



**COLORADO**

Department of  
Transportation

**Statewide Transportation Advisory Committee (STAC)  
August 28, 2015  
9:00 AM – 11:30 AM  
CDOT HQ Auditorium, 4201 E. Arkansas Ave., Denver, CO  
Agenda**

- 9:00-9:05** **Welcome and Introductions** – Vince Rogalski, STAC Chair
- 9:05-9:10** **Approval of July Meeting Minutes (Pages 2 – 11)** – Vince Rogalski
- 9:10-9:20** **Transportation Commission Report (Informational Update) (Pages 12 - 16)** – Vince Rogalski
- Summary report of the most recent Transportation Commission meeting.
- 9:20-9:40** **TPR Reports (Informational Update)** – STAC Representatives
- Brief update from STAC members on activities in their TPRs.
- 9:40-10:00** **Freight Advisory Committee (FAC) (Informational Update)** – STAC Representatives
- Update from STAC members on the FAC kick-off meeting.
- 10:00-10:10** **Break**
- 10:10-10:25** **Chief Engineer Update (Informational Update)** – Josh Laipply, CDOT Chief Engineer
- Updates from the Chief Engineer
- 10:25-10:40** **Federal and State Legislative Report (Informational Update) (Page 17)** – Herman Stockinger & Ron Papsdorf, CDOT Office of Policy and Government Relations (OPGR)
- Update on recent federal and state legislative activity.
- 10:40-11:10** **TSM&O Initiatives (Informational Update)** – Ryan Rice, Transportation Systems Management and Operations (TSM&O)
- Overview and discussion of Traffic Incident Management and Connect Vehicle Planning for Operations.
- 11:10-11:25** **Bustang Update (Informational Update) (Pages 18 - 21)** – Mark Imhoff, CDOT Division of Transit & Rail (DTR)
- Update on status of Bustang.
- 11:25-11:30** **Other Business-** Vince Rogalski
- 11:30** **Adjourn**

STAC Conference Call Information: 1-877-820-7831 321805#

STAC Website: <http://www.coloradodot.info/programs/statewide-planning/stac.html>

**DRAFT STAC Meeting Minutes  
July 24, 2015**

**Location:** CDOT Headquarters Auditorium

**Date/Time:** July 24, 9:00 a.m.-11:30 a.m.

**Chairman:** Vince Rogalski (GV)

**Attendance:**

*In Person* – Kevin Hall (SW), Scott Hobson (PACOG), Craig Casper (PPACG), Adam Lancaster (CFR), Todd Hollenbeck (GVMPO), George Wilkinson (SLV), Rodney Class-Erickson (SUIT), Edward Box (SUIT), Terri Blackmore (NFRMPO), Thad Noll (IM), Walt Boulden (SC), Mack Loudon (SC), Jim Baldwin (SE), Sean Conway (NFRMPO), Pete Baier (GVMPO).

<b>Agenda Items/ Presenters/Affiliations</b>	<b>Presentation Highlights</b>	<b>Actions</b>
<p>Introductions / May Minutes / Vince Rogalski, STAC Chair</p>	<ul style="list-style-type: none"> <li>• Review of May STAC Minutes</li> </ul>	<p><b>Minutes approved.</b></p>
<p>Transportation Commission Report / Vince Rogalski</p>	<ul style="list-style-type: none"> <li>• Vince Rogalski discussed the most recent TC meeting.</li> <li>• Smaller group since new Commissioners have not yet been appointed to replace those leaving.</li> <li>• Several minor items on the consent agenda.</li> <li>• Bustang update – will hear more about this later in STAC.</li> </ul>	
<p>TPR Reports / STAC Members</p>	<ul style="list-style-type: none"> <li>• <u>Southwest</u>: Plugging away on RAMP and other local projects; TPR meeting next week; airport planning project under development, looking for funding at this point.</li> <li>• <u>Pueblo</u>: Groundbreaking for I-25 ILEX RAMP project, now underway; series of 5 public meetings scheduled in coming weeks for LRTP.</li> <li>• <u>Pikes Peak</u>: Working on TIP amendment #1; I-25 Fillmore Interchange project now underway.</li> <li>• <u>Central Front Range</u>: Creating bylaws for the Regional Planning Commission; Canon City finished up US 50 plan.</li> </ul>	

- Grand Valley: Doug Aden (District 7 Transportation Commissioner) retired in June after 17 years of service.
- San Luis Valley: Chip seals starting next week on US 160 and US 285; TPR meeting next week.
- Denver: Board approved work program for FY16-FY17; station area master plan call for projects coming in Oct.; Board going through TIP “postmortem”, i.e. lessons learned and future improvements, might use a different model for selecting TIP projects in the next go-around.
- Southern Ute: Several SWTPR projects completed or underway: SH 314 and SH 172 intersection completed; SR 151 & SR 172 intersection in the design process (collaboration between the Tribe, CDOT, Ignacio, and La Plata County); La Plata County initiated RFP for CR 517 and SR 172 intersection improvements, midway through November completion of LRTP and Tribal Safety Plan, have concluded sub-award agreements with CDOT and La Plata County; will focus more on safety in the future than previously via a permanent subcommittee.
- North Front Range: Approved conformity for RTP/TIP, will adopt Congestion Management Process in Sept. and re-adopt 2016-2019 TIP; very successful Transportation Summit on 6/15, presented many new ideas and concepts, such as Tax Credit Proposal (used in AZ and UT), Sen. Corey Gardner attended; Weld Co. Parkway (34 to CR 6 ½) first phase of larger project that will open on 9/15 – 3<sup>rd</sup> largest county bridge in CO (nearly 1,700 ft.); Sen Bennet will do an event today to talk about federal reauthorization bill and I-25.
- Northwest: Kudos to CDOT for new signal at SH 31; attended Club20 Transportation retreat, trying to move funding forward for transportation and get it to the voters/legislature (gas tax, sales tax, or something else).
- Intermountain: First RAMP project in the TPR completed (Eagle Interchange), kudos to R3 and the contractor; SH9 and Simba Run RAMP projects both approved by TC, will bid this Winter and build in Summer; ProChallenge race August 17-20 mostly in Summit Co.; Bustang starting up on I-70 corridor, mixed ridership so far but trying to encourage in order to get a weekend route, small transit system in some parts of the area trying to bolster service to complement Bustang.

