



SOUTHWEST TRANSPORTATION PLANNING REGION

REVISED - Regular Meeting Agenda

Thursday, April 6, 2017, 9:00 a.m.

Eolus Room, Durango Community Recreation Center, 2700 Main Ave., Durango

- I. Introductions 9:00 a.m.
- II. Consent Agenda:
 - 1. February 3, 2017 Meeting Minutes
 - 2. Financial Report: February – March 2017
- III. Reports 9:05 a.m.
 - 1. February and March 2017 STAC Updates - Bentley Henderson
 - 2. Transportation Commissioner Report - Sidney Zink
- IV. CDOT Reports 9:30 a.m.
 - 1. Construction Update - Ed Archuleta
 - 2. HB 17-1242: New Transportation Infrastructure Funding Revenue – Mike McVaugh
 - 3. Avalanche Mitigation Presentation - Raymond T. Mumford
 - 4. Transportation Commission Contingency Reserve Funding - Matt Muraro
 - 5. ADA Partnerships - Ed Archuleta
 - 6. Regional Surface Treatment Plan - Ed Archuleta
- V. Other Business 11:00 a.m.
 - 1. Transit Provider Updates
 - 2. Legislation Updates
 - 3. Community Updates – Round Robin (pending available time)
- VI. Adjourn

Next meeting date: Thursday, June 1, 2017

Video/Phone Conference Info:

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

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

**Southwest Colorado Regional Transportation
Planning Commission
Friday, February 3, 2017 - 9:00 a.m.
Carnegie Building, 1188 E 2nd Ave., Durango**

TPR Members in Attendance:

Keenan Ertel – Montezuma County
Chris La May – Town of Bayfield
Clifton Lucero – Archuleta County
Rob Englehart - Montezuma County
Fred Brooks – Town of Mancos
Steve Garchar – Dolores County
Bentley Henderson – Archuleta County
Greg Schulte – Town of Pagosa Springs
Phil Johnson – City of Cortez (by phone)
Kevin Hall – City of Durango
John Egan – Town of Pagosa Springs
Brad Blake – La Plata County
Jodie Rosier – Southern Ute Indian Tribe

Others in Attendance:

Phillip Pappas - Town of Bayfield
Amber Blake – City of Durango
David Valentinelli – Colorado Department of Transportation
Tony Cady – Colorado Department of Transportation
Matt Muraro – Colorado Department of Transportation
Julie Constan - Colorado Department of Transportation
Ed Archuleta - Colorado Department of Transportation
Mike McVaugh - Colorado Department of Transportation
Mike King - Colorado Department of Transportation
Sara Trujillo – Southwest Colorado Council of Governments
Dennis Wegienek – Southwest Colorado Council of Governments
Jessica Laitsch – Southwest Colorado Council of Governments

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

I. Introductions

II. Accept Minutes: December 2016

John Egan motioned to approve the minutes as presented, Greg Schulte seconded, unanimously approved.

Accept Financial Report: January-December 2016

Kevin Hall motioned to accept the financial report as presented, Bentley Henderson seconded, unanimously approved.

III. Consideration of By-laws

Kevin asked if there had previously been by-laws or just the IGA. Jessica replied that there had just been the IGA and the by-laws were based on that. Bentley asked that the meeting location include “unless otherwise noted in meeting agenda.” Greg mentioned that if the chair is not voting the alternate member needs to be notified to attend for the entity. Kevin replied that they have done this previously.

Kevin Hall motioned to approve the by-laws as amended, John Egan seconded, unanimously approved.

IV. Meeting date change

Bentley explained that at the last meeting there had been discussion about moving the meeting to the first Thursday of the month, but there is a conflict with San Luis Valley TPR. John pointed out that the COG meeting was yesterday and this poses challenges to attend both meetings one day after the other. Kevin asked why this meeting was on Friday. Matt replied there was a conflict with the San Luis Valley TPR. Tony mentioned that the schedule would conflict with certain staff for some meetings, ultimately the decision is up to the group.

Chris La May motioned to move the meetings to the first Thursday, John Egan seconded, unanimously approved.

IV. Reports

1. December 2016 STAC Updates - Kevin Hall

Kevin mentioned that the STAC minutes are in the packet. Some highlights included that the tourism industry is highly tied to transportation system, discussion on the 10 year development program and the Fastlane grants, there were updates on the budget and the usage charge pilot program. There is continuing work on relationships with the Transportation Commission and he had updated the STAC on the election outcomes in La Plata County.

