

**Transportation Commission of Colorado
Statewide Plan Committee
Meeting Agenda
Wednesday July 17– 3:00-4:00 PM
4201 East Arkansas Avenue, Denver, CO**

**Debra Perkins-Smith, Director
Division of Transportation Development**

**Ed Peterson, Chair
District 2, Lakewood**

**Kathy Gilliland
District 5, Livermore**

**Douglas Aden
District 7, Grand Junction**

- **Introductions – 5 minutes – Ed Peterson, Chairman**
- **Approve May 15, 2013 Minutes – 5 minutes – Ed Peterson, Chairman**
- **Planning Process and MPACT64 – 20 minutes - Debra Perkins-Smith and Herman Stockinger**
- **Broad Public outreach for TPR plans and SW Plan – 10 minutes - Debra Perkins-Smith and Michelle Scheuerman**
- **TPR meetings summary and MPO approach summary – 10 minutes – Debra Perkins-Smith**
- **Expiration of MOU's – 10 minutes – Debra Perkins-Smith**
- **Adjourn**

THIS AGENDA MAY BE ALTERED AT THE CHAIR'S DISCRETION

STATEWIDE PLAN COMMITTEE MEETING

Date: May 15, 2013

Committee Members Attending: Commissioner Ed Peterson, Commissioner Kathy Gilliland.

Other Commissioners Attending: Commissioner Steven Hofmeister, Commissioner Kathy Connell, Commissioner Gilbert Ortiz, Sr., Commissioner Les Gruen, Commissioner Gary Reiff.

Others Attending: CDOT HQ: Don Hunt, Debra Perkins-Smith, Ben Stein, Sandi Kohrs, Michelle Scheuerman, Gail Hoffman, Scott Richrath, Erik Sabina, Charles Meyer, Herman Stockinger, Scott McDaniel, Jason Wallis, and Dave Wieder. Regional Transportation Directors: Kerrie Neet, Johnny Olson, Dave Eller, Tom Wrona, and Tony DeVito. Others: Vince Rogalski, STAC Chairman; Steve Cook and Todd Cottrell, DRCOG.

- *Meeting Minutes:* Minutes were approved for the March 20, 2013 meeting of the Transit and Intermodal Committee.
- *Policy Directive (PD) 14:* Staff presented proposed objectives for Safety and Bridges and the goal, measures and objectives for System Performance in PD 14.
 - Safety – Commissioners approved the safety objectives as presented after concluding that they are achievable yet challenging because of such factors as increasing vehicle miles traveled (VMT), and an upward trend in fatalities and serious injuries in the last two years. Commissioners noted the connection between asset management and a safer transportation system.
 - Bridges - Commissioners approved the objectives for bridges that all flow from the MAP-21 measure that the percent of total deck area of structurally deficient National Highway System (NHS) bridges should be at or below 10%. The objective was worded in the more positive 90% goal of deck area not structurally deficient. In addition, Commissioners asked staff to change the language in PD 14 to more clearly define the difference between good, fair and poor condition of bridges used before to the new measure of percent of total bridge deck area that is not structurally deficient
 - System Performance – Commissioners approved the goal for system performance, a combination of the MAP-21 goals of congestion reduction and system reliability. They agreed that the primary improvement will be from operations and secondarily from any capacity. The goal may be revised slightly as a result of a future discussion on system performance measures for transit. Commissioners accepted the Planning Time Index for performance of the Interstates and NHS. Planning Time Index is the ratio between the 80th percentile time divided by the free flow time. For traffic congestion,

Commissioners indicated a preference for a percent of total travel time, over minutes of delay as the measure.

- *Statewide Plan Outreach – Summer Meetings:* Staff invited Commissioners to attend the Statewide Plan meetings that have been scheduled to date in the various Transportation Planning Regions (TPRs) between May and early August. Statewide Plan outreach is starting earlier than originally planned because of the need to coordinate Statewide Plan and TPR plan development with work on the anticipated ballot initiative. The meetings will feature an interactive presentation on the state of transportation statewide, the range of revenue scenarios, and on transportation in each TPR. The data-based presentation will be accompanied by TPR-specific handouts on transportation in general and transit in particular.

