

**The Transportation Commission Workshops were Wednesday, October 17, 2018 and the regular meeting was Thursday, October 18 2018. Both the workshops and the regular meeting took place at the Colorado Department of Transportation Headquarters at 2829 W. Howard Place, Denver, CO 80204.**

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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 Transportation Commission.

## **Transportation Commission Workshops**

### **Wednesday, October 17, 2018**

#### **1:00 pm to 4:45 pm**

**Attendance:** 10 Commissioners attended the workshops; Commissioner D'Angelo was not in attendance.

#### [Right of Way Workshop \(Jared Esquibel for Josh Laipply\)](#)

**Purpose:** The purpose of the workshop was to discuss two right-of-way (ROW) acquisition (negotiations), two for settlement affirmations.

**Action:** Prepare to act on agreed upon proposed acquisitions and settlement condemnations at the regular Commission meeting.

The two projects with requests for authorization of property acquisitions for October 2018 included:

- Region 2
  - US 50 Pueblo West Pond E, Project Code 22123
- Region 3
  - Replacement of Variable Message Sign No. 9 –Loma, Project Code 20984

The two projects with requests for settlement confirmation for October 2018 included:

- Region 3
  - SH 141 Mesa County – Traffic Signal Installation, Project Code 21193
  - US 34 Bridge over North Fork Colorado River, Project Code 21010

#### **Discussion:**

- Jared explained that the Region 4 condemnation project originally in the packet for US 34 & US 36 FLAP Estes Park Couplets was pulled from the consent agenda at the request of the Region.
- No comments were raised by the TC regarding the right-of-way acquisition requests, or the settlement confirmations.

#### [Budget Workshop \(Jeff Sudmeier\)](#)

**Purpose:** to discuss with the Transportation Commission (TC) the FY 2019-20 Proposed Annual Budget and FY 2019-20 Narrative Budget.

**Action:** The TC is being asked to review the FY 2019-20 Proposed Annual Budget (One Sheet) and the FY 2019-20 Proposed Budget Allocation Plan (Narrative Budget), and to provide feedback to the Department in preparation for the approval of the FY 2019-20 Proposed Budget in November 2018. The TC will be asked to adopt the final budget after revenue forecasts are updated in March 2019.

**Discussion:**

- Jeff highlighted the proposed changes to the FY 20 annual budget, which were primarily branding and nomenclature changes.
- An overview of the FY 2020 annual budget approval process was provided.
  - In November, the TC will approve the FY 20 budget to be submitted to the state.
  - In February 2019 will come back to TC to review further updates resulting from the Work Plan budget process.
  - TC will approve the final budget in March 2019.
- Commissioner Hofmeister expressed concerns over the decrease in the Maintenance Level of Service (MLOS) budget. Jeff explained that the amount for asset management and maintenance is still \$755 million and that an additional \$100 million of FY 19 from SB 1 funds was added in.
- Commissioner Scott noted the increases now are temporary (2 years for SB1), and wants to be sure other plans are being considered.
- Several options where the TC is permitted flexibility to spend and move funds were described. Staff advised the TC to wait on acting on this until February 2019, when more is known about revenues.
- Commissioner Thiebaut supported increasing funds for asset management. Question was whether or not we need to decide on how to spend SB 1 funds now or wait until next year. The answer is the TC may wait until next year.
- Commissioner Hall supported the idea of waiting until next year to decide.
- CDOT Executive Director, Mike Lewis, noted that no decisions are being requested today, just brainstorming with TC on potential options, and how they compare.
- Jeff also discussed a preview for a decision tomorrow that is an item on the agenda for SB 267 with a proposed project list on how to spend the first year of SB 267 funds – this list was vetted previously with the TC. Projects are based on readiness for year one. Changes in allocations since November are shown also.
- Commissioner Thiebaut supported voting for the resolution regardless of the upcoming election. Projects have merit, let's get things going. In terms of allocation of reserve funds, work on a backstop for the worst-case scenario, like the I-25 Gap project, we have to move forward.
- Commissioner Scott noted how the funding for the Gap project is relying on the passing of the propositions – wanted to know if this is common knowledge. Outsiders believe funding is there without propositions passing.
- Herman Stockinger, CDOT Deputy Executive Director, noted that since the Gap project is out there already, there is momentum, and a strong incentive exists to get funding for this project, regardless of what happens.
- Jeff noted that the project list for tomorrow's approval is \$44 million. Will still come back to TC to discuss the spending of the extra funds that were unanticipated.

