

**The Transportation Commission Workshops were held on Wednesday, April 18, 2018 and the Regular Meeting was held on Thursday, April 19, 2018. These meetings were conducted and hosted at the Colorado Department of Transportation Headquarters at 4201 E. Arkansas, Avenue, Denver, CO 80222.**

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Documents are posted at <http://www.coloradodot.info/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 Commission.

## **Transportation Commission Workshops Wednesday, April 18, 2018, 1:30 pm – 4:30 pm**

### **Right of Way (ROW) Workshop (Josh Laipply)**

**Purpose:** The purpose of the workshop was to discuss proposed right-of-way acquisition (negotiations).

**Action:** Prepare to act on agreed upon proposed acquisition authorizations at the regular Commission meeting.

The seven projects with property acquisition authorization requests for April 2018 included:

- Region 1
  - Pilot Curb Ramp Project - Project Code # 22022
    - Concern was raised over the varying ROW widths for these projects; Commissioners will be offered the opportunity to review final ROW areas before these projects move forward.
  - US 85 Widening – Daniels Park Road – Project Code # - 20069 – No questions or concerns were raised.
- Region 2
  - SH 71 Bridge over the Arkansas – Project Code # 21012 – No questions or concerns were raised.
  - Powers Mining Museum – Project Code # 18318 ROW preservation
    - Karen Rowe, Region 2 Regional Transportation Director noted this is an early evaluation for corridor preservation and is the first step in acquisition process.
- Region 3
  - US 50 & SH 92 Delta Intersection – Project Code # 21471 – ADA curb ramp and turning lanes – No questions or concerns were raised.
- Region 4
  - SH 59 Seibert to Cope – Project Code # 20518 – Temporary Easements – No questions or comments were raised.
- Region 5
  - US 550: CR 214 North ROW Acquisition – Project Code 16791
    - Mike McVaugh, Region 5 Transportation Director, provided a brief presentation. An immediate acquisition for this project is needed to stay on schedule. Issue is over landowner request for a large box culvert underpass to accommodate a semi-truck. CDOT has identified an at-grade crossing that provides safe crossing and larger vehicles of the property owner will require at-grade crossing regardless. Cost of underpass is estimated to be \$1 million and the at-grade crossing is less cost and permits all sizes of vehicles.

The four projects with condemnation process authorizations for April 2018 included:

- Region 4
  - PR US 34 Big Thompson Canyon – Project Code # 20279

- Properties in question was demolished by the 2013 Floods.
- Property in question is legally two sites/parcels that are negotiated separately.
- CDOT required a temporary easement to restore the property and add improvements to protect roadway from future flooding.
- CDOT and property owner do not agree on the price or process for this project.
- Property owner wants two parcels to be considered as one property and get an appraisal.
- CDOT considered the property two properties and those worth less than \$5,000 do not get appraisals – they get a reimbursed through a waiver evaluation instead to save CDOT costs associated with appraisals.
- Most of work on property is completed, but temporary easement will be in force until 2020. CDOT requires access in the event any follow up work is needed on the site, e.g., seeding for revegetation does not take.
- The Commission decided the property was needed in the public interest and to proceed with approving this project for condemnation proceedings.
  - I 25 North: SH 402 to SH 14 – Project Code# 21506 – No questions or comments were raised.
- Region 5
  - US 550: Kirby Lane to CR 214 – Project Code # 16792 – CDOT cannot locate the heir landowner. There is no alternative but to authorize condemnation proceedings.
- I-70 Central
  - I-70 Central Project – Project Code # 19631 – This project requires a temporary easement. I -70 Central project needs this parcel to move forward or it will interrupt the project schedule. Dispute is related to valuation of easement. All communications have stopped. CDOT has had no response since attorney has been retained by property owner. Commission will keep on condemnation authorization agenda for tomorrow.

