

DRAFT STAC Meeting Minutes
April 13, 2012

Location: CDOT Headquarters Auditorium

Date/Time: April 13, 2012 9:00 a.m. – 11:30

Chairman: Vince Rogalski

Attendance: Sign-in sheets were distributed to note attendance at the meeting.

Agenda Items/Presenters/Affiliations	Presentation Highlights	Actions
<p>Introductions/March Minutes/Vince Rogalski/STAC Chair</p>	<ul style="list-style-type: none"> • Vince Rogalski read a poem in honor of Jennifer Finch, former Division of Transportation Development Director, who passed away recently. A moment of silence was observed. • Introductions were made. Steve Rudy introduced DRCOG's new representative to STAC, Councilman Dennis McCloskey from the City and County of Broomfield. Mr. McCloskey is also the Chair of the DRCOG Board. Beth Humenik is DRCOG's STAC Alternate. • Minutes from the last STAC meeting were approved. Diane Mitsch Bush requested that her comment on page 6 of the minutes be revised to "<i>...RMRA had found it feasible as measured by a positive benefit-cost ratio and a positive operating cost ratio only if both I-25 and I-70 West Mountain Corridor are included in the system.</i>" 	<p>Action- Approve minutes.</p>
<p>Transportation Commission (TC) Report/Vince Rogalski/STAC Chair</p>	<ul style="list-style-type: none"> • There was a discussion on tiering at the last Transportation Commission workshop. • At their meeting, the Bridge Enterprise Board discussed whether they should be looking at new bonds. The Board is working on a \$300 M dollar bond issue right now. • Safe Routes to School awards were also discussed. 	<p>No action taken.</p>
<p>Federal and State Legislative Update/Herman Stockinger & Kurt Morrison/CDOT Office of Policy & Government Relations</p>	<ul style="list-style-type: none"> • This week and next the legislature will be focused on the Long Bill and appointments, including appointments to the Aeronautical Board and the Transportation Commission. • HB 12-1222 Recreate CDOT Renovation Fund- A technical bill to re-establish the repealed Renovation Fund which expired with a cash balance remaining. Bill was approved overwhelmingly by both houses and signed by the Governor on April 6. 	<p>No action taken.</p>

