

**Transportation Commission of Colorado**  
**Regular Meeting Minutes**  
**April 17, 2014**

**Chairman Doug Aden convened the meeting at 11:05am in the auditorium of the headquarters building in Denver, Colorado.**

PRESENT WERE: Doug Aden, Chairman, District 7  
Shannon Gifford, District 1  
Ed Peterson, District 2  
Gary Reiff, District 3  
Kathy Gilliland, District 5  
Kathy Connell, District 6  
Sidny Zink, District 8  
Les Gruen, District 9  
Bill Thiebaut, District 10  
Steven Hofmeister, District 11

EXCUSED: Heather Barry, District 4

ALSO PRESENT: Don Hunt, Executive Director  
Scot Cuthbertson, Deputy Executive Director  
Gary Vansuch, Director of Process Improvement  
Debra Perkins-Smith, Director of Division of Transportation  
Scott McDaniel, Acting Chief Engineer  
Heidi Humphreys, Director of Admin & Human Resources  
Barb Gold, Audit Director  
Amy Ford, Public Relations Director  
Soctt Richrath, CFO  
Herman Stockinger, Director of Policy and Government Relations  
Mike Cheroutes, Director of HPTE  
Mark Imhoff, Director of Division of Transit and Rail  
Darrell Lingk, Director of the Office of Transportation Safety  
Tony DeVito, Region 1 Transportation Director  
Tom Wrona, Region 2 Transportation Director  
Dave Eller, Region 3 Transportation Director  
Johnny Olson, Region 4 Transportation Director  
Kerrie Neet, Region 5 Transportation Director  
Kathy Young, Chief Transportation Counsel  
John Cater, FHWA  
Vince Rogalski, Statewide Transportation Advisory Committee (STAC)

AND: Other staff members, organization representatives, the public and the news media

An electronic recording of the meeting was made and filed with supporting documents in the Transportation Commission office.

## **Audience Participation**

Chairman Aden recognized Ron Youngman to speak.

Ron Youngman stated that he was from the American Concrete and Pavement Association and thanked the Commission for the opportunity to speak. He congratulated both CDOT and the Commission on a project that won national acclaim: Highway 85 in Greeley in Region 4. He stated that he had awards from the national association to be presented to CDOT, one for staff office HQ and one for Johnny Olson to hang in the Region 4 HQ building. He then presented those awards to Chairman Aden and to Johnny Olson, respectively. He stated that jobs only get done this well due to the great staff at CDOT. He stated that those great projects were built in 2012. One of the new ride incentives was involved in the project, and it is one of the most difficult ride quality standards in the country. The job earned incentive because it achieved an average HRI of 53, and everything below 58 is an incentive. He also congratulated the contractor Castle Rock Construction.

He stated that he also had awards for CDOT HQ because the regions already received their awards, both for I-70B, the business section of I-70 in Grand Junction, and I-70 through Glenwood Canyon. The resurfacing has been difficult in that canyon, and the region developed a solution using a concrete pavement that will last for 30 years. He again thanked everyone for their work on three excellent projects.

Chairman Aden congratulated Regions 3 and 4 and thanked the contractors who worked on those jobs.

## **Individual Commissioner Comments**

Commissioner Hofmeister stated that on April 10, 2014, he attended a telephone town hall in Sterling that was well received. Through the evening, more than 3000 people called in, and it seemed to be a success.

Commissioner Reiff stated that he has had various conversations members of the executive committee of DRCOG, which have all been positive and productive.

Commissioner Thiebaut stated that he supports all the efforts undertaken to recognize the National Work Zone Safety Awareness Week for drivers and for maintenance workers. He stated that one of the documents stated "Expect the Unexpected." At any time, anyone of us could be part of or a casualty of work zone driving. He stated that even as he drives back and forth from Pueblo, he can find himself in Colorado Springs without realizing it, demonstrating how easy it can be to become distracted while driving. It is a good wake up call for all of us to pay attention and drive as safely as we can for our benefit, other motorists benefit and for our workers.

