

Meeting Notes for Tuesday, November 08, 2011

TRANSPORTATION ENVIRONMENTAL RESOURCE COUNCIL

The meeting was brought to order by Bill Haas of FHWA at 9:00 at the Colorado Department of Transportation Region 6, 2000 S. Holly Street, Denver, CO. 80222 in the large maintenance conference room.

- I. Welcome and Introductions by TERC Co-Chairs were completed. The agenda began with Agency Visions.
 1. Colorado Department of Transportation (CDOT). Current management's platform was summarized and included the following items: Governor's direction, the Three E's, Efficiency, Effectiveness and Elegance with focus on our interactions with Customer Services as well as Co-Workers (accountability and transparency), maximizing productivity of existing system, managed lanes as a means of financing improvements, minimizing overhead/non-construction costs, refinancing of trans-bonds. Customer survey response 78% approval rating.
 2. Federal Highway Administration, Colorado Division (FHWA). Moving to risk-based process, Wrap up ARRA and prepare for next program, focus on process improvements, performance-based management
 3. Regional Transit District (RTD). Build as much as possible, as fast as possible until done with FasTracks, As of Nov 2012, 6 of 11 FasTracks lines under construction, workforce incentives now, building trust and collaboration and transparency, build high quality and safe systems. Using Environmental commitment tracking database that CDOT is free to examine for applicability.
 4. History Colorado. Developing agreements that would exempt certain activities from consultation
 5. Pikes Peak Area Council of Governments (PPACG). Continuing working on long-range plan update and proactive engagement of agencies
 6. American Council of Engineering Companies (ACEC). Looking at adequacy of business resources and developing more liaisons with customer organizations.
 7. North Front Range Metropolitan Planning Organization (NFRMPO). Extremely limited resources, have lost 7 planners without replacements in last 3 years. Developed 501©(3) – Visioning Colorado to look at land use and transportation connections. CDOT executive director indicated support and desire to assist.
 8. Environmental Protection Agency Region 8 (EPA). Susanne Bohan is new NEPA director, areas of focus: air, water quality, wetlands, EJ, climate change, new fuel efficiency and GHG standards, involve other agencies to assure EJ analyzed, science-based solution development.

9. Denver Regional Council of Governments (DRCOG). Updated long-range plan with sustainability goals, VMT, SOV, GHG; looking at 2040 RTP, use most resources to manage what exists, tolling as funding mechanism.
 10. U.S. Army corps of Engineers (Corps). New nationwide permits out 3/2012. New wetland bank slated for SE Colorado. FACWET implemented statewide.
 11. Governor's Energy Office (GEO). Create jobs in energy sector and development of cheaper energy. Increased focus on natural gas.
 12. Colorado Department of Public Health and the Environment (CDPHE). Do More with Less. Retrofitting 1000 school buses. Collaboration with CDOT AQ program on engines off campaign
 13. Colorado Department of Local Agencies (DOLA). Strengthen Colorado communities. Economic Development. Collaborate partnerships in Main Street (CDOT, ETC...)
 14. Bureau of Land Management (BLM). Brings in 3 times more revenue than costs in the following forms, royalties, recreation, oil & Gas. 15% labor reduction, reducing costs, promoting youth employment. Continuing multi-use mission, looking for partnerships and connecting with others.
 15. U.S. Fish and Wildlife Service Region 6 (FWS). Proactive landscape system preservation. Partnering with other organizations.
 16. U.S. Department of Housing and Urban Development (HUD). Economic development, Main Street program, providing more technical assistance.
- II. Post World II subdivision study results was present by Dianna Litvak, CDOT: Described the study that was completed and discussed how it can be used to help streamline historic processes on future projects (see attached presentation
- a. Impact of the studies affect 4(f) FHWA clearances
 - b. Also will affect Sec 106 across various agencies
 - c. Follow-up national best practices study being conducted by NCHRP
- III. TERC Sustainability Subcommittee. Findings and recommendations presented by Yates Oppermann, CDOT.
- a. Issues to Consider
 - i. Cross Cutting-who is the lead agency, and across agencies (Don Hunt)
 - ii. RTD-Housing a University
 - iii. DOLA-Support centralized resources
 - iv. How does this fit into Federal Sustainability Objectives
 - v. Give TERC time to think about & revisit at next TERC meeting
 - vi. Cloud Hosting
 - vii. Include all agencies

