



SOUTHWEST TRANSPORTATION PLANNING REGION

Regular Meeting Agenda

Thursday, June 7, 2018, 9:00 a.m.

Carnegie Building, 1188 E 2nd Ave., Durango

- I. Introductions 9:00 a.m.
- II. Consent Agenda:
 - 1. April 2018 Meeting Minutes
 - 2. May 2018 Meeting Minutes
 - 3. Financial Report: January - April 2018 – Sara Trujillo
- III. Reports 9:30 a.m.
 - 1. April and May 2018 STAC Update - Bentley Henderson
 - 2. Transportation Commissioner Report - Sidny Zink
- IV. CDOT Reports 10:00 a.m.
 - 1. Construction Update – Kevin Curry
 - 2. State Transportation Demand Management Plan - Lisa Streisfeld
 - 3. Planning Toolkit Presentation (Planning) - Lily Lizarraga
 - 4. Planning Toolkit Presentation (Funding) - Lily Lizarraga
- V. Other Business 11:30 a.m.
 - 1. Transit Provider Updates
 - 2. Community Updates – Round Robin (pending available time)
- VI. Adjourn

Next meeting date: Thursday, August 2, 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

**Southwest Colorado Regional Transportation
Planning Commission
Thursday, April 5, 2018 - 9:00 a.m.
Carnegie Building, 1188 E 2nd Ave., Durango**

TPR Members in Attendance:

Bentley Henderson – Archuleta County
Keenan Ertel – Montezuma County
Brad Blake – La Plata County
Sarah Dodson – City of Durango
Floyd Cook – Dolores County
Chris La May – Town of Bayfield
David Schanzenbaker – Town of Pagosa Springs
Dan Naiman – Town of Ignacio (by phone)
Phil Johnson – City of Cortez (phone)
Fred Brooks – Town of Mancos (by phone)

Others in Attendance:

Jim Horn - Russell Engineering
Ann McCoy Herald – Senator Gardner’s Office
Jennifer Hill – City of Durango
Nita Purkat – Dolores County
Mary Holaday – Montezuma County
Jason Ragsdale - Southwest Center for Independence
Jason Armstrong – Southwest Center for Independence/Southwest Rides
Angel Tracy – Southwest Center for Independence/Southwest Rides
Debbie Condrey – Archuleta County
Peter Tregillus – Southern Ute Community Action Programs
Matt Nesbitt - Southern Ute Community Action Programs
Sidny Zink – Transportation Commissioner
Tony Cady – Colorado Department of Transportation
Matt Muraro – Colorado Department of Transportation
Mike Snow – Colorado Department of Transportation
Michael King – Colorado Department of Transportation
David Valentinelli - Colorado Department of Transportation
Mike McVaugh - Colorado Department of Transportation
Jessica Laitsch – Southwest Colorado Council of Governments

The meeting was called to order at 9:03 a.m.

I. Introductions

II. Accept Minutes: Feb 18 and Financial Report: Jan - December 2017

Keenan Ertel motioned to approve the minutes from February 2018, Bentley Henderson seconded, unanimously approved.

Keenan Ertel motioned to accept the financial report as presented, Brad Blake seconded, unanimously approved.

III. Reports

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

Bentley reported that there had been discussion about the possibility of an Olympic exploratory committee, the discussion included factoring in infrastructure improvements if this moves forward. There was discussion about the FTA 5311 distribution, they are continuing to evaluate the equity of funding. There have been ongoing discussions about funding, specifically SB 001 and the potential of a sales tax. There was discussion about how there is general confusion about how transportation is funded in the State. There was clarification about the various bills under consideration. Mike McVaugh explained some of the moving parts and implications with respect to the various funding bills. Sidney and Mike discussed the potential ballot measures that may be submitted.

CDOT experienced a major security breach and is working with the Department of Homeland Security and the FBI. He noted that the organization had recovered relatively quickly then identified a second attack. Mike McVaugh added that it was a ransomware attack, CDOT decided not to pay the ransom because there was a low chance the data would be released and to discourage future attacks. He mentioned that the organization spent 21 days without network access, they are still reestablishing final connections. The unexpected benefit is that CDOT has now set up a very robust system. Keenan asked how they are retrieving their data. Mike replied they are working from backups. There was discussion about cyberattacks. Mike added that the agency will not be fully recovered for some time

2. Transportation Commission – Sidney Zink

Sidney reported that the discussion was much the same as the STAC had. They met at the Region 1 offices, which will be moving to a new building in May. The meeting in May will be held in Durango. Mike detailed the anticipated schedule for the Transportation Commission visit. Sidney added that they will be holding the telephone town halls in Grand Junction during the same trip.

Sidney reported that she attended the American Association of Transportation Officials in Washington DC, the discussion included national performance targets. Mike added that CDOT has a robust road condition measuring program, but the federal standards are different which could impact funding. Sidney mentioned that the TC will address this issue at the next meeting. She reported that transit continues to be an issue, specifically equitability continues to be a point of contention.

V. CDOT Reports:

1. Construction Update – David Valentinelli

- Dolores ADA – Work will begin in the spring.
- US 160 SH 84 to Treasure Falls Surface Treatment – This is a surface treatment project and will include guardrails and soil stabilization.
- US 550 Striping and Rumble Strips – This will include rumble strips north of Ridgway and over Red Mountain Pass. Also they will be restriping to address a bottleneck north of Durango by removing part of the uphill passing lane and adding a downhill passing lane.
- Riverside Snowshed Lighting – The lighting is old, there are anticipated cost savings with installing LEDs.
- Durango Signal Replacement – This will include new signals and improvements to an intersection.
- SH 172 Surface Treatment – Surface treatment near Bayfield, this will include guardrail and striping improvements.
- Wolf Creek Pass Signing and Striping – The intent is to get people to slow down.
- Region wide Chain Stations – The primary focus will be on Red Mountain Pass.
- Region 5 Guardrail Replacement – This is made possible with surface treatment funds.
- SH 151 Priority Culvert – This project will be later in the year. Mike mentioned that this was identified due to the formation of sinkholes.
- Bentley asked if there was discussion about installing culverts. Mike replied that last year there were savings and the Region was able to use it to design for fiber along US 160. Bentley mentioned opportunities to share fiber. Michael King added that there will be discussions about fiber and autonomous vehicles. Sidney added that Representative Tipton will be working to increase funding for hard to reach places. There was discussion about potential opportunities related to fiber.

1. Transit development list – Michael Snow

Michael described that this is similar to the highway priority list. He presented the background behind the transit development program, which is for currently unfunded capital projects. He will be seeking estimated cost information. Michael King added that the reason to have a development list is the unpredictability of funding, so whenever funding becomes available there is a list of top priorities ready to go. Michael Snow explained that there is not yet a process for how to determine the split of potential funding for various regions. He described some possible considerations such as population, transit dependent population, demand, and service area characteristics. He estimated that an estimated starting figure for the region might be \$20-25 million. Bentley asked how the split would look in other regions. Michael replied that this particular split would put the Denver area at approximately \$800 million, and pointed out that a larger portion of the tax revenue would come from the Denver area. Mike McVaugh mentioned that most allocations for Region 5 are approximately 7%, while this split would be less. There was discussion about how the split could work and that the priority list would remain in priority order regardless of how much money is actually available. Sarah asked about the potential for operating funding on the ballot. Michael replied that the ballot initiative would be available for all types of projects, and recommended waiting until after the election to look at how it would be split. Mike McVaugh mentioned that much of the capital needs are tied in with operational capacity. Michael King recommended reviewing a project priority list with the understanding that

the distribution would be determined later. Michael distributed the draft priority list and asked whether anything is missing. Jason Ragsdale pointed out that Southwest Rides needs to be included and described their service. Angel Tracy and Jason Armstrong added some of the challenges they have been facing. Bentley asked if there is benefit to identifying operational needs. Michael replied that there are a number of service expansion needs throughout the state. Michael King and Tony recommended including the operational components tied to capital improvements. Sarah mentioned that the City of Durango has a priority list resulting from their updated Multimodal Transportation and ADA Accessibility Plans. There was discussion about ADA improvements would be included in the transit plan. Michael explained that ADA improvements related to multimodal projects would be included. Mike McVaugh suggested setting a deadline to send potential projects to CDOT. Debbie mentioned that there may be facility needs, but some time is needed to discuss feasibility with community leaders. Michael suggested using the TPR discuss potential projects. There was discussion about what components to include. Mike McVaugh recommended having Region 5 staff compile a list for the entire region. Peter asked how to account for the outrider service considering that it operates in three TPRs. Michael explained the anticipated allocation in the ballot issue. There was consensus to hold a meeting on May 8 for the transit agencies and CDOT to discuss priorities. Agencies were asked to send information on their proposed projects no later than April 30.

Sarah Dodson motioned to continue this discussion on Tuesday, May 8 at 1:00 p.m., there was general consensus.

VI. Other Business

1. Transit Provider Updates

Ann McCoy Herald reported that the City of Durango received FTA funds to purchase replacement trolleys.

Debbie reported that ridership is up in Archuleta County, the new buses and routes are working well.

Sarah reported that Durango Transit is looking at a significant reduction in FTA 5311 funding which will result in a reduction of routes. She added that Roadrunner will be accepting Durango's transit passes which should help mitigate some of the impacts of reduced routes. Peter added that the collaboration with Durango is allowing SUCAP to keep the third Bayfield run in 2018.

Angel reported that Southwest Rides is a new service, they primarily do rides for medical appointments and access to food. She explained that the demand currently exceeds their staffing and capital capacity. She added that they are allowed to split Medicaid trips, this could help reduce deadhead miles.

Matt reported that SUCAP is collaborating with Durango Transit.

Nita reported that Dolores County's dispatch center and vehicle shelter are now co-located in Dove Creek at the new senior facility. This has reduced deadhead miles and provided a vehicle shelter for the first time. In the future they may consider setting up a maintenance facility.

Mary reported that Montezuma County's ridership has dramatically increased. She explained that they provide door-to-door service for the general public. In the future they may consider building a vehicle storage facility.

2. Community Updates – Round Robin

Bentley reported that Archuleta County is looking to do major modifications to an intersection at US 160 and North Pagosa. They have begun bidding their road reconstruction projects.

Chris reported that they are finishing a crack seal project. There was a fatality at the US 160 and CR 501 intersection, CDOT was very responsive in helping to address the immediate situation and working to resolve the problems. Mike added that the intersection is included in the safety priority study.

Sarah reported that Durango is working on the College Drive signalization and road diet projects.

Brad expressed support for a signal on the east side of Bayfield.

Keenan reported that Montezuma County began road work early due to the lack of snow.

Mike McVaugh reported that it will be important to determine the role of CDOT with relation to the TPR.

Phil reported that they are preparing to bid the median project.

Mike King mentioned that the bike/pedestrian group will be looking to do a similar development process at future meetings. Tony added that CDOT's annual meetings with the counties will be forthcoming. Matt mentioned that the counties are welcome to invite other agencies to these meetings.

VII. Adjourn

The meeting was adjourned at 11:34 a.m.

The next meeting will be held Thursday, June 7, 2018.

