



**Meeting Agenda of the
TRANSPORTATION ADVISORY COMMITTEE
August 16, 2018
1:30 p.m.
PPACG Lower Level Conference Room**

Agenda items marked with ☒ indicate that additional materials were included in packets mailed to members.
Please park in the large parking lot on the east side of the building and enter the east entrance to the lower level.

- 1. Call To Order / Establish A Quorum / Introductions**
- 2. Agenda Approval**
- 3. Public Comments** – For items not on the agenda
- 4. Approval of the July 19, 2018 Minutes** ☒
- 5. Board of Directors' Report – August Board Meeting**
- 6. Action Items**
 - A. PPACG TIP Flexible Funding Policy** ☒
Ken Prather, Transportation Planner
 - B. Request to Submit an LRTP Application Past the Deadline** ☒
Jennifer Valentine, Transportation Planner
- 7. Discussion Items**
 - A. LRTP Funding Categories** ☒
Jennifer Valentine, Transportation Planner
- 8. Member Entity Announcements**
- 9. Items for Future TAC Meetings**
- 10. Adjournment**



**Meeting Minutes of the
TRANSPORTATION ADVISORY COMMITTEE
July 19, 2018
1:30 p.m.
PPACG Lower Level Conference Room**

1. Call To Order / Establish A Quorum / Introductions

Mr. Brian Vitulli called the meeting to order at 1:46 p.m. and established a quorum. Introductions were made.

2. Agenda Approval

Mr. Brian Vitulli called for a motion of approval, Mr. Tim Roberts moved for approval of the agenda, seconded by Ms. Victoria Chavez. The motion carried unanimously.

3. Public Comments – There were none.

4. Approval of the June 21, 2018 Minutes

Mr. Brian Vitulli called for a motion of approval, Ms. Victoria Chavez moved for approval of the agenda, seconded by Mr. Tim Roberts. The motion carried unanimously.

5. Board of Directors' Report – June Board Meeting

Mr. John Liosatos reported there were four items of interest to this committee that were on the BOD agenda. The Unified Planning Work Program Amendment #2 was approved. The Small Area Forecast was approved.

Also the Transit Development Plan which is a CDOT effort for transit projects was approved. It is our plan and is a multi-modal plan. The BOD also heard a road priority discussion.

6. Action Items

A. PPACG TIP Flexible Funding Policy

Ken Prather, Transportation Planner, presented information about the TIP cost overrun policy. FHWA requested a change to show funds from a cancelled project must go back to PPACG and members asked that cancelled projects be allowed to go on the waiting list and that funds from cancelled projects may be allocated to projects based on project score.

Ms. Victoria Chavez called for a motion to recommend approval of the changes, seconded by Ms. Brandy Williams. The motion carried unanimously.

7. Discussion Items

A. CDOT Statewide Bicycle Plan

Betsy Jackson was the guest speaker on this program.

B. Obligation of Regional Projects

John Liosatos, Transportation Director, Colorado Department of Transportation (CDOT) and Federal Highway Division (FHWA) staff met with PPACG and local entity staff to discuss a significant amount of un-obligated federal funding in the PPACG program. It was explained that the normal federal process requires federal funds identified in the first year of a region's transportation improvement program (TIP) to be obligated in that year or be lost.

8. Member Entity Announcements

There were none.

9. Adjournment - Mr. Brian Vitulli adjourned the meeting at 2:50p.m.

DATE: August 16, 2018
TO: PPACG Transportation Advisory Committee
FROM: Ken Prather, Transportation Planner
SUBJECT: PPACG TIP Flexible Funding Policy Amendment

ACTION REQUESTED: Review & Recommend

Last month the Transportation Advisory Committee (TAC) reviewed and recommended changes to the TIP Flexible Funding Policy. The Committee's proposed changes are shown in red strikethroughs or underlining in Attachment 1.

This item was also presented to the Community Advisory Committee (CAC) with the TAC's recommendation. The CAC decided to table the agenda item until it had additional information and a chance for further discussion. The CAC would like representatives from the TAC to attend the next CAC meeting at 3:00 on Aug. 29.

PPACG staff and the TAC Chair decided not to present this item to the Board of Directors until CAC also had a recommendation. Although this is on the TAC agenda as an action item, the TAC is not being asked to change its recommendation.

