

The Transportation Commission Workshops were Wednesday, April 17, 2019 and the regular meeting was Thursday, April 18, 2019. Both the workshops and the regular meeting took place at the Colorado Department of Transportation Headquarters at 2829 W. Howard Place, Denver, CO 80204.

Documents are posted at <https://www.codot.gov/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, April 17, 2019

3:00 pm – 6:00 pm

Attendance: Commissioners Zink, Thiebaut, Gifford, Hofmeister, Hall, Gilliland, Peterson, Stuart, and Connell were present.

Right of Way Workshop (Josh Laipply)

Purpose: The purpose of the workshop was to discuss four right-of-way (ROW) acquisition projects (negotiations), and seven settlement affirmations & authorization requests.

Action: Prepare to act on agreed upon proposed acquisitions, and settlements, at the regular Transportation Commission (TC) meeting.

The four projects with requests for authorization of property acquisitions that will be part of the consent agenda at the regular TC meeting for April 2019 included:

- Region 1
 - Region 1 Traffic Signal Updates Phase IV Project Code: 22841
 - SH7 Lafayette M.P. 62.13 to M.P. 62.38, Project Code: 21792
 - I-70 Central, Project Code: 19631
- Region 4
 - I-25 North SH 402 to SH 14, Project Code: 21506

The seven projects with requests for settlement affirmation & authorization that will be part of the consent agenda at the TC Regular Meeting for April 2019 included:

- Region 1
 - I-70 Central, Project Code: 19631
- Region 2
 - US 50 Passing Lanes East of Salida, Project Code: 20401
 - Pueblo FY17/18 Signal Capital Improvement Replacement, Project Code: 20927
 - US 50 Purcell to Pueblo Widening, Project Code: 22079
 - M-22-Z Bridge Replacement and Widening, Project Code: 21020
 - SH 71 Bridge over the Arkansas, Project Code: 21012
 - Powers Mining Museum, Project Code: 18318

Discussion:

- No comments were raised by the TC on the April 2019 right-of-way acquisition requests, or the April 2019 settlement affirmation requests.
- Josh Laipply, CDOT Chief Engineer, noted that a state statute regarding the Amerco case has recently included a safety clause as a part of a required TC process. This statute with the new clause will become

effective in July. The intent is to reconvene the TC sub-committee that developed the current response and process to comply with the new statute clause.

- It was noted that the TC will be traveling across the state during the normal workshop and regular meeting times for June.
- CDOT staff will work out details to reconvene the subcommittee and get back to the TC.

Budget Workshop (Safety Funds/Penalty Funds) (Jeff Sudmeier)

Purpose: To review a proposal to repurpose Highway Safety Improvement (HSIP) Funds to support a new Strategic Safety Program, and to review funding options associated with the completion of repair and rehabilitation work on US 36 (“US 36 Initial Works”) required by CDOT’s agreement with Plenary Roads Denver.

Action: Staff requests approval of the establishment of a new Strategic Safety Program, and the allocation of funding. Staff also requests input on approach to funding “US 36 Initial Works” and will return in May with any necessary approval actions.

Strategic Safety Program

A Section 164 penalty requires states that are out of compliance with federal standards relating to multiple driving under the influence (DUI) offenders to direct an additional portion of their flexible federal funds to safety programs. Under the Section 164 penalty, CDOT was directed by FHWA to allocate \$11,361,130 in flexible federal funds to the Highway Safety Improvement Program (HSIP). In January the Commission approved the allocation of \$11,361,130 from HSIP to the RoadX Program. With recent changes in the direction of this program, these funds are now available for other purposes. Staff is recommending these funds now be reallocated to establish a new Strategic Safety Program focused on decreasing the frequency and severity of accidents. As discussed at a March Commission workshop, staff are recommending several systematic statewide safety improvement programs to more proactively improve safety. These are best practices proven by research, used by states, encouraged by FHWA, and supported by CDOT staff as being effective in reducing our crash patterns. These improvements include:

- **6 inch striping to prevent run off the road accidents** – highly effective in reducing run off the road crashes, especially on rural highways and interstates; could be implemented by crews this summer, and further installed by contractors in later summer/fall for epoxy.
- **Interstate cable rail to prevent cross over accidents** – there are still gaps in the interstate system for cable rail; this is a highly effective countermeasure at preventing high speed head on crashes. While currently being recommended on projects, 640 miles are still needed.
- **Rumble strips, both center line and edge line on rural roadways** - centerline rumble strips on rural highways are also effective at reducing high-speed head on crashes.
- **Variable speed limits during weather events on interstates and mountain corridors** – adjusting speeds based on conditions can be very effective in reducing crashes and improving traffic operation. Several corridors would benefit from conditions-based speed limits.
- **Manual for Assessing Safety Hardware (MASH) compliance on guardrail** – an extensive need exists to continue to inventory the state’s guardrail systems, prioritize upgrades to new MASH standards, develop a strategic replacement plan, fund that plan and deliver it.

