

Transportation Commission September 16 - 17, 2015

Wednesday September 16, 2015

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

See: <https://www.codot.gov/about/transportation-commission/current-agenda-and-supporting-documents/02-program-management-workshop-with-new-ramp.pdf> for Transportation Commission (TC) packet information on this topic.

Purpose

To provide the TC with an update on the delivery of programs and significant projects.

Discussion and Comments

The two funding memos were key topics of discussion, along with a discussion of the level of risk for Responsible Acceleration of Maintenance and Partnerships (RAMP) projects in general.

- RAMP Project I-25/Arapahoe Road Interchange:
 - One of the biggest RAMP risk projects.
 - Right-of-way (ROW) acquisition risks- price of project has gone up from \$4 million-\$6 million, due to potential legal fees associated with ROW acquisition.
 - For Phase 1 - at the northwest quadrant is a gasoline station that requires moving pumps. In addition, this area has exceptionally high real estate values.
- Region 2 Surface Treatment Project (SH 94 Ellicott East to El Paso/Lincoln County Line):
 - Original cost estimates included paving the driving lanes and not the shoulder (a need to extend paving to the edge of the pavement vs. keeping in travel lanes was identified).
 - Additional costs are attributed to additional asphalt, engineering, and construction required.
 - With 22.1% increase accounting for construction, and in-direct costs, staff is requesting an additional \$1 million in budget for this project.
- Summary of high risk RAMP projects
 - The TC asked if there were any other RAMP projects at risk of requiring additional funding at this point.
 - The most risk remaining that can be foreseen at this point is on the I-25/Arapahoe and the Simba project.
 - CDOT already has independent cost estimates and has moved far enough into design on other projects that the risk of other projects going up in cost is not anticipated. In addition, there may be cost savings from other RAMP projects; for example, turnouts on US 160 have experienced a project savings due to a change in the scope of work.

Policy Directive 14 Performance Measures and Targets Report (Deb Perkins-Smith)

See <https://www.codot.gov/about/transportation-commission/current-agenda-and-supporting-documents/03-policy-directive-14-report.pdf> for TC packet information on this topic.

Purpose

To report progress in meeting performance objectives in Policy Directive (PD) 14.0 “Policy Guiding Statewide Plan Development.” This workshop is being held in tandem with the fiscal year (FY) 17 Budget Workshop in order to provide information on recent performance for consideration during the budget setting process. This is a new process and in the future the intention is to begin a discussion of performance results with the TC in the months prior to the beginning of the annual budget setting process.

Discussion and Comments

- PD 14 was adopted in February 2015 and needs to be incorporated into the budget development process. The FY 2016-2017 budget is planned for adoption in November.
- Information provided includes the status of performance goals and if they have been met. This information is intended to assist with budget decisions. For example, if goals have been met in one area, the TC may want to consider increasing funding in areas where goals have not been met.
- The TC members were asked if they thought the method of conveying this information was helpful.
- PD 14.0 was developed with an eye towards Moving Ahead for Progress in the 21st Century (MAP-21) requirements that were still in development. Changes in PD 14 performance measures may result from forthcoming federal guidance on performance measures.
- A question was raised about the two safety metrics – number of fatalities vs. number of fatalities per million vehicle miles traveled [VMT]); the number of fatalities went up, but the rate of fatalities per vehicle miles of travel went down. This is because the VMT numbers increased.
- More information on this information for the 10-year horizon will be forthcoming.

Budget Workshop (Maria Sobota)

See <https://www.codot.gov/about/transportation-commission/current-agenda-and-supporting-documents/04-budget-workshop.pdf> for TC packet information on this topic.

Purpose

To begin development of the FY 17 CDOT budget.

Discussion and Comments

- FY 2014 -15 Cost Center Roll Forward Requests
 - In accordance with Policy Directive PD 703, all requests to roll forward ending cost center balances from the previous to the current fiscal year in amounts less than \$1.0 million are subject to approval by Executive Management. Two signatures are required for approval.
 - The Transportation Systems Management and Operations (TSM&O) division requested a roll forward to FY2015-16 in the amount of \$689,602.
 - Funds in the amount of \$19,058 from FY2014-15 to FY2015-16 were rolled forward for the Transportation Summit conference.
 - CDOT is moving towards work-plan based budgeting.
 - TC members supported more transparency in explaining the roll forward process and how money will be spent; one of the goals for the future is to minimize roll forward surpluses.
 - A TC member expressed concern over funding for RoadX vs. fully funding the completion of the Baptist Road project.
 - It was explained RoadX funds would not defund other programs. Also, all RoadX projects will obtain TC approval before moving forward.
- FY 2014 – 15 Revenue Reconciliation
 - CDOT has been notified of the preliminary Federal Redistribution award for FY 2014-15 in the amount of \$27.8 million.
- FY 2015 -16 TC Contingency Reserve Fund (TCCRF) Reconciliation.
 - For FY 2014-15, the estimated roll forward to the TCCRF is \$43.8 million. This is in addition to the current balance of \$52 million.
 - The TC reviewed recommendations for funding from the TCCRF.
- FY 2016-17 Budget Workshop
 - The CDOT budget is anticipated to be adopted by the TC in November.
 - Decrease in projected revenues for FY 2016-2017 are the result of no anticipated SB 228 funds compared to last year.
 - New revenue projections coming in next week and revenue projections will be adjusted.
 - A TC member expressed confidence believing that CDOT will get SB228 funds next year.

