

Transportation Commission Workshops were held on Wednesday, October 18, 2017. The Regular Transportation Commission Meeting was conducted and was hosted at CDOT HQ Auditorium on Thursday, October 19, 2017.

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, or by clicking on links provided in this document. For the full agenda of workshops and sessions see the link presented above.

Transportation Commission Committee Meetings Wednesday, October 18, 2017

[2045 Revenue Projections \(Jeff Sudmeier\)](#)

Purpose: To discuss proposed 2045 Long-Range Revenue Projections, which outline estimated revenues by source from 2018 to 2045.

Action: Transportation Commission input is requested on which scenario should be used for the establishment of fiscal constraint of long-range transportation plans and Transportation Improvement Programs (TIPs). The Transportation Commission will be asked to adopt a scenario for fiscal constraint in November.

Background: Staff presented three proposed scenarios in September:

Current Revenue Scenario

- Assumes current revenue sources, including full Senate Bill (SB) 17-267 proceeds of \$1.88 billion between fiscal year (FY) 2018-2019 and FY 2021-2022
- Assumes continued shoring up of the federal Highway Trust Fund through federal General Fund transfers, representing a 0.5% annual increase in federal apportionments through FY 2044-2045.
- FY 2020-2021 Revenue: \$1.94 billion (\$1.44 billion excluding SB 17-267)
- FY 2044-2045 Revenue: \$1.66 billion

High Scenario (Additional \$300 million per year) – 14.8% increase from Current Revenue Scenario

- Retains same assumptions as Current Revenue scenario, but assumes an increase in state Highway User Trust Fund (HUTF) revenues to CDOT of \$300 million per year, beginning in FY 2023-2024.
- Increase could come as a result of a state sales tax increase for transportation, an increase in gas tax, or other equivalent mechanism.
- Roughly aligns with the revenue increase anticipated by CDOT under House Bill 17-1242
- FY 2020-2021 Revenue: \$1.94 billion (\$1.44 billion excluding SB 17-267)
- FY 2044-2045 Revenue: \$1.96 billion

Low Scenario (No Federal General Fund Transfers) – 6.0% decrease from Current Revenue Scenario

- Retains same assumptions as Current Revenue scenario, but assumes a federal rescission beginning in FY 2019-2020 and continuing through FY 2044-2045.
- Rescission effectively eliminates federal General Fund transfers, and as such, any growth in federal apportionments.
- FY 2020-2021 Revenue: \$1.84 billion (\$1.34 billion excluding SB 17-267)
- FY 2044-2045 Revenue: \$1.56 billion

Options available for Transportation Commission consideration include:

- Option #1 – Adopt the Current Revenue scenario

- Option #2 – Adopt the High scenario (Staff Recommendation)
- Option #3 – Adopt the Low scenario
- Option #4 – Consider other revenue scenarios or options

Discussion:

- Forecast is further out for long-range transportation plan (LRTP) – 25-years out to 2045.
- The rationale for why high revenue is staff recommendation is that it allows more projects in LRTP that prepares for the availability of unanticipated revenue.
- Additional Revenue is for beyond the 4-year Transportation Improvement Programs (TIPs) for Metropolitan Planning Organizations (MPOs) and the Statewide Transportation Improvement Program (STIP). The revenue scenarios do not assume additional revenues in the near-term as it is better not to assume near-term additional revenue to interfere with current TIPs and STIP.
- A pro for adopting the high revenue scenario is the ability to include additional projects – not having projects in the LRTP has been a limiting factor in the past when revenue has become available that is unanticipated – couldn't take full advantage of additional revenue received.
- There is a need to strike the right balance between designing (under NEPA) and building projects. Lots of surface treatment occurred – if more enhancement projects ready – CDOT could have taken full advantage.
- The Chief Engineer explained that CDOT spends money on the environmental process up front to line projects up for construction, especially bigger projects with more impacts. NEPA evaluations range from the most minimal categorical exclusions (a check list) to an Environmental Impact Statement (A very large document) which includes a process that can take years due to the level public outreach required and design work that occurs. The Central 70 was an extreme case that took 14 years and \$30 million for environmental clearance with an EIS. However, more recently programmatic agreements have streamlined the NEPA process a bit more. CDOT is not anticipating bigger EIS NEPA review due to this streamlining. CDOT Can also select which projects to scale back NEPA on when placing projects in the STIP.
- Commissioners Connell – noted the importance of having criteria to select projects that would go through the NEPA process, if they don't already exist.
- Jeff Sudmeier explained that if a project is included in the 2045 LRTP, it is not a decision to move forward with the NEPA process. Within MPO areas, the purpose is primarily to identify large projects. CDOT Regions work with MPOs to identify priorities for fiscal constraint/funding.
- Herman noted that selecting the high revenue selected does not provide CDOT with more money – what it does do is to help avoid scrambling to get projects into LRTP to make projects eligible for including in the TIPs and STIP, a process that can take several months. The high revenue scenario lets more projects get added in, and when we do get a project ready through NEPA – CDOT is positioned to build a project more quickly.
- Commissioner Gilliland in the past CDOT has been caught off guard when additional money comes in. We can assume a high revenue scenario without going overboard – be more aggressive with what is included in the LRTP, selecting this high revenue scenario will help with this situation.
- Commissioner Peterson stated that projects take a long time to prepare for – the more flexible the LRTP is the better. It's a process – if in the 2045 SWP it opens door for projects to move forward and provides more agility with response time.
- Commissioner Zink asked if NEPA documents expire. The response is yes they do, after a number of years NEPA documents need to be revisited.
- Commissioner Scott asked about how to identify the optimal point to strike a balance between spending on NEPA studies and building projects.

