

DRAFT STAC Meeting Minutes
March 16, 2012

Location: CDOT Headquarters Auditorium

Date/Time: March 16, 2012 9:00 a.m. – 11:00

Chairman: Vince Rogalski

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

Agenda Items/Presenters/Affiliations	Presentation Highlights	Actions
Introductions/February Minutes/Vince Rogalski/STAC Chair	<ul style="list-style-type: none"> Everyone in the room gave self-introductions. The February minutes were approved with changes. 	Action- Approve minutes.
Transportation Commission (TC) Report/Vince Rogalski/STAC Chair	<ul style="list-style-type: none"> The Commission held its Budget Workshop on Wednesday. They agreed with STAC's recommendation to place the additional FY '12 funds into RPP. There was a presentation on Asset Management, which may be required by the new federal authorization. Commissioners also discussed the State Freight and Passenger Rail Plan. For Thursday's meeting, the Commission went on a bus tour to Colorado Springs and held their meeting at PPACG. During the meeting, they approved the transit projects that STAC had recommended for 2013. 	No action taken.
Federal and State Legislative Update/Herman Stockinger/CDOT Office of Policy & Government Relations	<ul style="list-style-type: none"> Federal Update- The Senate passed their reauthorization bill – a 2-year, \$109 billion dollar bill, which will continue funding. It's difficult to tell if Colorado ends up with more of less funding. CDOT is now focused on making sure they extend the gas tax and SAFETEA-LU, at least for another month, because they both expire at the end of March. State Update- Three legislative bills: Business Relocation Reimbursement (HB 1012), the Logos bill for urbanized areas (HB 1108), and the Renovation fund (HB 1222), have moved to the Senate. CDOT is waiting for two other bills to have their hearings in the House: HB 1255 Ending Continuous Appropriation of State Moneys would increase CDOT's cost of doing business. HB 1136 would prohibit any public land development for retail use, including convenience stores and gas stations. 	No action taken.
TIGER IV/Herman Stockinger	<ul style="list-style-type: none"> Last month, STAC acted upon a resolution to support two projects: the North I-25 project in north Denver, Adams County, and the I-25 Fillmore interchange in Colorado Springs. Those were the only two projects that STAC put forward. The Commission added the Pueblo project, and said 	Action- Approve motion supporting submittal of a

	<p>that, if one of these projects drops off the list, Grand Junction will become the third priority. CDOT has been making clear to our congressional delegation, the Governor, and our legislative leaders that these are our three priorities. STAC can create a draft letter stating that these projects are STAC's priorities, and Herman brought along details about the Grand Junction project, should STAC care to include it. Wayne Williams moved that STAC approve a letter to Secretary La Hood from Vince Rogalski, endorsing the three projects. Diane Mitsch Bush seconded the motion. Herman added that CDOT is preparing a letter of support for the Grand Junction project. STAC voted unanimously to support this letter. Herman also confirmed that HPTE is also submitting a request: CDOT had previously decided not to do a US 36 TIGER TIFIA application, but, in an effort to get projects funded, HPTE will be submitting this project.</p>	<p>STAC letter to USDOT endorsing the CDOT TIGER IV applications and the submittal of a letter of support for the Grand Junction project.</p>
<p>I-70 Mountain Unsolicited Proposal/Tony DeVito/Region 1 RTD</p>	<ul style="list-style-type: none"> • Protecting the proprietary information contained in this proposal is difficult in these days of pressure for government transparency, especially for the I-70 Mountain Corridor, where commitments and expectations of transparency are strong. CDOT received this proposal in July, and began a high-level review in August. The HPTE Board directed staff to conduct a formal evaluation, which occurred in October and November. In January, CDOT began to meet with a select handful of individuals on the corridor who were required to sign non-disclosure statements. In January and February, CDOT decided to move forward in determining how to turn this into next steps. The proposal is a "co-development" plan – a base program of transportation improvements – with the initial phase from C-470 to Silverthorne, with a multimodal express lane facility, improvements to some existing general purpose lanes, new bores at EJMT and the Twin Tunnels, and key transit components. It is phased such that it could later be extended Eagle County. • This is a proposal for joint CDOT/Parsons cost-sharing and risk-sharing. CDOT is working to determine how it can move forward. CDOT feels the best way to move forward is to shape this into a Request for Statements of Interest (RFSOI), do a short list from that, and then issue an RFP. Some language from the SOI: "Deliver a long-term, multimodal solution to the congestion and mobility issues on the I-70 Mountain Corridor, that is consistent with the Record of Decisions (ROD), and corridor core values, and includes a transit element". Proposals must recognize the limited availability of funds for the project. This was a SB-1 corridor that now has 	<p>No action taken.</p>