#### National Performance Measure Targets - Pavement (Deb Perkins-Smith)

**Purpose:** This workshop will summarize the final target recommendations for the performance measures required under the Fixing America’s Surface Transportation (FAST) Act (Pub. L. No. 114-94). Additionally, this workshop will discuss addressing the Transportation Commission comments and questions from the March Commission Workshop, and a detailed refined target recommendation for pavement in good condition will be presented and discussed with the Commission.

**Action:** Staff requests that the Commission adopt the targets by resolution (provided as attachment A in the packet), which will enable staff to meet a May 20, 2018, federal deadline for reporting targets to the Federal Highway Administration (FHWA). The options to consider are:

- Accept and adopt the staff recommendations
- Adopt some targets and ask for refinement of other targets
- Take no action at this time and request additional information

If the TC decides to refine or take no action this month, CDOT will be required to adopt targets in the near future to meet the May 2018 federal requirement.

Targets are related to:

- Pavement Performance
- Bridge Performance
- System Reliability and Freight Performance

**Discussion:**

- William Johnson, Performance and Asset Management Branch Manager, noted that the workshop today is focused on pavement for this month, and that staff addressed comments from last month and refined the pavement targets.
- This pavement performance reporting is required by the Federal Highway Administration (FHWA).
- Reporting includes Interstates and National Highway System (NHS) – this represents approximately 50% of roads and includes some off-system roadways.
- Pavement is rated as good, fair, or poor. Federal criteria different from CDOT’s, and shows less poor pavement under new federal criteria as the federal criteria is more stringent ( it is harder to be deemed in poor condition).
- It was noted that under the CDOT criteria, approximately 12 percent of pavement condition is poor, and less than one percent is poor per the federal performance criteria.
- The national average using the federal criteria for poor roads is roughly one percent.
- It was noted the federal requirements might also consider reconstruction is the primary treatment for poor roads, which is not necessarily the case at CDOT. CDOT considers more than just reconstruction to treat poor roads.
- Several photos roads demonstrating how the two criteria compare were presented.
- Discussion occurred back and forth on whether to use two reporting mechanisms to meet the federal requirements of FHWA but also serve the best interests of Colorado with the Commission relying on the more stringent performance tracking to make investment decisions.
- If there is no impact on discretionary funds to report both ways, Commissioners are comfortable with using both reporting criteria, as long as it is made clear, why we are using both measures.
- Clarifications were made that the numbers regarding air quality performance were for emissions reductions; therefore, the increase in numbers over time is what is desired.
- The Commission did not confirm a vote on the proposed resolution.

[Joint Workshop TC and BE: FHWA Definition of Poor Bridges \(Josh Laipply and Mike Collins\)](#)

**Purpose:** CDOT has adopted the same “poor” definition for major vehicular bridges that FHWA mandates for National Highway System (NHS) bridges. The Bridge Enterprise (BE) program requests consideration and feedback from the Transportation Commission and the BE Board of Directors (Board) regarding the proposed adoption of the same new “poor” definition in order to maintain consistency with CDOT and FHWA.

**Background:**

If the Commission and BE adopts the new CDOT poor definition, the result will be the following changes to the legacy BE eligibility criteria:

Legacy Eligibility Criteria	Proposed Eligibility Criteria
Legacy CDOT “Poor” Definition	New CDOT “Poor” Definition = SD
Sufficiency Rating (SR) < 50 (of 100) <b>and</b> Classified as Structurally Deficient (SD) or Functionally Obsolete (FO)	<b>Bridges</b> Superstructure, Substructure, or Deck Rating of 4/10 or Less <b>Culverts</b> Culvert Rating of 4/10 or Less

The change in BE eligibility criteria would result in a larger pool of BE eligible structures. The increase is forecasted to be approximately 110 structures. Updating the eligibility criteria will allow BE to:

1. Align with CDOT and FHWA policy.
2. Aid CDOT in meeting targets established for the National Bridge Performance Metrics since many of the bridges considered “poor” by CDOT and FHWA would not be eligible under the legacy/previous criteria.
3. Make better business decisions (e.g. newly eligible structures can be addressed with major rehabilitation before the structure condition deteriorates to a point where full replacement is required).
4. Simplify eligibility criteria by migrating away from complex terms such as Sufficiency Rating (SR), which are being phased out or discontinued by FHWA.