Kevin expressed the importance of attending STAC in person. Bentley agreed that being in the room at STAC is important to ensure the region has a voice.

2. January 2017 STAC Updates - Bentley Henderson

Bentley reported that there are a number of legislative items including to require the TC to do outreach meetings, to increase the penalty for texting while driving. There has been extensive discussion on the freight plan. There will be a lunch with the TC to discuss the project development process, transportation funding, and STAC member dialogues with elected officials regarding transportation. Mike King clarified that the discussion would be to plan for instances when STAC members could better lobby for certain items. Bentley asked that members email issues to Sid Zink or himself. CDOT is preparing a survey on the lessons

learned through the STIP process. They received an update on the reevaluation of the 5311 transit funding program. Tony added that the STIP survey will be important as process will begin again next year. Kevin asked how the surveys would come in. Mike replied that they should go electronically to the STAC representatives. Tony added that there are a number of ways to share feedback on transportation issues. John asked when the survey would be going out. Mike replied that it should be in that next few weeks.

David Valentinelli presented information on the concrete pavement rehabilitation project from Tech Center Drive to Animas View Drive in Durango. Chris asked if the US 550/160 intersection is in good condition. David replied it is in good condition, this project will revitalize the striping. Kevin asked if this would accommodate future development. David replied that this project did not contemplate future development. Kevin asked if resurfacing would be possible repeatedly. David, Tony and Ed estimated they may be able to get a second grind from the concrete. They also reported that they will be doing this in other locations around the region.

3. CDOT Grant Travel Regulations for 2017 - Sara Trujillo

Sara described changes from the state related to reimbursement amounts for the TPR grant.

4. Annual Contributions – Sara Trujillo

Bentley explained that one of the TPR members adjusted their dues. Sara mentioned that member contributions cover any items that the grant will not cover and if expenses exceed the grant amount; in 2016 the contributions were not used and will be held for future use. She described how the dues were originally determined and that this has not changed for some time. Kevin suggested that it is more important to have members at the table than ensuring there are snacks available or that every STAC meeting has in-person representation. Bentley recommended that everyone review the memo in the packet and the group can re-look at the calculation if there is a desire to. Sara added that Dove Creek withdrew and does not pay contributions. Mike pointed out that contributions cannot be tied to participation in the TPR and recommended that the TPR remind any communities that do not contribute that they are still welcome to participate. Sara and Mike added that if funding were to become a significant issue it may be possible to request more funding from the state.

5. City of Durango Tap funding – Amber Blake

Amber explained that they are requesting a change of scope for phase one of the Roosa Avenue project and that they will still have a small overmatch. She distributed a request letter. Matt mentioned that this is not unusual and CDOT supports the scope change. Greg asked if this is being presented for approval by the TPR and what the consequences would be if the request is not approved. Matt replied that the funds would be returned to the TAP fund. Kevin asked if a modification had previously been approved for another agency. Matt replied he thought the bridges in Bayfield had been modified. Chris replied that Bayfield had to reapply for TAP funding for the CR 501 bike path and stated that this is being handled inconsistently. Amber replied that the project budget is reduced from the original request and the request is to keep the entire award to move forward with the project. Matt replied that this is being handled differently because the other project was a request for more funding rather than change of

scope. Bentley asked what the timeline is. Amber replied that they are finalizing design this year for construction next year. Matt added that end date needs to be set. Amber added that they will not be able to set an end date until a contractor is identified. Tony added that this has been done a number of times throughout the region. Bentley asked if they could have more time to review this. Amber replied that they will determine how to move forward after a decision is made. Matt added that if this is denied there will be a question about what to do with the funds. Tony asked how much of the TAP funding was dedicated to phase one. Amber replied that the budget was not broken out like this. Matt added that applicants are encouraged to apply with an expanded scope. Greg asked for clarification that the cost would be \$200,000 different and what would be done with these monies. Matt replied that any remaining funding would go back to the TAP program. Amber clarified that the \$200,000 was overmatch by the city. There was discussion about the city's match.

Chris La May motioned to approve the change of scope for the Roosa Avenue ADA TAP project, Jodie Rosier seconded, unanimously approved.