	<ul style="list-style-type: none"> • HB 12-1108 Dept Transportation Urban Logo Signs- Bill would allow logo and TOD signs in urban areas and on expressways. Bill passed the House and moves to the Senate for hearing next week. It is anticipated that sufficient votes have been secured to get the bill through the Senate Transportation Committee. • HB 12-1012 Increase Agency Displacement Expenses Payment Cap – The Business Relocation Reimbursement bill increases the cap for relocation payments. The bill awaits one final technical motion to reconcile bill differences before it will be delivered to the Governor for signature. • HB 12-1136 Prohibit Use of Public Land for Retail Sales- Bill prohibits a public entity from operating, or contracting with a private entity to operate, for public use, any truck stop, fueling station, or convenience store on or near public land, state highways, toll roads, or any other similar infrastructure supported by state revenues. CDOT would like to have the flexibility and option to enter into public private partnerships (PPP) to operate such facilities as service stations and public rest areas to best serve the traveling public. There are many current examples of PPP that CDOT is engaged in to bring such services to the traveling public that would be eliminated by this bill. Bill is scheduled to be heard by State, Veterans & Military Affairs Committee next week. • HB 12-1014 Modify Late Vehicle Registration Fee- Bill reduces the late vehicle registration fee from \$25 per month, capped at \$100, to a flat \$20. The bill is estimated to reduce the Highway User Tax Fund revenue by \$12 million annually. Bill has passed the House and is scheduled to be heard by the Senate Transportation Committee on April 24. • A Beltway Economic Enhancement Project may be introduced. The bill would create a Beltway Completion Authority for the purpose of completion and improvement of a Denver metropolitan area beltway. • On the federal side, a three month extension of SAFETEA-LU was passed in late March. The House may still want to try for a five year bill. The current extension expires June 30. If a new bill is not in place by that time, Congress is likely to delay action on a new bill until after the election. • Herman inquired whether any STAC members had participated in TBD Colorado meetings. • Wayne Williams noted that he participated in the meeting of Northern El Paso and Teller counties. There was strong representation from the education establishment- out of the 23 in attendance, 11 were tied to education. There were presentations on each of the topics of discussion- 	
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	<p>education, health care, transportation, state budget, and state personnel. A follow-up question for transportation asked whether Colorado should increase maintenance or address new projects. Wayne felt it was a good process to address the issues, but he pointed out that identifying the issues is not that hard; coming up with solutions is the hard part. He added that transportation had not done as good a job at getting transportation people signed up to participate in this effort as the education establishment had.</p> <ul style="list-style-type: none"> • Pete Fraser added that no distinction had been made between transit and transportation. There had been an email campaign among the education groups to get people to the meeting. Pete asked the meeting facilitators, since health care and transportation were so under-represented, if additional transportation representatives could attend the next meeting but was told no. • Diane Mitsch Bush said she'd heard that elected officials were being very much discouraged from participating. Herman explained the intent to get "regular people" but Wayne added that this was not a rule, and he applied and was selected to participate. • Vince Rogalski attended a meeting, and said that one of the things he heard people saying was "You know, CDOT must be getting more money now that gas is \$4.00 a gallon", and when he explained, they were very surprised to learn that it is a fixed rate. The need to educate the public remains. 	
<p>Safe Routes to School/Marissa Robinson/Division of Transportation Development (DTD)</p>	<ul style="list-style-type: none"> • Marissa provided an overview of the Safe Routes to School Program, and identified the projects that were approved by the Commission, which included at least one project in every CDOT Region. • Diane noted the importance of partnerships, particularly with local business. In Steamboat Springs and Hayden, many parents are small business owners, and, when they became involved, programs became more sustainable. • Adam Lancaster pointed out that people are enthusiastic about infrastructure projects until they learn of the required education component, which is difficult to accomplish with limited staff. He asked whether CDOT could provide any guidance to help people deal with this issue. • Vince noted that part of STAC representatives' responsibilities is to get the word out about such funding programs. The next call for projects will be posted August 1st. 	<p>No action taken.</p>

<p>Transportation Planning Rules/Michelle Scheuerman/Division of Transportation Development (DTD)</p>	<ul style="list-style-type: none"> • As part of the Statewide Transportation Plan update cycle we are currently reviewing the State Transportation Planning Rules promulgated by the Transportation Commission. • STAC members were sent a copy of the rules with some suggested changes. We only received a handful of comments back from STAC members. Comments included: <ul style="list-style-type: none"> ○ Incorporate energy use and conservation ○ More clearly define the tribal consultation process ○ Include tribal plans in Regional Transportation Plans and in the Statewide Transportation Plan ○ Comments concerning the Indian Self-Determination and Education Assistance Act. (Kerrie Neet, Region 5 RTD will set a meeting with the tribes to further discuss comments.) • We will come back to STAC in May with any subsequent comments and to provide an update. • If you know anyone that you think should receive the rules to review and comment, please contact me so that we can add them to our distribution list. 	<p>No action taken.</p>
<p>Tiering/Sandi Kohrs/Division of Transportation Development (DTD)</p>	<ul style="list-style-type: none"> • Commissioners indicated that they wanted a policy framework for a cost-effective way to allocate resources. Some of the Commissioners wanted an affirmative policy that outlines a tiering system, but there is not at this point a clear consensus. • Today's presentation looks in more depth at a volume-based approach. CDOT reviewed population and economic activity, including employment and retail sales. Higher-volume roads generally corresponded with population, employment, and economic activity, and lower-volume roads less so • We also looked at connectivity and the locations of intermodal facilities and airports with respect to the state highway system. • The NHS System includes the Interstate Highway System, and is key to the economy, defense, and mobility, and provides access to intermodal facilities. So, NHS routes take into consideration the connectivity criteria quite well. It comprises 48% of lane miles, but 80% of VMT, so these are heavily-used routes. • We think that volume can act as a surrogate for some of the other factors. So then we went to look at what potential tiering groups might be. We felt that the interstates were in a class of their own. Interstates are only 	<p>No action taken.</p>