**Discussion:**

- Currently CDOT reports above 90% goal of good bridges
- Federal definition of poor bridges has changed.
- Deck Rating, Superstructure, and Substructure are rated between one and-10 with a rating of four or less deemed poor.
- New rating gets more bridges eligible for BE funding. Sixty-five bridges are eligible now. Under the new rating system approximately 170 bridges are eligible for BE funds. Previous measures used both structurally deficient and functionally obsolete (more related to operational concerns – bridge width and shoulders, etc.). Functional obsolescence is no longer counted under new the federal bridge rating method. However, bridges rated poor are grandfathered in if deemed poor using functional obsolescence and structural deficiency.
- Commissioner Gilliland noted that the poor bridges would be diluted with higher number, but BE tiering could help with setting priorities.
- Possible result is a negative public perception that number of poor bridges is increasing.
- Commissioners requested to get in front of this potential misperception with a message regarding the new federal criteria.
- It was mentioned that the BE tiering will not change under the new federal definition.
- A con is that the functionally obsolete criteria that is operations-based will no longer be included.
- Executive Director, Mike Lewis, noted that this new definition helps give BE more flexibility to not let bridges get too bad before BE funds become eligible.
- All agreed messaging this situation correctly is key.
- Staff recommended changing the poor bridge definition to align with the new federal definition.
- Commissioners expressed their support of staff recommendations for changing the poor bridge definition.

**Mobility Choice Briefing (Deb Perkins-Smith)**

**Purpose:** This workshop is intended to familiarize the Transportation Commission members with the Mobility Choice Blueprint Project.

**Action:** Informational Item.

**Background:** The Mobility Choice Blueprint is a joint planning effort between the Colorado Department of Transportation (CDOT), Denver Regional Council of Governments (DRCOG), Regional Transportation District (RTD), and Mobility Choice (a non-profit initiative of the Denver Metro Area Chamber of Commerce) that seeks to establish a coordinated strategic direction for the evolving mobility of the Denver Metro related to walking, biking, driving, ride-hailing, and transit.

Mobility Choice is governed by a Board of Directors composed of private and public sector members, representatives of DRCOG, RTD and CDOT, former local elected officials and economic development professionals. Michael Lewis represents CDOT on the Board of Directors. In addition to CDOT's representation on the Board of Directors, Transportation Commissioner Karen Stuart is serving as one of the project's Metro Ambassadors through her role as Executive Director of Smart Commute Metro North. These local experts will be complemented by a number of national Thought Leaders to ensure a variety of perspectives is represented throughout the process.

The Mobility Choice Blueprint is a 12-month process funded jointly by CDOT, DRCOG, and RTD, governed by the Mobility Choice Board of Directors, and managed by project consultant HDR. The effort will require analyzing several new multimodal technologies and assessing different ways to make them available to the public. Multiple scenarios will be evaluated and tested based on what the community and the Thought Leaders have said is important about the future of mobility.

The final Blueprint will set the vision and contain strategies for local agencies to implement cutting-edge technologies that promote mobility and supports livable communities. It will also have recommendations for agency policy and program changes, as well as options for pilot projects that can be funded and tested by transportation agencies in partnership with the private sector. In doing so, it will complement and enhance existing CDOT efforts including the Statewide Transportation Plan, Smart Mobility Plan, and the RoadX Initiative while supporting future collaboration between CDOT, DRCOG, and RTD moving forward.

