

**Resolution – HPTE #274**

**Approving HPTE August, 2018 meeting minutes**

**BE IT RESOLVED**, that the August 15, 2018 meeting minutes attached hereto, are hereby approved by the High Performance Transportation Enterprise Board of Directors.

Signed as of September 19 , 2018

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Anthony Meneghetti  
Secretary, HPTE Board

**MINUTES OF THE REGULAR MEETING OF THE BOARD OF DIRECTORS OF THE  
HIGH PERFORMANCE TRANSPORTATION ENTERPRISE (HPTE)**

Held: Wednesday, August 15, 2018; 10:00am  
CDOT Headquarters, 2829 W. Howard Place, Denver, CO 80204

The regular meeting of the Board of Directors of the HPTE was convened in accordance with applicable statutes of the State of Colorado, with the following Directors present:

Don Marostica, Chair	Thad Noll
Shannon Gifford, Vice Chair	Rocky Scott
Anastasia Khokhryakova	Travis Easton

Kathy Gilliland - Excused

Informal Discussion

Director Spector discussed the new start time. Please let him know if it doesn't work. There should be plenty of parking for Commissioners and Board members. The new time will allow Board members to meet with Commissioners during lunch. Vice Chair Gifford stated the new time will work better for Commissioners.

Director Spector briefly went over today's informal meeting and the regular meeting agenda. There were no questions.

The managed lanes update was not ready for today's meeting. It will be presented at the September meeting.

Andrew Gomez has a document for the Board to review. Please take it home and review it.

Nicholas Farber discussed the Express Lane Master Plan. It is a Level 1 study and gives a current snapshot of conditions and growth. HPTE needs to have a better look for future projects, and therefore are proposing a Traffic & Revenue on-call agreement. This agreement would have a consultant on board when needed. The RFP will go out later this year and could be under contract by January, 2019. As the Express Lane traffic grows, we could move quicker to obtain traffic studies. This expense is already in the budget as advisory services.

Director Noll stated having an on-call consultant is a good idea.

Director Easton agreed an on-call consultant is more efficient and effective.

Director Scott asked if we had to do this. Nick Farber stated there is no downside to having an on-call consultant ready. HPTE hasn't needed this before; now we need it. It makes it much easier to run ideas past an on-call consultant.

Director Scott stated it seems like a no-brainer. It is worth it. We should bring legislators on board also. This is a public information issue and we should prep the market for it. The biggest obstacle is not technology, but society and people. Director Spector announced that Aaron Greco is the new legislative liaison. Ron Passdorf was the previous liaison and it worked very well.

Director Spector introduced Rami Harb with Atkins who will be giving a presentation on more toll lane providers and getting the Board up to speed on interoperability.

Mr. Harb stated that express lanes are growing faster than toll lanes around the Country.

Director Scott asked what the National trend currently is. Mr. Harb stated the number of express lanes has doubled since five years ago.

There are 336 tolled facilities with 130 different tolling operators. Toll Interoperability is allowing customers with valid accounts (transponders) to pay for travel on all participating toll facilities across North America with a single account and choice of payment methods. Currently, there are four Interoperability Hubs across the nation.

Currently, U.S. agencies in 35 states operate Electronic Toll Collection (ETC) systems which generate more than \$13 billion in annual toll revenue. There are more than 45 million transponder toll accounts across the country. Transponder toll collection is efficient, accurate, and reliable. It reduces the amount of human intervention in the process and allows for discounts/reduced tolls, i.e. HOV\*, CAV\*\* when using "flex" tags.

In the future, Colorado will be integrated into Central U.S. HUB, Multiple Radio-Frequency Identification protocols will be in operation (6C, SEGO, TDMA), the Western states (California, Utah, Washington, Oregon) will integrate into FasTrak HUB, the FasTrak HUB integrates to other HUBs and all U.S. HUBs become integrated.

Director Noll stated this makes sense. We have been talking about it for a long time. What about the states that are not in a hub, and future integration of all hubs? Mr. Harb stated that there are regional hubs now, but in the future all states will be included in a regional hub.

Vice Chair Gifford asked if everyone is working towards one hub. Mr. Harb said it will not be the same system in every state. Some states will track transponders and some will track license plates.

Director Scott state there is a lot of information out there and this gives us a bigger picture of toll lanes.

Chair Marostica said that motorcycles ride in every state and we should move forward with this sooner than later.

Director Scott asked how is this trend and ITS related.

Mr. Harb responded the vehicles will need to be identified to pay the toll and there are many ways to track a vehicle. It is the same concept as ITS except using cash. This is a more complicated transaction and they accept cash.

Director Noll stated this could be a moot point when all vehicles are connected. Vehicles will identify who is where and who has accumulated a toll. It will all be integrated in time.

