

Transportation Commission Workshops were held on Wednesday, August 16 2017. The Regular Transportation Commission Meeting was conducted and was hosted at CDOT HQ Auditorium on Thursday, August 17, 2017.

Note: Materials for specific agenda items are available at <https://www.codot.gov/about/transportation-commission/meeting-agenda.html> by clicking on the agenda item on the schedule provided at this site, or by clicking on links provided in this document. For the full agenda of workshops and sessions see the link presented above.

Transportation Commission Committee Meetings Wednesday, August 16, 2017

[Right of Way Workshop \(Josh Laipply\)](#)

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

Action: Prepare to act on agreed upon proposed acquisition authorizations and condemnation proceeding at the regular meeting, based on discussion at today's workshop.

Four projects with property acquisition authorization requests for August 2017 include:

- Region 1:
 - Wadsworth -10th to Highland, Project Code 17858
- Region 2:
 - SH 167 overlay through Fowler, Project Code 20754
- Region 4:
 - SH 113 at Structure A-24-L, Project Code 20862
 - I-25 North: SH 402 to SH 14, Project Code 21506

No settlement documents this month.

One project being requested for approving condemnation proceedings includes:

- Region 3:
 - US Highway 24 Minturn Resurfacing, Project Code 20813

Discussion:

- Commission Chair Zink noted as long as the process being proposed is demonstrated to serve public interest there is no issue with proceeding with ROW acquisition negotiations for the four properties in question. No concerns were raised by the Commission. No members of public were in attendance at the workshop to bring forth comments.
- The one project proposed to proceed with condemnation proceedings was discussed. The owners of property are deceased and the condemnation proceeding will include a search for the current owners of this parcel.
- A discussion ensued regarding the Chief Engineer's role in providing cost estimates for ROW (weighted evaluation) in lieu of formal appraisals that are more time consuming and costly to obtain. This cost estimation process is approved by the Federal Highway Administration (FHWA).

[INFRA Grant and SB267 \(Deb Perkins-Smith and Herman Stockinger\)](#)

Purpose: To discuss approach and potential projects for submittal by CDOT under the INFRA discretionary grant program.

Action: No action. Requesting input and direction on approach.

Discussion:

- INFRA grant program is the current Trump Administration's replacement to the FASTLANE grant program. The FASTLANE program was more freight-focused than the current INFRA program.
- The past awarded FASTLANE project from Colorado was submitted by La Plata County as the applicant, with help from CDOT. La Plata County was the recipient of \$12 million for the US 550 project under the small projects program; no large projects were awarded out under the previous FASTLANE solicitation.
- Past experience has taught CDOT to carefully select the correct projects, and point to the top priority project in their application. Applications should focus on demonstrating partnerships leveraging resources, and those with tolling may have advantages.
- Desire Commission input on strategizing for the INFRA application in terms of the number and type (small or large) of project to consider for submittal. Also want to know, from the Commission, if any projects that should be considered are missing from the list provided (based on Tier 1 projects from the Development Program).
- Large projects are those >\$100 million; CDOT anticipates a maximum submittal of three projects. It may make sense to focus on large projects because of the very limited amount of funds available for small projects.
- Staff identified a project readiness date of June 2021 as a target for competitive projects- that will include some projects that are still a ways off but that may have opportunities for streamlining of environmental processes, one of the key program objectives included in the INFRA Notice of Funding (NOFO). Other key program objectives include leveraging federal funds, innovation, and performance and accountability.
- It was noted that CDOT has significant experience with Public Private Partnerships (P3) and design-build, and may be well positioned for the innovative contracting objective.
- The Commission was comfortable with identifying 2-3 projects for submittal, and considering the commitment of SB 267 funds as match.
- How SB 267 funds play into this grant submittal program of INFRA was noted; more needs to be understood regarding the influence these two funding sources have upon one another. CDOT staff noted that they understand the relationship between these two programs – SB 267 and INFRA – hence the name of the workshop is INFRA Grant and SB 267.
- The Director of the Division of Transportation Development noted the importance of running the results of these two programs in parallel to determine how they align and support or impact one another.
- Discussed the potential of DRCOG adding SB 267 funds to the fiscal constraint of their long-range transportation plan. This would allow for the amendment of I-25 Monument to Castle Rock into the long-range plan so as to not hold up a Record of Decision on the project. It was noted that this was for planning purposes only, and if agreed to, would not constitute an award of funds or a guarantee of funding. CDOT Staff is working with DRCOG on this now.
- Next month will return to Commission to present a list of proposed projects to consider as INFRA Grant candidates and discuss match proposals.

