

**DRAFT STAC  
November 13, 2009 Meeting Minutes**

**Location:** CDOT Headquarters Auditorium  
**Date/Time:** November 13, 2009 9:00 a.m. – 12:00  
**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
October Meeting Minutes	October minutes approved with no changes.	Approved minutes
Revenue Model Update- Peter Mills	<p>The revenue model is essentially complete. It will forecast transportation revenues, including HUTF, federal aid and miscellaneous revenues. The model forecasts the underlying activities that generate these revenues- VMT, average fleet fuel efficiency, number of drivers licenses issued, new vehicle purchases, in and out migration of vehicles and scrapping of vehicles. Some of the models are probabilistic models and some are numerical. It does not provide an independent forecast for the potential of raising tolls in an urban area.</p> <p>We are now in the last month of work on the model and are training CDOT staff on how to operate the model and developing documentation.</p> <p>Question- Bill Moore: Will there be an online interface for planning partners to run their own "what if scenarios"?</p> <p>Heather Copp: At this time we don't have any plans of doing that. We need to work with the model internally first.</p> <p>Question- Commissioner Wayne Williams: Are we planning on using this model to educate or demonstrate impacts with state and federal elected officials?</p>	No Action taken

	<p>Heather Copp: One of the purposes of doing the model is to provide information and run scenarios to share with elected officials. I don't know that we would sit down and run the model with officials, but we will certainly share the results of different scenarios.</p>	
<p>Federal and State Legislative Update- Herman Stockinger &amp; Mickey Ferrell</p>	<p>This will likely be a difficult session balancing the budget. We expect there to be a number of bills to change FASTER revenue.</p> <p>Before the October 31<sup>st</sup> deadline, Congress passed an extension of SAFETEA-LU through December 18. This means that they will need to pass another extension sometime before Christmas, although the length of the extension is unclear.</p> <p>This is the time of the year in which we start identifying projects in the STIP that we propose to Congress for earmarks in the Congressional Notebook. Our goal is to get four highway projects and one aviation project in each Congressional District. Unfortunately, we do not have enough projects between surface treatment and bridge to do that. There are currently only 31 projects in those two categories. As a result we are just going to include all of the projects and not ask for rankings. At the next STAC meeting we will have a sheet of projects broken down by Transportation Planning Region (TPR), Engineering Region and Congressional District.</p>	<p>No Action Taken</p>
<p>FASTER Update- Bob Garcia</p>	<p>At the last STAC meeting we outlined a staff recommendation for future allocation of Faster funding that would look something like our existing planning process. The Commission appreciated the STAC recommendation to support existing planning processes. At the workshop last month, there was significant discussion of the Commission's fiduciary duty to the statewide system. I think we have an understanding of values between planning partners and the Commission. The question is now how can the Commission impart its values and priorities to the planning process. In the chart handout, you will notice the box labeled "Commission Guiding Principles." With limited resources, the Commission does not want to rubber stamp project lists, but be more engaged in the process.</p> <p>Vince Rogalski: The Commission is trying to tackle the issue of balancing the needs of each area with the vision for the state and is examining the need for a</p>	<p>No Action Taken</p>

	<p>stronger statement of priorities in using FASTER dollars.</p> <p>Herman Stockinger: Ideally those guiding principles would be developed with the regions, the MPOS, the TPRs and the Commissioners in that region working together to determine the region's guiding principles. Then the Commissioner can carry that message back to the full commission for validation.</p> <p>Pam Hutton: I think what the Commission is wrestling with is that there are guiding principles for the long range plan, but this money is broadly defined in legislation. How then do we focus that money in the context of the broader long range plan, on these issues as well as what is outlined in the legislation. We want to present them with a process that provides the Commission with some ownership, and ability to influence or guide project selection.</p> <p>Commissioner Dianne Mitsch Bush: I am seeing a pretty fundamental change in our planning process here. It seems that if you focus on safety in your area, by doing that, you are contributing to statewide safety.</p> <p>Commissioner Barbara Kirkmeyer: I think it would be helpful if the Commission would develop some system-wide principles now so that we have those as we are developing project lists. I'm happy that they are looking at the system as a whole.</p> <p>Russell George: The Commission has made no decision of any kind about this, and has acknowledged several realities that have already been articulated here. FASTER law is new law, but has the same weight as the long standing planning law. The question is how do you blend those two statutory obligations.</p> <p>Commissioner Wayne Williams: The Commission Guiding Principles should be the first thing on this list, before Regional Allocation, and should be developed in consultation with local planning partners and should go through STAC.</p> <p>Steve Rudy: I think that FASTER is in trouble. By the end of January we should have a list of projects for FY 11, 12 and 13 so that we can go to the legislature and say if you want to cut FASTER, these are the projects that will have to go.</p>	
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	<p>Pam Hutton: We'll incorporate some of what we have heard today in the presentation to the Commission. I think the suggestion that the Guiding Principles come first in the process is something that we need to discuss.</p> <p><i>Handout: FASTER Safety Planning Process</i></p>	
<p>FASTER Revenues- Heather Copp</p>	<p>The latest forecast of FASTER revenues was lower than what we showed you last time. Bridge allocation went from \$50 million to \$45 million, and the highway safety allocation from \$79 million to \$71 million. We are now probably a little bit behind these current numbers, so we will continue to monitor this closely.</p> <p>We have not allocated bridge funds yet. The Commission did approve the list of Highway Safety projects so the regions may have to adjust their list for the reduction from \$79 to \$71 million.</p> <p><i>Handout: Bridge &amp; Highway Safety Allocation</i></p>	<p>No Action Taken</p>
<p>Rescission and Contingency Funds- Heather Copp</p>	<p>The Commission has set aside funds to deal with various unforeseen circumstances. Currently there is approximately \$244 million that has not been allocated to programs. Of that, staff is recommending that the Commission keep \$118 million in reserve. The remaining balance that would be available to program is approximately \$126 million. These are one-time funds, and the revenue picture for the rest of FY 10 and FY 11 is very uncertain at this time. In accordance with TC Resolution 1306 some, if not all, of the funds will need to be allocated using the incremental formula. Staff has identified the following options:</p> <ul style="list-style-type: none"> <li>• \$20 million of the \$126 million is SB 97-001 funds. These funds need to be utilized on 7<sup>th</sup> Pot projects.</li> <li>• Increase the surface treatment program by a minimum of \$32 million. This would bring the program in FY 10 to \$125 million, a historical allocation to the surface treatment program.</li> <li>• Restore funding to FASTER Safety projects in the amount of \$8 million (The Commission approved \$79 million in FASTER safety projects, although the current revenue estimate is only for \$71 million).</li> <li>• Allocate additional funds above the \$20 million available in SB 97-001 funds to fund additional 7<sup>th</sup> Pot projects. We would need to look at the impact to</li> </ul>	<p>No Action Taken</p>

