



# SOUTHWEST TRANSPORTATION PLANNING REGION

## Regular Meeting Agenda

**Date:** Friday, December 2, 2016

**Place:** Carnegie Building 1188 E 2<sup>nd</sup> Ave., Durango

Join from PC, Mac, iOS or Android: <https://zoom.us/j/109670693>

Or join by phone: +1 408 638 0968 (US Toll) or +1 646 558 8656 (US Toll), Meeting ID: 109 670 693

**Time:** 9am to 12:00pm

### AGENDA

- 9:00 I. Introductions** (additions/changes to agenda)
- II. Accept Minutes: October 7, 2016\***  
**Accept Financial Report: January – October 2016\***  
**Election of 2017 Officers\***  
**Meeting date change\***
- 9:05 III. Reports**
- 1. October STAC Draft Minutes:** Read Only
  - 2. Transportation Commissioner Report:** Sidney Zink
- 11:10 IV. CDOT Reports**
- 1. IGA & COG/TPR Contracts:** Mike King
    - a. COG/TPR Contract for Services\***
  - 2. FASTLANE Grant Letter of Support\*:** Tony Cady
  - 3. Construction Update:** Ed Archuleta
- 11:45 V. Other Business**
- 1. Transit Provider Updates**
  - 2. Community Updates –Round Robin** (pending available time)
- VII. Adjourn**

Next meeting date: February 3, 2017

*\*vote requested*

**Southwest Colorado Regional Transportation  
Planning Commission  
Friday, October 7, 2016 - 9:00 a.m.  
Carnegie Building, 1188 E 2nd Ave., Durango**

TPR Members in Attendance:

Keenan Ertel – Montezuma County  
Chris La May – Town of Bayfield  
Scott Lewandoski – Town of Pagosa Springs  
Kevin Hall - City of Durango  
Clifton Lucero – Archuleta County  
Bentley Henderson – Archuleta County  
Greg Schulte – Town of Pagosa Springs  
John Egan – Town of Pagosa Springs  
Phil Johnson – City of Cortez  
Brad Blake – La Plata County  
Dan Naiman – Town of Ignacio (by phone)

Others in Attendance:

Bill Frownfelter - Russell Planning and Engineering  
Matt Nesbitt – Southern Ute Community Action Programs  
Amber Blake – City of Durango  
Tony Cady– Colorado Department of Transportation  
Matt Muraro – Colorado Department of Transportation  
Casey Valentinelli - Colorado Department of Transportation  
Jeff Sanders - Colorado Department of Transportation  
Miriam Gillow-Wiles – Southwest Colorado Council of Governments  
Sara Trujillo – Southwest Colorado Council of Governments  
Dennis Wegienek – Southwest Colorado Council of Governments  
Jessica Laitsch – Southwest Colorado Council of Governments

The meeting was called to order at 9:10 a.m.

**I. Introductions**

**II. Accept Minutes: August 2016**

**Phil Johnson motioned to approve the minutes as presented, Chris La May seconded, unanimously approved.**

**Accept Financial Report: January-August 2016**

**Bentley Henderson motioned to accept the financial report as presented, Phil Johnson seconded, unanimously approved.**

### **III. CDOT Reports:**

#### **a. 5310 and 5311 Transit Funding: Jeff Sanders, DTR**

Jeff Sanders described the purpose of the CDOT Division of Transit and Rail. He explained that the purpose of this presentation is an overview of CDOT's efforts to look at how certain FTA funding is distributed and mentioned that he gave a similar presentation a couple weeks ago at a statewide transit conference. Specifically, he will be discussing 5311 funding, looking at how they distribute this funding and how to distribute simply and equitably in the future. The process for looking into this has included a transit town hall and a number of focus group meetings. Bentley asked what elements are uncertain as they move forward. Jeff replied that they are trying to figure out a distribution formula and criteria. Keenan asked if this is a result of new entities requesting funding. Jeff replied that it is, and these include Archuleta County and the Town of Telluride.

Jeff explained that there have been concerns that this would take funding away from rural areas, but clarified that this funding is specifically intended for rural areas. He described how 5311 is currently distributed, based on population and "merit" or CDOT discretion, and the award levels have generally stayed stable unless there is an increase from the FTA. This means that longtime grantees tend to receive larger awards due to more available funding in past years in addition to gradual increases through time. He explained that CDOT is looking at changes because federal funds are largely remaining stable while there are increasing demands, including requests from new agencies, and limited transparency about how the awards are distributed, specifically that very similar organizations are receiving wildly different amounts for no obvious reason. Kevin asked if there is history about how the awards were originally determined. Matt replied that it was highly dependent on precedent. Bentley asked if CDOT is soliciting input. Jeff replied that they are and he would address this. He added that part of the discrepancy in awards is that in many instances the awards were only intended to assist with the expansion of services. He added that performance metrics are not currently factored into the awards and the Transportation Commission is encouraging all of CDOT to use performance in award decisions. He mentioned that CDOT will not use any of these funds for Bustang as this service is funded with FASTER funding. Kevin asked if FASTER funds could be available for rural transit use. Jeff replied that there was recently an evaluation about what these funds could be used for and rural use may be a possibility.

Jeff described the approval process for these changes, which will include the STAC, Transit and Rail Advisory Committee (TRAC), Transit and Intermodal Committee of the Transportation Commission, and the Transportation Commission, and it will be an iterative process. He explained that the focus groups had discussed the background behind making these changes and options for funding criteria. The approach so far has been to look at the issues, then the formula, then develop a policy. He described the criteria and scenarios discussed during the second focus group, where they discussed what the funding distribution would look like based on different criteria, and summarized some of the feedback based on these scenarios. He explained that these were never intended to be policy options, but rather to brainstorm and begin discussions. Some items generally agreed upon were that population and tourism are important elements to consider, that a transition period would be necessary, and ensuring that all voices are heard throughout the process. He added that the process ended up being more controversial than they expected. Based on the feedback received, they decided to begin by looking at the policy framework before beginning to look at the formula methodology. He added that they will be extending the timeline to make these decisions, originally the decision was expected by spring 2017; however, they will extend this to ensure there is sufficient time for everyone to provide input. They will be working with a subcommittee of the TRAC consisting of varied, statewide representation.

Bentley asked if a new formula would necessitate a new application by the rural transit providers. Jeff replied yes, and they would need to work with each of the providers. Scott Lewandoski asked when the next cycle is. Jeff replied they award on two year cycles, the next award cycle will be in spring of 2017. Kevin asked for clarification that the 2017 decisions would be based on the current process. Kevin and Jeff discussed that the 2017 awards have been made, and the awards to be decided in 2017 will likely only be one year (for 2018) awards based on current criteria, then will return to a two year cycle. Matt pointed out that the inequity has been a consistent issue for some time. Keenan suggested that income levels should be a significant factor for funding distribution due to higher need. Amber mentioned that the City of Durango tracks income level and transit dependent populations of their riders. She added that perhaps funding could be distributed based on performance measures that are relevant to the specific type of services. There was discussion about specific agencies. Amber mentioned that there is not enough funding and we need to figure out other ways to increase the amount of funding available. She added that the FTA requires distribution to be fair and equitable. Kevin asked if moving forward this issue would be addressed again at TPR or the TC. Jeff replied yes, they will be starting with the subcommittee and grant partners, then will be going to STAC. Kevin pointed out need to ensure that information is communicated with sufficient time to react. There was discussion about communicating information through the STAC and the regional planners. Bentley asked if the subcommittee membership is already set. Jeff replied that it is. Amber suggested that she attend TPR meetings and provide ongoing updates. Kevin reiterated that it will be important to ensure there is a good flow of information. Jeff suggested that Amber and Matt work together to share information. Bentley asked what the subcommittee would address first. Jeff replied that they would be looking at a policy framework and higher level policy issues.

Amber reported that the City of Durango Transit received the Outstanding Service Award from the FTA.

**b. Annual STIP Update – 2018: Matt Muraro**

Matt reported that they recently completed the planning process for the timeframe 2016 to 2019, and they will be doing annual check-ins. The last STIP was a 6 year plan, but the FHWA requires a 4 year plan, so they will do 4 year rolling plans moving forward. CDOT plans to amend the STIP semiannually and will be looking at an expenditure based process rather than putting in funds in advance. He described the process for the development of the STIP. Kevin asked if people tend to show up during the public meetings. Matt replied that generally people don't show up unless there is something controversial happening. He described the current 10 year program. Brad asked if the Dry Creek project is still on track. Matt replied that they would address this during the construction update. Matt and Tony explained that there was unanticipated funding that allowed further work on the project, which otherwise was planned to be delayed.

**c. Construction Project Update: Casey Valentinelli**

- US 160 Wilson Gulch Road Extension – Casey reported this project is nearly complete. Kevin reported will be doing a ribbon cutting on October 13.
- US 160 W. Wildlife Crossing at Dry Creek – There is a couple weeks of work remaining, then will move to the next phase.
- US 550 Cribwalls Phase II/III Project – Completed.
- US 491 Cortez to MCR 30 (CR M) – Southbound paving is complete, northbound paving will begin in a week or two. They have begun intersection work on Lebanon

Road. They are working with the city to relocate utility lines, expected to be completed this year.