These are improvements that can be quickly deployed, resulting in immediate safety improvements on corridors where applied. An attached resolution authorizes the establishment of this program, including the creation of a new budget program to be incorporated into the CDOT budget. If the Commission concurs with authorizing the creation of the new program, the Commission will be asked (via approval of the April budget supplement) to approve the transfer of the \$11,361,130 in HSIP funds from the RoadX program to the new Strategic Safety Program. Staff will return in subsequent months to seek authorization via the budget supplement of the amount of funds to be deployed to specific projects and/or improvements within the (i.e. 6-inch striping, cable rail, etc.) Strategic Safety Program. Staff is recommending that HSIP funds associated with the Section 164 penalty be programmed to this same purpose in the FY 2019-2020 budget and FY 2020-2021 budget.

US 36 Initial Works

Plenary Roads Denver (PRD) took over operation and maintenance of the I-25 reversible lanes in March 2014 and US 36 Phase 1 and 2 in July 2015 and March 2016, respectively. As part of the handover process CDOT agreed to bring all assets up to a minimum standard. To determine what work was necessary an asset condition survey was completed. Items found to be below the minimum standards of maintenance in the Concession Agreement were included in the I-25 Initial Works Package. The Initial Works Package has been partially completed, but due to the project completion deadline on US 36 and the project's budgetary constraints, the remaining work was left to be completed by CDOT Regions 1 and 4 at a future time. The funding process for this work has remained undefined as asset conditions on the corridor have continued to deteriorate and have created serious safety and maintenance issues. PRD has provided a Scope, Schedule and Budget Estimate to complete this work on behalf of CDOT and the High Performance Transportation Enterprise (HPTE). The work is estimated to cost \$5,313,175. Staff are assessing which work elements would be best completed by PRD, and which by CDOT. If funding is made available up front and in total, procurement and permit work could begin in May 2019, and construction could be complete by early 2020. An alternative would be for Regions 1 and 4 to assume responsibility for funding, which may result in a more protracted timeline and/or implications to other projects.

Discussion:

- In January 2019 the TC approved approximately \$11.4 million going to the RoadX program: Recently the new intention for these funds is to use for another purpose. These funds are no longer intended for the RoadX program. New direction from the current CDOT administration is to create a Strategic Safety program, and use the funds initially planned for RoadX for this recently created initiative. Staff is bringing a resolution to the TC to approve this proposed change and transfer of RoadX funds to the Strategic Safety initiative.
- Commissioner Thiebat suggested that the resolution remove the mention of RoadX as to date the funds in question are not obligated to any program.
- Jeff Sudmeier, CDOT Chief Financial Officer, agreed that the budget supplement resolution will mention the transfer of funds from RoadX to the Safety Strategy initiative, where it is proper to mention the origin of fund transfers, and should be sufficient.
- Commissioner Hofmeister noted that related to the safety strategy initiative that includes the installation of rumble strips, that often a break in the center seal where rumble strips are worn down cause roadway deterioration. This has occurred in some instances within his district.
- Johnny Olson, CDOT Deputy Executive Director, noted the problem of rumble strips is due to them being improperly placed over the joint. Staff needs to take special care to avoid this from happening.
- Kyle Lester, CDOT Division of Maintenance and Operations Director, provided more information regarding the Strategic Safety initiative, and noted that moving to 6 inch striping throughout the state would be one of the improvements. On High speed routes the six inch stripes are a top priority and interstate striping is underway on I-76, and US highways in Region 5 are another priority for this striping. A longer-term program will be required to build out this initiative fully over 4 years. Rumble strips take more analysis and the plan is to install them this summer, the same is true for cable rail. The intent is to have a strategic plan outlined by mid- summer. We also need to invest in technology. The hope is to leverage Region 1 and Region 3 funds for variable speed limit projects.
- Jeff Sudmeier noted that the intent is for the Strategic Safety program to continue beyond its year of initiation.
- Johnny Olson mentioned that a Whole System-Whole Safety program presentation will be provided to the TC next month.
- Executive Director, Shoshana Lew noted that infrastructure is a key component to pay attention to related to smaller projects with definitive impacts that keep roadways safe. It is understood that rumble strips take more analysis to install properly. CDOT is going for simple to execute improvements to increase safety.
- Commissioner Thiebat commented that it all sounds good, both for the long and short term. And asked if the \$11 million is needed for this month or if TC action could occur next month.
- Kyle Lester responded that the money is needed now as he is already committing funds for striping projects that are occurring at this moment.

- Jeff Sudmeier intends to bring the resolution for the creation of the Strategic Safety Program and transfer of funds for this program to TC for action at the TC April 2019 regular meeting.
- Nick Farber, CDOT Interim High Performance Transportation Enterprise (HPTE) Director, provided an explanation regarding how to conduct remaining work initially assigned to Plenary on the US 36 project between Federal Blvd. and I-25 –as some work in this area is unfinished. The idea is to hand over work to Region 4 or Region 1 as the work is needed now, as it is becoming a safety issue. The options to fund this work is either use TC contingency reserve funding or use Region 1 and Region 4 funding.
- Jeff Sudmeier noted that the CDOT Regions expressed that they have concerns if they are tasked with funding the remaining work on an incremental basis. This is why CDOT staff is considering asking for TC reserve funds, and seeking it as another option.
- If the TC agrees to the use of TC reserve funds, a May budget supplement would be the vehicle to approve this expenditure.
- Commissioner Thiebaut expressed that he feels the Regions should cover these costs.
- No other comments were raised by the Commission.

