

**DRAFT STAC Summary Meeting Minutes
July 13, 2012**

Location: CDOT Headquarters Auditorium

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

Chairman: Vince Rogalski

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

Agenda Items/Presenters/ Affiliations	Presentation Highlights	Actions
Introductions/June Minutes/Vince Rogalski/STAC Chair	<ul style="list-style-type: none"> June STAC Summary Meeting Minutes approved without additions or corrections. 	Action- Approve minutes.
Transportation Commission (TC) Report/Vince Rogalski/STAC Chair	<ul style="list-style-type: none"> Vince provided an update on the previous month's Transportation Commission meeting, including workshops on Bridge Enterprise, Equipment, Tiering, and Pavement Management. 	No action taken.
Potential Acceleration of Program Delivery/Tim Harris/Chief Engineer	<ul style="list-style-type: none"> CDOT has a goal to get money out to projects more quickly. Our overall goal is to increase the current average \$450 M per year to \$750 M in the next 2 or 3 years. With no new money coming in, we think we can do this with better managing, programming, and budgeting. Instead of programming or budgeting an \$80 M project in one year - which typically means somebody's been saving up for a few years to get that \$80 M dollars – we would program and budget, for example, \$10 M the first year, \$30 the next year, and then \$20 and \$20 to get up to that \$80 M. It's a different way of looking at things, but definitely the direction we're going. Wayne Williams agreed, saying, "When you look at fairly favorable construction costs, and an economy that is struggling, if money is there, get it out so it can be used". Vince Rogalski emphasized this is not new money or new projects – just accelerating what's already in the STIP. Ben Stein added CDOT will do a four-year STIP, ensuring a realistic reflection of the budget. There will be more discussion of this topic. Tim added that he's been working with the Region Directors to identify what projects might be sitting on the shelf right 	No action taken.

	<p>now, how they might be moved forward, what's recently been completed, and what big EIS projects might be able to be accelerated. For this fiscal year, CDOT is probably looking at advancing about \$ 100 M in surface treatment. Next year it would go up more and the year after that, we hope to be up to that \$750M total, up from \$450 M right now. We hope to get people to start thinking about spending money, instead of just getting it programmed, budgeted, and under contract.</p>	
<p>Federal and State Legislative Update/Herman Stockinger & Kurt Morrison/CDOT Office of Policy & Government Relations</p>	<ul style="list-style-type: none"> • Vince received a letter from the Senate Chamber, regarding Joint Senate Resolution, 12037, encouraging everyone involved in transportation planning or funding to work on increasing funding for transportation, making efforts to develop and support innovative and effective means to generate additional, adequate, sustainable, and dedicated revenues for transportation. Efforts should include thorough examination of operational barriers, along with technical, political, and fiscal viability of implementing any flat or variable user system fees based on vehicle miles traveled. Kurt Morrison revealed the Resolution was brought forth by Colorado Counties, Inc. (CCI), who decided to move forward with a resolution expressing support for VMT. The Resolution received 100% Senate votes in favor. Resolutions by the House and Senate do not have statutory meaning, but they do have symbolic importance. • In the newly-signed MAP-21 bill, funding levels stay flat for all the states, plus a small increase for inflation. Over two years, roughly \$18 B will be transferred into the program, and after that, more transfers from the General Fund will be required, which does not relieve our concerns with insolvency. This authorization has been called the most flexible for the states in a long time. Ninety programs administered by USDOT - each with its own statutory requirements - collapse down to roughly thirty, which gives us more flexibility for the Commission to make spending decisions. Sometimes this will result in tougher choices. Transportation Enhancements became the "Transportation Alternatives" program, which is, essentially the same thing, but it's lumped in with Safe Routes to Schools, Scenic Byways, and Recreational Trails. All of the activities are still allowed, just within a much smaller pot. Earmarks are eliminated, meaning we now have 93-94% of all USDOT funds coming back to us as formula funds. • In terms of environmental streamlining and project delivery, a number of 	<p>No action taken.</p>

	<p>provisions would alleviate some of the constraints we have for administering NEPA. There are disincentives for the federal government when they drag their feet on approving our projects. Congress definitely went in the direction of making things more flexible for the states and providing less discretion to the USDOT.</p> <ul style="list-style-type: none"> • Sandi Kohrs added that, in metro planning, the major emphasis is placed on the use of performance measures in the planning process. DTD is pleased with the changes that move plan development from being process-oriented. DOTs are now required to show how investment decisions support stated performance goals. The STIP is required to have an explanation of how STIP projects are supporting performance goals. CDOT has been working in that direction for over a year, with PBF, which will allow us to take what's in the STIP to roll up to supporting strategies and goals. FHWA is saying that they're going to issue guidance within the next couple of months. 	
<p>High Performance Transportation Enterprise (HPTE) Update/Mike Cheroutes/HPTE</p>	<ul style="list-style-type: none"> • HPTE is focused on US 36, and is getting close to the finish line. By September of 2015, final cost and funding plans will be announced. The North I-15 TIGER grant was received earlier this year. Region 6 has taken an aggressive approach to completing that project, which will create new capacity on I-25 from US 36 to 120th Street. HPTE will help out to the extent possible. The I-70W A consultant is currently being procured for I-70 W to come in and work with CDOT on potential solutions consistent with the ROD. HPTE and Region 6 will be turning attention to the I-70 E corridor and achieving consensus on what is possible. The funding is not yet in sight, but we are working on a plan to get us closer. C-470 continues to explore congestion relief options. They know the HPTE is willing to help when they decide what they want to do. We're also involved in discussions regarding other parts of the beltway project. 	<p>No action taken.</p>
<p>Guiding Principles for Statewide Long-Range Transportation Planning/Sandi Kohrs/Division of Transportation Development (DTD)</p>	<ul style="list-style-type: none"> • Policy Directives 13 and 14 provided guidance for previous plans. PD 13 concerns operating principles. PD 14 has performance goals, such as 60% good/fair on pavement, one fatality per 100,000.000 miles traveled, etc. As we're starting up the next update for the long range plan, we looking at all of the policies related to the plan. We wanted to have a PD directed to providing guidance for the plan, starting with the planning principles. We wanted to pick up some of the language from conversations with the STAC and with the Commission. The guiding principles for Statewide Long-Range 	<p>No action taken.</p>