	<p>no funding stream identified. We have a Record of Decision, with no way to deliver it. Proposals must consider development, construction, operations, and maintenance of the project. We're looking to see whether the ROD provides us any opportunity to go out and ask, "Does the ROD allow generation of a self-funding mechanism that would still be within the constraints of the ROD? The base case would include specific improvements that are identified in the ROD as a minimum program. If it's proposed to build into the maximum program of improvements, it must be recognized that this would be subject to the review of and consideration of 'triggers', commitments in the Collaborative Effort, and subject to the "Adaptive Management" approach.</p> <ul style="list-style-type: none"> • What ideas are out there from industry that might be able to meet the project goals? CDOT is also interested in learning to what extent variations of the base case – consistent with the ROD – may be better able to meet project goals. Such modifications might include other approaches that generate revenues that will support meeting the ultimate project goals. CDOT expects findings from the AGS Study, to begin shortly, will also feed into this effort. In this co-developer approach, detailed traffic and revenue studies will be required. We're also requesting a Technical Master Plan, a Financial Master Plan, and a proposal on how to approach Tier II NEPA clearances. Diane Mitsch Bush asked if anything could be done to strengthen trust in this process. Tony responded that, at this point, information is still proprietary; however, after the short list is created, applicants are paid by CDOT for their proprietary proposals. At that point, CDOT owns the information, and can make it transparent. FHWA is closely involved. CDOT is not trying to force triggers or bypass the NEPA process. This is only the first step of one hundred. Wayne Williams noted that there is concern that, if this effort is not an open public process at this stage, it may never become a truly open process. However, Tony promised an open process. Information on the Parsons submission is available on CDOT's website. 	
Update on Twin Tunnels/Tony DeVito	<ul style="list-style-type: none"> • The draft EA should be complete in June. CDOT will spend the summer in public meetings on the EA. The last hurdle is going to the Department of the Interior for their historic review. CDOT will use the Construction Management/General Contracting Approach, an innovative delivery method, which also allows CDOT to bring in the final contractor at this early point. Our hope is that work will be underway at this time next year. 	No action taken.

	<p>Frontage road improvements will begin this summer. CDOT hopes that, by Halloween, 2013, three lanes of traffic will be moving through the Twin Tunnels.</p>	
<p>FY 13 Budget/Laurie Freedle/CDOT Office of Financial Management and Budget</p>	<ul style="list-style-type: none"> • Laurie sent STAC a memo on the FY '13 budget approach. Based on Don Hunt and Ben Stein's visit to Washington, D.C., OFMB decided to increase its revenue projections for FY '13 for federal funding, along with other revenue projects realignments. Local match must, therefore, also be increased. Ultimately, this resulted in \$100 M in excess of the original budget, \$ 43 M of that must go to specific programs, leaving \$ 56 M that is flexible. The Commission committed to loaning \$ 1 M to HPTE, leaving \$ 55.8 M available. OFMB is suggesting this money go into the Contingency fund right now, because the Commission has not had adequate time to consider other options. OFMB will provide workshop sessions in the next several months for discussion. OFMB will ask the Commission to discuss this budget this month, and approve in April. Craig Casper asked if OFMB could apply the increase to 2014 also, both because the Senate and the House is looking at a two-year bill, and if that doesn't happen, we'll have a continuation of existing funds, which are still higher than currently shown in the budget for 2014. This would be for the out years of the STIP, not the budget. Laurie said that CDOT would consider this in internal discussion. • Diane Mitsch Bush asked if the Commission had discussed the fate of recreational trails, in light of potential program changes in the new authorization. Laurie responded that OFMB is operating on current legislation, knowing that it will have to make changes quickly, when new legislation does pass. Steve Rudy thanked Laurie for not taking the most conservative approach with the budget, so that enough funding is included to get projects ready-to-go. Barbara Kirkmeyer suggested any motion note STAC understands that, should funds be cut, they will need to go back and move money as needed. Diane moved that STAC direct its Chair to inform the Commission, at its workshop, that STAC supports the budget, with the understanding that, if the budget decreases this year, STAC will agree to move the money appropriately. Todd Hollenbeck seconded. Motion passed unanimously. 	<p>Action- Approve motion to recommend TC adoption of the budget, with understanding that if budget decreases this year, cuts to projects will be necessary.</p>

