

**The Transportation Commission Workshops were held on Wednesday, January 17, 2018 and the Regular Meeting was held on Thursday, January 18, 2018. These meetings were conducted and hosted at CDOT HQ Auditorium.**

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Documents are posted at <http://www.coloradodot.info/about/transportation-commission/meeting-agenda.html> no less than 24 hours prior to the meeting. The documents are considered to be in draft form and for information only until final action is taken by the Commission.

## **Transportation Commission Workshops Wednesday, January 17, 2018, 1:30 pm – 5:15 pm**

### **Right of Way (ROW) Workshop (Josh Laipply)**

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

**Action:** Prepare to act on agreed upon proposed acquisition authorizations and one condemnation proceeding at the regular meeting.

Seven projects with property acquisition authorization requests for January 2018 included:

- Region 2:
  - US 50 Purcell to Pueblo Widening – project code: 22079
  - I-25 at Ilex – project code: 17666
- Region 3:
  - SH 13 Rio Blanco South to County Line – project code: 17002
- Region 4:
  - SH 86 West Side of Elizabeth Intersection Improvements – project code: 20854
  - I-25 at Vine Street Bridge Replacement – project code: 20999
- Region 5:
  - SH 151 Culvert Replacement – project code: 21091
  - US 550 South Connection – project code: 19378

No settlement documents this month.

Three projects with property condemnation authorization requests for January 2018 included:

- Region 1:
  - US Highway 85 & Louviers Widening – project code: 18890
- Region 4:
  - SH 60 over the South Platte River – project code: 21146
- I-70 Central:
  - I-70 Central Project – project code: 19631 – Pulled from this month's list to provide property owner additional opportunity to be engaged.

### **Discussion:**

- No comments were raised by the Commission regarding the ROW acquisition authorization requests
- Three condemnation authorization requests were discussed in detail.
  - The US 85 Louviers Widening – project code 21146 is considered a friendly condemnation working with the City and County of Denver; no comments were raised by Commissioners.
  - I-70 Central Project was pulled from the condemnation authorization list for this month.

- SH 60 over the South Platte River – project code: 21146 – a new letter from the property owners’ attorney was received and reviewed. The property owners, Kammerzells (and their attorney), are anticipated to attend the Regular Commission meeting tomorrow. Commissioners decided to wait to make any recommendations on this condemnation authorization until they hear testimony from the property owners and their attorney at the Regular Commission meeting tomorrow, Thursday, January 18, 2018.

### **Workshop on Identification of Potential Ballot Projects for 2018 (Herman Stockinger and Debra Perkins-Smith)**

**Purpose:** to discuss the approach for statewide programs and review amended project lists as part of preparation for a potential ballot measure or other new funding source in 2018.

**Action:** Adopt a draft list of projects this month, including a strategy for statewide programs. It is important to note that the resolution is written in a way that allows, and in fact states the expectation that the list may be adjusted over time.

#### **Discussion:**

- Herman Stockinger noted this is an exciting time for transportation with the potential for new money to become available.
- Ballot advocates still intend to file sometime next week; and strongly support CDOT adopting a draft ballot list in order to know what are CDOT’s and planning partner high priority projects.
- Resolution notes that this is not a final list and the Commission is not committing funds to projects.
- There are still many unknowns, including how much money would be available to spend; but there is potential for about \$360 million annually.
- Have visitors here today to comment on the draft ballot list – they will be provided an opportunity later in the workshop.
- Last month discussed Statewide Program categories; took out bicycle/pedestrian category from statewide program as it is likely there will be a multimodal fund available; also took off asset management from the statewide programs.
- Discussion over how to leverage funding sources between SB267 and ballot dollars. What to be as judicious with funding as possible.
- Polling conducted suggests that the public would support investments in technology.
- Learned after discussion with Denver Metro Chamber not to constrain list of projects to align perfectly with dollar amounts. As a result, Regions 1, 2, and 4 have a bit more than RPP formula distribution, while Regions 3 and 5 still reflect RPP formulas.
- List represents approximately \$6.2 billion, with \$500 million for Statewide Programs.
- Potential additional funds of \$130 million could be part of the Governor’s budget.
- A couple of Commissioners stressed the importance of keeping the list flexible.
- Executive Director Lewis noted that if a new list is required, the approvals would go through the same process as this list did.
- Commissioner D’Angelo suggested CDOT staff – Executive Director Lewis and Herman Stockinger to get on a Denver Metro Chamber meeting agenda to describe the draft ballot project list and the process for project selection in more detail.
- Commissioner Stuart thanked staff for work completed to date and stressed the importance of continued outreach, and to stay cognizant of needs and wants of communities and users of the transportation system. For example, the draft ballot list is like a shopping list of needs, versus a wish list. This list is anticipated to change over time. Recommended to listen to comments from others here today, and don’t prematurely eliminate projects from the list.

