

SOUTHWEST COLORADO REGIONAL TRANSPORTATION PLANNING COMMISSION

Date: Friday, August 8, 2014
Place: Carnegie building, 1188 E 2nd Ave, Durango, CO, upstairs conference room
Time: 9am to Noon

AGENDA

- 9am** **I. Introductions** (additions/changes to agenda)
- 9:10** **II. Accept Minutes: June 27, 2014***
 Accept Financial Report: July 2014*
- 9:15** **III. SWTPR Planning Materials - RPP Prioritization**
- 10:30** **IV. Reports:**
 1. **Transportation Commissioner Report:** Sidny Zink
- 10:45** **IV. CDOT Report:**
 1. **Implementation Actions:** Mike King
 2. **TAP update:** Matt Muraro
 3. **CDOT Project Construction update:** Ed Archuleta
- 11:30** **V. Other Reports:**
 4. **Safe Routes to School:** Miriam Gillow-Wiles
- 11:45** **VI. Other Business:**
 1. **Community Updates –Round Robin** (pending available time)
- VII Adjourn**

Next tentative meeting date: September 5, 2014, 9am – 12:00pm

**vote requested*

**SOUTHWEST REGIONAL TRANSPORTATION
PLANNING COMMISSION**

Friday, June 27, 2014 9am to 12pm

La Plata County Fairgrounds Pine Room, Durango

TPR Members

Phil Johnson, Cortez
Bobby Lieb, La Plata County
Kevin Hall, Durango
Chris LaMay, Bayfield
Matt Salka, Bayfield
Bentley Henderson, Archuleta County
Keenan Ertel, Montezuma County
Lee San Miguel, Ignacio
Greg Schulte, Pagosa Springs
Rodney Class Erickson, Southern Ute Tribe

Others Present

Laura Lewis Marchino, Region 9
Tony Cady, CDOT
Sidny Zink, Transportation Commissioner
Kerrie Neet, CDOT
Ed Archuleta, CDOT
Michael King, CDOT
Sara Trujillo, SWCCOG
Miriam Gillow-Wiles, SWCCOG
Mike McVaugh, CDOT
Bill Frownfelter, Russell Engineering
Andrew Iltis, consultant

I. Introductions:

The meeting was called to order by Chairman Bobby Lieb at 9:07 am. Everyone introduced themselves. There were no changes to the agenda and the meeting was turned over to CDOT for an update on the State Transportation Plan.

II. State Transportation Plan Update

- Michael King provided an overview of the State Transportation Plan thus far. He discussed the State's transportation funding situation. He said the Transportation Plan will include a baseline scenario as well as one if more or less money comes in than expected.
- The public input processes were highlighted including the April Telephone Town Hall that had a total of 1,825 total attendees and 287 at one time in our region...about the 5th highest statewide. The identified priorities were safety, pavement, CDOT spending. Bobby said the one hour call went better than he thought it would and CDOT was very helpful. The call audio can be downloaded from the CDOT website, and this format will be used in the future.
- Map 21 legislative changes were discussed, and the legislation requires CDOT to look at its statewide transportation assets from pavement to fleets, tunnels, bridges, culverts etc. The assets are being assessed by life cycle, gaps, and performance measures developed for each.
- An overview of FASTER funding was provided. There will be \$3.3 million for the region but selections are made at a statewide level based on criteria. Criteria includes: safety and reducing crashes as well as existing projects under way.
- Mike McVaugh reported on Passing lane and pull out studies done in the region that evaluated locations through a tiered process to find the top 10 sites. The study looked at things like truck speed differential, percent of vehicles following, grade, traffic counts and cost. The study found if traffic is less than 3,000 cars a day then there is a benefit to adding passing lanes. If over 3,000 cars, then it doesn't provide a benefit. For example, a driver may pass 4 cars in a passing lane but still be behind 15. Pull outs were discussed and a pull out between Chimney Rock and Pagosa ranked 4th on the list. The Durango to Bayfield stretch of Hwy 160 ranked 12th in passing lanes. Top areas were in the Gunnison valley.
- There was discussion that the high dollar projects can't get funded.
- The request of the TPR was to prioritize projects for Regional Priority Program (RPP) dollars, which is the region's only discretionary money.
- There was discussion about the Transportation Commission voting to change the RPP distribution formula. Sidny Zink supported the STAC recommendation but the vote was 9 to 2 in favor of the

staff recommendation of 50% population, 35% miles and 15% truck distribution. Tony felt the track percentage was a nod to rural areas. Bobby also said that CDOT initially started with \$10 million statewide for RPP and the Transportation Commission raised it to \$50 million, taking \$40 million out of FASTER. Only time will tell if it is better to get a higher percent of \$10 million, a lower percent of \$50 million in RPP or if it would have been better to have the \$40 million remain in FASTER.

The group was provided a list of top priority Highway projects. Discussion included:

- Which projects could be funded through other sources such as FASTER, or surface treatment funds?
- Can RPP money be flexible and go to help fund a project that has partial funding through other sources?
- Can a percentage be allocated to the top pull outs, intersections, design, or passing lanes?
- Should RPP money all go towards a big project that benefits the region but is too high dollar to be funded quickly and in this funding environment?
- Kerrie said all the projects can be in the long-term plan but the constrained plan for the next 10 years needs to be identified.
- Our region will get \$28 million in the 10 years or 3.5 million a year in RPP. 2016 money is already planned.
- Once, the priorities are identified, the three Region 5, TPR chairs meet and pick the order.
- The TPR recommendations were for CDOT to provide more information about:
 - What projects would be eligible for other funding?
 - What projects are shovel ready?
 - What is the data behind each project, i.e. which are priorities for intersection, passing lanes or pull out improvements.

CDOT will bring back that information to the next meeting.

III. Minutes & Financial Report

The TPR minutes from the March 21, 2014 meeting were provided in the meeting materials. A profit loss statement from July 1, 2013 through May 31, 2014 was also provided. The TPR has a positive balance of \$5,931.20. **Phil Johnson made the motion to approve the minutes and the financials as presented. Lee San Miguel seconded, and the motion passed with all in favor.**

IV. Reports:

1. Transportation Commission Report:

Sidny said that the Transportation Commission (TC) covered a variety of items at their recent meeting.

- They received an update on the Highway Trust Fund going bankrupt again, and the TC made some procedure changes so that not every budget variance needs to be brought to the Transportation Commission.
- They learned about CDOT having to compete for contractors on projects and the impact of rejected bids. CDOT needs to have three estimates per project and also bids need to be within a certain percentage of the cost.

2. Transit & Multi Modal Report

- Miriam reported that the SWCCOG has applied for a \$27K grant to administer the Transit Council. They would be able to assist agencies with their grant writing.
- Peter reported that the Roadrunner Stageline, intercity bus route is scheduled for a soft start on July 15th to work out the bugs. He thanked Sidny Zink for her assistance and said that they are currently hiring and training their drivers. Currently there will be stops in Telluride, Montrose, and Grand Junction. Tickets can be purchased from the drivers and the cost will be \$40 one-way and proportional based on the in between distances.

3. STAC Meeting:

Due to limited time, Bobby provided a brief update on the recent STAC meetings. He said that discussions are ongoing about the role of the STAC. The statutory language was distributed at the last meeting around the purpose of the STAC. Bobby said that the group has grown well beyond their statutes and expects there will be contraction of their role. For example, they are not supposed to be advisory to the Transportation Commission but meant to educate CDOT on regional issues.

