

The Transportation Commission (TC) Workshops were Wednesday, September 18, 2019 and the regular meeting was Thursday, September 19, 2019 at the Colorado Department of Transportation (CDOT) Headquarters at 2829 W. Howard Place, Denver, CO 80204.

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

Transportation Commission Workshops

Wednesday, September 18, 2019

1:00 pm – 6:00 pm

Attendance: All 11 Transportation Commissioners were present: Bill Thiebaut, Shannon Gifford, Sidny Zink, Karen Stuart, Rocky Scott, Donald Stanton, Kathleen Bracke, Eula Adams, Barbara Vasquez, Gary Beedy, and Kathy Hall were present.

Right of Way Workshop (Josh Laipply)

Purpose: The purpose of the workshop was to discuss one condemnation authorization request for the Region 4 I-25 North: SH 402 to SH 14 project.

Action: Prepare to act upon condemnation authorization request at the regular Transportation Commission (TC) meeting.

- Region 4
 - I-25 North: SH 402 to SH 14, Project Code: 21506

Discussion:

- Josh Laipply, CDOT Chief Engineer, noted that this month is the third month of the new process to only bring condemnation authorizations to TC workshops. Other right-of-way acquisition and settlement authorization requests with details are included in the TC packet, but are approved as part of the TC consent agenda.
- A total of nine parcels with different ownership are involved in the project. One owner is deceased, and another is not in agreement for settlement.
- The process to move forward with condemnation proceedings may motivate the owner to agree to settlements. CDOT has already settled with other property owners on this project.
- The detailed information regarding properties that is provided in the TC packet include: the portion of highway involved, property required, property address, size of acquisition, purpose of parcels, map of boundaries, evaluation of property, times and dates of CDOT's communication with property owners, etc.
- Commissioner Thiebaut solicited comments from the TC members regarding the condemnation authorization request, and none were raised.
- Commissioner Thiebaut asked if anyone from the public was present to comment on this condemnation authorization request and no members of the public came forward to comment.

Whole System. Whole Safety Workshop

Purpose: The Colorado TC has made transportation safety a top priority for Colorado, and as such, has made safety a standing item at its monthly workshop. In August, the Commission requested more information from CDOT staff on the causality of crashes. This discussion item will give the Commission an overview of the common causalities of crashes in Colorado, how CDOT and other agencies analyze those causal factors, and how the analysis is used to plan and deliver programs and projects to address these causal factors of crashes.

Action: Information Only.

Background: A strategic, prioritized approach is necessary to focus agency efforts on where resources can be most effective in reducing the loss and impact to human life, and consideration can be given to increasing resources toward doing so. Further, agencies and a variety of other stakeholders have varying contributions, responsibilities, and influences on transportation safety – and are all necessary as a network of professionals to improve safety. The coordinated process to strategically use resources most effectively is known as the Strategic Transportation Safety Plan (STSP). This plan process is used nationally by every state to gather stakeholders, get executive vision and direction, assess transportation safety, determine most effective actions, and implement and monitor those strategies.

Colorado's current strategic safety plan was adopted in 2015, and is currently in the process of being updated. A multi-agency steering committee will be meeting on September 20th to decide on vision and direction of the plan, and to guide the process to update the STSP. Later in September and October, dozens of safety stakeholders around the state with multiple agencies and transportation safety groups will meet to assess Colorado transportation safety and form teams to develop plans to improve safety over the next three to five years. This will then be implemented into deliverable, actionable plans for specific focus areas, making up the overall Strategic Transportation Plan for Colorado, anticipated in early 2020. At the same time, DRCOG, Denver, Boulder, Fort Collins have or are developing region or city-specific transportation safety vision zero plans. The STSP process is coordinating closely with these partners to capitalize on their efforts and align our work.

Zero Deaths (Charles Meyer):

- Primary Causalities for Traffic Deaths, Injuries, and Property Damage (Josh Laipply, Charles Meyer)

Discussion

- Charles Meyer, CDOT Traffic Safety Manager, explained the purpose of the workshop was to delve deeper into, at the request of the TC members, why crashes are happening, how determine solutions, and what action the TC members can take to proactively enhance safety and reduce crashes.
- Charles described how data is collected including documents gathered from law enforcement entities both local and state, and the Department of Revenue (DOR), who obtains and files the initial crash data. CDOT gets the DOR data, reviews it and reorganizes it for CDOT use.
- Driver actions and errors are the biggest causes for crashes.
- Josh Laipply noted that the subject of old crash data came up at a Statewide Transportation Advisory Committee (STAC) meeting regarding why it takes so long to get crash data. The reason behind the delay is that a variety of crash documentation forms are used to record crashes, some by hand in hard copy format and electronic. In addition, all crash data is not on the same platform at this time. Partners in gathering data include the Colorado Department of Health and Environment (CDPHE), Colorado State Patrol (CSP), and the DOR, etc.
- CDOT evaluates a given corridor's influence, .e.g., the types and level of traffic, rural or urban character/attributes, etc.
- Causalities are consistent year to year mostly. The hope to identify changes in trends and respond to those on an annual or frequent basis.
- Ninety percent of crashes are driver caused. Examples of driver error include: driving under the influence (DUI) of drugs or alcohol, speeding, and/or pedestrian violations.
- Contributing factors are also considered – if the crash included behavior such as: DUI, aggressive or inexperienced driving, fatigue/asleep, etc.
- Commissioner Bracke asked about how causes of crashes with motorized vehicles and conflicts with non-motorized travel are recorded. Crash data records are collected similarly for non-motorized/pedestrian vehicle crashes, when they involve a motorized vehicle.
- Commissioner Stuart asked if as we change to electric scooters and other new modes are these other modes added to the crash report form. Charles responded yes. New fields are being added –

autonomous/driver assisted automated features. Scooters are not added yet, but are in the process. Officers can also add other modes in a blank line of the form to get that type of information documented.

- Commissioner Stuart asked about the number of crashes statewide caused by wildlife. Charles Meyer noted it is a small percentage of crashes especially for serious injury and fatality crashes. Charles Meyer will look up those numbers and will report back to the TC on this.
- Commissioner Beedy asked if any weather related crash causes are tracked to help identify areas to improve roadway maintenance.
- Charles responded yes. Also if there are multiple influencers, that can result in multiple mitigations to consider.
- Speeding as a cause for crashes increased between 2017 and 2018 according to the pie chart data.
- Charles mentioned that officers also look at flooding, driver action, and note them in forms as a contributing factor when it is observed.
- Commissioner Scott asked about how to know when a speed limit set along a roadway is too high – where the driver may not be totally at fault.
- Charles Meyer explained that crash pattern curves are analyzed to determine where and when CDOT should invest in mitigation approaches, including consideration of speed limits.
- Commissioner Stanton asked about capturing road rage statistics.
- Charles responded that aggressive driving is tracked on crash form; so this info is captured. Officers can note it under other contributing factors. Aside from tracking human errors, where they occur is analyzed to determine if the infrastructure was an influencer, e.g., intersection configuration, areas where cars run off the road, median design, etc.
- Another consideration is to determine if CDOT or law enforcement can address key issues identified.
 - CDOT Evaluates – Statewide and Regional trends monthly
 - Regional crash tree diagrams are generated
 - Regional corridor analysis is conducted
 - Level of Service Safety (LOSS)/crash pattern analysis and mapping occurs for corridors
- After all of this analysis, CDOT then determines mitigation options. Mitigation strategies include: Education/Communication, Planning, Enforcement, Engineering, etc. After good design, good operations practices and maintenance is provided, and the result is crashes are still occurring at these locations, then CDOT digs deeper to assess the situation further.
- Identification and engagement of outside entities related to safety efforts (
 - Charles provided an overview of the types and range of stakeholders for the STSP that is underway at CDOT. Steering Committee meets here at CDOT HQ on September 20th and other workshops are being held at CDOT Regions.
 - Commissioner Thiebaut asked about workshops and if all this rolls up into the 2020 STSP?
 - Charles explained yes. The current plan being developed identifies key strategic actions, vs. a long list of actions from the last STSP that are not easy to implement and track.
 - Commissioner Thiebaut mentioned a factoid that for every \$2 million spent on a safety improvement on a corridor it saves a life. Commissioners want to know what they can do to influence safety, e.g., seat belt law was mentioned previously as one action CDOT staff noted as being important. TC has purse strings to pull to help and would like and need to know the specific things the Commission can do, on top of regular safety focus of investments.
 - Executive Director Lew explained that the strategy is to integrate the STSP and other plans into the 2045 Statewide Plan, and also make sure all projects are safety projects in some capacity.
 - Commissioner Stanton suggested spending on roadway striping and that we should escalate safety spending, focusing also on more aggressive signing related to moving two lanes over when a crash happens, and consider developing a CDOT courteous driving campaign.
 - Charles noted that it is very important to get initial guidance from the TC on level of aggressiveness that is desired for safety strategies and the prioritization of them.

