



# SOUTHWEST TRANSPORTATION PLANNING REGION

## Regular Meeting Agenda

Thursday, April 5, 2018, 9:00 a.m.

Carnegie Building, 1188 E 2nd Ave., Durango

- I. Introductions 9:00 a.m.
  
- II. Consent Agenda:
  - 1. February 2018 Meeting Minutes
  - 2. Financial Report: January – February 2018
  
- III. Reports 9:15 a.m.
  - 1. February and March 2018 STAC Update - Bentley Henderson
  - 2. Transportation Commissioner Report - Sidney Zink
  
- IV. CDOT Reports 9:45 a.m.
  - 1. Construction Update – Kevin Curry
  - 2. Transit Development Program: Identification of priority projects – Mike Snow
  - 3. Planning Toolkit Presentation - Mike King
  
- V. Other Business 11:00 a.m.
  - 1. Transit Provider Updates
  - 2. Community Updates – Round Robin (pending available time)
  
- VI. Adjourn

Next meeting date: Thursday, June 7, 2018

Video/Phone Conference Info:

<https://zoom.us/j/109670693>

1-646-558-8656 (US Toll), Meeting ID: 109 670 693

PO Box 963, Durango, CO 81301  
970.779.4592  
[www.swccog.org](http://www.swccog.org)

**Southwest Colorado Regional Transportation  
Planning Commission  
Thursday, February 1, 2018 - 9:00 a.m.  
Carnegie Building, 1188 E 2nd Ave., Durango**

TPR Members in Attendance:

Phil Johnson – City of Cortez  
Bentley Henderson – Archuleta County  
Keenan Ertel – Montezuma County  
Chris La May - Town of Bayfield  
Brad Blake – La Plata County  
Amber Blake – City of Durango  
Fred Brooks – Town of Mancos  
Jacob Garlick – Southern Ute Indian Tribe  
Floyd Cook – Dolores County  
Dan Naiman – Town of Ignacio (by phone)  
Jennifer Allison - Colorado Department of Transportation (by phone)

Others in Attendance:

Bill Frownfelter - Russell Engineering  
Jim Horn - Russell Engineering  
Ann McCoy-Herold – Senator Gardner’s Office  
Kevin Cury - Colorado Department of Transportation  
Tony Cady - Colorado Department of Transportation  
Jessica Laitsch – Southwest Colorado Council of Governments  
Dylan Lucas – Southwest Colorado Council of Governments

The meeting was called to order at 9:01 a.m.

**I. Introductions**

**II. Accept Minutes: October 2017 and Financial Report: Jan - December 2017**  
**Phil Johnson motioned to approve the minutes as presented, Chris La May seconded, unanimously approved.**

Bentley requested a periodic verbal report in the future. **Phil Johnson motioned to accept the financial report as presented, Amber Blake seconded, unanimously approved.**

**III. Reports**

**1. December 2017 and January 2018 STAC Updates - Bentley Henderson**

Bentley reported that the December STAC meeting was held before the last SWTPR meeting and he did not attend the January meeting. He distributed a summary of the last STAC meeting and mentioned that Mike King with CDOT will email these summaries to anyone interested.

Tony mentioned that there was discussion about the planned redistribution of FTA funding. Amber mentioned that one alternative was to use FASTER monies to supplement local match. Tony replied this is being considered, alternatively they are considering creating a new equity pool or supplementing with SB 267 monies. Bentley asked what an equity pool would entail. Tony recommended inviting a representative from CDOT Transit and Rail to a SWTPR meeting to discuss. Amber pointed out that supplementing local match has the potential to create issues like Durango is facing with being over subsidized. There was discussion about suggestions for CDOT to ensure agencies are funded at appropriate levels.

## **V. CDOT Reports:**

### **1. Construction Update – Kevin Cury**

- US 491 Surface Treatment MP 27.3 – MP 36.8 – Completed in December.
- SH 84 Priority Culvert South of Pagosa Springs – Completed.
- US 160 SH 84 to Treasure Falls Surface Treatment – Kevin mentioned that CDOT's upcoming workload is limited and will be ramping down. They have a priority list for ad as they are able to move forward with projects. This project is under ad, it will be a resurfacing job and work on the chain station.
- Durango Signal Replacement US 550 - 32nd, 22nd, & 17<sup>th</sup> - CDOT received one ad that was over budget, will go back out to ad.
- US 550 Riverside Snowshed Lighting - Updating lighting to LEDs.
- US 160 JCT 172 to Bayfield Resurfacing – They are waiting for approval to advertise.
- US 160 Wolf Creek Pass Phase 1 Signs – Waiting for approval to advertise. This will be a safety improvement.
- Region Wide Chain Stations – This is on the list, waiting to advertise in the summer.
- US 550 Striping & Rumble strips MP 105-115 - Looking to re-advertise. Tony mentioned that they were hoping to install “mumble strips,” they will need to go to ad at later time.

### **1. Ballot Initiative Update – Tony Cady**

Tony reported that the RAMP program began in 2012, which made \$1.5 billion available. He outlined some of the projects covered under this in Region 5. He summarized the history of the RAMP program and reviewed the expenditure outlook through 2020. Bentley asked if the funds were devoted to maintenance and surface treatment. Tony replied yes. He reviewed the history of advertisements, which was high in 2013 and has dramatically dropped off. CDOT is hoping to level out the number of projects once an annualized program is in place. Based on proposed numbers that may be included in the potential ballot initiative, they had been asked to reduce the 10 year development list to be within the estimates portion for Region 5. To accomplish this, they reduced extra features on projects to reduce cost and retained the requested projects. Bentley asked for clarification that this is the same list. Tony confirmed that the list of projects is the same and the scope of all but one is the same, they did remove additional features so the dollar amounts have been reduced. Chris asked if the region would be able to spend any savings. Tony confirmed that the region would retain any savings. Amber asked what increase was expected in the ballot question. Tony said discussion have ranged from a .25 to a .5 statewide sales tax. He added that there is a proposed bill that would eliminate SB 267. There was discussion about the various possible outcomes. Phil asked if the proposed distribution is

