



COLORADO
Department of
Transportation

Statewide Transportation Advisory Committee (STAC)
December 12, 2014
9:00 AM – 11:30 AM
CDOT HQ Auditorium, 4201 E. Arkansas Ave., Denver, CO
Agenda

- 9:00-9:05** **Welcome and Introductions – Vince Rogalski, STAC Chair**
- 9:05-9:10** **Approval of November Meeting Minutes (Pages 2-9) – Vince Rogalski**
- 9:10-9:20** **Transportation Commission Report (Informational Update) (Pages 10-13) – Vince Rogalski**
- Summary report of the most recent Transportation Commission meeting.
- 9:20-9:50** **TPR Reports (Informational Update) – STAC Representatives**
- Brief update from STAC members on activities in their TPRs.
- 9:50-10:05** **Federal and State Legislative Report (Informational Update) (Pages 14-15) – Kurt Morrison, CDOT Office of Policy and Government Relations (OPGR)**
- Update on recent federal and state legislative activity.
- 10:05-10:15** **Break**
- 10:15-10:30** **RAMP (Informational Update)* – Josh Laipply, Chief Engineer**
- Update on status of RAMP program and options under consideration for addressing cost over-runs.
- 10:30-10:45** **I-70 East (Informational Update/Discussion)* – Josh Laipply, Chief Engineer and Scott Richrath, Chief Financial Officer**
- Update on status and options under consideration.
- 10:45-10:55** **Statewide Transportation Plan (Informational Update) (Page 16) – Jeff Sudmeier, CDOT Division of Transportation Development (DTD)**
- Update on schedule for public review and comment period and TC adoption.
- 10:55-11:10** **Transit Call for Capital Projects (Informational Update)* – Tom Mauser, CDOT Division of Transit & Rail (DTR)**
- Overview of consolidated call for capital projects with FASTER Transit and FTA funds.
- 11:10-11:25** **TIGER Program and Strategy (Discussion) – Herman Stockinger, OPGR**
- STAC input on approach and strategy for CDOT submittals for potential future rounds of TIGER.
- 11:25-11:30** **Other Business- Vince Rogalski**
- 11:30** **Adjourn**

*Additional materials to be provided in Agenda Packet Addendum.

STAC Conference Call Information: 1-877-820-7831 321805#

STAC Website: <http://www.coloradodot.info/programs/statewide-planning/stac.html>

| DRAFT STAC Meeting Minutes November 14, 2014 | | |
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| <p>Location: CDOT Headquarters Auditorium Date/Time: November 14, 9:00 a.m.-12:00p.m. Chairman: Vince Rogalski</p> | | |
| Agenda Items/ Presenters/Affiliations | Presentation Highlights | Actions |
| Introductions / October Minutes / Vince Rogalski | <ul style="list-style-type: none"> Minutes were approved without corrections or additions. | Minutes approved. |
| Transportation Commission Report / Vince Rogalski | <ul style="list-style-type: none"> Various sources of funding for the I-70 East Viaduct were reviewed and discussed at the High Performance Transportation Enterprise (HPTE) meeting. They also discussed Peak Period Shoulder Lane (PPSL), which are a year away from being completed. HPTE is now receiving public comments for I-70 East and trying to inform the public that this process is taking place. They are also attempting to inform the contracting community about upcoming major projects. Flood recovery was discussed at the Program Management workshop. There is a goal that all flood recovery construction will be completed by 2017. At the Transit and Intermodal Committee discussed preparation for Bustang. They hope to have service started by the early part of 2015. There are 13 buses that are being prepared for use. Also, requests for transit projects went out and they are due on November 17. <p>STAC COMMENTS</p> <ul style="list-style-type: none"> Debra Perkins-Smith mentioned that the Transportation Matters website for the 2040 Statewide Plan was honored with the best website award at the 2014 TransComm conference. TransComm is the annual conference of the AASHTO Subcommittee on Transportation Communications. | No action taken. |
| 2040 Statewide and Regional Transportation Plan Update / Michelle Scheuerman | <ul style="list-style-type: none"> Michelle Scheuerman provided an update on the Statewide Transportation Plan (SWP). | No action taken. |

