

**DRAFT STAC  
April 9, 2010 Meeting Minutes**

**Location:** CDOT Headquarters Auditorium  
**Date/Time:** April 9, 2010 9:00 a.m. – 11:45 a.m.  
**Chairman:** Vince Rogalski  
**Attendance:** A sign-in sheet was distributed to note attendance at the meeting.

<b>Agenda Items/Presenters/Affiliations</b>	<b>Presentation Highlights</b>	<b>Actions</b>
Introductions	Everyone in the room gave self-introductions.	No action taken
March Meeting Minutes	<b><i>March minutes approved.</i></b>	<b><i>Minutes approved</i></b>
Federal and State Legislative Update- Mickey Ferrell	<p><i>Federal Legislative Update</i></p> <p>The Senate passed the first of the “Jobs II” bills. This bill extended the current authorization through the end of the current calendar year. It also repealed the SAFETEA-LU rescission. It appears that funds will be transferred back in the way they were taken out, but we will not know for sure until the transfer is complete. The bill also backfilled the trust fund with a \$19.6 billion transfer from the general fund.</p> <p>The Rebuild America Act, the fourth of the five Senate jobs bills, has not yet been drafted and there appears little momentum to do so at this time. For the time being, it appears to be on the back burner.</p> <p>The budget bill is supposed to go to Congress next week, but one hasn’t been written yet. If Congress doesn’t pass a budget bill, this will give appropriators greater power to determine appropriations and obligation limitations.</p> <p>USDOT and EPA have set rules for new CAFÉ standards for model years 2012-2016. While this will result in significant reductions in oil consumption, and</p>	No action taken

