

The Transportation Commission Workshops were Wednesday, January 16, 2019 and the regular meeting was Thursday, January 17, 2019. 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 <https://www.codot.gov/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, January 16, 2019

1:30 pm to 5:00 pm

Attendance: all 11 Commissioners attended.

Right of Way Workshop (Josh Laipply)

Purpose: The purpose of the workshop was to discuss eight right-of-way (ROW) acquisition projects (negotiations).

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

The eight projects with requests for authorization of property acquisitions that will be part of the consent agenda for January 2019 included:

- Region 1
 - I-70 Central, Project Code 19631
 - US 285/SH 30 Resurfacing Dahlia to Parker, Project Code 20839
 - I-25 Gap from Castle Rock to Monument Hill, Project Code 21102
- Region 2
 - SH 71 Bridge Replacement L-22- JA, Project Code 22289
- Region 3
 - Various Culverts Garfield and Mesa Counties, Project Code 20955
 - SH 9 Summit Blvd, Frisco Roadway Improvements, Project Code 21778
 - Craig Residency, Phase 1 ADA Ramps, Project Code 22768
- Region 5
 - US 550: CR 214 ROW Acquisition, Project Code 16791

Discussion:

- Josh Laipply, CDOT Chief Engineer, led the discussion.
- Commissioner Shannon Gifford asked why the temporary easements for curb cuts on SH 9 had such a high value of \$80 a square foot.
- Josh Laipply, chief engineer, said that is because the easements are in downtown Frisco, where the state is paying for the commercial value.
- Josh Laipply noted that CDOT is trying to streamline the process for temporary rights of ways for curb cuts so that CDOT does not spend so much time and energy on getting the temporary rights of way. The streamlined process that was developed cut a lot of time and bureaucracy from the process.
- Commissioner Bill Thiebaut reminded commissioners that when the acquisitions come up for a vote on the consent calendar on Thursday, he will abstain from voting on the Region 2 project. He will ask for a separate vote on the Region 2 project.

Construction Contracts and Administration (Josh Laipply)

Purpose: Provide background on how the construction contracting and administration of construction works. The three commonly used construction contracts and how changes to the contracts are administered during execution of the work. Josh discussed the current methods of dealing with changes and un-quantifiable work during construction. Input and comments from the TC were solicited to produce a follow up workshop with staff recommendations.

Action: None.

CDOT utilizes three main construction contracts:

- Design Bid Build – The majority of our contracts are delivered via this method and are usually considered relatively low-risk and limited ability for innovations. The Contractor is given complete design plans with a list of items with estimated quantities to bid on. The lowest responsive bid is awarded the project.
- Construction Manager/General Contractor (CMGC) - Typically projects of larger scale, complexity and risk are delivered with this method. Contractors are screened down to the top three based upon experience and on the type of work that needs to be performed, and on their approach to pricing the project. Contractors are given a conceptual level of plans and are interviewed based on their approach to achieve the project goals and how to mitigate risk. The selected Contractor then assists CDOT in the final design of the work by evaluating the means, methods and costs to performing the work.
- Design/Build – Typically projects of larger scale, complexity and risk are delivered with this method. Typically, Contractors are screened down to the top three based upon their particular experience on the type of work that needs to be performed. Then Contractors are given a conceptual level of plans, with performance specifications to design and produce to and are either provided a maximum dollar amount with flexible scope, or a set scope with a low price component that is part of the overall selection score.

The approach to minimizing total project costs are a combination of mitigating risk and achieving the goals associated by selecting the right contract. Then balancing the amount of design and level of quality control that produces a good set of plans for the contract. A perfect set of plans does not exist and an effort to attempt to achieve that can drive up front costs and time delays, that become detrimental to the total project cost. Striking the balance of producing plans that are clear with little ambiguity without mitigating every risk that may materialize in the field is the goal.

CDOT has contractual mechanisms to assume construction risk from the Contractor (so that they do not price it into their bid) and to accommodate unforeseen risks or incorporate project benefits that were not known at the time of contract award. Force account is the tool that is used to pay for known un-knowns. An example would be Railroad Flagging, we know we need it do to work adjacent to the rail, but we don't know for how many days. Change Orders include design errors, CDOT initiated scope changes or site conditions that differ from those used as the basis of design.

Discussion:

Commissioner comments were on the following topics:

- Low Bids – Commissioner Jesus Pulido asked if CDOT always has to award a contract to the low bidder. Kathy Young of the Attorney General's Office answered that Colorado law requires CDOT to take the low bid for the design-bid-build projects, but allows more flexibility for the CMGC and the design/build projects. Josh Laipply said that 95 percent of the projects are design-bid-build.
- Large, Complex Projects - Commissioner Ed Peterson said the larger, more complex projects often require new delivery systems like CMGC, and gives CDOT the advantage of more eyes on a project to address problems as they arise. David Spector of HPTE said different contracting methods like CMGC never transfer the risk from CDOT, they just help CDOT manage the risk better. When asked, Josh Laipply said CDOT has no hard rules about how large a project needs to be before CMGC or design/build are used.
- Change Orders – Several commissioners expressed concerns about change orders, and how frequently contractors use them. Some change orders are due to CDOT-initiated scope changes or site conditions

that differ from those used as the basis of design. Commissioner Stephen Hofmeister asked if CDOT could disqualify some from bidding if the record shows they have a history of bidding low and then hiking the price through change orders. Josh Laipply said that a contractor's history of bidding low and raising the cost through change orders should be more of a weighted factor. Commissioner Ed Peterson said using a prequalification matrix is as much science as art. Josh Laipply said CDOT tries to find the sweet spot between risk and predictability for contractors. Commissioner Hofmeister said fuel costs should never be a reason for a change order; a good contractor has all supplies already lined up before a job begins. Commissioner Kathy Hall said she knows a contractor who contends that CDOT's project designs don't work for them.

- Audit Committee – Commissioner Bill Thiebaut recommended that the commissioners study a report that Frank Spinelli of the CDOT Division of Audit produced. That report indicates that from 2014-2017, 18 percent of total project costs were due to change orders. Josh Laipply said Jane Fisher of the Office of Program Management tracks project costs and the reasons for cost increases.
- Other – Commissioner Rocky Scott commented that issues contractors have with CDOT might be elevated to state legislators.

Allocation of Funds for Discretionary Grants and Major Projects (Jeff Sudmeier)

Purpose: To review a proposed allocation of funds to two major projects to leverage federal grants and ensure projects move forward despite uncertainty associated with Senate Bill (SB) 17-267 and SB 18-001 funding.

Action: No action is requested this month. Staff will request approval in February, based on TC direction.

The staff recommendation is to utilize remaining unallocated FY 2019 SB 267 funding in the amount of \$44.2 million, and TC Program Reserve funds in the amount of \$96.8 million to address the current funding needs on the I-25 South Gap project (\$133 million) and the Colorado V2X (\$8 million) project. Additional remaining funding needs on I-25 North, the Colorado V2X project, and other FY 2019 SB 267 projects, can be addressed later this summer or fall, when there is more certainty regarding available funds via SB 1, SB 267, or other funding sources.