**[TC Program Reserve/Redistribution Allocation Workshop \(Jeff Sudmeier\)](#)**

**Purpose:** To discuss with the TC the Fiscal Year (FY) 2017-18 revenue reconciliation, the resultant TC Program Reserve Fund balance, and options for the allocation of funds.

**Action:** No action is requested this month. Staff requests TC direction on options relating to the allocation of TC Program Reserve funds, including additional funds resulting from FY 2017-18 revenue reconciliation and FHWA redistribution.

**Discussion:**

- Jeff discussed ideas and options for distribution of the revenue reconciliation that provides extra dollars to CDOT.
- In summary, the Transportation Commission Contingency Reserve Fund (TCCRF) has \$214 million, normally keep about \$40 million there.
- Jeff provided an overview of existing planned draws from the TCCRF, and existing commitments. Staff suggested TC consider payment of these items first with extra funding.

- A back and forth discussion among the Commissioners occurred. Commissioner Thiebuat felt we may or may not have flexibility on how to spend funds with planned draws and existing commitments, but we may want to move in another direction.
- Commissioner Gifford supported the idea of starting with planned draws and existing commitments.
- Commissioner Scott liked the concept of focusing the funding on safety - CDOT's number one focus as noted by Commissioner Thiebuat previously.
- Funding of advanced mobility projects could increase safety substantially, but what about now.
- Commissioner Hofmeister strongly expressed to not distribute funds throughout the Department but spend the money on improving the roads. Not comfortable with spending on ITS at this point. For example, \$8 million is needed for a passing lane on SH 40 – we could do this project with this money.
- Jeff pointed out that previous discussions on this topic focused on spending dollars on one-time needs not programs or projects. – but instead pay for things not regularly budgeted.
- Commissioner Peterson noted that some items do not balance, e.g., safety improvements vs. data collection.
- Mike Lewis noted this is the limited funds for a lot of needs scenario; we come back to Policy Directive 14 for all assets, to identify which investments move the needle for performance.
- It was noted that Rest Areas get a lot of public attention when they close and public outcry occurs that CDOT needs to respond to.
- Debra Perkins-Smith reminded the TC that in six months or so staff could be coming back to the TC with an emergency funding request, and this should be considered.
- Commissioner Hofmeister like the idea of considering having funds on reserve for emergencies – take from TCCRF after emergency occurs is better investment of dollars.
- Commissioner Connell stressed the importance of striping improvements along roadways.
- Commissioner Stuart agreed that our customers, via the telephone town halls, expressed major concerns with striping, rest areas, and what we are doing to prepare for the future.
- After much back and forth discussion on whether to move forward on a decision or not, Mike Lewis requested the TC to agree to come together in November to engender further discussion.

### [CDOT Safety Programs Primer \(Darrell Lingk, Ryan Rice, Charles Meyer\)](#)

**Purpose:** Discuss with the TC in more depth a presentation of the CDOT safety programs, via a request during the August 2018 Workshop.

**Action:** Information only.

#### **Discussion:**

- Charles Meyer, CDOT Traffic Safety Manager, provided an overview of key planning efforts pertaining to safety – the Strategic Highway Safety Plan (SHSP), that uses 4-5 years of crash data to assess safety and develop strategies to improve safety.
- A key safety funding program is the Highway Safety Improvement Program that provides \$30 million annually to pay for safety improvement projects. The average cost/benefit ratio for these projects is roughly 2.62.
- Discussion on this new SHSP will be very different from the previous plan; crashes have increased and more distracted driving is a major concern.
- Data has about a two-year lag for consistent and clean data; more current data is available, but it is not accurate. Initially comes for the Department of Revenue.
- Level of Safety Service is one method and measure for comparing similar roadways and identification of the potential crash reductions that may occur along a corridor or an intersection.
- Mike Lewis noted that most causes of crashes are not something that CDOT can influence or move the performance needle on, because most are behaviorally based; however, connected vehicles could provide a leap forward in reducing crashes.
- Darrell Lingk, CDOT Safety Program Manager, provided a description of the safety campaigns that CDOT leads in an effort to change behavior. A Problem Identification Report is published annually that

highlights causes for crashes. CDOT receives \$2.7 million in federal funds and \$1.2 million in state funds for education and enforcement programs to endeavor to increase safety. National Highway Transportation Safety Administration provides federal funds of \$12 million for education campaigns.

