



COLORADO

Department of
Transportation

**Statewide Transportation Advisory Committee (STAC)
February 23, 2018
9:00 AM – 12:00 PM
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 January Meeting Minutes** – Vince Rogalski
- 9:10-9:20** **Transportation Commission Report (Informational Update)** – Vince Rogalski
- Summary report of the most recent Transportation Commission meeting.
- 9:20-9:35** **TPR Reports (Informational Update)** – STAC Representatives
- Brief update from STAC members on activities in their TPRs.
- 9:35-10:05** **Federal and State Legislative Report (Informational Update)** – Herman Stockinger & Andy Karsian, CDOT Office of Policy and Government Relations (OPGR)
- Update on recent federal and state legislative activity.
- 10:05-10:20** **Break**
- 10:20-10:40** **National Highway Freight Program Project Selection (Informational Update)** – Jason Wallis, Division of Transportation Development (DTD)
- Overview of project selection process of for the National Highway Freight Program.
- 10:40-11:00** **FY 19 CDOT Budget Update (Informational)** – Louie Barela, Division of Accounting and Finance (DAF)
- Updates to the FY 2018-19 Annual Budget ahead of final March adoption by the Transportation Commission.
- 11:00-11:30** **Development Program Update (Discussion)** – Tim Kirby, DTD and Michael Snow, Division of Transit and Rail (DTR)
- Update on the Highway Capacity element of the Development Program.
 - Discussion of Transit element of the Development Program.
- 11:30-11:50** **Statewide Travel Demand Management Plan (Informational)** – Lisa Streisfeld, Transportation Systems Management & Operations (TSM&O)
- Overview of the Statewide Travel Demand Management Plan - Phase 1.
- 11:50-11:55** **Model Traffic Code Update (Informational)** – Charles Meyer, Traffic and Safety Engineering
- Announcement of CDOT's update to the Model Traffic Code.
- 11:50-12:00** **Other Business-** Vince Rogalski, STAC Chair
- 12:00** **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
January 26th, 2018**

Location: CDOT Headquarters Auditorium
Date/Time: January 26th, 2018, 9:00 a.m. - 12:00 p.m.
Chairman: Vince Rogalski, STAC Chair
Attendance:

In Person: Vince Rogalski (GV), Michael Yohn (SLV), Terry Hart (PACOG), Andy Pico (PPACG), Norm Steen (PPACG), Peter Baier (GVMPO), Roger Partridge (DRCOG), Doug Rex (DRCOG), Elise Jones (DRCOG), Sean Conway (NFRMPO), Becky Karasko (NFRMPO), Gary Beedy (EA), Trent Bushner (EA), Thad Noll (IM), Heather Sloop (NW), Chuck Grobe (NW), Jim Baldwin (SE), Walt Boulden (SC), Bill Haas (FHWA), Transportation Commissioner Kathy Gilliland, CDOT Executive Director Mike Lewis.

On the Phone: Stephanie Gonzeles (SC), Dean Bressler (GVMPO), Myron Baker (Ute Mountain Ute), Adam Lancaster (CFR), Transportation Commissioner Sindy Zink.

Agenda Item / Presenter (Affiliation)	Presentation Highlights	Actions
Introductions & December Minutes / Vince Rogalski (STAC Chair)	<ul style="list-style-type: none"> • Review and approval of December STAC Minutes without revisions. 	<i>Minutes approved.</i>
Transportation Commission Report / Vince Rogalski (STAC Chair)	<p>Presentation</p> <ul style="list-style-type: none"> • <u>Transportation Commission</u> <ul style="list-style-type: none"> ○ The TC discussed the potential Ballot Initiative and recognized that having STAC review the potential list after the TC is not the preferred process, although it was necessary in this case. • <u>HPTE</u> <ul style="list-style-type: none"> ○ The HPTE has a new Board Member – Anastasia Khokhryakova, an experienced public finance attorney with Ballard Spahr LLP. 	No action taken.

<p>TPR Reports / STAC Representatives</p>	<p>Presentation</p> <ul style="list-style-type: none"> • <u>DRCOG</u>: Thanks to Mike Lewis for attending DRCOG’s last meeting; passed 2018 safety targets as required; Way to Go team working on the first ever Sstatewide Winter Bike to Work Day on February 9th; still figuring out the process on how to manage the next TIP - always a spirited conversation around that; the organization “Counties & Commissioners Acting Together” is lobbying at the Capitol and one of their focus areas is transportation. • <u>GVMPO</u>: Additional planning has been made possible by the lack of snow, in particular on US 6.; kicked off design on next phase of I-70B (1st & Grand intersection area). • <u>NFRMPO</u>: \$248 million design-build contract for North I-25 express project has been approved as of January, a tremendous amount of work and much appreciated, especially Johnny Olson’s role, construction will begin this year and be complete by 2020, \$57 million of local contributions (which is more than any other project we’re aware of) kudos especially to Tom Donnelly, Gerry Horak, and Kathy Gilliland for their roles in the project; this is 50 years ahead of the forecast schedule and a great demonstration of what can be accomplished when we all come together and focus on the goal, not the other people in the room. Kicked off the 2045 transportation planning element; US 34 PEL is progressing as well; Suzette Mallette is the interim director of NFRMPO while we search for a new Executive Director. • <u>PACOG</u>: The Pueblo West connector project is moving along well; happy to have Mike Lewis in attendance at our TPR meeting last weekend. • <u>PPACG</u>: A new Executive Director (Rick Sonnenburg) has been hired and will start on February 20th, he has experience with COGs and is currently working in Maryland; Norm Steen is the new Chair of PPACG; had a good discussion on SB 1 at the Capitol this morning; CCI is in town to lobby at the Capitol and Norm Steen is also the Chair of the CCI Transportation Steering Committee. • <u>Central Front Range</u>: <i>No update provided.</i> • <u>Eastern</u>: Held TPR meeting last week, discussed the 10-Year Development Program, specifically the perception that funds are being shifted away from SH 71 and US 287 and towards I-25 and I-70 and how we can continue to support local economies while still meeting those large statewide needs. 	<p>No action taken.</p>
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- Gunnison Valley: Construction over for the season so there are no delays on US 50 at the moment; in the spring we will concentrate on Blue Creek Canyon, getting things in line for construction starting in 2020.
- Intermountain: Held TPR meeting last week, with a focus on funding issues like SB 1, the potential Ballot Initiative, etc., recognition that we don't know what would come out at the end of this process, but be sure that we know what projects we want, what we would do with any local money that might be included, and expressing the importance of these items to the public so that we're ready to act if and when the funds become available.
- Northwest: Nothing much to report; TPR meeting will be held next month, Steamboat Springs recently got 15 inches of snow.
- San Luis Valley: Very mild winter in the Valley so far, snow removal on two storms very easy; there is a hole in terms of radar coverage in the high Valley and CDOT has partnered with others to install a radar station at the airport, which we appreciate.
- South Central: Held a TPR meeting yesterday, like others we discussed funding issues, also getting things in place for a SH 12 PEL meeting.
- Southeast: Continuing work on downtown Lamar project, not much else to report.
- Southwest: *No update provided.*
- Upper Front Range: *No update provided.*
- Southern Ute Indian Tribe: *No update provided.*
- Ute Mountain Ute Indian Tribe: *No update provided.*
- CDOT Director Mike Lewis:
 - I wanted to provide a brief update on the Department's outlook in terms of new project advertisements.
 - The dollar amount of new project ads has gradually been decreasing in recent years as we spend down the excess RAMP funds.
 - In FY17-18 we are close to our \$400 million yearly target, while in FY18-19 we anticipate reaching \$653 million.
 - Note that without the anticipated SB 267 and general fund surplus dollars we would be further below that target (around \$218 million), which highlights the importance of sustained, predictable funding for CDOT beyond these highly variable and temporary fixes.
 - Despite the decrease in new projects going to ad, our cash expenditures are remaining steady year-to-year.

