

The Transportation Commission Workshops were Wednesday, November 14, 2018 and the regular meeting was Thursday, November 15, 2018. Both the workshops and the regular meeting took place at the Colorado Department of Transportation Headquarters at 2829 W. Howard Place, Denver, CO 80204.

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 Transportation Commission.

Transportation Commission Workshops

Wednesday, November 14, 2018

1:00 pm to 4:20 pm

Attendance: Ten Commissioners attended; Commissioner D'Angelo was excused (for Workshops preceding the SWP Committee).

Right of Way Workshop (Josh Laipply)

Purpose: The purpose of the workshop was to discuss five right-of-way (ROW) acquisition (negotiations), four for settlement authorization requests, and three for condemnation proceedings.

Action: Prepare to act on agreed upon proposed acquisitions and settlement condemnations at the regular Commission meeting.

The five projects with requests for authorization of property acquisitions for November 2018 included:

- Region 1
 - I-25: 120th Avenue (SH 128) to SH 7, Project Code: 22703
 - SH 83A (Leetsdale) – Mississippi to Colorado (SH 2), Project Code 21208
 - I-70 Westbound Peak Period Shoulder Lane, Project Code 21893
- Region 2
 - US 24 Passing Lanes near Peyton, Project Code: 20917
- Region 4
 - Advanced ROW acquisitions for US 85 at WCR 44, Project Code 22874

The four projects with requests for settlement authorization requests for November 2018 included:

- Region 3
 - SH 24 Battle Mountain Pass, Project Code: 21767
 - US 6 and I-70B Clifton Roundabout, Project Code: 21415
 - SH 340 Redlands Parkway Phase 2, Project Code: 21411
- Region 5
 - US 550 South Connection, Project Code: 19378

The three projects with requests for condemnation authorization requests for November 2018 included:

- Region 4
 - US 34 & US 36 FLAP Estes Park Couplets, Project Code: 20298
- Region 5
 - US 550 South Connection, Project Code: 19378 (multiple parcels)
 - US 160 Passing Lanes North of Towaoc, Project Code: 20325

Discussion:

- Comments on acquisition authorizations – None.
- Settlements confirmations – Commissioner Zink asked about how settlement amounts compare to fair market value for properties. Josh Laipply, CDOT Chief Engineer, noted that CDOT does their own appraisal and the property owner can also get an appraisal.
- In terms of Region 5 properties, per Mike McVaugh, the CDOT Region 5 Transportation Director, and the condemnation proceedings are just in case negotiations do not work. Getting close to agree upon values with property owners in Region 5.
- Pertaining to condemnation requests for Region 4 the project is the Estes Park Couplets, which is a Central Federal Lands (CFL) project, that received a Federal Lands Access Program (FLAP) grant, and had an Environmental Assessment (EA) done last year. Project is converting US 36 and US 34 into one-way roads in Estes Park. This will help traffic flow. Presented this to TC last month but we received additional comments so we tabled this month.
- The attorney that represents all three land owners along the US 34 & US 36 FLAP Estes Park Couplet, Steve Nagy, of Alderman Bernstein, spoke and made some comments.
- The three land owners are, Culp and Slaydon and the Minglewood LLC property owners, the Whyards.
- Steve Nagy requested that an additional public hearing be held to hear from the Minglewood LLC property owners, who have raised concerns. Mr. Nagy also raised concerns regarding the process the Commission is using to abide by the Americo ruling, and that the packet contents were not complete.
- Josh Laipply explained that condemnations are highlighted with the TC in more detail before any action is taken to move forward with condemnation proceedings. Property information in the TC packet is very detailed.
- Corey Stewart of CDOT, attending on behalf of Region 4 Transportation Director, Johnny Olson, explained that the property owners were met with three times during the Environmental Assessment process.
- Commissioners Zink, Thiebaut, Connell, Gilliland, and Hofmeister added their comments, and agree that the property is needed for the public interest, that condemnation will not take effect immediately, and that there is more time for negotiation to occur, even if action is taken today.
- Commissioner Gifford asked to hear more about floodplain issues for the property.
- Kathy Young of the Attorney General's Office noted that sound engineering was of part of the analysis that went into the decision to identify this property as a public need.
- CDOT Executive Director, Mike Lewis noted that this is a healthy discussion. We have been through many condemnations and the Regional Transportation Directors go through what is needed and why for every project very rigorously. This process is not taken lightly. The Chief Engineer is tasked with ensuring a taking is necessary. A lot of public process has taken place to date to get us here. The property owner can come to this meeting to state their case.
- Josh Laipply explained in detail, using a map with an overlay of project boundaries on the property lines, the rationale for why the property is needed for this project.
- Josh Laipply and Corey Stewart are to work with the Minglewood LLC attorney off-line to get specific dates and other information to him and his client.

Budget Workshop (Jeff Sudmeier)

Purpose: This budget workshop summarized information regarding the following FY 2019-20 budget topics: 1) FY 2019-20 Proposed Annual Budget (presented on one spreadsheet); and the 2) FY 2019-20 Proposed Budget Allocation plan (Narrative Budget).

Action: The Transportation Commission (TC) is being asked to review and approve the FY 2019-20 Proposed Annual Budget this month and the FY 2019-20 Proposed Budget Allocation Plan. The TC will be asked to adopt the final budget after revenue forecasts are updated. Jeff will come back in February to discuss adoption of the FY 2019-20 budget in March 2019.

The FY 2019-20 Proposed Annual Budget is balanced, with all flexible revenue allocated. Revenues specific to a program are considered inflexible (i.e., Fast Act and State mandated programs such as safety

Education and Aeronautics) and have been automatically adjusted based on the FY 2019-20 Revenue Forecast. Asset Management and Maintenance programs are funded according to the FY 2019-20 Asset Management Planning Totals, approved by the TC in August 2016. All other program revenues are considered flexible and are estimated based on the FY 2018-19 budget amounts as adopted by the TC in March 2018 (and amended in August 2018).