- Commissioner Thiebaut requested that any results of recently completed safety plans or other ongoing activities be shared with the TC as soon as possible.
- Commissioner Scott asked Charles if one thing could be done with the most impact now, what would it be. Charles responded that a primary seatbelt law be passed, which CDOT does not have much control over.
- Commissioner Gilliland noted that this was taken to the state legislature last year but it did not pass; need a strategy with legislators to get this through.
- Commissioner Gifford noted that the concern was that this law would provide another rationale for stopping motorists where often civil rights have the potential to be violated.
- Commissioner Stuart asked about bicycle safety data; it was explained that the CDOT Bicycle/Pedestrian unit reports on this.
- Commissioner Scott requested CDOT safety staff to come back to TC with maximum impact strategies for safety.
- Commissioner Hofmeister noted that rumble strips in certain instances cause road deterioration along the joint, especially when standing water covers joints. Please consider finding a solution to this problem.

### [Colorado Freight Plan \(Debra Perkins-Smith and Tim Kirby\)](#)

**Purpose:** To provide the TC with an overview and update on the development of the Colorado Freight Plan (CFP).

**Action:** Information only.

**Discussion:**

- Staff to send out a link to the draft plan next week to the TC, when it is available.
- Will potentially discuss in more detail with TC next month, if necessary.

### [Mobility Choice Blueprint Update \(Debra Perkins-Smith\)](#)

**Purpose:** To provide the TC members with an overview and update of the Mobility Choice Blueprint Project.

**Action:** Information only.

**Discussion:**

- Debra Perkins-Smith introduced the consultant Project Manager of the Mobility Blue Print project, Rick Pilgrim of HDR.
- Rick provided an overview of the Mobility Choice Blueprint Project, which is a collaborative effort between CDOT, Denver Regional Council of Governments (DRCOG), Regional Transportation District (RTD) and the Denver Metro Chamber. This project group is scheduled to disband (sunset) as of December 31, 2018.
- The unified vision 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.
- The purpose is to come together to provide recommendations to encourage the most effective technologies and approaches, maximizing mobility to meet our long-term goals of enhanced quality of life and increased economic vitality across the metropolitan region.
- The hope is that individual entities, working together will implement the plan by leveraging funds, and engaging the private sector.
- This project used a ground up approach to getting input, and compared scenarios for trends, with preliminary and final recommendations to be developed including policies and programs.
- A Draft Mobility Choice Blueprint document is due in November 2018, we will come back to the TC to share and discuss this document in the new year.

- A project website exists with a quiz for stakeholders. Three project deliverables will include a brochure, full document and a 50-page technical report with appendices.
- The looming problem is that as autonomous vehicles (AVs) enter the market, depending on how ownership plays out, major increases in vehicle miles traveled (VMT) could result from additional populations being able to be driven, along with the potential for zero occupancy vehicle trips being generated as vehicles drive to parking/storage destinations. Need to plan ahead to get policies in place to encourage shared AV ownership and discourage zero occupancy trips.

### [FHWA Competitive Bridge Grant Program Progress Briefing \(Matt Cirulli & Mike Collins\)](#)

**Purpose:** To provide the TC information on the Notice of Funding Opportunity (NOFO) released by the FHWA on September 5, 2018 for the FY18 Competitive Highway Bridge Program.

