

DRAFT STAC Meeting Minutes
Aug. 12, 2011

Location: CDOT Headquarters Auditorium

Date/Time: August 12, 2011 9:00 a.m. – noon

Chairman: Vince Rogalski

Attendance: Sign-in sheets were distributed to note attendance at the meeting.

| Agenda Items/Presenters/Affiliations | Presentation Highlights | Actions |
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| Introductions | <i>Everyone in the room gave self-introductions.</i> | No action taken |
| July Meeting Minutes | <i>July minutes were approved. It was noted that a statement from Craig Casper appeared twice.</i> | Minutes approved |
| Transportation Commission (TC) Report – Vince Rogalski | <p>In July, the TC heard:</p> <ul style="list-style-type: none"> • The group working on plans for the I-70 viaduct has decided to shift the alignment north, with a number of improvements to assist the neighborhood, such as addressing odors from the Purina plant and providing neighborhood connectivity. • Most of the FASTER transit projects awarded are getting their contracts issued or have had them issued already. More than 80 FASTER transit awards have been made. • The Advanced Guideway System consultant firm that is eventually selected will be engaged with manufacturers to develop the technology needed for traversing the mountains. | No action taken. |
| Federal and State Legislative Update – Mickey Ferrell and Melissa Nelson | <p>Melissa Nelson reported on a road trip to Regions 3 and 5. Diane Mitsch Bush said she appreciated the willingness of staff to travel so far.</p> <p>Legislative Council staff will be assisting the legislative transportation committees with information on transportation funding. The conversation is definitely not over, but the state budgetary problems are affecting how quickly this can be done.</p> <p>Some business-friendly legislative initiatives CDOT is considering taking to the State Legislature in the coming session may be outlined at a future STAC</p> | No action taken. |

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| | <p>meeting.</p> <p>Herman Stockinger said that the presentation made to the legislative committees is on line and the link will be sent to STAC.</p> | |
| <p>CDOT Regions TIGER III Applications – Mickey Ferrell</p> | <p>Mickey noted that CDOT set an internal deadline of Wednesday, August 10, for the submittal of CDOT Region applications for Transportation Improvements Generating Economic Recovery (TIGER) III funding. A little more than \$500 million in TIGER III funds is available nationwide. All governmental entities – Departments of Transportation, cities, counties, MPOs – were limited to three applications each in this iteration. All projects must be submitted to FHWA by the first week of October. Cities and counties that would like letters of support from CDOT need to request them from the Office of Policy and Government Relations. Each of the six CDOT Regions could submit summaries for up to two projects to the Office of Policy and Government Relations. The percentage of local match varies with the type of project, but the overall intent of FHWA in issuing the call for projects is to maximize the use of funds to create jobs as quickly as possible. A \$10 million project that needs just \$1 million to complete is an example of the type of project most likely to receive TIGER III funding.</p> <p>Steve Rudy asked if the High Performance Transportation Enterprise (HPTE) could be regarded as an entity separate from CDOT with the ability to submit three projects of its own. Herman Stockinger replied that he suspected FHWA will regard HPTE as a division of CDOT, not separate from it. However, he said, it's a question worth asking.</p> <p>Economically distressed areas (EDAs) are included in the scoring criteria, but not among the top five criteria. Mickey said he didn't think there was any TIGER project in the past that received money mainly because it was located in an EDA.</p> <p>Mickey urged the STAC to think about how projects might fare nationally in recommending its top three projects to the TC.</p> <p>Discussion took place on the merits of various projects. Will Toor said he thinks managed lane projects are the most attractive, and mentioned the two in the DRCOG area: I-25 North Interim Managed Lanes from US 36 north to</p> | <p>Action: The STAC recommended to the TC in three separate motions that these three projects should be submitted to FHWA for TIGER III funding: I-25 Dillon/Eden Interchange, I-70 Eagle Airport Interchange, and I-25 Interim Managed Lanes.</p> <p>Action: The STAC approved a motion encouraging CDOT to co-apply with other local entities for TIGER III funding and HPTE to apply</p> |