III. CDOT Reports:

1. Construction Update - Ed Archuleta

- US 491 Cortez to MCR 30 (CR M) – This has been slightly delayed, the project should be completed in the spring.
- SH 184 Narraguinnep Canal 0-02-A Structure – Project was delayed, should wrap up by the weekend.
- US 550 Durango N Main Ave ADA – Amber mentioned that this will be bid next week. Ed added that the city is doing the design work and the state will do construction. They expect to discuss the ADA transition at the next meeting. Matt added that there is state funding available for ADA projects. Mike McVaugh added that they have put together an ADA inventory for state highways for the entire state and has been tiered out. There was discussion about how they are looking at moving forward.
- US 550 Cribwall Repair MP 68.7 and 68.76 – This will impact the Ironhorse race, the project may have to be delayed which will have significant impacts as this is a season-long project.
- US 491 Surface Treatment MP 27.3 – MP 36.8 – If there are bid savings they will include some paving. The bid will in 4 weeks.
- SH 41 Surface Treatment US 160 to Utah – The project was awarded and will begin early in the season.
- US 550/160 PCCP Diamond Grinding Phase I – Will be meeting with the city and the contractor. Ed asked if traffic impacts would be worse with school in session or not. Mike replied that the impacts are different with traffic all day versus primarily at specific periods of the day. Mike recommended inviting a councilor to attend meeting. Bentley asked how aggressive they are about liquidated damage. Ed replied that it depends on the situation, but it is taken seriously.
- SH 145 MP 76.05 Wall Failure – This is outside of Sawpit, in another TPR, mentioned as an FYI since there will be significant impacts.
- SH 84 MP 14.67 Priority Culverts - Construction will be this fall.
- US 160 Wolf Creek Fiber Optic RAMP 16 - Awarded, work will be done in the summer. Mike added this will get fiber to ski area.

- US 160 Wolf Creek Pass Phase 1 Signs - Julie explained that the intent is to address safety issues. Mike added that they have brought in experts to try to address driver behavior since behavior not changing as evidenced by continuing crashes. John suggested posting statistics at top of pass to get through to truckers. Discussion about various methods to communicate the message to slow down.
- R5 Region Wide Striping, Rumble Strip and WC RSA Phase 1 - Along 550 will include rumble strips.
- US 160 McCabe Creek Pagosa – Project is ready to go, lacking funding.
- US 491 at County Road S - Under design. There was discussion about identifying sources of funding and resulting impacts for various projects. Rob described the status of CR BB.

2. CDOT and wildlife – Mark Lawler

Presented information on projects to mitigate wildlife-vehicle collisions. Kevin asked if significant decreases in collisions is consistent with other projects. Mark and Tony replied that other locations have seen significant reductions in collisions. Mark added that they are looking at a collaborative project with the Southern Ute Indian Tribe. Bentley asked if there is data about the seasonal night time speed reduction. Mark replied that the results were mixed with respect to whether there is a benefit and they have removed this in areas where there was not a benefit. Mike added that these did not seem to change driver behavior. Brad asked about lack of usage of the structure on US 160. Mark replied that it has had usage and this will increase once the animals become accustomed to it. John asked if they bait the animals. Mark replied that they avoid this since they don't want to lure animals into the roadway and this could impact the animals' feeding habits. Brad asked about the success of overpasses vs. underpasses. Mark replied that underpasses are less expensive and are sufficiently effective for the needs in this area. Kevin asked what distance the fencing works. Mark replied that research indicates it works to about ½ mile.

3. CDOT GIS information – Tony Cady

Tony demonstrated CDOT's Online Transportation Information System (OTIS) and described how some of this data may be useful.

4. CDOT Freight Funding – Matt Muraro

Matt presented information related to the selection and prioritization of projects for freight funding and is seeking feedback prior to the Freight Advisory Committee meeting in February. Chris asked who is on the Freight Advisory Committee. Mike replied that it consists of a mix of representatives from government and industry. Matt asked that comments be emailed to him. Bentley asked how McCabe would be included. Matt replied that it did not rise to the top as a freight project. Mike McVaugh described how project prioritizations are managed.

V. Other Business

1. Transit Provider Updates

Amber reported that the state is looking at the definition of fair and equitable for FTA 5311 funding and how to move forward. She asked if the group thought it would be appropriate for agencies that receive direct FTA funding to also be eligible for some level of 5311. John asked what would happen if Durango's cuts are significant. Amber replied that it would depend on how

significant a cut, it could reduce service to just paratransit, although she does expect there would be a transition period. Bentley asked if there is discussion about reducing 5311 funding for those that receive 5307. Amber replied that they are newly being considered to be included, this is part of the impetus for these changes. Bentley asked if decisions would be made prior to the April meeting. Amber replied that they likely would, and mentioned that this would likely be discussed at STAC. Mike McVaugh asked about changes in classifications then medium sized agency becomes a large agency. Amber replied that this will be a concern for other agencies and this has been considered in the discussions.

