



COLORADO
Department of
Transportation

Statewide Transportation Advisory Committee (STAC)
October 10, 2014
9:00 AM – 11:45 AM
CDOT HQ Auditorium, 4201 E. Arkansas Ave., Denver, CO
Agenda

- 9:00-9:05** Welcome and Introductions- Vince Rogalski, STAC Chair
- 9:05-9:10** Approval of September Meeting Minutes- Vince Rogalski
- 9:10-9:20** Informational Update- Transportation Commission Report- Vince Rogalski
- Summary report of the most recent Transportation Commission meeting
- 9:20-9:50** Informational Update- TPR Reports- STAC Representatives
- Brief update from STAC members on activities in their TPRs
- 9:50-10:00** Informational Update- Federal and State Legislative Report- Kurt Morrison, CDOT Office of Policy and Government Relations (OPGR)
- Update on recent federal and state legislative activity
- 10:00-10:10** Break
- 10:10-10:25** Discussion- STAC Retreat Follow-Up- Vince Rogalski
- Follow up discussion to STAC retreat, including:
 - STAC Retreat Summary
 - Revisions to STAC Bylaws
 - Future Discussion Topics
 - 2015 STAC Calendar
- 10:25-10:45** Informational Update/Discussion- Statewide Transportation Plan- Michelle Scheuerman, CDOT Division of Transportation Development (DTD)
- Update on development of the Statewide and Regional Transportation Plans, including:
 - Overview of Plan Elements- Key Data Findings, Needs and Gap Analysis, and Moving Forward
 - Plan Integration
 - TPR Review and Cross-TPR Coordination
- 10:45-10:55** Informational Update/Discussion- Senate Bill (SB) 228- Debra Perkins-Smith, CDOT DTD
- Update on status of project selection for SB-228 and discussion of project criteria.
- 10:55-11:05** Discussion- Alt Fuels Colorado- Debra Perkins-Smith, CDOT DTD
- Identification of STAC representatives to participate on Alt Fuels Colorado Advisory Committee.
- 11:05-11:10** Informational Update- FY 16 Budget- Maria Sobota, CDOT Office of Financial Management and Budget (OFMB)
- Update on development of FY 16 budget
- 11:10-11:25** Informational Update- Local Coordinating Councils- Tom Mauser, CDOT Division of Transit and Rail (DTR)
- Update on status of Transit Local Coordinating Councils
- 11:25-11:35** Discussion- Striping Issues- Debra Perkins-Smith
- Input from STAC on issues with highway striping
- 11:35-11:45** Other Business- Vince Rogalski
- 11:45** Adjourn

STAC Conference Call Information: 1-877-820-7831 321805#

STAC Website: <http://www.coloradodot.info/programs/statewide-planning/stac.html>

**DRAFT STAC Meeting Minutes
September 12, 2014**

Location: CDOT Headquarters Auditorium

Date/Time: September 12, 9:00 a.m.-12:00p.m.

Chairman: Vince Rogalski

Attendance:

Agenda Items/ Presenters/Affiliations	Presentation Highlights	Actions
Introductions / August Minutes/ Vince Rogalski	<ul style="list-style-type: none"> • Minutes were approved without corrections or additions. 	Minutes approved.
Transportation Commission Report / Vince Rogalski	<ul style="list-style-type: none"> • At the HTPE Board meeting, the group discussed several topics: <ul style="list-style-type: none"> ○ Sunshine laws and the need for transparency in the development of public-private partnerships. ○ Tolling options for peak period shoulder lanes (PPSL) on I-70 East. ○ C-470 is moving towards design build and they are moving closer to making a recommendation to the Transportation Commission on how to proceed. ○ The HTPE has been maintaining a full public outreach schedule for the I-70 East PCL, including meetings with Denver City Council members and neighborhood groups. • At the full meeting of the Transportation Commission, the group discussed several topics. <ul style="list-style-type: none"> ○ There are cost overruns associated with the PPSL on I-70 East. The original Construction Management General Contractor (CMGC) contract was for roughly \$15 million and Ernest & Young is now estimating the cost to be between \$25 and \$30 million. Josh Laipply, CDOT's Chief Engineer, mentioned that the market is picking up and construction costs are increasing. ○ The Office of Program Management is currently tracking the status of CDOT projects. ○ The budget process for FY 2016 is currently underway. ○ A number of bids have been rejected due to high cost. CDOT is 	No action taken.

	<p>continuing to work through the problems associated with high bids.</p> <ul style="list-style-type: none"> ○ The Transportation Commission Safety Committee discussed workmen's compensation. Based on CDOT's emphasis on safety, workmen's compensation claims are starting to decline. ○ The Asset Management Committee discussed the change of the Rockfall Mitigation Program to the Geohazard Program. ○ The Transportation Commission is still in the process of determining whether to remodel the current CDOT headquarters building or to construct a new building. They are currently evaluating the merits of both approaches. ○ Flood recovery is still underway and CDOT is constructing the roads so they can withstand a future 100 year flood event. <p>STAC COMMENTS</p> <ul style="list-style-type: none"> ● Vince Rogalski asked when the Eastbound PPSL on I-70 West will be operational. Tony DeVito informed him that the lanes will be operational for peak season (November) 2015. ● Wayne Williams asked about the termini for the PPSL on I-70. Tony informed him that the terminus extends from Empire Junction to the Twin Tunnels. ● Trent Bushner asked what happens when the PPSL is activated and there is an emergency. Tony informed him that CDOT sent emergency responders to Minneapolis, Minnesota, known for the experience in similar circumstances, for training. In the case of an accident, the lane will be deactivated and emergency responders will navigate the lane to reach the accident. 	
STAC Retreat/ Vince Rogalski	<ul style="list-style-type: none"> ● On September 11, 2014, STAC representatives convened for a retreat to discuss issues facing the STAC. The feeling leaving the meeting was very positive. The STAC Retreat covered a variety of topics. <ul style="list-style-type: none"> ○ At the request of the prior Chairman of the Transportation Commission, Vince Rogalski was asked to give monthly updates. This has changed the perception, and raised the question, of who the STAC reports to. It was made clear that the STAC reports to the Department, not the Transportation Commission. Moving forward, Vince will no longer give reports to the Transportation Commission, but work more closely with CDOT staff. STAC and staff will strive to work more closely and address issues earlier in the process so 	No action taken.

	<p>STAC can advise staff in their development of recommendations and options for the Transportation Commission.</p> <ul style="list-style-type: none"> ○ STAC meetings will be moved, starting in January, to the fourth Friday of the month. This will allow STAC to discuss emerging issues and not just react to the upcoming Transportation Commission meeting. <p>STAC COMMENTS</p> <ul style="list-style-type: none"> ● Barbara Kirkmeyer suggested that for November and December of 2015, the STAC meetings be set at the second week of the month. This will avoid any conflict with Thanksgiving and Christmas. ● Mark Dowaliby stated that he felt the STAC Retreat was very productive. ● Steve Ivancie mentioned the value of a “STAC new member packet”, as well as a STAC mentor that will help new members get up to speed quickly. ● Norm Steen commented that he was impressed by the high level of cooperation in discussing significant topics. Also, he felt like there was a real breakthrough at the retreat and he feels very optimistic moving forward. 	
<p>Federal and State Legislative Update / Kurt Morrison</p>	<ul style="list-style-type: none"> ● Kurt Morrison came before STAC to give a Federal and State legislative update. <p>Federal Update:</p> <ul style="list-style-type: none"> ○ The results from the TIGER VI grant program are starting to trickle out. El Paso County was awarded a planning grant for Fort Carson. The City of Garden City, Kansas was awarded funds for an Amtrak Southwest Chief improvement project. ○ The official announcement, along with a full list of recipients is expected the week of September 15. CDOT will analyze the results to determine the trends for successful candidates. ○ TIGER VI was 15 times oversubscribed and very competitive. Although CDOT did not receive any awards, expectations were tempered because CDOT has been successful the last two years. <p>State Update:</p> <ul style="list-style-type: none"> ○ The Transportation Legislative Review Committee (TLRC) recently finished their assessment of potential transportation related legislation. While the TLRC has the authority to approve up to five bills, this time they only approved two. The first is a bill that would provide \$3 million per year for the Safe Routes to School Program. The second is a firefighter license plate bill. 	<p>No action taken.</p>