North I-25 Budget/Project Discussion (Josh Laipply, Heather Paddock and David Krutsinger)

Request for \$250 million for I-25 North Segments 7 & 8 (Heather Paddock)

The Base project scope includes the addition of 14 miles of Express Lane (NB and SB), replacement of two I-25 bridges to pass the 100yr event, a “center loading mobility hub” for Express Bus service, six miles of pavement reconstruction and eight miles of interim “build to the middle” widening and overlay of the existing infrastructure, and two interchanges. This Base program cost is \$344 million, with \$263 million contracted in construction.

The additional \$250 million is program cost and \$195 million would be contract work for construction. This would make the total program cost \$594 million and \$458 million in construction. Local partners have contributed \$58 million to date and are dedicating an additional \$5 million, if the project is successful in receiving \$250 million state funds.

The additional \$250 million to Segments 7&8 will allow the project team to meet the purpose and need, along with the scope identified in the final environmental impact statement (FEIS) and record of decision (ROD). It is important to note that this \$250 million request includes the \$100 million request recently applied for under the federal Infrastructure for Rebuilding America (INFRA) grant program, and an additional \$150 million to complete the Phase 1 FEIS. The additional infrastructure cost is due to pavement reconstruction, replacement of bridges, an additional interchange, and construct the interstate out of the Poudre floodplain at the Kechter Road overpass, where it currently overtops at a 25-year event requiring the interstate to be shut down. If the INFRA grant is approved, the project would not need to utilize the entire \$250 million from the Commission, and those funds would be returned.

Discussion:

- Heather Paddock, Region 4 Engineer, provided an overview of the \$250 million request for I-25 North.
- In the packet it is explained that for Segments 7&8 of I-25 North. CDOT has applied for an INFRA grant for \$100 million. The idea is also to leverage additional dollars from local communities. INFRA grant elements of the project are highlighted in green in project graphic presented. Heather explained that this is an active construction project, which will start construction in June 2019, and we anticipate an INFRA decision in August 2019. We need foundation built for the INFRA grant improvements. If \$250 million is permitted then an extension of the project schedule will occur, approximately 18 months. However, the funding is not needed until the fourth quarter of 2020, but a decision is needed soon to move forward.
- Options for implementation were reviewed. Benefits and risks associated with this proposal are highlighted in packet. CDOT is requesting a change order for funds into existing contract. This will bring design up to 100% but will have severable packages.

- Josh Laipply recommended that the proposed decisions for tomorrow be split into two decisions for approval by the TC. The first would be to permit an additional \$250 million to the I-25 North project. The second decision would relate to how the contracting for the additional \$250 million would be conducted.
- Executive Director Lew agreed to this approach to obtaining TC approval, as \$250 million is a lot of money to consider.
- Commissioner Thiebaut noted that this project is very important and that is not debatable, but how we get there is. Feels uncomfortable using change order term after the internal audit regarding change orders was released.
- Commissioner Connell agreed with Commissioner Thiebaut sentiments.
- Commissioner Peterson agreed as well, and noted that the local contribution aspect of this project is impressive. Timing has reached a critical mass, and he is very uncomfortable with the proposed change order.
- Jeff Sudmeier noted that potential funding sources for this \$250 million are SB 267, SB 1 and the INFRA grant if a grant is awarded.
- Commissioner Thiebaut noted that it is important that other areas of the state need to feel heard
- Executive Director Lew mentioned that regarding thresholds – this is about the sequence of how things are approached, we are re-evaluating the planning process too. Aligning the STIP and planning process – execution is a timing situation. It would be better to wait for planning process changes to occur, but if we want a larger build, there is a point of no return, and this is what we are dealing with.
- Commissioner Gilliland stressed the importance of the project, and that it is critical. Change Order concerns exists, and the reason for a change order are the savings related to doing things now. Ground work has been done to expand this project. Need decision in May 2019 and design changes need to be done now to see benefits. To open up to another RFP process will cost us more. There is justification to change things now. Folks from Northern Colorado business community are here to comment too.
- Josh Laipply, requested the TC to let staff make contracting decisions, and ask TC to only approve \$250 million.
- Commissioner Hofmeister noted he has huge concerns, as the rural areas are not be taken care of with this investment. If this passes, urban areas will need to remember this when rural areas ask for critical needs in the future.
- In terms of the saving calculations, a 3% annual inflation rate was assumed, which is a standard practice.
- Executive Director Lew directed that the record show that this month the TC will not act on the proposed procurement method and only on approval of the \$250 million.
- Josh Laipply concurred to keep TC action to a money/funding decision only for this month.
- David May of the Fix Colorado North I-25 Business Alliance offered his comments on the I-25 North Segments 7&8 project. Thank you to TC for what you do. There are hard decisions to make. This project has interesting timing issues, this is a rare opportunity to save \$200 million by doing it right the first time. Interim solution may not work with increased capacity and tripling of population in the area. The opportunity exists to do this right and to do it now. Others who support this are: Mayor Pro tem from the City of Fort Collins, Dave Bar of the City of Loveland, Barb Kirkmeyer, Weld County Commissioner, who sends her regards, among others. Also, we, Commissioner Kirkmeyer and myself, sent the TC a letter of support for this project. Thank you. Thank you to CDOT staff and to Commissioner Gilliland.

