

Transportation Commission March 16, 2016

Transportation Commission Workshops

Note: Materials for specific agenda items are available at <https://www.codot.gov/about/transportation-commission/meeting-agenda.html> by clicking on the agenda item on the schedule provided at this site.

Asset Management Deep Dive Part 1 (William Johnson)

Purpose: This workshop familiarized the Transportation Commission (TC) members with six of the 11 assets included in Asset Management: buildings, signals, Intelligent Transportation Systems (ITS), road equipment, geohazards and Maintenance Levels of Service (MLOS). It provided background on the program and set the stage for more in-depth discussions in future months, with an in-depth discussion of other assets scheduled for April, ultimately preparing the TC for approval of the fiscal year (FY) 2020 asset management planning budget.

Discussion and Comments

- Asset managers presented on each asset individually.
 - In general, current allocations are not sufficient to meet performance goals by 2025.
 - Continuous improvement to mitigate limited funding includes:
 - *Buildings.* Evaluating large realignment/replacement projects to achieve cost savings.
 - *Traffic Signals.* After screening for age, traffic signals can be prioritized based upon risk and condition to fund critical needs first.
 - *Intelligent Transportation Systems (ITS).* Improving preventive maintenance to increase the life of electronic devices.
 - *Road Equipment.* Standardizing equipment specifications to decrease cost and time for delivery and using automatic vehicle location systems in light and heavy fleets to improve fleet management and vehicle deployment, which increases cost effectiveness.
 - *Geohazards.* Reducing risk at the corridor segment level rather than the site level with the aim of reducing risk at less cost. (Commissioners were told that the total cost of repairing and mitigating for the damage from recent rock fall in Glenwood Canyon was \$3 million: \$650,000 for repairing the slope damaged by the rock fall and up to \$2.5 million to repair roads damaged during rerouting of traffic around the traffic and mitigation efforts to prevent a similar rock fall in the same corridor segment.
 - *Maintenance Level of Service.* Using surface treatment model recommendations to align programs and improve cost effectiveness and investigating new methods to increase striping durability at the least cost.
- In April, the Commission will hear about bridge, walls, culverts, pavement, and tunnels and in May, the Commission will consider the FY 2020 planning budget and possibly potential infrastructure condition changes to Policy Directive 14.
- Commissioners thanked the asset managers for concise summaries of their programs and for their work.

TIGER VIII/Freight Discretionary Grants (Herman Stockinger)

Purpose: To provide information to the TC on the next round of federal Transportation Investments Generating Economic Recovery (TIGER) grants, the U.S. Department of Transportation's (USDOT's) new FASTLANE grants, and seek approval on which projects the Colorado Department of Transportation (CDOT) should develop applications and partnerships for. In addition, an overview of the new FAST Act Freight Programs was provided.

Discussion and Comments

- Commissioners generally were receptive to staff TIGER VIII and FASTLANE recommendations. Due to CDOT's experience with previous TIGER grant applications, it is understood which projects make the most viable candidates. All the FASTLANE recommendations are identified needs in the State Highway Freight Plan. Each FASTLANE applicant can submit up to three applications.

The recommendations were:

TIGER VIII:

- *North I-25 Express Lanes*. Phase 1 Improvements: This would be CDOT's only application for TIGER VIII. It would entail construction of one tolled express lane in each direction on I-25 from SH 14 in Fort Collins south to SH 402 in Loveland, a distance of 14 miles. It will include replacement of both the Cache La Poudre Bridge and the Union Pacific Grade Separation Bridge. The total project cost would be \$210-\$213 million, with a grant request for \$25 million and local matches from Fort Collins, Larimer County, a private developer and others. Included in CDOT's portion would be \$80 million in state funds and a \$100 million construction loan, which the TC will consider in April.
- *Southwest Chief Match*. The Southwest Chief Commission is working with Kansas and New Mexico and looking for a project sponsor for the TIGER VIII application for track replacement and repair of a 51-mile stretch of track, of which 38 miles would be in Colorado. CDOT has been asked to contribute \$1.1 million, or about 3%, towards the total cost of \$38 million. CDOT's match of \$1.1 million would come from residual funds from SB 1. Lamar has been asked to be the applicant.