**Action:** Information only.

#### **Discussion:**

- Mike Collins noted that the key ask from the TC next month will be for \$15 million to provide match funds for a Rural Bridge grant application.
- Grant was announced on September 5, 2018.
- FHWA grant criteria are economic vitality, life cycle cost, and project readiness.
- Three project bundles have been identified for submittal:
  - Bundle 1 – Harlan and SH 93 along I-70. Good P3 opportunity with resiliency opportunity. The major safety risk is that the concrete batch is at end of its useful life.
  - Bundle 2 – Region 2 – Timber structures along frontage roads, this is a low cost treatment to replace with culverts – project is scalable and alleviates existing high maintenance costs.
  - Bundle 3 – Eastern Plains – R1 and R4 load restricted bridges.
- If CDOT is selected for a grant it could potentially double the amount of bridges CDOT could address leveraging grant and Bridge Enterprise (BE) funding.
- Mike Lewis noted that we could get \$4 for every \$1 spent on this program; 25 states are eligible and we understand only 15 states are submitting applications. Good chance exists for CDOT to be selected.
- Mike McVaugh, CDOT Region 5 Regional Transportation Director, noted that funding as a result of partnership also ranks higher, so the TC match would help elevate CDOT's submittal.
- Commissioners Connell, Gifford and Hofmeister all expressed support for providing the funds for these grant submittals.

### [Managed Lanes Discussion \(Amy Ford and Lisa Streisfeld\)](#)

**Purpose:** Managed lanes are comprised of a set of operational strategies to improve traffic flow on highways in response to changing conditions. These strategies reduce congestion, improve safety, and improve reliability. Policy Directive number 1603.0, concerning "Managed Lanes," was approved in December 2012 by the Colorado Transportation Commission. As part of Section VII., Implementation Plan, "CDOT staff shall develop guidance to support this Policy Directive." This workshop provides an update to the TC on the preparation of the Colorado Department of Transportation Managed Lanes Guidelines document.

**Action:** Information only.

#### **Discussion:**

- The purpose of the guidance is to comply with the implementation plan outlined in PD 1603.0.
- Guidance will provide information regarding how and when CDOT should consider using managed lanes.
- Managed lanes are more than just toll lanes, they are a number of tools to manage transportation demand in real time. It is a method to enhance roadway capacity.

- Part of the guidance is the creation of a decision toolbox – this check list will help to determine if and when it makes sense for a given project. Also provides a method to document how and why the decision is made to include or not include managed lanes.
- Commissioner Stuart recommended modifying one of the questions on the check list related to existing transit – should include consideration of areas without existing transit that desire it, but don't have it due to lack of funds.
- Guidance will include and refer to data that is obtainable and feed into performance measures.
- Commissioner Scott asked if CDOT is already considering managed lanes in projects, without having the guidance in place.
- Mike Lewis explained that the guidance will make consideration of managed lanes more systemic, but its consideration is incorporated into decisions now.
- Commissioner Thiebaut thanked staff for working on this – usually the public only sees managed lanes as toll lanes – need education materials to dispel this misconception.
- Lisa Streisfeld, CDOT Mobility and Operations Planning Performance and TDM Manager, noted that the intent of the guidance is to provide a proper definition for managed lanes, and the various types that include express toll lanes. An idea is to provide photos of the different types of managed lanes to be more clear.
- Commissioner Thiebaut noted that the managed lane presentation from November 2017 that went to the TLRC is another good resource to consider, although some the managed lane status information may need updating.
- Commissioner Gilliland noted that the guidance will provide consistency in evaluations which is good and important.
- Debra Perkins-Smith also noted that the checklist is helpful, and that the NEPA process will consider managed lanes and is part of the checklist too.
- Commissioner Peterson requested an edit related to the managed lane going to TC for consideration.
- Commissioners noted that for major highway projects, the managed lane evaluations should be presented to the TC.

### Technology Committee (Amy Ford and Lisa Streisfeld)

**Purpose:** Provide the TC an update on several key RoadX initiatives.

**Action:** Information only.

#### **Discussion:**

- Amy Ford, CDOT Advanced Mobility Chief and Communications Director, provided some updates on the RoadX projects. CDOT is moving on an EasyMile AV shuttle second request. The first request was a demonstration of the shuttle back in December 2017. EasyMile is a first and last mile AV shuttle service that is working in partnership with RTD, Panasonic, City and County of Denver, DEN, and a private land developer with a project occurring in the Panasonic campus area. The Mobility Task Force is working on a six-month pilot of phase 1 to begin early November 2018 to run a 1.5 mile loop under an RTD Route 61 AV moniker (with an AV ambassador onboard to monitor movement) between the Pena Station and Park-N-Ride Lot to the Panasonic Building. The second phase would be a shuttle service between Pena Station to a bus stop at Tower Road and 61<sup>st</sup> Avenue. A private land development is occurring in the vicinity of the phase 2 trip, and EasyMile would be integrated into the private land development plans for this area.
- Mike Lewis noted the idea with this Advanced Mobility Task Force is to help to ensure that community x doesn't have different AV guidelines from community y. This effort will assist in having a consistent approach to moving forward, which is important.
- Peter Kozinski is leaving CDOT, we are figuring out next steps for RoadX over the next three years. Rebecca White is taking Peter's place to lead the RoadX program.

