

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

Held: Thursday May 17th 2018; 3:00 pm
CDOT Headquarters, 4201 E. Arkansas Ave., Denver CO 80222

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 Khokryakhova

Chair Marostica called the meeting to order @3:00 pm:

All HPTE Board Directors were present.

Director's Agenda Overview and Discussion:

HPTE Director David Spector announced that SB-1 regarding transportation infrastructure funding has passed. The measure requires CDOT and HPTE to complete a data-driven analysis of managed lanes, and to report back to the Transportation Legislative Review Committee (TLRC) in the Fall. He noted that this is an opportunity to highlight Express Lane achievements and successes.

HPTE will support RoadX at an upcoming talk about Hyperloop with the community. HPTE will be on hand to talk about the Enterprise mission and to provide an overview of public-private partnerships. Director Spector gave a brief overview of the status of HPTE goals set by the Board at their April, 2016 retreat. He suggested having another half-day session in the Fall to update previous goals or set new ones. Board members agreed a follow-up on previous goals is a good idea.

Director Spector introduced Andrew Gomez, who is the new Assistant Attorney General for HPTE. The Board welcomed him to the team. Mr. Spector also announced that the Governor has appointed Mr. Travis Easton as the Board representative for the Pikes Peak region. He will join the Board in June.

The proposed toll rate adjustment will be presented to the Board today for information only, and that the Board will formally take action at the June meeting. The proposed rate adjustment is for US 36/Central I-25, and I-25 North US 36 to 120th.

Director Spector provided an overview of legislative outreach nearing the end of the session. He also described for the Board HPTE's recent participation in a lending forum in New York, and an inter-agency "learning lab" sponsored by the Build America Transportation Investment Center Institute (BATIC), where HPTE and the Virginia Office of Public Private Partnerships spoke about P3 deal structures. HPTE Board Director Scott said on the Western Slope revenue issues are important, and thought talking points based on data would help Express Lane messaging in other parts of the state.

Board Break, Reconvene and Roll Call:

The Board took a five-minute break. Upon returning, all Board Directors were present.

Public Comment:

Chair Marostica invited members of the public to speak to the Board. There were none.

Projects Update:

HPTE Major Projects Manager Tony Meneghetti updated the Board on milestones for the C-470 project, as well as progress on I-25 North, with a letter of interest released to contractors for segments 5&6 and a notice to proceed on segments 7&8. On I-25 South, the Environmental Assessment was released on April 27. Public meetings are being held this week, and EA comments close on May 29.

MEXL Annual Report:	HPTE Tolling Operations Manager Kelly Brown presented the first annual report for the I-70 Eastbound Mountain Express Lane. For 2017, the Mountain Express Lane (MEXL) operated for 782 hours on 88 of the allowed 100 days of operation. Average speeds in the Express Lane is above 45 mph 95% of the time. General purpose lanes also benefitted from average hourly speeds of above 45 mph 76% of the time. The Express Lane is most often operational in the summer and winter. Incident clearance times in the Lane average around 18 minutes, a steady improvement since opening in 2015. There was general agreement that more data on incidents in and out of the lanes is necessary to more fully assess road safety.
Central 70 Update:	Central 70 Project Manager Tony DeVito and Central 70 Communications Manager Rebecca White provided an update on Central 70. Their remarks addressed the mitigation work in the neighborhoods affected by the Project. More than 300 homes have been improved and protected from environmental impacts. The City and County of Denver also provided funds for noise and dust mitigations during construction.
Presentation and Discussion of Proposed Toll Rate Adjustment:	HPTE Director Spector noted that toll rates are examined for adjustment every summer. He said today's presentation and discussion is for information only, and that the action item for the toll rate adjustment will be on the June agenda. Christian Guevarra, Vice President of Operations and Asset Management for Plenary Roads Denver provided an overview of Plenary's request for the rate adjustment to enable testing of dynamic tolling. He said the purpose of dynamic tolling is to balance trip reliability and safety in real-time conditions, as the algorithm adjusts rates every 5 minutes during peak times. He noted Plenary's agreements with RTD and CDOT for travel time reliability as the basis for the request. The ask from Plenary is to approve a rate up to the maximum toll rate (\$15.76), in order to allow the testing of the dynamic tolling system. He said that hardware and software must be installed and tested to deliver a dynamic tolling solution. Testing of the system would occur in 2019 with full implementation by 2020.
	HPTE Communications Manager Megan Castle said HPTE and Plenary's communications consultant, Groundfloor Media, will provide public messaging for the transition to dynamic tolling. The Board directed staff to make sure the public understands the why and how of dynamic tolling, noting the issue encompasses more than a regular toll rate adjustment. This is a significant shift for Express Lane customers and they will need enough information throughout testing and implementation. A new tolling regime will change the way commuters make their travel plans based on cost. HPTE Board Director Scott asked about rules or guidelines for consideration of toll rate adjustments. Mr. Guevarra said provisions for toll rates on US 36/I-25 Central are contained in the Concession Agreement.
	HPTE Tolling Operations Manager Kelly Brown said HPTE is proposing a toll rate increase on I-25 North US 36 to 120 th , the first since opening in 2015. Staff developed a method for determining the adjustment using operations and maintenance costs and rate of inflation for guidance. Ms. Castle said multiple communications tools will be used in the toll rate adjustment outreach, including posting on the website, media outreach and possibly social media. She said it is important not to over-complicate the message. The Board will consider action on the proposed toll rate increase in June; Board Chairman Marostica said he hoped to have the public come and provide their input at the June meeting.
Consent Agenda: <u>Approving Resolution #264</u> Approving March 2018 Minutes:	Upon a voice vote, the Consent Agenda was unanimously approved.
Executive Session pursuant to C.R.S. Sections 24-6-402(3)(a)(II) and (III) and C.R.S. Section 24-72-204(3)(a)(IV):	HPTE Board Chair Marostica asked for a motion for an Executive Session pursuant to C.R.S. Sections 24-6-402(3)(a)(II) and (III) and C.R.S. Section 24-72-204(3)(a)(IV) to receive legal advice regarding the E-470 Tolling Services Agreement. Upon a motion by Board Vice Chair Gifford and second by Board Director Noll, the Board entered into Executive Sessions at pm. Members of the public were excused.

Adjourn:

There being no further business, the Board adjourned at 5:07 pm.