FASTER Audit Review (Josh Laipply)

See: <https://www.codot.gov/about/transportation-commission/current-agenda-and-supporting-documents/05-faster-audit-overview.pdf> for TC packet information on this topic.

Purpose

Provide information to the TC related to CDOT’s response and recommended actions to address recent Colorado Office of the State Auditor’s (OSA) FASTER performance audit.

Discussion and Comments

- Overall audit findings will require CDOT to respond by:
 - Initiating and codifying specific procedures to document decisions to provide more transparency in project selection for Bridges, and FASTER Safety projects.
 - Several resolutions will be presented to the TC for adoption to formalize procedures and provide adequate documentation of decisions for all FASTER projects.
 - Closer tracking and monitoring of contracts funded by FASTER transit to meet deadlines and ensure compliance.
 - Either reestablish Efficiency and Accountability Committee, or seek a change in the state statute.
 - Overall improvement in record keeping processes and reconciliations for the Oversize and Overweight Vehicle Surcharge program.
 - It was recognized that in many instances CDOT had initiated practices to address audit deficiencies prior to the release of the audit findings.
 - TC members conveyed that staff was doing a good job, and that by following through with actions proposed for each deficiency, that should address all concerns with the audit.

Thursday, September 17, 2015

Roll Call

- All Commissioners were in attendance.

Swearing in of New Commissioners (Herman Stockinger)

- The two new commissioners: Kathy Hall and Nolan Schriener were sworn in by the TC Secretary.

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

- Two representatives from Highlands Ranch community raised an issue with the proposed noise walls for C-470 project that will pass through their neighborhood. CDOT had developed a long-term noise testing in 2006 and the community did their own testing in May 2015 – both indicate a need for more substantial noise walls than proposed by CDOT currently. Both representatives strongly encouraged CDOT to reconsider current proposed plans, follow existing CDOT noise mitigation guidance, and incorporate more substantial noise walls for C-470 in Highlands Ranch.

Comments of Individual Commissioners

- Multiple commissioners thanked the Highlands Ranch representatives for coming to speak before the TC, and stressed the importance of public input and transparency of CDOT business practices.
- New TC members were welcomed, and these new members expressed their appreciation to staff in helping with their orientation, and their enthusiasm to serve on the TC.
- Red Mountain Pass will be closed for another month in response to a rockslide.
- A couple of TC members attended the dedication to open the Veterans Twin Tunnels event.

- Three peaks for being best DOT were summarized: Technology, Healthy Multimodal System, and People.
- Meetings attended by TC members were identified and briefly summarized.
- Peddle to Plains will occur tomorrow; caution recommended for US 385, US 6 and SH 138.
- Elyria Swansea Town Hall meeting – TC members recognized Region 1 Project Manager (Tony DeVito) and the High Performance Transportation Enterprise (HPTE) Director (Mike Cheroutes) for their impressive communication regarding the I-70 East project.
- Recognition was given to Mike Cheroutes for his service on the HPTE. This is Mike’s last TC meeting as HPTE Director.

Executive Director’s Report (Shailen Bhatt)

- Thanked Highland Ranch representatives for their comments.
- Promised that CDOT will comply with applicable rules and laws regarding the noise walls for C-470 project.
- Governor Hickenlooper was in Las Vegas to solicit support for the bicycling community and committed to providing additional resources to support cycling in Colorado as part of making Colorado the healthiest state; this commitment to bicycling will not carve out or take away funding from planned projects, but will identify resources already going towards projects.
- Safe Routes to School is planned to get \$2.5 million in funding.
- Applauded I-70 East project team for meeting deadlines.
- Extended an invitation to the Transportation Summit to occur on October 28th to discuss transportation technology with key stakeholders and the private sector; a driverless vehicle will be on display.

Chief Engineer’s Report (Joshua Laipply)

- The FASTER audit was discussed at length at the TC Workshop yesterday. The response to this audit will be treated as a project, and the TC will receive reports monthly regarding updates including requests to codify procedures and processes (via TC resolution) in many instances, to address audit deficiencies.
- Coordination with the railroads on projects is ongoing. Met with Union Pacific Railroad in Omaha with Johnny Olson to discuss safety improvements along US 85. Costs of improvements will be a future discussion.
- Thanked meeting attendees for their patience in awaiting the opening of the Veterans Twin Tunnels.