V. CDOT Report

1. Construction Update:

Ed distributed a Construction report to the group. He mentioned the Continuous flow intersection and upcoming rock fall work.

2. TAP applications

Applications are due August 1st for 2015-2017. This funding includes bike, pedestrian and Safe Routes to Schools. The region gets about \$700K.

3. Other

Tony was asked about the Montezuma County TIGER application. Tony expects to hear in the fall, but believes the application is competitive.

VI. Other Business:

1. TPR Administration transition

Laura reported that she has been providing training to Sara and that Sara will be taking the meeting minutes moving forward. The SWCCOG will receive a check for \$4,000 which is half of the TPR annual dues to cover the remaining 6 months of the year. The SWCCOG will invoice the TPR for dues for 2015 and administer the CDOT funds moving forward. Laura was thanked for her work on the TPR and presented a CDOT hard hat and gift certificate.

2. SWCCOG contract for TPR services*

A draft scope of work from CDOT to the SWCCOG was distributed in the meeting materials as was a contract between the TPR and SWCCOG that outlined their responsibilities including meeting their CDOT scope of work. **Kevin Hall made the motion to approve the TPR contract with the SWCCOG beginning July 1st and Phil Johnson seconded the motion. The motion passed with all in favor.**

3. Proposal to move TPR meeting dates to align with COG meetings

There was a request from Ernie Williams to possibly move the TPR meetings to the same days at the SWCCOG meetings so it only meant one trip into Durango instead of two a month. The group looked at the STAC meeting schedule and Transportation Commission and felt that they could give it a try.

4. Community Updates

There was no time for community updates at this meeting.

The Next meeting date is scheduled for Friday, August 1st.

The meeting was adjourned at 12:05pm

Minutes submitted by Laura Lewis Marchino

g:\transpor\tpm meetings\minutes\tpm minutes june 27, 2014.doc

55 AM

/05/14

accrual Basis

Southwest Colorado Council of Governments
Profit & Loss
July 2014

	<u>Jul 14</u>
Income	
4006 · Dues Revenue	4,000.00
Total Income	<u>4,000.00</u>
Gross Profit	4,000.00
Expense	
5512 · Meeting Exp	334.00
Total Expense	<u>334.00</u>
Net Income	<u>3,666.00</u>



COLORADO

Department of Transportation

Region 5

Planning and Environmental
3803 N. Main Avenue
Durango, CO 81301

August 5, 2014

Dear Transportation Planning Region Members,

As you know, the Colorado Department of Transportation is in the process of updating the Statewide Transportation Plan and Long Range Plan to the year 2040. As part of that process, we have asked the Transportation Planning Regions to help identify Strategic Corridors in need of improvement, and define strategies, goals and priorities for those corridors. During meeting #5 of the Statewide Plan Development (SWD) process, the TPRs helped CDOT define priority corridors and identify potential strategies for improvements. In meeting #6, CDOT asked the TPRs to assist in the development of a prioritized list of projects for Regional Priority Funding (RPP). Each of the TPRs requested that CDOT provide additional information regarding the priority corridors, including traffic and safety data, potential additional sources of project funding, and to provide the TPR with a proposed list of RPP funded priority projects.

It is well known that transportation funding in Colorado has not kept pace with needed highway improvements and repairs. Region 5's highway system is made up of more than 3,566 lane miles of state highways, has 228 bridges, 14 mountain passes over 8,000 feet, and spans 15 counties and two Indian tribal nations. Our highways connect to a vast network of city, county, and tribal roadways. Considering all this, you can begin to get a sense of the complicated puzzle CDOT faces when deciding which projects get done first with our limited funding.

To comply with conditions outlined under the new federal transportation authorization, MAP-21, CDOT has shifted the vast majority of its project prioritization and funding to specific Asset Management Programs. These include major assets like pavement, bridge, culverts, walls, tunnels, signs, etc. Each asset is prioritized for funding on a statewide level, and projects are selected based on quantitative information derived from condition data. Quantitative data includes Average Annual Daily Traffic (AADT), Volume-to-Capacity, Pavement Condition Rating (DL), and Safety (critical crash data, crash severity, density, etc.). RPP funds, however, are intended to address regional needs which are identified and prioritized by the TPR's through qualitative input. The idea is that our planning partners use their knowledge of the local area to rank and order priorities. This ranking supports local or regional growth strategies, addresses known operational, mobility or safety issues, and promotes economic activity and growth.

Per your request, the Region has drafted a proposed RPP funding plan for the next 10 years. This was accomplished by reviewing the TPR's identified Priority Corridors, and the proposed project

list that was developed during previous SWP development meetings. Goals and Strategies for these corridors sought to:

- maintain the effective and predictable operations of the transportation system,
- increase the efficiency of the existing system,
- reduce the frequency and/or severity of accidents,
- reduce barriers that delay motorists,
- support statewide economic development,
- improve the quality of tourist related travel experiences, and (if possible)
- preserve the existing transportation infrastructure

Attached to this letter are several items for your consideration. Attachment #1 includes the Region's draft RPP funding plan through 2025 for your review and, hopefully, approval. Attachment #2 contains TPR Profile Sheets and provides demographic, economic, transportation related information about your planning region. Attachment #3 includes the Strategic Corridor Profile Sheets that were developed in collaboration with the TPRs. These provide information on the identified needs of the Region's priority corridors, and discuss strategies, goals and priorities for addressing those needs. Both of the Corridor Profile Sheets and the TPR Profile Sheets were previously provided to you during earlier SWP meetings.

Projects were prioritized utilizing previously identified corridor deficiencies and proposed solutions. Conceptual project scopes were developed and ranked considering prior prioritization during the previous STIP cycle, roadway design issues, stakeholder concerns, funding constraints, and project readiness. Based on the scope, costs and benefits were determined and compared to further assist in ranking and prioritizing funding.

As you can see, given our limited funding, hard choices need to be made for priorities and what gets funded. Please review and we look forward the discussion at the upcoming TPR meeting.

Sincerely,



Tony Cady

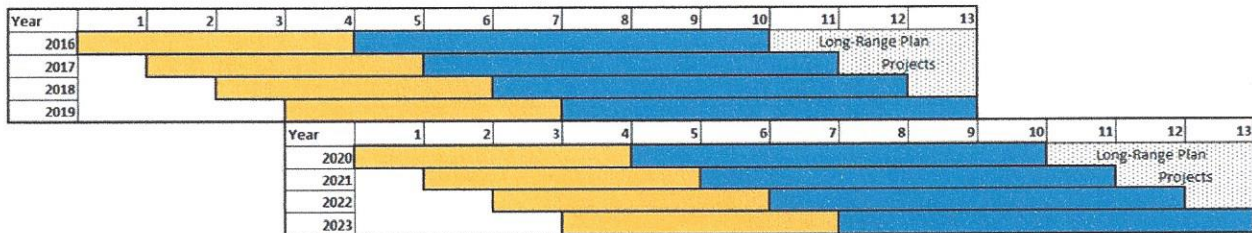
Region Planning & Environmental Manager

ATTACHMENT #1

CDOT Region 5 2025 Fiscally Constrained Plan

CDOT is currently conducting the Project Priority Programming Process (4P) in all Region’s throughout the state. The 4P Process will identify project priorities for the 4 year Statewide Transportation Improvement Program (STIP) and a 10 year Capital Plan. The STIP is a federally required, fiscally constrained program that depicts transportation projects for a minimum of 4 years. The Capital Plan is a 10 year, fiscally constrained plan, which identifies Regionally Significant Projects, Priority Corridors (US 160/US 550), project categories (passing lanes, pull-outs, shoulders, and intersections) and/or specific projects. Both the STIP and Capital Plan will roll forward each year and add a year to the plan through a public process.