Discussion:

- Jeff Sudmeier, CDOT Chief Financial Officer (CFO), presented information regarding previous allocations of funds for discretionary grants and major projects.
- Although this item was for information only, followed by action next month, commissioners seemed to be in general agreement with the proposal.
- In answer to a question from Commissioner Kathy Connell, Jeff Sudmeier said the proposal would not affect funding for other projects because money needed for I-25 North would be backfilled from the TC Reserve Fund.
- Jeff Sudmeier said the reasons for the proposal are to:
 - Make it possible for the DRCOG Board to avoid having to amend its Transportation Improvement Program (TIP) – a lengthy process - by keeping the funding source of SB 267 for South I-25.
 - To be able to get started on construction of the third package on I-25 South this construction season despite uncertainty about Senate Bill 17-267 and SB 18-001 funding.
- Several commissioners said it would be impolitic for the TC to have to stop construction on either I-25 South or I-25 North. Josh Laipply agreed that it would be very political to stop them now, but that the projects were undertaken based on an extensive data-driven process.
- Commissioner Peterson commented that safety alone is a convincing argument for the I-25 South Gap project.
- While supportive of the proposal, Commissioner Kathy Gilliland said she hates depleting the TC Reserve Funds “down to zip”. The TC Reserve Fund has a current balance of \$133.1 million. Backfilling \$88.8 million to I-25 North and the allocation of \$8 million to the Colorado vehicle to infrastructure (V2X) project would leave a balance of \$36.3 million. According to Jeff's memo, the remaining balance should provide sufficient funds to match outstanding grants.

- Commissioner Steven Hofmeister suggested that if CDOT needs more money for the two I-25 projects, the money could come from the V2X project.
- Commissioner Rocky Scott noted that much depends on the Colorado Legislature staying the course on funding for CDOT.
- Herman Stockinger, Director of the CDOT Office of Policy and Government Relations said it is likely CDOT will get more money from the legislature this legislative term.

Centennial Airport SIB Loan & Construction Update (Jeff Sudmeier)

Purpose: The purpose of this workshop was to provide the TC an update CDOT received in December 2018 to the project at Centennial Airport, which is supported by CDOT's State Infrastructure Bank (SIB) Loan approved for \$8 million by the TC in March of 2018.

Action: None- CDOT's Office of Financial Management and Budget (OFMB) requested that the TC review the memo and attached notification from Centennial Airport, and provide guidance to Department Staff on required loan modifications, if any.

Discussion:

- Commissioners had no comment other than that the request does not affect CDOT.

Colorado Freight Plan (Tim Kirby)

Purpose: The purpose of this workshop was to provide an overview and update on the development of the Colorado Freight Plan (CFP).

Action: Informational only; no action is required.

The CFP is a statewide, multimodal plan addressing Colorado's primary freight modes, including highway, freight rail, and air cargo systems. The CFP emphasizes highway freight mobility to reflect the importance of trucks in moving goods in Colorado and to reflect CDOT's roles and responsibilities for the state highway system. The CFP is a strategic policy plan with goals aligned to the SWP and national freight program.

A required element of the CFP is a Freight Investment Plan (FIP). The FIP documents and outlines CDOT's strategic investment approach to allocate National Highway Freight Program (NHFP) funding. The TC guides this approach through the selection of NHFP projects. The FIP is included as an appendix to the CFP and is a listing of prioritized freight-specific projects anticipated for funding through the NHFP. In September, the Commission approved the NHFP FY 18 project list that will be included in the FIP. The CFP will be amended in future years as projects are selected.

Development of the CFP started in January of 2017 and is anticipated to be completed in March 2019, following FHWA approval.

Discussion:

- Tim Kirby, CDOT Multimodal Branch Manager, overviewed the steps that occurred in developing the CFP.
- As part of compliance with the FAST Act, CDOT developed the State Highway Freight Plan and then the Colorado Freight Plan.
- Commissioners are free to review and comment on the document as a link to the CFP is provided on the memo and in the presentation in the TC packet.
- Two key components of the CFP are the plan document and FIP where projects live in the Plan Appendix. The intent is to update annually the FIP in the appendix vs. amending the plan annually.
- The CFP is also linked to the 2040 Statewide Transportation Plan (SWP).

- The CFP serves as a strategic tool for discretionary grants, as there are instances where more weight is given to projects and improvements included in the CFP, and other candidate projects.
- CDOT staff engaged the Statewide Transportation Advisory Committee (STAC) and Transit and Intermodal (T&I) Committee at every step along the way of CFP development.
- Key sections of the Plan that Tim highlighted included:
 - Engaging stakeholders
 - A diverse group of stakeholders were engaged and survey were conducted with a number of stakeholder groups
 - FHU was the consultant partner
 - Connecting freight to the economy
 - General public doesn't connect freight to economy – Colorado Delivers is the initiative that is a response to this concern. It highlights the importance of freight to the state economy, and provides an opportunity to shares communication materials with partners.
 - Key trading partners with Colorado were overview providing information on inbound and outbound Colorado freight transported by tonnage and value to other states Key states noted for Colorado in terms of inbound and outbound freight movement are Wyoming Utah, Texas, and California.
 - Assessing safety, mobility and asset condition
 - An overview of how Safety was integrated into the CFP as an example was highlighted.
 - Crash data used included truck crash hot pots and high volume truck crash locations
 - Safety is a goal of the CFP, and Safety strategies, performance measures and investments are presented in the CFP.
 - For the Commercial vehicle safety goal area, a strategy is to prioritize identified commercial vehicle safety locations for funding within NHFP project selection.
 - A commercial safety performance measure is the number of commercial vehicles involved incident rate per 1 million truck VMT.
 - An investment action in the CFP is “Commercial vehicle safety is an identified FAC priority investment and safety is a criterion in the NFHP project selection process. CDOT employs the Multiple Objective Decision Analysis (MODA) process and tool for NHFP project selection including the safety criterion”.
 - Next Steps include:
 - TC CFP Review period– see link to document in the TC packet memo.
 - TC Comments are due back to staff by end of January 2019.
 - In February 2019 staff will address TC comments and return to review the revisions if needed.
 - FHWA is anticipated to approve the CFP in March 2019.
 - After that key elements of the CFP will be integrated into the 2045 SWP when coordination with partners discusses CFP implementation actions.
 - TC members raised no comments on the CFP as the workshop concluded.

2045 Revenue Projections (Tim Kirby and Jeff Sudmeier)

Purpose: To discuss proposed 2045 Long Range Revenue Projections for the 2045 SWP, which outline estimated revenues by source from FY 2020 to FY 2045.

Action: No action requested. The TC will be asked to adopt a scenario for fiscal constraint in February.

