

Transportation Commission July 20 - 21, 2016, CDOT Headquarters Auditorium, 4201 E. Arkansas Ave, Denver, CO 80222

Transportation Commission (TC) Workshops Wednesday, July 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.

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

Purpose

- The Program Management Workshop provides the TC with an update on the integration of cash management and program management, asset management, and the Responsible Acceleration of Maintenance and Partnerships (RAMP) program.

Discussion and Comments

- At the end of FY 2016 the year to date (YTD) expenditure goal was not met. CDOT spent \$753 million of the \$790 million target, off by 4.8%. However, this was the highest expenditure level within the past six years.
- Chief Engineer expressed disappointment in not meeting the expenditure target. As a result, CDOT is taking several steps to increase the odds for meeting the target next year.
 - *Only establish calendar year expenditure targets:* Eliminating establishment of fiscal year targets will be a benefit as it is very challenging to estimate expenditures in the middle of the construction season.
 - *Increasing accuracy of project advertisement (ad) dates:* An increased emphasis on the development and monitoring of schedules for preconstruction activities is planned.
 - *Routinely including additional required elements (AREs) in construction bid documents:* This will enable project scopes to be more easily increased as may be needed to increase construction expenditures in support of calendar year 2017 targets.
 - *Increasing accuracy of projected monthly construction expenditures:* This step will include items such as: ensuring design development is sufficient before setting project baseline values and considering a combination of statistical modeling and contractor drawdown data.
- Cash Balance
 - A forecast variation from a previous projection includes SB 228 funds received in June 2016, also working with I-70 Central project manager to determine drawdown schedule for this substantial project.
 - Commission Chair noted that the Program Management Workshop will come off the TC Regular Meeting agenda and the TC will be kept up to date approximately quarterly. The TC feels the monitoring of Program Management is being well handled by CDOT staff. The same quarterly review is likely to occur for Cash Balance.

RUC Workshop (Debra Perkins-Smith)

Purpose

To familiarize the TC with the Department's upcoming CDOT Road Usage Charge (RUC) Pilot Program.

Discussion and Comments

- CH2Mhill is the consultant retained to help with this pilot project.

- Pilots are occurring in three states: California, Oregon, and Colorado. Oregon has an operational opt-in RUC.
- Talking Points for TC members to use to discuss the pilot with stakeholders are provided in the TC packet.
- Need to stress why alternate funding sources are required for transportation.
- A Colorado vehicle miles traveled (VMT) vs. Revenue graph depicts increasing VMT, by 47% by 2040 and substantially decreasing revenues.
- RUC treats road use like a utility – travel miles are recorded and a fee per mile is paid.
- TC member asked if vehicle weight or air quality emissions are considered in the fees charged; the answer is not yet in these three pilots – the pilots are keeping it simple for now.
- RUC concept is potentially a substitution for the gas tax, and is more equitable.
- RUC West is a group of 14 western states all sharing information regarding the RUC pilots.
- Idea is to create a sandbox environment (flexible options for RUC) in Colorado to identify issues with RUC now; pilot is 4 months with 100 participants; three different options for reporting miles driven are being considered.
- TC recommends entities like Club 20 participate in the pilot, and/or serve on a RUC Steering Committee.
- RUC Pilot Steering Committee is being formed and membership will include a balance of individuals that are for or against use of a RUC, with equitable geographic representation across the state.
- A strong communications program is planned for the pilot study.
- The TC will receive periodic updates on this pilot project.
- In terms of misconceptions:
 - RUC is not another tax, but a substitution once fully implemented (participants in these pilots are opting in currently)
 - RUC restores equity, as all users of the system contribute, compared to today's situation where electric and hybrid vehicle motorists currently pay less or no fuel taxes.
 - Driver privacy, that is a perceived concern, can be protected for RUC in the pilot.
 - Rural motorists that drive less fuel efficient vehicles could benefit from paying less fuel taxes under the RUC pilot
- Executive Director pointed out that revenues need to increase and fees charged must allow for increased revenues.
- A TC member asked how RUC would be rolled out. The answer is that users would pay for usage of the road based on miles traveled vs. paying a fuel tax.
- It is anticipated that vehicles that get over 20 mpg would pay \$8 - \$10 more a month.
- CDOT has an obligation to explore this funding source to prepare adequately. At some point we may be asked to do so (as in other states) by the legislature.
- It was noted that CDOT is not taking any action now, just conducting research using the pilot to obtain facts and information to answer questions.
- TC Chair mentioned possibility of a technology subcommittee of the TC being created.