Center Median Express Bus Station at I-25 and Kendall Parkway in Loveland (David Krutsinger)

Purpose: The purpose of this memo is to request approval for a center-median express bus station at I-25 and Kendall Parkway in Loveland.

Action: The Division of Transit and Rail (DTR) is requesting a resolution to approve \$7.0 M in SB 267 funding for design and construction of the new Centerra-Loveland Station.

Details: The originally-approved Kendall Parkway express bus station was funded with \$5.0 million of SB 228 funding. The additional cost is due these items: a pedestrian tunnel under I-25 in addition to the sidewalk under the bridge at Kendall Parkway, tunnel and platform lighting, canopies over the platform access ramps, noise

walls, etc. to improve the user experience. The funding will be from 7th Pot residual funds of approximately \$0.9 million plus \$6.1 million in SB 267 transit funds. At present, SB 267 funding is available for Year 1 only, and in FY 18-19 a total of \$38.0 million is available for transit projects. Of the total, \$9.5 million must be reserved for rural infrastructure projects and program support.

If approved, this center-median express bus station will be the first non-rural project to be funded with SB 267 dollars. Staff has compiled, and will evaluate, a candidate list of strategic projects to be funded with the remaining SB 267 Year 1 funds. The full recommended project portfolio will be presented to the TC for approval in May. This project is being advanced because it is connected to the managed lanes design-build contract and any schedule delays will result in increased project costs.

This project is CDOT's first Mobility Hub project. Key elements of mobility hubs include intercity/regional transit service, supporting and connected local transit service, first/last mile connectivity, bike/pedestrian access, ADA access, bike storage, parking with electric vehicle charging stations, and transit oriented development. Most of these elements are already identified and included in this project, while others, such as the electric charging stations, remain to be worked out with project partners. Several partnerships have formed while working on this station project. From a financial perspective, the project has received funding from USDOT, CDOT Region 4 and DTR, City of Loveland (providing local bus connections) and Centerra Metro District. The transit funding split is ~ 41.46 % local to 58.53% state funded.

Discussion:

- David Krutsinger, Division of Transit and Rail Director, recognized staff working on this project. Dave Clark of Loveland City Council, Heather Paddock of CDOT Region 4 and Sharon Terranova, Planning Manager of the Division of Transit and Rail. David commented that all these folks have been working hard to pull together a solution for the Centerra Park-n-Ride. Now they have arrived at a solution.
- Initial proposal was a simpler design. Now there will be a better functioning hub that is safer and faster travel for all. It will deliver something that CDOT and others can be proud of.
- Local commitments are 41% of total cost for this multimodal hub.
- Commissioner Zink asked about the length of the walk from the bus platform to the Park-n-Ride. The answer was the bus platform is approximately 1,200 feet – less than a quarter-mile long.
- Commissioner Hofmeister mentioned that since passenger rail is a key focus, he wanted to know if enough room is being preserved for bus lanes and rail.
- David Krutsinger responded that it is believed if rail was provided later along this corridor that the potential to recapture 75% of construction for what is built now is possible. The funding source would be SB 267 funding from the Transit funds.
- Executive Director Lew commented that a fair amount internal discussions have occurred and that the collective judgement regarding incorporation of passenger rail later, is that the project is important enough for interim investment now, and planning for future funding of improvements is also an important consideration.

Planning Reset – Public Outreach and Engagement Plan (Rebecca White)

Purpose: Update the TC on the statewide planning process and upcoming outreach plans and solicit input on that process. Input will be used to improve the outreach approach, content, and delivery strategy before that process starts.

Action: Information & discussion only, no action required

Background: As discussed at the March TC workshop on this subject, CDOT has been adapting to the evolving planning requirements of Federal legislation and Federal guidance over the past few years. While these processes have been closely coordinated and connected within the Department, their development as largely distinct efforts has limited CDOT's ability to realize efficiencies and to effectively engage our public and stakeholders. CDOT will take the opportunity presented by the Statewide Transportation Plan, 2045 Update, to fully integrate

modal and asset considerations, to inform decision-making, and to focus those decisions on a 10-year strategic horizon.