Commissioner Connell stated that she attended the STAC meeting on April 11, 2014. She stated that she was pleased with the excellent staff presentations and that her and Chairman Aden's attendance meant a lot for communication with the STAC. She stated that she does not know if it would work but suggested that maybe the STAC meeting could be closer to the Transportation Commission meetings. She would love to attend but making repeated trips in one week is difficult from the more rural

areas. She was glad to hear the status report on the staff member and a contractor who were injured during avalanche mitigation. She stated that so many CDOT workers put their lives in jeopardy sometimes to keep the highways and roads safe for the rest of us. She stated that she appreciated their efforts, their risks and other unknown happenings like this. She wished them both speedy recoveries. She stated that she will be attending the May 13 telephone town hall and hoped for as good attendance on the phone as the other areas have.

Commissioner Zink stated that she attended the San Luis Valley telephone townhall on April 8, 2014. It was well attended, and it is a terrific way to get a lot of people listening if not participating. The questions that came from the callers ran the gamut from policy to individual intersections. She stated that they had the right crew of people to help with responses, especially Kerrie Neet. She stated that she is looking forward to the upcoming telephone townhall in Durango for Southwest Colorado. She stated that she had an opportunity to attend the Club 20 spring conference in Grand Junction, which allowed her the opportunity to drive across Red Mountain Pass, where the rockfall occurred earlier in the year. She stated that this reminded her what a tragedy that could have been. It is an inconvenience but not a tragedy.

Chairman Aden stated that in the last month he met with the board of the Mesa County and Grand Valley MPO, and those were good discussions. He stated that he also attended the STAC meeting on April 11. He commended all members of the STAC and the staff of DTD and the Budget Office. The staff spent significant time answering all the questions and concerns of the STAC and the MPOs. In the last month, a lot of progress has been made, and there are ongoing discussions planned to build that dialogue. He stated that with Vince Rogalski and Dave Eller he attended the Gunnison Valley telephone townhall. He stated that he believes this is a terrific way to expand CDOT's outreach on the long range plan. Over 2200 people called in and stayed on the line an average of 14 min, which was longer than average according to the consultant. He stated that in prior planning cycles, they would have public meetings that would be attended by 10 or 15 people. CDOT's ability to reach out with the telephone townhalls is a great idea and should be incorporate into public outreach plans in the future. He stated that tomorrow he, along with Don Hunt and John Cater, would attend the ribbon cutting for the first diverging diamond interchange in the state of Colorado in Grand Junction.

### **Executive Director's Report**

Executive Director Hunt stated that reorganization took place at CDOT during the first week of April, and one of the most important parts of that is for the first time CDOT has a distinct Director of the Maintenance Division. He congratulated Kyle Lester on being the first person hired to that position. He stated that there was very successful summit a week ago in which 200 CDOT project engineers and business managers, everyone involved in project delivery, learning how program management will work. It helped answer questions about how that will happen in terms of working on cash financing. He thanked Scott McDaniel and Michelle Malloy for organizing that.

He stated that there was great meeting with the MPOs and with the STAC on cash financing and RAMP. There a good discussion about STIP-ing and TIP-ing. CDOT has to make those processes sync up better so that the expectations of the regional

partners are met. He thanked employees from DTD, including Deb Perkins-Smith and Sandi Kohrs, as well as from Budget, including Maria Sobota and Scott Richrath for their work on those presentations. He stated that people went away much more comfortable with the direction CDOT is headed with cash financing.

He stated that a big hurdle was passed on the I-70 Denver project. There has been a lot of business support on the partially covered and lowered (PCL) alternative, and the support of Mayor Hancock. Now CDOT has the support of the vast majority of the Denver City Council with a proclamation supporting the PCL option. This was a big milestone for that project and will allow CDOT to begin to engage the construction community on how to best go forward with the delivery of that project. He thanked Rebecca White, Kirk Webb and Tony DeVito for the excellent work there.

Mark Imhoff mentioned this morning that Great Western with CDOT's help received a \$1.65 million disaster recovery grant for repairs on their rail line. Mark and Great Western received \$1.65 million out of a total \$1.8 million available federally for disaster recovery in that category.

He congratulated Amy Ford and her group because they received the Colorado PR Team of the Year from the PR Society of America.