Long-range revenue projections are developed in advance of each SWP, and provide the basis for the subsequent Program Distribution process. The next opportunity to revisit and update revenue projections will be in approximately 4-5 years (2023-2024). Program Distribution is the process by which long-range estimates of revenues are assigned to programs, based on performance objectives and priorities established by the TC with input from planning partners. Together, revenue projections and Program Distribution provide the financial framework for the development of the SWP, Metropolitan Planning Organization (MPO) and Transportation Planning Region (TPR) Long-Range Regional Transportation Plans (LRTPs), the Transportation Improvement Programs (TIPs), and the Statewide Transportation Improvement Program (STIP). Revenue projections and Program Distribution are adopted by the TC. A work group of the STAC met monthly in 2017 with staff to provide input on the development of the 2045 Long Range Revenue Projections. Staff reviewed the assumptions and draft revenues with the Transportation Commission in November, 2017. The TC supported those assumptions, however, given the potential for changes coming out of the 2018 legislative session, staff did not request TC approval at that time. The 2045 Long-Range Revenue Projections have since been updated based on more current data and to reflect recent changes associated with Senate Bill 18-001, but otherwise retain the same assumptions reviewed previously. Several scenarios were developed and considered.

Options for consideration include:

- Option #1 – Adopt the Medium Revenue Scenario for fiscal constraint
- Option #2 – Adopt the High Scenario for fiscal constraint (Staff Recommendation)
- Option #3 – Adopt the Low Scenario for fiscal constraint
- Option #4 – Consider other revenue scenarios or options

The staff recommendation is to adopt the High scenario for the establishment of fiscal constraint of long range transportation plans, TIPs, and the STIP (the level of constraint in the years of the next TIP and STIP is the same under the High Scenario and the Medium Revenue Scenario, since the additional revenue is not assumed until FY 2026-2027). Given CDOT's recent success with discretionary grant awards, additional funding from the Legislature through SB 228, SB 17-267 and SB 18-001, and public interest in transportation funding resulting in ballot measures 109 and 110 (although defeated) and the upcoming 2019 referred ballot measure, it is reasonable to expect that additional funding could become available in future years.

Discussion:

- Jeff Sudmeier explained that this work is a Joint CDOT Division of Transportation Development (DTD) and CDOT Division of Accounting and Finance (DAF) effort for 2045 SWP.
- The current schedule for the 2045 SWP is to adopt the plan in early 2020.
- Long-range fiscal year (FY) 2020 out to FY 2045 are the years for the SWP revenue projection.
- We use SWP revenue projections to determine how we might spend the revenues and identify the funding gap (comparing revenues to a high level list of projects with cost estimations). This analysis is the fiscal constraint component of the SWP and Regional Transportation Plans (RTPs) that is also reflected in the Metropolitan Planning Organizations (MPOs) Transportation Improvement Program (TIP) and CDOT's State Transportation Improvement Program (STIP). CDOT updates their STIP on annual basis.
- Assumptions for revenue projection presented were developed cooperatively with planning partners.
- In 2017, staff made some projections for revenue. There was lots of uncertainty in these numbers – two events impacted the decision to wait for finalizing the revenue projections – (1) in 2017 see what state legislative session produces, and (2) wait for the November election to see if propositions with more money for CDOT occur.
- Time to get revenue projections finalized is now, as we begin the development of the 2045 SWP.
- Generally the assumptions are the same as work group developed a year ago, but the key changes are the new numbers reflect current laws and current data.
- Jeff presented information on the three revenue scenarios and how assumptions differed between them.

- Jeff explained that the medium scenario is the CDOT baseline scenario, for federal revenues it assumes shoring up of the federal trust fund, being backfilled by the state general fund. Assumes after the passing of the FAST Act revenues stay at same with increase of 0.5% annually.
- For state revenues, CDOT used a revenue model that incorporates multiple factors including fleet makeup and turnover, population growth, fuel efficiency, etc., and includes a forecast HUTF funds assuming current laws and funding levels.
- The high revenue scenario adds assumption starting in 2026 an additional \$300 million annually from an undetermined source. CDOT looked at history of new sources over time and found if one new source happens roughly a conservative estimate would be \$300 million.
- The Low revenue scenario has the same assumptions as medium scenario but assumes after the FAST Act the general fund backfill for federal funds does not occur.
- Dip at front end of revenue projection high, medium, low revenue projections graph reflects the drop off of SB 267 ending in FY 2022, and the tail drop off towards the end of the graph reflects that the current law of a \$50 million general fund transfer would end in 2038.
- The key question for today is - which scenario should we to use for planning purposes? In the past CDOT has only used the medium scenario. This is the first time we are considering using the high scenario for some practical reasons: (1) FHWA is receptive to assuming reasonably anticipated revenue source and is comfortable with using the high revenue scenario, as (2) the high revenue scenario allows for more room in MPO plans to program projects to help with NEPA decision document development for projects.
- Jeff confirmed that the high revenue projection scenario would not be used for budgeting purposes, but only for planning purposes, for the level of fiscal constraints in TIPS and STIPs.
- Staff will bring revenue projections next month to the TC, if the Commission chooses which scenario to work from.
- Commissioner Peterson supported use of the high scenario to assist MPOs in their planning processes.
- Commissioner Zink did not support using the high revenue scenario and noted that the MPOs should modify their planning process instead.
- Jeff explained that CDOT develops statewide revenue projections, and MPOs do have the flexibility not to match statewide projections perfectly, in particular when forming Regional Transportation Authorities (RTAs) and other MPO-specific revenue sources.
- Commissioner Peterson explained that this is a planning document and not a financial one— to be flexible to changes and increases in revenue. Using the high revenue projection scenario will lead to less additional work for MPOs.
- Commissioner Gifford noted using a high revenue scenario would help with getting more projects “shovel ready” to take advantage of extra funds when they are available.
- Commission Stuart also noted that this process does not fund projects but makes more projects eligible for new funding sources.
- Jeff explained that FY 2026 was picked to avoid programming projects in the STIP but allows for programming in the long-range transportation plans.
- Commissioner Gifford asked about a low percentage of light/zero emission vehicles in 2045 being assumed within the forecast.
- Jeff explained that there are ranges of forecasts and that we used a revenue model and the forecast was lower than the number used. This topic was widely discussed with work group. Revenues focus more on current state of things. The twenty percent was based on Colorado Energy Office study that projected 10% of electric vehicles/zero emission by roughly 2030. We then extrapolated to 2045. The order of magnitude consideration resulted in arriving at the 20% projection. We are doing additional work on this now and researching the impact of electric vehicles (EVs) on funding at the federal level.

- Shoshana Lew, CDOT Executive Director, mentioned that federal estimates on this topic of EV penetration are antiquated.
- Commissioner Zink asked “Who uses this and how is it used?” the issue is sending wrong message to using a high revenue scenario.
- Jeff responded that the STAC subcommittee recognized this issue and discussed this and understands that clarification of how dollars are projected and used will be important.
- The baseline (medium scenario) will still be used for messaging current funding gaps.
- Commissioner Gilliland agreed with supporting the use of the high scenario for planning purposes.
- Commissioner Scott noted that the high scenario against what we anticipated is still not a great picture of future funding, if properly explained.
- Shoshana Lew noted that out to 2045 there is a tremendous level of uncertainty, it could be risky using the high revenue scenario.