**Southwest Colorado Regional Transportation
Planning Commission Special Meeting
Tuesday, May 8, 2018 - 1:00 p.m.**
Carnegie Building, 1188 E 2nd Ave., Durango

In Attendance:

Bentley Henderson – Archuleta County
Brad Blake – La Plata County
Steve Garcher – Dolores County
Nita Purkat – Dolores County
Matt Nesbitt - Southern Ute Community Action Programs
Keenan Ertel – Montezuma County
Sarah Dodson – City of Durango
Amber Blake – City of Durango
Ashley Greco – Congressman Tipton’s Office
Chris La May – Town of Bayfield
Peter Tregillus - Southern Ute Community Action Programs
Debbie Condrey – Archuleta County
Kalisha Crossland – San Juan Basin Health Department (by phone)
Michael Snow – Colorado Department of Transportation (by phone)
Heather Otter – Region 9 Economic Development District (by phone)
Phil Johnson – City of Cortez (by phone)
Jacob Garlick – Southern Ute Indian Tribe (by phone)
Michael King - Colorado Department of Transportation (by phone)
Jessica Laitsch – Southwest Colorado Council of Governments

The meeting was called to order at 1:07 p.m.

Bentley explained that the purpose of the meeting is to continue the discussion of the development of a transit plan including prioritization of identified projects. Matt Muraro added that CDOT is compiling a development list for transit projects similar to the existing development list for engineering projects. He summarized the current status of various potential funding bills and initiatives. CDOT is taking this opportunity to develop a priority list in the event there is additional funding in the future.

Michael Snow explained that this is the first time CDOT has undertaken a project like this. He explained that they would be working with the most reasonable estimated costs at this point, recognizing that estimates may change. He added that this will be an iterative process. He explained that this plan will not include all transit needs for the State, it will only include capital needs along with associated operating costs, but not general operating and asset management needs. He recommended identifying the top \$20 million worth of projects and rank the next \$5 million worth of projects because the final amounts for each region have not been set. He recommended identifying the anticipated benefits of each project.

Amber mentioned that at the direction of CDOT, the City of Durango included all their specific projects from their recent plans. There was discussion about what would be the best way for Durango to capture the projects included in their plans.

Michael suggested discussing the overall priorities for the region. Matt cautioned against making decisions that would cost more money long-term in the event additional operating funds become available. He gave the example of selling buses due to reduced operating capacity, only to have to buy them back if operating funding becomes available. Michael recommended discussing the greatest needs throughout the region. Bentley asked to hear from each community.

Nita explained that they are looking at increased ridership and the impacts of that such as the need for increased staff, buses, and other associated costs to sustain increased service. Right now she is looking to complete the bus shelter.

Peter explained that they have hesitated to pursue capital funding. Matt Nesbitt added that they do have needs, such as protection and maintenance for buses.

Jacob Garlick asked if there were priorities identified in the various transit plans. Michael Snow replied that the regional plans identified short-, medium-, and long-term needs without funding amounts considered during the planning process. There was discussion about the need to identify priorities as they currently stand. Matt suggested reviewing the proposed allocation formula as a place to begin. Michael summarized the current thinking regarding the statewide funding distribution formula, including factors such as population, transit dependency, and existing transit service levels. Amber asked if this is the same distribution formula as the FTA 5311. Michael replied that it would be similar criteria.

There was discussion about how to begin prioritization. Amber recommended each agency identify their top priorities then sort the list by the topmost priorities. The group worked to prioritize projects for each agency and identify operational costs related to each project. Michael closed by stating that as priorities and cost estimates change, the changes can be integrated.

The meeting ended at 3:02 p.m.

Profit & Loss

January through April 2018

	<u>Jan - Apr 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	
Conference Fee	647.70
Internet Connectivity	
Internet Connection (AT&T)	20.77
Total Internet Connectivity	20.77
Meetings	30.66
Office Supplies	73.49
Salary and Wages	1,066.39
Travel	4,892.42
Total Expense	6,731.43
Net Ordinary Income	1,154.24
Net Income	<u><u>1,154.24</u></u>



Transportation Planning Toolkit – Module #2

Planning Process

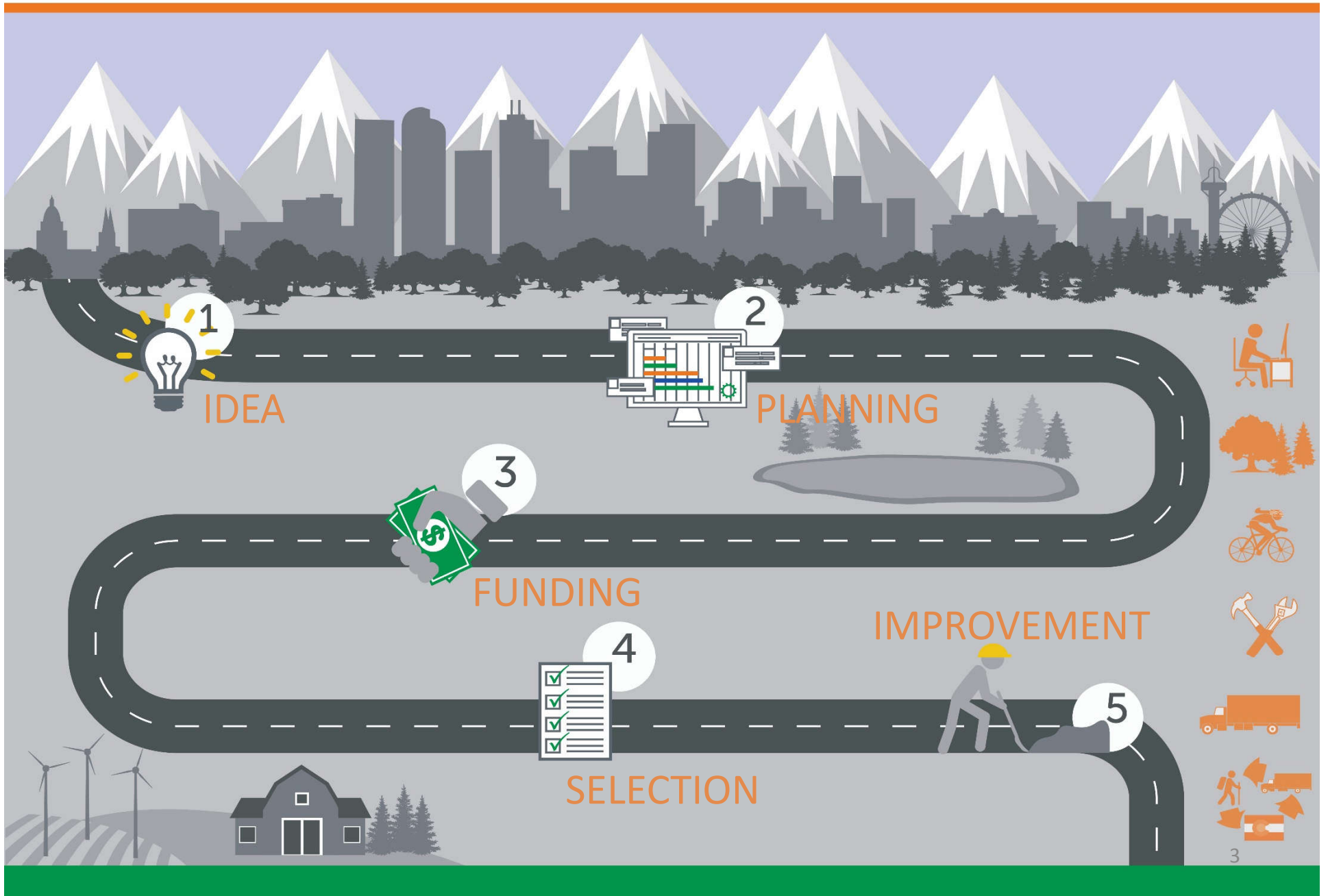


Agenda

- **Module 1 Follow-up**
- **Planning Process**
- **What's Next?**



TRANSPORTATION PLANNING TOOLKIT



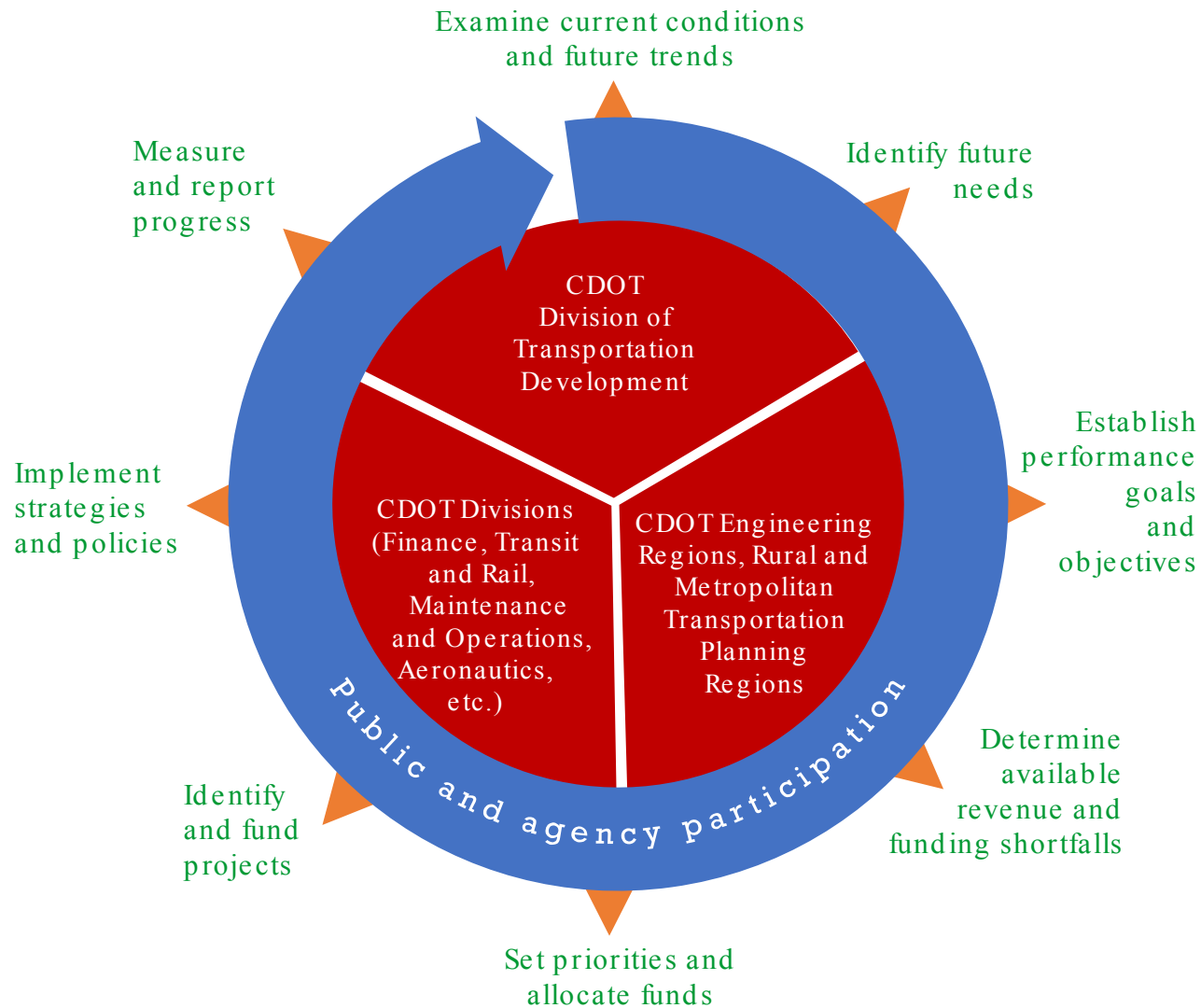


The Planning Process

- The Planning Process
- Governance
- Planning Documents
- Public Engagement
- Plan Integration
- 10 – Year Development Program
- Statewide Transportation Improvement Program (STIP)