based on population. Tony replied that it is based on a number of factors including lane miles, population, and vehicle miles traveled. Jim asked when decisions for the ballot will need to be finalized. Tony replied they will know by summer whether it will be on the ballot. Amber asked about local distribution. Tony replied there would be no local share. Brad asked what share the region would receive. Tony replied that Region 5's share would be 7.7%. There was discussion about distribution based on lane miles versus other factors. There was discussion about the challenges with limited funding to the region. The proposed ballot measure includes elements for fiber technology, ADA, freight, multi-modal, transit, and rail. Phil pointed out that devoting more on capital investments is taking away from future maintenance. Tony mentioned that Region 5's projects are reconstruction, rather than expansion. Bentley pointed out that there are competing interests between rural and urban needs. Chris asked if the proposed measure has a sunset provision. Tony replied that it does, but he doesn't have information on it. There was discussion about issues relative to urban versus rural needs. Tony explained that when looking at projects CDOT is factoring in construction availability, annual funding limits, etc. There was discussion about anticipated distribution to Region 5.

## **VI. Other Business**

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

Amber reported that the city is working to determine what service will look like. Brad asked about service to the west side of town. Amber replied that they had to eliminate the least performing routes, at this point there will be no service to the west and to Crestview. Brad asked about the route to Bayfield. Amber replied she does not know what the changes will be. Amber mentioned that they are working with Human Service to identify alternate solutions. Tony reiterated having an update from CDOT Transit at the next meeting.

Bentley reported that following the increase in funding from the state, the local agencies reduced their funding to Mountain Express Transit. He mentioned that they have a new transportation coordinator that has been working to improve the fixed route system.

Keenan reported that demand in Montezuma County has been high and they will be developing a route system. They have purchased new buses over the past two years, however there have been problems keeping drivers. There was discussion about difficulties with potential employees passing drug screens.

Jessica reported that the SWCCOG was awarded federal funds and is beginning work on a four corners transportation plan. Amber asked about integration with existing plans. Jessica replied that one element is reviewing and integrating previous plans from throughout the region.

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

Keenan reported that Montezuma County is experiencing a severe funding shortfall and have had to reduce funding to local organizations, including to SWTPR. Keenan stated he would be stepping down as Vice Chair. **Keenan nominated Phil Johnson as Vice Chair.** Chris asked if there are other nominees and mentioned that Amber had previously been nominated. Amber stated she would be willing to serve as Vice Chair. **Chris La May nominated Amber Blake as**

**Vice Chair. By show of hands Phil Johnson was elected to serve as Vice Chair for remainder of the 2018 term.**

Bentley reported that Archuleta County is in the process of bidding projects for 2018, they include reconstruction and paving, design and engineering for North Pagosa Blvd. They are exploring an opportunity to put in a batch plant for the US 160 paving project.

Amber reported that the City of Durango is getting maintenance done as a result of the lack of snow. They are also working on their character district study which will be integrated with the future revitalization along the Main Avenue corridor.

Phil reported that the City of Cortez is working on public outreach on a project with CDOT. They are working on a median ADA project.

Brad reported that La Plata County is working on a new land use code. They are looking at a number of projects, one is to move some of the Sheriff's Office to the armory building and looking at possible locations for other offices.

Keenan reported that they are moving into the new Montezuma County courthouse, and looking to realign several offices. They are working on a paving project, an asphalt overlay of the Lebanon Road chipseal, at this point it looks like it will hold up well.

Chris reported that the Town of Bayfield will be using part of the new sales tax for an overlay. They are working with the school district to put in new roundabout. They are updating the comprehensive plan.

Kevin mentioned that an ADA ramp project will be awarded in Dolores County.

Jacob reported that the Southern Ute Indian Tribe has nearly completed a signal on SH 172. They are also working on a new route off SH 172 to accommodate some new housing.

**VII. Adjourn**

The meeting was adjourned at 10:20 a.m.

The next meeting will be held Thursday, April 5, 2018.

## Southwest Colorado Council of Governments

## Profit &amp; Loss

January through February 2018

	<u>Jan - Feb 18</u>
Ordinary Income/Expense	
Income	
CDOT Grants	
SWTPR Grant	1,043.67
Total CDOT Grants	1,043.67
Dues Revenue	
SWTPR Contributions	6,842.00
Total Dues Revenue	6,842.00
Total Income	7,885.67
Gross Profit	7,885.67
Expense	
Internet Connectivity	
Internet Connection (AT&T)	10.76
Total Internet Connectivity	10.76
Meetings	14.63
Office Supplies	63.06
Salary and Wages	288.04
Travel	2,482.86
Total Expense	2,859.35
Net Ordinary Income	5,026.32
Net Income	<u><u>5,026.32</u></u>



# COLORADO

## Department of Transportation

Division of Transit & Rail  
4201 E. Arkansas Ave., Shumate Bldg.  
Denver, CO 80222

**DATE:** April 5, 2018  
**TO:** Southwest Transportation Planning Region  
**FROM:** Michael Snow, Transit Infrastructure Specialist, CDOT Division of Transit and Rail  
**SUBJECT:** Transit Development Program, Tier 1 Capital Project Priorities

### Purpose

The purpose of this memorandum is to provide an overview of CDOT's Transit Development Program (TDP) and to outline a process by which the Southwest Transportation Planning Region (TPR) will identify the highest-priority, capital transit projects in the region.

### Background

Traditional transportation planning processes in Colorado provide an effective means to identify specific projects to be funded with expected transportation revenues. Planning only for expected funding, however, can be a challenge when the state needs to quickly identify projects if new funding opportunities arise. The TDP is a planning tool that supports the identification and prioritization of Colorado's capital transit project needs to effectively plan for and respond to future unexpected funding opportunities. Projects in this inventory, therefore, are transit and rail needs throughout the state for which there is no currently identified source of funding.