Figure of the planning timeline: The 4 year STIP is shown in orange, the 10 year Capital Plan in blue, and the Long-Range Plan in grey.



Region 5 is planning on approximately \$3.5 M of RPP funding annually through 2025. Therefore, the 10 year (2016-2025) RPP allocation for which project funding is available is \$35 million. Historically, the TPR distribution has been approximately 40% to SLVTPR, 40% to SWTPR, and 20% GVTTPR.

TPR 10-year Distribution

\$3.5M x 10=\$35M	x .40= \$14 M = \$14M for SLVTPR
	x .40= \$14 M = \$14M for SWTPR
	<u>x .20= \$ 7 M = \$ 7 M for GVTTPR</u>
	Total = \$35M

4P Schedule

- August Individual TPR Meetings
- Aug-Oct County Meetings
- Nov Joint TPR meetings to prepare the STIP
- January The Region will be required to submit a draft STIP
- Feb TC approves the draft STIP for distribution in
- Feb and April Draft STIP goes out for public comment
- May TC approval of STIP

Planning

Estimated Cost (\$ M's)	Funded Amount (\$ M's)	Project Readiness (H/M/L)	Safety (Y/N)	V/C	DL	Max AADT	Max VMT	Speed	Other Funding Sources	Notes/Assumptions
\$91	\$1	M	N	.67/.67	M/M	35000/7100	67166/21427	50/60	Surface, FASTER	Funding for ROW and Design
\$14	\$13	M	N	0.34	M	5800	44120	60	Surface, FASTER	Needs Shoulders. FONSI completed.
	\$14									
TOTAL	\$14									

Estimated Cost										
\$22		H	N	0.62	M	9600	70444	60	Surface, FASTER	Dry Creek Light Passing Lane
\$8		H	N	0.36	M	12000	22712	65	Surface, FASTER	Shelf for FLAP
\$25		H	N	0.34	M	5800	44120	60	Surface, FASTER	
\$20		M	N	0.34	M	5800	44120	60	Surface, FASTER	
\$7		L	N	0.5	M	7700	32255	65	Surface, FASTER	
\$15		L	N	0.2	M	2400	15623	65	Surface, FASTER	
\$3		L	N	0.78	H	36000	70444	65	Surface, FASTER, TAP	

FASTER Safety Funding

A recent CDOT internal Audit report found that:

CDOT is in compliance with legislative requirements

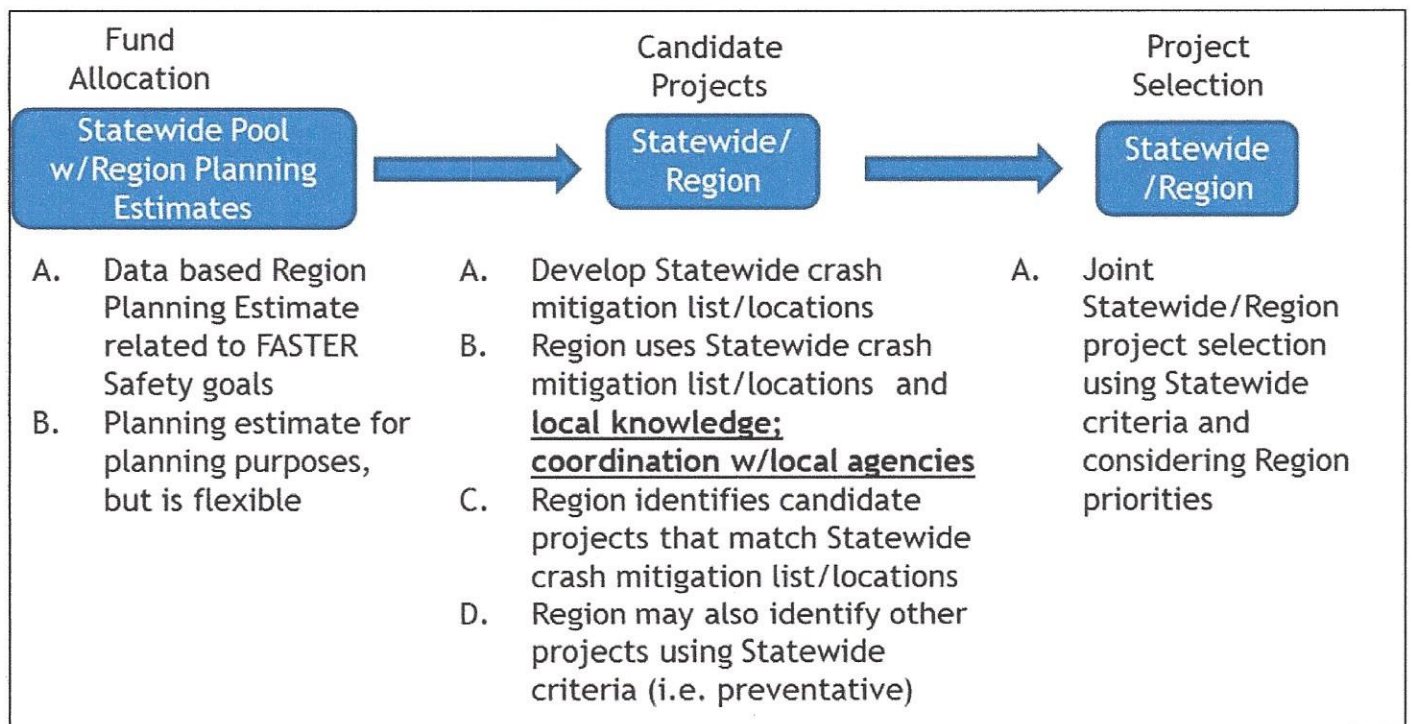
Audit Recommendations:

Need metrics to measure/report safety improvements

Need consistency in project selection process

Need timely reports on funds and expenditures

FASTER Safety Program



The new Program will focus on two statewide categories: Asset Management and Mitigation Program.

1. Asset Management (Proactive Safety Improvements)	\$40M
2. Mitigation Program (Crash Data, Safety Improvements)	\$48M
FY15 Statewide Allocation	\$88M

FASTER Project Selection Criteria

All Region projects considered for FASTER-Safety funding shall include a minimum of TWO of the following criteria:

A. Reduce existing crashes	E. Enhance other highway safety features and/or functions
B. Reduce existing crash severity	F. Provide proven safety measures for a systematic/preventative location
C. Address existing system for safety weakness	G. Improve pedestrian/bicycle safety
D. Encourage cooperative safety effort with local agency	H. Existing project (leveraging funding opportunities with proposed safety project)
I. Behavior Based (all users – drivers, passengers, pedestrian, bikes, motorcycle, etc.)	