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| | <p>120th Avenue and Phase II of the US 36 Managed Lane/Bus Rapid Transit project. Will Toor said that the US 36 project leverages TIGER III funding with Transportation Infrastructure Finance and Innovation Act (TIFIA) funds, which is the first time those two types of funding have been successfully combined nationally. Dave Eller, Regional Transportation Director for Region 3, said that I-70 B in Grand Junction is ready to go, and represents the culmination of local efforts to link I-70 with a major state highway. The I-70 B segment is the final part of the overall project; local government has provided the rest. Ken Simms of Grand Valley MPO said 70 percent of all retail business in Grand Junction is located along that corridor, and that Grand Junction has already spent \$100M on Riverside Parkway to relieve congestion. Rob MacDonald said he sees TIGER III funds as a good source for completing the long-promised “7th Pot” projects, which voters approved in 1999. One of the two Region 2 projects, the Powers/Petersen Air Force Base interchange, is a 7th Pot project. Rob MacDonald said the Powers/Petersen AFB generates 2,700 primary jobs in the area and the AFB could expand more if the interchange were improved. He added that he suspects some projects on the list don’t have the necessary right of way in hand yet.</p> <p>Barbara Kirkmeyer said her top three projects would be the I-25 North Interim Managed Lanes; the I-70 Mountain Corridor; and the I-25 Dillon/Eden Interchange in Pueblo because of its likely high scoring for EDA. She said that the \$150M US 36 Managed Lane/Bus Rapid Transit project probably is too expensive to have a reasonable chance of being considered. For her own Region 4, she added she can’t support the I-25 Interchange at US 34 because she believes it should be funded by the shopping area developer.</p> <p>Sandi Kohrs reminded the group of the rural category and suggested consideration of a rural project for the list.</p> <p>The STAC considered several motions:</p> <ol style="list-style-type: none"> <i>1. Motion: Wayne William made a motion that the STAC recommend for HPTE submittal the North I-25 Interim Managed Lanes and US 36 Managed Lanes and for CDOT submittal the I-70 Eagle Airport Interchange, Powers/Petersen AFB Interchange, and the I-25 Dillon/Eden Interchange.</i> <p>This motion died for lack of a second partly due to arguments that all the</p> | <p><i>for TIGER III funding for the US 36 Managed Lane/Bus Rapid Transit project as a separate entity.</i></p> |
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| | <p>TIGER III projects were interstate interchanges.</p> <ol style="list-style-type: none">2. <i>Motion: Barbara Kirkmeyer made a motion to support the I-25 Dillon/Eden Interchange for its location in an economically distressed area of Pueblo County. This motion passed.</i>3. <i>Motion: Wayne Williams made a motion to support the I-70 Eagle Airport Interchange as the only project from a rural area. This motion passed.</i>4. <i>Motion: Wayne Williams made a motion to support the I-25 Interim Managed Lanes project. This motion passed.</i>5. <i>Motion: Wayne Williams made a motion to encourage CDOT to join with local entities in co-applying for TIGER III funds and to encourage the HPTE to apply for \$150 million for the US 36 Managed Lanes/Bus Rapid Transit – Phase II project as a separate entity. The motion passed.</i> <p><i>Handouts: TIGER III: CDOT Potential Projects Summary and pre-application forms for nine projects</i></p> | |
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| <p>Federal Transportation Reauthorization Resolution – Mickey Ferrell</p> | <p>Mickey Ferrell outlined basic information about two separate federal transportation reauthorization proposals (not bills), and asked for a STAC recommendation to the TC. In the Senate, Sen. Barbara Boxer (D-California) is proposing a two-year maintenance of SAFETEA-LU expenditure rates. In the House of Representatives, Sen. John Mica (R-Florida) is proposing to spend \$230 billion over six years, compared to \$286.4 billion over six years authorized in SAFETEA-LU. The House proposal has expenditures equaling revenues and a consolidation of programs. The calculated effect of the proposals is that CDOT would receive \$320 million per year from the House of Representatives proposal and \$500 million per year from the U.S. Senate proposal. (CDOT currently receives around \$500 million annually in federal revenues.) If the Senate proposal were extended to six years, the difference between the two proposals would be \$1 billion at the end of six years. The Senate proposal would be short about \$9 billion in revenue, but Sen. Boxer says she knows how to fill the funding gap from money that would be deposited in the Highway Trust Fund (HTF). She hasn't publicly stated what funding sources could fill the \$9 billion gap.</p> <p>Mickey said CDOT prefers the two-year proposal for two reasons: 1) Congress might be more likely to address the need for additional transportation revenue in two years than in six and 2) Funding is significantly better for CDOT in the two-year proposal than in the six-year one.</p> <p>In addition, Mickey said that when the extension of SAFETEA-LU ends Sept. 30, 2011, the federal gas tax also will end unless Congress acts to extend it.</p> <p>The STAC considered several motions:</p> <ol style="list-style-type: none"> 1. <i>Motion: Peter Runyon made a motion that the STAC supports the Senate's two-year proposal.</i> (He prefaced his motion by saying he doesn't agree with either proposal). <p>Wayne Williams asked if the motion could include an amendment that the House proposal must provide funding for the \$9 billion funding gap. Peter Runyon replied that he didn't want to add the amendment because he wants Congress to have to deal with the long-term transportation funding issues.</p> | <p><i>Action: The STAC passed a motion recommending TC support of the two-year Senate proposal as long as Highway Users Tax Fund spending doesn't exceed the Highway Trust Fund balance. This motion received no opposition. DRCOG abstained from voting because its board hasn't acted on the proposals yet.</i></p> <p><i>Action: The STAC passed a motion supporting extending the federal gas tax for another four years. This motion passed unanimously, with no</i></p> |
