



SOUTHWEST TRANSPORTATION PLANNING REGION

Regular Meeting Agenda

Thursday, August 13, 2020, 9:00 a.m.

Video/Phone Conference – See connection details below

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| I. | Introductions | 9:00 a.m. |
| II. | Consent Agenda | 9:05 a.m. |
| | 1. June 2020 Meeting Minutes | |
| | 2. Financial Report: July 2019 – June 2020 | |
| III. | Reports | 9:10 a.m. |
| | 1. June, July 2020 STAC Update | |
| | 2. Transportation Commissioner Report – Sidney Zink | |
| IV. | Discussion/Decision Items | 9:30 a.m. |
| | 1. Ratification of letters of support for FTA Transit funds | |
| V. | CDOT Reports | 9:35 a.m. |
| | 1. Construction Update – Kevin Curry | |
| | 2. Budget Forecast Update – Matt Muraro | |
| | 3. Regional Transportation Plan Update- Town of Bayfield/Julie Constan/Matt Muraro | |
| | 4. Regional Grant Opportunities – Matt Muraro | |
| VI. | Other Business | |
| | 1. Updates – Round Robin | |
| VII. | Adjourn | |

Next regular meeting date: Thursday, October 8, 2020

Video/Phone Conference Info:

<https://zoom.us/j/516436015>

Or by Telephone:

US: +1 669 900 6833, Webinar ID: 516 436 015

295 Girard Street, Durango, CO 81303
970.779.4592
www.swccog.org

**Southwest Colorado Regional Transportation
Planning Commission
Thursday, June 11, 2020 - 9:00 a.m.
Video/phone conference**

TPR Members in Attendance:

Vicki Maestas – La Plata County
David Black – Town of Bayfield
Fred Brooks – Town of Mancos
Phil Johnson – City of Cortez
Andrea Phillips – Town of Pagosa Springs
Sarah Dodson – City of Durango
Martin Schmidt – Town of Pagosa Springs
Doug McDonald – Southern Ute Indian Tribe
Julie Bingham – Dolores County
Matt Archuleta – Archuleta County
Steve Garchar – Dolores County
Jim Candelaria – Montezuma County
Archie House Jr. – Ute Mountain Ute Tribe
Ken Charles – Town of Dolores

Others in Attendance:

Patrick Davis – Southwest Rides
Sidny Zink – Transportation Commissioner
Mike McVaugh – Colorado Department of Transportation
Tony Cady - Colorado Department of Transportation
Kevin Curry - Colorado Department of Transportation
Tim Kirby - Colorado Department of Transportation
Carrie Tremblatt – Colorado Department of Transportation
Julie Constan - Colorado Department of Transportation
TJ Burr - Colorado Department of Transportation
Matt Muraro - Colorado Department of Transportation
Miriam Gillow-Wiles – Southwest Colorado Council of Governments
Jessica Laitsch – Southwest Colorado Council of Governments

The meeting was called to order at 9:15 a.m.

I. Introductions

II. Consent Agenda:

April 2020 Meeting Minutes
Financial Report: July 2019 – April 2020

David Black motioned to approve the April 2020 minutes, Sarah Dodson seconded, unanimously approved.

David Black motioned to approve the financial report, Sarah Dodson seconded, unanimously approved.

III. Reports

1. April and May 2020 STAC Update – Phil Johnson

Phil reported that he was unable to attend the April meeting. The May meeting was primarily focused on discussions related to the budget. He stated that it is difficult for him to attend STAC meetings and asked if the group would prefer to select someone else to attend, and if necessary, another Chair. Matt mentioned that the Vice Chair has moved to another job. Miriam suggested the Vice Chair be the point-person for STAC. Miriam offered that SWCCOG staff could attend. Mike added that the SWTPR had been very active and he would encourage that level of involvement to continue. There was discussion about the SWCCOG staff reporting out summaries of the STAC meetings.

2. Transportation Commissioner Report – Sidney Zink

Sidny reported that they had reallocated some MMOF funds into a grant pool for small multimodal projects. The Statewide Transportation Improvement Program (STIP) was formally adopted and the Commission is committed to ensuring the stated priorities move forward. Discussions about regional equity are ongoing.

IV. Discussion/Decision Items

1. Election of Vice Chair – Sarah Dodson offered to serve as Vice Chair. There being no other nominations, **Doug McDonald motioned to accept the nomination and to close nominations, Steve Garchar seconded, unanimously approved.**

V. CDOT Reports

1. Construction Update – Kevin Curry

- US 160 Passing Lanes North of Towaoc – Completed.
- R5 FY19 Center Line Rumble Strips – Completed.
- US 160 Pagosa Signals Pinon Hot Springs Lewis – Scheduled to be complete in July.
- US 160 Rest Area Improvements – Work underway, scheduled for completion by the end of the month.
- FY 19 Bridge Preventative Maintenance – Delayed, expected to begin next week.
- R5 Chain Station Improvements – Ongoing, scheduled to be completed in the fall.
- US 550 MP 90.15 & 90.2, SH 145 MP 24.5 & 49.3 Wall Repairs – Expected completion in the fall.
- US 160 Towaoc to Cortez Chipseal – Awarded, delayed due to trouble with delivery of materials.
- US 550/160 Connection South Design – Expect to begin in July.
- Hawkins Signal & Curb Ramps Cortez – Hope to have awarded soon.
- US 160/SH 151 Wildlife Crossing Project – Bid opening delayed, bid should be open.
- R5 SH 184 MP 11.73, 12.29 Priority Culverts – In design.
- US 160 Wolf Creek West Fiber – Ad scheduled for July.
- US 160 McCabe Creek Pagosa – Was scheduled to go to ad, project temporarily on hold.
- US 160 West & Cortez PCCP Diamond Grind – Scheduled to go to ad in the winter with construction in 2021.
- US 160 N-10-V South Fork Scour – Scheduled for late summer ad date with construction in the fall

- SH 145 Dolores Rico US 160 Cortez Htr Repave – Ad scheduled for winter with construction summer of 2021.
- US 160 San Juan River Bridge Scour – In design.
- US 160 Four Corners to Aztec Creek – Waiting to hear about INFRA grant.

1. Draft Statewide Transportation Plan out for Public Comment – Carrie Tremblatt

Carrie reported that the plan went out for public comment. She asked members to promote public feedback.

2. STAC Update – Carrie Tremblatt

Carrie reported that worst case budget scenarios were presented at STAC, they had determined that regional equity should remain a priority to guide spending in the event of a worst-case scenario. She added that at the next meeting there will be a discussion about MMOF funds.

3. New MMOF Funding – Matt Muraro

Matt reported that the intent of the additional funds is to improve bike and pedestrian, it is expected to be small dollar projects and awarded on a rolling basis. Mike added that there are limited funds and they are trying to determine details.

4. Statewide and Regional Program Update – Mike McVaugh

Mike reported that Region 5 is currently is well funded in terms of regional equity for SB 267. Phil asked about tax revenues at the State level. Mike replied that because reporting lags so far behind collections the State does not yet have a clear idea of actual impacts.

V. Other Business

1. Community Updates – Round Robin

Sarah reported that the City of Durango is modifying Main Avenue to two lanes and a center turn land, they have been restriping and CDOT has modified the signals. They are underway on the Needham Connect project. They are moving forward on College and 8th Street. They are limiting passengers on transit buses and requiring masks.

David reported that the Town of Bayfield reissued a bid for crack seal. They are working on a water line replacement.

Ken reported that the Town of Dolores is working on negotiating right-of-way to replace water lines.

Martin reported that the Town of Pagosa Springs awarded a paving project. They will be resurfacing sidewalks along US 160.

Matt reported that Archuleta County Transit is continuing operations with social distancing. They are replacing a number of benches around town.

Phil reported that the City of Cortez is unable to do most of their capital projects. They did identify funds for the Hawkins project.

The meeting ended at 10:17 a.m.

SWTPR Financials 7/1/2019-6/30/2020

To: SW Colorado Transportation Planning Region
From: Jessica Laitsch
Date: 11 August, 2020

Comments: A profit and loss report for the period July 1, 2019 to June 30, 2020 is attached.

The TPR grant runs on a state fiscal year (July 1 to June 30). The attached P&L shows the current grant status. Because this is a reimbursement grant, the net income is showing in the negative as funds have been spent but not yet reimbursed.