In some parts of the state, being more “multimodal” means stronger consideration of freight-delivery needs from farm to market, or from well-head to pipeline/transload facility. In other parts of the state, being more “multimodal” means stronger consideration of congestion-solving and transportation modes such as transit, ridesharing, bicycle, and pedestrian. Other issues, like the threats of wildfires, avalanches, floods, and bomb-cyclone/blizzard events touch all Coloradans. And, every part of Colorado relies on a transportation system to support the economic health of business and the quality of life of residents. In order to create a transportation system that effectively and safely moves people, goods and information, we need to be able to consider all of these “layers” together.

Details: This month, DTD and DTR are together presenting further details on the visuals and materials that will guide this summer’s outreach process as well as how that process will unfold in order to connect with our transportation stakeholders and members of the public. Staff also will present additional thinking on how CDOT’s efforts around various modal plans can come together and how this work will build a 10 year STIP. Lastly, we will provide an update on program distribution and its development as part of the Statewide Plan.

Next Steps: A May 2019 public launch of the planning process. Staff plans to update the Statewide Planning Subcommittee on a monthly basis over the course of the summer.

Discussion:

- Commissioner Stuart noted the TC SWP Subcommittee was convened previously, but due to substantial changes to the planning process, it was decided that the entire TC would have an interest in this topic.
- Plans are to reconvene the SWP Committee at a later point during the development of the 2045 SWP.
- Commissioner Stuart and Commissioner Gifford were asked by Rebecca White if they would like to move the statewide travel modeling discussion to next month. Both agreed to this request. Erik Sabina, CDOT Information Management Branch Manager, will present on the statewide travel model next month (May 2019).
- Rebecca explained that she would provide an overview of the revised and updated planning process, Tim Kirby, CDOT Multimodal Planning Branch Manager, will provide an overview of the public involvement for the counties and Transportation Planning Regions, and Rebecca will end the workshop with an overview of the tools to use for public outreach.
- Reset of process includes a goal to bring planning processes together for the four federally required documents – SWP, Statewide Transportation Improvement Program (STIP), Statewide Transit Plan and the State Freight Plan.
- Three themes to brand public outreach will be – Choice, Connection, and Colorado for all; the plan name will be– Your Transportation Plan.
- This is the first time CDOT will bring transit and statewide planning together with a focus on safety, and other topics that unite us.
- A walk in my shoes is a message to link to the daily lives of Coloradans.
- Rebecca noted a move of the conversation from the visionary planning to the bureaucratic elements of the process. We have an Innovative Planning Process, and a complicated chart for a complicated process.
- Regarding the Regional Transportation Plans (RTPs), we have heard how important those plans are – and will integrate them with the Transit Plan, and the history of county outreach under the Project Priority Programming Process (4P) county meetings. 4P has been focused on STIP. We will repurpose discussion to 10-year vision and pipeline of projects. We will bring to the Transportation Planning Regions (TPRs) input from the counties. Plan integration themes will be incorporated also. GIS and modeling results will be presented to the TPRs at sunset of this process
- Commissioner Peterson noted that he really like this process; it is a good model for engaging our stakeholders. This will provide a great forum for conversations that will serve as a conduit for input and will make it personal. This process is a heavy lift. If we can do this and do it right it will be fantastic.

- Commissioner Connell agreed with Commissioner Peterson, and noted that many TC members may not serving on the Commission after terms expire. Asked the Governor to appoint TC members that will reflect on rural areas of the state and demonstrate commitment to the transportation system.
- The intent is to kick-off the county meetings in May, potentially with the help of the Governor.
- County meetings will be the largest component of the “Summer of Outreach”, the finalized plan and STIP are anticipated to be adopted by the TC by June 2020.
- Tim Kirby, Multimodal Planning Branch Manager, provided a summary of the public outreach to counties and TPRs. Tim noted that CDOT staff is excited, this work is a heavy lift but the team is energized. Each county and each region have uniqueness to capture, we can do this through the county outreach approach. In addition, visual portrayals of geographic information system data with maps will help to facilitate conversations with our planning partners. Tim provided a brief overview of how regions differ and have varying characteristics and transportation issues and emphasis areas referring to mapped data.
- As a result of this new outreach, CDOT will have more detailed information by county to bring to TPRs than ever before. Staff will also evaluate the TPR regional priority corridors identified in the 2040 RTPs.
- Three rounds of TPR meetings are planned – 1) primarily to analyze, discuss and identify issues and needs, 2) determine priorities, and 3) develop strategies to address prioritized needs.
- Commissioner Hofmeister commented that the Region 4 slides are not representative of what is happening in rural counties of the Region, generally only 4 counties get the most dollars.
- Tim Kirby responded that the intent of the county outreach is to paint a story for all areas of the state.
- Executive Director Lew also noted that this is why we are going county to county, as CDOT understands rural areas are important too. We will work to avoid city areas competing directly with rural areas for funding.
- Commissioner Connell noted that this is wonderful what CDOT is doing in terms of outreach and data, but a bigger discussion and inclusion of resiliency is needed. It is disturbing not to see resiliency as part of this presentation. Please cover resiliency as it is very important. Commissioner Connell expressed her wish to ensure resiliency is part of the issues and needs conversation beyond her service on the TC.
- Rebecca White concurred and agreed to make include resiliency data that is available along with asset management data and information.
- Commissioner Peterson mentioned that this new and different outreach process allows people to take ownership of their transportation system. This approach is brilliant, as it will provide an opportunity to hear directly from people across the state. This makes transportation personal. This personalization of transportation has not been attempted before. This is the best approach he has seen during his tenure on TC. This is a major step to addressing the funding problem too.
- Rebecca White presented the proposed tools for conducting public outreach for the 2045 Statewide Transportation plan which include: online surveys, telephone town halls, pop up events at county fairs and other community events and CDOT’s attendance at relevant conferences and meetings at sister agencies.
- Commissioner Stuart suggested that all TC comments or concerns related to the 2045 SWP public engagement process be submitted directly to Rebecca White.
- Rebecca White noted that what one will notice that what is missing from the list are public meetings, as observed during experience on the 70 Central project, this type of outreach is no longer considered a good method for engagement.
- It was noted that the Statewide Travel Model presentation from Erik Sabina, the Information Management Branch Manager, will take place next month.