#### **Discussion:**

- Debra Perkins- Smith, Division of Transportation Development Director, introduced, Chris Primus and Jason Longsdorf of HDR who provided the presentation.
- A unique aspect of a project like this is the involvement with economic development partners, e.g., the Denver Metro Chamber.
- Problem Statement is “As a unified metropolitan region, how might we enable more accessible and effective transportation mobility choices to enhance the quality of our social, cultural, and economic life now and in the future?”
- Unified vision for this project is “A partnership of public and private organizations focused on changing how we move, and making the Denver metro area a better place to work and live”.
- Project will assess rapidly changing trends and technology trends associated with mobility.
- Strategy Components look at Technology Transformation, Mobility and Livable Communities.
- Thought Leaders for the project include Marshall Brown of the University of Illinois, Chris Armstrong of Panasonic, and others.
- Four different workshops are being conducted to present various perspectives and provide feedback with Thought Leaders in attendance. Eight Thought Leaders have been identified, and some will conduct document review and provide feedback.
- Commissioner D’Angelo asked who is on the project team; the project team is composed of Debra Perkins-Smith, and Mike King of CDOT, Bill Van Metter and Brian Welch of the Regional Transportation District, Jacob Riger and Doug Rex of DRCOG, Don Hunt as Managing Director, and Alejandro Henao of NREL as Deputy Managing Director.
- The Commission is willing to help with getting the word out for folks to get involved and take an online quiz for the project.
- The consultant will provide the Commissioners with a project blurb to send out with an invitation to this project.
- Mobility Choice Board is made up of Executive Directors, e.g., Mike Lewis, CDOT Executive Director, Kelly Brough, President and CEO of Denver Metro Chamber of Commerce, Doug Rex of DRCOG, Will Toor, former Boulder County Commissioner, among other business and community leaders.
- Meetings are not traditional public open houses, but are mostly via digital engagement. The quiz is a flyer too for those not digitally connected.
- Commissioner Hall asked for information regarding how input is collected in a non-digital format.
- Requests for information are sent out in hard copy format via project ambassadors, who are 40 in number.
- Commissioner Hall asked for a definition of ethnography; it is a type of community interview with 20 sets of people for two to three-hour talks, while they are at home. This dialogue assesses lifestyle and how transportation decisions are made. The project includes working with various demographic groups.
- Commissioner D’Angelo expressed interest in the Thought Leaders and in attending events where they are present.
- It was noted that the project has a Sharepoint site and a calendar of events including Thought Leaders in available.
- Commissioners would like the Mobility Choice Blue Print project team to share Thought Leader key findings and share links to videotaped events.
- Commissioner Hall asked if this study covers only the Metro Area, and not any rural areas? The answer was yes. DRCOG’s boundaries, the Denver Metro Area, is the study area.
- Commissioner Gilliland noted that this study is very interesting, and that we should do something like this at a statewide level.

- Debra Perkins-Smith noted that the last Statewide Transportation Plan (2040 SWP) set us up for an effort like this. We will get through the Mobility Choice Blueprint before the next 2045 SWP, take information from this study, and then incorporate a similar process into the 2045 SWP.
- Ryan Rice, Transportation Systems Management and Operations Director, also mentioned a complimentary study underway is the Smart Mobility Plan that also attempts to do some of this mobility analysis at the statewide level. The Smart Mobility Plan will also include regional implementation plans. There is good synergy with Mobility Choice Blue Print and the Smart Mobility Plan.
- Commissioner Hofmeister supported the comment of Commissioner Gilliland, but felt the schedule of this project will be very difficult to tie into the 2045 SWP, and that, we need to be careful about delivering the message that we are studying only the Metro area with this study.
- Executive Director, Mike Lewis, noted that the Mobility Choice Blueprint is not just CDOT's. Partnerships between CDOT, RTD, DRCOG and Denver Metro Chamber are making this project possible. This product will then inform a statewide process.
- Debra Perkins-Smith noted we will make sure CDOT message includes that due to partnerships ( among CDOT, RTD, DRCOG and Denver Metro Chamber) not one entity is investing large amounts of funding, but that all partners are spending a smaller amount and getting a lot from their investment.