FASTLANE:

- For the "Small Category" (grant applications at least \$5 million), staff is recommending CDOT submit, in conjunction with other states, an application for a Multi-State Truck Parking Info and Management System. The Colorado Motor Carriers Association, Nebraska, Utah, and Wyoming would be partners and help provide matching funds.
- For the "Large Category" (grant applications at least \$25 million), the two most "competitive" projects would be chosen from among these three:
 - *US 287 Lamar Truck Reliever Route*. This Region 2 project would be a request for \$96 million for total project cost of \$160 million. CDOT would provide up to \$64 million in match money from freight, SB 228/other state funds, and RPP. Partners would be Lamar and Prowers County.
 - *US 85 Highway/Rail Corridor*. The grant request for \$52.5 million for the total \$100 million project would include \$47.5 million in matching funds (freight, SB 228/other state, and RPP). Union Pacific Railroad would be the partner for the project, which would be in both Regions 1 and 4.
 - *US 550/US 160 Connection*. A grant request for \$52 million would be requested for this Region 5 project. Providing the remainder of the matching funds for the \$140 million project would be freight, SB 228/other state, RPP, and surface treatment.
- One TC member requested some "talking points" from staff about why SH 71 did not make the list. He said SH 71, part of the Heartland Express, is a truck reliever route for I-76. He said the declining number of trucks on it could be because of its worsening condition.

FASTER Audit - Safety (Herman Stockinger)

Purpose: Provided a "deeper dive" into the actions taken by CDOT to comply with the FASTER Audit recommendations, improve the FASTER program overall, and report on the impact of those actions. This month, the focus was on the Safety programs. The auditors made these recommendations primarily because neither the TC nor CDOT clearly laid out eligibility for safety projects. Policy Directive (PD) 704.0 was adopted by the TC in January 2016, addressing some of the recommendations.

Discussion and Comments

- The audit was released about the time CDOT was already starting to make some changes to FASTER Safety.
- PD 704.0 broadly defines construction, reconstruction or maintenance safety projects to include such things as planning and design; PD 704.0 establishes a FASTER Safety Mitigation Executive Steering Committee to review and approve projects for FASTER Safety Mitigation, a program intended to reduce the severity and number of highway crashes.
- For the FASTER Safety Asset Management projects, these projects are eligible: geohazards, signals, culverts, tunnels, and surface treatment. Not permitted for FASTER Safety funds are maintenance level of service, ITS, road equipment, buildings, walls, and inspections (i.e., for the Geohazards Program). A procedural directive, PD 1608.2, sets the priority order as: geohazards, signals, culverts, tunnels and surface treatment.
- One TC member requested more discussion about FASTER Safety during FY 2016, and will give his questions about the program to the TC Secretary.

Fiscal Year 2015-16 Budget Update (Maria Sobota)

Purpose: This month, the TC is being asked to review and approve changes to the FY 2015-16 Annual Budget.

Discussion and Comments

- The FY 2015-2016 budget has been amended due to the FAST Act, updated economic forecasts affecting the SB 09-228 General Fund transfer projection, and an updated Division of Aeronautics revenue estimate. FAST Act notifications for the Bridge Off-System – Federal and a minor allocation increase for FY 2015-2016 for the Transportation Alternatives Program (TAP) also have been received in the past month.
- The overall changes resulted in \$4.5 million more in the budget than when Governor John Hickenlooper approved it in June 2015.
- The TC will be asked to approve the amended budget this month.

Fiscal Year 2016-17 Annual Budget Approval (Maria Sobota)

Purpose: This month, the TC is being asked to review and adopt final changes to the FY 2016-17 Annual Budget on or before April 15, 2016 through resolution prior to submission to the Governor for approval.