Southwest Colorado Council of Governments

PROFIT AND LOSS

July 2019 - June 2020

	TOTAL
Income	
Grant Project Income	
CDOT Grants	
SWTPR Grant	10,302.56
Total CDOT Grants	10,302.56
Total Grant Project Income	10,302.56
Total Income	\$10,302.56
GROSS PROFIT	\$10,302.56
Expenses	
Administrative Costs	
Operating Expenses	
Consulting	389.99
Information Technology (IT)	
Hardware	42.50
Software	119.00
Total Information Technology (IT)	161.50
Office Supplies	201.24
Professional Fees	
Audit	775.00
Total Professional Fees	775.00
Rent	1,137.50
Travel	1,623.73
Total Operating Expenses	4,288.96
Personnel Expense	
Salary and Wages	6,312.74
Total Personnel Expense	6,312.74
Total Administrative Costs	10,601.70
Project Costs	
Shared Services Expenses	
Software Maintenance	130.08
Total Shared Services Expenses	130.08
Total Project Costs	130.08
Total Expenses	\$10,731.78
NET OPERATING INCOME	\$ -429.22
NET INCOME	\$ -429.22

STAC Summary – June, July

To: SW Colorado Transportation Planning Region
From: Jessica Laitsch
Date: 11 August 2020

Comments: Below are some highlights from the June and July, 2020 Statewide Transportation Advisory Committee (STAC) meetings. The draft minutes for these meetings are also attached.

June:

MMOF funds – A portion of the State’s share of Multimodal Options Fund (MMOF) funds were returned to the General Fund. The remaining will be allocated to a Revitalizing Main Street Program. The local funds remain intact.
Budget update, including discussion on SB267
Presentation on Express Lanes Master Plan
Presentation on status of CDOT’s safety performance measures

July:

The Statewide Transportation Improvement Program (STIP) was approved.
Update on the FY 20-21 revenue forecast
Update on financial situation of transit agencies around the state
Updates regarding SB267 funding, including overview of process for determining regional equity for allocations
Grant opportunities (additional information attached):
 Revitalizing Main Streets
 Community Telework Challenge – microgrants
 Safer Main Streets Initiative

STAC Meeting Minutes
Jun 12th, 2020

Location: Via Web Conference
Date/Time: Jun 12, 2020, 2019; 9:00 a.m. – 11:30 a.m.
Chairman: Vince Rogalski, STAC Chair, Gunnison Valley TPR

Attendance:

Denver Area:	Roger Partridge, Steve Cook	San Luis Valley:	Michael Yahn
Central Front Range:	Dick Elsner	South Central:	Walt Boulden
Eastern:	Trent Bushner	Southeast:	Stephanie Gonzales, Jim Baldwin
Grand Valley:	Dana Brosig, Dean Bressler	Southwest:	Sara Hill (new Vice Chair)
Intermountain:	Bentley Henderson	Upper Front Range:	-not represented
North Front Range:	Dave Clark, Suzette Mallette, Becky Karasko	Southern Ute Tribe:	Doug McDonald
Northwest:	Heather Sloop	Ute Mountain Ute Tribe:	Archie House Jr.
Pikes Peak Area:	Norm Steen, John Liosatos, Andres Pico	FHWA:	John Cater, Bill Haas
Pueblo Area:	Terry Hart, John Adams	FTA:	Kristin Kenyon, Tracey MacDonald

Shoshana Lew (Executive Director), Rebecca White (CDOT Division of Transportation Development), Herman Stockinger (CDOT Deputy Directory/Office of Policy & Government Relations), Jeff Sudmeier (CDOT Chief Financial Officer), Tim Kirby (Manager Statewide & Regional Planning), David Krutsinger (Director, Division of Transit & Rail), Stephen Harelson (Chief Engineer), Heather Paddock (Region 4 RTD), Sophie Shulman (Director, Office of Innovative Mobility), Andrew Karsian (OPGR), Charles Meyer (Traffic and Safety Engineering Branch), Alisa Babler (Traffic and Safety Engineering Branch)

Agenda Item / Presenter (Affiliation)	Presentation Highlights	Actions
Introductions & STAC Minutes / Vince Rogalski (STAC Chair)	<ul style="list-style-type: none"> • Motion to approve the May 15, 2020 STAC meeting minutes by Norm Steen, seconded by Bentley Henderson. • Minutes approved unanimously. 	Minutes approved

<p>CDOT Update on Current Events (Informational Update) – Herman Stockinger, CDOT Deputy Director and Jeffrey Sudmeier, Chief Financial Officer (CFO)</p>	<p>Jeff Sudmeier:</p> <ul style="list-style-type: none"> • State Treasurer’s Office has successfully issued the Year 2 SB267 COPs, which were priced on May 27 and closed on June 2; Rates had dipped from the prior week and the memorial holiday week made for fewer competing issuances. • Summary of State legislative budget changes include: <ul style="list-style-type: none"> ○ Two-year suspension of the \$50M/year General Fund transfers intended to pay for SB267 debt service, as anticipated. ○ CDOT’s portion of the SB267 debt service also increased by \$12M/year for the next two years, resulting in an additional \$62M that CDOT will be required to provide. ○ \$49M of the SB267 COP proceeds were redirected to state controlled maintenance services. ○ \$10M of Multimodal Options Fund (MMOF) funds allocated to CDOT’s state portion have been reverted back to the General Fund, reducing the program balance to \$4.1M. • Information on HUTF gas tax revenue declines are on a lag of several months, but we’ll start seeing them this month; In July we hope to have enough information to begin discussions its impacts, including FY21 budget adjustments needed to respond to those impacts. • FY2021 CDOT budgets are being examined to reduce all possible costs while continuing to deliver vital programs and services and preserve asset management services. <p>Shoshana Lew:</p> <ul style="list-style-type: none"> • Grateful to treasurer’s office for successfully issuing the COPs during a challenging time. • TC continues discussion on the program of projects being considered; details coming on I-25 North • Toll credits availability being officially announced today; This is not additional money, but it allows us to defray local match required of federal money. • The remaining state MMOF portion of \$4.1M has been allocated by the TC to a new program, Revitalizing Main Street Program, which offers small grants to local governments to implement local projects to accommodate more bike and pedestrian travel and outdoor dining. <p>STAC Comments:</p> <ul style="list-style-type: none"> • Trent Bushner. Most State Highways are busy; Can you provide examples of where programs like this are working? • Shoshana Lew: In Denver, a number of locations are working; Estes Park is implementing now; Ft. Collins has also. • Heather Paddock: Ft. Collins is proposing using the current diagonal parking on College Avenue (Hwy287) in the median and making it a dining area. 	
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	<ul style="list-style-type: none"> • Shoshana Lew: Program managers are developing project standards and criteria to qualify, particularly on state highway system routes, that ensure they're implemented without creating or worsening safety or mobility issues. It is intended that no state highway lanes may be reduced. • Vince Rogalski: It should be emphasized that staff has indicated that no lanes of traffic may be reduced on State Highway routes using this program. • Trent Bushner: Is glad to see this; truck traffic is always a challenge and a safety issue on highways already and seems very unfeasible to limit on main streets further. 	
<p>Transportation Commission Update/ Vince Rogalski, STAC Chair</p>	<ul style="list-style-type: none"> • The TC has created a new Revitalizing Main Street program using the remaining \$4.1M of the state MMOF. • The Statewide Transportation Plan (SWP) is out for public comment June 1 – July 30; TC to adopt in August. • What have been previously called Temporary Resolutions by the TC are now changed to Proposed Resolutions in the agenda, until they are passed. • Commissioners Gifford, Zink, and Beedy were named as members of TC officer Nomination Committee. 	<p>No action.</p>
<p>TPR & Federal Partner Reports</p>	<ul style="list-style-type: none"> • <u>DRCOG</u>: At our May 20 meeting we adopted our Regional Multimodal Plan and also adopted implementation actions on our Vision Zero Plan; We also heard status on our Metro Vision Performance Measures; we are behind on some safety PMs including traffic fatalities and on vehicle miles traveled (VMT); Lastly, the FHWA and FTA has issued our 2020 Planning certification. • <u>CFR</u>: We had a dust up on the issue of removal of a light on Hwy285 in Park County; We would ask that CDOT please work with County governments before issuing public notices of this type. • <u>Eastern</u>: We just had our TPR meeting where we mostly discussed funding; Thanks to Heather Paddock for providing an overview and giving us the confidence that it's not a train wreck; Mostly we just want to keep trying to get stuff in pipeline done. • <u>Grand Valley</u>: The Board made its final MMOF project selection at the June 22 meeting. We're now working on determining how to best use our CARES Act funding; fixed route service is down about 52% and para transit services are down 85% from last year. • <u>Gunnison Valley</u>: We are seeing construction delays on US50 due to some overlays; that's causing some confusion that some think the Little Blue Canyon project between Gunnison and Montrose is happening this summer. It's approved to go out to bid this summer and won't happen until next year. In Montrose they're finishing the ADA ramps project this summer. Our next TPR meeting is at the end of July. 	<p>No action.</p>