<p>State Transportation Planning Rules/Sandi Kohrs/CDOT DTD Multimodal Planning Branch</p>	<ul style="list-style-type: none"> • DTD typically re-visits the rules at the beginning of each planning cycle. This is a formal process dictated by state guidance. DTD is updating the rules, mostly for correct citations. The current rules were sent to STAC in January, and they are still on the CDOT website. We will be sending you the proposed revisions. If anyone on STAC would like to provide comments, please send them to DTD before April 9th, and they will be included in discussion at the May Commission workshop. In order to open the rules for rulemaking, the Commission has to take action. DTD is planning for them to take that action in June. • We're currently doing the internal work for the plan update, such as revisiting the rules and policy directives, and next will begin gathering inventory information. This is the process to look at where things are today, and where they're likely to be by the 20-year planning horizon. Then we will begin looking at revenue projections. We have a new revenue model. We are keeping the plan corridor-based, which is the system we already have, and later on, we'll really start talking with the TPRs about strategies. Most action for the TPRs really takes place in 2013, and the plan must be adopted by spring 2015. MPO TIPs, the STIP, and the 4P process will all be in 2014, so the next STIP is going to be 2016-2021. 	<p>No action taken.</p>
<p>State Freight and Passenger Rail Plan/Mehdi Baziar/CDOT DTD Information Management Branch</p>	<ul style="list-style-type: none"> • DTR received 200+ comments from individuals and organizations during the comment period, which ended March 2nd. Appropriate comments will be incorporated into the plan, which will be finalized shortly. Based on comments received, one objective to emphasize tourism as a major economic driver in the state and one policy recommendation to embrace performance-based planning will be added to the Rail Plan. One comment noted that there is not a major emphasis on transit in the Rail Plan. DTR will be conducting the Interregional Connectivity Study, and the AGS Feasibility Study, which will concentrate on this issue. In addition, the State Transit Plan, which will be developed at a later date, will be incorporated into the transit element of the Statewide Transportation Plan. It was suggested that the Rail Plan should compare modes, however, this 	<p>Action- Approve motion recommending TC approval of the State Freight and Passenger Rail Plan.</p>

	<p>will be done in the Statewide Transportation Plan. Another comment was that other studies, such as RMRA and the I-70 Mountain PEIS should be discussed in more detail. The Project Team felt that only referencing these projects are more appropriate than describing them in great detail. All appropriate comments will be discussed today at the last Steering Committee meeting. We hope to have the Commission approve the plan in March 2012, and then will submit to the Federal Rail Administration for their concurrence. DTR will work with the TRAC and the Commission in moving forward the policies that were recommended in the Rail Plan.</p> <ul style="list-style-type: none"> • Will Toor asked if there are high-priority elements that have been identified elsewhere, but are not included in this plan, which will have already gone to FRA. Mark responded that CDOT can amend the Rail Plan at any time, but must do so at a minimum of every five years. Diane Mitsch Bush noted an apparent de-emphasis on high-speed rail, adding that RMRA had found it to be feasible. Mark responded that the Interregional Connectivity and the AGS Feasibility Study will both very clearly discuss the RMRA effort – it is the beginning point for both of these studies. The Rails-to-Trails concept, put forward by Peter Runyon, had been incorporated into the Rail Plan, as a corridor preservation strategy. Steve Rudy pointed out that the statement about “adding freight rail capacity” could be misinterpreted to mean adding more freight rail track. He suggested changing the language to, “...adding rail capacity to accommodate future freight demand...” Sandi added that DTD is anticipating both studies will be completed in time to feed into the Statewide and Regional Transportation Plans. A motion for STAC to recommend that the Commission approve the Rail Plan passed unanimously. Mark added that the development of the Rail Plan had helped the new DTR organization pull itself together, and it is now able to look more at how to help bring projects to implementation. 	
Other Business	<ul style="list-style-type: none"> • John Cater presented FHWA’s “Pocket Guide to Transportation” a compendium of facts on many subjects, such as seat belt use, airports, etc. He brought copies, and urged STAC members to take one, and share the information. John also mentioned FHWA’s new program, “Every Day Counts”, which focuses on better ways to do things, including federal processes. He will send an announcement for an upcoming webinar on 	No action taken.

	<p>the subject. April 19th will be another session, concerning how to streamline processes, held at LTAP centers around the state. FHWA will be sending out more information to local governments shortly. Please contact your local LTAP center if you're interested.</p>	
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