The Planning Process





Governance – Federal

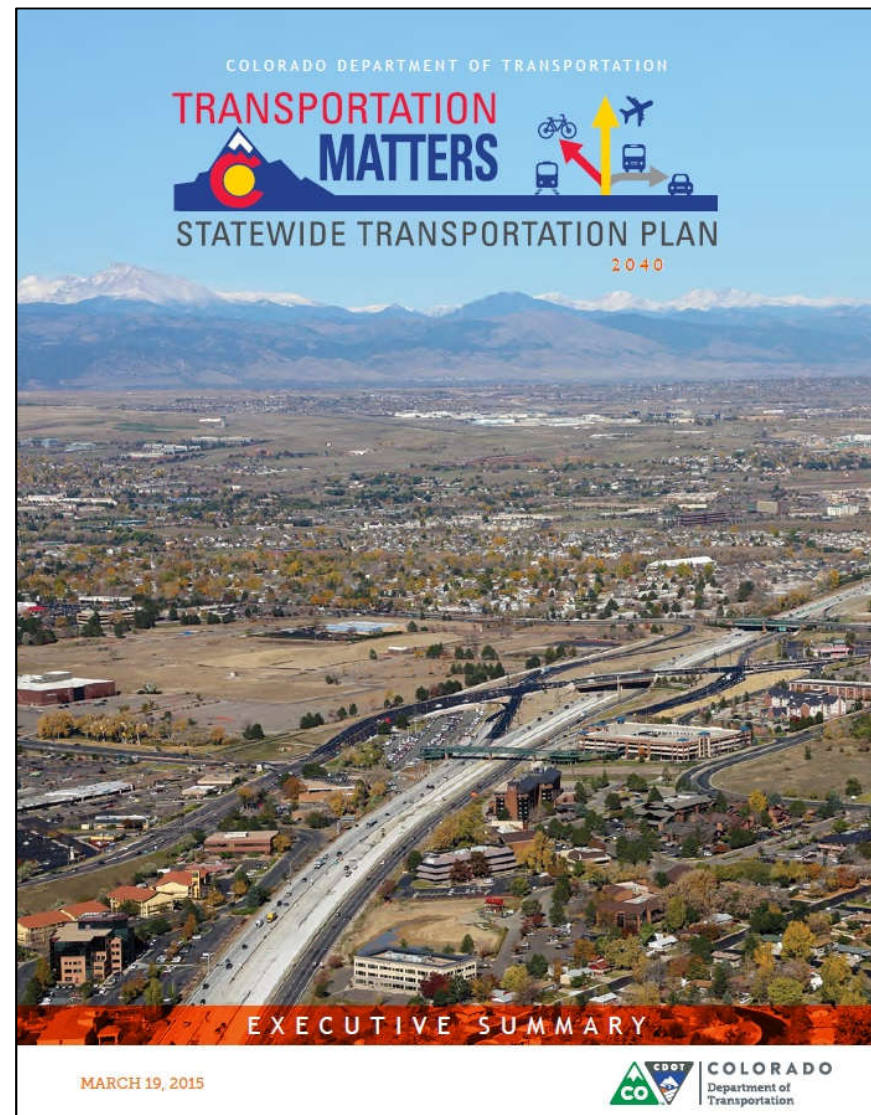
- Federal and state law provide the basis for the transportation planning process.
- The Fixing American Surface Transportation Act (FAST Act), enacted by Congress in December 2015, requires the states to produce a Statewide Transportation Plan and a Statewide Transportation Improvement Program (STIP).
- The FAST Act revised planning processes by emphasizing National Performance Goals and focusing on Operations, Freight, Asset Management, and Performance-based Planning.





Governance – State

- State law requires the development of a comprehensive, long-range (20+ year) Statewide Transportation Plan (SWP).
- This plan incorporates the priorities and needs of Colorado's 15 Transportation Planning Regions (TPRs), 5 of which are urban Metropolitan Planning Organizations (MPOs).





TransPlanning Partnership

- The TransPlanning Partnership was initiated to enhance coordination and consensus building between the Transportation Planning Regions and other stakeholders in the months leading up to the kick-off of the 2045 Statewide Transportation Plan (SWP) and Regional Transportation Plans (RTPs)
 - Technology Policy
 - Scenario Planning
 - Regional Plan Development





Governance – Transportation Commission

- The Colorado Transportation Commission sets policy for the Department and establishes the framework for transportation planning.
- Policy Directive 14 (PD 14) guides the development of the SWP by setting performance goals for the statewide transportation system in the areas of Safety, Infrastructure Condition, System Performance, and Maintenance.

COLORADO DEPARTMENT OF TRANSPORTATION		<input checked="" type="checkbox"/> POLICY DIRECTIVE <input type="checkbox"/> PROCEDURAL DIRECTIVE	
Subject			Number
Policy Guiding Statewide Plan Development			14.0
Effective	Supersedes	Originating Office	
2.27.15	14.0: 3.20.08 13.0: 12.14.06	Division of Transportation Development	



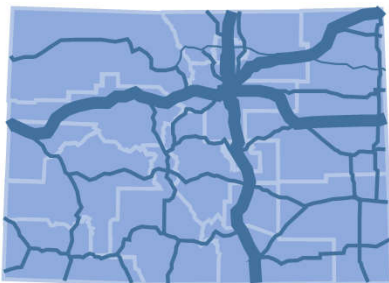
Public Engagement



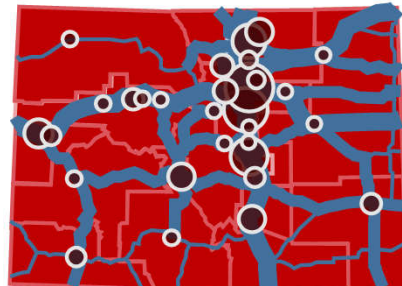
Public engagement is crucial to the planning process, since it is the public who use the CDOT system



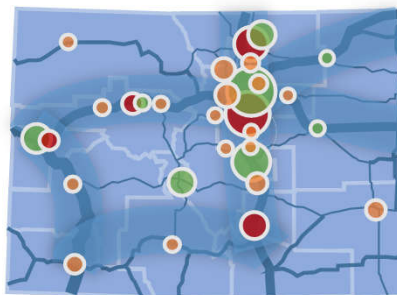
Where Are We Now?



Where Are We Going?



Where Do We Want To Be?



How Do We Get There?





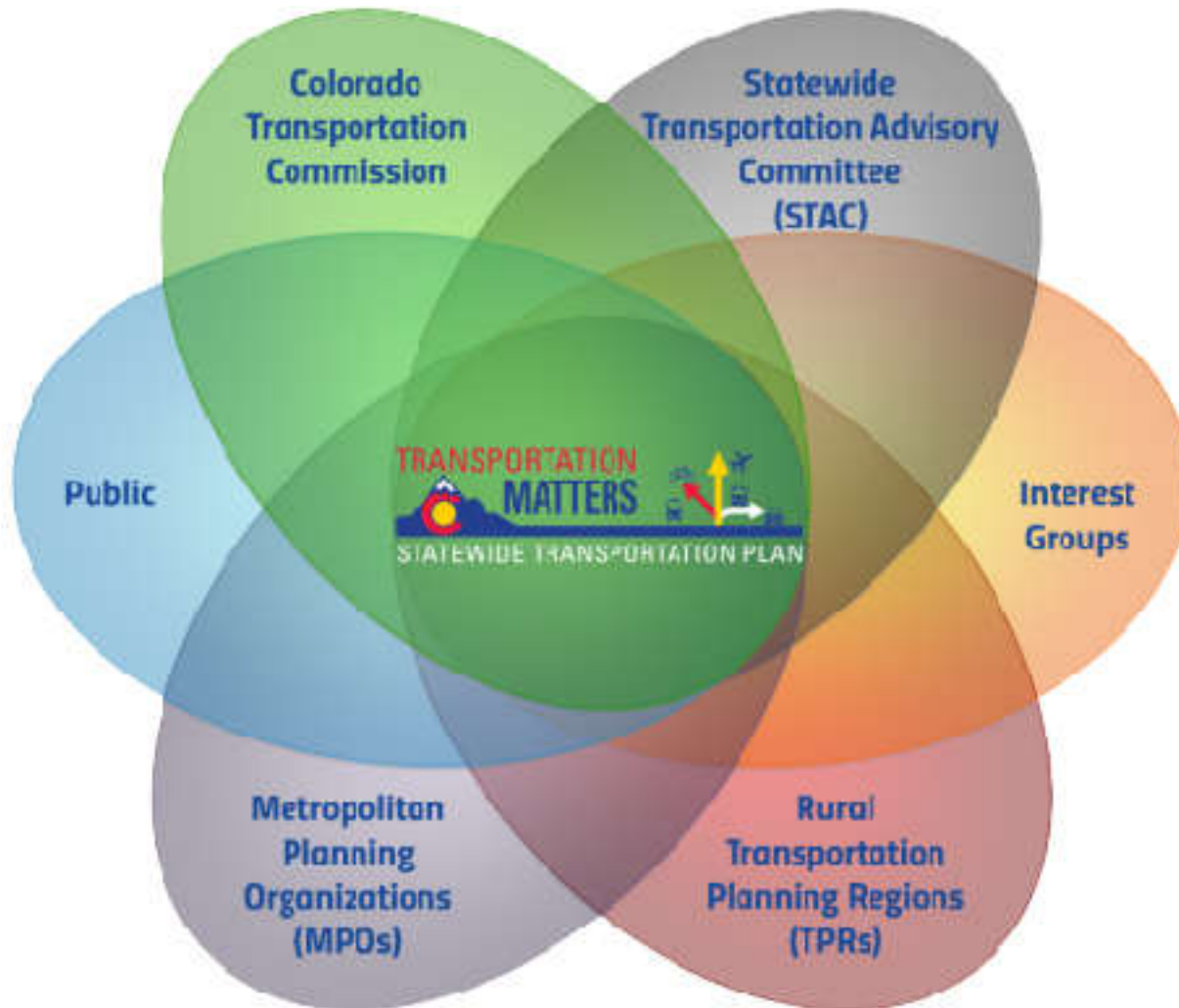
Public Engagement

- Stakeholder participation is an essential part of the long-range SWP/RTP development process and CDOT works to provide opportunities for public involvement through a variety of media, including:
 - Printed Materials
 - Websites
 - Interactive Prezi Slideshows
 - Telephone Town Halls
 - TPR Meeting Workshops
 - Online & Printed Surveys
 - Press Releases and Newspaper Ads
 - Webinars & Map-Based Commenting





Public Engagement





Planning Products

- **Regional Transportation Plans**

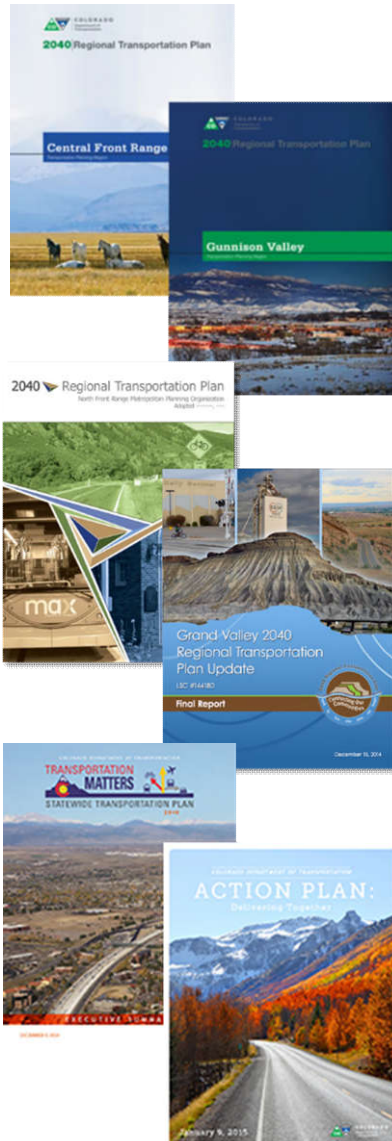
- CDOT gathers input from 10 rural Transportation Planning Regions to develop Regional Transportation Plans. Regional plans look out 25 years into the future but focus on actions and investments within the first 10 years.