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| | <p>The motion passed 8-4, with these transportation planning regions opposed due to concerns that it could be interpreted as favoring deficit spending: Pikes Peak Area Council of Governments, North Front Range, Southeast, and Upper Front Range. Opposition to deficit spending caused the “no” votes. DRCOG abstained because its board hasn’t yet acted on the two proposals, but was slated to on Aug. 17. Motion: Diane Mitsch Bush made a motion that the STAC supports extension of the federal gas tax. It died for lack of a second because the STAC wanted to deal with the spending proposals first.</p> <p>2. <i>Motion: Wayne Williams made a motion that the STAC supports a two-year proposal provided the spending doesn’t exceed the HTF balance (i.e., that a revenue source is found for the \$9 billion funding gap).</i> This motion died because procedurally it couldn’t pass when the first motion was in effect.</p> <p>3. <i>Motion: Pete Fraser made a motion to reconsider the original motion.</i> This had the effect of killing the first motion. This motion passed, with DRCOG abstaining.</p> <p>4. <i>Motion: Barbara Kirkmeyer made a motion supporting a two-year transportation reauthorization proposal with the understanding that spending will not exceed HTF receipts.</i> This motion passed with no opposition. DRCOG abstained.</p> <p>Mickey Ferrell thanked the STAC members for working through the motions as it is preferable that STAC present a united position to the TC.</p> <p>5. <i>Motion: Diane Mitsch Bush made a motion that the STAC strongly supports extension of the current federal gas tax for four more years.</i> This motion passed unanimously, with no abstention.</p> <p>The TC has already given its informal assent to CDOT staff to advocate for a two-year spending proposal. Diane Mitsch Bush suggested STAC members advocate for the two-year proposal with their congressional representatives.</p> <p><i>Handouts: CDOT Status of Federal Surface Transportation Re-Authorization, House vs. Senate Reauthorization Cumulative Apportionments to Colorado, House vs. Senate Reauthorization Apportionments to Colorado</i></p> | <p><i>abstention.</i></p> |
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| <p>Options for Use of Additional Federal Funds – Laurie Freedle</p> | <p>Laurie Freedle reviewed the options discussed in July for use of additional federal funds: \$48.1 million of local agency funds and \$91 million in flexible funding for the TC allocation.</p> <p>For the local agency funding, the options were: allocate 100 percent of the funds for immediate programming, hold 100 percent of the funds in case of federal revenue reductions in FY 12, or allocate some portion for immediate programming and hold the remainder.</p> <p>For the \$91 million in flexible federal funding, the options were: allocate off the top for a strategically significant project (I-70 Twin Tunnels) or allocate funds to a program such as surface treatment.</p> <p>In reviewing the materials sent after the July meeting in response to STAC questions, Barbara Kirkmeyer said the FY 11 and FY 12 charts didn't show Congestion Mitigation and Air Quality (CMAQ) funding for Upper Front Range Transportation Planning Region. Laurie Freedle said the chart will be corrected.</p> <p>Wayne Williams said he favored spending all additional federal funds as quickly as possible.</p> <p><i>Motion: Wayne Williams made a motion to allocate 100 percent of the \$48.1 million local agency funds for immediate programming, including CMAQ money for Upper Front Range. The motion passed unanimously.</i></p> <p>Laurie Freedle said the TC is to take up allocation of the \$48.1 million in local agency funding in August and the allocation of the \$91 million in additional federal flexible funding in September. Regarding the \$91 million, Wayne Williams and Rob MacDonald passed out information on projects they said are ready to go (I-25 North Widening in Colorado Springs and another one for Peterson AFB). They said the Twin Tunnels project still has environmental clearances ahead of it. Wayne Williams and Barbara Kirkmeyer said they favor reserving the money for 7th Pot projects. Will Toor said STAC should look beyond the 7th Pot, which Wayne said STAC can do once the 7th Pot projects are done.</p> <p>Wayne Williams suggested the CDOT Regional Transportation Directors compile a list of projects that are ready to go and note which ones are 7th Pot</p> | <p><i>Action: The STAC unanimously passed a motion recommending to the TC 100 percent allocation of the \$48.1 million in local agency funds for immediate programming, including UFRTPR's CMAQ allocation.</i></p> |
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| | <p>projects.</p> <p>Due to still having a number of agenda items to cover, the STAC decided to postpone consideration of the allocation of the \$91 million of flexible federal funding to September.</p> <p><i>Handout: FY 2011 and FY 2012 Information on Local Agency Project Funding</i></p> | |
| <p>FY 13 Budget Kick-off – Laurie Freedle</p> | <p>Laurie Freedle reviewed the FY 2013 budget materials that the TC will use in launching its consideration of the next budget. Steve Rudy commented that he expects the Transportation Improvement Program allocations for MPOs to be “bleaker” in FY 2013 than in FY 2012. The CDOT revenue estimate, based on resource allocation, shows about \$289 million more in all revenue sources from FY 2013 than in FY 2012.</p> <p><i>Handouts: Aug. 8, 2011 Memo to TC on FY 13, 1st Budget Workshop, Fiscal Year 2013 Budget Timeline PowerPoint slide, FY 2012 Budget and FY 2013 Resource Allocation Comparison</i></p> | <p>No action taken.</p> |
| <p>Information from other DOTs – Sandi Kohrs/Herman Stockinger</p> | <p>Sandi Kohrs said DTD and OFMB staffs have been gathering information for the TC on how other Departments of Transportation fund transportation for the years 2010 back to 2008. Herman Stockinger said staff first compiled information on the different approaches to long-range transportation planning and then on financing mechanisms. He referred the STAC to the charts on ballot issues, 2010-2008; enacted legislative transportation funding bills, 2010-2008; and comparison of transportation funding sources for neighboring states and for Florida and Georgia. Florida and Georgia were included in the transportation funding sources comparison because a TC member is particularly interested in what those two states are doing.</p> <p>Thad Noll complimented CDOT staff members on their work on the three charts.</p> <p><i>Handouts: Aug. 17, 2011 Memo to Transportation Commissioners on Financial Information on State Departments of Transportation and three charts: Enacted State Transportation Bills: 2010-2008, State Transportation Ballot Issues: 2010-2008, and Comparison of Funding Sources for Transportation in Selected States</i></p> | <p>No action taken.</p> |

