

# SOUTHWEST COLORADO REGIONAL TRANSPORTATION PLANNING COMMISSION

**Date:** Friday, October 3, 2014  
**Place:** CDOT Maintenance Facility 20581 Hwy 160 W – video conferencing with Cortez site (Cortez Service Center)  
**Time:** 9am to 12:00pm

## AGENDA

- 9am**    **I.    Introductions** (additions/changes to agenda)
- II.    Accept Minutes: August 2014\***  
          **Accept Financial Report: as of September 2014\***  
          **Accept 2015 Dues\***
- 9:30**    **III.    Reports**  
          **1. August & September STAC Meetings: Bobby Lieb**  
          **2. Transportation Commissioner Report: Sidny Zink**
- 10:30**   **IV.    CDOT Report:**  
          **1. Construction Project Update: Ed Archuleta**  
          **2. Funding Updates: TAP, Transit**
- 11:45**   **V.    Other Business**  
          **1. Officer Elections**  
          **2. Supporting Letter for 550-160 Interchange\***  
          **3. Community Updates –Round Robin (pending available time)**
- VI.    Adjourn**

**Next proposed meeting date: December 5, 2014**

*\*vote requested*

**SOUTHWEST REGIONAL TRANSPORTATION  
PLANNING COMMISSION  
Friday, August 8, 2014 9am to 12pm  
Carnegie Building, Durango CO**

**TPR Members**

Phil Johnson, Cortez  
Bobby Lieb, La Plata County  
Kevin Hall, Durango  
Chris LaMay, Bayfield  
Bentley Henderson, Archuleta County  
Lee San Miguel, Ignacio  
Rodney Class Erickson, Southern Ute Tribe  
Clifford Lucero, Archuleta County  
Andrea Phillips, Mancos  
Rob Englehart, Montezuma County  
Jim Davis, La Plata County

**Others Present**

Sara Trujillo, SWCCOG  
Miriam Gillow-Wiles, SWCCOG  
Mike McVaugh, CDOT  
Jason Ragsdale, Center for Independence  
Matt Muraro, CDOT  
Michael King, CDOT  
Kerrie Neet, CDOT  
Tony Cady, CDOT  
Sidney Zink, Transportation Commissioner  
Edward Box III, Southern Ute Tribe

**I. Introductions:**

The meeting was called to order by Chairman Bobby Lieb at 9:04 am. There were no changes to the agenda.

**II. Minutes & Financial Report:**

The TPR minutes from the June 27, 2014 meeting were provided in the meeting materials. A profit loss statement from July 2014 was also provided. The TPR has a positive balance of \$3,666.00. **Phil Johnson made the motion to approve the minutes and the financials as presented. Chris LaMay seconded, and the motion passed with all in favor.**

**III. SWTPR Planning Materials – RPP Prioritization:**

Matt Muraro discussed the STIP and capital development plans. STIP plans are four years and capital plans are ten years. The idea is to attain larger projects in a framework. RPP funds are the only discretionary funds CDOT has at this time. However, FASTER and RPP funds will apply to these projects. Potential other funding sources will be a possibility such as bridge and surface dollars.

A list of prioritized projects was requested from the SWTPR with a deadline of August 20, 2014 as the STIP deadline is January 1, 2015. An analysis will be conducted between the end of August 2014 and January 1, 2015 on chosen projects. Rodney Class-Erickson requested an extension of the project prioritization deadline in order to consult with partners. The deadline was extended to August 29, 2014 at 5:00 pm.

**Phil Johnson made the motion to accept RPP list of priorities. Rob Englehart seconded, and the motion passed with all in favor.**

**IV. Reports:**

Being that there was no meeting in July, there was no staff report.

Bobby Lieb will attend September STAC meeting with Kevin Hall attending STAC meetings thereafter.

**Transportation Commission Report:**

Sidney Zink reported that TC discussions varied statewide. A current concern is how much Colorado is relying on federally funded projects (64% reliance), especially with the federal highway trust fund and funding crisis. This funding crisis is anticipated to affect Colorado substantially.

On a positive note, Senate bill 228 that was previously passed may come back around in FY2016 providing additional funding for state transportation. If this bill is passed, it will be a 5-year plan that will be budgeted annually.