	<ul style="list-style-type: none"> <li>• <u>South Central</u>: Working on transit center project; rock mitigation in Trinidad going well; next TPR meeting in August; Walt has taken over for Pete at the COG and will do a good job.</li> <li>• <u>Eastern</u>: Grenada overpass work continues; SH6 work ongoing.</li> <li>• <u>Gunnison Valley</u>: TPR meeting next week; hoping to schedule more frequent meetings moving forward; construction on Monarch Pass going well.</li> </ul>	
<p>Being the Best DOT for Our Customers / Mike Lewis, CDOT Deputy Director</p>	<ul style="list-style-type: none"> <li>• Executive Director Bhatt has challenged CDOT leaders to take the simple mission of “Be the Best DOT” – the “North Star” – how do we actually achieve that.</li> <li>• Three Peaks – Our People, Utilization of Technology, Multimodal System             <ul style="list-style-type: none"> <li>○ People – create an environment within CDOT where people want to work here, are happy to work here, feel productive here – especially the new generation; an environment that supports professional growth and improvement.</li> <li>○ Technology – there is a limited amount you can do to build your way out of our transportation issues, especially in the Front Range, so we need to use technology (both present and future) to squeeze more out of the system; better data, new tools, etc.</li> <li>○ Multimodal System – good condition, good reliability, incident management, winter operations (I-70 corridor).</li> </ul> </li> <li>• Goal of all of these summits is to provide a better transportation experience for the user, the public.</li> <li>• Asking for STAC partnership to challenge us to be the best – if TPRs don’t think we’re the best, then we’re not the best.</li> <li>• This will be the focus for the next 3 ½ years of the Hickenlooper Administration.</li> </ul> <p><b>STAC COMMENTS</b></p> <ul style="list-style-type: none"> <li>• <u>Kevin Hall</u>: Since you and Shailen are new, you’re probably assessing CDOT and thinking about performance measures – what are your thoughts?</li> <li>• <u>Mike Lewis</u>: I’ve been very impressed by the people, their desire to do good for the state, and also by the size and complexity of the system. We’re trying to streamline performance measures to ensure that there is focus and not</li> </ul>	

	<p>working at cross purposes. People are busy and shouldn't be managing any initiatives that aren't productive, and we don't want to overtax people and prevent them from doing their jobs. Also, the style of open communications between regions that we see at the STAC is important and refreshing.</p> <ul style="list-style-type: none"> <li>• <u>Craig Casper</u>: In my experience, CDOT often treats the highways, rather than the highway user, as the customer. We need to refocus that.</li> <li>• <u>Mike Lewis</u>: That is a spot on statement, we need to focus on the user first.</li> </ul>	
<p>Chief Engineer Update / Josh Laipply, Chief Engineer</p>	<ul style="list-style-type: none"> <li>• I want to thank the group for their patience and willingness to contribute on RAMP projects that have experienced scope cuts and/or higher local match levels as a result of the cost increases that we've had to deal with.</li> <li>• There was some discussion during the last meeting about the Local Agency Program and difficulty in meeting the oversight/reporting requirements. We're looking to improve and make it easier for everyone, so please give us suggestions.</li> <li>• Also, we know that we will be getting a full SB 228 transfer of \$200 million for the first year, most of that money will be going to I-70 E but there is also a 10% transit component. Currently we're updating the SB 228 transit project list because that's where we'll probably start in terms of allocating those funds.</li> </ul> <p><b>STAC COMMENTS</b></p> <ul style="list-style-type: none"> <li>• <u>Karen Rowe</u>: Can the SB 228 transit requests be for local projects?</li> <li>• <u>Mark Imhoff</u>: These are meant to be "strategic" (i.e. larger, statewide) projects. There are other programs that could fund smaller items like local transit vans.</li> <li>• <u>Josh Laipply</u>: There is also the potential to partner those smaller projects with larger strategic projects, such as Bustang.</li> <li>• <u>Doug Rex</u>: Are you setting up a formal discussion of these Local Agency project issues? If so then we'd like to participate. Do you feel that you have a good grasp of the issues?</li> <li>• <u>Josh Laipply</u>: We're mostly brainstorming internally at this point, but when we get a few strategies that seem realistic we'll bring them to the group. We're just trying to get things solidified before sharing with everyone. We feel we have a good idea of the challenges that exist for Local Agencies and</li> </ul>	

