

**DRAFT STAC Meeting Minutes
May 9, 2014**

Location: CDOT Headquarters Auditorium
Date/Time: May 9, 9:00 a.m.-12:30p.m.
Chairman: Vince Rogalski
Attendance:

Agenda Items/ Presenters/Affiliations	Presentation Highlights	Actions
<p>Introductions/ October Minutes/ Vince Rogalski</p>	<ul style="list-style-type: none"> • Minutes were approved without corrections or additions. 	<p>Minutes approved.</p>
<p>Transportation Commission Report/ Vince Rogalski</p>	<ul style="list-style-type: none"> • The Transportation Commission meeting began with a Program Management Workshop. This overview of Cash Management, RAMP projects, and STAC's discussion of these topics. • There was a discussion of PD 703, which outlines how the budget supplements are handled. • Funding options for the I-70 Viaduct, known being referred to as the Partial Cover and Lower (PCL) project, was discussed. Currently the cost is estimated at \$1.8 billion. • The staff recommended RPP formula, 50% population / 35% lane miles / 15% truck VMT, was discussed. Several commissioners (Hoffmeister, Connell and Zink) wanted more discussion and had concerns about the staff recommended RPP formula. • TC members received a report on the status of the flood recovery effort. This included the removal of the debris, emergency repairs, planning for permanent repairs. • The Transit and Intermodal Committee discussed how they will approach Transit FASTER Safety. Currently the focus is on maintaining the statewide fleet and keeping all of CDOT's assets in good repair. • At the full meeting of the Transportation Commission, all the formulas 	<p>No action taken.</p>

	<p>except FASTER Safety and RPP were approved.</p> <p>STAC COMMENTS:</p> <ul style="list-style-type: none"> • Barb Kirkmeyer asked if the STAC recommended formula move forward to the TC? Vince informed her that he brought it up during the meeting, but they weren't interested in discussing it. Debra also informed her that the discussion from STAC was presented. • Terri Blackmore expressed concern over the level of tourism and freight that isn't captured by population. She felt that long-term Colorado will be disadvantaged by the staff recommended formula. • Greg Severance asked if the TC was scheduled to act on an RPP formula in May. Vince and Debra informed him that they are. • Mark Dowaliby stated that he expressed the need for a more equitable formula to satisfy the movement of people from the Front Range to recreation areas throughout the state. • Jack Hilbert said that the Front Range population deals with congestion daily as opposed to just on weekends. Pete Fraser responded by saying that, in addition to weekend traffic, there is daily truck traffic. 	
<p>Federal and State Legislative Update/ Kurt Morrison</p>	<ul style="list-style-type: none"> • Federal Update: <ul style="list-style-type: none"> ○ The new transportation reauthorization <i>draft</i> was released in early May. The draft proposes a 30% increase in funding for all state DOT's. At this point the reauthorization is a proposal and these proposals are rarely adopted as they are presented to Congress. The funding breakdown calls for a 70% increase in transit, a 20% increase in highway programs, and a doubling of rail funding. It also makes transportation funding solvent by closing tax loopholes and corporate tax shelters. One notable provision is allowing state DOT's to toll interstates with the approval of USDOT. ○ CDOT has submitted all five of its TIGER grants and they were received by the USDOT before the deadline. Typically applications take between three and five months, but state DOT's will know by the November elections what the results are. 	<p>No action taken.</p>

	<ul style="list-style-type: none"> • State Update: <ul style="list-style-type: none"> ○ The State Legislature just ended its session and there were 725 bills introduced. Of those 725, 93 were found to impact transportation in some way. ○ Kurt gave STAC a legislative debrief which included: SB 197, SB 200, HB 1161 and HB 1259. <p>STAC COMMENTS:</p> <ul style="list-style-type: none"> • Greg Severance announced that on May 14, 2014 Governor Hickenlooper will be in Pueblo sign HB 1161 into law. • Wayne Williams asked of the additional \$2 billion the state is spending, is there anything more than \$700,000 going to transportation. Kurt answered “no” and explained the trigger mechanism for education. • Trent Bushner asked if Kurt felt that the legislature gave CDOT ample opportunity to voice opposition to SB 197. Kurt responded that CDOT had over the last year CDOT has seen multiple iterations of the proposed legislation, but the majority of the opposition came from the business community because they were not brought along in the process. 	
<p>SB 228 Update/ Kurt Morrison</p>	<ul style="list-style-type: none"> • Kurt gave a brief overview of SB 228 and then explained the likelihood of CDOT receiving those funds based on legal and political realities. • The legal reality is that CDOT used to receive transfers from the General Fund, as directed by Colorado State Statute, which made up a large part of the CDOT budget. In 2008-09, Gov. Ritter stopped the General Fund transfer to help balance the state budget. This was part of an agreement that when the economy recovers, CDOT we begin receiving those transfers. The system is set up so that whenever personal income growth is more than 5% there will be an average of 2% of the General Fund transfers to CDOT for five years. • The political reality is that if the General Fund surplus is a small amount, it will be difficult for the General Assembly to devote the entire surplus and cut existing expenditures to accommodate the transfers. Additionally, if the economy doesn’t trigger a TABOR refund, which would eliminate the 	<p>No action taken.</p>