- The Chief Engineer noted that the process involves CDOT cooperating with Transportation Planning Regions and MPOs determines what to advance for projects. The balance is struck working with TPRs and MPOs to set priorities.
- The Region 1 Regional Transportation Director noted that Planning and Environmental Linkages (PEL) studies are one way to do initial pre-NEPA work to assess projects that are less costly and time consuming. For example the SH 7 PEL will point to how to design SH 7 to accommodate a new Walmart. One must also take care to get overly detailed during a PEL study is a consideration also.
- The Chief Engineer also noted that CDOT can only can do what they can with money available – in many instances the obvious choice for projects is to do the NEPA studies to get them shovel ready, e.g., I-25 South (the Gap) assessment.
- Several Commissioners noted their support for the high revenue scenario after the discussion.

Right-of-Way (ROW) Workshop (Josh Laipply)

Purpose: The purpose of the workshop is to discuss and approve right-of-way acquisition (negotiations), and moving forward with one condemnation proceeding.

Action: Prepare to act on agreed upon proposed acquisition authorizations and condemnation proceeding at the regular meeting, based on discussion at today's workshop.

Four projects with property acquisition authorization requests for October 2017 include:

- Region 1:
 - Sante Fe – Resurfacing Hampden to Florida – Project Code 20473
 - Wadsworth – Resurfacing Hampden to 6th – Project Code 20322
- Region 2:
 - US 50-C Overlay, 4th to Baxter – Project Code 20751
- Region 3:
 - US 40 Craig East Bride Preventative Maintenance – Project Code 20753

No settlement documents this month.

One project being requested for approving condemnation proceedings includes:

- Region 4:
 - PR SH 144 Flooding Repairs – Project Code 20254

Discussion:

Right of Way Acquisitions:

- Commissioner Hofmeister raised the question as to whether or not the new process ROW acquisition, settlement and condemnation process has increased cost of ROW.
- Kathy Young responded that some developers or others could potentially divide parcels and sell them off individually to make more money.
- Dave Eller noted that people can take advantage of selling property later, but the cost negotiating process has stayed the same.
- The Chief Engineer explained that CDOT is considering other innovative ways to move this process along as the ROW subcommittee would like to take some bureaucracy out of process, and there are somethings we can do for less significant elements of the process. We will come in next couple of months with ideas for this.
- No comments from Commission – Resolution to approve tomorrow.

Condemnation

- One condemnation project – SH 144 flooding repairs – location shown aerial realigning the roadway – The project is 2.3 acres and a temporary easement for construction access, includes a bank reduction as part of permanent flood recovery. All property in question is in the floodplain.
- Engineering the current section will move roadway out of floodplain as a safety improvement.
- Commissioner Thiebaut noted that this project is an obvious case of working for the public interest/ public safety.
- Commissioner Zink explained that the condemnation process does not take property at this point, just starts proceedings.

RoadX – Continue Panasonic Partnership (Peter Kozinski & Amy Ford)

Purpose: Discussion on whether CDOT should enter into full development of a Connected Vehicle (CV) Ecosystem. This determination follows a July workshop on the CDOT & Panasonic Ecosystem (CV Ecosystem) and an August visit to Panasonic to experience a Connected Vehicle environment and observe the CV Ecosystem in operation.

