

The Transportation Commission (TC) Workshops were Wednesday, July 17, 2019 and the regular meeting was Thursday, July 18, 2019 at the Colorado Department of Transportation Headquarters at 2829 W. Howard Place, Denver, CO 80204.

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

Transportation Commission Workshops

Wednesday, July 17, 2019

1:00 pm – 5:00 pm

Attendance: Commissioners: Bill Thiebaut, Shannon Gifford, Sidny Zink, Kathy Hall, Karen Stuart, Rocky Scott, Don Stanton, Kathleen Bracke, and Gary Beedy, with Barbra Vasquez excused.

Right of Way Workshop (Josh Laipply)

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

Action: Prepare to act on agreed upon the three proposed right-of-way property acquisitions at the regular Transportation Commission (TC) meeting.

The three projects with requests for authorization of property acquisitions that will be part of the consent agenda for at the regular TC meeting for July 2019 included:

- Region 1
 - I-70 Central, Project Code: 19631
- Region 4
 - I-25 Express Lanes SH 7 to SH 1, Project Code: 22831
- Region 5
 - US 550: CR 214 North ROW Acquisitions

Discussion:

- Josh Laipply, CDOT Chief Engineer, explained that the Amerco ruling required the TC to approve via resolution, all right-of-way (ROW) acquisitions, settlements, and condemnation authorizations.
- A recent statutory change, via SB 19-017, reversed the Amerco ruling, so now only condemnation authorizations require TC approval via resolution.
- A revised Policy Directive (PD) 1301.0 outlines the procedure the TC is to take in granting approvals for ROW acquisitions, settlements and condemnations.
- Mike McVaugh, Region 5 Transportation Director, noted that even in cases when the TC authorizes condemnation proceedings, the negotiation process does not end, it continues until the court date set happens. It is the intent to prompt indecisive property owners to make a decision.
- There were no members of the public present to provide comments on the ROW acquisitions. TC had no comments on the three projects in question for ROW acquisition, that are to be part of the regular meeting consent agenda.
- Kathy Young, Attorney General Council to CDOT, explained that with the new bill, the TC will not ratify dollars.
- The plan is to come back to the TC in August to approve the revised PD 1301.0.
- The American with Disabilities Act (ADA) Curb Ramp Program pilot was described. For projects where temporary easements are required for CDOT to have access to land temporarily while new sidewalks or curb ramps are installed, they normally require CDOT conducting a survey under the Uniform Act. The

pilot project for ADA curb ramps is to get property owners to waive their rights under the Uniform Act in order for CDOT to avoid the time and cost of doing a survey, with property owners receiving payments faster. The pilot is finished and a report is in the process of being produced. The initial findings indicate that roughly \$49,916 (almost \$50,000) was saved on the first three projects. Approximately 90% of property owners are willing to waive their Uniform Act rights to promote an expedited process.

Whole System. Whole Safety Workshop (Darrell Lingk)

Purpose: To provide the TC with a brief update on CDOT's Whole System, Whole Safety Initiative

Action: Information provided will assist in fueling a broader policy/financial conversation with the TC on the importance of safety and the ways the Department, and TC, can impact safety across the state.

Background: The Department has adopted a goal to "Improve the safety of Colorado's transportation network by reducing vehicle crashes by 2,500 by June 30, 2020 and by 7,500 by June 30, 2022." The department has further adopted a number of strategies to assist in reaching the goal, including:

- In coordination with the Department of Public Safety and Colorado State Patrol, increase the number of lane miles covered by Traffic Incident Management (TIM) Coalitions from 5,846 lane miles to 8,928 lane miles by June 30, 2020, and 10,000 lane miles by June 30, 2022.
- Increase the use of 6" reflective striping on Colorado roadways from 114 striped miles in 2018 to 7,657 striped miles by June 30, 2020 and 9,000 striped miles by June 30, 2022.
- Perform outreach with Colorado's future drivers on driver education, emerging technologies, and safe usage of the transportation system by performing 20 middle school visits by June 30, 2020 and 60 school visits by June 30, 2022.
- Increase the amount of funding delivered by the Strategic Safety Program for improvements in safety related roadway assets including cable guard rail, six inch reflective striping, and rumble strips from \$0 in 2018 to \$11.3 million by December 31, 2019 and \$34 million by December 31, 2021.
- The TC has already assisted in these key strategies by recently approving \$11.3 million to be made available to the Strategic Safety Program for projects which improve safety related roadway assets, including 6" reflective striping.
- The "face" of this safety initiative is CDOT's new "Whole System, Whole Safety" effort, which ties three key facets of improving safety into one complete, or "whole" program. These include Behavior, Organization, and Build environments.

Discussion

- Commission Chair: Bill Thiebaut explained that there will be three standing agenda items for future TC workshops that will include: Whole System. Whole Safety (WSWS), Infrastructure and Mobility Systems, and Funding, Finance, and Budget workshops.
- Executive Director Lew explained the goals surrounding this initiative are supported by Governor Polis.
- Darrell Lingk, CDOT Safety Program Manager, provided an overview of the elements of WSWS. Three components of the initiative consider activities that support the change behavior, Organizational structure, and Built Environment (Infrastructure).
- San Lee of the Division of Maintenance and Operation spoke on WSWS in terms of CDOT's culture, organization and operations. Money budgeted to safety improvements were highlighted. See background information highlighted above and the TC packet for more details.
- Commissioner Scott asked If we know the amount of money CDOT spends as a percentage of the budget on safety improvements. Need to know we are investing on projects with the biggest return on investment (ROI). We need to step back and consider this.
- Commissioner Hall conveyed to the group that roadway condition plays into safety.
- Commissioner Zink noted that all three goals are related and are difficult to isolate and silo.

