

**DRAFT STAC Meeting Minutes
September 13, 2013**

Location: CDOT Headquarters Auditorium
Date/Time: September 13, 9:00 a.m.-11:15 a.m.
Chairman: Vince Rogalski
Attendance:

Agenda Items/ Presenters/Affiliations	Presentation Highlights	Actions
Introductions/ August Minutes/ Vince Rogalski/ STAC Chair	<ul style="list-style-type: none"> • Minutes were approved without changes 	Minutes approved.
Transportation Commission (TC) Report/ Vince Rogalski	<ul style="list-style-type: none"> • At the last meeting of the High Performance Transportation Enterprise (HTPE), members elected a new chair and vice-chair. • One of the biggest discussion items was tolling on C-470. The C-470 Coalition is proposing that new toll lanes on C-470 be fully tolled- with no free HOV. • There was a discussion about whether the TC, in their managed lanes policy adopted in February, had intended that all tolled express lanes provide free travel for HOV-3. The wording was somewhat vague, so there was a clarification discussion on that at the HTPE. • The interpretation of the resolution is that the decision is made on a corridor by corridor basis. After deliberation, the TC decided to allow C-470 to proceed with a revenue study of the corridor based on the fully tolled option • The Safety Committee addressed several items in their meeting. First, they discussed getting the Hispanic community engaged. As part of the driving community it is important that they understand driving laws, especially DUI enforcement. With regard to DUI enforcement, the old saying of, "Don't Drink and Drive" has now changed to, "Drink and Don't Drive." Next, there is an ongoing discussion about Amendment 64 and how that will affect the impaired driving regulations and how that is going to be tested. Finally, there is a positive trend on reducing fatalities and the number of crashes in work zones. 	No action taken.

	<ul style="list-style-type: none"> • The TC also had a workshop on RAMP and discussed several issues such as: the handling of surplus and shortfalls, range of match percent, devolution, input from MPOs and TPRs, and coordination with DOLA and federal lands. • Applicants for the Federal Lands Access Program (FLAP) include Estes Park, Boulder County, State of Colorado, Aspen, Gunnison County, Eagle County, and Rio Blanco County. Previously, the federal lands program had no matching requirement, however, a match is now required for the program. Now the question becomes are those communities with grant applications going to be able/willing to produce the newly required match. The TC began discussions on the FY 15 budget. 	
<p>Federal and State Legislative Update/Kurt Morrison & Herman Stockinger/CDOT Office of Policy & Government Relations (OPGR)</p>	<ul style="list-style-type: none"> • Federal transportation spending is set to run out on October 1. If Congress fails to come up with a new spending bill, or generate a temporary solution, there will a government shutdown. House Democrats are trying to do a clean resolution, while a number of House Republicans are attempting to tie the spending bill to the defunding of the Affordable Care Act. • There is now a timeframe for MAP-21 reauthorization. It is expected that a draft bill will come out of the House Transportation and Infrastructure Committee at some point in the fall. The hope is to get a bill through Congress to make the September 30, 2014 expiration date for MAP-21. • Next week, Kurt will be traveling to Washington D.C. for an AASHTO reauthorization committee meeting. AASHTO is starting to put together recommendations for reauthorization. • The results from the Tiger 5 grant round were announced. CDOT received \$10 million for the Eisenhower-Johnson Tunnel fire suppression system. The City of Windsor was also awarded \$2.7 million for railroad noise reduction project. • There were a few developments statewide which will affect the composition of the Joint Budget Committee (JBC). First, Representative Claire Levy from Boulder will be leaving the Legislature to chair the Colorado Center on Law and Policy. This leaves a vacancy for what would have been the chairmanship of the JBC. Also, the results of the two recall elections have left a vacancy for the President of Senate. Any time there is a vacancy in leadership it's typical that members fall out of the JBC. It is possible that one-third of the JBC will be new members. 	<p>No action taken.</p>