Statewide Plan Committee (Tim Kirby and Marissa Gaughan)

Committee Members: TC Members: Karen Stuart, Chair; Jesus Pulido, Ed Peterson, Sidney Zink, Rocky Scott, and Steven Hofmeister; and STAC Chair, Vince Rogalski.

Attendees: All 11 TC members, and STAC Chair

Note: Commissioner Gifford informed the Commission and CDOT Staff that Commissioner Pulido will join SWP Committee.

Agenda

- Approve November 14, 2018 meeting minutes. Minutes were approved unanimously.
- SWP Formula Programs
 - Purpose:** To provide the SWP Committee of Commission with information for discussion on the Statewide Plan (SWP) Formula Programs.
 - Action:** Develop 2045 SWP formula recommendations for the full Transportation Commission (TC) to consider at the February 2019 meeting.
- Commissioner Stuart explained that the formula programs presentation may take time.
- Vince Rogalski, who served on the STAC Subcommittee on Formula Programs, noted that the process working with planning partners via the STAC subcommittee was extensive.
- Tim Kirby explained that formula Programs are programs which are allocated by formula to the Regions and/or MPOs, and for which the state generally has discretion over formula distribution methodologies. They include:
 - Metro Planning Program (Metro-PL)
 - Surface Transportation – Metro (STP-Metro)
 - Transportation Alternative Program (TAP)
 - Congestion Mitigation Air Quality Program (CMAQ)
 - FASTER Safety
 - Regional Priority Program (RPP). Please note in the discussion below that RPP is allocated to CDOT regions. Staff briefed the Transportation Commission on the Program Distribution process at the November SWP Committee meeting.

STAC recommendations for each of the formula programs are summarized in a memo attachment that went in the TC packet. See [Formula Programs Methods - Metro PL, STP-Metro, TAP, CMAQ.pdf](#) for more information.

Discussion:

- Tim explained that he will walk through each program, and review the recommendations. The SWP Committee will make their recommendations and present their recommendations to full TC.

- Tim provided an overview of program distribution, which is a reflection of CDOT's investment strategy for formula programs.
- Metrics commonly used include: population, vehicle miles traveled (VMT), lane miles (LM), and truck VMT.
- Final allocations are part of budgeting process. The following notes document TC SWP Committee comments raised for each program presented and discussed. For more details on the recommendations discussed see the link presented above.
- Metro PL
 - Commissioner Peterson asked about the three percent increase in the minimum dollar base amounts distributed to the smaller MPOs, Grand Valley MPO and Pueblo Area Council of Governments (PACOG). Is this reasonable?
 - Vince Rogalski noted that the group intentionally tried to come up with a conservative increase rate for the smaller MPOs.
 - Commissioner Zink requested clarification as to what was being held constant at three percent.
 - Marissa Gaughan, CDOT Statewide and Regional Planning Manager, responded that the minimum dollar base for Grand Valley MPO at \$330,000 for Grand Valley MPO, and \$350,000 for PACGO will be increased by three percent and then stay the same for four years.
 - Vince Rogalski confirmed that the other MPOs agreed to this increase for the smaller MPOs.
 - TC SWP Commission agreed to move forward with this recommendation for Metro-PL.
- STP-Metro
 - This program mandates a more prescribed method, as it is a federally maintained formula.
 - TC SWP Committee agreed to maintain the recommendation for the STP-Metro formula.
- Transportation Alternatives Program (TAP)
 - The TC has control of formula approval for fifty percent of TAP funds.
 - The formula recommended is based on 45% VMT, 40% LM, and 15% Truck VMT.
 - Vince Rogalski explained that the money is now distributed to the CDOT Engineering Regions, where transportation planning regions (TPRs) compete for these funds.
 - TC SWP Committee agreed with the recommendation presented for the TAP formula.
- CMAQ
 - Marissa Gaughan provided an overview of the CMAQ program. The prior recommended method was presented.
 - This program supports activities with air quality benefits.
 - Marissa explained the concept of non-attainment air quality areas and a map of air quality maintenance areas in Colorado.
 - Commissioner Gilliland asked for clarification regarding how funds are redistributed after air quality attainment areas hit 20-year period and CMAQ funding eligibility expires.
 - Marissa presented pie charts by year to convey how CMAQ funds for CO and PM10 are funneled to a statewide program over time as maintenance areas for CO and PM10 expire for CMAQ funding eligibility. No changes related to Ozone are proposed.
 - Amy Ford talked about statewide program and Advanced Mobility is one example of a statewide program.
 - Vince Rogalski noted that for this program we are talking about small amounts of money. Ozone being held harmless with current funding is reasonable.
 - Commissioner Stuart asked about what happens if areas fall back into non-attainment.
 - Marissa confirmed it is not likely this will happen for CO and PM10.
 - Jeff Sudmeier explained that if it does happen, then funding distribution would need to be revisited.

- TC SWP Committee had no further comments on the CMAQ formula and agreed to move forward with the current recommendation.
- Commissioner Stuart postponed the discussion on RPP and FASTER Safety for the next TC SWP Committee meeting.

Transit and Intermodal Committee (David Krutsinger)

Committee Members are: Ed Peterson, Chair: Kathy Gilliland, Bill Thiebaut, Karen Stuart and Kathy Hall

Committee Members in Attendance: All T&I Committee Commissioners were present.

Agenda

Bustang Fare Increase – Michael Timlin

Purpose: To provide the Transit & Intermodal Committee an overview of the Bustang budget risks precipitated by driver resource issues, fuel price pressures and new the new ITS partnership with the Denver Regional Transportation District. Staff recommends a fare increase in May 2019 based on these risks.

Action: No action is required but comment is welcome.

Factors influencing the increase fare recommendation include:

- Increasingly high load factors and high farebox recovery are causing more and more extra bus operation activity, especially on the West Line.
- Diesel fuel costs continue to rise.
- Wage increases are needed to keep pace with market rates (RTD & others) from \$17.59 per hour to \$19.40.
- Customer Experience enhancements (more real-time information) is affecting fare box recovery.

Due to ease of use and reasons addressed above, staff recommends a straight \$1.00 per trip increase. Senior and disabled fares should remain unchanged to minimize effects to the senior and disabled community.

Discussion:

- Mike Timlin, CDOT Bus Operations Manager, explained the new real time technology enhancements to buses.
- Mike confirmed that the fare increase request is the first request for Bustang service. This fare increase would not apply to Outrider service.
- Commissioner Hall asked if we have obtained any feedback from riders.
- It was explained that first the fare increase, scheduled for May 2019 with the schedule change is obtaining TC approval first and between now and May stakeholder input regarding the fare increase will be solicited.
- Commissioner Peterson requested update on ridership status.
- Mike Timlin responded that the Bustang ridership is increasing. Load factors are between 80% and 90%. We are still running full buses along I-70.
- Commissioner Peterson expressed his support for this program and extended recognition and appreciation to the Division of Transit and Rail (DTR).

