

STAC Meeting Summary April 14, 2011

Transportation Commission Report – Vince Rogalski

- Items discussed at the March meeting included the state rail plan and connectivity study, FASTER transit, the FREX bus line between Colorado Springs and Denver that is recovering about 35 percent of its operational costs from fares; a week-long effort in February to come up with a plan for addressing traffic flow problems in the twin tunnels area; and Bridge Enterprise.

Federal and State Legislative Update – Mickey Ferrell and Herman Stockinger

- The federal FY 2011 rescissions for highways included \$860 million in unspent earmarks dating as far back as 1998, which shouldn't affect CDOT because it has done a good job of getting the earmark money spent.
- The effect of the national \$2.5 billion rescission on CDOT will be \$30 million, mostly from unobligated balances.
- The federal FY 2012 budget will likely result in a 1 percent reduction in transportation.
- The state Long Bill contains no real cuts to CDOT.

FY 2012 Budget Update – Laurie Freedle

- The STAC recommended approval of the FY 2012 \$1.105 billion budget, with one vote against from Wayne Williams. Wayne earlier asked if the budget included any funds for finishing the strategic projects, and was told that it did not.
- CDOT will have \$13.4 million more than anticipated for FY 2012, and the Transportation Commission will be asked to confirm that it wants to spend that amount on surface transportation.

Colorado Bridge Enterprise – Pam Hutton

- The current \$300 million bond program for which bonds were issued in January addresses 61 structures: 47 structures are fully funded from preconstruction through construction and 14 structures are funded for preconstruction activities only.
- About 75 percent of the bond dollars are projected to be committed in the first 18 months.

- To date, 26 bridges have been completed, 22 are in construction, five are designed, 43 are being designed, and 29 are remaining. Three bridges in Region 6 are not yet in the program.
- The largest bridge is the I-70 viaduct east of I-25, for which reconstruction costs alone range between \$700 million and \$900 million; this doesn't include the total recommendations for I-70 from I-25 to Tower Road.
- Methods to pay for the viaduct reconstruction include Bridge Enterprise, managed lane fees, the \$167 million a year after 2017 when the current transportation bonds are paid off, FASTER safety funds, and possible public-private partnerships.
- Information on Bridge Enterprise can be found at www.coloradodot.info/about/bridge-enterprise.
- Several STAC members requested that CDOT publicize the work of Bridge Enterprise more widely.

FY 2011 Safe Routes to Schools (SRTS) – Marissa Robinson

- Of the 52 applications for a total of \$6.4 million, the Transportation Commission in March approved a list of 27 projects for a total of \$2.48 million. The list includes an "A" list and an additional "B" list, in case funding is greater than originally projected.
- Every CDOT Region received funding for at least one project.
- Every state has to allocate at least 30 percent of SRTS funding to education and encouragement programs, and money must be allocated in proportion to the geographic distribution of K-8 student population. In Colorado, this equates to 77 percent to urban areas and 23 percent to rural areas.

I-70 Update on Twin Tunnel Visioning Effort – Tony DeVito

- A group of stakeholders and technical experts met during the week of February 21 to come up with some solutions for the traffic flow problems in the twin tunnel area between Idaho Springs and Floyd Hill.
- The group recommended Concept Package 2, which calls for widening the eastbound tunnel and fixing the 45 mph curve eastbound, at a preliminary cost of \$55 million.
- CDOT is considering improvements in the westbound lanes also to make the total package useful year round.

Transit and Rail Advisory Committee (TRAC) Update – Mark Imhoff

- At its last meeting on April 8, the TRAC heard how it relates to CDOT processes and entities: the STAC, CDOT policies and procedures, budgeting, the Transportation Commission, and the Transit and Intermodal Committee.
- TRAC also is considering how to get transit agencies and CDOT ready for anticipated grant opportunities.

Division of Transit and Rail (DTR) Update – Mark Imhoff

- DTR has one more grant coordinator who began work April 1 and will be hiring another one soon.
- The STAC will be hearing reports on the connectivity study and the statewide transit plan in June.
- Various Federal Transit Administration Notices of Funding Availability were discussed.
- The TRAC will be asked for advice on the criteria that should be used in selecting projects.