The final draft of the FY 2019-20 Proposed Annual Budget reflects the following changes:

- **Administration** - The Administration line was increased by \$2.4 million to account for common policy changes, most notably an increase in the Office of Information Technology (OIT) rates for \$1.8 million.
- **Bridge Enterprise** Allocations were updated to reflect the Bridge Enterprise's FY 2019-20 Work Plan budget submission and priorities of the enterprise, which includes increased maintenance costs for new Bridge Enterprise structures. As such, Maintenance was increased \$150,000, Bridge Preservation was reduced by \$100,000, Administration and Legal was reduced by \$171,700, and Bridge Enterprise Projects was increased by \$121,700.
- **HPTE Fee for Service** The fee for service line for HPTE was increased from \$5.2 million to \$5.6 million based on the FY 2019-20 Work Plan budget submission. The TC and HPTE Board will be asked to approve the FY 2019-20 HPTE Fee for Service in March, 2019.
- **TC Program Reserve** The TC Program Reserve line was decreased from \$11.5 million to \$8.7 million to compensate for the increases to the Administration line and the HPTE Fee for Service line.

Discussion:

- Jeff Sudmeier, CDOT Chief Financial Officer, provided an overview of both formatting and substantive changes to the budget since it was brought to the TC previously.
- A discussion ensued between Jeff and Commissioner Zink regarding the document being a budget vs. a document of revenue allocation, and can cause confusion. Jeff explained that the budget now only shows allocation for a single year's worth of revenue (no roll forward funds from previous years or unspent funds are represented here). As soon as January 2019, Jeff will come back to the TC with a new view of the budget that is more comprehensive and includes roll forwards from previous years in a companion report.
- Other questions related to the roll forwards not shown in the annual budget were raised, and Jeff answered the questions to the TC's satisfaction.
- Commissioners asked about their interviews with the Auditor and if any results have come back yet. Jeff responded not yet - public performance audit results will not be available until June.

[CDOT Funding Request for NSFLTP Grant Match \(Mike McVaugh\)](#)

Purpose: The Department is requesting a TC commitment of matching funds for a proposed Nationally Significant Federal Lands and Tribal Program (NSFLTP) Grant application.

Action: Staff is requesting TC approval to budget a total of \$26 million to the US 550 – Animas Crossing NSFLTP Project using Commission directed funding. This NSFLTP project is a unique and exciting opportunity that would help the Department work toward the completion of one of Region 5's highest priority corridors. The requested funds would only be needed if the grant application is successful.

The US 550 – Animas Crossing Project is part of CDOT's long-range planning efforts to enhance safety and mobility for the entire area of southwest Colorado. Since US 550 was identified as a strategic highway corridor in the Strategic Transportation Project Investment Program 19 years ago, there has been continued support for the needed improvements to this corridor at the state and local levels. In a partnership with CDOT, the Southern Ute Indian Tribe (SUIT) has offered to sponsor the submittal of a NSFLTP Grant application for the project.

Applications are due in December 17, 2018. Since this section of US 550 plays a vital role in Tribal member access to Southern Ute Indian lands, the Tribe has a significant and vested interest in the completion of this project. As part of the application process, the Department is discussing additional financial support from the Tribe. Since

the grant program limits eligible applicants to Federal Land Management Agencies and Indian Tribes, we believe that this is a unique opportunity to partner with the SUIT and propose a highly competitive project proposal.

Discussion:

- Josh Laipply introduced proposed grant concept. More details are available in the TC packet. Staff is requesting \$15 million from TC contingency and \$59.7 million in federal funds. We will only need the money if a grant win is successful.
- Mike McVaugh, explained that CDOT is well-positioned because of the Southern Ute Indian Tribe (SUIT) sponsorship. Other DOTs do not have sponsors behind them. Will also use right-of-way to cover costs of the match also.
- Mike Lewis explained that it is important to leverage dollars when we can as we are with this grant opportunity. We just need to make sure we are still making the best investments when expending our dollars.
- Mike McVaugh noted that the project is definitely needed. The project bridge is deteriorating and needs replacement; there are holes in the deck; rockfall events are significant at this location too. Maintenance staff has removed rockfall and then repaved, with rockfall occurring again.

[Rest Areas \(Debra Perkins-Smith\)](#)

Purpose: the workshop was held to update the TC on the function and condition of CDOT Rest Areas, demonstrate why Rest Areas are an important safety feature for our highway system, and present recommendations for a sustainable Rest Area Program.

Action: Approve change of concept for a sustainable Rest Area Program at CDOT.

Structure of a Proposed Rest Area Asset Program

CDOT Rest Areas are aging and in need of significant capital investments. CDOT Rest Area Buildings currently have an average asset condition rating of a “C”. However, this rating will decline significantly and rapidly unless changes are made to the way CDOT manages and maintains rest areas. Currently, Rest Areas do not have their own asset category and must compete with other funding needs, typically for Regional Priority Program (RPP) and Maintenance dollars. Additionally, user experience at CDOT Rest Areas goes beyond the condition of the building structure alone. For instance, proper lighting, adequate parking, clean and regularly maintained restrooms, proper signage, and other safety amenities to ensure travelers feel safe at CDOT Rest Areas 24/7 are also important factors in assessing rest area condition. CDOT Rest Areas have terrible reviews on Google. This indicates that CDOT needs additional performance metrics in place for evaluating Rest Area condition.

To this end, CDOT is proposing that Rest Areas become a separate asset category under Property Management. This will allow Rest Areas a separate funding structure for capital improvement and controlled deferred maintenance. Staff is also working to build a separate rest area level of service (LOS) into the overall Maintenance Level of Service (MLOS). Thereby, Rest Areas will also connect with the Maintenance Division with the creation of a Maintenance Program Area (MPA) dedicated just to the maintenance and operations of Rest Areas.

Critical Rest Area Needs:

In addition to the regular yearly maintenance needs, the Rest Area Study identified that approximately \$28 million dollars in capital improvements are needed to rehabilitate CDOT rest areas. Most critical of these capital improvement needs include:

- Vail Pass Rest Area waste water upgrade – \$2-\$3 million
 - The Vail Pass Rest Area is in need of a waste water upgrade. The waste water system issues at Vail Pass Rest Area have reached such a critical point that CDOT is forced to close the rest area for two days per week so that the system can recover and be ready for weekend traffic. This closure results in a heavier usage of portable sweet smelling toilets (SST) at other sites, which are also at capacity. The expense of maintaining the SSTs is \$60,000 per year, which could be eliminated if there was a functioning waste water system in place. Additionally, the waste water upgrade would reduce current maintenance costs by 20-30%.