Action: Recommendation if CDOT should partner with Panasonic to develop the CV Ecosystem

Budget Decision Item: \$12 million of FY 2018 Highway Safety Improvement Program (HSIP) Penalty Funds to the CV Ecosystem

Discussion:

- The key reason why this program is important is the potential to save lives, and prepare for NHTSA mandate that requires V2V technology in all vehicles produced starting in winter 2017.
- Since the Commission met on RoadX program, there was a visit with Panasonic that included a presentation on how to build an ecosystem working with OEM partners, and describe how information would be extracted from vehicles. Key considerations would also include making sure the pipeline sharing information back to vehicles from CDOT infrastructure (roadside units) is strong, and to have interoperability with neighboring states.
- Drivers would get contextual information into our infrastructure system and provide situational awareness to CDOT and to drivers.
- Once optimal two-way communication is operational on a local level – at a specific location, the concept would then be to implement the ecosystem technology on grander scale.
- Roadside units of the ecosystem absorb info from vehicles, where the ecosystem serves as the brain of the technology to communicate with vehicles.
- Ecosystems would not just operate in urban environment, but also address rural safety issues.
- If nothing changes from today, CDOT continues to get information from clients and send it out continuing a one-way or one direction conversation. CDOT wouldn't know what is happening on other roads that are off-system. With the ecosystem technology information in real time would provide two-way communication between CDOT and customers.
- As a result of the ecosystem, CDOT is hoping to achieve optimal safety, mobility and environmental benefits. The anticipated increase in safety and motility is exponential with staggering positive results.
- The contract with Panasonic will provide impressive rights – life-long license to access this ecosystem and free upgrades to the technology will also be provided for life.
- Commissioner Scott raised the Issue of data and who owns the data. The response was this is a sensitive issue, but if we do nothing vehicles talk to each other and we hear nothing – with ecosystem we understand communication and can communicate further.
- The control of security is another piece and a potential concern.

- The Chief Engineer mentioned monetizing of data and security needs to be worked out to determine which data can be collected and which can't. Federal regulations will oversee data security most likely.
- On-board vehicle units and roadside units will anticipate changes every 30 minutes for them constantly.
- Data ownership is not addressed at federal level yet. To promote safety some pieces may be required to be shared by all vendors. Other pieces of data the owner of car or OEMs will own the data.
- Amy noted that having access to data along with opportunities to augment with our information will improve our system. It will serve the public good in terms of safety enhancements.
- Commissioner Connell noted that this is a hefty investment, and getting the right platform is the biggest risk. How is CDOT moving forward and discussing risk abatement to ensure against investing in the wrong platform?
- It was explained that CDOT is currently working with other states – like Wyoming. Discussing interoperability – CDOT sees lots of synergy occurring and talking with other states – hedging against industry, Here is being involved also – mapping and data sharing is included too. Building relationships with OEMs, e.g., Ford and Toyota, DOTs, the automotive industry and the technology industry. Five phases on engagement – if we get on wrong track –five phases helps.
- Commissioner Scott asked about using data standards that are the same. Amy explained that Here and Panasonic two coming together with data standards for the operationalized environment.
- Commissioner Zink asked -What happens if we say no to Panasonic?
- It was explained that Panasonic needs CDOT as much as CDOT could need them due to RoadX program. Haven't asked them that yet.
- Extreme environments that occur here are a good testing ground for Panasonic.
- Little pilots occurring now are solving unique problems, e.g., in Utah, Florida, New York, etc. Wyoming working with trucks – types of trucks – understanding vehicle length and impacts is important.
- CDOT is the first DOT to make the big leap.
- Commissioner Zink asked if we approve \$12 million now, we commit ourselves to the entire project?
- The response was yes, Commission needs to commit to five phases to make this worthwhile.
- Commissioner Gifford confirmed that there are two decision items – 1) Continue with the Panasonic partnership and 2) approve \$12 million in funding for this.
- For FY 2018-2019 this is how get over the first hump of paying the \$12 million penalty to FHWA for the 164 fund penalty for a DUI law that FHWA deemed insufficient.
- CDOT already allowed \$12 million originally in the Transportation Commission Contingency Reserve Fund (TCCRF) to cover the penalty – CDOT was denied a request from relief via a decrease in the HSIP budget.
- This proposal keeps Region HSIP money the same. Money was not reallocated since initial identification as penalty funds.
- Commissioner Gifford asked if the \$12 million would go to FHWA. The Chief Engineer responded that FHWA doesn't get the money but dictates how the money is to be spent - on safety improvements.
- FHWA has agreed that ecosystem counts as spending the money on safety, and has requested CDOT to add the ecosystem into INFRA grant applications. This should make CDOT more competitive for INFRA grants funding. Will also integrate into Central I-70 and I-25 South projects.
- Charles Meyer noted that the HSIP is a federal program that is restrictive on how money can be spent. Initial economic analysis confirmed a benefit cost ratio of 1 using Level of Service Safety (LOSS) locations with more prominent crash patterns. The Smart 70 project is anticipated to reduce crash patterns – the safety benefit is anticipated but not proven, but this also fits within HSIP program.
- Funding for FY 2019-2020 will cover full deployment of the ecosystem project through sources including TMS&O, FASTER, Discretionary Grant, HSIP and CMAQ program funds.
- Several Commissioners expressed their support and enthusiasm for this project.
- Commissioner Hofmeister commented that this great for safety – but it is not influencing improving roadway condition that is needed also.