### [FASTER Safety Mitigation Program Recommendations \(Ryan Rice and Charles Meyer\)](#)

**Purpose and Action:** To request that the Commission approve FASTER Safety Mitigation funding allocations to Regional funding pools instead of the current practice of allocating to a statewide funding pool. To request that the Commission allow the CDOT FASTER Safety Mitigation program staff to reassess the program's project selection process.

#### **Discussion:**

- Lessons learned during the implementation of the FASTER Safety Mitigation program include:
  - SAP has tracking limitations and variability exists by different staff at CDOT tracking projects.
  - There exists a gap between measures of safety and effectiveness of projects.
  - Inconsistencies exists between the quality of projects and measures.
  - There is lack of flexibility in project selection, and the program does not accommodate projects that are preventative or ones that provide systemic changes.
- Working with Regions it is recommended to shift from statewide pool to a region allocation pool for FASTER Safety Mitigation projects
- Will also reopen Policy Directives that pertain to the FASTER Safety Mitigation program for evaluation.
- Potential action would include a Transportation Commission resolution to shift from a statewide pool to a regional allocation pool.
- Staff advises revising Policy Directives 704, 704.1 and 1504.1 to align FASTER Safety Mitigation program criteria scoring, selection criteria, and program and regional performance measures.
- Under the new process, headquarters (HQ) would continue to review and approve projects, but would change everything else in process for FASTER Safety Mitigation projects.
- Process would include: funding placed in region pools; Regions would then plan projects based on Region Pools, and HQ would review and approve projects. In addition, project savings, carry forwards would remain in Region Pools, year-to-year, program revenue adjustments would be distributed to region pools.
- A key benefit would be that pools and changes year to year would be very visible to Regions, which is a major issue currently.
- Commissioner Gilliland said she was glad to see this; it would be much less cumbersome of a process and asked, "What is the allocation to get funding to the Regions?" She supports this recommendation.
- Allocation uses formula from 2040 SWP Program Distribution formulas.
- Commissioner Zink expressed concern regarding going to regional pools as regions get chunks of money. If Region 3 gets money for less significant project than Region 2, an important project may not occur. Uncertain about this approach.
- Herman Stockinger, Deputy Executive Director, explained that Regions already have a pot of money, but funds are stored at HQ.

- It was noted that some distribution is based on the number of crashes in a given Region.
- The idea is to re-evaluate criteria and determine what Regions are achieving in their areas.
- Commissioner Zink noted that crashes should not be only criteria. We need preventative measures implemented too.
- The Commissioners asked if the Statewide Transportation Advisory Committee (STAC) supports this approach. It was explained that STAC, CDOT Regions, and MPOs all support this approach.
- Mike McVaugh noted that there is much better understanding and data available now for this program to make it better. Surface Treatment and Highway Safety Improvement Programs are also distributed via region pools.
- Commissioner Zink wants to confirm this new approach will not jeopardize our FASTER audit findings.
  - Charles explained that yes, this new approach is not going to hinder response to audit findings. CDOT staff just needs to continue documenting the process appropriately.
- It was also noted that with regional allocations it is not uncommon for Regions to share funds with other Regions when important statewide projects are identified.
- Next Steps are to:
  - Present Commission with a resolution to review and approve next month.
  - Revisiting FASTER Safety Policy Directives for revisions that would include regional performance measures.
- As CDOT evolves this program, benefit cost ratios are increasing. They are calculated by evaluating the average cost of property damage only crashes, and fatality crashes and comparing them to the costs of crash reductions reported.

### **May Commission Road Trip Travel Itinerary**

**Purpose:** The purpose of this agenda item was to present to the Commission the Road Trip Travel Itinerary for the May Commission meetings to occur from May 15 – 17, 2018.

