

**DRAFT STAC Meeting Minutes  
February 14, 2014**

**Location:** CDOT Headquarters Auditorium  
**Date/Time:** February 14, 9:30 a.m.-12:30p.m.  
**Chairman:** Vince Rogalski  
**Attendance:**

Agenda Items/ Presenters/Affiliations	Presentation Highlights	Actions
Introductions/ October Minutes/ Vince Rogalski/ STAC Chair	<ul style="list-style-type: none"> <li>• The minutes were approved while acknowledging that the meeting location for the January STAC meeting was in the Shumate building, not in the CDOT Headquarters Auditorium.</li> </ul>	<b>Minutes approved.</b>
Transportation Commission Report/ Vince Rogalski	<ul style="list-style-type: none"> <li>• The HPTE is getting ready for US 36 and are proposing a closing date by the end of February. There is a great deal of controversy surrounding this agreement.</li> <li>• CDOT has begun looking into the I-70 viaduct reconstruction. Currently, the estimated cost of the project is \$1.052 billion. The group discussed various funding scenarios. A combination of various sources of funding such as Bridge Enterprise, SB-228, FASTER and DRCOG.</li> <li>• The Transportation Commission changed the wording in PD-14 from “direct” to “guide” with regard to the relationship between PD 14 and the distribution of financial resources.</li> <li>• The Transportation Commission adopted the STAC recommended formula of 75% population and 25% VMT for CMAQ.</li> <li>• CDOT and the TPRs will be conducting telephone town halls as part of the development of Statewide and Regional Transportation Plans. STAC members are encouraged be involved, along with Transportation Commissioners.</li> <li>• A Safety Committee is assessing the impaired driving campaign (marijuana) and the educational materials that will be published throughout the state.</li> <li>• The Asset Management Committee is going to meet quarterly and will be discussing the Risk-Based Asset Management Plan. The Plan identified ten gaps in Asset Management.</li> </ul>	<b>No action taken.</b>

	<ul style="list-style-type: none"> <li>• All the Letters of Commitment for RAMP have been received. The town of Ridgeway indicated that its project is contingent on the approval of matching funds by Council.</li> <li>• The Twin Tunnels westbound bore was approved as a supplement to the budget. <ul style="list-style-type: none"> <li>○ Mark Dowaliby mentioned the importance of system redundancy, especially along the I-70 corridor, and the effect on alternate routes when there are interstate closures.</li> </ul> </li> </ul>	
<p>Federal and State Legislative Update/ Kurt Morrison/ CDOT Office of Policy &amp; Government Relations (OPGR)</p>	<ul style="list-style-type: none"> <li>• State Update <ul style="list-style-type: none"> <li>○ Because of the US 36 controversy, there has been some related legislative activity.</li> <li>○ HB-1161: The bill creates a nine-member Southwest Chief Rail Line Economic Development, Rural Tourism, and Infrastructure Repair and Maintenance Commission. The new commission would be under the purview of the Division of Transit and Rail at CDOT.</li> <li>○ SB-7: The bill authorizes a board of county commissioners to transfer money from the county General Fund to the county Road and Bridge Fund if the Governor declares a disaster emergency in the county. The bill went through the first chamber with no opposition.</li> <li>○ This year CDOT has put forth an application to the Capital Development Committee for \$1.6 million in infrastructure upgrades to the Hanging Lakes Tunnel. It is the first time in 4 years that CDOT has made such a request. The CDC is expected to release its final recommendation within the next several weeks.</li> </ul> </li> <li>• Federal Update <ul style="list-style-type: none"> <li>○ The federal transportation bill included new TIGER VI grants. The program will see an increase from \$500 million to \$600 million, a 20% increase in funding. This tends to be a highly oversubscribed grant program. CDOT is preparing for a very quick turn around on applications.</li> <li>○ Herman Stockinger indicated that CDOT plans to introduce a new</li> </ul> </li> </ul>	<p><b>No action taken.</b></p>