- A discussion led by Executive Director Lew took place; there is much overlap between the key goals of safety, mobility, and maintenance. We need to report them but also balance the varying emphasis areas of a given project.
- Commissioner Theibaut expressed gratitude for the WSWs initiative and the incremental steps occurring at CDOT to improve safety.
- Herman explained that CDOT would always like to do more to enhance safety, we are stretching dollars as best we can. We have a performance plan with the state legislature and a State Highway Safety Plan (SHSP) – CDOT goals are consistent with these documents.
- Commissioner Stanton commented that safety increases with awareness. The most vulnerable travelers are bicyclists and pedestrians.
- Commissioner Beedy noted that rutting in roads is also a safety concern for motorcyclists. When spending dollars we need to consider the entire annual budget and weigh options available.
- A source of budget for safety includes Section 164 penalty dollars – states that fail to meet safety measures determine a percent of their flexible funding sources and spend it on their highway safety improvement program (HSIP) instead of other programs.
- The TC determines how HSIP is spent.
- Mike McVaugh noted that we also need to consider when making safety investments the benefit and cost analysis (BCA), for example widening shoulders is expensive compared to something like traffic incident management systems (TIMS) program expenditures.
- Josh Laipply concurred that TIMS investments make sense.
- Commissioner Scott noted we need to understand the causes of crashes in assessing situations.

Infrastructure and Mobility Systems Workshop.

Purpose: The purpose of this workshop is to update the Infrastructure & Mobility Systems Committee on the status of priority projects in the Office of Innovative Mobility.

Action: No Action is necessary.

Background: In April 2019, as a part of Governor Polis's focus on expanding multimodal transportation options for Colorado travelers, Executive Director Lew created the Office of Innovative Mobility. The Office incorporates the Division of Transit and Rail (DTR), integrating its functions with other means of expanding mobility options, including through ridesharing, electrification, and emerging technologies. The Office will be supporting other mobility services, providing additional options to commuters to avoid single occupancy vehicle use. Through these initiatives, the Department hopes to reduce total vehicle miles traveled (VMT) per capita in the state, and look to curb the growth of greenhouse gas and ozone causing emissions from transportation related activities.

Discussion

- Sophie Shulman, CDOT Innovative Mobility Division Director, provided an overview of current short-term efforts occurring under the Office of Innovative Mobility.
- 2019 Priorities Include:
 - Bustang Expansion - Provide transit connections with Bustang and local transit services for more of the State's rural communities.
 - Mobility Hubs - CDOT will enhance multimodal options by expanding the current infrastructure to support interregional multimodal transport and to support mobility programs statewide. The Department plans to re-envision the traditional park-and-ride transit locations into "Mobility Hubs," transportation centers, which emphasize multimodal options, seamless transitions mode to mode, real time passenger information, and convenience.
 - Elements in Mobility Hubs could include: Bustang or other interregional transit services, local transit service connections, electric vehicle charging stations, parking spaces, bicycle and pedestrian connections, and Wi-Fi service for first mile/last mile services.

- These hubs could help build demand for future Front Range mobility options, such as possible rail service along the Interstate 25 corridor, and well as other essential service corridors. See the Transit Expansion memo in TC Packet for detailed information.
 - Commissioner Scott noted the need for a robust working relationship with real estate developers to promote Transit Oriented Development (TOD) projects.
 - Sophie agreed that public private partnerships (P3s) are key and the ideal.
 - Executive Director Lew noted that CDOT has started reaching out to the development community, and we are in an early engagement process.
 - Front Range Rail - A cross-functional team of CDOT staff is supporting the mission of the Southwest Chief & Passenger Rail Commission. In May 2019, CDOT released an RFP for a Service Development Plan and NEPA support, which will be awarded this summer.
 - SB – 19-239 Emerging Mobility Impacts Study and Stakeholder Working Group – the first working group meeting was held on June 28th to engage Working Group members, understand the Working Group purpose, and identify roles and responsibilities and sub-committees. The next Working Group meeting is scheduled for August 19th. Many interested parties attended the first meeting, that was very well-attended.
 - Important to keep future and evolving technology in mind.
 - Executive Director Lew explained that we need to keep in mind that for every area of the state not one size fits all for mobility hubs.
 - FTA Integrated Mobility Innovation (IMI) Demonstration: CDOT intends to apply for a grant to support a concept to pilot Bustang Advanced Driver Assistance and Platooning.
 - Commissioner Beedy expressed his concerns testing with passengers on board and the liability risks for Bustang. Not sure Bustang is the best fit for this type of project.
 - Zero-emission vehicle (ZEV) Standard - In July, CDOT and CEO submitted a joint pre-hearing statement to the Air Quality Control Commission (AQCC) in support of revisions to Regulation 20, which will create a zero-emission vehicle standard. The statement indicated the Department's support of the rulemaking in order to achieve the Governor's goal of 940,000 electric vehicles on the road by 2030, and offers an alternative option to provide more flexibility to the automakers.
 - Commissioner Beedy suggested improved incentives for rural areas under the zero emissions program, and encourages a statewide perspective for zero-emission program.
 - Volkswagen Settlement - Earlier this year, CDOT issued nearly \$14 million to transit agencies to help support purchases of cleaner buses. In response to Governor Polis's Executive Order B 2019-002 "Supporting a Transition to Zero Emission Vehicles," the agencies recently revised the Beneficiary Mitigation Plan (BMP) in a manner that focuses "all remaining, eligible investments on supporting electrification of transportation, including transit buses, school buses, and trucks." The document was posted for public comment for 30 days through July 14, 2019.
 - Clean Transportation Plan: Another deliverable from Executive Order B 2019-002 "Supporting a Transition to Zero Emission Vehicles," tasked CDOT with developing a CDOT Zero Emission Vehicle and Clean Transportation Plan to be developed over the next several months.
 - Transportation Demand Management (TDM): CDOT is committed to reducing congestion on the road and in the air, and this includes looking at a variety of strategies to reduce VMT across the State. Later this summer, CDOT plans to release the second Phase of its TDM Strategic Plan.
 - Commissioner Stuart expressed her enthusiasm for TDM and recommended engaging the Transportation Management Organizations (TMOs) who have experience with this type of program. CDOT website needs more information on this topic of TDM, CDOT should work with TMOs to improve this.
- Overview of SB267 Process, Bustang Expansion and Passenger Rail (David Krutsinger)
 - David Krutsinger, DTR Director, provided an overview of the history of Bustang.
 - Bustang is capturing roughly 43% farebox return, which is very high.
 - Roughly \$2.6 million is collected from fare revenues.
 - The purpose of this overview is for the DTR to provide updates, and receive guidance from the TC on several key areas, including SB 267 fund allocation, increasing operating funds for Bustang,