	<p>STAC Discussion</p> <ul style="list-style-type: none"> • <u>Thad Noll</u>: It's a double-edged sword – if we put fewer projects out to ad then we lose some capacity in the contractor community, and later when we have more money there are fewer available bidders. We also want to keep spending money to prep projects so they're ready to go when money arrives, but if nothing does we get criticized for not putting more of it out on the roads in the first place • <u>Josh Laipply</u>: This emphasizes the point that stable funding sources are really important so that we don't have to deal with year-to-year adjustments in what we are able to fund. • <u>Gary Beedy</u>: Legislators need to understand that point much better than they do right now – a steady income source keeps the competition among contractors more predictable and is more efficient overall. • <u>Mike Lewis</u>: And just to drive that point home even more – without the inclusion of SB 267 and the anticipated General Fund infusion this year (neither of which was guaranteed or expected) we would be in an even more serious position in terms of ads this year. • <u>Commissioner Sidney Zink</u>: I've heard that the water community is discussing potentially putting transportation and water funding issues together on the ballot and I'd like to know whether that's something being considered and whether or not we think it would be a good idea. • <u>Sean Conway</u>: Yes, those discussions are ongoing within the South Platte River Commission and personally I think that it makes a lot of sense to link the two issues. People know more about transportation because they experience it more directly, but water is also an important statewide priority as expressed by the Governor. • <u>Herman Stockinger</u>: I haven't heard any specific discussion on that just yet, but our position is that we want to build and maintain transportation projects and if we can do that in partnership with others then we're happy to do so, as long as we get our funding as well. 	
<p>Federal and State Legislative Report / Herman Stockinger and Andy Karsian (CDOT Office of</p>	<p>Presentation</p> <ul style="list-style-type: none"> • <u>State</u> <ul style="list-style-type: none"> ○ Hands-Free Electronics Mandate (SB 49) and Primary Seat Belt Law (SB 53) both failed in the Senate following party-line votes in the State Affairs Committee. 	<p>No action taken.</p>

<p>Policy & Government Relations)</p>	<p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Mike Lewis</u>: To the previous point about planting seeds, it is vitally important to keep pounding this drum. We've all seen the statistics and they will continue going up until we do something. Data is clear that a primary seatbelt law will increase seatbelt usage and decrease fatalities. I personally am a survivor of a 60 mph rollover crash and would not be here without a seatbelt. • <u>Doug Rex</u>: The evidence cannot be disputed, and I echo the Executive Director comments. Can you explain the reasoning of the opposition? • <u>Andy Karsian</u>: During the discussion of the bill there was no voiced opposition to the measure and all of the audience in the room expressed support, and then the committee members voted it down. It was a similar story with both measures. • <u>Thad Noll</u>: I continue to be baffled by this – everyone in the state is aware of the safety issue and expresses the goal of zero deaths, and yet we have a Legislature that refuses to take any meaningful action in this space. What is going on? • <u>Andy Karsian</u>: Consistently we find that 60% of the public is in support of a primary seatbelt law, and we expect that support is even higher for a distracted driving law, yet for political reasons the representatives feel that they cannot publicly support it. We need broad, vocal public support for this so that they know they can safely vote for it. • <u>Sean Conway</u>: I thought that we already had a seatbelt law in the state. What is the difference here? • <u>Andy Karsian</u>: We have a law stating that anyone under 18 must wear a seatbelt or be in a car seat. Passengers over 18 are supposed to use seatbelts but you can't be pulled over primarily for that reason. You can be fined if pulled over for another reason, but not for a lack of seatbelt alone. • <u>Mike Lewis</u>: All the evidence from other states shows that introduction of a primary seatbelt law improves usage and decreases fatalities. People are fundamentally law-abiding, but you have to give them a reason to do the right thing. <p>Presentation</p> <ul style="list-style-type: none"> • Senate Bill 1 funding discussions are also underway: <ul style="list-style-type: none"> ○ Would dedicate 10% of sales and use tax revenue to transportation (approximately \$300 million based on last year's budget). ○ Rural / Urban split of 25% / 75% 	
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- Highway / Transit split of 90% / 10%
- Like previous proposals, SB 1 would use tax revenues to bond for major projects.
- SB 1 would also repeal SB 267.
- A few amendments currently under consideration would:
 - Specify percentage of dollars that could be spent on maintenance.
 - Define time period for spending funds.
 - Specify that CDOT cannot disqualify project vendors based on level of previous experience with a given type of project.

STAC Comments

- Roger Partridge: If SB 267 is repealed, wouldn't that give us an extra \$50 million from CDOT's budget (currently coming out of Asset Management) and \$100 million from the General Fund?
- Andy Karsian: That's accurate.
- Roger Partridge: This bill is going to die, but there are elements in this that might be carried through in other proposals moving forward. Also I think we need to recognize that while raising the gas tax is probably the best solution, unless it's a very big increase there will need to be some bonding element that we will have to accept as part of any successful proposal.
- Sean Conway: We all know from last year's experience that there might not be any clarity on this until the very last minute. Presumably SB 1 will pass the Senate and die in the House, and the House will pass something else that can't make it in the Senate. How can we position ourselves for some potential compromise by the end of this?
- Andy Karsian: I agree with your general assessment and I think that the best opportunity might be something out of the Joint Budget Committee (JBC) protecting the \$100 million anticipated from SB 267 in the immediate future and then some face-saving compromise that allows both parties to consider it a win, albeit with a much smaller dollar amount (maybe \$150 million).
- Sean Conway: So as a group that may have contacts with members of the JBC, we should be bending their ear about our desire for that sort of compromise even if it's not perfect for everyone.
- Trent Bushner: We are still talking about temporary, variable fixes. I'm sick and tired of hearing that this tax or that tax doesn't poll well – without a guaranteed funding source that isn't tied to the economy we can't really do anything in the long-term. We need to stop talking about this bill or that bill

	<p>and actually get out there and sell the need for a tax increase to the voters of Colorado.</p> <p>Presentation</p> <ul style="list-style-type: none"> • <u>Federal</u> <ul style="list-style-type: none"> ○ A leaked version of the White House’s infrastructure proposal includes: <ul style="list-style-type: none"> ▪ \$200 billion in federal funds ▪ \$800 billion in leveraged state, local, and private funds ▪ 10-year timeline ▪ Roughly a 50% increase in current federal funding levels, but source not identified ▪ ½ of funds would be competitive, the other ½ formula-based ○ A more detailed plan is anticipated by the end of February and will be discussed at STAC when available. <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Sean Conway</u>: There are some reasons to think that this may go somewhere, for instance Committee Chair Bill Shuster is retiring and very motivated to get something done this year. Also it is clearly a priority for the Administration, the question is where the funds will come from. • <u>Commissioner Kathy Gilliland</u>: One point to add here is that the \$200 billion in federal funds is for <i>all</i> infrastructure, not just transportation. It’s such a broad category and will whittle down the amount available for transportation, limiting what we can really do if this money becomes available. 	
<p>FTA 5311 Funding Distribution Methodology / Nate Vander Broek (CDOT Division of Transit & Rail)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • FTA 5311 funds (roughly \$8 million per year) are used to support transit operations statewide, and as the number of providers has grown a new distribution system has become necessary. A TRAC Subcommittee was formed to explore options. • Last year the TC approved a 1-year trial of the newly developed methodology but expressed concerns about the approach, asking the Subcommittee to keep working towards a better solution. • In November 2017, FASTER Transit funds were made available for operational uses, adding \$2 million additional dollars to the overall pot (a roughly 25% increase). 	<p>No action taken.</p>

- CDOT will use the \$2 million in FASTER funds to create a new Equity Pool, to be distributed to agencies based the following transit dependency factors drawn from census data:
 - Number of disabled individuals
 - Number of older adults
 - Number of low-income individuals
 - Number of zero-vehicle households
- TRAC has expressed comfort with the updated approach and recommends another review in 1 year.
- DTR seeks a STAC endorsement ahead of a planned workshop with TC in February, looking towards TC approval in March.

STAC Comments

- Thad Noll: As I have said before, I like the methodology of giving a larger percentage of dollars to smaller transit agencies. That said, when we look through the lists of the agencies you tend to see big losers and big winners, which is more disruptive than it needs to be. How can there be more dollars available but also larger decreases in funding for some agencies? Also, using the size categorization it seems to disincentivize agencies from growing because when they do they will receive a big financial hit. I'm not sure how to address that, but it seems like we need to find a solution.
- David Krutsinger: Without the \$2 million those cuts would have been larger, so it is offsetting that.
- Thad Noll: I don't understand the demographic piece – are you calculating based on where people live, or who the riders are? How can Breckenridge be getting more money for relatively wealthy people while Summit Stage loses money for serving lower-income people?
- Josh Laipply: I think we need to recognize that the system up until now has been unconcerned with ensuring equity, so as we try to adjust for that we are going to create winners and losers. There is also a philosophical discussion about whether our goal with these limited funds is to support the best business case (that moves the most people and stimulates the economy) or is it to provide equal access to those with the least opportunity or available service.
- Gary Beedy: I also have concerns on this list seeing relatively small counties getting big increases while other don't, and I think we need a better explanation of how those determinations were made.