- SH 145 Chipseal West Fork North – Completed.
- SH 145 North of Rico – The final walkthrough is scheduled, should be done by the end of the month.
- US 550 San Juan Line to Coal Bank Pass – Completed.
- R5 US 24, SH 17, US 160 Priority Culverts – Nearly completed for the season and will start up again in the spring.
- US 550 Durango N Main Ave ADA – Phase one was advertised but there were no bidders. Kevin added they are looking at how to move forward.
- SH 184 Narraguinnep Canal 0-02-A Structure – The signs will go up next week with construction the following week. The project should be done by the end of the year.
- US 160 McCabe Creek Pagosa – Delayed due to right of way, anticipated the spring of 2018. Bentley asked if they are starting demolition. Tony replied this would be coordinated through CDOT's property management group, so not certain of the status.
- US 550 Cribwall Repair MP 68.7 and 88.76 – Will go to ad in November for spring construction.
- US 491 Surface Treatment MP 27.3 – MP 36.8 – Will go to ad in November for spring construction.
- US 491 at County Road S – Currently in preliminary design.
- SH 41 Surface Treatment US 160 to Utah – Will go to ad by the end of the year for construction in the spring.
- US 550/160 PCCP Diamond Grinding Phase I – Will go to ad by the end of the year for construction in the spring. Tony added that this will entail removing the top layer of pavement to remove markings, and there will be significant traffic impacts. Kevin suggested working with Amber to begin communication about this project. Brad asked if they are grinding to flatten it out. Tony replied that the project will include removing irregularities and changing striping to provide bike lanes. Brad suggested working with Megan to communicate about project. There was discussion about when the project should begin. Keenan asked how quickly the process works. Tony explained how the grinder works and what project might entail.
- Chris asked about status of the signal at CR 501. Tony replied that he would follow up. Casey added that they are working to keep information like this updated online and will look into updating this.

#### **IV. Reports**

##### **1. STAC updates**

###### **a. August and September 2016 meetings: Kevin Hall**

- Kevin reported that the national freight network was discussed at STAC, CDOT sent letter to USDOT indicating there are not enough freight lane miles for Colorado. He pointed out that setting up the network is setting up for future funding.
- They discussed transit funding, a number of members were not aware of the issues, including discussion about the inclusion of performance measures. This will be an ongoing topic.
- The VW settlement will result in a significant amount of money coming into Colorado, this will likely go towards air quality mitigation, although there is not much clarity at this point.
- Rest areas were discussed and the state is doing an analysis to determine what is in place, what is needed and what investment is required.

- There was discussion on the road usage charge pilot program as a possible alternative to the gas tax. Participants will track mileage, be charged based on some related criteria and receive a rebate on the gas tax paid. Bentley asked who the volunteers are. Matt replied that people could sign up to volunteer.
- The STAC is looking at how the recent legislative changes will change the STAC.
- There is continued work on the alternative fuels corridors; US 550, 160 and 491 are tier 2 for CNG vehicles, although the focus right now is on the primary corridors.
- They are continuing work on Policy Directive 14 looking at performance measures.
- Congresswoman Diana DeGette attended the meeting.
- Some attendees were able to test drive some electric vehicles.
- CDOT is looking to establish a new headquarters, the plan is to do this without taking away from project funding. Bentley asked if they will be actually moving. Kevin replied yes. Matt added that it will be next to the football stadium which will allow sharing of the parking area. He added that the cost should be less than the upkeep of the current building. Casey added that part of this will include scanning records so they can be stored electronically.
- The viaduct project is moving along.
- Matt reported that SB 228 allows excess state funds to go to CDOT, which they will receive in the next two years. Staff is looking at projects to hopefully bring some of this funding to the region. Brad asked for clarification whether Colorado received FAST funding. Matt and Tony replied it did not. Kevin asked if they know why. Tony replied they have not received an official debrief, but they thought they had submitted strong freight projects. They may choose to resubmit in the next round.

## **V. Other Business**

### **1. Transit Provider Updates**

### **2. Community Updates –Round Robin**

Matt Nesbitt reported that SUCAP is working to get a loaner bus from Bustang.

Chris reported that Bayfield is working on the bridge project.

Bentley reported that the downtown corridor has been restriped and the signals redone. Clifton added that these changes were hugely helpful near the elementary school.

Keenan reported that the recently finished a Kinder Morgan truck route funded through a DOLA grant. They are preparing to redo CR CC with help from Kinder Morgan. He is glad that CR S is a priority. He mentioned that there are some areas the need filled in relative to the CR 145.

Dan Naiman reported that Ignacio bought a new bucket truck.

Brad reported that the airport is still working with the environmental assessment.

Phil reported that just finished their corridor restriping and resignalization, he is now working to address complaints about the impacts on parking. They are relocating a section of water main for the Lebanon Road project and extending some fiber lines in preparation for the resurfacing project next year.

Kevin reported that Durango's transit system has been very successful. Their transit planning shows that the public wants more transit and they are looking to identify alternative funding sources. They are working with the county and CDOT on a transportation model. Atmos Energy seems to be ending their project for the time being, they have replaced a number of gas lines. Amber is looking at road diets to add bike lanes and hopefully improve capacity and safety. They have done a lot of work on the trail project in Grandview.

Phil added that they are working on an access control plan for the central business district.

## **VI. Adjourn**

The meeting was adjourned at 11:14 a.m. The next meeting will be held December 2, 2016. Matt mentioned that the STAC meeting is scheduled for that day.

## Southwest Colorado Council of Governments

## Profit &amp; Loss

January through October 2016

	Jan - Oct 16
Ordinary Income/Expense	
Income	
CDOT Grants	
SWTPR Grant	16,831.14
Total CDOT Grants	16,831.14
Dues Revenue	
SWTPR Dues	7,679.00
Total Dues Revenue	7,679.00
Total Income	24,510.14
Gross Profit	24,510.14
Expense	
Advertising and Promotion	10.49
Employee/Board Appreciation	135.27
Information Technology (IT)	
Software	364.30
Total Information Technology (IT)	364.30
Insurance Expense	
General Liability	262.75
Worker's Compensation	209.25
Total Insurance Expense	472.00
Internet Connectivity	
Internet Connection (AT&T)	107.07
Total Internet Connectivity	107.07
Meetings	381.39
Office Equipment	1,412.52
Office Supplies	240.77
Professional Fees	
Audit	799.99
Misc.	12.12
Total Professional Fees	812.11
Salary and Wages	4,784.65
Travel	7,133.41
Total Expense	15,853.98
Net Ordinary Income	8,656.16
Net Income	<b>8,656.16</b>



# 2017 Calendar

## January 2017

N°	S	M	T	W	T	F	S
1	1	2	3	4	5	6	7
2	8	9	10	11	12	13	14
3	15	16	17	18	19	20	21
4	22	23	24	25	26	27	28
5	29	30	31				

## February 2017

N°	S	M	T	W	T	F	S
5				1	2	3	4
6	5	6	7	8	9	10	11
7	12	13	14	15	16	17	18
8	19	20	21	22	23	24	25
9	26	27	28				

## March 2017

N°	S	M	T	W	T	F	S
9				1	2	3	4
10	5	6	7	8	9	10	11
11	12	13	14	15	16	17	18
12	19	20	21	22	23	24	25
13	26	27	28	29	30	31	

## April 2017

N°	S	M	T	W	T	F	S
13							1
14	2	3	4	5	6	7	8
15	9	10	11	12	13	14	15
16	16	17	18	19	20	21	22
17	23	24	25	26	27	28	29
18	30						

## May 2017

N°	S	M	T	W	T	F	S
18		1	2	3	4	5	6
19	7	8	9	10	11	12	13
20	14	15	16	17	18	19	20
21	21	22	23	24	25	26	27
22	28	29	30	31			

## June 2017

N°	S	M	T	W	T	F	S
22					1	2	3
23	4	5	6	7	8	9	10
24	11	12	13	14	15	16	17
25	18	19	20	21	22	23	24
26	25	26	27	28	29	30	

## July 2017

N°	S	M	T	W	T	F	S
26							1
27	2	3	4	5	6	7	8
28	9	10	11	12	13	14	15
29	16	17	18	19	20	21	22
30	23	24	25	26	27	28	29
31	30	31					

## August 2017

N°	S	M	T	W	T	F	S
31			1	2	3	4	5
32	6	7	8	9	10	11	12
33	13	14	15	16	17	18	19
34	20	21	22	23	24	25	26
35	27	28	29	30	31		

## September 2017

N°	S	M	T	W	T	F	S
35						1	2
36	3	4	5	6	7	8	9
37	10	11	12	13	14	15	16
38	17	18	19	20	21	22	23
39	24	25	26	27	28	29	30

## October 2017

N°	S	M	T	W	T	F	S
40	1	2	3	4	5	6	7
41	8	9	10	11	12	13	14
42	15	16	17	18	19	20	21
43	22	23	24	25	26	27	28
44	29	30	31				

## November 2017

N°	S	M	T	W	T	F	S
44				1	2	3	4
45	5	6	7	8	9	10	11
46	12	13	14	15	16	17	18
47	19	20	21	22	23	24	25
48	26	27	28	29	30		

## December 2017

N°	S	M	T	W	T	F	S
48						1	2
49	3	4	5	6	7	8	9
50	10	11	12	13	14	15	16
51	17	18	19	20	21	22	23
52	24	25	26	27	28	29	30
1	31						

Grey – Current TPR meeting dates  
 Yellow – Proposed TPR meeting dates  
 Blue – Region 9 meeting dates  
 Black box – COG meeting dates  
 Red box – Holidays

**Draft STAC Meeting Minutes  
October 28, 2016**

**Location:** CDOT Headquarters Auditorium

**Date/Time:** October 28, 9:00 a.m. - 12:00 p.m.

**Chairman:** Vince Rogalski, STAC Chair

**Attendance:**

In Person: Vince Rogalski (GV), Kevin Hall (SW), Todd Hollenbeck (GVMPO), John Adams (PACOG), Doug Rex (DRCOG), Elise Jones (DRCOG), Adam Lancaster (CFR), Rob MacDonald (PPACG), Norm Steen (PPACG), Craig Casper (PPACG), George Wilkinson (SLV), Trent Bushner (EA), Thad Noll (IM), Sean Conway (NFRMPO), Walt Boulden (SC), Barbara Kirkmeyer (UFR), Chuck Grobe (NW), Gary Reiff (TC Chair), Sidny Zink (TC Vice-Chair), Ed Peterson (TC Member), Kathy Gilliland (TC Member).