	<p>are looking into potential to de-Federalize certain projects to simply things, looking at other states that have done so.</p> <ul style="list-style-type: none"><li>• <u>Adam Lancaster</u>: In our region, we've centralized some of the local agency work to simplify matters. A few years ago there was a CDOT outreach effort to ask locals about their needs and we don't feel that we've seen any of our recommendations taken on. Often times it's the state processes and regulations, rather than federal ones, that are causing the problems. I think you need to have local agency input early in this process so that you're not on the wrong track from the beginning – assuming that the feds are the problem may not be 100% correct.</li><li>• <u>Mike Lewis</u>: If you could give us some of those specific recommendations it would be very helpful.</li><li>• <u>Kevin Hall</u>: I agree with Adam, I just want to reiterate his point. We've done plenty of local agency projects over the years and it seems to get harder each year, not easier. Our local CDOT staff is great, but when things get sent off to Denver they just sort of disappear. I would welcome the opportunity to participate in this effort, I don't have the answers or want to point fingers, but I do want to be involved.</li><li>• <u>Terri Blackmore</u>: This isn't just a local agency construction issue – we see it with CPG funds (3 months non-payment), transit funds (6 months non-payment), etc.</li><li>• <u>Vince Rogalski</u>: I've heard this from many sources; people are competing for projects, getting awarded, and the shovels are ready but it takes a year to do the necessary contracting.</li><li>• <u>Josh Laipply</u>: We are aware of all of these issues and have heard the same complaints from our own RTDs and staff. We are looking to improve through better processes and technology, etc. At the same time we have FHWA telling us that we don't do enough oversight as is. We just don't have the resources to do what they're asking us to, which contributes to the delays.</li><li>• <u>Kevin Hall</u>: I just want to say thanks to staff, we know that you're frustrated too and we appreciate that you're working to improve things.</li><li>• <u>Mark Imhoff</u>: We've heard a lot of input about the need for rural medical access transit and we're looking at the potential for a "Bustang Light"-type program focused on rural transit access to key services – if you have comments please work with the regions.</li></ul>	
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<p>Federal and State Legislation Update / Ron Papsdorf, CDOT Office of Policy and Government Relations</p>	<ul style="list-style-type: none"> <li>• The 33rd extension of MAP-21 expires on July 31<sup>st</sup>.             <ul style="list-style-type: none"> <li>○ The House of Representatives passed a 5 month extension out to December 18<sup>th</sup> in the hope that 5 months will provide enough time to develop a 6-Year Reauthorization bill.</li> <li>○ The Senate is working towards a full 6-Year Reauthorization but only have 3 months' worth of funding in their official proposal - \$317 billion over 6 years, a 5% increase over MAP-21.</li> <li>○ Some controversial methods of paying for it – general funds for \$47 billion (reducing interest rates, selling SPR oil, taking fees from NTSA, etc.).</li> <li>○ From a policy standpoint it's pretty similar to MAP-21, the Colorado delegation has worked with both Senate offices to soften BRT language, make changes to the TIGER program (\$2.5b over 6 years), etc.</li> </ul> </li> <li>• The House is strongly opposed to the Senate bill, and there are doubts as to whether it will pass anyway given that there's only a week left to do so.</li> <li>• CDOT is concerned about the potential de-coupling of funding and policy – 3 years of funding but 6 years of policy – it might be better to pass a 3 year bill if you only have 3 years of funding.</li> </ul> <p><b>STAC COMMENTS</b></p> <ul style="list-style-type: none"> <li>• <u>Sean Conway</u>: Isn't a long-term reauthorization better than another continuing resolution?</li> <li>• <u>Ron Papsdorf</u>: We definitely agree.</li> <li>• <u>Sean Conway</u>: So I would caution you not to get in the weeds on this – if we can get a reauthorization we should be pleased with that.</li> <li>• <u>Craig Casper</u>: Where is AASHTO on this?</li> <li>• <u>Ron Papsdorf</u>: Like us, they are concerned about the sub-allocation of STP funds and the small increase in overall funding.</li> <li>• <u>Vince Rogalski</u>: Is there any real plan for <i>increasing revenues</i> for transportation?</li> <li>• <u>Ron Papsdorf</u>: No, not really. There is the potential for the repatriation of corporate funds, but no real user fee or other revenue sources.</li> </ul>	
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<p>Bustang Update / Mark Imhoff &amp; Mike Timlin, Division of Transit &amp; Rail</p>	<ul style="list-style-type: none"> <li>• We are now in the second week of operations – we launched all three routes on July 13th – CDOT is now the nation’s newest transit agency.</li> <li>• Ridership is higher than expected: 2,100 people in first 9 days.             <ul style="list-style-type: none"> <li>○ Northbound Route: average 111 riders per day.</li> <li>○ Southbound Route: average 91 riders per day.</li> <li>○ Westbound Route: average 45 riders per day.</li> </ul> </li> <li>• There are 51 seats per bus, so they’re not near capacity yet.</li> <li>• The next steps are to get more public input and feedback, improve the website to better provide schedules, and begin Phase II of the plan for an IGA with RTD to hook up bus electronics for automated stop announcements and more.</li> <li>• We did have some fare box issues at the start - we’re the first agency in the country using QR code multi-ride tickets, so we’re working out those kinks.</li> </ul> <p><b>STAC COMMENTS</b></p> <ul style="list-style-type: none"> <li>• <u>Sean Conway</u>: Are you having challenges in meeting your timetables? If so, how are you dealing with them? We need to ensure a good experience for the riders.</li> <li>• <u>Mike Timlin</u>: For the long term it would be bus-on-shoulder or a managed lane, but in the short-term we built in extra time to the schedules to account for congestion. We are regularly meeting our targets, but unpredictable things like accidents can create issues.</li> <li>• <u>Mark Imhoff</u>: We are experiencing more delays on the westbound route due to construction projects along the corridor.</li> <li>• <u>Terri Blackmore</u>: Have you had many ADA riders yet? It seems like it would slow down boarding given the door’s location on the bus.</li> <li>• <u>Mike Timlin</u>: We have had some ADA riders and they’ve worked out well so far.</li> </ul>	
<p>I-70 E Project Update / Tony Devito, CDOT I-70 Project Manager</p>	<ul style="list-style-type: none"> <li>• We’ve had a busy final quarter and have a lot to brief you on.</li> <li>• CDOT determined that the best way to deliver the project is by a Design-Build-Finance-Operate-Maintain agreement.             <ul style="list-style-type: none"> <li>○ Released RFQ.</li> <li>○ Received 5 team applications.</li> <li>○ Will announce today the 4 teams moving into next phase.</li> </ul> </li> </ul>	