- Intermountain: There is lots of construction on Hwy9 currently which is torn up; I-70 has construction locations through Glenwood Canyon which is down to one lane; Hwy 24 is also under construction, with lots of delays to traffic. Breckenridge is implementing main street modifications, as is the Town of Frisco; each of towns have alternative routes to handle those impacts. Our next TPR meeting is mid-July.
- NFR: We had a June 4 MPO meeting; Director Lew attended and gave an overview of I-25 funding; Council adopted our FY21 budget and 2020-21 UPWP; Our FLEX service and GETS services resumed June 8; We have a Americore volunteer, Sophia Maze, implementing the One-Call One-Click MMOF project. Our VanGo program has been hit hard, going down mid-April; we're finally getting more vans back on the road with 50% staffing levels. The NFR MPO offices remain closed while still working remotely.
- Vince: TC over last several meetings is working hard to determine how to keep the North I-25 project going with budget impacts.
- NW: We've had no TPR meeting and won't schedule one until we have further budget clarity.
- PPACG: The US24 overlay continues from COsprings west; the I-25 Gap project is continuing; Director Lew provided Toll Credits overview at our meeting, which was much appreciated. At the June 10 Board meeting, our 2021-2024 TIP was amended adding 6 new projects. The MMOF projects were selected, in addition to the \$70k Tri-county study previously selected; all 13 MMOF projects proposed were funded, leaving \$800k not yet programmed; those will be awarded during a subsequent call for projects. The MPO is conducting most work remotely and connecting by Zoom.
- PACOG: On our US50 West project on Purcell, we got the notice to proceed out. Our Pueblo Transit station move plans are moving ahead, approved Phase I environmental and site preparation plans; All our MMOF funds are programmed and we're working on IGAs and contracts for those; long range planning ongoing; We recently got our website updated; The Front Range Rail station location discussion is ongoing; we've narrowed that to two location options.
- San Luis Valley: Reflecting on what Bentley and Trent said regarding expanding business space into roadways, we should look to each entity to see how that may impact traffic flows. The HWY17 & 160 project continues ahead. We were awarded a FLAP Grant for the Hwy6 north entrance to Sand Dunes; that's expected to go forward in 2021. We also have rest areas closed, particularly Pinion east and west, which is very inconvenient, per public feedback.
- South Central: Our next meeting is scheduled in Sep. The PEL project is to be released in July and wrapped up in August.

- Southeast: The Hwy50 Fowler to Manzanola project where the highway is closed and routed around is going well; seems it could finish early. We've postponed our TPR meeting, and haven't had one in a while. From Stephanie on chat: Regional Coordinating Council for the SE Transit is applying for funding for a mobility manager to continue the work of the regional transit system. We are close to finishing the website, a rider's guide and a 3-fold brochure. The issue with reduced funding for the Lamar Downtown paving project which we thought was going to pose a problem for the City of Lamar's DOLA funding for installing a waterline has been resolved. I want to give a big thanks to the Region 2 staff for working to address the problem and get a solution identified quickly. That waterline replacement is underway now. For our MMOF projects – IGAs are being worked on now. We were scheduled to have a June meeting but we've pushed it out to August to allow for the public review of the regional plan.
- Southwest: We had our TPR met yesterday, where we discussed MMOF; Debbie Condrey has accepted a new job in New Mexico. We elected new officers, and I'm the new Vice-Chair. Phil Johnson: We are looking forward to the revenue forecasts so we can begin planning.
- UFR: not represented
- Southern Ute: We are continuing on working a modified schedule, non-essential staff are working from home; working out well.
- Ute Mountain Ute Tribe: no report
- FHWA: John Cater, DRCOG certification review including front range TMAs and CDOT and all contributors of planning process; this highlights good practices and what's going well. The DOT is discussing the use of ROW; it may be used without charging you this year; we will assess and see how it goes this year; Often moving dining to sidewalk and walking to parking spaces. In a peer exchange this week, Pennsylvania looked to us in what we're doing - Colorado is seen as a leader in innovative financing and managed lane solutions. We are proceeding in getting things done, approving documents as needed while working remotely.
- FTA: We've been busy getting CARES Act grants out and into use; we've obligated some major grants that are offsetting ridership impacts including \$232M to RTD in Denver, \$22M to Mountain Metro in Colorado Springs, \$10M to Ft Collins and there's more coming to Pueblo and Grand Junction and to helping DTR getting the \$40M out to rurals. The CARES Act doubled normal annual funding and we have been able to get 50% of that out in two months.
- Vince: At the TRAC meeting at 1:00 following STAC today they'll be discussing CARES Act Phase II, the release of the capital call and approving SB267 projects.

<p>Federal and State Legislative Report (Informational Update)/ Andy Karsian, CDOT Office of Policy and Government Relations</p>	<p>Presentation</p> <ul style="list-style-type: none"> a) <u>Federal</u>: No Update b) <u>State</u>: <ul style="list-style-type: none"> i) The state legislature has passed the budget, reducing it by \$3.3B; the session ends 6/13. ii) The SB1 trans bond ballot question directed to November’s election has been delayed; we may still see that come to the ballot next year, however. iii) An additional \$1M was appropriated for CDOT to distribute to senior transportation service agencies not covered by CARES Act grants. iv) The next session starts in only six months; We expect several transportation issues to be heard. <p>STAC Comments: none</p>	<p>No action.</p>
<p>Budget and Project Impacts (Informational Update) – Rebecca White, Division of Transportation Development (DTD) and Sophie Shulman, Office of Innovative Mobility</p>	<p>Presentation:</p> <p>Rebecca White reviewed recent TC budget discussions:</p> <ul style="list-style-type: none"> a) The TC indicates it is staying committed to the Statewide Transportation Plan (SWP) and the agreed 4-year list of projects even if phasing or longer executions are necessary; also b) TC agreed to honor awarded projects, proceeding with those awarded but not given notice to proceed, and those receiving federal grant or partnership funding; c) TC currently supporting a list of 28 projects, including I-25 North project proposed to receive \$50M of Year-2 SB267 COPs and financing to be pursued immediately for the remaining needs. d) \$75M would be allocated in Regions 1, 2 & 3 to partially restore regional equity; Staff’s goals are to stay true to the SWP and to projects previously approved by TC, given their state of project readiness. e) Next couple months’ discussion will be about add-back projects, presuming the actual revenues are better than the worst-case scenario; selection will be grounded in TC priorities, plus the additional criteria identified based on current economic situation and the pandemic. <p>Sophie Shulman:</p> <ul style="list-style-type: none"> f) Staff are reaching out to transit providers to understand current needs and whether their priorities and funding availability changes what projects to consider; 	<p>No Action</p>

	<p>g) CDOT is using a similar approach to transit project selections as for highways but taking time to move ahead in a well-informed manner.</p> <p>h) STAC Discussion: DTR is commended for getting the CARES Act funding distributed so quickly.</p> <p>STAC Comments:</p> <ul style="list-style-type: none"> • Sara Hill: DTR is commended for getting CARES Act funding issued so quickly. 	
<p>Express Lanes Master Plan (Informational Update) – Nick Farber, High Performance Transportation Enterprise (HPTE)</p>	<p>Presentation:</p> <ol style="list-style-type: none"> Phase II corridors were identified, with a range of design alternatives and the level of construction impacts on those corridors based on the design alternatives; Financial Feasibility is based on travel demand, traffic & revenue modeling and construction cost; Financial optimization strategy is to balance revenue maximization with congestion relief; Alternatives are rated using a Financial Index which indicates a corridors' financial feasibility, where a score of 2 is perfect; Alternatives also rated on Mobility Scores, where 5 is perfect. <p>STAC Comments:</p> <ul style="list-style-type: none"> • Vince Rogalski asked about the next steps; where are we taking this plan? • Nick Farber indicated the resulting data supports our future planning and supports federal grant applications. The comprehensive look at the system also provides a more valuable and effective alternative in planning to one-off considerations of the individual corridors. 	<p>No Action</p>
<p>Multimodal Options Fund Update (Informational Update / Discussion Item) – Rebecca White, DTD and Jeffrey Sudmeier, CFO</p>	<p>Presentation:</p> <ol style="list-style-type: none"> Overview of funding The remaining \$4.1M of state MMOF funds are going to the Revitalizing Main Streets Program described earlier. Funding and application announcements are coming next week for the new program, which will have a rolling application period designed to get funds out the door quickly. David K: The \$1M Transportation Services legislative transfer will support FTA 5310 senior transit agencies left out of the CARES Act grants; money will be distributed based on agency operating budgets. DTR will return to STAC in July with more details. 	<p>No Action</p>