On the Phone: Stephanie Gonzeles (SE), Kathleen Sickles (GV), Gary Beedy (EA).

<b>Agenda Items/ Presenters/Affiliations</b>	<b>Presentation Highlights</b>	<b>Actions</b>
<p>Introductions &amp; September Minutes / Vince Rogalski (STAC Chair)</p>	<ul style="list-style-type: none"> <li>• Review and approval of September STAC Minutes. No corrections or additions.</li> </ul>	<p>Minutes approved.</p>
<p>Transportation Commission Report / Vince Rogalski (STAC Chair)</p>	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• HPTE discussed express toll lanes – everything is working very well.</li> <li>• There has been a lot of legislative outreach to discuss HPTE lanes with legislators, in particular the change to HOV 3+ that will occur on January 1<sup>st</sup>, 2017.</li> <li>• Starting to talk about I-25 south toll lanes, but nothing formal at this point.</li> <li>• Central 70 is moving ahead and a final RFP is expected by Spring 2017.</li> <li>• C-470 released its RFP and is hoping for construction by Spring 2017.</li> <li>• During the TC meeting, DTR provided an update on 5311 transit funding and how the distribution will be changing as new agencies seek a portion of it. There is no longer enough of this money to go around, so a solution is being sought. TC goal is to identify a plan by early 2017.</li> </ul>	<p>No action taken.</p>

	<ul style="list-style-type: none"> <li>• The 10-Year Development Program was also discussed and we will provide an update to STAC later in the agenda.</li> <li>• There was a report on technology, specifically RoadX. <ul style="list-style-type: none"> <li>○ One interesting point was the question of who is responsible a crash involving a driverless car. Insurance companies are saying it would be the manufacturer, not the owner, since essentially they are the operator of the vehicle.</li> <li>○ Another point is related to electric cars, which currently have a limited range. One potential solution is “inductive charging”, which could charge the electric vehicle as it moves down the road rather than storing it all in a battery. This may change the role of the DOT to operate more like a utility than it currently does.</li> <li>○ Overall, new technology is changing a lot about transportation and we will need to adapt with it.</li> </ul> </li> </ul> <p><b>STAC Comments</b></p> <ul style="list-style-type: none"> <li>• <u>Thad Noll</u>: For those of you with transit agencies in your area, pay attention to the 5311 changes. Over the years the way that this money has been distributed has continued to evolve, and this is currently happening again. Since there are always winners and losers in a process like this we need to be sure to pay attention and make sure everyone feels it’s done fairly.</li> <li>• <u>Mark Imhoff</u>: We have a subcommittee of the TRAC with representatives of many agencies to help ensure that’s the case.</li> </ul>	
FY18 Budget Workshop / Maria Sobota (CDOT Division of Accounting & Finance)	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• Andy Wheeler, the CDOT staff member responsible for pulling together revenue forecasts and updates, has announced his resignation. He did a lot of great work on making this process more transparent and he will be missed.</li> <li>• The draft October budget is included in your packet and the TC will approve it in November.</li> <li>• Any additional changes made after that point will be reflected in the March final budget, which will be submitted to the Governor for his approval by April 15th.</li> </ul>	No action taken.

- We have an assumption of increased revenue in FY17-18 of approximately \$10.5 million, largely due to increase in vehicle registrations in the state and an adjustment of SB 228 transfer forecast.
- There is also an increase of \$4.774 million in the HPTE fee for service.
- CDOT has temporarily suspended its normal annual transfer of \$15 million in federal obligation to Bridge Enterprise and it will be used to focus on preventative bridge maintenance activities instead.
- The One Pager budget is also included in the STAC packet.
- The most substantial change is that the Transbond debt service line will be transferred to asset management after it expires on 12/16/16, thereby creating a variance on the sheet.
- Finally, at the bottom of the sheet you will notice that there is an \$11 million surplus. We are currently in conversation with the TC to determine where those funds will be directed.

**STAC Comments**

- Rob MacDonald: The debt service obligation is not restricted, correct? Could this funding potentially be used for RPP rather than asset management?
- Maria Sobota: That's true, but CDOT goes through an asset management work shop to discuss needs versus revenues, and in 2014 a decision was made to transfer that debt service to fill the existing gap in asset management.
- Craig Casper: In the past you said that you could illustrate the breakdown of different funding sources (NHPP, STP, etc.) in terms of how much comes in versus how much goes out?
- Maria Sobota: So on Line 78, you'd like that broken out by fund type? The "color of money" by expenditure?
- Craig Casper: Yes, I requested that last year and I'm still interested to see it.
- Maria Sobota: I'm happy to take your request back to the team and talk with you about how we can provide that information.
- Barbara Kirkmeyer: So was there any consideration of reallocating that 7<sup>th</sup> Pot debt service back to the regions via RPP? That's where the funds

originally came from, and some of us were hoping to see that come back since there's very little left in RPP.

- Herman Stockinger: I think it was the downturn in the economy, rather than the debt service, that inspired the move of those funds into asset management so we wouldn't have to cut asset management levels statewide.
- Barbara Kirkmeyer: Back in 1993 we took cuts from our regional funding to help support these projects, so even with the economic downturn I think we were anticipating some of those funds to help us to complete projects over the next 20 years.
- Kathy Gilliland: We did zero that out, as our population has grown and our needs have grown we've tried to balance that. Last year we brought RPP back up to \$50 million to help the TPRs accomplish their goals, but looking at the funding gap we face we decided to focus on asset management as a way of maintaining what we have first.
- Josh Laipply: From a staff engineering perspective, our deterioration curves are going down. We're underfunded in general and taking more money away from asset management only worsens that.
- Mike Lewis: With the level of funding that we have today, we're on downward slope in terms of asset management. We would need another \$200 million per year just to balance it.
- Sean Conway: You're saying that in addition to this fund transfer you still need another \$200 million per year?
- Mike Lewis: That's correct.
- Jeff Sudmeier: This is also consistent with the resource allocation that we used as part of our last Statewide Transportation Plan process.
- Craig Casper: Part of CDOT's obligation as the state DOT is to maintain the National Highway System (NHS), which comprises more than 1/2 of PPACG's roadways. When will CDOT determine a method of distributing its NHPP funds to locals who need it to maintain their NHS?
- Mike Lewis: We haven't determined that yet. Unfortunately when money is short everyone feels it.
- Deb Perkins-Smith: Just to be clear, you're talking about NHS local roads, not the State Highway System.

	<ul style="list-style-type: none"> <li>• <u>Mike Lewis</u>: Having this discussion is important and it highlights the need to increase transportation funding overall.</li> <li>• <u>Barbara Kirkmeyer</u>: In regards to the asset management funding, it's not applied to each region but rather at a statewide level. Is there any plan to distribute that so the regions can accomplish their goals?</li> <li>• <u>William Johnson</u>: To answer Craig's question, we currently don't have final rules for performance measures or targets on pavement or bridges, but when we receive those from FHWA we'll work with the MPOs to determine those and then set the distribution based on that. When it comes to asset management fund distribution across regions, some of the asset classes have a formula that includes a regional planning budget. Just from a work management standpoint we don't ever intend to bulk all the projects in one region, so I think that you can expect a good geographic spread. Historically we've seen a pretty balanced distribution year-to-year. In the past that's how we programmed projects and since the asset deterioration doesn't vary that much between regions they tend to come out pretty balanced.</li> <li>• <u>Vince Roglaski</u>: In the past we used a regional distribution of funds rather than the statewide asset management approach, which has been in place for the past 4 years.</li> <li>• <u>William Johnson</u>: I just want to be clear that the asset management process is region-driven, it isn't us sitting behind a computer in HQ making decisions. The regions have the final say about which projects move forward.</li> <li>• <u>Josh Laipply</u>: For example, right now a lot of the asset management funding is being directed to Region 5 since they have some of the worst road conditions in the state. But we are always careful to balance the funding levels so that we don't overburden ourselves and also maintain consistent contracting with our engineering firms.</li> </ul>	
<p>Development Program &amp; Project Selection / Jeff Sudmeier (CDOT Multimodal Planning Branch)</p>	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• Last month we caught you up on our progress with the 10 Year Development Program and set ourselves up to discuss some project selection approaches.</li> </ul>	<p>No action taken.</p>

- We talked with the TC about some potential project selection criteria in October and they've requested a follow-up in November.
- Today we want to get the STAC's feedback on the general approach and some draft criteria for project selection.
- Staff from DTD and the regions worked together to develop some draft criteria for project selection for SB 228 and the National Highway Freight Program, which are broken down into Eligibility Criteria and Evaluation Criteria. We want to know from you whether these look like the right criteria, are any missing, or are there any that should be removed?
- And to be clear, the TC has already expressed the need and desire for overall geographic equity across the state in addition to the specific criteria that we're looking at today.