Discussion and Comments

- Since the TC adopted the proposed budget in November 2015 in a format required by the Office of State Budget and Planning and Joint Budget Committee, a 50% General Fund transfer from SB 09-228 of \$106.8 million is anticipated, new programs were established in the FAST Act, projected revenues for the Division of Aeronautics have been reduced, and estimates for HPTE tolling revenues also have been reduced.
- A TC member noted that the TC contingency funds are projected to reach \$53 million, about \$13 million over the \$40 million limit. Another warned that with floods, rock falls, and wild fires, the TC shouldn't be too eager to expend it just yet.

Federal Lands Access Program (FLAP) Projects (Debra Perkins-Smith)

Purpose: Obtain TC input on proposed FLAP projects in preparation for taking action in April, so staff can produce detailed applications that are due on May 21st.

Table 2: Recommended FLAP Project Applications

Priority	Project	Federal Lands Accessed	Funding Request	Total Project Cost	Region
1	US 160 Passing Lanes North of Towaoc	Mesa Verde National Park; Ute Mountain Ute Tribal Lands; Yucca House National Monument; Canyons of the Ancients National Monument; Hovenweep National Monument	\$7,865,050	\$9,500,000	5
2	US 50 Blue Creek Canyon	Gunnison National Forest; Curecanti National Recreation Area; Black Canyon of the Gunnison National Park; BLM lands	\$18,000,000	\$26,000,000	3
3	US 550 Corridor - CR 218 to CR 302	San Juan National Forest; Southern Ute Tribal Lands; BLM lands	\$17,400,000	\$21,000,000	5
4	SH 139 Little Horse South	Canyon Pintado National Historic District; Dinosaur National Monument; BLM lands	\$9,200,000	\$9,200,000	3

Discussion and Comments

- The Division of Transportation Director presented the four projects indicated above as a the recommended list of FLAP projects for FY 2019-22 to propose to FHWA with approximately \$60 million available for projects in Colorado. Locals are also eligible applicants.
- A FLAP project evaluation team, composed of staff from DTD, the Regions, and the Office of Policy and Government Relations (OPGR), met in February to review and score candidate projects based on the criteria used by the Colorado Programming Decisions Committee. Criteria included: access, mobility, and connectivity, economic development, facility condition, safety, resource protection, and funding - coordination, and cost; a typo in the total project cost column for project #4 was noted – the total project cost for SH 139 is \$12 million.
- The TC did not express any issues or concerns with the selection criteria or the list of proposed FLAP projects.

Program Management/Cash Management Workshop (Josh Laipply, Maria Sobota, Jane Fisher)

Purpose: Provide the TC with an update on the delivery of programs and significant projects. This month there is a focus on the Responsible Acceleration of Maintenance and Partnerships (RAMP) and Asset Management programs.

Discussion and Comments

- Jane Fisher was introduced to the TC as the new Program Management Office (PMO) Director
- The Chief Engineer (CE) was pleased to announce that two high risk RAMP projects will be closing out– I-25 at Arapahoe Road Intersection and SH 9 from Frisco to Breckenridge; overall it is anticipated RAMP will close with approximately 1.2 million under budget for these two projects to put back into the TC contingency reserve fund.
- TC members expressed their appreciation to CDOT for this, and to spread the good news to all CDOT customers.
- The cash balance status was provided by the Chief Financial Officer (CFO) – A policy regarding the cash balance threshold will be presented to the TC for discussion in April.

- Forecast from July 2015 was very close to what is happening now (February 29th) for this month's cash balance. \$496 million in reality compared to \$485 million projected.
- The Federal obligation has been significantly depleted, with state revenues anticipated to also be depleted quickly towards the end of this year; The Office of Financial Management and Budget (OFMB) and the Division of Accounting and Finance (DAF) will need to work closely to ensure a proper cash balance is maintained. CDOT will need to establish a "bandwidth" cash balance goal to strive for.
- The CFO noted that these accurate predictions from the PMO provide a level of confidence in maintaining a lower cash balance.