	<p>Transportation Planning include:</p> <ul style="list-style-type: none"> • Partnerships • Transparency and Accountability • Financial planning • Multi Modal integration • Safety and Security • Mobility and System Efficiency • Economic Vitality • Needs Identification and Assessment • Freight • Environmental Stewardship and Sustainability <ul style="list-style-type: none"> • We'll focus a little more strongly on the 10-year mark, where the plan can really set strategies that would guide STIP development and project selection. Please review the guiding principles and provide any comments to us by the next STAC meeting. • The plan will still be corridor-based. As we map the facilities on corridors, we'll be showing airports, major activity hubs, and we'll be talking about this this in that context, and TPRs will be looking for the right mix of modal choices to best address mobility in the corridor, and how to provide access to the key locations. 	
<p>Statewide Transportation Planning Rules Update/Michelle Scheuerman/DTD</p>	<ul style="list-style-type: none"> • DTD procured a consultant with extensive experience developing multimodal plans: CDM Smith. STAC members should have received notice of revision to the Statewide Transportation Planning Rules - please forward to anyone interested. Comments are due by September 12th. We'll have the public hearing here in the CDOT Auditorium. On September 14, I'll give you an overview of comments received. We expect the Commission to adopt them on October 18. We'll also look at MAP-21 to see if there's anything we need to include in the Rules. 	<p>No action taken.</p>
<p>Transit Guiding Principles/Mark Imhoff/Division of Transit and Rail (DTR)</p>	<ul style="list-style-type: none"> • The Transit and Rail Advisory Committee (TRAC) developed six guiding principles we hope to use as the framework for the statewide transit plan. Next week the TRAC will have a joint workshop with the Commission's Intermodal Committee to present these principles. We wanted to bring these to STAC first. The principles include: 	<p>No action taken.</p>

	<ul style="list-style-type: none"> • Safety and Accessibility • Modality • System and Service Preservation • Transit Connectivity and Expansion • Relationships with Local Entities • State and Federal Presence and Advocacy <ul style="list-style-type: none"> • Vince noted that transit connectivity and expansion is fine, but Greyhound and others keep dropping routes. So it is important we look at this in terms of the statewide plan. • DTR will reach out to all coordination councils and different entities that provide transportation. Diane and Vince stated that transit people ought to have representation in the TPRs. For the Western Slope, it's critically important that CDOT Aeronautics and commercial airports are involved in the planning process. Wayne noted that a principle stated that CDOT will advocate for sufficient state support of Colorado transit. He asked if CDOT is committing to advocating for sufficient funding for transit, to what extent does this put transit as the competitor to all other transportation improvements? • Mark replied that CDOT doesn't know yet. DTR is trying to set the stage for the analysis that will take place in the transit plan. Once we have a better defined transit plan that integrates with the overall transportation plan, we'll look at the various modes in the state, and help to define policies for the Commission's consideration. We believe it's important to get sufficient funds to support rural transit. Wayne asserted CDOT must look at what is realistic as well as what is aspirational. Mark agreed, but explained that, although DTR is happy with the transit piece of MAP-21, there is still concern among operators about maintaining their current funding levels. We may need to think about our wording a little bit, but a lot of this is about how we keep rural operators in business. 	
<p>Division of Transit and Rail (DTR)/Transit and Rail Advisory Committee (TRAC) Update/Mark</p>	<ul style="list-style-type: none"> • FREX Update – last day of service is August 31st. FREX buses are owned by CDOT. Last month, DTR presented options for bus disposal to the Transit and Intermodal Committee. It's likely they'll first be offered within the state for a 20% match on the residual value. I think we are getting some interest from around the state. 	<p>No action taken.</p>

Imhoff/DTR	<ul style="list-style-type: none"> • Mark introduced Ann Rajewski, Co-Executive Director of the Colorado Association of Transit Agencies (CASTA), and Chair of the TRAC. She will lead the presentation to the Commission's Intermodal Committee next week. • Mark noted that DTR is continuing to put the full court press on our backlog of transit grants, and is making great progress. We've kicked off an effort to develop an entirely new transit grant module, which should be ready for the next two year grant cycle next spring. • There will be four workshops next week for the ICS and AGS feasibility study, in Pueblo, Colorado Springs, Denver, and Windsor. 	
Other Business	<ul style="list-style-type: none"> • None. 	No action taken.