Work force of the Future (Amy Ford)

Purpose

To familiarize the TC with the Workforce of the Future.

Discussion and Comments

- The new CDOT Human Resources Director, Susan Rafferty, was introduced to the TC and meeting attendees.

- Commissioners Barry and Gruen provided the impetus for this workforce research to identify how to attract talent to CDOT for the 10-year horizon, recognizing rapidly evolving technological advances.
- Need to consider how to attract talent and elevate skills of existing staff.
- Price Waterhouse has been retained to assist with this research project.
- Key themes identified during interviews included: leadership, culture, processes, training, and technology.
- Three key areas of change:
 - Technology disrupts the status quo (technology enablers include: Telematics, Active Traffic Management, Drones, Vehicle to Infrastructure/Operations, Mobile Asset Management, and Big Data),
 - Workforce and workplace landscape is changing (more millennials, by 2025 75%, in the workforce, with 25% staff at CDOT ready to retire now, and 50% ready to retire in 10 years); creating more collaborative and flexible workplaces including office, field, and teleworkers),
 - Role of CDOT is changing (shift to needing more specialists - 9% now to 13% in 2025 [e.g., IT, electronics], more core support - 13% now to 22% in 2025 [e.g., project management operations, analytics], and less fundamental staff - 77% now to 65% in 2025 [e.g., construction, highway maintenance])
- Program opportunities include: enhanced mobility with technology, more remote surveying and monitoring, more real-time communications, increasing technology, and more efficient use of equipment and tools.
- Workforce opportunities include: provide technology and training to all CDOT staff, launch training programs for new career paths, implement mentorship programs to retain institutional knowledge, upskill workforce, partner with universities and talent hubs to develop relevant education certificates and training programs, and create blended skill teams and/or hybrid positions.
- Question was raised if hybrid positions would conflict with state personnel policies – would need to collaborate with the state to work this out.
- Each CDOT Region was also analyzed individually for their workforce needs.
- Over the next year CDOT will develop an approach and planning timeline to implement opportunities identified.

Transportation Commission Regular Meeting Thursday, July 21, 2016

Roll Call

- Commissioners Connell, Thiebaut and Schrinier were excused. All other eight Commissioners were in attendance.

Comments of Individual Commissioners

- Commissioners commented that the telephone town halls went very well and thanked CDOT staff for their late night work and support. One Commissioner noted they received emails from constituents thanking CDOT for the opportunity to participate in telephone town halls.
- Bagels with Barry in Commerce City resulted in good conversations on transportation.
- Groundbreaking event for North I-25 Express Lanes was impressive.
- Club 20 meeting in Cortez was a good meeting.
- Express Toll Lanes started tolling with a drop off in users, but is considered a success.
- TC retreat occurred this month. The retreat provides clear guidance to the TC laying out key topics to cover this year.

- TC Chair noted that Commissioner Schriener, who has served a year on the TC, has resigned due to health issues. Commissioner Schriener was recognized for his work on the TC and will be missed. All wish him a full recovery.

Executive Director's Report (Shailen Bhatt)

- Attended Colorado Cabinet retreat with the Governor at Coors Field to work on Colorado's 2018 Vision, identify how state agencies work together, and determine CDOT's role. It was agreed that CDOT could reduce the increase of the Planning Time Index on I-25.
- Met at Westin at DIA to discuss CDOT's Purpose – purpose is to save lives and make life better; kept three peaks, but will modify trails.
- The Lt. Governor addressed CDOT's team at the Westin, and was provided a site visit here at Headquarters.
- Lots of recognition given to CDOT work recently; CDOT received two Western Association of State Highway Transportation Officials (WASHTO) awards.
 - For Innovation in mid-sized projects: CDOT's \$98 million project along US 6 replaced six obsolete bridges between Knox Court and I-25, and eliminated weaving movements between Federal Boulevard and I-25 to improve travel times and safety.
 - For Under Budget mid-sized projects: CDOT's \$72 million I-70 Mountain Express Lane project reduced congestion and travel along I-70 between Empire and Idaho Springs by converting the eastbound shoulder into an Express Lane during peak periods only.
 - Staff who worked on these projects were recognized and requested to stand up for applause if they were in attendance.
 - High Performance Transportation Enterprise (HPTE) also won an award to be announced by David Spector.