At the close of the last session, the Colorado legislature passed Senate Bill 17-267, which raises the potential for bond funding for transportation projects in the state. The legislature is discussing additional funding measures this year, plus a citizen-driven initiative to raise new sales tax revenues for transportation may appear on our 2018 Ballot. Any combination of these opportunities has the potential to bring significant increases in transit funding that will require cooperative statewide planning to be properly invested.

For this reason, CDOT's Division of Transit & Rail (DTR) is seeking the input and participation of local officials, planners, and transit stakeholders in each TPR to provide information on their transit and rail project needs and to collaboratively identify which of those projects are of highest priority within the region.

### Details

The current statewide TDP inventory contains roughly 215 projects representing over \$5 billion in transit funding needs statewide. This includes capital projects with an estimated cost of \$250,000 or greater, along with a handful of capital planning projects. Vehicle capital projects are included only when they are associated with a specific expansion of transit services. Not included in the TDP are Operational needs or Asset Management projects, which encompass vehicle replacements and repair or maintenance of existing facilities and equipment. While Operations and Asset Management needs are equally important, and potential new funding sources may likely be available for these purposes, planning for them will be addressed through separate processes.

The following process will be used to implement the use of the TDP:

1. **Project Identification and Compilation:** CDOT-DTR staff have compiled the current draft TDP by capturing projects already identified in statewide, regional, and local transit and rail plans or studies. The TDP is a living document and will grow and change over time as transportation needs and projects change. Local officials, planners, transit agencies, and stakeholders in each TPR are requested to review the draft inventory and identify additional projects or contribute updated information on existing projects.
2. **Prioritizing the Transit Development Program:** A Tier 1 Transit Development Program will be developed which will contain a subset of the TDP identified by the TPR that are the highest priority projects in each region. To guide the prioritization process, a Tier 1 Planning Target will be provided to identify the total dollar amount of projects statewide in Tier 1. To ensure geographic equity, a Regional Planning Allocation will also be provided to determine what portion of the Planning Target is allocated to each region of the state.
3. **Funding Decisions Using the TDP:** The TDP's principal purpose is to aid in quickly identifying ideal projects for new funding opportunities that have been prioritized through the public planning processes in each



TPR. When new funding opportunities present themselves, candidate projects are selected from the Tier 1 program that meet that funding program's criteria.

Planning Targets and Regional Planning Allocations are being developed collaboratively. A subcommittee of the Transit & Rail Advisory Committee (TRAC) that includes representatives of STAC and also rural and metro area transit agencies, has been formed to facilitate the process. The subcommittee will explore and recommend the total Tier 1 Planning Target and the Regional Planning Allocation formula and TRAC and STAC will finalize.

It is important to note that the Regional Planning Allocation formula is not intended to determine exact funding each region will ultimately receive. This is a planning allocation only, used as a general guide for statewide planning. Decisions about how funds get programmed to specific projects or whether and how they are distributed geographically is dependent on each particular new funding source and would be decided with further statewide and regional involvement by TPRs, MPOs, TRAC and STAC.

Further, the purpose of the TDP is not intended as a means to prioritize capital projects that typically compete in DTR's annual Consolidated Capital Call for Projects (CCCP), nor does a project necessarily have to be identified in the TDP to be eligible for a grant through the CCCP. The \$250,000 threshold is somewhat arbitrary, but has been set because DTR's statewide capital awards program, which consists of about \$15-16 million annually, often cannot fully fund all the projects greater than \$250,000.

#### **Input Requested**

DTR is seeking participation by local officials, planners, and Transit Agencies at the TPR meeting to accomplish two things:

1. Identify additional capital projects not already on the TDP and provide updated information about projects already in the inventory. This includes information on the scope and description of the projects, notes about the goals and benefits of projects, and, importantly, updated cost estimates.
2. Collectively identify the Tier 1 priority list of projects for the region.

Stakeholders may provide this information during the meeting or a TPR representative may follow up via email with additional information if necessary. Since the Regional Planning Allocation formula is not yet determined, for the sake of today's discussion DTR staff will provide the TPR a suggested allocation range, and the final Tier 1 list can be finalized at a later time when the exact Regional Planning Allocation amount is determined.

**Included with this memo** are two items to support the TPR's discussion. The first is the current TDP inventory of projects in the region, which also includes a list of other potential projects in the region that the TPR might consider adding to the inventory. The second is a collection of excerpts from your Regional Transit Plan adopted in 2015, including a service area map of your region, a list of transit service providers existing in the region and the list of specific projects identified during the Plan's development.

#### **Next Steps**

Key project selection decisions need to be made in the next 3-4 months, both for the forthcoming funds from the SB 267 measure passed in 2017 and for a portion of the potential 2018 sales tax Ballot Initiative. With the input of TPRs, MPOs, TRAC, and STAC, candidate projects will be selected from the statewide Tier 1 program.

The TRAC subcommittee will begin meetings next week to develop a recommendation for the Regional Planning Allocations, which will be reviewed and finalized by STAC in May or June. In the meantime, DTR will continue outreach to TPRs and MPOs throughout the state for input on the TDP and Tier 1 priorities.

Feel free to reach out to me directly with comments or questions.

Michael Snow, Transit Infrastructure Specialist, Division of Transit & Rail  
[Michael.Snow@state.co.us](mailto:Michael.Snow@state.co.us), 303-512-4123.





