

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

Location: CDOT Headquarters Auditorium
Date/Time: November 15, 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 / Vince Rogalski</p>	<ul style="list-style-type: none"> • The Transportation Commission (TC) had a workshop on the Statewide Plan and Asset Management. There are several program areas that the TC is considering providing additional funding to including rockfall mitigation, tunnels and ITS. There was also a presentation on pavement and a presentation on drivability life. • The TC discussed that community input should be reflected in the Statewide Plan. • There is an effort to examine and restructure the FASTER Safety Program. Also under consideration is moving some FASTER Safety funds to Asset Management, “freeing up” other funds that could be used to increase 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 up to full service. • The TC 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 • All of the RAMP projects recommended to the TC were approved, with the exception of one project which was withdrawn. A motion was passed to approve the RAMP project list. 	<p>No action taken.</p>

<p>MPACT 64 / Herman Stockinger / CDOT Office of Policy & Government Relations (OPGR) / Mayor Jim Gunning / City of Lone Tree</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 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 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>No action taken.</p>
<p>Federal and State Legislative Update / Kurt Morrison & Herman Stockinger / CDOT OPGR</p>	<ul style="list-style-type: none"> • The Transportation Legislation Review Committee (TLRC) recently completed its work. The TLRC approved five bills this year, two of which are directly transportation related and would have an impact CDOT. These bills will be introduced in January. <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 CDOT to issue a permanent annual fleet permit to reduce regulatory burden. 	<p>No action taken.</p>

	<ul style="list-style-type: none"> ○ Another piece of legislation seeks to increase the penalty, from \$500 to \$2000, for a violation of the load 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. The FDSC will be traveling to the communities affected by the floods the week of Nov. 18. At this point it is unknown whether additional legislation will be needed. • The TLRC has appointed new leadership. Sen. Nancy Todd of Aurora, formerly Vice-Chair, will be replacing Rollie Heath of Boulder. • 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>FASTER Safety Audit Report / Barb Gold / CDOT Audit Division</p>	<ul style="list-style-type: none"> • CDOT's Audit Division came before STAC to share the results of a recent audit report on the FASTER Safety Program. The Audit Division reviewed FASTER Safety 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 received for road safety projects in FY 10-13. During that time period CDOT received \$323 million in FASTER Safety funds. • There were two objectives of the audit; first, to determine whether CDOT was in compliance with the requirements established by the legislation for FASTER funds; and 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 	<p>No action taken.</p>

	<p>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.</p> <ul style="list-style-type: none"> • 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, 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. The TC will receive a workshop on FASTER Safety and the audit will be a part of that discussion. 	
<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 used by CDOT over the last three years and the process used to develop and approve the budget. • 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 TC. STAC comments included: <ul style="list-style-type: none"> ○ Vince Rogalski (STAC Chair) pointed out that surface treatment allocations has been reduced and funds shifted to a line for CDOT construction engineering. Scott explained that this was done to separate the administrative overhead and indirect costs. This was a recommendation of the Efficiency and Accountability Committee to help distinguish between construction expenses and operating costs. ○ Pete Frasier asked if these dollars are ultimately allocated back to the projects. Scott indicated that these costs are allocated back to 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- the core budget, HPTE budget, and Bridge Enterprise budget. He then went into detail about the nature of RAMP and its function as a cash management system through existing cash 	<p>STAC recommends the approval of the elements of the draft budget presented.</p>

	<p>balances and explained since RAMP is not new revenue it doesn't appear in the FY 15 budget.</p> <ul style="list-style-type: none"> ○ 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 requested additional information on CDOT cash balances. ○ Wayne Williams pointed out that part of STAC's role is to advise the TC. However, it is difficult to advise them when they receive the materials before STAC does or have already taken action prior to STAC review. He requested that in the future CDOT provide STAC with the necessary materials sufficiently in advance to make recommendations to the TC. <ul style="list-style-type: none"> ▪ ACTION ITEM: Wayne Williams made a motion that STAC recommend the approval 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. ○ 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 TC meeting and would convey that message. 	
<p>RAMP & Flood Update / Tim Harris / Chief Engineer</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 TC 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 (via a letter of commitment) that they still intend to move forward on their 	<p>No action taken.</p>

