

Transportation Commission April 20 & 21, 2016

**Transportation Commission (TC) Workshops
Wednesday, April 20, 2016**

Note: Materials for specific agenda items are available at <https://www.codot.gov/about/transportation-commission/meeting-agenda.html> by clicking on the agenda item on the schedule provided at this site.

Joint TC and High Performance Transportation Enterprise (HPTE) Operations and Maintenance (O&M) Cost Sharing on Managed Lanes Workshop (David Spector)

Purpose: Provided additional information regarding the allocation of shared operation and maintenance expenses between CDOT and HPTE on corridors where there are both managed and general purpose lanes.

In March 2016, HPTE held a joint workshop with the TC and HPTE Board of Directors regarding the split of operations and maintenance (O&M) costs between CDOT and HPTE on corridors where there are both managed and general purpose lanes. Questions for discussion were raised including:

- Does HPTE or CDOT have responsibility for the O&M expenses attributed to High Occupancy Vehicles (HOV) who use managed lanes?
- How does the discussion regarding Operations and Maintenance costs relate to current and future project Intra-Agency Agreements (IAA) between CDOT and HPTE?
- How does applying the pro-rata share to both Average Daily Traffic (ADT) and Lane Miles translate into examples using current O&M data?

Staff provided additional details and information to respond to these questions and ensure that the TC and HPTE Board are comfortable with the methodology for allocating costs on current and future corridors where there are managed lanes.

Discussion and Comments

- Two options were presented to the TC and discussed. One IAA option is to base percentages of responsibility on managed lane vehicle usage (revenue generating vehicles and non-revenue generating vehicles using the managed lanes), the other option was based on percentage of lane miles. HPTE proposed the first option of lane usage.
- A discussion occurred over a slide displaying a pie chart of percentage of responsibilities for CDOT and HPTE for the percentages based on usage. It is anticipated under this usage scenario that CDOT and HPTE would both pay approximately 50% each of maintenance and operations costs.
- A TC member requested more information regarding the Regional Transportation Districts contribution to the managed lanes' maintenance and operations.
- The usage scenario would be recalculated approximately every six months to ensure percentages are accurate and equitable.
- Long-term and lifetime benefit/costs are a concern, at some point RTD will need to play a bigger role in the IAA. HPTE will eventually contribute more towards costs as additional revenues from tolls are collected over time.

Asset Management Deep Dive Part 2 (William Johnson)

Purpose: This workshop was to discuss in more detail five assets: surface treatment, bridge, culverts, walls and tunnels. It provided a general background on the asset management program and set the stage for a more in-depth discussion in May, regarding the approval by the Commission of the fiscal year (FY) 20 asset management

planning budget for all 11 categories; thereby continuing the 4-year program of projects. The FY20 asset management budget will be finalized during the annual budget cycle in 2019.

Discussion and Comments

- Status of the five asset management programs referenced above were presented to the TC.
- Clarifications regarding the fiscal years and how they relate to calendar year was explained.
- Some assets are meeting or are above established targets pertaining to their condition, in those instances, the TC may decide to decrease funding for those assets that are in good condition and distribute funds to other asset programs where targets are not being met.
- A major concern was raised by the TC regarding the number of uncompleted projects compared to completed projects and this negatively impacting the cash balance.
- It was explained that several of the uncompleted projects are due to either projects being multi-year projects or incidents where one project listed represents a bundle of projects (e.g., for culverts and bridges).
- In order for the TC to make more informed decisions pertaining to the FY 20 asset management program, additional information on the project status needs to be provided that explains how and if the status of asset management projects impacts CDOT's cash balance.
- The need to examine risk and resiliency in conjunction with asset condition was mentioned.
- Staff agreed to provide next month to the TC more detailed information regarding asset management project status information, and its impact on meeting cash balance targets.

Funding Advancements for Surface Transportation and Economic Recovery Act (FASTER) Audit – Transit (Herman Stockinger)

Purpose: Provide a “deeper dive” into the actions taken by CDOT to comply with the FASTER Audit recommendations, improve the FASTER program overall and report on the impact of those actions. This month, the focus was on the Transit program.

The Audit had one key recommendation related to the transit programs: **Recommendation #6:** CDOT should implement CDOT Internal Audit recommendations from July, 2014, and establish, implement and require staff to follow written policies and procedures that specify oversight activities and routinely reconcile transit revenues and expenditures.

How is this resolved?

- Policy Directive 704.0 (PD 704.0) (Attachment A in the packet) was adopted by the TC in January 2016.
- Much of the detail addressing the audit findings are addressed in other CDOT documents.
- Along with the already adopted Procedural Directive 1608.1, each of the documents/systems will improve on the department's transit grant/contract processes and help fulfill the audit recommendation.

Discussion and Comments

- There is still more work to be done, but progress towards resolving issues is progressing well.
- The TC expressed their gratitude to Herman Stockinger and staff, and indicated that they are pleased with the progress made to date regarding the response to the FASTER Audit.

Program Management/Cash Management Workshop (Josh Laipply, Maria Sobota, Jane Fisher)

Purpose: The Program Management and Cash Management Workshop provides the TC with an update on the delivery of programs and significant projects and further details the accounts in the total of cash balance.

