



**Minutes
of the
Transportation Advisory Committee
December 15, 2005
PPACG Conference Room**

1. Call to Order / Establish a Quorum / Introductions

Mr. Buttery called the meeting to order at 1:35 p.m., a quorum was established and introductions were made. In attendance were:

MEMBERS PRESENT

Mr. David Buttery, Chairperson
Ms. Sally Payne
Ms. Wendy Pettit
Mr. George Sugars
Ms. Janet Stephens
Mr. Scott Stevens
Mr. Craig Blewitt

REPRESENTING

City of Woodland Park
CDOT
CDOT – Region 2
El Paso County DOT
El Paso County Planning
City of Fountain
City of Colorado Springs

GUESTS

Mr. Andre’ Brackin
Ms. Jude Willcher
Ms. Beth Hustad
Mr. Rob MacDonald
Ms. Mary Frye
Mr. Craig Casper
Mr. Warren Whiteaker
Mr. Ken Prather
Ms. Corinne Donahue

El Paso County DOT
City of Colorado Springs
City of Colorado Springs
PPACG
PPACG
PPACG
PPACG
PPACG
City of Colorado Springs –
Mountain Metropolitan Transit

2. Agenda Approval

A motion was made by Mr. Stevens to approve the agenda. The motion was seconded by Mr. Blewitt and passed unanimously.

3. Public Comments

No Public Comments.

4. Approval of Minutes

A motion to approve the minutes as written was made by Mr. Sugars and seconded by Mr. Stevens. The motion passed unanimously.

5. **Election of Officers**

A motion to approve maintaining the current set of officers as shown below was made by Mr. Stevens and seconded by Ms. Donahue. The motion passed unanimously.

| | |
|--------------------|----------------------------------|
| Mr. David Buttery | Chairperson |
| Mr. Scott Stephens | 1 st Vice-Chairperson |
| Mr. Craig Blewitt | 2 nd Vice-Chairperson |

6. **2005-2012 Transportation Improvement Program Amendment #12**

Mountain Metropolitan Transit requested \$40,000 of Federal STP-Metro funds to conduct a human services coordination study. The study will determine if the region is in compliance with SAFETEA-LU provisions and how best to coordinate transportation services offered by human services organizations. A motion was made by Ms. Donahue to approve this item and seconded by Ms. Stephens. The motion passed unanimously.

7. **Transportation Improvement Program Funding Policies**

PPACG has had an unofficial policy of not funding project cost overruns because these overruns are the responsibility of the sponsoring entity. The purpose of this policy is to prevent an entity from under-representing the cost of a project during the project selection process and then later asking for additional funds to fully fund the project.

Congress apportioned FY-2006 SAFETEA-LU monies and included earmarks within the apportionment. These earmarks sometimes circumnavigate the planning process by requiring money be given to projects even if they are not in the TIP.

Mr. Casper presented two draft policies to address these issues. They were:

Not One Penny Extra: Project cost overruns are the responsibility of the local entity and will not be funded with Federal funds.

No Earmarks: If an entity receives an earmark that is not truly additional funding, then that entity must give up funding on their projects in the TIP in an equal amount as required by the earmark.

Mr. Stephens made a motion, seconded by Mr. Blewitt, to approve the funding policies as stated. The motion passed unanimously.

8. **2005-2012 Transportation Improvement Program Amendment #13**

At the June 15, 2005 meeting of the PPACG Board of Directors, it was resolved that the SH 16/I-25 interchange is the top transportation priority for the Pikes Peak Region and will be funded. The SH 16/I-25 interchange is the connection between Powers Blvd and I-25 and is the primary entrance to Fort Carson. PPACG staff used the following key assumptions in developing the funding plan for this project:

1. The project is estimated at \$60,000,000 and will be constructed during calendar years 2007 and 2008.
2. With passage of Referendum C, it is assumed that the Colorado Legislature will fund Senate Bill 1 (SB 1), which provides State funds for transportation at \$100,000,000

- annually. The Transportation Commission's policy on incremental funds states 8.7% of these funds will be available for programming in the Pikes Peak Region through the 2007-2012 TIP;
3. The new Federal transportation legislation, SAFETEA-LU, contains earmarks for projects in the Pikes Peak Region. Funding for these projects represent fenced dollars to the Region and must be programmed by FY-2009.
 4. The project has received a separate Federal discretionary appropriation of \$1,250,000;
 5. The PPACG Board-approved 2007-2012 TIP policy to hold FY-2007 harmless is superseded by the Board's resolution regarding the SH 16/I-25 Interchange project;
 6. The PPACG Board approved off the top STP-Metro funding for the Transit Vehicles for Elderly and Disabled Transportation Services project through FY-2010; and
 7. Potential funding sources for the SH 16/I-26 Interchange project include:
 - a. Bridge-On and Off State Highway System,
 - b. CMAQ,
 - c. Congestion Relief,
 - d. Discretionary (Earmarks),
 - e. Regional Priorities,
 - f. SB 01, and
 - g. STP-Metro.