**Implementation Actions:**

Mike King requested the SWTPR review the implementation actions included in the board packets and choose 3-5 projects to work on. SWTPR is not restricted to the categories Mike presented.

Alternative fuel initiatives were mentioned as a worthwhile effort. DoLA and CMAC funds would be available for these efforts. In addition to alternative fuels, aviation projects were suggested. Miriam is to look into inviting the La Plata County and Cortez airport directors to the next TPR meeting to present information and what efforts are currently being made.

Bobby Lieb suggested considering all ideas at this time. Tony Cady agreed saying after everyone has time to consider items presented by Mike King and any additional items, we can narrow down considerations to 4-5 main items at the next meeting. Mike King offered to provide additional details for items of consideration then send out a survey to SWTPR members to choose from helping narrow down main focus items. This survey will not narrow down items to a strict vote but provide an indication of what items have majority vote.

**TAP update:**

Matt Muraro reported that the TAP application deadline was last Friday, August 1, 2014. Twelve total applications were submitted for the region. All applications met the basic eligibility requirements, and efforts are being made to rank applicants.

**CDOT Project Construction update:**

Ed Archuleta was unable to attend the meeting. Tony Cady reported there have been no changes.

**V. Other Reports:**

**Safe Routes to School:**

Miriam reported that a new board representative is needed from this area for the upcoming SRTS (Safe Routes to school). Applications are due August 15. There is a local match required for the grant. Bobby Lieb requested that members think of someone in their perspective organizations to represent the TPR in SRTS efforts.

**VI. Other Business:**

**Community updates:**

Andrea Phillips reported that Manos is looking to do a 160 corridor plan. This plan will beautify the corridor and improve vehicle, pedestrian, and bike safety. This will be the first pedestrian crossing on 160.

Chris LaMay reported that Bayfield will be looking into a corridor between Bayfield and Gem Village in addition to replacing two bridges off 160.

Lee San Miguel reported that the completion of 320 is coming soon and that pavement is about to begin.

Kevin Hall reported that there are a lot of trail projects going on. Efforts are being made to wrap up North on 29<sup>th</sup> and ramps on the Westside of town.

**The next meeting date is scheduled for Friday, October 3<sup>rd</sup> at the CDOT conference room, 9am – 12pm.**

The meeting was adjourned at 12:00pm

12:41 PM

09/29/14

Accrual Basis

**Southwest Colorado Council of Governments**  
**Profit & Loss**  
**July 1 through September 29, 2014**

	<u>Jul 1 - Sep 29, 14</u>
Income	
4006 · Dues Revenue	4,000.00
Total Income	<u>4,000.00</u>
Gross Profit	4,000.00
Expense	
5510 · Travel Exp	67.20
5512 · Meeting Exp	1,274.53
Total Expense	<u>1,341.73</u>
Net Income	<u><u>2,658.27</u></u>



# SOUTHWEST COLORADO COUNCIL OF GOVERNMENTS

September 29, 2014

## SWTPR:

Please find a summarized explanation of dues determination and amounts by government for FY-15. Dues have not been increased since 2006, and the formula for dues assessment is based on the total amount to be distributed, \$8,000. Each political jurisdiction is assessed a base amount of \$300. The remainder is distributed on a weighted average of fifty/fifty according to the percentage of highway miles within the political jurisdiction and a percentage of the population in each jurisdiction.

The TPR dues will go towards coordination of the Southwest Regional Transportation Planning Commission (SWRPC) meetings, sending a local representative of the committee to Denver for the monthly STAC meetings, and keeping the SWRPC informed of relevant issues, and represent our region for statewide appropriations and public meetings.

## 2015 TPR Membership Dues

<b>Government</b>	<b>Dues</b>
Archuleta County	\$ 667.00
Town of Bayfield	\$ 341.00
City of Cortez	\$ 457.00
Dolores County	\$ 437.00
Town of Dolores	\$ 305.00
Town of Dove Creek	\$ 314.00
City of Durango	\$ 587.00
Town of Ignacio	\$ 314.00
La Plata County	\$ 1,139.00
Town of Mancos	\$ 329.00
Montezuma County	\$ 837.00
Town of Pagosa Spring	\$ 347.00
Town of Rico	\$ 307.00
San Juan County	\$ 410.00
Town of Silverton	\$ 316.00
Southern Ute Indian Tribe	\$ 428.00
Ute Mountain Ute Tribe	\$ 451.00
<b>Total</b>	<b>\$ 7,986.00</b>

