

**High Performance Transportation Enterprise
Regular Board of Directors Meeting Minutes
Frisco Town Hall
1 Main Street, Frisco, Colorado
(Council Chambers Meeting Room, 1st Floor)
February 3rd, 2010**

PRESENT: Michael Cheroutes
Doug Aden
Charlotte Robinson
Dan Cleveland
Tim Gagen

ABSENT: Heather Barry
Stan Matsunaka

ALSO PRESENT: Russell George, CDOT Executive Director
Peggy Catlin, Deputy Executive Director
Heather Copp, Chief Financial Officer
Harry Morrow, Chief Transportation Council
Marina Krasny, HPTE Accountant

AND: Carla Perez, Governor's Office

AND: I-70 Coalition Board members

AND: Other organization representatives, the public, and the news media.

1. Call to order and Roll Call

Chairman Michael Cheroutes convened the regular HPTE Board of Directors meeting at 10:40 a.m. Marina Krasny did the roll call. Chairman Cheroutes asked the audience to introduce themselves.

2. Discussion with I-70 Coalition

Michael Penny presented an overview of the I-70 Coalition including history of its creation, mission, membership, and its position on the various projects along the corridor which extends from Jefferson County to Pitkin, Mesa, Routt, and Lake Counties.

The vision of the I-70 Coalition, as well as the membership makeup, has changed over time. Currently, the focus is on the implementation of the Collaborative Effort Consensus Recommendation. The I-70 Coalition is thankful for its evolving relationships with CDOT and the Governor's office that helped the I-70 Coalition to be successful over the last couple of years. The work and trust created through the Collaborative Effort process allowed, the group to get to the Consensus Recommendation.

The sensitive solution that the I-70 Coalition hopes to see will expand beyond the I-70 corridor and government entities along the corridor and will include local communities. The environmental, social, historic, and economic impact will vary for each community and will have to be addressed individually. The I-70 Coalition would like to see a commitment from CDOT to put together the project leadership teams involving the interested individuals from the local communities, to ensure the project is completed in a way that minimizes negative impacts to the communities.

Rocky Mountain Rail Authority has conducted the feasibility study for the border to border high speed rail system. The study concluded that it was feasible to put the high speed system in a segmented area north and south to go along I-25 and from DIA to Eagle County Airport. The study doesn't identify the technology, but simply states that there is a feasible solution for the situation. The I-70 Coalition is very interested in moving forward with any kind of solution that provides transportation along the corridor from DIA to the western side of the State. One of the challenges is evaluating impacts of the additional capacity on I-70 Corridor and communicating it to the local communities and businesses.

The I-70 Coalition is also participating in Division of Transit and Rail Interim Committee. The I-70 Coalition believes that having a state wide rail plan is a key to a successful high speed rail system. Since Consensus Recommendation is focused on moving people and light weight goods, the I-70 Coalition wants to make sure that the freight rail does not dominate the conversations.

MOVE Colorado is another active group that I-70 Coalition follows. The group's main focus is funding for transportation.

Going back to the Consensus Recommendation, Michael Penny pointed out that the minimal component includes improvements for about one billion dollars. The top four priorities for the I-70 Coalition include Silverthorne interchange improvements; follow up study to the Rocky Mountain Rail study for the Advanced Guideway System; Floyd Hill to Twin Tunnels study; and looking at moving entry from Dumont to Highway 40.

Tony DeVito stated that they are doing several studies right now while waiting for the Record of Decision. By the time the Record of Decision is in place, we will have the valid data to proceed to the next level of the project.

The I-70 Coalition would like to take a lead role in tolling along the corridor and would like see a white paper with the neutral analysis on how the money could be collected and used for, what technology could be used, and etc. This analysis would be very valuable in understanding tolling and the implications for the corridor, and deciding whether tolling is good for the corridor. The I-70 Coalition proposes that HPTE initiates and manages this project with active involvement from the Coalition.

Executive Director George stated that the key to success is working on this together. The information is available, and can be updated for us to look at it together and decide what it means for the corridor.

Mike Cheroutes went over the history of HPTE, mission, goals, and powers in comparison to the Colorado Tolling Enterprise. HPTE has the authority to toll existing capacity as long as there is consent from local governments along the highway stretch. The Enterprise has the ability to get into expanded Private Public Partnership transactions. It provides a new focus for collaborative efforts with organizations such as the I-70 Coalition to try to find funding for transportation projects.

The technology available today can accommodate various ways of deriving revenues from driving privileges at certain time, congestion pricing, lanes management, and dedicated lanes. The existing North I-25 HOT/HOV lanes utilize variable pricing technology by collecting different tolls depending on the time of the day. HPTE board envisions a collaborative effort between the Enterprise and I-70 Coalition to work through the tolling white paper and issues it might bring up.

Harry Dale asked if HPTE has the authority to implement tolling on I-70 corridor. Since the conversation is going to be about tolling existing capacity, it would be helpful to know the next step.

Tim Gagen responded that the Legislature provided that we have to have consensus along the corridor to implement tolling projects. There is no clear definition, so our interpretation is that every jurisdiction along the corridor would have to agree.

Michael Penny continued with the discussion of the VMT or Mileage Based Revenue concept. The I-70 Coalition believes the standard has to be set on the Federal level to avoid dealing with many versions of the proprietary systems. Even though it doesn't directly affect the corridor, I-70 Coalition would like to participate in VMT discussions to support this on the State level.