	<p>application and that work on potential project applications should begin now instead of waiting for the federal government to make the formal announcement.</p> <ul style="list-style-type: none"> <li>○ John Cater (FHWA) informed the group that projects which are unique and have a multi-modal quality tend to perform better.</li> </ul>	
<p>Update on MPACT 64 and CDOT Activities/ Don Hunt/ Executive Director</p>	<ul style="list-style-type: none"> <li>○ CDOT Executive Director Don Hunt provided an update on recent CDOT activities.</li> <li>● US 36 P3 <ul style="list-style-type: none"> <li>○ CDOT met with the Joint Transportation Committee and received support from committee members, as well as from elected Officials from the US 36 corridor. Several public meetings with high levels of attendance were held earlier in the week. There is a lot of misinformation about the US 36 P3 out there. CDOT recognizes the need to involve the public sooner.</li> <li>○ CDOT will retain ownership of US 36 after entering into agreement with Plenary Roads Denver.</li> <li>○ Only one lane, an HOV three, will be tolled on US 36. The other two general purpose lanes WILL NOT be tolled.</li> <li>○ The agreement is very specific in its non-compete clause. CDOT and local governments will still have the ability to add new capacity to the corridor within the 50 year window of the agreement.</li> <li>○ Tolls are expected to be \$5-\$6 one way; with a cap of \$14 one way.</li> <li>○ There will be no layoffs, or pay reductions, of CDOT maintenance staff. Those CDOT employees working along the corridor will be transferred to other areas.</li> </ul> </li> <li>● Findings from the Colorado Transportation Consortium <ul style="list-style-type: none"> <li>○ Survey results indicated that a 7/10s state sales tax would not succeed if put to a ballot measure in 2014.</li> <li>○ Results from the survey demonstrated that Coloradans are pessimistic about the economy. They are worried that they will be in a worse situation next year than they are in this year. Although</li> </ul> </li> </ul>	<p><b>No action taken.</b></p>

	<p>they see the need for transportation improvements, now is not the right time for a tax increase.</p> <ul style="list-style-type: none"><li>• The future of the CDOT budget<ul style="list-style-type: none"><li>○ Executive Director Hunt walked STAC members through the CDOT budget and how CDOT assigns its limited revenue. These categories include Annual Maintenance, Capital Maintenance, Pass-through Grants and Special Programs. Most funds go to maintaining the existing system.</li><li>○ He went on to explain the new Drivability Life (DL) pavement approach and the role of region staff in the selection of logical projects.</li></ul></li><li>• STAC comments included:<ul style="list-style-type: none"><li>○ Steve Ivancie inquired as to the number of occupants in the HOV lane.<ul style="list-style-type: none"><li>• Executive Director Hunt explained that the Transportation Commission passed a universal HOV-3 policy by 2017 for tolled express lanes. There are some triggers which may result in some HOV-3 sooner.</li></ul></li><li>○ Barbara Kirkmeyer commented that there are several legislators discussing possibly changing the contracting process that CDOT has and instead bringing it to the legislature. She asked for an update and inquired about implications for CDOT.<ul style="list-style-type: none"><li>• Executive Director Hunt explained that Senator Jones and Senator Heath will be working on a bill that will provide additional transparency to HTPE and P3 process.</li></ul></li><li>○ Trent Bushner commented that he is against tolled lanes because they unfairly disenfranchise low-income people. He also expressed concern that CDOT is engaged in a contract with a foreign company.<ul style="list-style-type: none"><li>• Executive Director Hunt responded to both comments. First, noting that tolled lanes are a way to add capacity, especially in</li></ul></li></ul></li></ul>	
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	<p>urban congested corridors, and keep transportation moving.  Second, there are very few domestic P3 companies in America.  Much of the P3 consortium is made up of domestic companies.</p> <ul style="list-style-type: none"> <li>o Doug Rex expressed appreciation for CDOT's willingness to include them in the telephone town halls planned in coming months as part of the development of the Statewide Transportation Plan.</li> </ul>	
<p>Program Distribution/  Sandi Kohrs/ Division of  Transportation  Development (DTD)</p>	<ul style="list-style-type: none"> <li>• Sandi Kohrs delivered a presentation on Program Distribution and asked if STAC would like to make a recommendation to the Transportation Commission, which is expected to approve Program Distribution at its February meeting. Her presentation included an overview, revenue projections, policy direction from STAC and the Transportation Commission, Policy Directive 14, CDOT's Risk-Based Asset Management, Surface Treatment, Structures, Maintenance, and Observations for the first ten years and later years.</li> <li>• STAC comments included: <ul style="list-style-type: none"> <li>o Greg Severance made a general comment about the reference to the legislature associated with SB-228 on Attachment A (Program Distribution), saying it could possibly be perceived as attempting to usurp the authority of the Transportation Commission.</li> <li>o Sandi offered a piece of background and insight into SB-228, adding that any funding that is directed by state legislation is constrained, typically, in some fashion.</li> <li>o Barbara Kirkmeyer commented that the Transportation Commission disregarded the STAC recommendation from January to move \$167 M into RPP. She expressed disappointment in the Transportation Commission decision. Further, she expressed dissatisfaction with the centralization of decision making at CDOT. She also suggested that STAC send a stronger message to the Transportation Commission.</li> <li>o Terri Blackmore inquired about carryover balance of the TC Contingency fund. Sandi Kohrs commented that the carryover</li> </ul> </li> </ul>	<p><b><i>ACTION ITEM:</i></b>  <b>Motion to reiterate the prior recommendation from STAC that the \$167 million from the retirement of debt service be assigned in Program Distribution to RPP. The motion passed unanimously.</b></p>