- Lisa Streisfeld provided an overview of a (Rapid Travel) State Benefits and Opportunity Study to determine a framework for how CDOT would support and help with providing opportunities for these technologies to evolve. Working to consider how to plan and implement these new technologies – e.g., Hyperloop, SkyTran, and Arriva.
  - Would need to determine CDOT’s role, and how public private partnerships would participate.
  - Arrivo has test in Las Vegas where cars get on sleds for rapid travel.
  - Elon Musk’s Boring Company is testing underground rapid travel in Chicago.
- Commissioner Stuart noted that US 36 group was contacted by the Boring Company to consider rapid travel under US 36.
- Commissioner Gilliland noted that this is all very exciting, but asked how far should TC and CDOT play in this before the technology occurs.
- Commissioner Scott asked about leveraging efforts with other states to keep costs down for this type of work.
- Mike Lewis explained that through the RoadX program Colorado and CDOT have notified tech companies that we are open for business, to entice testing here. We are setting a framework for when these technologies eventually come along, and determining how to make decisions, identify challenges and opportunities. We are setting the stage to ask questions.
- Amy noted that CDOT is part of a multi-state coalition to talk about this; other states are working on this.
- Commissioner Gilliland noted that she supports what RoadX has brought to us, with this feasibility study and looking at various technologies – as we move forward we need to understand how CDOT continues to play a role in this. Mostly related to next steps.
- Amy noted that the TC will be kept informed and we will continue conversations with the TC on this.
- Commissioner Thiebaut noted that there will be a need to reach out to the state legislature to deal with interstate issues at some point.
- Mike Lewis noted an example of high speed rail in Florida – the Brightline that is a \$3 billion project that is all privately owned. This is an example of a large private industry investment in transportation.

## **Transportation Commission Regular Meeting Thursday, October 18, 2018, 9:30 am – 11:30 am**

**Call to Order, Roll Call:** Ten Commissioners attended with Commissioner D’Angelo excused.

### **Comments of Individual Commissioners**

- Commissioner Zink noted a thank you from the community of the Town of Silverton, the town was very grateful that the road to their town was kept open during the recent fire and rock fall event. Commissioner Zink held up a yellow diamond-shaped road sign that was presented to Commissioner Zink and CDOT from the town that read – *Thank you CDOT for keeping Silverton open!*
- Commissioner Gilliland mentioned attending several town hall meetings to discuss transportation needs and the Propositions 109 and 110. There is much confusion regarding the differences between the two ballots and any clarifications we can provide is a good thing.
- Commissioner Scott also expressed concerns and disappointment regarding the misunderstanding regarding the Propositions 109 and 110. We will be challenged if at least one passes to get the projects completed, and if not, we don’t get the funding.
- Commissioner Stuart noted the telephone town hall meetings and the variety of stakeholders that attended. Really appreciated hearing from the public and their ideas on how to make improvements. Thanked Mike Lewis for his participation and for taking the hard questions, answering comments by acknowledging what CDOT is doing in response to concerns, and/or providing the rationale for why CDOT can’t take action immediately. There is a major misconception regarding the distinction between what CDOT is responsible for and for what the Regional Transportation District (RTD) is responsible. Thanked CDOT staff and the public for their participation.
- Commissioner Connell recognized Herman for traveling to attend meetings during a blizzard. Press in her area is generally supportive of Proposition 110. There is not much time left to get the word out.

