COLORADO
Department of Transportation
Office of the Chief Engineer

4201 East Arkansas Avenue, Room 262
Denver, CO 80222

DATE: NOVEMBER 17, 2016
T0: TRANSPORTATION COMMISSION
FROM: JOSH LAIPPLY, CHIEF ENGINEER
MARIA SOBOTA, CHIEF FINANCIAL OFFICER
JANE FISHER, OFFICE OF PROGRAM MANAGEMENT DIRECTOR
SUBJECT: PROGRAM MANAGEMENT INFORMATION ITEM

Purpose

The Program Management Information Item provides the Transportation Commission (TC) with an update on the integration of cash management and program management and RAMP.

Action

1) Please see Budget Supplement for TC action related to two (2) RAMP Partnership projects.

Background

Integration of Cash Management and Program Management:

Please see Fund 400 Cash Balance Memo included as a separate information item.

RAMP:

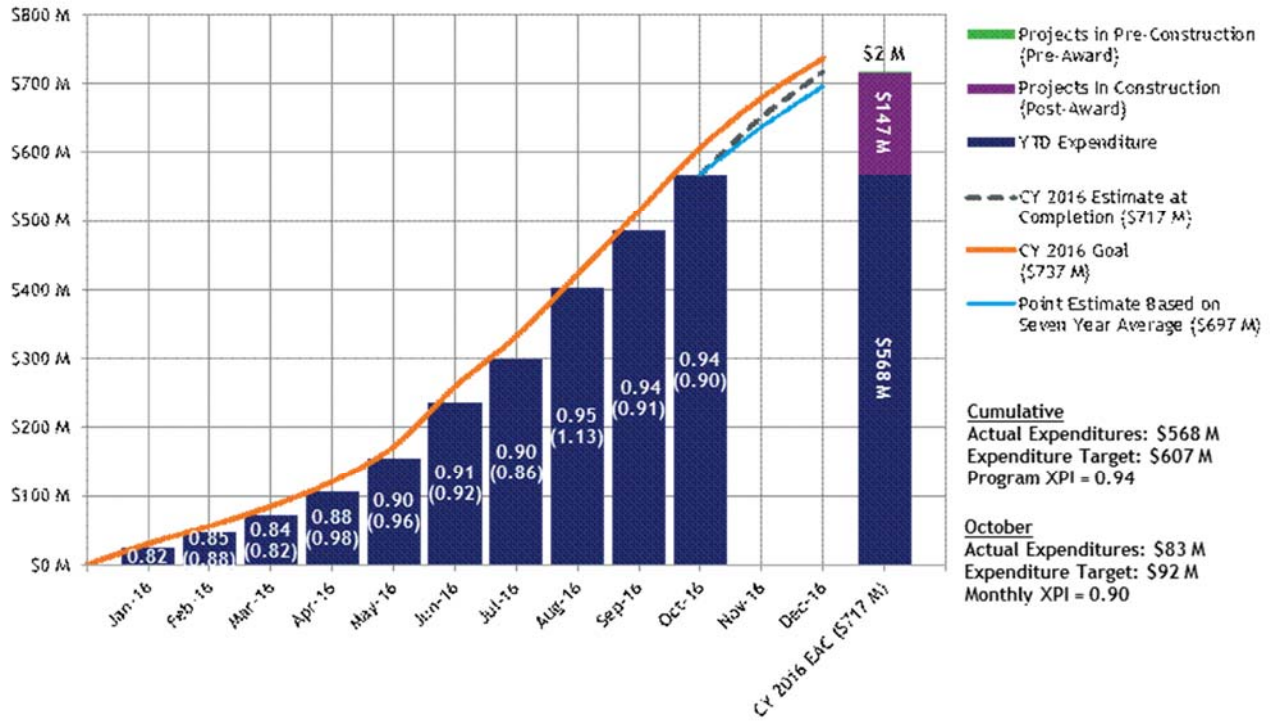
The RAMP program was initiated in November 2012 as a means to reduce the cash balance. Shortly thereafter the TC approved a project list and has since approved groups of projects and individual projects. As has been the case for the past few months PMO updates are now limited to background associated with requested TC actions.

Details

Integration of Cash Management and Program Management:

PMO is tracking program delivery at the statewide level using the expenditure performance index (XPI) to evaluate actual construction expenditure performance as compared to planned. As indicated in Figure 1 below, the cumulative Calendar Year 2016 XPI is 0.94. October's actual expenditures were $9M below the expenditure target (Monthly XPI = 0.90). We are currently tracking to fall about 5% short of the Calendar Year 2016 target ($697M versus the $737M target).

Figure 1 – CY 2016 Capital Program Construction Expenditures



RAMP:

Table 1 details RAMP Partnership and Operations projects (CDOT & Locally Administered) that have not yet been awarded. As detailed in the Budget Supplement, staff is requesting TC action regarding two (2) RAMP Partnership projects. The first is a budget request of $1,500,000 in RAMP HPTE Development Funds for an evaluation by HPTE as contemplated under CRS Section 43-4-806(7)(a). The second is a budget request of $3,900,000 in RAMP HPTE Development Funds for project and procurement development of I-25 North Segments 7 and 8.

Table 1 – RAMP Program Controls Table (remaining unawarded CDOT & Locally Administered projects)

Project Name	Project Budget	RAMP Request	Local Contibution	Other CDOT Funds	Status
CDOT ADMINISTERED					
New Traffic Signal Controllers in Denver Metro	$1,060,000	$1,060,000	$0	$0	Awarded
Maintenance Decision Support System (MDSS)	$250,000	$250,000	$0	$0	Operations Procurement
HPTE Development Fund ‡	$40,000,000	$9,400,000 -(1,500,000) -(3,900,000)	$0	$0	Budget Supplement Action Request

Project Name	Project Budget	RAMP Request	Local Contibution	Other CDOT Funds	Status
LOCALLY ADMINISTERED					
SH 14 / Greenfields Ct. - Frontage Rd. Relocation and Intersection Improvements	$2,100,000	$1,680,000	$420,000	$0	Ad in Dec '16
SH 392 & CR 74 Intersection Safety Improvements	$2,249,875	$1,000,000	$1,249,875	$0	Ad in Dec '16
SH 392 & CR 47 Intersection Safety Improvements	$3,685,180	$1,842,590	$1,842,590	$0	Ad in Jan '17
SH 119 Boulder Canyon Trail Extension	$5,466,350	$4,373,080	$1,093,270	$0	Ad in Jan '17
Federal Blvd: 6th to Howard Reconstruction and Multimodal Improvements	$29,181,821	$23,341,821	$5,840,000	$0	Ad in Feb '17
US 287: Conifer to LaPorte Bypass (Phase III) – Ped Bridg	$2,200,000	$1,106,000	$0	$0	Ad in June '17
Loveland I-25 and Crossroads Blvd. Anti-Icing Spray System	$250,000	$200,000	$50,000	$0	Ad in Dec '17

‡ This total represents the remaining RAMP Development funding still available. Staff has prepared a HPTE Development Fund Policy and Evaluation Criteria guidance document. In accordance with PD703.0, the November 2016 budget supplement provides more detail regarding the individual HPTE budget requests.

Attachments

1. RAMP Budget Request Memo

COLORADO
Department of Transportation
Region 4

10601 West 10th Street
Greeley, CO 80634
(970) 350.2103 (Fax) (970) 350.2181

MEMORANDUM

DATE: NOVEMBER 17, 2016

TO: TRANSPORTATION COMMISSION

CC: JOSH LAIPPLY, CHIEF ENGINEER; MARIA SOBOTA, CHIEF FINANCIAL OFFICER
JANE FISHER, PMO DIRECTOR

FROM: JOHNNY OLSON, REGION 4 TRANSPORTATION DIRECTOR

SUBJECT: RAMP-HPTE DEVELOPMENT FUND REQUEST FOR I-25 NORTH SEGMENTS 7 AND 8

Purpose
Region 4 is requesting funding for design/build procurement document development and a portion of the right-of-way acquisition for I-25 North Segments 7 and 8.

Action
Per P.D. 703, staff is requesting Transportation Commission (TC) approval to budget $3.9M HPTE RAMP Development Fund – Funding for project development of the procurement documentation and purchase of right-of- way necessary for delivery of the Segments 7 and 8 design-build project (which includes the recent win of $15M in TIGER funding). Approval of funding will allow for the aggressive schedule of the I-25 DB project be met and ensure TIGER funds are spent for construction elements as detailed in the grant application.

Background

When the 2016 TIGER program was announced, CDOT worked quickly to develop costs associated with construction of North I-25 Segments 7 and 8, recognizing the probability that the project would be particularly competitive on a national scale. The $237M in project costs did not include necessary preconstruction activities such as right-of-way acquisition and design/build procurement document development. Those activities are anticipated to cost ~$15.5M. Of that amount ~$10.4M remains unfunded. The $3.9M request this month will allow project development to continue on schedule.

Details

The I-25 North Segments 7 and 8 design/build key project features will:

- Increase capacity by adding an Express Lane in both directions, replace four aging bridges (including Cache La Poudre River), and widen four additional structures.
- Improve multi-modal access to regional transit to promote mode shift.
- Improve bus service performance and reduce each total trip time by 15 minutes by adding new bus slip ramps to the Park-n-Ride.
- Create new pedestrian, bicycle access under I-25 at Kendall Parkway.

- Connect the Cache la Poudre River Regional Trail under I-25 and network to 100 miles of total trails. It will also serve as a wildlife corridor.

The below table details the proposed funding sources and associated timing for design/build procurement, right-of-way, and construction. The current RAMP HPTE development fund request is planned to support design/build procurement and a portion of the right-of-way acquisitions.

I-25 NORTH CORRIDOR EXPRESS LANES

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget	Supplement Action						Revised Budget
			Year of Budget					Total Request	
			FY2017	FY2018	FY2019	FY2020	FY2021		
Design	*Regional Priorities*	$2,852,000	$0	$0	$0	$0	$0	$ -	$ 2,852,000
	RAMP	$250,000	$0	$0	$0	$0	$0	$ -	$ 250,000
	RAMP HPTE Development	$0	$2,448,000	$0	$0	$0	$0	$ 2,448,000	$ 2,448,000
	Total Design	**$3,102,000**	**$2,448,000**	**$0**	**$0**	**$0**	**$0**	**$ 2,448,000**	**$ 5,550,000**
ROW	*Regional Priorities*	$2,000,000	$0	$0	$0	$0	$0	$ -	$ 2,000,000
	RAMP HPTE Development	$0	$1,452,000	$6,493,600	$0	$0	$0	$ 7,945,600	$ 7,945,600
	Total ROW	**$2,000,000**	**$1,452,000**	**$6,493,600**	**$0**	**$0**	**$0**	**$ 7,945,600**	**$ 9,945,600**
Construction	*State SB-228, TCC and Loan*	$0	$5,000,000	$38,000,000	$60,000,000	$55,000,000	$32,000,000	$ 190,000,000	$ 190,000,000
	State Strategic Transit	$0	$0	$5,000,000	$0	$0	$0	$ 5,000,000	$ 5,000,000
	RoadX Program	$0	$0	$2,000,000	$0	$0	$0	$ 2,000,000	$ 2,000,000
	Local Contributions	$0	$5,000,000	$5,000,000	$5,000,000	$10,000,000	$0	$ 25,000,000	$ 25,000,000
	Federal TIGER Award	$0	$0	$15,000,000	$0	$0	$0	$ 15,000,000	$ 15,000,000
	Total Construction	**$0**	**$10,000,000**	**$65,000,000**	**$65,000,000**	**$65,000,000**	**$32,000,000**	**$ 237,000,000**	**$ 237,000,000**
Total Project Budget		**$5,102,000**	**$13,900,000**	**$71,493,600**	**$65,000,000**	**$65,000,000**	**$32,000,000**	**$ 247,393,600**	**$ 252,495,600**

Current Supplement Request

RAMP HPTE Development **$3,900,000**

Future Supplement Request

RAMP HPTE Development **$6,493,600**

The project is currently underway in the development of Design/Build procurement documents including contractual and technical requirements. The anticipated schedule is:

- Letter of Interest (LOI) – Issued September 2016
- Request for Qualifications (RFQ) – Nov. 7, 2016
- Draft Request for Proposals (RFP) – January 2017
- Record of Decision (ROD) – March 2017
- Final RFP – March 2017
- Submit RFP – June 2017
- Selection – August 2017
- Notice to Proceed 1 – September 2017
- Notice to Proceed 2 – December 2017
- Construction Begins – January 2018
- Construction Ends – Dec 2020

<u>Key Benefits</u>

Continuing project development of I-25 North Segments 7 and 8 will provide key benefits including:

- Maintain the overall project schedule as committed to the Governor, TIGER grantors, and Local parties
- Development of design/build procurement documents
- Continued Tolling and Revenue studies and state of preference surveys
- Finalizing Record of Decision, reevaluations and receiving environmental clearance

- Relocation and right-of way acquisition of critical path parcels

Options

1. Approve $3.9M in RAMP HPTE Development funds for procurement document development and a portion of the right-of-way acquisition. (Staff Recommendation)
2. Request additional information related to this request.
3. Deny request to use $3.9M in RAMP-HPTE Development funds for procurement document development and a portion of the right-of-way acquisition.

Next Steps

Upon approval of the funding request, the Region will complete the necessary steps to fund the design/build procurement document development and a portion of the right-of-way acquisition immediately.

COLORADO
Department of Transportation
Division of Accounting and Finance

4201 East Arkansas Avenue, Room 262
Denver, CO 80222

DATE: NOVEMBER 17, 2016
TO: TRANSPORTATION COMMISSION
FROM: MARIA SOBOTA, CHIEF FINANCIAL OFFICER
JOSH LAIPPLY, CHIEF ENGINEER
SUBJECT: FUND 400 CASH BALANCE - INFORMATIONAL MEMORANDUM

Purpose

This memo summarizes information related to the Cash Balance Policy, for the period ending October 31, 2016.

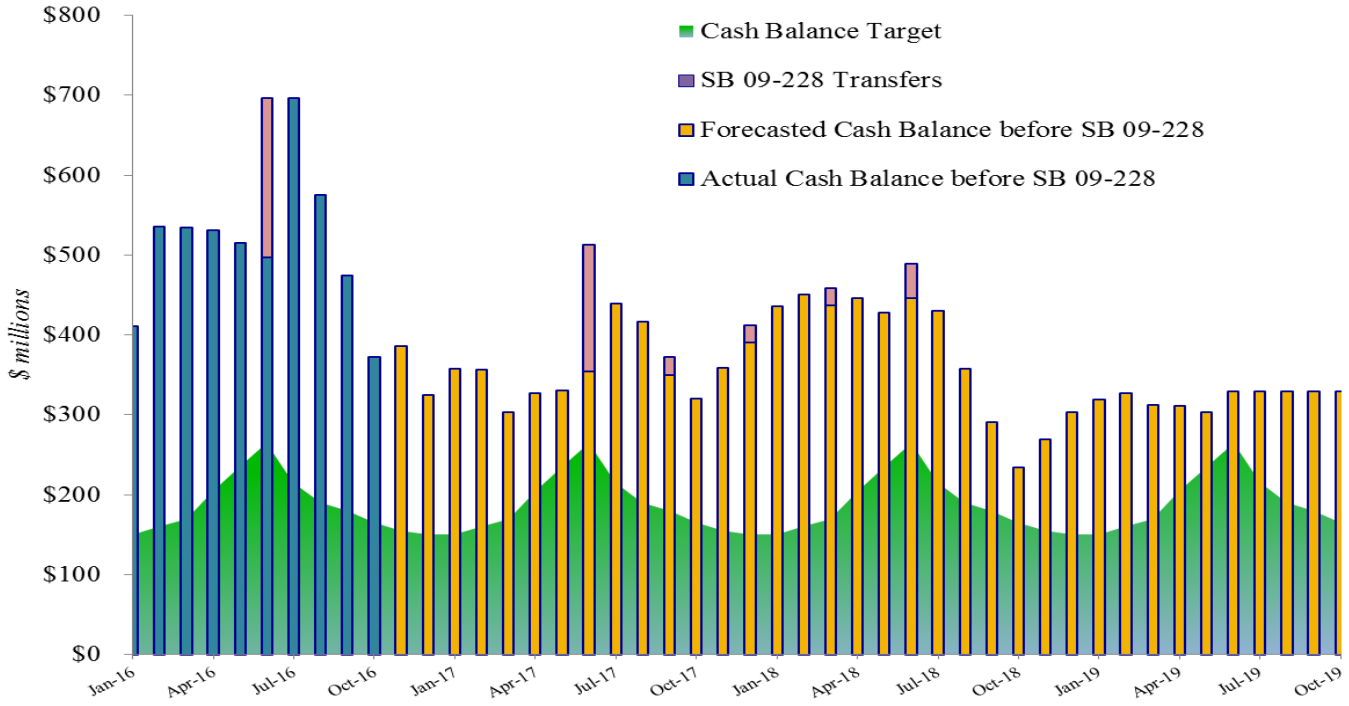
Action

This is for information purposes only. No action is requested or required by the Transportation Commission (TC) regarding this item.

Background

The total cash balance (all Fund Numbers) at the end of October, 2016 was $654,974,978. This includes Fund 400 (Capital Construction) with an amount of $399,408,897; $215,315,814 in Fund 538 (Bridge Enterprise); and $40,250,269 in all other fund accounts (High Performance Transportation Enterprise (HPTE), Division of Aeronautics, and the State Infrastructure Bank (SIB).

Table 1 – Fund 400 Cash Balance Forecast



A significant portion of SB 09-228 funds received in FY2015-16 will be used for Central 70. The cash outflow attributable to Central 70 costs consuming SB 09-228 funds is also included in the Fund 400 model. Future years' SB 09-228 transfers also assumed to be $0 in the November 2015 forecast are now included in the forecast as shown in Table 2.

Table 2 - SB 09-228 Revenue Forecasts

State Fiscal Year	Revenue Forecasts
FY 2015-16	$199,200,000
FY 2016-17	$79,000,000
FY 2017-18	$79,000,000
Total	$357,200,000

FY 2016-17 1st Quarter Major Events

July 2016 - Incorporated the revenue impact of SB 09-228 into the model. See table 2.

September 2016

1. Incorporated the current milestone payment plan impacts of Central 70 upon Fund 400. First milestone payment to impact Fund 400 is in October 2019.
2. Adjusted the federal obligation reimbursement forecast to match the October 4, 2016 FHWA Notice on obligation limitation pursuant to the Continuing Appropriations Act. Initial period begins October 1 and ends December 9. Colorado received $91,529,406 of federal obligation in this notice. In cumulative for the full federal fiscal year 2017 the model continues to reflect 100% obligation.

Through the first quarter of FY 2016-17 there has been no event that would drive a recommendation to change our cash balance threshold. No new risk items have been uncovered.

Next Steps

As the TC directed Staff in the July 2016 TC meeting, staff will continue monitoring the cash balance and report significant changes in the forecast to the TC in the Information Tab of the TC packet as needed.

COLORADO
Department of Transportation
Division of Transportation Development
Multimodal Planning Branch
4201 E. Arkansas Ave, Shumate Bldg.
Denver, CO 80222

DATE: November 18, 2016
TO: Transportation Commission
FROM: Debra Perkins-Smith, Director, Division of Transportation Development
SUBJECT: Road Usage Charge

Purpose
The purpose of this memo is to update the Transportation Commission on the recent activities related to the Colorado Road Usage Charge Pilot Program (RUCPP) and solicit participation.

Action
No action. Input on Commissioner participation.

Background
The Pilot Program Development Phase of the Colorado RUCPP is complete. A memo to the Transportation Commission last month provided an update on key development phase activities, including the completion of a baseline survey, development of a Recruitment Plan and Communications Plan, deployment of a RUCPP website, and the determination of the per-mile-rate to be used in the pilot. The per-mile-rate has been calculated to be revenue neutral as compared to the existing state gas tax.

The pilot project team just completed Phase 1 of the Soft Launch, which included proactive testing of the RUC system in order to minimize system defects during the operational pilot. In a few days, Phase 2 Soft Launch will begin with CDOT Executive Management Team (EMT) and Regional Transportation Directors (RTDs) participating prior to the launch of the operational pilot in December.

Details
The Road Usage Charge per-mile rate for the Colorado Road Usage Charge Pilot is 1.2 cents per mile. The calculation for the per-mile rate is based on the total Colorado state gas tax revenue divided by the total vehicle miles traveled by Colorado passenger vehicles fueled by gasoline (based on 2014 data):

$$\text{Rate} = \frac{\$463{,}715{,}095 \text{ (annual Colorado gas tax revenues)}}{37{,}369{,}904{,}116 \text{ (miles driven by gas powered vehicles)}} = \$.\mathbf{012 \text{ per mile}}$$

This rate was calculated specifically for the pilot and is illustrative only; no money will be exchanged as part of the Colorado RUCPP. All payments and/or fuel tax credits will be simulated. If a RUC were implemented, the per-mile rate for a road usage charge system would be determined by the Colorado State Legislature.

The operational pilot is scheduled to launch December 5, with enrollment from December 5 through December 19. Pilot operations will begin on December 20. The Colorado RUCPP will have 100 participants recruited from around the state and take place over a four-month period. Commissioners have been identified on a voluntary basis, and include:

- Commissioner Edward Peterson – Transportation Commission District 2
- Commissioner Kathy Gilliland – Transportation Commission District 5
- Commissioner Steve Hofmeister – Transportation Commission District 11

Additional Commissioners are welcome to participate and strongly encouraged to do so. Interested Commissioners are asked to please notify timothy.kirby@state.co.us of their interest immediatly.

For those Transportation Commissioners that choose to participate in the operational pilot, activities during the pilot include:

- Enroll in the pilot

    - Choose mileage reporting option
    - Create account/register vehicle with Account Manager Azuga
- Drive/Report Mileage (mileage reporting is automatic for most options)
- Receive/review invoices
- Submit "mock" payments (simulated for this pilot)
- Complete surveys
- Closeout account and return device

These activities represent a minor time commitment which include the enrollment process, account activation, and installing the mileage reporting device in your vehicle, if applicable to the mileage reporting option you choose during enrollment.

Next Steps

- November 18-30, 2016: Internal Soft Launch with EMT and RTDs
- December 2016 – April 2017: Operational Pilot
- July 2017: Final Report and Briefing0

COLORADO
Department of Transportation
Division of Transit & Rail

4201 E. Arkansas Ave., Rm. 227
Denver, CO 80222

DATE: November 17, 2016
TO: Transportation Commission
FROM: Mark Imhoff, Director - Division of Transit & Rail
SUBJECT: Rural Regional Bus System Branding

Purpose

The purpose of this memo is to inform the Transportation Commission of the selected brand for the Rural Regional Bus System.

Action

No action is required.

Background

The existing rural regional bus system/network is being reconfigured to better serve the rural communities, and utilizing FTA 5311(f) funding for operations (July, 2016 Transit & Intermodal Committee briefing; White Paper: Bustang Expansion/Rural Regional Bus Restructuring Plan). Six new over-the-road coaches are being procured for the service utilizing SB228 funds (August, 2016 TC SB228 Project approval). A key goal of the Rural Regional System development is to introduce the reconfigured service as a branded element of the interregional (Bustang) system.

Details

DTR and the Bus Operations team worked closely with the Office of Communications and their public relations consultant (Amelie) to strategize and develop the integrated Rural Regional system brand. The challenge, as defined in the Brand Integration document, was to "create a modular approach for Bustang's master brand and integrate new service lines". In addition, "advertising and promotional materials will leverage Bustang's master brand, so that it will live within Bustang's family and support the brand rather than compete with it. This approach ensures we are building equity in Bustang's brand, and leveraging the power of the master brand through promotion of Bustang's services."

The rural regional system brand will be the **Bustang Outrider** and identified with teal logo and livery; each route will have an associated geographic designation. The Bustang Outrider logo series and bus mock-up are attached. The Bustang Brand Guidelines have also been updated to include the Bustang Outrider.

A map depicting the Bustang Outrider service network is shown below.

Implementation Status

Planned launch: The reconfigured and branded Bustang Outrider service is tentatively planned to begin in calendar year 2018.

Bus procurement: Manufacture of six over-the-road coaches has been advertised with bids due November 16; expected delivery next summer. The buses will be similar to Bustang but shorter in length (30-40 feet); and equipped with restrooms, wi-fi, comfortable seating and work stations, bike racks, and under bus luggage storage.

Private Contract Operator: The three or four routes centered on Pueblo will be procured with a two-step qualifications and bid process; similar to Bustang. Bus operations is coordinating with Procurement with the intent to advertise the solicitation in early 2017. The Southern Ute Community Action Program (SUCAP) will continue operating the daily service between Durango and Grand Junction, and utilize two of the newly procured buses.

Stakeholder Outreach: Working with the Office of Communications, a task order has been executed with their outreach consultant, CIG. Outreach to all affected stakeholders, communities served and local transit agencies will begin in December, and intensify in 2017 as opening day approaches. The Bustang Outrider brand and system approach will be useful during the outreach efforts.

Attachments

Bustang Outrider logo series

Bustang Outrider bus mock-up

BUSTANG®
OUTRIDER

BUSTANG®
OUTRIDER

BUSTANG
OUTRIDER
TS 35

COLORADO
Department of Transportation
Transportation Systems
Management & Operations

4201 E Arkansas Avenue, 3rd Floor
Denver, CO 80222

MEMORANDUM

DATE: November 17, 2016
TO: CDOT Transportation Commission
FROM: Ryan Rice, Director, Transportation Systems Management & Operations Division
COPY: Maria Sobota, Chief Financial Office
Josh Laipply, Chief Engineer

SUBJECT: CDOT Commission Striping Improvement Project Proposal

Purpose:

This item seeks the Commission's approval for the $1M striping initiative previously discussed with the Commission in September 2016.

Action:

The Commission will be asked to approve through the monthly budget supplement process, $1M for the winning bid, a striping replacement and performance-based maintenance project submitted by Region 1 and 3.

Background & Details:

At the September 2016 Commission Meeting, the Commission approved $1M in funding for striping improvement to be awarded through a competitive process and with final Commission approval of the region submittal that would best achieve striping improvement.

Headquarters staff announced the competition and the criteria that submittals would be evaluated on – impact and improvement, innovation, and maximizing resources on an important corridor.

Regions submitted three potential projects to improve highway safety and operation on the I-70, I25, and US 287 corridors using innovative materials, processes, or contracting for a continuous year-round stripe.

A panel of region and headquarters staff (Ryan Rice, Director of TSMO, Mike McVaugh, Director Region 5, and Charles Meyer, Branch Manager, Traffic and Safety Engineering) reviewed the applications and found the Region 1-Region 3 joint application to be the best candidate to improve operations and safety on an important corridor to our customers. This

candidate will use innovative contracting over one year to continuously maintain high performing lane striping on I70 from Vail to Golden, leveraging region MLOS maintenance funding with this $1M award to improve the 60,000 daily traveling customers' experience.

The panel recommends this project for the Commission's approval and funding for Region 1 and Region 3 to proceed with contracting and delivery. With approval, the Regions will advertise this project in early 2017 and start work in or around May of 2017 and proceed through May of 2018.

Key Benefits:

This project will improve safety and system operations on the critical I-70 corridor connecting Colorado's West Slope and mountains to the Front Range and beyond. The project will initially install the newest and most durable materials and then actively replace striping using a performance-based provision to better ensure an ever-present stripe throughout the year, even with the challenging transportation and environmental factors of the high altitude corridor. Given how visible this corridor also is to our visitors and all users of this corridor, this continuously maintained lane striping will show tax payers an effective and innovative use of funding. This project will also employ multiple region partnership and will give CDOT insight into future such partnerships to better accomplish projects and maintenance. The panel recommends that the regions measure performance for insight into materials durability and ability to provide the necessary guidance for emerging autonomous vehicle technologies.

Options:

1. Approve through the monthly budget supplement process (Staff Recommendation)
2. Request more information.
3. Deny request.

Next Steps:

Upon approval, TSM&O will coordinate with Regions 1 and 3 to refine their proposed scope of work to achieve the above mentioned objectives and key benefits and work with Division of Accounting and Finance to make the funding available to the project for next steps in the project delivery process.

Attachment:

Region 1 & 3 Striping Proposal Memo

COLORADO
Department of Transportation
Regions 1 and 3 Traffic & Safety

MEMORANDUM

Date: October 21st, 2016

To: HQ Traffic and Safety Engineering Branch

From: Clark Roberts, Traffic Engineer, Region 1 Traffic & Safety
Zane Znamenacek, Traffic Engineer, Region 3 Traffic & Safety

Subject: Striping Project Competition Proposal

In accordance with the direction of the Transportation Commission, Regions 1 and 3 are pleased to submit our proposal for a partnered striping improvement project as a candidate for the additional $1M striping funding. This project will support the Executive Director's goal by maintaining lane delineation and striping on a critical multi-Region corridor using partnering and innovative contracting methods. The proposal includes a cross-boundary contract for replacement of pavement markings during the standard construction season (May to September) on 86 miles of the I-70 Mountain Corridor between the West Vail interchange and the Morrison Road Interchange. Pavement markings will be refreshed with our newest method of recessed modified epoxy and inlaid preform plastic tape. Furthermore, it will provide a means for the Regions to refresh striping in areas of high wear during non-construction time periods (October to April, weather permitting) by including an "on-call" aspect.

Scope and Approach:

The project limits proposed span multiple CDOT Regions along a corridor that has an active Corridor Manager. Due to this project being a multi-Region project, Region 1 and Region 3 agree that the project should be set up as a Statewide Project. The day to day duties of the Project Engineer including project inspection during active construction, would be performed by a representative from the Region Traffic Program where the work is being performed.

Staff from Region 1 and Region 3 Traffic will develop the scope of work, the appropriate specifications, and any specific details for the project and will coordinate for the advertisement of the project.

Deliverables and Delivery Schedule:
The project is anticipated to be a 2017 calendar year project and would be ready for advertisement by December 31st, 2016 assuming announcement of award by November 17th, 2016.

As previously stated, the project includes one all-inclusive refreshing of pavement markings (including epoxy and inlaid tape) between the West Vail interchange at approximately mile point 173 and at the Morrison Road interchange at approximately mile point 259. It is anticipated that this work will occur between the months of May, 2017 and September, 2017.

The project also includes up to three on-call mobilizations from the time of Contract Award through April, 2017 and from October, 2017 to the end of calendar year. Each mobilization would include a minimum of 500 gallons of application and associated grinding. The grinding operation will serve two purposes; remove any surface contaminants and ice control chemicals to ensure proper adhesion of the pavement marking materials, and recess the markings to reduce exposure to traffic and plowing, extending the service life of the material.

Budget:
The initial project cost to replace all markings is estimated to be $1.375M and the cost for 3 winter-month mobilizations at an average of 750 gallons of epoxy and 64,000 SF of grinding per mobilization is anticipate to be a total of $315K. This brings the entire project cost to approximately $1.7M. Since this exceeds the $1M awarded funding, the Regions will supplement the project cost using MLOS funds.

Innovations / Advantages of this Propose Project:

- The Project is multi-Regional and will include input and support from both Regions while functioning like a single Region to itself (in accordance with the purpose of the Joint Operations Area).
- The Project will run a calendar year without shutting down during the height of the summer season to wait for a second contract.
- The Project will provide the ability for the Project Manager to schedule “on-call” work during winter months at locations where there is high wear throughout the Mountain Corridor.
- The Project will allow Both Region 1 and Region 3 to reallocate a portion of their striping budgets to address other pavement marking needs within each Region, improving the overall quality of pavement markings in both Regions.
- Contracting would allow CDOT to “renew” the contract multiple years at established prices without re-advertising the project each year.
- This project would maintain a much higher LOS for striping on the I-70 Mountain Corridor through the year.

In conclusion, this proposal provides some very specific dates, contract details, project limits, and project administration structure. These project details were developed by Traffic Program representatives from both Region 1 and Region 3 that have many years of experience in the development, budgeting and project administration of striping projects just like this one. It is the opinion of both Region 1 and Region 3 that the details of this proposal will provide CDOT the highest striping quality possible throughout the year on the I-70 Mountain Corridor. With that said, all of these project details such as contract period (calendar year), project administration, project limits, annual project funding, and the contracting methodology are completely flexible.

We appreciate your consideration and hope you agree; this innovative multi-Region project will provide a significant improvement to striping for a prominent Colorado corridor and will be the best use of the additional funds.

COLORADO
Department of Transportation
Division of Transit & Rail

4201 East Arkansas Avenue, Room227
Denver, CO 80222-3406

DATE: November 17, 2016
TO: Transportation Commission
FROM: Mark Imhoff, Director, Division of Transit & Rail
SUBJECT: Award of state FASTER and federal FTA funds for 2017 Administration & Operation

Purpose
Informational memo in accordance with PD 704.1 Financial Management of FASTER Revenues.

Action
None. For Information Only

Background
Procedural Directive 1608 is the staff level guidance on the fulfillment of PD 704.1 objectives. The T&l Committee must be apprised annually of the FASTER Transit Projects recommended for FASTER funding for the next fiscal year.

- "DTR staff shall provide regular updates to the Director of DTR, the T &I Committee and the TRAC, which shall contain information on specific projects…", and
- "The DTR staff shall conduct a call for operating projects generally in the spring of each calendar year…the DTR Director shall issue a final determination ofwhich FASTER Transit Projects will receive FASTER funding."

Details
The notice of funding availability (NOFA) or "call-for-projects" for these administrative and operating funds was issued on Friday, April 22, 2016. The NOFA included instructions for application, eligibility criteria, and evaluation criteria. The applications were due on Friday, June 10, 2016.

The NOFA made available a total of $9.9 million in funding administered by CDOT as follows: $0.4 M 5310 Rural, $0.7 M 5310 Small Urban, $1.2 M in 5310 Urban, and $7.6 M in 5311 Rural/Non-Urban. A total of 47 awards were made, and 6 awards were not funded. Un-funded projects resulted from the total need exceeding available funding. CDOT completed and announced awards on Monday, August 15, 2016.

Next Steps
CDOT staff are in the process of writing and executing grant agreements which are valid/effective as of January 1, 2017. The Administration & Operating contracts have a term through December 31, 2017, coincident with local agency fiscal calendars.

Attachments
2017 Admin And Operating Awards.PDF file

Table 1 - FTA 5310 Awards

FTA 5310 Rural Awards

		Request	Award
Operating			
Teller County Human Services	Teller County Services	$ 100,000.00	$ 100,000.00
Southern Ute Community Action Programs (SUCAP)	Ignacio Escorted Service	$ 25,911.00	$ 25,912.00
Huerfano/Las Animas - SCCOG	Operated Service to Pueblo	$ 35,000.00	$ 35,000.00
	Total Operating		$ 160,912.00
Capitalized Operating			
Durango, City of	Mobility Management	$ 129,520.00	$ 66,900.00
Montrose County Senior Citizen's Transp.	Regional Mobility Manager	$ 52,000.00	$ 52,000.00
Northwest Colorado Council of Governments	Mobility Management	$ 73,201.00	$ 72,000.00
	Total Capitalized Operating		$ 190,900.00
Requests not funded - 5310 Rural			
Archuleta County	Operating Funding	$ 135,741.00	$ -
Southwest Colorado Council of Governments	Transportation Coordinator for the Southwest Region	$ 24,239.00	$ -

FTA 5310 Small Urban Awards

		Request	Award
Operating			
Senior Resource Development Agency	Operating	$ 79,000.00	$ 79,000.00
Via	Call Center Operating	$ 277,367.00	$ 270,225.00
	Total Operating		$ 349,225.00
Capitalized Operating			
North Front Range Transp. & Air Quality Council	Mobility Management	$ 27,000.00	$ 27,000.00
Via	Mobility Management (Travel Training, MM)	$ 307,236.00	$ 300,000.00
	Total Capitalized Operating		$ 327,000.00
Requests not funded - 5310 Small Urban			
Mesa County	Mesa County Mobility Management	$ 140,000.00	$ -

FTA 5310 Urban Awards

		Request	Award
Operating			
Lakewood, City of	Operational Support	$ 22,500.00	$ 22,500.00
Seniors' Resource Center,Inc.	Operational Support	$ 150,000.00	$ 250,000.00
	Total Operating		$ 272,500.00
Capitalized Operating			
Colorado Nonprofit Development Center - DRMAC	Regional Mobility Management	$ 203,511.00	$ 200,000.00
Douglas County	5310 Mobility Management	$ 118,000.00	$ 109,000.00
Douglas County	5310 Capital Operating	$ 173,612.00	$ 176,000.00
Seniors' Resource Center,Inc.	Brokerage/Mobility Management	$ 299,980.00	$ 230,000.00
Via	Section 5310: Mobility Management - Travel Training	$ 230,710.00	$ 200,000.00
	Total Capitalized Operating		$ 915,000.00
Requests not funded - 5310 Large Urban			
Developmental Pathways	Operating Funding	$ 50,000.00	$ -

Table 2 - FTA 5311 Awards

		Request	Award
Breckenridge, Town of	Operating & Admin	$ 159,240.00	$ 159,240.00
City of Cripple Creek	Admin & Operating	$ 166,649.00	$ 158,620.00
City of La Junta	La Junta City Transit	$ 79,780.00	$ 68,950.00
Dolores County	2016 2017 Admin & Operating	$ 35,680.00	$ 35,680.00
Durango, City of	Operating and Admin	$ 1,327,609.00	$ 913,800.00
Eagle County	5311 Operating for Fixed route service in Eagle County	$ 375,000.00	$ 309,000.00
East Central Council of Governments	Public transit service for the residents of counties	$ 182,190.00	$ 182,190.00
Glenwood Springs, City of	2016-2017 Admin & Operating	$ 246,170.00	$ 246,170.00
Gunnison Valley Regional Transportation Authority	2016-2017 Admin & Operating	$ 260,000.00	$ 187,100.00
Huerfano/Las Animas Area Council of Governments (SCCOG)	2016-2017 5311 Admin and Operating	$ 391,412.00	$ 258,630.00
Lake County	2016 5311 Operating	$ 60,000.00	$ 95,000.00
Montezuma County	5311 2016-2017 Admin & Operating	$ 64,190.00	$ 64,190.00
Montrose County Senior Citizens Transportation, Inc.	All Points Transit CY 2016 FTA 5311 Admin and Operating	$ 249,899.00	$ 238,000.00
Mountain Express	Crested Butte/Mt. Crested Butte Transit Service	$ 279,000.00	$ 228,200.00
Mountain Village, Town of	2016-2017 5311 O&A	$ 150,100.00	$ 150,100.00
Neighbor to Neighbor Volunteers	5311 Admin & Operating/Rural	$ 100,000.00	$ 100,000.00
Northeastern Colorado Association of Local Governments (NECALG)	2016-2017 Admin & Operating	$ 617,650.00	$ 487,200.00
Prowers County	2016 Admin & Operating	$ 199,008.00	$ 173,100.00
Roaring Fork Transportation Authority (RFTA)	FY 2016-2017 Admin/Operating	$ 1,118,541.00	$ 1,014,550.00
San Miguel County	FTA 5311 Operating & Admin	$ 110,000.00	$ 110,000.00
Senior Resource Development Agency, Pueblo, Inc.	Rural Transportation	$ 68,200.00	$ 68,200.00
Seniors' Resource Center,Inc. (SRC)	Rural (SRC-Evergreen) Admin/Ops. Support	$ 253,160.00	$ 201,880.00
Seniors' Resource Center,Inc. (SRC)	Admin/Operation Support for Rural Clear Creek Transportation[1]	$ 214,175.00	$ 90,000.00
Snowmass Village, Town of	2016-2017 ADMIN. & Operating	$ 240,000.00	$ 238,450.00
Southern Ute Community Action Programs, Inc. (SUCAP)	2016-17 Road Runner Transit Admin-Operating	$ 147,454.00	$ 137,310.00
Steamboat Springs, City of	5311 Operating	$ 1,663,890.00	$ 537,290.00
Summit County (Summit Stage)	2016 operating assistance for Summit Stage	$ 482,040.00	$ 482,040.00
Upper Arkansas Area Council of Governments	UAACOG subcontracts transit services in Fremont & Custer Counties	$ 198,000.00	$ 192,610.00
Via Mobility Services	Section 5311: Admin/Operating (Rural Services)	$ 330,831.00	$ 333,380.00
Winter Park, Town of	5311 Operating Funds	$ 205,000.00	$ 150,000.00
	Total Admin & Operating	$ 9,974,868.00	$ 7,610,880.00

[1]Conditional Award: SRC must provide CDOT with an operations/service plan before January 2017

Projects not funded - 5311

		Request	Award
Archuleta County	Archuleta County Transportation Administration and Operations Funding Request for 2017	$ 135,741.00	$ -
Town of Telluride	FY17 Operating and Administrative funding assistance for FY17 FTA	$ 155,000.00	$ -

Draft STAC Meeting Minutes
October 28, 2016

Location: CDOT Headquarters Auditorium
Date/Time: October 28, 9:00 a.m. - 12:00 p.m.
Chairman: Vince Rogalski, STAC Chair
Attendance:

In Person: Vince Rogalski (GV), Kevin Hall (SW), Todd Hollenbeck (GVMPO), John Adams (PACOG), Doug Rex (DRCOG), Elise Jones (DRCOG), Adam Lancaster (CFR), Rob MacDonald (PPACG), Norm Steen (PPACG), Craig Casper (PPACG), George Wilkinson (SLV), Trent Bushner (EA), Thad Noll (IM), Sean Conway (NFRMPO), Walt Boulden (SC), Barbara Kirkmeyer (UFR), Chuck Grobe (NW), Gary Reiff (TC Chair), Sidny Zink (TC Vice-Chair), Ed Peterson (TC Member), Kathy Gilliland (TC Member).

On the Phone: Stephanie Gonzeles (SE), Kathleen Sickles (GV), Gary Beedy (EA).

Agenda Items/ Presenters/Affiliations	Presentation Highlights	Actions
Introductions & September Minutes / Vince Rogalski (STAC Chair)	• Review and approval of September STAC Minutes. No corrections or additions.	Minutes approved.
Transportation Commission Report / Vince Rogalski (STAC Chair)	**Presentation** • HPTE discussed express toll lanes – everything is working very well. • There has been a lot of legislative outreach to discuss HPTE lanes with legislators, in particular the change to HOV 3+ that will occur on January 1st, 2017. • Starting to talk about I-25 south toll lanes, but nothing formal at this point. • Central 70 is moving ahead and a final RFP is expected by Spring 2017. • C-470 released its RFP and is hoping for construction by Spring 2017. • During the TC meeting, DTR provided an update on 5311 transit funding and how the distribution will be changing as new agencies seek a portion of it. There is no longer enough of this money to go around, so a solution is being sought. TC goal is to identify a plan by early 2017.	No action taken.

	• The 10-Year Development Program was also discussed and we will provide an update to STAC later in the agenda.
	• There was a report on technology, specifically RoadX.
	  ○ One interesting point was the question of who is responsible a crash involving a driverless car. Insurance companies are saying it would be the manufacturer, not the owner, since essentially they are the operator of the vehicle.
	  ○ Another point is related to electric cars, which currently have a limited range. One potential solution is "inductive charging", which could charge the electric vehicle as it moves down the road rather than storing it all in a battery. This may change the role of the DOT to operate more like a utility than it currently does.
	  ○ Overall, new technology is changing a lot about transportation and we will need to adapt with it.
	
	STAC Comments
	• Thad Noll: For those of you with transit agencies in your area, pay attention to the 5311 changes. Over the years the way that this money has been distributed has continued to evolve, and this is currently happening again. Since there are always winners and losers in a process like this we need to be sure to pay attention and make sure everyone feels it's done fairly.
	• Mark Imhoff: We have a subcommittee of the TRAC with representatives of many agencies to help ensure that's the case.	

FY18 Budget Workshop / Maria Sobota (CDOT Division of Accounting & Finance)	**Presentation** • Andy Wheeler, the CDOT staff member responsible for pulling together revenue forecasts and updates, has announced his resignation. He did a lot of great work on making this process more transparent and he will be missed. • The draft October budget is included in your packet and the TC will approve it in November. • Any additional changes made after that point will be reflected in the March final budget, which will be submitted to the Governor for his approval by April 15th.	No action taken.

	• We have an assumption of increased revenue in FY17-18 of approximately $10.5 million, largely due to increase in vehicle registrations in the state and an adjustment of SB 228 transfer forecast. • There is also an increase of $4.774 million in the HPTE fee for service. • CDOT has temporarily suspended its normal annual transfer of $15 million in federal obligation to Bridge Enterprise and it will be used to focus on preventative bridge maintenance activities instead. • The One Pager budget is also included in the STAC packet. • The most substantial change is that the Transbond debt service line will be transferred to asset management after it expires on 12/16/16, thereby creating a variance on the sheet. • Finally, at the bottom of the sheet you will notice that there is an $11 million surplus. We are currently in conversation with the TC to determine where those funds will be directed. **STAC Comments** • Rob MacDonald: The debt service obligation is not restricted, correct? Could this funding potentially be used for RPP rather than asset management? • Maria Sobota: That's true, but CDOT goes through an asset management work shop to discuss needs versus revenues, and in 2014 a decision was made to transfer that debt service to fill the existing gap in asset management. • Craig Casper: In the past you said that you could illustrate the breakdown of different funding sources (NHPP, STP, etc.) in terms of how much comes in versus how much goes out? • Maria Sobota: So on Line 78, you'd like that broken out by fund type? The "color of money" by expenditure? • Craig Casper: Yes, I requested that last year and I'm still interested to see it. • Maria Sobota: I'm happy to take your request back to the team and talk with you about how we can provide that information. • Barbara Kirkmeyer: So was there any consideration of reallocating that 7th Pot debt service back to the regions via RPP? That's where the funds	

	originally came from, and some of us were hoping to see that come back since there's very little left in RPP. • Herman Stockinger: I think it was the downturn in the economy, rather than the debt service, that inspired the move of those funds into asset management so we wouldn't have to cut asset management levels statewide. • Barbara Kirkmeyer: Back in 1993 we took cuts from our regional funding to help support these projects, so even with the economic downturn I think we were anticipating some of those funds to help us to complete projects over the next 20 years. • Kathy Gilliland: We did zero that out, as our population has grown and our needs have grown we've tried to balance that. Last year we brought RPP back up to $50 million to help the TPRs accomplish their goals, but looking at the funding gap we face we decided to focus on asset management as a way of maintaining what we have first. • Josh Laipply: From a staff engineering perspective, our deterioration curves are going down. We're underfunded in general and taking more money away from asset management only worsens that. • Mike Lewis: With the level of funding that we have today, we're on downward slope in terms of asset management. We would need another $200 million per year just to balance it. • Sean Conway: You're saying that in addition to this fund transfer you still need another $200 million per year? • Mike Lewis: That's correct. • Jeff Sudmeier: This is also consistent with the resource allocation that we used as part of our last Statewide Transportation Plan process. • Craig Casper: Part of CDOT's obligation as the state DOT is to maintain the National Highway System (NHS), which comprises more than ½ of PPACG's roadways. When will CDOT determine a method of distributing its NHPP funds to locals who need it to maintain their NHS? • Mike Lewis: We haven't determined that yet. Unfortunately when money is short everyone feels it. • Deb Perkins-Smith: Just to be clear, you're talking about NHS local roads, not the State Highway System.	

	• Mike Lewis: Having this discussion is important and it highlights the need to increase transportation funding overall. • Barbara Kirkmeyer: In regards to the asset management funding, it's not applied to each region but rather at a statewide level. Is there any plan to distribute that so the regions can accomplish their goals? • William Johnson: To answer Craig's question, we currently don't have final rules for performance measures or targets on pavement or bridges, but when we receive those from FHWA we'll work with the MPOs to determine those and then set the distribution based on that. When it comes to asset management fund distribution across regions, some of the asset classes have a formula that includes a regional planning budget. Just from a work management standpoint we don't ever intend to bulk all the projects in one region, so I think that you can expect a good geographic spread. Historically we've seen a pretty balanced distribution year-to-year. In the past that's how we programmed projects and since the asset deterioration doesn't vary that much between regions they tend to come out pretty balanced. • Vince Roglaski: In the past we used a regional distribution of funds rather than the statewide asset management approach, which has been in place for the past 4 years. • William Johnson: I just want to be clear that the asset management process is region-driven, it isn't us sitting behind a computer in HQ making decisions. The regions have the final say about which projects move forward. • Josh Laipply: For example, right now a lot of the asset management funding is being directed to Region 5 since they have some of the worst road conditions in the state. But we are always careful to balance the funding levels so that we don't overburden ourselves and also maintain consistent contracting with our engineering firms.	
Development Program & Project Selection / Jeff Sudmeier (CDOT Multimodal Planning Branch)	**Presentation** • Last month we caught you up on our progress with the 10 Year Development Program and set ourselves up to discuss some project selection approaches.	No action taken.

	• We talked with the TC about some potential project selection criteria in October and they've requested a follow-up in November. • Today we want to get the STAC's feedback on the general approach and some draft criteria for project selection. • Staff from DTD and the regions worked together to develop some draft criteria for project selection for SB 228 and the National Highway Freight Program, which are broken down into Eligibility Criteria and Evaluation Criteria. We want to know from you whether these look like the right criteria, are any missing, or are there any that should be removed? • And to be clear, the TC has already expressed the need and desire for overall geographic equity across the state in addition to the specific criteria that we're looking at today. **STAC Comments** • Craig Casper: Will that geographic distribution be based on population, NHS mileage, or something else? • Debra Perkins-Smith: There's no formula established at this point, it's just a general goal. • Adam Lancaster: What if the criteria are different between regions? • Jeff Sudmeier: At this stage we are attempting to keep the criteria consistent statewide, but we can discuss the specific local preferences. • Josh Laipply: One way to do it is to use the same bar to compare all projects statewide first and then send that list to the regions to adjust their priorities based on local preference. • Craig Casper: I think that you should definitely start with the statewide comparison because if you don't you'll be asked to do it later anyway. Better to save yourself a step. • Rob MacDonald: As it says in the memo, a large portion of the first few years' SB 228 funding is already spoken for on specific projects, so these criteria would only come into play in later years. • Jeff Sudmeier: You're correct that the first year is already dedicated to Central I-70 and potentially a large portion of the 2nd year may go to I-25 North, but I think it's still good for us to plan for those later years in terms of how we would spend it.	

	• Rob MacDonald: This money is free in terms of how it can be applied to CDOT's budget, so there may be the potential for distributing to the regions to apply to their top priorities. • Jeff Sudmeier: A slight correction there – the SB 228 bill says that this funding must be dedicated to "strategic projects", which are not explicitly defined. • Elise Jones: I would also would advise that we should define mobility in terms of the number of people moved rather than the number of vehicles moved. Even though there is a transit carve-out from this funding it's still important to factor the multimodal aspect into our project selection. • Craig Casper: I would suggest that we remove property damage from the "safety" criteria since it is often underreported. • Barbara Kirkmeyer: I think that there needs to be a consistent weighting across the state. There also needs to be some definition of "regionally significant" so that there is a level of consistency statewide. Under safety, is there a better measure that we can use instead of fatalities, injuries, and property damage? Those often change from year-to-year or even from month-to-month. There also needs to be a better mechanism for incorporating local economic impact since we have a better understanding of that in our regions. • Gary Beedy: I'm wondering if we can consider resurfacing or reconstruction, such as on I-70, as "regionally significant" given its importance to the state. I also think that safety criteria and weighting have to be things that can be addressed via system design as opposed to driver behavior. • Rob MacDonald: I would also suggest a higher weighting for projects that are ready to go, i.e. those that have all of their environmental clearances. We want to be sure that if the money shows up you're ready to spend it. • Jeff Sudmeier: That's definitely something we looked at and currently we're treating it as an eligibility criteria. We're working with the regions to determine an appropriate time window for that. • Herman Stockinger: I think we didn't answer Gary's question about the eligibility of I-70 resurfacing activities. The bill doesn't specify how we define strategic, so if the TC decided that I-70 resurfacing is a strategic usage then it would be eligible.	

	• Doug Rex: I'm curious about the timeline going forward – when do you hope to have something prepared? • Jeff Sudmeier: The NHFP is a separate discussion that can occur over the next several months, and we're expecting another round of discretionary grants within the next month so we want to be prepared for that. SB 228 is probably the unknown at this point – we hope to get direction from the TC in November. • Thad Noll: Is there a similar process established for the SB 228 transit project selection? • Mark Imhoff: That is also moving along, and we've used a combination of TPR plans and MPO plans to put that together.	
Multimodal Freight Plan and State Freight & Passenger Rail Plan / Jeff Sudmeier (CDOT Multimodal Planning Branch)	**Presentation** • The Multimodal Freight Plan will build on the State Highway Freight Plan to become our new federally-compliant document. • The State Freight and Passenger Rail Plan is a federally required update to the 2012 State Freight and Passenger Rail Plan. • A Joint Project Advisory Committee (JPAC) has been established with public and private stakeholders, including members of TRAC, STAC, and FAC and private industry. This group also includes representatives from North Front Range MPO and DRCOG since they are developing their own local freight plans and want to align these with the state approach. We also have a representative of the Office of Economic Development and International Trade (OEDIT) involved given the importance of freight in the state's economy. • Working groups for each individual plan will also be established and will meet monthly. If you're interested in participating in one of these group then let us know and we can add you. • There will also be other ways to provide input, including surveys, telephone town halls, webinars, and workshops. • The timeline for the development of both plans is approximately 1 year. A detailed schedule is included in your packet.	No action taken.

	• Project managers are Sharon Terranova (DTR) for the State Freight & Passenger Rail Plan and Michelle Scheuerman (DTD) for the Multimodal Freight Plan.	
STAC & TC Workshop		
Workshop Welcome & Purpose / Vince Rogalski (STAC Chair)	**Presentation** • With the passage of HB 16-1018 the relationship between STAC and TC has changed a bit, so we're here to talk about that a bit today. • Representative Terri Carver was supposed to be here to discuss the intent of the bill, but she has a family emergency and wasn't able to make it.	No action taken.
TC & STAC Partnership: Areas of Advice & Communication Protocols / Gary Reiff (Transportation Commission Chair)	**Presentation** • This is an important conversation that we want to have and need to have. I'm very happy that we're here today to begin it. • As you may know, we have 11 commission districts across the state that vary a lot in terms of politics, needs, etc. and we need to be sure we're balancing those needs. • With or without this legislation, the TC and STAC need to integrate better. Vince and other STAC members are always welcome to attend our TC meetings and share their viewpoints. We also suggested having a yearly lunch established, but I think we should do that twice per year. • The formal aspect of our relationship is necessary, but in some ways it's also the least productive. What's more important in my mind is integrating the individual commissioners with their TPR representatives and CDOT staff members in terms of communication and collaboration. That's great and we need to encourage it as much as possible. • Overall I think that Vince and Deb have done a great job of representing the STAC's perspective at the TC, and in my memory we've only had one instance of disagreement over the past 7 ½ years of my service on the TC. That was related to RPP and the disagreement was not for lack of communication – the TC simply took a different view than that of the STAC. • We have not always had the best communication to the STAC in the past, and I would ask you to put that aside and help us to focus on the future. We have a lot of big issues that we need your input and support on moving forward. One great example is the SB 228 list, which as I saw at the	No action taken.

	previous session you have a lot of different TPR priorities for – and that's alright. We need to understand those priorities as we work to make statewide investment decisions. • You are a very valuable resource for representing your communities on these points. We have developed a year-long agenda showing the major topics coming up month to month at the TC, and I encourage you to work with your STAC chair and with CDOT staff so that you can discuss those items in advance of our meetings and provide your input as part of our decision-making process. If you ever feel that you're not being heard, come to those TC-STAC lunches, come to the TC meetings, and I will make sure that you have time to express your thoughts to the group. **STAC Comments** • Sean Conway: How can we help you in terms of communication? Obviously Vince and Deb do a great job, but what's most helpful to you? Should we go through our local commissioner? • Gary Reiff: I think working through Vince and Deb is great, prioritizing the group input is helpful, but really you can also just pick up the phone, send us a memo, whatever you want. Relationships solve a lot of problems so we should maintain those. • Mike Lewis: And in doing so, please also keep your RTD in the loop so we maintain that triangular communication between STAC, TC, and CDOT staff. • Ed Peterson: I use the STAC input I receive through Vince and through CDOT staff to get both the local and the statewide perspectives. I have honestly never made a decision at the TC without consulting with both STAC and staff, and I can say that we at the TC are not parochial – we always keep geographic equity at the forefront of our discussions. We rely on the information that we get from this group to help us do that. • Kathy Gilliland: We greatly value your input, specifically through the Regional Transportation Plans that help guide our decision-making. • Sidny Zink: I try to attend TPR meetings in my region as often as possible, but this is the first time that I've attended STAC. I was especially impressed by the minutes – they're very detailed, not scrubbed.	

	• Gary Reiff: I will be back at the January STAC meeting and if you like we can use that time to jointly set an agenda for our February lunch if there are any further issues that need to be addressed at that point. • Kevin Hall: I think that we all appreciate that the STAC is valued by the TC, and I know that for staff it must be a bit of a scramble to coordinate the two bodies, but I think it's really important to schedule the input in a way that STAC can deliberate and provide input to TC before their decisions are made. • Vince Rogalski: One thing that I've noticed over my years at STAC is the increase in the number of people who speak up and share their perspectives with the group. So please speak up because if you don't tell me your concerns, I can't tell the TC. • Debra Perkins-Smith: Something helpful is that the TC now has a yearly agenda established, so now CDOT staff can try to build our own STAC yearly agenda on top of that so we can time our meeting topics to feed into those of the TC. • Adam Lancaster: Not to imply that everything has to go through the STAC before getting to the TC, but I think often times the STAC and TC discussions are moving parallel to one another so the TC only gets our input at the end. Maybe we should consider taking the local government approach of feeding from this body into the TC. • Thad Noll: I sort of agree with that, though sometimes the deadlines are such that it's not possible to progress from one to the other. Has moving the dates of STAC meeting helped at all with this? • Debra Perkins-Smith: It has helped, but as you mention we sometimes get a quick turn-around and it's not possible to schedule it as we'd hope. We've recently had a few 1-month deadlines over the last year that makes that type of approach impossible. • Mike Lewis: That's true, but there are certain yearly items, like the budget, that are predictable, so we can improve our flow on those so that STAC is able to provide meaningful input to the TC before they discuss it. • Barbara Kirkmeyer: I agree, and that agenda will help. There are certain items that we can predict and will be able to coordinate. There are also policy issues. I compare this to a comprehensive plan process where we have to get input from our planning commission and have to consider it before making any changes to the plan. I'm wondering there needs to be	

	some sort of more formalized procedural process put in place that includes a step for the TC to consider STAC input. • Gary Reiff: I think there is some validity to what you've said, but you may be extending the planning commission analogy a bit too far. The statute says that STAC should "provide advice" the TC, and we get advice from a number of sources. But this body is not state-representative, it's a more rural-dominated group than the state as a whole so I would be careful about formalizing the advisory process too much. It's important for us to listen to your input but our charge is broader than getting our advice only from the STAC. • Barbara Kirkmeyer: Our position as local elected officials is that we also have to take advice from other groups apart from the planning commission, so I don't think it's all that different. I recognize that the membership of this group leans more on the rural TPRs than the urban MPOs, but I think we do a good job of representing a statewide need in our conversations and recommendations. • Herman Stockinger: One of the proposals included here is to add the STAC recommendation onto TC memos and include the STAC Minutes in your TC packets so that you don't have to search for that input. Staff would prepare a memo, get the STAC's input (whether it is the same or different from staff), and then present both to the TC so they can make the final decision with all the pertinent information. • Ed Peterson: That's exactly the vision that we had a few years ago when I was TC Chair. I think that was the direction given to STAC. In the instances where the timing has allowed that's the perfect way to do it and a good means of giving us the input that we need. • Norm Steen: One way I think that the STAC may be underused is that the majority of our presentations here at STAC are informational, rather than action-oriented. Probably 95% of our topics are information only. We are not serving you as well as we could because in addition to providing you with input on local perspectives, we also engage regularly with elected officials, business, and members of the public that we could leverage to advocate on your behalf to that extensive network of interests throughout the state.	

	• Thad Noll: I have attended a number of TC meetings and have never felt that the STAC perspective was being ignored. Can you give an example of a topic on which that's happened? • Norm Steen: Well receiving the invite to participate in a TC meeting is great, I've been on STAC for 4 years and that was never extended before. • Gary Reiff: Not formally but we're always happy to host elected officials and other stakeholders. The workshops are a great venue for that, we always open it up to the entire group and we don't impose the time limits on speakers like we need to do at the formal TC meetings. • Kathy Gilliland: And also remember that you have the letter option, to provide us with information in advance so we are aware of the issues before you arrive and can think about them prior to your comments. • Gary Reiff: Another instance when I would like to hear your opinions is when there's a disagreement within the STAC. Vince and Deb do a good job of communicating this group's perspectives but hearing those dissenting opinions directly from you helps us to better understand an issue. • Trent Bushner: I want to echo the group's thanks for your attendance here today, and I appreciate that my commissioner is always at our local TPR meetings because he wants to know what's happening on the ground. Another valuable thing that we did was the Telephone Town Halls, where the Commissioner, TPR Chair, and CDOT staff all sat in the same room and heard directly from the public on their thoughts and concerns. • Gary Reiff: That's a great suggestion. I know that we did these back as part of the formal statewide planning process but we really need to continue them outside of it as well on a regular basis. • Vince Rogalski: How can I provide a better update to the TC on the STAC activities at the monthly meeting? • Gary Reiff: I think it's great that we hear a summary of your conversations each month, but it might be more productive to hone it down to 2-3 key points rather than giving the entire broad summary. • Adam Lancaster: It's interesting that you perceive this a more rural body. I personally feel the opposite, like a small fish in a big pond. • Gary Reiff: The time that I felt that way was around the RPP conversation, where we perceived the STAC recommendation largely as an indication of the 10-12 rural representatives on this body. That was the only case that I felt a rural-urban divide that I've been very conscious of trying to avoid.	

	• Adam Lancaster: I think the reason that the RPP was a challenge is that those funds sometimes feel like the crumbs that come down to the TPRs, so they're very important to us. • Gary Reiff: That point is well-taken. • Thad Noll: I think that the reason you've never felt this is a rural-dominated group is because we've kept the discussion very balanced here and Vince is able to represent both sides of the equation when he goes to the TC. • Vince Roglaski: Over my time at STAC we've gone through a growing process, learning who each of us is and who we represent. I think that's why we don't have an "us-vs.-them" mentality and can recognize our statewide priorities. • Gary Reiff: I think another important step that we've taken is the de-federalization pilot that we're undertaking to swap out federal money for state funds on smaller local projects, trying to get the local communities out of the federal world as much as we can. • Debra Perkins-Smith: We heard loud and clear from the locals that federal funding was an issue for them and we're trying to be responsive to that need. • Craig Casper: The de-federalization is another example of an issue that went to the TC without STAC input in advance, and I think it clearly should have done so. We discussed it here but didn't offer a specific recommendation on the topic in the form of an action item. • Debra Perkins-Smith: I think what Craig's talking about is a formal action item rather than simply conversation and input. • Josh Laipply: To respond to Craig's point, what was approved at the TC last month was a switching out of federal money for state money, it wasn't specific to the projects. It was just a dollar switch. We've made a great effort to bring you the de-federalization information throughout the process. • George Wilkinson: Our secondary roads are crumbling and we lack the maintenance funds to work on those, it's all going to the primary roads. We're losing that battle. We also thank you for being here today and always appreciate Commissioner Zink's attendance at our TPR meetings. • Jeff Sudmeier: In the past we've been rather informal with the STAC agendas, and while staff incorporates STAC input into the materials shared with TC, we're not always clear and specific in terms of what we want that	

	input on. We're going to try to much more clearly articulate the type of input that we're requesting for a given agenda item. • Doug Rex: I agree and I'm glad that Norm brought this up. The MPOs are familiar with the process whereby you have one meeting where there's a topic of discussion and then it comes back the next month as an action item. Having a more formal recommendation to the TC would provide value, and often times we have a good discussion here but it doesn't seem to get distilled into a clear, formal recommendation. • Kathy Gilliland: I would say it shouldn't even have to wait until the next month, if you have a discussion and are able to make a recommendation at the end of that item it would keep things moving along nicely. • Barbara Kirkmeyer: Thanks for being here today and to Commissioner Gilliland for her attendance at our TPR meetings. I agree that it's really all about communication and I look forward to sitting down with you all for lunch and working through our issues. • Gary Reiff: And we don't always have to agree either – that's fine. • Adam Lancaster: To Norm's point, we can also help work out some of TC's issues at the STAC level before they ever make it up to you. During the RPP controversy we worked out some CMAQ compromises between the rural areas and DRCOG that contributed to the final recommendation. • Ed Peterson: In closing I want to reiterate that you are valued, your input is important, and especially with staff so that your perspective is built into the issue before the decision-point. This experience has been very helpful to me and I plan to be in attendance at the STAC more often in the future. • Kathy Gilliland: I am a firm believer in clear and open communication and building relationships. I'm looking forward to more frequent meetings as well as more informal communications with this group. Thank you very much for sharing your time with us this morning. • Sidny Zink: I have been on the TC for 3 ½ years now and I've seen our own Commission approach evolve, with less time listening and more time discussing. I hope that continues to evolve and we can mirror that process here. • Gary Reiff: We're having important conversations about prioritizing our time and resources throughout the state, and while we may sometimes disagree we keep moving forward together. That's the Colorado way.	

	• Norm Steen: There is another House bill pending to study the existing TC district boundaries – I'd be interested to hear your perspectives on that. • Gary Reiff: I would encourage you to talk to Herman about that since I think he's tracking it more closely. • Vince Rogalski: In my discussions with Representative Terri Carver she was talking about holding a series of meetings around the state to get some public input on that. • Herman Stockinger: It's true that TC districts have not been looked at in a while, and CDOT staff worked with the TLRC to develop a really comprehensive report on all the potential options for how you could divide up the districts. Representative Carver is now looking at that public input element and then we'll see where the TLRC wants to take it in the coming session and how much of a priority it is for them.	

TPR IGAs, Bylaws, & Elections / Michael Snow (CDOT Multimodal Planning Branch)	**Presentation**
	• I'm going to provide an update on this topic today but all of the planning liaisons will be having specific conversations with each TPR to follow up.
	• Regional Planning Commissions (aka TPRs) are formed via IGAs between the member bodies, mostly counties and municipalities. The purpose of the RPC is to develop a Regional Transportation Plan (RTP) and assume the responsibilities of the transportation planning process for that region. If no IGA exists then this responsibility falls on CDOT.
	• Statutory requirements of the RPC include:
	  ○ Annual elections
	  ○ Establishes eligibility to receive and spend state / federal funds
	  ○ Assume responsibilities for planning & public involvement processes
	• IGA issues include:
	  ○ Expired IGAs
	  ○ Membership not update or maintained
	  ○ Missing IGAs
	  ○ Subsequently enacted Bylaws that conflict with IGAs and/or statutes
	• MOAs are formed with supporting agencies so they may do the work of RPC and contract with CDOT for the Rural Planning Assistance (RPA) grants. Without an MOU, CDOT cannot contract RPA grants to the TPR.
	• Next Steps:
	  ○ Locate missing IGAs and/or MOAs
		No action taken.

	○ Discuss and finalize desired modifications to the IGA and/or MOA template ○ Contact member entities ○ Distribute IGA for member adoption ○ Execute MOA ○ Renew, update, and submit IGA/MOA to CDOT by June – in time for next RPA grant contracting • Timeline: ○ Finalize / adopt IGA & MOA forms (January - March) ○ Member entities execute IGA (April - June) ○ MOA executed by RPC & Vendor (May - June) ○ IGA & MOA executed and submitted to CDOT by June 30, 2017 ○ Other members may still join after this date **STAC Comments** • Barbara Kirkmeyer: If the IGA has not been updated, what happens? In rural areas the IGAs are done between counties, not municipalities. • Michael Snow: In the case of UFR, the counties signed the original IGA and then the municipalities were added in a few months later. • Barbara Kirkmeyer: So what happens if there's no IGA? • Michael Snow: Some IGAs have been completely lost but all are out of date. If an entity chooses not to join the RPC that is their prerogative, but then they would not receive the benefits of participation. • Barbara Kirkmeyer: But what I'm saying is that an entity could choose to join a different RPC. • Jeff Sudmeier: The boundaries of the TPR are established by state planning rules, which we revisit as part of the rulemaking process with each long-range plan. • Thad Noll: But if only 2 entities within that boundary wanted to participate, then they would be responsible for the entire area? • Michael Snow: Yes, in terms of planning and public outreach activities. • Adam Lancaster: What is the status of the IGA and MOA templates that you were developing? • Michael Snow: We have those available for you to use and adapt (within statute) to update your IGAs and MOAs. We can provide those to you through your planning liaisons.	

STAC Elections / Vince Rogalski (STAC Chairman)	**Presentation**
	• Vince Rogalski and Thad Noll are willing to continue in their current positions as STAC Chair and STAC Vice-Chair, respectively. However, both are open to nominations of other STAC members.
	  ○ Nomination of Vince and Thad to continue in their current positions.
	  ○ Nomination seconded. No further discussion. Unanimous vote in favor.
	• Vince Rogalski and Thad Noll are confirmed as the STAC Chair and Vice-Chair.
	
	STAC Comments
	• Thad Noll: I would like to thank Vince for all of the time and effort that he puts into this position.
		Vince Rogalski and Thad Noll re-elected.

Other Business	• The next STAC meeting will be held on Friday, December 2nd and will cover the months of November and December. • By the time of the next STAC meeting the Road Usage Charge (RUC) will be underway. You may learn more at the RUC website: ruc.codot.gov/	No action taken.

STAC ADJOURNS