**Action:** A bus trip across the state for Transportation Commissioners to tour CDOT facilities, attend media events, experience Colorado’s natural environment, and interface with local stakeholders and customers.

**Discussion:**

- Itineraries were distributed to Commissioners and others traveling on the tour.
- Day 1 is a trip from Denver to Floyd Hill, Dillon, Glenwood Springs and Grand Junction
- Day 2 is a trip from Grand Junction to Avalon, Ridgway, and Durango.
- Day 3 is a trip from Durango back to Denver.
- Telephone Town Halls are not part of the road trip, but are scheduled to take place in Commission Districts sometime between May and June.

**Transportation Commission Regular Meeting  
Thursday, April 19, 2018, 9:30 am – 11:00 am**

**Call to Order, Roll Call** – Nine Commissioners attended, with Commissioners Stuart and Peterson excused.

Public Comments: Attorney Carrie Bernstein of Alderman/Bernstein spoke representing Elizabeth Orr, a property owner of land along US 34 Big Thompson Canyon. Dispute is over price and process for a temporary easement to property to repair roadway from future flood damage. Ms. Orr wants to proceed with authorization of condemnation proceedings without going to court. Ms. Bernstein pointed out an error in the resolution to authorize condemnation proceedings in the third whereas clause on page 2 of the resolution that states “CDOT does not have possession of the property”. It was noted that CDOT does have possession of the property.

**Comments of Individual Commissioners**

- Commissioner Hall noted that Mike Lewis spoke to the Grand Junction Chamber of Commerce regarding transportation issues and that the Chamber was very impressed and happy with the Executive Director’s attendance. Mike Lewis also met with Club 20, which was appreciated. The CDOT road crew was recognized for their help with getting Commissioner Hall over the mountains to attend this month’s meetings. Commissioner Hall attended the Gunnison Valley Transportation Planning Region meeting that was led by the Statewide Transportation Advisory Committee Chair, Vince Rogalski.
- Commissioner Hofmeister noted that road crews did a great job managing and taking care of the roads in Northeastern Colorado during the recent blizzard.
- Commissioner Thiebaut mentioned that the Senate Transportation Legislative Committee has been reappointed, and recognized testimony by four Commissioners to the Transportation Legislative Committee, that included himself and Commissioners Zink, Gifford and D’Angelo. Remembrance Day in Pueblo was thoughtful and properly recognized those who lost their lives in the line of duty while working for CDOT and Region 2. Noted that CDOT’s Mike Lewis, and Herman Stockinger attended along with John Cater of FHWA. In addition, the new Region 2 building has many employees excited about coming to work, creating a sense of pride.
- Commissioner Connell had no comments.
- Commissioner D’Angelo thought the Commission workshops yesterday were very informative. Mike Lewis was recognized for speaking to the Denver South Economic Development group. Also attended Denver South Chamber meeting where a business round table took place. It was heart-warming to see both sides of the political isle stand in agreement, recognizing that transportation is the most important issue to Colorado being important to the economy, and in every-day life.
- Commissioner Scott was pleased that Region 1 TIP was approved for I-25 Gap project. Attended I-25 PEL meetings and was impressed with CDOT staff and consultants working on this project.
- Commissioner Gilliland noted that Transportation Legislative Committee members understand CDOT’s issues. Attended Cannabis Conversation event in Fort Collins. Intoxication enforcement entities attended and spoke about how difficult it is to determine if someone is too impaired to drive when using cannabis. Problem identified is that edible sources of cannabis take a long time to take effect, compared to smoking it. Fact that federally cannabis is illegal hinders opportunities for research on the topic, especially regarding impaired driving, etc. Cannabis industry would like to advertise the pros and cons of marijuana use, but it would be illegal to do so. Attended a “sit down” conversation in Johnstown, and it

turned out to be 30 people to talk transportation. There was lots of give and take during a 2-3 hour conversation, which was very good. Observing lots of interest in transportation recently.

