

**DRAFT STAC Meeting Minutes**  
**January 13, 2012**

**Location:** CDOT Headquarters Auditorium

**Date/Time:** January 13, 2012 9:00 a.m. – 11 a.m.

**Chairman:** Vince Rogalski

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

<b>Agenda Items/Presenters/ Affiliations</b>	<b>Presentation Highlights</b>	<b>Actions</b>
Introductions/November Minutes/Vince Rogalski/STAC Chair	<ul style="list-style-type: none"> <li>Everyone in the room gave self-introductions. The November minutes were approved.</li> </ul>	<b><i>Minutes approved.</i></b>
Transportation Commission (TC) Report/Vince Rogalski/STAC Chair	<ul style="list-style-type: none"> <li>DTD will kick off development of the next Statewide Plan in February. Since there are several new Commission members, there is a need to get the new members up-to-speed on the planning process and Commissioners' role in the process.</li> <li>Heading into the kickoff, the Commission is taking a look at several issues, reviewing existing policies and determining whether there is a need to develop new policies.</li> <li>One of these is the use of Commission Contingency funds, which are funds held back to deal with emergencies, such as the I-70 sinkhole. For each proposed use for these funds, Commissioners are trying to first see if there are other funds that may be used.</li> <li>With ongoing funding reductions, the concept of "tiering" the transportation system, or creating priorities for funding, has been discussed several times over the years. The Commission will take another look at this, and consider whether it wishes to create policy. This will be an ongoing discussion, and the Commission could determine that no policies are warranted.</li> <li>The Bridge Enterprise Committee continues discussion of "owner-controlled" insurance, with the idea of reducing the cost of construction by having a central insurance program – one in which CDOT would control the insurance. CDOT could set up risk</li> </ul>	No action taken.

	<p>management tools to further promote good safety habits, hopefully, reducing workers compensation claims, etc. Bridge Enterprise started with a program to address 126 bridges, which has now expanded to address 150 bridges. It developed a schedule for expending bond funding, with the goal of keeping within 90% of this schedule, with the hope to expand the program as quickly as possible. The Program has surpassed its goal of 15% for DBEs and emerging small businesses, and reached 20.8%. Also discussed was the programming of \$ 204 M in federal discretionary grants that were approved by the Commission last month.</p>	
<p>Energy Smart Transportation Initiative/ Michelle Scheuerman/ CDOT Planning Section</p>	<ul style="list-style-type: none"> <li>• Program focuses on reducing energy consumption and greenhouse gases by promoting efficiencies and leveraging resources to develop energy smart transportation strategies – “smart transportation”.</li> <li>• Sponsored by the state Smart Transportation Initiative (SSTI), and funded by the Rockefeller Foundation and USDOT, CDOT kicked off this 6-month collaborative process in May of 2011, with the Governor’s Energy Office, and other state and federal agencies. Each MPO had a representative on the panel, and Vince served as the representative for the TPRs. Participants broke into three working groups, which examined the topics of: “Advance Technologies”, “Alternative Fuels”, and “Smart Trips”. Participants developed 80 strategies, and then refined those down to those considered most actionable right now.</li> <li>• One strategy involves the release in late spring of a new phone app providing advanced real-time traveler information on the I-70 mountain corridor. CDOT will continue to refine during the summer, preparing for use during the ski season. As the app is improved, it will be expanded to include I-25.</li> <li>• Other strategies included: <ul style="list-style-type: none"> <li>○ Electrification of truck parking areas to reduce truck engine idling. CDOT will identify the best location to implement a pilot project;</li> <li>○ Promote sustainability in design and construction in project development. CDOT is working on the development of a tool that</li> </ul> </li> </ul>	<p>No action taken.</p>

	<p>can be used to evaluate sustainability.</p> <ul style="list-style-type: none"> <li>• All participants agreed on the need for education, “Energy Literacy” for the public, and messaging with one voice.</li> <li>• A STAC rep pointed out that most of the winning applications for the TIGER III grant program contained elements of these strategies.</li> <li>• Vince noted that the EST project was an effort to get people to think beyond the obvious, consider means beyond transit, or to “think outside the bus”.</li> </ul>	
<p>Federal and State Legislative Update/Herman Stockinger/CDOT Office of Policy &amp; Government Relations</p>	<ul style="list-style-type: none"> <li>• Herman discussed TBD Colorado, the civic-engagement process organized by Governor Hickenlooper. Transportation is on the list of items to be considered by the process, along with health care, education, budget issues and talent (state personnel issues).</li> <li>• CDOT believes a modest increase in user fees statewide via the gas tax would help to maintain the current system, enhance safety and provide for greater regional connectivity, but we probably can’t increase the gas tax enough to cover the state’s mobility needs, particularly in urban areas.</li> <li>• CDOT has been in conversations with RTD, looking for ways to deal with congested corridors in urban areas, and is contemplating taking a request for authority to create sub-taxing districts to the legislature this session. This would allow CDOT to go to the ballot - in partnership with other governments – for regional sales taxes for transportation.</li> <li>• Diane Mitsch Bush questioned putting forward this ballot issue in 2012, as doing so could lessen the chances that a statewide ballot issue might succeed.</li> <li>• Herman acknowledged this concern, adding that one of the reasons CDOT is looking at this from a sub-taxing standpoint is so that we would have a statewide ability to help any areas for which the timing is right - we would be able to have conversations...if someone is interested in looking at doing this ...maybe we can help them – this is one more tool in the toolbox. He felt we have to have faith that the voters recognize that there is a big difference between a sales tax</li> </ul>	<p>No action taken.</p>