### **High Performance Transportation Enterprise (HPTE) Director's Report**

Michael Cheroutes stated that the HPTE Board has a good four hour planning retreat on April 16, 2014. For the first time in several years the Board had an opportunity to discuss some visioning issues regarding what they expect to be dealing with over the next four or five years. They discussed sustainability, staffing and organizational issues. They had a frank discussion about the role of the HPTE Board in relation to the Transportation Commission and moving forward with strategic transportation projects. Overall it was a good session.

He stated that the one substantive matter he wanted to report on was a bill introduced on April 16, 2014, to the legislature. The bill concerns transparency with the HPTE. Kurt Morrison has been working hard on this. The bill makes very few changes that HPTE would not have made on its own after the US36 transaction. It builds in opportunity for more public hearings on projects financed through HPTE. The Board is affected in that the Executive Director of CDOT is now an *ex officio* member of the HPTE Board, which probably should have happened in the first place. The one change that does affect the Transportation Commission is that the members of the Commission who are appointed to the HPTE Board in the future will be subject to Senate confirmation.

There are very few new limitations on the business terms of concession agreements that the HPTE can enter into. The first is a 35 year limit on the term of concession agreements, which is a condition the HPTE would have gone to, even without the bill. There is a limitation with respect to expanded non-compete agreements. There is a prohibition on paying compensation to private concessionaires for routine interruption in their service or revenue flow. By and large, the legislation is a confirmation of the legislature's acknowledgement that these agreements will be necessary under certain circumstances.

Before moving onto the FHWA report, Chairman Aden recognized Commissioner Gifford for her work on the I-70 Resolution from the City of Denver. He stated that they all appreciated her effort and wanted to acknowledge it.

### **FHWA Division Administrator Report**

John Cater stated that one of the key initiatives of MAP-21 was performance management concept and moving toward that as a way to manage programs. The proposed rules are starting to come out on that. Every few weeks, they roll out various new rules and aspects of that. He encouraged CDOT staff to comment on those, both positive and negative. If anyone has suggestions on ways to improve it, they also want to see that. That process will be continuing through the summer.

He complimented the people involved in the program management summit and the STAC meeting. Those were both very effective in conveying the message about program management. He stated that he has gotten positive feedback from those presentations. It was a job well done.

He stated that he attended the Regional Western Division Meeting in Idaho. There is a continued FHWA focus on inactives and trying to be as effective as possible at using the money that is available. As of the end of March, Colorado's inactives were at 0.1% which is only a handful of projects. That is great progress. He thanked Scot Cuthbertson, Scott McDaniel, Scott Richrath and their teams for such an accomplishment. It shows that CDOT is doing a good job with the resources and finances available.

He stated that he is looking forward to attending the ribbon cutting for the diverging diamond interchange in Grand Junction. It is a great concept and has worked well in places it has been implemented around the country. He hopes it becomes a model for the rest of the state.

Chairman Aden stated that the interchange has been functioning for quite some time and has been well received. He stated that he thinks it is a great project.

### **STAC Report**

Vince Rogalski stated that the STAC met on April 11, 2014. He stated that they had a great meeting with good information. He thanked Deb Perkins-Smith and Scott Richrath for making those presentations that answered the questions that STAC had. Some of the concerns that were brought up included the perception that there is more centralization happening in regards to where the planning is taking place. This is a year of change, and people have gotten confused among all the changes. There needs to be more and continued communication in the midst of these changes.

He stated that STAC had questions about risk management and which risks are being looked into. Some of the planning for RAMP could provide savings, which would allow more things to be done with less money. There is a greater understanding of what is happening with the STIPs and TIPs. The contracting process need to be improved so that it does not take so long to get the projects started. One of the things is that they need a better picture.

He stated that STAC recommends that when the budget is presented for the fiscal year, including the budget for RAMP, flood relief and any other particular things all on one sheet with the total to the side. This way it is easy to see how much money is being spent from various categories on any particular item. This would help to relieve some of the confusion. With all the additional information, STAC recommended approval after the fact for the FY'2015 budget. The STAC wanted to ensure that the Transportation Commission understand that STAC was not comfortable approving the budget without all necessary information.