Transportation Commission Regular Meeting Thursday, April 18, 2019, 9:30 am – 11:30 am

Audience Participation:

- Craig Canon of Denver said that his company, Work Zone Product Company, has four products that could make Colorado work zones safer, but his company cannot test them because of Federal Highway

Administration rules. He said he has sent a letter of complaint to FHWA. He expressed concern that Colorado is not as entrepreneurial and innovative as they would like to be.

Call to Order, Roll Call:

Nine of the ten Commissioners were present with Commissioner Rocky Scot excused.

Comments of Individual Commissioners

- Commissioner Kathy Hall mentioned she had taken a recent trip to Australia. She said most of the intercity roads are what they call “pay roads”, not toll roads. The surfaces of the highways she traveled on seemed in very good shape. Sydney is redoing its light-rail system, which is tearing up downtown. She said Sydney is working on an underground rail system, giving the city transportation options underground, and on and over the ground.
- Commissioner Sydney Zink said that Club 20 recently recognized Commissioner Kathy Hall for her long years of service. CDOT Executive Director Shoshana Lew attended the last Southwest TPR meeting by telephone since bad weather closed the airport. Regional state legislators who spoke at a recent meeting focused more on education than on transportation. Commissioner Zink also attended the memorial for CDOT employee Eric Hill of Gypsum, killed while doing maintenance work near Gypsum, and a ribbon-cutting ceremony for a passing lane outside of Towaoc on Ute Mountain Ute tribal lands. She suggested CDOT aggressively publicize rural projects, such as the one near Towaoc.
- Commissioner Kathy Gilliland said the safety of workers on the highways, such as Eric Hill and members of the Colorado State Patrol, is a real concern. She attended the safety meeting one day and the remembrance for a state employee killed in the line of duty in Region 4 the next. The widow and daughter of Eric Hill attended that remembrance.
- Commissioner Karen Stuart mentioned that Governor Jared Polis attended the same safety meeting as she and Commissioner Kathy Gilliland. She added that many changes are happening near I-25 and E-470 as managed lanes on I-25 are under construction for three months. Due to snow and ice, the lane striping along I-25 had almost become invisible. Commissioner Stuart praised the contractor for quickly repainting the lines, a safety improvement that she and others who travel I-25 noticed.
- Commissioner Kathy Connell said one needed safety improvement in her area is repainting of pedestrian crosswalks in some of the towns in her district. She echoed Commissioner Zink’s statement about CDOT needing to publicize more the projects under way in rural Colorado.
- Regarding safety, Commissioner Bill Thiebaut thanked Craig Canon for highlighting safety, and said the Transportation Commission is very concerned about it. He said he has attended six remembrances in the six years he has been on the Commission. At the last remembrance in Pueblo, he made a few comments. One comment he wanted to make but did not was about something the Greek philosopher Socrates made: “Beware the barrenness of a busy life.” In trying to get from one place to another quickly, people ignore work zone signs and other indications they need to slow down and pay attention. He thanked Shoshana Lew, Region 2 Regional Transportation Director Karen Rowe, and John Cater of FHWA for attending the last remembrance.
- Commissioner Shannon Gifford said she is looking forward to the “re-set” of the long-range planning process, which will begin this summer with public input on different transportation modes. She also mentioned that she helped find a place for a fresh-food mobile food market in the Elyria-Swansea neighborhood near the Central 70 project.

Executive Director’s Report (Shoshana Lew)

- Shoshana Lew said it is sad that CDOT has to commemorate so many who have lost their lives working for CDOT on the highways. The state’s rapidly rising fatality rate is one of the reasons for establishment of a safety program. In addition, little things make a difference, such as restriping, filling potholes, and messages and publicity about safe driving habits.
- Executive Director Lew is excited about taking part in outreach for the next long-range transportation plan over the next several months to determine what our transportation problems are and the best way to address them. The connections with individuals and neighborhoods in the Central 70 project are examples of how transportation connects the state.