	<ul style="list-style-type: none"> <li>○ Will have more Telephone Town Hall outreach meetings in August 18-20</li> <li>● Recent inspections found failed cables on the viaduct but it's not a safety concern, rather another sign that the age of the structure beyond its useful life.</li> <li>● An IGA was completed with the City and County of Denver:             <ul style="list-style-type: none"> <li>○ \$37 million direct contribution</li> <li>○ \$47 million indirect contribution</li> <li>○ Denver will be a long-term partner on this, has waived roughly \$50 million worth of fees, and has agreed to a set right-of-way fee to avoid future legal issues.</li> <li>○ Working with the City for a double redundancy drainage system to avoid flooding issues.</li> </ul> </li> <li>● Funding Breakdown:             <ul style="list-style-type: none"> <li>○ Bridge Enterprise – \$850 million</li> <li>○ DRCOG – \$50 million</li> <li>○ SB228 – \$180 million</li> <li>○ Local – \$37 million</li> </ul> </li> <li>● Timeline:             <ul style="list-style-type: none"> <li>○ Currently working through the environmental process.</li> <li>○ Final EIS - 1/2016</li> <li>○ ROD - Summer 2016</li> <li>○ Final RFP - Spring 2016</li> <li>○ Start Construction – 2017</li> </ul> </li> <li>● Tony Devito will return to the STAC with periodic updates as the project progresses.</li> </ul> <p><b>STAC COMMENTS</b>  <u>Sean Conway</u>: How will the possible re-do of the National Western Complex impact this, if approved?  <u>Tony Devito</u>: There are a lot of projects in this part of the city, but we don't anticipate increased competition for labor given the different project types. We will continue as planned regardless of NWC decision.</p>	
<p>Presidential Challenge for Risk &amp; Resiliency /</p>	<ul style="list-style-type: none"> <li>● Colorado has experienced impacts from major events in the past 5 years and there is reason to believe that these may increase in the future.</li> </ul>	

<p>Johnny Olson, CDOT Region 4 and Iain Hyde, Colorado Recovery Office</p>	<ul style="list-style-type: none"> <li>• There are opportunities to learn lessons from past disasters and chances to incorporate resiliency into business development and other daily activities moving forward.             <ul style="list-style-type: none"> <li>○ Key goals: rebound, adapt, and thrive</li> </ul> </li> <li>• Resilience is a bottom-up, community based concept and needs to be flexible based on location; perspectives need to change and the state needs to advocate for communities.</li> <li>• The Colorado Resiliency Framework was adopted in May 2015 and seeks to empower communities. Sectors include:             <ul style="list-style-type: none"> <li>○ Economic</li> <li>○ Community</li> <li>○ Health &amp; Social</li> <li>○ Housing</li> <li>○ Watersheds and Natural Resources</li> <li>○ Infrastructure</li> </ul> </li> <li>• Project prioritization criteria were used to quantify benefits in different categories.</li> <li>• The Colorado Resiliency Working Group will continue work with focus on implementation.             <ul style="list-style-type: none"> <li>○ Annual operating plan, metrics, assessment, and reporting.</li> <li>○ Will pilot local resiliency programs with 3-4 eligible areas, with facilitation and support for local efforts.</li> <li>○ There is no national model for this yet.</li> </ul> </li> <li>• Colorado Resiliency Partnership Fund:             <ul style="list-style-type: none"> <li>○ PPP fund to provide a sustainable funding source for resiliency in the community development and disaster recovery processes.</li> <li>○ Leveraging limited public funds available for this effort.</li> </ul> </li> <li>• National Disaster Resilience Competition (by US Department of Housing and Urban Development):             <ul style="list-style-type: none"> <li>○ Phase I application submitted in March – CO selected as a finalist (along with 40 other applicants)</li> <li>○ Phase II application due October 27th</li> <li>○ Need to demonstrate needs and scope projects</li> <li>○ Projects should address multiple sectors</li> </ul> </li> </ul>	
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	<p><b>STAC COMMENTS</b>  <u>Sean Conway</u>: Did you say that there are 40 states as finalists?  <u>Iain Hyde</u>: There were 67 states, territories, and municipalities that applied - primarily states, but also a mix of others. They all have very different scopes of disaster and funding asks. We're one of the larger applicants.  <u>Johnny Olson</u>: We are bringing this to the STAC because we'll need to tie planning into this holistic approach, and it will be even more important in the future. Doing so will make us more successful in receiving grants and in delivering to the public.</p>	
<p>FMIS 5 Update / Jamie Collins, CDOT Office of Financial Management and Budget</p>	<ul style="list-style-type: none"> <li>• USDOT / FHWA are updating their financial software, impacting all 50 states and territories.</li> <li>• The update will occur at the end of their fiscal year in October, so CDOT won't be able to submit any authorizations or reimbursements during the period of 9/25-10/25.</li> <li>• Any projects going to ad in October or early November should ideally be submitted to OFMB by 9/11 in order to get through CDOT process and submitted to FHWA by 9/25.</li> <li>• We will keep you posted moving forward.</li> </ul> <p><b>STAC COMMENTS</b>  <u>Karen Rowe</u>: Are there any emergency procedures being developed for this?  <u>Jamie Collins</u>: FHWA is developing emergency procedures, but these may be on the scale of natural disasters, not just high priority projects.</p>	
<p>Other Business</p>	<p>The upcoming Freight Advisory Council Meeting will be held at the DRCOG offices on Thursday, July 30<sup>th</sup> from 1:00 PM – 4:00 PM.</p>	

