

**DRAFT STAC Meeting Minutes
October 14, 2011**

Location: CDOT Headquarters Auditorium
Date/Time: October 14, 2011 9:00 a.m. – 11 a.m.
Chairman: Vince Rogalski
Attendance: Sign-in sheets were distributed to note attendance at the meeting.

Agenda Items/Presenters/ Affiliations	Presentation Highlights	Actions
Introductions/September Minutes/Vince Rogalski/STAC chair	<i>Everyone in the room gave self-introductions.</i> The September minutes were approved. Steve Rudy of the Denver Regional Council of Governments (DRCOG) asked about the accuracy of the last two sentences in the first paragraph of the Division of Transit and Rail (DTR) update. <i>The minutes were corrected later per direction from Mark Imhoff.</i>	<i>Minutes approved</i>
Transportation Commission (TC) Report/Steve Rudy and Wayne Williams/STAC members	<p>Steve Rudy and Wayne Williams of Pikes Peak Area Council of Governments (PPACG) reported on the September TC workshops and meetings in place of Vince Rogalski, who was unable to attend.</p> <p>The High Performance Transportation Enterprise (HPTE) had more than 200 entities registered to attend an industry forum on US 36, and the smaller meetings among HPTE staff and transit partners and industry representatives were very popular. CH2MHill gave preliminary results on US 36 Phase II, which concluded that the project is financially viable with a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan. A Request for Proposals will be issued. In addition, HPTE decided to review an unsolicited proposal from Parsons to form a public-private partnership for potential improvements on the I-70 Mountain Corridor.</p> <p>At the budget workshop, the TC heard that the 2011 surface treatment program will leave 48 percent of the roads in good to fair condition, which was better than had been anticipated. If the funding levels drop as predicted by 2031, that percentage will decline to 30 percent. Mark Leonard of Staff Bridge reported that 95 percent of the bridges are in</p>	No action taken.

	<p>good/fair condition, a percentage that will decrease to 90 percent in 2012. For future years of 2025-2050, the percentages will be considerably lower. One major development is that the I-70 viaduct east of the I-25 intersection will likely be off the list of deficient bridges due to recent improvements.</p> <p>Regarding the allocation of the FY 2011 additional \$229.1 million in state and federal funds, Steve Rudy said he told the TC that the STAC:</p> <ul style="list-style-type: none"> ➤ Hasn't yet taken a position on the allocation; ➤ Wants the 7th Pot projects to be off the top, meaning they are not counted as part of the allocations to the CDOT Regions; and ➤ Proposed three other funding alternatives. <p>Reporting on the relatively short TC meeting, Wayne Williams agreed with Steve Rudy's assessment that the TC favors a fourth funding allocation that CDOT staff proposed after the STAC meeting. Wayne noted that the fourth alternative is different from the fourth funding alternative that STAC proposed in September.</p> <p>In addition, the TC appears firm about allocating \$90 million of the \$229.1 million in additional federal and state funds for Surface Treatment. The TC believes that Surface Treatment funds are more apt to go to more rural areas of the state.</p>	
<p>Federal and State Legislative Update/ Herman Stockinger/ Office of Policy and Government Relations</p>	<p>Herman Stockinger said that there isn't much new to report on either the federal or state levels.</p> <p>At the federal level, President Barack Obama's Jobs Bill doesn't appear to be going anywhere. It's not clear if the Senate will be successful in its support for a two-year, rather than a six-year, transportation reauthorization bill, particularly since no source of money to plug the eventual Highway Users Fund deficit has been publicly disclosed. (CDOT favors the two-year proposal, believing that Congress will be better able to turn its attention to transportation funding options after the presidential</p>	<p>No action taken.</p>