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| <p>CDOT's Railroad Activities – Jason Wallis</p> | <p>Jason Wallis reviewed current CDOT railroad activities.</p> <p>The <u>programs</u> are:</p> <ul style="list-style-type: none"> • Section 130, in which \$2-\$3 million is provided to CDOT annually for safety improvements at railroad crossings, with about 8-12 unsafe crossings a year improved; • A mandated railroad crossing inventory, with additional requirements made in a 2008 law. This inventory doesn't include conditions of the railroad crossings. CDOT has a five-year cycle of examining the railroad crossings. <p><u>Administrative responsibilities</u> include:</p> <ul style="list-style-type: none"> • Notifying local governments of planned railroad abandonments and producing an annual report on abandonments; and • Visiting and contracting for operation of the Towner Line, a state-owned short-line railroad for which the current lease is almost up. <p><u>Policy, planning and research</u> areas include:</p> <ul style="list-style-type: none"> • Compilation of a white paper to identify the regulatory agencies that have some jurisdiction over railroad issues. This white paper should serve as a resource for local governments. The report is currently under review by the Colorado Municipal League and Colorado Counties Inc. • Development and implementation of a communication plan with the railroads to ensure consistency in addressing local concerns. Objectives of the plan are to identify freight related resources within CDOT, create channels to disseminate rail information throughout CDOT, ensure consistency of information, and encourage early discussions, partnerships, and cooperation for freight-rail activities. • The State Freight and Passenger Rail Plan for which Mehdi Baziar serves as program manager. Open houses about the plan are being planned around the state, with two additional presentations planned for Pikes Peak Area Council of Governments on Sept. 1 and for North Front Range MPO on Sept. 14. Meetings with members of the agriculture industry and with the coal industry are planned for mid-August. | |