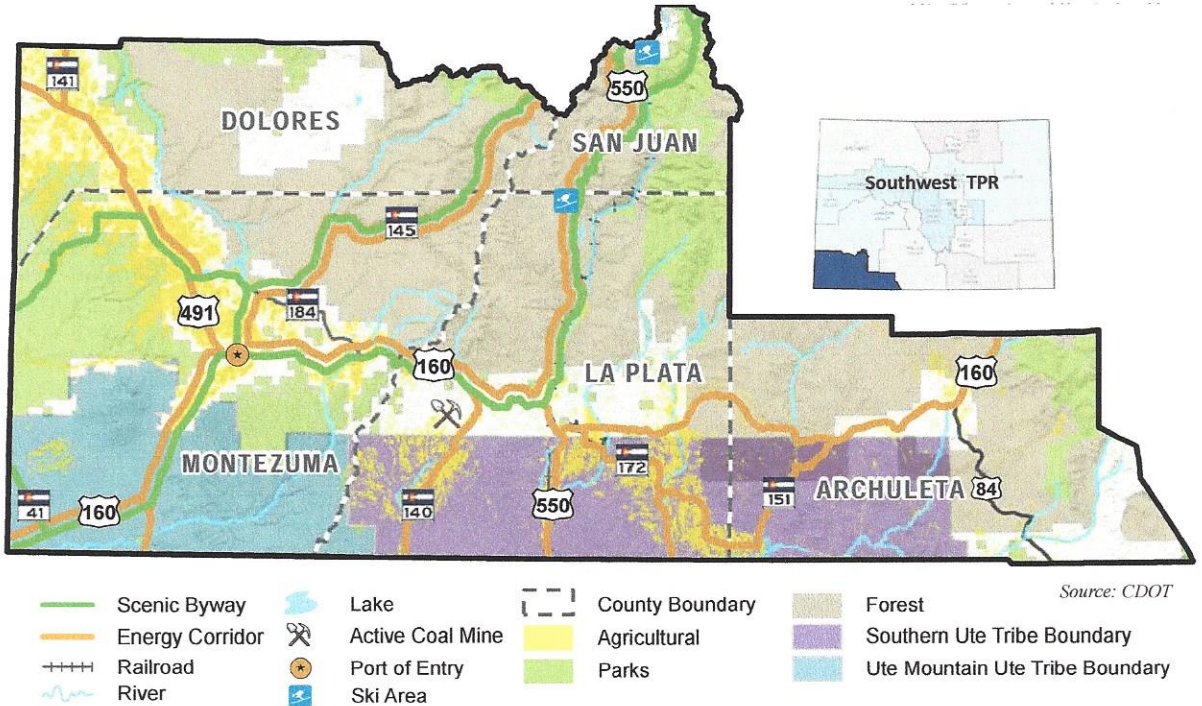
FASTER Region Funding Target Allocations

The Region will request funding for projects from the statewide FASTER pool which meet the Project Selection Criteria according to the following breakdown. FASTER funding will be distributed to the Region's based on the safety need and the regional target allocation of \$48 million.

40% for Intersection Improvements	\$48M x 40% = \$ 19 M
40% for Passing Lanes/Pullouts	\$48M x 40% = \$ 19 M
10% for Shoulder Improvements	\$48M x 10% = \$ 5 M
<u>10% for Engineering Studies and Environmental Compliance</u>	<u>\$48M x 10% = \$ 5 M</u>
Total Off-the-top	\$ 48M

ATTACHMENT #2

The Southwest Transportation Planning Region encompasses over 6,500 square miles. The Southern Ute and the Ute Mountain Ute, the State's only Indian tribes, are located here. The area is known for its scenic beauty, diverse landscapes and cultural resources. With national monuments, national forests, wilderness areas and national historic areas there are numerous outdoor recreation and tourism opportunities. Agriculture also has an important role in this area.



TPR by the Numbers

The Southwest TPR is home to:

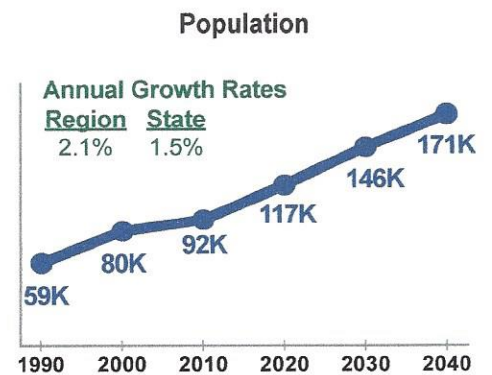
- 91,700** population – 1.8% of the state
- 1,099** state highway lane miles – 4.8% of the state
- 2.5** million miles traveled on the state highways daily in 2011 – 2.9% of the state
- 3** general aviation airports
- 2** commercial airports
- 3** Scenic Byways
- 2** ski areas
- 21** local and human service transit providers
- 1** intercity bus provider

Source: CDOT

Population and Employment

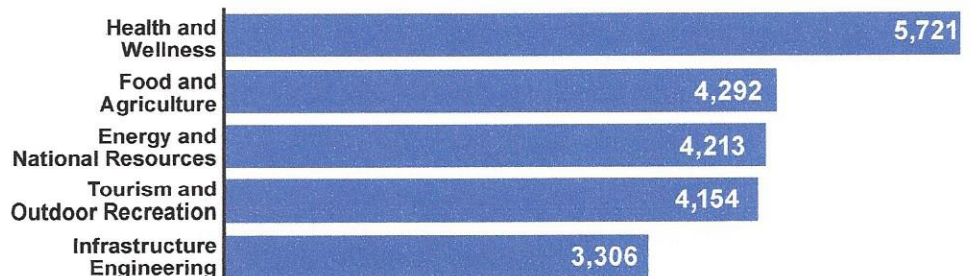
Population growth is expected to be strong with the current population of 91,700 growing to about 171,500. The annual rate of population growth between 2010 and 2040 is estimated to be 2.1%, which exceeds the annual rate of growth for the state population of 1.5% for the same period.

The region's economy relies heavily on transportation. Three of the top five industries - Food and Agriculture, Energy and Natural Resources, and Tourism and Outdoor Recreation rely on an efficient and well-connected transportation system.