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| | <ul style="list-style-type: none"> Michelle explained that the draft Executive Summary of the 2040 Statewide Plan will be made available to STAC members for review after the meeting. Comments should be sent to Michelle by November 19. Michelle explained that the Statewide Plan will be made available for a 30 day public review and comment period beginning on December 5. This is a shift of a little more than a week, but will not affect the schedule for the Regional Transportation Plans. Michelle walked STAC members through several key features of the Statewide Plan website. These features included a welcome address from Transportation Commissioner Ed Peterson, the Colorado Transportation Story, comment features, and the page for Regional Transportation Plans. <p>STAC COMMENTS</p> <ul style="list-style-type: none"> Barbara Kirkmeyer asked if there will be a problem if a Regional Transportation Plan is not adopted by a TPR before January. Michelle informed her that this will not be a problem. | |
| <p>TPR Reports/ RTP Highlights / STAC Representatives</p> | <ul style="list-style-type: none"> STAC representatives provided brief updates from their areas, including an overview of the Regional Transportation Plans. | <p>No action taken.</p> |
| <p>Federal and State Legislative Update / Kurt Morrison TPR Reports / STAC Representatives</p> | <ul style="list-style-type: none"> Kurt Morrison provided a Federal and State legislative update. Federal Update: <ul style="list-style-type: none"> Congressmen Cory Gardner was elected as Senator, defeating incumbent Mark Udall. Ken Buck, the former Weld County District Attorney, will now be representing Colorado's 4th Congressional District as their new Congressmen. From CDOT's perspective, the significance of the elections will be determined by whom, if any, are given transportation related committee assignments. The last time Colorado had a legislator on one of the committees that writes the MAP-21 legislation was when Betsy Markey sat on the Committee on Transportation and Infrastructure. Since re-authorization of MAP-21 is expected soon, assignment of a Colorado legislator to one of these committees would be beneficial to Colorado. State Update: <ul style="list-style-type: none"> During the 2014 legislative session, Democrats enjoyed a five seat majority. However, the results of the elections show that this majority will now be either one or two seats. Dickey Lee Hullinghorst (D- | <p>No action taken.</p> |

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| | <p>House District 10) was elected Speaker of House, Crisanta Duran (D- House District 5) as House Majority Leader, and Brian DelGrosso (R- House District 51) as House Minority Leader.</p> <ul style="list-style-type: none"> ○ Republicans took control of the Senate from Democrats by a single seat, 18-17. Bill Cadman (R- Senate District 10) has been elected as President of the Senate, Mark Scheffel (R- Senate District 4) as Senate Majority Leader, and Morgan Carrol (D- Senate District 29) will most likely be voted the Senate Minority Leader. ○ It is not yet known how the outcomes of the election will affect the make-up of Transportation Committees. In the House, Max Tyler (D- House District 23) could remain on as Chair, but that won't be known for another week or two. In the Senate, things are much more uncertain. Many of the members of committee were either term limited or lost their re-election attempt. There should be more clarity by November 21st. Two Senators that have expressed interest in the Chairperson position; Ray Scott (R- Senate District 7) and Randy Baumgardner (R- Senate District 8). ● On November 3rd, Governor Hickenlooper put his budget request before the State Legislature as required by law. The budget is roughly \$27 billion, which is about \$2 billion above pre-recession levels. The budget is above the TABOR cap, which means that Colorado cannot have revenues increase more than inflation plus population. The budget included \$105 million dedicated to transportation through Senate Bill (SB) 228. It is good news that the Governor put SB 228 transfers in his budget because it shows his commitment to SB 228. ● Over the course of the next month, CDOT will be putting together their performance measures for the annual presentation given to the Transportation Oversight Committee of the Joint Budget Committee. | |
| <p>No action taken.</p> | <ul style="list-style-type: none"> ● Debra Perkins-Smith came before STAC to discuss Senate Bill (SB) 228. Debra informed the group that the latest TABOR forecast shows CDOT receiving \$102.6 million. CDOT has identified a project list of \$2-3 billion. STAC members were given an update on the development of the project list and then asked for input on strategy pertaining to SB 228. ● In order to develop a project list for potential SB 228 projects, CDOT reviewed prior project lists created as part of the development of the Regional Transportation Plans. Projects had to meet basic eligibility | <p>Senate Bill (SB) 228 / Debra Perkins-Smith</p> |