	<p>balance varies from year to year depending on circumstance (such as snow plowing or emergencies); however, the policy target for TC Contingency is 5% or around \$60 million. Debra Perkins-Smith also commented that placing funding in the TC Contingency creates a certain degree of flexibility.</p> <ul style="list-style-type: none"> <li>○ <b>ACTION ITEM:</b> Barbra Kirkmeyer made a motion to reiterate the prior recommendation from STAC that the \$167 million from the retirement of debt service be assigned in Program Distribution to RPP. The motion passed unanimously.</li> </ul>	
<p>RPP Formula/ Debra Perkins-Smith/ DTD</p>	<ul style="list-style-type: none"> <li>● Vince Rogalski (STAC Chair) began the discussion by reviewing the actions the Transportation Commission has taken with regard to the RPP formula.</li> <li>● The Transportation Commission has approved an increase in RPP from \$10 million to \$50 million in order to provide flexibility in the planning process.</li> <li>● Debra Perkins-Smith reminded the group of the actions of the STAC sub-committee on Program Distribution regarding the RPP formula. The sub-committee's initial recommendation was the 45/40/15 formula with the caveat that if the funding levels increased then the formula should be revisited. Since the funding level did increase, STAC was provided with additional information on formula options, including a staff recommendation.</li> <li>● Debra reviewed the possible formulas with STAC in order to make a recommendation to the Transportation Commission.</li> <li>● STAC Comments included: <ul style="list-style-type: none"> <li>○ Greg Severance inquired to the composition of the STAC sub-committee on Program Distribution and the formula options the group reviewed.</li> <li>○ Barbra Kirkmeyer commented on the difficulty some STAC members had in attending the sub-committee meetings in September because they were responding the historic floods. Debra</li> </ul> </li> </ul>	<p><b>ACTION ITEM: STAC made a motion urging the Transportation Commission not to take action on the RPP formula until STAC has had the chance to review all relevant materials and offer an informed recommendation.</b></p>