CDOT is partnering with the state Office of Economic Development and International Trade (OEDIT) to invite key business community leaders to the meetings, the first time the office has been invited to participate in Statewide Plan meetings. OEDIT participation is expected to provide perspective on the types of transportation improvements that could support economic development. The Division of Transportation Development is coordinating this outreach effort with the five CDOT Regions, the Office of Policy & Government Relations, and the Division of Transit and Rail. DTD also is working with the Metropolitan Planning Organizations (MPOs) so that they may put forward their priorities for any potential ballot initiative.

Commission complimented staff for the “herculean” effort required to get ready for the TPR meetings.

- *Program Distribution –* Staff told Commissioners that the Program Distribution began with a meeting of a committee of the Statewide Transportation Advisory Committee (STAC) on May 10. It is anticipated that the STAC committee will complete Program Distribution in September so that Program Distribution recommendations can be presented to the Commission in the fall. This schedule should provide financial information for CDOT and MPO plan development. Program Distribution will identify the level of forecast revenues to be assigned the budget categories (Maintain, Maximize, Expand etc.) for the duration of the Statewide Plan as well as the major programs such as surface treatment, maintenance, bridge, Intelligent Transportation Systems (ITS), operations, transit, and others.

Program Distribution is a change from Resource Allocation, in which anticipated revenues were allocated by program and by Regions for the time period of the Plan and Statewide Transportation Improvement Program (STIP). This time, funding levels needed to achieve

future performance or condition objectives as outlined in PD 14 and to meet Risk-Based Asset Management Plan goals will be an important factor in Program Distribution. This new effort is in response to the MAP-21 emphasis on performance measurement and an asset management plan. The estimates will be updated for each Plan/Statewide Transportation Improvement (STIP) cycle, normally about every four years.

MEMORANDUM

DEPARTMENT OF TRANSPORTATION

Division of Transportation Development
4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9011



DATE: July 3, 2013

TO: Statewide Plan Committee of the Transportation Commission

FROM: Debra Perkins-Smith, Director, Division of Transportation Development

SUBJECT: **Planning Process, MPACT64 and Public Outreach**

Purpose: This memo summarizes information to be presented at the SWP Committee of the Commission at the July meeting regarding the planning process, MPACT64, and public outreach for the Plan. The discussion will also summarize some of the concerns raised by our planning partners at the STAC meeting.

Action Requested: Input on approach for development of TPR plans and the SW Plan, response to MPACT64 and the broader public outreach.

Background: The statewide transportation planning process begins with Commission policies that guide the future development of transportation plans and set the revenue forecast. STAC recommended and the Commission approved a revenue forecast for the next plan in March of this year. The Commission requested that the planning process include revenue scenarios – so in addition to the adopted forecast, include a scenario with more funding and one with less funding. The regional transportation plan (RTP) process was initiated in June with the meetings of each TPR. At those meetings handouts were provided with updated data for each TPR with current and forecast conditions for traffic, population, and truck traffic along with summary information on major employment types, safety, and multimodal services. The RTP development process will continue through spring of 2014.

CDOT was also asked by MPACT64 to provide a list of projects, by August of this year, that would reflect transportation priorities in various areas of the state. We saw two options on how to address this MPACT64 request within a planning context: we could use the 2035 plan information along with staff knowledge to provide this information on regional priorities; or we could engage our planning partners in developing a current list of priorities for each TPR and MPO area. We chose the latter approach as we value our partnership with the planning regions of the state, and we recognize that the TPR and MPO members know their area well and can address local transportation needs.

In order to support this effort, CDOT planning staff presented current data for each TPR that has been developed for the 2040 Statewide Transportation Plan effort. This data contributed to

discussions with our planning partners about regional priorities and needs as well as problem areas and potential solutions. While development of a project list early in the Plan process is different from what our partners are accustomed to, it is important to take advantage of this window of opportunity to provide input to the group considering a statewide ballot measure for transportation.

Attached is a memo and graphic sent to STAC members to help explain how these summer meetings and a project list fit into the overall planning process. Additional work and a broad public outreach are needed to support the development of regional plans and the SW Plan. The work done by August will help inform the MPACT64 efforts, and additional information can be provided to that same group based on the public outreach effort which may result in some modifications to the original lists.