- The Vail Pass Rest Area is a focal point for Colorado. With well over 2,500 visits a day, it is the most utilized CDOT rest area and is important for many safety reasons. The Vail Pass Rest area is also at or over capacity for truck parking most every day.
- Pueblo Rest Area Improvements - \$2 - \$3 million
 - The Pueblo Southbound Rest Area is also in need of a critical waste water upgrade. This rest area must often be closed due to waste collecting to unsafe levels. It costs CDOT approximately \$200,000 each time this happens to clean it out. The waste water upgrade would reduce maintenance costs by approximately \$25,000 per year.
 - With over 1,000 visits a day, the well-utilized Pueblo Southbound Rest Area is an essential safety feature for I-25.
- Rest Area Programmatic needs:
 - \$100,000-500,000 to fully build Rest Area LOS into the Maintenance Level of Service (MLOS) system.
 - Web-based security cameras. Cameras would record illegal activity and help police spot real-time problems.
 - Appropriate signage informing the public of the presence of above security cameras.
 - Hersch Badge Systems on all Rest area doors; the same system is used throughout CDOT in order to lock down a facility remotely.
 - Solar trash cans- they compact refuse automatically and notify via phone app when full. Reduces maintenance time / resource needs with just-in-time information.
 - Replace existing facility windows and doors with more energy efficient models to reduce heating/air costs.
 - Convert old lever flush toilets to sensor based low-flow toilets to maintain a clean appearance and reduce water usage.
 - Permanent vehicle counters at Rest Area entrances to keep accurate count of facility users for annual reporting.

Discussion:

- Debra Perkins-Smith, CDOT Division of Transportation Development (DTD) Director, provided an overview of the purpose of Rest Area Phase 1, which was to develop a policy for CDOT's Rest Areas, which do not have any funding assigned to them.
- The study was an extensive collaboration between CDOT staff, the Colorado Tourism Office Welcome Center Program, and the Statewide Transportation Advisory Committee (STAC) members.
- Debra also announced that Marisa Gaughan is now the manager of the CDOT Statewide and Regional Planning, under the Multimodal Planning Branch of DTD. Marissa also led the Phase 1 Rest Area Plan.
- Marissa provided an overview of Phase 1 of the Rest Area Study.
 - Identified State standards
 - Reviewed Rest Areas
 - Developed policy guidance
 - Determined expenditures to date
 - Developed a draft recommendation for a sustainable Rest Area Program
 - Study concluded that all Rest Areas should remain open (with the exception of Deer Trail Rest Area that is already closed)
 - Recommend Rest Areas to become their own asset program with funding.
 - Conducted safety analysis and identified crash patterns – drowsy driving is a big concern (roughly 9.5 percent of crashes).
 - Rest Areas are well used, but many also need improvements
 - Closing them is not the answer as closures are not well received.
 - Evaluation of Rest Areas identified 4 as not needed –one was Deer Trail, and the other three were found to be low cost facilities that would be proper to keep open- Elk Springs, Meeker and Cortez.
- Commissioner Connell noted that Meeker in the I-70 Resiliency Plan noted it is needed for truck use when I-70 closes.

- Commissioner Stuart told of when she visited the Trinidad Rest area was very busy and in terrible shape early on a Saturday morning. Need to be sure if maintenance work is contracted out, it is getting done. It was a real eye opening experience.
- Some Rest Area maintenance is contracted out, while CDOT Maintenance staff takes care of others.
- Commissioner Hall said in Parachute, a partnership with the towns is working and Rest Areas are really good and get folks off the road. The one at Edwards is beautiful and well maintained. Eagle has a partnership.
- Marissa noted that the Rest Area Study highlights the existing partnerships and is a good resource for information.
- Debra recommended treating these facilities like assets and to place them in our maintenance program. CDOT has support from the Executive Management Team and Regional Transportation Directors on this. Asked if the TC would support this approach.
- Commissioner Gilliland expressed her support for this approach.
- The concept for using public private partnerships (P3) are limited by federal law for Rest Areas along Interstates, and we can only provide vending machines vs. other amenities that have the potential to compete with private businesses.
- Mike Lewis mentioned that we would need to go through legislation to change this for state highways. For promoting this Federal change, CDOT has worked with the American Association of Highway and Transportation Officials (AASHTO) on this, but it has not yet been successful.
- Commissioner Scott noted that this would be a trade-off between Rest Areas and passing lanes. Rest Areas are not CDOT's specialty or area of expertise, consider moving Rest Areas off the interstates and leaving them to private businesses.
- Debra explained that the first phase was to make sure Rest Areas were needed, next year we will determine potential funding sources.
- Commissioner Hofmeister suggested the Colorado Tourism Office help us with the Rest Areas.
- Commissioner Connell asked if partnerships with the U.S. Forest Service was an option. The answer was that the U.S. Forest Service desires in many instances for CDOT to take theirs over.
- The Commission concurred to move forward with the approach to consider Rest Areas as an asset.

[Transit & Intermodal Committee \(David Krutsinger\)](#)

Attendees: T&I Commissioners – Peterson (Chair), Gilliland, Thiebaut, Stuart, and Hall – all were in attendance

Agenda

- Transit Asset Management Plan – Michael Snow, CDOT Division of Transit and Rail (DTR) Transit Assets Manager
 - **Purpose:** to present CDOT's Final Group Transit Asset Management (TAM) Plan for Colorado's Tier 2 transit agencies.
 - **Action:** TC adoption requested on November 15.
 - **Background:** In September, 2018 CDOT's Division of Transit & Rail (DTR) completed the State's Group TAM Plan, satisfying the FTA's October 1 deadline for the 53 participating Tier 2 public transportation providers. The recommended resolution for Transportation Commission adoption is presented in the packet and the final TAM Plan document is available on DTR's website at <https://www.codot.gov/programs/transitandrail/plans-studies-reports/2018-TAMplan/view>
 - The Group TAM Plan is a business model that uses the condition of assets to guide the optimal prioritization of capital spending in order to keep the transit system in a State of Good Repair. As the Group Plan sponsor, CDOT carries the responsibility to develop the TAM Plan and report targets and measures to the National Transit Database (NTD) on behalf of participating agencies. Per the TAM Rule, the Group TAM Plan must contain the following elements:
 - An inventory of the number and type of capital assets including: Rolling Stock (vehicles), Facilities, and Equipment.
 - A condition assessment of inventoried assets