Reprogramming Annual Transit Funds (Mark Imhoff)

Purpose: The purpose of this workshop was to present the Transportation Commission with the recommended framework for reprogramming the annual stream of transit funds to better meet the transit needs across Colorado. CDOT currently programs nearly all of the FASTER Transit funds for capital grants, but operating is also an eligible expenditure. When one-time funds like SB 228 and SB 267 come in, they are only appropriate for capital expenditures, but what transit organizations really need is additional operating assistance. The purpose of this discussion is to determine if a shifting of some FASTER Transit funds from capital to operating would best serve the needs of Colorado Transit agencies.

Action: No Action. Framework for discussion with the Transportation Commission. If acceptable, without or with modification, action will be scheduled for November.

Discussion:

- Transit & Intermodal Committee and other TRAC members including CASTA have been presented this concept.
- The Division of Transit & Rail (DTR) needs to adapt 5311 transit funds taking into account SB 267 funds.
- What is understood is that more operating funds are needed by local transit agencies compared to the past. One impact on operating costs is the minimum wage increase.
- The Federal Transit Administration covers operating funds. CDOT plans to reprogram FASTER Funds for operating, and the concept is to use SB 267 funds to backfill capital funding needs.
- Risk was assessed for using this approach - what is understood is that backfill of SB 267 and SB 228 after 5-years is an unknown at this point.
- The future SB 228 and SB 267 would prioritize backfilling capital funds for local transit agencies, and DTR will continue to look ahead five years for transit funding programs.
- Commissioner Zink made the comment that the graph shows that operating funding needs don't change over time – it is steady between 2010 and 2025 – graphic shows we are slowly decreasing in funds. In favor of the approach to use SB 267 to backfill capital funds, but this is not a long-term solution. David Krutsinger noted that without change and emphasis on funding operations more, the trend would be to more quickly run out of funding.
- Commissioner Zink recommended that we be sure transit agencies don't expect more money coming in each year.
- Several Commissions expressed their support for implementing this approach to funding transit operations.
- Commissioner Hofmeister announced Mark Imhoff retiring in December and recognized and thanked Mark for his service. Commissioner Hofmeister also thanked Mark and David for visiting his district (Northeast Colorado) where the need for operating funds was observed. The visit pointed out the disparity in funding and that it is very difficult to hire transit drivers.

Budget Workshop (Michael Krochalis and Louie Barela)

Purpose: Provide an overview of the Fourth Budget Supplement prior to the Commission granting approval at the Regular Commission Meeting in November 2017.

Background: FY 2017-2018 Budget Supplement requests for October 2017 include:

Road X: \$12,000,000 – CDOT Connected Vehicle Ecosystem – Highway Safety Improvement Program (HSIP). This request is to utilize the HSIP funding that was part of the recent reversal of the Section 164 Penalty related to DUI laws for multiple offenders. These funds would be reallocated to the RoadX Program and would be used for

developing the framework, systems requirements, and a working demonstration of a Connected Vehicle Ecosystem. The project is being requested for Transportation Commission approval per PD703.0, as the project is currently not on the approved HSIP list, or within typical program metrics for the amount being requested.