[Asset Management - FY2020-FY2021 Planning Budgets \(Josh Laipply, Debra Perkins-Smith, and William Johnson\)](#)

Purpose: Provide a summary of the FY2020-21 Planning Budget for Transportation Asset Management (TAM) recommended by CDOT staff for consideration by the Commission.

Action: Department staff seeks TC approval of the proposed FY2020-21 TAM Planning Budget of \$755 million, which includes budgets for individual assets that will be used to inform planning. The final TAM FY2020-21 budget will be adopted by the TC around September 2019, during CDOT's annual budget-setting process.

Discussion:

- The Asset Management budget proposed does not match the needs of the system, but takes into account the performance targets outlined in PD 14.
- The Commission requested to see an analysis of the gap in unmet need, especially for geohazards and tunnels, would like to understand how the situation is evolving over time so a few years in the past to be included.
- The Director of the Division of Transportation Development noted that this will be discussed as part of the September PD 14 workshop on asset management.
- The Chief Engineer noted that this information helps CDOT staff decide when to go to the Commission for contingency and when it is not needed.
- Commissioner asked if the budget factored in a \$50 million dollar loss if money is taken from Asset Management to pay for SB 267. The answer to this question, was not at this time.
- A question was raised regarding \$7 million of pass through money for ITS and MLOS and what that was. It was noted that this money is for salaries but in the budget it is highlighted under a different term – it is separate money from dollars spent on maintenance projects.
- The three largest budgets at CDOT are: MLOS, Surface Treatment, and Bridge. It was noted that Bridge Enterprise (BE) money is required to be spent by the BE and no other entity. This ties the hands of CDOT in terms of using any of these funds for any other purpose.
- It was noted that a comparison was being undertaken to review Tier 1 Development Program projects to identify alignment with identified asset management needs.
- A rough rule of thumb is that for every \$15 million reduction in surface treatment there is the loss of a year's worth of performance; like kicking the can down the road, not to mention increased costs related to inflation, etc.
- The idea of not including BE in Asset Management budget was discussed; it was noted that BE is only bridge replacement projects (those with a low enough structural deficiency rating); however, overall, bridge condition impacts expenditures for bridge maintenance and BE – so it is important to monitor both simultaneously.
- Not using bridge funds, as done previously, for BE debt service from this point on.

[Annual Budget Topics \(Michael Krochalis and Louie Barela\)](#)

Purpose: To provide a summary of information related to FY 2018-19 budget topics and timing, including: an introduction to CDOT budget process, associated timeline, revenue forecasts, and decision Items.

Action: No formal action required. Content is being presented to the Commission for informational purposes only.

Discussion:

- This month the Department of Accounting and Finance (DAF) is preparing the Commission for upcoming annual budget deliverables and the overall annual budget process.
- Today will also cover the FY 2016-2017 roll forwards.
- Upcoming budget deliverables to be presented to the Commission beyond today's workshop were explained to the Commission and include:
 - September - FY 2016-17 Budget and Transportation Commission Contingency Reserve Fund (TCCRF) Reconciliation