- Commissioner Scott observed that through the Gap project 60-70 mph or higher speeds are witnessed. There is the issue of ticketing. We need to discuss tradeoffs between all different avenues/solutions possible before making any decisions.
- Rebecca White mentioned that Policy Directive (PD) 14 currently has safety performance measures and targets and a staff level conversation on what to recommend to TC is an option.
- Jeff Sudmeier noted that all CDOT programs have safety elements, in addition, we have approximately \$140 million targeted to safety through the FASTER Safety program. In April TC created a new strategic safety program intended to allow for quickly deploying a safety maintenance program.

Infrastructure and Mobility Systems Workshop

Program Management Office (PMO) Overview (Josh Laipply and Jane Fisher)

Purpose: The purpose of this workshop is to provide an overview of dashboards for major projects and their application in identification of items that may warrant management attention.

Action: Information Only.

Background: The PMO is responsible for analyzing interconnected projects or programs designed to achieve CDOT's larger objectives related to asset management, safety, and mobility. This effort includes consolidation of project data from across the state to provide the best analytics and forecasting possible in support of data-driven decision-making by CDOT's Executive Management Team.

The PMO is currently managing numerous initiatives in support of CDOT project delivery with the more significant ones including:

- OnTrack (standardized project management information system scheduled to launch in mid-2020)
- Preconstruction and construction project management guidance, tools, training, and website (preconstruction content has launched and construction content is in development)
- Asset/fund management process improvement (focused on consistency in the management of key asset programs by delineating clear roles and responsibilities, processes and business rules, and terminology and reporting requirements)
- Microsoft Power BI (business intelligence) dashboards (visual easy to read reports that instantly aggregate and organize key program and project management data and metrics) The PMO has worked closely with region stakeholders to develop and launch a number of Microsoft PowerBI dashboards. The primary benefits include: direct access to consolidated data in an easily accessible and understandable manner; project and program management support by tracking progress and helping identify issues; facilitating quick response to questions from leadership or stakeholders and ability to establish realistic expectations regarding project timelines and associated expenditures.
- Dashboard development efforts have focused on the entire CDOT project portfolio and also major projects currently in construction throughout the state (i.e I-25 Segment 7&8, I-25 South Gap, US550/160, etc.). In both cases, dashboards provide data regarding scope, schedule, and budget status. In the case of major projects, dashboards also provide additional information regarding identified risks and associated mitigation strategies.

Discussion:

- Josh Laipply described how the cash flow-based expenditure program works, and compared to the previous approach to wait to spend funds until all funding is available. The Responsible Acceleration of Maintenance and Partnerships (RAMP) program spent down cash. We needed a system to roll up programs Statewide. We have the SAP system for managing finances, but it is not an optimal platform for project management, its strength is financial reporting.
- We now have a Business Intelligence platform over SAP to pull reports out.

- Dashboards are up and running per Jane Fisher, Director of the Program Management Office. Two buckets –regular type project in one budget and those that are larger, unique in some way or controversial are in another budget. Those at risk are highlighted in red.
- Dashboards that display forecasts on what is planned for spending vs actual spending is this new tool. A map is also provided on the dashboard. Projects are indicated as awarded or not awarded and by size – 10 million or more is large. Special projects get a higher level of monitoring. CDOT PMO keeps a list for all projects and major projects. There is a Major Projects Dash board. Budget and expenditures for projects are included. Dashboards include information tracking construction end dates and how far along on the project schedule to meet expectations. Regions provide information regarding the level of project risk – related to budget and schedule, and this is reported monthly by the CDOT Engineering Regions. Meetings occur monthly to discuss progress and the Chief Engineer attends these meetings. The intent is to identify risks early to reduce the potential for future problems.
- Commissioner Thiebaut advised CDOT staff to meet with the TC monthly on major or high profile projects regarding the dash board – not small or projects going well (not every project)– want to see what is red and why. This will help the TC be proactive vs. reactive.
- Commissioner Vasquez would like to see data in a format for Interstates vs. state highways.
- Josh Laipply explained for example that railroad projects often are not on schedule. An attempt to assist with keeping them on schedule is to have submittals to railroads that all look the same. For TC we need to make distinctions between policy-based changes vs. day-to-day project work that might result in project delay by taking up too much staff time to generate reports.
- Commissioner Scott thinks the work should focus on policy solutions – give TC what they NEED to know to keep focus balanced. Not delve too deeply into projects, and asked if PDs highlight TC’s role in policy oversight.
- Commissioner Adams expressed that he thinks this is excellent work, but is more interested in above a certain threshold to get reports on projects and is interested projects showing red. Keep that focus – and the orange projects approaching red.
- Commissioner Zink supports updates for projects – identify systemic issues or something like a significant break in a project.
- Herman Stockinger suggested a one-page document to summarize the dashboard monthly to report on key projects and those that are red. At least start there for now.
- Commissioner Vasquez asked to see projects on a map in the monthly report for context.
- Jeff Sudmeier, CDOT Chief Financial Officer, noted that some projects indicated as red are not updated with full budget planned and budgeted yet so they may be in better shape for some instances.
- Executive Director Lew explained that the dashboards are snapshots in time; these will help to make sure contingency amounts for projects are good; data points gathered will eventually merge to determine if we are we getting the right information to keep on budget and schedule more. There is a competitive edge to this type of reporting, it encourages a level of healthy competition.
- Commissioner Scott supported this type of reporting for other areas in CDOT with dashboards. Having absolute numbers and trends are generally good approaches to tracking programs.
- Jeff Sudmeier commented that there is lots of additional dashboard work, and we want to hear from you, the TC, regarding any additional dashboard reports you would like to see.
- Mike McVaugh, Region 5 Transportation Director, mentioned that the project team gives updates to TC – to explain red, greens and yellows and this information is coming back from teams, the color can be subjective so color choice is not always data driven.
- Commissioner Vasquez suggested determining attribute data, and creating rules for reporting to make it objective as possible.
- Mike McVaugh noted that the balance and intelligencia shared is good information. For example, someone who feels their project needs more attention may rate their project as more red or orange to get what they need in order for their project to progress.
- Executive Director Lew stressed the benefits of internal reporting, to identify problems early on in the process – so we encourage not “sugar coating” reporting.

- Commissioner Adams noted that the idea is to challenge teams to keep things moving and applauded the approach of a strong independent PMO to monitor things. This takes time and a good team to make this happen.
- Commissioner Scott noted that sharing information is the intent and is important.
- Commissioner Thiebaut expressed his thanks to Jane and Josh, and commented that we will continue to work with the PMO.

Request Approval for I-25/SH 119 Property Acquisition and Interim Configuration Design Funds (David Krutsinger)

Action: The Division of Transit and Rail (DTR) is requesting TC approval of \$2.5 million of SB 267 funds for the purchase of the parcel adjacent to CDOT’s existing carpool lot at the interchange of I-25 and SH 119, as well as approval of \$400,000 to complete the design for the interim configuration of the new Bustang transit station at the interchange.