the MOUs and regional allocations.

- Allocate funds to design projects in the event that additional funds are received through the federal authorization bill or some other source.

Question- Bill Moore: Did the passage of the continuing resolution end any discussion of rescinding the rescission or restoring the rescinded funds?

Mickey Ferrell: There is still some moderate discussion of that, but the budget situation has changed. The political reality is very difficult.

Commissioner Wayne Williams: If the whole concept of protecting FASTER is to say "If you cut FASTER, here is what goes away", I don't think now is the time to step in with contingency funds to replace FASTER funds because it weakens the argument. I think in terms of contingency funds, finishing studies is important. I also think that given that there is no SB-1 transfer, we need to look at some of these funds going to 7<sup>th</sup> Pot projects. I also wonder if we should wait until January, after we have heard back on TIGER grant applications, to allocate at least some of this money. The receipt of a TIGER grant could affect regional allocations. Another consideration is what if a TIGER grant is only partially funded, or what if it is funded, but the region decides it makes sense to extend the scope of the project?

Commissioner Gary Beedy: If we spend this down, we're taking away any cushion while going into further financial uncertainty. I'd like to see CDOT be a little protective of our contingency funds.

Commissioner Wayne Williams: I believe that if money is sitting there the legislature is going to act.

Commissioner Kathy Hartman: If there were ever a time for which one creates contingency funds for, this is it.

*Handout: Reconciliation and Allocation of Transportation Contingency Funds*

Jan and Feb STAC Meetings - All	The January and February STAC meetings are currently scheduled during mandatory furlough days. The January meeting will be rescheduled to Thursday, January 14 from 1:00 to 4:00 and the February meeting will be rescheduled to Thursday, February 11 from 1:00 to 4:00.	No Action Taken
Other Business-FREX Proposal- Jennifer Finch	<p>Mountain Metro Transit is proposing to sell five Front Range Express (FREX) buses that are not currently in service and then using those funds to pay for operating expenses. The buses were funded with SB-1 dollars, and the sale of the buses will require Commission approval. We have not used SB-1 for operating in the past. We are having a workshop with the Commission to discuss whether that will be appropriate or not. Mountain Metro has indicated that if they are not able to move forward with the sale, FREX service will stop on January 1 because they do not have the local funds to continue operation. The Commission has already agreed to allow Mountain Metro Transit to move forward with the sale of the buses. Now they need to determine if the proceeds can be used for operating expenses.</p> <p>Commissioner Wayne Williams: FREX is a successful fare program with a 50% fare box recovery. It runs from Colorado Springs through Castle Rock and up to the Denver metro area. The plan is to sell five buses that are not currently being used due to the service level and use the proceeds to fund the program through the next year. The City is then looking at a new transit district, and there are FASTER funds that may be available. We need a one year stop-gap to get us through this next fiscal year that allows us to operate until we can come up with a fix. Our estimate is that the sale will generate about \$1.5 million.</p> <p>Mayor Mick Ireland: At some point someone has to say if you keep cutting taxes we are not going to keep backfilling services.</p> <p>Commissioner Barbara Kirkmeyer: If you don't have the taxes to provide the service, you don't have the service. It's a level of service issue commensurate with the amount of sales tax and the priorities you want to place on the service. I won't be supporting the motion.</p>	Motion Approved- Recommend the use of bus sale proceeds to pay for operating expenses.

	<p>Pete Fraser: It takes a lot of money to get an inter-city bus service started. The fact is that you have one that is working, were it not for the current economic difficulties. If you allow it to lapse, it would be very difficult to reestablish.</p> <p><i>Motion Approved with one vote in opposition- Recommend that the Transportation Commission approve the use of FREX bus sale proceeds for operating expenses to fund the service through the next year.</i></p>	
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