- viii. Look to a University for Housing
 - ix. Define work Program
 - x. Costs
 - b. Action items: Sub-committee to reconvene to refine aspects of centralized resource (core requirements, secondary aspects, beneficial additions) and use to try and develop cost estimate for development/maintenance.
 - c. Recommendation to TERC-Sustainability Framework Handouts were provided with the agenda (Please see the handout for details of findings and workshops)
- IV. Short Subjects
 - a. CDOT Project Calendar (Vanessa Henderson, CDOT)
 - i. US 550 South Connection to US 160 Supplemental Draft Environmental Impact Statement (SDEIS) public comment period is currently happening and closes November 28, 2011. The public hearing was held on November 2, 2011 in Durango.
 - ii. The Pueblo Freeway (I-25) Draft EIS public comment period is currently in progress and closes December 19, 2011. The public hearing is scheduled for December 8, 2011, at the Pueblo Convention Center.
 - iii. The North I-25 Final EIS public comment period closed on October 3, 2011, and the responses to comments and Record of Decision are being completed. The anticipated signature date is in December.
 - b. FasTracks Update (RTD)
 - i. 48 miles of rail line under construction of 120 miles.
 - ii. 1.3 B FTA funding for Eagle P3
 - iii. Early-mid-year 2012 decision ballot
 - iv. DOS open 2014 and Market Street closed
 - v. \$2.56 B funding gap
 - vi. 2062 projected project completions if a tax increase is not approved
 - vii. West line scheduled to open 05/2013
 - c. MOVES AQ Modeling grace period extended to 3/2012

Upcoming TERC Meeting Dates

Feb 9, 2012 Host: HUD

June 14, 2012 Host: History Colorado

Oct 11, 2012 Host: EPA

Meeting adjourned at 12:00 p.m.

Agency/Organization	Last Name	First Name	Business Phone
USFS	Baker	Gene	
FTA	Beckhouse	David	720-963-3306
FHWA	Bennett	Doug	
FHWA CFL	Berna	Jeff	720-936-3641
EPA	Bohan	Suzanne	303-312-6925
DOLA	Brown	Reeves	
FHWA	Bustow	Aaron	720 963-3022
USACOE	Carey	Tim	303-979-4120
PPACG	Casper	Craig	719 471-7080
FHWA	Cater	John	720-963- 3030 ³⁰⁰³
DRCOG	Chen	Wei	303-480-6760
DRCOG	Cook	Steve	303-480-6749
RAQC	Cooke	Kate	(303) 629.5450 ext. 270
History Colorado CO Historical Society	Corson	Dan	303 866-2673
EPA	Coursen	Robin	303 312-6695
NFRMPO	Davidson	Cliff	970 221-6243
GEO	Dobos	Hillary	3038663464
BLM	Espy	Leigh	303 239-3801
ACEC	Evans	Lauren	303 980-5200
EPA	Fronczak	David	303-312-6096
FHWA	Gibson	Stephanie	720-963-3013
HUD	Gomez	Dan	303 672-5440
FHWA	Haas	William	720-963-3016
BLM	Hankins	Helen	303 239-3700
CDOT	Hann	Jane	303-757-9630
BLM	Harrison	Jamie	303 239-3700
CDOT	Henderson	Vanessa	303-757-9878
HUD	Herrera	Guadalupe	303-839-2651
DOLA	Hill	Andy	303 866-3785
Pueblo COG	Hobson	Scott	719 553-2244

