

**DRAFT STAC
November 12, 2010 Meeting Minutes**

Location: CDOT Headquarters Auditorium
Date/Time: November 12, 2010 9:00 a.m. – 12:00
Chairman: Vince Rogalski
Attendance: A sign-in sheet was distributed to note attendance at the meeting.

Agenda Items/Presenters/ Affiliations	Presentation Highlights	Actions
Introductions	Everyone in the room gave self-introductions, including Michael Cheroutes, Director of the High Performance Transportation Enterprise (HPTE), John Cater, Division Administrator, FHWA, and Mark Imhoff, Director of the Division of Transit and Rail.	No action taken
October Meeting Minutes	<i>October minutes approved.</i>	<i>Minutes approved</i>
Transportation Commission Report- Vince Rogalski	<p>Items discussed at the October Transportation Commission (TC) meeting included:</p> <ul style="list-style-type: none"> • FY 12 Budget- Continued discussion about budget in advance of action on final draft budget in November. • FY 11 Budget- Discussion on the distribution of \$49 million in TC Contingency Funds in the FY 11 budget. • 2035 Plan Amendment- Update on process and timeline for plan amendment. • 7th Pot- Continued discussion of 7th Pot. TC will revisit at a later date, after the completion of the 2035 Plan Amendment. • Bridge Enterprise- Preparations continue for a bond issuance prior to the end of the year • Transit & Intermodal Committee- Recommended moving forward with formation of Transit Advisory Committee. Vince submitted letter of interest to represent STAC on Committee. 	No action taken

<p>Devolution Study- Herman Stockinger & Melissa Nelson</p>	<p>The conversation on the concept of devolution initiated during the Transportation Finance and Implementation Panel in 2007. Since that time Rep. Vaad has presented several bills that would have required CDOT to devolve certain segments from the state highway system. In the last session Vaad was successful in passing HB 10-1405 which requires CDOT to work with MPOs to conduct a study to determine which highways within MPO boundaries are commuter highways. The bill calls for the use of easily obtainable data from which the TC may make recommendations to remove certain segments of highway from the state system and requires CDOT to report to the House and Senate Transportation Committees by February 1, 2011.</p> <p>If the TC recommends removal of some eligible segments, it must:</p> <ul style="list-style-type: none"> • Consult with the impacted MPO or local government, • Ensure removal does not result in an unfunded mandate, • Suggest modifications to the funding formula used to allocate HUTF to impacted jurisdiction. <p>The study focused on outputs from each of the MPO's regional travel models. The study identified 3,886.85 lane miles within the MPO boundaries, 2,154.05 of which would qualify as "commuter" lane miles.</p> <p>At this time, Staff does not recommend devolution based on:</p> <ul style="list-style-type: none"> • Devolution mechanisms already exist- statutory authority to abandon state highways, Maintenance Incentive Pilot program, swap options • Unfunded mandate • Federal concerns • Potential impact to CDOT's mission <p>Presentations on study findings will be delivered to the MPOs in November and December. A TC Workshop is scheduled next week, with action to follow in December. The final report will be complete in January 2011.</p> <p>Commissioner Wayne Williams: I don't see there being the incentive for metro area voters to support additional funding if the network in the DRCOG area is largely not part of the state system.</p>	<p>No action taken</p>
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	<p>Commissioner Wayne Williams: I move to recommend that the Transportation Commission oppose devolution of segments of the state highway system.</p> <p>Commissioner Barbara Kirkmeyer: I don't think this is going away. Rather than opposing it outright I think we need to be proactive, give this some thought and identify what might be reasonable and acceptable to devolve.</p> <p>Jennifer Finch: If Wayne and Barbara would agree we can work together on drafting a resolution for consideration at next month's STAC meeting.</p>	
<p>Federal & State Legislative Update- Herman Stockinger, Mickey Ferrell & Melissa Nelson</p>	<p><i>Federal Update</i> The 111th Congress ends in December. Colorado will be losing both its appropriator and its authorizer, and is not likely to see any of the freshmen on either committee. The current appropriations bill expires on December 3rd, and authorization expires on December 31.</p> <p><i>State Update</i> The Democrats retained control of the Senate in Colorado, but lost the House to Republicans. Frank McNulty will serve as the new Republican Speaker of the House. Rep. Vaad will become the new Chair of the House Transportation Committee, and Masha Looper will serve as Vice Chair. Suzanne Williams has been mentioned as possible Chair of the Senate Transportation Committee to replace Dan Gibbs who did not run for reelection. Two seats (Curry and Dobbs) remain in question. The Joint Budget Committee (JBC) will have three new members.</p> <p>Republicans are talking about a repeal of FASTER.</p>	No action taken
<p>Bridge, Pavement and Maintenance Presentations- Mark Leonard, Stephen Henry, & Dave Wieder</p>	<p><i>Pavement- Stephen Henry</i></p> <ul style="list-style-type: none"> • Network % Good/Fair Goal- 60% <ul style="list-style-type: none"> ○ 2009 Condition- 50%, 2010 Condition- 48% ○ 2011 Condition (proj.)- 44%, 2012 Condition (proj.)- 42% • Interstate % Good/Fair Goal- 85% <ul style="list-style-type: none"> ○ 2009 Condition- 65%, 2010 Condition- 62% ○ 2011 Condition (proj.)- 57%, 2012 Condition (proj.)- 50% 	No action taken