- A description of the analytical processes and decision-support tools used to estimate capital investment needs over time, and to develop a prioritization of investments.
 - A ranked prioritization of needed capital projects based on reasonably anticipated Federal, State and local funding available.
 - **Discussion:**
 - Illustrative targets for plan is to capture 28% of the fleet and 38% of the Transit providers. Some transit providers wrote their own plans.
 - DTR will approve the TAM and come back in six months with a more comprehensive TAM measure and target for PD 14.
 - No comments were raised and it is assumed that the TC will approve the TAM tomorrow
- State Transit Plan Discussion – Nate Vander Broek, Statewide Transit Plan Project Manager
 - **Purpose:** Seek input and advice from the Transit & Intermodal Committee, which will be used to structure the approach to the Statewide Transit Plan Update and address TC suggestions to integrate transit more in future work.
 - **Action:** Discussion only - no action is required.
 - **Background:** This discussion will be used to structure the approach toward plan integration of the Statewide Transportation Plan and Statewide Transit Plan documents.
 - Policy Directive 14 is the starting point for planning and performance measures. Through performance measures, PD 14 sets the direction and priorities for the projects CDOT should implement and the activities or operations that should be measured in delivering customer service. The resultant priorities are also reflected in the way CDOT determines budget allocations. The four key goal areas are: (1) Safety, (2) Infrastructure Condition, (3) System Performance, and (4) Maintenance. If CDOT were to integrate modes “better”, in which of the goal areas would that integration be most noticeable?
 - Planning documents have increasingly included all modes. The 2040 Statewide Transportation Plan (published in 2015) identified (1) Safety, (2) Mobility, (3) Economic Vitality, and (4) Maintaining the System as the goals for future investment. Each modal plan provides further details to the overall strategy communicated by the Statewide Transportation Plan. If done well, how would “better” integration of modes most affect the goals of mobility and economic vitality? Next Steps: Provide T&I input to a newly-forming TRAC Sub-committee for the Statewide Transit Plan.
 - **Discussion:**
 - How can integration be used in Statewide Transit Plan
 - PD 14 goals described. If CDOT integrates where in goal areas should all modes be captured?
 - Commissioner Stuart pointed to system performance.
 - Commissioner Gilliland agreed with emphasizing system performance that also increases safety.
 - Commissioner Peterson also agreed with system performance for the multimodal system. This is a good question to consider for Statewide Transportation Plan (SWP) too.
 - If done well – how would goals influence maintenance and economic vitality and integration of all modes?
 - Commissioner Gilliland recommended including transit as mobility plan; we need to move away from moving vehicles and move towards moving people and goods, consider options for moving people and goods however we can. Total mobility – trying to get to this – efficient and effective. Look at total system and address congestion and safety, etc.
 - Stuart commented that integrating all modes and options for travel is important and that she agreed with Commissioner Gilliland.
 - Commissioner Peterson also concurred. Economic vitality is also important. Multimodal solutions have an enormous impact on the

economy, whether for urban or rural needs. Maintaining the system – the entire system - falls into the ability to make general purpose lanes or managed lanes more efficient – all ties together and has an impact. Consider changing name from T&I to Mobility Committee.

- Park N Ride Match – Sharon Terranova, DTR Planning Director
 - **Purpose:** To provide background information and discuss appropriate levels of local commitment for Bustang stops, stations and Park-n-Rides (collectively referred to as bus facilities).
 - **Action:** Informational, no action requested.
 - **Background:** Over the next three years, CDOT is planning to build several bus facilities to provide customer access to Bustang and Outrider services. In most cases, these facilities will serve additional purposes, such as parking areas for local transit service and carpool lots. A policy question is how to determine an appropriate level of local commitment from the city/town/county in which the bus facility is located. Should the local entity provide resources to build the facility? If so, how much? Should the local entity maintain the facility? This memo provides background information to assist CDOT in developing a local commitment policy for Bustang facilities. A separate but related discussion is the local commitment for Outrider facilities.
 - **Proposed Policy Guidelines:** Below are several proposed policy guidelines related to new Bustang stops.
 - CDOT should continue to require local agencies to provide maintenance of existing or future facilities. CDOT often lacks the equipment to provide the type of maintenance that is needed. For CDOT-owned lots, CDOT will continue to provide capital maintenance, such as re-paving.
 - CDOT should not require that local agencies provide cash or in-kind donations to build a bus facility. Several communities already benefit from a Bustang stop for which they did not provide a capital contribution and it would be inconsistent for CDOT to make this requirement for other communities. There will be exceptions to this policy. For instance, some Bustang stops could be integrated into a larger local agency-owned facility, such as a parking garage (currently under development at Idaho Springs). In these examples, CDOT will determine an appropriate level of local match on a case-by-case basis.
 - CDOT should encourage (not require) local participation in building Bustang stops. For example, if CDOT is evaluating two competing locations, CDOT will give more weight to the stop with a higher level of local commitment.
 - Where it exists, CDOT should require that the local public agency provide service to the stop. This requirement will improve the effectiveness of the Bustang network
 - **Discussion:**
 - Should a Policy Directive (PD) be developed? –was a question raised.
 - DTR will come back in January 2019 for approval.
 - Need to track which park-n-Rides (PnRs) are CDOT owned or Regional Transit District owned – Keep track of responsible parties.
 - The hope is to establish frameworks as the network grows.
 - Four new facilities are proposed.
 - Policy needs to establish how to determine the appropriate level of commitment of funds from local entities for maintenance and operations.
 - Consider transit connections to new PnRs for buses too.
 - A discussion on P3 and the I-25 North project ensued. Commissioner Hofmeister asked about the incentive for the I-25 North developer to turn over land? Answer is to get better access to their development as the new Kendall Parkway will serve their development as well. DTR will participating in maintenance and CDOT will build PnR to be maintained by developer.
 - Josh Laipply explained the incentive is that the property value will go up.
 - Commissioner Hofmeister expressed concerns regarding the potential for enhancing private development with CDOT dollars.