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AK

P COG Sanda Fred 303-480-6731 FS

CDOT Swartout Sue 303-757-9201

RTD Telford Liz 303 299-2437 JI

USACOE Truan Van 719-543-6915 A

CO Historical Society Turner Steve

CDPHE Urbina Christopher

RTD Van Meter Bill

~~CDOT VanDerWerken Natli 303-757-9266~~

USFS Wettstein Cal

Pueblo COG Whittlef Pepper 719 553-2722

Pueblo COG Wilkinson Earl

USACOE Williams Jason 505 342-3432

FHWA CFL Winterton Nicole 720-963-3689

RTD Wood Susan 303-299-2467 And

History Colorado Wilshusen Richard 303-866-2736 RHW

Felsburg Holt & Koenig Myklebust Jessica 303-721-1440 JSM

CO Natural Heritage Prog. Anderson David 970-491-6891 DA

RTD Szubelak Stan 303-299-6995 CAS

CDPHE/APCO Silwa Lisa 3/692-3119 JSD

CDOT Bradley Robin 3/757-9266 RB

Highways and Suburbs

Presented by Dianna Litvak, Senior Historian
Colorado Department of Transportation



November 8, 2011
TERC Meeting



Summary of Today's Presentation

- Major findings of study
- Tools: Registration Requirements, GIS, parcel database
- How to apply study to transportation and other projects
- SHPO survey guidelines
- Issues: Why are post World War II properties different?
- Section 106 and Section 4(f) considerations



The Post World War II Dilemma

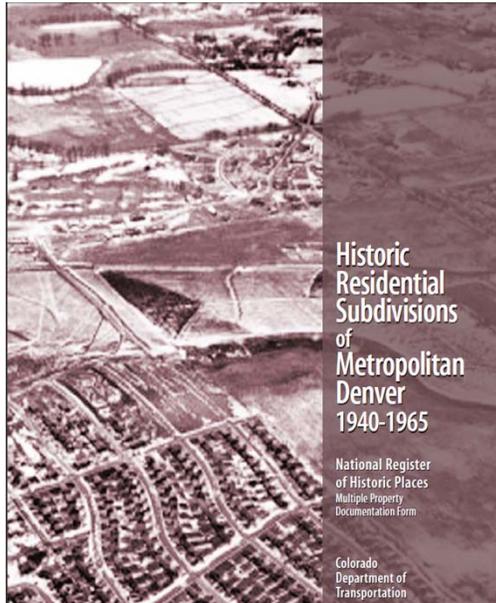


- Post-World War II neighborhoods often abut highways and can have dozens and dozens of properties.
- Identification and evaluation for highway projects takes a long time and causes cost increases.
- Outside of preservation community, most people do not see historic significance.
- What is appropriate level of effort required to survey and assess mid-century neighborhoods for historic significance?

Denver Metro Area Multiple Property Documentation Form

Led CDOT to prepare an in-depth context of these properties for transportation and other historic preservation uses.

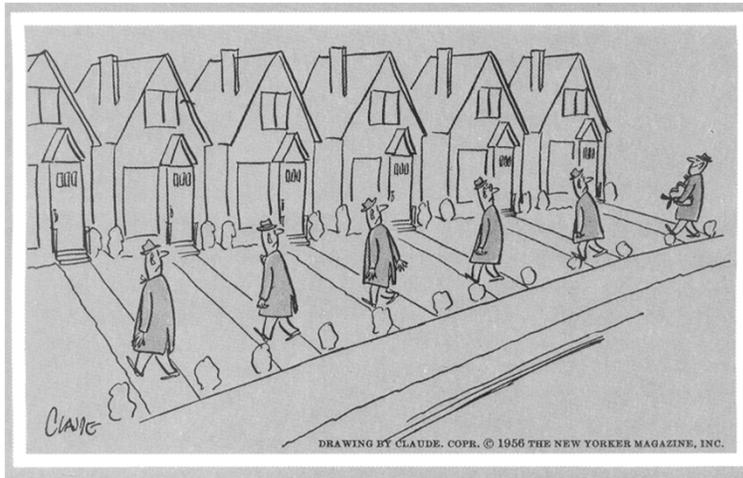
- Cost: \$200,000 funded by research and historical grants.
- Prepared by Front Range Research Associates and Bunyak & Associates
- Time: Sixteen months



