

**DRAFT STAC Meeting Minutes
May 13, 2011**

Location: CDOT Headquarters Auditorium
Date/Time: May 13, 2011 9:00 a.m. – 12:00 p.m.
Chairman: Vince Rogalski
Attendance: Sign-in sheets were distributed to note attendance at the meeting.

Agenda Items/Presenters/ Affiliations	Presentation Highlights	Actions
Introductions	<i>Everyone in the room gave self-introductions.</i>	No action taken
April Meeting Minutes	<i>April minutes were approved with one correction. The percent on page 2 is incorrect; it should be greater than 33 percent.</i>	Minutes approved
Transportation Commission (TC) Report – Vince Rogalski	<p>The TC items in April included:</p> <ul style="list-style-type: none"> • A report was given on the State Rail Plan. The 12-month study began in January and much of the data has been collected. CDOT has begun coordination with the Class I and Short line railroads and had a successful kick-off meeting with the Steering Committee. • I-70 Viaduct study is leaning toward the current alignment as the alternative • From the Transit and Intermodal Committee, there are a number of grants coming out soon. These grants will cover boutique type categories and discretionary funding. • The Transit and Rail Advisory Committee will meet next Friday. • The TC approved the budget for FY12 with \$13 million for surface treatment. 	No action taken
Federal & State Legislative Update- Herman Stockinger and Mickey Ferrell	<p>At the federal level, the FY 11 budget is complete. We don't know the dollar amounts yet, but we may get more money. In FY 12, we will get less, but don't know how much less.</p> <p>FHWA discretionary grant money is available with applications to the FHWA Division office in early June for review. Applications will then be submitted to FHWA HQ.</p>	No action taken

	<p>TIGER III – approximately \$528 million available, with \$140 million for projects in rural areas, \$150 million in TIFIA loans and \$25 million for oversight. There are no set asides for planning. CDOT anticipated applying after criteria is released on June 15th. CDOT will have approximately 120 days to pull together grant applications.</p> <p>At the state level, Melissa is preparing a final report on the legislative session.</p> <p>S.B. 228 funding will return to CDOT in 2014. CDOT anticipates receiving approximately \$180 million over a 5-year period.</p>	
<p>FTA Discretionary Grant Evaluation Criteria – Mark Imhoff/Sandi Kohrs</p>	<p>Sandi Kohrs led a discussion on criteria for FTA discretionary grant funding. The Division of Transit and Rail developed grant criteria for evaluation of applications and is looking for STAC to provide comments. The draft criteria will be presented to the Transit and Rail Advisory Committee (TRAC) next Friday for discussion. The Colorado Association of Transit Agencies (CASTA) board discussed the criteria and updated the criteria sheet</p> <p>For the fleet assessment, the FTA guidelines for age and mileage will be used. A bullet was added under Facility Project Assessment asking that the agency applying demonstrate it has the capacity to maintain a facility of given funding.</p> <p>Diane Mitsch Bush asked what specifically are the grant programs that would be evaluated using these guidelines? Would these guidelines apply to operational funding requests or for capital requests?</p> <p>Vince Rogalski responded that these criteria would apply to discretionary grant capital projects including transit facilities. CASTA has done this same grant program in the past as one consolidated grant. The grant program is an attempt to try to get various transit fleets up to a passable level.</p> <p>Pete Frasier mentioned that there are areas of the state that are still trying to get transit systems started. Should there be some priority given to start-up</p>	

