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DRAFT STAC Meeting Minutes
February 15, 2013

Location: CDOT Headquarters Auditorium
Date/Time: February 15, 2013 9:30 a.m. – 12:00
Chairman: Vince Rogalski
Attendance: Sign-in sheets were distributed to note attendance at the meeting.

Agenda Items/Presenters/ Affiliations	Presentation Highlights	Actions
Introductions/February Minutes/Vince Rogalski/STAC Chair	• Minutes were approved without changes.	**Action-** Approve minutes.
Transportation Commission (TC) Report/Vince Rogalski/STAC Chair	• The Commission is reviewing the High Performance Transportation Enterprise (HPTE)'s recommendation that HOV 2+ be changed to HOV 3+. • The Commission Subcommittees for the Statewide Plan and for Asset Management had a joint meeting, at which they considered proposed performance measures. • The Commission was provided another RAMP Update, and went on to discuss various potential project selection criteria, particularly for certain designated corridors, all tied in to "Risk-Based" Asset Management.	No action taken.
Federal and State Legislative Update/ Kurt Morrison/CDOT Office of Policy & Government Relations	• CDOT is tracking 60-70 bills that could potentially impact us. • HB 1030, proposing to add two additional members to the Commission, presumably to create more of a "statewide" interest, came before the Transportation Legislative Review Committee (TLRC). CDOT testified its concerns. TLRC dismissed the bill, saying it was, "a solution in search of a problem". • HB 1010 stated that certain vehicles don't pay their fair share, and provides a $ 30 increase in registration fees - one of the few bills that actually increases our budget. • Senate Bill 40 – from CASTA & Boulder County, would allow HUTF funds to be used for local transit.	No action taken.
FY 14 Budget/Ben Stein/CDOT Office of Financial Management and Budget (OFMB)	• Ben distributed OFMB's revised Draft FY '14 budget, based on the previous draft budget, approved by the Commission last November. • The two most significant revisions increase funding for Maintenance by $	No action taken.

	7.9 M, and add $ 1.8 M to ITS to better support its program.	
Revenue Projections/Ben Stein/OFMB	• OFMB has been working with the Revenue Projection Subcommittee of the STAC to discuss revenue projections and develop scenarios. • Five conceptual scenarios were agreed upon: "Baseline" (current law plus MAP-21, and assuming a 2% growth in GDP), "Changes in Law – High", "Changes in Law – Low", "Changes in Economy – High", "Changes in Economy – Low". • The optimistic "Changes in Law" scenario included a 10-cent-per-gallon gas tax. "Changes in Law – Low" included the assumption that state patrol and ports-of-entry would receive the maximum off-the-top amounts and that there would be no General Fund transfers at either the state or federal level. • OFMB modeled the five selected scenarios. Analysis showed that, whether the economy improves or declines by 0.5% GDP growth, transportation revenues are not significantly affected. • Wayne Williams recommended that the proposed scenarios stay within existing law. He also expressed concern about assuming growth in revenue, based on the assumption that many more people will move into Colorado, as this doesn't account for their usage of the roads. If subsequent growth in VMT - with its resulting congestion issues - is also included, the increase in revenue is offset by the need for increased maintenance, meaning the deflated dollars chart is overly optimistic. • Peter Runyon added that if, by 2040, we're spending less than what we are now - which is already not enough - it won't stand - citizens will not be willing to put up with worsening travel conditions, and changes will be made. • Next week, Ben will take the results to the Commission's Subcommittee for the Statewide Plan for input.	No action taken.
Transportation Asset Management/Scott Richrath/Division of Transportation Development (DTD)	• MAP-21 requires every state DOT produce a "Risk-based" Asset Management Plan, or lose 35% of federal funding. • CDOT is working to demonstrate the impact of investment for performance by using Colorado measures. For Pavement, we use the Remaining Service Life (RSL) measure, for which the Commission's goal is 60% Good/Fair. However, since Senate Bill 1310 funding transfers stopped, we have not met that goal for six years, and currently stand at 47%. We'll need to double funding, just to sustain current conditions. Staff is looking	No action taken.

	more at the meaning of "drivability", adding more emphasis on the experience you have while driving down the road. • John Cater stated that FHWA will focus on pavement condition. Craig Casper put forward that CDOT's analysis is focused on the state highway system, not the National Highway System (NHS), which could be different from where USDOT might require CDOT to spend money. • Steve Rudy observed that the analysis appeared to be independent of increased volume over time on the system. • The Commission currently seeks to have 95% of bridge deck area in good/fair condition. The measure for Maintenance is Level of Service (MLOS), which includes snow and ice or signs and signals, does not readily illustrate the impact of year-after-year underfunding. Colorado's MLOS has been at a B- level for years. • In our customer survey, participants identified maintaining roads and bridges as the most important thing CDOT does, and says we do a very good job of this. • Using 3% net inflation, attaining a B level in every area would require an additional $ 293 M in investment. • Craig Casper advised that it's important to match planning assumptions with Asset Management assumptions, adding that the year 2040 should be represented in the Asset Management analyses. Scott responded that the Asset Management Subcommittee had already determined to move forward, using current tools, in order to meet the federal reporting requirements.	
MAP-21/Sandi Kohrs/DTD	• The Transportation Alternatives Program (TAP) is a new program under MAP-21, which incorporates the previous Safe Routes to School (SRTS), Transportation Enhancements (TE), and Recreational Trails programs. • Using a competitive process, funds are allocated to projects that have local government sponsors, with 50% of the funding suballocated to TMAs, and the remainder allocated to the balance of the state. Total funding for the program is less than we've received for those three programs added together and less than even just the TE dollars we've seen in the past. • Under MAP-21, the Congestion Maintenance and Air Quality (CMAQ) Program includes new provisions for electric vehicles and natural gas	No action taken.