Statewide Transportation Improvement Program (STIP) Annual Update (Josh Laipply, Maria Sobota, Jane Fisher)

Purpose: To inform the TC on how CDOT complies with federal planning regulations and how the development of the Draft FY2017-FY2020 STIP allows CDOT to maintain compliance and implement cash management principles. Also, staff reviewed the upcoming schedule of STIP milestones and requested that the TC release the Draft STIP for public review and comment as requested on the March Consent Agenda.

Discussion and Comments

- The baseline STIP used was the 2016-2019 STIP – using revenue projections and resource allocations to produce numbers for the 2017-2020 STIP.
- This is the first year for the rolling STIP – where an additional year is added to the STIP annually.
- The next major update in alignment with the Statewide Transportation Plan will be in 2019 for years 2019-2023.
- The TC is anticipated to approve the 2017-2020 STIP in May 2016, after the public comment period and Public Hearing occurs between March and April. The Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) will then approve the 2017-2020 STIP in June, prior to July 1, 2016 the beginning of FY 2016-2017.
- Metropolitan Planning Organization (MPO) Transportation Improvement Programs (TIPs) are also incorporated into the STIP.
- Public comment is required for STIP changes and amendments.

Joint TC/HPTE Operations and Maintenance Cost Sharing on Managed Lanes Workshop (David Spector)

Purpose: To provide information and facilitate a high-level policy discussion with the TC and the High Performance Transportation Enterprise (HPTE) Board of Directors regarding the shared responsibility of operations and maintenance (O&M) costs for non-Public Private Partnership (P3) projects between CDOT and HPTE on corridors where there are both managed and general purpose lanes,.

Staff recommended that future Intra-Agency Agreements between CDOT and HPTE for managed lane corridors utilize the same average daily traffic (ADT)-based allocation of O&M responsibilities that was used for the recently approved I-25 North Express Lanes (Segment 3) Project Intra-agency Agreement. Several HPTE board members were present and a majority of the TC.

Discussion and Comments

- The purpose for the discussion is to determine policy for CDOT and HPTE sharing costs of managed lanes, e.g., express toll lanes (ETLs), when a private partner is not participating. Private partners often absorb these maintenance costs.
- A discussion took place regarding what the appropriate responsibility should be for CDOT for High Occupancy Vehicles (HOVs) using managed lanes.
- Several TC members supported the concept of paying maintenance costs for HOV users of managed lanes due to HOVs freeing up the general purpose lanes that could reduce maintenance needs, congestion and improve air quality, but other TC members questioned this approach.
- The approach to share costs recommended was to refer to the percentage of average daily traffic (ADT) using the managed lanes and charge HPTE, minus the percentage of HOVs using the system. When HOVs were two people and over, nationally the percentage of ADT using managed lanes ranges between 20% and 25%. The percentage of 3-person and above HOVs using managed lanes is unknown but is anticipated to be significantly lower than it is for two-person and above HOVs.
- Question was raised as to the Regional Transportation District's (RTD's) contribution to maintenance costs. On US 36 RTD contributed significantly to Operations and Maintenance budget, need to determine what other contributions have been made by RTD for other projects; TC requested to keep RTD's contribution in mind when establishing policies for cost sharing of maintenance of managed lanes.
- A discussion ensued regarding the higher Maintenance Level of Service (MLOS) required/anticipated for managed lanes and how to deal with this when other roads' pavement condition is not meeting CDOT's performance goals.
- TC member suggested looking at keeping some of the "back office" tasks within CDOT as a potential cost saving measure.
- The TC requested more information on potential cost sharing scenarios; a retreat coming soon will include a discussion of this topic too. A desire to understand benefits and costs associated with cost sharing options was expressed, and the need to look at consistency in the management of managed lanes.