## Transit Development Program - DRAFT

### Southwest Transportation Planning Region - April 5, 2018

Project ID	TPR	Sponsors/Partners	Plan Source(s)	Study	Project Name	Project Description	Location	Counties	Funding Need	Funding Total	Other Funding Sources	TYPE: Planning, Facility, Infra, Equip, Service (Bus)	Included in 2040 Plan	Priority	General Notes
T-273	SW	Archuleta County	Southwest Regional Transit Plan; Intercity and Regional Bus Plan		Pagosa Springs Transportation Center	Build a Transportation Center in Pagosa Springs	Pagosa Springs	Archuleta				F	X	Short	
T-274	SW	Southern Ute Community Action Programs, CDOT	Southwest Regional Transit Plan; Intercity and Regional Bus Plan		SUCAP Bus Barn	Build Bus Barn to shelter Bustang/Outrider and other buses	Durango	La Plata	\$ 0.50	\$ 0.50		F	X	Short	
T-275	SW	Dolores	Southwest Regional Transit Plan		Dolores Bus/Vehicle Shelter	Build bus/vehicle shelter	Dolores	Montezuma				F	X	Short	
T-276	SW	Dolores County Senior Services	Southwest Regional Transit Plan		Dolores Central bus/dispatch center	Central bus shelter with dispatch office	Dolores	Montezuma	\$ 0.25	\$ 0.25		F	X	Short	
T-277	SW	Archuleta County	Southwest Regional Transit Plan		Archuleta Co PnR	Establish park and ride utilizing existing parking infrastructure where possible		Archuleta				F	X	Short (priority)	
T-278	SW	Cortez	Southwest Regional Transit Plan; Intercity and Regional Bus Plan		Cortez PnR	Establish park and ride utilizing existing parking infrastructure where possible	Cortez	Montezuma				F	X	Short (priority)	
T-279	SW	Dolores	Southwest Regional Transit Plan		Dolores PnR	Establish park and ride utilizing existing parking infrastructure where possible	Dolores	Montezuma				F	X	Short	
T-280	SW	Bayfield	Southwest Regional Transit Plan		Bayfield PnR	Establish park and ride utilizing existing parking infrastructure where possible	Bayfield	La Plata				F	X	Short	
T-281	SW	City of Durango	Southwest Regional Transit Plan		Multi Modal Transportation Master Plan connectivity projects	Implement connectivity projects in the Multi Modal Transportation Master Plan (connecting transit, bicycle, pedestrian facilities)	Durango	La Plata	\$ 15.00	\$ 15.00		I	X	Long	
T-282	SW	Montezuma Senior Services	Southwest Regional Transit Plan		Montezuma Maintenance Facility			Montezuma	\$ 1.00	\$ 1.00		F	X	Long	

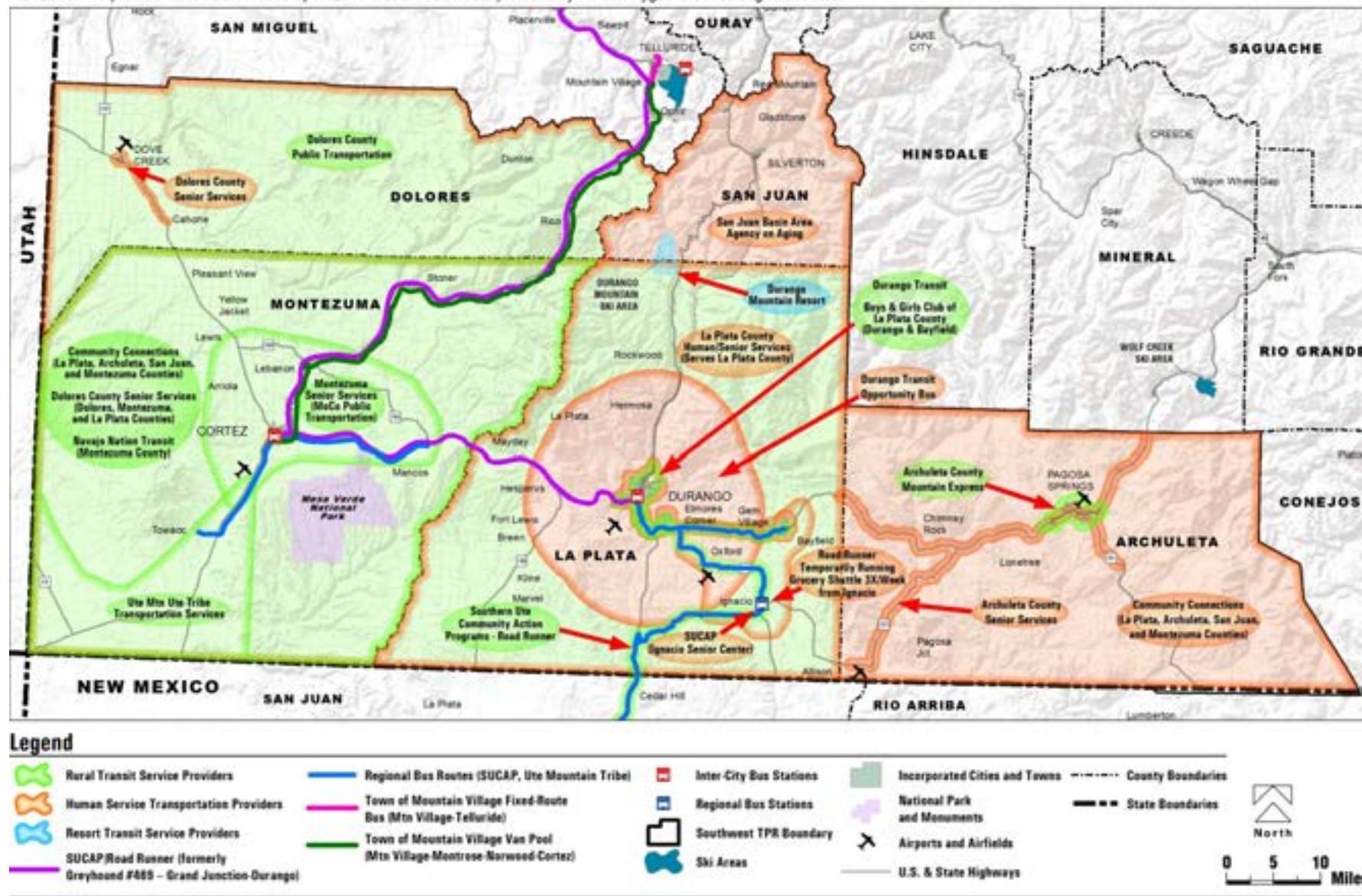
#### Other Projects - Not currently in TDP

	SW	City of Durango	Southwest Regional Transit Plan		Durango Transit Shelters	Upgrade/install new transit shelters	Durango	La Plata	\$ 0.20	\$ 0.20		F	X	Short	
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### Regional Coordinated Transit and Human Services Plan

### Figure 3-1 Transit Provider System Map

Transit service provider information based upon 2013 research and data provided by Nelson/Nygaard Consulting Associates.