	<p>18% of the lane miles, but 42% of VMT, with a high percentage of total truck traffic.</p> <ul style="list-style-type: none"> • We looked at the Interstate being the high tier, non-interstate with greater than 4,000 AADT or greater than 1,000 truck as medium tier, and less than 4,000 AADT or 1,000 truck volume as low tier. • Because the low-volume group comprises so many lane miles, we decided to further divide it. The Pavement Practical Design Thresholds were used to divide the low tier into two groups- a low tier and a very low tier. • Based on Pavement Practical Design Thresholds, the low tier includes those roads with 2,000 – 4,000 AADT and under 1,000 trucks, and the very low tier includes those roads with less than 2,000 AADT and less than 100 trucks. • We used combination trucks, which are the heaviest trucks, but are still looking at other ways to do this. • The low-volume roads comprise 27% of the lane miles and 8% of the VMT and very-low-volume roads comprise 23% lane miles and 2% VMT. The Commission was surprised to see that we have about a quarter of the system that carries about 2.4% of the VMT. • Diane asked whether the Commission is looking at seasonal variations. Sandi responded that that is one of the next steps. • Vince pointed out, when looking at the maps, you see pockets of high-volumes with no connection to each other. We need to keep in mind that we don't want to isolate some of those high-volume areas from each other. Sandi replied that, in most cases where that occurs there is a city or a town where a lot of local movements are being picked up in the counts • The Commission was also presented with several other things to consider alongside of volume. Volume maps were overlaid with the NHS, Congressional High Priority Corridors, and Energy Corridors to identify where low or very low volume tiers corresponded with one of these designations. • Some low volume roads are on the NHS, but no very low volume roads. • Congressional High Priority Corridors (Camino Real, Heartland Express, Ports to Plains, Route 50 High Plains) and Energy Corridors include varying volumes. 	
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| | <ul style="list-style-type: none">• Gary Beedy asked if weight is factored into truck volumes. Sandi noted that they will be looking into converting to ESALs, which are Equivalent Single Axle Loading factors, so that the raw counts can be multiplied by the factors, taking into account the varying loads.• Pete Fraser noted the importance of tourism. Diane pointed out that it's 'usage' not just sheer volume that is key to tourism.• Dennis McCloskey noted the implications of major ports in Long Beach and Houston on freight traffic through the region.• Steve Rudy questioned the need to separate low volume and very low volume roads. On roadways that carry less than 4,000 vehicles a day, there are no capacity issues, so issues mostly concern pavement management, which is already addressed in the Practical Design Guide. Following the Guide becomes a kind of "hidden tiering." He suggested CDOT leave it at three categories and let the Pavement Design Guide determine the rest.• Tim Harris agreed, noting that "CDOT is doing tiering, whether it has a policy or not. We've looked at how much money is being spent on these low volume roads, and, it's not a lot". Maybe a project is done on a low-volume road, but it's done on a road that hasn't had work in 25 years".• John Cater pointed out a different aspect, saying, "I live in the metro area on a state highway, and one mile to the east of that is another parallel state highway, and a few miles to the west is another parallel state highway, and, although they all have volumes over 4,000 AADT, I don't think we have an equal interest in all three of those parallel routes, and there's also a whole network in place besides those three – that's redundancy. But, I would think that part of this process is determining which roadways those are. We need to identify those roads for which there is no other route. You need to find a way to capture that aspect well.• Vince responded that one of the easiest ways to identify these is to look at the passes...in the wintertime when one of them is closed, you quickly see the grocery stores run out of food. There are low volume roads around the state that play a critical role in helping to sustain communities. | |