Southwest Chief Front Range Rail Update – David Krutsinger

Purpose: The Southwest Chief & Front Range Passenger Rail Commission (“Rail Commission”) is in the process of hiring a Director to provide Rail Commission staff support and manage the next-level study of Front Range passenger rail, and to also release a request-for-proposals (RFP) to select a consultant for that work. This agenda item provided an update on those activities.

Action: For discussion only.

See Table 1 below for a summary of an annual update on project phases.

Table 1: Annual Update on Status

Phase	Schedule	Goals	Status
Phase I: Define the Service Vision	Up to 2.5 Years, \$8.7 M	Hire Executive Director Hire Consultant to Conduct the Service Development Plan	SB 18-001 Funded the Rail Commission with \$2.5 Million, enough to hire the Executive Director and start the Service Development Plan
Phase II: Form the Governing Authority	Years 2.5 to 4, \$0.5 M	Determine Governance, Go to Voters in 2020	Have started considering governance options and funding structures
Phase III: Federal Project Development Process	Years 4 to 6, \$150 M to \$300 M	30% Design Complete Environmental Clearances	TBD based on funding
Phase IV: Final Design & Construction	Years 7 to 15 TBD	Complete Final Design Construct according to available funding	TBD based on funding
Phase V: Open the Service	Year 15	Operate starter to full- build based on available funding.	TBD based on funding & operating plan

2018 activities were outlined in more detail as follows:

- Mar 9 Transportation Investment Generating Economic Recovery (TIGER) IX grant awards announced by USDOT, including \$16.0 million for the Southwest Chief Stabilization Project, with Colfax County NM as the “lead” and Colorado and Kansas as supporting partners. The project replaces 60-year old bolted rail, old turnouts, and replaces crossings.
- May 31 SB 18-001 Signed into Law by Governor Hickenlooper, with \$2.5 million for the Rail Commission
- Jun 13 – Sep 7 US Congressional Delegation inserts appropriation language for \$50 million for “sole use” track by Amtrak on host railroads. Still pending continuing resolution or omnibus transportation bill as of January 2019, related to the government “shutdown”.
- Sep 21 \$0.9 million of \$2.5 million apportioned for immediate use
- Oct 12 Consolidated Rail Infrastructure & Safety Improvement (CRISI) Grant submitted with \$100,000 in Rail Commission matching funds, and other matching funds, for the Southwest Chief track between Dodge City, KS and Las Animas, CO. The project would install positive train control over this stretch of track.
- Nov 1 Rail Commission Project Director position posted
- Nov 30 Rail Commission Project Director application period closes: 29 applications, 6 finalists identified
- Dec 20 \$9.16 million CRISI Grant Awarded by USDOT for Dodge KS to Las Animas CO. This project will install positive train control from Dodge City KS to Las Animas CO.
- Dec 21 Rail Commission Project Director interviews conducted with 6 finalists
- Oct – Dec Consultant Request for Proposal (RFP) under development, for release soon.
- Jan 2 2019 Supplemental Budget Request made to the legislature Joint Budget Committee (JBC) for remaining \$1.6 million of \$2.5 million.

Key Questions of Defining the Service Vision, Governing Authority, and Federal Project Development Process include:

- What would make interregional passenger rail a compelling investment for the entire Front Range?
- What service plan (frequency, days of week, hours of day, fares, speeds) make it compelling?
- Strategic choice: serve downtown Denver/Denver Union Station vs. serve Denver International Airport?

- What is the “right” combination of freight rail, highway, and new right-of-way, to achieve the vision?
- How to balance the benefits vs. costs, and pair that with appropriate funding choices?

Next Steps include:

- Complete Rail Commission Project Director hire in January 2019
- Release the Consultant Request for Proposals (RFP) in January 2019
- January 11th 10:00 AM Southwest Chief and Front Range Passenger Rail Commission meeting
- The new Rail Commission Project Director will request time at future TRAC and T&I Committee meetings to seek advice from those two groups.
- Respond to Amtrak condition to create a “business plan” for Amtrak Southwest Chief service and rail cost sharing across Colorado, Kansas, and New Mexico.

Discussion:

- David Krutsinger, CDOT DTR Director, noted that there is lots of information from past studies to support evaluation of Southwest Chief and Front Range passenger rail.
- Commissioner Stuart expressed support for passenger rail in her areas, Boulder, Broomfield and Adams Counties.
- Commissioner Peterson observed that AMTRAK is now interested in Front Range Rail.
- David Krutsinger confirmed that it appears AMTRAK, with a new executive director from Delta Airlines is interested in adding service to Dallas, Houston, and exploring other markets.
- David Krutsinger is in the process of hiring (negotiating the salary) for the southwest Chief/Front Range Passenger Rail Commission Project Director. This person is anticipated to start soon - the end of January 2019.
- The Southwest Chief/Front Range Rail RFP date is anticipated for February 2019, but first will set this date with the Rail Commission Project Director.
- David Krutsinger noted that a business plan is required by AMTRAK. The biggest concern for AMTRAK is truck in New Mexico have no maintenance contracts paid for to keep them up. This is for New Mexico and AMTRAK to solve. Grants are currently helping New Mexico for \$16 million this year and one for \$9 million last year.
- The question was raised about next steps for the TC.
- David responded that DTR can answer questions, once the Southwest Chief/Front Range Rail Commission Project Director is hired on at DTR.
- Commissioner Peterson requested a meeting be scheduled with the Southwest Chief /Front Range Rail Commission Project Director.
- Josh Laipply asked about SB 1 funds being available for this effort.
- David noted staff is working on bus service coordination with the passenger rail concept.

Local commitment & SB 267 / non-rural – David Krutsinger

Purpose: To provide additional information for selecting strategic transit projects using FY1819 SB 267 transit funds. Staff seeks input from the T&I Committee to help establish the list of priority projects, with expectation that partial approval will be sought in March, and the remainder of the funds approved in May.

Action: Informational, policy discussion requested.

Eligible Projects

In November 2017, DTR presented the TC with an approach to manage and administer all transit funds collectively as a program. DTR recommended that recurring, sustainable funds, such as FTA Section 5311 and FASTER, should be used for ongoing operational support of local, regional, and interregional transit services while other one-time funding sources, such as SB 228 and SB 267, should be used for capital purchases. SB 267 funds are further limited because the Certificates of Participation (COPs) associated with the legislation have a 20-year payback period whereas most buses and small capital items have an expected useful life of no more than 10 to 15 years. Based on this, DTR recommends SB 267 funds be used for transit infrastructure projects such as facilities, park and rides, and other assets that typically have a 40- or 50-year useful life.