After considerable discussion, this agenda item was tabled until a special TAC meeting scheduled for Thursday, December 29 at 1:30 p.m.

9. 2007-2012 Transportation Improvement Program Update

A revised 2007-2012 TIP schedule showing the delay of the TIP was presented. Project sponsors were advised to obtain all necessary clearances and FHWA approval to proceed before June 30 as there will most likely be a TIP/conformity lapse.

10. Woodmen Road Project Funding

Ms. Stephens introduced Mr. Brackin with El Paso County DOT who is Project Manager for the Woodmen Road project. They stated El Paso County is ready to go to bid on this project and wanted to request that local, STP-Metro projects not be deleted because of the SH 16/I-25 Interchange project.

11. Transportation Director's Report

Mr. Casper reported applications for Safe Routes to Schools funds have been developed. They were being reviewed by Mr. Norton prior to being distributed statewide.

12. Subcommittee Report

Mr. Whiteaker reported TES has reviewed the enhancement applications and has developed a recommendation to TAC.

13. Member Entity Announcements

None

14. Action Items for Next Meeting

1. Mr. Casper stated there were two items: Scope and reduction of dollar's for Metro, CMAQ and Enhancement; and Powers and Woodmen.

2. Ms. Payne stated a reminder to Mr. Casper about the 2005 rollover and the software (amending the contract).

15. Adjournment

Mr. Casper moved the meeting be adjourned. The motion was seconded by Janet Stephens and unanimously approved. Chairperson Buttery adjourned the meeting at 3:35 p.m.



**Minutes
of the
Transportation Advisory Committee Special Meeting
December 29, 2005
1:30 p.m.
Pikes Peak Area Council of Governments Conference Room**

1. Call to Order / Establish a Quorum / Introductions

Mr. Buttery called the meeting to order at 1:30 p.m., a quorum was established and introductions were made:

MEMBERS PRESENT

David Buttery, Chairperson
Janet Stephens
George Sugars
Craig Blewitt
Sally Payne
Scott Stevens
Craig Casper

REPRESENTING

City of Woodland Park
El Paso County
El Paso County
City of Colorado Springs
CDOT DTD
City of Fountain
PPACG

GUESTS

| | |
|-----------------|--------------------------|
| Ann Skinner | CDOT DTD |
| Jennifer Powell | El Paso County |
| Jude Willcher | City of Colorado Springs |
| Kristin Bennett | City of Colorado Springs |
| Beth Hustad | City of Colorado Springs |
| Jason O'Brien | PPACG |
| Ken Prather | PPACG |

2. TIP Amendment #13 or SH 16 Funding Assumptions and Scenarios.

Mr. Casper explained the purpose of the meeting was to identify reasonable funds to add to the 2005-2010 TIP for possible use towards SH 16 and the Woodmen Rd./Powers Blvd. interchange. He reviewed the potential funding sources for SH 16 presented at the December 15 TAC meeting and identified which sources PPACG staff thought could reasonably be used. He explained that Colorado Senate Bill 1 (SB1) and House Bill (HB) 1310 funding levels were based on the Governor's proposed budget and the Transportation Commission's policy that 6.47 percent of incremental money would come to the Pikes Peak Region. The STP-Metro and CMAQ funding levels were CDOT's estimate of annual control totals. Mr. Casper said PPACG is charged with deciding a financial plan for TIPs based on reasonable assumptions of resources. He stated TAC was being asked if these assumptions were reasonable.

Possible SH 16 funding scenarios initially reviewed by TAC at its December 15 meeting were presented with CMAQ and STP-Metro funding corrected to reflect CDOT's new estimates. Mr. Casper also distributed three new scenarios based on CDOT's claim that SH 16 is not a strategic corridor project.

Mr. Blewitt reported that CDOT, Colorado Springs and the PPRTA must approve the use of CDOT's loan payback on SH 16.

CDOT's position that SH 16 is a connecting facility between Powers Blvd. and I-25, and not part of the Powers Blvd. strategic project, was explained by Ms. Skinner. She said SH 16 is not eligible for SB1 or HB1310 funds. She also said the Transportation Commission had already allocated \$12 million dollars of SB1 funds to maintenance so the revenue assumption is lower.

Ms. Skinner stated the assumption that PPACG would receive 6.47% of SB1 and HB1310 funds as incremental money was incorrect. Strategic corridor or 7th Pot projects/funds are not included in the Transportation Commission's policy on incremental funds because they were in existence before the policy was established.

Ms. Skinner pointed out that the collaboration between PPACG and CDOT on financial resources called for by Federal regulation takes place at the Transportation Commission level. She said if the resource assumptions presented at the meeting are placed in a TIP amendment, CDOT will not include the amendment in the STIP.