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| | <p>requirements and were then evaluated on the basis of criteria that emphasized mobility and economic vitality. The Transportation Commission will review the results of the evaluation process next week.</p> <p>STAC COMMENTS</p> <ul style="list-style-type: none"> • Terri Blackmore asked if the SB 228 list has been prioritized. Debra informed her that the list is not prioritized, but rather organized by the type of project. • Terri Blackmore said that it makes sense to ensure that RAMP projects are fully funded before looking towards new projects. Debra informed Terri that the Transportation Commission is discussing how the Federal Redistribution funds should be spent. One idea is to place the funding in their Contingency Fund, which could then be used to supplement those RAMP projects which need additional funding. • Barbara Kirkmeyer asked CDOT staff to identify the exact amount of funding available to support RAMP projects and then create a list of the RAMP projects that need additional funding. Joshua Laipply informed Barbara that once CDOT gets updated estimates, there will be a better picture of the need. Barbara went on to say that it would be difficult to get a tax increase when there are existing project lists (RAMP and 7th Pot) that are yet to be completed. • Norm Steen asked about the status of the discussion surrounding the I-70 East Viaduct and SB 228 funds. Debra informed Norm that the project will be discussed in a November Transportation Commission workshop. Since the projected SB 228 transfers have changed drastically with the most recent revenue forecast, the Transportation Commission will have to look at a variety of funding scenarios. • Karen Rowe stated that the money for projects that are coming in over budget is needed immediately. So much so, that some regions are using RPP funds to backfill these projects. • Rob MacDonald said that he supports the idea of using other funding pools (RPP and STP-Metro) to backfill RAMP projects in exchange for reimbursement later. Rob also mentioned that if legislators are discussing referring a portion of the TABOR refund in the Governor's budget, it would be wise for CDOT to communicate transportation needs. STAC would love to weigh in, through the Transportation Commission, to the state legislature. | |
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| | <ul style="list-style-type: none"> • Elise Jones, stated that it is important to make the case to the Governor and Legislature that there are significant transportation needs in the state. • Jan Dowker stated that it is important to be able to demonstrate what we have done (RAMP) and the impending transportation needs (SB 228). • Thad Noll said that he generally agrees with the sentiment of STAC, but also pointed out that there are a number of RAMP projects that won't go to bid for years. Thad also pointed out that he was under the impression that park and rides were not to be part of the transit category, but the larger pool of projects. Currently they are listed with Transit. • Barbara Kirkmeyer said that the discussion needs to be focused on SB 228. The legislature knows that there is a transportation infrastructure need. She outlined that CDOT will have a credibility problem with the legislature if there are existing projects that remain incomplete. CDOT needs to complete these projects before asking for money for new projects. She recommended STAC make a motion to recommend to the Transportation Commission that funds from SB 228 and redistribution be used to complete projects that are currently programmed. | |
| <p>Oil and Gas Study / Debra Perkins-Smith</p> | <ul style="list-style-type: none"> • Debra Perkins-Smith provided an update on a CDOT study of oil and gas impacts on the transportation system. Aaron Willis gave a presentation to STAC that included: the schedule, study objectives, producing wells and well permits, drilling rigs running in Colorado, truck loads and impacts, and next steps. <p>STAC COMMENTS</p> <ul style="list-style-type: none"> • Aaron Willis asked if the level of oil and gas activity presented is consistent with what STAC members are seeing. <ul style="list-style-type: none"> ○ Terri Blackmore stated that it is hard to determine because of the manner in which the information is presented (dots on a map). ○ Barbara Kirkmeyer said that the source information presented is consistent with how she would verify active well sites. She also recommended frequently updating the data. ○ Elise Jones said that, while the map may be accurate, it is not a substitute for an accurate forecast that takes into account the price of oil and gas. These factors will have a significant impact on the levels of production and the resulting impacts. Barbara Kirkmeyer stated that the price of oil would have to fall below \$60 per barrel for production to slow. | <p>No action taken.</p> |