Also in this packet is a summary of the June TPR meetings and of each MPO approach. In July an additional meeting will be held with each TPR. CDOT will provide the TPRs with a project worksheet which will include projects identified at the June meeting, the associated benefits, and planning-level cost estimates. Participants will use this list and engage in table discussions to identify any oversight or emissions. Participants will then be asked to prioritize based on a potential fund range. The range will be greater than the expected revenue from a ballot measure, but will result in a robust list of priorities for the TPR which can then be vetted through the public involvement process.

Public Outreach

STAC members have asked about the planned methods for public outreach. A presentation will be given at STAC in July on this topic. CDOT believes that effective and ongoing public involvement is critical to ensuring that multimodal transportation needs are identified.

CDOT will utilize the Statewide Plan Web Site to kick-off a broader public outreach program and will include information on the importance of all modes of transportation, the development of the Statewide Plan, why should the public participate, and ways to get involved. The web site will promote increased public involvement, allow accessible web-based information and accommodate an interactive experience with comment capability. Additional social media will also be used to direct people to the website. In addition to using electronic means, CDOT will also utilize traditional approaches such as open house, meetings and presentations.

CDOT will work with each TPR to customize a public outreach approach that works best in their area with a goal of fostering meaningful input to the Regional Transportation Plan (RTP). CDOT will provide the TPRs with a menu of public involvement methods.

These options include:

- Teleconference Town Hall
- Open Houses/meetings
- Postcards (mailings)
- Webinars
- Social Media
- Specific outreach to underserved populations
- Targeted outreach for various modes

Next Steps:

CDOT will launch the Statewide Plan Web Site in the next few weeks. In the interim, Statewide Plan information is contained on CDOT's Web Site in the Planning Section. CDOT is currently refining its Public Involvement Plan, and CDOT will work with the TPRs in developing a public outreach approach.

MEMORANDUM

DEPARTMENT OF TRANSPORTATION

Division of Transportation Development
4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9011



DATE: June 26, 2013

TO: STAC

FROM: Debra Perkins-Smith, Director, Division of Transportation Development
Herman Stockinger, Director, Office of Policy and Government Relations

SUBJECT: Planning Process and MPACT 64

At the last STAC meeting there were some great questions regarding the statewide and regional planning process, public involvement, and how the request for a list of projects to help inform decision-makers on a potential ballot question in 2014 relates to that process.

One complaint we have heard is that by combining these efforts, we have altered the planning process by asking for a list of projects rather than taking the traditional corridor-based approach used in previous plans. We definitely understand the concern. There will be more detailed discussions on the planning process, the public outreach program, and the MPACT 64 request for project lists, at STAC in July, but for now we wanted to take a few minutes to explain the overall process as we see it.

Transportation Planning Process and Public Outreach

As shown on the attached graphic, the statewide transportation planning process begins with Commission policies that guide the future development of transportation plans and set the revenue forecast. STAC recommended and the Commission approved a revenue forecast for the next plan in March of this year. The Commission requested that the planning process include revenue scenarios – so in addition to the adopted forecast, include a scenario with more funding and one with less funding. The regional transportation plan (RTP) process was initiated in June with the meetings of each TPR. At those meetings handouts were provided with updated data for each TPR with current and forecast conditions for traffic, population, and truck traffic along with summary information on major employment types, safety, and multimodal services. The RTP development process will continue through spring of 2014. At these meetings, attendees were asked to identify what problem areas would be a priority to address if additional funding were to become available. At future meetings, attendees will also be asked to discuss what might be reduced if less funding is available.

Public outreach will be conducted over many months of the plan development. The outreach for the RTP development and the Statewide Plan will utilize many techniques for engaging the

public including the traditional meeting format as well as the electronic methods that can reach a larger audience and engage the “wired” generation. A presentation will be given at STAC in July on all the various means that will be used to reach out to stakeholders. In the next few months CDOT staff will meet with each TPR to identify the outreach methods that best suit their area. CDOT will also meet with MPO staff to determine where partnering for outreach makes sense. Consultant support will be available for the TPR Plan development and public outreach. Meetings with the TPR membership will continue throughout the plan development timeline.