- Herman Stockinger noted that it has been unfortunate that the Commission has met twice on this subject and the STAC has not gathered to provide input yet.
- Commissioner Gilliland stressed the importance of keeping in a multimodal perspective.
- David Krutsinger noted that elements of transit are included in highway projects, such as Park-n-Rides.
- Changes were made as late as last night and are highlighted in blue. Proposed statewide programs are the last page of the list, and the list calls out asset management project deficits too.
- Guests attending with comments on the draft ballot list were provided an opportunity to comment – Most were happy with the adding back in of key projects:
  - Kevin Stanbridge, Deputy City and County Manager of Broomfield – was glad to see I-25 N Express Toll Lane (ETL) project back on the list.
  - Kent Moorman, Regional Transportation Engineer, City of Thornton – discussed RAMP approval of 120<sup>th</sup> to SH 7 along I-25 and has letter from council to submit to CDOT.
  - Audrey DeBarros, Executive Director of Commuting Solutions, thanked Commissioner Stuart for support, wants reasonable returns on investment for projects when communities are providing matches, and equitable treatment for northwest region multimodal network.
  - Kathleen Bracke of Go Boulder – echoed Audrey’s comments. Need to leverage projects and build coalition model. There is longevity through the coalition approach. Return on investment is important. Expressed appreciation for the CDOT team, Johnny Olson, Commissioner Stuart, etc.
- Commissioners Stuart and Gilliland noted getting input from county hearings on the draft ballot list is also forthcoming and important, and thanked workshop visitors for their comments.
- Commissioners expressed overall support for approach to development of the draft ballot project list, and planned to approve the list.

### **Road Usage Charge Workshop (Debra Perkins-Smith and Tim Kirby)**

**Purpose:** To update the Transportation Commission with the Department’s ongoing and upcoming road usage charger (RUC) activities

**Action:** Informational item.

#### **Discussion:**

- Debra Perkins-Smith provided background regarding RUC at CDOT.
  - There has been no gas tax increase in 25 years; cafe’ standards will be up to 55.4 mpg by 2025, further decreasing gas tax revenues.
  - Blue Ribbon Panel from nine years ago made recommendations to focus on five funding mechanisms – one was the Bridge and Highway fund – now known as FASTER legislation, and another was RUC.
  - Since then RUC has moved slowly, but now momentum is building towards researching this funding source in more detail.
  - Last year conducted a pilot of RUC – Tim to provide an overview of this pilot.
  - RUC West is a collection of 14 western states (from WASHTO) – tracks for testing/using RUC are in three tiers:
    - Tier 1 – Oregon – has a volunteer RUC program implemented
    - Tier 2 – Colorado is in this category – have completed or are in the process of conducting RUC pilots
    - Tier 3 – States that monitor RUC trends
- Question was raised regarding the rural/urban equity between states

