

Transportation Commission October 14 - 15, 2015

Wednesday October 14, 2015**Policy Directive (PD) 14.0 Performance Measures and Objectives (Debra Perkins-Smith)**

Please see: <https://www.codot.gov/about/transportation-commission/current-agenda-and-supporting-documents/01-policy-directive-14-report.pdf> for more details.

Purpose

To report on progress in meeting performance objectives in Policy Directive (PD) 14.0 “Policy Guiding Statewide Plan Development”, and provide further details on ability to meet performance targets. Additionally, to reiterate the FY17 Asset Management planning budget that was approved by the TC Asset Management Committee in November 2014, that will be included in the FY17 budget setting process, and highlight the link between performance objectives and funding decisions.

Discussion and Comments

- Performance of the PD 14 objectives was reviewed. Fifteen objectives are being met and 17 objectives are not being met in the goal areas of safety, system performance, infrastructure condition, and maintenance.
- TC desires a more robust description about achievement of objectives for the next budget-setting session. The current report is based on roughly only on one year of data. Staff was requested to explore options for forecasting performance to better explain to the TC the trade-offs among goal area objectives.
- The performance data will be brought to the TC earlier in the process so staff can better inform budget-setting. The TC would then understand where CDOT is exceeding or falling short of the objectives, and make adjustments in the budget as deemed appropriate.
- CDOT appears to be doing well in system performance; however, areas of congestion are getting more congested, and CDOT will not be able to maintain the levels of performance.
- A staff work group is working to further develop and refine system performance measures.

Budget Workshop (Maria Sobota)

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

Purpose

This workshop allows TC to review and comment on:

- FY 2014-15 Revenue Reconciliation and FY 2015-16 Transportation Commission Contingency Reserve Fund (TCCRF)
- FY 2016-17 Annual Budget

Discussion and Comments

- The unaudited FY 2014-2015 revenue reconciliation for the main budget (not including the Colorado Bridge Enterprise [CBE] and High Performance Transportation Enterprise [HPTE]) indicates a surplus of \$137 million: \$27.8 million in federal redistribution, \$27.3 million in higher-than-forecasted State Highway User Tax Fund revenues, and \$85 million in more Permanent Recovery funds than anticipated.
- The final FY 2014-15 balance of the TC’s contingency fund is \$36.4 million.
- For FY 2016-17, CDOT estimates its revenues will be \$1.27 billion, a decrease of \$210 million from FY 2015-16 revenue estimates due to a prediction that CDOT will not receive any SB 09-228 revenue compared to the \$200.2 million budgeted for FY 2015-16. It is anticipated that SB 09-228 funds will be eliminated in FY 2017-18.
- FY 2016-17 revenues for the two CDOT enterprises are estimated to be \$7.7 million for HPTE and \$126.6 million for CBE.

- Two decision items for FY 2016-17 were brought to the TC for approval, one to increase Hazardous Materials funding from \$2.2 million to \$3.2 million and another from the Division of Transportation Development (DTD) to fund the Safe Routes to School program in the amount of \$2.5 million.
- A transfer from the TCRF to pay off money CDOT owed the Baptist Road Regional Transportation Authority (RTA) in the Pikes Peak Area Council of Governments (PPACG) area for a project completed in 2009 was questioned. The memorandum of agreement stated that CDOT would pay back when it could from a then undefined source of funds. The new Commissioner from the area, noted the partnership was good because it allowed the project to go forward. A couple of Commissioners indicated future arrangements should not be entered into without more analysis.
- A suggestion was made that CDOT consider potentially separating Snow and Ice from Maintenance Level of Service (MLOS).
- It was suggested that CDOT have SB 09-228 lists ready in case CDOT actually receives SB 09-228 funds in FY 2016-2017.

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

See: <https://www.codot.gov/about/transportation-commission/current-agenda-and-supporting-documents/03-program-management-workshop.pdf> for more details.

Purpose

The Program Management Workshop provides the TC with an update on the delivery of programs and significant projects. This month there is a focus on: the Flood Recovery program, Cash Balance details, the Responsible Acceleration of Maintenance and Partnerships (RAMP) Program Controls Update, and the Region 2 Project - US 50 Near Parkdale Embankment Repair.

- **RAMP partnership projects**
 - The RAMP Partnership and Operations Program continues to show steadily increasing monthly expenditure totals.
 - Several large devolution payments have been made to a number of our Local Agency partners. Those funds will in turn be used towards locally administered construction projects.
 - All twenty-four of the locally-administered RAMP intergovernmental agreements (IGAs) are fully executed and approved by the State Controller and CDOT's Office of Procurement and Contracts.
 - I-25 and Arapahoe Rd. project is expected to have 90% of construction plans by November, with construction slated to begin in 2016.
- **Commission Contingency Relief Funds (TCCRF)**
 - There was a request for \$125,000 from the TCCRF for embankment repair near US 50 and Parkdale.
 - US 50 in this area was damaged from heavy rains in 2013 from runoff in the Royal Gorge Burn Scar.
 - The funding will be used for additional slope stabilization and additional drainage features.
- **Cash Balance**
 - The Capital Construction Fund (Fund 400) was projected to be \$666 million at September 30, 2015. The actual Fund 400 cash balance at September 30, 2015 was \$626 million – a difference of \$40 million.
 - The cumulative expenditure performance index (XPI) has risen to 0.89 in October from 0.85 in September.
 - The projected ending balance for federal obligation at September 30, 2015, was \$205 million. The actual ending balance for federal obligation at September 30, 2015, was approximately \$154 million – a difference of \$51 million.
 - There was a discussion on federal obligation, which is CDOT's authorization to bill FHWA for reimbursement of expenditures. Typically, CDOT begins to spend down the Fund 400 cash balance only after the federal obligation has been exhausted.