	<ul style="list-style-type: none"> • The Transportation Legislative Review Committee (TLRC) finished their last field hearing yesterday. There were a total of ten meetings, four of which were concluded last week. • Herman Stockinger provided STAC members with an update on MPACT 64. The group continues to have monthly meetings. Business leaders decided to push back polling now that they know education is on the ballot. They have decided to wait until after the election in November to do polling. • CDOT had intended to give the project lists generated by the TPRs to MPACT 64 at the end of August. However, since the polling has been pushed back those project lists have not yet been given to MPACT 64. Once the RAMP list is finalized in October, the lists can be modified to reflect projects funded through RAMP. • Herman asked STAC if they were interested in having Jim Gunning with the Metro Mayor's Caucus and MPACT 64 come to an upcoming STAC meeting. <ul style="list-style-type: none"> ○ Vince indicated that, due to the high volume of questions regarding MPACT 64, a presentation from Jim is a good idea. ○ Wayne Williams also suggested talking with candidates who will be running for office at the same time as the potential ballot initiative before they solidify their position on the issue. • John Cater added that with the gas tax, FHWA will still be in an operational mode and won't be "shut down". John also informed STAC that FHWA is working with CDOT in securing emergency relief funding for flooding. 	
<p>Capital Development Committee (CDC) FY 2014-2015 Request</p>	<ul style="list-style-type: none"> • The Capital Development Committee (CDC) is a year round committee of the state legislature which is charged with identifying capital projects for funding from the state budget. Typically, projects include facilities, office buildings, correctional facilities, etc. CDOT is now requesting CDC funds because the fund has returned to health. CDOT is requesting \$1.6 million for capital improvements on the Hanging Lake Tunnel. • STAC moved to recommend the TC submit the request to the CDC. 	<p>STAC motion to recommend TC submittal of request to CDC.</p>
<p>Policy Directive 14/ Michelle Scheuerman</p>	<ul style="list-style-type: none"> • PD 14 guides the development of the statewide plan and program distribution. In developing PD 14, CDOT wanted to ensure that they were in alignment with the MAP-21 national goals, take into consideration other efforts at CDOT, such as asset management, and also the other multi- 	<p>No action taken.</p>

	<p>modal plans. This is the first time CDOT has a transit performance measure and objectives in PD 14.</p> <ul style="list-style-type: none"> • Michelle gave an overview of the informational items which pertain to PD 14 that were included in the STAC packet (next steps and comparison matrix). Michelle urged members to review those materials and contact her with comments, suggested changes or questions. Michelle also noted that CDOT will provide STAC members with a fully revised version as the process moves forward. • In October there will be a joint Statewide Plan Committee and Asset Management Committee meeting to talk about drivability, performance measures and objectives. CDOT will then provide STAC with a revised version before it's brought to a TC workshop in November, with final adoption occurring in December. <ul style="list-style-type: none"> ○ Wayne asked about the timeframe for filling in the percentages. Michelle indicated during the September Statewide Plan Committee meeting there will be a discussion of program delivery and aspirational goals. In October, after the discussion on drivability, the percentages will be filled in and provided to STAC. 	
<p>Asset Management and Program Distribution/ Debra Perkins-Smith</p>	<ul style="list-style-type: none"> • The STAC Sub-committee on Program Distribution meeting, taking place after STAC, would hopefully complete the discussion on CMAQ and begin RPP discussions. Once those discussions are finished, the STAC Sub-committee will bring back its recommendations to STAC. • Debra's presentation included: asset management budgets, PD 14 and asset management allocations, and asset management project selection processes. <ul style="list-style-type: none"> ○ Trent Bushner asked what the role of TPR is in this new process. <ul style="list-style-type: none"> ▪ Debra responded by clarifying that this is for the asset management, not all programs. TPRs will be working with the regions to identify the most important projects and then that would feedback into the system asset management system. ○ Trent asked what the avenue for recourse is when TPR disagrees with the CDOT recommendations. <ul style="list-style-type: none"> ▪ Debra: keep communications open and discuss any disagreement on the grounds of good technical justifications. 	<p>No action taken.</p>

