

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

Held: Wednesday, June 20, 2018; 11:30am  
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     | Kathy Gilliland |
| Shannon Gifford, Vice Chair | Rocky Scott   |                 |
| Anastasia Khokhryakova      | Travis Easton |                 |

Informal Discussion The meeting was called to order at 11:34am. Roll call was taken. All HPTE Board Directors were present. Director Spector stated the informal discussion is to briefly review the agenda items.

Public comments will be for items not on the agenda.  
Director Khokhryakova will abstain from voting on Resolution 265 due to an abundance of caution concerning a potential perceived conflict of interest.

Toll adjustments will be discussed for I-25 from US 36 to 120th Avenue and US 36.  
The Tolling Services Agreement with E-470 will be extended for three years. Staff is currently working with E470 to get a task order in place to install and test equipment for I-25 South.

Director Scott inquired about strategic planning. There will be a strategic planning session this fall to discuss uniform policies regarding express lanes and metrics.

There are a few staff members attending a training today. HPTE has continued to focus on local outreach and training.

Jerry Abboud, with Powersports Dealers Association of Colorado, asked to discuss signage regarding motorcycles being allowed to use the express lanes at no charge. He stated that the Uniform Traffic Control Guide allows motorcycles to use the lanes for safety, and that signs are no longer present. Director Gilliland stated she has seen motorcycles using the general purpose lane and agrees it could present a safety issue. The public might not be aware they can use the express lanes. Staff will look into the sign issue and report back.

Board Break, Reconvene and Roll Call: The Board took a 15-minute break. Upon reconvening, all Board members were present.

Swearing in of Director Easton Mr. Travis Easton was appointed by Governor Hickenlooper as the HPTE Director residing within the planning area of the Pikes Peak area council of governments for a term expiring in October, 2021. Director Noll announced he is retiring in November. The October Board meeting will be his last. He will help find someone to represent the mountain corridor.

Public Comment – items not on Agenda There were no public comments.

Director's Report Director Spector welcomed everyone to the first meeting at CDOT's new HQ. This meeting will be a test of our new systems, so there may be some glitches. He welcomed Director Easton.

There will be a report on the Central 70 Traffic Demand Management (TDM) contract today.

US 36 was audited after completion; it provides a good value to the taxpayers. The audit suggested HPTE go through regular training regarding public and private partnerships. HPTE has been conducting training and outreach to comply with the requirements of the audit. Trainings have included design build, communications and governing infrastructure.

The Express Lane Master Plan kicked off and we are moving forward with outreach and education.

Legislative Report

No report.

Projects Update

HPTE Major Projects Manager, Tony Meneghetti, provided a projects update. There are two projects under construction, five in design and/or pre-construction and two in operation and maintenance.

Central 70 – The project team is now co-located in the former Pilot Truck stop location on Vasquez. The project team is working towards NTP 2 in July. Design and pre-construction work is ongoing including: utility relocations, property demolitions, geotechnical borings and soil testing. The team is currently in 60% plan review.

I-25 N, Segments 7 & 8 (SH 402 to SH 14) – The project team is continuing to progress with design and acquiring ROW; NTP 2 is expected mid-July. The first work will be on US 34.

I-25 N, Segments 5 & 6 (SH 66 to SH 402) – The project team is currently working on the RFP, interchange concepts, continuing design to advance from 25% -- 30% and community outreach.

I-25 S Gap (Monument to Castle Rock) – The draft Traffic and Revenue Study is being evaluated and HPTE will be providing comments to the Contractor. The project received INFRA funding of \$65 million. Construction to start late summer of 2018.

I-70 Mtn Express Lane, WB – The project received INFRA funding of \$25 million. The project team is in 30% design review.

I-25 N, Segment 2 – Team is working on a plan for additional enforcement this summer.

I-70 Mtn Express Lane EB – Team is working on a plan for additional enforcement this summer for EB.

NETC Update

Angie Malpiede provided an update on Northeast Transportation Connections work on the Central 70 project. Ms. Malpiede presented a video sharing their business outreach programs. They work in a very diverse community with their target audience being employers with 50 employees or more. They work to promote public transit to help reduce the congestion on the roads.

There are organizations contacting them to help arrange car pool, van pools, RTD passes and schedules. NETC also works within the community to arrange transportation for residents to the grocery store, doctor's appointments, recreation areas and summer camps for those children not having transportation.

Director Gilliland inquired if these projects would be ongoing? Yes, NETC is working to change peoples' habits during construction and will continue into the future.

Director Noll congratulated Ms. Malpiede on what they are doing and the progress being made. Community outreach obviously helps and HPTE will continue to provide monetary support.

Consent Agenda

Upon a voice vote, the Consent Agenda was unanimously approved.