- Commissioner Gilliland noted that when stopping in Loveland on west side one has to pull clear off and the connection makes it difficult to get back onto I-25 – we are looking for better way to provide access – not just economic, although the developer is contributing \$6 million to CDOT, and this will also benefit CDOT customers.
 - Commissioner Peterson mentioned contributions in kind can be part of plans that work out for this too. Multimodal design in function is also important; we will take baby steps now but move further, and in the SWP determine how mobility changes. This is a good thing.
 - Sharon reiterated that a framework will be brought back to TRAC and the T&I in January 2019. We are moving forward with Bustang and Outrider service. Will use grant funding and partnerships with local providers, P3s or discuss what happens when CDOT is solely responsible.
 - Potential for grant service would be to work with or consider state facilities with everyone applying for grants, etc. Right now we are exploring options. Maintenance could support Bustang operation. Working with locals for PnRs - starting to think about this and will bring to TRAC first and then to the TC (T&I Committee).
 - Commissioner Scott thought that building P3 into framework would be good to leverage commercial opportunities and multiple uses – could do more urban planning with this. Need to be creative for problem solving with the ballot failing.
 - Commissioner Peterson noted that the state can't work as an island– for public safety – PnR could potentially co-locate with police sub-station. Work closely with local partners – Public-Public partnerships too. Start talking to end users before planning efforts start. Consider as a hard asset. Last mile considerations are important too.
 - Electric charging stations could be commercialized which is another opportunity too. Looking at human needs and mobility.
- Multimodal Options (SB 1) – Debra Perkins Smith / David Krutsinger
 - **Purpose:** To summarize and inform the Transit and Intermodal (T&I) Committee of the TC of the requirements of Senate Bill (SB) 18-001 Multimodal Options Fund.
 - **Action:** Staff is seeking feedback and approval on the framework for consultation on the Multimodal Options Fund distribution per Senate Bill 18-001.
 - **Background:** SB 18-001 includes a provision that establishes a Multimodal Options Fund. The Multimodal Options Fund has \$96.75M in dedicated revenue. Of that \$96.75M, \$2.5M is dedicated to the Rail Commission. The remaining \$94.25M is split between CDOT (15% or \$14.13M) and local governments (85% or \$80.12M). The legislation directs the TC to establish a distribution formula for the local portion. The distribution formula must be based on population and ridership. .
 - The legislation also mandates that the distribution formula for the local portion be developed in consultation with the Transit and Rail Advisory Committee (TRAC), the Statewide Transportation Advisory Committee (STAC), transit advocacy organizations, and bicycle and pedestrian organizations.
 - Based on these tenets of the legislation, and feedback obtained from STAC at their September and October meetings, staff is recommending the following list of representation for forming a Multimodal Options Fund Committee to help determine a formula recommendation to the TC:
 1. STAC (Urban and Rural) - Required
 2. TRAC - Required
 3. CASTA (Transit Advocacy and Rural Public Transit) - Required
 4. Bicycle Colorado (Bicycle Advocacy) - Required
 5. WalkDenver (Walking Advocacy) - Required
 6. Colorado Commission on Aging (Aging in Place)

SRTS
Colorado Advisory Council for People with Disabilities

- **Discussion:**
 - **Committee Roles**
 - Idea is to convene the committee in spring 2019.
 - Commissioner Thiebaut thought the Committee was good idea, and recommended getting the membership number up to nine members; Debra Perkins-Smith explained that STAC will have two representatives – one urban and one rural so the count will be an odd number (nine).
 - Commissioner Hall recommended to move forward.
 - Commissioner D’Angelo asked if any other groups were considered, that are not currently on the list.
 - Tim Kirby, CDOT Multimodal Planning Branch Manager, noted that a few were:
 - COPRIG
 - CDPHE of health Equity
 - Bicycle advocates in Ft. Collins
 - Staff will distribute the full list considered to the TC.
 - Commissioner Peterson concurred with the concept but wondered private sector interests, for example Chamber of Commerce representatives.
 - Roles and Responsibility staff recommends that decisions for formula would go to the Multimodal Mobility Fund Committee first and then to the TC. The TC agreed this was a good approach.
- Informational Items – David Krutsinger
 - State Management Review (SMR) Conclusions
 - **Background:** The FTA last conducted an SMR of CDOT in August 2015, at that time the FTA reviewed 13 areas and found deficiencies in 10 areas for a total of 23 deficiencies. Through a tremendous effort of the CDOT Staff and documented through process improvements of reduction in days to payment, timely agreements, increased communication with external and internal customers, the 2018 review resulted in a vast reduction of deficiencies in compliance in FTA’s requirements for award management and program implementation practices. CDOT Staff is currently documenting, through flowcharts, every process that is required to implement the FTA requirements for award management and program implementation. This effort will inform the next State Management Plan, and should result in a further reduction of deficiencies for the 2021 SMR.
 - **Discussion:** Commissioners applauded DTR for their impressive accomplishments in this area.
 - Quarterly Reports
 - Bustang – experiencing driver shortage on North Line – due to pay rate competition from Regional Transportation District. Will need to raise pay for drivers and potentially raise fares. Fuel costs are rising too. Grand Junction and Glenwood Springs service is wildly successful with 84%- 87% load factors. Ace Express is confident that they can provide service during this winter for Grand Junction and Glenwood Springs. Fuel pricing is also increasing, but it was noted that Outrider is not impacted by the driver shortage.
 - Commissioners agreed success is due to correct pricing, attractiveness of not driving, and highlighting Bustang as alternative to single occupancy vehicle travel.
 - Commissioner Scott asked if congestion is a factor in success.
 - Commissioner Peterson noted it may take a study to find out.
 - Commissioner Stuart was glad to hear of the success and noted that we want more. RTD not filling in the gap; Bustang is desired at SH 7 and 144th Avenue, and at 120th Avenue
 - Outrider – Program is stable and not seeing driver shortage in rural areas, but high housing costs are influencing this. For drivers in Pueblo we are extending Outrider service up to Pueblo to Colorado Springs, to bring Pueblo drivers up.

- SB228 - List of projects approved over last years is in the TC packet. The next partnership PnR involves Telluride that will link three bus services in early 2019.
- Transit Grants are pass through funding. DTR is processing a record high number of grants and is keeping under the 30-day processing period.
- Mike Lewis noted that we will have more for the next meeting; the new administration will support T&I. We will review past actions over the past five years also.