- Debra mentioned back east that an I-95 Corridor coalition was formed to pilot RUC in association with toll roads – several states agreed to participate, but later backed out – Delaware and Pennsylvania remained.
  - Key issues being addressed include: privacy and data security, coordination synergies with tolls, charging out-of-state mileage, and variable rate structure.
- Minnesota is running a RUC pilot focused on mobility as a service – e.g., Lyft and Uber service types
- Missouri uses horsepower of vehicle as the criteria for calculating auto registration fee schedule – plan to have pilot lead to sunset of this method and replace with RUC.
- A regional pilot program – Phase 1 is with other states is anticipated to be completed by mid-2018 – determine how to conduct a RUC pilot among 11 states – Consultant to put together a proposal in February 2018. A grant for Phase 2 to test proposed approach for interoperability is anticipated.
- Tim Kirby provided an overview of CDOT’s 4 month pilot for RUC that occurred between December 2016 and April 2017.
- Purpose of the pilot with 100-150 people representing a stratification in terms of geography and vehicle types was conducted to test the feasibility of RUC in Colorado in terms of how trips/travel length would be measured; no real cash exchanged hands.
- Participants were given three choices for tracking their trips – full GPS – 70% of participants selected this option; Non-GPS with 17% choosing this option; and odometer readings for 11% of participants (with some eventually requesting to migrate to the GPS option).
  - Key takeaways from RUC pilot included:
    - RUC is technically feasible in Colorado
    - Future policy related issues to be studied were developed with input from key transportation leaders in Colorado
    - Technology-based systems were highly accurate
    - Participant satisfaction was rated higher (93%) for those who chose technology options vs. the manual option.
- Two issues among others identified as key to address included:
  - Roadway ownership - public or private a concern how to distinguish – e.g. agriculture access roads.
  - Identify barriers to public acceptance.
- The final report on the 2016/2017 RUC Pilot Study and other information on the RUC Pilot Program is available at: <https://www.codot.gov/programs/ruc>
- There exists a perception of rural/urban equity issue since rural areas generally require longer distance driving. It was noticed that rural drivers with older cars and lower mpg had an advantage with RUC by paying for miles traveled, as it was less costly than paying the gas tax to fill up their tanks in many instances.
- Question was raised about including freight/trucks; right now pilot focused only on passenger vehicles – freight could be a future consideration.
- The need to define security was also raised by a Commissioner.
- Commissioner Hofmeister asked how RUC rates would be calculated when driving outside of Colorado.
- Tim noted that once the vehicle leaves Colorado, it no longer pays Colorado RUC for travel outside Colorado; Tim also noted that the more people are exposed to the concept of RUC the more support it seems to solicit.
- CDOT was awarded a Surface Transportation System Funding Alternatives (STSFA) program grant for \$500,000 to study RUC further, separately from the RUC West program. CDOT plans on using FHWA State Planning & Research (SPR) research funds (funds which can only be spent on research projects) for this

project by switching the funds, using a toll credit. The rationale behind this fund swap is to keep as much dollars as possible on transportation system projects.

- CDOT plans to partner with other state agencies on this including the Farm Bureau and Dept. of Revenue, along with the Governor's Office of Information Technology.
- The STSFA grant funded project is anticipated to begin in 2019 after coordination with other states and RFP development occurs in 2018.
- Executive Director Lewis noted that it is important to learn more about RUC in a deliberative and thoughtful approach, as the need for this funding mechanism may come quickly.

### **PD 1601 Workshop (Herman Stockinger and Steve Sherman)**

**Purpose:** To provide the current Transportation Commission an overview of the Commission and CDOT policy and process for constructing and modifying interchanges on the state highway system, as laid out in Policy Directive 1601.0.

#### **Action:**

- Provide understanding of what the process is for constructing and modifying interchanges on CDOT property.
- Discuss with the Commission whether modifications to the Policy Directive are appropriate (and what level of modifications are believed to be necessary).
- Prepare the Commission for action on specific upcoming interchange requests in the coming months.