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| | <ul style="list-style-type: none"> ○ Barbara Kirkmeyer mentioned that another important factor to consider is oil startups. She informed the group that there are around 1200 startups in Weld County. ○ Steve Ivancie stated the Moffat County is seeing consistent oil and gas production. The lack of a pipeline means ground transportation is the primary use for transport. He also mentioned that there are environmental impacts, specifically the impact on sage grouse. ● Aaron Willis asked if any STAC members have attempted to analyze oil and gas impacts. <ul style="list-style-type: none"> ○ Elise Jones stated that Boulder County did an oil and gas impact study in 2013. ○ Gary Beedy stated that his area has been monitoring load limits and vehicle counts. ○ Barbara Kirkmeyer stated that Weld County has done truck load and trip calculations, traffic and bicycle studies, and vehicle counts. It was mentioned that one of the problems with these impacts is that once you identify where it is happening, the development is over. ○ Vince Rogalski asked about wind and uranium development and their impacts. Aaron informed him that CDOT looked at those impacts in a 2010 study and found that the large blades for wind turbines didn't present as much a weight problem as the need for proper routing of oversize carrier vehicles. The activity surrounding uranium was on the decline in the 2010 study. There was, however, a designated hazardous route. Aaron agreed to come back with more information on uranium. ○ Barbara Kirkmeyer asked what are the purpose and goals of the study. Debra informed her that the Transportation Commission has asked CDOT staff to investigate oil and gas and assess the impacts on state highways. ○ Thad Noll asked if the heavy duty trucks used to transport oil and gas are registered in Colorado. Barbara explained that they have to obtain permits to operate in the state. ○ Steve Ivancie pointed out that some roads were not designed to handle the heavy loads of oil and gas production. Myron Hora pointed out that this study could help with CDOT pavement |
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| | <p>management model, which helps determine where funding goes statewide.</p> | |
| <p>FY 16 Budget / Maria Sobota</p> | <ul style="list-style-type: none"> • Maria Sobota came before to give a fiscal year (FY) 16 budget update. Her presentation included FY 16 revenue estimates, FY 16 draft annual budget, and CDOT's "checkbook". <p>STAC COMMENTS</p> <ul style="list-style-type: none"> • Karen Rowe asked about the differences between the allocations and the budget. Maria explained CDOT's indirect rates and how CDOT represents information within the budget. • Thad mentioned that the CDOT "checkbook" is what STAC has been looking for in terms of layout and format. He went on to say that the checkbook is what most STAC members are used to seeing from their respective organizations. Terri Blackmore also mentioned that the "checkbook" is what STAC has been looking for. | <p>No action taken.</p> |
| <p>FY 16-19 STIP / Jeff Sudmeier</p> | <ul style="list-style-type: none"> • Jeff Sudmeier and Jamie Collins came before STAC to give an update on the FY 16-19 STIP. Jeff outlined that the Regions have been working with the TPRs, through the 4P process, on STIP development. Over the past several months, CDOT staff has been working on the internal mechanics to determine how the next STIP will function. The new STIP will be more user friendly, transparent and streamlined, and aligned with Cash and Program Management. Their presentation included the planning and programming process, 10 year capital program, STIP framework, and the STIP development timeline. | <p>No action taken.</p> |
| <p>RAMP Update / Richard Zamora</p> | <ul style="list-style-type: none"> • Richard Zamora came before STAC to give an update on RAMP partnerships and operations. His presentation included PMO reporting over by program, status of the RAMP program, status of RAMP intergovernmental agreements (IGA), CDOT administered projects, and locally administered projects. <p>STAC COMMENTS</p> <ul style="list-style-type: none"> • Jan Dowker asked how the cost overruns are affecting IGAs. Richard stated that it is not a driving factor behind the IGAs, but rather getting projects awarded. Debra Perkins-Smith pointed out that projects aren't experiencing cost overruns, but rather bids are coming in higher than CDOT's individual project estimates. | <p>No action taken.</p> |

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| | <ul style="list-style-type: none"> • Thad Noll commented he is concerned if RAMP projects are changed from their original design, due to high bids, they may lose critical elements. • Jeff Sudmeier offered a remainder that the next CMAQ Alt Fuels Program Advisory Committee meeting is set for Monday, November 25. • Jeff Sudmeier announced that Statewide MPO will start at 1:15 in room 225. | |
| Other Business | | <p>No action taken.</p> |

