

**DRAFT STAC Meeting Minutes  
November 9, 2012**

**Location:** CDOT Headquarters Auditorium  
**Date/Time:** November 12, 2012 9:00 a.m. – 11:00 a.m.  
**Chairman:** Wayne Williams (Vice-Chair)  
**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/October Minutes/Wayne Williams/STAC Vice-Chair	<ul style="list-style-type: none"> <li>• STAC Vice-Chair Wayne Williams chaired the meeting in Chairman Rogalski's absence.</li> <li>• Minutes were approved without changes.</li> </ul>	<b>Action-</b> Approve minutes.
Transportation Commission (TC) Report/Debra Perkins-Smith/CDOT Division of Transportation Development (DTD)	<ul style="list-style-type: none"> <li>• On its Road Trip, the Commission visited projects in CDOT Region 4, discussed potential CDOT Engineering Region boundary changes, and approved a \$ 13.4 M loan to cover the FTA transit grant, which will later be repaid. FHWA reported that the number of inactive projects in Colorado is the lowest in the nation. The Commission's Asset Management Committee met to review goals, and requested CDOT review inflation factors to be used in the analysis.</li> </ul>	No action taken.
Federal and State Legislative Update/ Kurt Morrison/CDOT Office of Policy & Government Relations	<ul style="list-style-type: none"> <li>• It is still uncertain whether or not current Secretary of Transportation Ray LaHood will stay on for a second term. CDOT is monitoring.</li> </ul>	No action taken.
Managed Lanes Policy Directive/Debra Perkins-Smith/CDOT DTD	<ul style="list-style-type: none"> <li>• Managed Lanes are highway lanes proactively managed in response to changing conditions. Benefits include improved traffic flow, safety, reliability, transit growth, on time performance, along with improved emergency vehicle response times.</li> <li>• One of CDOT's focus areas is to maximize the system, and CDOT feels that Managed Lanes is a good move in that direction. A draft policy directive was developed with input from DTD, HPTE, ITS, Staff Branches and the RTDs. The draft policy directive requires the consideration of Managed Lanes in the development or planning phases of capacity improvement projects. Project managers must document that the review took place.</li> </ul>	No action taken.

	<ul style="list-style-type: none"> <li>• This would not apply to projects that are already in the alternatives analysis phase. In some cases, Managed Lanes may not be appropriate. We want to have the flexibility to be able to apply the correct strategy to each corridor in the community. The draft policy directive will go to the Statewide Planning Committee meeting this month, but we are bringing it to STAC first for your comments.</li> </ul>	
<p>Update on Region Boundaries/Tim Harris/CDOT Chief Engineer</p>	<ul style="list-style-type: none"> <li>• CDOT has received a range of comments on the Region Boundaries proposal, and the comment period on the CDOT website is still open. Many commenters expressed doubts, while not identifying specific issues.</li> <li>• Boundary revisions are being considered to improve customer service, especially for the travelling public. Currently, planning partners in some of these areas need to coordinate with more than one CDOT Region, and this is intended to streamline coordination and communication.</li> <li>• Many people are requesting more information. Tim directed STAC members to a Q &amp; A document CDOT has prepared to try to address some of the questions.</li> <li>• Barbara Kirkmeyer noted that Upper Front Range TPR members are wondering about operation and maintenance: if CDOT Region 4 must maintain three or four additional counties out east, will more maintenance staff be added or will the current number just be spread thinner? Tim responded that CDOT intends to adjust resources if boundaries shift.</li> <li>• Peter Runyon added Intermountain TPR's concern that if Summit County, already within the TPR, becomes part of Region 3 instead of Region 1, additional funds wouldn't necessarily come with it. Vail Pass is very expensive to maintain. He added that the financial justification for such a move is not apparent. Perhaps changing the RTD's jurisdictions might be easier?</li> <li>• Steve Rudy agreed that there are many unanswered questions, including the need for clarification of the precise boundary between R1 and R4. Would Adams County – in its entirety - all be within one region? Would Broomfield be divided? Commission District boundaries can only be changed by the Legislature, yet current statutes were written before the formation of Broomfield County. If all this can be worked out, DRCOG would prefer to be confined within fewer CDOT Regions.</li> <li>• Gary Beedy stated that Lincoln County would like to stay whole, but the proposal would have it involved with three Regions. Gary noted that the implications of such a change, including resource allocation, are unclear. He</li> </ul>	<p>No action taken.</p>