#### **Discussion:**

- This policy has not been updated for 10 years.
- The process applies to CDOT and Local applicants (developers and other private interests work through their local government). Each proposal is different, unique, and based the complexity of the project, thus there is a need for a consistent process.
- In year's past, a "mantra" of the Transportation Commission was "if it is a developer driven interchange" the state will not pay for it. The 1601 approval process is what exists to ensure that CDOT is not held inappropriately responsible for interchange improvements.
- Three types of interchange modifications are outlined in the policy:
  - Type 1 – New Interchanges on the Interstate and Freeway system
    - These are approved by the Transportation Commission (TC)
  - Type 2 – New interchanges on the remaining state highway system and modifications to interchanges
    - These are approved by the Chief Engineer
  - Type 2a – Minor modifications to interchanges, which do not require a system level analysis
    - These can be delegated by the Chief Engineer for approval to the Regional Transportation Director (RTD).
- A Commissioner asked if local governments have had an opportunity to comment on PD 1601. The answer was no, but if modifications are minor, generally no comments are requested of locals, but if major changes to an intersection are being considered then locals are requested to comment on the process.
- Steve Sherman provided an overview of an interchange improvement at I-70 and 32<sup>nd</sup> Avenue in Wheatridge – a Tier 1 improvement anticipated to be presented to the Commission for approval in either February or March 2018.

- An overview of the Jefferson Parkway Interchange, type 2 improvements, was reviewed, and the project level study recommends intersections to be constructed for opening day on SH 93 and SH 128, and an interchange at SH 72. This will also be brought back to the Commission sometime in the future for formal approval.
- Commissioner Gilliland asked about longevity of approvals related to future development – would another development project in the same area also require going through this process? The answer is yes if need for modifications to or new interchanges are triggered.
- Commissioners supported this approach to sharing responsibilities for interchange improvements when prompted by developers, and one Commissioner recommended a similar policy for roadway expansion improvements.
- Executive Director Lewis noted that if CDOT considers the need for an interchange due to regional mobility needs, then the new or modified interchange along a CDOT owned, operated, and maintained corridor would be CDOT's financial responsibility.

### Transit and Intermodal (T&I) Committee Meeting

- Evan Enarson-Hering provided an overview of the State Freight and Passenger Rail Plan (SFPRP) and the Colorado Freight Plan (CFP).
- A Joint Plan Advisory Committee (JPAC) - the first of its kind - was formed to provide strategic direction for the two plans that were developed in partnership between Division of Transportation Development (DTD) and the Division of Transit and Rail (DTR) (including members from the Statewide Transportation Advisory Committee [STAC], Transit and Rail Advisory Committee [TRAC] and the Freight Advisory Committee [FAC]).
- A working group was created for each plan with key stakeholders at the table.
- Colorado Freight Plan
  - CFP is a living document that will be continually updated.
  - Many external stakeholders that did not previously participate in development of these plans included the Farm Bureau, Economic Development Council of Colorado, Colorado Motor Carriers (CMCA), the Office of Economic Development and International Trade (OEDIT), and others.
  - Plans identified 4 for CFP and 5 for SFPRP key strategies ripe for implementation, which are a short list of priority strategies.
  - CFP is performance-based and identifies specific freight projects, with a flexible funding approach.
- State Freight and Passenger Rail Plan
  - No dedicated freight funds outside of FHWA Section 130 funds.
  - Identifies significant freight and passenger rail needs.
  - Calls to establish a Freight Rail Assistance Program primarily to support Colorado's short line freight railroads.
- JPAC Communications Product
  - Colorado Delivers – is an initiative at CDOT working with industry and state agencies (initial pilot launch with OEDIT, New Belgium Brewery and CMCA, to promote the positive aspects of freight linking its importance to the state economy and changing negative perceptions.
  - Components of Colorado Delivers:
    - Coloradodelivers.org website with promotion materials for participant entities
    - Logo for entities to use in conjunction with their logos
    - Video
    - Infographic