## Transportation Commission August 19 - 20, 2015

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**Wednesday, August 19, 2015**

### **Program Management Workshop (Richard Zamora, Josh Laipply, Maria Sobota)**

See: <https://www.codot.gov/about/transportation-commission/current-agenda-and-supporting-documents/01-program-management-workshop-aug.pdf> for Transportation Commission (TC) packet information on this topic.

### **Purpose**

The Program Management Office (PMO) Workshop provides the TC with an update on the delivery of programs and significant projects. This month there is a focus on the Flood and Responsible Acceleration and Maintenance and Partnerships (RAMP) Local Agency Programs.

### **Discussion and Comments**

- It was explained that the graph depicting Cash & Federal Obligation Target Balance in the Program Management Update presentation was modified for clarity since the last TC meeting held in July 2015. This slide presents information comparing projected and actual expenditures by month for FY 2016, taking into account the Capital Construction Fund (Fund 400), Other Funds Cash Balance, Bridge Enterprise (BE) expenditures, and Federal Obligation Limit (Cash Equivalents). See the presentation in the Program Management Workshop packet.
- The Expenditure Performance Index (XPI) for July 2015 was .74, CDOT missed the target, but this figure represents the highest amount of expenditure in July since 2008. PMO office will conduct data analysis to determine why the target was not met. A majority of the work is currently under construction, so the PMO is optimistic about hitting the target next month. In July, CDOT spent \$77.8 million of the \$104.7 million expenditure target.
- The Chief Engineer noted that CDOT will be identifying the lead metrics needed to get ahead of the XPI and prevent not reaching the target. There is a framework for accountability in place to help meet future XPI goals. There is a lot of construction variability in summer months, but there is still a lot of the construction season left. In the winter months, the construction variability that impacts XPI is more stable.
- Projects that are under performing that will require TC action are US 287 Conifer to Laporte Bypass, and the Adaptive Signal Controls on US 85 and the US 34 Bypass – Greeley.
- A Commissioner asked why the US 287 project is more over budget compared to last year, after the project had undergone re-scoping. It was explained that there are several measures in place now (that were not in place for US 287) that will help to reduce the probability of this situation being repeated. Factors that contributed to the increase even though the project's scope was cut, included CDOT incurring additional expenses related to the re-design, and other factors including increasing costs due to inflation, local match issues, etc.

### **Budget Workshop (Maria Sobota)**

See <https://www.codot.gov/about/transportation-commission/current-agenda-and-supporting-documents/02-budget-workshop.pdf> for TC packet information on this topic.

### **Purpose**

This memorandum summarizes information related to fiscal year (FY) 2016-17 budget topics and timing, including:

- FY2016-17 budget process:
  - Introduction to CDOT budget process
  - Timeline
  - Revenue forecasts
  - Decision Items
  - Legislative Decision Item
  - Capital Development Committee project selection

### **Discussion and Comments**

- August is the month CDOT kicks off the budget cycle for fiscal year (FY) 17.
- A Commissioner noted concerns over the timing of the coordination of the revenue projections. The TC meets before the revenue forecasts come out, and asked how CDOT contends with this.
- The Chief Financial Officer (CFO) explained that CDOT does have numbers that they work with, but as information comes to the Department, the projections are updated. Surplus and deficits that occur are dealt with through the TC contingency.
- CDOT is building the tools to support cash management, and made some key hires that will now allow for increased transparency within the budget process.
- The Budget cycle for FY 17 kicked-off on July 9, the budget team has gone out to the Regions to discuss the formation of the FY 17 budget. It is important that people understand how the CDOT budget is created.
- A "Budget 101" presentation was provided to the TC and attendees. See Attachment B of the Budget Workshop packet.
- The CFO presented on the finalization of the FY16 budget. The roll forward requests of the FY 16 budget will occur at the regular TC meeting. These include TC contingency, and/or staff recommended initiatives.
- Maintenance Level of Service (MLOS) Priority Projects, Item 3 on the maintenance list, that includes paying the US 36 concessionaire an additional \$80,000 to adjust for inflation was a major concern. The Chief Engineer explained that this is how the contracting process works. Payments to adjust for inflation are not unusual.
- Concern was expressed by the TC regarding the proper oversight of Plenary Roads (the US 36 concessioner) to ensure that this entity is not taking advantage of CDOT in any way. It was also noted that performance measures on maintenance are areas where CDOT can hold Plenary Roads accountable.

**I-70 East RFP Joint Transportation Commission and Bridge Enterprise Board workshop (Tony DeVito)**

See: <https://www.codot.gov/about/transportation-commission/current-agenda-and-supporting-documents/03-i-70-east-rfp-joint-workshop.pdf> for TC packet information on this topic.

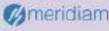
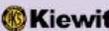
**Purpose**

Provide an update on the Request for Proposal Process for the I-70 East project.