	<p>also noted that the proposal would make Region 1 comprise 51% of the population of the state, and that the political structure seems to be skewing to one area of the state. Gary stated that, ideally, we shouldn't see the boundaries- we should be able do maintenance across them.</p> <ul style="list-style-type: none"> <li>• Craig noted that the first Revenue Projection meeting could be a good time to discuss the effect of boundary changes on resource allocation. Laurie Freedle pointed out that each program is based on a formula involving lane miles or population or other factors. She concluded that, with revised boundaries, we'd have the same formulas, but the inputs in the formulas will change.</li> </ul>	
<p>Federal Lands Access Program/Larry Anderson &amp; Allan Grasmick/FHWA Central Federal Lands</p>	<ul style="list-style-type: none"> <li>• Mr. Anderson provided an overview of MAP-21 provisions and the new Federal Lands Access Program, as well as the vision for its implementation.</li> <li>• Funds are distributed nationally by formula, based on visitation, road mileage, and bridges. 80% of the national funds go to 12 western states. Colorado received about \$ 11.8 M a year from the former Forest Highway Program, and now can expect about \$ 18.3 M annually, but there is a new requirement for local match, 17.21% in Colorado. Other modes are eligible, and in-kind may be acceptable as match.</li> <li>• In each state, a new Programming Decisions Committee (PDC) will be comprised of three persons, one from FHWA, one from the State DOT, and a representative of any appropriate political subdivision of the state. Before investment decisions can be made, Committee members must be identified, and the first meeting held, with a project selection process drafted. This must occur relatively quickly as funding decisions must be made soon.</li> <li>• Peter nominated Thad Noll of Intermountain TPR, and Barbara nominated Tom Donnelly of North Front Range MPO. STAC members voted 7-4 in favor of Thad, and then voted unanimously for Tom as Alternate.</li> </ul>	<p>Action- Motion to approve Thad Noll as STAC representative to the Federal Lands Access Program PDC, and Tom Donnelly as alternate.</p>
<p>FY 13 Budget/Laurie Freedle/CDOT Office of Financial Management and Budget (OFMB)</p>	<ul style="list-style-type: none"> <li>• The Asset Management Committee will be meeting next week to consider the appropriate FY 13 allocation levels for five asset classes. The Commission will also be asked to approve the final draft FY 13 budget next week. The final draft budget is submitted to the Governor in November, and then the final FY 13 budget will come back to the Commission for approval in the spring, prior to submittal to the Governor for his signature. Gary Beedy moved to recommend approval of the final draft FY 13 budget,</li> </ul>	<p>Action- Motion to recommend approval of the final FY 13 draft budget.</p>

	and Dennis McCloskey seconded. Motion passed unanimously.	
Public Participation Guide/Sandi Kohrs/CDOT DTD	<ul style="list-style-type: none"> <li>By federal requirement, CDOT must have a documented public involvement process. A draft document will be sent to STAC members for their review prior to the next STAC meeting. This draft will be out for a 45-day public comment period. DTD will also develop a specific Public Involvement Plan for the upcoming Statewide Transportation Plan effort.</li> </ul>	No action taken.
Transit and Rail Advisory Committee (TRAC) Update/David Krutsinger/Division of Transit and Rail (DTR)	<ul style="list-style-type: none"> <li>TRAC is currently working on Guiding Principles for the Statewide Transit Plan, being led by Tracey MacDonald. Transit Plan Development Committee selection will happen in November. The Advanced Guideway System (AGS) Technology Committee meets on November 14th. As part of this effort, there will be an AGS Technology Forum on December 14th and 15th. Eighteen technology vendors responded to our solicitation, sending confidential information. After the Forum, five or six vendors will be invited to give longer presentations to the Technology Committee.</li> </ul>	No action taken.
Other Business	<ul style="list-style-type: none"> <li>None</li> </ul>	No action taken.