	<p>election.)</p> <p>The Colorado General Assembly is adjourned until January 2012.</p>	
<p>FY 2011 Funding Allocations/Laurie Freedle/Budget Director</p>	<p>Referring to the memo included as part of the agenda packet, Laurie Freedle reviewed the staff recommendation for allocation of the additional \$229.1 million. First would be \$2 million for rock fall allocation and \$5 million for road equipment. On Sept. 4, the TC approved \$2 million for beetle kill tree removal from the public right of way and \$4.8 million for loans to transit operators before federal funds are released. Surface Treatment would be allocated \$90 million; the Twin Tunnels project, \$60 million; Regional Priority Projects (RPP), \$34.3 million; and I-25 North in El Paso County, \$31 million. Distribution of those funds by CDOT Region would be: Region 1, \$76.3 million (35.4 percent of the funds); Region 2, \$54.8 million (25.5 percent); Region 3, \$18.8 million (8.7 percent); Region 4, \$25.7 million (11.9 percent); Region 5, 13.6 million (6.3 percent); and Region 6, \$26.1 million(12.1 percent).</p> <p>DeWayne Findley of Southwest Transportation Planning Region (TPR) said Southwest TPR was concerned that under the CDOT staff proposal, Regions 1 and 2 would receive such a large portion of the available funds. DeWayne passed out a letter from Southwest TPR drafted at its September 30 meeting proposing that in exchange for full funding for the Twin Tunnels and I-25 North, Regions 1 and 2 only receive Surface Treatment funds to make them "whole" to the proposed 2012 funding level. That would translate to \$3.8 million for Region 1 and \$6.1 million for Region 2, with the remaining Surface Treatment funds distributed via the incremental formula to Regions 3-6. This would result in \$18.5 million in total Surface Treatment funds to Region 3; \$27 million to Region 4; \$13.9 million to Region 5; and \$20.8 million to Region 6. At the same time, Region 1 would receive \$0.9 million more in RPP funds and Region 2 would receive \$1 million more in RPP funds than in the staff proposal.</p> <p>Wayne Williams said that it's not fundamentally unfair that Regions 1 and</p>	<p><i>Motion: Thad Noll of Intermountain TPR made a motion that the \$90 million for Surface Treatment be reduced to \$75 million, and the remaining funds allocated among the regions as additional RPP money. The motion failed, with 7 votes against.</i></p> <p><i>Motion: Wayne Williams made a motion to accept Alternative 4 as staff presented it in the Oct. 11 memo. This motion passed,</i></p>

	<p>Region 2 receive money for 7th Pot projects while still receiving additional Surface Treatment funds. The 7th Pot projects were originally proposed to provide funding for projects of statewide importance that would take much longer to get funded under the incremental formulas. Cliff Davidson of North Front Range Metropolitan Planning Organization (NFRMPO) commented that Region 4 received no regional allocation when it received funding for the I-25/SH 392 interchange from the HIRE Act. He stated that although he was generally in favor of off-the-top allocations for 7th Pot, that there has been no consistency, and his Region was harmed by the inconsistency.</p> <p>Wayne Williams said Region 2 had to come up with \$5 million from local entities for a 7th Pot project simply to get the project off the ground as well.</p> <p>Steve Rudy said DRCOG has tried to argue that 7th Pot funds are within the revenues covered by the financial Memorandum of Understanding (MOU) between DRCOG and CDOT. "DRCOG's philosophy is consistent with DeWayne's letter," he said. Steve said DRCOG supported Southwest TPR's general proposal of not taking the two 7th Pot projects off the top, but not how the rural TPR proposed allocating the funds.</p> <p>Vince Rogalski said 7th Pot money had always been considered as coming off the top of regular funding until the financial MOUs with DRCOG and PPACG were signed. That's when the philosophy changed.</p> <p><i>Motion: Thad Noll of Intermountain TPR made a motion that the \$90 million for Surface Treatment be reduced to \$75 million, and the remaining funds allocated among the regions as additional RPP money. The motion failed, with 7 votes against.</i></p> <p><i>Motion: Wayne Williams made a motion to accept Alternative 4 as staff presented it in the Oct. 11 memo. This motion passed, with Southwest TPR opposed.</i></p>	<p>with Southwest TPR opposed.</p>
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	<p>Regarding the 7th Pot issue in general, Wayne Williams suggested that as soon as Governor John Hickenlooper makes his final appointment to the Transportation Commission, the TC have a workshop about the philosophy of funding the remaining 7th Pot projects off the top rather than from a CDOT Region's allocation. Patricia "Pete" Fraser of South Central TPR also suggested TPRs invite their TC representatives to their meetings to help the more recent TC appointees learn what's going on in the areas they represent.</p> <p>On the Twin Tunnels, Tony DeVito, Region 1 Regional Transportation Director, said that there has been some rethinking about the eastbound portion of the project. The stretch from the bridge at Idaho Springs to the bottom of Floyd Hill may not be able to be designed for speeds of 55-60 mph, as had been intended earlier, due to the expense of straightening the curves. He summed up the work by saying, "It's still a work in progress – daily."</p> <p>George Wilkinson of San Luis Valley TPR mentioned his concerns about the quality of new highway work and the settling of highways. In Pueblo, cement has been asphalted due to cracking of cement, and the same may have to be done in Colorado Springs, he said.</p> <p>Mark Imhoff noted that out of the \$229.1 million in additional federal and state funds, nothing has been designated for transit projects. "I hope to have more discussions about this," he said.</p> <p><i>Handouts: Oct. 11, 2011 Memo to the STAC (original was addressed to the STAC; the revised to the TC); Oct. 14, 2011 Southwest TPR letter to Vince Rogalski</i></p>	
FY 2013 Budget/Laurie Freedle	Laurie Freedle said the FY 2013 draft budget is different from what the STAC reviewed last month because of the way federal funds for specific programs have to be allocated. The FY 2013 budget provides for \$111	<i>Motion: Jim Austin of Central Front</i>