	<ul style="list-style-type: none"> • <u>David Krutsinger</u>: I understand your concern and I think we should note that based on the transition plan an increase of \$100,000 (small as it is) would occur over a 5-year period, so it's not as large a change as it seems at first. • <u>Norm Steen</u>: Could you talk about the backfill issue? • <u>David Krutsinger</u>: Last year the TC approved a 5-year backfill on these funds to help increase certainty for transit agencies to plan for the future, and if SB 267 remains in place then it's enough for 10 years. This is the highest level of certainty that these agencies have ever had in terms of transit funding, which helps them to be more efficient in their planning and capital investments. • <u>Vince Rogalski</u>: The big decrease in this methodology comes in Year 6, and the biggest loser is Durango Transit. They are on the Subcommittee, they understand the challenge ahead, and they have agreed to work with it. So that was a big impetus for us to support this approach. • <u>Gary Beedy</u>: How have you accounted for anticipated minimum wage increases in the coming years? • <u>David Krutsinger</u>: We have looked at that and many of the small agencies have told us that without this \$2 million Equity Fund they would be forced to convert their drivers from full-time to part-time and drop their benefits, so this is a lifesaver for those employees. • <u>Walt Boulden</u>: From the perspective of someone in one of those smaller communities I think the equity piece is extremely important since a lot of those trips are for medical services in the larger cities. • <u>Norm Steen</u>: Is the distribution fixed for all 5 years, or will you recalculate based on the formula each year? • <u>David Krutsinger</u>: It will be adjusted if the budgets and/or demographics change significantly within the 5-year period. 	
<p>National Highway Freight Program / Jason Wallis (CDOT Division of Transportation Development)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • There are \$16.2 million available in NHFP funds for FY18 and 20 project applications have been submitted for consideration. • CDOT staff have developed evaluation criteria in the areas of Freight Safety, Freight Mobility, and Truck Parking (among others) for scoring potential freight projects. • The STAC, Freight Advisory Council (FAC), and industry peers will all independently score the projects to develop a consensus from differing perspectives. 	<p>No action taken.</p>

	<ul style="list-style-type: none"> • Once an overall list is created, individual projects will be considered based on available funds, geographic equity, project readiness, and other measures. • STAC members will receive application materials on January 26th and have until February 9th to review. A final proposed project list will be submitted by staff to the STAC on February 23rd. <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Gary Beedy</u>: Will these projects be included in the Freight Plan? • <u>Jason Wallis</u>: Yes, we will amend the existing plan to keep these specific projects up to date in that document. • <u>Norm Steen</u>: Would these appear in the Development Program or elsewhere? • <u>Debra Perkins-Smith</u>: It would probably depend on the size – larger projects are recorded in the Development Program whereas others that are smaller (or represent one component of a larger project) would not merit inclusion. It will depend on which applications are selected. 	
<p>Potential 2018 Ballot Measure / Debra Perkins-Smith (CDOT Division of Transportation Development) and Herman Stockinger (CDOT Office of Policy & Government Relations)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • CDOT staff are continuing to support potential Ballot Measure sponsors on a draft project list using a fiscal constraint target of \$6.2 billion. Funding categories are broken out as follows: <ul style="list-style-type: none"> ○ Base Projects = \$5,743,927,000 ○ Fiber & Technology = \$100,000,000 ○ ADA Sidewalk Improvements = \$61,000,000 ○ Statewide Safety Shoulders / Rest Area Restoration / Small Freight Projects & Truck Parking / Wildlife Crash Mitigation = \$219,300,000 ○ Additional Region 1 Projects (in lieu of above statewide pools) = \$120,000,000 • The final Ballot Measure could vary significantly from the current version so we will need to remain flexible as the discussions continue. • We expect there will be a multimodal element included but will likely leave it to each region of the state to determine what “multimodal” means to them. • There will likely be some local match required that accounts for community size to ensure equity. • Some included projects are phased to better adapt to different potential fund totals. 	<p>No action taken.</p>

STAC Comments

- Norm Steen: How would we adjust this \$6 billion list if there is no ballot but \$3.5 billion through SB 1? Or any other amount for that matter?
- Herman Stockinger: We would work with our stakeholder partners to redline the full list, ensure that any proposed changes are understood and endorsed by the STAC, and then go back to the TC for approval on a new list.
- Elise Jones: Why would the match requirement be different for multimodal projects versus highway projects? That seems like a disincentive to be multimodal when we should be doing the opposite. I would also suggest adding language to say that the base project funds in R1 can be used for safety projects even though they have \$0 listed in the safety-specific column.
- Herman Stockinger: I think the reasoning on the multimodal match, from the perspective of the sponsors, is that they might dedicate 15% to transit projects and having a higher match there would encourage local communities to stretch those dollars further.
- Doug Rex: I would also disagree with scaling match levels based on community or agency size, since some of those larger agencies arguably have a much greater multimodal need.
- Heather Sloop: Will our TPR have an opportunity to provide additional input on this list or have we missed the boat?
- Herman Stockinger: The TC has adopted this list for now but there will be ample opportunities for further discussion and input from the TPRs. It's likely that a ballot list would not formally manifest itself in a Blue Book until August, so you should have until that point.
- Mike Lewis: I would strongly suggest that you coordinate closely with RTD Dave Eller on that process to ensure alignment throughout Region 3.
- Peter Baier: You might want to take a look at the timing on some of these to be clear with the public about *when* they can expect these projects so that the voters see the results sooner rather than later.
- Joshua Laipply: That's a very good point and we need to find the right balance between getting the projects out there on the road quickly without overloading ourselves in one year and driving up the costs unnecessarily. You can't do \$5 billion in the first year but you can try to frontload to a reasonable degree. That said, we will clarify on the sheet to avoid that confusion.

	<ul style="list-style-type: none"> • <u>Gary Beedy</u>: I would like to capture the total corridor need on some of these so that it's clear that the ballot doesn't entirely solve the problem (even if it is a big piece). • <u>Thad Noll</u>: Do we anticipate any specific transit projects being called out on the list? • <u>Herman Stockinger</u>: I would give that 50/50 odds at this point – last week I would have said no, this week I would say likely yes. Things are continuing to develop. • <u>Vince Rogalski</u>: Does the STAC want to approve this as a draft list? • <u>Elise Jones</u>: I think given the tentative nature of this and some folks' desire to run this by their TPRs, I would suggest we wait until there is more clarity before approving and/or endorsing anything in particular. 	
<p>10-Year Development Program Update / Debra Perkins-Smith (CDOT Division of Transportation Development) and Michael Snow (CDOT Division of Transit & Rail)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • We have been planning to update our Development Program on a regular basis, but the Ballot Initiative discussion has sidetracked things a bit. • As a reminder, the Development Program is a list of large projects that lack an identified funding source, many of which are multi-phase. The Development Program serves as a starting point for developing funding-specific project lists such as the Ballot Initiative, so we try to keep it as current and comprehensive as possible. • CDOT staff have developed a working draft for an updated Development Program with newly added projects as well as new project categories such as Asset Management, TSMO, RoadX, and Transit (among others). • Staff are not requesting feedback today, but in the coming months we would like to work this draft list through STAC and then bring it to the TC for approval when ready. • We would also like to know if you think it's appropriate to post this working draft Development Program document on the CDOT website at this time or would prefer to refine it further before doing so. <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Doug Rex</u>: Would the transit Development Program list be included on the website as well? • <u>Debra Perkins-Smith</u>: Let's talk about the general Development Program first and then move on to transit. • <u>Andy Pico</u>: I think as long as we are clear about it being a working draft then it's fine to share this on the website. 	<p>No action taken.</p>

- Elise Jones: How would you handle Bus Rapid Transit (BRT) projects that operate on highways but are still transit-focused?
- Debra Perkins-Smith: At the moment those are included in the Transit Development Program, but we may consider some sort of footnote or other method of linking those projects together.

Presentation

- The Division of Transit & Rail is working to build its own Transit Development Program to facilitate proactive planning, assess the state's transit and rail needs, and support statewide policy discussions.
- There are more than 160 transit providers in Colorado and DTR is seeking to inventory unfunded capital project needs throughout the state.
 - 222 projects costing \$6.2 billion identified thus far, but expected to grow significantly.
 - \$3.5 billion in rail needs
 - \$2.2 billion of the above is RTD's FasTracks program
 - Projects identified in local, regional, and statewide plans and studies.
 - Includes new vehicles, facilities, and service expansion.
 - Doesn't include Asset Management – only *new* projects.
- DTR will be conducting outreach to TPRs, transit agencies, and the public in the spring to help identify currently unknown projects and needs for inclusion in the Transit Development Program. CDOT would request the TPRs' support in connecting with their local communities and agencies for this effort.

STAC Comments

- Andy Pico: So the \$3.5 billion of rail need is included within the \$6.2 billion total, correct? And this also doesn't include any hypothetical Front Range or I-70 passenger rail services, right?
- Michael Snow: That's correct. And adding the latter would increase this total by several orders of magnitude.
- Elise Jones: I encourage you to do outreach to local counties and municipalities since their priorities are often different from those of the agencies. I would also say that this (admittedly incomplete) list shows the significant multimodal need in the context of the Ballot List.
- Thad Noll: This is a good reminder to all of us that transit needs to be included in all transportation plans – TPRs don't always do a good job at including them in the conversation and divide things into silos.