	<p>d) Summary of Local MMOF projects: 106 projects have been selected including 19 transit, 68 bike/pedestrian construction projects and 19 Multimodal plans and studies. \$2.4M remains to be programmed by TPR/MPOs.</p> <p>e) CDOT has an estimated 21 IGAs underway or executed currently, while this number likely underestimates how many are progressing towards execution.</p> <p>f) Jeff Sudmeier: CDOT is utilizing the \$4M MMOF administrative set-aside to ensure we have the resources and staff needed to manage the projects; once we have a scope and other project documentation required from project sponsors, we can have a contract or IGA to sponsors in under a month.</p> <p>STAC Comments:</p> <ul style="list-style-type: none"> • Vince Rogalski asked whether the Revitalizing Main Streets applications are ready. • Sophie Shulman indicated they are not ready. A webpage with program information, and a final application will be provided next week. • Vince Rogalski asked whether the deadline on the MMOF funds may be extended? • Jeff Sudmeier indicated that if it becomes clear that an extension is needed as we draw closer to expiration dates, CDOT will return to the legislature with a request and justification for an extension. 	
<p>Safety Performance Measures (Informational Update) – Charles Meyer & Alisa Babler, Traffic and Safety Engineering Branch</p>	<p>Presentation:</p> <p>a) Status was provided on the 2014-2018 5-year targets and an overview of national trends and Colorado’s ranking relative to national target measures; Colorado met all its safety targets;</p> <p>b) CDOT now setting 2017-2021 5-year targets based on STSP, safety, demographic, economic and traffic factors;</p> <p>c) Draft targets: Fatalities – 603; Fatality Rate – 1.113; Serious Injuries – 3161; SI Rate – 5.828; non-motorized users – 551; Other targets: reduction of 2% in crashes, 2.5% of fatalities and rate, 2.9% serious injuries and rate;</p> <p>d) CDOT will be looking at how recent improved safety data reporting effects actuals in the future;</p> <p>e) Draft targets coming to MPOs, STAC and TC (final) in June; finals to NHTSA by July 1, and to FHWA by August 31.</p> <p>f) MPOs targets must be set by Feb. 28, 2021.</p> <p>STAC Comments: none</p>	<p>No Action</p>

<p>2045 Statewide Plan and STIP (Informational Update) – Rebecca White, DTD</p>	<p>Presentation:</p> <ul style="list-style-type: none"> a) Jaime Collins: The FY2021-2024 STIP is going to TC for adoption on June 12 and will be active July 1. b) Rebecca White: The 2045 Statewide Transportation Plan is out for public comment currently along with the Statewide Transit Plan. The comment period will be open for 60 days rather than normal 30 days due to COVID limitations. STAC will review the final plan in July and make recommendations for the TC's adoption in August. <p>STAC Comments: none</p>	<p>No Action</p>
<p>Other Business/Vince Rogalski, STAC Chair</p>	<ul style="list-style-type: none"> • Our next meeting will be July 10, 2020 • Vince Rogalski reminded all to please stay safe and wear your masks and remember that your mask keeps others safe too. • STAC adjourned at 11:19am. 	

STAC ADJOURNS

DRAFT

**STAC Meeting Minutes
July 10th, 2020**

Location: Via Web Conference
Date/Time: Jun 12, 2020, 2019; 9:00 a.m. – 11:30 a.m.
Chairman: Vince Rogalski, Gunnison Valley TPR Chair

Attendance:

Denver Area:	Elise Jones, Roger Partridge, Ron Papsdorf	San Luis Valley:	Michael Yohn
Central Front Range:	Dick Elsner	South Central:	Walt Boulden
Eastern:	Trent Bushner, Chris Richardson	Southeast:	Stephanie Gonzales
Grand Valley:	Dana Brosig, Dean Bressler	Southwest:	Candace Payne
Intermountain:	Bentley Henderson	Upper Front Range:	Elizabeth Relford, Barb Kirkmeyer
North Front Range:	Dave Clark, Suzette Mallette, Becky Karasko	Southern Ute Tribe:	Doug McDonald
Northwest:	Heather Sloop	Ute Mountain Ute Tribe:	Archie House Jr. (joined at 9:57am)
Pikes Peak Area:	Norm Steen, John Liosatos, Andres Pico	FHWA:	not represented
Pueblo Area:	Terry Hart, John Adams	FTA:	not represented

Shoshana Lew (CDOT Executive Director),
Rebecca White (CDOT Director, Division of Transportation Development),
Herman Stockinger (CDOT Deputy Executive Director/Office of Policy & Government Relations),
Jeff Sudmeier (CDOT Chief Financial Officer),
Bethany Nicholas (CDOT Budget Director)
Tim Kirby (CDOT Manager, Statewide & Regional Planning),
David Krutsinger (CDOT Director, Division of Transit & Rail),
Stephen Harelson (CDOT Chief Engineer),
Heather Paddock (CDOT Region 4 RTD),
Sophie Shulman (CDOT Director, Office of Innovative Mobility),
Andrew Karsian (CDOT Office of Policy & Government Relations),
Charles Meyer (Manager, Traffic and Safety Engineering Branch),
Molly Bly (Healthy Communities Program Manager),
Sidny Zink (Transportation Commissioner)
Richard Zamora (CDOT Region 2 RTD)
Jordan Rudel (CDOT Region 1 Engineer)

Dave Cesark (CDOT Region 3 Region Engineer)
 Mike McVaugh (CDOT Region 5 RTD)

Agenda Item / Presenter (Affiliation)	Presentation Highlights	Actions
Introductions & STAC Minutes / Vince Rogalski, STAC Chair	<ul style="list-style-type: none"> • Motion to approve the June 12, 2020, STAC meeting minutes by Bentley Henderson, seconded by Norm Steen. • Minutes approved unanimously. 	Minutes approved
CDOT Update on Current Events / Herman Stockinger, CDOT Deputy Director	<p>Herman Stockinger:</p> <ul style="list-style-type: none"> • On June 18 we received news that CDOT has received a \$60.7 million federal INFRA grant for I-70 improvements on Vail Pass; CDOT thanks its Region and Policy Office staff who worked especially hard and contributed to the successful application. • COVID-19 at CDOT is still limited to just a few cases, despite seeing a few more since the July 4 holiday. • On July 1, the US House of Representatives passed the INVEST Act, a \$1.5 Trillion infrastructure bill. Thus far, that bill is not progressing and is not expected to be passed <p>STAC Comments: None</p>	No action.
Transportation Commission Update / Vince Rogalski, STAC Chair	<ul style="list-style-type: none"> • The Chair summarized the TC's meeting of June 18 to discuss CDOT's budget and revenue shortfalls; • Jeff Sudmeier will provide updates to the STAC on those discussions, including SB267 funding. • The STIP was approved for FY21-24; • Karen Stuart was selected as the new Chair of the Commission, and Kathy Hall was selected as Vice-Chair. <p>STAC Comments: None</p>	No action.
TPR & Federal Partner Reports	<ul style="list-style-type: none"> • <u>DRCOG</u>: We had a hearing for amendments to our 2040 Region Transportation Plan to adjust the timing of a widening project at Quincy & I-70. We also heard presentations from the CO Energy Office regarding HB1261, which includes setting GHG targets for the state. We discussed the transportation sector impacts. • <u>CFR</u>: A thanks to CDOT for the meeting yesterday (July 9) on the bridge replacement project on Hwy 285 south of Fairplay and the detour plans; Also there was a meeting last night on the removal of the light in Bailey. I'm not sure if the community is on board with current choice yet; Our primary concern is the amount of traffic building up on Hwy 285. I'm hearing reports of folks in Park County taking 4 hours to get from Fairplay to Denver. It's 	No action.

frustrating that CDOT has no money to fix the problem, but we're very concerned that a fire could cause a traffic jam that keeps firefighters from getting to a fire.

- Eastern: Gave a shout-out to CDOT for work on the I-76 project near Ft. Morgan and Brush, which is coming along. People are happy with the progress including the ramps and new pavement; The bridge replacement in Wray area is going well; The Sterling S-curve is slow-going but is progressing; Weather out east is hot and dry; We've had no rain; the Wheat crop is suffering due to crop harvesting fires like I've never seen before. The Elizabeth realignment project is also progressing well.
- Grand Valley: In June the board approved an option for the CARES Act funding for Grand Valley Transit; We finished our scenario and resiliency planning component in our RTP and presented that to TAC; We are continuing to develop Revitalizing Main Street grant applications - we're expecting 1 or more from our region; Fixed transit levels are creeping back up, but still down 43% from this time last year; Paratransit services are down 80% from last year; MMOF projects are selected and beginning to get underway; CDOT's ADA ramps project county-wide is expected to kick off in the next month.
- Gunnison Valley: The project on Hwy 50 from Gunnison to Montrose is getting underway; The Little Blue Canyon project on Hwy 50 is going to bid this fall which will cause many delays; Construction is expected to start in April or May of 2021; There are some ADA ramps being done in Montrose also in Gunnison. In terms of COVID, wearing masks is a big issue in areas. Crested Butte is issuing new regulations to ensure safety; the town has been realigned for one-way traffic and is having a very busy season.
- Intermountain: There's not much news; just a lot of roads under construction in the height of the season. Our TPR meeting is scheduled for next Friday (July 17) with a routine agenda.
- North Front Range: Our Planning Council didn't meet this month; the next one is August 6. Construction on North I-25 sections 6-8 is continuing; As part of that, the frontage road between Hwy 14, Prospect to Mulberry is closed. We're having discussions on TIFIA loan funding for I-25, based on TC's decision on funding there. The US 34 interchange project is still under construction; that started in April. We're anticipating westbound traffic to switch over starting this winter. It'll be a one- to two-year project and finish in the summer of 2022. Our VanGO program is partially operational; we're waiting to make any changes to the program until we get updated health orders and employers' responses.
- Northwest: Inaudible
- PPACG: We held our board meeting on July 8 where we discussed changes to our process for legislative advocacy on transportation topics. We started a strategic plan a couple of years ago and will do a review in August; We also reviewed the PPACG 2021 budget. Shane Ferguson, CDOT's North Area Program Engineer, provided updates on a few

projects: the US24 overlay, which is progressing during the nighttime; the I-25 cable program between mile marker 115 and 121; the Hwy 94 project which will include a new passing lane and provide benefits to the Air Force Base, particularly with expected new traffic due to the new Space Force; the I-25 Cimarron project completed in 2017 but we still have some warrantee work being done to replace expansion joints; the I-25 Northgate Interchange appears underway. Other than that, we're hoping the Powers project will be considered in the SB267 add-back decisions; it's been on our priority list for over a decade now.