He stated that STAC then discussed the formulas for various aspects. He stated that all the formulas, except FASTER and RPP, were recommended for approval. There were questions about types of treatment on low volume roads and high volume roads and the effects that would have. There is a greater understanding of cash expenditure for the STIP. STAC then reaffirmed their position on recommending the formula for RPP. In looking at the 45-40-15 formula that was maintained by the Commission for a long time, they began looking at what some of those indicators really do. They looked at VMT as a direct indicator of highway usage, making it a very strong element to be included in the formula. They looked at lane miles because they reflect the state as a state transportation system. They looked at truck miles because trucks transport everything we buy at some point on the highways, so truck VMT is very important. When the STAC wrestled through many options, they stated that they needed to maintain lane miles and truck miles in the formula but needed to look further at VMT. Population is not a direct indicator of highway usage; it is an indirect surrogate. In the spirit of compromise, STAC agreed a division of 25% VMT and 20% population could probably be supported. He stated that he has had feedback from across the Western Slope and other places that they would be willing to live with that compromise but that they were not willing to live with the staff recommendation of 50% population. The STAC reaffirmed their recommendation of 25-40-15-20.

STAC continued to have a presentation from David Krutsinger about the advanced guideway interconnectivity studies. Since the other discussions pushed STAC late, it was a very short presentation.

STAC also had a short discussion about what was happening the legislature.

He then thanked Chairman Aden and Commissioner Connell for attending the meeting and listening to the discussions.

### **Act on Consent Agenda**

Chairman Aden entertained a motion to approve all the items on the Consent Agenda. Commissioner Connell moved to approve all items on the Consent Agenda, and Commissioner Gilliland seconded the motion. Upon vote of the Commission, the vote passed unanimously.

### **Resolution #TC-3152**

BE IT HEREBY RESOLVED, that the Transportation Commission's Regular Meeting Minutes for March 20, 2014, are approved as published in the official agenda of the April 16 & 17, 2014, meeting.

**Resolution #TC-3153**

**Resolution Number TC-3153**

Further Instructing the Department to submit applications for projects under the USDOT TIGER VI Discretionary Grant program

**Approved by the Transportation Commission on April 17, 2014**

**WHEREAS**, on February 24, 2014 the U.S. Department of Transportation (USDOT) published a notice of funding availability in the Federal Register for the Transportation Investment Generating Economic Recovery Discretionary Grant Program (also known as TIGER VI); and

**WHEREAS**, applications for the TIGER VI discretionary grant program must be submitted to the U.S. Secretary of Transportation by April 28, 2014; and

**WHEREAS**, the USDOT's consideration of TIGER VI discretionary grant applications will be based on state of good repair, economic competitiveness, quality of life, environmental sustainability, and safety as primary selection criteria; and

**WHEREAS**, the Colorado Department of Transportation (CDOT) staff evaluated and analyzed potential projects for the Department to submit under the TIGER VI discretionary grant program; and

**WHEREAS**, the Transportation Commission, on March 20, 2014 approved 3 capital projects and 2 planning projects for application under the USDOT TIGER VI program; and

**WHEREAS**, CDOT staff gave further consideration of what types of planning projects will make a competitive application for this round of TIGER; and

**NOW THEREFORE BE IT RESOLVED**, the Department is instructed to submit an application for the following additional project under the USDOT TIGER VI Discretionary Grant program:

- Planning Project: I-270 Planning & Environmental Linkages Study

**NOW THEREFORE BE IT FURTHER RESOLVED**, the Transportation Commission understands that the U.S. Bike Routes Plan for Colorado that was approved to be submitted for TIGER consideration will not be submitted.