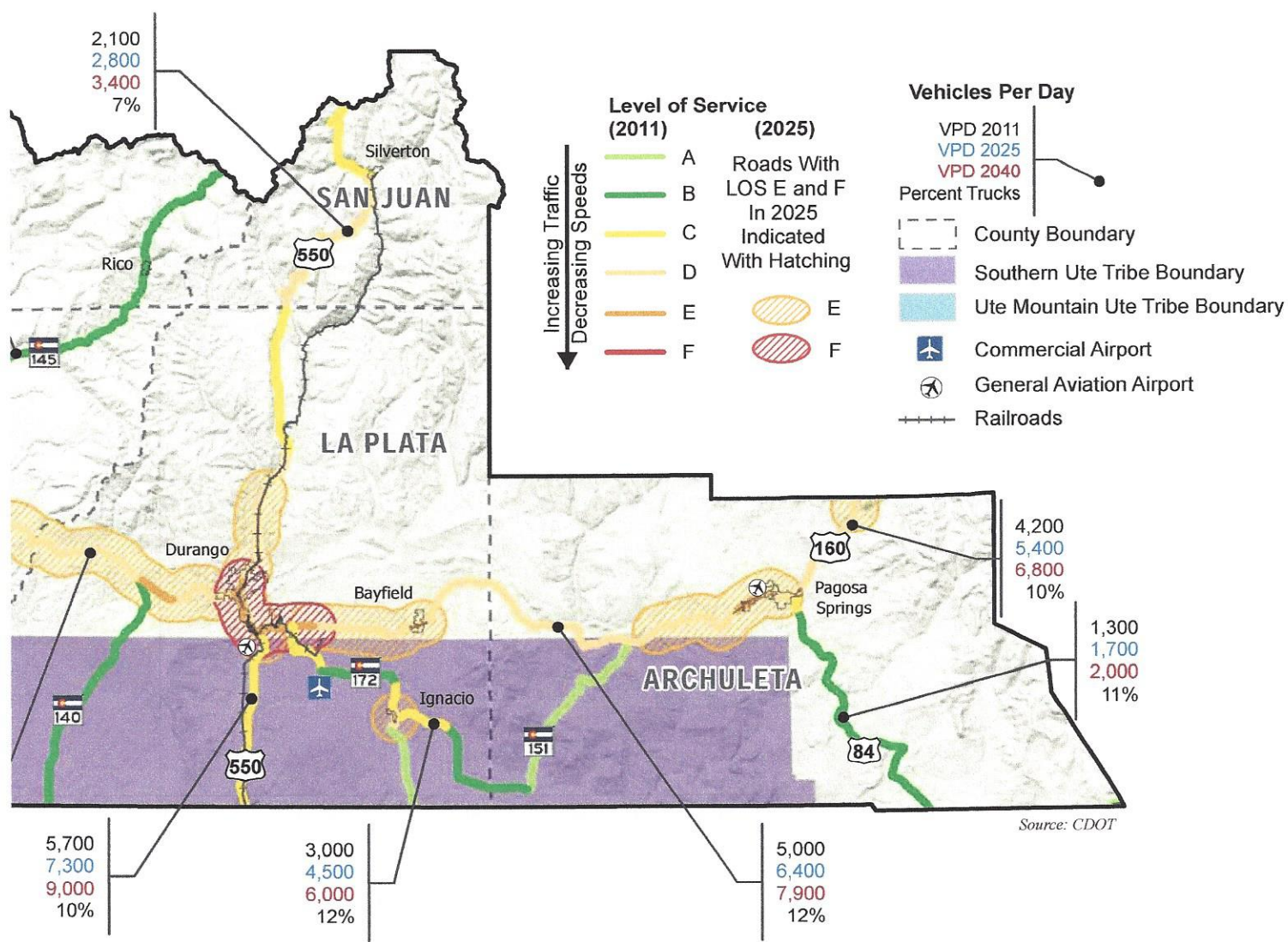


Source: US Census Bureau forecasted by DOLA

Top 5 Industries By Employment



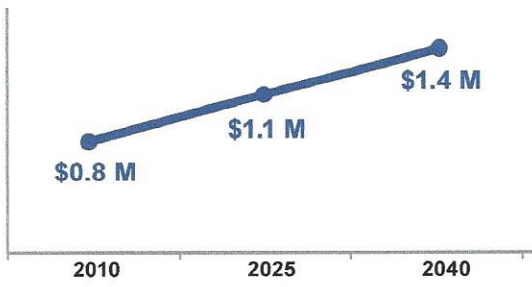
Source: Office of Economic Development and International Trade



Commodity Production

Commodity exports are expected to have an annual growth rate of 1.2% between 2010 and 2040. To accommodate this growth, the region's transportation system must be able to efficiently facilitate freight movements. The top commodities in the region by value include grains, dairy farm products, candy and newspapers.

Value of Commodity Exports

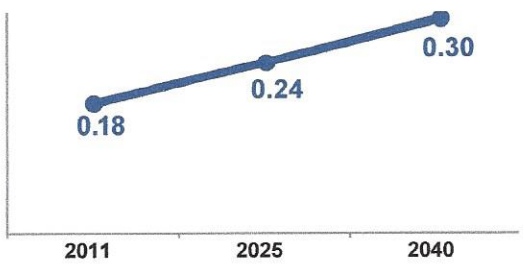


Source: IHS Global Insight

Truck Traffic

Truck traffic makes up 8% of the traffic in the region. This is lower than the statewide average of 9%. The heaviest truck volumes are on US 160 between Durango and Mancos and south of Cortez. Since trucks are heavier and take up more room on the highway than automobiles, their effects on congestion and pavement and bridge conditions are compounded.

Truck Miles of Travel (millions daily)



Source: CDOT

ATTACHMENT #3

Corridor: SH 140 (PSW7005)

Description: North/South Roadway from New Mexico State Line to West of Durango at Hesperus
Beginning Mile Post 0 Ending Mile Post 23.43

The Vision for the SH 140 corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor serves as a multimodal local facility, provides local access, and makes north-south connections from New Mexico to the west of Durango area. Portions of this corridor are located within Southern Ute and Ute Mountain Ute tribal lands. **Users have recommended shoulder widening, surface treatments, and bike lanes.** Future travel modes include passenger vehicle, commuter transit service, and truck freight. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. Although passenger and truck freight traffic volumes are predicted to increase by 2035, the volumes are not predicted to be at the level requiring capacity improvements. Recreation traffic is expected to increase when the Animas/La Plata reservoir is filled. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on tourism for economic activity in the area. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists, commuters, and freight in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals

- Provide for recreation travel
- Provide for commuter travel
- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies
- Preserve the existing transportation system

Solutions

Benefits	Strategy
Safety	Add passing lanes
	Add/improve shoulders
	Improve geometrics
	Improve hot spots
Capacity	Investigate need for commuter transit service or vanpools
	Provide auxiliary lanes at intersections
System Preservation	Add surface treatment/overlays

Corridor: U.S. 160 (PSW7009)

Description: Four Corners to the Archuleta/Mineral County Line, MP 0.0 to MP 155.09

The Vision for the U.S. 160 corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. Portions of the highway are located within Southern Ute and Ute Mountain Ute tribal lands. Portions of highway are within the San Juan Skyway, also designated as an All American Road, and Trail of the Ancients Scenic and Historic Byway. This corridor serves as a multimodal National Highway System facility and serves as the major east-west route through southern Colorado. This segment of the corridor serves destinations both within and outside the region, and makes connections from the Four Corners to the western boundary of Mineral County. It impacts the heart of several towns/cities and provides access to Mesa Verde National Park. **Users have requested intersection improvements, wildlife mitigation, bike lanes, widen San Juan River Bridge, improve frontage roads, surface treatments and widen shoulders.** Future travel modes include passenger vehicle, local, regional and interregional bus transit (regional), truck freight, bicycle and pedestrian facilities, and aviation. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Segments of the US 160 corridor may be a candidate for a future strategic project. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, and connections to other areas, safety, and system preservation. They depend on tourism, agriculture, *energy* and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural, mountain, and agricultural character of the area while supporting the movement of tourists and commuters in and through the corridor and recognizing the environmental, economic and social needs of the surrounding area. The corridor is affected significantly by coalbed methane (CBM) gas exploration and production.

Goals

- Increase travel reliability and improve mobility (across all modes)
- Plan for increased oil and gas production impacts to the road system
- Recognize and plan for the potential impact of tribal and other local projects to the road system
- Increase transit ridership through increased efficiency, effectiveness, frequency and convenience
- Promote environmentally responsible transportation improvement

Solutions

Benefits	Strategy
Safety	Construct auxiliary lanes (passing, turn, accel/decel)
	General safety improvements
Capacity	Construct intersection/interchange improvements
Operations	Improve ITS incident response, traveler info & traffic management
Transit	Coordinate service among transit providers
	Provide and expand transit bus and rail services
	Provide inter-modal connections
Environment	Improve wildlife crossings
	Promote environmental responsibility

Corridor: SH 172 (PSW7010)

Description: New Mexico Line North to US 160 Beginning Mile Post 0 Ending Mile Post 24.9

The Vision for the SH 172 corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor is partially-located within the Southern Ute Indian Reservation and provides local access within the southern La Plata County area. *Users have requested intersection improvements.* Future travel modes include passenger vehicle, *bus (regional)*, transit, and aviation (Durango-La Plata County Airport). The transportation system in the area primarily serves destinations within the corridor. The corridor provides the primary access to Ignacio and the Southern Ute Tribal Headquarters, the site of a large new casino and hotel, expected to attract large numbers of visitors. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value safety and system preservation. They depend on tourism *and freight movements* for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of tourists in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area. The corridor is affected significantly by coal-bed methane (CBM) gas exploration and production.