	<p>systems?</p> <p>Diane Mitsch Bush asked if we are talking about rural area projects or projects under a certain dollar amount?</p> <p>Thad Noll noted that some rural areas have well established transit systems.</p> <p>Jennifer Finch stated that start-up transit systems need to demonstrate a strong business plan for sustaining service. These funds are not for a study to develop a business plan, if a plan is not already in place.</p> <p>Vince Rogalski provided the FREX service in Colorado Springs as an example. The transit system business plan should show that the service is sustainable.</p> <p>Barbara Kirkmeyer asked if the guidelines need to show what other funds the transit system is using and what other partners are involved in the service.</p> <p>Pete Frasier stated that funding transit operations in her area is still difficult.</p> <p>Trent Bushner asked what if a transit system fails?</p> <p>Sandi Kohrs replied that a failed system would go through a liquidation process. Jennifer Finch included that the state maintains an interest in buses purchased with grant funding. The state would then evaluate if buses could be transferred to another transit agency.</p> <p>Peter Runyon stated that each community is different. Could we give each of these criteria an 'A' through 'D' letter grade based on need.</p> <p>Jim Austin stated that there is a need for regional planning; TPRs need to figure out regional priorities prior to applying for funding.</p> <p>Diane Mitsch Bush stated that a new set of transit companies have recently emerged. Trying to explain the TPR process to these new companies and engaging them in regional collaboration is difficult.</p>	
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	<p>Wayne Williams suggested that we look at each project individually and evaluate each project on its own merits rather than looking at an arbitrary standard.</p> <p>Jennifer Finch stated that we are looking to the STAC for areas of emphasis as they evaluate projects. The STAC needs to think about how 'merit' is defined and what are the emphasis areas within a merit-based process.</p> <p>Barbara Kirkmeyer summed up the discussion:</p> <ul style="list-style-type: none"> • What other funds/grants are being used by the agency for the project • What other partners are involved with the agency? Who else is involved from the area? Are there area schools, area aging organizations, hospitals, or nursing homes partnering with the agency? • What is the criticality of the service – i.e. only transport to medical services • Has the agency demonstrated financial capability for long term viability? • Is there a demonstrated community need? • Is there a long-term community commitment to the project or agency? <p>Pete Frasier stated that the 20% match requirements hurt many agencies. Can what is already in place be considered as the 20% match? We should look at in-kind and partnerships for the 20% match.</p> <p>Barbara Kirkmeyer said that we should also include whether the project is in the regional plan or part of a process in addition to those above</p> <p><i>Handout:</i></p> <ul style="list-style-type: none"> • <i>Draft FTA Discretionary Grant Evaluation Criteria</i> 	
<p>State Freight and Passenger Rail Plan – Mehdi Baziar</p>	<p>Mehdi Baziar gave a presentation on the State Rail Plan and related tasks. CDOT has begun coordination with the Class I and Short line railroads and had a successful kick-off meeting with the Steering Committee where discussion included the overarching tasks of the study.</p> <p>Peter Runyon asked where is the Automated Guideway System (AGS)</p>	<p>No action taken</p>

	<p>recommendation? There needs to be some interaction with AGS and the State Rail Plan.</p> <p>Vince Rogalski stated that the AGS will be looked at in detail in a separate study.</p> <p>Sandi Kohrs stated that the State Rail Plan is intended to address the requirements set forth by the Federal Railroad Administration. The next statewide long range plan is where all the various separate rail related studies will come together and be integrated.</p> <p>Steve Rudy asked what types of considerations were given to economic development? Craig Casper responded that the advisory committee is considering several economic impact analysis tools. Some of these tools examine travel time savings, savings to freight shippers and job generation. The overall economic impact approach for the study is still undetermined, but we know there will not be any modeling of projected passengers.</p>	
<p>2035 Statewide Transportation Plan Amendment - Jennifer Finch</p>	<p>Jennifer Finch discussed the 2035 Statewide Plan Amendment. We are asking TC to adopt the plan amendment at the May 19th meeting. The plan amendment was undertaken to be consistent with the MPO updates. Three of the five MPOs have adopted their plans; the other two will be done later this year. To maintain consistency with the STIP the MPO plans have been incorporated into the plan amendment. Only 15 public comments on the plan amendment were received. The public comments were not substantial and required no changes to the document. Staff did make editorial changes and those included in an errata sheet.</p> <p>The STAC recommended that the Commission adopt the 2035 Statewide Transportation Plan Amendment.</p> <p>Handouts:</p> <ul style="list-style-type: none"> • 2035 Plan Amendment errata sheet 	<p>Action: The STAC recommended to the Commission adoption of the 2035 Statewide Transportation Plan Amendment</p>

<p>FY 2012 – 2017 STIP – Laurie Freedle</p>	<p>Laurie Freedle gave an overview of the comments received during the 30-day public comment period for the FY12-17 STIP.</p> <p>Wayne Williams asked if there is somewhere in the STIP document that talks about the difficult financial situation CDOT is facing? We should be informing the public that we have a shortage of funds.</p> <p>Craig Casper commented that the public needs to know that the purchasing power of the department is greatly reduced.</p> <p>Peter Runyon asked if it is possible to include an introductory letter to the document explaining the difficult financial situation facing the department without changing the actual document.</p> <p>STAC recommended amending the STIP to include a letter from the Executive Director explaining the difficult financial situation and the reduced buying power of the department.</p>	<p>Action: The STAC recommended to the Commission approval of the FY12-17 STIP with an amendment to include an introductory letter from the Executive Director</p>
<p>Resolution Thanking Bill Moore – Vince Rogalski</p>	<p>The STAC recognized Bill Moore for his many years of service as a STAC representative for the Pueblo Area.</p>	<p>Action: A resolution thanking Bill Moore for his service was approved</p>
<p>Other Business</p>	<p>John Cater mentioned the start of a major FHWA push to reduce the number of inactive projects. From a public perspective, there are better ways to use money that is currently tied up in inactive projects. CDOT will send out a letter to local governments on this issue.</p>	<p>No action taken</p>
	<p><i>The meeting ended at 10:45 a.m.</i></p>	