CDOT is leading the pack



- The Denver study is recognized as a model example by the National Register
- Transportation Research Board is completing a national model context for states to use and apply to transportation projects that impact historic subdivisions. Will be available spring 2012
- Caltrans recently completed *Tract Housing in California, 1945-1973*
- Georgia has issued *The Georgia Ranch House Guidelines*



What do you think of suburbia? Most of us have first-hand knowledge.



Millions of veterans returned home after the war and bought their first home—using the GI Bill—in new suburbs close to highways and jobs.



Suburbs in the 1940s-1950s



- Levittowns in PA, NJ, and NY
- Mass-produced communities of modest homes, on former farms and potato fields
- Revolutionized the home building industry with new construction and marketing techniques

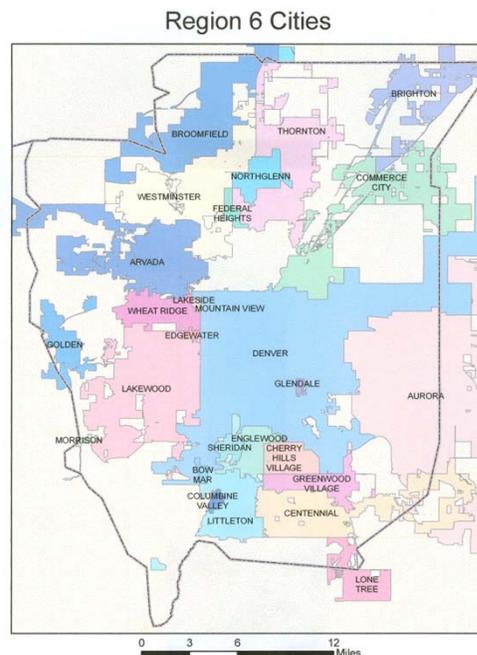


Highlights of Study



- Described metro area before, during, and after World War II.
- Assembled newspaper clippings, oral histories, and special collections from the time period, the first study of its kind in Denver.
- Looked at the neighborhoods as the property, did not focus on individual house types

Cities included in grant project





For many, including vets, minorities, and working-class families, the suburban ranch house was a dream come true.

Athmar Park, 900 block of S. Pecos, Denver Public Library



Denver, ca. 1940s house, kids playing in the back yard. Colorado Historical Society



Post World War II Themes

- Severe lack of housing in metro area during and after World War II
- Numerous federal installations, factories, and industry provided jobs during and after war
- Toll roads, expressways, and interstates made new development farther from the city center more attractive
- Demand for low-cost homes with latest amenities, nearby schools, churches, and shopping districts drove new industry