- the investment of funds for mobility hubs, integrated ten-year-pipeline of projects, and a discussion on status of Front Range Rail.
- No action is necessary in July. TC members may expect action items in August or September to dedicate some funds to Bustang operational expansion, some to design of new facilities (leading to construction in 2021), and some to construction projects now (bid Fall 2019/Winter 2020, starting construction Spring 2020).
 - Snowstang – will conduct a pilot of service to ski areas. A shorter pilot occurred in 2017 for two days. This current pilot will last longer – from December 2019 to April 2020.
 - Commissioner Hall asked about Service to Steamboat Springs. The presentation noted that resort areas will be solicited to contribute to 60% of the costs to provide service and wanted to know if any conversation with the resorts has taken place yet.
 - According to CDOT DTR staff, no conversations with Steamboat Springs yet. However, Arapahoe Basin is committed. Loveland is anticipated to commit. Cooper Mountain is committed with a wrap of their logo on a bus to contribute 60%. In August a meeting with the Mountain Division of Vail Resorts is occurring at CDOT HQ.
 - Commissioner Bracke asked about Steamboat Springs service linkage to other communities, and hopes expansion to Colorado Springs and Fort Collins happens.
 - It was noted that currently service will be out of Denver to Steamboat Springs.
 - Commissioner Bracke strongly supports Bustang service and asked if service to Estes Park being offered will travel along US 36 and US 34.
 - David Krutsinger, answered only along US 36 for now.
 - Commissioner Bracke asked if interagency fare structure was considered like is being done at the Regional Transportation District (RTD) with a Transportation Network Company (TNC). It would be great to have interface with Transfort.
 - Commissioner Hall noted the main complaint with Bustang is that it is too full. Folks are relocating to her area to avoid traffic congestion in urban areas. Happy the service has grown.
 - Commissioner Stuart commented that the 43% farebox return is astounding. She is a big Bustang fan. Requested service up to SH 7.
 - Commissioner Gifford noted for Bustang to entice single and couple occupant vehicles off the road is the true intent of the service.
 - Commissioner Scott noted the anticipated increase in the population over age 65, and that we need to think about how travel demand will change in response to this growth. CDOT should provide more coverage at county meetings, regarding where will we with this age group over time.
 - Commissioner Beedy commented that we need to determine where we want to direct growth to. We need to consider freight and infrastructure needed to accommodate freight in response to growth. Example move freight traffic from I-25 to SH 71 as an alternative. Rural areas with roads in poor condition, will not easily entice growth. CDOT needs to partner with local communities more to keep the transportation system free flowing. Texas is expanding I-27 to Oklahoma and New Mexico. Need to consider where Colorado wants freight growth from east to south.

Funding, Finance & Budget Workshop (Jeff Sudmeier)

Purpose: To updated the TC on matters concerning CDOT funding, finance and budgets.

Action: None this month, information only.

Background:

- FY '20 Budget Update and Amendment
 - To present an updated FY 2019-20 Annual Budget utilizing the newly developed budget format, and to review proposed amendments to the FY 2019-20 Annual Budget.
 - Other topics covered included:
 - New One-Sheet Budget Format
 - Amended FY 2019-20 Budget