**DRAFT STAC Meeting Minutes  
August 15, 2014**

**Location:** CDOT Headquarters Auditorium  
**Date/Time:** August 15, 9:00 a.m.-11:30p.m.  
**Chairman:** Vince Rogalski  
**Attendance:**

Agenda Items/ Presenters/Affiliations	Presentation Highlights	Actions
<p>Introductions / June Minutes/ Vince Rogalski</p> <p>Transportation Commission Report / Vince Rogalski</p>	<ul style="list-style-type: none"> <li>• Minutes were approved without corrections or additions.</li> <li>• At the direction of the Governor, the HTPTE Board adopted a new transparency policy. That policy is now posted on the HTPTE's website for public comment and feedback before implementation.</li> <li>• The HTPTE Board also discussed the Partially Covered Lower (PCL or I-70 Viaduct) and funding options. It was made clear that a decision on the PCL's funding mechanism has not been determined and public-private partnerships are only one option of many that the Transportation Commission will review.</li> <li>• At the Transit and Intermodal Committee, Mark Imhoff (Director of Transit and Rail) outlined that the Interregional Express (IX) (Bustang) has a goal of being operational within the 2014 calendar year. Currently, the buses have been ordered and Motor Coach Industries (MCI) has been given a notice to proceed.</li> <li>• At the Transportation Commission Meeting, members outlined that no decision on funding for the PCL will be made until public meetings can be held.</li> <li>• Josh Laipply (CDOT's Chief Engineer) came before the Transportation Commission to explain why a number of project bids received by CDOT are high.</li> <li>• The Transportation Commission discussed the recent I-70 closures. It was determined that it would be more efficient to close the interstate for a couple of days, rather leave it open and cause extended delays.</li> </ul>	<p><b>Minutes approved.</b></p> <p><b>No action taken.</b></p>

	<ul style="list-style-type: none"> <li>The Transportation Commission was informed of the details on SB 228 transfers and how income growth of 5% will trigger those transfers.</li> </ul>	
<p>Federal and State Legislative Update / Kurt Morrison</p>	<p>Federal Update:</p> <ul style="list-style-type: none"> <li>On July 31, 2014 Congress authorized the transfer of \$10.6 billion into the Highway Trust Fund, which will fund transportation for another 10 months. The extension is funded through a combination of transfer, but largely using a technique known as “pension smoothing.” As part of the package, MAP-21 was extended for an additional 10 months.</li> <li>CDOT was recently informed that the awards for TIGER VI grants will be announced by mid-September. At the latest they will be announced before the elections.</li> </ul> <p>State Update:</p> <ul style="list-style-type: none"> <li>The Transportation Legislation Review Committee (TLRC) is in the process of drafting interim bills. This is the process of creating bills that will be introduced as committee bills during the legislative session. There are currently five of these bills that are being crafted. There are three bills which are of interest to CDOT. First, a bill that would add \$3 million to the Safe Routes to School Program; second, a bill that would increase fines for those found in violation of chain laws; third, a bill that would allow CDOT, the Department of Revenue, and the Department of Corrections to work together to update the design of temporary license plates.</li> </ul>	<p><b>No action taken.</b></p>
<p>SB 09-228 Update/ Herman Stockinger</p>	<ul style="list-style-type: none"> <li>CDOT staff is in the beginning stages of developing a potential SB 228 projects list. It is expected that the SB 228 trigger, 5% personal income growth, will be reached and transfers to CDOT will be in FY16. If there is a TABOR refund, those funds could be reduced anywhere from \$200 million per year, for five years, to no transfers at all.</li> <li>During the next legislative session, there may be some who will try and prevent CDOT from receiving the SB 228 transfers. CDOT would like to have enough projects identified to accommodate the maximum anticipated transfer (\$1 billion).</li> <li>It was recommended to the Transportation Commission that SB 228 projects rely solely on those funds. Since the funding source is uncertain, it is suggested that these be standalone projects that would not tie up other</li> </ul>	<p><b>No action taken.</b></p>