- NHS Non-Interstate % Good/Fair Goal- 70%
 - 2009 Condition- 64%, 2010 Condition- 63%
 - 2011 Condition (proj.)- 59%, 2012 Condition (proj.)- 56%
- Other % Good/Fair Goal- 55%
 - 2009 Condition- 37%, 2010 Condition- 35%
 - 2011 Condition (proj.)- 31%, 2012 Condition (proj.)- 31%
- In 2005 CDOT met goals, but the system has experienced slow deterioration since then to current levels.
- “Other” highways (non-interstate and non-NHS highways) have deteriorated the most and reflect decisions to fund higher condition levels on interstate and NHS highways.
- Based on forecasted revenues of roughly \$260 million annually for surface treatment (which is actually higher than current and recent budgets) the network condition is expected to deteriorate to about 22% good/fair by 2030.
- It would cost \$515 million annually over the next 20 years to maintain the current 48% good/fair condition. To achieve the goal of 60% good/fair by 2030 would require \$690 million annually. To achieve 75% good/fair by 2030 would require \$865 million annually.

Craig Casper: I would like to see good/fair/poor conditions by VMT.

Stephen Henry: That is something we could probably look at, although current good/fair/poor conditions do have VMT factored in.

Question- Commissioner Wayne Williams: The TC has a goal and are further away from it on the interstate system than the NHS. If there is a higher goal on the interstate system, what are they doing to address this?

Pam Hutton: The Commission to date, although interested, has not decided to tier the system and make a greater investment on interstate than NHS. We require the Regions to look at the model, which suggests the most cost efficient projects across the system. The Regions are asked to match the suggested projects at 70%- 30% of project decisions can be based on other criteria. I understand that we have a higher goal on the interstate system, but it also

	<p>costs more to improve the interstate system.</p> <p>Commissioner Peter Runyon: Maybe it is time to look at those percentage goals and see what that means for reallocating funds.</p> <p>Vince Rogalski: The current surface treatment budget is about \$149 million, so we need at least 4 times that just to maintain the current condition of the system.</p> <p><i>Bridge- Mark Leonard</i></p> <ul style="list-style-type: none"> • Inspection and inventory program addresses just under 4,000 bridges that are owned by CDOT. • CDOT also administers the inspection and inventory program for local bridges. There are just under 5,000 of these bridges that we inspect and report on to FHWA annually. • In addition the Bridge Program inspects and inventories culverts and minor bridges, signs, signals and high mast lights, retaining walls and sound barriers. • 85% of CDOT owned bridges are in good condition and 95% are in good or fair condition. • 5.5% or about 127 bridges are in poor condition. Poor describes bridges that have effectively exceeded their economically viable service life and need to be replaced or receive major rehabilitation. • The cost to replace or rehabilitate those 127 bridges is \$1.9 billion. • To maintain 95% good/fair for the next 10 years will require \$139 million annually (in 2010 dollars), compared to \$125 million annually projected through the current Bridge Program and Bridge Enterprise. • To maintain 95% good/fair for the next 20 years will require \$283 million annually. • 85% of off-system bridges are in good condition and 97% are in good or fair condition. • 2.8% or 216 structures are in poor condition and would require \$1.2 billion to replace or receive major rehabilitation. <p>Question- Craig Casper: Is the good/fair/poor rating a functional or structural</p>	
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	<p>rating?</p> <p>Mark Leonard: About 65% of the rating is based on structural condition, about 15% on functionality, and the remainder is based on the importance of the structure as measured by ADT and classification.</p> <p><i>Maintenance- Dave Wieder</i></p> <ul style="list-style-type: none"> • Maintenance Level of Service (MLOS) is a performance based budgeting system. • Presented three options to the Commission last month for the annual maintenance budget ranging from \$242 to \$247 million. • The target for the 2011 overall MLOS is a C+ with a \$242 million budget. • For this year and last year the TC targeted a B level of service for snow and ice. Snow and ice takes up a large portion of the maintenance budget- nearly \$70 million in 2011. <p>Question- Commissioner Wayne Williams: What is the difference between a B and a C dollar wise and the impact to the traveling public?</p> <p>Dave Wieder: The difference is about \$10 million. It's the difference between roads with snowpack on the lane lines to having snowpack across the roadways.</p>	
<p>FY 12 Budget Update- Pat Saffo</p>	<p>The TC distributed \$49.2 million in contingency funds for FY 11, leaving \$50 million in contingency funds available. The TC decided last month on the following allocation:</p> <ul style="list-style-type: none"> • \$7 million to Road Equipment • \$32 million to the Regional Priority Program (RPP) • \$10.2 million to Surface Treatment Program <p>The TC also needed to make up about \$49.6 million in the FY 12 budget and decided on the following cuts:</p> <ul style="list-style-type: none"> • Reduced RPP \$15 million to \$10 million • Reduced contingency by \$5.8 million to \$10 million • Reduced surface treatment by \$28.8 million to \$148.6 million 	<p>No action taken</p>