**Table 3-1 Public Transit Provider Services Overview**

**Public Transit Provider Services Overview**

Provider	Service Area	Service Type(s)	Span of Service	Days of Service	Fares	2012 Annual Ridership (includes all service types)	2012 Annual Operating and Admin Budget (includes all service types)
Dolores County Public Transportation	Dolores County including Cahone, Dove Creek, Rico; Durango, Cortez; Farmington, NM and Monticello and Moab, UT	<ul style="list-style-type: none"> <li>▪ Demand Response (door to door)</li> </ul>	8 AM – 5 PM	M – F	\$5 to \$25 depending on trip distance	6,400	\$130,800
Montezuma County (MoCo) Public Transportation	Montezuma County (including Dolores, Mancos, Cortez)	<ul style="list-style-type: none"> <li>▪ Demand Response</li> </ul>	8:30 AM – 4:30 PM	M–F	Varies between \$3 and \$15	8,700	\$158,685
Durango Transit – operated by City of Durango	Durango	<ul style="list-style-type: none"> <li>▪ Fixed Route</li> <li>▪ Demand Response</li> <li>▪ Travel Training</li> <li>▪ Trolley</li> </ul>	6:30 AM - 7:00 PM (Winter Weekdays) 7:00 AM - 7:00 PM (Winter SA) 6:30 AM - 10:40 PM (Summer Weekdays) 7:00 AM - 10:40 PM (Summer SA)	All Days	\$.50 to \$1.00  Monthly passes can also be purchased	634,555	\$2,544,341
Mountain Express Transit* - operated by Archuleta County Transportation	Pagosa Springs and Archuleta County	<ul style="list-style-type: none"> <li>▪ Fixed Route</li> <li>▪ Demand Response</li> </ul>	6:00 AM – 4:40 PM	M - F	\$1.00 to \$2.00	Not available	\$125,000
Road Runner Transit – operated by Southern Ute Community Action Programs (SUCAP)	Durango, Ignacio, Bayfield, Aztec, NM	<ul style="list-style-type: none"> <li>▪ Deviated Fixed Route</li> <li>▪ Demand Response/ Dial-a-Ride</li> <li>▪ ADA</li> </ul>	5:40 AM – 9:30 PM (Fixed Route) 11:00 AM – 9:30 PM (Demand Response)	M – F (Fixed Route)  Sa - Su (Demand Response)	\$3.00  \$.50 for Dial-a-Ride  Monthly passes can also be purchased	Not available	Not available

Public Transit Provider Services Overview

Provider	Service Area	Service Type(s)	Span of Service	Days of Service	Fares	2012 Annual Ridership (includes all service types)	2012 Annual Operating and Admin Budget (includes all service types)
Road Runner Stage Lines – operated by SUCAP	Durango, Mancos, Cortez, Dolores, Rico, Telluride, Placerville, Ridgway, Montrose, Delta, Grand Junction	<ul style="list-style-type: none"> <li>Fixed Route Intercity Bus</li> </ul>	7:00 AM	M – F	\$40 one-way Durango to Grand Junction	Not available	Not available
Town of Mountain Village	Cortez/Rico to Mountain Village	<ul style="list-style-type: none"> <li>Commuter Shuttle/ Vanpool</li> </ul>	3:30 AM – 5:30 PM	M – F	\$2.00	Not available	Not available
Ute Mountain Ute Tribe	Towaoc and Cortez	<ul style="list-style-type: none"> <li>Demand Response</li> </ul>	4 runs per day	M - F	Donation	4,530	Not available

Source: Transit Agency Provider Survey, 2013, Web research, and Transit Working Group feedback

\*Archuleta County Mountain Express Transit currently provides transportation on an interim basis for Archuleta County Senior Services (in association with Archuleta Seniors, Inc.)

### 3.2 Human Service Transportation Providers

Human service organizations often provide transportation for program clients to access their services and augment local public transportation services. **Table 3-2** describes human service transportation services available in the Southwest TPR.

The region’s primary population center, Durango is the focus of most of the human service transportation providers and is the primary destination of services that originate in other communities. Services are provided specifically for seniors, veterans, homeless people, people on limited incomes, members of local Native American tribes, and attendees of the Southwest Colorado Community College. Some of the services available offer direct transportation service and others offer other types of assistance such as fuel or transit subsidies, discussed further in **Section 3.3**.