Executive Director Lewis said this will be a future application. All data will be connected. There may be road usage charges; there will be a different charge for

	<p>different areas and different entities will receive the proceeds. The data will come from the vehicle, not a tag or license plate.</p> <p>Director Spector went over the agenda for the day: the project update will focus on 1 project and go deeper into the details; there is the communication update; I-25 South Traffic Study had been finalized and the consent agenda relates to the July minutes.</p> <p>There were no other questions.</p> <p>The informal session ended at 10:30am.</p>
Reconvene and Roll Call:	<p>The Board did not take a break. The Regular meeting started at 10:38am. All Board members, except Kathy Gilliland, were present.</p>
Public Comment – items not on Agenda	<p>There were no public comments.</p>
Director’s Report	<p>Director Spector announced that Aaron Greco is HPTE’s legislative liaison.</p> <p>During the last month, HPTE has been involved in many trainings and conferences. Director Spector provided information on the ARTBA meeting last month. He is on the BOD for the P3 Division and 2<sup>nd</sup> Vice Chair. It is a very useful organization. It is comprised of DOT’s, contractors and designers. HPTE hosted an owners’ meeting with approximately 14 attendees. It was a closed door event where they discussed lessons learned and best practices.</p> <p>Nick Farber spoke on the Q&amp;A closing panel for owners.</p> <p>The ARTBA award for P3 Champion went to Jane Garvey of Meridiam, which is a primary investor in Central 70.</p> <p>HPTE received a call from US GAO (Government Accounting Office) regarding our lending programs.</p> <p>Direct Spector also stated that he and Mr. Farber spoke at NCSL’s P3 session. They shared information on best practices and lessons learned.</p> <p>Director Scott inquired as to what were the top lessons learned. Direct Spector stated our unsolicited proposal process doesn’t work. LA Metro has programs that work really well. We could learn from them. Virginia’s I-66 P3 was awarded this year; it is a revenue risk deal. It is a \$1.2Billion market proposal project and a potential model for the future.</p> <p>Director Scott recommended this topic is discussed at the retreat.</p> <p>The USDOT reached out to CDOT regarding a P3 training module. It is 1.5 days with the Board, HPTE and CDOT staff. They are looking at a November date. It is P3 101, discussing the procurement and contracting process, what P3’s are and how to oversee them.</p>