- Rollforward budget has also been incorporated based upon initial estimates of closing balances on June 30, 2019. Rollforward budget is budget remaining from the prior fiscal year that has not yet been expended from a cost center or budgeted to a specific project. Staff plans an August workshop to review rollforward balances, and consider recommendations for potential reallocation of some of these balances.
 - Additional Potential Budget Amendments for August.
- Update on FY '21 Budget Process
 - To review progress to date on the FY 2020-21 Annual Budget, define the next steps, and propose a timeline for the formulation of the budget.
 - Next Steps include:
 - Budget Scenarios - on August 3rd, CDOT will present to Office of State Planning and Budgeting (OSPB) at a hearing to review the scenario submissions (one scenario with 2% more budget and another with 5% less)
 - September 9th – OSPB will provide feedback on the scenarios
 - CDOT will further assess reduction strategies identified for consideration as part of the FY 2020-2021 budget development cycle through workshops in subsequent months.
 - August workshop will include further discussion based on budget scenarios, and additional discussion focused on key budget topics and decisions.
 - Workshops in September and October will include a presentation of decision items, a newly updated Budget Allocation Plan (Narrative Budget) and adoption of the proposed budget in October.
 - On November 1, after TC approval of the FY 2020-21 Budget Allocation Plan, CDOT Division of Accounting and Finance (DAF) will submit the corresponding Legislative Budget Request to the Joint Budget Committee.
- Update on Audit Findings and Department Efforts
 - The Office of the State Auditor (OSA) completed its performance audit of the Department this spring, and the audit “Operational Risk Areas” was released at the Legislative Audit Committee hearing on June 10, 2019. The audit included findings and recommendations in the following areas:
 - Budget Transparency
 - Annual Spending
 - Prevention and Detection of Fraudulent Payments
 - Construction Project Debudgeting and Closure
 - Master Task Order Contracts
 - Next steps will include staff providing periodic updates to the TC through the fall as efforts progress. OSA staff will visit the Department later this year or early next year to assess efforts to implement audit recommendations
- BE Workshop to Discuss Bridge Enterprise Bond Refunding & Issuance Opportunities
 - Purpose of the workshop was to provide the Bridge Enterprise Board of Directors (Board) with background information and details regarding opportunities to refund a portion of the Senior Taxable Build America Bonds, Series 2010A (Series 2010A Bonds) and potentially issue new money revenue bonds. Bridge Enterprise (BE) Program Staff requests consideration and feedback from the Board regarding these opportunities.
 - The BE Board will provide staff with direction on how to proceed with refunding and/or issuance of new money revenue bonds. Today’s workshop was to get a feel for the pulse of the TC regarding these matters.

Discussion:

- Commissioner Scott expressed his support of the new format for the budget and noted it is terrific.
- Executive Director Lew explained that the intent of the new format is to provide crosswalks between goals and strategies in planning documents to budgets and expenditure reports.
- Commissioner Scott noted that In terms of the audit findings, this was not complimentary coverage of CDOT in the media. Would like a 1-2 page white paper developed to help answer questions from the public that may arise.

- Executive Director Lew agreed with Commissioner Scott's comment. CDOT is working proactively with the Legislative Audit Committee to respond.
- Herman Stockinger, TC Secretary, Deputy Executive Director, and Director of the Office of Policy and Government Relations, noted that the Efficiency and Accountability Committee is taking on the audit and it is an open conversation.
- Commissioner Thiebaut noted that it was good that CDOT is responding proactively and not reactively to the audit.
- In terms of the BE workshop staff is recommending:
 - The TC to approve refunding at a lower interest rate via resolution next month.
 - Regarding new money – taking on more debt service, staff recommends this decision to be a future conversation with the TC.
 - Josh Laipply asked the TC members if there was any data or information the TC would like to see. Consider one bridge per Region is one option.
 - Commissioner Gifford requested two pieces of information:
 - The CDOT Financial Advisor's recommendation
 - A reasonable risk profile from Josh Laipply.
 - Josh Laipply noted some information could be provided now and other information will be provided in next month's packet.
 - For \$300 million, CDOT would be in a better position now to meet the requirements, but we need to check with pay-as-you-go (PAYGO) – a budget management tool's regulations.
 - Jeff Sudmeier noted that the timing is good now in terms of the market and interest rates.
 - Commissioner Thiebaut reiterated that the staff recommendation is no final decision today, a refunding approval next month, and for new money. more information is coming next month.

Statewide Plan Committee

Update and Overview of Progress on Planning Outreach (Rebecca White)

- The purpose of this month's Committee meeting will be to provide an update on the process to date, including the extent of CDOT's outreach and what input we have received. Staff is also seeking input on a corridor-based approach to the plan and the STIP.
- Progress to date includes:
 - Over 7 million media impressions
 - Over 5,000 responses to online survey!
 - 47 county / tribal nations meetings
 - 8 TPR meetings
 - 5 festivals /community events
- What we've heard so far:
 - Growth and congestion are the highest ranking concerns
 - Road condition and safety are important
 - Maintaining the system through Asset Management is a top priority
 - More travel options and expanding intercity transit are some of the best strategies
- A Corridor Profile Structure for Statewide and Regional Transportation Plans were described along with a structure for project-based strategies to address corridor issues and needs.
- A list of upcoming County/TPR meetings through summer were presented to the Committee.

SWP Update Discussion:

- The planning process of the 2045 SWP is a key priority for CDOT.
- It is an exciting process reaching out across the state.
- Planning team is in the process of digesting what the input means.
- CDOT is hosting a telephone town hall tonight for CDOT Region 5.
- CDOT is partners with the Division of Motor Vehicles to get word out on the planning process.
- This week CDOT completed conducting 50 of the 64 county meetings.