	<p>STAC COMMENTS</p> <ul style="list-style-type: none"> • Herman Stockinger asked when the continuation of the TIGER grant program will be announced. Kurt informed him that such an announcement would come sometime in the May-June of 2015 timeframe. If there is a new MAP-21 bill, then it would be very likely to see changes to the TIGER program. The U.S. Inspector General released a report that was critical of the TIGER program. • Barbara Kirkmeyer asked if the U.S. Inspector General released an audit of the TIGER program. Kurt noted that about three months ago the U.S. Inspector General released a report with a series of recommendations that involved the consistency in which the scoring criteria was being applied to projects. • Buffie McFadden asked what it would take to allow tribal members to have voting rights at STAC and if there is any interest in allowing this to happen. Kurt informed her that this can be done through DTD and STAC Bylaws. Barbara Kirkmeyer shared with STAC the original rationale for the current arrangement with regard to Tribal membership. 	
<p>SB 09-228 Update/ Debra Perkins-Smith</p>	<ul style="list-style-type: none"> • Debra Perkins-Smith came before STAC to give an update on SB-228. During the August STAC meeting, Herman Stockinger briefed STAC members on the details of SB-228 transfers and the potential scenarios under which CDOT would not receive the funds. • During the Transportation Commission meeting in the August, one of the main themes was the Transportation Commission's desire to ensure that the SB-228 money is protected. This means the Transportation Commission doesn't want the SB-228 transfers diverted to another recipient. From this standpoint, project selection is critical in ensuring that CDOT receives the SB-228 transfers. Currently, strategic projects are identified as the remaining six corridors from the 7th Pot list. The Commission indicated that it would like to look beyond the 7th Pot for potential projects to fund with SB 228. The Commission also highlighted that CDOT should be making data driven project selection decisions. This will allow CDOT to justify the critical nature of projects. • Although the maximum SB-228 transfer would be \$1 billion, another way for CDOT to demonstrate the need for SB-228 transfers is to generate a list of projects whose total value is \$2-\$3 billion. • In terms of SB-228 project selection criteria, the Transportation Commission 	<p>No action taken.</p>

	<p>put an emphasis on mobility and economic development, as opposed to preservation which already has existing funding sources.</p> <ul style="list-style-type: none"> • There are a series of factors to consider in identifying projects. First, projects should be projects without existing funding for construction that could be funded fully or mostly by SB 228. As previously mentioned, the project should be strategic in nature and have support from the public and stakeholders. Selected projects should have an emphasis on mobility or economic development. There should be geographic equity, meaning there is a statewide distribution of funding. Finally, any selected projects should be ready to go to build within five years. • It is important to note that the evaluation criteria are yet to be finalized. However, CDOT would like to have a group of projects selected by December. <p>STAC COMMENTS</p> <ul style="list-style-type: none"> • Craig Casper mentioned that TREDIS is good tool for assessing economic impact. • Barbara Kirkmeyer suggested that projects be ready in three or four years, so it can be built by fifth year. She went on to ask how CDOT is defining strategic. This is correlated to economic development or impact. She also went on to say that when identifying need, the Regional Transportation Plans (RTP) and the Statewide Plan should be consulted. Deb informed Barbara that the Statewide Plan does not include projects and RTPs vary from TPR to TPR as to whether they list projects. Barbara suggested that it could be to the advantage of CDOT to include a list of projects in the Statewide Plan. Debra remarked that CDOT is working on a 10 year Capital Program that would list projects as suggested. • Steve Ivancie asked Debra to expand on what geographic equity means. Debra explained that geographic equity means funding projects across the state and avoid having all the projects located in one area. Since regionally significant projects vary in different parts of the state, it's important to be inclusive. • Tony DeVito commented that being aggressive with 3 year plans is a good idea, but CDOT needs to check in with industry and see what their capacity is. • Trent Bushner asked what is meant by "protecting the money." Debra explained that if you have a big group of projects, then the legislature can't 	
--	---	--

	<p>say CDOT doesn't need the money.</p> <ul style="list-style-type: none"> • Buffie McFadden suggested that one of the best ways to ensure that SB-228 funds are directed to CDOT is to work with private industry. They can help work with legislators to educate them on the importance of SB-228 transfers. • Wayne Williams explained to STAC members that when SB-1 general fund transfers to CDOT were eliminated, the SB-228 transfers were added as a compromise. Wayne expressed concern saying that SB-228 projects will be built sometime in the next three to five years. Instead, Wayne suggested identifying a few projects which are ready to be built now. • Barbara Kirkmeyer stated a good approach would be compiling a list of bridges or roads that are falling apart and won't be fixed without SB-228 transfers. She said that it would be something that would get the attention of legislators. • David Krutsinger mentioned that DTR has been looking at bus replacement and would like to engage STAC on the topic. Bobby Lieb Jr. gave an endorsement to interregional bus connections. Elise Jones said that bus connectivity is cost effective and goes a long way. • Tony Devito said that the first year and half of SB-228 is slated for I-70 East PCL. • Buffie McFadden said that another option for SB-228 funds would be to look at the list that was used for bridge replacement on state highways. • Wayne Williams asked since existing law provides that SB-228 funds be directed to CDOT, to what extent will CDOT have the ability to encumber the funds. Debra stated that CDOT will explore this question. Kurt Morrison stated that they have confirmed with JBC and AG that the money is coming to CDOT. It is the TABOR piece that creates the uncertainty. • Barbara Kirkmeyer stated that CDOT would alienate STAC if all the SB-228 funds are directed to the I-70 PCL. • Jeff Sudmeier stated that over the past year TPRs have provided input on projects and corridors through the development of RTPs. This input can help identify what projects exist and demonstrate support for projects. CDOT will be looking at that input as this process continues. • Terri Blackmore commented that it is really important that RAMP move forward and CDOT spend down the cash balance. The legislature can look at the large cash balance and say that SB-228 funds are not needed. 	
--	--	--

	<ul style="list-style-type: none"> • Eva Wilson said that Intermountain TPR supports the original 7th pot project list. 	
<p>Statewide and Regional Transportation Plan Update / Michelle Scheuerman</p>	<ul style="list-style-type: none"> • Michelle Scheuerman came before STAC to give updates on PD-14 and to discuss the public notification process for RTPs. In the context of PD-14, Michelle began by explaining the difference between leading and aspirational goals. • Currently, the Regional Transportation Plans and Statewide Transportation Plan are on schedule to be adopted in January of 2015. In October, Michelle will return to STAC to give a high level overview of some of the key plan elements. • Michelle solicited STAC members for the best approach to announcing the dissemination of the RTPs. She mentioned that the use of radio advertisements can be helpful in alerting public. Typically RTPs are sent to libraries, but CDOT wants to know where STAC members think the plans should go to. <p>STAC COMMENTS</p> <ul style="list-style-type: none"> • Steve Ivancie said that radio works best in the Northwest TPR. Buffie McFadden indicated a preference for press releases. • Terri Blackmore asked if CDOT has given thought about a brochure that will convey the plan in graphic format • Barbara Kirkmeyer asked if the goals in the Statewide Plan have changed since 1995. Michelle informed her that some of the goals have remained the same, but some are now more realistic. Further, there is more of a focus placed on the first ten years of the Statewide Plan. Michelle also mentioned the inclusion of a data-driven statewide needs estimate. • Barbara Kirkmeyer commented that at the October STAC meeting the group will be looking at how CDOT defines strategic projects. She mentioned that she would like to examine if this definition can be changed or added to. • Barbara Kirkmeyer commented that the Freight Mobility Plan seems to be rail dominated and doesn't consider highways. Michelle informed Barbara that the new freight plan is coming out and will address her concerns. • Gary Beedy asked if TPR representatives have been involved in the development of the Freight Plan. Debra informed Gary that the trucking and railroad industries were involved in the framework development. Michelle suggested that TPR members be afforded the opportunity to participate on 	<p>No action taken.</p>

	<p>the Freight Advisory Council in the future.</p> <ul style="list-style-type: none"> • Bobby Lieb Jr. asked if the creation of the Statewide Plan is formulated through the aggregation of the RTPs. Michelle explained that the Statewide Plan integrates the 10 RTPs, plus MPO plans but also looks more broadly at the statewide transportation perspective. • Steve Ivancie stated that freight movements on US 40 are significant. He went on to say that it is important to look at the impact of the oil and gas industry on roads that are being used for a purpose that those roads weren't designed for. 	
<p>Surface Treatment Program / Bill Schiebel</p>	<ul style="list-style-type: none"> • Bill Schiebel came before STAC to give a presentation on the Surface Treatment Program. His presentation included improvements to Surface Treatment Pavement Management, and an update on the FY 16 and FY Surface Treatment Program. <p>STAC COMMENTS</p> <ul style="list-style-type: none"> • Barbara Kirkmeyer asked how much advice and input is received from the CDOT regions. Bill informed Barbara that there is a significant amount of dialogue between CDOT headquarters and the regions. The development process for surface treatment went to TC last month. It outlines how the Statewide Surface Treatment Plan is compiled. • Barbara Kirkmeyer asked since the Statewide Surface Treatment Plan is over a four year time period, how flexible is it? Bill informed Barbara that CDOT is looking at providing capabilities to remove and add projects from the list. He also mentioned that there is less flexibility in early years and more in the latter. • Trent Bushner stated that he appreciates Highway 23 being prioritized because it was in poor condition. It is important to look below the surface layer. Bill informed Trent that there is a comprehensive process in preliminary design and sampling that assesses the condition of the road that takes into consideration the sub-surface condition. • Karen Rowe stated that Cash Management applies to surface treatment and allows for some flexibility in moving projects ahead if they are needed sooner or if other projects are not ready to go. • Vince Rogalski stated that there are more types of treatments than in the past. He went on to ask if CDOT is following up on the treatments to ensure that they are working. Bill informed Vince that CDOT headquarters and region staff are tasked with testing the treatments success. 	<p>No action taken.</p>