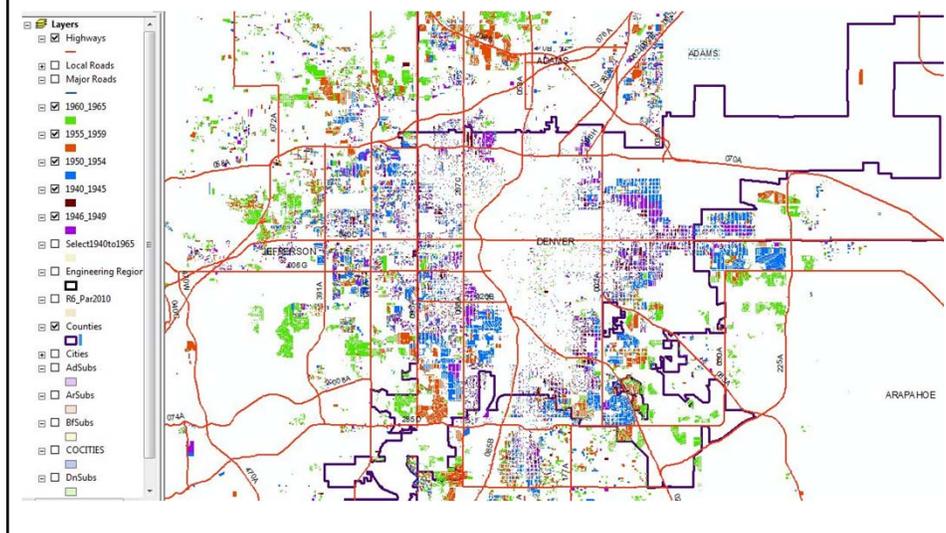


Scope of Study

- 160,000 single-family dwellings built in five metro counties between 1940-1965
- Identified 300 subdivisions with 100 or more houses. 75 percent of those had been built between 1940-1965
- Used regional parcel database to analyze and map parcel level data
- Limited amount of field work; no site forms were completed



Applying the MPDF and Parcel Database to projects



Associated Property Types



Focused on how to identify and evaluate subdivisions that may be eligible for the National Register

- Existing subdivision
- Domestic subdivision
- Multiple filing subdivision
- Planned suburban community
- Specialty subdivision (built around an air strip, golf course, for a certain group)

Typical House Types:

- Ranch Houses (predominant type)
- Bi-Level
- Cape Cod
- Contemporary (including International and Usonian)
- Minimal Traditional
- Split Level
- Period Revival styles

Registration Requirements



Criterion A: Association with events that have made an important contribution to the Denver metro region's history. Major themes:

- Ethnic heritage
- Government Policies and Initiatives
- Industry
- Transportation
- Social history
- Association with a locally important business or facility

Requirements, continued



- **Criterion B:** Direct association with the life and career of a person who made important contributions to the history of a locality or the region and who had an important influence on the neighborhood's sense of community and identity and had considerable influence outside of the community
- Association with someone who planned, platted, built, or sold the subdivision

Requirements, continued



- **Criterion C:** Significance as collections of buildings with distinctive characteristics that represent either
 - A type, period or style of construction, or
 - The work of one or more notable architects, builders, or landscape architects



Disclaimer: In-depth research has occurred on a few of these examples, but not all. Several appear to meet the National Register criteria but field work and additional research still needs to be done.

EXAMPLES OF ELIGIBLE PROPERTIES

Cold War Fallout Shelters

- Influenced by efforts of federal government to prepare families for their own survival following a nuclear attack.
- Inspiration Point Estates between West 50th-West 52nd and Sheridan and Harlan.
- Allendale Heights between West 58th and West 64th from Kipling to Ward Road also included option of 10 x 13' shelters under the garage.

Home at 5133 Chase Street,
Inspiration Point Estates



Harvey Park in southwest Denver



May house shortly after construction in 1955



Clifford May, California architect who is known as the “father” of the California ranch form, collaborated with a builder on prefabricated homes in Harvey Park in southwest Denver

Other Eligible Neighborhoods, Lakewood



Typical home in Green Acres Historic District, next to Lakewood Country Club, with landscape and architectural design covenants.



Street view, Meadowlark Hills. Lower cost homes with uniform architectural details, very few alterations.

Photos courtesy Carrie Schomig, TEC-ACRE

Kipling and Colfax



- Local agency project recommended one eligible post WWII historic district, Lakewood Heights
- Ample setbacks and one and two story homes along a circular drive
- Kipling Street improvements for an intersection reconstruction affected integrity of contributing properties



Arapahoe Acres Historic District, Englewood (Arapahoe County)

The first post-World War II residential subdivision listed in the National Register in the country. Usonian and International styles built between 1949 and 1957.

