

**DRAFT STAC Meeting Minutes
August 15, 2014**

Location: CDOT Headquarters Auditorium
Date/Time: August 15, 9:00 a.m.-11:30p.m.
Chairman: Vince Rogalski
Attendance:

Agenda Items/ Presenters/Affiliations	Presentation Highlights	Actions
<p>Introductions / June Minutes/ Vince Rogalski</p>	<ul style="list-style-type: none"> • Minutes were approved without corrections or additions. 	<p>Minutes approved.</p>
<p>Transportation Commission Report / Vince Rogalski</p>	<ul style="list-style-type: none"> • At the direction of the Governor, the HPTC Board adopted a new transparency policy. That policy is now posted on the HPTC's website for public comment and feedback before implementation. • The HPTC Board also discussed the Partially Covered Lower (PCL or I-70 Viaduct) and funding options. It was made clear that a decision on the PCL's funding mechanism has not been determined and public-private partnerships are only one option of many that the Transportation Commission will review. • At the Transit and Intermodal Committee, Mark Imoff (Director of Transit and Rail) outlined that the Interregional Express (IX) (Bustang) has a goal of being operational within the 2014 calendar year. Currently, the buses have been ordered and Motor Coach Industries (MCI) has been given a notice to proceed. • At the Transportation Commission Meeting, members outlined that no decision on funding for the PCL will be made until public meetings can be held. • Josh Laipply (CDOT's Chief Engineer) came before the Transportation Commission to explain why a number of project bids received by CDOT are high. • The Transportation Commission discussed the recent I-70 closures. It was determined that it would be more efficient to close the interstate for a couple of days, rather leave it open and cause extended delays. 	<p>No action taken.</p>

	<ul style="list-style-type: none"> The Transportation Commission was informed of the details on SB 228 transfers and how income growth of 5% will trigger those transfers. 	
Federal and State Legislative Update / Kurt Morrison	<p>Federal Update:</p> <ul style="list-style-type: none"> On July 31, 2014 Congress authorized the transfer of \$10.6 billion into the Highway Trust Fund, which will fund transportation for another 10 months. The extension is funded through a combination of transfer, but largely using a technique known as “pension smoothing.” As part of the package, MAP-21 was extended for an additional 10 months. CDOT was recently informed that the awards for TIGER VI grants will be announced by mid-September. At the latest they will be announced before the elections. <p>State Update:</p> <ul style="list-style-type: none"> The Transportation Legislation Review Committee (TLRC) is in the process of drafting interim bills. This is the process of creating bills that will be introduced as committee bills during the legislative session. There are currently five of these bills that are being crafted. There are three bills which are of interest to CDOT. First, a bill that would add \$3 million to the Safe Routes to School Program; second, a bill that would increase fines for those found in violation of chain laws; third, a bill that would allow CDOT, the Department of Revenue, and the Department of Corrections to work together to update the design of temporary license plates. 	No action taken.
SB 09-228 Update/ Herman Stockinger	<ul style="list-style-type: none"> CDOT staff is in the beginning stages of developing a potential SB 228 projects list. It is expected that the SB 228 trigger, 5% personal income growth, will be reached and transfers to CDOT will begin in FY16. If there is a TABOR refund, those funds could be reduced anywhere from \$200 million per year, for five years, to no transfers at all. During the next legislative session, there may be some who will try and prevent CDOT from receiving the SB 228 transfers. CDOT would like to have enough projects identified to accommodate the maximum anticipated transfer (\$1 billion). It was recommended to the Transportation Commission that SB 228 projects rely solely on those funds. Since the funding source is uncertain, it is suggested that these be standalone projects that would not tie up other 	No action taken.