	<ul style="list-style-type: none"> • Barbara Kirkmeyer stated that it appears that a lot more of the programs are being centralized, which for efficiency sake, seems like it may be a good idea. She expressed concerns for situations where devolution needs to occur and surface treatment is needed. Bill informed Barbara that she should would work with her RTD and get it placed in the Surface Treatment Plan. With regard to the centralization of the surface treatment program, Bill stated that this is less about centralized and more about statewide reporting and monitoring. • Herman Stockinger commented that under the current surface treatment program, regions are required to achieve an 80% compliance rate. Under the previous method that compliance rate was 70%. That equates to about only 3 projects of which they lose flexibility. While the regions have lost some flexibility, the budgetary increase to the program essentially mitigates, or greatly reduces, any loss in flexibility. 	
I-70 East Update / Peter Kozinski	<ul style="list-style-type: none"> • Peter Kozinski came before STAC to give a presentation on the I-70 East project. His presentation included the current state of I-70 East, progress since the last update, supplemental draft EIS, EIS next steps, proposed funding including a \$50 M commitment from DRCOG, I-70 East PCL alternate project scope, draft procurement schedule, progress and support, key upcoming issues, and next steps. <p>STAC COMMENTS</p> <ul style="list-style-type: none"> • Vince Rogalski mentioned that HTPE is working on transparency in the development of this project. Vince went on to say that, according to the Transportation Commission, it is not a foregone conclusion that public-private partnerships will be used on this project. • Gary Beedy mentioned that in the previous presentation there were three funding scenarios (high, medium, and low). He went on to ask which of those scenarios is being reflected in the presentation. Peter informed him that it is the medium cost scenario. Peter mentioned that the overall corridor would not be improved by replacing the bridge structures only. • Barbara Kirkmeyer asked how much of Bridge Enterprise's budget will be used to pay for the project. Josh Liapply informed Barbara that, at the direction of the Transportation Commission, this project can't use more the 50%. • Barbara Kirkmeyer asked why other areas of the state are asked to 	No action taken.

	<p>contribute funding of projects, but in this case the Denver Metro Area isn't being asked to contribute more. Craig Casper suggested creating a TIF district around the project. That is what they did in Colorado Springs with their state highway 21 project.</p>	
Other Business	<ul style="list-style-type: none"> • Jeff Sudmeier announced that, based on the August decision at STAC regarding the statewide CNG program, CDOT is working with CEO, DOLA and RAQC to compile an FAQ sheet. • Jeff Sudmeier announced that Statewide MPO meeting will take place in the Headquarters Auditorium at 1:00 PM. • Mark Dowaliby asked if there could be further discussion on vital corridors that cross TPR boundaries and how STAC can work together to solve those issues. • Norm Steen mentioned that he would like to receive TPR updates. Vince said that we may be able to start that at the next month's meeting. • Terri Blackmore would like to receive a RAMP update. 	No action taken.



TO: Chairman Vince Rogalski

FROM: Joni Inman

DATE: September 18, 2014

RE: State Transportation Advisory Committee retreat of September 11

Following is a brief report on outcomes of the State Transportation Advisory Committee (STAC) retreat of Sept. 11.

I appreciate the opportunity to work with you, the members of the Committee and the CDOT staff. I am pleased with the outcomes and feel certain that this realignment of the foundational mission of STAC with improved process will lead to the Committee having an even greater positive impact on the State transportation system.

Please contact me directly with any questions.

Joni Inman
Joni@JonInmanConsulting.com
303-568-0874 (office)
303-829-1655 (mobile)
www.JonInmanConsulting.com

Colorado State Transportation Advisory Committee Retreat
Thursday, September 11, 2014
Hyatt Place at Cherry Creek
4150 E. Mississippi Ave.
Glendale, CO 80246

The following desired outcomes were identified during the planning stages of the retreat:

- Clarity and unification around the role of the State Transportation Advisory Committee.
- Strategy around how STAC's advice and guidance can best be utilized in developing transportation policy and priorities for an effective statewide system.
- Improved process for bringing topics to STAC that will allow for maximum impact and influence early in policy formulation.
- Changes or ratification of current STAC by-laws to ensure alignment with statutory mandates and to address leadership succession.
- Improved discussion participation by all members of STAC .

I believe that all of the above were successfully accomplished.

In attendance: Chairman Vince Rogalski, Vice Chairman Thad Noel, Trent Bushner, Mark Dowaliby, Elise Jones, Frank Holman, Jan Dowker, Wayne Williams, Steve Ivancie, Norm Stein, Mack Loudon, Gary Beedy, Barbara Kirkmeyer, Bobby Lieb, and Buffie McFayden (second half). Staff in attendance: Herman Stockinger, Director, Office of Policy & Government Relations, and Debra Perkins-Smith, Director, Division of Transportation Development.

Foundational Discussion

Prior to the retreat, in individual interviews with Committee members, more than half still believed that the role of STAC was to advise the Transportation Commission (TC). A review of the establishing legislation, current State statute, and a recent opinion by the Attorney General's Office led to the following:

- Agreement and clarity on the fact the STAC is advisory to CDOT, its executive director, divisions and regions, not directly to the Transportation Commission. The group did recognize, and agree, that advice to the staff could, and likely would, influence policy and funding recommendations that ultimately go to the TC.
- Statute also references STAC's role in addressing the "needs" of the statewide transportation system. This is largely accomplished through input into the regional plans and advice at STAC meetings on how the regional plans congregate into a statewide plan.

- It was determined that STAC members have three pathways of influence: 1) Within their own Planning Regions through the development of regional plans; 2) Directly with regional CDOT staff; 3) With each other and senior staff during policy discussions.

Process Discussion

Process discussion revolved around how and when to have the greatest opportunity for input on issues, policies and recommendations that the Department ultimately takes to the TC. It was determined that:

- The staff will include in TC packets, a brief statement or synopsis of STAC's review and input to the Department on issues. This will eliminate the need for the STAC Chairman to give a monthly report at TC meetings. He/she will attend TC workshops and meetings and be available as a resource or for clarification if called upon.
- The STAC asks for earlier notification and involvement when the CDOT staff is considering initiatives or changes, particularly in the following areas:
 - When new money is anticipated
 - When there is a major shift or reallocation of existing monies being considered. (Program distribution, strategic projects, not day-to-day operations. Repurposing dollars from one program to another.)
 - When new programs are being considered.

Members understand the need, in some cases, for the staff to act swiftly and recognized that remaining "nimble" in order to swiftly take advantage of unexpected opportunities might, on occasion, be necessary.

- Members want to be notified of critical issues that come out of the Transportation Commission meetings. It was discussed that the report Herman Stockinger provides to absent Commissioners might also be provided to STAC members.
- Timing of STAC meetings was discussed and debated at length. It was determined that moving regular STAC meetings to one week post-TC meetings (4th Friday of each month) will allow the CDOT staff to have more time to involve STAC on emerging issues. This further reinforces that the STAC has a long-term advisory role and not a preparatory role for Commission meetings. This change allows STAC to "influence" rather than "react."
- Logistical recommendations: 1) Staff reports should have staff name and contact info for each item; 2) When possible, footnotes and reference info should be provided for those who want more detailed information; 3) Identify the "pathway" of information being brought forward - where did it originate, where are we today, and what are the expectations for future action. 4) Avoid piece-meal distribution of packet items - one pdf would be appreciated. 5) Add a brief TPR "sharing" at each meeting - very brief and only if there is something that would be of interest to the entire group.

Important: STAC members emphasized the importance and willingness to work with the CDOT staff in a partnership model. In part, this means, helping to formulate recommendations

through early discussion on emergent issues. It was emphasized that information does *not* have to be fully vetted before being brought to them for discussion.