- **Metropolitan Transportation Plans**

- In metropolitan regions, Long Range Transportation Plans are prepared by Colorado's five Metropolitan Planning Organizations. MPO plans are governed by federal regulations and developed through a comprehensive process similar to the statewide planning process.

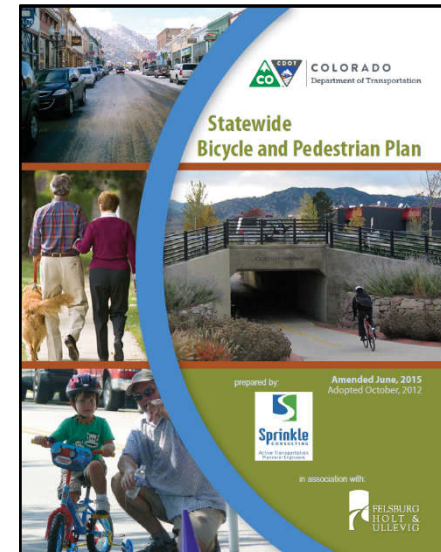
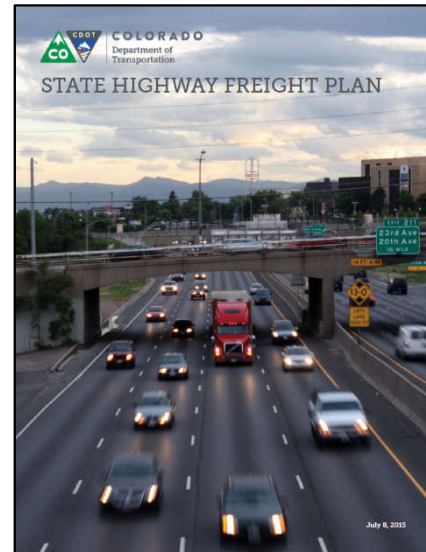
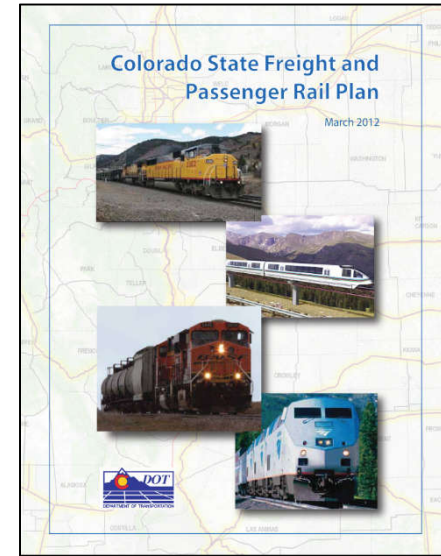
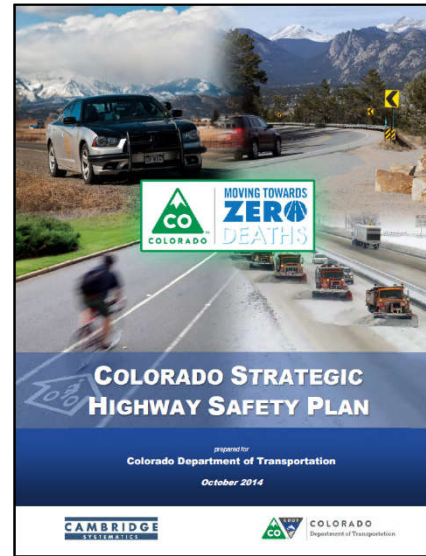
- **Statewide Transportation Plan**

- SWP provides strategic direction to achieve these goals and a transparent framework to select investments. Rural and metropolitan long range plans and other statewide modal plans are integrated within the SWP to provide consistent strategic direction.





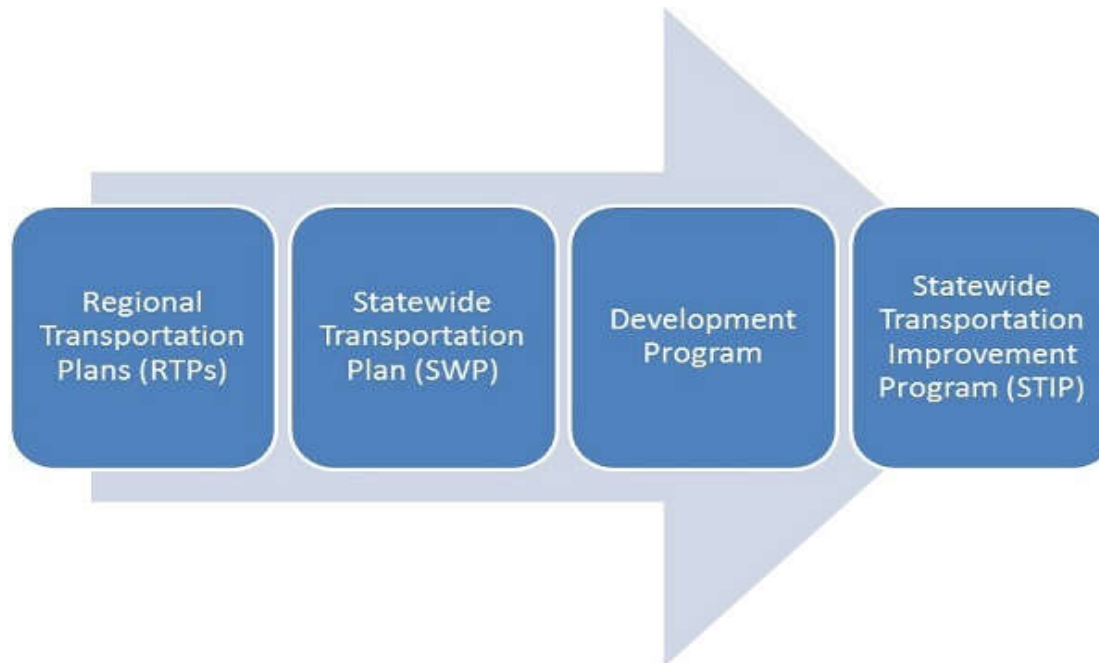
Plan Integration





10-Year Development Program

- The recently-established 10 Year Development Program bridges the gap between the 25-year SWP/RTPs and the 4-year STIP required by federal regulations.
- The Development Program identifies major project and corridor investment priorities that are feasible to deliver within a 10-year timeframe, provided that additional funding becomes available.





Statewide Transportation Improvement Program (STIP)

- The STIP identifies capital and non-capital transportation projects and programs proposed for funding as well as regionally significant transportation projects.
- It must be fiscally-constrained by federal law.
- It also incorporates the Transportation Improvement Program (TIP) from each MPO without revisions.