**STAC Comments**

- Craig Casper: Will that geographic distribution be based on population, NHS mileage, or something else?
- Debra Perkins-Smith: There's no formula established at this point, it's just a general goal.
- Adam Lancaster: What if the criteria are different between regions?
- Jeff Sudmeier: At this stage we are attempting to keep the criteria consistent statewide, but we can discuss the specific local preferences.
- Josh Laipply: One way to do it is to use the same bar to compare all projects statewide first and then send that list to the regions to adjust their priorities based on local preference.
- Craig Casper: I think that you should definitely start with the statewide comparison because if you don't you'll be asked to do it later anyway. Better to save yourself a step.
- Rob MacDonald: As it says in the memo, a large portion of the first few years' SB 228 funding is already spoken for on specific projects, so these criteria would only come into play in later years.
- Jeff Sudmeier: You're correct that the first year is already dedicated to Central I-70 and potentially a large portion of the 2nd year may go to I-25 North, but I think it's still good for us to plan for those later years in terms of how we would spend it.

	<ul style="list-style-type: none"> <li>• <u>Rob MacDonald</u>: This money is free in terms of how it can be applied to CDOT's budget, so there may be the potential for distributing to the regions to apply to their top priorities.</li> <li>• <u>Jeff Sudmeier</u>: A slight correction there – the SB 228 bill says that this funding must be dedicated to “strategic projects”, which are not explicitly defined.</li> <li>• <u>Elise Jones</u>: I would also would advise that we should define mobility in terms of the number of people moved rather than the number of vehicles moved. Even though there is a transit carve-out from this funding it's still important to factor the multimodal aspect into our project selection.</li> <li>• <u>Craig Casper</u>: I would suggest that we remove property damage from the “safety” criteria since it is often underreported.</li> <li>• <u>Barbara Kirkmeyer</u>: I think that there needs to be a consistent weighting across the state. There also needs to be some definition of “regionally significant” so that there is a level of consistency statewide. Under safety, is there a better measure that we can use instead of fatalities, injuries, and property damage? Those often change from year-to-year or even from month-to-month. There also needs to be a better mechanism for incorporating local economic impact since we have a better understanding of that in our regions.</li> <li>• <u>Gary Beedy</u>: I'm wondering if we can consider resurfacing or reconstruction, such as on I-70, as “regionally significant” given its importance to the state. I also think that safety criteria and weighting have to be things that can be addressed via system design as opposed to driver behavior.</li> <li>• <u>Rob MacDonald</u>: I would also suggest a higher weighting for projects that are ready to go, i.e. those that have all of their environmental clearances. We want to be sure that if the money shows up you're ready to spend it.</li> <li>• <u>Jeff Sudmeier</u>: That's definitely something we looked at and currently we're treating it as an eligibility criteria. We're working with the regions to determine an appropriate time window for that.</li> <li>• <u>Herman Stockinger</u>: I think we didn't answer Gary's question about the eligibility of I-70 resurfacing activities. The bill doesn't specify how we define strategic, so if the TC decided that I-70 resurfacing is a strategic usage then it would be eligible.</li> </ul>	
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	<ul style="list-style-type: none"> <li>• <u>Doug Rex</u>: I'm curious about the timeline going forward – when do you hope to have something prepared?</li> <li>• <u>Jeff Sudmeier</u>: The NHFP is a separate discussion that can occur over the next several months, and we're expecting another round of discretionary grants within the next month so we want to be prepared for that. SB 228 is probably the unknown at this point – we hope to get direction from the TC in November.</li> <li>• <u>Thad Noll</u>: Is there a similar process established for the SB 228 transit project selection?</li> <li>• <u>Mark Imhoff</u>: That is also moving along, and we've used a combination of TPR plans and MPO plans to put that together.</li> </ul>	
<p>Multimodal Freight Plan and State Freight &amp; Passenger Rail Plan / Jeff Sudmeier (CDOT Multimodal Planning Branch)</p>	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• The Multimodal Freight Plan will build on the State Highway Freight Plan to become our new federally-compliant document.</li> <li>• The State Freight and Passenger Rail Plan is a federally required update to the 2012 State Freight and Passenger Rail Plan.</li> <li>• A Joint Project Advisory Committee (JPAC) has been established with public and private stakeholders, including members of TRAC, STAC, and FAC and private industry. This group also includes representatives from North Front Range MPO and DRCOG since they are developing their own local freight plans and want to align these with the state approach. We also have a representative of the Office of Economic Development and International Trade (OEDIT) involved given the importance of freight in the state's economy.</li> <li>• Working groups for each individual plan will also be established and will meet monthly. If you're interested in participating in one of these group then let us know and we can add you.</li> <li>• There will also be other ways to provide input, including surveys, telephone town halls, webinars, and workshops.</li> <li>• The timeline for the development of both plans is approximately 1 year. A detailed schedule is included in your packet.</li> </ul>	<p>No action taken.</p>

	<ul style="list-style-type: none"> <li>Project managers are Sharon Terranova (DTR) for the State Freight &amp; Passenger Rail Plan and Michelle Scheuerman (DTD) for the Multimodal Freight Plan.</li> </ul>	
<b>STAC &amp; TC Workshop</b>		
Workshop Welcome & Purpose / Vince Rogalski (STAC Chair)	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>With the passage of HB 16-1018 the relationship between STAC and TC has changed a bit, so we're here to talk about that a bit today.</li> <li>Representative Terri Carver was supposed to be here to discuss the intent of the bill, but she has a family emergency and wasn't able to make it.</li> </ul>	No action taken.
TC & STAC Partnership: Areas of Advice & Communication Protocols / Gary Reiff (Transportation Commission Chair)	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>This is an important conversation that we want to have and need to have. I'm very happy that we're here today to begin it.</li> <li>As you may know, we have 11 commission districts across the state that vary a lot in terms of politics, needs, etc. and we need to be sure we're balancing those needs.</li> <li>With or without this legislation, the TC and STAC need to integrate better. Vince and other STAC members are always welcome to attend our TC meetings and share their viewpoints. We also suggested having a yearly lunch established, but I think we should do that twice per year.</li> <li>The formal aspect of our relationship is necessary, but in some ways it's also the least productive. What's more important in my mind is integrating the individual commissioners with their TPR representatives and CDOT staff members in terms of communication and collaboration. That's great and we need to encourage it as much as possible.</li> <li>Overall I think that Vince and Deb have done a great job of representing the STAC's perspective at the TC, and in my memory we've only had one instance of disagreement over the past 7 ½ years of my service on the TC. That was related to RPP and the disagreement was not for lack of communication – the TC simply took a different view than that of the STAC.</li> <li>We have not always had the best communication to the STAC in the past, and I would ask you to put that aside and help us to focus on the future. We have a lot of big issues that we need your input and support on moving forward. One great example is the SB 228 list, which as I saw at the</li> </ul>	No action taken.

previous session you have a lot of different TPR priorities for – and that’s alright. We need to understand those priorities as we work to make statewide investment decisions.

- You are a very valuable resource for representing your communities on these points. We have developed a year-long agenda showing the major topics coming up month to month at the TC, and I encourage you to work with your STAC chair and with CDOT staff so that you can discuss those items in advance of our meetings and provide your input as part of our decision-making process. If you ever feel that you’re not being heard, come to those TC-STAC lunches, come to the TC meetings, and I will make sure that you have time to express your thoughts to the group.

**STAC Comments**

- Sean Conway: How can we help you in terms of communication? Obviously Vince and Deb do a great job, but what’s most helpful to you? Should we go through our local commissioner?
- Gary Reiff: I think working through Vince and Deb is great, prioritizing the group input is helpful, but really you can also just pick up the phone, send us a memo, whatever you want. Relationships solve a lot of problems so we should maintain those.
- Mike Lewis: And in doing so, please also keep your RTD in the loop so we maintain that triangular communication between STAC, TC, and CDOT staff.
- Ed Peterson: I use the STAC input I receive through Vince and through CDOT staff to get both the local and the statewide perspectives. I have honestly never made a decision at the TC without consulting with both STAC and staff, and I can say that we at the TC are not parochial – we always keep geographic equity at the forefront of our discussions. We rely on the information that we get from this group to help us do that.
- Kathy Gilliland: We greatly value your input, specifically through the Regional Transportation Plans that help guide our decision-making.
- Sidny Zink: I try to attend TPR meetings in my region as often as possible, but this is the first time that I’ve attended STAC. I was especially impressed by the minutes – they’re very detailed, not scrubbed.