Resolution #264  
May Minutes  
Communications  
Report

Megan Castle provided the communications report relating to the toll adjustments. The handout she provided was comprehensive as of June 19, 2018. There were many comments, with most being negative and a few using very “colorful” language. The Public Information Office has spent over six weeks working on educating the public using press releases, news coverage, Facebook, and providing an email and a phone number specifically for comments. There is a very wide range of people who have questions. Dynamic pricing on US36 is a new concept, a change, and there is a lack of understanding regarding the adjustments. HPTE and Plenary Roads Denver are communicating with the stakeholders to make sure everyone is covered.

Director Scott made the following comments: We need to use this as a learning opportunity on how and what we communicate. Are we using the right channels and sending out the right message? One-on-one communication works the best, but that is not practical in this situation. Money is always an issue; why are the tolls going up? We need to pay attention to the comments and determine which ones are useful. People will vote what they believe, not what we think they should believe. He stated communications is doing a fabulous job, but we need to constantly find ways to do better.

Director Gilliland requested clarification on why change to Dynamic Tolling; would a telephone town hall call help provide information? Is it possible to create a simple video with examples?

Presentation &  
Discussion of Toll  
Rate Adjustment

Kelly Brown presented information on the Toll Rate Adjustments for I-25 Segment 2; US 36 to 120th Avenue. Every year in May, HPTE reviews the toll rates and makes a recommendation whether to increase or leave the rate the same. There have been no adjustments made to the toll rate since the lanes opened in 2016. At the May meeting, HPTE presented documents for increasing the rate 5.889 percent. This increase will cover the costs of inflation and maintenance of the toll roads. HPTE recommends this toll rate adjustment for 2018/2019 be adopted. If this adjustment is adopted today, it will go into effect July 1, 2018. If not adopted, the rate will remain unchanged until May of 2019.

Director Scott asked if the increase will cover the cost of inflation from 2016/2017 and 2018/2019. What will happen if we don't cover the increased costs? We would not be able to maintain the road and the MLOS will decrease. It is essential to recover costs over time.

Director Noll stated that maintenance and labor costs have increased over time. We are trying to keep the rates minimal and cover costs.

Vice Chair Gifford asked if ExpressToll sends any information regarding the toll lanes with toll invoices. Yes, they include information on how much a bill would be if they were an Express Toll Customer to compare with the invoice for a non-customer.

Director Gilliland stated the increase will cover the cost of maintenance and helps to manage traffic.

Christian Guevara, VP of Operations at Plenary, provided information on the proposal to move to Dynamic Pricing on the US36 Express Lanes. The target date for full use of the Dynamic Express Lane Pricing is 2020. The system will manage traffic volume and speed in the toll lanes. It is based on congestion (peak vs. non-peak) and is real time data. Work to be completed includes implementing the infrastructure and developing an algorithm for the pricing structure. The timeline is currently: Fall of 2018 – pricing testing; 2019 – continued testing, data analysis reliability; 2020 – roll out. New traffic monitoring technology will have to be installed. This change will be communicated through VMS boards, media releases and online resources.

Vice Chair Gifford inquired regarding what testing was being done? Useable data, VMS boards, back office software, the servers, reliability of the new cameras. Drivers will start to experience this testing in 2018. The rates will change late 2018 or early 2019 while in the testing period.

Director Gilliland reiterated the importance of getting the message out to everyone and Plenary's active involvement.

Director Noll inquired as to consequences if PRD did not implement the Dynamic Express Lane Pricing. Mr. Guevara responded that PRD has an obligation to keep traffic flowing for accurate transit schedules. There are penalties if PRD is not compliant.

Director Scott asked if increased congestion would result from not pursuing dynamic pricing. Mr. Guevara responded that yes it would.

Director Noll stated that the public is used to dynamic pricing in air travel and lodging; this is new to transportation. The public will learn to adjust their travel habits. The key for commuters using public transportation is reliable schedules.

Director Spector recommended passing Resolutions 265 and 266. Mr. Gomez stated changes had been made to Resolution 265. The last paragraph added "consistent with the above" and reflects the change. The Board has the authority to bring Plenary back for more explanation and more opportunities for public communications.

Director Noll inquired if the Agreement would allow CDOT to say no to the Dynamic Express Lane Pricing. Director Spector replied yes, CDOT can say no to implementing the Dynamic Express Lane Pricing.

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| Public Comment for Toll Rate Adjustment        | There were no public comments.  |
| Resolution #265 Approving Toll Rate Adjustment | Upon a motion by Director Gilliland and second by Director Easton, Resolution #265 was approved unanimously. Director Khokhryakova abstained from the vote. |
| Resolution #266 Approving Toll Rate Adjustment | Upon a motion by Director Scott and second by Vice Chair Gifford, Resolution #266 was approved unanimously.   |
| Adjourn  | There being no further business, the Board adjourned at 1:40pm.   |