Transportation Commission Regular Meeting

Roll Call

- Nine present with Commissioners Reiff and Schrinier excused

Audience Participation: Subject Limit: 10 minutes; Time Limit: 3 minutes

- Joe Kiely, of the Ports to Plains Alliance, provided the TC with a study of the Ports to Plains Alliance – *Maintaining and Expanding Colorado's Statewide Transportation System: A Rural Perspective* for their consideration. This document is available at: www.portstoplains.com/images/emma/transportation_and_rural_colorado_012116_complete.pdf. Also thanked CDOT for support for the Lamar reliever route.
- Rick Klein, City Manager of La Junta, and a SW Chief Coalition member – expressed his gratitude to CDOT for work completed during TIGER VII and looks forward to more work to be completed for TIGER VIII – supports the this passenger rail project. Other states – Kansas, New Mexico, etc., are on board.

STAC Report (Vince Rogalski)

- STAC will occur this Friday instead of next week.
- Traffic Incident Management (TIM) –CDOT works collaboratively to clear accidents quickly with CDOT, Colorado State Patrol (CSP), the fire department, and emergency responders to keep traffic moving.
- STAC discussed use of SB 228 funds, a 2014 list of strategic projects was developed to support needs for SB 228, but the list covers \$8 billion in projects. STAC was asked if we can add new projects to the list. STAC generally said no – if projects are added, then others need to come off the list.
- We need to consider projects and priorities from the Statewide Transportation Plan (SWP) and the Ten-year Development Program first.
- Criteria for mobility and economic vitality should be included in any project selection.

Comments of Individual Commissioners

- Commissioners described various meetings attended in their communities
- The importance of alternate routes for roads susceptible to rock falls/other natural hazards was raised.
- CDOT staff and the TC members were recognized and thanked for all their hard work.
- Distracted driving notices on variable message signs was mentioned, and the increase in fatalities on highways due to distracted driving was highlighted.
- The Executive Director, Deputy Executive Director, Chief Engineer, Dave Eller made a trip to Southwest TPR to visit and interview Region 5 Regional Transportation Director candidates.
- Need for new sources of transportation revenue is recognized by some locally elected officials, and legislative round tables are occurring to discuss potential solutions.
- I-70 Peak Period Shoulder Lane (PPSL) is working well.
- Trip to Washington DC was impressive and inspirational.

Executive Director’s Report (Shailen Bhatt)

- Had a great trip to Washington DC.
- Concern over increase in crashes on highways and saddened with recent crash on I-70 where a teenager was killed.
- Denver was selected as one of seven finalists for a Smart City grant for Big Data.
- The TC supported RoadX (pilots for use of connected vehicle technology) and this assisted Denver with being selected as a finalist.

Chief Engineer’s Report (Joshua Laipply)

- Attended the Hispanic Contractors Association awards ceremony and was impressed. The I-70 Central team attended.
- Discussed training at a conference of Colorado Contractors Association (CCA), with the American Council of Engineering Companies (ACEC).
- Provided an overview of Jane Fisher’s (the new PMO Director) credentials: worked as consultant at CH2MHill, was at Denver Water, led the major water recycling program, and went to the National Renewable Energy Lab (NREL) worked on the plant expansion project.

High Performance Transportation Enterprise (HPTE) (David Spector)

- Approved the P3 Management Manual.
- Planning to conduct a HPTE retreat focusing on the strategic direction of HPTE.
- For I-25 North Segment 3 – obtained a loan for less than TC approved amount – \$23.6 million vs. cap of \$35 million at an interest rate of 1.99%.

- I-25 North Segment 2 has opened Northbound and will open southbound, Monday, March 21st. Travel will be free to test the system until early summer 2016.
- Received comments on Central I-70 Environmental Impact Statement (EIS) and anticipate a Record of Decision (ROD).
- US 36 tolls will commence phase 2 on March 30th.
- US 36 bikeway has opened up to Boulder.
- Attended Dallas P3 Conference with Governor, Denver Mayor; Governor stressed need for P3 in order to have the complete toolbox to confront limited funding situation.
- Colorado generating interest with their experience regarding P3 arrangements for roads, airport and the stockshow.