**Discussion and Comments**

- A Commissioner had some questions about confusing wording in the Request for Proposal (RFP) that requires clarification.
- Four team were short-listed and deemed eligible to bid on the I-70 East project.
- CDOT will dedicate \$850 million to the project and will commit 50 percent of the available BE revenues, after debt service charges are covered, toward the project.
- A Commissioner expressed concern that there may not be enough BE funds available for bridge needs outside the Denver metro area for the 35 years of the project.
- One Commissioner feels strongly that regardless of how BE expenditures toward the project are decided, nothing in excess of 50 percent of BE funds should be spent on the I-70 East project.

The four teams that made the short list to bid for the I-70 East project are presented below.

Team	Equity Members	Lead Contractors	Lead Engineers	Lead Operators
Front Range Mobility Group	   	  	 	  
Kiewit/Meridiam Partners	 		 	
5280 Connectors	 	 		
I-70 Mile High Partners	 	 	  	 

## **Thursday, August 20, 2015**

### **Roll Call**

- All Commissioners were in attendance

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

- None

### **Comments of Individual Commissioners**

- Commissioners welcomed and congratulated new leadership – Maria Sobota as the new CFO and Paul Jesaitis as the new Region 1 Regional Transportation Director (RTD)
- Mike Cheroutes was recognized for his service as the High Performance Transportation Enterprise (HPTE) Director.
- The passing of CDOT employee, Scott Ellis, was observed, and condolences were conveyed.
- Commissioner Heather Barry was welcomed back to the TC by Commissioners.
- Commissioners had received many complimentary comments from their constituents, and a thank you was dispensed to CDOT staff for their support on various work conducted throughout the state.
- Bustang was mentioned as being very successful, especially out in the west in terms of ridership and demand for service increases. A thank you to all involved in implementing Bustang was conveyed.
- Looking into linking Bustang to Colorado State University transit somehow.
- Various meetings attended by TC members were highlighted that serve as a good tool to continue to communicate the need for more transportation funding.
- A combination meeting of the Ports to Plains and the Heartland Expressway was held that highlighted Nebraska's investment on these corridors that surpass investments by CDOT.
- Would eventually like to see the Statewide Travel Model used to see how to potentially move traffic off of I-25 North and use these eastern facilities to their full capacity.
- During emergency response to rockslides that occurred in Region 3, CDOT and Commissioner worked on how to message need for more dollars for transportation.
- Animas River is improving in Durango, and Red Mountain Pass project is impressive to see, but should be avoided due to road work occurring.

### **Executive Director's Report (Shailen Bhatt)**

- Reiterate the Animas River is improving
- Recognized Mike Cheroutes for his work as HPTE Director, and announced that Mike will remain at CDOT in a part-time capacity for a while, until a replacement is found. CDOT is conducting a national search to fill his position.
- Spoke of the loss of Scott Ellis and expressed his condolences.
- Technology Summit that CDOT will host is occurring on October 28<sup>th</sup> to bring in private industry to discuss technology and transportation. Anthony Foxx, U.S. Secretary of Transportation, will be the key note speaker.

### **Chief Engineer's Report (Joshua Laipply)**

- Recognized loss of Scott Ellis and his great work on getting US 34 back open after the 2013 Floods
- Welcomed and congratulated Maria and Paul
- Congratulated and recognized Johnny Olson, RTD Region 4, for bringing in Union Pacific Railroad into the US 85 Coalition

### **High Performance Transportation Enterprise (Michael Cheroutes)**

- Offered a thank you for his recognition and recognized his staff as key contributors to his success
- High Performance Transportation Enterprise (HPTE) Board met yesterday and:
  - Kicked-off the tolling regime for Peak Period Shoulder Lane on I-70 project.
  - Adopted an open records policy, recommended by Audit. This will result in CDOT being a national leader in terms of the level of transparency.

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

- Discussed American with Disabilities Act (ADA) and 25-year anniversary.
- ADA training course is occurring in Durango, CO.
- Attendees will experience using a wheelchair to gain perspective on infrastructure available or lacking for access. Course is full.
- CDOT is currently a national leader in creating an inventory of ADA facilities
- An ADA transition plan is underway and Colorado still has gaps to fill and needs to identify where to start, how to invest, and move forward with implementing the plan.
- Also working with Metropolitan Planning Organizations (MPOs) on this, as they need to comply with ADA.
- Recommend to remind Transportation Planning Regions (TPRs) of the need for ADA improvements too.

### **Act on Consent Agenda – Approved unanimously on August 20, 2015.**

These were the resolutions approved as part of the consent agenda:

- Resolution to Approve the Regular Meeting Minutes of July 16, 2015 (Herman Stockinger)
- Resolution to Approve the Repeal of Policy Directive 805.0 "Work Zone Safety and Mobility" dated 10.16.08 (Ryan Rice)
- Resolution to Approve the Repeal of Policy Directive 1222.0 "Driving Record and License Requirements" (Kevin Furman)
- Resolution to Approve the Disposal of parcels 3A-EX and 3b-EX, SH 285, Englewood (Paul Jesaitis)
- Confirmation of CDOT Divisions (Herman Stockinger)
- Additions to FY 16 Maintenance July Project List (Kyle Lester)

### **Discuss and Act on the 2nd Budget Supplement of FY 2016 (Maria Sobota) – Approved unanimously on August 20, 2015.**

- **Region 4** - \$7,833,509–**RAMP Public-Public Contingency Fund**- Increase RAMP funding approved for project #4-20 North College / US 287 Conifer to LaPorte Bypass.
- **Region 4** - \$146,448–**RAMP Operations**- Increase RAMP funding approved for project #4-41/4-13 Adaptive signals on US 34 Bypass and US 85 in Greeley. Project budget will increase from \$1,250,000 to \$1,396,488 combined cost for project award.
- **Region 3** - \$1,500,000–**Transportation Commission Contingency Reserve**-SH 13 at Mile Post 30.5- Failure of Mechanically Stabilized Earth retaining wall, due to heavy rainfall and elevated ground water conditions.