	<p>possibility of SB 228 funds, then other groups, such as education advocates, will begin to mobilize in opposition to SB 228.</p> <p>STAC COMMENTS:</p> <ul style="list-style-type: none"> • Terri Blackmore suggested a TABOR override for SB 228 money. She also asked if there are any other agencies that received an automatic payment through SB 228. Kurt informed her that the Capital Construction Fund and the State General Fund Reserve both receives funds. • Bobby Lieb Jr. asked if it is the sentiment of the Transportation Commission to use SB 228 funds to complete the remaining 7th pot projects. Debra Perkins-Smith informed him that the Transportation Commission has not yet had the conversation. • Wayne Williams said that he doesn't see how the long term transportation needs of the State are completed without a ballot issue. 	
<p>I-70 Viaduct/ Peter Konzinski</p>	<ul style="list-style-type: none"> • Peter Konzinski came before STAC to give a presentation on the I-70 Viaduct. His presentation included: A brief history of the I-70 Viaduct, alternatives analysis, an overview of the partial cover lowered option, alternatives in supplemental DEIS, and the current schedule. <p>STAC COMMENTS:</p> <ul style="list-style-type: none"> • Terri Blackmore asked if CDOT has the funds (\$1.8 billion) to complete the project. Peter explained the funding conversation is ongoing and funding mechanism to get to the first phase exists. • Elise Jones asked how much funding is required to complete the first phase. Peter explained that the first phase is roughly \$1 billion. • Wayne Williams asked how many people lived in the area before the interstate was built 50 years ago. Peter replied that surprisingly many of the homes in the area have been passed down generationally. Wayne also asked why there was the depth of 35 ft. was selected. Peter responded that many of the factors that are associated with the depth are driven by the geometry of the project. • Barbara Kirkmeyer questioned the movement of the existing school, which might result in lower costs. Peter responded that the school couldn't guarantee CDOT that it would remain in the neighborhood if moved. • Wayne Williams commented that one of the pitfalls of the EIS process is that it focuses on one particular corridor and doesn't account for the needs of the entire state. This project's cost represents the entire CDOT budget for 2 years and the remaining 7th pot projects. 	<p>No action taken.</p>

	<ul style="list-style-type: none"> • Thad Noll said that it's great to see CDOT go back and fix things that had been done poorly in the past. • Vince Rogalski informed STAC members that the TC discussed using all of the Bridge Enterprise money, but that meant that other bridges in the state would not receive funding for the foreseeable future. • Barbra Kirkmeyer said that if they do the I-70 projects than all projects will have to wait some period of time before they are completed. Peter informed Barbara that the cost of the project doesn't mean that other projects won't get funding. • Pete Fraser said that the I-70 Viaduct projects places all the funds into one project and will leave other areas of the state to figure out how to fund their priorities. • Craig Casper said that he was encouraged by the effort to attempt to finance projects on strategic corridors and asked if the same consideration will be given to other strategic corridors. • Doug Rex asked if our long term funding options have been examined, such as bonding. Peter informed Doug that this project is being looked at by HTPE, within the Office of Major Projects, and CDOT is still considering all funding scenarios. • Wayne Williams commented that the project is important and needs to be completed, but the impact on the rest of the system must be examined. • Terri Blackmore asked how CDOT plans to handle the traffic. Peter informed her that CDOT intent would be to construct the railroad crossing, located at the western end of the project, to its full configuration and then construct half of the partial cover lower section to the north of the existing I-70 Viaduct. This would allow traffic to remain on the existing viaduct and once construction is complete the traffic would switch to the new half section. 	
<p>Formula Programs/ Deb Perkins-Smith</p>	<ul style="list-style-type: none"> • Debra Perkins-Smith came before STAC to discuss FASTER Safety and RPP. Debra informed STAC members that all the formula programs have been adopted with the exception of FASTER Safety and RPP. • Debra began the conversation on FASTER Safety Mitigation by reviewing what STAC had discussed in the April meeting. This included the goals for the program, funding allocations based on region estimates, the metrics and data used as inputs into the funding formula, and the project selection criteria. 	<p>ACTION ITEM #1: Greg Severance made a motion to recommend formula option four to the Transportation Commission for approval. The motion</p>