- This is a concerted effort across the state.
- Commissioner Beedy stressed the importance of freight movement that does not generally get consideration in urban areas. Southeastern Colorado has a comparatively high truck volume.
- Commissioner Gifford noted that in metro areas the stores are always full, which is not the case in rural areas of the state.
- Commissioner Hall noted that folks in her area do think about freight and goods movement.
- Rebecca solicited comments on the proposed approach and framework for corridors.
 - Tells the story of a given corridor.
 - Considers Asset Management (Maintenance), Safety and Mobility.
 - Identifies project-based strategies working with our planning partners.
- Commissioner Stanton noted that this planning process and corridor analysis are great ideas. This approach divides state by region and gets closer to customers. Allows us to get more feedback and buy-in from stakeholders.
- Commissioner Bracke commented that she concurs with Commissioner Stanton. Likes the translation to improvements and the investment program.
- Commissioner Gifford asked about the plans to link priorities identified with the fiscal constraints.
- Rebecca White explained that the priorities identified will live in the ten rural Transportation Planning Region (TPR) plans. We will develop Regional Transportation Plans on these priorities. To obtain a ten-year pipeline of projects is the intention.
- Executive Director Lew noted that we will optimize our vision using a corridor-wide approach considering asset management and safety.
- Josh Laipply mentioned that we are attempting to avoid not having key priorities in long-range plans, e.g., the I-25 Gap project's Planning and Environmental Linkages (PEL) study and Environmental Assessment were not included in plans.
- Commissioner Gifford asked about the process to identify projects for 4-year Statewide Transportation Improvement Program (STIP).
- Josh Laipply responded that we will go through a process. The TC will decide based on funding available. Asset Management lists projects for a six-year horizon now.
- Commissioners expressed concern with the 10-year list of projects as it might convey to some stakeholders that the 10-year list of projects will be built. There is a need to manage expectations.
- Commissioner Zink noted the \$9 billion of Proposition 110 still exists and we need to inform folks that list is still there.
- Vince Rogalski, STAC Chair, cautioned TC members and reminded them that the list from Proposition 110 was not thrown away. Planning process is a re-look at priorities. More opportunities for transit with the list we have as well. Vince noted at county and TPR meetings that the perception is broader with a greater understanding of a statewide planning process beyond their own areas. Rural people have a desire to have safe access to the cities, and want city folks to come to them to recreate. The high traffic volume criteria for drivability life is a problem for the rural areas.
- Commissioner Scott expressed concern over staying away from the no money message and producing a wish list with no means to pay for what is on it. When we do share the list we need to differentiate between aspirational conversations and available funding.
- The plan is work with the SWP Committee on the 10-year list referencing a summary report of input obtained from the outreach and engagement efforts.

Discussion on 4P and Other Outreach Efforts as it Relates to Commission Statutory Responsibilities (Herman Stockinger, Kathy Young)

- Commissioner Barbara Kirkmeyer attended this session to raise comments regarding the planning process.
 - Commissioner Kirkmeyer served as chair of the STAC for seven years when it first convened in 1994. Also served on North Front Range MPO Board.
 - Commissioner Kirkmeyer's concern is that the current planning process does not preserve the original bottom-up Priority Project Planning and Programming (4P) process. The law states to consolidate Regional Transportation Plans (RTPs) into the SWP. If the state statute is not honored the integrity of the process will be lost. Need to keep County hearing process intact. The TC comes to us and talks to us, it starts at the regional level.
 - The Regional Planning Commissions (RPCs) prioritize projects – not the public. Please stop asking for project lists. Capital Development Plans are good. With a 10-year Capital Development Plan projects move through the pipeline through Regional Transportation Plans. Upper Front Range projects should feed into the pipeline of the 4-year STIP. Preserve the Regional Planning Process and follow the statute. If you change the process, let us know the new TC rules and the direction for the SWP for Colorado.
- Herman Stockinger, and Kathy Young both responded to Commissioner Kirkmeyer's comments
 - Kathy Young noted that the Attorney General's (AG's) Office reviewed the statute to confirm that the county hearing process was in compliance.
 - The formal hearing process for board of county commissioners the TC is not required to meet with County Commissioners.
 - The Planning process invites all county commissioners to participate. The AG's office determined that the current process complies with the statute. Other people are involved but the process is still in compliance.
 - Rebecca White commented that some county meetings were formal while others were more informal. This is an extra effort into an existing process. For CDOT Engineering Regions this process occurs annually, with a heightened effort every four years in association with the SWP process.
- Commissioner Kirkmeyer noted that the statute requires a formal planning hearing with at least one TC member. County Commissioners had no input on the agenda.
- Commissioner Thiebaut responded that he attended the 4P meetings in his district.
- Commissioner Bracke stated that she would be glad to participate with Weld County engaging in an interactive process to develop projects.
- Paul Jesaitis, Region 1 Transportation Director explained that the planning process is continuous and cooperative. Most counties have the same priorities as before. New process includes sharing data and having discussions on planning that are welcome. Issues are maintenance, need for transit, and increased safety. The new process meetings are in addition to the traditional RPC process.
- Commissioner Kirkmeyer reiterated a request that the TC not lose the formal county process.

Next Steps (Karen Stuart, SWP Commission Chair)

- Periodic updates to SWP Committee on SWP to include information on:
 - Planning Team compilation of key findings from outreach efforts and data analysis for corridors.
 - TPR meeting #2 will identify project-based strategies
 - 10-year SWP Project Pipeline to be compiled by November 1, 2019.

Transportation Commission Regular Meeting

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

Call to Order, Roll Call:

All Commissioners were present, with the exception of new Commissioner Barbara Vasquez, who was excused. They are continuing commissioners Bill Thiebaut, Shannon Gifford, Sidney Zink, Kathy Hall, Karen Stuart, and Rocky Scott. New commissioners are Donald Stanton, Kathleen Bracke, and Gary Beedy.

Swearing In of New Commissioners (Herman Stockinger)

- TC Chair Bill Thiebaut swore in Donald Stanton, Kathleen Bracke, and Gary Beedy as TC members.

Chairman's Opening Comments (Bill Thiebaut)

- Commissioner Bill Thiebaut shared a slide of a sculpture at a hotel of people rowing a long boat entitled E Pluribus Unum by Jane Decker, meaning From Many, One. He said it portrays the importance of working together.
- Whole System Whole Safety is getting more money from the TC for safety. It addresses the three aspects of safety: behavior, organizational, and the built environment.
- The TC continues to use taxpayer dollars prudently.