	<p>funds if SB 228 funds did not come through.</p> <ul style="list-style-type: none"> <li>• Staff will engage the Transportation Commission in providing direction on the development of a potential SB 228 project list. Staff hopes to have a list of projects by the end of the calendar year.</li> </ul> <p><b>STAC COMMENTS:</b></p> <ul style="list-style-type: none"> <li>• Thad Noll asked if there was any thought as to how the transit funds will be used. Herman informed Thad that 10% of SB 228 funds must be applied to strategic transit projects as defined by the Transportation Commission.</li> <li>• David Krutinger also mentioned that, although the existing strategic transit project list is completed, CDOT will look to the recently completed Regional and Statewide Transit Plans and get input from STAC in order to identify potential strategic transit projects.</li> <li>• Wayne Williams recommended that the existing 7<sup>th</sup> pot list should be completed as part of SB 228 project list. He felt that since, at some point, there will be a ballot initiative to fund transportation, it is important to build trust with the public. Completing the 7<sup>th</sup> pot list will allow others to say that when a ballot is passed the dedicated funds are used for the approved purpose.</li> </ul>	
<p>CMAQ Alternative Fuels Program Update / Debra Perkins-Smith</p>	<ul style="list-style-type: none"> <li>• The Colorado Energy Office (CEO), Regional Air Quality Council (RAQC), and Department of Local Affairs (DOLA) came before STAC to give presentations on Colorado's Alternative Fuel Program.</li> <li>• The CEO presentation included a discussion on program goals, key principles, a market implementation plan, CMAQ funding, the statewide station network, station incentives, and station funding timeline.</li> <li>• The RAQC presentation included program goals, vehicle funding, vehicle incentives, grant criteria, and vehicle funding timeline (first round).</li> <li>• The DOLA presentation included program overview, station and vehicle eligibility, and a comparison between all three programs (CEO, RAQC, and DOLA).</li> </ul> <p><b>STAC COMMENTS:</b></p> <ul style="list-style-type: none"> <li>• Barbara Kirkmeyer mentioned that there are several disincentives within the criteria DOLA is suggesting. She said that the criterion hinders entities with small populations. If the criteria is kept, it would be her recommendation that these smaller communities seek environment impact program grants because those grants cover 75% of the entire vehicle cost. She recommended that DOLA reconsider the incremental cost policy and</li> </ul>	<p><b>No action taken.</b></p>



	<p>replace it with a 25% local match. She also mentioned that CEO should change their policy so it is more consistent with CMAQ funding.</p> <ul style="list-style-type: none"> <li>• Pete Fraser commended DOLA for the work they have done. She commented that there is an opportunity to extend funding to rural communities that are outside of non-attainment areas. She went onto say that the conversations with the STAC advisory committee were more about decisions that already had been made.</li> <li>• Barbara Kirkmeyer commented that she would continue to provide suggestions on how to best promote the use of CNG across Colorado. She went on to say that the criteria and application presented by CEO was developed without the input of the STAC advisory committee. The proposed approach to funding the incremental cost of vehicles doesn't adequately incentivize local governments. If CEO were to follow the CMAQ criteria, which allows for the funding of 80% of new vehicles and conversions of old vehicles in public fleets with a dominant transportation purpose, it would appropriately incentivize local governments. She also recommended that the grant applications submissions should be on an on-going basis, as opposed to the bi-annual approach recommended by CEO.</li> <li>• Gary Beedy asked how these programs will avoid competing with private industry efforts such as Tesla. It was noted that electric vehicle inclusion is meant to diversify and strengthen existing markets, not to compete with private industry.</li> <li>• Scott Hobson commented that CEO should be more flexible with the schedule for the application cycle.</li> <li>• Jan Dowker said that CEO should keep the STAC advisory committee involved because STAC has a stated a strong interest. STAC members have the ability to assist the efforts of the program.</li> <li>• Thad Noll stated the electric vehicles are an easy add on and if STAC is serious about air quality then they need to adopt an all of the above approach.</li> </ul>	
<p>Cash Management Update / Maria Sobota</p>	<ul style="list-style-type: none"> <li>• Maria Sobota came before STAC to give a Cash Management update. Her presentation included an overview of Cash Management recommendations, twelve implementation areas, and the FY 2016 budget review timeline.</li> <li>• Jamie Collins came before STAC and gave a high level overview of the key changes to CDOT's STIP process. This included the 4P process, STIP changes, 10-year Capital Plan, and 4-year Work Plan.</li> </ul>	<p><b>No action taken.</b></p>