Goals

- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Provide for tourist-friendly travel
- Provide for safe pedestrian travel across the highway
- Ensure airport facilities are maintained in a safe operating condition and are adequate to meet existing and projected demands

Solutions

Benefits	Strategy
Safety	Construct auxiliary lanes (passing, turn, accel/decel)
	Add/improve shoulders
	Improve geometrics
	Improve hot spots
Capacity	Construct intersection/interchange improvements
Transit	Expand Transit Service
Aviation	Meet airport facility objectives in Airport System Plan
System Preservation	Add surface treatment/overlays
Environment	Improve wildlife crossings

Corridor: U.S. 491B (PSW7013)

Description: Cortez to Utah State Line Beginning Mile Post 26.371 Ending Mile Post 69.602

The Vision for the U.S. 491B corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. The highway is located within the Ute Mountain Ute Reservation and provides access to tribal lands. This corridor serves as a multimodal National Highway System facility, connects to places outside the region, and makes north-south connections within the Southwest Transportation Planning Region area. It is designated a hazardous waste route and serves as a major truck route from Albuquerque to Salt Lake City.

Users have recommended additional shoulders. Future travel modes include passenger vehicle, truck freight, rail freight and aviation (Dove Creek Airport). The transportation system in the area serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. Increased recreation traffic is expected at McPhee Reservoir and the Canyons of the Ancients, designated a national monument in the year 2000. New Mexico plans to fourlane the highway to the Colorado state line. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on tourism, agriculture, and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor and recognizing the environmental, economic and social needs of the surrounding area.

Goals

- Accommodate growth in freight transport
- Reduce fatalities, injuries and property damage crash rate
- Maintain or improve pavement to optimal condition
- Promote environmentally sensitive transportation improvements
- Ensure airport facilities are maintained in a safe operating condition and are adequate to meet existing and projected demands

Solutions

Benefits	Strategy
Safety	Add accel/decel lanes
	Add passing lanes
	Add turn lanes
	Add/improve shoulders
	Improve hot spots
Aviation	Meet airport facility objectives in Airport System Plan
Environment	Improve wildlife crossings
	Retain natural and cultural resources and viewsheds

Corridor: U.S. 550 (PSW7014)

Description: New Mexico State Line to San Juan/Ouray County Line; Beginning Mile Post 0.0 Ending Mile Post 80.523

The Vision for the U.S. 550 corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. The southern portion of the highway is located within the Southern Ute Reservation and provides access to tribal lands. The highway is part of the San Juan Skyway, which was one of the first six routes designated as an All-American Road. This corridor serves as a multimodal National Highway System facility, connects to places within and outside the region, and is the major route providing north-south connections within the Southwest Colorado area. It provides access to public lands. **Users have recommended additional passing lanes, slow moving vehicle turnouts, converting abandoned rail line into usable trails.** Future travel modes include passenger vehicle, local, regional and interregional bus transit, and truck freight. The transportation system in the area serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Segments of the U S 550 corridor were identified as candidate projects in the CDOT 2003 Strategic Investment Program and may be a candidate for a future Strategic Projects Program. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The 2002 average annual daily traffic (AADT) ranged from 1,947 to 32,883 on different segments of the corridor, including 74 to 356 combination trucks, and the projected AADT for 2030 is 2,792 (at Silverton) to 50,377 (north of 14th Street in Durango), including 107 to 669 combination trucks. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on tourism and commercial activity for economic activity in the area. The corridor is affected significantly by coalbed methane (CBM) gas exploration and production. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists, commuters, and freight in and through the corridor and recognizing the environmental, economic and social needs of the surrounding area.

Goals

- Increase travel reliability and improve mobility
- Provide for tourist-friendly travel
- Coordinate transportation and land use decisions
- Support economic development and maintain environment
- Improve transit options

Solutions

Benefits	Strategy
Safety	General safety improvements
	Add passing/climbing lanes
Capacity	Improve/add intersections/interchanges
	Add roadway pullouts for breakdowns, buses and slow vehicles
Operations	Improve ITS incident response, traveler info & traffic management
Transit	Provide and expand transit bus services
	Provide park 'n' rides
Bicycle & Pedestrian	Provide bicycle/pedestrian facilities
Environment	Improve wildlife crossings
	Retain natural and cultural resources and viewsheds

MENU OF IMPLEMENTATION ACTIONS FOR TPRs

Implementation Actions are short-term, achievable actions that are not directly related to a specific project but which nonetheless advance the goals and vision of the TPR between planning cycles. Many of them focus on coordination, research, education, or advocacy that the TPR can work on to meet the goals and vision set by the Regional Transportation Plan (RTP). We would like to include between 3 and 5 implementation action items in the RTP and then work to accomplish them between plan adoption and the next planning cycle several years from now. Please review the suggested options below or develop new ones of your own, and at the August 8th TPR meeting we will discuss which implementation actions the TPR members would like included in the RTP.

Aviation (Example):

- Meet once a year with officials of the local public airport on improvements needed on state highways to and from the airport.

Bicycle and Pedestrian (Examples):

- Utilize local advocates or groups such as bicyclists, walkers, seniors, persons with disabilities, etc. to identify connectivity gaps and other needed biking and walking improvements within the TPR.
- Work with towns and cities to:
 - Apply for the League of American Bicyclists "Bicycle Friendly Community" recognition.
 - Establish bicycle and pedestrian levels of service for local streets.
 - Support or assist in the development of a local Safe Routes to School coalition to encourage more kids to bike and walk to school.
 - Create awareness for biking and walking by supporting efforts associated with Bike Month (June) and Pedestrian Month (October).
 - Adopt Complete Streets policies to encourage biking and walking.
 - Install permanent bicycle and pedestrian traffic counters and share data with CDOT's non-motorized traffic collectors.
 - Erect signs at pedestrian/bicycle crossings leading to schools or other destinations.
- Work with business groups, such as the Chambers of Commerce, to:
 - Evaluate and improve access for biking and walking to and on the Scenic Byways.
 - Conduct and publish a survey regarding the economic impact of bicycling and walking.
 - Upload local bicycle trail and route information to CDOT's bicycle map when the map is updated (enhancements to come in FY 2015).

Capacity (Examples):

- Suggest to CDOT Region staff possible locations on rural freeways and state highways for shoulder widening, turn lanes, passing lanes, pull-out areas, guardrails and barriers and other structural ways to maximize the carrying capacity of the state transportation system.
- Review local comprehensive plans for possible capacity improvements on state highways.
- Work with other entities to promote Interregional Express (IX) Bus Program.
- Encourage large employers where possible to institute flexible work hours and telecommuting to lessen traffic on roads.

Economic Development (Examples):

- Meet with the local regional economic development office once or twice a year on mutually beneficial ways to support the local economy by identifying local partnerships and transportation champions.
- Meet with Scenic Byways local representatives on ways to improve signage and services for Scenic Byways.
- Meet with representatives of federal and state land management agencies on ways to improve signage and services for bike trails through federal and state lands.
- Work with local agriculture industry representatives to identify locations and specific problems hindering farm-to-market movement.