- Gary Reiff: I will be back at the January STAC meeting and if you like we can use that time to jointly set an agenda for our February lunch if there are any further issues that need to be addressed at that point.
- Kevin Hall: I think that we all appreciate that the STAC is valued by the TC, and I know that for staff it must be a bit of a scramble to coordinate the two bodies, but I think it's really important to schedule the input in a way that STAC can deliberate and provide input to TC before their decisions are made.
- Vince Rogalski: One thing that I've noticed over my years at STAC is the increase in the number of people who speak up and share their perspectives with the group. So please speak up because if you don't tell me your concerns, I can't tell the TC.
- Debra Perkins-Smith: Something helpful is that the TC now has a yearly agenda established, so now CDOT staff can try to build our own STAC yearly agenda on top of that so we can time our meeting topics to feed into those of the TC.
- Adam Lancaster: Not to imply that everything has to go through the STAC before getting to the TC, but I think often times the STAC and TC discussions are moving parallel to one another so the TC only gets our input at the end. Maybe we should consider taking the local government approach of feeding from this body into the TC.
- Thad Noll: I sort of agree with that, though sometimes the deadlines are such that it's not possible to progress from one to the other. Has moving the dates of STAC meeting helped at all with this?
- Debra Perkins-Smith: It has helped, but as you mention we sometimes get a quick turn-around and it's not possible to schedule it as we'd hope. We've recently had a few 1-month deadlines over the last year that makes that type of approach impossible.
- Mike Lewis: That's true, but there are certain yearly items, like the budget, that are predictable, so we can improve our flow on those so that STAC is able to provide meaningful input to the TC before they discuss it.
- Barbara Kirkmeyer: I agree, and that agenda will help. There are certain items that we can predict and will be able to coordinate. There are also policy issues. I compare this to a comprehensive plan process where we have to get input from our planning commission and have to consider it before making any changes to the plan. I'm wondering there needs to be

	<p>some sort of more formalized procedural process put in place that includes a step for the TC to consider STAC input.</p> <ul style="list-style-type: none"><li>• <u>Gary Reiff</u>: I think there is some validity to what you've said, but you may be extending the planning commission analogy a bit too far. The statute says that STAC should "provide advice" the TC, and we get advice from a number of sources. But this body is not state-representative, it's a more rural-dominated group than the state as a whole so I would be careful about formalizing the advisory process too much. It's important for us to listen to your input but our charge is broader than getting our advice only from the STAC.</li><li>• <u>Barbara Kirkmeyer</u>: Our position as local elected officials is that we also have to take advice from other groups apart from the planning commission, so I don't think it's all that different. I recognize that the membership of this group leans more on the rural TPRs than the urban MPOs, but I think we do a good job of representing a statewide need in our conversations and recommendations.</li><li>• <u>Herman Stockinger</u>: One of the proposals included here is to add the STAC recommendation onto TC memos and include the STAC Minutes in your TC packets so that you don't have to search for that input. Staff would prepare a memo, get the STAC's input (whether it is the same or different from staff), and then present both to the TC so they can make the final decision with all the pertinent information.</li><li>• <u>Ed Peterson</u>: That's exactly the vision that we had a few years ago when I was TC Chair. I think that was the direction given to STAC. In the instances where the timing has allowed that's the perfect way to do it and a good means of giving us the input that we need.</li><li>• <u>Norm Steen</u>: One way I think that the STAC may be underused is that the majority of our presentations here at STAC are informational, rather than action-oriented. Probably 95% of our topics are information only. We are not serving you as well as we could because in addition to providing you with input on local perspectives, we also engage regularly with elected officials, business, and members of the public that we could leverage to advocate on your behalf to that extensive network of interests throughout the state.</li></ul>	
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- Thad Noll: I have attended a number of TC meetings and have never felt that the STAC perspective was being ignored. Can you give an example of a topic on which that's happened?
- Norm Steen: Well receiving the invite to participate in a TC meeting is great, I've been on STAC for 4 years and that was never extended before.
- Gary Reiff: Not formally but we're always happy to host elected officials and other stakeholders. The workshops are a great venue for that, we always open it up to the entire group and we don't impose the time limits on speakers like we need to do at the formal TC meetings.
- Kathy Gilliland: And also remember that you have the letter option, to provide us with information in advance so we are aware of the issues before you arrive and can think about them prior to your comments.
- Gary Reiff: Another instance when I would like to hear your opinions is when there's a disagreement within the STAC. Vince and Deb do a good job of communicating this group's perspectives but hearing those dissenting opinions directly from you helps us to better understand an issue.
- Trent Bushner: I want to echo the group's thanks for your attendance here today, and I appreciate that my commissioner is always at our local TPR meetings because he wants to know what's happening on the ground. Another valuable thing that we did was the Telephone Town Halls, where the Commissioner, TPR Chair, and CDOT staff all sat in the same room and heard directly from the public on their thoughts and concerns.
- Gary Reiff: That's a great suggestion. I know that we did these back as part of the formal statewide planning process but we really need to continue them outside of it as well on a regular basis.
- Vince Rogalski: How can I provide a better update to the TC on the STAC activities at the monthly meeting?
- Gary Reiff: I think it's great that we hear a summary of your conversations each month, but it might be more productive to hone it down to 2-3 key points rather than giving the entire broad summary.
- Adam Lancaster: It's interesting that you perceive this a more rural body. I personally feel the opposite, like a small fish in a big pond.
- Gary Reiff: The time that I felt that way was around the RPP conversation, where we perceived the STAC recommendation largely as an indication of the 10-12 rural representatives on this body. That was the only case that I felt a rural-urban divide that I've been very conscious of trying to avoid.

- Adam Lancaster: I think the reason that the RPP was a challenge is that those funds sometimes feel like the crumbs that come down to the TPRs, so they're very important to us.
- Gary Reiff: That point is well-taken.
- Thad Noll: I think that the reason you've never felt this is a rural-dominated group is because we've kept the discussion very balanced here and Vince is able to represent both sides of the equation when he goes to the TC.
- Vince Roglaski: Over my time at STAC we've gone through a growing process, learning who each of us is and who we represent. I think that's why we don't have an "us-vs.-them" mentality and can recognize our statewide priorities.
- Gary Reiff: I think another important step that we've taken is the de-federalization pilot that we're undertaking to swap out federal money for state funds on smaller local projects, trying to get the local communities out of the federal world as much as we can.
- Debra Perkins-Smith: We heard loud and clear from the locals that federal funding was an issue for them and we're trying to be responsive to that need.
- Craig Casper: The de-federalization is another example of an issue that went to the TC without STAC input in advance, and I think it clearly should have done so. We discussed it here but didn't offer a specific recommendation on the topic in the form of an action item.
- Debra Perkins-Smith: I think what Craig's talking about is a formal action item rather than simply conversation and input.
- Josh Laipply: To respond to Craig's point, what was approved at the TC last month was a switching out of federal money for state money, it wasn't specific to the projects. It was just a dollar switch. We've made a great effort to bring you the de-federalization information throughout the process.
- George Wilkinson: Our secondary roads are crumbling and we lack the maintenance funds to work on those, it's all going to the primary roads. We're losing that battle. We also thank you for being here today and always appreciate Commissioner Zink's attendance at our TPR meetings.
- Jeff Sudmeier: In the past we've been rather informal with the STAC agendas, and while staff incorporates STAC input into the materials shared with TC, we're not always clear and specific in terms of what we want that

	<p>input on. We're going to try to much more clearly articulate the type of input that we're requesting for a given agenda item.</p> <ul style="list-style-type: none"> <li>• <u>Doug Rex</u>: I agree and I'm glad that Norm brought this up. The MPOs are familiar with the process whereby you have one meeting where there's a topic of discussion and then it comes back the next month as an action item. Having a more formal recommendation to the TC would provide value, and often times we have a good discussion here but it doesn't seem to get distilled into a clear, formal recommendation.</li> <li>• <u>Kathy Gilliland</u>: I would say it shouldn't even have to wait until the next month, if you have a discussion and are able to make a recommendation at the end of that item it would keep things moving along nicely.</li> <li>• <u>Barbara Kirkmeyer</u>: Thanks for being here today and to Commissioner Gilliland for her attendance at our TPR meetings. I agree that it's really all about communication and I look forward to sitting down with you all for lunch and working through our issues.</li> <li>• <u>Gary Reiff</u>: And we don't always have to agree either – that's fine.</li> <li>• <u>Adam Lancaster</u>: To Norm's point, we can also help work out some of TC's issues at the STAC level before they ever make it up to you. During the RPP controversy we worked out some CMAQ compromises between the rural areas and DRCOG that contributed to the final recommendation.</li> <li>• <u>Ed Peterson</u>: In closing I want to reiterate that you are valued, your input is important, and especially with staff so that your perspective is built into the issue before the decision-point. This experience has been very helpful to me and I plan to be in attendance at the STAC more often in the future.</li> <li>• <u>Kathy Gilliland</u>: I am a firm believer in clear and open communication and building relationships. I'm looking forward to more frequent meetings as well as more informal communications with this group. Thank you very much for sharing your time with us this morning.</li> <li>• <u>Sidny Zink</u>: I have been on the TC for 3 ½ years now and I've seen our own Commission approach evolve, with less time listening and more time discussing. I hope that continues to evolve and we can mirror that process here.</li> <li>• <u>Gary Reiff</u>: We're having important conversations about prioritizing our time and resources throughout the state, and while we may sometimes disagree we keep moving forward together. That's the Colorado way.</li> </ul>	
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	<ul style="list-style-type: none"> <li>• <u>Norm Steen</u>: There is another House bill pending to study the existing TC district boundaries – I'd be interested to hear your perspectives on that.</li> <li>• <u>Gary Reiff</u>: I would encourage you to talk to Herman about that since I think he's tracking it more closely.</li> <li>• <u>Vince Rogalski</u>: In my discussions with Representative Terri Carver she was talking about holding a series of meetings around the state to get some public input on that.</li> <li>• <u>Herman Stockinger</u>: It's true that TC districts have not been looked at in a while, and CDOT staff worked with the TLRC to develop a really comprehensive report on all the potential options for how you could divide up the districts. Representative Carver is now looking at that public input element and then we'll see where the TLRC wants to take it in the coming session and how much of a priority it is for them.</li> </ul>	
<p>TPR IGAs, Bylaws, &amp; Elections / Michael Snow (CDOT Multimodal Planning Branch)</p>	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• I'm going to provide an update on this topic today but all of the planning liaisons will be having specific conversations with each TPR to follow up.</li> <li>• Regional Planning Commissions (aka TPRs) are formed via IGAs between the member bodies, mostly counties and municipalities. The purpose of the RPC is to develop a Regional Transportation Plan (RTP) and assume the responsibilities of the transportation planning process for that region. If no IGA exists then this responsibility falls on CDOT.</li> <li>• Statutory requirements of the RPC include: <ul style="list-style-type: none"> <li>○ Annual elections</li> <li>○ Establishes eligibility to receive and spend state / federal funds</li> <li>○ Assume responsibilities for planning &amp; public involvement processes</li> </ul> </li> <li>• IGA issues include: <ul style="list-style-type: none"> <li>○ Expired IGAs</li> <li>○ Membership not update or maintained</li> <li>○ Missing IGAs</li> <li>○ Subsequently enacted Bylaws that conflict with IGAs and/or statutes</li> </ul> </li> <li>• MOAs are formed with supporting agencies so they may do the work of RPC and contract with CDOT for the Rural Planning Assistance (RPA) grants. Without an MOU, CDOT cannot contract RPA grants to the TPR.</li> <li>• Next Steps: <ul style="list-style-type: none"> <li>○ Locate missing IGAs and/or MOAs</li> </ul> </li> </ul>	<p>No action taken.</p>