2. Legislative Updates

Jessica mentioned that legislation had been addressed earlier in the meeting.

3. Community Updates – Round Robin

Sara mentioned that the SWCCOG's all-day retreat will be held on April 6 and asked how the group would like to address the conflict. The likely solution will be for staff to split up to cover both meetings.

John reported that Julie will not be able to chair the SWCCOG, so John will be serving as chair and Chris will be vice-chair.

Bentley reported that the snowplow drivers are doing a great job.

Chris reported that they bid for the bridge project.

VI. Adjourn

The meeting was adjourned at 12:04 p.m.

The next meeting will be held Thursday, April 6, 2017.

Southwest Colorado Council of Governments

Profit & Loss

January 1 through March 3, 2017

	<u>Jan 1 - Mar 3, 17</u>
Ordinary Income/Expense	
Income	
Dues Revenue	
SWTPR Contributions	7,607.00
Total Dues Revenue	7,607.00
Total Income	7,607.00
Gross Profit	7,607.00
Expense	
Insurance Expense	
General Liability	275.12
Worker's Compensation	208.50
Total Insurance Expense	483.62
Internet Connectivity	
Internet Connection (AT&T)	8.10
Total Internet Connectivity	8.10
Meetings	10.93
Office Supplies	20.34
Professional Fees	
Audit	55.55
Total Professional Fees	55.55
Salary and Wages	1,018.72
Travel	2,331.51
Total Expense	3,928.77
Net Ordinary Income	3,678.23
Net Income	<u><u>3,678.23</u></u>



COLORADO

Department of Transportation

Division of Transit & Rail

4201 E. Arkansas Ave., Rm. 227
Denver, CO 80222

DATE: March 24, 2017
TO: Statewide Transportation Advisory Committee (STAC)
FROM: Jeff Sanders, Manager, Transit Planning and Infrastructure Unit
SUBJECT: FTA 5311 Distribution Policy

Purpose

The purpose of this memo is to describe the methodology recommended by the TRAC that CDOT will use to distribute the FTA Section 5311 operating funds for CY 2018 and to seek a recommendation from the STAC for the methodology.

Background

Section 5311 funds are an important source of funds allocated, currently, to thirty rural general public transportation agencies across the state. The majority of the funds, nearly 70 percent, are used for annual transit operations. The remainder are used for capital projects, intercity transportation, and CDOT administration.

In response to an increasing demand for federal operating funds, CDOT staff formed a 5311 Subcommittee of the Transit & Rail Advisory Committee (TRAC) in October 2016 to assist in creating a new methodology for distributing Section 5311 operating funds. The Subcommittee consists of ten members from around the state and is chaired by the co-executive director of the Colorado Association of Transit Agencies (CASTA). Vince Rogalski, STAC Chair, was also on the Subcommittee. A full roster is provided in Attachment A.

The Transportation Commission established policies to guide the development of a funding distribution methodology. These policies include:

1. Fair and Equitable: The funding methodology should be fair and equitable.
2. Transparent: The methodology should be documented, clear, and understandable.
3. Stable: The methodology should allow transit operators to plan for future revenues.
4. Available to All Eligible Providers: The methodology should account for current and new agencies.
5. Reward Performance: The methodology should promote good performance.

CDOT staff and the Subcommittee have reached consensus on how to distribute the Section 5311 operating funds for CY 2018. The new methodology meets the policy guidelines established by CDOT. CDOT needs to have the new funding distribution methodology finalized to ensure local agency contract execution by January 1, 2018: call for projects; application period; review evaluate and award; contract preparation and execution.

Details

This section will discuss the major findings of the Subcommittee, the alternatives it evaluated, provide details about the Subcommittee's recommended funding methodology, and highlight how the proposed methodology meets the guiding principles described above.

Subcommittee Findings

1. Grants Have Become Skewed Over Time: An analysis of the 5311 distribution shows that operating grants have become skewed over time. For example, three of CDOT's grantees are similar in terms of their operating characteristics, clientele, and size. However, the grants CDOT distributes to each are quite different with no recognizable pattern. These results and others are due to a number of reasons. One explanation is that the federal government significantly increased the Section 5311 funding through the 1990s and early 2000s. During that time, CDOT was more willing to fund a greater percentage of an agency's operating costs to take advantage of the funds. However, as the federal funds declined over the past decade, CDOT could only fund a smaller portion of the agencies' operating costs that joined the program during that time.