Chief Engineer's Report (Josh Laipply)

- Josh Laipply mentioned that he and Executive Director Lew went to the Central 70 project area recently to emphasize safety.
- Whole System – Whole Safety initiative that Johnny Olson is leading is a good thing that CDOT is taking on.
- Reorganizations to combine maintenance and operations and to split engineering into three parts (administration, design, and construction) are all steps toward creating a safer environment.
- When the last “bomb cyclone” came in, CDOT could respond much more effectively because maintenance and operations were working together.

High Performance Transportation Enterprise (HPTE) Director's Report (Nick Farber)

- Nick Farber announced that the HPTE Board would not meet in May because several board members will be attending and presenting at a conference in Denver at the same time.
- HPTE will be raising the cost of HPTE transponders from \$15 to \$18 on June 1 due to a change in how the Colorado Department of Revenue figures the state sales tax. HPTE will alert the public to the price hike before June 1.
- He said he has asked the HPTE board for direction on staffing patterns for C-470. The national standard is 4-10 staff persons per express lane project. C-470 has no staff. The HPTE board will decide if HPTE employees or contract staff will handle information technology, support, maintenance, and administration.

Federal Highway Administration (FHWA) Colorado Division Administrator's Report (John Cater, Division Administrator)

- John Cater said FHWA has \$900 million to appropriate in 2019 for Better Utilizing Investments to Leverage Development (BUILD) projects, and the application deadline is July 15. He said he hopes some BUILD grants will come to Colorado.
- National Work Zone Awareness Week is an FHWA event.
- CDOT is unusual among state departments of transportation in having remembrance days for those killed while working on the highways. If such events save one life, they are well worth it.
- He also said that CDOT and FHWA in early April sponsored a two-day Planning and Environmental Linkages (PEL) national peer exchange where participants from Florida, North Carolina, Pennsylvania, and Washington departments of transportation and the FHWA North Carolina and Pennsylvania division offices exchanged ideas about coordination of planning and environmental processes. Other states and FHWA recognize CDOT as a national leader in PEL studies.

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

- The STAC had a few concerns about the planning re-set that will result in a 10-year State Transportation Improvement Program (STIP), or six years beyond the federally mandated four-year STIP. The concerns were about making sure project selection processes are fair to both rural and urban areas, the regional transportation plans incorporate freight, and CDOT allows enough time for a thorough planning process.
- On the state legislative report, a STAC member asked about a bill that could reduce the pool of qualified contractors through increasing apprenticeship requirements for contractors.
- The STAC favorably received a joint CDOT-Colorado Parks and Wildlife presentation on transportation and wildlife interactions on the Western Slope. Some asked about examining such interactions in other areas of the state.
- About \$40 million to \$50 million will be available to Colorado for the Federal Lands Access Program for 2023-2025, and June 5 is the deadline to apply. Projects to improve access to military installations are eligible under the program.

Act on Consent Agenda – Passed unanimously on April 18, 2019 –all items except for right-of-way settlement authorizations were passed unanimously on April 18, 2019.

- Resolution to Approve the Regular Meeting Minutes of March 21, 2019 (Herman Stockinger)
 - Commissioner Steven Hofmeister said TRAC appeared in the minutes as “TRUC”.
- Resolution to Approve Maintenance Requests (Kyle Lester)
- Resolution to Approve Disposal of Parcel 25-EX (Paul Jesaitis)
- Disposal: I-76 & Dahlia (Parcel 83-B Rev) (Paul Jesaitis)
- Resolution to Approve SB267 Transit Funds (David Krutsinger)
 - The resolution approved a total of \$12 million of CDOT transit funds toward a \$20.5 Million "hub" at the Centerra-Loveland location (just north of US 34/I-25). Local government entities are bringing the remaining \$8.5 Million (41%) to the project, in addition to local transit service from Loveland. This project will begin construction later this year, and open in 2022 with the rest of the associated highway improvements. Major elements:
 - 200 parking spaces (roughly double the existing capacity)
 - Bus bays for local bus connections
 - Center of I-25 bus platforms ("station") for Bustang
 - Center access/egress to from I-25 managed lanes, rather than exiting the highway at the regular interchange, saving 10 minutes of travel time each direction
 - Underground passenger walkway connecting developments on both sides of the highway
 - Significant safety improvements (noise walls, shelters, security cameras) for customers
 - This is the first of *potentially* 17 improved or new "hubs" along the Front Range between Fort Collins and Pueblo. Rural hubs and other connecting facilities are under discussion.
- Resolution to Approve ROW Acquisition and Settlement Authorization Requests (Josh Laipply)
 - Commissioner Thiebaut requested to sever the settlement acquisition requests in his district and vote on them separately. Commissioner Thiebaut then abstained from voting on the projects in his district, while the other Commissioners present voted yes to approve the settlement authorization requests in Commissioner Thiebaut’s district.

Discuss and Act on Creation of Strategic Safety Program (Jeff Sudmeier, Kyle Lester) – Passed unanimously on April 18, 2019

Discuss and Act on 10th Budget Supplement of FY 2019 (Jeff Sudmeier) –Passed on April 18, 2019, with Commissioner Hofmeister abstaining.