	<p><b>STAC COMMENTS:</b></p> <ul style="list-style-type: none"> <li>• Terri Blackmore asked what type of budget the FY 16 budget will be. Maria informed her that it will be a revenue based budget, but OFMB is working to include RAMP.</li> </ul>	
<p>STAC Rules and Responsibilities / Debra Perkins-Smith</p>	<ul style="list-style-type: none"> <li>• Vince Rogalski started the discussion on STAC rules and responsibilities by informing members that the Transportation Commission recently conducted a productive retreat and inquired as to whether STAC members would like to do the same.</li> <li>• The retreat would focus on communication, improving how STAC functions, and the appropriate roles and responsibilities for STAC. For example, STAC should be deliberating on issues, and offering recommendations, before the Transportation Commission has made decisions. This way the Transportation Commission has STAC's opinion on important issues before they make decisions.</li> <li>• Herman Stockinger detailed how the recent Transportation Commission retreat was conducted. First, the Transportation Commission had a facilitated discussion about what their priorities are for the next fiscal year and how those priorities align with CDOT priorities. Next, the Transportation Commission discussed gaps they have identified, i.e. the commission packet and how CDOT provides the commission with information. Finally, the Transportation Commission brought in CDOT senior management for discussion.</li> <li>• Vince Rogalski suggested that the retreat be split into two sections. The morning session would be for STAC to discuss issues amongst themselves and the afternoon session would be a discussion with CDOT staff on the relationship between STAC and CDOT.</li> <li>• Herman Stockinger mentioned that the facilitator conducted pre-interviews with CDOT senior management and Transportation Commissioners prior to the retreat. If the STAC decides to do something similar, STAC members shouldn't be alarmed if they receive a call soliciting their opinions.</li> <li>• Vince Rogalski asked STAC members if they would conduct STAC elections this month or wait until September. Members agreed to conduct elections at the present meeting.</li> </ul> <p><b>ACTION ITEM:</b> A motion was made to nominate Vince Rogalski as STAC Chair. That motion was seconded and Vince Rogalski was unanimously</p>	<p><b>Action Item #1:</b> STAC members unanimously elected Vince Rogalski as STAC Chair. <b>Action Item #2:</b> STAC members voted 8-7 to elect Thad Noll as STAC Vice Chair.</p>

	<p>elected.</p> <p><b>ACTION ITEM:</b> A motion was made to nominate Barbra Kirkmeyer and Thad Noll for STAC Vice Chair. Both Thad and Barbra were given time to explain why they would like to be STAC Vice Chair. Using a paper ballot method, with only one vote to each TPR, STAC chose Thad Noll as Vice Chair with an 8-7 vote.</p> <p><b>STAC COMMENTS:</b></p> <ul style="list-style-type: none"> <li>• Buffie McFadden stated that the retreat was a good idea.</li> <li>• Karen Rowe asked a clarifying comment about who would be invited to the STAC retreat. Vince informed her that it would be STAC representatives and their alternates.</li> <li>• Terri Blackmore said that it would be helpful if a draft agenda was created and STAC members could comment on it.</li> <li>• Bobby Lieb Jr. suggested that part of the agenda include a review of STAC's statutory responsibility. He mentioned concerns on what the statutory definition of STAC is. He mentioned two questions that should be answered. First, is STAC in agreement on conforming to the intent of the statute and is realignment necessary? If so, what is the process for that?</li> </ul>	
<p>Statewide Plan Update/ Michelle Scheuerman</p>	<ul style="list-style-type: none"> <li>• Michelle Scheuerman came before STAC to give a 2040 Statewide Plan update. Her presentation included a demonstration of module 2. Each module of the Statewide Plan is being rolled out as it is completed. Module 2 will be represented as a Prezi presentation on the Statewide Plan website. Modules 3 (funding and needs) and 4 (implementation) are currently in progress. Each module is available for public comment through the Statewide Plan website.</li> <li>• Michelle mentioned that she will return in September to discuss the review/comment period and process, the housing of the plans in local repositories, and advertisement for the release of Regional Transportation Plans (RTPs) and the 2040 Statewide Plan.</li> </ul> <p><b>STAC COMMENTS:</b></p> <ul style="list-style-type: none"> <li>• Vince Rogalski asked when STAC will see a draft of the 2040 Statewide Plan. Michelle informed him that the first draft will be released in November and CDOT will be seeking public input at that time. CDOT expects to adopt the plan no later than February of 2015, taking effect in July of 2015.</li> <li>• Herman Stockinger asked how much of the plan will be web-based. Michelle informed Herman that the Executive Summary will be written and</li> </ul>	<p><b>No action taken.</b></p>