	<p>selected projects.</p> <ul style="list-style-type: none"> ○ CDOT has extended the date to provide letters of commitment for 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 providing an update on progress to the TC next week. 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 RAMP. ● 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 this goal will be met. The only remaining roadways to be reopened are highway 7 and US 34. ● CDOT has moved from a response phase to a recovery phase. ● 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 / CDOT Division of Transportation Development (DTD)</p>	<ul style="list-style-type: none"> ● Debra came before STAC requesting two recommendations. First, a recommendation for the formula or “specialized” programs 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 showed percentages and examples of funding levels based on the recommendations of the STAC sub-committee on Program Distribution. ● Thad Noll mentioned that when the sub-committee looked at a variety of options for the Regional Priority Program (RPP) (VMT, population, etc.), the degree of change was minimal. ● Steve Cook mentioned that the DRCOG board doesn’t like the purposed 45/40/15 formula for RPP 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 the formula. ● Debra explained that CDOT staff will be going before the Transportation Commission next week for direction on RPP and the amount of funding for the program. 	<p>Action 1: STAC made a motion to recommended to the TC the sub-committee’s RPP allocation formula given there is no significant change in funding levels. The motion passed.</p> <p>Action 2: STAC made a motion to recommended to the TC the sub-committee’s TAP allocation formula. The motion passed.</p> <p>Action 3: STAC made</p>

	<ul style="list-style-type: none"> • 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"> ○ 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 for RPP at current funding levels.” STAC indicated its support for an increase to RPP and acknowledged concerns about the allocation raised by DRCOG, agreeing to revisit the funding formula should the level of RPP increase. • 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 sub-committee’s 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"> ○ 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 sense 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. Debra further explained that for planning purposes assumptions have to be made, and for Program Distribution the CMAQ allocations are based on current air quality areas and attainment status. ○ Barbara Kirkmeyer 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. She also indicated that 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. 	<p>a motion deferring action on the CMAQ allocation formula until its December meeting. The motion passed.</p> <p>Action 4: STAC made a motion to recommend to the TC the adoption of a set-a-side for a statewide CNG program (maximum of \$30 million over four years-2014-2017), 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: STAC made a motion to approve the allocation formula for Metro Planning. The motion passed.</p> <p>ACTION 6: STAC made a motion to</p>
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	<ul style="list-style-type: none"> ○ 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 than VMT. ○ ACTION ITEM: Wayne Williams made a motion that STAC defer a recommendation on CMAQ until its December meeting. The motion passed. ● 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 a statewide CNG program proposed by the Colorado Energy Office (CEO). <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 be subject to annual allocation by the Transportation Commission. ○ ACTION ITEM: Barbara Kirkmeyer made a motion that STAC recommend to the Transportation Commission that they adopt the set-a-side for a statewide CNG program (maximum of \$30 million over four years- 2014-2017), 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. ● STAC then shifted its attention to Metro Planning and STP-Metro. Debra briefly explained that distribution formulas for this Metro Planning are based on population 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. The 	<p>approve the allocation formula for STP-Metro. The motion passed.</p>
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	<p>distribution methodology for STP-Metro is established in statute.</p> <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 / CDOT DTD	<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 and can be accessed at www.coloradotransportationmatters.com • Michelle announced that a statewide survey will be going live on the website shortly. CDOT DTD worked with local planning partners to develop a TPR level survey combined with questions germane on a statewide level. 	No action taken.
Interregional Express Bus / Mark Imhoff / CDOT Division of Transit & Rail (DTR)	<ul style="list-style-type: none"> • Due to insufficient time, Mark requested that STAC members review the memo provided to them and the slides posted on the STAC website. The TC will have a workshop on Interregional Express Bus next week. 	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.