	<p>million in actual construction money for Surface Treatment, which may be where the anticipated \$45 million to fill the anticipated budget deficit will come from.</p> <p>Reducing funding for Surface Treatment will help the public see that transportation is getting bad, Peter Runyon of Intermountain TPR said. On the other hand, reducing the snow and ice removal budget will have more of an impact, Wayne Williams said. "We've cut the things that the public doesn't immediately see."</p> <p><i>Motion: Jim Austin of Central Front Range TPR made a motion suggesting that Surface Treatment should be looked at first in trying to close budget deficits. At the suggestion of Herman Stockinger, Jim Austin amended his motion to say that if revenues are higher than projected, the additional funds will return to Surface Treatment. The motion passed, with Eastern TPR opposed.</i></p> <p>Gary Beedy of Eastern TPR argued against making Surface Treatment cuts, observing that "Surface Treatment is what preserves what we have." Another observed that cutting funds for snow and ice removal would reduce the safety of the highways.</p> <p>The TC is set to approve the FY 2013 budget next week so that it can be sent to the State Legislature. In spring 2012, the budget will be re-examined in light of newer revenue projections and will then go to the Office of the Governor.</p> <p>Peter Runyon mentioned that Colorado Counties Inc. on Oct. 7 endorsed two proposed transportation funding bills if it can find sponsors for them in the Colorado General Assembly. One would ask the General Assembly to raise the gas tax and the other would ask the State Legislature to set up an interim committee to investigate and recommend alternative funding mechanisms.</p>	<p><i>Range TPR made a motion suggesting that Surface Treatment should be looked at first in trying to close budget deficits. At the suggestion of Herman Stockinger, Jim Austin amended his motion to say that if revenues are higher than projected, the additional funds will return to Surface Treatment. The motion passed, with Eastern TPR opposed.</i></p>
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	<p>"You pay more for your gas or you pay more for your front-end alignment: that's the trade-off," Peter Runyon said.</p> <p><i>Handouts: Colorado Department of Transportation Fiscal Year 2013 (Draft Budget – Staff Recommendation 10/11/11); Oct. 11, 2011 Memo to the STAC (original was addressed to STAC; the revised to the TC)</i></p>	
<p>Update on New Budget Format/ Laurie Freedle</p>	<p>Using the FY 2013 draft budget as an illustration, Laurie Freedle noted that the new budget categories are:</p> <ul style="list-style-type: none"> • Maintain – Maintaining What We Have; • Maximize – Making the Most of What We have; • Expand – Increasing Capacity; • Deliver – Program Delivery/Administration; • Pass-Through Funds/Multimodal Grants; and • Transportation Commission Contingency/Debt Service. <p>Diane Mitsch Bush said the format makes more sense to the general public than the previous categories of System Quality, Safety, Mobility, and Program Delivery.</p> <p>Steve Rudy asked why all of transit – including DTR studies and administration – was placed under the Pass-Through Funds/Multimodal Grants category. Mark Imhoff responded that DTR had discussed the placement of all transit programs under one budget category, and concluded it was the best for now.</p> <p><i>Handout: Colorado Department of Transportation Fiscal Year 2013 (Draft Budget – Staff Recommendation 10/11/11)</i></p>	<p>No action taken.</p>

<p>Transit and Rail Advisory Committee (TRAC)/Division of Transit and Rail (DTR) Update/Mark Imhoff/DTR director</p>	<p>Mark Imhoff said the comment period on the State Rail Plan has ended, and staff and consultants are formulating recommendations and priorities. Those should be ready next month for the STAC's consideration. The Interregional Connectivity Study is up and running. CDOT recently sold the short-line Towner rail line on the eastern plains to Burlington North and Santa Fe (BNSF) Railroad.</p> <p>Reporting for Todd Hollenbeck, Mark Imhoff said the TRAC is taking part in educational sessions about transit and rail. At its Oct. 14 afternoon meeting, the TRAC was to review information about freight and railroads, including short-line railroads, and consider performance measures for the DTR.</p> <p>Concerning the relationship of small towns with the railroads, Mark Imhoff said DTR staff met with the Upper Front Range TPR representatives about their issues with the railroads. Those issues include trains being parked for long periods of time that block traffic in town, and the safety and smoothness of railroad crossings. Diane Mitsch Bush said that once contact is made with the railroads, it is often hard to find the person with the authority to do anything about the problems. "We want the full weight of the state behind us," Cliff Davidson said.</p> <p>Jason Wallis is working on a communications plan for CDOT and others to work with the railroads. Union Pacific and BNSF are being approached about the communications plan.</p> <p>Grant applications for FY 2013 FASTER (Funding Advancement for Surface Transportation and Economic Recovery) transit grants are due Friday, October 28. After that, they will be evaluated for funding.</p>	<p>No action taken.</p>
<p>Other Business</p>	<p>DeWayne Findley praised the selection of Kerrie Neet as Region 5 Regional Transportation Director. "I think she'll do a good job for us," he said.</p>	<p>No action taken.</p>