Project Selection Criteria

- Project Readiness
- Strategic Nature
- Planning Support
- Statewide Transit Plan Goal Areas Alignment
- Supports Statewide System

Determine the Appropriate Mix, “Program,” or “Portfolio” of Projects

Several different options may be considered to establish the preferred list of projects. For example, CDOT may choose a set of projects consisting entirely of CDOT Park-n-Rides. Another option might be that the mix of projects is some combination of CDOT Park-n-Rides with other CDOT transit capital projects (i.e. transit centers, maintenance facilities, operational street or highway ramp improvements). A third option might be that the list is some mix of CDOT projects and local agency partner projects in which CDOT has some stake. Examples of Partner Agency Projects include: RFTA Maintenance Facility, Colorado Springs Downtown Transit Center, Rifle park-and-ride, Thornton Slip-Ramp Rebuild and the Pueblo Rail Station. The table below is illustrative of the types of projects and groupings that could be considered and selected by CDOT. Please note that these projects, while planned, have not yet been programmed. Staff would like to gauge the T & I Committee’s support for the options.

Should the legislative and financial environment suggest that three additional years of SB 267 will be funded, CDOT DTR staff would evolve the year-by-year selection process into more of a “Portfolio Management” process. Portfolio management would look at individual projects (i.e. a single park-and-ride, or a single maintenance facility, etc.), in the context of all projects proposed for that project type (i.e. all park-and-rides, all maintenance facilities, etc.).

Next Steps are that DTR will present an update on development of a single year project list for FY2018-19 funds at the March T&I meeting. At that meeting, DTR staff are likely to ask for approval to fund \$5.8 million to Kendall park-and-ride, based on the opportunity to combine its construction with North I-25 segments 7 & 8, while all other project selections would be requested for approval at the May meeting.

Discussion:

- Commissioner Gilliland asked about the need for additional funds for Kendall park-n-ride. The developer and communities already provided dollars (over 55 million) to finish this. It would not be good to ask the developer and/or communities for more money.
- David noted that the project cost has increased and there is need for additional funding, but CDOT would not approach the developer for these funds, and will work out another way.
- Shoshana Lew asked about the fees for parking charged at Park-n-Rides.
- David responded that no fees are charged; however, overnight parking is restricted at the Harmony Park-n-ride east of Fort Collins.
- Commissioner Peterson summarized the benefits of Bustang.
- Commissioner Gilliland asked if we are still restricted for implementing parking fees.
- David confirmed the need still exists to change state statute to charge fees at park-n-rides.
- Shoshana Lew asked about data being collected for park-n-rides to obtain statistics regarding who is using them (who is parking there).
- David responded that we track which park-n-rides are approaching capacity. We monitor the ones we own more closely and work with the entities we lease space from.
- Commissioner Thiebaut asked about having examples from partner agencies on how to spend funds would be good to have. The current portfolio is all CDOT projects. Need to see other entities represented on the list.
- David responded that Colorado Springs is ready to build a new transit center. A similar situation exists in Pueblo. RAFTA bus storage partnership is occurring with CDOT. With the evaluation criteria listed, we can bring back other projects to evaluate. The \$2.5 million in SB 228 is reserved for a Pueblo park-n-ride.
- Commissioner Stuart asked if a stop at SH 119 is still in progress and if it will open this year.

- David responded that the stop at SH 119 will not open this year.
- Commissioner Hall highlighted the importance of partnerships, and the need for more of them to help ridership and keep single occupancy vehicles off I-70 with more park-n-rides.
- Commissioner Gilliland noted that there may be too much funds coming out of SB 267 or other funds in out years.
- David explained that we are now only making decisions on dollars allocated for this year.
- It was explained that SB 1 has received \$71 million this year and anticipates \$22.5 million next year.
- The future years will be decided within an evolving process.
- Commissioner Peterson noted that what he heard from comments raised today is that the all CDOT list of projects is now off the table. Staff is to come back with another list with other entity projects included to address comments from today.

SB 1 Multimodal Options Fund Committee– David Krutsinger & Deb Perkins Smith

Purpose: Provide advice to T&I and TRAC representatives regarding further development of the Multimodal Options Fund, including allocations by Transportation Planning Region, matching requirements, and reporting requirements.

Action: For discussion only.

Committee Membership

After consultation with TRAC (the Transportation Commission approved (12/13) the following: 1) A committee structure to be used to meet the consultation requirements; 2) the committee be named the Multimodal Options Fund Committee; and 3) the committee size be nine members and include the following representatives:

1. STAC (Urban) – Required
2. STAC (Rural) - Required
3. TRAC - Required
4. CASTA (Transit Advocacy and Rural Public Transit) - Required
5. Bicycle Colorado (Bicycle Advocacy) - Required
6. WalkDenver (Walking Advocacy) - Required
7. Colorado Commission on Aging (Aging in Place)
8. Safe Routes to School Committee Representative (Safe Routes to School)
9. Colorado Advisory Council for People with Disabilities (Enhanced mobility for Persons with Disabilities)

In May 2018, considering only transit projects, a STAC and TRAC committee agreed on the following weighted scoring system (Table 1) resulting in a draft allocation outcome (Table 2).

Table 1: Allocation Criteria and Weighting of the Criteria

<u>Criteria</u>	<u>Description</u>
30% - General Population	Estimated population based on 2010 Census
10% - Employment	Estimated number of jobs
20% - Disadvantaged Populations	Estimated population that are either senior (over 65), disabled, and/or low-income
10% - Zero-vehicle Households	Number of households with no access to a personal vehicle
15% - Transit Revenue Miles	Total Revenue Miles reported to National Transit Database (NTD)
15% - Transit Unlinked Trips	Total Unlinked Trips reported to NTD

Table 2: Draft TPR Allocation

TPR ID	TPR Name	Total Pop 2016	Total Jobs 2016	Disadvantaged Populations 2016	Zero-vehicle Households 2016	Revenue Miles 2016	Unlinked Trips 2016	Planning Alloc%
1	Pikes Peak Area	12.1%	10.0%	11.8%	9.9%	4.40%	2.62%	9.0%
2	Greater Denver Area	57.5%	64.3%	52.9%	62.5%	69.64%	80.45%	63.0%
3	North Front Range	8.8%	8.0%	9.2%	7.3%	4.68%	3.88%	7.3%
4	Pueblo Area	3.0%	2.3%	4.4%	4.8%	1.19%	0.72%	2.8%
5	Grand Valley	2.8%	2.6%	3.6%	2.8%	1.06%	0.62%	2.3%
6	Eastern	1.6%	1.0%	1.7%	1.5%	0.08%	0.03%	1.1%
7	Southeast	0.9%	0.6%	1.3%	1.0%	0.13%	0.03%	0.7%
8	San Luis Valley	1.2%	0.9%	1.9%	1.6%	0.08%	0.01%	1.0%
9	Gunnison Valley	1.9%	1.4%	2.6%	1.9%	5.01%	2.68%	2.6%
10	Southwest	1.8%	1.6%	2.1%	0.9%	1.24%	0.41%	1.4%
11	Intermountain	3.1%	3.5%	2.5%	1.7%	7.85%	6.39%	4.1%
12	Northwest	1.1%	1.1%	1.0%	0.8%	1.19%	1.29%	1.1%
13	Upper Front Range	1.9%	1.4%	2.1%	1.4%	1.03%	0.10%	1.5%
14	Central Front Range	2.0%	1.0%	2.3%	1.3%	2.29%	0.77%	1.8%
15	South Central	0.4%	0.3%	0.6%	0.7%	0.16%	0.02%	0.7%
	Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
	Weighting	30.0%	10.0%	20.0%	10.0%	15.0%	15.0%	