- September - FY 2018-19 Revenue Projections
- October - FY 2018-19 Draft Budget for Review/Direction
- November - FY 2018-19 Proposed Budget Approved by TC and Submitted to Office of State Planning and Budget (OSPB)
- January 2018 - Executive Management Team (EMT) Review of FY 2018-19 Decision Items
- February 2018 – FY 2018-2019 Decision Items and Work Plan Budgets get EMT and Commission review and approval.
- February 2018 – FY 2018-19 Draft Budget for Review/Direction – EMT and Commission Review
- March 2018 – Commission adopts FY 2018-19 Final Budget.
- On or Before April 15th 2018 – Re-submit FY 2018-19 Final Budget to OSPB for Governor’s Approval.
- Revenue Forecasts and Decision Items both for FY 2018-19 were also discussed – see packet for more details.
- Roll forwards from FY 2016-17 that require Commission approval include and are proposed for approval this month at the regular meeting include:
 - \$3.2 Million Roll Forward for the Division of Highway Maintenance from the Snow and Ice Contingency
 - \$5.2 Million Roll Forward for the Division of Highway Maintenance from MLOS
- The Commission generally supported approving the roll forwards requiring their approval discussed at this workshop.
- See link provided above for more details on the Annual Budget Workshop topics covered.

[Policy Directive 14 Reporting and Performance Metrics \(Deb Perkins-Smith\)](#)

Purpose: To report on progress made towards meeting the objectives in Policy Directive (PD) 14 in the areas of Safety, Infrastructure Condition, System Performance, and Maintenance, and review proposed changes.

Action: No action requested. Informational update on highway performance measures for the System Performance goal area, and transit performance measures for Infrastructure Condition and System Performance goal areas. Review of current performance and proposed changes to performance measures and objectives for Asset Management, Maintenance, and Safety goal areas will follow in September.

Background: Key measures for discussion for the month of August include:

System Performance - Highway: As the Colorado population, transportation demand, total crashes and incidents, vehicle miles traveled (VMT) increase, the travel reliability performance of both Interstate corridors and National Highway System (NHS) corridors continues to decline. However, the rate of travel time performance decline has been mitigated by operational improvements and strategic improvements to capacity. In 2016, CDOT improved travel time reliability in some corridors with the implementation of Tolle Express Lanes, expanded Safety Patrol services, enhanced winter operations coordination, and improved Traffic Incident Management with corridor First Responders. The PD 14 measure is based on the Planning Time Index (PTI), a measure of travel time reliability. In general terms, PTI identifies the extra time needed to arrive on-time for a trip 19 times out of 20. For example, for a PTI of 1.5, a worker should plan 45 minutes for a trip that takes 30 minutes in free-flow conditions in order to arrive on time 19 out of 20 times.

System Performance – Transit: 2016 data for the transit System Performance goal area is not currently available. For 2015, ridership of small urban and rural transit grantees exceeded the target, with 23.3 million riders compared to a 2015 target of 22.1 million. The second System Performance measure, total number of revenue service miles, has not been reported on previously. Data, however, will not be available until later this fall.

Infrastructure Condition - Transit: The transit measure for condition of the rural transit fleet was exceeded in 2016, with 68.7% of vehicles in fair, good, or excellent condition compared to a target of 65%. Achievement of the target is supported by a grant selection process administered by the Division of Transit and Rail (DTR), which strategically prioritizes the replacement of older and high mileage vehicles. The 2016 performance appears to be a significant reduction in performance from 2015, in which 81% of vehicles were reported in fair, good, or excellent condition. However, 2015 was the first year of reporting by transit grantees, with incomplete data. As such, the reported performance in 2015 is not considered an accurate reflection of fleet condition. The second Infrastructure Condition measure was originally a percentage target, based on a requirement that rural transit grantees complete transit asset management plans (i.e. % of rural transit grantees with completed transit asset management plans). This requirement was subsequently changed to a requirement that DOTs develop a single transit asset management plan for all rural transit providers. Since DTR is on track to complete by early to mid 2018, this measure is recommended for removal from PD 14.