NOVEMBER TRANSPORTATION COMMISSION WORKSHOPS AND REGULAR MEETING

Transit and Intermodal Committee Meeting

- Bustang Service Plan – Committee members reviewed the routes, fares, schedules, and the policy on service expansions for Bustang, the CDOT interregional express bus that will operate through a contracted private provider and begin service in March 2015. All 13 buses have been purchased and are in Denver. The operator is Horizon. The bus service will operate only on weekdays initially.
- Bustang Communications Plan –The plan includes a road trip to visit with the local partners; testing of bus routes with the buses; launch of an official website, ridebustang.com; introduction of Bustang at such events as the National Western Stock Show; bus tours at Denver Union Station; a VIP media event; and opening day events. Mountain Metro Transit of Colorado Springs posted a notice about Bustang on its Facebook page, and the notice received 1,400 “likes.”
- Rural Regional Bus Network – DTR is taking a closer look at how to meet rural bus transportation needs based on the Intercity and Regional Bus Network Plan and input received during development of the Statewide Transit Plan. CDOT is considering implementing a rural program using Federal Transit Administration (FTA) funds. A plan will be developed to provide fixed route service to rural communities. The intent is that the service would connect rural with urban areas, and be a major component of an integrated statewide transit system.

Joint HPTE Board Transportation Commission Bridge Enterprise Board Workshop: Update on I-70E

- The project stretches 12 miles from I-25 to Tower Road, and includes a partially covered lowered structure to replace the viaduct itself. Managed lanes from I-25 to Tower Road are anticipated.
- The I-70 Viaduct is the last of the 30 “worst” bridges from the original 128 bridges identified for FASTER.
- Before the latest projections, the I-70 East project was assuming \$270 million from the \$1 billion predicted over five years in SB09-228 funds. The Office of State Planning and Budgeting now projects only a one-time transfer of \$102.6 million into the Highway Users Trust Fund due to larger than anticipated personal income growth and a state constitutional amendment (TABOR)-required tax refund. Therefore, if all the SB 228 funds went to the project it would still only receive \$92.4 million (the remaining 10 percent is dedicated to transit). This leaves a gap of at least \$180 million. The gap could be larger if more TABOR refunds are triggered by higher personal income increases. The cutback will not affect the ability to replace viaduct itself, but will impact the non-viaduct portion, such as the managed lanes to I-270 or I-225.
- DRCOG has committed \$50 million over five years and the Colorado Bridge Enterprise anticipates \$850 million in financing.
- 900 public comments were received on the I-70 E Supplemental Environmental Impact Statement (SEIS) on four main topics: rerouting, air quality, width of the highway, and construction-caused delays. All the comments will be posted on the CDOT website, and a summary of the comments will be provided later.
- Discussion of other financing options: Borrowing would require a vote of the people, and using the \$167 million annually used to pay off TransBond debt to back up the borrowing beginning in 2017 would take the funds away from asset management. Polling indicates little support for raising the gas tax, with more opposition from the rural than the urban areas. Political will for TABOR refund of SB 228 funds unclear.

NOVEMBER TRANSPORTATION COMMISSION WORKSHOPS AND REGULAR MEETING

- The Commission did not provide any new direction or make any decisions. Discussion will continue next month.

Program Management Workshop

- Several RAMP Partnership and Operations Projects were included in the Budget Supplement.
- Cash Balance is approximately \$1,291.3 million, \$115.5 million above the target. Cash Plus Cash Equivalents balance is approximately \$1,650.9 million, \$81.2 million below the target.
- PMO is exploring the use of a new metric to monitor program delivery at the statewide level- the expenditure performance index (XPI). $XPI = \text{actual expenditures} / \text{expenditure curve value for desired program size}$. XPI greater than one indicates CDOT is on track to deliver desired program size.
- Currently CDOT is on target to expend \$750 M for 2015 of the \$900 M goal of total construction expenditure in calendar year 2014.
- 14 RAMP IGAs are being prepared for signature – 3 still to be written.
- Construction Cost Index (CCI) increased 28% in last quarter and there have been 31 bid rejections to date.
- Plan to improve project award process and address bid rejections – PMO will work with Region staff in near term to develop best strategy for advertising and re-advertising projects. New guidelines will be established for bid rejections at the table (RATs) – may include reaching out to major players out of state to attract more bidders. CDOT seeking repeal of HB 99-1031 (CO only state that has this type of statute) – which would allow more reviews after bid opening for cases with fewer than 3 bidders.
- TC wants to look at cost estimation procedures to try to achieve greater accuracy.
- PMO working with Regions to obtain independent cost estimates for several RAMP projects.
- TC expressed much concern over budget overages for RAMP projects and the need to establish policies for how to address.