Audience Participation

- Craig Cannon came before the TC for the second time, representing a small business called Zone Crew that specializes in safety products for work-related accidents on highways. He again asked CDOT to obtain permission from FHWA to use new safety products.
- Danny Katz of Colorado Public Interest Research Group presented to the TC a large card signed by more than 100 public officials noting the fourth anniversary of Bustang, the vendor operated, CDOT owned bus lines on I-25 and I-70. He thanked the TC for providing this well-received alternative to single vehicular travel.

Comments of Individual Commissioners

- Shannon Gifford, District 1 – She serves on the board of Nature Conservancy and on the Colorado Forum. She said the two groups have more in common about climate change than one might think.
- Donald Stanton, District 2 – He said he grew up on a farm. Although he lives in a Denver suburb, he is very sensitive to the transportation needs of rural areas.
- Karen Stuart, District 4 – She thanked Shannon Gifford for her leadership in the past year. She also thanked some members of the audience for helping with the TC's tour of the Big Thompson area where serious flooding occurred in 2013. The road is back, better than before. Heather Paddock, Johnny Olson, and Herman Stockinger were among the people she thanked for the tour.
- Kathleen Bracke, District 5 – She said she appreciates the opportunity to serve on the TC, and is excited about her new role.
- Barbara Vasquez, District 6 - Absent
- Kathy Hall, District 7 – She thanked Shannon Gifford for her past leadership, and welcomed new members. She said she is continuing to attend planning meetings in her district.
- Sidney Zink, District 8 – She said she is about halfway through the 4P county-level counties in her district. Her district in southwestern Colorado has 13 counties.
- Robert "Rocky" Keith Scott, District 9 – He welcomed the new commissioners and echoed Karen Stuart's comments on the value of the Big Thompson tour. He also called out Norm Steen, who was in the audience, for his large number of community commitments, including serving on the STAC.
- Gary Beedy, District 11 – He has been involved in transportation planning for some years as a member of STAC, representing Eastern TPR. He's looking forward to the next 4 years.
- Bill Thiebaut, TC Chair and District 10, welcomed the new commissioners.

Deputy Executive Director's Report (Shoshana Lew)

- She thanked the many at CDOT who helped with the US 36 emergency to get the traffic moving again. Yesterday CDOT selected a contractor, thereby transitioning from an emergency to a construction project.
- As part of the planning process, she met with veterans in Colorado Springs in a meeting that Norm Steen helped organize. She also met with Pro 15 about transportation needs of the eastern plains.
- She said CDOT has announced more than 600 projects for this construction season.
- CDOT and others submitted three BUILD grants to FHWA: guardrail, passing lanes, and a set of improvements accessing military sites in the Colorado Springs area.

Chief Engineer's Report (Josh Laipply)

- Josh Laipply described what happened on US 36, beginning with cracks being detected on US 36 on Thursday and growing larger, deeper, and more numerous. CDOT needed to close down US 36 to find out what was happening. While repairs were going on, failure continued to happen.
- CDOT and its emergency contractors added fill at the bottom to counteract the cracking.
- An independent group examined submittals under the request for proposals. The group reviewed the responses and selected the contractor, with the winning contractor announced Wednesday. The selected construction team is Kraemer North America, with consultants David Evans and RJ Engineering.
- The group weighed the bids from several perspectives such as resource commitment, project approach, traffic control, and safety of workers.
- Commissioner Scott asked why the soil dropped an inch an hour after having been in place for a few years.
- Josh Laipply said a layer of "fat clay" has gotten wet and failed. Why that happened is under investigation.
- Commissioner Bracke said CDOT has done a heroic job of addressing the issue and letting the public and the TC know what is going on.

High Performance Transportation Enterprise Director's Report (Piper Darlington)

- Piper Darlington attended in Nick Farber's place because Nick was attending a conference.
- The HPTE Board appointed Nick Farmer as the director yesterday. Commissioner Scott said that as a member of the HPTE board, he was involved in finding a permanent director. After interviewing several candidates, the board concluded that Nick Farber, the interim director, was the best candidate.
- HPTE soon will post its policy on HPTE's toll-setting process on the website in an effort to improve transparency.
- HPTE public outreach and partnership work that Piper Darlington highlighted included bus shuttles and taking children on tours in association with the Central 70 project. In addition, HPTE took part in an international peer exchange about public-private partnerships, and took attendees to such sites as Central 70 and the Stock Show.
- HPTE has revamped its website to improve accessibility of documents, including how to acquire transponders.

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

- John Cater thanked the three new commissioners for being willing to serve.
- From information obtained from attending a recent conference, there are several ways that the transportation sector can improve conditions for pollinators in the right of way of highways. I-76 is a recently designated Pollinator Highway. Among the techniques are planting native plants for groundcover, and adjusting mowing times so that it does not affect pollinators.
- Commissioner Beedy asked if conference attendees discussed the danger of introducing invasive species while planting native plants. John Cater answered yes, attendees discussed the topic. Commissioner Beedy also suggested that workers mow the grass often enough for safety, but at times that do not affect pollinators.

- John Cater said transportation agencies typically keep the grass mowed within a few feet of the highway for safety reasons.

Statewide Transportation Advisory Committee (STAC) Report (STAC Chair, Vince Rogalski)

- Commissioner Thiebaut told STAC that his priorities in the coming year are safety, infrastructure, mobility, and funding and finance.
- STAC meets Friday the week following the TC meeting. The STAC is considering moving its meeting to the Friday before the TC meeting.
- The STAC wished CDOT Deputy Director Johnny Olson well in his new endeavors.
- CDOT staff has met with 50 of the 64 counties and eight of the 10 transportation planning regions to date as part of the planning process.
- The term “planning reset” causes some unease among the STAC members because it implies to some that all planning before is being ignored. That isn’t really the case.
- On the distribution of funds for the two-year Multimodal Options Fund, the STAC rural representative, Heather Sloop, advocated using bus ridership because that measure would yield the highest amount of funds for the rural TPRs.
- Kathy Hall said likes to see the STAC and TC working together so well.