ATTACHMENT

- 1) PPACG TIP Flexible Funding Policy

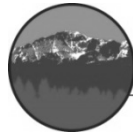
PPACG TIP Flexible Funding Policy

If a project is experiencing a cost-overrun, the project sponsor can address it by applying the following to the PPACG CAC, TAC and Board of Directors:

- Project sponsors may request to use local funds.
- Project sponsors may request adding additional money from unanticipated sources and project reconciliation.
- Project sponsors may request to change the scope of work for a project* (changing the scope of work cannot entail changing the inherent functionality/utility of a project).
- Project sponsors may request to cancel one of their own funded projects ~~and use those funds for cost overruns on a different one of their own funded projects~~ with remaining funds returned to the regional pool. Any entity needing funds for cost overruns may then request the use of these funds.*

PPACG has a waiting list of projects. This list consists of projects that did not score well enough to get into the TIP during the scoring process. The list of projects is ranked based on original project scores. After project cost-overruns are addressed, any remaining funds are applied to the projects on the waiting list with the highest scoring project eligible first.

*If a project sponsor cancels or changes the scope of a project, any remaining funds will go back into the regional pool of funds. If there are remaining funds, those funds will be applied to other projects in the TIP that are also experiencing cost-overruns. Those funds will may be allocated to projects based on their original score. This funding pool will be applied to project cost-overruns on a quarterly basis. ~~If a project is cancelled, it cannot go onto the waiting list.~~ The cancelled project is eligible for submission during the next call for projects.



DATE: August 16, 2018
TO: PPACG Transportation Advisory Committee
FROM: Jennifer Valentine, Transportation Planner
SUBJECT: Request to Submit an LRTP Application past the Deadline

ACTION REQUESTED: Review & Recommend

The Manitou Springs Metropolitan District is requesting to have a project considered for inclusion in the 2045 Long Range Transportation Plan. This request was received after the Call for Projects ended. At this time, the decision to allow this project to be considered is at the TAC's discretion.

ATTACHMENTS

None.



DATE: August 16, 2018
TO: PPACG Transportation Advisory Committee
FROM: Jennifer Valentine, Senior Transportation Planner
SUBJECT: LRTP Funding Categories

ACTION REQUESTED: Discussion

SUMMARY

For the past few Long Range Transportation Plans, PPACG has divided available funds into several categories, some with specific funding allocations. The allocations suggested for use in the 2045 plan (via the Call for Projects application instructions) are summarized below:

FUNDING CATEGORY	FEDERAL FUNDS
PPACG Bridge-Off (15% of STPBG)	\$33,503,139
PPACG Congestion Management (10% of STPBG)	\$22,335,426
Plans & Studies (\$500,000 of STPBG)	\$500,000
STPBG General	\$167,015,694
Transportation Alternatives (TAP)	\$27,528,781

The TAC is being asked to discuss and help decide whether the region would like to continue this allocation process and if so, whether these amounts are appropriate. PPACG staff believes that 23 CFR 450.324 (11) does not require the level of specificity currently being used in the financial plan (i.e. only system level planning is required). The allocations currently being used by PPACG are an additional requirement placed on the process by the region and therefore can be removed by the region if so desired.

A copy of the relevant federal regulations can be found in Attachment 1.

ATTACHMENTS

- 1) Text from 23 CFR 450.324 (11)

Text from 23 CFR 450.324 (11):

(11) A financial plan that demonstrates how the adopted transportation plan can be implemented.

(i) For purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain the Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53).

(ii) For the purpose of developing the metropolitan transportation plan, the MPO(s), public transportation operator(s), and State shall cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under §450.314(a). All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified.

(iii) The financial plan shall include recommendations on any additional financing strategies to fund projects and programs included in the metropolitan transportation plan. In the case of new funding sources, strategies for ensuring their availability shall be identified. The financial plan may include an assessment of the appropriateness of innovative finance techniques (for example, tolling, pricing, bonding, public private partnerships, or other strategies) as revenue sources for projects in the plan.

(iv) In developing the financial plan, the MPO shall take into account all projects and strategies proposed for funding under title 23 U.S.C., title 49 U.S.C. Chapter 53 or with other Federal funds; State assistance; local sources; and private participation. Revenue and cost estimates that support the metropolitan transportation plan must use an inflation rate(s) to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s).

(v) For the outer years of the metropolitan transportation plan (i.e., beyond the first 10 years), the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands.

(vi) For nonattainment and maintenance areas, the financial plan shall address the specific financial strategies required to ensure the implementation of TCMs in the applicable SIP.

(vii) For illustrative purposes, the financial plan may include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available.

(viii) In cases that the FHWA and the FTA find a metropolitan transportation plan to be fiscally constrained and a revenue source is subsequently removed or substantially reduced (i.e., by legislative or administrative actions), the FHWA and the FTA will not withdraw the original determination of fiscal constraint; however, in such cases, the FHWA and the FTA will not act on an updated or amended metropolitan transportation plan that does not reflect the changed revenue situation.