Region 1: \$1,500,000 - I-25/ARAPAHOE RD INTERCHANGE- Responsible Acceleration of Maintenance and Partnerships (RAMP) Partnership Contingency, Regional Priority Program (RPP) – In summary, \$1.5 million additional funds for right-of-way acquisition within this project are being requested in two parts; (1) requesting the Commission approve of using the remaining \$119,000 of RAMP contingency funds (which, if approved, will bring that fund balance to zero), and (2) a notification that Region 1 is prepared to provide the difference of \$1,381,000 of need from their RPP pool.

Region 4: \$7,500 - US 34 Canyon Hydrologic Modeling – Transportation Commission Contingency Reserve Fund (TCCRF) – Region 4 is requesting State funds needed to provide 20% match to a recent \$30,000 grant received from Federal Highway Administration for “Hydraulic Engineering of Highways in the River Environment - Floodplains, Extreme Events, Risk, and Resilience.”

Discussion:

- The Draft FY 2018-2019 Budget reflects SB 267 revenue and expenditures.
- TCCRF – still have funds and will roll forward - \$76.6 million now.
- Budget will be dependent on how SB 267 funds are spent.
- See line for DTR that is 10% from SB 267 funds.
- This draft budget does not include other additional revenues to potentially obtain later.
- Discussed details of budget - \$12 million for Panasonic is in addition to what is presented here.
- Permanent Water Quality (PWQ) Reduction from RPP – to maintain facilities – roll into maintenance in the future.
- Get memo on PWQ discussion to answer specific questions about what was agreed to.
- Theibaut - Surface treatment funding – use that line item for \$50 million and debt service for SB 267 – backfill with SB 267 dollars - this budget is \$28 million now for next year.
- Another change to the budget will be to increase line 80 by \$3.9 million dollars for additional Office of Information Technology (OIT) service charged by the Governor’s Office for common policy increases from \$300,000 to \$1 million. Staff recommends to zero out the American with Disabilities Act (ADA) line and reduce SB 267 debt service by \$1.5 M as the SB 267 payment could be less than estimated and that is why staff is recommending using SB 267 funds.
- Our Division of Accounting and Finance (DAF) takes care to remind the Governor’s Office and Legislation that administrative cost increases lessen CDOT’s ability to pay for projects. We need to often remind them that CDOT can’t ask for extra funds from general fund to cover this as other entities can.
- Other ideas are welcome to cover the OIT costs. – Commission will adopt draft FY 2018-2019 budget next month – but final budget will be adopted in March 2018, and will reflect changes after another budget workshop with the Commission occurs in February 2018.
- Gifford – As soon as July 1, 2018 – need to know debt service better by then – not by March – come back later after final budget if need be. Motorcycles is another line zeroed out as training programs that lived at CDOT now occur at Colorado State Patrol (CSP).

[SB 267 Approach/INFRA Grants \(Jeff Sudmeier and Herman Stockinger\)](#)

Purpose: To discuss approach and proposed projects for the initial two years of funding anticipated under SB 267.

Action: Input requested on approach and proposed projects. The Commission will be asked this month to approve the provisional commitment of match for proposed INFRA projects using SB 267 or other available state funds, should one of the proposed INFRA projects be awarded.

Discussion:

- This Workshop provides an opportunity to discuss the overall process and strategy for SB 267 project selection for the first two years within a two-part workshop. An initial set of recommendations to be discussed today and we will come back in November to discuss additional projects
- What we heard from the Commission previously:
 - Singular Statewide selection process – not urban and rural
 - Keep the Development Program as a fluid document and maintain Tier 1 list of projects.
 - Focus on \$880 million of the first two years – or \$792 million with the DTR receiving the other 10%.
 - Understand how SB 267 funds will be used to leverage other funding.
- Draft Criteria was discussed last time – two types screening/evaluation:
 - Screening Criteria
 - Project Readiness – Ready to proceed to construction by end of the state fiscal year for which funds are available (June 30, 2020, for the first two years of SB 267 funding)
 - Strategic Nature – Of regional or statewide significance
 - Stakeholder Support – Identified as high priority by Region or TPR(s) or identified as a high priority in a Regional Transportation Plan
 - Evaluation Criteria
 - Statewide Plan Goal Areas – Supports statewide plan goal areas of safety, mobility, maintaining the system, and economic vitality
 - Leveraging Other Funds – Leverages other funds, such as discretionary grants, local funds, or toll revenue.
 - Potential to Offset Repayment Impact – Helps to offset potential repayment impacts to existing programs (i.e. tolling projects, asset management projects).
 - Supports Statewide System – Supports a statewide transportation system.
- Staff is recommending two projects already leveraging other funds – US 50 Little Blue Canyon and US 550/160 Connection
- Other five projects are recommended:
 - I-25 Colorado Springs – Denver South
 - N-25 SH 402 to SH 56
 - I-70 Westbound PPSL
 - SH 13 Reconstruction
 - US 160 Towaoc Passing Lanes
- Commissioner Zink requested a more detailed definition of what set aside matching funds means in this context. Jeff Sudmeier explained that staff will come back after results of the INFRA project funding is known. Until then, the Commission is being requested to approve setting aside match money with SB 267 funding to prepare for if and when INFRA funding becomes available.
- The concept is to protect CDOT from repayment impacts – could potentially use tolling proceeds from projects to payback SB 267 bonds. Another mitigation could be, if a large increase in SB 267 repayments occurs, offsetting Asset Management project impacts (if \$50 million normally going to Asset Management projects is used to pay SB 267 requirements) by funding larger Asset Management projects with SB 267 funds.
- Right now the total in project cost for SB 267 project funds identified is \$666 million for seven projects with cap of \$792 million. This leaves \$126 million remaining with the expectation projects in rural areas will increase to cover 25% of funds that is required.
- A map depicts where we have and don't have projects – an additional staff recommendation is to focus on areas of state not yet included – most are rural and will likely increase the rural percentage.

- Commissioner Theibaut asked if sections on I-70 or I-25 are located in rural counties – could projects on them count as part of the rural percentage. The response was, yes according to the SB 267 it could be eligible, but it is up to the Commission to decide how to designate the rural areas.
- Commissioner Connell noted this topic warrants a discussion as she does not think the interstates should be counted in as rural facilities.
- Next month additional projects will be brought forth for consideration after receiving input on proposed projects and process today. Will also consider ADA improvements – and determine if it would make sense to use SB 267 funds for this.
- Comments:
 - Commissioner Hofmeister noted that ski areas are not rural areas either.
 - The 10-year Development Program with cost estimates initially considered for HB 1242 projects will serve as the foundation for priorities for funding, independent of the funding source.
 - Commissioner Scott stated that he was impressed with how staff has thought out a process for how to deal with this complex situation with lots of factors including a potential ballot, SB 267, INFRA, TIGER – and that he is very impressed with the progress to date.
 - Commissioner Stuart noted that all the projects on the 10-year Development Program list could eat up all the SB 267 money.
 - Jeff Sudmeier explained that all the projects stay on the list as good candidates without INFRA/TIGER grants.
 - For example, SH 13 could be just SB 267 funds for one variety of projects could be scaling back is a project type
 - If no INFRA grant money filling in a big funding gap is another type of project.
 - Per Commissioner Stuart - for INFRA CDOT would request X number of dollars – if not get the grant money we can reduce the project scope to decrease funding, or drop the project are options – the next discussions are about options for reducing project scopes as cost estimates and project mounts will not stay static.
 - The Chief Engineer noted that to remain flexible to prepare for all match needs is the intent of this proposal.
 - Commissioner Stuart confirmed that if there is no INFRA grant, no SB 267 would be going either so we could still fund some portion of a project scaling back. Would still want a conversation, and not commit to these projects only, as we need flexibility.
 - The Deputy Executive Director cautioned that we need to be careful about talking about commitments on projects at this point.
 - Commissioner Scott also noted the ballot project list that we may need in January and this list could help prep identify ballot projects too if need be.
 - Commissioner Gilliland requested from staff a timeline when take a look at big picture for SB 267 as the Development Program is still not prioritized yet. We need to know how to go about this beyond two years of SB 267 funds.
 - Herman noted we need to figure out SB 267 beyond the two-year horizon relatively quickly as there is potential for a ballot to be filed by the end of January 2018 and filers would like the STAC and Commission to work with CDOT and Planning Partners to adopt a list by January 2018.
 - Commissioner Connell noted that for phased projects cost savings result if completed now vs. phasing – need to understand the costs of phasing vs. implementing now and consider the potential for construction fatigue by customers using the roadways.
 - Commissioner Hofmeister asked how a sales tax increase would work if a ballot passed. Herman Stockinger explained that approximately \$250 million per year would be collected from taxes and used to pay off the SB 267 bond. Herman requested Commissioners bring any requested projects to their Regional Transportation Directors. More conversations will occur among Regions to move among tiers of the Development Program.