Budget Workshop

- The revised budget was presented to the TC with minor revisions. No questions were raised by the TC regarding the budget revisions.
- Discussion on how to allocate TC Contingency/Redistribution funds tabled until further discussion could occur relating to RAMP projects.

Statewide Plan Committee

- A demonstration of CDOT's first web-based Statewide Plan was given at the meeting.
- The Plan is in four parts: 1- Colorado Transportation Story video, 2 – Planning Process – Prezi (interactive presentation), 3 – Key Data Findings, Needs and Revenue – 5 Prezis covering: Safety, Mobility, Maintaining the System, Economic Vitality and Funding, and a pdf of Needs and Revenue, 4 – Moving Forward – 4 pdf documents covering – Regional and Statewide Priority Corridors, Strategic Actions, and Action Plan. An Executive Summary document and video will also be

NOVEMBER TRANSPORTATION COMMISSION WORKSHOPS AND REGULAR MEETING

included in the Draft SWP. Web-based materials of the SWP will be available on www.coloradotransportationmatters.com.

- A flyer outlining the components of the SWP, the Draft SWP Executive Summary document, and Draft Strategic Actions were distributed in the TC packet for review and comment.
- The TC approved the release of the Draft SWP as is for a 30-day public comment period that is scheduled to occur between December 5, 2014 and January 4, 2015.

Asset Management Workshop

- Two asset management budget recommendations were presented: a staff recommendation developed through a staff asset management budget setting workshop and a recommendation from the manager of the Asset Management Program. Additionally, results for six asset classes from the AIMS cross-asset optimization model were presented. The TC selected the asset manager recommendation for FY17 and FY18.
- For FY17, the asset manager recommendation was the same as the staff recommendation. For FY18, the asset manager recommendation included a lower MLOS budget (still showing an increase from FY17), with the difference in funds distributed across buildings, ITS, and road equipment. This was done because the information presented demonstrated that the investment would result in meaningful results for those programs, with an increase in these programs more impactful than if the additional funds remained in MLOS.
- The below table identifies the planning budgets from the Asset Manager recommendation. These should not be taken as a guarantee of funding. The budgets for FY17 and FY18 will be developed during the budget process for those fiscal years with adoption by the TC.

| FY14-FY18 Asset Management Planning Budgets | | | | | |
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| (in millions) | | | | | |
| Asset Class | FY14 | FY15 | FY16 | FY17 | FY18 |
| Surface Treatment | \$239.0 | \$235.2 | \$235.9 | \$242.1 | \$231.4 |
| Bridge, BE & Bridge Fixed Costs | \$174.0 | \$168.2 | \$164.1 | \$163.2 | \$155.4 |
| MLOS | \$249.0 | \$251.3 | \$254.4 | \$262.6 | \$263.5 |
| Road Equipment | \$21.0 | \$20.9 | \$18.4 | \$26.4 | \$23.0 |
| ITS | \$22.0 | \$27.6 | \$21.4 | \$24.5 | \$23.0 |
| Geohazards | \$9.0 | \$9.1 | \$9.2 | \$10.0 | \$8.5 |
| Buildings | \$11.0 | \$20.8 | \$12.9 | \$21.4 | \$17.5 |
| Tunnels | \$7.0 | \$12.4 | \$5.2 | \$7.6 | \$6.4 |
| Culverts | \$12.0 | \$9.6 | \$8.2 | \$11.0 | \$9.1 |
| Walls | - | - | \$2.4 | \$5.8 | \$4.6 |
| Traffic Signals | - | - | \$5.7 | \$16.9 | \$12.6 |
| TOTAL | \$743.0 | \$755.1 | \$738.0 | \$791.5 | \$755.0 |

as of 11/20/14

Notes:
Source: DTD-Transportation Performance Branch
The FY 16-FY18 TAM planning budgets are subject to adjustment by the Transportation Commission.
Budgets are finalized as part of the budgeting process - the TC adopts the official budget.
FY 16 Delphi meeting date - 1/30/14.
FY 17 & 18 Delphi meeting date - 8/22/14.
TC AM Committee approved the Asset Manager budget recommendation for FY17 and FY 18 - 11/20/14