Statewide Plan Committee (Debra Perkins-Smith and Tim Kirby)

SWP Committee Attendees: Commissioner Karen Stuart (Chair), District 4; Commissioner Ed Peterson, District 2; Commissioner Sidny Zink, District 8; Commissioner Rocky Scott, District 9; and Commissioner Steven Hofmeister, District 11; Vince Rogalski, Statewide Transportation Advisory Committee (STAC) Chair; and Commissioner Luella D’Angelo, District 3.

Agenda

- Introductions - Commissioner Karen Stuart had attendees introduce themselves.
- Approve September 19, 2018 Minutes - Commissioner Karen Stuart
 - **Action:** The SWP Committee members approved the notes from the September Committee meeting.
- SWP Calendar and Schedule – Debra Perkins-Smith
 - **Purpose:** Debra Perkins-Smith provided an overview of today’s agenda and introduced Tim Kirby to review the first meeting agenda item – the draft SWP Committee Topics Calendar and draft 2045 SWP Key Milestones.
 - **Discussion:**
 - Calendar includes 18 months of Topics
 - SWP Committee topics are displayed in black text; while blue text highlights topics for the full TC.
 - Tim Kirby provided an overview of the rationale behind the Transportation Planning Toolkit and stressed the importance of multimodal integration into the 2045 SWP.
 - Bring all TC and STAC members up to spend and re-orient them regarding CDOT’s planning process from an idea through to construction, and project implementation in order to solicit more meaningful and informed needs and priorities from constituents and customers.
 - We have the STAC to provide information, backed up by data, to identify transportation issues and needs. The idea is to work together to through the planning process to identify multimodal solutions – this is essentially systems level planning.
 - Commissioner Scott noted the importance of working with planning partners on developing 2045 SWP strategies. Determining how to engage locals and the state legislature is also an important consideration. We need to sustain the public’s trust with CDOT. In District 9, getting the Chamber to be involved too. Getting folks to feel a sense of ownership is important. Need to know what is the media strategy. Keep Media up close and get them to feel a sense of ownership also.
 - Tim Kirby noted that we are planning on engaging TPRs soon, in the New Year. We have dedicated staff at CDOT to attend Transportation Planning Region (TPR) meetings. CDOT planning staff will come back at future meeting with suggestions after exploring options on how to engage the legislature and generally conduct public and stakeholder engagement. We will also consider key groups outside of CDOT to engage.
 - Chair Commissioner Stuart noted that Vince Rogalski, STAC Chair was voted in as a SWP Committee member at the last meeting and welcomed Vince to the group.
 - Vince Rogalski noted that the Mobility Next presentation at the HPT Board meeting was very good, that covered how to approach the future and evolving technology.
 - Commissioner Peterson recommended that for public and stakeholder engagement to come up with milestones for targeted audiences. Conduct a staff support lunch and learn for them. Get

- folks excited and obtain buy-in that is good too. Do engagement around the state not just at HQ. Speak to transparency in the planning process. Do something dramatically different to expand constituency and outreach.
- Mike Lewis recommended in terms of how to engage the legislature to take this up with Herman Stockinger, CDOT Deputy Executive Director.
 - Commissioner Thiebaut was intrigued by HPTE Board and TC joint meeting earlier today taking a future look and working together. Scooters are one new mode in the mix. Need to determine how integrate people with different ideas in technology. Cost to CDOT and HPTE was \$100,000. Amy Ford to outline at the next technology Committee meeting in more detail. The idea is to co-locate facilities with HPTE. The cost will be \$100,000, for public entities engaged and \$200,000 for private entities. The purpose is for groups to be part of brainstorming effort for the first year. Will evaluate in the SWP too per Debra Perkins-Smith.
- SWP Formula Programs and Program Distribution Process Debra Perkins-Smith
 - **Purpose:** to summarize and inform the Transportation Commission of the Program Distribution process with an emphasis on Statewide Plan Formula Programs.
 - **Action:** None. Information only. Staff and STAC Statewide Plan Formula Programs recommendations will be provided in January 2019 to SWP Committee
 - **Discussion:**
 - Generally before we start development of the SWP we conduct the SWP formula program and program distribution process so we begin with information about how specific formula programs are distributed among Metropolitan Planning Organizations (MPOs), and the CDOT five Engineering Regions.
 - Program distribution – a hard copy handout of an excel spreadsheet for 25 years out to 2045 was distributed to attendees. These numbers are for planning purposes only. The Annual Budget is a different tool and process. The last 2040 SWP identified \$1 billion annual gap of funds. It provides the basis for identifying the revenue gap. Revenue projection will be updated based on legislative changes.
 - Formula programs will be discussed over the next two meetings. Formula Programs and Program Distribution is critical for MPOs to have in order to do their long-range transportation plans.
 - Commissioner Scott noted that CDOT is in flux right now, and asked how we can be sure of our projections.
 - Debra Perkins-Smith responded that instead of one projection we have three projections – high- medium and low. Provides a range to consider to provide flexibility. We update the SWP every five years, so the numbers don't get too stale.
 - In Next two meetings we will cover five formula programs– and the Regional Priority Program (RPP) too.
 - In total: Surface Transportation Program (STP)-Metro, Transportation Alternatives Program (TAP), Metro-Planning, Congestion Mitigation Air Quality (CMAQ), RPP and Faster Safety.
 - How does this money get distributed among CDOT Regions and MPOs – we talk in January about this. STAC has provided their input for five areas. CDOT Staff working through, and will come back to SWP Committee on this. Lots of RPP discussion – for next month we anticipate this.
 - The benefit of these meetings is that we can have longer discussion here vs. during the regular TC meeting. In March 2019 the TC will asked for full approval on this.
 - Mike Lewis noted that this is a critical piece for TC. The annual budget, and monthly budget changes are influenced by this too. This information also ties into to daily business practices.