Bylaws

Consensus decisions around possible bylaws revisions include:

- Elections to be held every two years, in even-numbered years.
- No term limits for officers.
- Add language that states the responsibilities of the chairman position include: facilitation of STAC meetings, representing the STAC with the Transportation Commission and working with CDOT staff in agenda setting for STAC meetings.
- Add language that states that ad-hoc committees can be established by the committee or the chairman, as necessary.

Other

- Several members mentioned the need for increased transportation dollars. It was determined that STAC can advise on the financial needs of the statewide system, however there is no clear and distinct avenue for them to do so. I anticipate further discussion on this, in some form, during upcoming STAC meetings.
- STAC members recommend that, since the group is advisory to the Department, and the AG's opinion has identified the interpretation to be "Executive director, divisions, units, regions" that they would like to have the Executive Director attend meetings at least periodically throughout the year, understanding that regular monthly attendance is not practical and that the Transportation Development Director is a direct link to the Executive Director.
- STAC members expressed a desire for the CDOT staff to help them identify "emergent issues" earlier. Further discussion may need to be had surrounding the definition of "emergent issues."
- Revisit orientation procedures for new STAC members and assign each a mentor.
- Agreement that mobile devices should be put away during meetings - staff and committee members.

Closing

Final reflections at the end of the retreat indicated optimism, gratitude and clarity in moving forward in partnership - STAC and CDOT staff - in statewide transportation planning.

BYLAWS OF THE STATEWIDE TRANSPORTATION ADVISORY COMMITTEE

ARTICLE 1 – Name

The name of this committee shall be the Statewide Transportation Advisory Committee (STAC)

ARTICLE II – Object

The object of the Statewide Transportation Advisory Committee is to provide advice to the Colorado Department of Transportation (CDOT) on the needs of the transportation system in Colorado and to review and comment on all regional and statewide transportation plans submitted by the transportation planning regions and/or the Colorado Department of Transportation. The activities of the committee shall not be construed to constrain or replace the Project Priority Programming Process (4P), formerly known as the county hearing process.

ARTICLE III – Members

Section 1. Each Transportation Planning Region (TPR) shall select a representative to the STAC pursuant to §43-1-1104 C. R. S. (1991).

Section 2. Each Transportation Planning Region shall select an alternate to provide representation, in the case of the absence of the STAC representative.

Section 3. The Ute Mountain Ute and Southern Ute Indian Tribes may each appoint a non-voting member to the STAC.

Section 4. The TPR must notify the Director of the Division of Transportation Development (DTD) in writing the name, title, mailing address, telephone number, FAX number and electronic mail address (if available) of any change in STAC representation within 30 days.

ARTICLE IV – Officers

Section 1. The Offices of the STAC shall consist of a chairperson and a Vice-Chairperson.

Section 2. The Chairperson shall preside at all meetings of the STAC, represent STAC with the Transportation Commission, and work with CDOT staff on STAC agenda setting. The Chairperson shall be a member of the STAC and shall hold office until successor is elected.

Section 3. The Vice-Chairperson shall, in the case of the absence or disability of the Chairperson, perform the duties of the Chairperson. The Vice-Chairperson shall be a member of the STAC. The term of office as the Vice-Chairperson shall be until a successor is elected. In the absence of both the Chairperson and the Vice-Chairperson selection by those present shall preside.

Section 4. The officers shall perform the duties described in the parliamentary authority (~~e.g.~~ Roberts Rules of Order) and these bylaws.

Section 5. The officers shall be elected by vote at a regularly scheduled STAC meeting to serve a term of 2 years or until their successors are elected. Their term of office shall begin upon adjournment of the regular meeting during which the election took place.

Section 6. Elections shall be held at the first STAC meeting of the state's fiscal year on even years.



Section 7. In the event the Chairperson should resign from the STAC, the Vice-Chairperson shall assume the position until the end of the term.

Section 8. In the event the Vice-Chairperson also resigns, a special election will take place at the next scheduled STAC meeting.

Section 9. No person shall hold office if he/she is not a member, and no member shall hold more than one office at one time.

ARTICLE V – Meetings

Section 1. A regular meeting of the STAC shall be held at least quarterly.

Section 2. A notice will be sent to each STAC member by the DTD for regular meetings at least two weeks in advance.

Section 3. All meetings of the STAC shall be open to the public.

Section 4. The majority of the membership shall constitute a quorum. A majority vote of the members present shall be required to carry any motion.

ARTICLE VI – Records

The records of the STAC shall be public records and shall be open for public inspection. Minutes shall be made in all STAC meetings and shall be approved by the STAC. After approval by the STAC, minutes shall be made a part of the STAC record.

ARTICLE VII – Amendment

These bylaws may be amended at any regular or special meeting of the STAC by a two-thirds vote of the membership, provided that previous notice of the amendment was given to all members at least two weeks in advance.

[ARTICLE VII – Ad Hoc Committee](#)

[Ad Hoc committees can be formed by STAC or appointed by the Chairperson as necessary.](#)

Calendar for year 2015 (United States)

TENTATIVE

as of 9/19/2014

January						
Su	Mo	Tu	We	Th	Fr	Sa
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31
4:○ 13:● 20:● 28:●						

February						
Su	Mo	Tu	We	Th	Fr	Sa
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
3:○ 11:● 18:● 25:●						

March						
Su	Mo	Tu	We	Th	Fr	Sa
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				
5:○ 13:● 20:● 27:●						

April						
Su	Mo	Tu	We	Th	Fr	Sa
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		
4:○ 11:● 18:● 25:●						

May						
Su	Mo	Tu	We	Th	Fr	Sa
				1	2	
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						
3:○ 11:● 18:● 25:●						

June						
Su	Mo	Tu	We	Th	Fr	Sa
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			
2:○ 9:● 16:● 24:●						

July						
Su	Mo	Tu	We	Th	Fr	Sa
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	
1:○ 8:● 15:● 24:● 31:○						

August						
Su	Mo	Tu	We	Th	Fr	Sa
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					
6:● 14:● 22:● 29:○						

September						
Su	Mo	Tu	We	Th	Fr	Sa
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		
5:● 13:● 21:● 27:○						

October						
Su	Mo	Tu	We	Th	Fr	Sa
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31
4:○ 12:● 20:● 27:○						

November						
Su	Mo	Tu	We	Th	Fr	Sa
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					
3:● 11:● 19:● 25:○						

December						
Su	Mo	Tu	We	Th	Fr	Sa
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		
3:● 11:● 18:● 25:○						



Holiday



STAC Mtg



TC Mtg & Workshop

Holidays and Observances:

Jan 1	New Year's Day	May 25	Memorial Day	Nov 11	Veterans Day
Jan 19	Martin Luther King Day	Jun 21	Fathers' Day	Nov 28	Thanksgiving Day
Feb 14	Valentine's Day	Jul 3	'Independence Day' observed	Dec 24	Christmas Eve
Feb 18	Presidents' Day	Jul 4	Independence Day	Dec 25	Christmas Day
Apr 5	Easter Sunday	Sep 7	Labor Day	Dec 31	New Year's Eve
Apr 13	Thomas Jefferson's Birthday	Oct 12	Columbus Day (Most regions)		
May 10	Mothers' Day	Oct 31	Halloween		



Statewide Plan Content Update



Statewide Plan Updates

- Data Key Findings
- Needs and Gap Analysis
- Moving Forward Video
- Plan Integration
- Priority Corridors Coordination

