Service - are also closely monitoring persistent drought during the winter months ahead, with more than 45% of the continental U.S. now experiencing drought. NOAA is predicting a 40% chance of below normal precipitation and 50% chance of below normal temperatures through late October. Drought conditions are affecting the entire state, however Erie is in good shape in terms of water supply.

Precipitation



Mean Temperature





Transportation Updates

And now for more good news! The Engineering Division received a \$890K grant from DRCOG for our Traffic Signal Communicataion project, and our \$2.5M Safer Main Streets application for improvements to County Line Road between Cheesman and Telleen is on the list of projects recommended for approval – keep your fingers crossed!

Local transportation planning updates follow below:

- NATA Synopsis
- Northwest MCC (Formerly Highway 36 MCC) Letter to RTD re:Continuation of service



Synopsis of September 24, 2020 NATA Meeting

1. August 27, 2020 NATA Meeting minutes were approved.
2. Smart Commute staff gave a review of their plans for TransForum (a virtual event). TransForum will follow the October 22 NATA meeting, and will start approximately 8:30. The event will be free to attend. TransForum will start in a new link, not in the NATA meeting link, directly following the shorter NATA meeting. TransForum will focus on the N Line project from inception to opening, and the future of train travel. Smart Commute is creating a commemorative book about the N Line project – if any jurisdiction has historical photos, or information, contact Karen or Carson.
3. RTD directors Vince Buzek and Judy Lubow gave updates. District I Director Open Seat: So far, one person has applied with Boulder County for the District I open seat, although more people are expected over the weekend (application period closes Monday, September 28th). New GM Update: RTD Board selected Debra Johnson. RTD is still in negotiations with her, although her anticipated start date is early November. N Line Opening: Many positive reports coming from N Line passengers so far. The understated, restricted opening was very strange, but it was good to have the in-person and virtual event available for people to attend and celebrate this long awaited rail service. COVID Service Plan: RTD is making an adjustment to the COVID service plan, and is focusing service on high-ridership routes, while cutting service on very low-ridership routes. None of the north metro routes have seen further cuts (the nearest are some routes in Boulder).
4. Front Range Passenger Rail Update. Randy Grauberger provided an update on the FRPR. There has been significant work in public outreach as well as travel modeling since Randy's last presentation. Due to the receipt of CRISI funds, the Commission will be able to complete its work in preparation for NEPA process. Currently, there are three alternative alignments, and all are technically feasible, although the Longmont/Boulder alignment is showing the greatest ridership. This project will potentially be able to take advantage of Amtrak's "Network Modernization Program" as laid out in the proposed transportation reauthorization bill and is at the "top of the list" for short-distance Amtrak passenger rail. NEPA is the next step, along with the likely creation of a rail district or authority.
5. CDOT HPTE Update on I-25 projects and funding. CDOT invested \$65M in 2016 for managed lanes on N I-25 from 84th-104th. Currently, with funding deficiencies, the project engineers are taking a second look at the I-270 and N I-25 corridors, and how they relate to each other. While projects on I-270 are planned, reducing the bottlenecking on I-270 itself, CDOT anticipates the ramp to I-25 creating a new bottleneck with similar levels of congestion on I-270. Even with improvements made to I-270, I-270 will still congest without improvements on N I-25. Additionally, with the opening of the N Line, CDOT is returning to the table with RTD to examine the \$230M PEL recommendations for Segment 2 on I-25 to determine current and future transit needs on this corridor. CDOT also plans to seek a TIFIA loan for N I-25, which is anticipated to close in 2021. Local stakeholders should expect to participate in design charettes on both I-270 and N I-25 in the near future, to collect stakeholder feedback.
6. Photo collage from N Line Opening Celebrations: <https://youtu.be/IgyUL3oa1RY?t=6459>