NOVEMBER TRANSPORTATION COMMISSION WORKSHOPS AND REGULAR MEETING

SB 228 Workshop

- Proposed projects presented to the Commission.
- Commissioner Thiebaut complimented staff on the work and noted that SB 228 calls for the Transportation Legislative Review Committee to provide recommendations on funding strategic projects in January 2016.
- Commissioner Aden commented that I-76 seemed like an omission from the list. Debra Perkins-Smith explained the eligibility and evaluation criteria and noted that I-76 was discussed but ultimately not included because of the emphasis on mobility and economic vitality criteria and the fact that there are other sources of funding that are available for I-76 and the project could be funded through Asset Management.
- Commissioners discussed talking with legislators on the impact of reductions to SB 228 revenues. Commissioners thanked staff for their work and indicated that development of the list was an important exercise. No additional work requested at this time.

Regular TC Meeting

- Act on Consent Agenda- All approved except Statewide Project Supplemental Fund.
 - Resolution to Approve the Regular Meeting Minutes of October 16, 2014 (Herman Stockinger)
 - Resolution to Repeal Policy Directive 12.0 "Workplace Accommodations for Nursing Mothers" (Heidi Humphreys)
 - Resolution to Approve SH 13/US 6 Devolution through Rifle (Dave Eller)
 - Resolution to Approve Abandonment of 1.42 miles of SH 24E (Karen Rowe)
 - Resolution to Approve Disposal of SH 160 Parcel 24-EX (Kerrie Neet)
 - Resolution to Approve SH 2 Devolution in Commerce City (Anthony DeVito)
 - Resolution to Approve Draft Budget for FY2016 (Maria Sobota)
 - Resolution to Approve an \$8 Million Statewide Project Supplemental Fund (Maria Sobota)- withdrawn
- Discuss and Act on 5th Supplement to the FY 2015 Budget (Scott Richrath)
 - *Motion passed to adopt 5th Supplement to the FY2015 Budget, with the exception of the TC contingency funds and Cimarron project. (Cimarron project is over budget due to increased cost estimates. Need to take a step back for scoping given the size and cost of project.)*
 - *Motion passed to fund initiatives out of RAMP reserve. There was discussion that RPP funds should not be used to fill gap for projects that come back with high bids. The best way to deal with budget overruns due to high bids will be a topic for future discussions.*
 - *Resolution passed requiring projects that come in with excess bids 7.5% or higher than estimated to have an independent cost estimator and have the Chief Engineer review scoping of project. The intent of the resolution is to get projects out the door, while increasing financial responsibility. This will address projects going forward; however, there are 2 projects that are already over bid by more than 7.5%. These projects will be treated separately in a special meeting of the TC to be held on Dec. 9th.*
- Discuss and Act on Park County Highway SIB Loan (Scott Richrath)
 - *Motion passed to approve the Park County Highway \$570,000 loan request.*

**COLORADO****Department of Transportation**

Office of Policy and Government Relations

4201 East Arkansas Avenue, Room 275
Denver, CO 80222

DATE: December 4, 2014

TO: STAC

FROM: Kurtis Morrison, Office of Policy & Government Relations

SUBJECT: 2015 Legislative Agenda

Purpose

For information only. Memorandum provides a summary of the 2015 legislative agenda for the Department.

Details

For the 2015 legislative session, CDOT's legislative agenda presented to the General Assembly will consist of four bills, two capital projects, and one budget decision item. Each of these proposals were developed in coordination with the appropriate CDOT staff, and were vetted internally by the CDOT Policy & Government Relations Office. The bill requests were scrutinized for: necessity of a statutory change versus ability to fix the problem within existing state law; associated risks with "opening" a statute; potential sponsors; possible supportive or opposing organizations and stakeholders; and likelihood of enactment by the General Assembly. Table 1 summarizes CDOT's requested legislative agenda, as well as other legislative requests and priorities for 2015.