### **Discuss and Act on FY 2015 Roll Forward Request– Approved unanimously on August 20, 2015.**

#### **Action**

- The TC is being requested to approve a \$3.64 million roll forward for MLOS priority projects.



August, 2015

## **DRIVE ACT and Colorado's Success**

On July 30, the Senate passed two important pieces of legislation. On a 65-34 vote (including both of Colorado's Senators supporting) the Senate passed a six year (with three years of funding) federal transportation authorization bill known as the DRIVE Act. Just prior to that action, the Senate passed a three month extension of the MAP-21 that had been passed by the House the day before, funding transportation until October 29. That bill was signed by the President on July 31.

While CDOT hopes a final six year authorization bill will be negotiated between the House and Senate, we are pleased with the progress the Senate made. We especially applaud both Senator Bennet and Senator Gardner for their strong bi-partisan work on behalf of Colorado on the DRIVE Act. In the week leading up to the Senate's DRIVE Act vote, both of Colorado's Senators were prepared to buck their party's position on the bill to either support/oppose the legislation based on specific Colorado impacts, and worked hard to ensure Colorado fared well. In the end, they both supported the DRIVE Act because it contains a number of significant priorities for Colorado promoted by CDOT and our congressional delegation. Among CDOT's legislative priorities were:

1. Preserve the TIFIA program. At first review of the DRIVE Act, CDOT was particularly concerned with the reduction in funding for the TIFIA program. TIFIA is a low interest federal loan program, and it is helping us finance improvements on U.S. 36. Colorado has two other projects, I-70 East and C-470 where we hope to tap into several hundred million dollars of TIFIA loans to help finance those projects in the next year, and waiting in the wings for an opportunity is North I-25, which remains a key priority corridor for the state. With over \$400 million in potential loans on the horizon for Colorado alone, CDOT worked hard with Senator Gardner who expressed our concerns to Majority Leader McConnell. Several weekend phone calls between Executive Director Bhatt, Senator Gardner, and officials from the USDOT's TIFIA program, along with funding changes to the TIFIA program in the bill, provided assurances that when Colorado was ready with TIFIA applications for those projects, TIFIA would consider our three projects as high priority. It is important to note that while TIFIA generally provides about 1/3 of a project's funding "up front" the funds must be paid back and therefore there must be a revenue source to pay for the project over time (such as toll revenues). Both Senator Gardner and Senator Bennet considered the need to eventually help finance North I-25 with TIFIA loans when they chose to lend their support and aye vote to the DRIVE Act.
2. Freight Program: CDOT is excited to see a new freight program that includes a provision to take into account rapidly growing states like Colorado. A funded freight program as approved in the DRIVE Act could bring about \$150 million dollars to Colorado over the life of the Act for key freight corridors across the state.
3. Intelligent Transportation Systems: As CDOT strives to become the best DOT in the nation, one of our focus items is technology. We have exciting improvements planned for Colorado's roadways in the technology area, and our Senators worked hard to give Colorado the opportunity to become a national leader in the deployment of technology on our highways by including in the DRIVE Act a competitive grant program that focuses on the deployment of vehicle-to-vehicle and vehicle-to-infrastructure technologies. CDOT would like to initiate a pilot program to test the feasibility of these technologies on both I-70 and I-25.
4. Transit: Our Senators also worked hard to include changes to the transit formula accounts with the inclusion of the Bus and Bus Facilities Account and a change in the Bus Rapid Transit definition (restoring language similar to that of SAFETEA-LU) to allow federal funds on new BRT routes in mixed-traffic facilities used in Colorado and other western states.



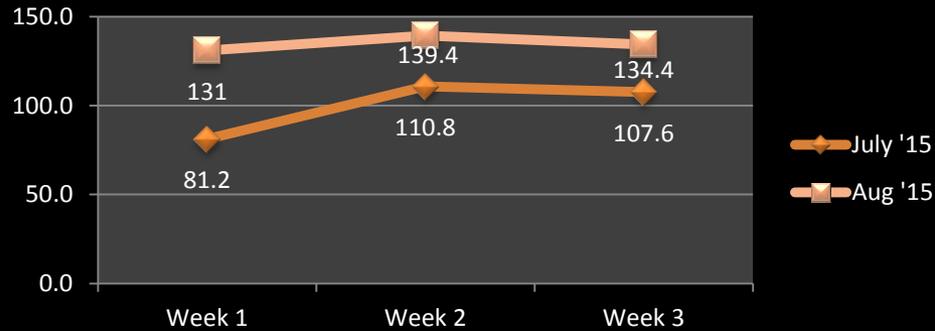
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## JULY SUMMARY

- **Operated 15 days in July**
  - 36,922 revenue miles
  - 3,867 passengers
- **Direct Expenses - \$157,086**
- **Revenue - \$34,080**
  - Web/Mobile Tickets - \$16,019
  - Farebox Cash - \$18,061
- **July Farebox Recovery - 22%**