- PACOG: Project on Hwy 50 West at Purcell Blvd widening got its Notice to Proceed, will improve safety greatly. Our long range plan is progressing well. We appreciate that CDOT is working to find the needed funding to complete the I-25/Hwy 50B project. Our MMOF project IGA is coming along between CDOT and the City. Our next Region 2 city/county meeting is scheduled for July 14.
- San Luis Valley: We're glad to get the Hwy 17 & 170 intersection starting, east of Alamosa; There's an overlay on Hwy 160 from South Fork to the tunnel on Wolf Creek Pass that will get underway July 16.
- South Central: Not a lot going on. Projects are progressing and our PEL is going well. The TPR is not meeting again until September.
- Southeast: The Hwy 50 surface treatment project between Fowler and Manzanola is underway; On CO Hwy 116 there's also a resurfacing project; And in Lamar, the waterline project is underway causing some delays to traffic. We've moved our next TPR meeting to August 26.
- Southwest: Region 5 RTD Mike McVaugh provided some updates. Rural Roads Surface Treatment is underway on Hwy 17 north of Alamosa; On Hwy 141 we've combined Surface Treatment and Rural Road Surface Treatment funds to get a total \$35 million into resurfacing there, thanks to SB267; Striping projects are underway region-wide; Our connection project should be breaking ground toward the end of July, early August; That's the \$100 million FASTLANE grant project we've been working on for the past year to year and a half; we're glad to get that underway finally.
- UFR: We're in our Public Comments period on our RTP. We're working on the PEL and access management plan on Hwy 52; the PEL on Hwy 67 is ready to sign; Weld County is working with CDOT on the IGA for I-25 from Hwy 119 to Hwy 402 – that's almost executed; The US 85 corridor CDOT/Union Pacific project is getting closer; we're hoping to get that done in the next five years.
- Southern Ute: We're still under modified work conditions and no tribal members with COVID-19; We have postponed our paving projects after adding some money. I've

	<p>switched roles (Doug McDonald) from being project planner to long range planner as we have some FHWA-required long range plans of the tribe.</p> <ul style="list-style-type: none"> ● <u>Ute Mountain Ute Tribe</u>: No report ● <u>FHWA</u>: No report ● <u>FTA</u>: No report ● <u>Vince Rogalski</u>: In Gunnison Valley, we're holding our next virtual TPR meeting on July 30. 	
<p>Federal and State Legislative Report / Andy Karsian, CDOT Office of Policy and Government Relations</p>	<p>Presentation</p> <ul style="list-style-type: none"> a) <u>Federal</u>: No Update b) <u>State</u>: <ul style="list-style-type: none"> i) The state legislature has concluded and is in recess until they reconvene for the 73rd Session on January 13, 2021. ii) We are developing our legislative agendas which are due to the Governor on July 15. The Governor will review those proposed items and give us feedback. iii) In October/early November, we'll hear what the Governor's budgetary items will be. iv) Many bills that weren't heard last year are expected to come up in the next session. <p>STAC Comments: None</p>	<p>No action.</p>
<p>Budget Forecast Update / Jeff Sudmeier, CDOT Chief Financial Officer</p>	<p>Presentation:</p> <p>Jeff Sudmeier:</p> <ul style="list-style-type: none"> a) Update on revenue forecasts and our efforts to balance our budget b) Impacts from the broader state budget included \$62M/year of SB267 COP financing cost for two years, which we are absorbing by limiting priority projects. c) In addition, are the HUTF impacts which will be absorbed in recommended base program reductions; d) We'll discuss those budget recommendations with STAC over the next two months. <p>Bethany Nicholas:</p> <ul style="list-style-type: none"> e) We still can't reliably forecast, not knowing how COVID-19 will change and affect driving levels in the coming months. f) Currently, CDOT forecasts an estimated 3.65% decrease to FY20-FY21 HUTF revenues and a return of driving volumes in FY22 that will be offset by increasing fuel efficiency resulting in 0.8% decrease; this amounts to revenue decreases for FY20 of \$17.4M and of \$45.4M for FY21. g) The Office of State Planning and Budget (OSPB) and the Legislative Counsel do separate revenue forecasts; CDOT's estimate is right about in the middle of those two. h) Proposed reductions identified include: \$22M Headquarters building COPs, Surplus Debt Service \$21.5M, Work Plan reductions of \$6.3M. We need to find an additional \$13.1M to fill the gap. 	<p>No Action</p>

	<p>i) Options we could consider, but not necessarily a staff recommendation at this point include: Discretionary Programs, Cost Center Reversions and Year-End project savings, or TC Contingency funds.</p> <p>j) Timeline: In August – the adoption of final budget recommendation; September – review of FY2019-20 roll-forwards; October – the adoption of budget amendments.</p> <p>STAC Comments: None.</p>	
<p>Transit Agency Financial Status / David Krutsinger, Division of Transit and Rail (DTR)</p>	<p>Presentation:</p> <p>a) CDOT surveyed about 48 transit agencies to ascertain their budget situations and needs, including their current and expected future revenues, plans to adjust capital or operations budgets, or both;</p> <p>b) The CARES Act provided much-needed rural transit stimulus funding of \$30M this year, but the survey indicated significant need still exists in FY21 budgets despite what the CARES Act provided.</p> <p>c) Most agencies expect between 41%-60% drop in services, with senior services being the most impacted;</p> <p>d) 40% of agencies will make significant 2020-21 budget decisions with capital cuts 2-3 times those of operations;</p> <p>e) Agencies are also experiencing approximately 12% of increased costs related to COVID-19 (safety precautions, etc.);</p> <p>f) Staff budget and project recommendations will be refined and reviewed in August;</p> <p>g) Staff recommends the release of VW Settlement funds as planned in the August call for projects.</p> <p>STAC Comments:</p> <ul style="list-style-type: none"> ● Barbara Kirkmeyer: How much CARES Act funds have been received in the State? ● David Krutsinger: We received \$39M total with 15% or \$6M going to inner-city agencies, \$30M going to rural agencies, and the remaining to CDOT for managing the funds and assisting agencies collectively with messaging. ● Sidny Zink: With transit expecting fewer riders and fewer transit operations, does that mean fuel use will increase for private travel? ● David Krutsinger: Buses have every other seat closed, so the result is relatively the same number of buses operating; Future fuel consumption will tell if private travel is increasing in part due to the reduced ridership. ● Andy Pico: Question regarding air travel: We're seeing a 97% drop in Colorado Springs airport travel. What is the statewide air travel situation? ● CDOT will invite the Aeronautics Division to STAC for presentation and discussion. 	<p>No Action</p>