Discussion:

- David Krutsinger, CDOT DTR Director, explained that eventually we will fund a mobility hub as a separate TC action after design is completed. David also thanked Ann Rajewski of CASTA for her guidance during the process to develop this concept.
- Sharon Terranova, DTR Planning Manager, described what items the current request will fund.
- Sharon explained that DTR is working on many SB 267 projects for transit.
- Highlights of the project requiring the requested funds were presented.
 - There is an existing carpool parking lot with 116 regular parking spaces and five American with Disabilities Act (ADA) spaces.
 - No transit service is currently provided at this site.
 - The hope is to expand Bustang service to this area, along SH 119 with bust rapid transit (BRT) to service Longmont.
 - Future intent is to support Front Range Passenger Rail and enhance local transit connections.
 - Current plans will expand this lot to the north and add 114 spaces.
 - The ultimate design planned is a center median station configuration.
 - The site would grow to 540 parking spaces with expanded transit service.
 - The total project cost \$20 million; the cost of right-of-way acquisition south of carpool lot is \$2.5 million and DTR is ready to act; this request will fund a protective purchase, as it preserves the option for eventually supporting the construction of a mobility hub. If intended plans do not come into play, CDOT could sell off the property at some point in the future.
 - The 2011 Final Environmental Impact Statement (FEIS) for North I-25 had this facility as part of the Preferred Alternative.
 - There is need to develop the project with partners after future funding is identified.
 - Commissioner Stuart stressed that we need to involve RTD in the design. Hopes to see this as an L-Express stop, and asked: How can we make something like this happen at I-25 and SH 7? Sees Bustang Buses on I-25 would like to see Bustang stops at I-25 and 120th and I-25 and SH 7 interchange.
 - Commissioner Bracke explained that this is important timing on SH 119. Boulder County is supporting this concept. The list of partners presented and proposed is good. Asked if this is new Bustang service or tacking on to existing service.
 - David Krutsinger responded that adding a stop to existing service is the concept. In terms of travel time savings, we may need new service to accommodate ridership needs. Approximately 30% of traffic on SH 119 is coming from Laramie County. It would be helpful to get ahead with this project.
 - Commissioner Scott mentioned that the HPT Board discussed co-location of ancillary functions. The extent to co-locate functions is important to consider. Consider adjacent uses for future plans.

Funding, Finance & Budget Workshop

Review of Colorado Proposition CC, Retain Revenue for Transportation and Education Taxpayer Bill of Rights (TABOR) Measure (Herman Stockinger)

Background: During the 2019 legislative session, the General Assembly passed House Bill (HB) 19-1257 (Becker, McCluskie/Court, Priola) that referred a ballot measure to the voters for the November 2019 ballot. The measure will ask Coloradans if they wish to “de-Bruce” the state, allowing the state to keep all revenue collected, including that above the TABOR cap, beginning in the 2019-20 state budget year. Currently, due to the TABOR Amendment, a revenue cap is computed each year and adjusted to account for inflation and state population growth. If the cap is reached, current law provides that the revenue above the cap be returned to Colorado taxpayers.

Proposition CC Summary: If Proposition CC is approved by voters, all revenue the state keeps over the existing revenue limit will be split equally, and a third each will be allocated to:

- Public schools;
- Higher education; and
- Roads, bridges, and transit.

Proposition CC is a result of the passage of HB 19-1257, sponsored by Speaker of the House KC Becker (D) and Representative Julie McCluskie (D) and Senators Lois Court (D) and Kevin Priola (R).

- Proponents of the measure believe Proposition CC allows the state to keep the money it already collects in order to provide funding for K-12 education, higher education, and transportation. Proponents believe the measure is a way to provide revenue for these investments immediately and into the future without raising taxes.
- Opponents believe permanently eliminating refunds is a tax increase for taxpayers and an erosion of taxpayer protections that currently exist under TABOR. They also oppose that it allows the state to permanently keep an unspecified amount of money rather than a set number of years. Although the measure directs the dollars to be used for K-12, higher education, and transportation, opponents take exception with the fact that a future General Assembly could change where the money is allocated without asking voters to approve.
- Fiscal Impact: For fiscal year 2020-21, the Office of State Planning and Budgeting's June forecast is estimating state revenue subject to TABOR will exceed the cap by \$623 million. According to the ballot measure, the Highway Users Tax Fund (HUTF) would get a third of this funding, approximately \$207.6 million. This funding is distributed as a second stream revenue, resulting in CDOT receiving 60% of this total, about \$124.6 million. Funding collected in FY 2020-21 would be distributed in FY 2021-22. Of the amount transferred to CDOT, 85 percent would be used for highways and 15 percent for transit.

Discussion:

- Commissioner Gifford expressed concern that the Referendum CC money may be spent elsewhere so CDOT can't plan on it being available for transportation.
- Commissioner Hall agreed with Commissioner Gifford and expressed concerns also with the lack of a timeline being outlined in the Referendum.

Burnham Yard Intra-Agency Agreement (Josh Laipply and Nick Farber)

Purpose: The purpose of this workshop is to describe the Intra-Agency Agreement (IAA) between the CDOT and the High-Performance Transportation Enterprise (HPTE) regarding the HPTE's work towards the purchase of the Union Pacific Railroad's (UPRR) Burnham Yard property.

Action: The HPTE Board and TC are asked to adopt a resolution that supports the staff recommendation to approve the IAA.

Overview of the IAA: IAAs between CDOT and HPTE document the substantive terms of how CDOT and HPTE work together and allocate rights and responsibilities on shared projects. This IAA says that for the consideration of HPTE's contracts, as well as HPTE's experience in procuring and administering pre-procurement and procurement phase projects for potential surface transportation projects, CDOT will pay HPTE \$368,655.50.

- Project involves moving the railyard and improving the section of highway in vicinity of the property.
- The property in question is a 61-acre parcel of land beginning near 13th Avenue at its northernmost point to roughly 4th Avenue at its southernmost point in the City and County of Denver that was placed on sale in July 2019.
 - Buyout as fee simple is what CDOT proposed. UPRR wants CDOT/HPTE to have a developer as a partner for this agreement.
 - Project would move the Consolidated Main Line off I-25 into the railyard.
 - A shortlist team of developers and a Request for Proposal (RFP) and how to partner with CDOT and HPTE is being developed for early October.
 - Commissioner Thiebaut asked about where the funding would come from and raised concerns regarding potential violations of state statute to acquire this unique property.
 - Kathy Young, representative from the Attorney General's Office, explained CDOT has TABOR-exempt authority to acquire the property. However, there is concern regarding the loan from CDOT to HPTE of \$50 million, there is potential for HPTE to lose their enterprise status. The entire parcel is for sale and remnant parcels could be created and disposed of.
 - Commissioner Gifford commented that CDOT is not qualified to do development of this property on their own, and that is why a developer partner is needed to lessen CDOT's involvement in the real estate speculation aspect of this purchase.
 - Commissioner Thiebaut reiterated being cautious about the legal ramifications to CDOT in participation of this type of partnership.
 - Commissioner Vasquez asked if the purchase could be reframed as a Public Private Partnership (P3).
 - Nick Farber, HPTE Director, explained that we are not at the appropriate point in the process to consider a P3.
 - Executive Director Lew noted that Commissioner Gifford's thoughts are in alignment with CDOT's and HPTE's. We need to act quickly for this unique opportunity. We need to be proactive regarding what we would want the site to look like and with a developer partner, we would be able to do this. We don't want to constrain ourselves with a P3 at this time.
 - Commissioner Gifford commented that the Central Platte Valley (CPV) line and development at Denver Union station is an example of success of a partnership of this kind. CDOT participated but did not redevelop the neighborhood.
 - No other comments or concerns were raised by the TC members.

FY '20 Budget Workshop - FY 2018-19 Roll Forward Budget and Cost Center Roll Forward Requests (Jeff Sudmeier)

FY 2018-19 Roll Forwards

Purpose: This workshop provides an opportunity for the TC to review and approve the FY 2018-19 cost center roll forward requests and the FY 2019-20 budget amendment according to Policy Directive (PD) 703.0.

Action: The TC is being asked to approve three cost center roll forwards for the Division of Maintenance and Operations (DMO), totaling \$5.3 million, and a Budget Amendment reallocating most of the remaining year-end balances in Intelligent Transportation System (ITS) Asset Management and Agency Operations. Approved FY 2018-19 cost center roll forward requests will be rolled into FY 2019-20 cost center balances.

Background: Executive Management approved Roll Forwards. According to PD 703.0, roll forward requests that are less than \$1.0 million can be approved by Executive Management. Cost center roll forward requests that have been approved by Executive Management total \$3.8 million.

- Automatic Roll Forwards - According to statutory, regulatory, or Departmental guidelines, a number of cost centers roll forward automatically each fiscal year. The total estimated amount of these automatic roll forwards into FY 2019-20 is \$120.5 million. Additionally, per PD 703.0, all budget pools roll forward automatically.
- In addition to the cost center roll forward requests, there are several requests to reallocate remaining cost center balances to other programs. Of a remaining balance of \$13.5 million, proposed budget amendments would reallocate \$12.6 of this amount. The remainder, \$900,000, will be deposited in the TC Program Reserve Fund.