	<ul style="list-style-type: none"> • <u>Doug Rex</u>: I would advise us not to post the Transit Development Program list on the website until we've had an opportunity to vet and discuss it with our stakeholders. The broader Development Program list is fine, but we should refine the Transit portion before posting that online. 	
<p>I-70 Risk & Resiliency Pilot / Elizabeth Kemp (CDOT Region 1) and Oana Deselnicu (CDOT Division of Transportation Development)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • Resiliency is the ability of our transportation system to withstand the impact of physical events and to recover as quickly as possible when damaged. • In the face of the 2013 floods and 2016 Glenwood Canyon rockfall closure, CDOT embarked on an I-70 Risk & Resiliency Pilot Study to assess areas of critical risk along this major corridor. • This effort identified several areas of risk, many related to flooding and rockfall. • CDOT staff are now seeking to expand the pilot to other parts of the state through an ongoing program housed within the Systems Planning Section of DTD's Multimodal Planning Branch. <ul style="list-style-type: none"> ○ Requesting a STAC letter of support for an FHWA grant opportunity due on February 9th. ○ Will return in the future with a more detailed presentation of the pilot study findings. 	<p><i>STAC will provide a letter of support for the FHWA grant application.</i></p>
<p>Other Business / Vince Rogalski (STAC Chair)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • The Colorado Electric Vehicle Plan was released on January 24th and sets out goals and strategies to increase EV adoption and infrastructure across the state. • The next STAC Meeting will be held on February 23rd at CDOT Headquarters in Denver. 	<p>No action taken.</p>

STAC ADJOURNS

The Transportation Commission Workshops were held on Wednesday February 14, 2018 and the Regular Meeting was held on Thursday, February 15, 2018. These meetings were conducted and hosted at CDOT HQ Auditorium.

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

Transportation Commission Workshops Wednesday, February 14, 2018, 1:30 pm – 5:30 pm

Right of Way (ROW) Workshop (Josh Laipply)

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

Action: Prepare to act on agreed upon proposed acquisition authorizations and three condemnation proceedings at the regular Commission meeting.

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

- Region 1:
 - SH 72 Permanent Flood Repairs – project code 20334
- Region 2:
 - M-22-Z Bridge Replacement and Widening – project code: 21020
- Region 3:
 - US 6 Clifton - project code: 21415
- Region 4:
 - SH 55 Flood Repair 2015 – project code: 21289
- Region 5:
 - Deep Creek Passing Lane – project code: 20600 – negotiations for acquisition will be worked out between CDOT and USFS
 - Bondad Rockfall – project code: 16793
 - US 550: CR 214 North ROW Acquisition – project code: 16791

No settlement documents this month.

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

- Region 1:
 - Arapahoe Road and I-25 – project code: 19192 – temporary impacts and permanent easements involved for this project where the work has already been completed. Property owner impacts – need to be determined and identify property owner compensation associated with lost parking spaces. Property owner desires court to decide the appropriate compensation. Year of evaluation is 2015, and work has been completed so this year remains relevant.
- Region 4:
 - PR SH 144 Flooding Repairs – project code: 20254 – Per Josh Laipply, CDOT and property owner have a memorandum of understanding (MOU) in place – may avoid condemnation in this case and settle this month. Commissioner Thiebaut asked about the condemnation previously initiated for this case and wanted to know its status. CDOT Chief Engineer noted that we have reached agreement with the property owner and have also filed with district court previously. (This month proper notification to the property owner has occurred for condemnation)

proceedings, in case the MOU does not go through). If MOU goes through this case will be taken out of court and settle.

- I-70 Central:
 - I-70 Central Project – project code: 19631 – CDOT reached out to land owner – getting proper notification to property owner documented. This is the only opportunity available to CDOT to get agreement underway, as the property owner is not responding to CDOT communications.

Discussion:

- No comments or concerns were raised by the Commission regarding the ROW acquisition authorization requests.
- For condemnations, more details were outlined. The Commission had no significant comments regarding the approval scheduled to occur tomorrow.

FY 2018 -19 Draft Budget and Decision Items for Review/Direction – Executive Management Team and Transportation Commission Review (Jeff Sudmeier)

Purpose: The purpose of this workshop is to discuss the FY 2018-19 Final Annual Budget.

Action: The Division of Accounting and Finance (DAF) requests that the Commission review the FY 2018-19 Final Annual Budget, and provide DAF with guidance and input in preparation for the March 2018 meeting when the FY 2018-19 Final Annual Budget will be presented to the Commission for adoption.

Discussion:

- In November 2017 the Commission adopted the draft budget that was submitted to Governor’s office. Commission can now update and finalize the budget in March 2018 that will be submitted to the Governor to approve by April 15, 2018.
- According to statute, SB 17-267 transfers to the State Highway Fund (SHF) will occur in four installments or tranches, beginning with \$380 million in FY 2018-19. \$500 million transfers will then occur in each of FY 2019-20, FY 2020-21, and FY 2021-22. The first tranche is included on the FY 2018-19 Final Annual Budget (Lines 63 and 99). SB267 funds are anticipated to be available to CDOT in fall 2018.
- The state revenue forecast revealed that additional revenue anticipated to contribute to the Highway Users Transportation Fund (HUTF); it would provide CDOT with \$148.2 million in FY 2018- 19 – the budget does not reflect this yet. Needs to go to legislature for approval first.
- After the proposed budget amounts were approved in November 2017, the CDOT Executive Management Team (EMT) reviewed base budget requests per guidelines outlined in Policy Directive (PD) 703.0. Budget amounts under \$1 million do not require Commission approval.
- DAF and EMT personnel held meetings the week of January 22, 2018 to discuss Decision Items derived from DAF’s annual Work Plan Budget process, where division leaders had an opportunity to seek funding for their programs within the parameters set by the FY 2018-19 Proposed Annual Budget. A list of EMT-approved Decision Items is included as Attachment B of the packet for this workshop; however, a Decision Item to raise Project Initiatives (Line 72) to \$2.6 million requires Commission approval. The Office of Civil Rights is seeking \$50,000 (ongoing) for full funding of its Small Business Certification Program for disadvantaged businesses, which is a critical need.
- Budget changes since November 2017 include:
 - FASTER Safety (Line 24): Due to an increase in projected FASTER revenue, the FASTER Safety line increases by \$60,000, to \$67.4 million.

- Capitalized Operating Equipment (Line 31): Projected base program costs in this line are lower than the amount allotted by the Commission in the FY 2018-19 Proposed Annual Budget. Therefore, per EMT request, and contingent on TC approval, the excess \$812,247 is reduced from Capitalized Operating Equipment and re-allocated to the Commission Program Reserve Fund.
- Safety Education (Line 45): Due to necessary state match allocated for Safety Education's base program (Section 402 NHTSA funding), the Safety Education line increases by \$493,720 to \$11.5 million. This increase is allocated from available revenues projected in the January forecast.
- Project Initiatives (Line 72): As detailed above, the Office of Civil Rights requested \$50,000 for full funding of the Small Business Certification Program for disadvantaged businesses. TC approval of this Decision Item will increase the Project Initiatives line to \$2.6 million.
- Commissioner Hall wanted to understand more about the Small Business Certification program was. It was explained that CDOT has a contract with the Office of Economic Development and International Trade (OEDIT) where CDOT provides support to small businesses to help them compete for work on CDOT projects.
- Administration (Line 74): DAF received notification in December 2017 from the Colorado Department of Personnel and Administration (DPA) that insurance costs for FY 2018-19 would increase by \$1,285,065 from the FY 2018-19 Proposed Annual Budget. Subsequently, Administration was increased by the same amount. A minor Joint Budget Committee (JBC) true-up of -\$312 was also applied to the line, increasing Administration by \$1.3 million in total. The increase is allocated from available revenues projected in the January forecast. The Administration line could further change based on JBC Figure Setting in February.
- Division of Aeronautics Administration (Lines 82 and 83): Based on statute, Administration is 5% of prior year revenue actuals. Thus, Aeronautics Administration budget is increased by \$214,580 to \$1,264,805 for the FY 2018-19 Final Annual Budget, while the grant program budget is reduced by the same amount to become \$24.2 million.
- Division of Transit and Rail (DTR) (Line 101-103): DTR has restructured its prior budget allocation by including a \$2.5 million line item for Outrider Rural Regional Operations, while also increasing the Bustang budget by \$500,000 and reducing the Transit and Rail Statewide Grants line by \$3.0 million. There is no overall change in DTR funding in the FY 2018-19 Final Annual Budget.
- Transportation Commission Program Reserve Fund (Line 120): Due to an increase in expected revenues from the January forecast and the proposed budget reduction in Capitalized Operating Equipment, DAF is able to allocate a total of \$1.1 million to the Commission Program Reserve Fund in FY 2018-19, an increase of \$1.0 million from the FY 2018-19 Proposed Annual Budget by the TC in November.
- High Performance Transportation Enterprise (HPTE) Tolling Revenue (Line 23 on Page 2): Per HPTE and E-470 forecasts, tolling revenues on HPTE Express Lanes Operations was revised to reflect current rate of toll collection for each corridor. The updated total is \$10,942,648 for FY 2018-19, a decrease of \$3,011,702 in the FY 2018-19 Final Annual Budget.
- Commissioner Stuart requested clarification between the Transportation Commission Contingency Reserve Fund (TCCRF) and the Commission Program Reserve Fund. It was noted that in some instances TCCRF was not used for emergency contingency purposes so CDOT decided to create separate pot for program reserve with unallocated revenues to use on a discretionary basis.
- Commissioner Thiebaut asked about decision items for one-time expenditures versus others that are ongoing expenditures, and are we confident that HUTF extra funds will be there. Building in expenditures when HUTF may not grow – is this prudent? Legislature is to appropriate and it if it is not in the budget today, and the legislature adjourns in May, is there still time to amend the budget? Chief Financial Officer, Jeff Sudmeier, noted that yes, the budget could be amended and that if and when we get funds