<p>SB 267 Transit Project Update / Sophie Shulman, Innovative Mobility Director</p>	<p>Presentation:</p> <ul style="list-style-type: none"> a) CDOT awaited the results of the transit survey to inform a strategy to develop project budget recommendations; b) Our goals have been to stay true to Your Transportation Plan, advance timely projects and those with committed partner funding, and to maintain regional equity as much as possible. c) CDOT's worst-case projections were for \$92.4M of COP proceeds; d) Of that, \$27.9M is generally agreed as "committed"; e) That leaves \$64.5M plus \$6M COP premiums to consider funding other projects. f) Considerations include projects with Mobility, Safety, Asset Management benefits, and strategic projects with innovative and partnership funding opportunities. g) Staff presented a list of projects previously committed and recommendations on non-committed projects. <p>STAC Comments:</p> <ul style="list-style-type: none"> ● Norm Steen: What criteria is used to decide what's important, what projects are on or off-list? ● Sophie Shulman: We are targeting regional equity while considering mobility and safety and also the planning process priorities in the regions. ● Norm Steen: If we look at why transit exists, is there value in the economic benefit component? ● Suzette Mallete: Are we being asked to take action today? ● Sophie: No, we are just seeking input today. ● Elise Jones: TC approved \$10M in November on Hwy 119 BRT in Region 4 and we have \$10M of needs identified, so we need to make sure that it is specifically called out in staff's recommendations, and to note in the recommendations that it is partial funding of what was already funded by the TC. ● Elise Jones: While Boulder County prioritized the Hwy 119 BRT over the mobility hub, we see why CDOT recommends the mobility hub in that it has broader regional mobility benefits. However, we would like to see CDOT show commitment to and support for the BRT connections to the hub. Because this is located just outside of RTD's boundary, here would need to be an agreement between CDOT and local communities to enhance the mobility hub's utility for the entire region. ● Sophie Shulman: We totally agree and we look forward to joining you and those communities in those conversations. 	<p>No Action</p>
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	<ul style="list-style-type: none"> ● Elise Jones: Would like to see the regional funding totals resulting from CDOT's recommendations and comparison between MPO and TPR areas of Region 4. ● Sophie – We'll provide the regional totals in the recommendations in next month's slides. ● Vince: Are we going to add new projects before we commit to those projects approved by the TC last fall? ● Sophie Shulman: Our intent was to maintain a holistic set of projects that met the overall intent of the program of projects, from both policy and planning perspectives. In a few cases, this meant adding new projects to the list, and those would have to go back to the TC for approval. <p>Break at 10:33, returning at 10:40</p>	
<p>SB 267 Add Backs / Rebecca White, Division of Transportation Development (DTD)</p>	<p>Presentation:</p> <ul style="list-style-type: none"> a) Staff is developing different possible add-back scenarios that include additional future funds including a subsequent SB267 COP issuance (Phase 3) and Federal stimulus funds; b) Recommendations are remaining true to the 10-Year Pipeline, the goals of the SB267 program, and to Regional equity, with a focus to get dollars into the economy quickly by maximizing project readiness. c) Currently, there is about \$107M to be programmed based on increased proceeds from year 2 COPs, reduced State General Fund suspensions from 3 years to 2, and reduced SB267 debt service commitments. d) Staff's Phase I add-back proposes \$87M for projects and \$20M for pre-construction activities to ready our position for Phase II considerations. Phase II would be for \$500M COP and stimulus funding. e) Tim Kirby presented the staff's proposed Phase I list of projects. <p>STAC Discussion:</p> <ul style="list-style-type: none"> ● John Liosatos: Is CDOT looking at regional equity as a whole, including all programs of funding affected by COVID such as those discussed earlier related to the HUTF revenues, or are we only looking at it relative to each pot of funds? ● Jeff Sudmeier: The much larger portion of dollars considered are represented in the project list. Other reductions are in statewide programs where we're using surplus debt service funds and property dollars set aside to pay down the building COPs, which do not affect any regional allocations. The \$6M in work plan reductions are evenly spread across all CDOT Regions and are administrative in nature. The remaining \$13.1M that 	<p>No Action</p>

Bethany identified earlier would be cuts to regional programs, and for those we will be looking at the overall regional equity of those budgets.

Presentation:

- f) Jordan Rudel (Region 1), Richard Zamora (Region 2), and David Cesark (Region 3) each presented their respective Region's proposed Phase I add-back projects.
- g) Tim Kirby shared distribution of funding based on the Phase I add-backs, resulting in Regions 1, 2 & 3 portions below their original distributions, Region 4's being greater than the original, and Region 5's being equal.

STAC Discussion:

- Barb Kirkmeyer: I support the proposed Phase I add-backs proposed and I think we should just accept them and move on. Regarding Phase I regional equity, shouldn't we be looking at Interstate projects as projects of statewide significance rather than those regions carrying the burden in equity considerations and therefore don't get any other funding? Those regions with a relatively large share of lane miles being Interstate can almost never get anything else done that's not on the Interstate. I-70, I-76, and I-25 all run through Region 4, which might explain why the Phase I allocations lean towards that Region. How do we ensure regions get some equity in other non-interstate projects?
- Tim: That question has come up at TC meetings before, but so far the process has remained that regions select the projects that matter to them within their regions. For that reason, we have not yet done any analysis to support the discussion.
- Rebecca: We can run some numbers in a variety of ways. At this point, we're not seeing a lot of projects getting done under current circumstances. When and if we see the Phase III of SB267, that's when we'll all see those projects further down the priority list and not on the interstate getting done.
- Barb: Where do the Phase I projects lie in the Pipeline priority?
- Rebecca: All but one of the recommended projects are in the first 4 years of the pipeline. Region 1's priority projects include larger projects such as Floyd Hill at over \$200 million. To bring regional equity to Region 1, the Harlan Street bridge which came from the 10-year pipeline was added to the Phase I list.
- Barb: We all developed and agreed to the 10-year pipeline of projects. I don't understand why we aren't sticking to it. Why are we dipping down into the pipeline when other regions have projects in the first four years that aren't getting done?
- Mike McVaugh: Regions 3 & 5 have no interstates. When the 7th Pot was around, Region 5 had the US 50 & 550 project as number one. Because of funding levels, it was not possible to get it done, so we did go further down in the list at the time. Now, we have had funding from SB1, SB267, and a federal grant that has made it possible to get that project done. In Region 4, federal grants have made it possible to address I-

	<p>25 needs. When budgets shift just small amounts for us, it requires we reshuffle the deck of projects altogether and go further down the list to do what we can afford.</p> <ul style="list-style-type: none"> ● Barb Kirkmeyer: We have projects in UFR that have been on the list for over 30 years and they still haven't been addressed, such as on I-76, US 85, and others. Meanwhile, other projects come up more recently around the state and they're getting done. ● Elise Jones: Other regions deal with this also. Region 1 invests a lot into I-70 & I-25 and our regional equity suffers because of it. We wouldn't want to be penalized again because our next project is something as big as Floyd Hill, and therefore can't get funded. I appreciate CDOT trying to wrestle with the regional equity issue. It's something we all experience in different ways. ● Jeff Sudmeier: We have committed to the 4-year list first. But in situations like this, we have to dip down to find projects that can be funded now. The alternative is we program small regionally equal amounts of funding to large projects over time, but that means we have funds sitting idle until we can fund the entire project. If we instead fund a smaller project in a different region, we don't maintain regional equity. ● Steve Harelson: Every region has projects that have been on the list for 30 years. We have a \$9B list of projects to build in the state, on and off the interstate. They all need to get done. <p>Presentation:</p> <ul style="list-style-type: none"> h) Region staff again presented a prospective slate of Phase II add-back projects. i) Tim: Phase II brings all regions very close to the original equity target; it also maintains if not improves the original rural paving plans; j) Tim: Staff will recommend TC support the Phase I proposal; Staff will continue to update STAC on Phase II considerations as we learn more about those possible future funding programs. <p>STAC Comments: No additional comments</p>	
<p>Statewide Transportation Plan Update / Rebecca White and Marissa Gaughan, DTD</p>	<p>Presentation:</p> <ul style="list-style-type: none"> a) Tim Kirby: Reminder that the Statewide Transportation and Transit Plans are still out for Public Comment through July. We want to make sure everyone takes the opportunity to submit their comments before we consider the plan for adoption. <p>STAC Comments: None</p>	<p>No Action</p>

<p>New Grant Opportunities Update / Molly Bly, Healthy Communities Program Manager</p>	<p>Presentation:</p> <ul style="list-style-type: none"> a) Molly Bly provided an overview of the Revitalizing Main Streets program; a rolling application period is intended to get funds out quickly; smaller grants of no more than \$50,000 are available to ensure smaller communities have the opportunity to take advantage of the program; b) Community Telework Challenge provides grants to help communities adjust to work-from-home realities; \$5,000 grants; all projects must implement and submit all billings by Dec. 1, 2020. c) Safer Main Streets Initiative (Formerly Urban Arterials Program); July 9 release expected; the application is online at CDOT's website. 	
<p>Other Business / Vince Rogalski, STAC Chair</p>	<ul style="list-style-type: none"> ● STAC Bylaw Review Subcommittee was appointed and met yesterday. We'll have a report at the next meeting. ● Aaron Willis: The committee met yesterday; we're about 1/3rd of the way through the Bylaws review in terms of making necessary revisions based on state statute changes and based on overall improvements for STAC; a representative will attend STAC next month to present recommendations. ● Our next STAC meeting will be August 14, 2020 	

STAC ADJOURNED at 11:43 am



CDOT Grant Update



Can Do Colorado Community Challenge

Revitalizing Main Streets | \$4.1M Total Funding | Grants up to \$50,000

Funding: State portion of S.B. 1 Multimodal Options Fund

Eligibility:

- » Local government or other transit/governmental agencies
- » A minimum 10% match, cash or in-kind, is required.
- » Expenses incurred before contract execution are not eligible for reimbursement.
- » Funded projects must be able to begin activities within 30 days of an executed contract.

Program Intent:

- » Innovative ideas to encourage healthy communities in the COVID-19 crisis; funding can be used for capital, equipment and operating purposes.

Project Examples:

- » Repurpose select streets or parts of streets for biking or walking
- » Expand sidewalks to allow for activities such as dining or walking
- » Converting streets to one-way to create space for community use
- » Weekend-only use of streets for bike/ped only access
- » Reduced speed limits to allow for safer walking and biking

Application: Linked to at <https://www.codot.gov/programs/community-challenge>.