Discussion:

- PD 14 – the performance measures policy for CDOT is evaluated annually to determine if and when to modify investment of funds, or make a target/goal may change, in order for CDOT to optimize meeting goals and performance targets. This is a new process for CDOT and staff is learning as time passes regarding the feasibility of meeting targets and how investment decisions may need to change to meet established performance targets.
- PD 14 is updated every 4 or 5 years as part of the Statewide Planning Process. Between plans, it serves as the guide for making investment decisions so targets can be best met.
- Two elements of PD 14 under focus for today’s workshops are:
 - Transit performance
 - System performance (mobility/congestion)
- Revenue projection is underway as the first step to prepare for the next Statewide Transportation Plan; will share results of this process and keep Commission updated on this process.
- Transit System Performance includes two measures – ridership (increase same as population – 1.5 per year) and revenue miles – trend is that it is increasing with Bustang/Outrider service, and also with local providers too.
- For Transit Assets the goal/target is to keep 65% of buses in fair, good or excellent condition.
- CDOT now responsible, per the FAST Act, to develop a statewide TAM Plan for the state on behalf of local transit providers.
- CDOT has some influence on performance for local transit agencies in terms of capital assets, but operations is a different situation in terms of CDOT’s influence.
- Issue of not being able to spend gas tax revenues on transit was discussed.
- One Commissioner expressed concerns regarding transportation needs of the aging population; another Commissioner noted that special services transport does not necessarily decrease congestion, via multimodal choice offerings.
- A couple Commissioners aired their support for a multimodal focus for transportation solutions; and their recommendation is to work with the legislature to support this concept.
- The Executive Director noted challenges with transit funding - a zero sum game; autonomous vehicles could create longer trains now 2,000 vehicles per lane per hour – in the future it could be 3,000 to 6,000; need to look 5-10 and 15 years ahead – do not join in on the battle between cars and transit.
- Commissioner raised concern over low fare box recovery for transit – and the Regional Transportation District (RTD) is looking to reduce fares to entice more ridership.
- In terms of the system performance metric – the key measure is Planning Time Index (PTI) – that measures the reliability of time for a trip, that is not a pure measure of congestion.

- Congestion is paired with infrastructure condition, and function.
- Concept is to contain the spread of congestion – congestion increased 10% last year and 12% the previous year.
- Key drivers of congestion are traffic volume and incidents/crashes – CDOT is looking for capping measures for congestion. Future measures would be capping severity of congestion and limit the height of PTI.
- Identifying 2 PTIs in each CDOT Region and identify things CDOT can control on these corridors.
- Commissioners expressed a desire to understand the degree of evolving congestion/hot spots too. Need to also emphasize safety.
- Consider working on the worst first.
- The EMT is currently working with Regions on Region PTI measures; Governor is interested in congestion reduction monitoring and a Governor’s dashboard.
- Executive Director noted that non-recurring congestion is a huge issue related to congestion. Can’t plan for except after incident clearing site with Traffic Incident Management System (TIMS). CDOT can train TIMS to support enhancements in this area.
- Commissioner Peterson expressed his support for the TIMS program.

Transportation Commission Regular Meeting Thursday, August 17, 2017

Call to Order, Roll Call

- All Commissioners were in Attendance
- Commissioner Luella D’Angelo was sworn in as the new Transportation Commissioner for District 3.

Audience Participation

- The I-25 North Coalition submitted a letter that will now be part of the public record.

E-470 presentation regarding the I-25 fire:

- Josh Martin of E-470 provided an overview of E-470’s role in responding to the I-25 Fuel Fire incident.
- During the I-25 Fuel Fire incident, E-470 team members worked with CDOT and agreed to waive fees for travelers using E-470 as an alternate route to I-25.
- The potential fees created with the additional 50,000 trips generated would have added up to over \$500,000 for E-470.
- E-470 did incur costs to manage this event and the expenses being requested of CDOT to cover total \$6,503.00; the Commission made a motion to ensure that E-470 get their expenses paid.
- The Commission thanked and recognized the E-470 team for all their help and cooperation during that difficult incident.
- Several of the E-470 Board Members were in attendance and were asked to identify themselves and E-470 board members and contributing staff were recognized: Steve Douglas, Jessica Carson, Jason Myers, Bill Holen, Heidi Williams, Roger Partridge, along with Executive Director, Tim Stewart.