after adopting budget we may make changes to the budget later. Minor budget changes do not need to be brought to the Commission, but larger modifications would be brought to Commission and The Commission would also to determine how funds would be allocated. Josh Laipply noted that the process would be similar to redistribution process when dollars are received from the Federal Highway Administration (FHWA).

- Commissioner Zink enquired if the TCCRF is budgeted or not. The response was that the TCCRF there is no need to add additional budget, annually a comfortable starting point is \$40 million, and that amount is in the TCCRF currently.
- Commissioner D'Angelo asked about how CDOT intends to use Salesforce and Four Winds. Amy Ford explained that Four Winds is a software that powers wayfinding, meeting room reservation systems and Salesforce is a robust employee engagement tool. It also supports enrollment periods, leadership coins, and can draw out performance metrics. Related to Capitalized Operating Equipment– CDOT is collecting automatic vehicle location (AVL) data from vehicles to track their performance. Will deploy program over a three-year period, and are purchasing 40 TVs and planning to have one computer available in each shed. Made purchase last year and the purchase for this year will be for TVs.
- Commissioner Hall asked about differences in Division of Transit and Rail (DTR) budget – Jeff Sudmeier noted that this is a net zero change to DTR's budget, just shifting funds between line items.
- Commissioner Hofmeister expressed concern over CDOT employee time that is spent attending trainings and meetings making them unavailable for other purposes. Executive Director Lewis noted this is a valid point and CDOT will evaluate this further.
- Parolee program funding raised questions from a Commissioner. It was noted the Director of the Division of Highway Maintenance, Kyle Lester had mentioned to EMT that the Parolee Program is a very successful program in partnership with the Colorado Department of Corrections, and CDOT Human Resources. It was noted that the Parolee Program generates the most passionate employees; Mike Lewis noted in addition it is a very cost effective way to extend life of our bridges.

Cash Forecast and CY 18 Expenditure Report (Jeff Sudmeier, Josh Laipply, and Jane Fisher)

Purpose: To provide an update on the Fund 400 cash forecast and associated monitoring logistics moving forward, and background in support of establishment of the CY18 construction expenditure target.

Action: Information only. Detailing a proposed approach for establishing CY18 construction expenditure target and Fund 400 monitoring logistics.

Discussion:

- Chief Engineer, Josh Laipply, provided an overview of cash expenditures related to the Responsible Acceleration of Maintenance and Partnerships (RAMP) Program –we mostly completed RAMP in December 2017.
- CDOT did a very good job delivering the RAMP Program, now that RAMP is over we are seeing a reduction in what is going out to advertisement. We always knew RAMP would come to an end. Colorado Contractors Association (CCA) is concerned about the reduction in project advertisements this year - \$384 million in advertisement as compared to \$653 million the year before.
- Josh Laipply noted that CDOT has had several meetings with CCA to discuss the transition from RAMP.
- Mike Lewis noted the inherent challenge of temporary influxes of funding vs. ongoing funding streams – when the temporary funding ends it's problematic for entities like CCA that get used to the higher level of advertisement and expenditure.
- SB 267 funds are anticipated, probably this fall, but not yet included in cash forecast. There is also the possibility of additional state funds, as proposed by the Governor in an amendment to his FY 18-19 budget request.

- CDOT will move forward with a metered release of advertisement on a biweekly basis in February, with approximately \$46 million in queue to go to ad. CDOT will reassess expenditures and advertisements in March and determine how to proceed from that point.
- Commissioner Gilliland expressed concern over how the proposed Trump infrastructure proposal may require a higher level of state match to receive federal money, and wondering if we are going to start preparing for this. Money going to cities and counties may need to start thinking about applying for grants – have questions on this; need to start thinking about this now. Mike Lewis responded that we are doing evaluations on this now, and proposed grant programs would require a continual cycle of grant applications.
- Commissioner Peterson concurred that the federal infrastructure program is very important to plan for and recommended to set time aside to discuss this further; consider extending workshops to a day or take an extra day for Commission discussion.
- It was noted that a higher level of private sector reliance for funding will also involve the High Performance Transportation Enterprise (HPTE). The current federal program is 80% federal, 20% state. The Trump infrastructure proposal is a flip of percentages with DOTs paying 80% and FHWA paying 20%.
- Commissioner Hofmeister asked about what percent from FHWA would CDOT get for roadway projects.
- It was noted that for formula programs the state brings 20% match to 80% of FHWA funding.
- Josh Laipply noted that maintenance programs are all state funded, and maintenance is a big portion of our budget, the state does not just pay 20% of construction.
- Executive Director Lewis requested staff to get the specific data to answer Commissioner Hofmeister’s question.
- Herman Stockinger did not recommend spending too much time discussing the Trump infrastructure proposal now, but after there is a clearer picture of what is actually going to move forward.
- Jeff Sudmeier noted that the Cash Balance is reviewed month by month and explained what changed in 2017 to CDOT’s cash flow.
 - Cash and program management were instituted at the onset of the RAMP Program, which included the creation of the Program Management Office (PMO) and the development of the Fund 400 cash model; it was explained that Fund 400 is the state highway fund; most all of CDOT revenues and expenditures flow through Fund 400, but the notable exception is the Bridge Enterprise, which is separate.
 - As of December 2017 RAMP is largely complete.
 - The Construction Program is 40-50% of Fund 400.
 - Cash Management has been focused on close monitoring and forecasting of contractor payments, which are forecasted by the PMO.
 - Forecast for other expenditures is more simplistic, using a multi-year regression analysis.
 - The January 2017 forecast continued to present a different picture of the CY 2018 and CY 2019 construction program. Reasons for difference, as compared to today include:
 - A revenue forecast error in model – a \$90 million per year overestimate; this error was removed via a model update last spring.
 - CY 2017 grant expenditures were \$100 million higher than forecasted due to Central 70 IGA and RAMP IGAs.
 - Other CY 2017 expenditure categories were \$50 million higher than forecast, largely due to the increase in pre-construction efforts/making projects shovel ready.
 - Deeper dive evaluation of larger expenditures to add to forecasts resulted in adding \$135 million of additional expenditures to the forecast for remaining RAMP IGAs and Central 70 expenditures.
- CDOT considered smoothing the transition in 2017, but then decided to get projects out.
- Last two months staff did a deeper dive to validate forecasts and identify where to modify forecasts.
- Current forecast aligns with chart with ads and expenditures.
- No SB 267 revenue and expenditures reflected yet in the forecasts, we will wait until early fall.
- Risk months are identified where the cash balance bar falls below the threshold. Based on current forecast, will move forward with \$80 million in additional advertisement on a metered, bi-weekly basis, and will reassess in March.

- Advertisements dip in CY 2018 and in CY 2019; however, anticipated SB 267 proceeds and potential additional state revenue will bring advertisement and expenditure levels in CY 2019 and CY 2020 back up to RAMP levels. The overall picture for construction program expenditures for calendar years will be (not including SB 267 funds):
 - CY 18-\$611 million in construction expenditures (\$384 million in advertisement, with \$80 million remaining to advertise)
 - CY 19 -\$399 million in construction expenditures (\$158 million in advertisement, excluding SB 267 and additional state revenue)
 - CY 20 – \$374 million in construction expenditures (\$315 million in advertisement, excluding SB 267 and additional state revenue)
- Cash Management Team will be formed with representatives from Division of Accounting and Finance (DAF), PMO, and Regions.
 - We need a fuller picture of expenditures.
 - New processes will be established to analyze the cash balance on a continual basis.
 - Commissioner Peterson noted this is a change of doing business, and that there are good lessons learned. Recognized CDOT staff for identifying this problem and responding quickly.