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| | <i>Handout: Colorado Department of Transportation Freight Rail Activities Outline</i> | |
| <p>Transit and Rail Advisory Committee (TRAC) Update/Division of Transit and Rail (DTR) Update – Mark Imhoff</p> | <p>Information shared included:</p> <ul style="list-style-type: none"> • CDOT is recommending to FTA the funding of 19 Section 5309 State of Good Repair projects and five Bus Livability projects. Eight State of Good Repair and four Bus Livability applications weren't forwarded to FTA because they failed to meet minimum requirements. • A consultant for the Interconnectivity Study should be working on the study by October or November. The request for proposals has been issued. • The CDOT contract for operation of the Towner Line with the Victorian and Southern Railroad began in 2005. The railroad is to take over ownership of the line later this year for a purchase price of \$9.356 million. At one time, CDOT expected the money would be returned to the State Rail Bank, from which the purchase money came from initially. The Office of State Policy and Budget, however, has said the money might be used for balancing the state budget, so further discussion with the TC on uses of the money has been put off. • Items on the agenda at the TRAC meeting the afternoon of Aug. 12 included: a framework for implementing regular and intercity bus service, an educational piece about intercity bus service in the state, and the inability to use FASTER funds for transit service operations. • The Amtrak line through southeastern Colorado may bypass Colorado if the line isn't improved. Colorado, Kansas, and New Mexico are working on retaining Amtrak service through discussions about needed upgrades with the Burlington Northern Santa Fe Railroad. • A call for FASTER statewide and local transit projects should be issued this fall. <p><i>Handouts: Lists of Section 5309 State of Good Repair and Bus Livability Projects Forwarded to FTA and those not forwarded; Aug. 8, 2011 Towner Line Update to TC</i></p> | <p>No action taken.</p> |

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| Other Business | <ul style="list-style-type: none">• Thad Noll said that if STAC members are to review materials in advance of the STAC meeting, materials must be sent out sooner than one day in advance. | No action taken. |
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