**Table 3-2 Human Service Transportation Provider Overview**

Human Service Transportation Provider Overview				
Provider	Service Area	Passenger Eligibility	Service Type(s)	Days of Service
Volunteers of America - Southwest Safehouse	Durango	<ul style="list-style-type: none"> <li>Women and children survivors of domestic violence</li> </ul>	<ul style="list-style-type: none"> <li>Volunteers transport clients</li> <li>Bus tickets/passes</li> <li>Contract with other providers</li> <li>Gas vouchers</li> <li>Car repair vouchers</li> </ul>	Not available
Volunteers of America – Southwest Colorado Division	Durango	<ul style="list-style-type: none"> <li>Veterans</li> <li>Low Income</li> <li>Homeless</li> </ul>	<ul style="list-style-type: none"> <li>Program staff transport clients</li> <li>Volunteers transport</li> </ul>	Not available



Human Service Transportation Provider Overview				
Provider	Service Area	Passenger Eligibility	Service Type(s)	Days of Service
			<ul style="list-style-type: none"> <li>clients</li> <li>Car repair vouchers</li> <li>Referrals</li> </ul>	
Durango Transit – Opportunity Bus	Durango	<ul style="list-style-type: none"> <li>Seniors</li> <li>Disabled</li> </ul>	<ul style="list-style-type: none"> <li>Demand response (door to door)</li> </ul>	M - F
Montezuma County Senior Services (operated by MoCo Public Transportation)	Montezuma County (including Cortez, Dolores, Mancos)	<ul style="list-style-type: none"> <li>Seniors</li> <li>Medicaid</li> </ul>	<ul style="list-style-type: none"> <li>Non-Emergency Medical Transportation</li> <li>Shopping</li> </ul>	M – F 8:30 AM – 4:30 PM
Southwest Colorado Community College	Durango	<ul style="list-style-type: none"> <li>High School Graduates/GED</li> </ul>	<ul style="list-style-type: none"> <li>Volunteers transport clients</li> <li>Bus tickets/passes</li> </ul>	Not available
La Plata County Senior Services	La Plata County	<ul style="list-style-type: none"> <li>Seniors</li> <li>Medicaid</li> <li>Disabled</li> </ul>	<ul style="list-style-type: none"> <li>Demand Response (door to door)</li> <li>Bus tickets/passes</li> <li>Gas vouchers</li> </ul>	M – F 8:30 AM – 5:00 PM
Dolores County Senior Services	Dolores County and the communities of Dove Creek Egnar and Cahone; Durango, Cortez, NM and UT	<ul style="list-style-type: none"> <li>60+</li> <li>Medicaid</li> <li>Disabled</li> </ul>	<ul style="list-style-type: none"> <li>Demand response (door to door)</li> <li>Assistance with shopping</li> <li>Adaptive transportation</li> </ul>	M -F 8:00 AM – 5:00 PM
Archuleta County Senior Services / Archuleta Seniors, Inc.*	Pagosa Springs / Archuleta County; Durango, Farmington, NM	<ul style="list-style-type: none"> <li>Seniors</li> <li>Disabled</li> </ul>	<ul style="list-style-type: none"> <li>Demand Response</li> </ul>	M T W F 9:00 AM – 4:00 PM
Colorado Disabled American Veterans Van Program	Durango, Cortez, Pagosa Springs	<ul style="list-style-type: none"> <li>Disabled</li> <li>Veteran</li> </ul>	<ul style="list-style-type: none"> <li>Fixed Route</li> </ul>	Durango- Albuquerque VA Medical Center (M W F) Cortez-Albuquerque VA Medical Center (T W Th) Pagosa Springs-Farmington, NM (M F)
Ute Mountain Ute Tribe	Towaoc, Cortez; Durango and Farmington, NM by request	<ul style="list-style-type: none"> <li>Seniors</li> <li>Disabled</li> <li>Developmentally disabled</li> </ul>	<ul style="list-style-type: none"> <li>Demand Response</li> </ul>	M - F
Ignacio Senior Center (operated by SUCAP)	Ignacio town limits; Durango and Bayfield for medical appointments	<ul style="list-style-type: none"> <li>Seniors</li> <li>Disabled</li> </ul>	<ul style="list-style-type: none"> <li>Demand Response (door thru door)</li> <li>Non-Emergency Medical Transportation</li> <li>Assistance with Shopping</li> <li>Escorted transportation</li> </ul>	M – F 1:00 to 3:30 PM

\* Archuleta Seniors, Inc., a non-profit, has taken over Archuleta County Senior Services. Their transportation services are currently being offered by Mountain Express Transit.

**Table 3-4 Privately Operated Public Transportation Services Overview**

Provider	Service Area	Service Type(s)	Passenger Eligibility	Span of Service	Days of Service	Fares
Community Connections, Inc.	Archuleta, La Plata, Montezuma, San Juan counties	▪ Demand Response	Disabled Low Income	Not available	All Days	Not available
Boys and Girls Club of La Plata County	La Plata	▪ Fixed Route	Youth / Low Income / Members Only	2:00 PM – 6:00 PM	Weekdays	Not available
San Juan Sentry, LLC (Cortez Cab)	Dolores, La Plata, Montezuma, San Miguel	▪ Demand Response	General Public	6:00 AM – 2:00 AM (Weekdays and Saturdays)  6:00 AM – Mid-day (Sundays)	All Days	Not available
Durango Mountain Resort	Durango, Durango Mountain Resort, Durango Airport	▪ Fixed Route ▪ Demand Response	General Public	Not available	F Sa S during ski season	\$10 roundtrip
Ute Mountain Ute Tribe Transportation Services	Towaoc, Cortez, Mesa Verde National Park, Ute Mountain Tribal Park	▪ Demand Response ▪ Tourist/Guided Transportation	General Public	Morning only	Not available	Not available

Source: Rates and schedules based on stakeholder input and internet information in Q1 2014.

### 3.5 Existing Coordination Activities

The main coordination activities that have been implemented and/or that are underway in the region are categorized in five areas:

- ▶ Regional Transit Coordinating Council
- ▶ Partnerships
- ▶ Online Resource Portal
- ▶ Voucher Program
- ▶ Travel Training

Specific projects and coordination efforts are described in more detail in the following sections.

#### 3.5.1 Regional Transit Coordinating Council

A Regional Transit Coordinating Council (RCC) was established for the Southwest region in 2010. The RCC received funding in 2014. The RCC’s overall mission is to “assist local governments and existing public transit and specialized transportation providers in the region with strategically managing a more coordinated transportation network within available funding for the maximum benefit of the community.” The Council has been meeting approximately monthly or bi-monthly for the past four years.