- The Chief Engineer noted that local agencies will also be likely to get some of the tax money too if a ballot passing and CDOT will need to look for leveraging opportunities.
- Commissioner Connell requested a one topic Commission meeting be scheduled in December to discuss the ballot and the ballot project list – it was recommended that the Commission discuss this in more detail at tomorrow’s breakfast meeting.

**Transportation Commission Regular Meeting
Thursday, October 19, 2017**

Call to Order, Roll Call

- Ten Commissioners were in attendance with Commissioner D’Angelo excused.

Audience Participation

- Danny Katz of Colorado Public Interest Research Group (COPIRG) noted Bustang’s 2-year anniversary. Danny expressed his strong support and appreciator for Bustang that has increased its ridership by 50% in its second year. Had a Bustang birthday card signed by riders and other stakeholders at Denver Union Station.

Comments of Individual Commissioners

- Several Commissioners thanked Danny Katz of COPIRG for his attending today’s meeting and for his support of Bustang and his good comments.
- Several Commissioners thanked and recognized Mark Imhoff for his years of service as the first Director of DTR at CDOT who oversaw the implementation of Bustang and other programs, who is retiring at the end of year.
- Several Commissioners welcomed Jeff Sudmeier, the incoming Chief Financial Officer, who is scheduled to step into his new role on November 1, 2017.
- Commissioner Hall noted the roundabout project on Horizon Drive has received many great comments and support from businesses working with CDOT. The improvements along Horizon Drive has prompted approximately \$13 million of investment of improvements to businesses along the Drive. Also not getting complaints regarding the Grand Avenue Bridge project, working well with RAFTA. Nephew’s website – Road Trip America is getting comments from truckers that Colorado is the best state in the country in terms of quick snow and hazard removal practices and traffic incident response – impressed by this feedback from truckers.
- Commissioner Theibaut and Peterson both commented on the high number of traffic fatalities occurring in Colorado – approximately 482, and that we need to be thoughtful when we are on the roadway. Distracted driving was noted as one of the primary causes of many fatalities. Commissioner Peterson cautioned meeting attendees to slow down in work zones. Commissioner Theibaut noted that the Commission has an obligation to do what it can to reduce this number.
- Commissioner Connell commented on attending annual meetings throughout her District. Politics to improve transportation is occurring. Folks in Carbondale and Aspen have complimented CDOT on the project going on there – recognized Dave Eller for his work on this.
- Commissioner Scott attending a ribbon cutting ceremony for I-25 South Interchange near Colorado Springs. Now there is a reliable connection between US 24. Recognized and thanked team and staff of Region 2. In addition, Commissioner Scott pointed out the CDOT website and the Statewide Planning Manual as great resources to the Commission.
- Commissioner Gilliland attended the Colorado Small Business Conference with the Civil Rights and Business Resource Center along with the City and County of Denver, RTD, and DIA. Focus was on process for contracts and networking between entities present. Very enthusiastic participants. Had a fruitful meeting with Carbon Valley Officials and attended Region 4 Recognition Luncheon. Attended the City

Manager and Elected Officials meeting with the CDOT Executive Director, Herman, Johnny, and members of the state legislature.

- Commissioner Zink noted she is looking forward to the Transportation Summit.

Deputy Executive Director's Report (Mike Lewis)

- Deputy Executive Director noted that CDOT Executive Director and Commissioner D'Angelo are missing this meeting to attend a Denver Chamber leadership event.
- Roughly 1,000 people have signed up to attend the Transportation Summit.
- Thanked Danny Katz for his comments and for Danny's participation on the Efficiency and Accountability Committee.
- Attended event for Vail Underpass Project with Dave Eller and John Cater. Using a comprehensive approach with construction contractor Kramer and team to find solutions.
- Introduced and welcomed Jeff Sudmeier as the new CDOT Chief Financial Officer to start November 1st.
- Just received text from Paul Jesaitis regarding roll over crash that has occurred at I-25 South Gap – evidence of why CDOT is doing what we are at that location.