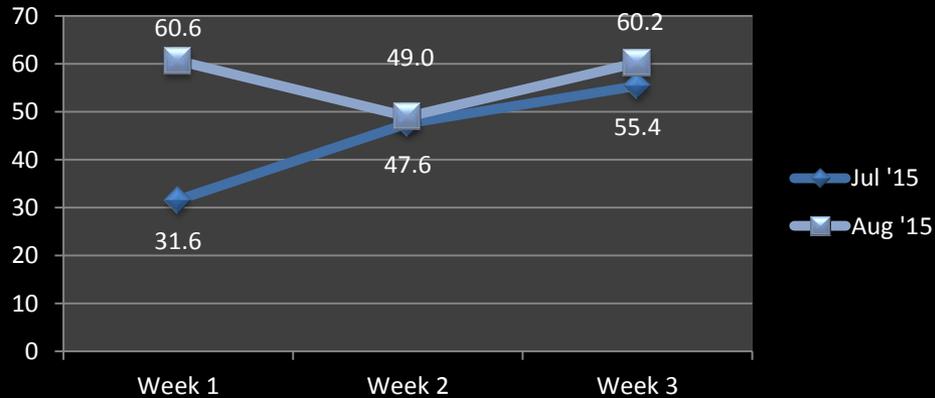
### South Route Avg Daily Passengers July vs August



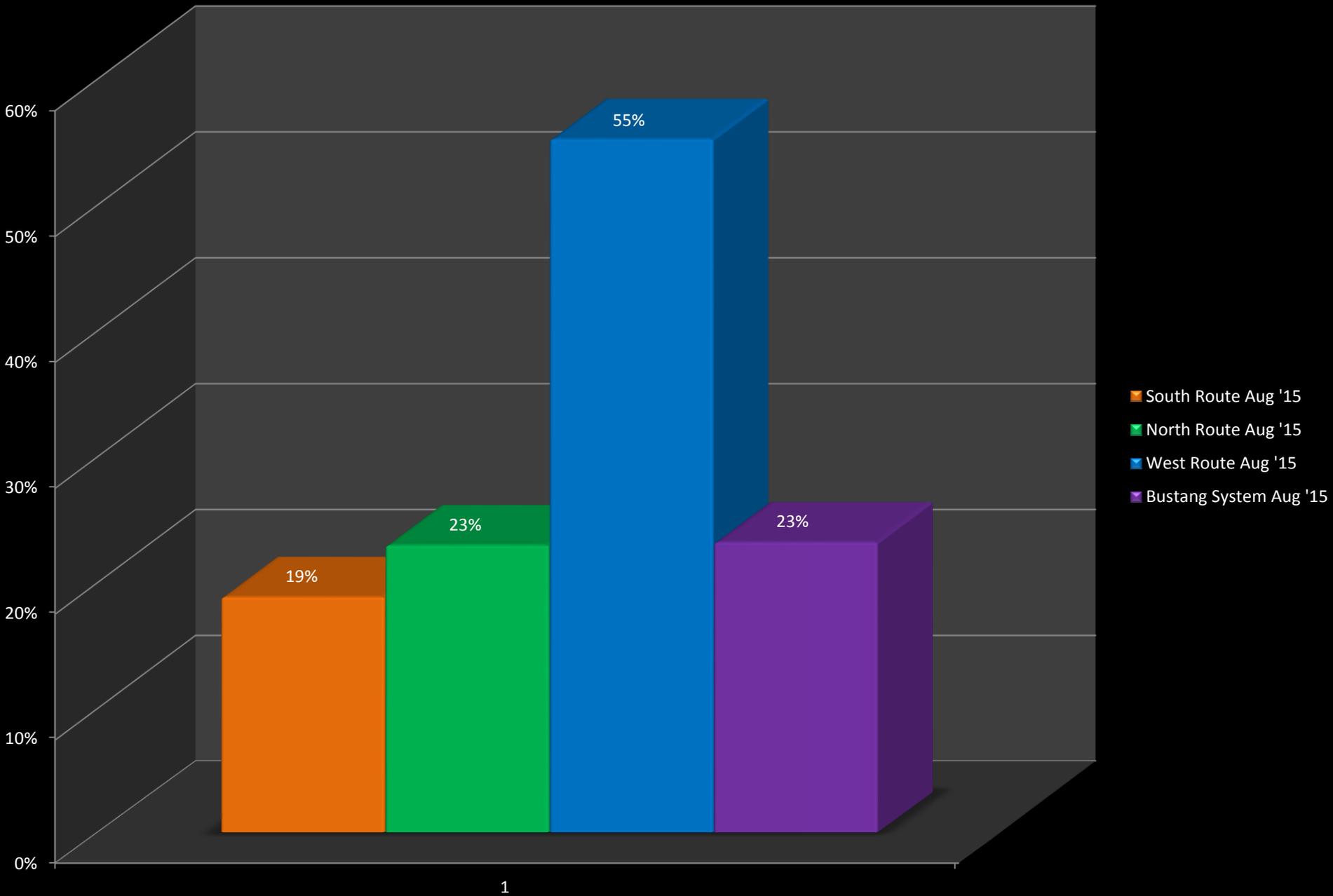
### North Route Avg Daily Passengers July vs August



### West Route Avg Daily Passengers July vs August



# Load Factor August 2015





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## SOCIAL MEDIA/ MARKETING

- **548 Facebook Likes**
- **132 Twitter followers**
- **Bustang Web Site Analytics for July**
  - 1,000 hits/day
  - 72% (2894) were new to the site
  - 30% leave site after viewing homepage
  - Avg. 3.4 pages are viewed
  - Avg. viewer spends 3.53 minutes in the site



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## TOP COMMENTS

- 1. Requests for Weekend Service**
- 2. Requests for DIA Service**
- 3. Requests for Castle Rock Stop**
- 4. Requests for Longmont/Carbon Valley**
- 5. Requests for morning commute departures from Fort Collins DTS**
- 6. Requests for reverse commute to Loveland/Fort Collins and Colorado Springs**
- 7. Requests for Clear Creek County Stop**