Act on Consent Agenda – Passed unanimously on July 18, 2019

- a) Resolution to Approve the Regular Meeting Minutes of June 20, 2019 (Herman Stockinger)
Kathy Hall said she attended the Northwest TPR, not the contractors association.
- b) Resolution to Approve Region 5 Disposal: SH 550 & Short Place (Mike McVaugh)
- c) Resolution to Approve ROW Acquisition Authorization Requests (Josh Laipply)
- d) Resolution to Approve Update to PD 1301.0 Regarding Commission Process Related to CDOT Property Acquisitions (Kathy Young, Josh Laipply)
- e) Resolution Concerning Rules Governing Practice and Procedures of the Transportation Commission and Adoption of FY 2020 Calendar of Meetings (Herman Stockinger)
- f) Resolution to Approve SH 119 Traffic and Revenue Study Inter Agency Agreement (IAA) between CDOT and HPTE (Nick Farber)

Discuss and Act on changes to Resolution to Approve FTA Triennial DBE Goal (Josh Laipply) – Passed unanimously on July 18, 2019

- CDOT is required to establish an overall Disadvantaged Business Enterprise goal for the Federal Transit Administration (FTA) every three years using the federally-required methodology set forth in 49 CFR 26.45.
- CDOT requested the TC to approve a proposed overall goal of 2.5% for FTA-assisted contracts for Federal Fiscal Years (FFY) 2020-2022.

Discuss and Act on 1st Budget Supplement of FY 2020 (Jeff Sudmeier) –Passed unanimously on July 18, 2019

- Emergencies:
 - Region 1 - \$20 million for US 36 repair. Commissioner Thiebaut was involved in the discussion. Expenses will include engineering work to determine cause, free RTD bus service for which CDOT will reimburse RTD, and other expenses.
 - \$950,000 – Region 3 for damage on SH 325.
- Region 5 - \$748,978 – Construction Bridge Program – Project 20680 Region 5 FY19 Bridge Preventative Maintenance.
 - Shannon Gifford thanked staff for providing an explanatory memo.
- Office of innovative Mobility - \$66,000– Innovative Mobility (formerly RoadX) for the development and implementation of Travel Demand Management strategies on the I-70 Corridor between Eagle and C-470

in Golden.

Report on Cash Management (Josh Laipply):

- About 7 years ago, CDOT started using cash management. This allowed CDOT to move ahead with projects without having to wait until it had collected all the money. Before cash management began, CDOT had \$1.5 billion in the bank. The Responsible Acceleration of Maintenance and Partnerships (RAMP) program started chipping away at that large amount of money.
- The graph shown in the accompanying memo does not include all funds just yet.
- Commissioner Scott asked for an explanation of SB 267 and SB 1 funds for the new commissioners. After hearing the explanations, Commissioner Scott summarized them by saying they are one-time sources of funds.



COLORADO

Department of Transportation

Division of Maintenance & Operations

Maintenance Engineering
2829 W. Howard Place, 4th Floor
Denver, CO 80204-2305

TRANSPORTATION COMMISSION REQUEST

TO: Transportation Commission
FROM: Kyle Lester, Director of Highway Maintenance
CC: Herman Stockinger, CDOT Deputy Executive Director

DATE: August 2, 2019
SUBJECT: Additions to FY 20 Maintenance Project List

Purpose

The Maintenance Sections have identified projects valued at between \$50,000 and \$150,000 for construction in FY 20. The resolution details additions to project locations, type, and dollar value.

Action Requested

Per CRS 24-92-109, and PD 703.0 require CDOT to prepare estimates of proposed work exceeding \$50,000 up to \$150,000 for Transportation Commission approval prior to undertaking the work.

Background

Facility MS4 Work: In August 2017 funding was approved to address MS4 water quality work required by the EPA for high/medium priority drainage and paving issues at CDOT maintenance facilities. Region 1 Maintenance Sections 5 and 9 and Region 4 Maintenance Section 1 have prepared estimates to perform the work. The work includes various drainage, asphalt and concrete improvements. These project will be listed in the "other" category.

Truck Turnouts: The Transportation Commission approved Resolution # TC-17-5-2 in May of 2017 to provide funding for added truck pullouts along state highways. These facilities will improve safety for Colorado State Patrol and Port-of-Entry enforcement operations. The first two truck pullouts are planned in Region 2, with the work to be done by CDOT maintenance forces. These project will be listed in the "other" category.

Surface Treatment: The program allows the Maintenance Sections the flexibility to react to current needs by treating individual segments of highway showing distress.

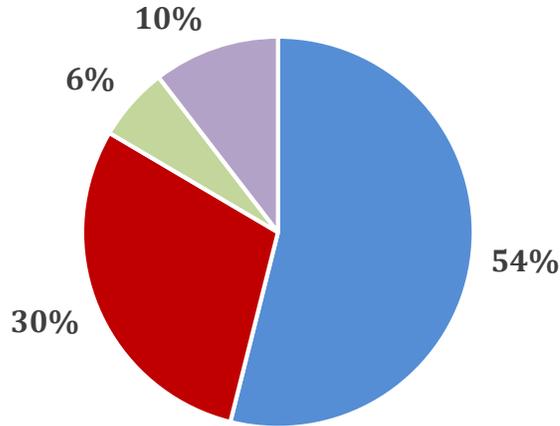
Sufficient funds exist to pursue these additional projects. The projects are in accordance with the directive and all other requirements. The Division of Maintenance and Operations recommends approval of these additions to the FY 20 over \$50,000 project list.