FY 2020 Budget Amendment

- As noted previously, after approval of cost center roll forward requests, approximately \$13.5 million remains available for reallocation. Individual budget amendment requests to reallocate some of the remaining cost center balances are summarized below. These amendments are further reflected in the Proposed TC Amendments column of the FY 2019-20 Annual Budget. The TC will be asked to approve the following items as part of the third budget amendment to the FY 2019-2020 Annual Budget (see temporary resolution #10).
- Budget Amendments include:
 - **ITS Asset Management** The ITS Asset Management program has a large remaining balance of approximately \$9.9 million, after approval of cost center roll forward requests. As part of the recent merger of maintenance and operations functions, the ITS program is undergoing a review and reprioritization of its work plan. As a result, the remaining roll forward balance in the ITS Asset Management Program is not needed for the planned FY 2020 program.
 - **Maintenance Level of Service (MLOS)** \$500,000 reallocated from MLOS to Road Equipment for purchase of additional snowplow and attenuator traffic control truck.
 - **Agency Operations**
 - \$2.0 million reallocated from Agency Operations to Property in order to initiate efforts to deploy covers/shelters for maintenance vehicles, particularly snowplows in order to extend asset life cycles by protecting from the elements. Funds will provide for the deployment of 10-15 open-air type truck port covers in calendar year 2020.
 - \$205,000 reallocated from Agency Operations to Property for the completion of remaining work for the Permanent Water Quality Training Facility relocated from the former Headquarters building to the Region 1 KOA Campus.
 - In addition to the amendments described above reallocating some of the remaining cost center balances, the third budget amendment includes one additional item.
 - HPTE Fee for Service – Increase of \$368,656 to the HPTE Fee for Service in order to provide funding to support HPTE’s work towards the purchase of the UPRR Burnham Yard property, with a corresponding decrease to the TC Program Reserve. This is the subject of the IAA between CDOT and HPTE currently pending TC and HPTE Board approval.

Discussion:

- Jeff Sudmeier noted that the roll forward budget is higher this year than last year.
- Commissioner Gifford raised a question about the ITS funds for this regarding the Intelligent Transportation system (ITS) – roadway devices and software (Variable Message Signs, cameras, ramp meters, traffic signals, etc., which are one aspect of maintenance.
- Kyle Lester, CDOT Division of Maintenance and Operations explained that the maintenance of the ITS program is lagging in terms of device replacement. CDOT was anticipating spending dollars on the Panasonic Agreement (an investment in roadside devices that would provide connected vehicle communication technology with the roadway), but these pilots were placed on hold and did not go to bid, so that funding is now available to use elsewhere. ITS capital projects are generally smaller scale projects added on to larger projects. Now CDOT wants to use the Panasonic dollars this year to catch up on ITS maintenance activities.

- Commissioner Adams supported the concept of smaller pilots to test technology and then get more investment later after more confidence that the result will be a success.
- Executive Director Lew commented that pilots occurring now are mostly along the Gap Project area, with ramp metering technology. Shifting to fiber will be the backbone of integrated technology, and we are focused on a “dig once” philosophy for our projects to integrate fiber. The desire is to establish IT infrastructure to support Co-Trips and Emergency Management Services that is fully functional now and in the future (extending useful life) and not just a short-term band aide.
- Jeff Sudmeier noted that the ask of TC is to approve three roll-forward requests outlined in Resolution 8.

FY '21 Budget Workshop (Jeff Sudmeier)

Proposed New Budget Process and Format

- Jeff Sudmeier solicited TC input on proposed changes outlined in TC packet
- Staff will bring full draft of process and format next month
- Plan is to request TC approval in November 2019

Discussion:

- No substantial comments received from the TC members on the proposed changes for the budget process or reporting formats.

FY 2020-21 Budget Decision Items

- **Maintenance Program Areas - \$2.3 million** - As part of CDOT’s agreement with Plenary on US 36, CDOT makes monthly payments for maintenance performed by Plenary on the General Purpose lanes on the US 36 corridor. Over the last few years, this amount has been taken “off the top” of the Maintenance Level of Service (MLOS) programs and included in the budget under “Toll Corridor General Purpose Lanes.”
- **Toll Corridor General Purpose Lanes - \$600,000** – More recent projections of payments due to Plenary in FY 2021 indicate a need to increase funding from the \$2.3 million originally planned to \$2.9 million. If approved, this will result in an increase of \$600,000 to the Toll Corridor General Purpose Lanes budget
- **Landscape Warranty and Erosion Control - \$900,000** - The practice of including construction landscape warranty and erosion control in project budgets has resulted in limited success in addressing landscape establishment and erosion control after roadway construction work has achieved final acceptance. This has resulted in significant delays in closing construction projects. A new approach has been proposed which includes closing projects shortly after roadway construction work has been accepted and having any needed landscape warranty work performed by others (CDOT maintenance staff or specialty landscape construction contractor) at an estimated annual cost of \$900,000. If approved, this will result in an increase of \$900,000 to the Agency Operations

Discussion:

- Commissioner Thiebaut noted items are small amounts recommended a process for the TC to approve larger changes.
- Jeff Sudmeier explained that a change level of approval actions discussion is coming up in a future with PD 703.0 workshop.
- Commissioner Zink cautioned to balance the level of approval and consider a process in terms of audit review of TC decisions.
- Commissioner Scott noted that for the budget there could be different thresholds for decisions, and asked for specific examples from other State DOTs.

Office of Innovative Mobility Budget (Sophie Shulman)

Purpose: To review a proposal to allocate funds within the Office of Innovative Mobility (formerly RoadX) to specific program areas.

Action: No action this month. Staff requests input on approach to framing programs and funding emerging mobility projects and will return in October with any necessary approval actions.

Background:

- **Mobility Services:** Enhance transportation options in order to reduce congestion and single occupancy ridership wherever possible, including new emerging mobility technologies (rideshare, cars here, etc.) and traditional transportation demand management (TDM) strategies. Explore new options for aging Americans, people with disabilities, veterans, rural citizens, and other underserved populations. (FY19 roll forward: \$12 million; FY20: \$3.7 million; FY21: \$3.9 million)
- **Mobility Technology:** Serve as strategic policy leader on connected and autonomous vehicles in Colorado, including data collection, usage, and future policy and investment recommendations. Explore ways to enhance existing mobility options through new technologies. (FY19 roll forward: \$.5 million; FY20: \$2.7 million; FY21: \$2.2 million)
- **Electrification:** Support Governor Polis’ goal of 940,000 zero-emission vehicles in the State of Colorado through electrifying state and local fleets, enhancing awareness of the benefits of electrification, and increasing infrastructure availability throughout the State. (FY19 roll forward: \$1.1 million; FY20: \$4.12 million FY21: \$5 million)

Budget Summary

and

Program Area	Proposed roll forward of unexpended funds from RoadX (FY19)	Proposed Budget (FY20)	Proposed Budget (FY21)
Mobility Services	\$12,000,000	\$3,700,000	\$3,900,000
Mobility Technology	\$500,000	\$2,700,000	\$2,200,000
Electrification & Energy	\$1,100,000	\$4,120,000	\$5,000,000
Total	\$13,600,000	\$10,520,000	\$11,100,000

Roles

Responsibilities of Office, CDOT Staff and TC: A presentation on roles and responsibilities occurred with information based on proposals outlined in the TC packet. The role of the TC proposed is as follows:

- The Commission will monitor the performance and success of the Program for FY20 and FY21.
- Policy Directive (PD) 703.0 previously required individual approval of RoadX projects as part of monthly budget supplements. The Office of Innovative Mobility is proposing that in lieu of individual budget supplement requests, the Commission consider approval of the program areas and budgets described herein via resolution in October. If the Commission approves this spending plan, projects will move forward according to the plan without Commission approval. The Office of Innovative Mobility will report on progress, and bring any requests to modify the spending plan to the Commission for approval.
- The Infrastructure & Mobility Systems Committee will meet on a regular basis to monitor the performance of the Program. This includes:
 - o Any recommendations for substantial modification, addition or deletion of programs
 - o Evaluate reports based on the metrics above
 - o Recommend the Innovative Mobility Program budget annually to the Commission, including the review any additional expenditures
 - o Provide status updates at least annually to the Commission

Discussion:

- Commissioner Stanton requested to add “safety and security” to the goal of the Mobility Technology Program area.
- Commissioner Bracke noted the need to call out transit when discussing electric vehicles (EVs).
- Commissioner Stanton asked about how we will ensure the electric power needed to support EVs is available and asked if we are working with electric power companies. Sophie Shulman responded that CDOT is working closely with the Colorado Energy Office (CEO) on pilots at this time.