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<p>CDOT Process Improvement Initiatives/Gary Vansuch/Director of Process Improvement</p>	<ul style="list-style-type: none"> • Like any business, CDOT needs to constantly review our processes and procedures, making needed adjustments. We have support from the very top, in terms of looking at our processes and making improvements. This is one of CDOT's Strategic Focus Areas. We won't have enough resources to deal with an ever-expanding workload, unless we do something different. • That something different is "Lean". Lean helps us increase our capacity to do more good for the citizens of Colorado. Lean is both a mindset and an improvement system that we're using at CDOT and across the state, at the Governor's request, to help us deliver excellent services and programs to citizens. It's a set of principles proven in the private sector and other state governments to develop a culture that encourages and enhances creativity, innovation, and problem solving. It will help us gather experience, learn from that experience, and by that learning, improve our operations. <ul style="list-style-type: none"> • Lean follows four key steps: <ol style="list-style-type: none"> 1. What "good" are we trying to do, and for whom- be clear about our customer, our purpose and our bottom line. What "good" are we trying to create? 2. Customers, Value, and Waste- Know what our CDOT customers want and what they value, and what they do not value ("waste"). 3. Take out the waste, increase the value- Build a better "widget." That's not always easy, just necessary. 4. And, then improve it again- Find ways to make our "widgets" better, quicker, and cheaper. <ul style="list-style-type: none"> • Waste is identified as anything that is done in a process that does not add value to the product or service, as determined by the customer. • Current process improvement initiatives include: <ul style="list-style-type: none"> ○ Access Permits ○ Transit Grants ○ Local Agency 	<p>No action taken.</p>
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<p>FTA Discretionary Grant Programs/Tom Mauser/Division of Transit and Rail (DTR)</p>	<ul style="list-style-type: none"> • A presentation was made to the Transit & Intermodal Committee last month regarding are various FTA funding programs. • FTA funding comes in two basic categories: formula and discretionary. Formula is mostly what we have administered in the past here at CDOT, but now we find ourselves getting more involved in some of the discretionary programs, in particular, the 5309 program. • “Discretionary” means it’s not based on any formula. You have to apply for it and fight for it. This program is only for capital. • Today we are going to focus on the Bus and Bus Facilities Program and give you a glimpse at what we are trying to do at CDOT to try to get those buses and facilities in your areas replaced or expanded. • For a number of years, the Bus and Bus Facilities Program had been a program earmarked by Congress. Either all the transit agencies in a state fought for attention, or there was some effort by the state to get a statewide earmark. In Colorado, we had a different twist - the transit agencies themselves, working through the Colorado Association of Transit Agencies (CASTA), formed a coalition and went to the Congressional delegation seeking support for their earmark, which they later split among themselves. • For the last three years, Congress has not been earmarking funds. Because Congress isn’t earmarking the funds go to the FTA and they have a nationwide competitive application process. The urbanized areas apply directly to the FTA. Only the rural areas submit through the state, although urbanized areas may do so if they so choose. • The FTA encourages the DOT to prioritize the projects that they are including in their statewide application, but it is ultimately the FTA that selects the project. • Bus and Bus Facilities programs are divided into state of good repair, bus livability, clean fuels, and veteran’s transportation program. • No urban areas chose to apply through the state. We solicited applications from the rural areas and reviewed and scored applications according to Commission approved criteria. • Roughly \$11.5 million in requests were received. Last year approximately \$3 million was awarded. • We are trying to coordinate this with other grant programs. If a rural 	<p>No action taken.</p>
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	application for FASTER is not funded, it is automatically put in the pool of applications for 5309 funds.	
Division of Transit and Rail (DTR)/Transit and Rail Advisory Committee (TRAC) Update/Mark Imhoff/Division of Transit and Rail (DTR)	<ul style="list-style-type: none"> • The kickoff meeting for I-70 Mountain AGS Study was held this week. • The Interregional Connectivity Study is kicking off this coming week. • In a month or two we will come back after some progress has been made and provide an update. • The State Freight and Passenger Rail Plan was recently completed and approved by STAC and the Commission. 	No action taken.
Other Business	<ul style="list-style-type: none"> • None 	No action taken.