PMO is tracking program delivery at the statewide level using the expenditure performance index (XPI) to evaluate actual construction expenditure performance as compared to planned. The cumulative Fiscal Year

2016 XPI decreased to 0.95 from 0.96 in February. March's expenditures were below the expenditure target and achieved a monthly XPI of 0.79.

The cash balance is split out by fund with the Capital Construction Fund (Fund 400) being the most relevant as its activity includes the receipt of Highway User Tax Fund (HUTF) transfers, receipt of FHWA reimbursements, and the majority of CDOT's construction spending. The projected Fund 400 cash balance at March 31, 2016, was \$455 million. The actual Fund 400 cash balance at March 31, 2016, was \$516 million – a difference of \$61 million. The increase in the cash balance resulted from CDOT actively billing FHWA to convert federal obligation limitation to cash.

Discussion and Comments

- A threshold for cash balance is being established and a consultant has been retained to develop a model (tool) to assist with establishing cash balance thresholds by month based on historical data, analytics (competence limits) and risks.
- This tool will assist and inform, not make decisions for CDOT. It is anticipated to be able to establish thresholds and identify risks for a 36 month window.
- To ensure the tool is effective – maintaining this tool/model will require extensive collaboration between the teams that represent the model/cash balance, and programming and project delivery.

Walk on Request from Dave Eller of Region 3

- A walk on request to use TC contingency reserve funds to cover costs associated with the recent rock falls was presented.
- SH 131 used as a detour for I-70, related to pullouts on a bridge that is functionally obsolete (not wide enough) needs immediate repair to asphalt for \$1.8 million.
- Fencing along I-70 is needed for \$3.5 million on an emergency basis and some may be reimbursed by FHWA.

Discussion and Comments

- This walk on request further demonstrates the need to develop a risk and resiliency program at CDOT to identify risk and resilience of the transportation system statewide.
- Commissioner Hall supports this walk on request.
- TC members in general expressed support for the walk on request.
- A Risk and Resiliency Pilot project along I-70 is planned and once results are in, expansion statewide will be considered.

Safety Committee (Darrell Lingk)

Purpose: Update the TC on our Loss History (Excellence In Safety Process) and our Annual Highway Safety Statistics.

Discussion and Comments

A substantial reduction (32%) in workmen's compensation claims was announced for calendar year 2015 compared to the claim average for years 2010 -2012 – see page 10 of the safety packet.

Transit and Intermodal Committee Meeting (Mark Imhoff)

Purpose: Provide the Transit & Intermodal (T&I) Committee a quarterly update on the Transit Grants Program, as required by Policy Directive 704, as well as updates on Bustang, Senate Bill 228 transit funding, the Safe Routes to School Program, and a CDOT Policy Directive (PD) 1602 update.

Bustang

- Bustang program overall doing well with fare box revenues increasing, but contractor for drivers have been put on notice due to an increase in minor crashes (backing into objects, etc.).
- Due to express lanes, buses are arriving at DUS 5 minutes earlier – this will be reflected in new schedules produced.

SB 228 Funds

- The process for spending SB 228 transit funds is undergoing an update.
- A Telluride Park-N-Ride is one project under consideration.

Safe Routes to School

Twenty-one projects are being recommended for funding for FY 2016 totaling \$2 million for infrastructure projects and \$499,437 for non-infrastructure. All projects require a 20% cash match with several applicants providing a higher match. A project list is provided in the packet with the 21 recommended projects highlighted; 7 infrastructure and 14 non-infrastructure.

PD 1602 – Updated Policy - “Elevating Bicycling and Walking Opportunities in Colorado.”

This updated PD 1602 reinforces the need to accommodate bicyclists and pedestrians, and brings exemption criteria into the Policy. A more detailed Procedural Directive is also being developed to provide clear direction on how to implement the policy and verify compliance.

Discussion and Comments

- TC members present were pleased with progress on transit programs overall.
- The Safe Routes to School Program (SRTS) was recognized by the TC for their success and it was noted the SRTS advisory committee representation is well balanced.
- TC members present acted to recommend the SRTS FY 2016 project list for approval by the TC in April.
- TC members present acted to recommend the PD 1602 changes for approval by the TC in May.
- No further actions were required of the TC at this meeting. TC members present were generally pleased with progress made by DTR and DTD in terms of alternate transportation modes.

Transportation Commission Regular Meeting Thursday April 21, 2016

Roll Call

- Commissioner Hofmeister attended via telephone, and Commissioners Hall and Schriener were excused.

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

- Jim Souby, President of Colorado Rail Passenger Association, Gary DeFrange, President of Winter Park Resort, and Happy Haynes, Director of Denver Parks and Recreation all expressed support for the Winter Park Ski Train platform improvements and continuing Ski Train service.
- The new platform will be Americans with Disabilities Act (ADA) compliant serving the nation’s largest disabled access skiing center (the National Sports Center for the Disabled).
- Contributors to funds will include CDOT, and Public Private Partnership between Colorado Rail Passenger Association, Union Pacific Railroad, City and County of Denver, and Winter Park.