- Commissioner Adams commented that we need to be sure there is enough money to keep EV infrastructure going. Sophie Shulman responded that there is still a need to identify a long-term fix to address this issue and CDOT is open to consider all proposed options.
- Sophie Shulman and Jeff Sudmeier listed the other funding sources for EVs available now, which included: CEO EV-related grants, VW settlement funds, Congestion Mitigation Air Quality (CMAQ) Program funds, and CDOT funds that will help fill in gaps where it is appropriate to do so.
- Commissioner Scott and Commissioner Gifford both expressed concerns regarding how little is understood regarding investments in mobility and technology now compared to what was understood previously.
- Commissioner Zink and Hall added that it appears we are jumping ahead with EVs without proper level of evaluation to understand what it will take to implement them and more specifically how money will be spent.
- Commissioner Stanton and Bracke both support promoting EVs, but the program needs to be a statewide effort that includes rural areas, and requested more details on each strategy.
- Commissioner Vasquez is supportive of promoting EV and green technology but requested more detail in terms of what went into the numbers and how we pay for maintaining the supporting infrastructure for EVs.
- Commissioner Adams commented that it may be easier for commercial vehicles to transition to EVs than it would for an average resident.
- Commissioner Vasquez noted that another area for transition from fossil fuel vehicles to EVs would be school buses.
- Commissioner Beedy noted that for dollars from the General Fund, it is not CDOT's role to fund EV charging stations unless it is for our own fleet. This investment raises questions about adding Compressed Natural Gas (CNG) vehicles to the mix. We don't have enough money to maintain our existing system. Peak demand charges from industry are an issue with EV technology. There is a concern regarding using funds from existing underfunded CDOT programs to support EV technology.
- Jeff Sudmeier added that CDOT staff is looking for TC input on Policy Directive 703.0 in terms of what level of approvals for financial decisions that require TC approval.
- Commissioner Stanton mentioned that EV is not the end all solution if power is generated from a facility that uses fossil fuels to produce electricity.
- Commissioner Thiebaut ended the workshop noting that the TC will wait until next month to discuss this item further, and suggested a subcommittee be formed to review and discuss it further in between the monthly TC meetings. Commissioner Scott might be the appropriate TC member to lead this effort, as the Chair of the Mobility Committee.

Begin Discussion of Available Funds for Programming (Rebecca White, Shoshana Lew, Jeff Sudmeier)

Purpose: to summarize and inform the TC on funds for programming made available from the Colorado General Assembly through Senate Bill 17 – 267, Senate Bill 18 – 001, and Senate Bill 19 –262.

Action: None. Information only and initial input on a proposed programming process.

Background: Starting in 2017, the Colorado General Assembly passed a several pieces of legislation (Senate Bill 17 – 267, Senate Bill 18 – 001, and Senate Bill 19 -262) that increased funding for transportation infrastructure. In July and October, 2018 the TC approved projects for funding with proceeds from Senate Bill 18 – 001 and Senate Bill 17 – 267 respectively. Given the upcoming distribution of the next tranche of SB267 funding, staff is seeking input and guidance on how to approach the programming of available funds.

Staff seeks the TC's guidance on how to approach the programming of these funds. Staff has several key questions:

1. What funding level should staff assume?

2. How should previous decision items be incorporated?
3. How does the Commission want to prioritize investment in major capital projects vs. asset management (surface treatment) projects?

What Funding Level Should Staff Assume?

The funding legislation in the aforementioned bills carries the potential for multi-year funding through the issuance of Certificates of Participations (COPs) and General Fund Transfers. Moreover, the General Assembly recently passed an additional General Fund transfer in the form of Senate Bill 19 -262. The net result is \$665 million in funds available for programming in FY 20 with 10% dedicated to transit. However, the potential also exists for an additional \$500 million in both FY 21 and FY 22. If those transfers were to be made, \$1.665 billion would be available for programming.

How should previous decision items be incorporated?

The Transportation Commission previously identified a number of projects for funding through SB 17-267 and SB 18-001. Staff seeks direction on whether these projects remain a priority for the TC.

How does the Commission want to prioritize investment in major capital projects vs. asset management (surface treatment) projects?

Staff received a list of guiding principles from the TC that was used to formulate a series of scenarios to assist in identifying the Transportation Commission's investment philosophy in balancing the needs of capital/mobility projects and asset management projects. These include:

- ***Scenario 1 – High Asset Management:*** This scenario would place \$355 million per year (for 3 years) in surface treatment funds (\$1.065 billion), with \$110 million per year (for 3 years) invested in rural paving (\$330 million). \$150 million per year (for 3 years) would be invested in major capital projects (\$450million). The transit/multimodal portion would emphasize lane striping, sidewalks, shelter/stop improvements to accommodate pedestrians, bicycles and transit associated with rural paving. There would be fewer mobility hubs associated with major capital projects.
- ***Scenario 2 – High Major Capital Projects:*** This scenario would place \$110 million per year (for three years) in rural paving (\$330 million) and \$395 million per year (for three years) in major capital projects (\$1.185 billion). The transit/multimodal portion would emphasize mobility hubs associated with major capital projects and see reduced investment in lane striping, sidewalks and shelter/stop improvements for pedestrians, bicycles & transit associated with rural paving.
- ***Scenario 3 – Funding Mix:*** This scenario would place \$272 million per year (for three years) in surface treatment funds (\$816 million), with \$110 million per year (for three years) in rural paving (\$330 million). \$233 million per year (for three years) would be invested in major mobility projects (\$700 million). The transit/multimodal portion would blend of lane striping, sidewalks, and shelter/stop improvements to accommodate pedestrians, bicycles, and transit; with a moderate number of mobility hubs.
- In addition, potential criteria, including guiding principles were presented, and the TC was asked to comment on those proposed in the table below.

Proposed Guiding Principles and Criteria

Guiding Principle	Potential Criteria
<ul style="list-style-type: none"> • Mobility • Programs and projects leveraging new technology development • Integrated System Impacts and Benefits 	<p>Mobility - Extent to which project addresses a mobility need, including congestion reduction, improved reliability, new or improved connections, eliminations of “gaps” or continuity issues, new or improved multimodal facilities, improves efficiency through technology, or improved access to multimodal facilities</p>
<ul style="list-style-type: none"> • Asset Management / Preservation Benefits • Impact of Asset Management decision on asset life and function 	<p>Asset Life – Extent to which project addresses asset life, including improving Low Drivability Life pavement or poor rated structures</p>
<ul style="list-style-type: none"> • Economic Impacts • Statewide Equity 	<p>Economic Vitality – Extent to which a project supports the economic vitality of the state or region, including supporting freight, agricultural, or energy needs, or providing or improving access to recreation, tourism, military, job, or other significant activity centers</p>
<ul style="list-style-type: none"> • Safety 	<p>Safety – Extent to which project addresses safety deficiencies at locations with known safety issues (as indicated by Level of Safety Service (LOSS) 3 or 4), or other known or projected safety issues</p>
<ul style="list-style-type: none"> • Financial Leverage, Financial innovation, and Partnerships • Short term projects vs. Accommodating Long-Term Projects trends • How does the system look in 30 years and how does this project fit in? 	<p>Strategic Nature - Strategic nature of project, regional or statewide significance, leverages innovative financing and partnerships, and balances short term needs vs. long term trends.</p>
<ul style="list-style-type: none"> • Is the project informed by extensive collaborative work already done on Prop 110 project list and existing regional / local planning and what are the reasons for deviating from these? • Regional flexibility / related smaller scale projects 	<p>Regional Priority - Priority within the Region, based on planning partner input including priorities expressed in Regional Transportation Plans</p>

Discussion

- Executive Director Lew commented that this process is being kept separate from the statewide planning process to get the distribution of dollars underway. The cadence of this is to get projects underway for the next construction season. Asset Management is a spending priority vs. investment for the future of the system. The idea is to buy down road repair issues, and we have heard from our customers that we have a problem in this area. We also have seen an alignment regarding this with the various data we have on file. This is in response to conversation held last month with the TC on this subject. The longer-term corridor-wide investments will reside in the 10-year project queue.
- Jeff Sudmeier provided the dollars being discussed which include SB 17-267 4 years of Certificates of Payment (COPs) for \$500 million annually, SB 18-001 General Fund Transfer of \$60 million, and SB 19-262 with an extra \$79 million. For FY2019-20, we will have \$615 million for highways, \$50 million for transit and \$50 million of debt service.
- The STAC input on this is to program the highest dollar amount – if you “name the pig”, the idea is that the result will be a higher probability to prompt the legislation to keep the funding available longer with projects programmed for the funding.
- Commissioner Hall initially suggested Scenario 1 level funding to be certain dollars are available for spending.
- Commissioner Gifford recommended going with the high funding scenario out to FY 2021-22.
- Herman Stockinger summarized the discussion after a bit of back and forth conversation, that the TC is recommending the programming of the high funding scenario of \$1.665 billion out to FY 2021-22. Letters of support for listed proposed projects are flowing into CDOT. Please see the list of proposed projects provided in the TC Packet.
- Commissioners Theibaut and Bracke both expressed support for phasing project funding.