	<p>funds if SB 228 funds did not come through.</p> <ul style="list-style-type: none"> • Staff will engage the Transportation Commission in providing direction on the development of a potential SB 228 project list. Staff hopes to have a list of projects by the end of the calendar year. <p>STAC COMMENTS:</p> <ul style="list-style-type: none"> • Thad Noll asked if there was any thought as to how the transit funds will be used. Herman informed Thad that 10% of SB 228 funds must be applied to strategic transit projects as defined by the Transportation Commission. David Krutsinger also mentioned that, although the existing strategic transit project list is completed, CDOT will look to the recently completed Regional and Statewide Transit Plans and get input from STAC in order to identify potential strategic transit projects. • Wayne Williams recommended that the existing 7th pot list should be completed as part of SB 228 project list. He felt that since, at some point, there will be a ballot initiative to fund transportation, it is important to build trust with the public. Completing the 7th pot list will allow others to say that when a ballot is passed the dedicated funds are used for the approved purpose. 	
<p>CMAQ Alternative Fuels Program Update / Debra Perkins-Smith</p>	<ul style="list-style-type: none"> • The Colorado Energy Office (CEO), Regional Air Quality Council (RAQC), and Department of Local Affairs (DOLA) came before STAC to give presentations on Colorado's Alternative Fuel Program. • The CEO presentation included a discussion on program goals, key principles, a market implementation plan, CMAQ funding, the statewide station network, station incentives, and station funding timeline. • The RAQC presentation included program goals, vehicle funding, vehicle incentives, grant criteria, and vehicle funding timeline (first round). • The DOLA presentation included program overview, station and vehicle eligibility, and a comparison between all three programs (CEO, RAQC, and DOLA). <p>STAC COMMENTS:</p> <ul style="list-style-type: none"> • Barbara Kirkmeyer mentioned that there are several disincentives within the criteria DOLA is suggesting. She said that the criterion hinders entities with small populations. If the criteria is kept, it would be her recommendation that these smaller communities seek environment impact program grants because those grants cover 75% of the entire vehicle cost. She recommended that DOLA reconsider the incremental cost policy and 	<p>No action taken.</p>

	<p>replace it with a 25% local match. She also mentioned that CEO should change their policy so it is more consistent with CMAQ funding.</p> <ul style="list-style-type: none"> • Pete Fraser commended DOLA for the work they have done. She commented that there is an opportunity to extend funding to rural communities that are outside of non-attainment areas. She went onto say that the conversations with the STAC advisory committee were more about decisions that already had been made. • Barbara Kirkmeyer commented that she would continue to provide suggestions on how to best promote the use of CNG across Colorado. She went on to say that the criteria and application presented by CEO was developed without the input of the STAC advisory committee. The proposed approach to funding the incremental cost of vehicles doesn't adequately incentivize local governments. If CEO were to follow the CMAQ criteria, which allows for the funding of 80% of new vehicles and conversions of old vehicles in public fleets with a dominant transportation purpose, it would appropriately incentivize local governments. She also recommended that the grant applications submissions should be on an on-going basis, as opposed to the bi-annual approach recommended by CEO. • Gary Beedy asked how these programs will avoid competing with private industry efforts such as Tesla. It was noted that electric vehicle inclusion is meant to diversify and strengthen existing markets, not to compete with private industry. • Scott Hobson commented that CEO should be more flexible with the schedule for the application cycle. • Jan Dowker said that CEO should keep the STAC advisory committee involved because STAC has a stated a strong interest. STAC members have the ability to assist the efforts of the program. • Thad Noll stated the electric vehicles are an easy add on and if STAC is serious about air quality then they need to adopt an all of the above approach. 	
<p>Cash Management Update / Maria Sobota</p>	<ul style="list-style-type: none"> • Maria Sobota came before STAC to give a Cash Management update. Her presentation included an overview of Cash Management recommendations, twelve implementation areas, and the FY 2016 budget review timeline. • Jamie Collins came before STAC and gave a high level overview of the key changes to CDOT's STIP process. This included the 4P process, STIP changes, 10-year Capital Plan, and 4-year Work Plan. 	<p>No action taken.</p>

	<p>STAC COMMENTS:</p> <ul style="list-style-type: none"> • Terri Blackmore asked what type of budget the FY 16 budget will be. Maria informed her that it will be a revenue based budget, but OFMB is working to include RAMP. 	
<p>STAC Rules and Responsibilities / Debra Perkins-Smith</p>	<ul style="list-style-type: none"> • Vince Rogalski started the discussion on STAC rules and responsibilities by informing members that the Transportation Commission recently conducted a productive retreat and inquired as to whether STAC members would like to do the same. • The retreat would focus on communication, improving how STAC functions, and the appropriate roles and responsibilities for STAC. For example, STAC should be deliberating on issues, and offering recommendations, before the Transportation Commission has made decisions. This way the Transportation Commission has STAC's opinion on important issues before they make decisions. • Herman Stockinger detailed how the recent Transportation Commission retreat was conducted. First, the Transportation Commission had a facilitated discussion about what their priorities are for the next fiscal year and how those priorities align with CDOT priorities. Next, the Transportation Commission discussed gaps they have identified, i.e. the commission packet and how CDOT provides the commission with information. Finally, the Transportation Commission brought in CDOT senior management for discussion. • Vince Rogalski suggested that the retreat be split into two sections. The morning session would be for STAC to discuss issues amongst themselves and the afternoon session would be a discussion with CDOT staff on the relationship between STAC and CDOT. • Herman Stockinger mentioned that the facilitator conducted pre-interviews with CDOT senior management and Transportation Commissioners prior to the retreat. If the STAC decides to do something similar, STAC members shouldn't be alarmed if they receive a call soliciting their opinions. • Vince Rogalski asked STAC members if they would conduct STAC elections this month or wait until September. Members agreed to conduct elections at the present meeting. <p>ACTION ITEM: A motion was made to nominate Vince Rogalski as STAC Chair. That motion was seconded and Vince Rogalski was unanimously</p>	<p>Action Item #1: STAC members unanimously elected Vince Rogalski as STAC Chair.</p> <p>Action Item #2: STAC members voted 8-7 to elect Thad Noll as STAC Vice Chair.</p>

