

**DRAFT STAC Meeting Minutes
May 10, 2013**

Location: CDOT Headquarters Auditorium

Date/Time: May 10, 2013 9:00 a.m. – 11:15

Chairman: Vince Rogalski

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

Agenda Items/Presenters/Affiliations	Presentation Highlights	Actions
Introductions/April 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 Commissioners took an annual Road Trip, and discussed a number of issues. Regarding Regional Commuter Bus (RCB), they discussed station locations, anticipated passengers, and how not to interfere with existing providers, because the purpose of this effort is to fill gaps, not compete with existing service. They emphasized that we shouldn't rush into this, but proceed carefully. They are talking about rockslide areas and are looking at risk reduction and emergency response. The Commissioners also had a RAMP Workshop, discussion focused on how best to spread scarce resources. A list of resurfacing projects was presented and Commissioners asked for some re-work, as they felt there was too much money going to low volume roads, and not enough to the NHS. They discussed how this will impact rural areas. Commissioners considered the Statewide Plan process, and passed a resolution approving proposed CMAQ and TAP baseline funding. They had a presentation on the US 36 projects, which is now moving on to Phase 2, and focusing on private investment. They approved the FY '14 Budget, and the proposed revenue forecast. There was concern over not meeting spending for bond revenues on time, which is happening for a number of reasons. 	No action taken.
Federal and State Legislative Update/Kurt Morrison/CDOT Office of Policy &	<ul style="list-style-type: none"> This year, CDOT submitted two bills to the General Assembly and partnered with another department to develop a third agenda bill. <ul style="list-style-type: none"> House Bill 13-1083 (Motorcycle Operator Safety Training Program) - Codifies new improvements to the CDOT Motorcycle Operator Safety 	Motion approved- Recommend TC direct staff to submit three

<p>Government Relations (OPGR)</p>	<p>Training (MOST) program, recommended in a performance audit by the State Auditor and developed through a CDOT stakeholder outreach effort. The bill was signed into law by the Governor.</p> <ul style="list-style-type: none"> • House Bill 13-1132 (Highway Vehicle Weight Limits) - Last summer, CDOT determined Colorado's vehicle weight law was inconsistent with federal weight laws so that CDOT could continue to receive Federal funds. The bill was signed into law by the Governor. • House Bill 13-1252 (Petroleum Cleanup and Redevelopment Fund) - Creates a new cash fund to collect penalties from petroleum storage tank violations, allowing a one-time transfer of \$5 million from the new fund to the State Highway Fund. The bill language specifies that the \$5 million may only be used for construction of the Eisenhower-Johnson Memorial Tunnels fire suppression system. The transfer is set to take place on July 1, 2013, or once enough revenue is collected to complete the transfer. The bill was sent to the Governor for his signature. • Applications for another round of TIGER- TIGER V- are due on June 3. The turnaround is very tight- 6 weeks from the time the program was announced until the due date for applications. The Department may submit up to three applications. The OPGR worked with the CDOT Regions to identify potential project submittals. Based on analysis of previous TIGER rounds, three projects are being recommended to the Commission as the most competitive submittals: <ul style="list-style-type: none"> ○ I-25/Fillmore St. Diverging Diamond Interchange ○ Eisenhower/Johnson Memorial Tunnels Fire Suppression System ○ I-25 Ilex to 1st St. • Other projects submitted by the CDOT Region include the I-25/Dillon Interchange and US 6 and Wadsworth. • STAC approves motion to recommend to the Transportation Commission that CDOT submit the three TIGER V applications for consideration by USDOT. 	<p>TIGER V applications for consideration by USDOT.</p>
<p>Potential 2014 Ballot Question on Transportation/Herma</p>	<ul style="list-style-type: none"> • The MPACT 64 group, which includes the Metro Mayors, Progressive 15, Action 22, and Club 20, met last month. They want to see if there's enough support to spend money on focus groups and polling, etc. CCI 	<p>No action taken.</p>