- Commissioner Stuart asked about the status of the two-year project list for SB 267. Herman Stockinger noted that we are \$120 million short of funding all the two-year list of projects for SB 267.
- CDOT will vet this list with planning partners in case they support a deviation from this initial project list.
- Executive Director Lew mentioned that CDOT will not recommend before talking with the MPOs and TPRs first – a decision will not be made in a vacuum.
- Commissioner Bracke supported honoring the past process and to keep I-25 North going by phasing projects.
- Commissioner Thiebaut identified the need to keep the rural component of SB 267 in mind.
- Commissioner Scott asked if stretching out funds maintains our advantage.
- Josh Laipply explained that the list of projects for the next five years are selected with some ready to go and others requiring NEPA clearance. Approval will allow CDOT to hit construction next spring – will not get everything done, but we will see a peak of projects occurring in the second and third out years. From the RAMP we learned to better track projects. Larger spending will not occur this summer, but the summer after that. We will need to balance staff needs also.
- Rebecca noted that recently CDOT was rated 47th in the nation for pavement condition, that CDOT monitors 12 assets that are not all funded.
- Josh Laipply noted that state matches made available often lead to more federal grant awards.
- Rebecca White explained that she will bring back a project list next month for approval and that input from the TC on what is needed for the TC to approve a list next month would be important to have now.
- Commissioner Beedy stressed that maintaining our system is our number one priority. There is a need to fund chip seal work within a year after overlays to extend the life of this work. When this is not done on top of overlays within a year they deteriorate more quickly. Heavy harvest trucks that are over 100,000 lbs. then travel over these rough roads. The Asset Management Need curves in the presentation show how often we lose the battle to keep pavement in good condition. Recommend the scenario for \$300 million annually on surface treatment for a total of \$900 million invested in pavement improvements for three years.
- Executive Director Lew expressed the difficult situation CDOT is in to keep pavement in good condition across the state. Deferred maintenance does lead to a crisis point, and to decide how to avoid a pavement condition crisis while funding mobility projects with more ancillary benefits is a challenge for CDOT. Need a way to talk more about this with our customers and convey the issue in a manner that is fully understood.

Statewide Plan Committee

Attendees: All 11 Transportation Commissioners were present.

- Committee Members include: Commissioners Stuart (Chair), Gifford, Zink, Stanton, Bracke, and STAC Vice-Chair Norm Steen.

Proposed Framework for Project Selection into 10-year Pipeline (see table above for proposed guiding principles and criteria)

- In the interest of time, Rebecca White, CDOT Division of Transportation Development Director, skipped over the status the stakeholder engagement for the statewide plan and focused on the key information needed from the TC for this month.
- A STAC request was to provide a framework/process for choosing projects for the ten-year pipeline of projects. They want to know the “Rules of the Game” for this process.
- Key questions that require TC input include:
 - What type of process is desired – formal or informal?
 - Should criteria be weighted or be considered equally?
 - How should projects be selected for inclusion in the 10-year pipeline?
 - What type of prioritization should occur after projects are selected to be in the 10-year pipeline?

- A proposal on key guidelines and criteria was shared with the TC members. Rebecca stressed the need for TC input on this proposal in order to present this to STAC next week.
- Commissioner Bracke thanked Rebecca White for bringing this information to the TC. She has received a lot of questions from colleagues across the state regarding this. In terms of a formal or informal process, either would work.
- Commissioner Stanton recommended to simplify the criteria to make it easier for users.
- A discussion on whether or not to prioritize criteria occurred, but most TC members liked the idea of criteria being treated equally.
- Commissioners agreed something that is easy to communicate and implement was an important consideration.
- Commissioner Gifford commented that the criteria are not mutually exclusive. With every other criteria being equal, regional priority could fall to the bottom of the list.
- Commissioner Stuart agreed with Commissioner Gifford and noted that it is not a unilateral checklist. Rural and urban criteria will be different. Idea that if more than two factors are covered then the project has a higher priority. Another idea is to send out the project list first and then determine criteria after you have the list. Defining the \$9 billion project list was a huge effort.
- Commissioner Bracke preferred a framework approach vs. scoring projects. Sent out the list to TPRs in advance. The less complicated the process is the better, but provide materials in advance.
- Commissioner Stuart noted we do need a way to prioritize the list and it is very complicated for folks to weigh in.
- Commissioner Zink recommended to bold key words for the proposed criteria outlined. The Guiding Principles are vague, build by factors instead.
- Commissioner Stanton agreed with Commissioner Zink. Consider a round table approach vs. something too down into the weeds. Then each region can adjust accordingly. Concept is if your project covers all the criteria it is a definite priority project.
- Commissioner Scott likes the idea of having systematic guidelines and, would like to understand what other states have done by comparison.
- Rebecca White responded that the feedback heard today is to reduce the exhibit, we are googling other states, and this is all good feedback.
- Commissioner Stanton requested a quality assurance from the Regions.
- Commissioner Bracke noted that the process works for her, as when comparing to the other list, regional priorities were glanced at and list is consistent with what regions have proposed.
- Commissioner Scott suggested bench marking and weighting. CDOT is at the forefront with Multi Objective Decision Analysis (MODA) tool, Show how MODA plays out with each criteria having equal weight.
- Commissioner Stuart noted that the analysis may reaffirm each area is different and all criteria not fitting into projects is unlikely.
- Norm Steen, STAC Vice Chair, noted that to keep in mind MODA is an advisory tool only and does not render final decisions, a final discussion with stakeholders is still required..

Mobility Committee

Attendees: All Transportation Commissioners were present.

- Mobility Committee Members include: : Commissioners Scott (Chair), Hall, Stanton, Bracke, Beedy, and Vasquez

Discussion:

- Commissioner Scott facilitated the meeting and noted that the following were discussed at the last committee meeting.
 - Committee Purpose and Charter
 - Possibility thinking
 - Quality of Life relates to Mobility

- Sources of Mobility Capacity
- Guiding Principles
- Benchmarking Results
- Commissioner Stanton provided an overview of research on the City of Calgary, Canada with a 1.5 million population.
 - City refused to construct more parking garages and widen streets to address traffic congestion
 - Resulted in high parking costs
 - However Calgary has the sixth lowest cost per mile of travel in North America
 - Calgary was the first city to get all electricity via wind, this ensures the EVs are decreasing pollution, we too need to look at macro holistic approaches in Colorado
- Commissioner Scott observed that in Colorado there is a land use and transportation disconnect, where Calgary has jointly planned land use and transportation.
- Commissioner Vasquez provided an overview of research conducted as follows:
 - National Renewable Energy Lab was a resource.
 - Looked into bringing in someone to speak on Alternative Mobility from NREL, in Mexico City they are analyzing the psychological impacts of adoption of innovative mobility, and an NREL representative has agreed to come talk to us about this.
 - Researched benchmarking in Vancouver
 - Vancouver has the highest increase rate of public transit;
 - Data indicates that approximately 66% of trips in Vancouver are by walking, cycling and/or transit.
 - Land use density is high; Colorado needs to consider public benefits to projects such as parks, public health, etc.
 - In terms of economic benefits of transportation, an economic base that depends on transportation are visitors and tourism, along with outdoor recreation providers.
 - An Engineering News-Record (ENR) representative was also contacted as a potential speaker.
- Commissioner Scott suggested opening up all Mobility Committee speaking events to CDOT staff.
- Commissioner Vasquez reached out to Sophie Shulman to find out how the TC could be of most value to the CDOT Office if Innovative Mobility.
- Commissioner Bracke asserted that we need to learn how to educate ourselves on how to advance our mobility, and understand the options on how to deliver something of value.
- Commissioner Scott explained that the Mobility Committee is still in the process of thinking possibilities now, and will later strategize on actions to take in the present to positively influence mobility the future.