Technology Committee (Amy Ford and Peter Kozinski)

Purpose: To inform the Transportation Commission and the Technology Committee on RoadX efforts including: status of current projects, Hyperloop & Arrivo, DSRC / 5G Safety Spectrum visit with Federal Communications Commission (FCC) and proposed funding of Panasonic contract for FY19.

Action: Information only.

Discussion:

- Communications Director and Director of Mobility, Amy Ford, introduced RoadX Program Director, Peter Kozinski, and noted that the workshop today will focus on RoadX Program to provide an update on project status.
- The Smart 25 Managed Motorway Project that will test smart ramps with the intent to increase capacity along south section of I-25 (from Ridge Gate Parkway to University Blvd.) received higher than expected bids due to the desired aggressive schedule.
 - We are in the process of repackaging project with a more realistic schedule. It is not anticipated to see benefits until late spring of 2019.
- Smarter Pavement, which is precast concrete panel sections - the plan is to test on US 285 with one mile of this pavement installed. Panel notifies emergency responders when incidents occur. First sections to test will be installed in the Denver metro area with tests over the next two months.
- A Commissioner noted that if vehicles are outfitted they can do the same thing in terms of notifying emergency responders. Peter responded that vehicle technology doesn't track individuals, and the driver has to opt in for the service. It is not always certain incidents will be reported relying on vehicles. CDOT considers smart pavement as a potential solution for reporting incidents in rural areas where technology could be less available. This is an early exploration.
- A Commissioner asked about the cost comparison to regular pavement. The response was that the cost for smart pavement is 1.7 times higher than regular pavement. Since this is first generation/issuance of smart pavement, it is anticipated the cost will drop. Issue exists with pre-cast panels, as they could evolve into inlays.
- Regarding the Smart 70 project, they are hanging roadside units to create the ecosystem environment. Panasonic is working on this. Peter presented a roadside unit for the Commissioners to see. Units are

approximately \$1,000 per piece and could drop next year to \$500 apiece. Several units along I-70 will be installed. Other projects have units as part of their specifications.

- Hyperloop – Kick-off meetings for both Hyperloop and ARRIVO have taken place, together with CDOT’s Rapid Speed Travel Study these efforts will inform CDOT on logical next steps for both Hyperloop and ARRIVO.
- FCC conversations about preserving FCC spectrum. Mike Lewis signed a letter along with other 15 DOTs and planning organizations that went to the US DOT and FCC noting grave importance of spectrum (all part of the Safety Sooner campaign). More information on this subject to come.
- To communicate where lane closures occur an “i-cone” technology transmits information to motorists regarding where cones are for lane closures. Peter showed to the Commission the device that fits on the traffic cones.

Statewide Plan Process and Statewide Model (Debra Perkins-Smith)

Purpose: This workshop provides an overview of the statewide planning process and initial information on the next Statewide Transportation Plan (2045 SWP) in preparation for the summer 2018 kickoff of SWP development.

Action: Obtain Commission feedback on the formation of a Transportation Commission subcommittee on development of the next SWP.

Discussion:

- Division of Transportation Development (DTD) Director, Debra Perkins-Smith, noted that the Statewide Transportation Plan is a federal requirement; this workshop is an overview of the planning process and an update on the Statewide Travel Model.
- After the presentation, the Commissioners will be asked to decide if they desire to form a 2045 SWP Commission subcommittee for the 2045 SWP, as was done for the 2040 SWP.
- Statewide Planning Manager, Michelle Scheuerman, gave the planning process overview presentation.
- 2040 SWP was adopted in March 2015
- The presented focused on the Planning Process; new plan elements will be covered during a future workshop.
- Fifteen Regional Transportation Plans (10 rural and 5 Metropolitan Planning Organization) roll up into the SWP.
- The Development Program is an inventory of unfunded priority projects.
- Coordination with TPRs and MPOs is mandated in state statute, and resulted in the creation of the Statewide Transportation Advisory Committee (STAC).
- Planning Factors to address in the SWP and RTPs are also stipulated in federal and in state statute.
- Plan Integration is an important component of the SWP and CDOT works continuously to improve plan integration (of other plans developed at CDOT along with the Regional Transportation Plans).
- PD 14 includes performance measures, and annually the Commission uses PD 14 targets to allocate funds based on performance.
- Telephone Town Halls were very successful and substantially increased public participation with help of Commissioners, who served as hosts for these events.
- Michelle asked the Commission if they would like to create a 2045 SWP subcommittee as was done previously.
- Herman Stockinger mentioned that he supported the idea of a subcommittee.
- Commissioners expressed support for having a subcommittee; Commissioner Peterson led the committee last time.

- Commissioner Scott asked how the plan compared nationally to other DOTs. The response was that CDOT received national recognition for producing the first web-based plan. CDOT has also received numerous requests for information from other DOTs to learn more about our plan development process.
- Johnny Olson, Region 4 Transportation Director, noted that the SWP will also kick-off the Project Priority Programming Process (4P) process. 4P is different than annual county meetings. 4P is required by state statute.
- Erik Sabina, Information Management Branch (IMB) Manager, provided an update on the Statewide Travel Model
 - Model will support development of the 2045 SWP.
 - Requires a detailed map of state and the transportation network.
 - Inputs include households, jobs, and transportation system with highways and transit routes incorporated.
 - Run results can include:
 - How do people use the system based on travel surveys.
 - How much people travel, where, route, time of day, and which mode).
 - No weekend travel patterns are generated, but year of choice can be input and model is based on the DRCOG activity-based model.
 - Can incorporate projects based on 2045 SWP, HPTE Master Plan, Hyperloop, etc.
 - An example model output product includes identifying a travel shed for CNG. CDOT won an award for this output at GIS conference.
 - System closures and diversion of traffic map can be integrated.
 - Looking forward to future enhancements.
 - Commissioner Peterson expressed support for this model; it is a fabulous tool.
 - A Commissioner asked how the model will interface with MPOs and county models. CDOT will take MPO model network data and assume MPO model for their areas – CDOT only built system network for areas without existing travel models.

FTA 5311 Transit Fund Allocation Methodology (David Krutsinger)

Purpose: The purpose of this workshop was to summarize the TRAC 5311 Subcommittee’s preferred funding distribution methodology; discuss recommendations and feedback made by TRAC, STAC, and the T&I Committee, and to provide the 5311 Subcommittee’s responses to the feedback.

Action: Informational only, no action requested.

Discussion:

- Jeff Sanders presented on the proposed FTA 5311 fund allocation process, and explained that involvement with TRAC subcommittee included meeting roughly 20 times over past several months.
- Jeff recognized their work and effort to come up with preferred recommendations.
- Recognized Commissioner Hofmeister for his participation on the subcommittee also.
- A summary of what was approved by the Commission in April 2017 included:
 - 35 agencies – five different size groups
 - Size, trips and hours of service
 - Very small to very large
 - Assigned budget factor
 - Created a five-year transition plan
 - Continue to meet to review the process

- Current event that occurred in November 2017 – a \$2 million in FASTER funds received and DTR increased operation funds to \$10 million from \$8 million.
- Recommendations from the TRAC Subcommittee include:
 - Create a base Pool that will be spent using the same method based on size for \$8 million
 - An Equity Pool will reserve funds to address equity concerns by identifying transit dependent populations, based on census data, for providers with more transit dependent individuals in their service areas.
 - In terms of the level of local match, the Subcommittee recommends to use the same method as recommended previously.
 - Operating local match is 50%, and for administrative costs the local match is 20%; subcommittee considered switching this for small agencies. In the end, the local rate for match was recommended to remain the same.
 - Increase or decrease between 3% and 10 % for the transition period.
 - Recommendation is to use Transit Telephone Town Halls to communicate FTA 5311 Fund policies.
 - It was noted that the method for selecting grant recipients can fluctuate over time as agencies evolve.
 - Recommended to review the program annually for modifications in the process.
 - Commission approval will be requested at the March meeting for these changes in the process. DTR will then start to prepare for the implementation of the FTA 5311 grant application process.
- Commissioner Zink expressed concerns over the wide range of budget assumed for the very large size provider category.
- DTR Director, David Krutsinger, explained that service factors are part of size category designations also.
- Commissioner Hofmeister noted that DTR and Subcommittee have done a good job to make process more equitable. However, one very large transit provider bowed out of asking constituents for tax increases to cover a higher portion of their budget, and after FTA 5311 process refinement finished, later went to increase taxes for other efforts. David Krutsinger noted that DTR is not funding them dollar for dollar at this point, and as very large providers' budget increases the percentage of their grants will decrease slightly. CDOT can also change budget factors if necessary.
- Commissioner Connell noted that this is important information, and David Krutsinger noted that additional information is obtained during the application process; it was suggested to DTR to reach out to Commission in the May/June timeframe also.
- There is an option to consider revisiting grant award process annually or every 6 months if desired.
- Chief Engineer noted that we can have more discussion next month too if desired.