Statewide Transportation Improvement Program

Fiscal Years 2017 – 2020



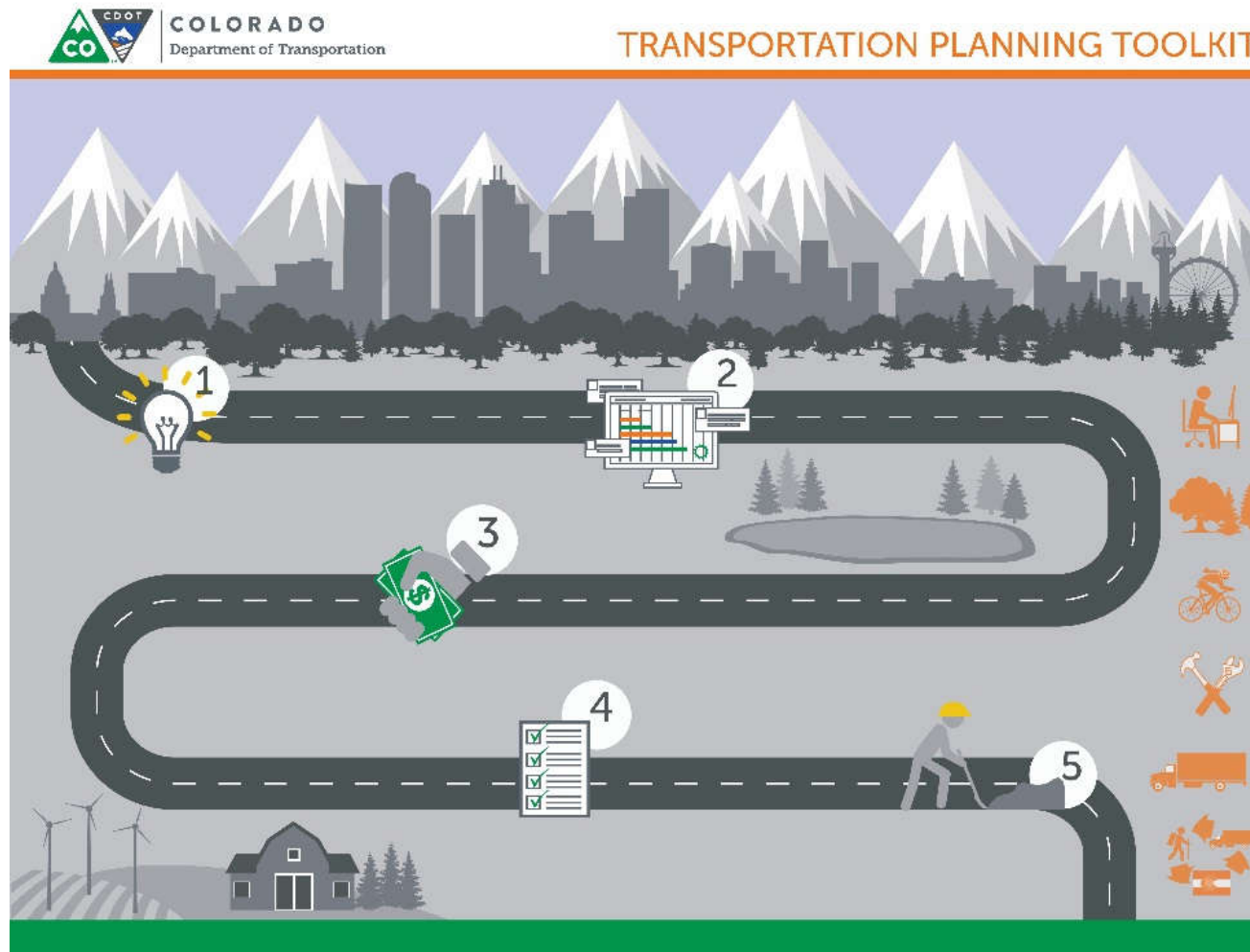
Adopted May 19, 2016



COLORADO
Department of
Transportation



Next Steps in the Idea-to-Improvement Process

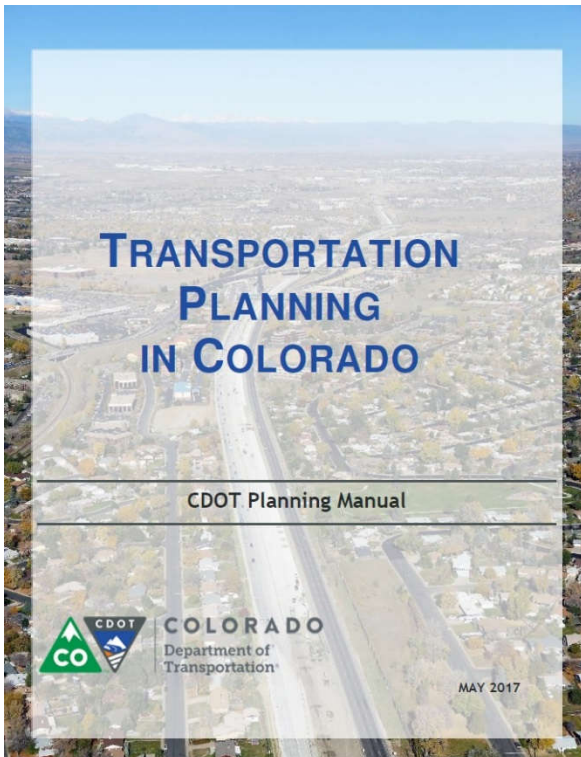


Planning your project idea is just the beginning!



More Information

For more information, visit:



CDOT Planning Manual

<https://www.codot.gov/programs/planning/documents/planning-partners/planning-manual>



Transportation Planning Toolkit – Module #3

Funding

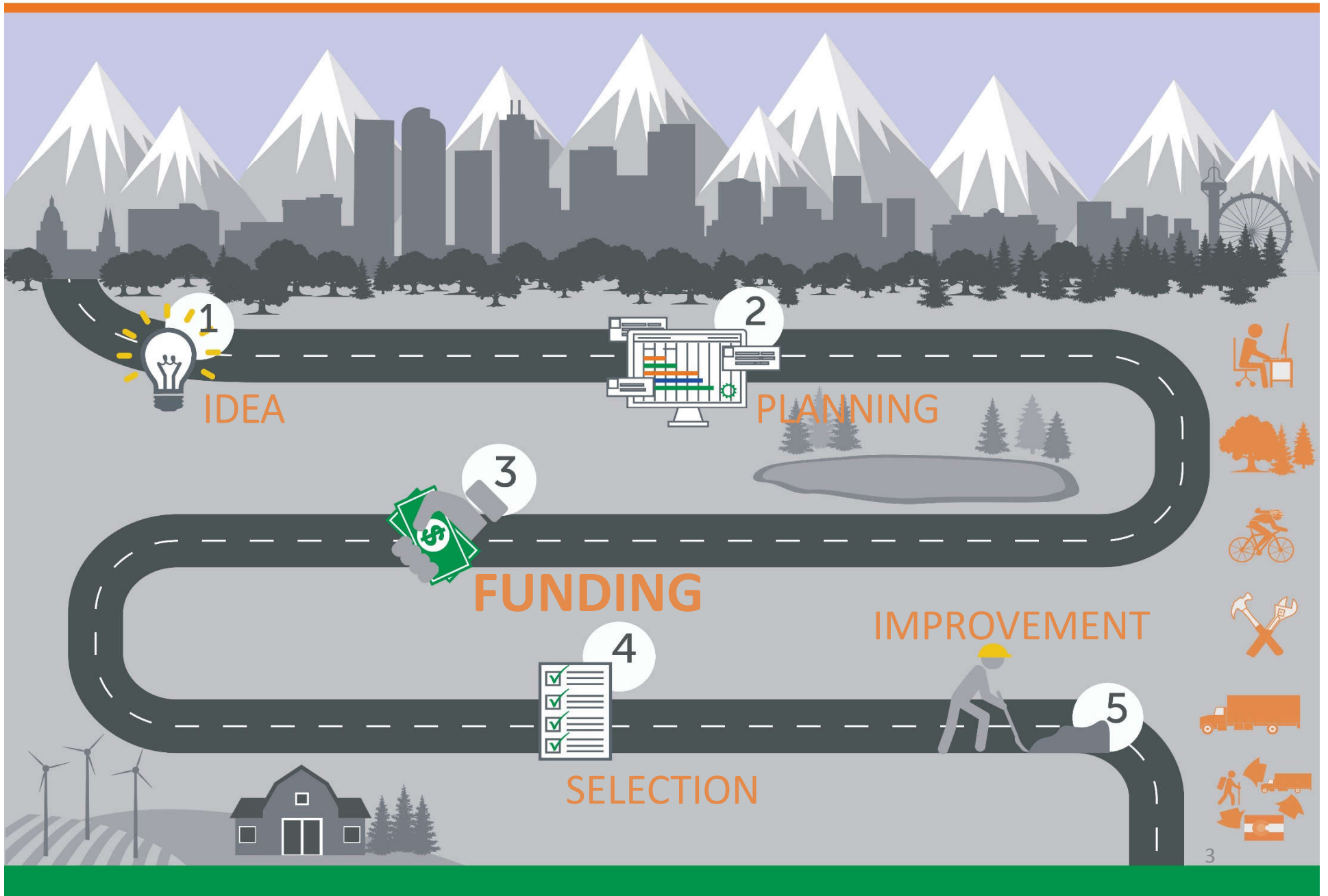


Agenda

- Modules #1 and #2 Follow-Up
- Funding a Project
 - Challenges and Priorities
 - Competitive Grants
 - Formula Funding Sources
- What's Next?








TRANSPORTATION PLANNING TOOLKIT

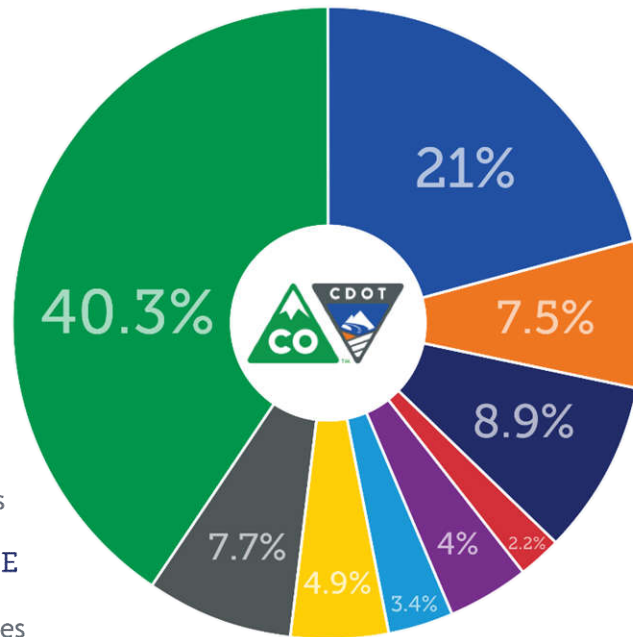




Funding 101

FY2013

- 
FEDERAL GAS TAX
 \$537.9 MILLION
 18.4¢ per gallon paid at the pump
- 
STATE GAS TAX
 \$280.1 MILLION
 22¢ per gallon paid at the pump
- 
STATE VEHICLE REGISTRATION
 \$100 MILLION
 License fee paid annually
- 
LOCAL AGENCY MATCHES
 \$29.2 MILLION
 County and city match funds for grants
- 
COLORADO BRIDGE ENTERPRISE
 \$118.4 MILLION
 Faster bridge paid with registration fees



- 
FASTER SAFETY
 \$102.7 MILLION
 Fee added to registration fees
- 
HIGH PERFORMANCE TRANSPORTATION ENTERPRISE (HPTE)
 \$65.9 MILLION
 Loans, toll revenue, and local contributions
- 
STATE AVIATION FUEL TAX
 \$45.2 MILLION
 Fuel tax
- 
OTHER RESOURCES
 \$54.4 MILLION
 Permits, fines, interest, etc.

Source: Colorado Department of Transportation 2013 Annual Report

- CDOT funding is dependent on a variety of federal and state sources, but gas taxes constitute the majority. For more detail on CDOT's funding sources and expenditures, see the [CDOT Narrative Budget](#).



Declining Purchasing Power

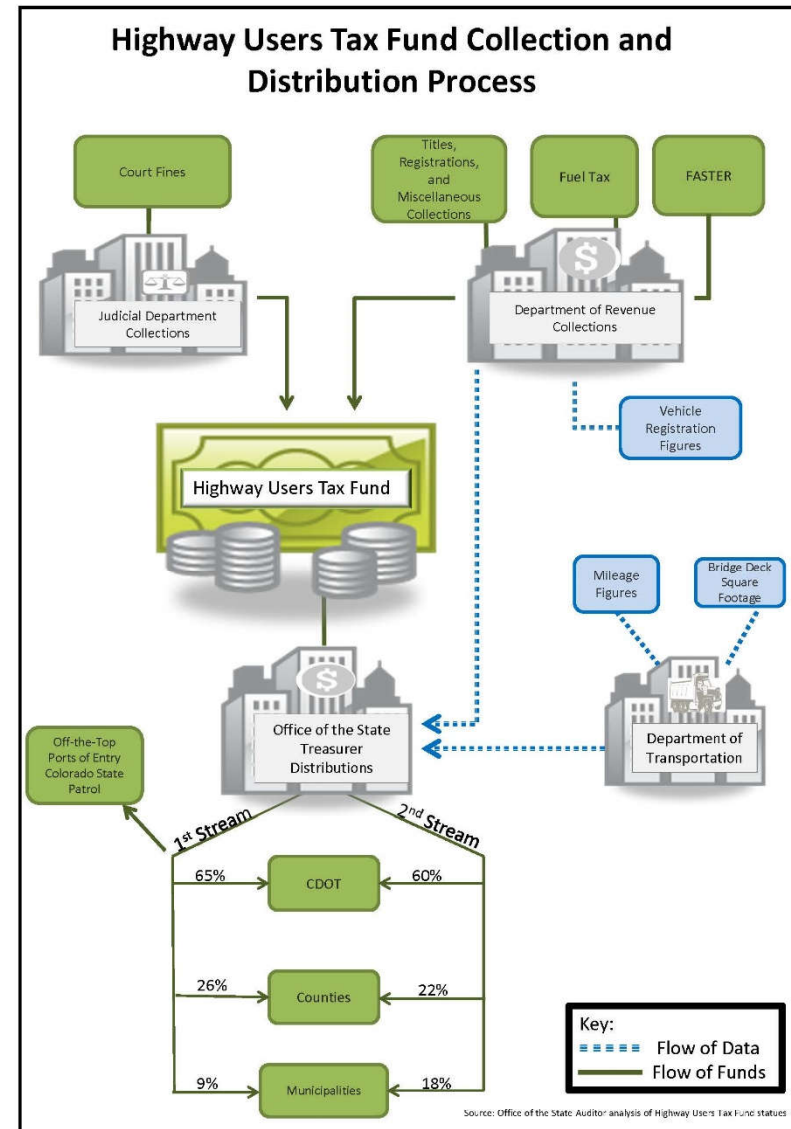
	Cost in 1991	Cost in 2016
Cost of a New Home	\$125,841	\$366,900
Cost of a New Car (average Size)	\$9,989	\$34,846
Cost of a Color Television	\$660	\$1,997
Cost of a Pound of Bacon	\$1.95	\$4.99
Cost of a Gallon of Milk	\$2.80	\$3.43
Colorado Gas Tax (per gallon)	\$.22	\$.22