- Discuss and finalize desired modifications to the IGA and/or MOA template
- Contact member entities
- Distribute IGA for member adoption
- Execute MOA
- Renew, update, and submit IGA/MOA to CDOT by June – in time for next RPA grant contracting
- Timeline:
  - Finalize / adopt IGA & MOA forms (January - March)
  - Member entities execute IGA (April - June)
  - MOA executed by RPC & Vendor (May - June)
  - IGA & MOA executed and submitted to CDOT by June 30, 2017
  - Other members may still join after this date

**STAC Comments**

- Barbara Kirkmeyer: If the IGA has not been updated, what happens? In rural areas the IGAs are done between counties, not municipalities.
- Michael Snow: In the case of UFR, the counties signed the original IGA and then the municipalities were added in a few months later.
- Barbara Kirkmeyer: So what happens if there's no IGA?
- Michael Snow: Some IGAs have been completely lost but all are out of date. If an entity chooses not to join the RPC that is their prerogative, but then they would not receive the benefits of participation.
- Barbara Kirkmeyer: But what I'm saying is that an entity could choose to join a different RPC.
- Jeff Sudmeier: The boundaries of the TPR are established by state planning rules, which we revisit as part of the rulemaking process with each long-range plan.
- Thad Noll: But if only 2 entities within that boundary wanted to participate, then they would be responsible for the entire area?
- Michael Snow: Yes, in terms of planning and public outreach activities.
- Adam Lancaster: What is the status of the IGA and MOA templates that you were developing?
- Michael Snow: We have those available for you to use and adapt (within statute) to update your IGAs and MOAs. We can provide those to you through your planning liaisons.

<p>STAC Elections / Vince Rogalski (STAC Chairman)</p>	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• Vince Rogalski and Thad Noll are willing to continue in their current positions as STAC Chair and STAC Vice-Chair, respectively. However, both are open to nominations of other STAC members. <ul style="list-style-type: none"> <li>○ Nomination of Vince and Thad to continue in their current positions.</li> <li>○ Nomination seconded. No further discussion. Unanimous vote in favor.</li> </ul> </li> <li>• Vince Rogalski and Thad Noll are confirmed as the STAC Chair and Vice-Chair.</li> </ul> <p><b>STAC Comments</b></p> <ul style="list-style-type: none"> <li>• <u>Thad Noll</u>: I would like to thank Vince for all of the time and effort that he puts into this position.</li> </ul>	<p>Vince Rogalski and Thad Noll re-elected.</p>
<p>Other Business</p>	<ul style="list-style-type: none"> <li>• The next STAC meeting will be held on Friday, December 2<sup>nd</sup> and will cover the months of November and December.</li> <li>• By the time of the next STAC meeting the Road Usage Charge (RUC) will be underway. You may learn more at the RUC website: <a href="http://ruc.codot.gov/">ruc.codot.gov/</a></li> </ul>	<p>No action taken.</p>

**STAC ADJOURNS**

**AGREEMENT FOR SERVICES BETWEEN  
SOUTHWEST COLORADO COUNCIL OF GOVERNMENTS  
AND  
THE SOUTHWEST REGIONAL TRANSPORTATION PLANNING COMMISSION**

**THIS Agreement for services** (“Agreement”) is entered into with an effective date of December \_\_\_\_, 2016, by and between the SOUTHWEST COLORADO COUNCIL OF GOVERNMENTS, (hereinafter referred to as the “SWCCOG”) whose address is PO Box 963 Durango, Colorado, 81302, and the SOUTHWEST REGIONAL TRANSPORTATION PLANNING COMMISSION, whose address is PO Box 963 Durango, Colorado, 81302 (hereinafter referred to as the “SWRTPC”) (collectively, the “Parties”).

**RECITALS**

**WHEREAS**, the provisions of Section 18 of Article XIV of the Colorado Constitution and C.R.S. §29-1-203 allow Colorado local governments to cooperate or contract with one another to provide any function, service or facility lawfully authorized to each local government; and

**WHEREAS**, the SWRTPC is in need of administrative support as set forth in Attachment A, whereby SWCCOG would provide SWRTPC with financial oversight services, meeting support services, and assistance in the administration of CDOT’s Rural Planning Work Program; and

**WHEREAS**, it is the mutual desire of the Parties to set forth their understanding and agreement, in writing, with respect to said obligations:

**NOW, THEREFORE, in consideration of the mutual covenants, conditions and obligations herein set forth herein, the Parties hereby mutually agree as follows:**

1. Role of the Parties. Under the terms of this agreement, as an independent contractor for SWRTPC, SWCCOG will provide financial oversight to the SWRTPC, provide meeting support, and administer the CDOT Rural Planning Work Program as set forth in Attachment A. SWCCOG is an independent contractor, not an employee of the SWRTPC. SWCCOG is free to provide services to others and is not required to work exclusively for SWRTPC. Compensation provided under this agreement is set at a contract rate for the scope of work and not set as a salary.

2. Responsibilities as Fiscal Agent. The SWCCOG shall be the fiscal agent in administering the CDOT Purchase Order and shall receive from CDOT all funds provided by CDOT and from SWRTPC member contributions. The SWCCOG shall submit all necessary Purchase Order documents to CDOT as required.

3. Responsible Administrator. The Parties agree that Miriam Gillow-Wiles, Executive Director of SWCCOG, or designee, shall be designated as the Responsible Administrator to carry out certain responsibilities under this Agreement.

4. SWCCOG Responsibilities:

- a. The SWCCOG, as fiscal agent, agrees to accept and administer the CDOT payments, including the payments for PO 411010027, future CDOT Purchase Orders, and SWRTPC member contributions.
- b. SWCCOG will perform the scope of work set forth in Attachment A.

5. SWRTPC's Responsibilities:

- a. The SWRTPC agrees to work with the Responsible Administrator to ensure that the scope of work can be performed by SWCCOG.
- b. SWRTPC agrees that it shall designate a Chair and Vice Chair to serve as a Project Representative, who shall have the responsibility to coordinate with the SWCCOG on implementation of the scope of work defined in Attachment A. SWRTPC shall promptly advise SWCCOG of any changes in the Project Representative.
- c. Assist SWCCOG in collection of contributions and that CDOT funds are paid directly to the SWCCOG.

6. Financial Management. The SWCCOG will adhere to the applicable financial management rules and policies of the Purchase Order and the State of Colorado throughout the term of this contract. SWCCOG will charge SWRTPC and promptly pay itself from the funds it administers at hourly rates that compensate SWCCOG for its employee time spent performing SWRTPC services (i.e. cost share of salary, benefits, other employer payments such as unemployment insurance and employer payroll taxes for the SWCCOG employees time spent on SWRTPC matters, which amount shall be calculated into an hourly rate for each SWCCOG employee that performs services on behalf of SWRTPC) plus reimbursement of SWCCOG out of pocket (non-overhead) expenses incurred on behalf of SWRTPC to be reimbursed at SWCCOG's actual cost paid out on behalf of SWRTPC.

7. Term of Agreement. Unless sooner terminated as provided herein, this Agreement shall remain in full force and effect for three years from the effective date of this agreement.

8. Modification and Changes. The Agreement may not be modified in any manner unless the modification is agreed to in writing by all Parties to this Agreement.

9. Contract Termination. If CDOT Purchase Order is terminated for any reason, the SWCCOG may terminate this Agreement and shall provide written notice of termination of this agreement to the SWRTPC. This Agreement may also be terminated at any time by mutual and written agreement of the Parties. Either party may also terminate this contract upon 90 days written notice to the other. It is also understood and agreed that SWCCOG's performance herein is subject to the annual appropriation of funds by its governing body.

10. Integration. This Agreement, together with its exhibits is intended as the complete integration of all understandings between the Parties. No prior or contemporaneous addition, deletion or modification hereto shall have any force or effect whatsoever.