Matching Dollars

The SB 18-001 legislation stipulates that projects generally are required to be matched dollar-for-dollar: \$100 from the Fund, to be matched by \$100 from other sources. The legislation allows the TC to reduce or exempt the match requirement due to size or other special circumstances. A \$200 project is 50% SB 1 fund money (\$100), and 50% money from another source (\$100), which this memo will refer to as a 50/50 match. The discussion, on this point, has a few options worth discussing:

- o Require all projects to have a 50/50 match, without exception
- o Waive the matching requirement entirely 100% Fund / 0% other on the basis that the funds are ultimately for local purposes.
- o Exempt some projects from the 50/50 match
- o Exempt by size of project, on the basis that tracking the matching funds for very small projects is a burden more costly to administer, than worthwhile to obtain the match.
- o Exempt by type of project: such as ADA sidewalk curb ramps (safety) do not require a match, but other projects do.
- o Exempt for reasons of need / poverty / inability / size of agency on the basis that some areas of the state are economically disadvantaged, and might not be able to implement projects if a match is required.
- o Use a sliding scale to alleviate some of the matching burden, but not take the match requirement to 0%. Again, this could be based on size or type of project, location within the state, or size/ability of agency to match.

Reporting Requirement

SB 18-001 requires that CDOT report to the legislature annually, how the funds are being used. The reporting requirement appears to have several dimensions: (1) to which regions of the state are the funds awarded, (2) within each region which projects were awarded funds, and (3) what is the status of the projects: not-started, started but not complete, or completed.

Next Steps include:

1. Convene the Multimodal Options Fund Committee (MMOC)
2. Ask that TRAC representatives of the MMOC report back to the TRAC on the outcomes of the meetings held before the March TRAC meeting.

Discussion:

- There will be \$94 million to pass through to locals.
- David solicited comments from the TC on any problems with the concept presented here?
- Vince Rogalski noted that the STAC and TRAC boiled things down to workable program and plan.
- Commissioner Peterson supported the approach and deemed it reasonable. The approach considers both data and equity issues. The recommended approach took a lot of effort to develop, and Commissioner Peterson proposed moving forward.
- Commissioner Thiebaut noted and confirmed that there was no template to work off of and this approach is a new creation.
- David Krutsinger noted that DTR plans to move forward with this as a start, as Commissioner Thiebaut has questions about the matching funds issue to resolve.
- Vince Rogalski mentioned that the work on the process to distribute 5311 program funds was used as a foundation for discussion.
- TC T&I Committee agreed to move forward with the proposed recommendation.

Consolidated Capital Call for Projects Update

Purpose:

1. Convene the Multimodal Options Fund Committee (MMOC)
2. Ask that TRAC representatives of the MMOC report back to the TRAC on the outcomes of the meetings held before the March TRAC meeting.

Action: For Information Only

As of December 14th, 2018, CDOT received a total of 80 applications from 45 different organizations. The organizations requested 119 replacement vehicles, 48 alternative fuel vehicles, seven expansion buses, and a variety of facility and equipment items. The requests totaled over \$68 million. The minimum amount available is \$32 million, though that amount could go higher if more Settlement (Alternative Fuel) funding is used this year. It's not simply a matter of having twice the amount requested than is available, because there are a variety of funding sources, eligibility types and eligible applicants to consider.

Here is a summary of the requests based on funding categories:

• Replacement Vehicles	\$15,708,214
• Settlement funds for alt fuel vehicles	\$27,326,987
• Expansion vehicles	\$ 2,634,823
• Other capital: Facilities and Equipment	\$19,479,807
• "Base" vehicles for Settlement/alt fuel program	\$ 2,461,896
• Requests for FASTER as local match for FTA grant	\$ 780,316

• Grand Total Requested	\$68,392,043

Next Steps include:

1. Complete the evaluation of projects during January 2019
2. Provide preliminary notice of awards to individual recipients, complete the project-level "risk assessment", and confirm the terms of the awards in February 2019.
3. Publish a finalized award table in March 2019.
4. Complete contracting process in April – August 2019, noting that for FASTER projects the funding is not available until July 1, 2019.

Discussion:

- On-call projects indicated Interest in Volkswagen (VW) settlement
- Giving more time for smaller entities to apply was a concern. David was happy to report that results of call for projects was high, along with high interest in electric vehicles (EV) and Alt Fuels program funding.
- DTR will see how other call for project programs fare before moving forward.

Transportation Commission Regular Meeting

Thursday, January 17, 2019, 9:30 am – 11:30 am

Public Comments - None

Call to Order, Roll Call: All 11 Commissioners attended.

Comments of Individual Commissioners

- Commissioners welcomed in the New Year and the new CDOT Executive Director, Shoshana Lew.
- Commissioner Zink talked about the love-hate relationship with snow in her area.
- Commissioner Gilliland attended a legislative breakfast. Speaker of House noted tolling would be more a part of transportation in the future and cast this in a positive light. Last year CDOT team had outstanding accomplishments including: Grand Avenue Bridge project was a huge success with 1,000s of people crossing the bridge, we started I-70 Central, C-470, I-25 Gap and I-25 North. Several grants have been awarded to CDOT and I-25 at Cimarron project has been completed. DTR's bus operations program (Bustang) is successful. Very pleased with all of this. CDOT is still confronted with additional challenges with funding with initiatives not passing. We must continue to make the best use of existing funds. Commissioner Gilliland ended by expressing support for the technology initiatives occurring at CDOT.
- Commissioner Pulido mentioned this is his second TC meeting as he was sworn in last month. Thanked CDOT staff for being helpful and engaging. This made him feel welcome. Attended the Aurora Chamber of Commerce meeting. The key takeaways from the meeting from the community and business representatives is that there is a high level of alignment of support for recognizing transportation funding needs, there is interest in mobility choices, Bustang, and the last mile. General consensus exists regarding that we can't build our way out of congestion. Would be interested to know how the new marijuana laws impact transportation safety. The C-470 project practiced an innovation – the use of conveyor belts to haul concrete. Commissioner Pulido closed with a safety note – we can't lose sight of 50 people lost per month in Colorado, and we cannot lose our focus on safety.
- Commissioner Scott mentioned that there are projects worth talking about and the progress is being made, e.g. I-25 in Colorado Springs. Recognized Karen Rowe and team in Region 2. A hidden jewel in Colorado is the Schriever Air Force Base, in El Paso County. In the middle of plains when snow storms occur, roads to this facility are a safety concern. Starting on process to address safety issues and is being done very quietly. Transportation safety is a means to an end - to get people to work safely. Recognized progress on the I-25 Gap project. Thanked Karen Rowe and her team for this work and the resulting safety improvements.
- Commissioner Stuart feels a heavy responsibility, as the majority of newly elected Colorado political leaders are from Stuart's district – Boulder, Broomfield and Adams Counties.
- Commissioner Connell took a five hours of travel time for a normally 2.5 hour trip to get here yesterday. Status on travel times on I-70 have been reported and we have improvements so far. Recognized CDOT staff for the accomplishments for this obtained to date with limited funds.
- Commissioner Hall commented that recently on I-70 at the Mesa County border there were serious crashes. Region 3 did a great job in response to address crashes at a curve with a fence. Commissioner Hall also coordinated with newly elected legislators in her district.
- Commissioner Hofmeister noted he has little to report, they have a TPR meeting on Monday.
- Commissioner Peterson noted that the new County Commissioner in Jefferson County is very pro education and children. Commissioner Peterson expressed continued interest and support of the Safe Routes to School (SRTS) program at CDOT. Want to support SRTS in terms for safety and mobility issues. Thanked CDOT staff for their work.
- Commissioner Thiebaut noted the launch of the Outrider bus service in December between Pueblo and Colorado Springs. Recognized Karen Rowe and team for pulling together 10 Counties in his district to accomplish this. Since 2013, a number of projects and programs have been accomplished. Citizens