Comments of Individual Commissioners

- Commissioners welcomed Commissioner D’Angelo to the Commission
- TLRC visits to Commissioner Hall’s and Gilliland’s areas were mentioned. Commissioner Gilliland also mentioned receiving a positive report on Bustang performance.
- Several Commissioners mentioned the recent Commission Retreat and mentioned they learned how much staff time is involved in packet development and expressed their appreciation for all of this work.

- Commission Connell mentioned four bicycle crashes in her area that resulted in two deaths. Noted it is important to embrace bicycles, CDOT has a role to support cycling and that she will personally work more on this.
- Commissioner D'Angelo expressed being impressed with the packet contents, how the Executive Director and team have such a great handle on things, and appreciates the warm welcome she has received from everyone.
- A Governor's lunch to honor the fuel fire heroes was attended by Commissioner Gifford.
- Commission Chair Zink noted being pleased with Senators Gardner and Bennet announcing that La Plata County FASTLANE Grant project being on final list going to Congress for approval.

Executive Director's Report (Shailen Bhatt)

- Attended Governor's lunch; 150 people were in attendance – CDOT, first responders, State Patrol, private contractors, etc.
- Comments from the public includes sentiments of the response from CDOT and the team restoring faith in government; Governor mentioned this level of restoration of faith was not observed in all his years of service as a Mayor or Governor. Recognized and thanked the E-470 team.
- CDOT is preparing for the eclipse – concerned with traffic impacts and incidents related to increase travel volumes.

Chief Engineer's Report (Josh Laipply)

- CDOT is doing all it can to prepare for the eclipse on Monday that will include:
 - Engineering/Construction: No CONSTRUCTION OR LANE CLOSURES ON MAINLINE facilities will occur from 8:00 p.m. (sundown) 8/18 through 8:00 p.m.
 - Maintenance/Operations: No oversize permitted vehicles will be permitted from 8:00 p.m. (sundown) 8/18 through 8:00 p.m. (sundown) 8/22 on all state highways north of HWY 24 to the KS line (this includes I-70), and all state highways east of HWY 9 to the WY border. This restriction does NOT apply to:
 - In addition, we will be standing up the emergency management structure for the weekend. Operations will be tracking congestion, incidents, and flow to update signs to advise traffic as appropriate.

HPTE Director's Report (David Spector)

- An Express Lanes Master Plan will be developed.
- The OMPD merger was discussed.
- Megan Castle is the recipient of a leadership coin for her work during the HOV3+ transition and the toll adjustment on US 6.
- A Reconciliation Fee for Service Scope of Work that covers January - June 30th completed every 6 months, has been released and David provided an overview of key content.
- Continuing work on I-25 Express Toll Lanes (ETLs).
- C-470 ETLs are rated BBB.
- Working on I-25 North Express Lanes from Johnstown to Fort Collins.
- HPTE works for transparency
- Many other ongoing activities are covered in the Reconciliation Fee for Service report.

Federal Highway Administration (FHWA) Director Report (John Cater)

- Colorado has many tunnels; and a National SHRP2 program on non-destructive evaluation of tunnel lining was held recently had about 60 people in attendance.
- School of Mines is a National University Transportation Center of focus for this topic of tunnels and geotech; Pam Hutton is leading this effort.
- A Tribal Summit is scheduled to occur in Durango on August 30th with the two Colorado tribes – Ute Mountain Ute and Southern Ute. CDOT Region 5 participates in this event.

Statewide Transportation Advisory Committee (STAC) Report (Vincent Rogalski)

- Welcome to Commissioner D'Angelo.
- Chief Engineer provided an updated regarding the de-federalizing of projects to evaluate costs savings and lower liabilities.
- There is STAC support for the Southwest Chief Commission to promote passenger rail along the Front Range – this will be included in the State Freight and Passenger Rail Plan too.
- Reviewed pros and cons of INFRA Grant program – have seen the large project list, but not the small project list at this point.
- Also discussed how SB 267 will work with INFRA Grant program and others as a potential match; a key issues that remains unsolved is how to pay back the Certificates of Payment (COPs). The discussion is to continue. There is no rush as we have until next summer to make more firm decisions.
- Revenue projection status for the next Statewide Plan (20-year horizon) was presented to the STAC; concern was expressed that the Alt Fuels measure (level of Alt Fuel vehicle penetration) was too low.