- PD 14 Re-envisioning - Debra Perkins-Smith
 - **Purpose:** to provide a brief history of Policy Directive (PD) 14.0 “Policy Guiding Statewide Plan Development”, how its purpose and intent has evolved over the years, and staff’s recommendations on proposed areas of change.
 - **Action:** Obtain the SWP Committee’s concurrence that staff should work on changing PD 14.0 in several areas, develop new format, and bring draft changes and revised format to the SWP Committee in October 2019.
 - **Discussion:**
 - A history Lesson of Policy Directive 14 over the years was provided based on various Transportation Authorization bills.
 - PD 14 started out as a guide to the Statewide Planning Process and the SWP.
 - PD 14 guided investment policy as early as in 2008.
 - Performance Measures were added to PD 14 in 2015.
 - Now Planning Rules guide planning activities, 2 Colorado Code of Regulations (CCR) 601-21 (formerly 2 CCR 604-2).
 - Staff is recommending major changes based on PD 14 evolution and Planning Rules guiding planning.
 - We will come back in late 2019 on this. Today we are providing you a heads up that this is coming, and will obtain an initial blessing from the SWP Committee now to move forward.
 - Mike Lewis mentioned that this is where we capture all possibilities, HPTE, Transit, etc.
 - Commissioner Stuart noted the heavy agendas for the SWP Committee.
 - Committee members were recognized and thanked for their commitment.
 - Commissioner Zink requested an appointment with Deb to discuss this further.
 - Vince Rogalski noted that the 2045 SWP will be adopted 2020 – that is next year and not too far away.
 - Commissioner Stuart remembered being at DRCOG for 2020 SWP.
- Next Steps
 - Next meeting will be January 16, 2019
 - Meeting agenda items proposed are:
 - Staff’s Recommendation on SWP Formula Program Distribution
 - Overview of Public Involvement Techniques and Opportunities
 - Approach to Data Analysis in SWP
 - Overview of the People’s Plan Concept

Transportation Commission Regular Meeting Thursday, November 15, 2018, 9:30 am – 11:30 am

Call to Order, Roll Call: All Commissioners were present.

Comments of Individual Commissioners

- Almost all the Commissioners spoke of their disappointment in the failure of Proposition 110 that would have raised more money for transportation through a sales tax increase.
- Commissioner Zink said she attended a budget hearing in La Plata County that six people attended to support Proposition 110. She said local governments generally supported the proposition, and even passed resolutions in favor of it, but it still failed.
- Commissioner D’Angelo said she attended a Facebook Live town hall with Mike Lewis. She said she appreciated that CDOT is always seeking new ways to communicate with the public. She also announced that the November Transportation Commission (TC) meeting would be her last because she will resign due to taking a new, time-consuming position at Centura Health two months ago. She added that it has been an honor and a privilege to serve on the TC, and said she will continue to be “a proud and loud”

supporter of transportation and CDOT. She thanked all Commissioners for being so welcoming, in particular Kathy Hall. The people in District 3 (comprising Douglas and Arapahoe counties) that she represents know they need to provide matching money for highway projects.

- All the Commissioners wished Commissioner D'Angelo well in her future endeavors, and thanked her for her insights during her brief tenure.
- Commissioner Scott said he attended a meeting of the I-25 Gap Steering Committee last Friday, and complimented the first-class project team.
- Commissioner Gilliland thanked Andy Karsian of the Office of Policy & Government Relations for his work summarizing results of the election. She added that she is excited to see what the new gubernatorial administration under Governor-elect Jared Polis will do.
- Commissioner Hall said that Scenic Byways now has a link on the Colorado Tourism Office website, which is another way for Colorado to encourage tourism in sparsely populated areas.
- Commissioner Thiebaut said that he and Commissioner D'Angelo have two things in common: they are both Colorado natives, and they both graduated from the University of New Mexico. He recently attended the grand opening for the Joint Communications Center in Pueblo, which is the first joint communications facility in Colorado. Although Proposition 110 failed, it gives the TC an opportunity to continue to exhibit positive energy about transportation.

Executive Director's Report (Michael P. Lewis)

- Mike thanked the TC for its help with Proposition 110 in participating in meetings around the state. One attendant at one meeting had some useful comments about the presentation, which should help CDOT hone its message for the next time.
- CDOT HQ/R1 had a Veterans Day celebration on Friday. He noted that CDOT has more than 430 veterans among its employees, a higher percentage than in the general population. The event was an opportunity to thank all veterans for their past service. The observance featured speeches by Mike Willis, who headed the multi-agency team called to assist CDOT with its cyber security issue earlier this year, and Ryan Rice, director of CDOT Mobility Operations.

Chief Engineer's Report (Josh Laipply)

- Five people died in traffic fatalities on Central I-70 during the snowstorm that occurred over Veterans Day weekend. Josh said he received a call about the crashes at 7 a.m. that Sunday, and shortly thereafter called Kiewit Meridiam Partners LLC to have access points to I-70 shut down and traffic diverted off I-70. This was the partnership's first serious experience operating Central 70. Kiewit Meridiam is responsible for design, construction, financing, operation, and maintenance on Central 70. The crashes had nothing to do with the construction project, but with traveling conditions.
- About the election, Josh commented that in a meeting of the CDOT executive management team on Wednesday, the group spent 5 minutes on failure of Proposition 110, and 25 minutes on what has improved at CDOT and what CDOT is doing now.

High Performance Transportation Enterprise (HPTE) Report (David Spector)

- The HPTE board swore in its newest member on Wednesday to replace Thad Noll, Margaret Bowes to represent the I-70 mountain corridor through fall 2019.
- AASHTO has invited CDOT to speak at a peer exchange about innovative financing.
- David said he and others also spent a week learning from the United Kingdom's experience with innovative financing. The UK has 30 years of experience with infrastructure projects financed and built in innovative ways.
- Gov. John Hickenlooper received the 2018 Infrastructure Leader of the Year Award at the annual North American Infrastructure Leadership Forum last month. The organization cited him for his leadership as governor in the US 36 Express Lanes Project, the I-25 North Express Lanes Project, and the Central 70 Express Lanes Project.

FHWA Colorado Division Administrator's Report (John Cater, Division Administrator)

- John Cater said he also attended the ribbon cutting for the Joint Operations Communications Center in Pueblo. Part of Traffic Incident Management System (TIMS) partnership.
- John praised CDOT and the Colorado State Patrol for signing a memorandum of understanding about the handling of traffic emergencies as part of the TIMS.
- At FHWA's Everyday Counts meeting about innovation, in Portland, OR, John Cater accepted an award on behalf of CDOT for CDOT's exemplary work with local agencies.
- Randy Jensen, former Region 1 regional transportation director, R1 RTD (former), received an award for engineering.