Mike Cheroutes asked the I-70 Coalition what they see as a next step for HPTE.

Michael Penny responded that they would like to see the white paper project started by CDOT and they would provide a list of I-70 Coalition member for participation. They would like to see HPTE continue talking to Tony DeVito regarding the Consensus Recommendation implementation to see if there is potential funding available for some of the projects. When the appropriate time comes, I-70 Coalition would also like to be involved in the VMT discussions.

Peggy Catlin presented the overview of the I-25 HOV/HOT operations, maintenance, toll collection, use of revenues, agreement with RTD, etc. All revenues stay in the corridor for current use or to build up a reserve for the future expenses.

Chairman Cheroutes dismissed the meeting for lunch break at 11:35 am.

Chairman Cheroutes reconvened the meeting at 12:00 pm.

3. Public Comment

No public comments

4. Discuss and Act on the Regular Meeting Minutes for January 19th, 2010

Chairman Cheroutes asked for consideration of the January 19, 2009 HPTE regular meeting minutes. Director Gagen moved for adoption of the meeting minutes. Director Aden seconded the motion and on the vote of the Board, the minutes were unanimously adopted.

Resolution Number HPTE-7

BE IT HEREBY RESOLVED, the High Performance Transportation Enterprise Board of Directors' Regular Meeting Minutes for January 19, 2009 are hereby approved.

5. Other Matters

Dan Cleveland asked for a list of acronyms to be provided to the Board. Peggy Catlin responded that there are several different documents available with acronyms, and she will get the copy to the Board.

Mike Cheroutes introduced Larry Warner and David Downs and asked them to go over proposed scope of work for the new task order with HNTB. Carla Perez pointed out that the presented scope of work is an all inclusive proposal. Not all of the tasks have to be done at the same time or done at all and it is up to the Board to select the task and prioritize them.

David Downs presented a summary of the proposed scope of work for HNTB task order. Main tasks included in the scope are:

Task 1 - Provide Interim Enterprise management

- 1.1 Enterprise Management Support and Guidance
- 1.2 Executive Director Search Support
- 1.3 Board Administrative Support
- 1.4 Office Space Support

Task 2 – Develop Strategic Plan

- 2.1 Strategic Planning Coordination
- 2.2 Develop Strategic Plan

Task 3 – Create Enterprise-Level Strategic Communications Plan

- 3.1 Plan and Implement Immediate HPTE Communication Support
 - 3.1.1 Assess Immediate Communication Goals and Needs
 - 3.1.2 Develop and Deploy “Quick Start” HPTE Communication Tools
 - 3.1.3 Monitor and Assess “Quick Start” HPTE Communication Effectiveness
- 3.2 Develop the HPTE Strategic Communication Plan
 - 3.2.1 Assess Long-Term Communications Goals and Needs
 - 3.2.2 Conduct HPTE Communications Research
 - 3.2.3 Develop Draft HPTE Strategic Communication Plan

3.2.4 Finalize HPTE Strategic Communication Plan

Task 4 – Perform Administrative Due Diligence

- 4.1 Establish Priorities for HPTE Operational Policies
- 4.2 Determine Document Management System and Protocols Review
- 4.3 Assess Key Services Needs
- 4.4 Assemble Design and Contractual Information for I-25 Express Lanes

Task 5 – Identify Opportunities for Potential Projects

- 5.1 Develop List of Potential Projects
- 5.2 Assess Status of Potential Projects
- 5.3 Develop Feasibility Assessment Process for Projects
- 5.4 Assist in Prioritization of Projects
- 5.5 Perform Potential Project Feasibility Assessment

David Downs also discussed future potential task orders including Economic Benefit Analysis, Vehicle Miles Traveled Pricing Study, and Sustainability Study.

After a brief discussion, Chairman Cheroutes initiated a motion to go into the Executive Session for further discussion of the pending HNTB contract. Director Robinson seconded the motion, and on the unanimous vote the Board recessed into Executive Session.

6. Executive Session to discuss HNTB Scope and Cost : 12:50 pm – 1:45 pm

Board reconvened for the Open Session at 1:50 pm.

Chairman Cheroutes stated that the Board would like to proceed only with Strategic Plant Development at this point and asked David Downs and Larry Warner to update their quote to reflect completion of this task. The Board will have a special meeting to review new fee and to authorize further action as soon as the updated quote is available.

Director Aden made a motion to adopt the resolution for an updated scope and a quote for Strategic Plan Development. Director Robinson seconded the motion and on the unanimous vote of the Board, the resolution was adopted.

Resolution Number HPTE-8

WHEREAS, the High Performance Tolling Enterprise (HPTE) was authorized by the Colorado Legislature to aggressively pursue innovative means of more efficiently financing transportation projects in the State of Colorado; and

WHEREAS, the HPTE Board appointed by the Governor is in the process of becoming organized; and

WHEREAS, HNTB, subcontracting with PB Americas, presented a Scope of Work to the HPTE Board for Executive Director and Strategic Planning services which the HPTE Board declined to accept; and

WHEREAS, the HPTE Board hereby requests that the HNTB team prepare a reduced Scope of Work that would provide the Board with a Strategic Plan and assist the Board with activities associated with a Strategic Plan.

NOW, THEREFORE, BE IT RESOLVED, the HPTE Board requests the HNTB team to prepare a Scope of Work and cost estimate for preparation of a Strategic Plan and associated start-up activities.

7. Adjournment

Chairman Cheroutes adjourned the meeting at 1:55 pm.

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