Chief Engineer's Report (Josh Laipply)

- Attended AASHTO event in September to discuss reorganization at state DOTs related to data and technology.
- US 36 project was recognized as the best project in the nation by AASHTO, see trophy at the podium.
- Pre-snow season – CDOT is ramping up operations for this and assessing how to improve efficiencies.
- Two-years of Bustang is a great accomplishment.
- Commissioner Scott noted that CDOT has top talent and needs to keep attracting this talent. The AASHTO award was a national recognition and a national crowd attended. The CDOT brand is sparkling across the country.

HPTE Director's Report (David Spector)

- Held High Performance Transportation Enterprise (HPTE) Board meeting yesterday with two directors being turned out – Jan Martin of the Pikes Peak Area and Tray Rogers of Denver Metro Area. Said goodbye to these members and anticipate filling positions on the board fairly soon.
- Established a Memorandum of Agreement with the RoadX Program so HPTE can help support the RoadX Program.
- Board approved a 1.5 million repayment – the second payment on the CDOT loan of approximately \$6 million. Established guidelines on when HPTE repayments to CDOT can occur.
- Amendments to E-470 underway.
- Commissioner Stuart hopes Governor will appoint a representative on the HPTE Board from the Broomfield/Boulder area.

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

- FHWA Regional Office also houses Western Legal and National Field Office Human Resources who participated in a tour of Hanging Lake Tunnel and Grand Avenue Bridge Project.
- Transportation Environmental Resource Council (TERC) met last week and a signature of a Memorandum of Understanding (MOU) by the Department of Natural Resources (DNR) and Colorado Parks and Wildlife (CPW) was signed to assist with closing out projects - a true success story.
- On November 7th and 8th will hold a Local Innovation Implementation Summit with a focus on safety with local cities and counties. Summit led by the Colorado LTAP with CDOT funds. Topics to cover will be:
 - Pedestrian crossings
 - Road Weather Management
 - Road Diets/Reconfiguration

- Pavement Management
- Data-Driven Safety Analysis
- Deputy Executive Director noted that he attended in Seattle an event – a think tank with representatives from Colorado, Montana, Massachusetts and others where pedestrian fatalities were a key emphasis area of discussion. We need to rethink how we address this issue, can't keep responding in the same way and expect a change in the results.

Statewide Transportation Advisory Committee (STAC) Report (Vincent Rogalski)

- Received a presentation from Tony on Central 70 project. Concerns over so much of Bridge Enterprise money being spent on this project. STAC supports the local hiring process and approach used on this project.
- Discussed how Policy Directive 14 is not meeting some of the performance targets established.
- Discussed distracted driving and that it is the cause for much of the increase in fatalities.
- RoadX talks with Panasonic are a big move forward for CDOT.
- Sending a reminder to the Commission not to overcommit any SB 267 funds – be cautious in considering how CDOT will repay bonds.
- For the LRTP revenue projections out to 2045 STAC approved using the high revenue scenario but did not identify a specific funding source for the revenue, just that the revenue will be available via some source. This demonstrates that the STAC is optimistic about CDOT's financial future.

Act on Consent Agenda (Herman Stockinger) – Approved unanimously on October 19, 2017.

- a. [Resolution to approve regular meeting minutes of September 21, 2017 \(Herman Stockinger\)](#)
- b. [FTA Grant Authority Designation \(Mark Imhoff\)](#)
- c. [Senate Bill 37 Annual Rail Report to the State Legislature \(Mark Imhoff\)](#)
- d. [Approve Updated PD 2.0 "CDOT Values" \(Herman Stockinger\)](#)
- e. [Repeal PD 1006.0 "Adopt a Highway Program"](#)

[Discuss and Act on the 4th Budget Supplement of FY 2018 \(Michael Krochalis\)](#) – **Approved unanimously on October 19, 2017**

[Discuss and Act on Right of Way Acquisition Authorization Requests \(Josh Laipply\)](#) – **Approved unanimously on October 19, 2017**

[Discuss and Act on ROW Condemnation Authorization Requests \(Josh Laipply\)](#) – **Approved unanimously on October 19, 2017**

[Discuss and Act on updates to Policy Directive \(PD\) 14 \(Jeff Sudmeier\)](#) – **Approved unanimously on October 19, 2017**

[Approve Request for Administrative Appeal Hearing on Access Permit Denial\)](#) – **Approved unanimously on October 19, 2017**

[Discuss and Act on INFRA grant projects \(Jeff Sudmeier\)](#) – **Approved unanimously on October 19, 2017**