Community Telework Challenge | Grants up to \$5,000

Funding: Office of Innovative Mobility Funding

Eligibility:

- » Local government or other governmental agencies, nonprofits, and transportation management associations/organizations (TMA/Os)
- » All eligible and funded projects must be able to complete all activities and submit all billings by December 1, 2020.

Program Intent:

- » Innovative ideas to encourage teleworking and “safer-at-home” TDM activities to promote public health in the COVID-19 crisis.

Project Examples:

- » Promotion of community-wide initiatives for teleworking, including coordination with large employers, sharing of best practices, etc.
- » Marketing materials and training to encourage effective telework, work-life balance support
- » Additional staff capacity to promote teleworking and other active transportation options.

Application: Linked to at <https://www.codot.gov/programs/community-challenge>.



CDOT Grant Update

Safer Main Streets Program| *Up to \$77.5M Planned Available Funding* Joint Call between CDOT and DRCOG | Announced July 9, 2020

Overview: Individual grants are not allowed to exceed \$10M; minimum of \$250k; smaller, cost efficient projects are encouraged.

Funding: Funding contributions from both CDOT and DRCOG. Three main funding categories: State Transit (SB17-267), State Flexible (SB17-267), and Federal Surface Transportation Block Grant (STBG).

Eligibility:

- » Applicants must be within CDOT R1 or the DRCOG MPO boundary.
- » Funded projects can be located on arterial State Highways or on the federal-aid-eligible roadways, especially those that are on the high injury network (HIN).
- » Project components must adhere to Surface Transportation Block Grant program guidance: <https://www.fhwa.dot.gov/specialfunding/stp/>
- » Projects must be able to complete all activities and submit all billings by June 1, 2024.

Program Intent:

- » Projects should address the specific safety problems at the project location with a focus on improving safety for vulnerable users funding is for capital projects (infrastructure) only.

Project Examples:

- » Bicycle and pedestrian facilities, including sidewalks, crossings, pedestrian amenities, and protected bicycle facilities.
- » Pedestrian safety enhancements such as pedestrian-actuated crossings, Rectangular Rapid Flashing Beacon, intersection crosswalk improvements, curb extensions, obstruction elimination, etc.
- » Traffic calming, complete street improvements, speed reduction measures.
- » Systemic problems where you may address some intersections with crash histories and provide up-grades for other similar intersections on the corridor. For example, signal upgrades for an entire corridor instead of only those with a crash pattern.
- » Projects with innovative concepts or those that utilize technology to address overall program goals
- » Pedestrian-scale lighting and other street lighting enhancements
- » Improved access to transit stops
- » Raised medians and signal improvements
- » Transit amenities: access enhancements such as bus queue jump lanes and bus pass

Application: <https://www.codot.gov/programs/safermainstreets>

July 9, 2020

Ratify Letters of Support

To: SW Colorado Transportation Planning Region
From: Jessica Laitsch
Date: 11 August 2020

Comments: A number of local agencies requested letters of support from the SWTPR for an FTA Transit grant. Because the grant was due in late June, the requests were emailed to the SWTPR membership. Since there were no objections, the attached letters were sent.

Please see the attached letters along with summaries of each request.

Staff Recommendation: Ratify the Letters of Support for Community Connections, Durango Transit, Southern Colorado Community Action Agency, Southwest Center for Independence and Southwest Colorado Council of Governments.

Community Connections is applying for \$60,000 in FTA 5310 funds for their transportation program that supports approximately 75 clients with intellectual and developmental disabilities in Cortez and Durango to participate in community activities and get their personal care needs met.

Does the proposal have a regional impact?

Yes, it will benefit residents of La Plata and Montezuma counties with intellectual and developmental disabilities who have no other way of getting their personal care needs met and or to participate in community activities like other people without disabilities.

Has the proponent consulted with agencies that might have jurisdiction over decisions that could impact the implementation of the proposal?

CCI staff has consulted with SWCCOG E.D. Miriam Gillow-Wiles; CDOT staff, TJ Burr, Brodie Ayers, and Kim Phi; City of Durango, Acting Transportation Director Sarah Dodson; Southern Colorado Community Action Agency staff, Chloe Jackson and Peter Tregillus; and Martha Mason and Gordon South at SWCI/Southwest Rides about the scope of the project. They have answered questions about regional transportation needs, planning efforts, and 5310 funding. CDOT staff supported CCI applying indicating no Community-Centered Board has ever applied for operating funding, rather capital (vehicle) funding, though we are eligible.

What is the impact on the region if the proposal succeeds? Fails?

If the project succeeds, CCI will be half-way to operating a sustainable transportation program. If it fails, CCI will have to seek other funding sources to continue to operate the transportation program. It is currently subsidized with other funding that is unsustainable.

In what areas of the region, if any, will the proposed activity take place?

La Plata and Montezuma counties.

Is one or more member working on a similar activity or goal?

Southwest Rides and Durango Transit are submitting 5310 funding requests.

If so, does this letter of support potentially support or undermine the Member activity/goal?

I don't think so. We provide distinct, not overlapping, services. Also, I asked Gordon South from Southwest Rides/SWCI if he was seeking letters of support and he said he was not.

What other agencies are you requesting a letter of support from?

Montezuma and La Plata counties and the Arc of SW Colorado.



SOUTHWEST TRANSPORTATION PLANNING REGION

19 June, 2020

Kim Phi, Programming Specialist
Division of Transit and Rail
Colorado Department of Transportation
2829 W. Howard Pl.
Denver, CO 80204

RE: Support for Community Connections' 5310 FTA Funding Request

Dear Mr. Phi:

The Southwest Transportation Planning Region (SWTPR) represents Archuleta, Dolores, La Plata, Montezuma, and San Juan counties to work on transportation planning and coordination, project, and funding issues throughout the region. Considering the valuable transportation services they provide, we would like to express support for Community Connections' application for FTA 5310 funds.

Community Connections' 5310 FTA funding request to operate its transportation program for people with intellectual and developmental disabilities in Montezuma and La Plata Counties supports the Southwest Regional Transit Council's goal to "Ensure mobility and access for seniors, people with disabilities, people on limited incomes, and other transit dependent populations." Due to the isolated, rural nature of the region, there are few transportation options for individuals with disabilities, the services that are available are critically important.

We urge you to support Community Connections' application for 5310 FTA funding which will allow the program to continue to provide transportation services to individuals that depend on these services to meet their personal care needs and participate in the community. We thank you for your support of public transportation in southwest Colorado.

Sincerely,

Philip Johnson
Southwest Transportation Planning Region Chair

The City of Durango's Durango Transit is applying for \$67,000 in FTA 5310 funds to support the Opportunity Bus service.

Does the proposal have a regional impact?

This project will continue to help fund the partnership between Durango Transit and Road Runner Transit, which provides a seamless transportation connection between Durango, Bayfield, and Ignacio (meeting the SWTPR's goal of leveraging partnerships outlined in the Southwest Transportation Plan, 2015, p. 28).

Has the proponent consulted with agencies that might have jurisdiction over decisions that could impact the implementation of the proposal?

Yes.

What is the impact on the region if the proposal succeeds? Fails?

80% of Durango Transit's Opportunity Bus service is funded through FTA 5310. The service provided 5540 rides to seniors and people with disabilities in 2019. Additionally, staff positions funded through 5310 work to coordinate regional transportation services and partnerships with Road Runner Transit, the Southwest Center for Independence, the La Plata County Senior Center, Community Connections, and health and human service organizations in the TPR region. This funding is necessary to maintain both the public transit service and regional transportation coordination efforts.

In what areas of the region, if any, will the proposed activity take place?

Durango, Bayfield, Ignacio

Is one or more member working on a similar activity or goal?

This project efficiently coordinates service with other transportation providers in the region, but does not overlap. This project is the only public paratransit service serving the City of Durango.

If so, does this letter of support potentially support or undermine the Member activity/goal?

The letter supports other member activities.

What other agencies are you requesting a letter of support from?

City of Durango City Council, 9-R School District, Durango Business Improvement District, San Juan Basin Public Health Department.



SOUTHWEST TRANSPORTATION PLANNING REGION

19 June, 2020

Kim Phi, Programming Specialist
Division of Transit and Rail
Colorado Department of Transportation
2829 W. Howard Pl.
Denver, CO 80204

RE: Support for Durango Transit's application for FTA 5310 Mobility Management funds

Dear Mr. Phi:

The Southwest Transportation Planning Region (SWTPR) represents Archuleta, Dolores, La Plata, Montezuma, and San Juan counties to work on transportation planning and coordination, project, and funding issues throughout the region. Considering the valuable transportation services they provide, we would like to express support for Durango Transit's application for FTA 5310 Mobility Management funds.

Durango Transit provides essential public transportation service in our region, offering mobility, access and coordination for many of our region's residents and visitors. Durango Transit uses the Mobility Management funds to improve mobility options primarily for people with disabilities, seniors and low-income earners, and to improve service efficiencies and reduce transportation costs in the Southwest Transportation Planning Region. In addition to providing essential public transportation services, the City of Durango is a key player in our region's transportation coordination efforts and partnerships including the SWTPR and the Regional Transit Coordinating Council.