- The timing and amount of federal notices received impact CDOT's Fund 400 cash balance. Due to the Continuing Resolution impacting FHWA, CDOT has been receiving its federal obligation in prorated amounts. As a result, CDOT received approximately \$83 million in additional obligation limit through September 30, 2015.

Ten-Year Development Program (TDP) (Debra Perkins-Smith)

Please see: <https://www.codot.gov/about/transportation-commission/current-agenda-and-supporting-documents/04-ten-year-development-program.pdf> for more details.

Purpose

To provide an overview of the TDP concept, and review progress to date. The TDP is intended to:

- Fill the gap between 25-year statewide Transportation Plan (SWP) and the four-year State Transportation Improvement Program (STIP).
- To be used as a proactive and logical method and starting point for future list-making exercises.
- Focuses on major project priorities and study areas.
- Constrained by approximately \$2 billion within the 10-year time frame.
- DTD will share more specific information on individual projects and studies at the next TC meeting.

Discussion and Comments

- There is often confusion in rural areas related to the planning process and difference between various plans - need to educate them better on these.
- CDOT must be clear with the public that there was transparency and a level playing field in developing this.
- There is a need to recognize the political reality of regional needs, even when they are not statewide needs.
- Need to distinguish between "real" project lists (e.g., going to be built) versus prospective project lists like the TDP. If not, there is a risk of creating misunderstanding with the public.

High Occupancy Vehicle (HOV) Policy Guidance (Debra Perkins-Smith)

Please see: <https://www.codot.gov/about/transportation-commission/current-agenda-and-supporting-documents/05-hov-policy-workshop.pdf>

Purpose

To provide guidance on proposed policy for high occupancy vehicle (HOV) lanes.

HOV Policy Overview

- CDOT policy is that managed lanes must be considered in all capacity expansion projects.
- HOV 3+ policy is set to start in 2017.
- CDOT's position is that HOV lanes increase throughput, travel choice, etc.
- The proposed approach assumes that tolled express lanes are free for HOV 3+, however there are some potential exceptions:
 - If the presence of free HOV 3+ creates a safety concern
 - If the presence of free HOV 3+ makes it impossible for performance measures to be achieved
 - If the presence of free HOV 3+ makes the construction of the improvements financially infeasible
- In the case of C-470, an economic study of the corridor indicates that allowing free use of the managed lane by HOV 3+ vehicles would result in the loss of \$40 million in revenue. As a result, the project would be unable to achieve investment grade TIFIA status and therefore be impossible to complete. Therefore CDOT requests that the TC designate C-470 as a non-HOV 3+.

Discussion and Comments:

- The TC members agree that we would like to support HOV 3+ lanes wherever possible, but in this case we can't do that without chipping in an additional \$40 million.

- It's troubling that the new normal in Colorado is that users have to pay to use our roadways.
- The equity issue is understood, but the TC shouldn't reject a compromise just because it's imperfect.
- It's a pragmatic issue – the inclusion of toll-free HOV 3+ travel means the project won't get done.

Thursday, October 15, 2015

Roll Call

- Attendance - all TC members were present, with the exception of Commissioner Hofmeister, who was excused.

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

- Will Toor, Director of the Southwest Energy Efficiency Project (SWEET) was the only audience participant. Mr. Toor congratulated CDOT on the Colorado Pedals Project effort.
- Mr. Toor issue raised a concern with regard to the proposed C-470 high occupancy vehicle (HOV) 3+ tolls. Stated that this is not equitable as toll-lanes accommodate mostly higher income populations. As technology improves, dynamic ride-sharing could be discouraged with the tolls.

Comments of Individual Commissioners

- Projects:
 - The diverging diamond interchange (DDI) in Superior is an exciting project for the community.
 - Colorado Rail is working closely with AMTRAK regarding issues with the Southwest Chief and the ski train.
 - I-70 and Horizon Drive in District 7 is addressing safety concerns.
 - I-70 West – concerned about this project – working with Idaho Springs, and hope to resolve issues; SH 9 going well with first wildlife overpass complete.
 - Red Mountain Pass project completed on time with a perfect safety record.
 - US 36 Project – Phase 1 complete – Megan Castle was recognized for contributions; Phase 2 moving forward.
- TC members attended numerous community events and were pleased with discussions regarding transportation needs of communities, for example: meetings with the Stone and Gravel Association, Transportation Legislative Review Committee (TLRC), West Connect, etc. (to name a few).
- TC members recognized CDOT staff at HQ and in the Engineering Regions numerous times. DRCOG staff noted to a Commissioner that Colorado transportation stakeholders are being treated as CDOT customers, and stakeholders are pleased.
- DTD Director, Debra Perkins-Smith was recognized by District 3 Commissioner for work with DRCOG.