- One-Pager
  - Bumper Sticker Template
- Hope to eventually launch Colorado Delivers with help from Governor's Office.
- Commissioner Gilliland expressed concern over a statistic that indicated a 50% increase in rural deliveries – this will continue to place increased demand on local roadways.
- Commissioners supported this effort and glad to see CDOT is leading the way. Great work.
- 5311 Project Selection – Funding Allocation Method for Operating Awards (David Krutsinger)
  - David Krutsinger gave an overview and update on the 5311 fund allocation process and fielded questions from Commissioners regarding this proposed process.
  - Method of funding allocation is based on:
    - Size of transit provider agency.
    - Miles traveled
    - Hours for trips
    - Total budget
  - Added \$2 million to operations budget from capital funds.
  - Updates to the process addressed concerns related to smaller providers covering multiple counties, and providing rural areas access to critical services. Process increased budget by 10% for smaller providers. More discussion is needed to fully address these concerns.
  - Commissioner Zink expressed concerns over not basing allocations on need – it was explained that needs are outlined in 5311 grant applications.
  - Grants also require matches from recipients.
  - Commissioner Zink also noted that better information on ridership data is needed, and getting a uniform approach to data collection for ridership is desired.
  - Increase for some small providers is over 100% - it was explained that although the percentage was high the dollar amount is generally low and not an amount to make major changes.
  - More work needs to be done to update this approach, and it is anticipated its level of success will be continually monitored in case more changes to the process are desired.
  - DTR tracks grants previously funded and to see if conditions are improving for recipients.
  - COTRANS is a DTR tool that automates consideration of required application information.
  - A transition plan is proposed that would take 5-6 years for full allocation distribution transition process to occur.
  - Impacts in minimum wage is also impacting hiring practices and feasibilities at agencies.
  - Plan for another workshop in February to discuss the process further, and potentially approve an approach for use over the next year or two.
  - Commissioners agreed and expressed that more information is needed before they can approve this process for 5311 funding allocation.
- SB 267 Approach Update (David Krutsinger)
  - Working on developing a process to spend SB 267 funds for transit.
  - Hope to use similar criteria to highway Development Program projects for transit.
  - Will remove ETL from transit projects and will link transit where feasible to highway projects (e.g., Park-n-Rides).
  - DTR anticipates coming back to the Commission with a long list of transit projects for the Development Program as there are lots of unfunded transit needs.
- Safe Routes to School (SRTS) Projects (Leslie Feuerborn)
  - Debra Perkins-Smith explained that by legislation a Commission action is required, through the T&I Committee and is generally on the consent agenda for the Commission.
  - Grant application request covered \$2.5 million.

- Leslie Feuerborn, SRTS Program Manager explained that all CDOT Regions were represented in the projects selected.
- This year they have selected 15 projects – 10 non-infrastructure projects and 5 infrastructure.
- City of Woodland Park and Thornton applicants from last year jumped back into the applications this year as the amount of applications submitted were below the \$2.5 million – with these two projects back in the amount is now \$2,441,867.
- 23 schools benefit from these projects.
- A Strategic Plan was developed last year to assist with funding decisions – making decisions more data-based.
- The current SRTS project minimum cost covered is \$50,000 and they are planning on increasing that to \$100,000 (not including local matches). For the project maximum costs covered by SRTS it is currently \$350,000 and they plan on increasing that to \$500,000, also not including local matches.
- Application process was noted by some applicants to be onerous.
- Freight delivery and pickup increases in local areas near homes and schools was noted to negatively impact travel to school by bicycle and walking due to safety and mobility issues that arise.
- Concept of CDOT Regions helping interested parties with SRTS applications was mentioned.
- Commissioners on T&I Committee recommended to forward SRTS program to the full Commission for approval.
- Quarterly Reports & Information (David Krutsinger)
  - Bustang – Ridership continues to increase.
  - Rural Regional/Outrider Program – Service provided by Village Tours between Lamar and Pueblo has transitioned to the Outrider Program. A soft launch initiated on January 2<sup>nd</sup> with same ridership resulting as experienced with Village Tours. A hard launch is anticipated for April 2018.
  - Transit Grants – have vastly improved grant distribution turnaround times with average of 23 days – this is the first time that all grants were executed prior to January 1st.
  - RFP/State Transit Plan – going out for RFP at the end of this month/early next month.
  - State Management Review/FTA's Triennial Review – 110 documents are due on January 31st with an on-site review scheduled for September 10th -13th; Executive Director Lewis asked how is it going preparing for this. David responded better compared to last time.