The RCC maintains a Regional Transit Guide, which is an inventory of the services available in southwest Colorado. In 2012, the Council created a Transit Action Plan, with four main goals:

- ▶ Sustain and expand public and specialized transportation services in the region
- ▶ Develop mechanisms to coordinate existing public and specialized transit service providers

## Southwest Transit Projects

### List of Transit Needs and Proposed Projects - Southwest TPR

Agency/Location	Description	Cost	Time Frame	Category
Archuleta County	Build a Transportation Center in Pagosa Springs		Short-term	Capital - Facilities
Archuleta County	Establish park and ride utilizing existing parking infrastructure where possible		Short-term (priority)	Capital - Facilities
Archuleta County	Expand fleet		Short-term	Capital - Vehicles
Bayfield	Establish park and ride utilizing existing parking infrastructure where possible		Short-term	Capital - Facilities
Boys & Girls Club of La Plata County	Youth after school and summer school transportation	\$500,000	Short-term	Access to human services
Boys & Girls Club of La Plata County	Replacement vehicles		Mid-term	Capital - Vehicles
Boys & Girls Club of La Plata County	Service Expansion throughout La Plata County		Mid-term	Operation - Expansion
City of Durango (Durango Transit)	Upgrade/install new transit shelters	\$20,000/year	Short-term	Capital - Facilities
City of Durango (Durango Transit)	Replace 4 trolleys	\$360,000	Short-term	Capital - Vehicles
City of Durango (Durango Transit)	Replace 5 minibuses	\$375,000	Short-term	Capital - Vehicles
City of Durango (Durango Transit)	Implement connectivity projects in the Multi Modal Transportation Master Plan (connecting transit, bicycle, pedestrian facilities)	\$15,000,000	Long-term	Coordination
City of Durango (Durango Transit)	Increase coordination between regional providers and park and rides in La Plata		Long-term	Coordination
City of Durango (Durango Transit)	Increase connectivity between local/intercity bus systems		Long-term	Coordination
City of Durango (Durango Transit)	Print new service schedules	\$10,000/year	Short-term	Coordination
City of Durango (Durango Transit)	Funding needed to continue Mobility Management program	\$60,000/year	Short-term	Coordination
City of Durango (Durango Transit)	Funding needed to continue operations	\$700,000	Short-term	Maintaining Service
City of Durango (Durango Transit)	Expand service to the Airport, Durango Mtn Resort, La Plata County		Long-term	Operation - Expansion
Cortez	Establish park and ride utilizing existing parking infrastructure where possible		Short-term (priority)	Capital - Facilities
Dolores	Establish park and ride utilizing existing parking infrastructure where possible		Short-term	Capital - Facilities
Dolores	Build bus/vehicle shelter		Short-term	Capital - Facilities
Dolores County Senior Services	Central bus shelter with dispatch office	\$250,000	Short-term	Capital - Facilities

## List of Transit Needs and Proposed Projects - Southwest TPR

Agency/Location	Description	Cost	Time Frame	Category
Dolores County Senior Services	3 new replacement vans	\$120,000	Short-term	Capital - Vehicles
Dolores County Senior Services	One new 14 passenger bus	\$80,000	Short-term	Capital - Vehicles
Dolores County Senior Services	Develop long-term transportation plan		Mid-term	Study
La Plata County Senior Services	Replace one wheelchair-accessible bus	\$60,000	Short-term	Capital - Vehicles
La Plata County Senior Services	Add fleet vehicles and associated staff		Mid-term	Capital - Vehicles
Montezuma Senior Services	Build a maintenance facility	\$1,000,000	Long-term	Capital - Facilities
Montezuma Senior Services	Replace one non-ADA minivan	\$30,000	Mid-term	Capital - Facilities
Montezuma Senior Services	Replace 2 buses	\$175,000	Long-term	Capital - Vehicles
Montezuma Senior Services	Replace one non-ADA minivan	\$30,000	Long-term	Capital - Vehicles
Montezuma Senior Services	Replace 2 buses	\$120,000	Short-term	Capital - Vehicles
Montezuma Senior Services	Replace one non-ADA minivan	\$30,000	Short-term	Capital - Vehicles
Montezuma Senior Services	Extend hours of service	\$30,000/year	Long-term	Operation - Expansion
Montezuma Senior Services	Extend hours of service and expand into La Plata and Dolores	\$30,000/year	Short-term	Operation - Expansion
Southern Ute Community Action Programs	Build Bus Barn		Short-term	Capital - Facilities
Southern Ute Community Action Programs	9 new replacement buses	\$630,000	Short-term	Capital - Vehicles
Southern Ute Community Action Programs	2 new ADA van replacements	\$100,000	Short-term	Capital - Vehicles
Southern Ute Community Action Programs	Replace 2 engines for Intercity bus service Durango to Grand Junction daily service	\$50,000	Short-term	Capital - Vehicles
Southern Ute Community Action Programs	Replace 3 transmissions for Intercity bus service Durango to Grand Junction daily service	\$45,000	Short-term	Capital - Vehicles
Southern Ute Community Action Programs	Replace 2 engines for intercity bus service Monticello, UT to Walsenburg	\$50,000	Short-term	Capital - Vehicles
Southern Ute Community Action Programs	Replace 3 transmissions for intercity bus service Monticello, UT to Walsenburg	\$45,000	Short-term	Capital - Vehicles
Southern Ute Community Action Programs	Expand operating budget	\$375,000	Short-term	Maintaining Service
Southern Ute Community Action Programs	Establish Dove Creek transit service		Long-term	Operation - Expansion
Southern Ute Community Action Programs	Increase frequency Ignacio-Bayfield routes	\$76,000/year	Mid-term	Operation - Expansion