<p>n Stockinger/CDOT OPGR</p>	<p>and CML are starting to engage their members on a broader basis to discuss what this could look like. DTR helped us start working with CASTA stakeholders to see priorities. DTD has SWP meetings set up with the TPRs, and we're talking with MPOs about their process for updating information on regional priorities.</p>	
<p>Statewide Plan/Debra Perkins-Smith/CDOT Division of Transportation Development (DTD)</p>	<ul style="list-style-type: none"> • Debra provided a handout, listing upcoming Statewide Plan Outreach meetings in the TPRs. CDOT is hoping to get lots of input, and come back from the meetings with enough information to help us really understand transportation priorities and needs around the state and potential projects that could address those needs, and then, if a ballot measure is pursued, that information could help inform it. • The new federal authorization, MAP-21, requires that funding distribution be based on performance, or what we call Asset Management, rather than allocating to the regions, as we have done in the past, so - what was formerly the "Resource Allocation" process – is now termed "Program Distribution". The Asset Management approach focuses on current and projected conditions, and looks to address the needs. MAP-21 requires performance measures and targets. On a statewide level, we look at the condition and useful life of each asset. Resources will still go out around the state, but they'll be prioritized in a different way. We're getting some Commission input right now on what the targets should be, based on forecasted funding. Some of the other programs, such as the new Transportation Alternatives Program (TAP) would still see allocation formulas at the region level. • Herman added that CDOT taking care of rural roads in Colorado is very important, but we don't have a lot of funds for reconstruction. And, reconstruction of an already-poor road may not make as much sense as keeping more of our roads drivable – that could be more cost-effective. With limited funds, we need to most cost-effectively keep all the roads we have as drivable as we can. Barbara Kirkmeyer questioned why there is a need for regional planning if decisions are based on asset management. She inquired about county meetings. Pat Saffo pointed out that, when we begin development of a new STIP in 2016, that we will still use the 4P process. STAC clearly has a role in regional and state planning. Gary Beedy felt we could both meet the new requirements and still do some regional distribution. Wayne said that a program cannot tell us, "This bridge is critical to the area's economy". Sandi stated that adding local 	<p>No action taken.</p>

	<p>knowledge is a critical part of the planning process, and that's what's really important to discuss when we come out to you this summer - that's what we want to talk about within the planning processes that can feed into a potential ballot measure.</p>	
<p>RAMP Update/Tim Harris/Chief Engineer</p>	<ul style="list-style-type: none"> • Tim distributed a listing of all RAMP Pre-Applications received - 247 Pre-Applications - for a total of \$ 3.4 B. At the end of May, we will notify applicants which ones will move on to the detailed application phase due July 1st. We will bring this to STAC for review. Selection of projects to be funded will be made at the September Commission meeting. Thad Noll noted that, due to the short timeframe, some projects were put together hurriedly - partnerships did not have time to get fully developed as they would have if there had been more time. "Let's take the really good projects and get them going, and then allow more time for another round." Peter Runyon recommended CDOT model the RAMP match requirement after the TIGER V match requirement, which does not apply to rural areas. Tim reminded STAC that the 20% was a target. 	<p>No action taken.</p>
<p>Enhanced NHS/William Johnson/CDOT DTD</p>	<ul style="list-style-type: none"> • William explained the outcome of the recent review of highway functional classification under the Enhanced NHS process. He added that, next year, CDOT will use a similar process to review all functional classifications. He asked STAC members to send any comments on the outcomes to him as soon as possible. 	<p>No action taken.</p>
<p>State Transit Plan/Tracey MacDonald/CDOT Division of Transit & Rail (DTR)</p>	<ul style="list-style-type: none"> • DTR worked with the Transit Advisory Committee (TRAC) to develop Guiding Principles for the Plan, and will follow the State Planning Factors and the MAP-21 National Goals. The Transit Plan will identify multimodal corridors, do a needs assessment and gap analysis for each one, and include a statewide survey of the needs of the elderly and disabled. It will include transit performance measures, and priority policy strategies so we have some context from which to move forward as we start selecting projects. Our Steering Committee includes federal, state, and local entities, CML, CCI, as well as transit providers, and members of underserved populations. We've also established TPR Technical Working Groups, incorporating Coordinating Councils, and will meet three times with those groups. Information obtained will feed into the State Transit Plan. We will have Open Houses in each TPR area, and will be at meetings 	

	<p>for the SWP. We're not planning meetings in the MPOs because you have your own process, but we'll coordinate with the MPOs, taking information the MPOs develop for their own transit planning, and incorporating that into the State Transit Plan. DRCOG staff mentioned the importance of coordination with MPO's.</p>	
<p>Interregional Connectivity Study Update/David Krutsinger/CDOT DTR</p>	<ul style="list-style-type: none"> • Since our last presentation DTR has been doing conceptual engineering for possible alignments, cost estimates, and first attempts at Benefit/Cost analysis. David added that DTR continues to proceed with caution, aware that the projections might be overly-optimistic. STAC asked for comparable systems to be presented – perhaps not the east coast comparisons. 	
<p>Other Business</p>	<ul style="list-style-type: none"> • None. 	<p>No action taken.</p>