Chief Engineer's Report (Joshua Laipply)

- Very proud of CDOT staff for the recent awards.
- US 34 public meeting held evening of July 20th went very well. Signed contract with Kiewit to begin construction on Phase 1.
- I-25/Arapahoe intersection added third left-turn lane ahead of schedule.

High Performance Transportation Enterprise (HPTE) (Nick Farber)

- The I-70 Mountain Express Toll Lane project won a WASHTO award for innovation; last Sunday roughly 42,000 vehicles used the roadway with 7,800 vehicles using the express toll lanes – both these counts are records along this corridor.
- US 36 Express Toll Lane project won the American Road & Transportation Builders Association (ARTBA) Public Private Partnership (P3) Division award. Nick Farber recognized for his work on this project with a leadership coin.
- Smart signs installed along US 36 to notify users of incidents and are working well.

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

Topics covered at the last STAC meeting included:

- CDOT Chief Engineer provided STAC an overview of a pilot where projects are using de-federalized funds.
- STAC provided an update of SB 228 dollars anticipated.
- STAC is calling for more transparency for Intergovernmental Agreements (IGAs). One idea is to have project-specific websites.

- Freight Advisory Council (FAC) update – key areas of focus are: truck parking, safety, pullouts & shoulders, low clearance bridges, railroad crossings, and communications. It is important to tackle freight issues with the freight industry.
- STAC desires close involvement with the Multimodal Freight Plan and to receive plan information ahead of time to inform more meaningful dialogues.
- For critical freight corridor selection, STAC agrees that STAC coordination regarding corridor selection criteria is the best approach.
- Bustang – regarding expansion of the rural bus network: more broad coverage for service is more important than higher frequency of trips, and forming partnerships with human service providers are crucial.
- The TC Chair noted that future conversations with the TC are anticipated to discuss the specific Critical Freight Corridor selection criteria.

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

- a. Resolution to Approve the Regular Meeting Minutes of June 16, 2016
- b. Repeal of Policy Directive 8.0 "Residence and Telephone Requirements" (Herman Stockinger)
- c. Repeal of email, internet and web-site Policy Directives 26.0, 27.0, and 31.0 (Herman Stockinger)
- d. SH 74 Parcel Exchange (Paul Jesaitis)
- e. SH 265 Abandonment (Paul Jesaitis)
- f. SH 85 Exchange (Paul Jesaitis)
- g. Capital Development Committee (CDC) Memo (Andy Karsian)

Discuss and Act on the 1st Budget Supplement of FY 2017 (Maria Sobota) - Approved unanimously on July 21, 2016.

- Region 4 - \$250,000– *I-25 North: SH 402 to SH 14*– RAMP HPTE Development Fund- I-25 Corridor Segments 7 and 8.
- Region 5 - \$450,000– *US 160 / WILSON GULCH ROAD EXTENSION*– TC Contingency Reserve Fund (TCCRF) - RAMP Partnership ID #5-10.
- \$850,000 – *I-70 Risk and Resiliency*– .TCCRF.
- \$1,000,000 - *Southwest Chief*–TCCRF.
- \$3,500,000 – *ADA Curb Ramps*– TCCRF.

Authorize Rule-Making Process by opening Transportation Commission Rules (Herman Stockinger) - Approved unanimously on July 21, 2016.

- To authorize the Department to commence the rule-making process by opening the Rules Governing Practice and Procedures of the Transportation Commission of Colorado ("Commission Rules"), 2 CCR 601-11.

Discuss and Act on DBE FTA Goal (Greg Diehl) - Approved unanimously on July 21, 2016.

- CDOT is requesting a resolution to approve its proposed overall goal of 2.88% for FTA-assisted contracts for Federal Fiscal Years (FFY) 2017-2019.