

**DRAFT STAC Meeting Minutes
June 14, 2013**

Location: CDOT Headquarters Auditorium

Date/Time: June 14, 2013 9:00 a.m. – 11:00

Chairman: Vince Rogalski

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

Agenda Items/Presenters/ Affiliations	Presentation Highlights	Actions
Introductions/May Minutes/Vince Rogalski/STAC Chair	<ul style="list-style-type: none"> Minutes were approved without changes. 	Minutes approved.
Transportation Commission (TC) Report/Vince Rogalski/STAC Chair	<ul style="list-style-type: none"> The Commission and the High Performance Transportation Enterprise (HPTE) discussed the Concessionaire agreement for US 36, as well as the status of the US 36 agreement between CDOT and RTD. CDOT will adjust its proposed toll rates to match those of RTD. The Commission held a Workshop on Asset Management, during which it looked at possible measures for drivability, like International Roughness Index (IRI) - different from the traditional measures of good, fair poor, or Remaining Service Life (RSL). Asset Management will affect the future of Policy Directive (PD) 14. The Commission's Statewide Plan Subcommittee is reviewing draft PD 14 proposed measures for Safety, Infrastructure, Highways, Buildings, ITS, and Culverts. The Commission discussed the RAMP program. Tim Harris provided a presentation on what constituted "eligible" vs. "ineligible". About 250 project Pre-Applications have been submitted, and, after review, only 35 were not accepted. The Commission asked the RTDs to have their region staffs go back and take another look at the applications, and speak with the applicants to better determine project readiness. Detailed applications are due to CDOT July 1st. In the next few months, there will be more discussion and this will be brought back to STAC. Gary Beedy questioned measures that look only at the "drivability" of roads. What about underlying structure? A thin overlay will not address that, so how will this factor be considered? How will we ensure roads hold up to truck use? Debra Perkins-Smith agreed, and said that structure is a part of the assessment but that surface treatments can extend road life. 	No action taken.

	There will be a presentation to STAC next month on this subject.	
Federal and State Legislative Update/Kurt Morrison & Herman Stockinger/CDOT Office of Policy & Government Relations (OPGR)	<ul style="list-style-type: none"> • On the federal side, CDOT submitted 3 TIGER applications: \$ 11 M for the Fillmore Diverging Diamond project, \$ 10 M for the Eisenhower-Johnson Memorial Tunnel fire suppression safety system, and \$ 15 M for I-25 Ilex and First Street Reconstruction in Pueblo. We probably won't hear anything on these until the end of August. CDOT met with Congressional staff on these projects and submitted support letters. • The Transportation Legislative Review Committee (TLRC), with 18 members, comprises the entire House and Senate Transportation Committees of the Legislature. This year, the Committee is taking a different angle, and wants to focus on determining the top transportation needs in Colorado. They plan three road trips, including field hearings, which will begin in July. TPR representatives will have the opportunity to testify. This will be a great opportunity for us. 	No action taken.
Colorado Energy Office (CEO) Natural Gas Vehicle (NGV) Study-Tom Hunt/CEO	<ul style="list-style-type: none"> • Debra reminded STAC that MAP-21 expands the CMAQ program to include electric vehicle or compressed natural gas (CNG) refueling stations statewide. The vehicles must be within air quality non-attainment or maintenance areas, but the refueling stations need not be. STAC had previously agreed with reserving some FY 14 CMAQ funding pending review and discussion of the CEO's efforts and proposal for some type of CNG program. The plan is to have a recommendation to take to the Commission by September. The presentation included: <ul style="list-style-type: none"> ○ Program implementation provides energy security, lower consumer costs, jobs, and environmental benefits. ○ Colorado is a Net Importer of Oil, but a Net Exporter of Natural Gas – CEO hopes to better balance Transportation/Energy Mix. ○ CEO's proposal is multi-year, and is comprised of: <ul style="list-style-type: none"> ○ Work with local governments and other groups already pursuing alternative fuel vehicles (AFVs); ○ Heavy-duty vehicle incentives, covering 50-70% of incremental cost; ○ Station incentives covering up to \$ 500,000 of CNG stations; higher for a small number of liquid natural gas (LNG) stations; ○ CEO support and guidance to identify qualified recipients and facilitate an effective program; ○ Utilize existing networks of experts to finalize procedures and 	No action taken.