Full meeting record is available: <https://youtu.be/IgyUL3oa1RY?t=887>

- Smart Commute Update: <https://youtu.be/IgyUL3oa1RY?t=1024>
- RTD Directors Comments: <https://youtu.be/IgyUL3oa1RY?t=1307>
- Front Range Rail Commission Update: <https://youtu.be/IgyUL3oa1RY?t=1770>
- HPTE/CDOT update on I-25 projects and funding opportunities: <https://youtu.be/IgyUL3oa1RY?t=4512>
- New CDOT Dashboards: <https://youtu.be/KsxQeEXFRM8?t=4601>

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

Northwest Mayors & Commissioners Coalition (MCC)

Boulder County

October 14, 2020

City of Boulder

*City & County of
Broomfield*

RTD Board of Directors
Paul Ballard, Interim General Manager and Chief Executive Officer
Regional Transportation District
1660 Blake Street
Denver, CO 80202

City of Lafayette

City of Longmont

City of Louisville

Dear RTD Board Chairperson Rivera-Malpiede and General Manager Ballard,

City of Westminster

Town of Erie

Town of Superior

The Northwest Mayors & Commissioners Coalition (MCC) appreciates our long-standing partnership with RTD in supporting and advancing regional and local transit services. The MCC understands the unprecedented financial conditions due to COVID-19 that are currently impacting RTD's ability to maintain service levels and route options across the region and in our communities, and we seek continued collaboration with RTD to ensure the provision of critical mobility options for essential workers and the transit dependent during these difficult economic times.

Establish, in coordination with local jurisdictions, a documented process for the restoration of suspended and reduced services that uses January 2020 as a baseline of operations: The MCC has been actively following the development of the proposed RTD COVID-19 service plan for January 2021. We would like the Board of Directors to make it clear through some documentation that when the pandemic conditions ease that the service board from January of 2020 will be used as a starting place for operations rather than these pandemic cuts and that these cuts will be temporary, and can be revisited in September 2021. This would go a long way to engender trust from our communities and to demonstrate that these cuts are indeed temporary.

Expand RTD FlexRide, taxi or TNC voucher and vanpool partnership programs to allow continued mobility options in areas with reduced or suspended service: We would like to acknowledge RTD's commitment to maintaining critical Access-a-Ride service for existing and new qualifying candidates along suspended routes. We would like to see RTD's FlexRide service areas promoted, expanded and become more flexible to better serve our suburban areas that have seen full suspension of routes and

significant segments of routes, such as routes 53, 128, 205, 206, 209, and 228. And, we appreciate RTD's efforts to find alternative mobility options through potential TNC, taxi voucher, and vanpool partnerships and flex/microtransit service options for riders impacted by reduced and suspended services. For example, this strategy is proposed for the GS-Golden/Boulder route, which provides critical bi-directional work trips between Boulder and the Federal Center in Golden, as well as for the Y route between Boulder and Lyons to provide access for jobs, health care, groceries, and school trips. There are other critical employment areas throughout the northwest region impacted with suspended and depleted services that would benefit from such partnership programs. Until fixed route service is restored, we request RTD to preserve the ridership base and partner with local communities to expand these alternative mobility options in areas throughout the District with suspended route services.

Continue to improve communication related to suspended services and alternative transportation options available: We appreciate the recent improvements to communicate information about suspended routes online. We continue to request for RTD to improve communications about FlexRide service options where they are available. It would be helpful for information about suspended services and alternative options could be included on RTD's website specific to route schedules—as this is a main interface for customers to search for and determine their transit options. Individual route pages that explain whether the route is suspended (example 128) or operating with a reduced schedule (example 228), RTD's intent with the route, and other available mobility options would be beneficial to customers searching for route information on the schedules webpage. We are asking RTD to provide more detailed information to riders where service has been reduced, temporarily suspended, or eliminated. This should also include clear information about alternatives available, especially if there are RTD alternatives like FlexRide.

Thank you for your consideration of our concerns and requests. We understand the magnitude of the financial impacts that RTD is facing and make these requests in the spirit of supporting metro area-wide needs. We look forward to continued and expanded partnerships to meet the mobility needs of the northwest region and to communicate upcoming changes to our communities.

The MCC also supports additional letters that our local communities may be sending to RTD regarding specific service changes.

Sincerely,

Members of the Northwest Mayors & Commissioners Coalition