- Commissioner Gifford – No comments.
- Commissioner Zink attended Grand Junction meeting with elected officials with Senator Bennett and Scott Lipton present. Attended a Southwest Transportation Planning Region meeting where transit was the focus of the meeting. Recognized the importance of Remembrance Day and the recent loss in their area.

#### **Executive Director's Report (Michael P. Lewis)**

- Welcomed Commission back to the HQ Auditorium after the cyber incident; thanked Johnny Olson for his service in the role as Incident Commander during this event.
- A lessons learned meeting was conducted with all the participant cyber incident team who helped us out. Team met the first goal of 80% recovery by April 1. Mike also thanked CDOT staff for their patience and innovations to pull through this difficult time.
- For Work Zone Safety Week attended an event where white doves were released. Thanked Commissioner Thiebaut for his participation at this event too.
- Remembrance Day at HQ was difficult as Nolan Olson's name was added to the memorial stone. The Lt. Governor and John Cater also attended.
- Traffic incident Management Systems (TIMS) track purchase in Douglas County for training emergency responders to coordinate with CDOT and Colorado State Patrol was approved in early April.
- Later we will see slides of the new HQ/Region 1 building. Still need walk through by fire department to obtain certificate of occupancy. Possible all staff will be in by originally schedule date of May 7, with minor delay to Region 1 and other earlier moves scheduled.

#### **Chief Engineer's Report (Josh Laipply)**

- Noted I-70 and Seibert Bridge project required emergency funding for bridge demolition. Demolition took out two supporting bridge columns.
- I-25 Environmental Assessment public meetings are being held now with a decision document anticipated for summer of 2018.
- Work Zone Safety Week and Remembrance Day are both two important safety events. Also had a Safety Summit with CDOT, FHWA, National Highway Traffic Safety Administration (NHTSA), and Colorado State Patrol (CSP) in attendance. Amy Ford led the event with engineers attending too. Recognize we need new approaches to increasing safety and include programs to lessen intoxicated driving that cause wrong way driving or lane departures. Hope to have good outcomes from this event.

#### **HPTE Director's Report (Nick Farber for David Spector)**

- High Performance Transportation Enterprise (HPTE) has been educating other states and countries on how to successfully establish public private partnerships (P3). Virginia was one state to receive training.
- Spent ½ day event to discuss P3 for infrastructure with New Zealand and showed them I-70 and US 36 express toll lanes (ETLs).
- David Spector attended the P3 Panel at the Colorado University Conference of World Affairs to explain P3 to other countries including Bulgaria, Italy, Netherlands, Turkey, etc.
- Also met with League of Women Voters.
- Canceled HPTE Board Meeting this month; HPTE Board meeting will occur sometime next month working around Commission Road Trip.

### **FHWA Division Administrator's Report (John Cater)**

- National Work Zone Safety Week occurred recently and CDOT was recognized for their great work during this event.
- Remembrance Day recognized workers lost lives while on duty and their families.
- Region 2 employees are excited about new building. Hope same excitement comes through for new HQ/Region 1 building.
- TIMS track is a great accomplishment for CDOT. To date over 20,000 emergency responders have been trained to coordinate with CDOT and Colorado State Patrol to assist with more quickly removing crashes from roadways. The new track will be a great resource. Will save time for travelers and increase safety.
- Conducted a Highway Safety Improvement Program (HSIP) Peer Exchange with Colorado, Indiana, Oregon and New Jersey to discuss how to reduce crashes and increase safety. A report from the Peer Exchange should be out shortly.
- Regional Operations Forum was held among Colorado, Kansas, Nevada, and Utah to discuss how operations practices among states can work together.