Environmental Stewardship and Sustainability (Example):

- Consider ways of partnering with CDOT on promoting energy literacy. The following could be publicized at TPR meetings:
 - CDOT online information services: www.coloradodot.info, www.cotrip.org, mobile app, "CDOT Mobile", and road variable message signs. All are designed to allow drivers to make better travel decisions and avoid congestion.
 - The Change your Peak Time Campaign and website, <http://goi70.com/>, to help travelers avoid weekend congestion on I-70.
 - How the I-70 Twin Tunnels widening project from Idaho Springs to Floyd Hill and through the eastbound bore of the Twin Tunnels will not only reduce travel times and fuel costs, but conserve energy.
 - Interregional Express (IX) Bus Program, in which CDOT will be a transit system operator along I-25 and the I-70 mountain corridor for commuter and essential travel trips.
 - The Compressed Natural Gas program in the TPR area funded with federal Congestion Mitigation and Air Quality (CMAQ) funds. The total \$30 million, four-year program is intended to foster a sustainable CNG market in Colorado.
 - CMAQ grant for truck fleet enhancements for reducing diesel emissions.
 - Project FEVER (Fostering Electric Vehicle Expansion in the Rockies) to encourage the use of electric vehicles. CDOT is a partner with other entities.
 - Clean Air at Schools Engines Off (CASEO) to reduce pollution exposures at schools from idling buses and vehicles. CDOT is one of several partners in this effort.
- Publicize a CDOT program to improve water quality using a regional approach rather than a project by project one. This program typically would be for communities of 50,000 or more that

need Municipal Separate Storm Sewer System (MS4) permits for discharge of water pollutants and have state highways with construction projects within their boundaries.

Freight (Examples):

- Work with freight trucking interests and CDOT to identify locations for truck electrification sites and additional truck parking.
- Facilitate conversations among freight trucking firms, railroads, and airports to determine potential location of sites where freight can be unloaded and loaded from one mode of travel to another (i.e., from truck to train, from truck to plane, from small vehicles to large trucks).
- Consider ways to support rail freight movement through partnerships and local business.

Leveraging Partnerships (Examples):

- Form relationships with tribal governments, neighboring TPRs, or member government entities to work on transportation issues of mutual concern.
- Partner with other agencies and the private sector to leverage resources and to augment public funds.

Operations (Examples):

- Work with CDOT Region staff to assist in developing the Region Operations Implementation Plan for the TPR area in order to improve transportation operations.
- Suggest to CDOT Region staff possible locations on rural freeways and state highways for Intelligent Transportation System applications to improve the flow of traffic by providing real-time traveler information, variable speed limits, work zone management, and limited ramp metering.

Rail (Examples):

- Invite local advocates of tourist or passenger rail to meetings to gain updated information on plans that are under way.
- Explore ways to advocate for Colorado Passenger and Rail Plan in the TPR.

Safety (Examples):

- Advocate for local safety improvements such as rumble strips, skid resistant surfaces, guardrails and barriers, intersection safety improvements, signs at pedestrian/bicycle crossing/school crossings, and auxiliary lanes (passing, turn, accel/decel).
- For corridors that are showing signs of increasing congestion, work with CDOT and local governments to institute access control plans - if local entities are willing to bear most of the cost of developing the access control plans.
- Join with the CDOT Region to examine how existing access control plans can be made more effective.

System Preservation or Asset Management (Examples):

- To assist in maintaining the physical integrity and condition of the existing transportation infrastructure, communicate to CDOT Region staff surface treatment and bridge needs for consideration when additional funds are available.

Transit (Examples):

- Review local coordinated transit-human services plan to see what measures the TPR could assist with implementing.
- Open a dialogue with local transit agencies on getting more local transit operating funds through local sales tax elections and other means.
- Invite local transit operators and transit advocates to a TPR meeting to discuss ways to advance mutual goals.
- Coordinate implementation of a regional transit plan.
- Promote Interregional Express (IX) Bus Program if it will traverse the TPR.

CURRENT PROJECTS

US 160 & Hurt Drive/Turkey Springs West of Pagosa - 18618

Budget: \$9.35M

Funding Type: FASTER, RPP and SUR

Contractor: Skanska USA

This project includes intersection improvements at Hurt and Badger Drives along US 160. The intersection is located in the Aspen Springs subdivision area west of Pagosa Springs. Resurfacing will be completed from milepost 131 to 135.6.

The project is expected to be completed in fall of 2014.



US 160/550 CFI in Durango - 18858

Budget: \$5.7 M

Funding Type: RPP, HOT, SGN, COR

Ad Date: Sep 2013

Intersection improvements at US 160/550 CFI, along with the US 550/College, will significantly improve the level of service into the future, at a fraction of the cost of a grade separated interchange.

Project construction includes minor pavement widening, MS4 drainage improvements, signal poles, ped refuge in islands in raised medians, raised crosswalks, ADA improvements, and bike lanes.

Raised medians extend to 8th Street to complete a portion of the CDOT- City of Durango Access Control Plan. Working with the City of Durango to incorporate City funding to perform HMA and ADA work on College Dr west of US 550 (Camino del Rio) as well as striping improvements on 9th Street.



Project is on schedule for an August 15, 2014 completion. Remaining tasks include re-vegetation, signing and striping.

SH 184 Chicken Creek Culverts- 19780

Budget: \$ 1,310,000

Funding Type: BRS-Priority Culvert

Ad Date: June 27, 2013

SH 184 Chicken Creek Culvert is located at MM 25.1 on State Highway 184. The work includes 2 culvert replacements (jacked), concrete headwalls, guardrail installation, traffic and erosion control. The project was changed from a jacked pipe to an open cut. Completion is expected this summer.



Work began this March and is expected to be completed in the summer of 2014.

SH 145 Cortez North to Dolores River Bridge - 19702

Budget: \$8,500,000

Funding Type: Surface Treatment

Ad Date: Jan 2014

This surface treatment project will resurface SH 145 from milepost 0 at the US 160 intersection east of Cortez and proceed 9 miles north to the Dolores River Bridge. The sidewalk improvements are complete, bridge deck rehabilitation is complete, and milling operations are finished. HMA paving started on July 24th and will continue through August. County Road P improvements will be designed and constructed separately.



The project began construction in late March and most of the work should be completed in August, 2014. Final touches such as shoulder gravel, mailboxes, striping and delineation could extend the project into September.

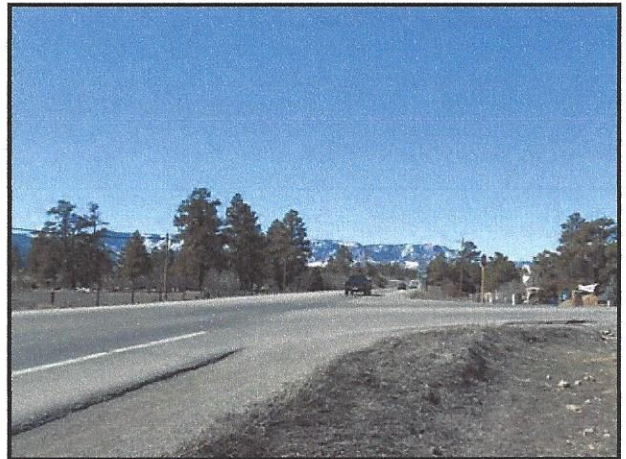
US 160 Vista/Meadows - 18886

Budget: \$2,000,000

Funding Type: FASTER

Ad Date: February 2014

Located on US 160 west of Pagosa Springs, the Vista Boulevard (on the north side of highway) and Meadows Drive (on the south side of the highway) intersection is number 8 on the region's Intersection Analysis and Prioritization Study. This intersection is actually two separate intersections operating as two offset T intersections approximately 500 feet apart. The project built separate left turn lanes for each intersection for safer left turn movements. Design will allow for the eventual alignment of Meadows Drive being aligned directly across from Vista Blvd.