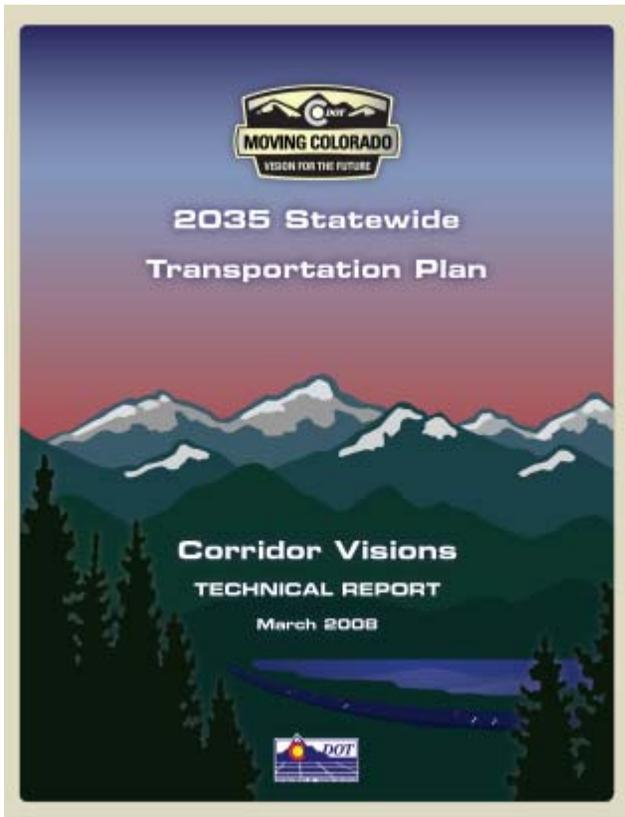




Data Key Findings



Background



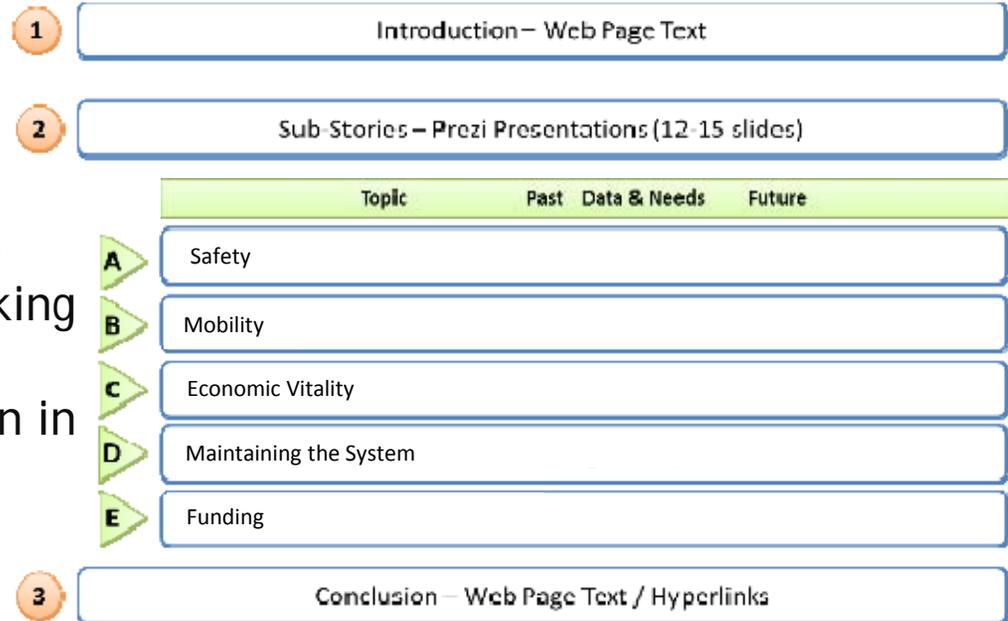
- Extensive data compilation and analysis for 2035 Plan
- Not easily digestible or public-facing
- Lack of Utility





Purpose

- Data-Driven Approach
- Supports other efforts in SWP development
 - CDOT is depending more on data to inform decision making
 - Convey complex information in Public-facing format
 - Data helps develop key messages





Prezi Example





Data use in the Statewide Plan & Beyond



- Key Messages and Future Trends
- CDOT's use of data doesn't end with the Plan's adoption
- Tracking Progress Made
- Data Repository





Statewide Plan Needs and Gap Analysis



Purpose

- Summary report on CDOT's needs analysis being prepared as part of the Statewide Plan
- Two time periods
 - 2016-2025
 - 2026-2040
- Identification of the gap between projected available revenues and anticipated needs
- Important for communicating needs and revenue situation to the public as part of the Statewide Plan





Definition of Needs

- Investment levels needed to accomplish defined objectives
- Focus on PD-14 goals
- Categories
 - Maintenance/Asset Management
 - Operations/Safety
 - Transit Operations/Expansion
 - Bicycle/Pedestrian
 - Highway Expansion
- Product is a dollar expression of representative needs overall and by category - NOT A LIST





Methodology – Expansion Needs

- Developed a needs database - compilation of project and corridors from CDOT Regions, MPOs, Major Projects, TPR Plans
- Developed data criteria and mapping
 - Congestion (V/C)
 - Speed (NHS - FHWA Data)
 - Safety (LOSS4)
 - Environmental document status
 - MPO Plan status
- Conducted data-driven validation exercise
- Identified additional needs from data analysis
- Collaborated with TSM&O on operational strategy overlay



Methodology – Multimodal/Safety

- Transit needs developed using
 - Statewide transit plan analysis
 - Regional transit plans
 - Bustang
 - Input from DTR
- Bicycle/Pedestrian needs coordinated with staff - qualitative discussion, highlight needs and next steps
- Developing targeted safety needs in addition to those covered by expansion and TSM&O capital



Methodology – Asset Management

- Coordinated with Transportation Performance Branch
- PD-14
- Deficit Report - Road and Bridge
- Budget Setting Workshop - Other Asset Categories





Coordination – HQ & Regions

- Presented the highway expansion methodology and findings to a Senior Management Team
- Conducted Two “Expansion Needs Committee” meetings
- Met with region staff to discuss: methodology, needs database, and validation results
- Strategized with: TSM&O, Safety Office, Information Management Branch- Freight, DTR, Transportation Performance Branch- Assets, Multimodal Planning Branch- Bike/Pedestrian



Preliminary Results

- Total Needs 2016 to 2040: \$40 Billion to \$45 Billion
- Total Revenue 2016 to 2040: Approximately \$20 Billion
- Gap: \$20 Billion to \$25 Billion - Approximately two times more needs than revenue





Uses in Statewide Plan

- To tell the story of overall statewide needs
- Communicate messages on 10 year and 25 year gap and why funding is needed





Moving Forward Video



Moving Forward Video

- Four minute video focused on CDOT actions
- Under development
- Outline:
 - “Our Charge” - Vision and Goals
 - “Our Reality” - Addressing growth with fixed resources
 - “Our Priorities are Your Priorities”
 - What we heard
 - Balanced approach
 - Maintaining and getting the most out of the system
 - Multimodal system
 - Strategic investment as dollars allow





Moving Forward Video - Continued

- “Accomplishing the Vision”
 - Funding limitations
 - Highlight Actions, for example:
 - Asset Management Program
 - Focus on Operations
 - Enhancing mobility and safety
 - Cash management - getting money to construction faster
 - Safety - towards zero deaths
 - We are doing X to address Y
- “Next Steps/Monitoring Our Progress”





Other Items Under Development

- Website updates
- “Innovation” Timeline Video - Lead-in video for the Moving Forward discussing how CDOT has innovated over time
- Executive Summary document - 16 page written plan summary