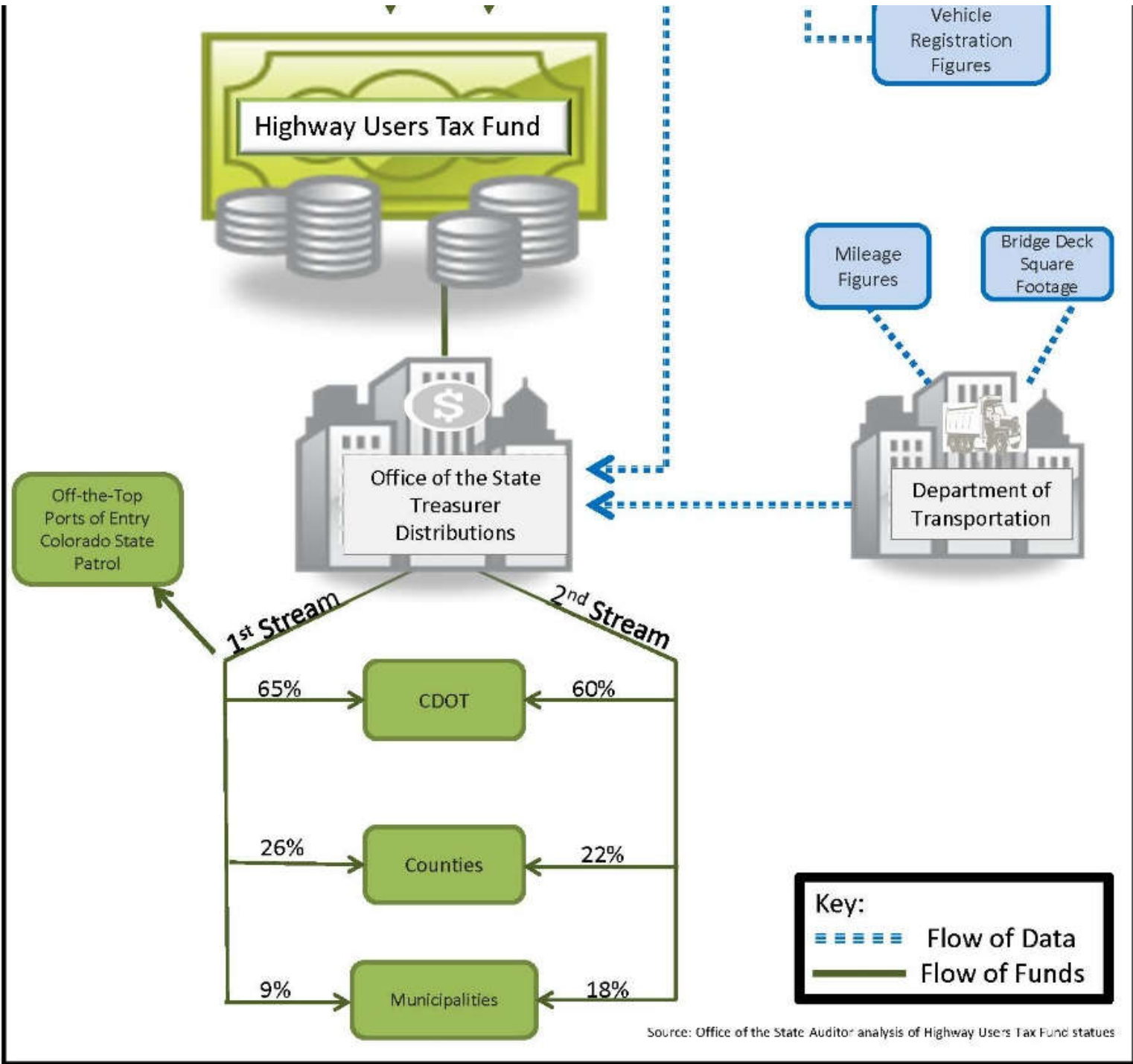
\$1 in 2016 is worth approximately 56.5 percent less than it was in 1991



Funding 101

- Funding at the state level is collected and distributed through the Highway Users Tax Fund (HUTF).
- The HUTF is a shared pool of funds.
- CDOT receives 60% and cities/counties receive 40%.







Future Conditions

From
2013
to
2040



Population



**7.8 MILLION
COLORADANS**



Vehicle Travel



**41.8 BILLION
MILES TRAVELED**



**Avg. Traffic Delay
on congested corridors**

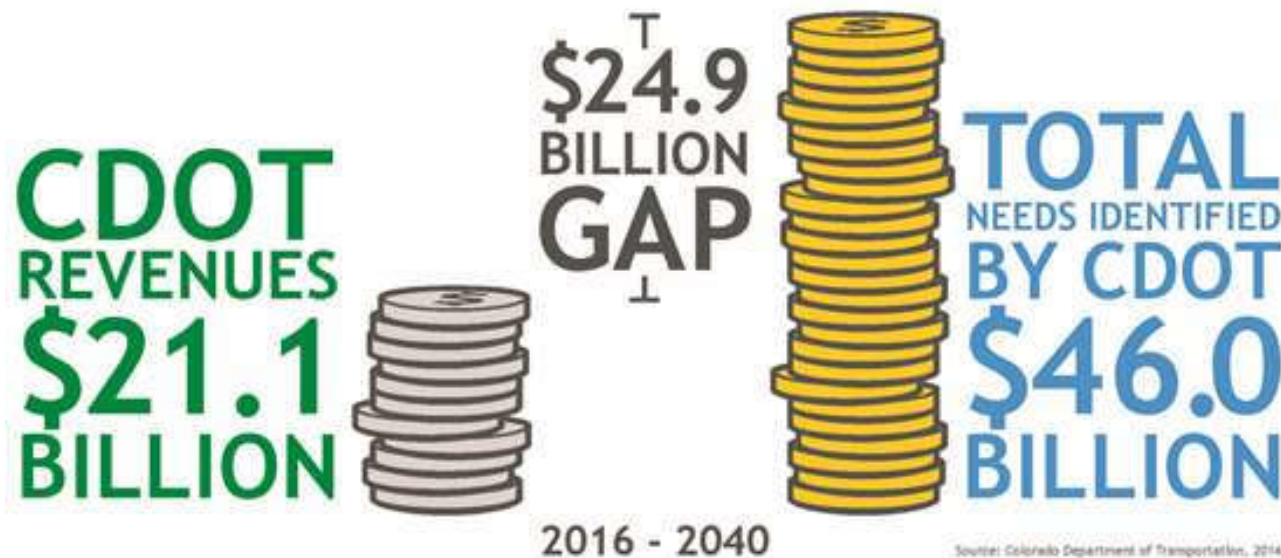


**DURING
PEAK HOURS
(if we do nothing)**



Funding Challenges

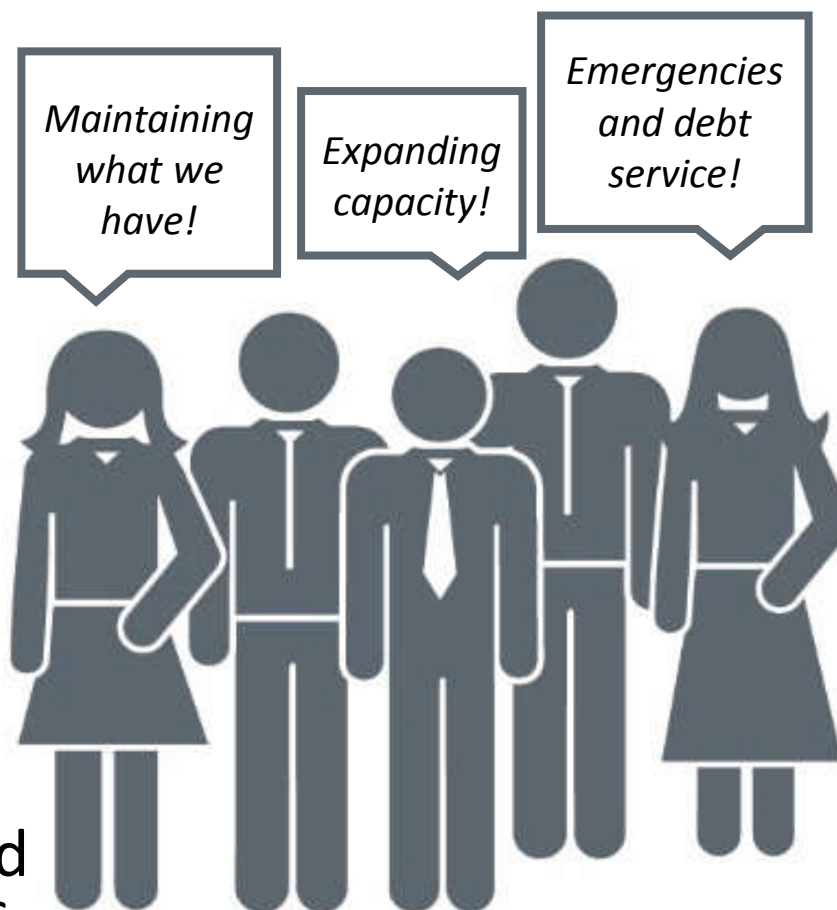
- Exponential population growth and diversification of the state economy, the demand for travel will only continue to rise in the future
- Tax revenues are not keeping pace with increasing inflation and construction costs
 - *Adjusted for inflation, CDOT collected less revenue from fuel taxes in 2015 than it did in 1991.*