	<p>She reaffirmed that this is a collaborative process</p> <ul style="list-style-type: none"> ▪ Scott McDaniel acknowledged that this is a new approach and there will be a variety of treatment types. He added that this approach is “more surgical”. He stressed the importance of trending in this direction because it will allow CDOT to put more money on more parts of our roads. 	
<p>CDOT Listening Tour/ Executive Director Don Hunt</p>	<ul style="list-style-type: none"> • CDOT Executive Director Don Hunt is currently conducting listening sessions in different parts of the state with Transportation Commissioners, Region Transportation Directors, and local elected officials. The first session was held in Akron on September 12, with subsequent meetings scheduled in La Junta, Rifle, Monte Vista, Durango, and Montrose. • Don gave STAC an abbreviated version of the presentation he is delivering at listening sessions. His presentation included: <ul style="list-style-type: none"> ○ Over the last two years CDOT has been working on how to get more out of what we currently have. This requires becoming more efficient, this means more dollars to construction, more out of the system, and using private funding to extend public funding. At current funding levels CDOT is asset maintenance and annual maintenance organization. ○ Annual maintenance has been controlled by an overall management and level of service system for many years. Right now, CDOT attempts to achieve an overall level of service of “B-“across the state and a level “B” for snow and ice removal. ○ Capital maintenance is where the big changes are occurring. Through asset management, CDOT has consolidated all of its assets into one pool and is working with its planning partners and the TC to assign funding to maintain the system. It is important to be more risk-based, always know what the lowest life cycle cost is and understand what the funding trade-offs are across the asset categories. ○ Surface treatment will see a great deal of change. In the past, the approach was to let the life of a road go to zero and then reconstruct the road segment. The problem with this approach is that it is not fiscally constrained; it did not look at the type of resources available to CDOT over the next decade, and created a backlog of \$8 billion. 	

	<ul style="list-style-type: none"> ○ CDOT needs to honor MAP-21 and pay more attention to the interstate system. Under drivability life, CDOT is attempting to maintain serviceability and safety of our roadways. This means targeting smaller segments of the road, instead of a complete reconstruction of a larger section. ○ CDOT is looking at ways to work with FASTER safety to make it more aligned with its intent and possibly enhancing the Regional Priority Program (RPP). ○ There are great partnership projects coming out of RAMP. It is important to note that RAMP also includes asset management. Half of RAMP is going to surface treatment, bridges, culverts, and rock fall mitigation. ○ MPACT 64 has been exploring a potential ballot measure. The gas tax hasn't changed in twenty years. ○ The November survey done by the Colorado Transportation Coalition indicated the residents of Colorado are willing to pay as much \$90 annually to improve the transportation system, just not in the form of a gas tax. However, Colorado residents do support a sales tax to fund transportation. ○ Under the current proposal, there would be a .7% general sales tax increase with a 15 year sunset. <ul style="list-style-type: none"> ▪ Gary Beedy clarified that there isn't opposition to funding bike/ped in his area, but to a specific set-aside. Cities and counties would prefer flexibility. 	
FY 15 Budget/ Scott Richrath	<ul style="list-style-type: none"> ● New CDOT CFO, Scott Richrath, came before STAC to introduce himself and his new Budget Director Maria Sobota. Scott replaced Ben Stein who has moved to CDOT's Office of Major Project Development. Scott announced that his office is kicking off a new cash management system with consultant support from AECOM and DYE Management. ● Scott clarified that while there are new systems for decision making and investment in infrastructure, the budget process remains unchanged. Beginning in September, OFMB will open a dialogue with the TC on the FY 15 budget. The "final draft" FY 15 budget will be approved by the TC and submitted to the Governor in November. <ul style="list-style-type: none"> ○ Rob MacDonald asked if the \$167 million bond payment is still a line 	No action taken.