Flood Update (Johnny Olson) – Approved Unanimously on August 17, 2017

- CDOT Region 4 request for a Commission loan from the TCCRF of \$53 million to cover Flood Program expenses. Commission is to be reimbursed.

Act on Consent Agenda (Herman Stockinger) – Approved unanimously on August 17, 2017.

- [Resolution to approve regular meeting minutes of July 20, 2017 \(Herman Stockinger\)](#)
- [Acknowledgement of Committee Assignments \(Herman Stockinger\)](#)
- [Adopt updated Policy Directive 89.0 "Risk and Insurance Management." \(Herman Stockinger / Darrell Lingk\)](#)
- [NFRMPO Transportation Improvement Program Incorporation into State Transportation Improvement Program \(Deb Perkins-Smith\)](#)
- [Roll forward requests \(Michael Krochalis and Louie Barela\)](#)

Discuss and Act on the 2nd Budget Supplement of FY 2018 (Michael Krochalis) – Approved unanimously on August 17, 2017

Discuss and Act on Right of Way Acquisition Authorization Requests (Josh Laipply) – Approved unanimously on August 17, 2017

Discuss and Act on Right of Way Condemnation Process Initiation Request (Josh Laipply) – Approved unanimously on August 17, 2017

DIA/Pena Blvd. National Highway System (NHS) issue update

- DIA is working with FHWA to take section of Pena Blvd from E-470 to the terminals off the NHS. See link above for more details.

HQ/R1 and R2 Relocation Update (David Fox)

- All projects are moving along on time and on budget. See link above for more details.

Safety Update (Darrell Lingk)

- Employee safety has improved recently in terms of Workmen’s Comp on the job injuries and leave required for recuperation. On the job injuries are trending down – 30% than mean average of 4 prior years. Lost time for serious injuries is down by 37%.
- Biggest exposure was snow plows in 2014; prior to winter of 2015-16 conducted a behind the wheel exercise for CDOT drivers before snow fell last year – results were 220 crashes down to 148 crashes from last year. Accounting for miles plowed being equal for 2015 (5.6 million miles) and 2016 (5.1 million miles) the number of crashes comparably would be 167 – still a substantial decrease.
- Snow plows – employee caused crashes are down 37% while civilian caused increased 10%.
- Commissioner Hall was interested to understand why the general public incidents had increased. Tow plows were evaluated – no incidents of snow plows last year. A civilian driver impacts snow plow, clip as driving by.
- Slip and trip incidents have decreased and is good news- due to new tread wear. Darrell recognized and thanked the superintendents for their contribution to this success.
- The primary reason for decrease in employee incidents is employees embracing a new process of safety and this is contributing to the downward trend.

Recognitions:

FHWA Environmental Excellence Awards (Deb Perkins-Smith)

Every two years these are awarded - 125 applications with 16 awards given. This is for the I-70 East Bound Peak Period Shoulder Lane (I-70 Mountain Express Lane Project). Partners with CDOT were the City of Idaho Springs and Clear Creek County.

CDOT

- Angie Drumm
- Benjamin Acimovic
- David Singer
- Joe Mahoney
- Neil Ogden
- Paul Neiman
- Robert Smith
- Ron Papsdorf
- Stephen Harelson

FHWA

- Melinda Urban
- Randy Jensen
- Stephanie Gibson

HDR

- Gina McAfee
- Steve Long

THK & Associates

- Kevin Shanks

2017 AASHTO Award

- I-70 Mountain Express Lane Project – Operations Excellence, Medium Project (Paul Jesaitis) – The same I-70 Mountain Express Lane team, referenced above, was also a recipient of this AASHTO honor.

CDOT Hero Awards for I-25 Fuel Fire (Mike O’Neill, CDOT Region 1)

- Brent Reigel
- Rodney Hemphill
- Bryan Trigg