11. Severability. To the extent that this Agreement may be executed and performance of the obligations of the Parties may be accomplished within the intent of the Agreement, the terms of this Agreement are severable, and should any term or provision hereof be declared invalid or become inoperative for any reason, such invalidity or failure shall not affect the validity of any other term or provision hereof.

12. Waiver. The waiver of any breach of a term, provision or requirement hereof shall not be construed as a waiver of any other term, provision or requirement or any subsequent breach of the same term, provision or requirement.

13. Assignment. Neither the SWCCOG nor the SWRTPC may assign their right or duties under this Agreement without the prior written consent of the other party. No subcontract or transfer of this Agreement shall in any case release the SWCCOG or the SWRTPC of their responsibilities under this Agreement.

14. Third Party Beneficiaries. The enforcement of the terms and conditions of this Agreement and all rights and actions relating to such enforcement shall be strictly reserved to the SWCCOG and the SWRTPC. Nothing contained in this Agreement shall give or allow any claims or right of action whatsoever by any third person. It is the express intention of the SWCCOG and the SWRTPC that any such person or entity, other than the SWCCOG or the SWRTPC, receiving services or benefits under this Agreement shall be deemed an incidental beneficiary only.

15. Governmental immunity. By executing this Agreement the parties do not waive any immunity or limitations of liability contained in the Governmental Immunity Act.

16. Enforcement. Any dispute concerning the performance or interpretation of the agreement which cannot be resolved by the designated points of contact shall be referred to the party's governing board. If the matter is not resolved within 45 days after referral, either party may file legal action. Any litigation will be filed in District Court of La Plata County.

17. No Special Damages. Notwithstanding any other provision hereof, neither party shall be liable for any damages for loss of profits, loss of revenues, loss of goodwill, loss of anticipated savings, loss of data or cost of purchasing, replacement services, or any indirect, incidental, special, consequential, exemplary or punitive damages arising out of its performance or failure to perform under this agreement. Additionally, any damages against SWCCOG shall be capped at the amount of funds that SWCCOG has received from the SWRTPC during the fiscal year in which such liability or damage accrued.

18. Counterparts. This Agreement may be executed in counterparts, each of which shall be deemed to be an original and all of which together shall constitute one original Agreement.

19. Signatory Authority. Each person signing this Agreement in a representative capacity, expressly represents the signatory has the subject party's authority to so sign and that the subject party will be bound by the signatory's execution of this Agreement. Each party expressly represents that except as to the approval specifically required by this Agreement; such party does not require any third party's consent to enter into this Agreement.

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Kevin Hall, Chair, Southwest Regional Transportation Planning Commission      Date

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Andrea Phillips, Chair, Southwest Colorado Council of Governments      Date

## **Attachment A- Scope of Work**

### **The scope of work for the SWCCOG –SWRTPC Agreement Includes:**

1. **Financial Oversight:**
  - Maintain accounts, budgets, and accounting and provide information on Financials at all Commission meetings.
  - Invoice area governments for annual member contributions.
  
2. **Meeting support:**
  - Maintain files, minutes, and lists of members of Commission per Memorandums of Agreement among local governments.
  - Follow up on any reasonable request for information made by Commission members.
  - Assist the Chair of Transportation Planning Commission in arranging meetings and distributing agendas and information for Commission packets.
  - Assist the Chair and Commission as requested in carrying out special projects.
  - Attend meetings as requested to represent the Chair of Planning Commission in a professional manner.
  - Facilitate relationships and communication between all participants in the Commission, Transit and other related committees.
  - Provide an annual contact list of members and alternates to the Commission.
  
3. **Administration of CDOT Rural Planning Work Program:**
  - Administer all Purchase Orders/CDOT contracts, meet financial and reporting deadlines, and other requirements.
  - Assist in their preparation, correspondence with the appropriate agency or program representatives, and documentation.
  - Proactively seek new Purchase Order or program opportunities with Commission recommendation.
  - Maintain, update, and publish the Regional Transportation Plan in cooperation with CDOT.
  - Reimburse SWRTPC members travel to SWRTPC meetings and CDOT STAC meeting as requested.
  - Other duties as assigned.



# FASTLANE Letter of Support

To: SWTPR Board  
From: Sara Trujillo  
Date: 2 December 2016

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Comments: Tony Cady with CDOT has requested a letter of support with the following information:

La Plata County, in partnership with CDOT Region 5, is requesting letters of support for a FASTLANE grant application to fund highway improvements at the US 550 connection to US 160, from the Grandview Interchange south past CR 220. The FASTLANE program was established in the Fixing America's Surface Transportation (FAST) Act to fund critical freight and highway projects across the country. As you may recall, a similar application was submitted earlier this summer. The previous grant request asked for funding for a combination of three projects currently in design by CDOT. These projects included the US550 and US160 Connection (Grandview Interchange south to CR 220 [MP 15.5]), US 550 Gap from CR 302 to Sunnyside (MP 9-12), and the US 550 Sunnyside projects (MP 8-10). The previous grant request was not selected for funding by the USDOT. Therefore, we are revising the grant submittal in the hopes that this smaller project will be more competitive during the new round of project selections.

A draft letter is attached for your review and comment. This project is identified as a top priority project in the 2040 Southwest Regional Transportation Plan. Additionally, the US 550 Connection project was one of only two projects prioritized for RPP funding.

More information about the grant opportunity is available below:  
FASTLANES: <https://www.transportation.gov/FASTLANEgrants>

The Southern Ute Tribal Council, City of Durango, and La Plata County Economic Development Alliance have submitted their letters of support.

***Fiscal Impact: None.***

***Staff Recommendation: Approve the FASTLANE Letter of Support request***

***Legal Review: Not Applicable***

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# SOUTHWEST TRANSPORTATION PLANNING REGION

December 2, 2016

The Honorable Anthony Foxx  
Office of the Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue  
SE Washington, D.C. 20590

Dear Secretary Foxx:

The Southwest Transportation Planning Region (SWTPR) incorporates the far Southwest region of the state of Colorado. Within this region are the counties of Archuleta, Dolores, La Plata, Montezuma, and San Juan and the municipalities of the Cities of Cortez and Durango and the Towns of Bayfield, Dolores, Dove Creek, Ignacio, Mancos, Pagosa Springs, Rico, and Silverton. As well as the two Native American reservations of the Southern Ute and the Ute Mountain Ute Indian Tribes. The SWTPR fully supports the application for improvements to US 550 for consideration for the Fostering Advancement in Shipping and Transportation for the Long-term Achievement of National Efficiencies program.

US 550 is the only direct, continuous north-south route in western Colorado, extending south to I-25 in Albuquerque, New Mexico and north to US 50 in Montrose, Colorado. It is a key freight and agricultural corridor which provides access to goods and services in western Colorado and New Mexico and is critical to the economic development of the region. The US 550 corridor has been identified as a key statewide Strategic Corridor and was designated a high priority corridor by the Colorado State Legislature in 1996. Safety improvements along this corridor are identified as a top priority in the 2040 Southwest Regional Transportation Plan. In addition, the US 550 Connection project was only one of two projects chosen for regional priority funding by the SWTPR due to its critical importance. Furthermore, it was recently designated as a Scenic By-way because of the areas exceptional scenic, historic, cultural, recreational, and natural features.

US 550 is the transportation backbone for north-south travel in Western Colorado and carries much of the goods and services into the SWTPR region. Over ten percent of the traffic on the roadway is trucks, including heavy and oversized equipment, freight, and agricultural loads. Further, the highway is the critical to more than 20,000 natural gas and oil wells in the San Juan Basin. The equipment used to develop and operate the oil and gas wells, which provide energy for the nation, takes a large toll on the highway. The impact of a semi-trailer truck is 15,000 to 46,000 times that of a passenger vehicle, many of these are oversized loads and create additional safety issues on an already narrow. To develop just a single well, it takes an average of 2,000 vehicle trips, including 750 heavy truck trips.

The physical condition of the area for proposed improvements is a narrow two lane highway with minimal to no shoulders. The area also has a large number of animal-vehicle collisions; so many that, between 30 and 50% of all accidents within the project area are a result of animal-vehicle collisions. The SWCCOG is in favor of safety improvements for this section of US 550, to increase driver and cyclist safety. These

improvements would include increasing safety through intersection development, shoulder widening, wildlife mitigation, and pavement improvements.

Aside from the physical condition of the roadway and the large amount of truck traffic utilizing US 550, the population is increasing rapidly in Southwest Colorado. Colorado has the 4<sup>th</sup> highest population growth in the nation, and in the southwest region population growth was 4.5% over the last 5 years. As a result, local traffic caused by population growth has placed an increased demand on this section of the highway, and will only continue to do so as the population continues to grow.

These improvements address a designated freight corridor that is vital to national energy security, improve the infrastructure state of repair and resiliency, support the region's land use and economic development goals, and enhance freight connections through the southwest Colorado region. Additionally, this project capitalizes on previous investments made at the Grandview Interchange on US 160. La Plata County is requesting \$15 million in FASTLANE grant funds (20% of the total project cost) to complete the funding package for this \$110 million project

In summary, the SWTPR fully supports this project to maintain the economies, recreation opportunities, and safety of the region.

Sincerely,

Kevin Hall, Chair  
Southwest Transportation Region Chair



## Congress Avoids Shutdown Through Dec. 9<sup>th</sup>

Congress has passed a Continuing Resolution (CR) that will provide funding at FY 2016 levels for the federal government through December 9, 2016. It also includes the full year Military Construction and Veterans Affairs Appropriations bill, \$1.1 billion in emergency funding to fight and prevent the spread of the Zika virus, \$500 million in grants to help states recover from recent floods, and \$37 million to help fight the nation's opioid epidemic. The President signed the CR September 29.