	<p>item in the FY 15 budget. Scott affirmed that the bond payment is a line item and will remain there in the FY 15 and FY 16 budget. There will be a partial bond payment in FY 17, completing payments.</p>	
<p>Colorado Energy Office (CEO) Compressed Natural Gas/ Tom Hunt, CEO</p>	<ul style="list-style-type: none"> • Tom Hunt of the Colorado Energy Office (CEO) provided a presentation on the CEO's proposal for a statewide CNG program to be funded, if approved, with CMAQ funds. The CEO proposal would fund the purchase of CNG vehicles in non-attainment and maintenance areas, and CNG fueling infrastructure in all areas of the state. • CNG and EV fueling infrastructure are newly eligible in all areas of the state (not just non-attainment and maintenance areas) under MAP-21. • CEO's Proposal includes CMAQ funding for four years- \$10 million in the first year, \$7 million in years 2 and 3, and \$6 million in the fourth year. Experience from other states indicates that in order to maintain confidence in fuel availability, stations should be spaced every 50-100 miles along major corridors. This would mean 25-30 new stations total in the state, approximately 10-15 in non-attainment areas and 10-15 elsewhere. It has been estimated that it takes between 50-100 vehicles to support a station. • The CEO proposal and support for CMAQ funding of the proposal will be the subject of the STAC Program Distribution Subcommittee meeting after STAC. The full STAC will hear recommendations from the Program Distribution Subcommittee in October. 	<p>No action taken.</p>
<p>Transit and Rail Updates/ David Krustsinger</p>	<ul style="list-style-type: none"> • David Krustsinger announced that there will be meetings across the ten TPRs to support the development of the State Transit Plan. There will be one meeting with a technical working group in each TPR and two open houses in each TPR. Tracy McDonald will be in contact with the TPRs, if she hasn't already, as those meetings are being scheduled. • Both the Advanced Guide-Way Feasibility Study on the I-70 Mountain Corridor and the Inter-regional Connectivity Study on the Front Range between Fort Collins and Pueblo are coming to a close. Both studies are showing cost/benefit ratios of greater than one. • Tom Mauser updated STAC on FASTER Transit. There will be a call for FASTER Transit projects for FY 15 and FY 16 in late September or early October. 	<p>No action taken.</p>
<p>RAMP Update/ Tim</p>	<ul style="list-style-type: none"> • Tim Harris provided an update on the status of the RAMP Program. 	<p>No action taken.</p>

<p>Harris</p>	<ul style="list-style-type: none"> • In December, CDOT announced it was changing how it budgets and expends funds for transportation projects resulting in a \$300 million per year increase in project construction for five years. The primary program areas are: <ul style="list-style-type: none"> ○ Asset Management and Operational Improvements- \$175 M per year ○ Transportation Partnerships- \$125 M per year. • The preliminary recommendations to the TC were released on September 12 and include 44 projects in the Transportation Partnership Program (totaling \$630 M) and 31 projects in the Operations Program (totaling \$65 M). A letter went out to all the RAMP applicants which directed them to the CDOT website. The website includes a list of all the recommended projects for partnerships and operations. The website also includes a policy brief talking about RAMP as a whole. • The preliminary recommendations for the Transportation Partnerships and Operations Programs are the result of an extensive evaluation process which included independent review from the CDOT Regions as well as subject matter experts. The preliminary recommendations for these programs are for the full five years of the program – FY 14-FY 17. • RAMP Asset Management projects are identified on an annual basis. Projects for FY 14 were identified this spring. • The recommendations will go to the TC on September 19 for a workshop. The plan is for the TC to approve the final list in October. • Tim informed STAC members that being on the recommended list doesn't guarantee that the project will be on the final TC approved list. Every partnership project requires an intergovernmental agreement which outlines that responsibility of the partner on the project. <ul style="list-style-type: none"> ○ Rob MacDonald asked if STAC members can expect STIP/TIP amendments to see where the money is being moved around to. Tim confirmed that STIP/TIP amendments will need to be completed after projects are approved in October. ○ Greg Severance asked if the intergovernmental agreements need to be finalized before the October meeting of the TC. Tim indicated that those intergovernmental agreements do not need to be executed before the October meeting. 	
---------------	---	--