- Commissioner Hall confirmed the confusion between CDOT and RTD responsibilities; attended a meeting in the remote area of Gateway Colorado. Getting the word out about the transportation propositions.
- Commissioner Hofmeister had no report out this month.
- Commissioner Peterson noted that he attended town halls and really enjoyed them. There is a misunderstanding that locals won't get any funding from Proposition 110, which is a concern as this is a broad-based funding mechanism for transportation.
- Commissioner Thiebaut attended a telephone town hall last night with Commissioner Scott and Karen Rowe, CDOT Region 2 Regional Transportation Director. Expressed concern that public sentiment is that they want their transportation issues resolved, but don't want to pay for it – they want something for nothing. Wrote articles on this topic for local papers. Thanked CDOT staff and appreciated their support.
- Commissioner Gifford mentioned attending telephone town halls, helped an employer explain Propositions 109 and 110 to their employees, as they were confused regarding the propositions. Commissioner Gifford also mentioned attending the Transportation Summit held the end of September.

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

- A new Central 70 Project Manager has been hired on at CDOT – Keith Stefanik. Welcomed Keith in his new role at CDOT.
- The American Association of State Highway and Transportation Officials (AASHTO) conducted a policy forum in September. Met to discuss what to propose for the upcoming Federal Authorization bill for transportation in 2020. Eleven topics covered: (1) Autonomous vehicles – CDOT is leader in this arena with the focus of the Advanced Mobility leadership of Amy Ford; (2) Data management and analytics – our Chief Data Officer is taking this on for CDOT; (3) Funding and finance – recognizing the gas tax is no longer a sustainable funding source – looking to road user charges; (4) Operations – CDOT's Mobility and Operations Division (a new name for TSM&O) is on the forefront of this; (5) Performance-based planning; (6) Planning – the Statewide Transportation Advisory Committee (STAC) at CDOT is an example of bottom up stakeholder participation that can serve as a national example; (7) Project delivery/emergency response; (8) Environmental clearance processes; (9) Research and innovation; (10) Safety; (11) Security and resiliency (Mike is chair of this AASHTO committee).
- The Transportation Summit was a great and successful event with over 750 attendees to learn and share ideas on transportation in Colorado. This event focused on the "power of partnerships".
- Attended the Resilience Innovations Summit and Exchange (RISE) event held in early October here in Denver. CDOT is not alone in their interest in this topic; CDOT is a leader for inland states – much work is being done for coastal states. Many CDOT staff gave presentations. Mike thanked staff for their work to make this event a success.

#### **Chief Engineer's Report (Jared Esquibel for Josh Laipply)**

- CDOT is preparing for the November 6 election, to get ready to put out projects in a short timeframe. This includes coordinating with the Colorado Contractors Association to make sure they have the staff and materials to fulfill upcoming contracts if one or both the propositions pass.
- CDOT is working on the potential bottlenecks for construction project schedules and how to streamline those processes, particularly the processes related to: environmental clearance, right-of-way acquisition, and contracts. Other work includes evaluating projects for bundling related to interstate projects.
- Recognized the work of the Bridge Enterprise and Staff Bridges on grant applications for a Rural Bridges grant program. Notice of the grant came in on September 5, with a quick turnaround time for submittals. CDOT is submitting three bundles (I-70 from Harlan to SH 93, Frontage Road Timber Bridges, and Eastern Plains load restricted bridges) of projects. Twenty-five states are eligible to submit applications and we hear that only 15 are intending on submitting applications. Hope to have a good chance to be selected for some grant money. Thanked the TC for their support to add matching funds to make the CDOT submittal even more attractive. This elevates our bridge program.