Transportation Commission Regular Meeting

Thursday, September 18, 2019, 9:30 am – 11:00 am

Call to Order, Roll Call:

All 11 Commissioners were present.

Audience Participation

Craig Cannon of Zone Crew commented that innovation and safety if not taken seriously are just buzzwords. The Federal Highway Administration allows for experimentation, but employees don't take the actions they could due fears related to potentially losing their jobs. Craig identified himself as an innovator, but he feels he is treated as a contractor. Craig developed a new street crossing sign, and there are bootleg videos to prove that the sign works. Craig contends that his new sign could potentially replace 12 existing signs. Twelve signs currently result in sign clutter and driver confusion. The issue is personal safety vs. safety for the general public.

Tom Peterson, P.E. Executive Director of the Colorado Asphalt Pavement Association, introduced himself to the Commission. Training and education we do differently. A grant from TC in 1996 for \$465,000 was used to meet requirements for technician certification to ensure quality highway projects. This program was very successful. In terms of industry capacity, if CDOT ramped up its paving program, Tom noted that industry can handle this uptick in work. Three items to consider, equipment, asphalt and personnel. The Colorado Asphalt Pavement Association would partner with CDOT, to smooth the peaks and valleys for implementation and maximize the construction season and the asphalt productivity. We project there are nine million tons of asphalt in Colorado, so there is ample capacity. A comment on asset management and asphalt, the old method of Remaining Service Life (RSL) and investing in rural pavement increases improvements and supports the proper treatment for the lifecycle of our product. If investment in pavement is made it is a win win for Colorado. Tom thanked the TC member for their time and for listening, and welcomed the new Commissioners. Tom also recognized Josh Laipply, for his work at CDOT, and noted that Josh will be missed.

Commissioner Thiebaut added that correspondence and letters of support from NFR MPO, North I-25 Business Alliance, Mayor of Windsor, County Commissioners, and others have been received in terms of how we allocate certain funds. However, there are no decisions made yet. The TC is learning and discussing various options. In a public meeting at some point in the future, stakeholders will be made aware of the TC's decision. We appreciate all the input we have been receiving to date.

Comments of Individual Commissioners

- Shannon Gifford, District 1, Announced that a critical member of the CDOT Team is leaving, Josh Laipply, Chief Engineer. We all wish him well. Josh will be the point of contact with CDOT for City and County of Denver projects. These will be smaller projects in Denver. Josh is just switching sides. We are disappointed for CDOT, but very happy for Denver.
- Donald Stanton, District 2 As a new TC member, went on a Listening tour and spoke with mayors and city managers in District 2. One mayor noted speeds of 109 mph in an urban setting are happening, with lots of speeding issues in the Arvada area, close to where Commissioner Stanton lives. A 77-year old bicyclist was killed recently in the last month. Spoke with CDOT maintenance workers and found out a lot of drivers are behaving badly, and not obeying lights, and work zone cones are being clipped often. Congestion and frustration builds as we get more population, and this is affecting roadway safety.
- Eula Adams District 3, Attended Arapahoe and Douglas County meetings with county commissioners to be engaged with local issues and get up to speed. Attending the DRCOG meetings also. It has been an active and engaged period over the last month. Looking forward to being involved more with stakeholders.
- Karen Stuart, District 4, Attended a telephone town halls last month for Arapahoe, Boulder and Adams Counties. We heard about congestion, safety, and need for transit. There is a misunderstanding of what CDOT and the Regional Transportation District (RTD) do. There is a symbiotic relationship between the two and CDOT works closely with RTD. Congestion mitigation is big problem, but we can't just build more roads, but include mobility options like transit, as bicycle and pedestrian travel is just not safe on some of our corridors. Attended a Rail-Volution conference in Vancouver. Vancouver is very proud of saying they placed a \$7 billion investment in transit. Learned that transit needs to extend into the suburbs. If not, it becomes so internally congested in the urban core. Transit provides opportunities to mitigate congestion. Proud CDOT is collaborating with transit partners.
- Kathleen Bracke, District 5, This has been an exciting month, with celebrating groundbreaking of I-25 North Segment 6 in Berthoud and the project's momentum. Thank you for letters from NFR MPO. Counties, I-25 Coalition and town of Windsor. This project is important to northern Colorado, the rest of the state, and neighboring states. Excited about progress being made. District 5 is getting support. Attended Upper Front Range (UFR) and North Front Range (NFR) Metropolitan Planning Organization meetings recently related to the Statewide Plan. TC workshop yesterday identified draft guiding principles and criteria for project selection that is important. Special shout out Region 4 to reopen SH 119 in Boulder County so quickly after the rockfall event.

- Barbara Vasquez, District 6, Appreciate and am enjoying the opportunity to be more engaged with folks in District 6. It is good to participate in the public involvement activities and to understand the transportation issues. Recognized Region 3 staff for their work with stakeholders.
- Kathy Hall, District 7, Missed last month, appreciated TC and CDOT staff support during a family emergency, son is doing well, after receiving a serious diagnosis. Attended a ribbon-cutting ceremony for Hwy 141 where they reused asphalt. It was a fun event.
- Sidney Zink, District 8, At the end of August, Governor Polis and his entourage came down to District 8 to officially memorialize the memorial rock and it was a festive occasion with property owners and CDOT team members. We got to brag on how CDOT quickly got the road reopened and in good condition in a relatively remote location, SH 145, down towards Rico and Telluride.
- Robert “Rocky” Scott, District 9, Vice Chair, Recognized Josh Laipply for his work and good discussions and debates on transportation issues. By necessity, the TC addresses transportation problems of day, but also needs to look to the future. The major TC challenge is funding and investment decisions. There are forces at work to change environment that make providing safe and efficient transportation more difficult, especially with the increasing population. The TC has created a Mobility Committee to step back and do some possibility thinking with a lens on a 30-40-year perspective, and is conducting some benchmarking. Take a look at what other entities are doing around the globe and open our minds to possibilities vs. focusing on the obstacles. Also evaluating alternative mobility options, such as transit, as mentioned by Commissioner Stuart. A very interesting statistic uncovered is that the city of Vancouver has a very high use of bicycle, pedestrian and travel, with two-thirds of trips falling within these three modes, as they have flexibility with land use codes. The desire of the Mobility Committee is to determine some strategic investments that can happen now with a significant influence on the future. This will help fulfill the mandate for the work of the Commission.
- Gary Beedy, District 11, I-70 reconstruction and asphalt project in District 11 is going well on westbound lane that is anticipated to finish November, with similar eastbound lane work to start next year. Closure occurred before Labor Day weekend to prepare for increased traffic. Other projects include the “S” Curve in Sterling and Cheyenne Wells that are progressing.
- Bill Thiebaut, TC Chair and District 10, Thanked the citizens for attending the meeting today, and for their comments. The TC members had a nice dinner last evening with the RTD Board. A Variable Message Sign (VMS) posted that 413 fatalities this year. This is a very sad number. Really three things for the TC to focus on this year – safety, infrastructure and mobility, and funding, finance and budget. These three are areas that state statute permits the TC members to address. The TC as a body are concerned with policy-level decisions. Need to hear from staff on policy implications about what is happening at CDOT. This means keeping the TC informed at a high level. Recognized and will miss Josh Laipply. Josh’s departure will create a void. Appreciate the cooperation of staff.

Deputy Executive Director’s Report (Shoshana Lew)

- It was a busy but productive month. As summer wraps up, we are seeing the production and progress made on important projects such as the Gap, I-25 North and 70 Central. Seeing support of I-25 North. We are also making progress on smaller projects across the state, such as repaving projects in rural areas. Getting lots of support from stakeholders and public. Progress is being made on wildlife corridors also, a program supported by Governor Polis. Now we will be getting the system ready for the winter season. We conducted a tabletop exercise run by maintenance last week that looked to preparing for winter. The gap between seasons now is days and no longer months. With planning process, wrapping up conversations we have been having over the summer. Thank you to Rebecca White and team for their planning outreach work conducted in every county of the state to get needs and concerns gathered from the public. Saw the beginning of how this will all play out yesterday at TC workshops. Seeing the process moving from TC guidance and planning to execution is exciting.
- Recognize the loss of Josh Laipply, but glad he will still be close by at Denver. Working quickly, with Josh’s guidance, to start the recruitment for his replacement. There will be a big gap to fill after Josh leaves.