appreciate it too. Lastly, traveling here noticed variable message sign of 12 deaths already this year. Safety is a key concern for us.

- Commissioner Gifford noted the reaching of a legal settlement related to the Central 70 project, which was a huge accomplishment, and allows CDOT to move forward with this important project.

Executive Director's Report (Shoshana Lew)

- Executive Director Lew expressed excitement to see the collaboration and work of CDOT staff. Issues identified today we will work through together.
- All essential topics have been covered previously by others here, so won't go over again now, and we will work on them.

Chief Engineer's Report (Josh Laipply)

- Welcome to Executive Director Lew.
- Attended first Transportation Research Board (TRB) convention this week filling in for other staff person.
- Gave two presentations, CDOT received a US 34 Flood Recovery award. Josh gave a presentation on the project. The award was for public communication regarding a full closure of US 34. Since then, this project has been bestowed a national award that is coming soon.
- Attended the Smart Hearing at state Legislature and Executive Director Lewis and Commissioner Gifford were there. Josh presented on lead and lag metrics and accomplishments. Hearing went well and demonstrated to the state legislature that CDOT is a data-driven organization.

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

- David wished everyone a Happy New Year, and welcomed Executive Director Lew.
- HPTE has a contract with CDOT that is reviewed regularly and a review is in progress now.
- HPTE Board this month had one action item – to pay a portion of its outstanding debt to CDOT. Yesterday \$250,000 was paid to CDOT. The remaining debt now is for FY 2013 and FY 2014.
- HPTE provides a statewide report to legislature every year. Yesterday HPTE staff shared an annual report that is on the CDOT website and has the SB 1 report as an appendix on Express Toll Lanes. It is a great reference report. David recognized his team in HPTE for their good work.
 - C-470 tolling devices are up and running and full integration is on schedule.
 - HPTE is working with E-470 and saving money via joining in procurement with them. HPTE is benefiting from economies of scale.
 - In terms of Public Private Partnerships (P3), HPTE continues daily operations with Plenary on US 36 and the work on Central 70; we are also maintaining and continuing development of good partnerships, such as those with CDOT Regions 1 and 4, Plenary, City and County of Denver, etc.
- HPTE's contracted Transportation Demand Management (TDM) provider presented to the HPTE Board yesterday.
- Working with project teams on innovative financing for C470, I-25, etc.
- Express Lanes Master Plan is underway. Two stakeholder workshops were held recently and the project is going well. We are now in the data collection phase.
- A public and educational outreach campaign regarding express toll lanes called *when it matters most* is in progress.

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

- FHWA is not impacted by the government shutdown as the FAST Act, a multi-year bill funds FHWA. We are operating in a mode of business as usual.
- Bad news is the direction of transportation funding nationally. Need to know the position on funding with Congress. We will hear more by September 2020.

- Appreciated the comments from TC focused on safety. We have lots to do to address safety concerns and reduce crashes. One area not focused on are the local roads. Half of fatalities are on the local roads. We need to work together with locals on solutions to improve safety.
- FHWA administrator has been selected, who previously worked at NHTSA. FHWA is in the process of getting congressional approval now.
- Commissioner Connell recommended sharing the local crash information with the TC so the TC can get the word out and assist with prompting coordination with local entities.

STAC Report (STAC Chair, Vince Rogalski)

- Nothing to report this month, as last STAC meeting on December 2, 2018 was reported to the TC on December 13, 2018.

Act on Consent Agenda – Passed unanimously on January 17, 2019.

- Resolution to Approve the Regular Meeting Minutes of December 13, 2018 and the Special Meeting Minutes of December 20, 2018 (Herman Stockinger)
- Resolution to Approve ROW Acquisition Authorization Requests (Josh Laipply)
- Resolution to Approve Region 3 SH 82 Easement Disposal (Mike Goolsby)

Discuss and Act on Resolution to Transfer Assets from CDOT to the Bridge Enterprise (Josh Laipply) – Passed unanimously on January 17, 2019

Discuss and Act on 7th Budget Supplement of FY 2019 (Jeff Sudmeier) – Passed unanimously on January 17, 2019

- Transfer - \$11.3 million from Highway Safety Improvement Program (HSIP) to the Connected Vehicle Eco System project, as CDOT was directed by FHWA to allocate 2.5% of National Highway Performance Program and Surface Transportation Block Grant Program funds to the HSIP Program.

Recognitions:

- **Renee Railsback**, who leads the Colorado Local Technical Assistance Program for FHWA, was recognized by Josh Laipply for her tremendous and impressive work, and being the recipient of two prestigious awards:
 - 2018 American Association of State Highway Transportation Officials (AASHTO) State Transportation Innovation Council (STIC) Excellence Award
 - 2018 American Public Works Association (APWA) Colorado Public Works Leader of the Year
- **Aaron Fischer** was the recipient of the CDOT Hero Award by Region 1 Transportation Director, Paul Jesaitis
 - Paul noted that CDOT maintenance work is the backbone of all CDOT does, and we don't hear about them enough.
 - Neal Retzer of Eisenhower-Johnson Memorial Tunnel (EJMT) maintenance nominated Aaron for this award for Aaron's work responding to an incident where a child's ventilator battery went out in a passenger vehicle in the vicinity of the tunnel, and the child needed emergency medical attention. Aaron first got a replacement battery installed to provide power to the ventilator to work until an air ambulance could arrive. Neal noted just two weeks later, another incident with a Loveland skier required coordination of an emergency air ambulance that Aaron coordinated.
- Commissioner Hall told a story of how she was impressed by the help she received from CDOT EJMT staff when she experienced a flat tire in the tunnel during a snow storm.