The following six items were included in the budget supplement totaling \$19.779 million. Money to cover the supplements will come from the FY 2018-2019 Contingency Reserve Fund Balance and the FY 2018-2019 Program Reserve Fund Balance:

- Region 1:
 - \$1.9 million: This addition is for a resurfacing project on I-225 from I-25 to Parker Road.
 - \$611,523: An Aurora signal improvement program.
- Region 2:
 - 1.6 million: To mitigate the risk of debris flows from fires and floods, the Region wants to install seven road closure gates along the six impacted highways from the Spring Creek Burn that occurred in June 2018, as well as an early alert warning system.
- Region 4:
 - 1.3 million: Fund transfer to redesign the layout and relocate existing fiber optic cables due to widening of I-25. CDOT will transfer funds from the HQTIS Cost Center to the Region 4 ITS Pool.

- Strategic Safety Program:
 - \$11.36 million: Transfer from RoadX to new Strategic Safety Program of Highway Safety Improvement Program (HSIP) funds for a new program.
- Division of Highway Maintenance:
 - \$8.06 million: Transfer of \$462,000 from the Transportation Commission Contingency for Snow and Ice and \$7.6 million from the Transportation Commission Contingency Reserve. This is a first payment to fill a projected \$16.12 million shortfall if the need for snow and ice removal continues at its current pace.

Discussion:

- Commissioner Zink asked for the reasons why CDOT decides to seek budgetary supplements rather than rebid projects for which bids come in above budget.
 - Josh Laipply said staff tries to determine if CDOT will get better prices if a project goes out to bid. About half the projects go out to bid again. At this time of year, one of the reasons for higher bids is that bids were made late in the construction season.
- Commissioner Stuart asked if the supplement for snow and ice removal includes removing the snow from the many avalanches.
 - Jeff Sudmeier said the supplement includes removal of snow from avalanches. Generally, CDOT allocates \$82 million a year for snow and ice removal, with \$10 million in reserve. Due to warm winters, the \$10 million often isn't needed, but not this year. CDOT estimates the total cost for snow and ice removal will come to \$108 million.
- Commissioner Hofmeister commented that commissioners discussed bidding several years ago, and suggested that CDOT staff try to advertise for bids for the next construction season by January. He asked why CDOT is asking for bids so late in the year.
 - Josh Laipply said much of the construction program went out for bid by January this year. However, if CDOT has money left over, it tries to use it for other construction projects for the coming construction season, not knowing how much more the same project might cost the following year. CDOT now operates on a cash flow basis. One of the problems is uncertainty in the market.

Discuss and Act on Resolution Amendment for Region 1 Disposal (Parcel 300A) – Passed unanimously on April 18, 2019

Recognitions:

- US 34 Award: Engineering News Record (ENR) Project of the Year (Josh Laipply)
 - Before recognizing the team that won the ENR project of the year, Josh said that CDOT built important bridges to the affected communities and individuals for every bridge rebuilt in the Big Thompson Canyon after the 2013 floods.
 - Johnny Olson, former regional transportation director for Region 4, said the total cost of including as much resiliency in the highway and bridge designs as possible came to \$600 million. Although CDOT spent \$280 million, it still managed to include much resilience in the highway and bridges.
 - The US 34 project team included:

CDOT:

James Usher, P.E., project director
Monte Malik, P.E., construction manager
Benjamin Rowles, P.E., project manager
Samantha Katz, engineer in training
Corey Stewart, P.E., program engineer
Heather Paddock, P.E., flood program engineer
Johnny Olson, P.E., then the regional transportation director for Region 4

Contractors:

Kiewit (Contractor): Jason Hagerty

Jacobs Engineering (Designer): Doug Stemel, P.E.

Rocksol Consulting Group (Construction Owner Support): Ross Butchart

Muller Engineering (Program Owner Support): Gray Clark, P.E.

This is not the only award the team has won for the US 34 project. Others were:

The Build America Award from the Associated General Contractors

AASHTO's TransComm Award for issues and crisis management

The John and Jane Q. Public Competition for communication by the Transportation Research Board

The Colorado Asphalt Paving Association's Best Rural Highway Paving Project

The Engineering Excellence Award from the American Council of Engineering Companies of Colorado

The Best Emergency Construction and Repair Project award from the Colorado Chapter of the

American Public Works Association

James Usher received the Professional Manager of the Year award from the Colorado Chapter of the

American Public Works Association

Commissioner comments were:

- Commissioner Gilliland said it was amazing that CDOT was able to get the highway open on a temporary basis by late November 2013, as then-Governor John Hickenlooper directed. CDOT just recently completed permanent repairs. She said US 34 was an extraordinary project, and that the team deserved all the awards.
- Commissioner Connell said she really would like to see this project in the forefront of public consciousness. She said the project needs celebrating and documenting.
- Commissioner Ed Peterson said that the civil engineering for the project was amazing.

The team received a standing ovation from commissioners and the audience.