Federal Highway Administration (FHWA) Division Report (John Cater)

- Rules for Moving Ahead for Progress in the 21st Century (MAP-21) are forthcoming over the next few weeks and months.
- Rules for safety are already released. A webinar on the subject was conducted today. CDOT is already addressing the primary safety requirements.
- FHWA has found \$479 million in improper payments nationally, so it is anticipated that new procedures to reduce the potential for these to occur will be an eventuality.
- The Americans with Disability Act (ADA) transition plan is due and is a priority for FHWA to obtain.
- Executive Director of FHWA retired in September 2015, his replacement is Butch Waidelich, Jr. who attended the Colorado School of Mines.

Act on Consent Agenda – Approved unanimously on March 16, 2016

- a) Resolution to Approve the Regular Meeting Minutes of Feb. 18, 2016 (Herman Stockinger)
- b) Repeal of Policy Directive 207.0 Travel Policy (Herman Stockinger, Maria Sobota)
- c) Repeal of Policy Directive 501.0 Drainage Design and Cooperative Storm Drainage System (Josh Laipply, Herman Stockinger)
- d) Repeal of Policy Directive 503.0 Landscaping with Native Plant Material (Debra Perkins-Smith)
- e) Release for public review Draft FY 2017-2020 STIP (Maria Sobota, Jamie Collins)
- f) Discuss and Act on Maintenance Projects over \$50K and under \$150K (Kyle Lester)
- g) SH 128 ROW Exchange (Paul Jesaitis)
- h) Property Disposal: SH 385 Wray, CO (Johnny Olson)
- i) Relinquishment of I-70 Parcels to Eagle County (Dave Eller)
- j) Disposal of Abandoned Rifle Maintenance Site (Dave Eller)
- k) Ratification of TC Resolution #TC-3212 (Paul Jesaitis)
- l) P3 Manual (David Spector)

Discuss and Act on the 9th Budget Supplement of FY 2016 (Maria Sobota) - Approved unanimously on March 16, 2016

Discuss and act on Fiscal Year 2015-16 Amended Annual Budget (Maria Sobota) - Approved unanimously on March 16, 2016

Discuss and act on Fiscal Year 2016-17 Annual Budget Approval (Maria Sobota) - Approved unanimously on March 16, 2016

TIGER VIII - Action (Herman Stockinger) Approved unanimously on March 16, 2016

Freight Discretionary Grants - Action (Herman Stockinger) Approved unanimously on March 16, 2016

Recognition

- US 6 Bridges Design Build Project (Josh Laipply and Paul Jesaitis) This large design-build project replaced six obsolete bridges along US 6 between Knox Court and I-25 and improved driver safety by eliminating several traffic weave movements along US 6 between Federal Boulevard and I-25. The US 6 project team (CDOT's Jay Hendrickson, and Matthew Pachecho; and consultants Edward Kraemer and Sons, Felzburg Holt & Ullevig, were the recipients of numerous prestigious awards and CDOT recognized the project team for their work on this highly successful project, that employed innovative and collaborative approaches.
- Jason Fernandez (Paul Jesaitis) – Jason Fernandez, a CDOT Region 1 maintenance team member, was recognized for his heroic response to assisting two mothers and two babies (6-month and a year old) involved in a crash during a snow storm. Jason was on the plowing team, noticed tire tracks in the snow that went off the road. The car fell several feet down a hill off the road and went under a cluster of trees and was not visible from the roadway. Jason made the effort to investigate the situation further, found the car and assisted the women and infants out of the car and to the road, and stayed until emergency personnel arrived on the scene. Jason received a standing ovation for his response and was also lauded by the Executive Director and the TC. An email to Paul Jesaitis from one of the women rescued brought Jason's efforts to Paul's attention.