Considerations for Surveying these properties



- Historic district boundaries are very important to Section 106 and 4(f)
- Registration requirements help evaluation
- Integrity issues: Common alterations might not diminish the historic physical integrity of the property if they were made during the period of significance
 - Porch changes
 - Replacement windows and doors
 - Covering original siding
 - Replacing roof
 - Additions in rear
 - Addition or alteration of landscape features
 - Enclosing a carport or adding a garage
 - Converting a garage to living space

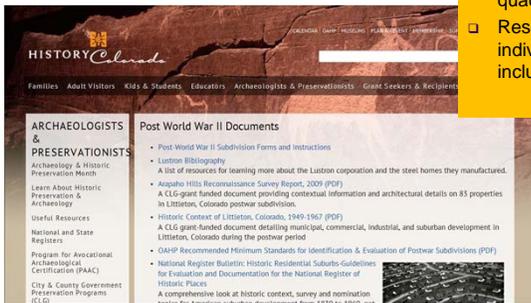
Colorado SHPO guidance



- ❑ Builder and architect biographies
- ❑ Form Descriptions and Lexicon
- ❑ Tips and updates for surveying post war resources in survey newsletter
- ❑ Webpage devoted to Post World War II Documents

Post World War II Residential Subdivision Form

- ❑ Sample models identified in a chart (also includes landscaping and non residential buildings)
- ❑ Contributing and non-contributing resources are identified and photographed
- ❑ Subdivisions are typically evaluated as as historic districts. Site form includes boundaries on a graphic illustration and USGS quad map
- ❑ Resources determined to be individually eligible are also included on form



Historic Residential Suburbs as Historic Districts



- Defined as: “A geographic area, usually outside of the city, but connected by one or more modes of transportation, . . . possessing a significant concentration, linkage, and continuity of dwellings on small parcels of land, including roads, streets, utilities, and community facilities.”

Historic Residential Suburbs: Guidelines for Evaluation and Documentation, 2002

- Properties, structures, and other resources in historic districts are grouped as contributing or non-contributing depending on their ability to convey the qualities that make a district eligible to the National Register of Historic Places (NRHP).

Section 106 and Historic Districts



- CDOT and Colorado SHPO follow Section 106 regulations to assess impacts to contributing resources, individually eligible resources within a district, and the district as a whole to make effects determinations.
- Mitigation to contributing properties within a district, if necessary, might be greater than that required for impacts to an individual structure.

Section 4(f) and Historic Districts



- Determine why each individually eligible property or contributing properties within the boundaries of a district is eligible to the NRHP.
- Important: Determine boundaries of the historic property and clearly state criteria of significance
- Non-contributing areas and properties in a district are not considered Section 4(f) property.
Consulting Under Section 106 of the NHPA, AASHTO
- Try to imagine a project impacting one block of a historic subdivision and you can see the implications to cost and the length of time required for a historical clearance.

Other uses of MPDF



- CDOT received a State Historical Fund grant, and product has more uses beyond transportation compliance.
- Encourage preservation organizations to conduct research and nominate post-war subdivisions to National Register
- Research on suburbs throughout metro area, not just those near transportation corridors



For more information, please contact
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TERC Sustainability Framework

TERC Sustainability Sub-Committee (TSSC)

Final Report and Recommendations

November 8, 2011



TERC Sustainability Framework

Points

- **Background and products**
- **Centralized Resource Proposal**
- **Next Steps**





TERC Sustainability Framework

Background & Products

- **Established in September 2009 to look at opportunities to coordinate sustainability activities**
- **March 2010: Developed common principles**
- **March 2010 – June 2011: Develop tools and proposal for centralized resource (CDOT Funding)**



TERC Sustainability Framework

TSSC Workshop Schedule

- Workshop #1 – Moving from Principles to Guiding Framework
- Workshop #2 – Developing Performance Measures for Sustainability
- Workshop #3 – Evaluating and Planning for Sustainability in Projects
- Workshop #4 – Resolving Conflicts and Constructing Partnerships
- Workshop #5 – Building the Centralized Resource