Construction was completed in early July.

SH 3 Rockfall Mitigation - 19763

Budget: \$1.7M

Funding Type: Rockfall

Ad Date: June 5, 2014



Proposed mitigation work at SH 3 includes blasting, rock scaling (manual and mechanical), Mesh Anchors, rock, shotcrete into sandstone layers and cable netting draped over the rock face. All work shall be performed inside CDOT ROW. TE's are for access only. SH3 will be closed adjacent to the work site for safety and staging purposes. This project has been award to TK Construction.

Work is scheduled to begin in August.

US 491/160 New Mexico to Towaoc - 19202

Budget: \$19,708,000

Funding Type: RAMP- Surface Treatment

Ad Date: April 2014

This is a RAMP Surface Treatment project from the New Mexico Stateline to Towaoc along US 491 and US 160. The funding includes a 1' leveling course and 2' overlay from the state line to the US160/491 intersection (milepost 6.422). A full depth reclamation overlay will then proceed north to Towaoc and ties into the current Towaoc to Cortez Resurfacing Project.



The project was awarded to Skanska USA for \$13,715,000. Work began July 8, 2014 and will be "ramping up" in August when pipework and earthwork gets underway. Skanska plans to begin the preventive maintenance bridge repairs in

September and is scheduled to pave from New Mexico to the US 160 intersection this fall. The 14 mile long project is expected to be completed in August, 2015.

US 160 Hesperus to Durango - 19633

Budget: \$9,000,000

Funding Type: Surface Treatment

Awarded to Old Castle

This project consists of a surface treatment project on US 160 from Hesperus to Durango (milepost 71.1 to 81.3). There will be work to correct settling in areas on the westbound lane. The project is projected to commence in the spring/summer of 2014 and should be completed in the fall of 2014.

SH 140 Hesperus to State Line

Budget: \$718,000

Funding Type: HAZ

Ad Date: 2014

The work will install shoulder and centerline rumble strips for the entire 24-mile length of SH 140 entire length (centerline rumble strips will not be installed through Hesperus, Breen or Red Mesa); roadside signs will also be replaced. Improve safety on this stretch by adding rumble strips to alert motorists who drift into the shoulder or cross center line. Rumble strips and final striping are complete, new warning signs near Long Hollow will be installed prior to the end of August 2014.

US 550 Red Mountain Pass Ruby Walls Rockfall

Phase 1: January 12, 2013 – February 10, 2013

Scope: Emergency response and mitigation to rockfall event, scaling, installation of mesh and temporary fence at the roadway

Cost: \$700k

Phase 2: April 19, 2013 – June 12, 2013

Scope: Additional scaling, mesh and installation of permanent midslope fence.

Removal of temporary fence and paving of the roadway

Cost: \$1.1 M

Phase 3: spring of 2015

Scope: Installation of concrete cap under roadway & rebuild top of damaged rockery cribwall

Estimated Cost:

\$700k



UPCOMING PROJECTS

US 160 Wilson Gulch Road Extension

Budget: \$6,400,000 (CDOT: \$4,288,000; La Plata County: \$180,000; City of Durango: \$180,000)

Funding Type: RAMP

Ad Date: Fall 2014

This is a RAMP Project which will be managed by the City of Durango. It will construct a connector road between the US 160 Interchange and the Grandview development. The roadway will serve as a frontage road for US Highway 160 from Three Springs Blvd to the Grandview Interchange, a distance of approximately 1.1 miles. Design updates will be completed this spring. Advertisement is scheduled for August 2014 with construction wrapping up in 2015.

SH 145 at CR P North of Cortez

Budget: \$1,660,194 (CDOT: \$1,577,185; Montezuma County: \$83,036)

Funding Type: RAMP

Ad Date: 2015

This RAMP project consists of the intersection improvements and turn lanes north of Cortez at County Road P. Minor widening is needed to accommodate additional turn lanes. Design will occur in 2014 with construction in 2015.

SH 172/151 Signalization

Budget: \$1,800,000 (CDOT: \$1,430,000; La Plata County: \$180,000; Southern Ute Tribe: \$180,000, Town of Ignacio: \$10,000)

Funding Type: RAMP

Ad Date: 2015

This RAMP project consists of the signalization and intersection improvements in the Town of Ignacio at the intersection of SH 151 and SH 172. Design will proceed through 2014 with construction in 2015



COLORADO

Department of Transportation

Division of Transportation Development

Safe Routes to School
4201 E. Arkansas Ave. - Shumate Building
Denver, CO 80222-3400

Subject: Colorado Safe Routes to School Seeks New Advisory Committee Members
Contact: Leslie Feuerborn, Safe Routes to School Program Manager
Date Announced: July 1, 2014

The 2014 Colorado state legislature passed and the Governor signed into law HB14-1301 which allocates \$700,000 for the **Colorado Safe Routes to School (SRTS)** program to fund SRTS non-infrastructure (education and encouragement) projects in the 2014-15 fiscal year. This funding does not provide for SRTS infrastructure projects but local agencies are eligible to apply for funding through the Transportation Alternatives Program (TAP).

The Colorado Department of Transportation (CDOT) is currently accepting applications from interested persons to become a member of the **Safe Routes to School Advisory Committee**. The nine-member Committee includes two representatives from Metropolitan Planning Organizations (MPO); two from rural Transportation Planning Regions (TPR); and individuals representing parents, teachers, law enforcement, bicyclists, and pedestrians.

These committee members will serve a two year term from October 1, 2014 through September 30, 2016.

The committee's primary responsibility is to review Safe Routes to School grant applications and recommend projects for funding. In addition, the committee is also responsible for input into the process, the long-term growth of the program, and sharing information about the program, etc. The bulk of the work is done between December and January when projects are selected (lots of reading and scoring); and for a brief time in the summer reviewing the process and making changes to the application.

Interested persons should send a letter describing their reasoning for wanting to be on the committee and their resume. Individuals applying to represent an MPO or TPR require a support letter from that organization. The Safe Routes to School staff will review the applications and forward a recommendation to the CDOT Executive Director, who is required by statute to make the appointments. To ensure continuity in the program, we request that all selected members commit to remain on the committee for the full term of two years.

Applications are being accepted by CDOT's SRTS Program Manager now through noon on August 15th. Send letter of interest and resume to:

Email: dot_srts@state.co.us
FAX: 303-757-9727 - Attn: Safe Routes to School Program Manager
Mail: CDOT, DTD, Safe Routes to School
4201 E Arkansas Ave - Shumate Bldg.
Denver, CO 80222

Contact Leslie Feuerborn with questions at 303.757.9088 or dot_srts@state.co.us

Important Dates (may be subject to change):

Advisory Committee Member applications due - August 15, 2014



New advisory committee members appointed - October 1, 2014 through September 30, 2016

Advisory Committee meeting - October or November 2014 (new member orientation)

Advisory Committee receives applications for scoring - late November / early December 2014

Advisory Committee meets to discuss applications and recommend project selections - early January 2015

Transportation Commission approves SRTS non-infrastructure projects - February 2015

Advisory Committee meeting - May/August 2015

For more information about the Safe Routes to School program visit:

<http://www.coloradodot.info/programs/bikeped/safe-routes>