	<p>and a gas tax. Those are two significantly different kinds of taxes, so they're two different issues and two different conversations. Diane responded that the public doesn't necessarily see that distinction - they ask why CDOT can't fix things because they see only that the price of gas has gone up.</p> <ul style="list-style-type: none"><li>• Diane believes another model of the sub-taxing district approach, that would let other regions get on the ballot at the same time, is needed.</li><li>• Wayne Williams questioned whether this legislation would require approval of a local governing body to implement. A requirement for coordination with and/or approval of any affected communities would be helpful;</li><li>• Herman responded that the way CDOT is currently contemplating this, approval would be a part. If a taxing district is formed, a Board would be created, comprised of, perhaps, two Commissioners, and more than two local government representatives, appointed by the Governor. Statute would not require locals to meet to decide who will be appointed; however, the Governor would probably listen to local coordination. Only that Board would be able to place an item on the ballot and select projects.</li><li>• Wayne Williams noted that there should be some real consideration for whether any appointee to the new district's Board is actually a chosen representative of the local governments. Just as the TPRs and MPOs select their representative to the STAC, a regional sub-taxing district representative should be chosen by the affected local governments.</li><li>• Herman put forward that this would be authorizing legislation only, so nothing is actually formed. In terms of sunset, nothing has actually been contemplated yet. The voters would expect it to end at some point, yet determining a sunset date is complicated as bonding may be required for expensive projects, with payback in a longer timeframe. It's important to allow the Board flexibility to put something on the ballot in a way they feel the public would support.</li><li>• Sub-taxing legislation would not define the boundaries of districts, but</li></ul>	
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	<p>would allow for their formation.</p> <ul style="list-style-type: none"> <li>• No matter what happens, any conversation about how we solve our transportation problems is a good thing, even if just to create awareness of the situation.</li> <li>• Diane added that in areas that draw tourists, those tourists need transit to get around. This might be an opportunity from the perspective of a Front Range voter.</li> </ul>	
<p>Tiering Discussion/Debra Perkins-Smith/CDOT Division of Transportation Development</p>	<ul style="list-style-type: none"> <li>• Vince explained that, a while back, when additional funds became available, and the Commission needed to determine how to allocate them, there was discussion of “off-the-top” regarding the Twin Tunnels, and that brought up a number of questions. The new commissioners were unfamiliar with many of these items, so it was decided to provide information on several of these topics at upcoming Commission Workshops.</li> <li>• Debra noted that, since there has been great fluctuation and a general decrease in the amount for funding available for transportation improvements, and the Commission is working to meet needs with less money, last fall, they asked for a presentation on the tiering.</li> <li>• DTD and Staff Branches have been assembling information and presenting at Commission Workshops as a three-part series. The first workshop in December described what tiering is and how some other states use it. DTD presented information on several different states. Some states tiered by functional classification, some by volume, and some by connectivity to economic activity centers. Also presented was information on the new authorization, MAP-21, which places emphasis on the NHS, which could also be considered a form of tiering. This month we will present what CDOT currently does with respect to tiering, and what the Commission has looked at in the past. In the third workshop, we will present several possible tiering scenarios for consideration and feedback.</li> <li>• Wayne suggested that the presentations made to the Commission also be provided to the STAC, and Debra agreed to do so.</li> </ul>	<p>No action taken.</p>