TERC Sustainability Framework



Products

Key Topic – primary tenant of sustainability

Category – division or subset of a key topic

Aspect – feature of a category

Target – goal of each aspect

Strategy – planned action to achieve target

Measure – means of determining progress toward the target

- Decision Flowchart Tool
- Definitions
- Handbook to Develop Sustainability Measures
- Identifying Key Partners
- Mitigation and Partnering Tool
- Program Inventory Planning Worksheet
- Strategy Plan
- Sustainability Evaluation Tool
- Tool Topics-Categories-Aspects

TERC Sustainability Framework



Centralized Resource Proposal

- **Tools**
- **File sharing expert forum**
- **Sustainability announcements**
- **Research and development**
- **Peer agency contacts**
- **Opportunities**
- **Project examples**
- **Funding sources (ex. Grants)**

How?

- List Serve
- Website
- Forum
- Working Group
- Social Media

Who?

- GEO
- DOLA
- OIT
- CDPHE
- ???



TERC Sustainability Framework

Centralized Resource Benefits

- **Effective**
 - Demonstrate to public how agencies work together to better communities
- **Efficient**
 - Minimize redundant development of tools, performance measures, and programs
 - Quickly identify partners and opportunities
- **Elegant**
 - Information available to the public and other agencies in one simple location



TERC Sustainability Framework

Centralized Resource Needs

- **Implementation bigger than any one agency**
 - Leadership with administration
 - Ownership
 - Funding Mechanism





TERC Sustainability Framework

Final Recommendation to TERC

- 1. Provide direction and leadership to develop implementation plan for centralized resource (ownership and funding)**
- 2. Renew TSSC with identified next step goals.**

<http://www.coloradodot.info/programs/environmental/transportation-environmental-resources-council-terc/TSSC%20Final%20Recommend%20to%20TERC%20063011.pdf>



TERC Sustainability Framework

Questions? Thoughts?

Thank you!!



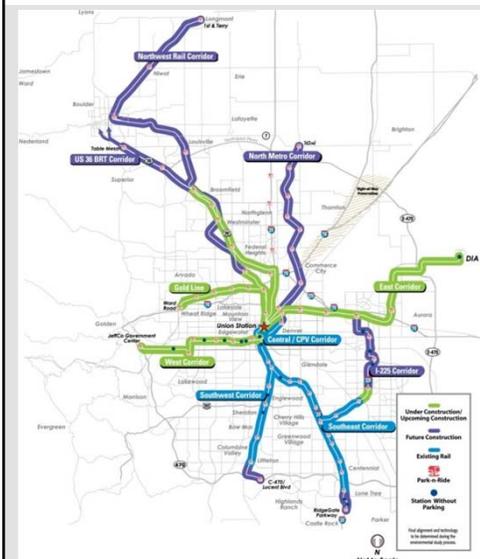
RTD FasTracks

RTD FasTracks Update

November 8, 2011

RTD FasTracks

The RTD FasTracks Plan



- 122 miles of new light rail and commuter rail
- 18 miles of Bus Rapid Transit (BRT) service
- 31 new park-n-Rides; over 21,000 new spaces
- Enhanced Bus Network & Transit Hubs (FastConnects)
- Redevelopment of Denver Union Station

FasTracks Status

- 48 miles of new rail line currently in construction or under contract to begin construction
- Environmental processes essentially complete
 - I-225 from Nine Mile to Iliff FONSI received September 2011
 - Southeast Extension EA underway
- \$2.5 billion funding gap to complete whole program
- Plan moving forward assumes a ballot initiative in 2012 for a 0.4% sales and use tax increase
 - Successful election would complete FasTracks by 2020
 - If no tax increase, full FasTracks completion projected by 2042

West Rail Line Status

- Project being completed on-time and within established project budget
- Schedule moving forward:
 - **Now – summer 2012:** Construction continues
 - **Mid-2011 – spring 2013:** Wadsworth and Sheridan garages being designed and built
 - **Now – December 2012:** Systems Construction
 - **January – May 2013:** RTD Testing
 - **May 2013:** West Rail Line opens