High Performance Transportation Enterprise (Michael Cheroutes)

- Thanked everyone who worked with him and for the kind acknowledgements.
- Recognized the Attorney General’s Office, Kathy Young, the TC and his staff as being keys to his success.
- US 36 Express Toll Lanes are up and running and going well. The TC will be kept apprised of future metrics related to this project.
- An upcoming town hall meeting is scheduled for the I-70 Peak Period Shoulder Lane project, scheduled to occur on September 26th in Idaho Springs at the Elks Lodge. A telephone town hall is also planned.

Federal Highway Administration (FHWA) Division Report (Alicia Nolan)

- This is the last month of the federal fiscal year.
- The end of year shutdown will be four weeks instead of the regular two-week period, due to revamping of their systems.
- If Congress does not pass an appropriation act at the end of September, this will cause the government to shut down.
- The federal authorization bill expires the end of October 2015.

- Stay tuned for updates on appropriations and the federal authorization bill.
- Colorado will be highlighted at an Every Day Counts (EDC) National State Transportation Innovation Councils (STIC) Web Conference on October 1st.

Act on Consent Agenda – Approved unanimously on September 17, 2015.

- Resolution to Approve the Regular Meeting Minutes of Aug. 19, 2015 (Herman Stockinger)
- Resolution to Approve the Updated Policy Directive 6.0 Fuel Controls for CDOT Fleet (Kyle Lester, Herman Stockinger)
- Resolution to Approve the Disposal of Property 46-Rev2-X (Dave Eller)
- Resolution to Approve the Relinquishment of Owl Creek Road to Pitkin County (Dave Eller)
- Repeal of Policy Directive 1501.0 "Roadside Memorial Signing" (Ryan Rice, Herman Stockinger)
- Rail Abandonment Legislative Report (David Krutsinger)
- Approval of CDOT CDC Requests (Andy Karsian)
- Approval of Safe Routes to School funding (Deb Perkins-Smith)

Discuss and Act on the 3rd Budget Supplement of FY 2016 (Maria Sobota) – Approved unanimously on September 17, 2015.

- **Region 1** - \$932,810 – *I-70: WB EJMT to MM 218 RESURFACING- Surface Treatment*-Additional funds for project award. Bids were opened 08/20/2015.
- **Region 2** - \$1,000,000– *SH 94A, ELLICOTT E. TO EL PASO/LIN. CL- Surface Treatment*-Additional funds for Change Modification Order due to overrun in asphalt quantities.
- **Transportation Systems Management & Operations (TSMO)** - \$1,300,000 – Transfer between TSM&O cost centers from OP100-010 to ORTIM-010 for Real Time Traffic Management.
- **Safe Routes to School** - \$2,500,000 – Transfer from the TCCRF for new project selections in 2016 for non-infrastructure and infrastructure projects.
- **Region 1** - \$4,000,000 (*changed to \$6,000,000 during TC Workshop*) –**RAMP Public-Public Contingency Fund**- Increase RAMP funding approved for project #1-46 I-25 / Arapahoe Road Interchange from \$50,400,000 to \$56,400,000.
- **Region 3** - \$995,000- *SH 24/50/348 Minturn/Montrose Culverts* –**Transportation Commission Transition Fund**- Funds needed to de-bundle small culvert into stand-alone project for advertisement
- **RAMP** - \$335,000 - Increase RAMP funding for project #3-24: *I-70 Exit 31 Horizon Drive*- The additional funds will come be reallocated from RAMP project 3-34, I-70 Glenwood Canyon Variable Speed Signing

Adoption of 2 CCR 601-4, Rules Pertaining to Transport Permits for the Movement of Extra-Legal Vehicles or Loads (“Oversize Overweight Rules”) (Kyle Lester, Herman Stockinger) - Approved unanimously on September 17, 2015.

Introduction to RoadX (Amy Ford, Ryan Rice)

- CDOT is confronted with an exponential level of technological advancements.
- Three elements of this: deploying pilot technology projects, enhancing planning and assessment efforts, and considering the workforce needs of the future.
- Desire to establish partnerships with entities such as: City and County of Denver, National Renewable Energy Lab (NREL), and the private sector.
- Update/refresh existing roadway management practices.
- NHTSA rulemaking in progress now to require automakers to provide short range communication capabilities between vehicles - all new vehicles could be required to have in three to five years; supporting infrastructure will be needed to accommodate these vehicles.
- Dozens of safety enhancements will result from this technology.

- Autonomous Vehicles could change auto ownership models – with ability to order a ride on demand, improve safety and lessen requirements for roadway capacity.
- Plan is to start pilot deployments along I-70 and I-25. By 2017 Cadillacs will have the short-range communications equipment.
- Potential for freight Pilots too – with vehicle platoons that are safer as front vehicle sight distance will be better than human eyes and brakes in front simultaneously brake the other vehicles.
- For rural areas safety – with virtual guard rails, etc.
- TC members are encouraged to attend Transportation Summit to be held on October 28th.
- TC members expressed enthusiasm for the consideration and implementation of RoadX.
- TC Chair expressed the need to focus on better cell communication in rural areas – need to include the entire state.