We urge you to support Durango Transit's application for FTA 5310 funds. We thank you for your support of public transportation in southwest Colorado.

Sincerely,

Philip Johnson
Southwest Transportation Planning Region Chair

Southern Colorado Community Action Agency (SoCo) is applying for \$154,944 in FTA 5311 funds to support two services: 1) Road Runner Transit fixed route service connecting Ignacio and Bayfield with Mercy Medical Center and Durango (\$120,732); and 2) Ignacio Senior Center New Freedom “escorted” paratransit (demand response) (\$34,212) for persons with disabilities who cannot safely be dropped off at the curb.

Does the proposal have a regional impact?

Yes, in that it provides access to services for people in the rural areas of eastern La Plata County to Durango. That regional impact is enhanced by a partnership with Durango Transit which connects downtown Durango with outlying areas including Mercy Medical Center and a large shopping area south of town now undergoing a major increase in residential unit construction. Further, these two core transportation services based in Ignacio also make for managerial and operational efficiencies in the operation of the Bustang Outrider route connecting Durango to Cortez and Grand Junction.

Has the proponent consulted with agencies that might have jurisdiction over decisions that could impact the implementation of the proposal?

Not specific to this particular application year, but yes, there were extensive consultations with local governments and other transit providers before each of these services was launched, in 1999 and 2008.

What is the impact on the region if the proposal succeeds? Fails?

This application requests funding to maintain operation of two services which have been in operation since 1999 (Road Runner) and 2008 (Senior Center transportation). Both services are designed first to provide access to key medical, shopping, educational, social and legal services to transit-dependent persons, and then to “choice” riders. If the proposal succeeds, these services stay in place. Along with all other transit services, we will gather information on how to operate safely in the midst of the pandemic. People will continue to have access to medical services if they need to show up in person. If the proposal fails, transportation access reverts to its pre-1999 condition and people are left to their own devices, which could include paying \$1.16 per mile for a 24-mile one-way ride from Ignacio to Durango.

In what areas of the region, if any, will the proposed activity take place?

Ignacio, Bayfield, Durango

Is one or more member working on a similar activity or goal?

Both Roadrunner and the Ignacio Senior Center participate in the Regional Transit Council. SoCo has a specific agreement with the City of Durango to provide service to developed areas to the south of the central business district. Two other entities provide demand response paratransit service to specific populations, and SoCo coordinates with them through the transit council.

If so, does this letter of support potentially support or undermine the Member activity/goal?

The letter supports other member activities.

What other agencies are you requesting a letter of support from?

The City of Durango. SoCo will submit funding applications to the Towns of Ignacio and Bayfield and La Plata County through their processes.



SOUTHWEST TRANSPORTATION PLANNING REGION

19 June, 2020

Kim Phi, Programming Specialist
Division of Transit and Rail
Colorado Department of Transportation
2829 W. Howard Pl.
Denver, CO 80204

RE: Support for Southern Colorado Community Action Agency's application for FTA 5311 transit funds

Dear Mr. Phi:

The Southwest Transportation Planning Region (SWTPR) represents Archuleta, Dolores, La Plata, Montezuma, and San Juan counties to work on transportation planning and coordination, project, and funding issues throughout the region. Considering the valuable transportation services they provide, we would like to express support for the two transit services operated by Southern Colorado Community Action Agency (SoCo): Road Runner Transit deviated fixed route services and Ignacio Senior Center demand response transportation for persons with disabilities and the frail elderly.

SoCo provides a transit link that connects the east side of La Plata County and the Towns of Ignacio and Bayfield with Durango the county seat, commercial and medical center. Road Runner provides access to employment at the Southern Ute Indian Tribe and tribal enterprises, both large employers.

In addition to providing essential public transportation services, Road Runner Transit is a key player in our region's transportation coordination efforts and partnerships including the SWTPR and the Regional Transit Coordinating Council, and the development of inter-city bus connections.

We urge you to support SoCo's application for FTA 5310 funds. We thank you for your support of public transportation in southwest Colorado.

Sincerely,

Philip Johnson
Southwest Transportation Planning Region Chair

The Southwest Center for Independence/Southwest Rides is applying for \$60,000 in FTA 5310 funds with a focus on addressing the needs of people with accessibility barriers who live outside of Durango, including overflow from the Opportunity Bus.

Does the proposal have a regional impact?

Yes, the proposal will focus on directly impacting La Plata County transportation needs, but will also involve participating in Regional Transit Council. One day we hope to expand to SWRides surrounding counties. We are providing some rides in San Juan County, which is very limited.

Has the proponent consulted with agencies that might have jurisdiction over decisions that could impact the implementation of the proposal?

Yes- we have consulted with the Regional Transit Council, CODOT, City of Durango and Community Connections through ongoing planning efforts.

What is the impact on the region if the proposal succeeds? Fails?

The impact will be to increase transport for people with disabilities and older adults in La Plata County. If the proposal fails, this would involve poor coordination and duplication, and/or not reaching those in need.

In what areas of the region, if any, will the proposed activity take place?

La Plata County, especially targeting people with transportation barriers who reside in rural, outlying communities.

Is one or more member working on a similar activity or goal?

Yes, Durango Transit is working on the same goal of expanding accessible transportation for people with disabilities and older adults across La Plata County.

If so, does this letter of support potentially support or undermine the Member activity/goal?

No, the LOS will support both agencies mutually reinforcing activities and goals.

What other agencies are you requesting a letter of support from?

Axis Health System



SOUTHWEST TRANSPORTATION PLANNING REGION

19 June, 2020

Kim Phi, Programming Specialist
Division of Transit and Rail
Colorado Department of Transportation
2829 W. Howard Pl.
Denver, CO 80204

RE: Support for Southwest Center for Independence's request for Rural Operating funds.

Dear Mr. Phi:

The Southwest Transportation Planning Region (SWTPR) represents Archuleta, Dolores, La Plata, Montezuma, and San Juan counties to work on transportation planning and coordination, project, and funding issues throughout the region. Considering the valuable transportation services they provide, we would like to express support for Southwest Center for Independence's (SWCI) application for FTA 5310 Rural Operating funds.

SWCI's transportation program, Southwest Rides (SWRides), provides accessible, door-to-door transportation for people with disabilities, older adults, veterans across La Plata County at no cost to the rider. SWRides is a vital resource for addressing unmet transportation needs of these marginalized populations, as many of the riders they serve have no other way to get to the resources they need to thrive. The SWRides team has also been a valuable collaborator with the Regional Transit Coordinating Council.

We urge you to support SWCI's application for 5310-Operating funding which will allow the program to continue to expand its capacity to serve people in our community that experience accessibility related barriers to transportation. We thank you for your support of public transportation in southwest Colorado.

Sincerely,

Philip Johnson
Southwest Transportation Planning Region Chair

The Southwest Colorado Council of Governments (SWCCOGO) is applying for \$30,000 in FTA 5310 funds to support the phased development of a regional one-call/one-click public transportation information system.

Does the proposal have a regional impact?

This project will improve coordination, information sharing, and access to information for transportation providers and their clients throughout the southwest Colorado region.

Has the proponent consulted with agencies that might have jurisdiction over decisions that could impact the implementation of the proposal?

Yes.

What is the impact on the region if the proposal succeeds? Fails?

If the proposal succeeds, the region will have an increased ability to coordinate existing services. Additionally, this will simplify access to information for residents and visitors. If the proposal fails, the current operations remain unchanged.

In what areas of the region, if any, will the proposed activity take place?

Throughout the 5-county region.

Is one or more member working on a similar activity or goal?

This project is intended to facilitate coordination of existing services.

If so, does this letter of support potentially support or undermine the Member activity/goal?

This would support each of the existing services and supports the overarching goal to enhance coordination.

What other agencies are you requesting a letter of support from?



SOUTHWEST TRANSPORTATION PLANNING REGION

19 June, 2020

Kim Phi, Programming Specialist
Division of Transit and Rail
Colorado Department of Transportation
2829 W. Howard Pl.
Denver, CO 80204

RE: Support for SWCCOG's application for FTA 5310 Mobility Management funds

Dear Mr. Phi:

The Southwest Transportation Planning Region (SWTPR) represents Archuleta, Dolores, La Plata, Montezuma, and San Juan counties to work on transportation planning and coordination, project, and funding issues throughout the region. Considering the planned improvements to transportation services, we would like to express support for the Southwest Colorado Council of Government's (SWCCOG) application for FTA 5310 Mobility Management funds.

The SWCCOG works to maximize the services available through their coordination efforts managing the Regional Transit Coordinating Council and encouraging collaboration among the various partners and other stakeholders throughout the region. The one-call/one-click system will enhance collaboration efforts and help the region address its well documented needs.

We urge you to support SWCCOG's application for FTA 5310 funds. We thank you for your support of public transportation in southwest Colorado.

Sincerely,

Philip Johnson
Southwest Transportation Planning Region Chair