Investment Priorities

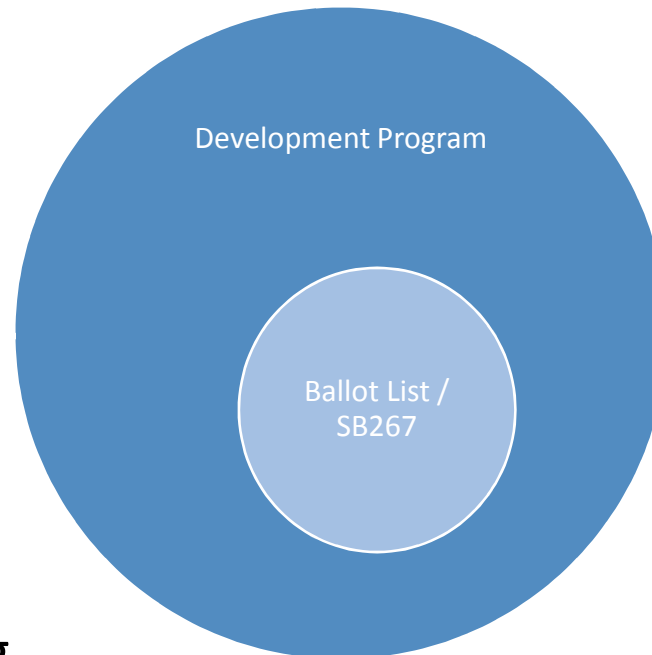
- Maintain
 - Asset Management
 - Snow Removal
- Maximize
 - RoadX
 - Intelligent Transportation Systems
 - Incident Management
- Expand
 - High Performance Transportation Enterprise (HPTE)
 - I-25 Express Lanes
 - I-70 Peak Period Shoulder Lanes
- Pass-through, multimodal, and cross-cutting budget priorities





Statewide Prioritization - Development Program

- Development Program identifies high-priority, large-scale projects that cannot currently be completed, due to lack of funding.
- Development Program Inventory:
 - 130 highway projects (\$10 billion in funding need)
 - 100 transit projects (\$2 billion in funding need)





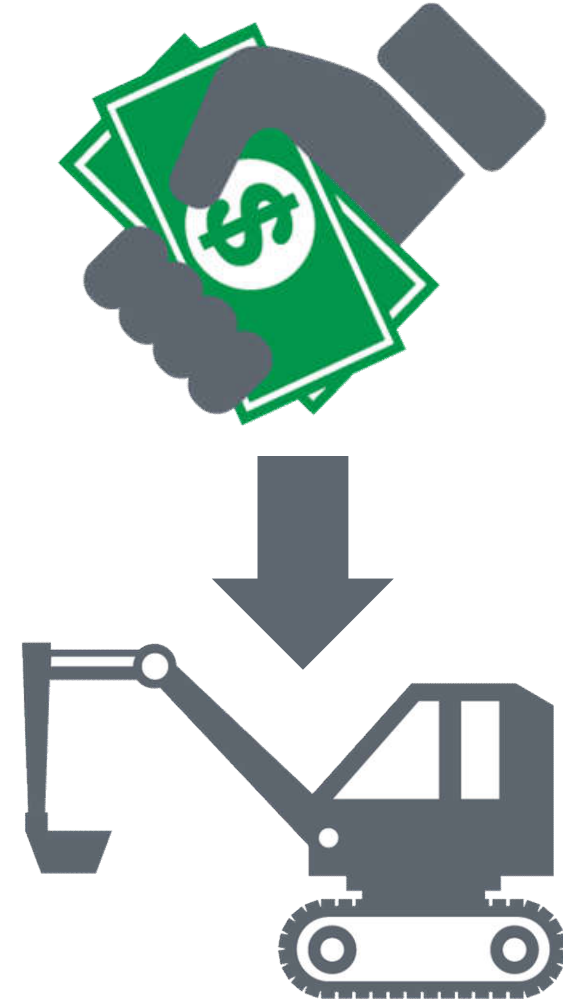
Types of CDOT Funding

- There are three major categories of CDOT funding:
 - Formula Funds: from established, predictable sources that we receive as a matter of course
 - Competitive Funds: from less predictable, often temporary sources that we must compete for via application
 - Public-Private Partnerships: project-specific financing or ownership agreements with private firms



Formula Funding Sources

- Highway Users Trust Fund (HUTF)
- FASTER
- Highway Safety Fund
- Senate Bill 228
- State Planning & Research (SPR)
- Congestion Mitigation & Air Quality Improvement (CMAQ)
- Others





Formula Funding Sources

- Discretionary Sources

- Highway Users Trust Fund (HUTF)
- Regional Priority Program (RPP)
- SB 228
- SB 267

- Non-Discretionary Sources

- FASTER Safety
- FASTER Transit
- Congestion Mitigation & Air Quality Improvement (CMAQ)
- Safe Routes to School (SRTS)



Competitive Grants

- CDOT has access to apply for a number of different national grant programs:
 - Infrastructure
 - Transit
 - Safety
 - Multimodal
 - Environmental





Competitive Grants

- \$15 million awarded in July 2016
 - Total project cost of \$230 million
- 14 miles between Loveland and Fort Collins, including express toll lanes
- Local contributions key to success





Competitive Grants

INFRA INFRASTRUCTURE FOR
REBUILDING AMERICA

(formerly FASTLANE)

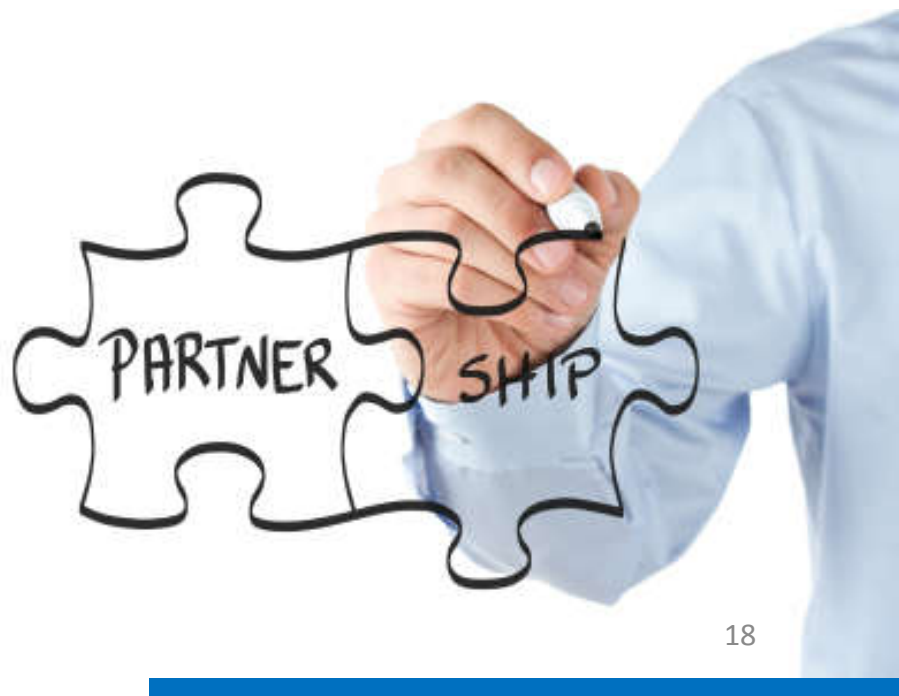


- \$12.3 million awarded to La Plata County in August 2016
 - Total project cost estimated at \$99.6 million
- Other funding anticipated to come from FASTER and local contributions



Public Private Partnerships

- A contractual agreement between a public agency and a private sector entity that allow for greater private sector participation in the delivery and financing of transportation projects.
- P3s dramatically accelerate construction on projects that would take decades to build without private funding.
- The concessionaire assumes the majority of the risk of the project in terms of funding. The risk for CDOT is limited when it comes to paying back the loans needed to build projects of this magnitude.





Public Private Partnerships

US 36 Express Lanes

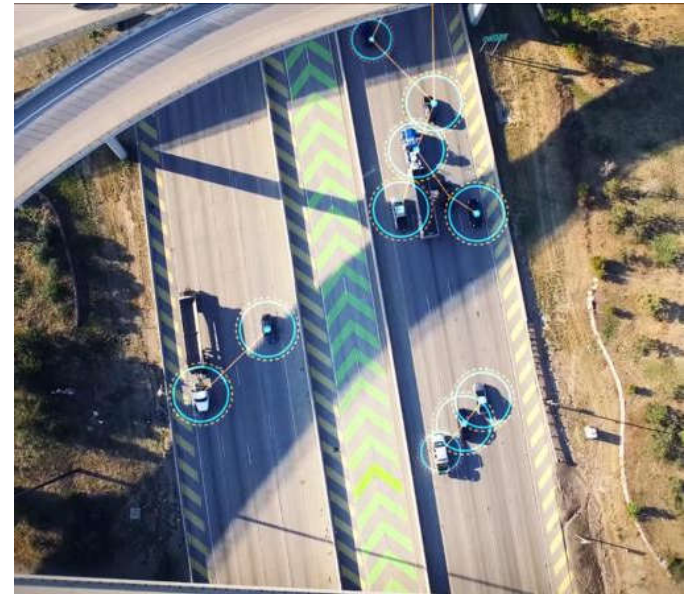
- First P3 experience for CDOT
- Concessionaire agreed to:
 - Expand highway
 - Operate and maintain for 50 years
 - Collect express toll lane revenues for that same period
- Project Elements:
 - Bridge replacements
 - Commuter bikeway
 - BRT improvements
 - ITS support for tolling, traveler information, and incident management