Herman F. Stockinger III  
Herman Stockinger, Secretary  
Transportation Commission of Colorado

5-6-14  
Date

**Resolution #TC-3154**

**Resolution #TC-3154**

Addendum to Fiscal Year 2014 over \$50,000 project list approval

**Approved by the Transportation Commission on: April 17, 2014**

**WHEREAS**, under Senate Bill 98-148, public projects supervised by the Colorado Department of Transportation (CDOT) are exempt from the requirements of the "Construction Bidding for Public Projects Act;" and

**WHEREAS**, Section 24-92-109, Colorado Revised Statutes, as amended, requires CDOT to prepare cost estimates for projects to be undertaken by CDOT maintenance crews that exceed \$50 thousand, but are less than or equal to \$150 thousand for submission to the Transportation Commission for review and approval; and

**WHEREAS**, CDOT staff have prepared cost estimates for these additional projects to be done in Fiscal Year 2014 as detailed in the memorandum entitled; Addition to the FY 14 approved over \$50,000.00 project list dated January 6, 2014; and

**WHEREAS**, the funding for these projects are contained in the Fiscal Year 2014 Budget.

**NOW THEREFORE BE IT RESOLVED**, the Transportation Commission has reviewed the cost estimate, as contained in the official agenda, and approves CDOT Maintenance Forces undertaking the project therein.

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Region 4 – Greeley				
Highway	Begin MP	End MP	Type	Estimated Cost
52	56.35	60.7	Overlay	\$148,735
85L	291	296	Overlay	\$149,460
257	7.6	8.9	Overlay	\$148,650
257	131.5	133	Overlay	\$142,400
138A	24.3	29.3	Overlay	\$149,300
14C	223	223.5	Overlay	\$139,717
59	65	66	Overlay	\$150,000
119B	45.1	46	Overlay	\$149,200
170A	0	2.8	Overlay	\$148,960
24G	364.6	367.6	Overlay	\$148,750
24G	370.6	373.6	Overlay	\$145,500
			<b>Region 4-Greeley Total</b>	<b>\$1,620,672</b>

Region 3 – Craig				
Highway	Begin MP	End MP	Type	Estimated Cost
40A	138.70	139.21	Skin Patch	\$148,104
40A	161.00	162.00	Skin Patch	\$145,200
40A	190.00	190.50	Skin Patch	\$78,650
125A	30.10	31.2	Skin Patch	\$146,410
125A	41.50	42.00	Skin Patch	\$66,550
14A	18.00	18.83	Skin Patch	\$141,110
14A	32.00	32.5	Skin Patch	\$84,700
40A	125.30	126.3	Skin Patch	\$145,250
325A	8.30	9.2	Skin Patch	\$145,200
13B	102.30	103.8	Skin Patch	\$149,375
13A	15.30	16.20	Skin Patch	\$141,625
40A	74.00	74.7	Skin Patch	\$118,580
40A	107.60	108.25	Skin Patch	\$136,327
			<b>Region 3 – Craig total</b>	<b>\$1,647,081</b>
			<b>State Total</b>	<b>\$3,620,672</b>

Sufficient funds exist within the appropriate MPA's to pursue these projects. The projects are in accordance with the directive and all other requirements.

Herman J. Stockinger III  
Herman Stockinger, Secretary  
Transportation Commission of Colorado

5-6-14  
Date

**Discuss and Act on the 11<sup>th</sup> Supplement to the FY2014 Budget**

Scott Richrath stated that he would touch on a few items specifically because there are multiple moving pieces in this month's supplement. The first item came before the Commission as a walk on. He stated that they are still working through program management procedures and processes. He thanked the regions and the RTDs for their patience during that process. He stated that this request came to his attention late in the game, but that they had been working on it since early April. There has been an uptick in surface treatment prices. There is a project from Region 2 with more than the 15% PD703 limitation, which requires Commission approval in order to move ahead with the project.

He stated that over the last several months, he had been drawing a line in the supplemental package showing what might continue to come to the Commission under a new policy directive and what might become an informational item on a quarterly or a monthly basis going to forward under a new policy directive. Items like rockfall mitigation and RPP will still require individual project approval, which makes them above the line. A RAMP project also needs an individual approval. Some projects below the line may move above the line based on comfort level, risk and other factors that may or may not merit delegation authority.

A \$32 million project on I-25 Lincoln Avenue to County Line Road has a lot of different funding sources. It has five or six different funding sources, some of which would require project approval under a new PD and some which would not. It also has other funding sources where the Commission would never actually see the project list.

He stated that for the third consecutive month Scott McDaniel and himself came to the Commission requesting snow and ice contingency. The Commission sets aside \$10 million per year for snow and ice contingency. A large portion of that was used in February, and the rest was used during March. In March the regular Commission contingency was then used. This month the entire request will come out of Commission contingency because the snow and ice contingency is gone. This sets an all-time record for CDOT financially for snow and ice removal at \$72.3 million. This is before the recent snowfall, so it is likely another request will be made next month.