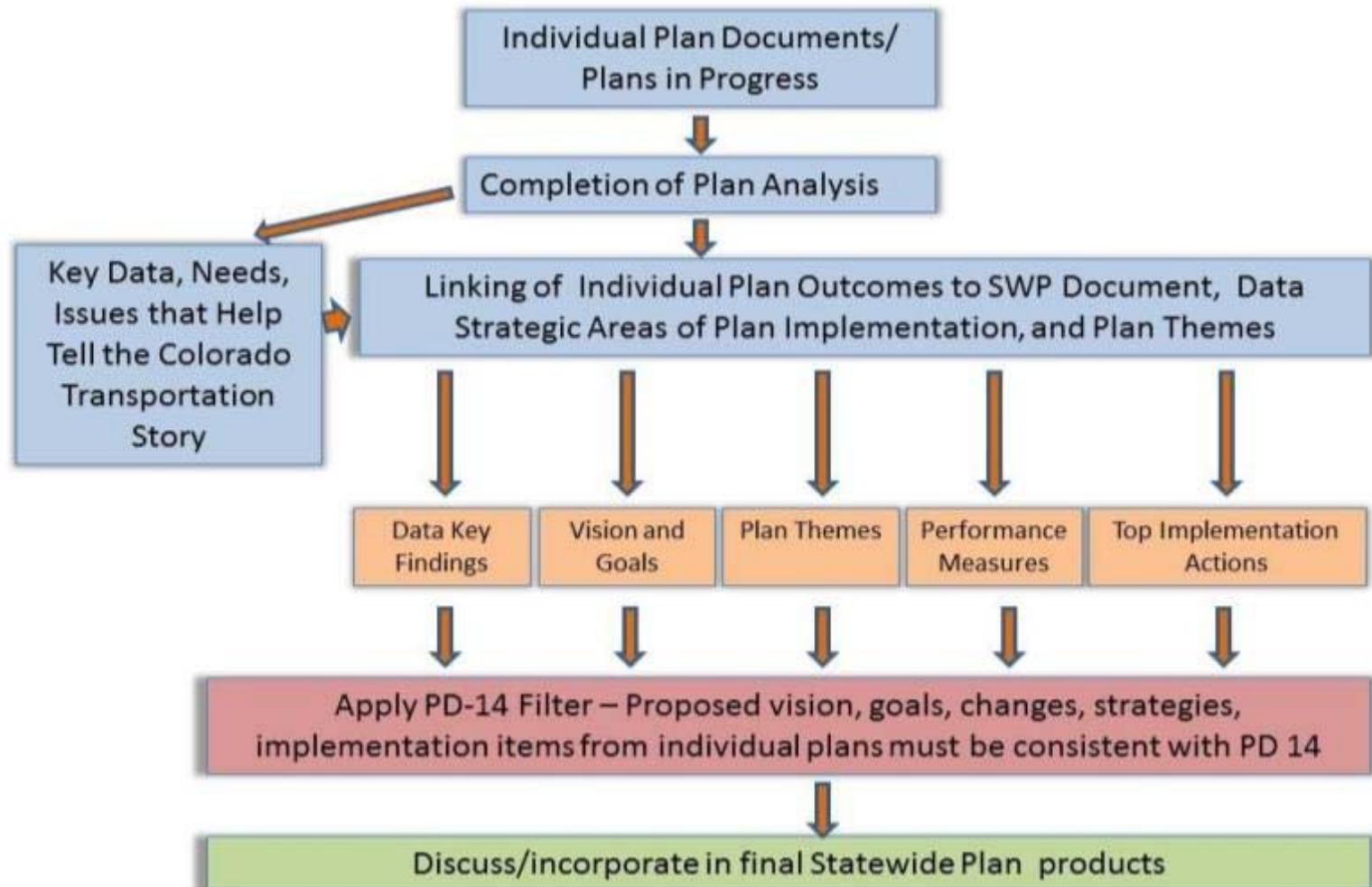




Plan Integration



Plan Integration Framework





Plans Being Integrated

Plans	Plans
Statewide Transit Plan	Strategic Highway Safety Plan
Statewide Freight and Passenger Rail Plan	Corridor Management Plans
Statewide Bicycle and Pedestrian Plans – Phases 1 & 2	Denver Regional Council of Governments Plan
Statewide Aviation Plan	Grand Valley MPO Plan
Statewide Freight Plan	North Front Range MPO Plan
Transportation Systems Management & Operations Plan	Pikes Peak Area Council of Governments Plan
Risk Based Asset Management Plan	Regional Transportation Plans (Rural)
Statewide Maintenance Plan	



Plans Integration Elements

Plan Vision	If the plan has a vision statement it is included here. This would be the top message of the plan to integrate into the statewide plan.
Plan Goals	If the plan has a list of goals, they are included here. These would be additional key messages to integrate into the statewide plan.
Additional Key Points for “Moving Forward”	A quick list of any other key message points from the plan not captured in Vision or Goals.
Top Implementation Actions for “Moving Forward”	If the plan has implementation actions that are relevant to the statewide plan they are listed here.
Performance Measurement for “Moving Forward”	If the plan outlines performance measurement, it is briefly discussed here.
Other Ways Integrated in the Statewide Plan	Brief bullet points of the other components of the Statewide Plan where plan information was integrated.



Other Forms of Plan Integration

- Data and graphics used in the Key Data Findings presentations
- Integrated as applicable into Regional Transportation Plans
- Forecast needs as applicable used as part of overall Statewide Needs and Gap Analysis



COLORADO
Department of
Transportation



Priority Corridors



Priority Corridors

- Each TPR defined Priority Corridors as part of their plan
- Statewide plan team mapped all of the TPR defined Priority Corridors
- Analysis of gaps - discussion of potential solutions
- Not all gaps need to be addressed - unique situations on some corridors in some TPRs
- Emphasis on gaps from a statewide perspective - i.e. one gap on a corridor that is otherwise a priority across much of the state



COLORADO

Department of Transportation

Division of Transportation Development
Multimodal Planning Branch
4201 E. Arkansas Ave., Room 262
Denver, CO 80222-3400

DATE: October 2, 2014
TO: Statewide Transportation Advisory Committee (STAC)
FROM: Michelle Scheuerman, Statewide Planning Manager
SUBJECT: TPR Priority Corridors - Cross-TPR Coordination

The attached map is provided to assist with a discussion of potential gaps between TPR identified priority corridors. The map includes all TPR identified priority corridors, in bold colors, to allow for the identification of gaps between the TPRs that may need to be addressed.

Through the development of the Regional Transportation Plans, each TPR identified regional priority corridors. Aggregating and mapping these corridors at a statewide level provides an understanding of the overall priority corridors for the state. The mapping also identifies several gaps on corridors between the TPRs, where one or more TPRs have identified a corridor as a priority but there is a gap between the priority segments. Please see Attachment A.

Not all priority corridor gaps need to be addressed. A corridor segment in a particular TPR may have unique conditions that make it a priority, while adjacent segments do not. However, TPRs may wish to address gaps between TPRs on corridors that they view as having inter-TPR and/or statewide significance. The map is a tool to start these discussions.

Next Steps

The next steps for addressing TPR priority corridor gaps are to:

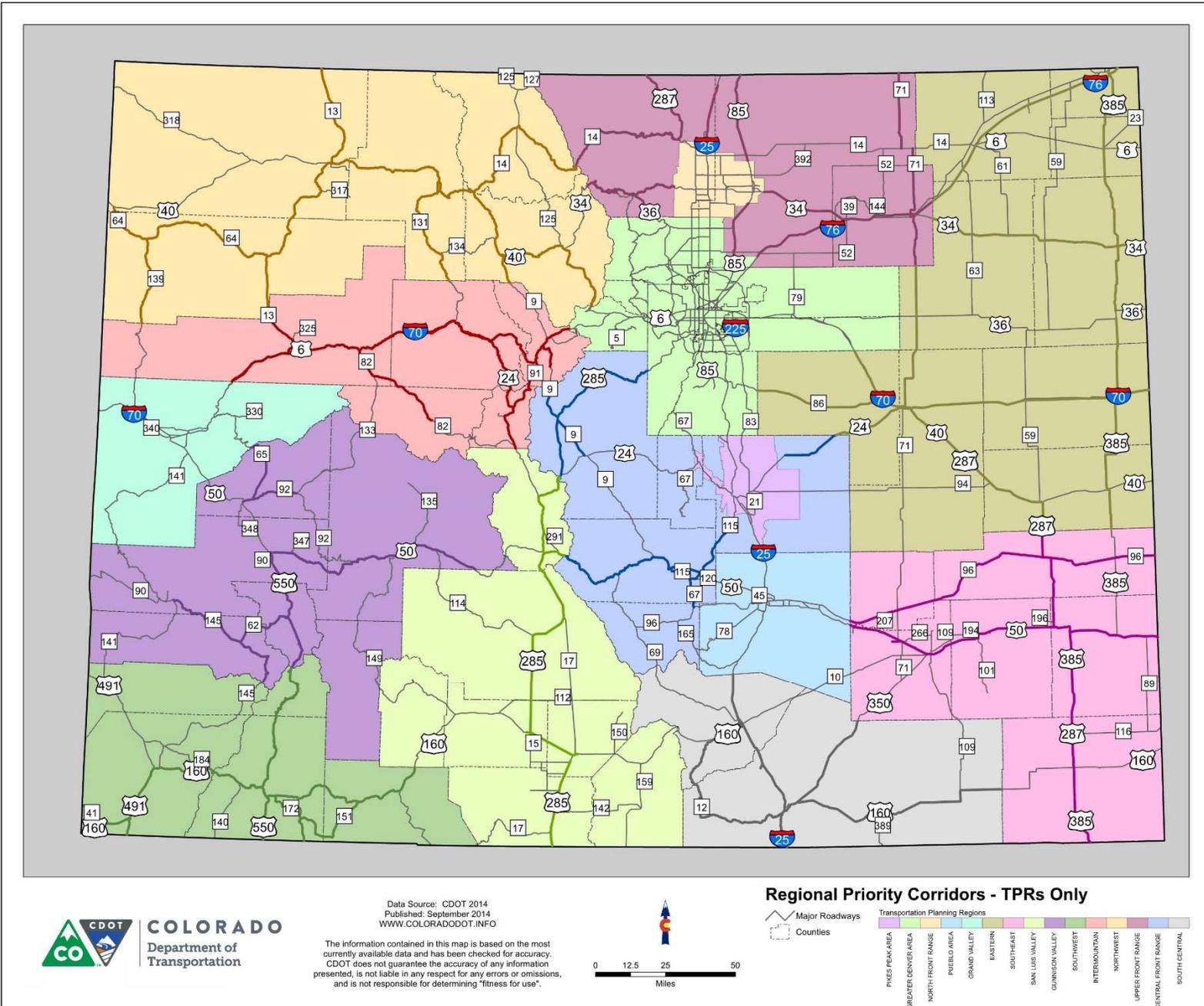
1. Identify the gaps that the TPRs wish to address
2. Develop a process for cross-TPR discussion. This may involve different processes for different situations depending on the TPRs involved.