STAC Report (STAC Chair, Vince Rogalski)

- The STAC is almost finished with discussions about program distribution. The lone hang-up is Regional Priority Program (RPP) formula funding. The reason it is an issue is the RPP formula is often the starting point for discussions about the distribution of other funds.
- Three STAC members will serve on the SB 1 Multimodal Options Fund committee to recommend distribution of the local portion (85% of the total) among transit, bike and pedestrian. Two of the STAC members will represent urban and rural areas, and the other is a STAC member representing biking and walking interests.
- He thanked Jeff Sudmeier for revising a presentation on the budget to represent all revenues CDOT receives.
- The STAC last month also heard presentations on:
 - Mobility Choice Blueprint Update – The STAC was appreciative of all that is going on in the study on possible technology-leveraged investments to improve mobility in the Denver metro area. (The study is a joint project among RTD, CDOT, DRCOG, and the Denver Metro Chamber.) Vince said CDOT's RoadX was a catalyst for getting the study going on different types of mobility.
 - Managed Lanes Policy Directive – The MPOs had not had a chance to review the policy, so Mike Lewis decided to extend the comment period.
- The STAC will have its combined November-December meeting on Dec. 7.

Act on Consent Agenda – Approved the Consent Agenda items unanimously on November 15, 2018.

- Resolution to Approve the Regular Meeting Minutes of October 18, 2018 (Herman Stockinger)
- Repeal of Policy Directive 1230.0 (Hours of Work and Overtime Compensation)(Susan Rafferty)
- Repeal Policy Directive 1200.0 (General Personnel Administration) (Susan Rafferty)
- Adopt updated Policy Directive 605.0 (Comprehensive Accessibility for Persons with Disabilities) (Josh Laipply)
- Adopt updated PD 1902.0 (CDOT Water Quality Compliance (Debra Perkins-Smith)
- Transit Asset Management Plan (David Krutsinger)
- Disposal: SH 40 & Heritage Road (Parcels RW-3-A-EX & RW-1-EX) (Paul Jesaitis)
- Disposal/Exchange: US 160 & US 160B (Parcels AC-20A & AC-22A) (Mike McVaugh)
- Disposal: I-25 & Evans Ave. (Parcel 14B Rev.1) (Paul Jesaitis)
- Devolution: SH 82A MP 0.089 to MP 0.176 (Mike Goolsby)
- Easement Disposal: SH 82 (Parcels PE-5B Rev1, PE-5C Rev1, PE-5E, PE-5L, PE-13EX & PE SH Rev2) (Mike Goolsby)
- Discuss and Act on ROW Acquisition Authorization Requests (Josh Laipply)
- Discuss and Act on ROW Settlement Authorization Requests (Josh Laipply)

Discuss and Act on Region 5 Condemnation Authorization Requests for November 2018 (Josh Laipply) – Approved unanimously on Nov. 15, 2018 for Region 5 projects.

Discuss and Act on Region 4 Condemnation Authorization Requests for November 2018 (Josh Laipply) – Pulled from the Agenda on November 15, 2018.

Region 4 Condemnation Authorization Request Discussion (US 34 & US 36 FLAP Estes Park Couplet)

- This project is an advance purchase for a US 34 and US 36 couplet in Estes Park. CDOT has drafted responses to counsel's questions, but has not sent the letter yet. The entire project involves three different landowners.
 - Attorney Steve Nagy for the Whyards, owners of the Minglewood LLC property, spoke on behalf of the Whyards. Mr. Nagy also represents to other property owners along this project that the TC is requesting condemnation authorization for – Culp and Slaydon. These two parties are still in negotiation and are not raising any issues with CDOT at this time.
 - Steven Nagy requested to see a formal property-by-property (for all three properties) detailing about why CDOT needs each for a bridge project. CDOT engineers have not talked to the landowners recently.
 - Land owner Paul Whyard, suggested a partial take would be better than a full take. He said CDOT would not need the part of their property on the river that consists of a restaurant/bar that the project is proposing to take, as well as two other buildings.
 - The last time CDOT communicated with Steve Nagy's clients was in October 2017, when an appraiser inspected the property.
 - Comments from the TC in a motion were:
 - CDOT does not condemn properties. A judge decides if CDOT has grounds for a condemnation.
 - If there is a perception that there has not been adequate communication, it is in everyone's interest to continue the hearing for another month.
 - CDOT should share all the information the TC received with the landowners, and should answer the questions counsel asked.
 - The motion made involves all three properties that are part of this project.

Discuss and Act on 5th Budget Supplement of FY 2019 (Jeff Sudmeier) – Passed unanimously on November 15, 2018.

Discuss and Act on FY2019-2020 Proposed Annual Budget (Jeff Sudmeier) – Passed unanimously on November 15, 2018.

Discuss and Act on Aviation SIB Loan for Rocky Mountain Metro Airport (Jeff Sudmeier) – Passed unanimously on November 15, 2018.

Discuss and Act on State Infrastructure Bank (SIB) Rate Approval (Jeff Sudmeier) – Passed unanimously on November 15, 2018.

Discuss and Act on Resolution to Approve State Funding Match for FY18 FHWA Competitive Highway Bridge Grant (Jerad Esquibel) – Passed unanimously on November 15, 2018.

- Several Commissioners said that in the future, they would like to see how much matching money the TC has agreed to.
- They also commented that they wanted to receive updates on which applications were and were not successful.

Discuss and Act on CDOT Funding Request for NSFLTP Grant Match (Mike McVaugh) – Passed unanimously on November 15, 2018.

- Commissioner Connell commented that she liked that CDOT and the Southern Ute Indian Tribe are working together on this project. The tribe is waiving its two percent fee for the US 550-Animas Crossing project, and donating right of way as its match.

Discuss and Act on Adopt new Policy Directive 1905.0 (Building Resilience in Transportation Infrastructure and Operations) (Debra Perkins-Smith) – Passed unanimously on November 15, 2018.

- Commissioner Scott said CDOT should publicize what planning for resiliency means to the public, and why CDOT is doing it.
- Commissioner Peterson agreed that resiliency is very important.
- Commissioner Hall said that closing I-70 in the mountains costs the state economy \$1 million an hour.

Recognitions:

- Transcomm awards (3) – CDOT won three awards from the organization for transportation communications. They were on driving high (marijuana); the use of personal breath analyzers to prevent people from driving under the influence; and crisis management communications.
- Grand Avenue Bridge (2) – This bridge in Glenwood Springs received two awards.
- Governor’s Infrastructure Award – CGLA- Mentioned in the HPTE summary above.