## **Transportation Commission Regular Meeting Thursday, January 18, 2018, 9:30 am – 11:30 am**

### **Call to Order, Roll Call**

### **Audience Participation – Subject Limit 10 minutes; Time limit 3 minutes)**

Kent Moorman, City of Broomfield thanked CDOT for the draft ballot list and noted minor edits to include Adams and Broomfield Counties as contacts to project 143, SH 7. Also noted support for I-25 project from E-470 to County Line Road and I-25 from 84<sup>th</sup> to Thornton Parkway.

Elise Jones, Boulder County Commissioner, noted that when communities are making matches need equitable return on investments. Willing to see Front Range communities pay a bit more to support the state, but investments need to be reasonable. CDOT has made improvements to the draft ballot list, but they are not finished. Need to consider the 2014 Northwest Mobility Study.

Bob Muckle, Mayor of Louisville, seconded other comments raised and expressed support for tax increase. Noted the need to convince voters to support by having something for them in their neighborhoods.

### **Comments of Individual Commissioners**

- Commissioners welcomed Executive Director, Mike Lewis.
- Commissioners congratulated David Krutsinger on his promotion to Division Director of DTR.
- Meeting with Cities and Counties have begun and Commissioners are attending.
- Audience participants were thanked by Commissioners for coming and sharing their concerns and comments.
- Commissioner Thiebaut noted that the public understands the link between transportation and their quality of life.
- Any promises made in a ballot need to be honored.
- Commissioner Hofmeister expressed concern over private electric vehicle charging and mobile device charging on public facilities, as it is not the intention for publically funded electricity to charge privately owned vehicles or devices.
- Commissioner Peterson noted increasing trend of diesel vehicle owners who can control their emissions are turning on high emissions at inappropriate locations – e.g., near CDOT roadway projects causing health and safety concerns – need to look into this more.
- Commissioner Connell thanked Executive Director Lewis for his responsiveness when a chunk of concrete fell from a bridge at Floyd Hill. Branded Cities was taken off this month’s agenda to study components of it further. Highway Patrol fees was mentioned as an issue that needs to be brought to the state.
- Commissioner Scott recognized Joe Mahoney, who is retiring, for all his dedication and helpfulness. Thanked and expressed appreciation to CDOT staff. CDOT has RoadX, RUC and has a long way to go, but is at the forefront of technology nationally. We can’t build our way out of congestion.
- Commissioner D’Angelo complimented staff for help with a customer who needed to better understand the I-225 at Belleview repaving and rerouting project components. Once proper information was shared, provided by Region 1 staff, the customer was comfortable and was contented. Also noted that now is unique window of time for CDOT to get additional support for a ballot. Need to take advantage of this and develop a thoughtful approach to educate citizens.
- Commissioner Gilliland pleased that I-25 North between SH 14 and SH 402 interchange project is solidified. Working on SH 71 for improvement to encourage more truck use and potential economic development to the areas. Recognized appreciation for Tom Lorz’s new article releases with one that noted AASHTO Committee that focuses on intermodal transportation. People not interested in projects, more interested in quality of life impacts.
- Commissioner Gifford noted that the draft ballot list is not final and will read the Northwest Mobility Study.
- Commissioner Zink welcomed Executive Director Lewis and has high expectations for the coming year under his leadership.

### **Executive Director’s Report (Michael P. Lewis)**

- Recognized folks contributing to the draft ballot list development – Thank you!
- Financial close of Central I-70 is complete

### **Chief Engineer’s Report (Josh Laipply)**

- Thanked staff for draft ballot list work – Herman and team.
- CDOT was on a call with USDOT to discuss generally DOT readiness to spend extra funding if it becomes available. Determined most DOTs are not ready to spend. Found out California and Colorado are the

most prepared to spend at this point. How to refine the planning process to allow for more DOTs to be prepared to spend extra money was a discussion item.

- Closed out calendar year for construction and met spending goal – spent \$659 million that was within 4% of meeting the target. Spending now is more like 2014 numbers, since Responsible Acceleration and Maintenance of Partnerships (RAMP) project money has been spent.