He stated that there was an informational item because less than \$1 million is being moved from capital. It is related to the ongoing work at the Office of Information Technology and some technology services that will be provided in a different leased or capital repayment plan.

If the Commission adopts the supplement packet as is, the contingency will go to \$80 million. He stated that he committed to Director Hunt that he will provide a contingency workshop to explain the ins and outs and what that money might go toward. A large part of that could be emergency relief state match to FHWA on those corridors where a state contribution is required.

He stated that at the Commission's request, the RAMP projects are provided in the green-yellow-red formats. He stated that red is not dead, it is only under further staff development. Black projects have been removed from the program.

Commissioner Gilliland stated that she appreciated the format of the RAMP project sheets so that the Commission could see the status on all the projects.

Chairman Aden entertained a motion to approve the eleventh supplement to the FY14 budget, including the walk on item from Region 2. Commissioner Hofmeister moved to approve the resolution, and Commissioner Zink seconded the motion. Upon a vote of the Commission, the resolution passed unanimously.

### **Resolution #TC-3155**

BE IT SO RESOLVED, That the Eleventh Supplement to the Fiscal Year 2013-2014 Budget be approved by the Commission.

### **Discuss and Act on a Resolution to Approve Distribution Formulas**

Deb Perkins-Smith stated that she was asking for approval for the allocation methodologies for some of the programs. RPP and FASTER-Safety will be addressed next month. This month they are requesting approval for STP-Metro, Metro-Planning, TAP and CMAQ. This is to start in 2016, and these formulas are used for planning purposes as part of the statewide plan as well as the STIP.

Chairman Aden entertained a motion to approve the resolution for allocation methodologies for the formula programs. Commissioner Connell moved for approval, and Commissioner Gruen seconded the motion. Upon a vote of the Commission, the resolution passed unanimously.

## **Resolution # 3156**

### **Resolution #TC-3156**

FY 2016 – 2040 Program Distribution Allocation Methodologies for Formula Programs  
Transportation Commission of Colorado

### **Approved by the Transportation Commission of Colorado on April 17, 2014**

**WHEREAS**, the Colorado Transportation Commission (the Commission) has statutory authority pursuant to §43-1-106 to approve, accept, and amend various planning documents resulting from Section 135 Title 23 of the U.S.C. and §43-1-1101 through 1105 C.R.S.; and

**WHEREAS**, the Commission adopts long range Program Distribution assignment of anticipated state and federal transportation revenues for use in development of the federally required Statewide Transportation Plan and Regional Transportation Plans; and

**WHEREAS**, a forecast of revenues upon which Program Distribution is based was adopted by the Commission in April 2013 (TC Resolution 3070); and

**WHEREAS**, the Commission adopted Program Distribution to reflect planned levels of funding to various programs based on the limited revenue expected for the period 2016-2040 on February 14, 2014 (TC Resolution 3139); and

**WHEREAS**, the Commission recognizes that future fund receipts may vary from these estimates, and that the assignment of funds reflected in Program Distribution is for planning purposes and does not represent a future funding commitment, and that the annual CDOT budget may vary from Program Distribution; and

**WHEREAS**, the Commission, as part of Program Distribution, also adopts allocation methodologies for certain programs allocated by formula; and

**WHEREAS**, federal statute requires the obligation of a portion of Surface Treatment Program (STP) funds in Urbanized Areas with a population greater than 200,000 (Transportation Management Areas (TMAs)) on the basis of population; and

**WHEREAS**, federal statute requires the allocation of Metropolitan Planning (Metro-PL) funds on the basis of a formula developed by the State DOT, in consultation with the MPOs, and approved by the FHWA Division Administrator; and

**WHEREAS**, federal statute requires that 50% of Transportation Alternatives Program (TAP) funds be obligated in certain population categories on the basis of population, including to Urbanized Areas with a population greater than 200,000 (TMAs); and

**WHEREAS**, the Commission elects to allocate by formula the TAP funds remaining after allocation to TMAs to the CDOT Regions; and