<p>Next LRP/Sandi Kohrs/CDOT Planning &amp; Performance Branch</p>	<ul style="list-style-type: none"> <li>• The next long-range plan will be a “full update” as opposed to an amendment, which was done last time and adopted last spring. We will be giving the Transportation Commission a “heads up” at the January meeting and will be asking for action from them in February to initiate the plan update process.</li> <li>• The first session this month will describe and discuss what the plan update process is and what the role of the Commission is.</li> <li>• Rules for the Statewide Planning Process require CDOT and the TPRs to review TPR boundaries at the beginning of each plan development cycle. Boundary descriptions are very general, noting only which counties comprise the TPR, so only that level of change requires a request;</li> <li>• Each TPR, and all the members of its Regional Planning Commission – every city, county and tribe – will receive a letter providing notification of the process. TPR members will have 60 days to consider the need for change. Requests must be made in writing to the Division of Transportation Development Director, and must include a resolution of support from all affected TPRs.</li> <li>• This effort is separate from, and not meant to capture, any MPO boundary changes that may be required, based on new census data due this spring.</li> </ul>	<p>No action taken.</p>
<p>Focus Groups/Debra Perkins-Smith</p>	<ul style="list-style-type: none"> <li>• In November, DTD held a series of focus groups to gather information to inform the long-range plan, and strategic planning. Sessions were held in five locations: Colorado Springs, Denver, Lamar, Delta, and Frisco.</li> <li>• Results indicated transportation issues are important, but not more so than other issues.</li> <li>• Maintenance is seen as the top transportation priority, although enhancing safety is seen as the overarching goal. Participants were willing to shift funds from Snow &amp; Ice removal to other programs, but only if safety is not affected.</li> <li>• When asked about fuel tax increase, participants indicated a 2-3 cent increase is the limit, and should be user-based.</li> </ul>	<p>No action taken.</p>

<p>PPACOG Moving Forward Update 2035 Regional Transportation Plan/Craig Casper/PPACG</p>	<ul style="list-style-type: none"> <li>• The PPACG 2035 Regional Transportation Plan Update was adopted by the PPACG Board of Directors on January 11.</li> <li>• PPACG tested a new planning framework being developed by the TRB's SHRP program, which provides guidance for long-range planning, programming, corridor planning, and environmental review. This effort enhanced collaboration by bringing in groups that don't typically participate in the transportation planning process. Through facilitated workshops, representatives of these organizations worked with the MPOs' Technical Advisory Committee and Community Advisory Committees to develop goals, and three possible development scenarios. All projects were scored against these scenarios.</li> <li>• There is general agreement that system maintenance is the highest priority, however, PPACG already has over \$ 1 B backlog in Deferred Maintenance, especially bridges. As the City looked at the Bridge Sufficiency Rating System, it determined that the system is set up to reward those who don't do preventive maintenance. Since current funding allows the city to replace only one bridge per year preventive maintenance becomes critical. To help address this need, the PPACG Board created a subpool of funding for bridges, and is looking closely at how best to address preventive maintenance.</li> </ul>	<p><b>Motion approved- Recommend TC incorporation of the PPACG 2035 RTP Update into the 2035 Statewide Transportation Plan Amendment.</b></p>
<p>Transit and Rail Advisory Committee (TRAC)/Division of Transit and Rail (DTR) Update/Mark Imoff/CDOT Division of Transit and Rail</p>	<ul style="list-style-type: none"> <li>• CDOT has \$ 15 M available for local projects and \$ 10 M for statewide projects. DTR did not receive applications from some of the organizations that it anticipated, primarily because locals weren't able to come up with matching funds. However, 13 of the projects awarded will use FASTER funds as match for federal projects.</li> <li>• DTR is trying to move toward making the FASTER Transit grant call for projects a multi-year call, and is working to help transit providers better understand the requirements for doing so. DTR is working with the CDOT Contract Improvement Initiative to speed up the contracting process, and is trying to help local agencies with this process on their end.</li> <li>• Last year, DTR awarded 86 projects; this year it will award funds to</li> </ul>	<p>No action taken.</p>

	<p>only 50 projects, as it more closely scrutinizes applications for signs of readiness.</p> <ul style="list-style-type: none"> <li>• Much still needs to be done in the area of making projects truly “ready-to-go” and identifying those that are.</li> <li>• DTR held interviews this week for the Advanced Guideway System consultant.</li> <li>• The State Freight and Passenger Rail Plan is nearing completion, and a presentation will be brought to STAC next month for comment. The Draft Plan will be available on the CDOT website January 30th. The comment period closes February 10th. As DTR wanted early notification of any major issues prior to public release, it submitted an advance copy to FRA, and stakeholders will be offered the same opportunity. DTR is working toward Commission approval and official submission to FRA in March.</li> </ul>	
Other Business	<ul style="list-style-type: none"> <li>• Tony DeVito, Region 1 RTD, provided an update on the I-70 Twin Tunnels project. The Request for Proposal for construction management went out for solicitation. The project team is in the middle of the environmental assessment process, discussing how the detours will work, as well as negotiating prices, working toward a 2013 ground break date, starting with a frontage road project. Building partnerships is the key to this entire effort.</li> </ul>	No action taken.