Key Benefits

Approval of these projects will allow the Maintenance forces to proceed with these projects ensuring the safety and mobility of the traveling public and enabling the continuation of commerce along the state highway system.

Project Type and Percentage of Each Category of Projects



■ Machine Patch Overlay ■ Chip Seal ■ Mill & Fill Overlay ■ Other

Next Steps

Upon approval, the Maintenance forces will proceed with construction of these projects in remaining FY 20.

Attachments

Resolution for Transportation Commission Approval



Resolution #TC-2019-08-03

Fiscal Year 2020 over \$50,000 project list approval

Approved by the Transportation Commission on xxxxxx

WHEREAS, under Senate Bill 98-148, public projects supervised by the Colorado Department of Transportation (CDOT) are exempt from the requirements of the “Construction Bidding for Public Projects Act;” and

WHEREAS, Section 24-92-109, Colorado Revised Statutes, as amended, requires CDOT to prepare cost estimates for projects to be undertaken by CDOT maintenance crews that exceed \$50 thousand, but are less than or equal to \$150 thousand for submission to the Transportation Commission for review and approval; and

WHEREAS, CDOT staff have prepared a cost estimate for this project to be done in Fiscal Year 2020.

WHEREAS, the funding for this project is contained in the Fiscal Year 2020 Budget.

NOW THEREFORE BE IT RESOLVED, the Transportation Commission has reviewed the cost estimate, as contained in the official agenda, and approves CDOT Maintenance Forces undertaking the project therein.

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Region 2 Section 4 Truck Turnouts					
Hwy	Direction	Start	End	Type	Cost
50A	WB	288.20	288.28	Other	\$70,486.90
50A	EB	305.50	305.58	Other	\$67,144.10
Sum					\$137,631.00

Region 1 Section 5 Facility MS4* Work		
Location	Type	Cost
Maintenance Yard, 6050 Wadsworth Bypass, Arvada	Other	\$80,200.00
Maintenance Yard, 3320 S. Parker Road, Aurora	Other	\$112,019.00
Maintenance Yard, 6055 Wadsworth Bypass, Arvada	Other	\$80,200.00
Sum		\$272,419.00

* MS4 = Municipal Separate Storm Sewer System

Region 1 Section 5 Facility MS4* Work

Location	Type	Cost
Maintenance Yard, 12400 Hwy 285, Morrison	Other	\$96,987.00
	Sum	\$96,987.00

Region 1 Section 5 Facility MS4* Work		
Location	Type	Cost
Maintenance Yard, 4108 E. CR 50, Fort Collins	Other	\$146,500.00
Maintenance Yard, 1050 Lee Hill Road, Boulder	Other	\$139,275.00
	Sum	\$285,775.00

Region 3 Section 2 Surface Treatment				
Hwy	Start	End	Type	Cost
50F	154.10	156.30	Chip Seal	\$80,000.00
70F	19.50	23.00	Chip Seal	\$149,000.00
91A	0.00	4.50	Chip Seal	\$148,000.00
91A	18.00	22.65	Chip Seal	\$145,000.00
131A	2.35	7.00	Chip Seal	\$140,000.00
139A	15.00	20.00	Chip Seal	\$148,000.00
141A	106.00	112.00	Chip Seal	\$148,000.00
340A	0.00	5.00	Chip Seal	\$149,000.00
347A	0.00	5.00	Chip Seal	\$140,000.00
82A	12.00	13.00	Mill & Fill	\$145,000.00
550A	126.50	127.50	Mill & Fill	\$140,000.00
70A	103.00	104.00	Overlay	\$140,000.00
82A	27.20	28.20	Overlay	\$149,000.00
			Sum	\$1,821,000.00

Sufficient funds exist within the appropriate MPA's to pursue this project. The project is in accordance with the directive and all other requirements.

Herman Stockinger, Secretary
Transportation Commission of Colorado



COLORADO
Department of Transportation

Office of Policy and Government Relations
2829 W. Howard Place
Denver, CO 80204-2305

DATE: August 15, 2019
TO: Transportation Commission
FROM: Herman Stockinger
SUBJECT: Approval of Appointments to TC Committees

Purpose

To confirm Chairman Thiebaut's appointments of Transportation Commissioners to various committees.

Action

To pass a resolution confirming those appointments.

Background

The Commission Rules state how committees should be filled: "...Members shall be appointed by the Chairman with consent of the full Commission, to all Standing Committees... The Commission shall ratify the appointments of members to Standing Committees by resolution." While other committee assignments need not be ratified by the full Commission, it makes sense to handle all appointments at the same time, and similarly.

Committee Assignments:

Audit (5)	Zink (Chair) Scott Stuart Stanton Adams
Small Business & Diversity (5)	Hall (Chair) Bracke Beedy Vasquez Adams
Mobility Systems (6)	Scott (Chair) Hall Stanton Bracke Beedy Vasquez
Statewide Plan (5)	Stuart (Chair) Gifford Zink Stanton Bracke
DRCOG (3)	Gifford Stuart



	Stanton Adams (alternate) Bracke (alternate)
HPTE (3)	Gifford Stuart Scott
Efficiency and Accountability (1)	Gifford
Scenic Byways (1)	Bracke
State Infrastructure (1)	Stanton
Legislative Affairs	All Members
Colorado Counties, Inc. & Related Organizations	Hall Beedy
Colorado Municipal League	Stuart Bracke

Next Steps

None

Attachments

None