Safety Workshop (Charles Meyer and Darryl Lingk)

Purpose: To provide the Commission with a presentation on the current trends in motor vehicle fatalities for calendar year 2017 and how these numbers compare to the last several years. In addition, to provide an update to the Commission on how CDOT is performing in terms of our “on the job” injuries and what trends we are seeing since the implementation of ‘Excellence in Safety’ program back in 2013.

Action: Informational only.

Discussion:

- Charles Meyer, of TSM&O Traffic Safety presented on crash and fatality data.
 - 637 Fatalities in 2017 are 36% higher than the 2010-2014 avg. and 4.7% higher than fatalities in 2016.
 - Numbers are dynamic and CDOT is getting data from multiple agencies.

- There is an 18% higher rate of 1.18 fatalities per 100 million vehicle miles traveled.
- Strategic Highway Safety Plan (SHSP) goal was 440 – we are already higher.
- Population increase is linked to the fatality increase, but not with serious injuries.
- Unemployment to fatality rate shows inverse relationship.
- Three items to consider:
 - Increased exposure and more VMT increases fatalities
 - Increase in unbelted fatalities, impaired drivers, and distracted driving
 - Successful tactics from other DOTs and organization are being explored.
- What is happening in Colorado:
 - Impaired driving – 33% fatalities
 - Aggressive driving – digging into further believe number is low
 - Distracted driving – can't prove, but believe this number is low
- 2017 Key Takeaways
 - Impaired driving – drunk, marijuana, unrestrained driving is an issue
 - Unbelted passenger has spiked since last year
 - Speeding and distracted driving are factors
 - For young drivers – fatalities within areas of construction has increased
 - CDOT is issuing annual report to the House this week – exploring why construction zone fatalities increased from seven in 2015 to 15 in 2017.
 - Bicycle fatalities have leveled off.
 - Motorcycle fatalities have decreased, maybe advertising campaign helped; this was only one year of data so that assumption may not be conclusive.
 - National comparison to Colorado is worse than national averages. Colorado ranked 40th in Country for change in fatalities from 2015.
- Other comments.
 - Commissioner Peterson noted Colorado is trailing backwards with buckle-ups - consider doing re-education campaign for seat belts.
 - Amy Ford noted that CDOT doubled its budget for seatbelt awareness last year, and data-driven targeted campaigns were attempted.
 - Executive Director, Mike Lewis noted that Colorado needs primary seatbelt law that will be a multi-year effort; stats show an increase in belting up and a decrease in fatalities are aligned.
 - Commissioner Scott asked if regarding safety are we convinced we are doing all we can, after research. If yes, we need partners.
 - Commissioner Thiebaut suggested efforts to make roadway safe before incidents occur. Understand that there is a culture growing out of FHWA where we can show benefit through preventative approach. Starting to take that approach more, being more proactive.
 - Commissioner Connell noted that surface treatment and asset management make for safer roads and that is why money going to them is so important.
 - Commissioner Zink noted that shoulders and passing lanes are mostly safety projects.
 - It was noted that CDOT needs to think about more partnerships, and ways to prioritize safety in project selection; programmatically consider more guardrail and bumper strips and work to determine what efforts outside of CDOT can make a difference.
 - Commissioner Zink noted this is continuous work and safety is an integral part of what CDOT does.
- Daryl Lingk, Director of the Office of Safety and Risk, noted there is good news report regarding employee safety trends.
 - Workmen's compensation claims are going down from 374 in 2016 to 183 in 2017.

- Lost Time Claims went down from 184 in 2010 to 98 in 2017.
- Snow plow incidents decreased by more than 36% since 2015.
- Commissioners expressed their appreciation for this work done to improve CDOT employee safety.

Heavy Tow Program (Ryan Rice)

Purpose: This workshop included information regarding CDOT's Heavy Tow Program and results of current research efforts on the feasibility of CDOT charging for services to offset the costs of the program.

Action: The Commission was asked to review the information and provide feedback on next steps.

Discussion:

- Why heavy tow on I-70? There are several benefits to maintaining safety and mobility along I-70.
 - Incident clearing time is a safety concern, and delays are a problem as lane closers cost money.
 - There is a safety issue when too much time is taken to clear crashes from the Interstate, as secondary incidents are likely to occur. After approximately 30 minutes of an uncleared crash, there is an 84% chance of a secondary crash.
 - Through this program CDOT is paying for readiness to respond to heavy truck incident removal; this program only exists for I-70.
 - Stats for 2016-2017 indicated that there were 339 relocations with a cost of \$667,000, with 425 lanes cleared from October 1 2016 through September 30 2017.
 - Non-CDOT Heavy tow operators called for service takes approximately an hour and 51 minutes to clear. CDOT estimates an average of 18 minutes to clear with Heavy Tow program in force.
 - User costs related to delay and return on investment have been calculated with the program saving an estimated \$23 million in user cost related to delay and a 34:1 cost benefit ratio; it is also estimated that every minute of delay costs roughly \$3,800.
 - CDOT is working with the Colorado State Patrol (CSP) and the Public Utilities Commission (PUC); it was noted that if CDOT decided to charge for tows that it would need to be regulated by PUC.
 - Private tow companies are interested in profit; whereas CDOT is concerned with safety and costs to public from delays.
 - Staff identified CSP rotational tow as an issue to be researched further; also, tow service refusals are possible if fees are charged.
- Commissioner Connell requested stats on crashes that are secondary vs. mechanical and suggested that CDOT be creative to get a funding source for this.
- Commissioner Hofmeister noted that 18 minutes, as an average to clear crashes is deceiving; it is not uncommon to require multiple tows for one incident. It was noted 18 minutes to clear applies often to spin outs. Mike Lewis noted that this a valid point.
- Roll over incident will take much longer to clear, show stats with time to clear and types of crashes. It was noted staff can provide these stats to the Commission.
- Several Commissioners strongly expressed the need for this program, and that alternate funding sources should be explored, and more data to compare various towing costs are desired.
- Greg Fulton, President of the Colorado Motor Carriers Association, spoke on behalf of supporting the Heavy Tow Program and how it supports his constituency.
- Commissioners supported the idea of Ryan coming back to discuss more at a future workshop.

Together We Go Communications Strategy (Amy Ford) – Discussion was moved to breakfast meeting of February 15, 2018

Purpose: Provide update on the scope of work to be completed for CDOT On Air public engagement program.

Action: None.

Throughout 2018, CDOT will continue statewide outreach to engage citizens on how CDOT is taking steps to save lives and make people's lives better. The outreach will include topics such as funding, key corridor projects, corridor improvements, customer service, operations and technology.

The purpose of this outreach is to engage Coloradans in joining on this journey, to make CDOT the best DOT in the nation. In 2018, the project team will build on the key messages of "Trust, Needs and Inspire" to educate the public on the value of transportation.

- On Air engagement and outreach efforts will focus on the following key activities:
 - Updating CDOT's Transportation Matters: Together We Go website page:
 - A location for project information, an interactive storymap with project fact sheets, videos, etc.
 - Videos:
 - Develop project videos to highlight significant projects in each Region.
 - Develop monthly videos on specific On Air topics and "Ask CDOT" which answer customer/citizen questions.
 - Promote videos on social media channels; engage and respond with customers on feedback and questions o Telephone Town Halls:
 - Host one round of telephone town halls for each CDOT Region to reach out directly to CDOT customers regarding On Air messaging and regional topics and projects
 - Community Outreach:
 - Speakers Bureau:
 - Identify speaking opportunities including local stakeholder, interest groups and media opportunities for each Region
 - Provide support to speakers (CDOT staff and Commission members)
 - Infrastructure Week May 2018
 - Support regional events highlighting the role of transportation and infrastructure to economy.

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

Call to Order, Roll Call – All 11 Commissioners were in attendance.

Audience Participation – Subject Limit 10 minutes; Time limit 3 minutes) - None.

Comments of Individual Commissioners

- All 11 Commissioners extended their sympathy and condolences to the Nolan family for the loss of CDOT family member, Nolan Olson, on February 11, 2018.
- Commissioner Hall - Good to have snow in the Mountains; Denver Post article on Executive Director Mike Lewis (see: <https://www.denverpost.com/2018/02/11/interstate-70-project-cdot-director-mike-lewis/>) was very good; County meetings are occurring and are enjoyable; often appreciation of CDOT is expressed at these meetings.
- Commissioner Hofmeister – Extended condolences to the Olson Family.