### **STAC Report (Vincent Rogalski)**

- Governor's Senior Advisor on Aging gave a presentation to STAC last month, and the top two reasons for seniors to leave an area are: 1) social isolation, and 2) lack of mobility. We need to increase mobility for seniors. Technology is promising, but still need something more, e.g., transit. STAC wants to support efforts of this office.
- STAC received an update on state and federal legislation and the STAC is concerned regarding how binding a 2019 ballot would be when the legislative body changes. What level of stability for funds should we count on?
- Safe Routes to Schools program just nominated advisory committee members.
- Cyber incident was a concern and STAC wanted to be sure that information is safe and not threatened. CDOT is very close to a full recovery at this point.
- Transit Development Plan is under development and a STAC subcommittee for this has been created; the committee has met three times already.
- A state Traffic Demand Management (TDM) plan is planned and the STAC stressed the importance and benefits of having broadband service in rural areas of the state. In addition, we need to determine how to improve telecommunications and traveler information; broadband is important for this.
- Amy Ford provided a presentation regarding the Autonomous Mobility Task Force (a partnership with Colorado Department of Motor Vehicles [DMV, CSP and CDOT], its roles and responsibilities for overseeing the testing autonomous vehicles in Colorado.

### **Act on Consent Agenda (Herman Stockinger) – Approved unanimously on April 19, 2018.**

- [Resolution to Approve the Regular Meeting Minutes of March 15, 2018 \(Herman Stockinger\)](#)
- [Resolution to Approve Maintenance Projects \\$50-150K \(Kyle Lester\)](#)
- [Discuss and Act on National Performance Target Adoption \(Deb Perkins-Smith\)](#)
- [Release Draft FY2019- FY2022 Statewide Transportation Improvement Program \(STIP\) for Public Review and Comment \(Jeff Sudmeier\)](#)
- [Property Disposal: 3Rev-EX](#)
- [Resolution to Adoption updated Policy Directive 1500.0 "Guide Signing Policy" \(Ryan Rice\)](#)

### **Discuss and Act on the 10th Budget Supplement of FY 2018 (Michael Krochalis) – Approved unanimously on April 19, 2018.**

[Discuss and Act on ROW Acquisition Authorization Requests \(Josh Laipply\)](#) – Commissioner Thiebaut abstained from approving Region 2 projects due to conflict of interest; All Region 2 projects passed. All other property acquisition authorizations were approved unanimously on April 19, 2018.

[Discuss and Act on ROW Condemnation Authorization Requests \(Josh Laipply\)](#) – Approved Project Code #20279 condemnation authorization request via roll call vote on April 19, 2018 with eight yeses and one no vote from Commissioner Hofmeister. All other three condemnation authorization requests (Project Code #s 21506, 16792 and 19631) were approved unanimously.

- Mr. Joseph Rivera spoke on behalf of property owners for the I-170 Central project (Project Code # 19631) owned by the Weakland Investments, LLC. Issue is that no specific start date for the temporary easement has been provided by CDOT. Tony DeVito, I-70 Central Project Manager, responded that the property owner was notified of a start in September 2018 for one year. Per Kathy Young of Attorney General's Office, a temporary easement formal document will have a specific date included. Commissioners agreed the negotiation aspect is not their role in this process, and their role is to determine if the use of the land is in the public's interest, which they deemed is so.

#### **Update on New HQ (David Fox)**

- Region 2 has moved into their new building one month ahead of schedule.
- Region 2 project is under budget by \$1 million.
- Headquarters and Region 1 building is 99% complete. A one-week delay in the move has occurred. More details on the revised schedule will be distributed today. Anticipate finishing move-in on the original end date of May 7, 2018.
- HQ and Region 1 building is also under budget by approximately \$1 million.
- Transfer of Region 1 at Holly to City and County of Denver will occur in September 2018.
- Remediation and demolition of HQ buildings is anticipated to occur in May and June 2018 respectively, with property transfer of ownership to City and County of Denver in December 2018.
- Mike Lewis thanked David Fox for a job well done.