Chief Engineer's Report (Josh Laipply)

- Attended a lot of ribbon cuttings.
- The US 36 team is working triple shifts to reopen up soon, by October.
- C-470 project has more resources are working on this and work is progressing.
- Presented to the Transportation Legislative Review Committee (TLRC) on conditions of roads and bridges and how funds are being spent now and in near future to make a difference in Colorado.
- SH 119 rockfall event resulted in a phenomenal reopening time.
- After this meeting we will open a time capsule.
- My Final words to TC as Chief Engineer are that this is a legacy agency and the TC helps create the legacy. We had really good discussions regarding how to invest recent funds, and this will part of the legacy you leave behind. Don't underestimate the importance of this decision, and keep the peace during these difficult discussions.

Josh Laipply received a standing ovation from the audience, honoring all his contributions to CDOT and his service as Chief Engineer.

High Performance Transportation Enterprise (HPTE) Director's Report (Nick Farber)

- HPTE had a busy month, and participated in an Investor forum with Jeff, RTD, E-470, Denver International Airport (DEN) and Coors Field regarding projects.
- Met with the I-70 Coalition regarding the Express Lane Master Plan.
- Attended the ground breaking I-25 North Segment 6.
- HPTE Board of Directors – Don Morastica, who served 8 years on the Board and is stepping down, Don helped with FASTER legislation adoption back in 2009. Recognized Don for his contributions to HPTE.
- Recognized Megan Castle, who left HPTE in July. Megan was instrumental in getting the word out about HPTE and tolling in Colorado.
- Reviewed findings of a parking study for DTR, the study determined that HPTE can charge for parking at park-n-Rides, but does not have authority to enforce the fees. Working with the CDOT Office of Policy and Government Relations to determine how to move forward.
- Recognized Josh Laipply for Josh's contributions to CDOT as an outstanding leader.

Federal Highway Administration (FHWA) Colorado Division Administrator's Report (John Cater)

- Traffic Incident Management Systems (TIMS) saves lives, reduces congestion, and saves money. CDOT, CSP and Colorado emergency responders are working together to quickly clear crash sites. TIMS is a great tool and one of the most effective tools available.
- Emergency responders are at risk for every minute a roadway is blocked. The secondary crash risk increases by incrementally per minute after a crash; therefore, four minutes of a road block increases the risk by a substantial amount.
- The old race track/TIMS training center in Douglas County is open to multiple organizations. This site provides a place for training on how to respond and work together to clear the roadblock more quickly after crashes.
- Last week representatives from CSP, CDOT, emergency response teams from Nevada did a session to learn from each other how they conduct TIMS training. It was a great learning experience and exchange of information between Nevada and Colorado.
- A Governor's Task Force that includes CSP and CDOT, as lead agencies, and emergency response teams all are players in the TIMS effort that is making a difference, and this task force aims to continuously improve this program.
- National recognition and attendance to witness an accelerated bridge construction event for 70 Central recently occurred. Colorado is one of national leaders in terms of deploying this construction method.
- John is very sorry to see Josh Laipply leave CDOT.

Statewide Transportation Advisory Committee (STAC) Report (STAC Vice Chair, Norm Steen)

- STAC was established by state Law CRS 43-1-1104 with two directives advise CDOT Staff and the Transportation Commission. STAC takes these duties very seriously.
- Membership of STAC includes representation from the 15 TPRs – 10 rural and five Urban (MPOs), STAC members are primarily elected officials from all 64 counties. STAC members interface daily with their constituencies across the state.
- At the last STAC meeting the question of funding allocation was raised. The question is whether to assign dollars to projects for the near term (assuming a smaller pot of funds) or assign dollars now to a larger anticipated pot of funds for a few out years. The STAC proposed assign all potential dollars now.
 - STAC understands the name the pig concept – if you name the pig, it becomes a pet and is likely to live longer –in the same vein, if you program a project and name it, it has more chances to be funded.
- Each month the 15 TPRs report out to transportation issues, events and projects happening in their area. If needs and issues are raised and reported, there is an expectation there will be a response.
- STAC members are grateful to CDOT for listening, taking notes and responding to comments. This establishes expectation. The STAC recognizes the hard work of CDOT Staff to record needs and issues of the STAC.
- STAC receives legislative updates monthly. The American Transportation Infrastructure ACT (ATIA) of 2019 passed the Senate Transportation Committee, next is the Senate Finance Committee. There is a need to advocate at the federal level for more funding. State funding is also needed as HUTF runs out of funding next year.
- A presentation was given by the Federal Land Management Division regarding the Federal Land Access Program (FLAP), Federal Land Transportation Plan (FLTP), which has its own TIP, and the Federal Land Planning Program (FLPP). Teller County, Norm’s county, is roughly half Federal Land, it is good and important to coordinate more with our federal partners to ensure Colorado is getting all the federal dollars to fund transportation they can.
- *Whole System. Whole Safety.* was discussed, and how a project moves from master list to TIP/STIP encourages CDOT to have project selection and prioritization criteria that is easy to communicate to their constituency.
- Commissioner Scott expressed his gratitude to Norm Steen for his work on the STAC.

Act on Consent Agenda – Passed unanimously on September 19, 2019

Act on Consent Agenda

- Temporary Resolution #1: to Approve the Regular Meeting Minutes of August 15, 2019 (Herman Stockinger)
- Temporary Resolution #2: to Approve SB 267 Hwy 119 / I-25 Property Acquisition Approval (David Krutsinger)
- Temporary Resolution #3: to Approve HPTE, CDOT and FHWA Express Lane Memoranda of Understanding (MOU's) (Nick Farber)
- Temporary Resolution #4, to Approve Additions to FY 20 Maintenance Project List (Kyle Lester)

Commissioner Thiebaut express his thanks to CDOT staff and Herman’s team for work developing the TC agenda.

Discuss and Act on Temporary Resolution #5, ROW Condemnation Authorization Requests (Josh Laipply) –

Passed Unanimously on September 19, 2019.

Discuss and Act on Temporary Resolution #6, State Infrastructure Bank (SIB) loan application - Co Springs Municipal Airport (Jeff Sudmeier) – Passed Unanimously on September 19, 2019.

- Commissioner Hall asked about the current five loans, and when they would be repaid. David Ulane, Aeronautics Division Director, explained a plan is in place to pay all five off within a 10-year timeframe. Two in the last two years were paid off. After loans are paid off approximately \$1.5 million of SIB dollars will remain to spend elsewhere.

- Commissioner Stanton noted his support for the USFS project of \$2.5 million as this project will help with forest fires in the Colorado Springs area.

Discuss and Act on Temporary Resolution #7, CDOT-HTPE Burnham Yard Intra-Agency Agreement (Nick Farber & Josh Laipply) - Passed Unanimously on September 19, 2019.

- Commissioner Scott expressed his strong support for this action.
- Commissioner Stuart appreciated the robust conversation that occurred during the workshop.

Discuss and Act on Temporary Resolution #8, Approval of FY 2019 Roll Forwards (Jeff Sudmeier) – Passed Unanimously on September 19, 2019.

Discuss and Act on Temporary Resolution #9, 3rd Budget Supplement of FY 2020 (Jeff Sudmeier) – Passed Unanimously on September 19, 2019. Two items.

Discuss and Act on Temporary Resolution #10, 3rd Budget Amendment of FY 2020 (Jeff Sudmeier) – Passed Unanimously on September 19, 2019 with noted correction (minor typo) addressed.

Recognitions

- Recognition of the Division of Aeronautics for receiving the Airport Consultants Council (ACC) Agency Best Practices award.
 - David Ulane accepted the award for his team of eight in Aeronautics. This is an innovative program and the Aeronautics Division was the first non-federal recipient of this award. David’s team of eight includes:
 - Scott Storie
 - Todd Green
 - Shahn Sederberg
 - Kip McClain
 - Kaitlyn Westendorf
 - Bruce Shuck
 - Tonya Hill
 - Patrick Heaton
 - David Ulane also mentioned that the National Association of state Aviation Officials awarded Aeronautics Division team member, Shahn Sederberg, recognizing Shahn for his videography work. Sean has been at CDOT for 18 years.
 - Commissioner Hall mentioned that she attend the joint meeting with the TC and the Aeronautics Board. The meeting was enlightening, and she hopes this meeting becomes an annual tradition. David Ulane assured her it will.
 - Commissioner Stuart recommended that an aeronautics presentation given by David Ulane to the North Area Transportation Alliance be presented to other groups around Colorado.