Comments of Individual Commissioners

- Recognized Nancy Shank of Region 5, and her upcoming retirement. Lisa Schwantes will be Nancy’s replacement.

- Commissioner Barry recognized for organizing a successful meet and greet of Disadvantaged Business Enterprise (DBE) small businesses held after the April TC Workshops, attended by several TC members.
- Trip to DC to share results of managed lanes with FHWA was mentioned (Commissioner Reiff participated).
- Support for the Ski Train was mentioned.
- John Vetterling recognized for assistance with keeping the Wooley Mammoth Scenic Byway project moving, and Mike Timlin recognized for outreach to the TPRs on rural regional transit.
- HPTE retreat was a success and appreciated; pleased with results coming in for Toll Express Lanes – 29% travel speed increases for all lanes.
- Herman Stockinger and Aaron Greco recognized for working with local communities on obtaining matches for \$25 million for grant applications for Transportation Investment Generating Economic Recovery (TIGER) grant.

Executive Director’s Report (Shailen Bhatt)

- Mike McVaugh was recognized and welcomed as the new Regional Transportation Director (RTD) of Region 5.
- Dave Ellis, RTD of Region 3 was recognized for his work with the rock fall emergency response work, opening Glenwood Canyon ahead of schedule. Club 20 was also impressed with CDOT’s response to rock falls.
- Chris Wedor acknowledged as new Audit Director.
- Remembrance Day at CDOT HQ and Pueblo recognized and appreciated.
- Pleased and impressed with delivering a lot of projects with positive results coming in.
- Recognized team in orange for response to recent winter storms.

Chief Engineer’s Report (Joshua Laipply)

- Opening of I-25 North was a great event.
- FHWA Administrator was present for opening of I-25 North Express Toll Lanes, as he was here also for a freight roundtable event.
- CDOT submitted four Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grant applications – thanked staff for working over weekends to get applications completed in a short turnaround.
- One TIGER Application – I-25 North – things are happening as folks are coming together on these projects to make things happen.
- Working with Union Pacific (UP) Railroad with Johnny Olson regarding closures on county roads. Helps US 85 avoid closures in LaSalle – this railroad coordination contributes to a promising FASTLANE grant application.

High Performance Transportation Enterprise (HPTE) (David Spector)

- Results coming in for recently opened toll lanes – 29% increased travel speeds.
- Went to Washington, DC to share results with FHWA.
- Other HPTE projects are progressing.
- Testifying today for SB123 - The bill would prevent HPTE or CDOT from requiring switchable transponders for use on High Occupancy Vehicle (HOV) lanes.

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

- Final Rules are published on Safety (performance and Highway Safety Improvement Program) pertaining to MAP-21 performance measures.
- See <https://www.fhwa.dot.gov/tpm/rule.cfm> for more details.
- System Performance/Freight Movement on the Interstate/CMAQ Program performance measures will be out tomorrow, 4/22/2016.
- Was impressed with remembrances to honor National Work Zone Safety Awareness Week last week; intent is to avoid these types of fatalities in the future.

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

- CDOT doing an evaluation of lessons learned for the 2040 Statewide Transportation Plan adopted in March 2015; been involved in the planning process since 1990s, and each time a similar exercise is conducted it makes the process better.
- Would like to see Statewide Transportation Improvement Program (STIP) changes reviewed by TPRs and MPOs when they occur.
- Need more discussion on how Bridge Enterprise will continue its program with so much of its funds going to I-70 Central project.
- DTR staff is visiting TPRs to solicit input regarding expansion options for Bustang.
- STAC feels for the FAST Act programs– need to leverage dollars between existing programs and work to finish projects.
- A STAC retreat is anticipated to occur in the late summer or early fall this year.

Act on Consent Agenda – Approved unanimously on April 21, 2016.

- a) Resolution to Approve the Regular Meeting Minutes of March 16, 2016 (Herman Stockinger)
- b) Additions to FY 16 Maintenance \$50,000 to \$150,000 (Kyle Lester)
- c) Federal Lands Access Program (FLAP) Applications (Debra Perkins-Smith)
- d) FY 16 Safe Routes to School Projects (Debra Perkins-Smith)
- e) Disposal of a Portion of the Wiggins rest area (Johnny Olson)

Discuss and Act on the 10th Budget Supplement of FY 2016 (Maria Sobota) - Approved unanimously on April 21, 2016.

Region 4 - \$2,463,641– SH 7 Safety Imp. S. of Estes Park PH II– FASTER Safety and Emergency Relief- Bid adjustment for project award. Improve safety by replacing culverts, resurfacing an update guardrail. Project will also address 2013 flood related permanent repairs to SH-7.

Transit Funding of Winter Park Express Platform & Safety Switches (Mark Imhoff) - Approved unanimously on April 21, 2016.

First Amendment to HPTE I-70 PPSL Intra-Agency Agreement (David Spector) - Approved unanimously on April 21, 2016.

Action - Freight Discretionary Grant Update (Herman Stockinger) Approved unanimously on April 21, 2016.