Denver Union Station Status

- Project being completed on-time and within established project budget
- Light Rail Station opened
- DUS will open in 2014 and Market Street Station will close




5



Eagle P3 Project

- Includes East Rail Line, Gold Line, a segment of Northwest Rail (to south Westminster) and commuter rail maintenance facility
- Project Funding - \$2.1 billion
 - \$1.03 billion funded by federal grant
- Project opening in 2016
 - East Rail Line broke ground in August 2010
 - Gold Line broke ground in August 2011
 - Northwest Rail Line Pecos to Westminster Station– breaking ground in 2012



6

Eagle P3 Project

- First transit P3 of this magnitude in the U.S.
- RTD retains ownership of assets
- Availability payment model
- 34-year contract
 - 6 years design/build
 - 28 years operate/maintain
- Concessionaire agreement includes incentives and penalties
- More public entities are turning to P3s to build out their projects



7

Full Funding Grant Agreement

- \$1.03 billion Full Funding Grant Agreement awarded August 31 for East Line and Gold Line
- The largest transit grant awarded by the Obama Administration to date
- Fourth transit grant awarded to RTD by FTA



8

Short-term Plan – \$305 Million

- RTD has determined the most technically feasible way to use the remaining \$305 million is for projects below:
 - U.S. 36 BRT – Managed lanes to Interlocken (\$90 million)
 - North Metro Rail Line– From DUS to Stock Show Complex (\$90 million)
 - I-225 Rail Line – From Nine-Mile to Iliff (\$90 million)
 - Northwest Rail Line – Longmont Station (\$17 million)
 - Central Rail Extension – Additional technical analysis (\$0.5 million)
 - Southeast Rail Extension – Final design & federal environmental assessment process (\$9 million)
 - Southwest Rail Extension – Relocate Union Pacific Railroad track (\$8.5 million)

9

Next Steps

- East Rail Line starts construction---2011
- \$305 million projects begin---2011
- Gold Line and Northwest Electrified start construction --2012
- Board decision on ballot initiative – Early- to Mid-2012
- Opening of West Rail Line – May 2013
- Opening of Denver Union Station – 2014
- Opening of East Corridor, Gold Line and Northwest Rail Electrified Segment –2016

10

Environmental Efforts Accomplished

- Created Environmental Methodology Manual
 - Create consistency and quality control for the corridors
 - Ensure that environmental methodologies were explicitly spelled out per SAFETEA LU
- Established Document Templates (in coordination with FTA)
 - Technical Memorandums
 - DEIS
 - FEIS/ROD
 - Section 404(b)(1) appendix

11

Environmental Efforts Accomplished

- Developed Standard Processes and Policies to Ensure Consistency across Corridors
 - Discipline Checklists
 - Standard Mitigation Measures
 - Fencing
 - Quiet Zones

12

Environmental Efforts Underway

- Coordinate with Design Teams
 - Track Mitigation Requirements throughout the life of the projects
 - Proactively document evaluations necessary due to changes in the project after the environmental decision document is finalized
- Utilize process for tracking mitigation requirements within the existing FasTracks Quality Management Oversight (QMO) database

13

Environmental Efforts Underway

- Participate in Prairie Dog Working Group to review prairie dog policies and delineate potential sites for relocation
- Administer a TOD Pilot Program that would focus on stations with greatest opportunity for success to:
 - Encourage development of sustainable land use/transportation patterns
 - Focus on stations with greatest opportunity for success
 - Test an expanded role for RTD
 - Demonstrate successful TOD

14

Questions?

FasTracks Benefits

- Stimulates the economy
 - Every \$1 invested translates into \$4 injected into local economy over 20 years
- 8,000 construction-related jobs at height of construction
- Provides opportunities for livable, sustainable communities and affordable housing
- Provides transportation options (rail and bus transit, bicycle and pedestrian improvements)
- Improves connectivity