2. **Equity Is an Important Value:** Equity means treating each agency justly and fairly. It does not mean treating every agency the same in the sense that every agency gets an equal slice of the pie. The Subcommittee agrees that areas of the state with certain characteristics should have some funding preference. For example, very rural areas that struggle to provide a very basic level of service should receive preferential treatment. Similarly, agencies that serve populations with a higher level of transit dependency, such as low income, should also receive preferential treatment.
3. **Categorization Framework is Useful:** Colorado’s public transportation agencies are a diverse set of agencies in terms of size, modes of transportation, and operating characteristics. The Roaring Fork Transportation Authority (RFTA) in Glenwood Springs, for example, is the largest rural transit agency in the nation. CDOT works with nine agencies whose budget is less than 1 percent of RFTA’s. Given this diversity, a categorization framework is useful in guiding and supporting decisions regarding equity and fairness.

Alternatives Evaluated

The Subcommittee evaluated several alternatives over the course of our meetings:

1. **Base Funding plus “Bonus Points”:** Under this option, CDOT divided agencies into four peer groupings and assigned a base level of funding to each agency. Each agency was also eligible for “bonus” points if it met certain characteristics, such as serving multiple jurisdictions or providing a high degree of local funds. The Subcommittee expressed a desire for a numerically driven method for establishing the base and was concerned about the complexity associated with identifying and quantifying additional factors.
2. **Level of Service:** This option used two operating metrics, vehicle miles and hours, as a means to allocate funds. The Subcommittee found the method unsatisfactory since it did not take into consideration the cost of doing business in different areas of the state that operate under different conditions. For example, it’s unfair to compare fixed route service to demand response services under this option. While these metrics may be useful to categorize agencies, they do work well in determining funding decisions.
3. **Percent of Budget:** Under this option, CDOT creates categories of similar agencies and assigns each category a budget factor (e.g., 50 percent) which is multiplied by the operating budget of each agency within the category to determine the grant level. Categories with smaller agencies have higher budget factors while larger agencies have smaller budget factors. The option has drawbacks; for instance, what if an agency grows beyond its category and suddenly finds that its grant has significantly reduced because it’s in a different category? Nonetheless, as described below, the Subcommittee forwarded this option as its preferred methodology.
4. **Percent of Budget plus “Bonus Points”:** This option is a combination of options 1 and 3. Again, the Subcommittee found it unrealistic and non-transparent to identify and quantify additional factors.

Recommended Methodology

Staff and the Subcommittee have agreed on a recommended methodology. While some individual members are not pleased with the outcome, they agree that the process was open, thorough, and fair. The recommended methodology is the Percent of Budget option described above with more details below:

- **Categorize Agencies by Size:** Agencies will be assigned to one of five categories (see table below) based on a combination of four factors: vehicle miles, vehicle hours, ridership, and budget size of agency.
- **Percentage of Budget:** Each category will be assigned a budget factor which is multiplied by the operating budget of each agency within the category to determine the grant level. The table below shows the five categories and their associated budget factors. As shown in the table, agencies in the Very Small category will receive a grant equal to 49 percent of their operating budget, while agencies in the Very Large category will receive a grant equal to 3 percent of their budget (3 percent up to \$10M, 4 percent over \$10M).

Category	Budget Factor
Very Small	49%
Small	48%
Medium	20%
Large	14%
Very Large	3-4%



- CDOT will identify several agencies that will be “held harmless” and not be negatively affected by changing funding levels. These agencies serve areas with a high level of low-income population or other extenuating circumstances such as very low levels of service and covering a large area. Because they are so small, these accommodations have little effect on other agencies.
- Transition Plan: Transit agencies that will be affected by the new methodology have requested several years to adjust to the new funding levels associated with the methodology. This applies to all agencies, regardless of whether their funding levels will go up or down. The consensus of the Subcommittee is to incorporate a transition plan that will phase in the funding changes over five years.

Recommended Methodology Reflects CDOT Policies

The new methodology reflects the guiding principles identified at the outset of the effort.