	<p>STAC COMMENTS ON FASTER SAFETY:</p> <ul style="list-style-type: none"> • ACTION ITEM: Greg Severance made a motion to recommend formula option four to the Transportation Commission for approval. The motion passed unanimously. • Wayne Williams asked for clarifications for the number of crashes on the system. Debra informed him that the crash data is from all roadways. • Doug Rex asked what the annual allocation of funding will be based on. Debra explained that because this is for the STIP/TIP it will be for a four year period and then will be revisited during the next plan update cycle. • Bobby Lieb Jr. asked what the estimated total budget allocation for FASTER Safety Mitigation is. Debra informed him that it is \$47 million, which starts in FY 2015. • Thad Noll and Elise Jones both expressed support for option four even though their representative regions will be receiving fewer funding than in the past. They gave their support to option 4 because it makes since from a safety standpoint. • Terri Blackmore asked how the remaining \$40 million for FASTER Safety Asset Management will be allocated. Debra explained that the \$40 million goes to the Asset Management Program that is allocated on a statewide basis. <p>STAC COMMENTS ON RPP:</p> <ul style="list-style-type: none"> • Gary Beedy commented that removing VMT from the formula, in favor of population, removes any measure of vehicle volume on the roads. Removing VMT from a formula that has statewide implications doesn't make much sense. He also mentioned that there are more travel options in urban vs. those in the rural areas. • Thad Noll commented at the TC workshop there was virtually no chance of the STAC recommended formula being heard. He urged STAC members to contact their TC member if they disagree with their position. • Pete Fraser said that there was no validity in further discussion of the RPP formula because STAC has consistently made their position known and the TC isn't listening. • George Wilkinson said the TC should listen to STAC recommendations, otherwise what is the purpose of STAC. • Bobby Lieb Jr. expressed continued support for the STAC recommendation and commented that is happening is offensive because STAC has spent a 	<p>passed unanimously.</p> <p>ACTION ITEM #2: Trent Bushner made a motion that the STAC submit a letter to the TC and Governor Hickenlooper reaffirming their support of the STAC recommended formula. The motion passed.</p>
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	<p>generous amount of time developing a comprise formula.</p> <ul style="list-style-type: none"> • Mark Dowaliby questioned why there aren't funds for capacity improvements, but when looking at the PCL proposal its \$50 million to repair the existing structure and \$1.8 billion for the new structure. He commented that he, and other STAC members, take time away from their areas to come to STAC to develop recommendations that work for the entire state. • Steve Ivancie stated that pass through regions of the state play an important role in the movement of people and goods. He expressed that those minority voices on the TC should be listened when they accept the compromise formula that the STAC passed. • Barbara Kirkmeyer said that STAC should reaffirm their support of the STAC formula and recommend that the entire \$167 million should go to the RPP. She went on to say that \$25 million for 54 counties, compared to \$25 million that goes to DRCOG and PPACG alone, isn't realistic. Further, it isn't reasonable for a \$1.8 billion project that covers a half mile when there are needs across the state. • Wayne Williams said that, under instruction from his Board of Directors, that he cannot reaffirm support of the STAC formula. It is the position of the PPACG Board to support the staff recommendation. Jack Hilbert said the same was true of the DRCOG Board of Directors and will support the staff recommendation. • Pete Fraser commented that a very dangerous precedent is being set; pitting urban vs. rural areas. • ACTION ITEM: Trent Bushner made a motion that the STAC submit a letter to the TC and Governor Hickenlooper reaffirming their support of the STAC recommended formula. The motion passed. 	
<p>Cash Management/ Maria Sobota</p>	<ul style="list-style-type: none"> • Maria Sobota came before STAC to provide an update on the implementation of Cash Management. CDOT continues to work with planning partners to reconcile the STIP. • CDOT is continuing to coordinate with MPOs from around the state. CDOT recently met with PPACG to discuss their project list and determine next steps. • The To-Be report will be released in May for Cash and Program Management. CDOT staff is currently reviewing the recommendations. • Maria informed the group that the CDOT has created the TIP/STIP task force. This group will be led by Jeff Sudmeier and includes region planners, 	<p>No action taken.</p>

	<p>FHWA, DTD, OCM, and other CDOT staff. CDOT will be reaching out to MPOs for their input.</p> <ul style="list-style-type: none"> • There will an Asset Management Summit that will take place on June 10 and 11. <p>STAC COMMENTS:</p> <ul style="list-style-type: none"> • Pete Fraser asked if all of the region planners will be included in the TIP/STIP task force. Maria informed her that all the regions will be represented on the task force. • Gary Beedy inquired to the nature and content of the Asset Management Summit. Maria informed him that it is a continuation of the Program Management Summit that took place in May. It is another opportunity for CDOT staff to learn more about Cash and Program Management. • Doug Rex expressed concern that MPOs will not directly be members of the TIP/STIP task force. Jeff informed Doug that the name may be a bit misleading because the focus is the STIP and that will translate into how CDOT coordinates/works with the TIPs. 	
<p>Transportation Alternatives Program (TAP) Guidance and Application/ Jeff Sudmeier</p>	<ul style="list-style-type: none"> • Jeff Sudmeier came before STAC to give an update on TAP. After months of development, the TAP working group has completed the new guidelines and there will be a region call for projects starting this spring and summer. 	<p>No action taken.</p>
<p>Local Agency Project Guidance and Tracking Tool/ Steve Markovetz</p>	<ul style="list-style-type: none"> • Steve Markovetz came before STAC to give a presentation on the Local Agency Project Guidance. The presentation included: an overview of the tool, participants in the beta-testing phase, risk assessment guidance and methodology, and next steps. 	<p>No action taken.</p>
<p>Other Business</p>	<ul style="list-style-type: none"> • None 	<p>No action taken.</p>