While the CR avoids a government shutdown, it also means state departments of transportation and transit agencies around the country now face a delay of at least two months in receiving the scheduled Oct. 1 funding increases Congress already authorized and paid for through last year's Fixing America's Surface Transportation (FAST) Act. Those agencies will continue receiving federal funds at the fiscal 2016 level, rather than collect the higher amounts they are

due in fiscal 2017, until Congress acts on at least the surface transportation part of the budget.

For Colorado, the FY2016 Highway and Transit funding level is approximately \$657 million while the FY2017 funding level is about \$670 million. The increased FY2017 funding levels will fully flow to Colorado once Congress passes a full 2017 budget.

Whether or not Congress passes a full 2017 budget during the lame duck session following the November 8 elections or passes another CR at 2016 funding levels extending into the new year depends largely on the election results.

## Seatbelts

As we reported back in the July edition of Interchange, The "Beware of the Beltless" campaign launched this year to address a seat belt crisis in Colorado – the 16 percent of Coloradans who don't buckle up represent over half of passenger vehicle fatalities. So far in 2016 fatalities are

up from this point last year - and last year saw a spike of almost 12%. As of September, 20 there have been 423 traffic fatalities across the state. Last year at this time there were 415. Of this year's total, 147 people were not wearing seat belts. Because many fatalities result from drivers and passengers not buckling up, CDOT is continuing its public awareness campaign in 2017 to get more people to wear seat belts.

*...cont. on page 2*



Colorado ranks  
39th in seat belt  
use nationwide.

**SAVING MONEY**

Vehicle crashes cost Colorado **\$623M/year** in medical/work loss costs.

If Colorado's seat belt use rate goes to **90%** we can save **\$111M** per year. **\$1.2M** of these savings will come from reduced Medicaid expenditures in the first year.

## Seatbelts ....cont from page 1

The “Beware of the Beltless” campaign featured increased public education and community outreach this summer. The campaign focused on the often unknown fact that not wearing a seat belt poses a risk to others in the vehicle, not just the unbuckled occupant. In the event of a crash, an unbelted occupant can act as a projectile and cause serious or even fatal harm to other occupants. Colorado is one of 15 states that does not have a primary seatbelt law. CDOT Executive Director Shailen Bhatt has stated CDOT’s support for a primary seat belt law as an effective way to reduce fatalities.

## Bust A Move

The Colorado Department of Transportation’s (CDOT) trial run of Bustang service from Colorado Springs and Fort Collins to Mile High Stadium and back for Broncos’ games has been deemed a success and will continue for the rest of the 2016 season and for the 2017 season.

The initial run for the Atlanta Falcons game was a sellout. The “Bustang to Broncos” service will also run for the Oct. 30 game against the San Diego Chargers and, at press time, is close to a sellout. The service then will resume for the Nov. 27 game against the Kansas City Chiefs, the Dec. 18 game with the New England Patriots, the Oakland Raiders match on Jan. 1, 2017, and for any home playoff games.

Bustang service on the Interstate-70 mountain corridor was recently increased. In mid September, CDOT began offering more options and flexibility for travelers by offering supplemental service between Vail and Denver. The expansion of the west Bustang line reflects CDOT’s continued effort to connect Coloradans to major population and employment centers and local transit providers. Since beginning operations in July 2015, Bustang has exceeded ridership, revenue and fare box recovery projections.

CDOT Director of Transit and Rail Mark Imhoff explains that overflow and increased demand along the West Line through the mountains prompted CDOT’s decision to offer a supplement service. “From the



beginning, we’ve taken a step-by-step approach to Bustang, expanding schedules and service as demand dictates. Our mountain residents are asking for more options, and the ridership supports that. We’ve seen a 103 percent increase between Vail, Frisco and Denver in the past 12 months.”

Daily round-trip service will depart from Vail at 7:05 a.m., returning at 5:30 p.m. “The Vail-Denver schedule goes against the flow of mountain recreation traffic to efficiently transport folks back and forth to Denver for access to services,” adds CDOT Bus Operations Manager Michael Timlin. “And likewise, people looking for alternative transportation to the mountains now have another option.”

Buses are wheelchair accessible with Wi-Fi access, USB ports, power outlets and bathrooms. For more information on Bustang visit: <http://www.ridebustang.com/>

**SAVING LIVES**

States that recently passed Primary Seat Belts laws had a **12%** drop in unrestrained fatalities.

In 2015, seat belts **saved 200 lives** in Colorado.



## Transportation Matters Summit

Amazon is famous for leaving an empty chair at every meeting to represent the customer. Where does the customer sit in transportation? Transportation touches everyone's lives, impacting safety to economic vitality to personal travel experience. With this in mind the Colorado Department of Transportation (CDOT) CDOT hosted the third annual Colorado Transportation Summit on November 1st with the focus of the meeting being the Customer Experience in Transportation. Over 600 transportation professionals, along with state and civic leaders gathered for the half day conference. CDOT showcased how technology and best practices in transportation around the country can elevate and possibly even transform the customer experience.



Tom Gebhardt from Panasonic addresses the Transportation Summit

Colorado Governor John Hickenlooper; Tom Gebhardt, President of Panasonic Automotive Systems Company of America and Executive Officer of Panasonic Corporation and CDOT Executive Director Shailen Bhatt were the featured speakers during the sold out event. ...cont. on page 2

## FASTLANE Grants

U.S. Transportation Secretary Anthony Foxx announced October 28 that the U.S. Department of Transportation's Build America Bureau is soliciting project applications through December 15 for up to \$850 million in a fiscal year 2017 round of what the USDOT calls Fastlane grants. It uses money set aside in the Highway Trust Fund under the Fixing America's Surface Transportation (FAST) Act to help pay for high-priority freight and highway projects across the country. The FAST Act authorized the program at \$4.5 billion for fiscal years 2016 through 2020.

The USDOT awarded \$759.2 million to 18 projects in the 2016 round, notifying Congress of its selections in July and issuing the awards in September. By starting so soon on the next round, for the fiscal year that began Oct. 1, the department can push more funds out to state DOTs and other recipients sooner. Already, plenty of projects are waiting for funds. The department said when it opened up the 2016 grant round earlier this year it received 212 applications seeking \$9.8 billion in funding.

The program is aimed freight and highway projects of national or regional significance. 90 percent of the grant funds are reserved for "large" projects seeking at least \$25 million in grant funds. "Small" projects must consist of at least a \$5 million grant. The minimum project size for large projects is \$100 million. FASTLANE grants may be used for up to 60 percent of future eligible project costs. Other Federal assistance may satisfy the non-Federal share requirement, but total Federal assistance for a project receiving a FASTLANE grant may not exceed 80 percent of the project costs. ...cont. on page 2



## Summit *....cont from page 1*

A major highlight of the Summit was when Tom Gebhardt announced Panasonic's plans to partner with CDOT to build a connected transportation program in which real-time data would be shared across vehicles, infrastructure and people to improve safety and mobility on the road. Panasonic has been a trailblazer in building connected transport and developing smart cities in Japan. This will be the first time they apply this integrated, intelligent automotive and traffic management technology to a connected transportation program in the United States.

Working with its CDOT and other partners, Panasonic will focus first on connecting cars and the transportation system on I-70, one of the nation's most challenging corridors, as part of the state's RoadX program, Colorado's investment in technology and systems with the aim of making roads crash-free, injury-free and delay-free. Tom's comments were also live streamed from the Summit and garnered another 300 viewers to the live stream.

The keynote addresses were followed by a panel Discussion moderated by Paul Trombino, Executive Director, Iowa Department of Transportation. Panel participants included Tom Gebhardt; Ognen Stojanovski, Director of Government Relations with OTTO; Josh Raycroft of Hyperloop One; Monali Shah, Director, Intelligent Transportation with HERE; and Gilbert Gagnaire, Director General of Easy Mile.

For more information on the Summit and to view presentation and pictures from the event visit: <https://www.codot.gov/summit>

## FASTLANE *....cont from page 1*

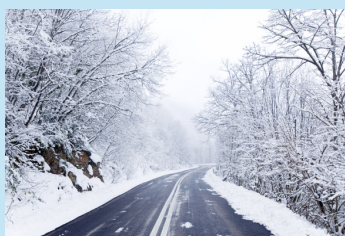
Of the 18 grant awards made in the 2016 round, the average FASTLANE grant award was \$42 million and the average non-FASTLANE match was 62 percent. There was only one project awarded over \$100 million and four over \$60 million.

Eligible applicants include States, Metropolitan Planning Organizations that serve an urbanized area with a population of more than 200,000, local governments, special purpose districts with a transportation function, federal land management agencies that apply jointly with a State, and tribal governments. Applications must be submitted by 8:00 p.m. EST on December 15, 2016. For more information visit:

<https://www.transportation.gov/build-america/fastlane/fastlane-ii-notice-funding-opportunity>



## Winter Driving



Snow, ice and freezing temperatures will eventually return to Colorado and when they do we want you to be prepared. Visit CDOT's comprehensive travel website COTrip.org for the latest up-to-date travel and weather information as well as traffic cameras, route information and travel alerts. We want everyone to arrive safely at Grandmother's house...or wherever your final destination might be.