MPACT64 and the request for a project list

As you know a group called MPACT64 has formed to discuss a potential ballot initiative to raise revenue for transportation. When CDOT was asked by MPACT64 to identify, by August of this year, what state highway projects would be appropriate for a ballot list we saw two options: CDOT could use the 2035 RTP’s and staff knowledge to create a list; or, we could engage the TPR’s and MPO’s in an exercise to update regional priorities and develop a list using more current data that had been prepared for the 2040 plan kickoff. We felt the list needed the credibility of using a bottoms-up approach, starting with the TPRs and MPO’s, and included this effort as part of the plan process.

The request for these updated priorities has resulted in a two-month exercise that some have viewed as the entire plan development process. That is certainly not the case. The meetings in June and July offer an opportunity for each TPR and MPO to contribute information to MPACT64, but are only the beginning of the RTP and Statewide Plan development process that continues through spring of 2014. The TPR membership and MPO boards include the leadership in each area and those with considerable knowledge about transportation issues. The work done by this leadership over the summer to identify regional priorities can serve as a basis for discussions with stakeholders and the public during the plan development process.

We recognize that this is not the expected sequence for RTP development and the statewide plan, but there was a window of opportunity to update regional priorities and identify projects that would be important in each area if a ballot question is put forward. As we continue the Plan development process and we get public input and feedback from a much broader audience on these initial ideas, we can inform the MPACT64 group of the findings. The further development and timing of a ballot list will be dependent on the needs of the business coalition and MPACT64 - not CDOT. We stand ready to assist them in articulating Colorado’s pressing highway needs and identifying publically vetted projects that help fulfill those needs.

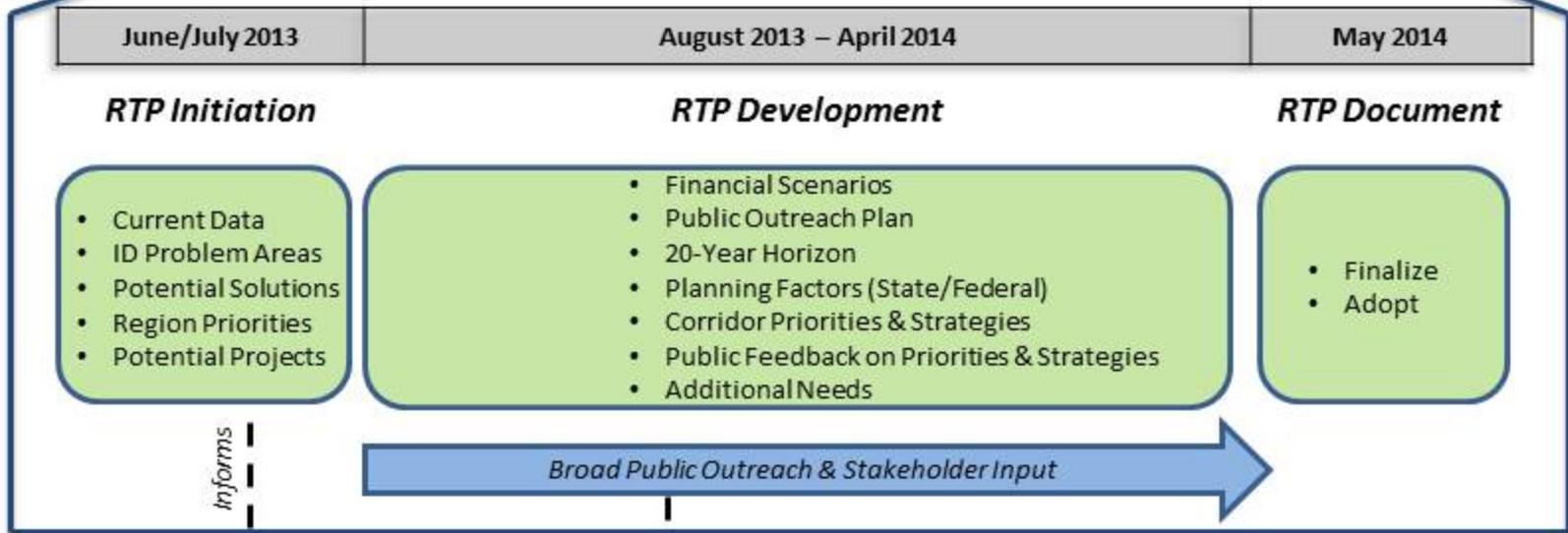
We hope this information is helpful. In addition to STAC presentations in July, we’ll be developing a list of FAQs on both topics. Please do not hesitate to contact either Herman Stockinger at 303-757-9077 or Sandi Kohrs, Manager, CDOT Multimodal Planning, at 303-757-9795 with any questions.

Cc. CDOT Region Transportation Directors

Statewide Plan Process Overview



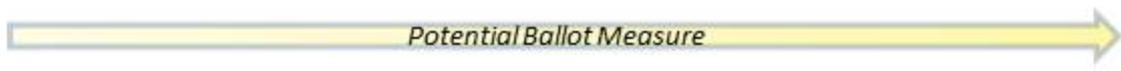
Regional Plan Development Process & Timeline



Informs



Informs



MEMORANDUM

DEPARTMENT OF TRANSPORTATION

4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9011



DATE: July 3, 2013

TO: Statewide Plan Committee of the Transportation Commission

FROM: Debra Perkins-Smith, Division of Transportation Development (DTD) Director

SUBJECT: Transportation Planning Region (TPR) Meetings and MPO Approach

Purpose: This memorandum summarizes the TPR outreach meetings conducted through the end of June 2013. The memo also includes a brief description of each MPO approach for development of a potential project list by August.

Action Requested: None. Information only.

Background: As indicated in the memo submitted to the Statewide Plan Committee on June 5, 2013, CDOT has begun to conduct TPR outreach meetings to gather information on TPR transportation needs and priorities as a component of developing the Statewide Plan and in response to an MPACT64 request for a potential project list by August. Should additional funding beyond projected revenue become available, these projects reflect where funds may be applied.

Staff has also met with each MPO to discuss the approach they wish to use to contribute information in response to the MPACT64 request.

Status of Meetings Held to Date: Staff has met with all 10 TPR's and has had discussions with the 5 MPO's to outline the process for identifying area priorities that could be addressed if additional revenue were to become available. Additional meetings are scheduled with TPR's in July.

What We Have Heard: Attachment 1 includes key highlights of what we have heard at the TPR outreach meetings conducted in May and June as well as the summary of each MPO approach. It should be noted that this input is reflective of those who attended the meeting and not necessarily the entire TPR.

Next Steps: Staff is preparing for the July TPR meetings. See Attachment 2 for a list of those meetings.

ATTACHMENT 1
SUMMARY OF TPR MEETINGS AND MPO APPROACH
As of July 3, 2013

Southeast TPR – Meeting on May 22, 2013

- Top three TPR transportation issues were: 1) System quality/pavement condition, 2) Safety, and 3) Transit (AMTRAK).
- The major problem area locations for roadways identified in the SE TPR were along US 50, SH 96, and US 287. There was support for maintaining AMTRAK service in the area. The types of improvements most noted were roadway widening, shoulder widening, reliever routes, and pavement resurfacing.

South Central TPR – Meeting on May 30, 2013

- Top three SC TPR transportation issues were: 1) Truck traffic, 2) System quality/pavement condition, and 3) Transit services.
- The major problem area locations identified in the SC TPR were along US 350 and US 160. Support was stressed for maintaining multimodal service in Trinidad, including an intermodal station and maintaining Southwest Chief AMTRAK train service. Also stressed was the need for a CNG fueling station at I-25. The types of improvements most noted were roadway widening, shoulder widening, and pavement resurfacing.

San Luis Valley TPR – Meeting on May 30, 2013

- Top SLV TPR transportation issues were: 1) Truck traffic, and 2) a four-way tie for Economic development, Safety, Rough roads/declining pavement condition, and Bridge improvements.
- The major problem area locations identified in the SLV TPR were along US 24, US 160, SH 149, SH 17, and SH 112. The types of improvements most noted were roadway widening, shoulder widening, auxiliary lanes, and bicycle/pedestrian facilities.

Southwest TPR – Meeting on May 31, 2013

- Top SW TPR transportation issues were: 1) System quality/pavement and 2) a three-way tie for Truck traffic, System quality/safety, and Bike/pedestrian.
- The major problem area locations for the SW TPR were along US 160, US 550, SH 172, and Ignacio transit. The types of improvements most noted were intersections, shoulder widening, auxiliary lanes, bicycle/pedestrian facilities, transit, and wildlife crossings.

Upper Front Range TPR – Meeting on June 6, 2013

- The top three TPR transportation issues were: 1) Rough roads/declining pavement condition, 2) Energy industry mobility, and 3) Economic development/urbanization impacts on transportation.
- The major problem area locations for roadways identified in the Upper Front Range TPR were Estes Park US 34/US 36 congestion and transit solutions; south US 85 mobility, congestion, and safety issues; and the need for passing lanes on US 287 throughout the region.

Northwest TPR – Meeting on June 7, 2013

- The top three TPR transportation issues were: Need for more and better transit services and System preservation; 2) Address high-importance corridors; 3) Safety, congestion and better traffic controls for communities adjacent to highways.
- The major problem area locations for roadways identified in the Northwest TPR were SH 9; US 40 in Steamboat and Kremmling, and from Kremmling to Muddy Pass; and SH 131 north of Oak Creek.

Eastern TPR – Meeting on June 10, 2013

- The top three TPR transportation issues were: 1) Rough roads/declining pavement condition; 2) Economic development/growth patterns; and 3) Safety.
- The major problem area locations for roadways identified in Eastern TPR were US 385 north of Cheyenne Wells, in Holyoke, and turn lanes throughout the region; the need for Super 2 construction on US 385, US 40/287, and US 71; and SH 23 reconstruction from Holyoke to the state line.

Intermountain TPR – Meeting on June 12, 2013

- The top three TPR transportation issues were: 1) Transit services; 2) Economic development and transportation; and 3) System quality (safety).
- The major problem area locations for roadways identified in Intermountain TPR were congestion relief on I-70 and US 82, including BRT, transit, and bike/pedestrian improvements; the I-70 and Eagle Airport interchange; shoulders and passing lanes on US 24 and US 131; and US 6 widening from Gypsum to Eagle.

Central Front Range TPR – Meeting on June 17, 2013

- The top three TPR transportation issues were: 1) Truck traffic and system quality (pavement); 2) Congestion and bike/pedestrian; and 3) Economic development and bridges.
- Central Front Range identified a need for a program to fund off-system roadway improvements. Major problem area locations for transportation were SH 115 bike lanes from Canon City to Florence to Penrose, US 50 Salida to Canon City passing lanes and possible spot realignments, and SH 9 shoulders to accommodate bikes from Breckenridge to Alma. The SH 9 problem area includes transportation facilities outside Central Front Range.

Gunnison Valley TPR – Meeting on June 25, 2013

- The top three TPR transportation issues were: 1) Truck traffic; 2) Economic development; and 3) System quality (pavement) and bike/pedestrian.
- Meeting participants identified funding for transit operations as a top transportation need. Major transportation issues were inexpensive air service to DIA and US 550 bike/pedestrian path and multimodal connections between Ridgway and Montrose; and transit services from Montrose to Gunnison along US 50/SH 92 and safety improvements on SH 92 at Rogers Mesa. Continuing the SH 92 corridor project to Paonia and the SH 133 roadway project from Hotchkiss

to Carbondale also were identified, as well as improved signage and wayfinding for Scenic Byways.

MPO approach: Below is a summary for each MPO.

Denver Regional Council of Governments

Project selection process: At the June 5 MVIC meeting, MVIC recommended submitting to CDOT the following:

1. All projects in DRCOG's adopted RTP
2. All projects in DRCOG's 2035 Vision Plan (unfunded needs plan)
3. Any regionally significant RAMP projects not included in either the RTP or the Vision Plan (to be determined after CDOT determines RAMP eligibility)
 - The rationale for this approach is that all of these lists are pre-vetted – either in the DRCOG process or by local governments who have identified a need.
 - CDOT received these lists in June and transmitted to the MTD.
 - Timeline: DRCOG does not plan further action at this time.

Grand Valley MPO

- Project selection Process: GVMPO will estimate the percentage of statewide funding that typically would come to the area and use that to establish a target for which to identify projects. Staff members will look at the most recent long-range plan to identify potential projects.
- Timeline: Potential projects were brought before TAC on **June 12th** for discussion and recommended to GVRTC on **June 24th**. GVMPO is working with Region 3 engineers to confirm projects and update cost estimates. This will be brought back to TAC on **July 10th** for review, prioritization, and recommendation to GVRTC. GVRTC is anticipated to consider, and adopt at its meeting on **July 22nd**.

North Front Range MPO

- Project selection Process: CDOT hosted an informational session for the North Front Range area to discuss MPACT 64 and timeline and process for identifying regional transportation priorities. At the NFR's request, CDOT Region 4 staff prepared a list of potential projects for review by TAC and Planning Council.
- Timeline: Informational meeting on **June 3rd, 2013**. CDOT Region 4 presented list to TAC on **June 17**. The NFR Planning Council will review the list at its **July 11** meeting, with adoption anticipated at the **August 1** Planning Council meeting.

Pikes Peak Area Council of Governments

- Project selection Process: Two discussions will be held with the TAC to examine existing projects in the RTP and the costs of each, and then prioritize those that would move forward with additional funding. A prioritized project list will be generated and then passed to the Board for consideration and "adoption".

- Timeline: The TAC discussed on **June 20th**, and will finalize on **July 18th**. The PPACG BOD will adopt on **August 14th**.

Pueblo Area Council of Governments

- Project selection Process: PACOG compiled a preliminary list of projects from the RTP with the assistance of PACOG staff and CDOT Region staff. That list was vetted initially at a public meeting arranged specifically for this purpose. The resulting list will then be reviewed and discussed by the TAC to determine if there are any new/additional projects to add, to re-prioritize, if necessary and then to submit to the Board for adoption.
- Timeline: A public meeting was held at the Pueblo Police Station on **June 27th** from 5:30-7:00 pm for vetting of the initial project list compiled by PACOG and CDOT Region staff. The TAC will review and refine at its **July 9** meeting and finalize a recommendation for Board approval on **July 25**.

Attachment 2

TPR Outreach Schedule

As of July 3, 2013

CDOT Region/TPR	Meeting Date
Region 2	
Southeast	July 24, 2013
South Central	July 25, 2013
Central Front Range	July 29, 2013
Region 3	
Northwest	July 25, 2013
Intermountain	July 26, 2013
Gunnison Valley	July 30, 2013
Region 4	
Upper Front Range	July 9, 2013
Eastern	July 8, 2013
Region 5	
San Luis Valley	July 16, 2013
Southwest	July 15, 2013
Gunnison Valley	July 30, 2013

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
Division of Transportation Development
4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9525



MEMORANDUM

TO: Transportation Commission

FROM: Debra Perkins-Smith, Director, Division of Transportation Development

DATE: July 1, 2013

RE: DRCOG and PPACG MOUs

Purpose

To provide staff with direction in responding to requests from DRCOG and PPACG to extend and/or develop replacement MOUs.

Background

MOUs were signed in November 2004 and April 2005 with DRCOG and PPACG, respectively. While the MOUs address a number of issues including investment strategies, management systems, and strategic project funding, the primary emphasis of the MOUs is “the equitable allocation of federal and state transportation revenues through the state” and specifically to the Greater Denver Area Transportation Planning Region (DRCOG) and Pikes Peak Area (PPACG). The MOUs have been extended twice. The most recent extension expired on June 30, 2013.

In recent months, both the DRCOG Board and the PPACG Board took action on the MOUs. In April, the DRCOG Board voted to allow the current MOU to expire, but to write a letter (see attached) to the CDOT Executive Director requesting discussions with CDOT “to formulate a new funding agreement in the near future.” In coming to this decision, the DRCOG Board noted that a replacement to the existing MOU was a more appropriate course as the existing MOU is outdated and includes many elements that are no longer applicable. The PPACG Board took action in June and requested an extension of the existing MOU, followed by discussions on a replacement.

Options

Staff has listed several potential options for discussion:

1. Extend the lapsed MOU for one year and engage in discussion and consideration of a replacement MOU.
2. Do not extend, but engage in discussions with DRCOG and PPACG on development of a replacement MOU.
3. Do not extend, but engage in discussions with DRCOG and PPACG on alternatives to an MOU.
4. Do not extend and do not consider a replacement or alternative to an MOU.

Staff Recommendation

Staff concurs with the view expressed by the DRCOG Board that the existing MOU is outdated and contains elements no longer applicable. The MOU has already been extended twice, and should at this point be allowed to expire. Staff has no recommendation regarding a future MOU or a specific alternative. Staff is of the opinion that other strategies or alternatives such as continued monitoring and on-going coordination and discussions could be explored.

Board Officers

Sue Horn, Chair
Jack Hilbert, Vice Chair
Rachel Zenzinger, Secretary
Jackie Miller, Treasurer
Dennis McCloskey, Immediate Past Chair
Jennifer Schaufele, Executive Director

April 24, 2013

Don Hunt
Executive Director
Colorado Department of Transportation
4201 East Arkansas Avenue
Denver, Colorado 80222

Dear Mr. Hunt:

On behalf of the Board of Directors of the Denver Regional Council of Governments (DRCOG) I would like to convey action the Board took at its April 17 meeting regarding the CDOT/DRCOG funding equity MOU which will expire on June 30, 2013.

The DRCOG Board supports allowing the current MOU to expire (renewed in 2009 and 2011) as many of its elements are no longer applicable. In addition, the Board would like to initiate discussions with CDOT to formulate a new funding agreement in the near future. Generally, the Board believes the appropriate time for these discussions would be after the Transportation Commission takes action on RAMP recommendations in September.

When the DRCOG Board pursued actions resulting in the original MOU in 2004, the Denver metropolitan region faced an inequitable funding situation. State transportation funds allocated to the region had eroded from a historic 40+ percent to a proposed low of 28 percent. This was an untenable situation given that the region is a primary economic engine for the state, encompassing more than 50 percent of Colorado's population, employment, retail sales and income tax. The region also accounts for about 47 percent of the state's vehicle miles of travel (VMT). Moreover, the region's contribution to gas tax collection subsidizes transportation improvements throughout the state.

DRCOG and CDOT, along with its other partner, RTD, enjoy a cooperative planning process which is governed by the Memorandum of Agreement (MOA) that directs this partnership. It is in this same spirit of cooperation that the DRCOG Board seeks to pursue a new funding agreement with CDOT. I look forward to meeting with you to discuss next steps for our two agencies.

Sincerely,


Jennifer Schaufele
Executive Director

REC'D MAY 04 2013

c: The Honorable John Hickenlooper, Governor
Members of the Colorado Transportation Commission

We make life better!



Pikes Peak Area Council of Governments

June meeting minutes regarding the MOU with CDOT

B. CDOT Memorandum of Understanding (MOU) Renewal

Mr. Craig Casper, PPACG Regional Transportation Director, provided a brief history on PPACG's funding MOU with CDOT, including the calculation of the 9.5 percent of funding (+/- one percent). That number corresponds to approximately 75 cents back on every dollar paid in by the region. Since the MOU was signed, PPACG staff concluded that the Pikes Peak Region received 7.5 percent of the funding, a shortage of \$190 million over six years. The MOU expires at the end of June 2013 and Mr. Casper requested the Board provide direction on how to move forward. Herman Stockinger, Director of the Office of Policy and Government Relations for CDOT, addressed questions on CDOT's approach to the MOU and said that CDOT was not interested in renewing an MOU that clearly wasn't serving anyone's needs. He discussed the challenge in meeting the MOU funding percentage given reductions in the State's budget.

Transportation Commissioner Les Gruen arrived at the meeting at 9:30 a.m.

A lengthy discussion took place on the concept behind the MOU, fluctuations in the State budget, the region's return on investment, lane miles and maintenance and population percentages, the impact of the MOU expiring, and CDOT's RAMP program.

City of Colorado Springs Councilmember Don Knight moved to extend the MOU for a period of one year. The motion carried unanimously. In addition, Councilmember Knight moved to direct staff to work with CDOT to develop a new framework to bring back to the Board in one year, regardless of whether this goes forward or not. The motion carried unanimously.