#### **HPTE Director's Report (David Spector)**

- David provided an overview of key HPTE accomplishments over the past six months.
- Swore in a new HPTE Board member – Anastasia Khokhyrakova.
- Hired Toll Operations Manager, Kelly Brown.
- Recognized Joe Mahoney's 25 years at CDOT, who is retiring.
- Central I-70 Financial Close with TIFIA and bonds went well. Bonds were obtained for a good price.
- HPTE produced and published a 1.5 year mid-range horizon plan that is available on the HPTE website; recognized Kari Grant for her work on this.
- Board signed a digital communications agreement.
- Met with proposers for the ETL Master Plan.
- Continuing to monitor and maintain ETL projects across the state.
- Fee for service review was conducted to evaluate HPTE's work performance for CDOT.
- Working with RoadX and coordinating with Hyperloop entities.
- Conducted public outreach and training in Durango
- Participated in Public Private Partnerships (P3) boot camps locally with City and County of Denver.
- Denver's P3 Office serves as a center of excellence.

#### **FHWA Division Administrator's Report (John Cater)**

- Alicia Nolan has been promoted to FHWA Division Administrator in Pennsylvania.
- New road in Weld County, extension of CR 49 between Keenesburg (I-76) and Kersey (US 34).
- Safety is still an issue with increase in fatalities by 20, over 30 years the crashes per miles traveled have gone down, but in the last 3-4 years the crash numbers and fatalities are drifting up.
- Commissioners Hall and Hofmeister specifically requested additional information regarding this subject.
- Executive Director Lewis noted safety is CDOT's number one concern, and requested a Commission safety workshop so the trends and causes can be better understood, and what CDOT is doing in response.

#### **STAC Report (Vincent Rogalski)**

- SFPRP comment from STAC is to consider Tennessee Pass Railroad as a candidate for renewed use.
- No STAC comments on DTR SB 267 plans.
- Ballot list timing understood by STAC, will update at next meeting this month.
- For Statewide Programs on ballot list, consider adding passing lanes, and use term maintenance instead of asset management. Supports using percentages vs. dollars for statewide programs.
- Ballot combination of SB 267 risks public perception of bait and switch; need careful messaging to the public on the ballot list.
- STAC approved the 2045 revenue projection scenarios with high and low categories.

#### **Technology Committee Update (Peter Kozinski)**

- Amy Ford has been appointed the Director of Advanced Mobility overseeing:
  - RoadX Program
  - Division of Transportation Systems Management and Operations (TMS&O)

- Executive Director Lewis noted that CDOT is keeping focused on the future as initially desired by Shailen Bhatt and the Governor. Operations is at the forefront, with TSM&O as the now, and RoadX as the future.
- Connected Vehicle ecosystem development is ongoing and fully underway.
- Hyperloop feasibility study is taking place and due to finish in August 2018. Arrivo Group has chosen Colorado for building a test track along E-470.
- The Federal Communications Commission (FCC) is considering whether their spectrum can be shared with other uses such as telecomm, which the transportation industry, CDOT, AASTHO, ITS America, auto manufacturers, MADD, trucking and others oppose.
- TSM&O plans to begin its Smart Mobility Plan, an effort required by the FHWA to plan for ITS infrastructure for the next five to 10 years. TSM&O will be initiating effort to include more comprehensive planning for the future, using Connected and Autonomous Vehicle frameworks to determine future technology infrastructure investments (will provide more information at next TC meeting). This Plan will be completed and feed into the larger Statewide Planning process and will also inform metro Denver's Mobility Choice effort (longer term planning for the metro area).
- CDOT has advertised to begin construction of the Smart 25 system on northbound I-25 from Ridgeway to University. Construction (some improvement to ramps and installation of the sensors) will begin in spring with early test in summer 2018.
- CDOT is moving forward with two pilot efforts to create travel demand and travel supply modeling that work to model impacts of connected and autonomous vehicles.
- Based on SB 17-213's requirement that CDOT and CSP develop a process to approve testing of autonomous vehicles in Colorado, CDOT, CSP, and DOR formed an Autonomous Mobility Task Force to meet monthly beginning September of 2017. To date, the Task Force has received two applications to test: one for the CDOT autonomous attenuator truck, and another for EasyMile's autonomous shuttle on Panasonic's campus at their grand opening on December 4, 2017. The Task Force approved EasyMile's application and was invited to the grand opening of EasyMile's headquarters, which was attended by the Governor. The CDOT autonomous attenuator application is still being reviewed by the Task Force.