	<p>pointed out that the formulas were discussed with the full STAC also.</p> <ul style="list-style-type: none"><li>○ Wayne Williams updated STAC members on the mindset of the sub-committee and then outlined the difficulties in creating a formula. The formula depends, in part, on where other money is being assigned.</li><li>○ Gary Beedy commented that there is uncertainty that Asset Management and tiering of the state highway system will actually maintain lower volume roads. This increases the significance of the RPP program to rural regions of the state.</li><li>○ Gary commented that the main losers of the staff recommended formula are the mountain regions that generally have a higher cost of maintaining roads. Essentially areas that don't get a lot of money to begin with and have the highest costs to maintain.</li><li>○ Barbara Kirkmeyer asked why it is important that STAC make a recommendation at this time. Debra informed her that the Transportation Commission is having a workshop on the topic this month and it would be good to provide them with a recommendation. Barbara suggested the metric for the new formula be geared toward an economic driver, not a population driver. She requested to see two different formulas:<ul style="list-style-type: none"><li>● 40% VMT / 40% Lane Miles / 20% Truck VMT</li><li>● 40% Population / 40% Lane Miles / 20% Truck VMT</li></ul></li><li>○ Greg Severance requested that STAC be given a month to review materials provided by CDOT. Debra stated that STAC has already made a recommendation to the Transportation Commission and if they would like to amend that recommendation, now would be the time to do so.</li><li>○ Wayne Williams commented that the problem with State Highway System VMT and Lane Miles as a metric is that it looks at a transportation system from years past and doesn't look toward future needs. Further, it only benefits those areas with a high</li></ul>	
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	<p>number of state highways. Wayne felt that 45% Population / 40% Lane Miles / 15% Truck VMT gives a more accurate picture of statewide transportation needs.</p> <ul style="list-style-type: none"> <li>○ <b>ACTION ITEM:</b> Wayne Williams made a motion urging the Transportation Commission not to take action on the RPP formula until STAC has had the chance to review all relevant materials and offer an informed recommendation. The motion passed unanimously.</li> <li>○ Barbara Kirkmeyer made a request that CDOT provide STAC members with information on formulas and new region boundaries.</li> <li>○ Doug Rex commented that DRCOG takes exception to the perception that is being created by the table showing the DRCOG total percentage at 60%. He stated that is not accurate. Doug argued that as a region that has 56% of population, half of the VMT and almost two-thirds of the state economy that they should be getting more than 40% RPP funding. Vince Rogalski asked if the RPP formula was acceptable to DRCOG. Doug replied that it may not be.</li> <li>○ Wayne Williams said it would be helpful to receive information on surface treatment allocations by region. He also asked that a RAMP update be added to the March agenda, specifically projects that were partially funded.</li> </ul>	
<p>Bike/Ped Program and Bike Friendly State/ Betsy Jacobsen/ DTD</p>	<ul style="list-style-type: none"> <li>● Betsy Jacobsen came before STAC to deliver a presentation on the Bike/Ped Program and Colorado's status as a bike friendly state. The Governor has challenged Colorado to become #1.. Her presentation included the five E's, facility design courses, the Share the Road program, special events, the Colorado SRTS program, CDOT's partnership with the State Patrol, the Statewide Bicycle and Pedestrian Plan, Bicycle and Pedestrian data collection efforts, travel patterns, benefits of supporting bicycling and walking in Colorado, increasing usage, bicycle sales, economic benefits, bicycle friendly communities, and safety benefits. She reviewed the strategies that could move Colorado to the #1 Bike Friendly</li> </ul>	<p><b>No action taken.</b></p>

	<p>State status.</p> <ul style="list-style-type: none"> <li>• STAC comments included: <ul style="list-style-type: none"> <li>○ Mark Dowaliby made a comment that people come from all over the country to ride in Colorado. He also suggested an increased effort to advertise Colorado's bike system.</li> </ul> </li> </ul>	
Other Business	<ul style="list-style-type: none"> <li>• None</li> </ul>	<b>No action taken.</b>