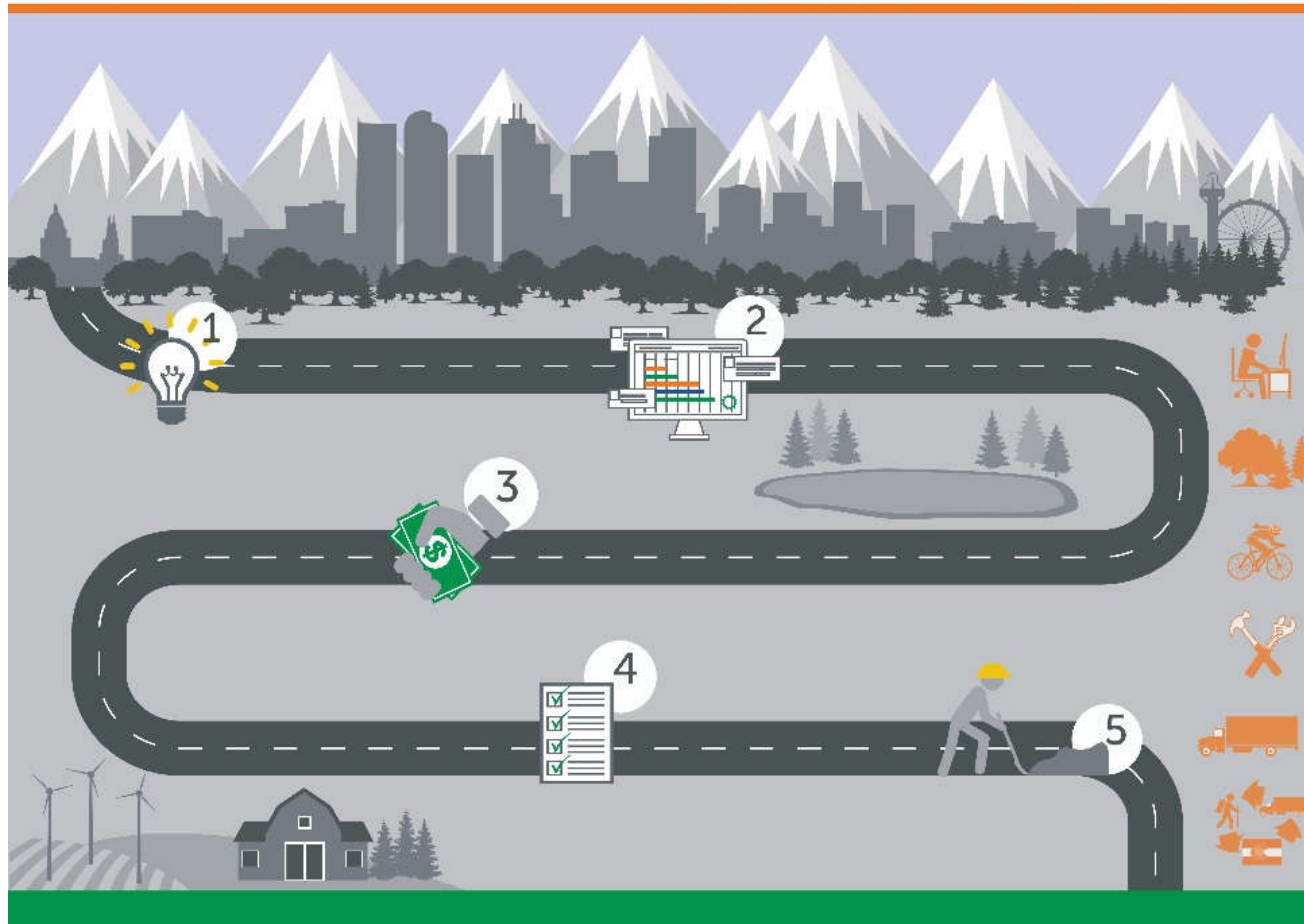
Public Private Partnerships

- CDOT's RoadX Program is working with public and private sector innovators to guide the integration of new technologies into the state transportation system.
- Partners include:
 - AECOM / Atkins / CH2M
(consultant partners)
 - OTTO
 - Panasonic
 - HERE
 - Hyperloop One
 - Arrivo
 - Galvanize





Next Steps

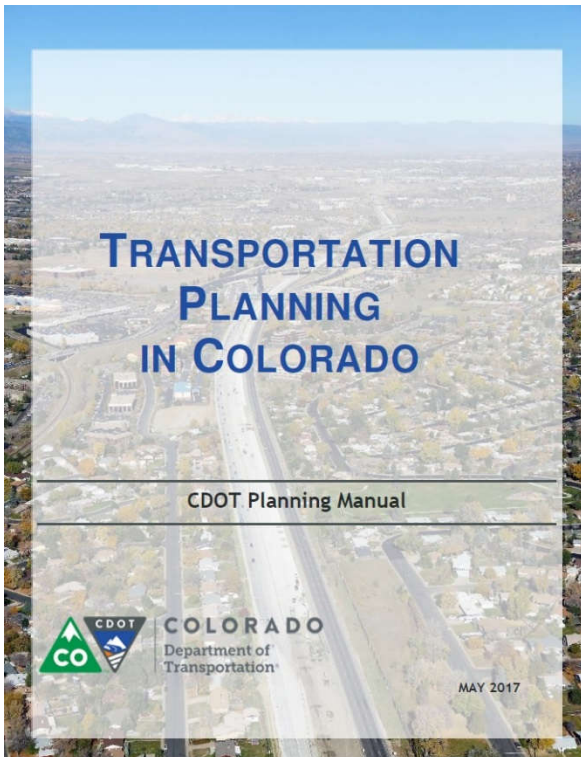


Funding your project brings it one step closer to becoming a reality!



More Information

For more information, visit:



CDOT Planning Manual

<https://www.codot.gov/programs/planning/documents/planning-partners/planning-manual>



Federal Budget

Congress has passed a new budget that includes \$7.8 billion in new money for transportation with the passage of the Budget for Fiscal Year 2018. The House and Senate passed the measure 1 day before a stopgap appropriations bill was set to expire on March 23rd. The stopgap had held most federal programs at 2017 spending levels. President Trump had threatened to veto the measure, which would have triggered a shutdown of the government but later signed the measure into law averting the shutdown and has ensured the Colorado Department Of Transportation will have timely re-imbursements from the Federal Highway Administration.

The 2018 spending bill, provides higher full-year funding levels than were part of the 2015 Fixing America's Surface Transportation Act (FAST Act), for highway and transit, rail and transportation grant programs.

(cont. on page 2)

Work Zone Safety

Each year in the spring, National Work Zone Awareness Week is held to bring attention to safety in work zones. This year the week will be celebrated April 9 -13. The Colorado Department Of Transportation joins Departments Of Transportation across the country supporting the awareness message and hosting events to honor those lost.

In 2017, there were 15 work zone fatalities in Colorado. This was more than double the deaths that occurred over the past several years. These fatalities included workers from the private sector who work in road construction zones. (No CDOT employees were killed in 2017.)

CDOT hosts a Remembrance Day in each of CDOT's 5 regions around the state to remember those who lost their lives in the line of duty. CDOT has lost a total of 60 lives in work zone areas since 1929, with the most recent fatality happening earlier this year, when Nolan Olson was killed while filling potholes in Pagosa Springs.

To view information about CDOT's Remembrance Day visit the webpage: <https://www.codot.gov/about/employee-memorial/in-memory>.

April 9 -13, 2018

NATIONAL WORK ZONE AWARENESS WEEK

ROAD WORK AHEAD

2018 WORK ZONE SAFETY: EVERYBODY'S RESPONSIBILITY

AASHTO | ADG of America | ATSSA | CDOT | FHWA | I-90 | NHTSA | ARIBA

Federal Budget *(cont. from page 1)*

There will be a \$1 billion increase - to \$1.5 billion - for the USDOT's TIGER grants, \$800 million more in transit formula funding and a \$232 million increase to \$2.6 billion for transit construction grants that the President had threatened to end. The bill also allocates \$1.95 billion for the Amtrak national passenger rail system, and a \$446.6 million increase to \$888 million for rail infrastructure and safety grants.

Lawmakers extended aviation programs another six months through September 30th. They provided \$1.6 billion more funding than last year, including airport improvement program grants with an additional \$1 billion and an increase to the contract towers program that ensures all existing towers in the program will be fully funded. Congress also continued funding the Federal Aviation Administration's "essential air" program at \$155 million, up from \$150 million last year, for subsidies for commercial air service to small and rural communities.

The bill also includes provisions for:

- \$100 million through the Federal Motor Carrier Safety Administration for an automated vehicle research/development program.
- The repurposing of unused past earmark funding to new projects, and does not rescind any unused highway project contract authority as lawmakers have done previously to offset spending.

For more information on Federal transportation funding contact Herman Stockinger, CDOT Deputy Director and Director of the Office of Policy & Government Relations at 303-757-9077.

TIGER Grants

The U.S. Department Of Transportation TIGER Discretionary Grant program made two awards that positively impact Colorado.

The Ute Mountain Ute Tribe Passing Lane Project, applied for by the Ute Mountain Ute Tribe, for \$2,000,000 upgrades a 2.5-mile rural portion of U.S. Highway 160 by adding approximately 6,000 feet of passing lanes in each direction, three new box culverts, signage, guardrails, widened shoulders, and access improvements.

The Southwest Chief Route Stabilization Project, applied for by Colfax County, New Mexico, for \$16,000,000 replaces 60-year old bolted rail, associated turnouts and crossings for a net gain of 42 miles of Class 4 rail in the La Junta subdivision between Hutchinson, KS, and Las Animas, CO.

For more information on TIGER Grants contact Aaron Greco, CDOT Local Liaison at 303-757-9755.





Legislative Update

In just two weeks the Legislature comes to a close, but there are miles to go before any of the legislators get to catch up on their sleep. Major policy issues remain unresolved and legislators still need to vote on more than 300 bills. Education funding, teacher pay, PERA, marijuana regulations, and, of course, transportation funding. Various bills focused on highway funding, but two, Senate Bill 18-001 (SB 1) and House Bill 18-1340 (HB 1340), became the focus for late session debate.

(cont. on page 2)



Infrastructure Week

Infrastructure Week is an annual nationwide effort to educate America's public about the importance of infrastructure to the nation's economy, workers and communities, May 14 - 21, 2018. The Colorado Department of Transportation is joining the Infrastructure Week efforts by hosting events around the state focusing on key local projects and their benefits to the area. Members of the Transportation Commission and CDOT leaders will join local electeds and community members at events across the state.

Time for an upgrade!
11% of highway bridges in the U.S. are classified as "structurally deficient"

Every billion dollars in federal investment in infrastructure supports 13,000 American jobs

To meet our current & future infrastructure needs, we need to increase investment by \$2 trillion by 2025.

#TimeToBuild

Infrastructure Week

Some of the events planned for Infrastructure Week in Colorado include:

Northern Colorado: I-25 North and US 34 Projects;

Denver Metro: Central I-25, Speer and 23rd Bridge Projects;

I-70 Westbound: Floyd Hill and a tour of CDOT's Hanging Lake Tunnel;

Southwestern Colorado: US 550-160 Connection near Durango; and,

Southern Colorado: New Pueblo Freeway

Additionally, the CDOT Transportation Commission will take a three-day tour visiting and learning more about statewide projects.

For more information on Infrastructure Week or about any of the events listed above please contact Megan Castle CDOT Public Relations Officer at 303-513-2713.

Legislative Update (cont. from page 1)

The Senate unanimously passed SB 1 more than a month ago. The bill includes a \$500M million transfer to CDOT and protects one year of SB 267 funding (\$380M). It also transfers \$250 million/year for twenty years to the state highway fund in 2020. This money can be used for long term maintenance or, if no statewide transportation funding ballot measures passes in 2018, the \$250 million will be used to bond up to \$3.5B from a referred measure from the legislature.

It is still unknown what the House will do with a distribution formula for funding state and local roads, what percentage will go towards transit, what the outcome of long-term bonding will be, and how the Senate will receive the House changes.

Another bill, HB 1340, awaits the outcome of SB 1 in the Joint Budget Committee (JBC). If SB 1 passes, the JBC will amend out the onetime \$495M transfer to the state highway fund. If SB1 dies, the transfer goes through.

As always, the final weeks of the legislative session are the busiest and legislators will work until the final hours of the final day. Look for the June issue of Interchange for the CDOT legislative recap summarizing all of the legislative action after the session ends.

For more information on CDOT legislative efforts contact Andy Karisan, CDOT Legislative Liaison at 303-757-9703.

Save The Date

Join us for the 5th Annual
Colorado Transportation Summit
For more info visit:

<https://www.codot.gov/summit>



Traffic Watchers

With the warm weather and longer days comes the busiest time of year for road construction in Colorado.

The Colorado Department of Transportation (CDOT) puts together the Traffic Watchers list each spring/summer to provide a high-level overview of all of the projects going on in each of the CDOT regions around the state. The Traffic Watchers lists include information of project costs, contractor, a summary of work, traffic counts, work hours, project benefits, work hours and the phone number for the project hotline.

You can also call our customer service representatives at 303-757-9011 to request the Traffic Watchers list for your area and for more information on CDOT projects check www.cotrip.org.