1. Fair and Equitable: This methodology incorporates the idea that as an agency grows, it should rely less on federal funds. Six agencies will be “held harmless” (no reduction in funding) due to the low income nature of the areas they serve and other extenuating circumstances.
2. Transparent: Funding is based on a documented methodology and is numerically driven. Funding allows some discretion to accommodate special circumstances, but that discretion is small so decisions do not become overly subjective.
3. Stable: The methodology will lead to predictable funding levels. Of all the methodologies described, the recommended methodology causes the least amount of change.
4. Available to All Eligible Providers: New agencies will have access to Section 5311 funding. New agencies will be “vetted” to ensure they do not pose a substantial risk.
5. Reward Performance: The Subcommittee struggled to identify performance measures that could be fairly applied to all agencies. An extensive evaluation was performed with the conclusion that all agencies receiving funds exhibit good performance, and adding additional performance measures complicated the methodology with minimal or no impact on the funding distribution. CDOT will continue to expect good performance from its grant partners and will provide technical assistance to agencies not meeting a certain level of productivity or efficiency. CDOT staff will continue to examine refinements to the methodology as future planning efforts identify opportunities to include performance measures.

Input Requested

Staff requests the STAC consider the TRAC Subcommittee’s recommended methodology and provide a positive recommendation that will be conveyed to the Transportation Committee when it considers the methodology for approval in April.

Next Steps

The Subcommittee will continue to meet over the summer to monitor the process, and to address a few outstanding items needed to confirm (or modify) the distribution methodology for future years. The Subcommittee will also evaluate the distribution methodology of a companion program, FTA Section 5310, which provides transportation services for seniors and individuals with disabilities. Section 5310 is primarily a capital program with an established distribution methodology, however, it is a companion program to 5311 and deserves a fresh assessment, including the interface with the 5311 program.

- Recommended distribution methodology approval by TC - April 20; (discussion at T&I Committee Quarterly meeting if desired).
- CDOT to release CY 2018 FTA Section 5311 Operating Call for Projects - late April.
- Subcommittee to meet over the summer to address outstanding items. Any material modifications or additions will come back to the TC for consideration.
- Execute contracts for CY 2018 operations.

Attachment

Attachment A: TRAC Subcommittee Roster
Attachment B: Draft Methodology Results
Attachment C: Draft Transition Plan



Attachment A: 5311 Distribution Methodology - TRAC Subcommittee Members

Ann Rajewski - Subcommittee Chair; TRAC Chair; and Co-Executive Director of the Colorado Association of Transit Agencies (CASTA)

Will Jones - TRAC Member; CASTA Vice President; and Transit Manager for City of Greeley

Vince Rogalski - TRAC Member; and STAC Chair

Larry Worth - TRAC Member; Rural Transit Consultant (formerly Transportation Director for NECALG)

Amber Blake - CASTA President; and Director of Transportation and Sustainability for Durango City

Dan Blankenship - CEO, Roaring Fork Transportation Authority (Glenwood Springs)

Frank Bruno - CEO, Via Mobility Services (Boulder)

Jonathan Flint - Transit Manager, Steamboat Springs Transit

Nate Vander Broek - Transit Director, South Central Council of Governments

Sarah Curtis - Executive Director, All Points Transit (Montrose)