	<p>module 3 will be a combination of both.</p> <ul style="list-style-type: none"> <li>• Terri Blackmore asked if you will be able to comment online. Michelle confirmed that you will be able to comment online and CDOT will return to STAC with the comments for both the Statewide Plan and RTPs.</li> </ul>	
<p>Transit Plans / Tracey MacDonald</p>	<ul style="list-style-type: none"> <li>• Tracey MacDonald came before STAC to give an update on the Regional and Statewide Transit Plans. Her presentation included an overview of regional coordinated transit and human services plans, plan development process, statewide transit plan, statewide transit vision, content of the statewide transit plan, statewide transit plan development process, stakeholder involvement, received feedback, elderly and disabled survey, and survey results and key findings.</li> </ul> <p><b>STAC COMMENTS:</b></p> <ul style="list-style-type: none"> <li>• Vince Rogalski pointed out that there were a lot of questions pertaining to operating funds. He asked if there has been any discussion about more regional transit authorities being developed. Tracey informed Vince that the topic was raised in those areas of the state that were for ways to raise more revenue.</li> </ul>	<p><b>No action taken.</b></p>
<p>Other Business</p>	<ul style="list-style-type: none"> <li>• Jeff Sudmeier announced that Statewide MPO meeting will take place in the Headquarters Auditorium at 1:00 PM.</li> </ul>	<p><b>No action taken.</b></p>

3 October 2014

Don Hunt  
CDOT Executive Director  
4201 E. Arkansas Avenue  
Denver, CO 80222

Dear Mr. Hunt,

The Southwest Transportation Planning Commission is an organization comprised of seventeen political jurisdictions of Bayfield, Cortez, Dolores, Dove Creek, Durango, Ignacio, Mancos, Pagosa Springs, Rico, Silverton, as well as Archuleta, Dolores, La Plata, Montezuma, and San Juan Counties, and the Southern Ute and Ute Mountain Ute Tribes. We are writing to request SB228 funding to complete the RGM6 Design Variation for US Highway 550.

It is difficult to understate the importance of US550 for the regional economy. Oil and gas field services utilize the highway to access operations and offices on both sides of the state line. Recently, data from Buxton Analytics revealed that almost half of all taxable expenditures in Durango and La Plata County are from tourists. Not only is US550 a major tourism thoroughfare for Durango, it is access for tourism and economic development across the region.

CDOT has long recognized the importance of Highway 550 for Southwest Colorado. Of the 16 miles of US550, the project with the potential highest impact is a new interchange with US Highway 160. The interchange itself was built several years ago, but the alignment for 550 to connect to the interchange has yet to be constructed. US Highway 550 currently meets US Highway 160 at the bottom of a steep and winding hill. This section of US550 sees over 7000 AADT, while US160 carries over 21000 AADT through this intersection; making it the busiest intersection in the five county region. US160 has a volume to capacity (V/C) ratio of 0.78, and US550 has a V/C ratio of 0.67. Although neither of these indicate excessive delays, the V/C 20 ratio (1.14 and 0.9, respectively) for both highways at this intersection does indicate unstable flows and to exceeding capacity of the intersection.

Thanks to income growth in the State of Colorado, SB228 allows for the transfer of up to \$900 million to CDOT over the next five years to fund critical transportation projects throughout the State of Colorado. At the same time, CDOT is completing an alternative of Highway 550 southbound to the interchange, the RGM6 Design Variation. With alignment and funding from SB228, the US550/160 interchange will be shovel-ready.

The Southwest Transportation Planning Commission is requesting CDOT allocate funding from SB228 to help complete the US Highway 550/160 intersection. This project is key to the economic vitality of the region.

Sincerely,

Bobby Lieb  
TPR Board Chair