For questions, please contact Kurt Morrison, State and Federal Liaison, at (303) 757-9703 or kurtis.morrison@state.co.us

Attachments

Table 1. CDOT 2015 Legislative Agenda



Table 1.
2015 Legislative Agenda
Colorado Department of Transportation

| | Summary | Request Amount | Potential Sponsors |
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| <i>Bill/Statutory Change Requests</i> | | | |
| Department of Transportation Organizational Statutes Update <i>(Requested By: Chief Engineer, Division of Maintenance, OPR)</i> | The bill concept would update CDOT organizational statutes to account for the new CDOT Division of Highway Maintenance, and also would repeal outdated division titles and make corresponding changes. | n/a | House and Senate Transportation Committee chairpersons and ranking minority members |
| Outdoor Advertising Control Program (OACP) Fee Schedule <i>(Requested By: Project Support)</i> | The bill concept would update the OACP fee schedule, which has not been raised in over three decades. The current fee schedule is based on sign area and ranges from \$10 to \$75 per year per billboard. The bill proposal would increase this amount by 20 percent, corresponding with a recent State Auditor recommendation. | n/a | Legislative Audit Committee |
| HPTE Transportation Special Fund <i>(Requested By: HPTE)</i> | The bill concept would correct an accounting issue to ensure adequate transparency and recording of loans and corresponding payments between the HPTE Transportation Special Fund and the State Highway Fund. | n/a | Joint Budget Committee |
| Updating Temporary License Plate Design/Toll Enforcement <i>(Requested By: HPTE)</i> | The bill concept would add new language to state law governing temporary registration tags, specifically to make temporary tags more visible and detectable by tollway photo-enforcement technology. | n/a | TBD |
| <i>Capital Development Requests</i> | | | |
| Automated Avalanche Reduction Project <i>(Requested By: Region 1, Region 3)</i> | The request would fund acquisition and implementation of modern avalanche mitigation techniques, including use of the new Gazex technology, and automated method of reducing avalanche danger in certain high-risk zones along the I-70 Mountain Corridor. | \$2,525,000 | n/a |
| I-70 Genesee Bike Path Project <i>(Requested By: Region 1)</i> | The request would fund construction costs for a new ten-foot wide bike path on the north side of I-70 from Genesee Exit to Evergreen Parkway Exit, and build a new pedestrian/bicycle path over the buffalo herd culvert-crossing. | \$556,000 | n/a |
| <i>Budget Requests/Decision Items</i> | | | |
| Marijuana Impaired Driving Campaign <i>(Requested By: Office of Communications Office of Transportation Safety)</i> | The request would fund a public education campaign on marijuana impaired driving on a large-scale, statewide level, including continued use of the "Drive High, Get a DUI" campaign and paid advertising, with the goal of reducing traffic fatalities and serious injuries for all public road users. | \$450,000 | n/a |
| <i>Other</i> | | | |
| Senate Bill 09-228 Transfers | Defend against any attempts to reduce or eliminate Senate Bill 228 transfers, and ensure General Fund transfers to CDOT occur in FY 2015-16. | n/a | n/a |

STATEWIDE TRANSPORTATION PLAN PUBLIC REVIEW AND COMMENT

The Colorado Department of Transportation's (CDOT) blueprint for improving the state's transportation system over the next 10 to 25 years now is available for public review and comment at www.coloradotransportationmatters.com.

The Colorado Statewide Transportation Plan is CDOT's first web-based Statewide Transportation Plan and includes the goals and objectives to enhance safety, mobility, maintenance, and economic vitality. It also presents:

- Public and stakeholder input
- Identifies Colorado's multimodal transportation system
- Transportation needs, revenue and funding gap
- Overall investment strategies
- Top strategic actions to meet the plan's goals

Colorado's Regional Transportation Plans and the Statewide Transit Plan are also available for review and comment.

For further information, please contact Michelle Scheuerman, Statewide Planning Manager (303) 757-9770, Michelle.Scheuerman@state.co.us.

www.coloradotransportationmatters.com