Mr. Casper stated that PPACG has a different interpretation of the Federal regulation.

Ms. Stephens reported El Paso County's Commissioners believed the PPACG Board resolution in June that SH 16 was the number one priority to be funded was based on an assumption of additional funds, not using existing funds. It was further suggested that the full impact to other projects of redirecting funds to SH 16 could not have been completely clear to the PPACG Board at the time the resolution was made. TAC members generally agreed that this could not be accomplished until a list of potentially affected projects was made known to the PPACG Board. Copies of the resolution were distributed and language was verified.

Several TAC members said they were uncomfortable about making a recommendation without further facts and detail. After lengthy discussion, Mr. Blewitt made a motion that "TAC recommends, with the assumptions that SH 16 is eligible under SB-1, and assuming the share of HB1310 and SB1 come to PPACG as shown in the Revenue Table (shown below), that SH 16 be funded as shown in Scenario 1 (see below); substituting DOD funds as available. TAC further recommends that DOD funds be pursued to the fullest extent possible. If SH 16 is not eligible for SB-1 and/or the revenues do not come to PPACG to the amount shown in Table 1, completion of the project requires redirecting funds currently programmed to other projects. The impacts on completing those projects would be significant." Mr. Stevens seconded the motion, and it passed unanimously.

| Revenue Table | | | | | | | COMMENTS |
|--|----------|----------|----------|----------|----------|-----------|--|
| | 2006 | 2007 | 2008 | 2009 | 2010 | TOTAL | |
| POSSIBLE REVENUES (all funds are FHWA only except TC Contingency, SB1, HB1310, DOD funds and loan payback). All funds expressed in millions. | | | | | | | |
| 1 SB 1 funds | 13.041 | | 9.018 | 10.445 | 12.768 | \$45.272 | state funds |
| 2 HB1310 funds | 9.229 | | 2.310 | | | \$11.539 | state funds. Includes \$5.216M from 05. |
| 3 TC Contingency | | 20.000 | | | | \$20.000 | state funds |
| 4 Bridge On | 0.240 | 0.240 | 1.600 | 1.600 | | \$3.680 | |
| 5 Bridge Off | | 0.196 | 0.196 | 0.196 | 0.196 | \$0.783 | |
| 6 Congestion Relief | | 0.751 | 0.788 | 0.829 | 0.876 | \$3.244 | |
| 7 Discretionary | 0.496 | 2.521 | 2.521 | | | \$5.539 | 2006 includes \$496K programmed in 05 |
| 8 CDOT loan payback to Co | 8.000 | | | | | \$8.000 | state funds |
| 9 RPP | 6.032 | 10.349 | 1.655 | 5.795 | 2.483 | \$26.314 | |
| 10 CMAQ | 1.477 | 5.026 | 5.309 | 5.360 | 5.528 | \$22.700 | does not include \$2,124K in 06 already transferred to FTA |
| 11 Metro | 4.930 | 6.216 | 6.566 | 6.627 | 6.828 | \$31.167 | |
| 12 Fort Carson DOD | | | 10.000 | | | \$10.000 | |
| TOTAL | \$43.444 | \$45.299 | \$39.963 | \$30.652 | \$26.679 | \$186.237 | |

| Scenario 1 | | | | | | |
|---|----------|----------|----------|----------|----------|----------|
| | 2006 | 2007 | 2008 | 2009 | 2010 | TOTAL |
| 1. Projects programmed in 06-10. All CDOT funds first, then local funds. Assume loan payback, SB1 and Assume earmark project paid for by RPP funds. | | | | | | |
| CDOT loan payback to Col. | | | | | | |
| 1 Springs | 8.000 | | | | | \$8.000 |
| 2 SB1 funds | 13.041 | | 9.018 | 10.445 | 12.768 | \$45.272 |
| 3 HB1310 funds | 9.229 | | 2.310 | | | \$11.539 |
| 4 Discretionary | | 1.250 | | | | \$1.250 |
| 5 TC Contingency | | | | | | \$0.000 |
| 6 Bridge On | | | | | | \$0.000 |
| 7 Bridge Off | | | | | | \$0.000 |
| 8 Congestion Relief | | 0.751 | 0.788 | 0.829 | 0.876 | \$3.244 |
| 9 RPP | | 10.349 | 1.655 | 1.691 | | \$13.695 |
| 10 CMAQ | | | | | | \$0.000 |
| 11 Metro | | | | | | \$0.000 |
| 12 Fort Carson DOD | | | | | | \$0.000 |
| TOTAL | \$30.270 | \$12.350 | \$13.771 | \$12.965 | \$13.644 | \$83.000 |

3. **TAC Adjournment.**

There being no further business to conduct, Chairman Buttery adjourned the meeting at 3:30 p.m.