**Act on Consent Agenda – Approved unanimously on January 18, 2018**

- [Resolution to Approve the Regular Meeting Minutes of November 16, 2017 and December 13, 2017 \(Herman Stockinger\)](#)
- [Property Disposal: W. Hampden & Jason St. \(Parcel 32\) \(Paul Jesaitis\)](#)
- [Property Disposal: EX-1 and EX-1A \(Mike McVaugh\)](#)
- [Housing Policy Directive \(Susan Rafferty and Kyle Lester\)](#) – with Procedural Directive to be studied further before final approval by the Commission.
- [Resolution to Approve Release of CDOT R1 South Holly \(Kathy Young\)](#)

**Discuss and Act on the Proposed 7<sup>th</sup> Budget Supplement of FY 2018 (Jeff Sudmeier) – Approved unanimously on January 18, 2018.**

- Region 4
  - \$ 14,500,000 – North I-25 Express Lanes Project – RAMP HPTE Development Funds – This funding will be used to fund the gap between the guaranteed maximum price and the best and final offer bids that were received through the most recent proposals.

**Discuss and Act on ROW Acquisition Authorization Requests (Josh Laipply) – All but two projects for Region 2 (Project codes: 22079 and 17666) were approved unanimously on January 18, 2018 – as Commissioner Thiebaut abstained due to a conflict of interest. Region 2 projects (22079 and 17666) with ROW acquisition authorization requested passed with ten yes votes and one abstention.**

**Discuss and Act on ROW Condemnation Authorization Requests (Josh Laipply) – Approved unanimously on January 18, 2018.**

Mr. and Mrs. Kammerzell participated at this meeting to express their concerns over the condemnation authorization regarding the SH 60 Over the South Platte project that impacts their property. Issues relate to sedimentation, and concerns for potential future flooding with the new bridge design proposed. Their property experienced major flooding during the 2013 floods and experienced substantial losses.

CDOT has met with the Kammerzell's on a few occasions, has evaluated the site extensively and designed the bridge to be brought out of the floodplain complying with designs using accepted engineering practices. The Commission found the project and property acquisition to be in the public interest. Commission approval for condemnation authorization will forward the case to court, where further discussion and a decision will be rendered on what will occur related to the Kammerzell's concerns regarding sedimentation and the bridge design.

**Discuss and Act on ADA Curb Ramp Acquisition Pilot Program (Josh Laipply) – Approved unanimously on January 18, 2018.**

- This pilot is an effort to streamline the ADA curb ramp right-of-way process. For this process temporary easements are generally required. The pilot is voluntary, with participants waiving rights to the Uniform Act (for curb ramp improvements only). The volunteer process would avoid comparatively costly and time consuming engineering reviews and appraisals. These appraisals cost substantially more than the small payouts that usually result to property owners (roughly \$200.00). ROW will come back to the Commission and report on how the first pilot project did in terms of level of volunteer participation and satisfaction, and the resulting time and costs savings to CDOT.

**Discuss and Act on Branded Cities Outdoor Advertising Proposal (David Spector) – Pulled from the agenda for further study.**

**Discuss and Act on Ballot List (Herman Stockinger) – Approved unanimously on January 18, 2018.**

**Recognitions**

- John Cater of FHWA was recognized by Executive Director Lewis for winning FHWA's State Division Administrator Award, competing with over 50 Administrative Divisions nationally.
- Executive Director Lewis recognized Glenn Davis for receiving the Foundation for Advancing Alcohol Responsibility: Kevin E. Quinlan Award for Excellence in Traffic Safety. Glenn worked in enforcement for 25 years before coming to CDOT.
- Executive Director Lewis announced the 2018 Division Cup award winner for 2017 accomplishments – the recipient was David Spector of HPTE.
- Executive Director Lewis announced the 2018 Region Cup award winner for 2017 accomplishments – the recipient was Karen Rowe of Region 2.