	<p>As you can see the TC elected to distribute FY 11 contingency funds to some of the same places (RPP and Surface Treatment) that they had to reduce in FY 12.</p> <p>Vince Rogalski: As you recall STAC recommended last month that the cuts be taken proportionally out of the categories under consideration. This recommendation was delivered to the TC, although they decided to focus the cuts elsewhere.</p> <p><i>Handouts: FY 12 Draft Budget Scenario, Regional Distributions FY 11</i></p>	
<p>Bridge Enterprise Status Report- Pam Hutton</p>	<p>At the time of the passage of FASTER legislation in 2009 there were 128 bridges on the poor list. The TC designated these bridges the priority bridges for funding with FASTER Bridge funds. Of the 128, construction is complete on 21, 19 are currently under construction, 2 are designed and waiting for advertisement, and 28 currently being designed. This leaves 58 bridges remaining with work yet to commence on.</p> <p>Ben Stein and I traveled to San Francisco to make presentations to two bond rating companies. We hope to be able to issue bonds within the next month. We are looking at a first issuance of about \$300 million, followed by \$200 million in 2012, and another \$200 million in 2014. This is just a plan at this point and has not yet been approved by the Commission. This is a good time to proceed with interest rates at an all time low.</p> <p>There were some questions raised by DRCOG at the last STAC meeting. We are planning on providing a presentation to the DRCOG Board next Wednesday night.</p> <p>The FASTER bridge projects will be partially funded through bond proceeds, and partially "pay as you go."</p> <p>Question- Craig Casper: Will additional bridges be added to that 128 as additional bridges deteriorate?</p>	<p>No action taken</p>

	<p>Pam Hutton: The Commission is focusing initially on the 128 bridges, although bridges will continue to be added to the poor bridge list.</p> <p>Question- Vince Rogalski: Is there any movement in the discussion of how to address the I-70 viaduct?</p> <p>Pam Hutton: We need to finish the EIS first in order to identify what will be built. We will write a decision document based on the funding that we can reasonably expect.</p> <p>Steve Rudy: Step one is completing the final EIS. Within the fiscally constrained long-range plan in the DRCOG area we have identified about \$250 million as being available between now and 2035 for the I-70 viaduct. The no-build alternative, which is actually rebuilding the viaduct in its current place, will cost \$600-\$700 million.</p>	
<p>Plan Amendment and Regional Transportation Plans- Michelle Scheuerman, Steve Rudy & Bill Moore</p>	<p>A few months ago we discussed the roles and responsibilities of the STAC and one of your key responsibilities is to review and comment on the MPO Plans and to ultimately provide recommendation to the TC on the adoption of the Statewide Plan, or in the current case an amendment to the Statewide Plan. Traditionally, the MPOs have presented briefly on their plans prior to their public release. DRCOG's Plan will be released today, and PACOG's later this month.</p> <p><i>DRCOG- Steve Rudy & Fred Sandal</i></p> <ul style="list-style-type: none"> • Plan released for public review today (http://drcog.org/index.cfm?page=December152010PublicHearing) • Key aspect is the incorporation of sustainability • Board developed sustainability goals and new policies and action strategies • Other major aspect is looking at fiscal constraint- amount of funding available for system preservation is a little less than in previous plan, but all of the roadway and transit capital improvements already in the RTP were retained. • \$40 billion shortfall between needs and amount of revenue available 	<p>No action taken</p>

	<ul style="list-style-type: none"> • Federal partners are comfortable with “reasonable anticipation” that there will be a successful sales tax increase to deliver the FasTracks program by 2020. If that doesn’t happen, the plan will be amended. <p><i>PACOG- Bill Moore</i></p> <ul style="list-style-type: none"> • Parts of the plan are available on the PACOG website (www.pacog.net). • PACOG is completing a plan amendment, rather than a plan update. • Chapters 1, 2, 4 and relevant appendices have been posted. • Additional chapters will be posted in the coming weeks. • Chapter 3- Environmental • Chapter 4- Economics and Demographics- update revealed that changes since 2035 have not been significant enough to alter current long-range projections. • Chapter 5- Transit Plan- will be posted next week • Chapter 8- Unconstrained Plan- being posted today • Chapter 9- Fiscally Constrained Plan- projects and revenue forecast will be posted next week. • Chapter 10- Emerging Trends- will be posted before Thanksgiving • Executive Summary- will be posted before Thanksgiving • Plan amendment is set for adoption at the end of January. • Release of parts of the plan began on November 4. PACOG has a 77 day window for public review and comment. • The first public open house on the plan amendment will be held on December 8. 	
Other Business	None.	No action taken