Attachments

Attachment A: TPR Priority Corridors



Attachment A





COLORADO

Department of Transportation

Division of Transportation Development
Multimodal Planning Branch
4201 E. Arkansas Ave., Room 262
Denver, CO 80222-3400

STAC October 2014 Page 50

DATE: October 2, 2014
TO: Statewide Transportation Advisory Committee (STAC)
FROM: Michelle Scheuerman, Statewide Planning Manager
SUBJECT: Regional Transportation Plan Highlights

We are asking interested TPR representatives to share highlights of their respective Draft Regional Transportation Plan at the November STAC meeting, prior to release for public review and comment. The presentation format is your choice. In the past, STAC members have provided both Informal presentations and more formal presentations such as a power point presentation. Each TPR will have approximately 5 minutes to present. Potential topics to highlight in your presentation include:

- *Major Changes:* Mention the biggest changes affecting transportation in the Region since completion of the last plan in 2008.
- *Regional Priority Corridors:* Discuss the process used in selecting the Regional Priority Corridors, and a quick list of the corridors selected, highlighting their importance to the Region.
- *Revenue Scenarios:* Quick review of the priorities for Regional Priority Program (RPP) funds as part of the baseline scenarios.
- *Implementation Actions:* Briefly list the implementation actions the TPR decided to undertake and why.

Next Steps

If you need assistance in preparing a few presentation slides, key speaking points or any other information, please contact me at michelle.scheuerman@state.co.us; 303-757-9770.



Criteria Area	Data/Information	Analysis Scale
Eligibility Criteria		
Strategic Nature	Is the corridor of regional or statewide significance, serving regional or statewide travel needs? Describe. Is the corridor a priority with demonstrated support and importance to stakeholders and the public. Describe.	Corridor
Funding Requirements	No construction funding identified - project is not funded through RAMP, Asset Management, FASTER, or any other program. Independent Utility - due to the uncertainty of the funding source, the project can be cancelled without significant cost or impact to other projects.	Project
Project Readiness	Project Readiness - project will begin construction within five years of selection. Provide brief description of readiness (i.e. NEPA complete, design complete, etc.).	Project
Main Criteria Emphasis		
Mobility	Does the project address an identified location of high congestion as measured by V/C, PTI, or speed data, and/or does the project address an identified intercity, interregional, or regional transit need? Provide data.	Project
	Does the project improve connections on the state highway/transportation system or access to or from the state highway/transportation system, or provide operational improvements that enhance mobility? Describe.	Project
	Does the project include multimodal elements or provide access to significant multimodal, or intermodal facilities? Describe.	Project
Economic Vitality	<i>For Highway Projects:</i> Does the corridor serve freight, agricultural, or energy needs? Is the corridor identified as a key freight or energy corridor in respective plans/studies? Is the corridor identified as a Congressional High Priority corridor? Does the corridor provide primary access to agricultural facilities such as grain elevators, feed lots, or market? Describe.	Corridor
	<i>For Transit or Multimodal Projects:</i> Is the project in a corridor identified as a key intercity bus corridor by the Intercity and Regional Bus Plan? Is the project in a corridor identified in the Statewide Transit Plan or TPR Transit Plan? Describe.	Corridor
	Does the corridor provide a direct connection to a National Park, Monument or Historic District, ski area, or other "significant" recreational/tourism facility? Describe.	Corridor
	Does the corridor provide access to a major jobs center (as defined by GIS analysis of census data)?	Corridor
	Does the corridor provide primary access to an established Colorado Enterprise Zone? (Per OEDIT)	Corridor
Additional Criteria		
Other Information	<i>For Highway Projects:</i> --Safety - Does the project include a segment of Level of Safety Service (LOSS) 3/4 that will be addressed by the project? --Asset Life - Does the project address a Structurally Deficient or Functionally Obsolete bridge? Does the project address a large segment of poor Drivability Life (DL)? --Other information to consider.	Project
	<i>For Transit or Multimodal Projects:</i> --Safety - Does the project include a transit state-of-good-repair or transit safety element? Does the project meet transit safety and security guidance? --Asset Life - Does the project address a functionally deficient, obsolete, or poor condition transit facility? --Other information to consider.	Project

Alt Fuels Colorado – Fact Sheet

October 2014

What is Alt Fuels Colorado?

Alt Fuels Colorado is a collaborative effort of the Colorado Department of Transportation (CDOT), Colorado Energy Office (CEO), Regional Air Quality Council (RAQC) and Colorado Department of Local Affairs (DOLA) that seeks to spur the development of a self-sustaining alternate fuels market through the disbursement of grants supporting station infrastructure and fleet vehicle adoption by public and private entities statewide. The CEO and RAQC programs are funded through the Federal Highway Administration (FHWA) and Colorado Department of Transportation (CDOT) with Congestion Mitigation and Air Quality Improvement (CMAQ) program funds. The goal of the CEO and RAQC program is to establish 20 to 30 new, publicly accessible alternative fuel stations and 1,000 new fleet vehicles by the effort's completion in 2017. The DOLA program supplements the CEO and RAQC program and is funded through the Colorado Energy and Mineral Impact Assistance Program.

How were program goals established?

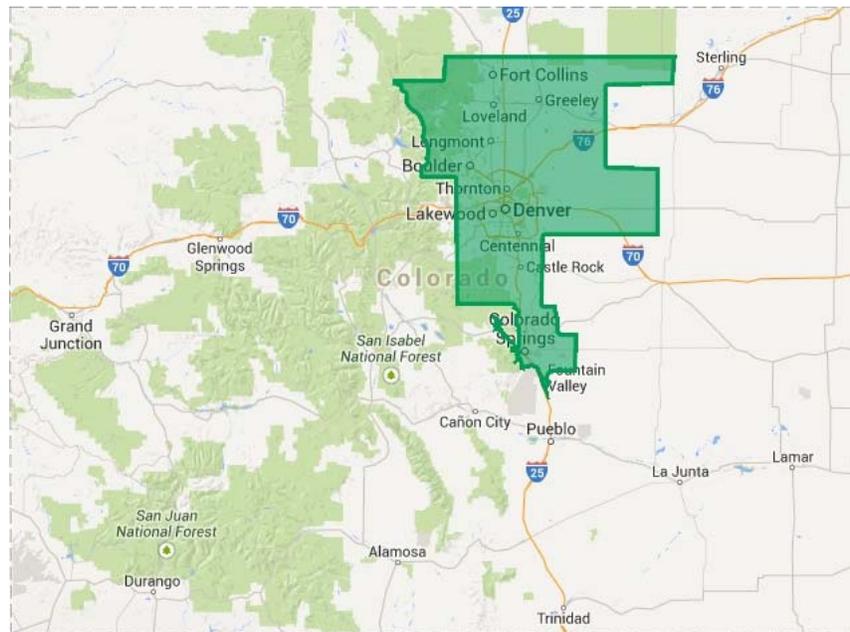
Goals for the CEO and RAQC programs were established with the objective of spurring a sustainable market for alternate fuels throughout the state of Colorado. CEO approached CDOT, the Statewide Transportation Advisory Committee (STAC), and the Colorado Transportation Commission with a proposal to fund up to 80% of the cost of fueling station equipment and up to 80% of the incremental costs of alternate fuel vehicles in order to maximize the impact of the available funding and put 1,000 new fleet vehicles on the road. The Transportation Commission approved the program as proposed by the CEO in December, 2013.

How much grant funding is available?

CDOT has made a total of \$30 million in CMAQ funding available to CEO and RAQC for disbursement to grantees over a period of 4 years, while DOLA has contributed an additional \$20 million through Energy and Mineral Impact Assistance Grants over the same period. Grants supported by CMAQ funding are capped at 80% of fueling station equipment costs (up to \$500,000) and at 80% of incremental costs within certain dollar amount caps ranging from \$3,000 to \$35,000 for fleet vehicles (depending on the vehicle type). DOLA grants are divided into two dedicated funding areas - \$10 million for stations and \$10 million for fleet vehicles. These funds can only be awarded to public entities who meet the criteria of DOLA's existing Energy and Mineral Impact Assistance program. Because DOLA funds are state, rather than Federal, they may be used to pay 100% of incremental costs on fleet vehicles.

Who is eligible to receive grant funding?

Applicants may include public and private entities statewide. Public and private entities applying for vehicles *inside* the ozone non-attainment and carbon monoxide maintenance area should apply to RAQC for funding, while public vehicle applicants *outside* of these boundaries should apply to DOLA. Public and private entities applying for fueling stations statewide may apply to CEO for funding, while local governments that meet the existing Energy and Mineral Impact Assistance Program criteria may also choose to apply for DOLA fueling station funds. Stations funded through CEO must be publicly accessible.