	<p>recruit interest.</p> <ul style="list-style-type: none"> • STAC discussion followed. Further discussion and additional information will be presented at future meetings. 	
<p>RAMP Update/Debra Perkins-Smith/Division of Transportation Development (DTD)</p>	<ul style="list-style-type: none"> • CDOT had about 35-40 applications deemed ineligible or withdrawn. For transit operating we would have to flex funds to FTA, and that isn't practical in this timeframe. July 1st is the deadline for Detailed Applications. Subject matter experts will evaluate through July, and the results of review will be brought to STAC in August or September. • STAC comments included: <ul style="list-style-type: none"> ○ Concern with the ineligibility of transit projects. Some entities proposed transit projects instead of other projects, and found out after the application deadline that some types of transit projects were not eligible. Seems CDOT is changing the rules during the application process. ○ It's important to indicate whether or not the project is part of the TPR's or MPO's plan, and has TPR or MPO support. ○ A better understanding of current STIP status is needed. With some projects being accelerated, what happens to the rest? ○ Concerns that project selection processes are happening outside of the regional planning process. ○ Asset Management and low volume roads. Concerns that low-volume roadways in poor condition will remain in poor condition, because funding will never come to them. Asset Management can also be done on a regional basis. ○ Tourism is a major component of the state's economy. Tourists visit the rural areas, and that requires a viable transportation system throughout the state. We need assurance there will be an equitable statewide highway system. ○ Some areas of the state cannot afford a 20% match for projects. ○ When CDOT says it's going to look at things on a statewide basis, there is concern that CDOT is making decisions without the planning regions as a partner. • CDOT comments included: <ul style="list-style-type: none"> ○ CDOT asked each of the planning regions how they want to provide input to the process, so we're leaving it up to each TPR and MPO to use the process that works best for them. Any TPR who wishes to rank the RAMP applications can do that. 	<p>No action taken.</p>

	<ul style="list-style-type: none"> ○ We are all in a transition. Now that we've gone to an "expenditure-based" STIP, the funds will be allocated to a project when it is ready to go, rather than listing funds toward it for several years to "save up". But, we want to make sure we track every single project that is in the current STIP, and its status. ○ Asset Management for pavement is more about keeping as many roadways as drivable as possible with the funding we have. It's about extending their life and maintaining the drivability, rather than just letting them go to a point of needing full reconstruction. We can do overlays or something else to extend the life, rather than no treatment because they are listed as RSL 0 but we do not have sufficient funds for full reconstruction. That's where we are right now in terms of management systems – we still don't have all the answers. Next month, STAC will have a detailed presentation and discussion on how the pavement program might work. ○ The Program Distribution Subcommittee is looking at regional distribution options for TAP and CMAQ and what factors should be used. FHWA has just announced a new "Questions & Answers" document on TAP, which we will include on the STAC website. 	
<p>TPR Outreach Activities/Michelle Scheuerman/DTD</p>	<ul style="list-style-type: none"> ● CDOT is conducting TPR outreach meetings to gather information on transportation needs and priorities. TPRs are being asked to identify problem areas and possible solutions that will be translated into projects. Should additional funding - beyond projected revenue - become available, these projects will reflect regional priorities where funds could be applied. Outreach meetings have already been held in the Southeast, South Central, San Luis Valley, and Southwest TPRs. Preparation for the remaining TPR outreach meetings Round 1 continues with six more to be conducted between June 6th and June 25th. Staff has begun to prepare for TPR meetings Round 2. ● STAC comments included: <ul style="list-style-type: none"> ○ Concerns about the approach to the planning process and consistency with state requirements including a perceived "standard" approach to Regional Plans and not enough TPR direction; TPR's need consultant help to develop plans but some would have liked to have input on the consultant. ○ Concerns about sufficient public engagement related to the project list development. 	<p>No action taken.</p>

	<ul style="list-style-type: none"> ○ Some areas were not represented at these summer outreach meetings. ○ The last plan development effort directed us away from a project-based plan, and now we're trying to figure out how to put projects back into the plan. ○ Recognition that each TPR is uniquely different and has different issues. ○ People need to feel some assurance that what they are planning is actually going to happen at some point, given sufficient funding. If we lack that confidence right now, the perception is not very good. ● CDOT comments included: <ul style="list-style-type: none"> ○ CDOT received a request from MPACT64 to check in on priorities for a possible ballot measure, and the current two meetings focused on getting our planning partners to help us address this request; however, these meetings are just the beginning of the plan development process - there's still a long way to go. CDOT will continue to engage the public and the TPRs, using a wide range of approaches to obtain input for both regional and statewide plan development. ○ TPR plans will be integrated into the statewide plan. ○ CDOT will soon be launching a website for the Plan. Information from these summer outreach meetings will be shared with the public. The Department is looking at new outreach techniques, such as telephone town halls, to communicate and engage the public in addition to traditional outreach methods. The Regional Plans will reflect and recognize the uniqueness of each TPR. We will work with the planning partners to develop the Regional Plans from now until spring of 2014. 	
<p>Program Distribution Subcommittee Report/Vince Rogalski</p>	<ul style="list-style-type: none"> ● Vince reported on the May Program Distribution subcommittee meeting. The May meeting focused on a distribution formula for the Transportation Alternatives (TAP) program. The subcommittee provided input to staff on potential formula factors (i.e. population, VMT, lane miles). Discussion will continue at the subcommittee meeting following STAC. 	<p>No action taken.</p>
<p>Policy Directive (PD) 14 Update/Debra Perkins-Smith/DTD</p>	<ul style="list-style-type: none"> ● Deferred to next month. 	<p>No action taken.</p>

Other Business	• None.	No action taken.
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