Executive Director's Report (Shailen Bhatt)

- Welcomed David Spector is the new HPTE Director, recognized Michael Cheroutes' work, and that Michael's last day was October 14, 2015.
- The US 6 and I-25 realignment went flawlessly, noted that 400 crashes occurred previously at this location. Very pleased this all went well.
- Last month during C-470 noise wall comments, made a promise to follow letter of law on this. CDOT is working with FHWA. CDOT does respond to public comments.
- The Transportation Summit scheduled for Oct. 28th is sold out. A Volvo autonomous vehicle will be on site and attendees will be able to take rides.
- Region 2 RTD, Karen Rowe, is recuperating well and is planning to come back to work soon. Ajin Hu was recognized for her good work during Karen's absence.

- Passing of CDOT employee Craig Hansen was acknowledged.
- CDOT will conduct a Leadership Summit at the end of October to support the 3 Peaks to be the Best DOT – Chris Warner, co-author of *High Altitude Leadership* and mountain climber, will lead a discussion on what it means to climb peaks and be a team.

Chief Engineer’s Report (Joshua Laipply)

- FHWA recognized CDOT nationally as a showcase project for their slide-in bridge construction.
- At last month’s Project Management Workshop noted that we are behind \$30 million in expenditures. Since then, CDOT took a proactive approach to expend these dollars quickly, working with RTDs and Regions to add back in scope elements to catch up and help to achieve XPI and expenditure targets for the year. As early as next month the TC may see additional expenditures related to this.

High Performance Transportation Enterprise (HPTE) (David Spector)

- Just started at HPTE 3 days ago.
- The Chairman of the HPTE Board is leaving.
- HPTE Telephone Town Halls for I-70 and US 36 and were very successful (5,000 and 10,000 participants respectively – Communications did a great job).
- Toll rate changes have been approved for mountain express lane rates to be in operation this winter. US 36 phase 2 has also been approved.

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

- FHWA will be hiring a new Executive Director, as Jeff Paniati is retiring.
- Visited CDOT Regions 2 and 3: for SH 9 – scale of wildlife overpasses is much bigger than expected. The need for a Lamar reliever route was discussed, as well as other regional priorities and projects.
- Colorado traffic volumes are increasing as well as fatalities. This is happening both along on and off system roadways. Distractions may be a contributor – will need to double-up safety efforts to address this.

Act on Consent Agenda – Approved unanimously on October 15, 2015.

- Resolution to Approve the Regular Meeting Minutes of Sept. 17, 2015 (Herman Stockinger)
- Leadville SH 24 Minor Encroachment Disposal (Dave Eller)

Discuss and Act on the 4th Budget Supplement of FY 2016 (Maria Sobota) – Approved unanimously on October 15, 2015.

Region 2 - \$125,000 – US-50 NEAR PARKDALE, EMBANKMENT REPAIR – TCCRF- Additional funds; \$11,431,000 – *Baptist Road Liability* – TCCRF-This action repays the Baptist Road Rural Transportation Authority for costs incurred during the 2009 construction.

Transportation Systems Management & Operations - \$2,085,000 – Tolled Express Lanes – TCCRF –for ITS device maintenance, IT network management, Traffic Management Center operators and dispatchers, and additional equipment and vehicles.

Property Management – \$546,321 – Pave 2 CDOT facilities – TCCRF – Combined cost to pave Platteville Yard and Greeley West Yard. This item was presented last month as part of the TCCRF reconciliation, now requesting formal approval.

RAMP - \$20,000,000-RAMP HPTE P3 Development Fund- Request access to the RAMP HPTE Public Private Partnership (P3) Development fund for C-470. The likely and preferred financial scenario (currently balanced) includes a TIFIA loan. However, a non-TIFIA dependent initial finance plan (IFP) is required in order for C-470 to go to construction summer 2016 prior to TIFIA loan close scheduled for fall 2016.

Discuss and Act on Amendment to the June 27, 2013 US 36 Concession Project IAA between CDOT and HPTA (Nick Farber) - Approved unanimously on October 15, 2015.

Discuss and Act on Adoption of HOV Policy (Deb Perkins Smith) - Approved unanimously on October 15, 2015.

Discuss and Act on C-470 HOV Policy (Brett Johnson) - Approved by a nine to one vote, with dissent by District 10 Commissioner on October 15, 2015.

Other Matters

CDOT Summer Bike Challenge Award (Debra Perkins-Smith)

- Approximately 120 CDOT employees participated in this event, representing over 200,000 miles traveled. Included a drawing to potentially win \$100; a total of 17 people won \$100.00 each from the drawing.
- Region 2 received the award for the most participation. Ajin Hu, acting Region 2 RTD, accepted the award for Region 2.