



## **STAC Summary – March 18<sup>th</sup>, 2016**

- 1) **Introductions & February Minutes – Vince Rogalski (STAC Chair)**
  - a) February STAC Minutes approved without revision.
- 2) **Transportation Commission Report – Vince Rogalski (STAC Chair)**
  - a) HPTe is concerned about SB 16-123, which would remove the requirement for HOV transponders. Several groups have publically opposed it, including DRCOG.
  - b) Tolling on Phase 2 segment of US 36 will begin on March 30<sup>th</sup>.
  - c) TC discussed FY16-17 budget, STIP, TIGER grants, and upcoming projects on C-470, I-70, and I-25N.
- 3) **STAC Comment Responses – Debra Perkins-Smith (Director of CDOT Division of Transportation Development)**
  - a) I-25N tolled express lanes will open by the end of March and tolling will begin in summer.
  - b) A “lessons learned” assessment will be done on the I-70 Glenwood Canyon closure. So far the cost of that event totals \$5 million.
  - c) CDOT has confirmed that FAST Act formula and discretionary funds may be combined in one project.
  - d) CDOT is undertaking a study of rest stop areas to inventory their usage and future needs.
- 4) **Chief Engineer Update – Josh Laipply (CDOT Chief Engineer)**
  - a) CDOT has identified a number of pilot projects for its de-federalization efforts, seeking a variety of project and funding types, locations, etc. and is aiming to complete at least one pilot per region.
- 5) **TPR Reports – TPR Representatives**
- 6) **Federal and State Legislative Report**
  - a) Main focus at this time has been opposing SB 16-123 to eliminate transponder requirement for HOV.
  - b) Awaiting most recent economic forecasts that will feed into the state budget “long bill”.
  - c) Also tracking HB 16-1304 that would require CDOT to do a yearly public outreach activity to check in on public priorities and funding challenges – similar to existing efforts by CDOT DTD.
  - d) STAC Discussion: CDOT is expecting to receive \$200 million this year and \$100 million next year from SB 228 transfers. There is some concern that the Legislature may try to use a portion of these funds to fill the state budget gap in exchange for more consistent funding in the future.
- 7) **SWP Lessons Learned – Michelle Scheurman (CDOT Statewide Planning Manager)**
  - a) Goal of the effort is to find out what worked and what can be improved for the next SWP process.
  - b) STAC workshop is planned for April and will focus on topics of education and plan coordination/integration.
- 8) **STIP Update – Jamie Collins (CDOT Office of Financial Management and Budget)**
  - a) The TC approved the draft FY17-FY20 STIP for public review and comment via the CDOT website, with final approval by the TC and FHWA/FTA to occur in May and June timeframe.
  - b) STAC Discussion: Changes to the STIP are driven by MPO TIPs and then rolled-up to the statewide level, or determined by CDOT regions in the case of rural TPRs.
- 9) **Central 70 Update – Tony DeVito (Central 70 Project Director)**
  - a) The I-70 Viaduct project is now rebranded as “Central 70” – central to communities, commerce, and Colorado.
  - b) Approximately \$1.2 billion project will delivered via a “Design-Build-Finance-Operate-Maintain” agreement with a team of private sector firms.
    - i) Public-Private Partnerships (PPPs) are viewed favorably by 71% of Coloradans.
  - c) Project schedule anticipates team selection in spring 2017 and construction start in early 2018.



- d) STAC Discussion: Central 70 will consume no more than 50% of Bridge Enterprise funding each year based on TC requirement. This is the last of 33 bridge projects identified in FASTER legislation to be funded. DRCOG is contributing \$50 million to the project, which they and CDOT feel is appropriate based on its statewide importance. Some other TPRs say that a larger DRCOG contribution is merited. There is also concern among these representatives that the costs of the project have increased without justification.
- 10) **Rural Regional Bus Network Update** – *David Averill (CDOT Division of Transit & Rail)*
- a) CDOT DTR is exploring possibilities for expanding and improving intercity bus transit in rural areas of the state and leveraging connections to the existing Bustang system.
  - b) DTR would use FTA 5311(f) and FASTER funding to purchase buses and bid out routes to private operators within strict scheduling and performance requirements.
  - c) Potential future routes include: Craig – Grand Junction, Steamboat Springs – Frisco, Gunnison – Montrose, Sterling – Denver, and Trinidad – Colorado Springs.
  - d) CDOT DTR staff will solicit input from TPRs, MPOs, and the public to develop routes, vehicle specifications, and priorities with the aim to begin operations by CY2018.
- 11) **TIGER/FASTLANE/FLAP Grant Updates** – *Herman Stockinger (CDOT Office of Policy & Govt. Relations)*
- a) Proposed TIGER VIII project is I-25N express lanes between Ft. Collins and Loveland (14 miles).
  - b) Potential projects for the new freight-focused FASTLANE grants include:
    - i) Lamar Bypass, US 85N, US 160 / US 550 Connection, and Truck Parking Coordination System.
    - ii) CDOT will also offer \$1 million match for Lamar’s Southwest Chief Phase 3 application.
  - c) Potential projects for the FLAP grant funding include:
    - i) US 160 Passing Lanes, US 50 Blue Creek Canyon, US 550 Corridor, and SH 139 Little Horse South.
    - ii) Main criteria is high-visitation or economic generation, such as National Parks or military bases.
- 12) **FAST Act Freight Program** – *Jeff Sudmeier (CDOT Division of Transportation Development)*
- a) The new formula freight program in the FAST Act provides approx. \$15 million per year to Colorado.
  - b) Eligibility will be tied to the National Highway Freight Network, including 80 miles of critical urban corridors and 160 miles of critical rural corridors throughout the state.
  - c) Due to small size, CDOT will use a statewide approach rather than sub-allocating to the regions.
  - d) STAC Discussion: CDOT should focus on leveraging these funds with other existing projects focused on safety, mobility, and asset management. It should prioritize finishing existing projects rather than starting new ones and also keep the importance of system resiliency in mind throughout.
- 13) **Other Business** – *Vince Rogalski (STAC Chairman)*
- a) The next STAC meeting will be held on April 29<sup>th</sup>, 2016.
  - b) STAC Discussion: In light of the new legislation impacting STAC’s relationship to the TC it may be wise to consider another STAC/TC retreat in the coming months.
- 14) **STAC Adjourns**