DRAFT METHODOLOGY RESULTS

DRAFT DOCUMENT: FOR STAC REVIEW ONLY							
Blue font are anticipated new systems (although Teller County is in the 5310 program.)							
Orange font are systems it is recommended the current funding levels be maintained.							
Category			Proposed Base	2017 Award	"Base" less Last Award	Budget - 2015 NTD	Percent
Very Small \$500,000	Wet Mountain - 60%	Very Small	\$58,000	\$39,400	\$18,600	\$96,900	40.7%
	Dolores Co. Seniors	Very Small	\$67,000	\$35,680	\$31,320	\$134,415	Maximum 50%
	Canyon City GAC	Very Small	\$172,000	\$153,500	\$18,500	\$287,100	53.5%
	Archuleta County - Mtn Exp 2	Very Small	\$75,000	\$0	\$75,000	\$150,000	Maximum 50%
	Montezuma Co. Seniors	Very Small	\$91,000	\$64,190	\$26,810	\$181,283	Maximum 50%
	City of La Junta	Very Small	\$86,000	\$68,950	\$17,050	\$171,216	Maximum 50%
				\$549,000	\$361,720	\$187,280	\$1,020,914
Small \$1,700,000	Teller County (was 5310)	Small	\$97,000	\$100,000	-\$3,000	\$200,000	
	City of Cripple Creek (↓)	Small	\$216,000	\$158,620	\$57,380	\$445,324	
	Neighbor-to-Nighbor	Small	\$96,000	\$100,000	-\$4,000	\$199,235	
	ECCOG	Small	\$182,190	\$182,190	\$0	\$249,961	72.9%
	Prowers County (↓)	Small	\$173,100	\$173,100	\$0	\$331,120	52.3%
	SRC* (plus 5310)	Small	\$266,000	\$291,880	-\$25,880	\$549,617	
	SCCOG	Small	\$263,509	\$293,630	-\$30,121	\$439,181	66.9%
	Via	Small	\$262,000	\$333,380	-\$71,380	\$540,913	
	SUCAP (plus 5310)	Small	\$163,222	\$163,222	\$0	\$555,487	29.4%
			\$1,719,021	\$1,796,022	-\$77,001	\$3,510,838	48%
Medium \$1,500,000	SRDA	Medium	\$120,000	\$68,200	\$51,800	\$588,206	
	Estes Park	Medium	\$122,000	\$0	\$122,000	\$600,000	
	Black Hawk / Central City	Medium	\$132,000	\$0	\$132,000	\$646,000	
	GVTA	Small	\$149,000	\$187,100	-\$38,100	\$729,837	
	All Points Transit (↓)	Medium	\$238,000	\$238,000	\$0	\$1,121,513	21.2%
	Glenwood Ride	Medium	\$218,000	\$246,170	-\$28,170	\$1,071,999	
	CB Mountain Express	Medium	\$272,000	\$228,200	\$43,800	\$1,332,854	
	NECALG (↓)	Medium	\$259,000	\$487,200	-\$228,200	\$1,270,472	
			\$1,510,000	\$1,454,870	\$55,130	\$7,360,881	20%
Large \$2,000,000	Town of Breckenridge (↑)	Large	\$339,000	\$159,240	\$179,760	\$2,456,003	
	San Miguel Co. (To RTA ↑)	Large	\$141,000	\$110,000	\$31,000	\$1,020,214	
	Durango T	Large	\$319,000	\$913,800	-\$594,800	\$2,315,324	
	Town of Winter Park	Large	\$331,000	\$150,000	\$181,000	\$2,400,000	
	Steamboat Springs Transit	Large	\$440,000	\$537,290	-\$97,290	\$3,189,504	
	Snowmass	Large	\$430,000	\$238,450	\$191,550	\$3,118,323	
			\$2,000,000	\$2,108,780	-\$108,780	\$14,499,368	14%
\$1,900,000	ECO	Very Large	\$362,000	\$309,000	\$53,000	\$9,046,026	
	Summit Stage	Very Large	\$387,000	\$482,040	-\$95,040	\$9,669,640	
	Mtn Village Tram & Bus**	Very Large	\$163,000	\$150,100	\$12,900	\$4,067,368	
	RFTA**	Very Large	\$976,000	\$1,014,550	-\$38,550	\$29,200,650	
			\$1,888,000	\$1,955,690	-\$67,690	\$51,983,684	4% up to \$10 m; 3% over \$10 m

DRAFT: FOR STAC DISCUSSION ONLY
Proposed Transition Plan

Grant Size in Year:

<u>Service</u>	<u>2017 Award</u>	<u>Future Award Eligibility</u>	<u>Size Category</u>	<u>Grant Size in Year:</u>					<u>Additional Adjustment Needed at Year 5</u>
				<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	
Wet Mountain - 60%	\$39,400	\$58,000	Very Small	\$40,582	\$42,611	\$45,594	\$49,697	\$55,164	\$2,836
Dolores Co, Seniors	\$35,680	\$67,000	Very Small	\$36,750	\$38,588	\$41,289	\$45,005	\$49,956	\$17,044
Canyon City GAC	\$153,500	\$172,000	Very Small	\$158,105	\$166,010	\$172,000	\$172,000	\$172,000	\$0
Archuleta County - Min Exp 2	\$0	\$75,000	Very Small	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$0
Montezuma Co, Seniors	\$64,190	\$91,000	Very Small	\$66,116	\$69,421	\$74,281	\$80,966	\$89,873	\$1,127
City of La Junta	\$68,950	\$86,000	Very Small	\$71,019	\$74,569	\$79,789	\$86,000	\$86,000	\$0
Teller County (was 5310)	\$100,000	\$97,000	Small	\$97,000	\$97,000	\$97,000	\$97,000	\$97,000	\$0
Neighbor-to-Neighbor	\$100,000	\$96,000	Small	\$97,000	\$96,000	\$96,000	\$96,000	\$96,000	\$0
ECCOG	\$182,190	\$182,190	Small	\$182,190	\$182,190	\$182,190	\$182,190	\$182,190	\$0
Prowers County (↘)	\$173,100	\$173,100	Small	\$173,100	\$173,100	\$173,100	\$173,100	\$173,100	\$0
SRC* (plus 5310)	\$291,880	\$266,000	Small	\$283,124	\$274,630	\$266,000	\$266,000	\$266,000	\$0
SCCOG	\$293,630	\$263,509	Small	\$284,821	\$276,276	\$263,509	\$263,509	\$263,509	\$0
Via	\$333,380	\$262,000	Small	\$323,379	\$313,677	\$297,993	\$277,134	\$262,000	\$0
SUCAP (plus 5310)	\$163,222	\$163,222	Small	\$163,222	\$163,222	\$163,222	\$163,222	\$163,222	\$0
GVTA	\$187,100	\$149,000	Small	\$181,487	\$176,042	\$167,240	\$155,533	\$149,000	\$0
SRDA	\$68,200	\$120,000	Medium	\$70,246	\$73,758	\$78,921	\$86,024	\$95,487	\$24,513
City of Cripple Creek (↘)	\$158,620	\$216,000	Small	\$163,379	\$171,548	\$183,556	\$200,076	\$216,000	\$0
Estes Park	\$0	\$122,000	Medium	\$122,000	\$122,000	\$122,000	\$122,000	\$122,000	\$0
Black Hawk / Central City	\$0	\$132,000	Medium	\$132,000	\$132,000	\$132,000	\$132,000	\$132,000	\$0
All Points Transit (↘)	\$238,000	\$238,000	Medium	\$238,000	\$238,000	\$238,000	\$238,000	\$238,000	\$0
Glenwood Ride	\$246,170	\$218,000	Medium	\$238,785	\$231,621	\$220,040	\$218,000	\$218,000	\$0
CB Mountain Express	\$228,200	\$272,000	Medium	\$235,046	\$246,798	\$264,074	\$272,000	\$272,000	\$0
NECALG (↘)	\$487,200	\$259,000	Medium	\$472,584	\$458,406	\$435,486	\$405,002	\$368,552	-\$109,552
Town of Breckenridge (↗)	\$159,240	\$339,000	Large	\$164,017	\$172,218	\$184,273	\$200,858	\$222,952	\$116,048
San Miguel Co. (To RTA) (↗)	\$110,000	\$141,000	Large	\$113,300	\$118,965	\$127,293	\$138,749	\$141,000	\$0
Durango T	\$913,800	\$319,000	Large	\$886,386	\$859,794	\$816,805	\$759,628	\$691,262	-\$372,262
Town of Winter Park	\$150,000	\$331,000	Large	\$154,500	\$162,225	\$173,581	\$189,203	\$210,015	\$120,985
Steamboat Springs Transit	\$537,290	\$440,000	Large	\$521,171	\$505,536	\$480,259	\$446,641	\$440,000	\$0
Snowmass	\$238,450	\$430,000	Large	\$245,604	\$257,884	\$275,936	\$300,770	\$333,854	\$96,146
ECO	\$309,000	\$362,000	Very Large	\$318,270	\$334,184	\$357,576	\$400,713	\$362,000	\$0
Summit Stage	\$482,040	\$387,000	Very Large	\$467,579	\$453,551	\$430,874	\$400,713	\$367,000	\$0
Min Village Tram & Bus**	\$150,100	\$163,000	Very Large	\$154,603	\$162,333	\$163,000	\$163,000	\$163,000	\$0
RTA**	\$1,014,550	\$976,000	Very Large	\$984,114	\$976,000	\$976,000	\$976,000	\$976,000	\$0
AWARD TOTALS	\$7,677,082	\$7,666,021		\$7,914,477	\$7,895,161	\$7,853,882	\$7,793,021	\$7,769,136	
DIFFERENCE FROM BUDGET				\$314,477	\$295,161	\$253,882	\$193,021	\$169,136	



Meet USDOT Secretary Elaine Chao

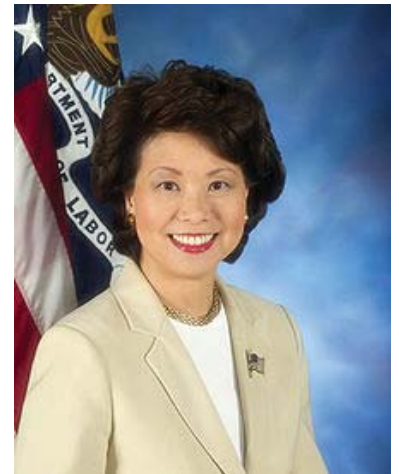
Elaine L. