

**DRAFT STAC Meeting Minutes
November 15, 2013**

Location: CDOT Headquarters Auditorium

Date/Time: July 12, 9:30 a.m.-12:30 p.m.

Chairman: Vince Rogalski

Attendance:

Agenda Items/ Presenters/Affiliations	Presentation Highlights	Actions
<p>Introductions/ October Minutes/ Vince Rogalski/ STAC Chair</p>	<ul style="list-style-type: none"> • Minutes were approved without changes 	<p>Minutes approved.</p>
<p>Transportation Commission Report</p>	<ul style="list-style-type: none"> • At the October meeting of the Transportation Commission, several items pertained to the High Performance Transportation Enterprise (HPTE) were discussed. <ul style="list-style-type: none"> ○ The HPTE board is attempting to facilitate a Transportation Infrastructure Finance Innovation Act (TIFIA) loan for Highway 36 and also helping to assist with flood relief. ○ Resolutions were approved for the I-25 North project and CDOT's role in the coalition surrounded C-470 improvements. ○ There are two RFPs out; one for a towing advisory and the other for circulation. • The Transportation Commission had a workshop on Statewide Plan and Asset Management. There are several program areas that are looking for additional funding; these include rock fall mitigation, tunnels and ITS. There was also a presentation on pavement and a presentation on drivability life. There is an effort to move towards objective decision making as opposed to subjective. • The Transportation Commission discussed that the community input should be reflected in the Statewide Plan. Chairman Rogalski encouraged STAC members to talk with local constituents and ask them to participate in the 	<p>No action taken.</p>

	<p>process.</p> <ul style="list-style-type: none"> • There is an effort to monitor FASTER Safety money more closely. As a result there have been discussions about moving money into RPP. • The estimate for flooding damage is around \$400 million. \$58 million was allocated for emergency response projects and \$22 million was committed and encumbered. The goal is to have all the highways serviceable by December 1. Past December 1, construction will continue to bring those roads affected by the flood to full service. • The Transportation Commission left the budget workshop leaning towards adopting Budget Scenario #3. A draft budget will be presented to the Governor's Office by December 1. • All of the RAMP projects recommended to the Transportation Commission were approved, with the exception of one project which was withdrawn. A motion was passed to approve the RAMP project list. 	
<p>MPACT 64/ Herman Stockinger</p>	<ul style="list-style-type: none"> • Herman Stockinger introduced Jim Gunning, Mayor of Lone Tree and Chair of the Metro Mayor's Caucus, to give a presentation on MPACT 64. • Mayor Gunning's presentation included a brief background on MPACT 64 efforts and polling results, the current state of transportation funding and MPACT 64's role in building a bridge to the future, funding priorities, the current straw man proposal (two-third to roads and one-third to transit) and the effect of Amendment 66 on a possible ballot measure for transportation. <ul style="list-style-type: none"> ○ Terri Blackmore asked about distribution of funding within the metro area. Mayor Gunning highlighted that there is sensitivity between cities and counties over sales tax. Therefore, a tentative solution is an even split of their share of the collected revenues. Importantly, it doesn't affect the statewide division of revenue. ○ Barbara asked how many people were polled. Mayor Gunning replied that the most recent poll included 1,000 people. ○ Thad Noll asked about how the Transit funding would be distributed outside of RTD. Mayor Gunning indicated that there was a straw man for the transit element, but referred Thad to Herman for more details. ○ Trent Bushner commented that the project list needs to encompass all of Colorado's communities in order to get widespread support. He also commented that local television stations are the best way to communicate with his constituents. Mayor Gunning replied that if a 	<p>No action taken.</p>

	<p>ballot measure were to move forward, a campaign staff would take over and begin engaging different parts of the state. Mayor Gunning referred to Herman for insight on the ballot project list. Herman explained the process that was used to develop the project list and how to use STAC in refining the project list.</p>	
<p>Federal and State Legislative Update/Kurt Morrison & Herman Stockinger/CDOT Office of Policy & Government Relations (OPGR)</p>	<ul style="list-style-type: none"> • State Update: The Transportation Legislation Review Committee (TLRC) recently completed its work. The TLRC approved five bills this year, two of are directly transportation related and would have an impact CDOT. These bills will be introduced in January and will maintain the same requirements as any other bill. <ul style="list-style-type: none"> ○ Colorado Springs Utility asked for a bill that would authorize a new overweight permit that CDOT can issue in cases where they are considered a hazard. ○ Another piece of legislation allows to CDOT to issue a permanent annual fleet permit to reduce regulatory burden. ○ Another piece of legislation seeks to increase the penalty, from \$500 to \$2000, for a violation of the road restriction over independence pass. • The General Assembly approved a new committee, the Flood Disaster Study Committee (FDSC), which convened a week ago. The purpose of the committee is to study the effects of the floods and come up with any possible legislation that is needed. FDSC will be traveling to the communities (Estes Park, Drake and Lyons) affected by the floods the week of Nov. 18. At this point it is unknown whether additional legislation will be needed. • The Transportation Committee of the General Assembly has appointed new leadership. Sen. Nancy Todd of Aurora, formerly the vice-chair of the Transportation Committee, will be replacing Rollie Heath of Boulder. • Federal Update: Kurt gave an update on the Federal Highways Emergency Relief Program. The last time he addressed STAC, work was under way to try and lift the cap of \$100 million to \$500 million. There had been difficulty getting both chambers to agree on bill language. The language approved by the Senate was rolled into the bill that recently reopened the Federal government. Kurt acknowledged the hard work of the Colorado Congressional delegation and their staff. 	<p>No action taken.</p>

<p>FASTER Safety Audit Report/ COT Audit Division</p>	<ul style="list-style-type: none">• CDOT's Audit Division came before STAC to share the results of their audit report. The Audit Division reviewed FASTER Safety funded programs and presented their results to the Audit Review Committee in October of this year. The audit was completed at the request of Executive Director Hunt. The scope of their review was FASTER Safety funds that apply to road safety projects for FY 10-13. During that time period CDOT received \$323 million in FASTER Safety funds.• There were two objectives with the audit; first, was to determine whether CDOT was in compliance with the requirements established by the legislation for eligibility to FASTER funds; second, to determine pre and post award safety metrics.• The Audit Division found that CDOT is in compliance with the requirements that were established by the legislation. With regard to metrics and how FASTER Safety dollars have improved road safety, the Audit Division identified two concerns. First, there was a lack of consistency when it came to reporting to management what was actually spent on FASTER Safety. Management did not receive timely and useful reports about FASTER Safety funding expenditures. Second, CDOT needs a set of standardized metrics that can be used to create the reports. Without standards and metrics CDOT is not in a good position to answer the central questions posed by the audit and Executive Director Hunt. Additionally, it makes it difficult for CDOT to take credit for the benefits of the FASTER Safety program.• The Audit Division's final report made three key recommendations. First, communicate the need for standard and timely reports that management can receive to monitor the program. Second, establish metrics that could be used in these reports to management. Third, to ensure that the most significant safety programs are addressed in the right way.• Debra updated STAC that a work group has been formed in response to the outcomes of the audit. This group, composed of region safety staff and planning staff, is tasked with identifying what some potential metrics might be and review the cash management systems to help with reporting. The Transportation Commission will receive a workshop on FASTER Safety and the audit will be a part of that discussion.	<p>No action taken.</p>
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<p>FY 15 Budget/ Scott Richrath</p>	<ul style="list-style-type: none"> • Scott Richrath came before STAC to give an update of the FY 15 draft budget. He explained the public friendly budget format deployed by CDOT over the last three years and process used to develop and approve CDOT's budget. • Scott also explained how and why CDOT's budget is organized the way it is. Mentioning specifically that funding programs have transitioned into action orientated categorization. • Scott then allowed for questions and statements in order to get STAC to the position where they would be comfortable in making a recommendation to the Transportation Commission. STAC comments included: <ul style="list-style-type: none"> ○ Vince Rogalski (STAC Chair) pointed out that surface treatment allocations has been reduced and gone to CDOT construction engineering. Scott explained cost disparities are a product of administrative overhead and indirect costs in order to facilitate the core work of CDOT. The reason behind this approach came from the efficiency and accountability committee, comprised of members of the construction community, to help distinguish between construction expenses and operating costs. Therefore, giving those outside the department a better understanding of CDOT's activities. ○ Pete Frazier asked if these dollars ultimately allocated back to the projects. ○ Wayne Williams asked where RAMP appears in the budget. Scott explained that there used to be one budget at CDOT and now there are five. STAC was presented with three of those budgets for the meeting. He then went into detail about the nature of RAMP and its function as a cash management system through existing cash balances. This allows Regional Transportation Directors and project managers to accelerate their use of those of future funds on an annual basis. ○ Wayne Williams followed up his question with a request for a document that combines all those budgets and demonstrates how those RAMP dollars will be spent. Scott said that he would combine all those into one document for the December STAC meeting. ○ Barbara Kirkmeyer said she would like to see the cash fund balances that are being approved every year. 	<p>STAC recommends the approval of the elements of the draft budget presented.</p>
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	<ul style="list-style-type: none"> ○ Wayne Williams pointed out the part of STAC’s role is to advise the Transportation Commission. However, it is difficult to advise them when they receive the materials before STAC does and they have already done the approval. He requested that in the future CDOT provide STAC with the necessary materials to make recommendations to the Transportation Commission. <ul style="list-style-type: none"> ▪ ACTION ITEM: Wayne Williams made a motion that STAC recommend the approval of the elements of the draft budget presented. The motion passed. ○ Trent Bushner asked why some of the RAMP funding wasn’t used to pay off debt. Scott explained that CDOT has utilized favorable interest rates to its advantage to mitigate inflation costs associated with construction. ○ Barbara Kirkmeyer asked what the anticipated cash fund balance would be. Scott indicated that CDOT has about \$1.5 billion in cash balances, but added that \$1.1 billion is restricted. Barbara indicated a preference for using a portion of the cash fund balance for RPP, in essence the planning process. ○ Comments were raised by several members that there is a strong inclination towards RPP and flexible spending sources for local projects. Vince Rogalski indicated that he would be at the Transportation Commission meeting and would convey that message. 	
<p>RAMP & Flood Update/ Tim Harris</p>	<ul style="list-style-type: none"> ● Tim Harris came before STAC to give an update on RAMP and flood recovery efforts. ● The RAMP project list was approved by the Transportation Commission at the October meeting. There are critical dates for participants to know: <ul style="list-style-type: none"> ○ By January 6 CDOT needs reassurance from their partners that they still intend to move forward on their selected projects. ○ CDOT has extended the date to reassurance to those entities affected by the flood to April 7. ○ CDOT would like to have IGAs on all the projects by June of 2014. ● CDOT is working on a portfolio management system and will be going before the Transportation Commission in November. The intent is capture where the projects are, when they are going to ad and how the money is flowing. This should give CDOT a better picture about how to best manage 	<p>No action taken.</p>

	<p>RAMP.</p> <ul style="list-style-type: none"> • Flood Update: Highways 32 and 36 have been reopened. To date, 92% of the highways that were closed have been reopened. The goal was to have everything reopened by December 1 and CDOT is very confident that they will meet that goal. The only remaining roadways to be reopened are highway 7 and US 34. • CDOT has moved from a response phase to a recovery phase. <ul style="list-style-type: none"> ○ Barbara Kirkmeyer commented on how CDOT Region 4 has done an exceptional job in managing the flood recovery efforts. 	
<p>Program Distribution/ Debra Perkins-Smith</p>	<ul style="list-style-type: none"> • Debra came before STAC requesting two recommendations. First, a general recommendation for Program Distribution. Second, a specific recommendation for the Congestion Mitigation Air Quality (CMAQ) program and the statewide set-a-side for CNG. • STAC members were provided with a handout that applied funding figures to the recommendations of the STAC sub-committee on Program Distribution. Debra explained the handout to the STAC members, mentioning the composition and methodology behind its creation. • Thad Noll mentioned that when the sub-committee looked at a variety of options (VMT, population, etc.), the degree of change was minimal. • Steve Cook mentioned that the DRCOG board doesn't like the proposed formula and its high emphasis on lane miles, but given the amount of funding it isn't justifiable to change it. However, if the funding levels were significantly increased, as was the case in the prior decade when funding was \$50-\$60 million, DRCOG would have major concerns with formula. • Debra outlined that CDOT staff will be going before the Transportation Commission for guidance on Regional Priorities Program (RPP) and increasing the level of funding it receives. • Wayne Williams commented that the formula isn't perfect, but for the small funding figures being discussed it is not worth changing. • Wayne Williams made a motion for STAC to approve and accept recommendations of the STAC sub-committee on Program Distribution at the current funding levels. If there are significant changes in the funding levels, STAC will revisit the formulas. <ul style="list-style-type: none"> ○ Barbara Kirkmeyer asked for clarification as to whether the motion was for all of Program Distribution or just for RPP. ○ Vince stepped in and asked for the motion to be suspended until 	<p>Action 1: STAC recommended to the Transportation Commission the sub-committee's RPP allocation formula given there is no significant change in funding levels. The motion passed.</p> <p>Action 2: STAC recommended to the Transportation Commission the sub-committee's TAP allocation formula. The motion passed.</p> <p>Action 3: STAC made a recommendation to the Transportation Commission that they not take action on CMAQ. The motion passed.</p>

	<p>discussion for all the programs had been heard.</p> <ul style="list-style-type: none"> ○ Terri Blackmore asked a clarifying question about whether the funding figures provided were those that are intended to be used for the long range plan. Debra clarified that those percentages are available yet. ○ Terri Blackmore made a follow-up statement that certain areas will be in attainment over the course of the long range plan and it wouldn't make since for them to continue to receive CMAQ funding. Sandi Kohrs clarified that if area designation were to change then CMAQ would need to be revisited because it is very prescriptive. Debra further explained that for planning purposes assumptions have to be made, but in actuality they can change. ○ ACTION ITEM: Barbara Kirkmeyer made the request that the motion only include a vote on RPP. Wayne Williams agreed and the motion passed. Motion was later clarified to say, "STAC recommends to the Transportation Commission the sub-committee's allocation formula given there is no significant change in funding levels". <ul style="list-style-type: none"> ● STAC then shifted its attention to Transportation Alternatives Program (TAP). Debra and Jeff Sudmeier gave a brief explanation of the program and then STAC members discussed. <ul style="list-style-type: none"> ○ ACTION ITEM: Wayne Williams made a motion that STAC recommend to the Transportation Commission the allocation formulas for TAP. Motion passed. ● STAC then shifted its attention to CMAQ. Debra gave a brief explanation of the program and then STAC members discussed. <ul style="list-style-type: none"> ○ Barbara Kirkmeyer made several comments on the topic. First, when the sub-committee was formulating its recommendations in September, there were several members who were busy and unable to attend STAC and the sub-committee meetings. Barbara was under the impression that CMAQ was going to be revisiting in October, but it wasn't revisited. ○ Terri Blackmore commented that sub-committee had requested percentages based on prior year and current year comparisons. ○ Wayne Williams asked if there was anything that causes issues by delaying a recommendation for one month. Debra indicated that the 	<p>Action 4: STAC recommended to the Transportation Commission that they adopt the set-a-side for a statewide CNG program, including the construction of CNG fueling stations and vehicle purchases, there be an advisory committee composed of STAC representatives, and the program be subject to annual appropriations. The motion passed.</p> <p>ACTION 5: Vince Rogalski made a motion to approve Metro Planning. The motion passed.</p> <p>ACTION 6: Vince Rogalski made a motion to approve STP-Metro. The motion passed.</p>
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	<p>Transportation Commission could take action.</p> <ul style="list-style-type: none">○ Barbara Kirkmeyer raised concerns over the CO maintenance areas and the disparity in funding for those areas that are in non-attainment. Also, she questioned the emphasis on maintenance vs. non-maintenance. Finally, she said that if a decision was needed immediately on the topic then she suggested keeping the old formula and not changing it because she doesn't agree with going to a total population based formula.○ Wayne Williams commented on VMT vs. Population as a proxy used within a funding formula. Wayne felt that population, as a proxy, was a better indicator of where the contaminant is coming from.○ ACTION ITEM: Wayne Williams made a motion that STAC make a recommendation to the Transportation Commission that they not take action on CMAQ. The motion passed. <ul style="list-style-type: none">● STAC then shifted its attention to the statewide set-a-side for CNG. Debra briefly explained that the sub-committee recommended \$30 million, over a four year period, for the Colorado Energy Office.<ul style="list-style-type: none">○ Sandi Kohrs shared a memo from the DRCOG board, which was sent to Governor Hickenlooper, which made several recommendations regarding the statewide CNG Program.○ Robert Lieb Jr. asked how the \$30 million will be spent over the four year time period and will the \$30 million be subject to annual review? Barbara Kirkmeyer offered clarification that the program is intended to incentive the creation of CNG infrastructure statewide. She further explained that these would be privately owned stations with local government commitments to sponsor grant funds. Robert shared his concern that once the "seed" money reaches its sunset date there will be a desire to turn CNG into a permanent program.○ Wayne Williams requested the motion include that CNG program to subject to annual allocation by the Transportation Commission.○ ACTION ITEM: Barbara Kirkmeyer made a motion that STAC recommended to the Transportation Commission that they adopt the set-a-side for a statewide CNG program, including the construction of CNG fueling stations and vehicle purchases, there be an advisory committee composed of STAC representatives, and	
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	<p>the program be subject to annual appropriations. The motion passed.</p> <ul style="list-style-type: none"> • STAC then shifted its attention to Metro Planning. Debra briefly explained that distribution formulas for this program are based on historic formulas with sub-allocation to MPOs in accordance with statute. The methodology was agreed to by FHWA, FTA, CDOT and the MPOs in the fall of 2012 and there is no recommendation to change it. <ul style="list-style-type: none"> ○ ACTION ITEM: Vince Rogalski made a motion to approve Metro Planning. The motion passed. ○ ACTION ITEM: Vince Rogalski made a motion to approve STP-Metro. The motion passed. 	
Statewide Plan Website/ Michelle Scheuerman	<ul style="list-style-type: none"> • Michelle Scheuerman came before STAC to report on the status of the Statewide Plan website. The website was launched on October 21st, with a press release from Executive Director Don Hunt. In developing the website, several factors were considered. These factors include: the link between transportation and economic vitality, consistent messaging and coordination in the department, a focus on multimodal transportation and infuse all the other modal plans that are being developed. • Michelle described and explained different sections of the website to STAC members. She focus on two areas specifically, “explore my area” and “C-Plan”. • Michelle announced the statewide survey will be going live on November 18. CDOT DTD worked with all of the local planning partners to develop a TPR level survey combined with questions germane on a statewide level. 	No action taken.
Other Business	<ul style="list-style-type: none"> • STAC Chair Vince Rogalski handed out copies of STAC meeting dates for calendar year 2014. • STAC agreed to reconvene at 9:30am for the December meeting. 	No action taken.