	<p>elected.</p> <p>ACTION ITEM: A motion was made to nominate Barbra Kirkmeyer and Thad Noll for STAC Vice Chair. Both Thad and Barbra were given time to explain why they would like to be STAC Vice Chair. Using a paper ballot method, with only one vote to each TPR, STAC chose Thad Noll as Vice Chair with an 8-7 vote.</p> <p>STAC COMMENTS:</p> <ul style="list-style-type: none"> • Buffie McFadden stated that the retreat was a good idea. • Karen Rowe asked a clarifying comment about who would be invited to the STAC retreat. Vince informed her that it would be STAC representatives and their alternates. • Terri Blackmore said that it would be helpful if a draft agenda was created and STAC members could comment on it. • Bobby Lieb Jr. suggested that part of the agenda include a review of STAC's statutory responsibility. He mentioned concerns on what the statutory definition of STAC is. He mentioned two questions that should be answered. First, is STAC in agreement on conforming to the intent of the statute and is realignment necessary? If so, what is the process for that? 	
<p>Statewide Plan Update/ Michelle Scheuerman</p>	<ul style="list-style-type: none"> • Michelle Scheuerman came before STAC to give a 2040 Statewide Plan update. Her presentation included a demonstration of module 2. Each module of the Statewide Plan is being rolled out as it is completed. Module 2 will be represented as a Prezi presentation on the Statewide Plan website. Modules 3 (funding and needs) and 4 (implementation) are currently in progress. Each module is available for public comment through the Statewide Plan website. • Michelle mentioned that she will return in September to discuss the review/comment period and process, the housing of the plans in local repositories, and advertisement for the release of Regional Transportation Plans (RTPs) and the 2040 Statewide Plan. <p>STAC COMMENTS:</p> <ul style="list-style-type: none"> • Vince Rogalski asked when STAC will see a draft of the 2040 Statewide Plan. Michelle informed him that the first draft will be released in November and CDOT will be seeking public input at that time. CDOT expects to adopt the plan no later than February of 2015, taking effect in July of 2015. • Herman Stockinger asked how much of the plan will be web-based. Michelle informed Herman that the Executive Summary will be written and 	<p>No action taken.</p>

	<p>module 3 will be a combination of both.</p> <ul style="list-style-type: none"> • Terri Blackmore asked if you will be able to comment online. Michelle confirmed that you will be able to comment online and CDOT will return to STAC with the comments for both the Statewide Plan and RTPs. 	
Transit Plans / Tracey MacDonald	<ul style="list-style-type: none"> • Tracey MacDonald came before STAC to give an update on the Regional and Statewide Transit Plans. Her presentation included an overview of regional coordinated transit and human services plans, plan development process, statewide transit plan, statewide transit vision, content of the statewide transit plan, statewide transit plan development process, stakeholder involvement, received feedback, elderly and disabled survey, and survey results and key findings. <p>STAC COMMENTS:</p> <ul style="list-style-type: none"> • Vince Rogalski pointed out that there were a lot of questions pertaining to operating funds. He asked if there has been any discussion about more regional transit authorities being developed. Tracey informed Vince that the topic was raised in those areas of the state that were for ways to raise more revenue. 	No action taken.
Other Business	<ul style="list-style-type: none"> • Jeff Sudmeier announced that Statewide MPO meeting will take place in the Headquarters Auditorium at 1:00 PM. 	No action taken.