	infrastructure. CDOT has historically allocated funds to the Transportation Management Areas (TMAs) (the three largest MPOs), as well as to the CDOT Regions to manage for the rural PM 10 areas. • The Colorado Energy Office is exploring the use of Compressed Natural Gas (CNG), and is aware of the ability to use CMAQ funds for fueling stations for CNG vehicles. • In January, DTD presented two options: create a statewide pool, with proposed projects competing on a statewide basis, or distribute funding to the regions, with the regions selecting projects, as we did with TE in the past. • DRCOG is interested in increasing the sub-allocation to beyond the urban areas to encompass the entire MPO area. PPACG agrees with regional allocation, prefers no SRTS set aside, no bike- ped emphasis, and suballocation to the MPOs, not less than the historic percentage. • CDOT reached some consensus with the Front Range recipients: for FY '14, keep the dollars the same as they would have been, based on Resource Allocation. CMAQ funding is $ 13.2 M higher (federal) for FY '14 than Resource Allocation. That difference will be held aside, until the Colorado Energy Office has further developed plans for CNG fueling stations and more information is available to consider the use of some CMAQ funds for stations.	
RAMP Update/Tim Harris/Chief Engineer	• CDOT is in the process of going to expenditure-based project delivery, freeing for use an average $ 300 M a year over five years. We're looking at allocating 58% for Asset Management and 42% for Partnerships - $ 175 M to Asset Management and Operations. • Asset Management projects will be selected primarily with CDOT's Asset Management systems. Projects for the Partnerships program will be selected through an application process. • Public-Private Partnerships, which need local support, will look at projects with the potential to be funded with tolls or a significant private contribution. • For Public-Public Partnerships, the minimum target is a 20% match. • The funds must be used within five years, and we need to remain consistent with the long-range transportation plan.	No action taken.

	• The program will be open to off-system projects that integrate with the state highway system. • We've drafted an initial application, which may be completed to indicate interest. Once the Commission has approved an approach, the CDOT regions can begin talking to applicants. If preliminary indications are good, sponsors move into a more detailed application process. • We plan to have the first wave of projects identified by July 1st. • Applications will be available March 1st, allowing two months for completion. Applications will be due on an annual basis. • Steve Rudy underscored that DRCOG is trying to determine what "consistent with the long range plan" means: CDOT has identified corridors that have not previously been identified in fiscally constrained plans, because no funding had been available for them. The Commission will be looking at this in its Workshop next week.	
Program Management and Region Boundaries Update/Tim Harris/Chief Engineer	• CDOT will be re-structuring from six regions to five. The Region Transportation Directors (RTDs) are working to identify the changes (people, equipment, resources) needed to accomplish this for implementation on July 1st. The Commission is also considering ways to better tie project selection to Asset Management, making sure its decisions align to our goals.	No action taken.
Regional Commuter Bus (RCB) Plan Update/Mark Imhoff/Division of Transit and Rail (DTR)	• The Transit and Rail Advisory Committee (TRAC) has formed a subcommittee to guide development of the Regional Commuter Bus Plan. DTR staff, and STAC members Todd Hollenbeck and Thad Noll, are members of this subcommittee, as are representatives of the transit agencies that will be linked by this system. • The subcommittee will focus on peak period commuter express service: I-25 to Colorado Springs to Denver Union Station. Routing along I-70 would likely enter the Denver metro along 6th Avenue, connecting population employment centers and local transit systems. Our top priority will be capital needs of a statewide system, along with sustainable operating funds. We plan to cap operating expenses at about $ 2 M per year. Local partnerships are important. Our service must integrate with local systems, with connections appearing seamless to the traveling public. A	No action taken.

	connection to Pueblo is still being evaluated. Greyhound and other providers are already very interested, as the connections provided will enhance their ability to carry people on longer trips. • The RCB Plan will include a service plan, ridership and demand estimates, revenue projections, and cost estimates, as well as technical assistance on procurements and partnership agreements. Local operating assistance is a topic for discussion. We're looking at limited stops, with significant spacing in between. We'll utilize Park-n-Rides, Interstates, expressways, existing HOVs, and managed lanes. We're looking to meet or exceed 50% farebox recovery. Plan development is now underway, and we anticipate that, by May or June, we'll have a draft to present to the Commission for guidance. After their guidance is incorporated, we anticipate briefing the TPRs and MPOs – as well as other entities - in the affected corridors. With Commission approval, we'll begin a series of public meetings, hopefully resulting in local partnership IGAs. We will return to STAC next month with more detail.	
Other Business	• None.	No action taken.