<p>Projects Update</p>	<p>Tony Meneghetti provided the project update. There are three major projects coming up. The I-70 groundbreaking will be August 3<sup>rd</sup>. Tony DeVito is retiring and the search is on for his replacement. I-25 Sections 7 &amp; 8 should have the NTP 2 by 8/22. The ground breaking will be scheduled soon. The I-25 South Gap ground breaking is coming up. The Traffic Study has been completed and Nick Farber will go over the report. We are focusing on one project per meeting and would like feedback. Today we are focusing on C470.</p> <p>The project involves:</p> <ul style="list-style-type: none"> <li>Express Lanes from I-25 to Wadsworth Blvd.</li> <li>2 Express Lanes WB from I-25-Colorado Blvd.</li> <li>1 Express Lane WB from Colorado Blvd. to Wadsworth Blvd.</li> <li>1 Express Lane EB I-25 to Wadsworth Blvd.</li> <li>12 bridge widening's</li> <li>2 new bridges over the South Platte River</li> <li>New concrete Pavement throughout</li> <li>Auxiliary Lanes</li> <li>New communication infrastructure to support Express Lane tolling and ramp metering (ITS)</li> <li>I-25 direct-connect ramps</li> <li>New trail underpasses at Quebec and Colorado Blvd.</li> </ul> <p>Current milestones include:</p> <ul style="list-style-type: none"> <li>Completed 12 bridge widening's</li> <li>Constructed 50% of the noise walls</li> <li>Switched traffic to new pavement: University to Quebec</li> <li>Acres Green Bridge</li> <li>WB lanes from Quebec to University</li> <li>EB lanes from Wads to Santa Fe</li> <li>Drainage and ITS</li> <li>EB So. Platte River Bridge reconstructed</li> </ul> <p>Current activities include:</p> <ul style="list-style-type: none"> <li>Earthwork</li> <li>Drainage Pipe Install</li> <li>Noise Wall Construction</li> <li>So. Platte River Bridge</li> <li>ITS</li> <li>Concrete Paving</li> <li>Retaining Walls</li> <li>Bridge Work</li> <li>Trail Improvements</li> </ul> <p>Upcoming activities:</p> <ul style="list-style-type: none"> <li>Several Traffic Switches to New Concrete Pavement</li> <li>Eastbound, South Platte River Bridge Demo</li> <li>I-25 Interchange Work</li> </ul> <p>Director Noll asked if the entire project is concrete and if life cycle bids were compared. Concrete has a better life cycle and Executive Director Lewis believes concrete was the plan from the beginning.</p>
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<p>Communications Report</p>	<p>Megan Castle provided the Communications Report. There are two topics Communications is working on. There was a press release last week regarding adding enforcement on the Mountain Express Lanes. Tony Meneghetti arranged the enforcement coverage and can provide more details if necessary. Communications is using traditional media to get the information out. This information was also sent to the partners for the I-70 Coalition and partners in the I-70 Corridor.</p> <p>Ground Breaking:  Central 70 was August 3<sup>rd</sup>. There was one-week coverage of the event. There was radio, television and print coverage of the construction and project. The <i>Denver Post</i> had an article also. The Governor, Mayor Hancock and Executive Director Mike Lewis and FHWA were in attendance.</p> <p>I-25 Gap South will be August 30<sup>th</sup>. You should have received a “save the date” notice. If you did not, please contact Megan.</p> <p>I-25 North, Segments 7 &amp; 8 will be September 10<sup>th</sup>. You should have received a “save the date” notice. If you did not, please contact Megan.</p> <p>The Governor will be at both groundbreaking ceremonies.</p>
<p>I-25 South Gap Traffic &amp; Revenue Study</p>	<p>Nicholas Farber provided an update on the I-25 South Gap Traffic &amp; Revenue Study. The final report was issued late last month. The contract overview is as follows:</p> <p>Contractor: C&amp;M Associates, Inc.  Previous work: VDOT’s T&amp;R Consultant on I-66 Outside the Beltway and TIFIA’s T&amp;R Consultant on C-470  NTP: October 2017  Scope of Work:  Study both Gap and entire corridor (C-470 to CO Springs) – Focus was later shifted to Gap only due to priority of Gap project construction  Stated Preference Survey  Socioeconomic Analysis  Toll Operation Analysis  Toll Rate Schedule Analysis  Estimate Traffic and Revenue  Sensitivity Analysis</p> <p>This is a level 2 traffic study. There were 3,584 responses to the survey request.</p> <p>Report Assumptions:  Project configuration: 2 GP + 1 TEL  Toll Free Vehicles: HOV3+  Tolling Strategy: Throughput maximization  Toll rate escalation: CPI of 2%  Heavy Vehicle Access: Similar to other HPTE corridors  Project Opens: January 1, 2022</p> <p>Report Takeaways:  Substantially similar to Level 1 Study and the FONSI  Over half of the Stated Preference Survey respondents support the Project</p>

	<p>Stated Preference Survey: Commuter's VOT is substantially similar to other TEL corridors, e.g. C-470  Substantial growth in Douglas and El Paso Counties forecasted in the coming years (48% increase from 2015 – 2040 for both)  Current expectation of opening toll rate is ~\$0.15 per mile / ~\$2.25 for entire trip.</p> <p>Chair Marostica inquired about the truck lanes.  The truck lane starts right after the Greenland exit and ends at County Line Road.</p> <p>Director Noll asked about truck surcharges and taking trucks out of a lane to guarantee destination time.  Nicholas Farber stated there is a \$25 surcharge for trucks on top of the toll. The impacts of one truck on the highway equals 6,000 vehicles.</p> <p>Executive Director Lewis stated in defense of the truck drivers, we all depend on them to move goods. We all bear the costs of any delays they encounter due to traffic.</p> <p>Director Spector stated the Express Lanes benefit the truckers and the traveling public. By using the Express Lanes, the general purpose lanes are freed up, allowing the trucks to move faster.</p> <p>Director Noll inquired about benefits for truckers and the public.</p> <p>Executive Director Lewis stated this may be a discussion for later with HPTE and the Transportation Commission. It is a transportation system and should benefit both.</p> <p>Director Noll suggested the conversation with the Transportation Commission involve connected vehicles and having a set speed. More vehicles could get through faster and there would be more mobility.</p> <p>Executive Director Lewis stated they are working on an overall plan and thinking of the future. In 5 to 10 years vehicles will be connected and getting the most value.</p> <p>The toll rates will be reviewed and an update given to HPTE 3 to 6 months before opening. There will be a draft Toll Rate schedule, public outreach and town halls. Once these are completed, a Toll Rate schedule will be given back to HPTE for approval.</p>
Public Comment – items not on Agenda	There were no public comments.
Consent Agenda Resolution #271 - July Minutes	Upon a motion by Vice Chair Gifford, and Second by Director Easton, a vote was conducted and the Consent Agenda Resolution #271 was unanimously approved.
Adjourn	The September meeting will begin at 10am. There being no further business, the Board adjourned at 11:22am.