### **High Performance Transportation Enterprise (HPTE) Report (David Spector)**

- Announced that Thad Noll, a member of the STAC and the HPTE Board is retiring and moving to Mexico. The HPTE Board said goodbye to Thad this month. Recognized Thad for all his work and service on the STAC and the HPTE Board.
- Central 70 won two public private partnership (P3) Awards for: Best Financial Structure, and Best Road, Bridge, and Tunnel project.
- A summary of a presentation provided to the Transportation Legislative Review Committee (TLRC) was provided regarding the SB 1801 legislation that requires HPTE to provide a report on the status of Managed Lanes in Colorado to the state legislature. First, Colorado is not the only state engaging in implementing managed lanes – showed a map of other projects within the nation. Colorado has approximately 200 miles of constructed or planned managed lanes. Not all managed lanes are toll lanes. Two in Colorado are not toll lanes. The mechanism to finance managed lane projects include: loans (e.g., TIFIA), leveraging grant funds, and private equity. Approximately \$3 billion of projects have been built in Colorado for 8-9 projects. Without managed lanes, only 1-2 of these projects could have been built. Polling conducted noted that folks originally opposed to managed lanes, after education, and familiarity, tend to support and use the managed lanes. Managed lanes have proven records of decreasing travel times and improving mobility.
- Commissioner Connell requested that a copy of this presentation be distributed to the TC and also the report. David agreed to send the presentation and when the report is available, to send that to the TC also.
- Commissioner Scott noted we need to reach out to individual legislators as this information is easily absorbed and is compelling.
- Commissioner Thiebaut noted that he initially has been against toll lanes as transportation should be equally available to all, but recognized that this is one tool in our toolbox to keep things moving, and increase mobility without raising taxes. However, there is a danger that the public perception may be that there is no need to raise taxes in general, which is a misconception.

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

- The RISE Summit had impressive attendance, approximately 40 states were represented there; CDOT is a clear leader in this arena. CDOT staff did a great job presenting on many topics.
- The Transportation and Environmental Resource Committee (TERC) met recently. This is a great forum for state and federal transportation and environmental agencies to come together that does not exist in other states. Discussed how various state and federal agencies can work together if one or both propositions pass to expedite project delivery.
- Mike Lewis noted that the Sierra Club has announced their support of Proposition 110.
- The wildlife process between CDOT and Colorado Parks and Wildlife is an innovative partnership.
- FHWA is revamping its internal risk assessment process that is forthcoming. Also will now use the fiscal year based calendar – which is October 1 through September 31.
- FHWA is going through changes. A new Executive Director has been appointed, Tom Everett. Tom is an engineer with experience similar to CDOT's Chief Engineer. Tom is to serve in his new role soon.

### **STAC Report (STAC Chair, Vince Rogalski)**

- STAC meeting in September was truncated due to STAC members also attending the Transportation Summit on the same day.
- Discussed SB 1 dollars and recommendations on how to spend these dollars. STAC is in the process of developing a report to forward to the TC for consideration.

- Buy America Waivers and the difficulties resulting for transit agencies not being able to purchase buses they need without a waiver. The Congestion Mitigation and Air quality (CMAQ) program has been impacted by this in particular.
- Commissioner Gilliland also expressed that this issue with Buy America Waiver is a real problem in her area and funding is often shuffled between programs as a result.
- STAC also discussed formula program distribution and has recommendations on several programs, but is not quite finished. Still working on final recommendations to submit to the TC.
- Vince noted that he was also appointed to be on the TC Statewide Transportation Plan (SWP) Committee.

**Act on Consent Agenda – Approved the Consent Agenda items unanimously, except for the Region 2 Right-Of-Way acquisition request, with abstention from Commissioner Thiebaut regarding the Region 2 Right-of-Way Acquisition request, on October 18, 2018.**

- [Resolution to Approve the Regular Meeting Minutes of Sept. 20, 2018 \(Herman Stockinger\)](#)
- [Policy Directive 4.0 Audit Division Policy \(Frank Spinelli\)](#)
- [Highway 263 Devolution to the City of Greeley \(Johnny Olson\)](#)
- [Approval of Updated Policy Directive 9.0 \(Kyle Lester\)](#)
- [2045 Statewide Plan Kickoff \(Debra Perkins-Smith\)](#)
- [ROW Acquisition Authorization Requests \(Jared Esquibel\)](#)
- [ROW Acquisition Settlement Requests \(Jared Esquibel\)](#)

[Discuss and Act on 4th Budget Supplement of FY 2019 \(Jeff Sudmeier\)](#) - – Passed on October 18, 2018 nine to one with Commissioner Hofmeister opposing.

[Discuss and Act on SB267 Year 1 Projects \(Jeff Sudmeier\)](#) – Passed unanimously on October 18, 2018.

Recognition: The American Road and Transportation Builders Association (ARTBA) 2018 “Women’s Future Industry Spotlight Award was presented to Meagan Brown, a previous CDOT intern, by CDOT Human Resources Director, Susan Rafferty, and Gary Vansuch, CDOT Director of Process Improvement. Gary spoke a few words honoring Meagan’s work, and offered his congratulations to Meagan.