## List of Transit Needs and Proposed Projects - Southwest TPR

Agency/Location	Description	Cost	Time Frame	Category
Southern Ute Community Action Programs	Add daily commuter service from Cortez and Mancos to Durango	\$70,000/year	Mid-term	Operation - Expansion
Southern Ute Community Action Programs	Add daily commuter service between Farmington and Durango	\$105,000/year	Mid-term	Operation - Expansion
Southern Ute Community Action Programs	Add late night service on Durango, Ignacio, Hermosa, Cortez routes	\$191,000/year	Mid-term	Operation - Expansion
Southern Ute Community Action Programs	Increase funding for Intercity bus service Durango to Grand Junction daily service	\$85,000/year	Mid-term	Operation - Expansion
Southern Ute Community Action Programs	Add 2 new motor coaches for Intercity bus service Durango to Grand Junction daily service	\$440,000	Mid-term	Operation - Expansion
Southern Ute Community Action Programs	Increase funding for intercity bus service Monticello, UT to Walsenburg	\$115,000/year	Mid-term	Operation - Expansion
Southern Ute Community Action Programs	Add 2 new buses for intercity bus service Monticello, UT to Walsenburg	\$440,000	Mid-term	Operation - Expansion
Southern Ute Community Action Programs	Add daily commuter and mid-day service between North Animas Valley and Durango	\$50,000/year	Mid-term	Operation - New
Southern Ute Tribe	Expand service to employment center/service industries			Operation - Expansion
Southwest Region	Build alternative fuel stations			Capital - Facilities
Southwest Region	Replace fleets with alternative fuel vehicles		Long-term	Capital - Vehicles
Southwest Region	General fleet replacement		Long-term	Capital - Vehicles
Southwest Region	Coordinate and establish shared parking lots (churches, shopping centers)		Short-term	Coordination
Southwest Region	Increase ADA access		Short-term	Coordination
Southwest Region	Create a regional transit voucher program to allow transfers between agencies			Coordination
Southwest Region	Create a promotional campaign through outreach and communications region wide			Coordination
Southwest Region	Recruit trained and certified drivers		Short-term	Operation
TBD	Add Montezuma City-Durango medical facilities		Long-term	Operation
TBD	Add weekend and evening service to Montezuma City		Long-term	Operation
TBD	Add Dolores City-Rico-Cortez transit service		Long-term	Operation
TBD	Establish Archuleta City-Ignacio route		Short-term	Operation
TBD	Increase service to Ft. Lewis College		Short-term	Operation
TBD	Increase service to outlying communities		Short-term	Operation



## Talkin' Infrastructure

During his State of the Union address on January 30th, President Trump called for Congress to pass a bi-partisan \$1.5 trillion infrastructure investment plan. He further stated that every Federal dollar should be leveraged by partnering with State and local governments and, where appropriate, tapping into private sector investment.

The plan from the White House has not formally been released but is said to focus on rebuilding infrastructure and accelerating the approval process for permits. Preliminary information that has leaked to the media and stakeholders may give some insight into the final plan. Some of the details related to transportation include:

**Financing:** Allow states flexibility to toll on interstates and reconcile grandfathered restrictions on the use of highway toll revenues with current law. Broaden TIFIA (Transportation Infrastructure Finance and Innovation Act) eligibility to airport, non-federal maritime and inland waterway ports projects. Provide States with the flexibility to commercialize interstate rest areas. Remove application of federal requirements for projects with de minimis Federal share.

**Highways:** Raise the cost threshold for significant project requirements to \$1 billion; authorize utility relocation before completion of NEPA (National Environmental Policy Act); provide small highway projects with relief from the same Federal requirements as major projects.

**Transit:** Require value capture financing as condition of Capital Investment Grants (New Starts/Small Starts). Eliminate constraints on P3s for transit projects.

**Airports:** Create more efficient FAA (Federal Aviation Administration) oversight of non-aviation development activities at airports. Reduce barriers to alternative project delivery for airports;. Clarify authority for incentive payments under the Airport Improvement Program (AIP) and move oversight of AIP funds to post-expenditure audits.

*...continued on page 2*

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# Infrastructure Talk ...continued from page1

Highlights of the funding breakdown for the Administrations infrastructure proposal with percentages are outlined below:

**Infrastructure Incentives Initiative (50%)**. This would be a new discretionary grant program for States, MPOs, local jurisdictions, tribes, special districts, public utilities, and private entities (with public entity sponsorship). Grant solicitations would occur every 6 months. The maximum Federal share is 20% of total project cost. No one State can receive more than 10% of total amount available. Half of the grant criteria is evidence supporting how the applicant will secure and commit new, non-federal revenue to create sustainable, long-term funding; an additional 20% of the grant criteria is evidence supporting how the applicant will secure and commit new, non-federal revenue for operations, maintenance and rehabilitation.

**Transformative Projects Program (10%)**. Discretionary grants administered by the Commerce Department for funding and technical assistance for innovative and transformative infrastructure projects that may be unable to secure financing through the private sector due to the uniqueness of the program. Solicitations would occur once per year. Varying levels of Federal share would be available depending on the funding track: Demonstration (up to 30% Federal share); Project Planning (up to 50% Federal share); Capital Construction (up to 80% Federal share). For the capital construction track, the Federal Government would have the right to share in the generated project value.

**Rural Infrastructure Program (25%)**. Formula and grant distribution for a variety of rural infrastructure investments (transportation, broadband, water and wastewater, power, and water resources).

- Formula distribution to States (80%) - based on the share of total rural lane miles in each State and share of total adjusted rural population in each State. Funds must be used for projects in rural areas with a population of less than 50,000. Funds would be provided to the Governor of each State.
- Performance Grants (20%) - To qualify, States must publish a comprehensive rural infrastructure investment plan (RIIP) within 180 days of receipt of formula funds.

**Federal Credit Programs (7.05%)**. Increase the capacity of existing Federal lending programs: Transportation Infrastructure Finance and Innovation Act (TIFIA), Railroad Rehabilitation and Improvement Financing (RRIF), Water Infrastructure Finance and Innovation Act (WIFIA), and United States Department of Agriculture Rural Utilities Lending Programs.

CDOT continues to track these issues closely and will provide updates as more information becomes available.