	<p>carbon emissions, it also means a reduction in revenue. The new standards for 2012-2016 model year vehicles are expected to result in an \$11.6 billion reduction in trust fund revenue.</p> <p>Senators Kerry, Lieberman and Graham are expected to come out with a new global climate change bill sometime in the next two weeks. The bill will do away with the cap and trade system previously proposed. Instead, it establishes a fee or tax structure for each of three sectors- electric generation, manufacturing and transportation. It has not yet been determined at which point the fee or tax would be collected in the transportation sector. There is no guarantee that revenues would come back to transportation. If a fee or tax is imposed and the revenues do not go to transportation, it will become even more difficult to argue for a gas tax increase.</p> <p><i>State Legislative Update</i></p> <p>The Long Bill is currently being considered by the Senate. It includes in HB 10-1387 a permanent diversion of revenue from transportation to the Department of Revenue and DMV in the amount of roughly \$20 million per year. Senator Gibbs is proposing two amendments- one that would sunset the diversion provision in two years, and one that would sunset it in four years.</p> <p>Steve Rudy: I want to make you aware of a position DRCOG has taken with respect to Senate Bill 10-184, the "Zipper Lane Bill." The DRCOG Board has voted to oppose this bill for several reasons- it bypasses the planning process, it ignores processes already in statute, and is not necessary. DRCOG is also concerned about the lack of a funding source. Herman, the Governor's Office and DRCOG have worked with the sponsors to amend the bill to modify and clarify some language, making it less of a mandate. If these amendments pass, DRCOG's position on the bill will likely change to monitor. Colorado Counties Inc. (CCI) is monitoring the bill.</p>	
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<p>FASTER Local Transit Grant Program- Jennifer Finch &amp; Tom Mauser</p>	<p>FASTER includes \$5 million for a local transit grant program. We have been working with the Transportation Commission, Intermodal Committee, and the Interim Transit and Rail Advisory Committee to develop options for implementation of the grant program. We have gone through almost a dozen different options. Commission and staff have narrowed it down to either focusing on Senate Bill 1 projects, or doing a regional allocation. We have developed a series of options for the regional allocation approach.</p> <p>All awards would require a minimum local match of 20%- a hard match that could be cash, land or other hard match source. Locals could use this funding to match federal funding. Funds could be used to match up to 80% of the local match of a federal grant, with a maintenance of effort agreement.</p> <p>Funds may be used for items defined as capital expenses by the FTA, with the exception of land purchases and office-related equipment. Operating, administrative and planning expenses would not be eligible.</p> <p>There would be a minimum request amount of \$100,000 with some exceptions possible for smaller, rural projects (with a minimum of \$25,000). Public and private non-profit agencies providing public transportation or "open door" specialized services would be eligible to apply.</p> <p>Prioritization criteria for use by CDOT Regions, working cooperatively with TPRs, include criticality, financial need, project impacts, and readiness.</p> <p>We examined a number of possible formulas for regional distribution including HUTF distribution, population, and performance distribution. Option C uses 40% HUTF, 30% population and 30% performance.</p> <p>Projects would be identified using the 4P development process for the 2012-2017 STIP, with the addition of 2010 and 2011.</p> <p>CDOT Regions would manage contracts for projects they'd be overseeing. The Division of Transit and Rail would manage the remaining projects, unless there were more compelling reasons for the Region to do so.</p>	<p>No action taken</p>
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	<p>We would plan on reviewing this process after the third year of funding to assess how well it is working and whether changes to the process should be made.</p> <p>Question- Commissioner Wayne Williams: Where do inter-regional projects fit into this?</p> <p>Jennifer Finch: There are two pieces to the FASTER transit program. This is the \$5 million piece that comes from the local share and that must be spent on local transit programs. There is also \$10 million that comes from the state share. We haven't talked about these funds yet. We are thinking that maybe some of these funds could be used by the new Division of Transit and Rail for inter-regional activities, for elements of the new State Rail Plan, or to supplement the local transit grant program.</p> <p>Question- Commissioner Wayne Williams: Is there a way to get the ridership numbers for those specialized transit providers so that we are really seeing the full picture under performance distribution?</p> <p>Tom Mauser: The 5311dollars fund transit service all across the state and these service providers are included in the performance distribution because they are public transit services, even though many of them may serve primarily as specialized providers. To the extent that they are not included, the HUTF distribution acts as a bit of an equalizer.</p> <p>Question- Commissioner Trent Bushner: If this is only for capital, are we going to be on the hook when operating funds are not available?</p> <p>Jennifer Finch: These funds come from the HUTF and legislatively cannot be used for operating.</p> <p><i>Handout: Implementation Options</i></p>	
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<p>Budget Update- Heather Copp</p>	<p>The SAFETEA-LU extension was part of the Hiring Incentives to Restore Employment Act (HIRE). The extension provides funding through the end of the calendar year and it restores the rescission. We don't yet have actual numbers from FHWA, although we should have them soon. This is on the Commission's workshop agenda for next Wednesday.</p> <p>We are anticipating about \$494.4 million in federal funds as a result of the HIRE act, which is \$164 million more than is currently budgeted. Of this, about \$38 million are local pass through funds which will go to CMAQ, Enhancement and STP-Metro. About \$29 million will go to specific programs such as SPR, Bridge and Safety. This leaves about \$97 million available for other CDOT programs at the discretion of the Commission.</p> <p>On top of that we were holding money in Contingency to deal with the \$50 million rescission. We no longer have that issue. We have been told that the money will go back into the same programs the funds were taken from. This will free up about \$36.7 million from Contingency. The reason this isn't the full \$50 million is that we have already dipped into contingency funds on several occasions. The Commission has asked that we retain about \$50 million in Contingency Funds. The restoration of the rescission, less the contingency already used, leaves about \$36.7 million. Also the recent closure of some 7<sup>th</sup> Pot projects leaves us with an additional \$3.9 million.</p> <p>If you add all this up, you get close to \$137 million that might be available for various programs if the Commission chooses to allocate these funds at this time.</p> <p>The Executive Management Team put together a list of some possible programs and projects that the Commission might want to consider in allocating these funds. We want to first get some initial direction from the Commission, and will come back with a recommendation to the STAC and Commission in May. Possible programs and projects include: 7<sup>th</sup> Pot projects, surface treatment, Regional Priority Projects, other upcoming contingency items, and some specific funding needs including US 36, I-70 Zipper Lanes and the I-70 AGS Study.</p>	<p>No action taken</p>
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	<p>Commissioner Wayne Williams: The I-70 projects would be part of the 7<sup>th</sup> Pot, but US 36 would not. Before you fund a 29<sup>th</sup> 7<sup>th</sup> Pot project, you should fund the 28 that were promised to the voters. I also think we should emphasize getting things “ready-to-go.”</p> <p>Todd Ahlenius: I know we would really like to see some of the funds go back into planning and design and getting projects ready. Right now, we don’t have a lot ready to go and on the shelf.</p> <p>Steve Rudy: The Commission put a lot of contingency money into getting projects ready in December. We may want to bring back an update to STAC on the projects the Regions have put those design funds to work on.</p> <p><i>Handout: SAFETEA-LU Extension</i></p>	
<p>Interim Transit and Rail Committee Final Recommendations- Jennifer Finch &amp; Elena Wilken</p>	<p>The legislation that created the Division of Transit and Rail included a provision calling for the creation of an Interim Transit &amp; Rail Advisory Committee. The Committee was tasked with providing guidance on the initial focus of the new division, as well as guidance on a long-term advisory structure. They have been meeting since September and are now ready to present their final recommendations.</p> <p>Initial priorities should include “quick wins” that will establish an identity for the new division and build support for ongoing success. The Division should tackle these specific areas of action within the first 24 months. The initial orientation of the division should be toward providing support and resources to existing transit and freight services, as well as positioning Colorado to take advantage of new technologies and funding in the future. The report of final recommendations includes nine specific action items for the next 24 months.</p> <p>The FTA sponsored a Peer Exchange with representatives from three DOTs. Representatives met with the staff for most of their visit, but they also met with the Committee. Peers provided recommendations for the initial work and focus of the division. They also provided advice on leadership and the criticality of a dynamic leader that can build partnerships, leverage internal</p>	<p><b><i>Motion approved- Recommend to the Transportation Commission as a good starting point.</i></b></p>

	<p>resources and build political support. The report outlines their specific recommendations.</p> <p>The Committee also developed recommendations for an initial set of skills for the Division Director. The Committee recommends that CDOT hire a director with exceptional leadership skills, the ability to build relationships inside and outside of the Department, and a person with a proven track record in entrepreneurial situations. Recommendations also include key attributes and recommended duties.</p> <p>Finally, the Committee provided recommendations on a Long-Term Transit and Rail Advisory Committee whose structure, purpose and role will be to advise the Director in establishing the new Division within CDOT. The Committee's initial role should be to focus on the critical first steps and advocate on behalf of the Division with interested stakeholders. We recommend 11-15 members, geographically and stakeholder balanced, selected by an application process.</p> <p>Commissioner Joelle Riddle: I think it is really important that this remains a priority with the STAC and that we continue to ask for reports and continue involvement at this level.</p> <p>Commissioner Wayne Williams: I propose a motion to recommend these recommendations to the Transportation Commission as a good starting point.</p> <p><b><i>Motion approved.</i></b></p> <p><i>Handout: Final Recommendations, Appendix B, Appendix C</i></p>	
Other Business	<p>Next month's meeting will include a discussion on the role of the STAC and an update and overview on the Statewide Plan Amendment process.</p> <p><b><i>Meeting adjourned.</i></b></p>	No action taken