**WHEREAS**, federal statute requires that Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds be spent in air quality non-attainment or maintenance areas, or natural gas refueling stations or electric vehicle charging

stations at any location in the state; and

**WHEREAS**, a statewide CMAQ funded Colorado Energy Office (CEO) natural gas station/electric vehicle charging station program in Fiscal Years (FYs) 14-17 was approved by the Commission in December 2013 (TC Resolution 3120); and

**WHEREAS**, the Commission elects to allocate by formula remaining CMAQ funds to the eligible recipients (MPOs and TPRs or to CDOT Regions for PM-10 areas) in air quality non-attainment or maintenance areas; and

**WHEREAS**, the FY 2016-2040 Program Distribution allocation methodologies for these formula programs for use in the next Statewide Transportation Plan and the next Statewide Transportation Improvement (STIP) are as follows:

- 1) **Surface Transportation - Metro (STP-M):** Pursuant to federal statute, based on population of Urbanized Areas with a population greater than 200,000;
- 2) **Metropolitan Planning (Metro-PL):** Based on population of Urbanized Areas over 50,000, with a minimum dollar base of \$330,000 (federal and local) for Grand Valley MPO and \$350,000 for PACOG, as agreed by CDOT and MPOs and approved by FHWA;
- 3) **Transportation Alternatives Program (TAP):** 50% of funds based on population pursuant to federal statute; and 50% of funds based on 45% VMT / 40% Lane Miles / 15% Truck VMT;
- 4) **Congestion Mitigation and Air Quality Improvement Program (CMAQ):** Off the top funds to statewide CEO program in FYs 14-17, with remaining funds allocated 80% to Ozone areas, 15% to CO areas, and 5% to PM-10 areas with a minimum base for each rural recipient of \$200,000 (federal and local) (if minimum base is reached, PM-10 funds are split 50% to urban recipients and 50% to rural recipients), with allocations to Ozone and CO areas based on 75% population and 25% on and off-system NHS VMT; and

**NOW THEREFORE BE IT RESOLVED**, that the Commission approves the FY 2016 – 2040 Program Distribution allocation methodologies listed above for formula programs for use in developing the 2016-2040 Statewide Transportation Plan, Regional Transportation Plans, and to guide the development of the 2016 STIP.

**FURTHER BE IT RESOLVED**, that the Commission will periodically review the fund allocations that are directed by TC decision to ensure the effectiveness of the use of funds and the Commission reserves the option to alter the allocation of those funds.

  
Herman Stockinger, Secretary  
Transportation Commission of Colorado

5-6-14  
Date

## **Other Matters**

Chairman Aden stated that there were no other matters to come before the Commission.

## **Acknowledgements**

Gary Vansuch stated that the FASTER legislation created a new standing committee: the Committee for Efficiency and Accountability. The E&A Committee brought together key CDOT people with experts from the private sector and other constituencies across Colorado “to maximize the efficiency of the department and allow for increased investment in the transportation system over the short, medium and long term.” For any new endeavor, people with perseverance and determination are needed. The committee needed pioneers when it was new and different. CDOT was fortunate to find these people. He state that there were four people from the private sector that he wanted to recognize as those pioneers. These people began the committee when no one if it could achieve its mission. These four people are Bill Widenour, Bob Sakaguchi, Dan Owens, and Mary Beth Baker-Lewis. Mary Beth Baker-Lewis from the Free Ride Transit System in Breckenridge is the only one who was able to join us for this recognition today. She is here with her son Kelly. Mary Beth was not only a member of the E&A Committee but she also served twice as its chair including as founding chair, a leader among those pioneers. It is truly difficult to properly recognize all these folks have given so much CDOT, but he stated that he hoped these few words and the plaques presented today can help make that recognition real.

Chairman Aden thank Mary Beth Baker-Lewis for her service to CDOT. He stated that traveling from Breckenridge to Denver for meetings is not always easy, but that CDOT was very grateful for her contributions. He asked Gary Vansuch to pass the Commission’s thanks onto the other members of the E&A Committee.

## **Adjournment**

Chairman Aden announced that the meeting was adjourned at 11:49am.