What fuel types are included?

The primary focus of the CEO, RAQC, and DOLA programs is the expansion of compressed natural gas (CNG) infrastructure and natural gas vehicles (NGVs) for fleets in Colorado. Co-located electric vehicle (EV) and propane infrastructure, as well as CNG bi-fuel, electric, and propane fleet vehicles are also eligible in order to provide maximum air quality benefits.

Why are vehicle grants capped at 80% of *incremental* costs rather than the roughly 83% of *total* costs sometimes seen under other CMAQ grant programs?

The goal of the CEO and RAQC program is to support the purchase of 1,000 alternate fuel vehicles statewide over the course of 4 years. Paying 83% of total vehicle costs would require a much higher level of funding per vehicle and therefore deplete the total resources available for the program, making it impossible to achieve the 1,000 vehicle goal. For fleet owners, a grant

that covers 80% of incremental costs is a significant incentive because the 20% of incremental cost that they are responsible for will be offset by the fuel savings generated over the lifetime of an alternate fuel vehicle. Furthermore, CMAQ regulations only allow grants to fund at the level of 83% of total costs in cases in which vehicles have a dominant transportation use (such as a transit bus). The majority of vehicles targeted by this program are not considered dominant transportation use and would therefore not qualify for the 83% funding level.

The DOLA program is not funded through CMAQ and therefore not subject to the same requirements regarding match. In order to maximize the reach of the program, however, DOLA also limits grants to incremental costs rather than total cost. DOLA will fund up to 100% of incremental costs.

What is the STAC's advisory role in the Alt Fuels Colorado program?

The STAC is requested to select 3-4 representatives to participate in the Alt Fuels Colorado Advisory Committee and provide input on project development, promotion of the project, monitoring and evaluation of awarded grants, public reporting mechanisms, and progress in meeting program goals. At the first meeting of the Advisory Committee on July 9th, members discussed the goals and objectives of the program as well as the first round of applications. The next meeting of the Advisory Committee will occur in late October or November in Denver and those in attendance will have an opportunity to discuss the results of the first application round as well as any potential changes desired for the second round.

When will applications be accepted?

Both the CEO and the RAQC have completed their first round of applications for station infrastructure and fleet vehicles, respectively. Moving forward, the due dates for future application rounds will be aligned as follows:

RAQC – March 1st, July 1st, & November 1st

DOLA – April 1st, August 1st, & December 1st

CEO – January 2015

This deadline-based approach was selected in place of a rolling application system to maximize finite staffing resources and ensure that competition exists between applicants for the grants.

Where can I find additional information about the Alt Fuels Colorado Program?

For more information, contact Wes Maurer at wes.maurer@state.co.us or (303) 866-2064.



FOR IMMEDIATE RELEASE

September 29, 2014

CONTACT: Maria Eisemann
Northern Colorado Clean Cities
970-988-2996
marianccc@comcast.net

**Northern Colorado Clean Cities and Aims Automotive and Technology Center
Join More Than 100 Organizations to Promote Alternative Fuel Vehicles**

Windsor, CO – Northern Colorado Clean Cities (NCCC) and Aims Automotive and Technology Center will celebrate the use of alternative fuel and advanced technology vehicles to improve the environment and lessen dependence on foreign oil during its National Alternative Fuel Vehicle (AFV) Day *Odyssey* event.

Scheduled for October 17, 2014, NCCC and Aim's Automotive and Technology Center's *Odyssey* event is one of many events being held across the United States and internationally. *Odyssey* is a biennial event created and coordinated by the National Alternative Fuels Training Consortium (NAFTC) at West Virginia University. This year marks its twelfth anniversary and is themed "Driving toward a clean, secure energy future."

"We are pleased to join *Odyssey* 2014 as we continue to drive toward a clean, secure energy future," said Maria Eisemann, Co-coordinator of NCCC. "With our event, we will share the message of embracing alternative fuel and advanced technology vehicles, continuing down the road toward energy independence."

Our *Odyssey* event will include informative sessions, an indoor expo, a vehicle expo, including ride-n-drive opportunities. Speakers will include: Colorado Energy Office, Regional Air Quality Council, Colorado Department of Local Affairs, Ward Alternative Energy, Noble Energy, BioCNG, Propane Education and Research Council, Colorado Corn, Clean Energy Economy for the Region, Colorado State University/ECOCar3, and Super Shuttle, among others. Sponsors include: Ward Alternative Energy, Colorado Corn, Ehrlich Nissan, Noble Energy, Super Shuttle, Amerigas, and BioCNG.

Nationwide, *Odyssey* plans to attract more than 250,000 attendees at 100 sites across the country and to reach more than 100 million people through media coverage and support.

Odyssey's national sponsors include: American Honda Motor Co., Inc. and the Propane Education and Research Council; and national partners, Greater Washington Clean Cities Coalition, U.S. Department of Energy Clean Cities Program, National Park Service, AmeriCorps National Civilian Community Corps, Smithsonian Institution, and West Virginia University.

For more information about Northern Colorado Clean Cities *Odyssey* event, visit: <http://northerncocleancities.org/events.html> or contact Maria Eisemann at 970-988-2996 or marianccc@comcast.net.

For information about the national program, e-mail Virginia McMillen, National AFV Day Odyssey Event Manager, at Virginia.McMillen@mail.wvu.edu, or Heather Sammons, Odyssey Assistant, at Heather.Sammons@mail.wvu.edu. Both can also be reached by calling 304-293-7882.

###

About Northern Colorado Clean Cities

NCCC is a coalition of the U.S. Department of Energy's Clean Cities program. Sponsored by DOE's Vehicle Technologies Program (VTP), [Clean Cities](#) is a government-industry partnership designed to reduce petroleum consumption in the transportation sector. Clean Cities contributes to the energy, environmental, and economic security of the United States by supporting local decisions to reduce our dependence on imported petroleum. The partnership provides tools and resources for voluntary, community-centered programs to reduce consumption of petroleum-based fuels. There are nearly 100 Clean Cities coalitions, nationwide. NCCC was designated as a Clean Cities coalition in 1996.

About the National Alternative Fuel Vehicle (AFV) Day Odyssey

The *National Alternative Fuel Vehicle Day Odyssey* is a biennial, outreach and education event dedicated to promoting the use of alternative fuel and advanced technology vehicles. Conducted biennially since 2002, the event is coordinated by the National Alternative Fuels Training Consortium [NAFTC](#), a program of [West Virginia University](#) in Morgantown, West Virginia. Odyssey is comprised of numerous green transportation related events coordinated and hosted by NAFTC members, Clean Cities coalitions, and others who believe in cleaner, more energy efficient forms of transportation. These local events take place on a designated date every other year throughout the U.S.

About the National Alternative Fuels Training Consortium

The NAFTC is the only nationwide AFV and advanced technology vehicle training organization in the U.S. The NAFTC's mission is to provide the training infrastructure for implementing the widespread use of alternative fuels, alternative fuel vehicles and advanced technology vehicles. The effort to increase our nation's energy security, as well as improve air quality and reduce greenhouse gas emissions, is embodied in the NAFTC's motto "Because Clean Air and Energy Independence Matter."

Founded in 1992, the NAFTC is a program of West Virginia University, and consists of National Training Centers located nationwide from Maine to California. Each center provides *Training with Impact* through its experienced instructors and real-world shop facilities. Numerous other members from secondary schools, small businesses, government and industry also support the NAFTC's mission. More than 1,700 courses have been conducted by the NAFTC, resulting in more than 33,000 trained technicians, first responders and fleet managers in AFVs and advanced technology vehicles.

Odyssey 2014

NATIONAL ALTERNATIVE FUEL VEHICLE DAY

October 17, 2014

8am - 5pm

(continental breakfast & box lunch included)

Seminar & Vehicle Expo

Aims Automotive & Technology Center
1120 S. Gate Dr., Windsor, CO

National Alternative Fuel Vehicle Day, **Odyssey**, is a biennial outreach event dedicated to promoting the use of alternative fuel and advanced technology vehicles. Odyssey is coordinated by the National Alternative Fuels Training Consortium (NAFTC).

Northern Colorado Clean Cities has been hosting Odyssey since 2004!



Join us for a day of informative panels and seminars on alternative fuels, advanced vehicle technologies, research, programs, funding, and incentives. The day will also include ride-n-drives, vehicles, exhibits, vendors, and opportunities for networking!



For complete agenda visit:

<http://www.northerncleancities.org/events.html>

To register visit:

www.northerncleancities.org/events.html

Registration Cost:

\$25 for members / \$50 for non-members

All Clean Cities members are encouraged to join us at 8:15am—9:15am for the Statewide Clean Cities meeting, prior to the start of Odyssey.