- Commissioner Thiebaut – Striking stats on safety are sobering; need to roll up our sleeves and figure out how to solve this problem; encouraged by proactive approach to safety taking place. Safety is a primary goal of CDOT and the Commission.
- Commissioner Peterson encouraged us all to keep in mind the importance of staying alert, not be distracted while driving, and to buckle up.
- Commissioner Connell – Commended CDOT Staff for their work to improve employee safety in terms of decreasing rates of workmen’s comp claims, time lost at work, and snow plow incidents. Also recognized the outpouring of support to the Olson family and appreciated that.
- Commissioner D’Angelo – Recognized and thanked Executive Director, Mike Lewis for taking time to present to the Denver Metro Chamber and provide a superb overview of CDOT’s efforts and challenges; I-25 South meetings are occurring and one is scheduled for February 22nd from 6:00 pm to 7:00 pm with Commissioner Scott’s area having one the day before.
- Commissioner Scott – Extended his condolences to the Olson family.
- Commissioner Stuart – Alarmed by safety stats shared yesterday; attending county hearings; recognized Richard Zamora for his help making a recent county hearing a success.
- Commissioner Gilliland – Attended the National Development Council for Public Private Partnerships where CDOT was recognized and given another award for the US 36 project.
- Commissioner Gifford – Congratulated the Office of Safety and Risk for reducing workmen’s comp claims and other successes; attended a hearing in Denver, and a 70 Central meeting with public and elected officials.
- Commissioner Zink noted that the loss of Nolan Olson was in her area and expressed that many folks are feeling this major loss; attended the San Luis Valley TPR meeting in Alamosa and a bi-partisan meeting with members from the state legislature. Noted that, for the legislature, transportation is one of the top three priorities on their list; had a meeting with Southwest COG and they are working on an ambitious project for transit that will cross state lines.

Executive Director’s Report (Michael P. Lewis)

- Appreciate the sentiments expressed today regarding the loss of Nolan Olson and the outpouring of support to the Olson family; recognized Mike McVaugh for his contribution to support his team and the Olson family during this difficult time. Also recognized Human Resources and head of highway operations for that area; noted that keeping our roadways safe is a risk for our workers.

Chief Engineer’s Report (Josh Laipply)

- Central 70 had its first partner kick-off meeting and a Sr. Vice-President of the Union Pacific Railroad attended which was an encouraging start to this project.
- The local hiring program attached to Central 70 is growing and demonstrating progress; this represents a huge group of stakeholders with the City and County of Denver on board; currently in the process of forming a board to coordinate efforts.
- The I-25 South project is conducting six or seven smaller listening sessions with 20-30 people each to share information regarding managed lanes; after having some discussion on managed lanes many have expressed support for adding a 4th lane, but there is not enough funding to do that; CDOT will continue to share information and provide education regarding managed lanes and other aspects of this project.

HPTE Director’s Report (David Spector)

- Noted that the National Development Council (NDC) on Public Private Partnership (P3) provided CDOT and HPTE an award for the US 36 project.

- HPTE Board Meeting action included repayment from HPTE to CDOT of \$2 million for an early installment, due to good revenues being generated from I-25 North.
- Final Audit Report deemed HPTE clean. Commissioner Zink asked if the auditor used was independent; the answer was yes.
- Personal changes:
 - Welcomed Tony Meneghetti to HPTE as the Major Projects Manager to serve as a liaison between CDOT and HPTE on projects.
 - Pat Saffo is retiring and David recognized Pat for her years of service to CDOT in DAF, PMO and HPTE.
- HPTE is getting recognition for US 36 and visits from other entities interested in replicating this effort. Visitors from Israel and Australia are examples.
- US 36 focused on safety with its own dedicated patrol starting early last year; this has resulted in a 33% reduction in crashes.
- Commissioner Stuart noted that she would like to see the programs implemented along US 36 applied along I-25.
 - David noted that a road safety audit for I-25 involving Plenary and CSP will identify the low hanging fruit to implement to increase safety, and other options will be explored.

FHWA Division Administrator's Report (John Cater)

- Alicia Nolan, Deputy Division Director is leaving for Pennsylvania today to serve as PA FHWA Division Director.
- Lucia Olivera will serve in Alicia's place. Lucia comes from FHWA Headquarters as a special assistant to FHWA Administration.
- Federal Infrastructure Program sees infrastructure beyond surface transportation system.
- American Council of Engineering Companies (ACEC) AND CDOT Conference/Training to be held on March 6 -7, 2018.
- US 34 Big Thompson Canyon improvements - FHWA HQ is interested in evaluating these improvements to see what \$200 million in emergency response funds pays for in terms of improving resiliency.
- FHWA HQ Leadership tour is scheduled for Colorado in early March. Colorado is a key case study. Johnny Olson's Region 4 team was recognized for their work.

STAC Report (Vincent Rogalski)

- Noted that we have a few unpredictable/one-time funding sources for construction, we need a continual funding source for transportation.
- Senate Bills 49 and 53 both failed for hands free and primary seat belt law, respectively. STAC was disappointed. Executive Director noted the we need to continue to work to get common sense safety laws passed.
- Senate Bill 1 is still a potential, but will not be certain until the end of the legislative session.
- The federal infrastructure program is a potential but will cover more infrastructure than transportation.
- STAC has a continued concern over the process to award grants under the FTA 5311 program. Additional \$2 million for operations will temporarily help, but equity concerns still exist. However, STAC will endorse the DTR proposed process for the next 5-6 years of transition, with annual reviews in place.
- STAC recognizes that everything we use requires a truck to deliver it for some portion of the trip. The Freight Program is important. Need to include freight projects in the Development Program.
- Ballot List – maybe we will get an extra \$300 million per year or \$3 billion over 10 years. Need to figure out how to scale down the approved Ballot list.

- STAC has stressed the importance of transit and the need to bring the planning processes of transit and statewide planning together.
- STAC provided a letter of support for a FHWA Risk and Resiliency grant.
- Electric Vehicle Plan for Colorado was recently released regarding what is needed to prepare for EVs and options for providing fueling infrastructure required.
- Commissioner Hall asked if the EV Plan included recommendations on how to tax EVs so they help pay for transportation. It was explained that the plan does not. Other alternative fuels like CNG also need to be considered.
- It was noted that CDOT and the Commission need to have a meaningful discussion on alternative fuel vehicle taxing/revenue generating strategies (e.g., Road User Charge).
- Recognized and thanked Commissioner Gilliland for her attendance at the last STAC meeting.

Act on Consent Agenda – Approved unanimously on February 15, 2018

- Resolution to Approve the Regular Meeting Minutes of January, 18, 2018 (Herman Stockinger)
- Resolution to Approve Safe Routes to School Project List (Debra Perkins-Smith)

Discuss and Act on the Proposed 8 Budget Supplement of FY 2018 (Jeff Sudmeier) – Approved unanimously on February 15, 2018.

Discuss and Act on ROW Acquisition Authorization Requests (Josh Laipply) – Approved unanimously for all projects except M-22-Z Bridge Replacement Project Code: 21020 on February 15, 2018; ROW acquisition authorization for M-22-Z Bridge Replacement and Widening – Project Code: 21020 passed by a Commission vote of 10, with Commissioner Thiebaut abstaining.

Discuss and Act on ROW Condemnation Authorization Requests (Josh Laipply) – Approved unanimously on February 15, 2018.

Discuss and Act on Proposed Changes to Oversize/Overweight (OSOW) Rule 2CCR 601-4 (Danny Wells for Kyle Lester) – Approved unanimously on February 15, 2018.

Discuss and Act on Branded Cities Outdoor Advertising Proposal (David Spector) – Approved six to four with one Commissioner excused on February 15, 2018.

- CDOT Commission regulates this agreement with Branded Cities that allows Branded Cities to exclusively lease sites for advertisements for six years; HPTE oversees the contract management.
- CDOT Staff will review proposed sites for leasing and determine if providing a permit to lease site is appropriate.
- Commission will provide the final approval for the site to be leased.
- Several Commissioners expressed concern over the Commission regulating itself on financial matters.
- Commissioner Gifford mentioned that other entities do similar regulation of contracts that generate revenues.
- A roll call vote was taken:

○ Hall – Yes	○ Stuart – Yes
○ Hofmeister – No	○ Scott – Yes
○ Zink – No	○ Gifford Yes
○ Thiebaut –No	○ D’Angelo – Yes
○ Peterson – No	○ Gilliland - Excused
○ Connell – Yes	

Commissioner Zink ended the meeting with a moment of silence for Nolan Olson.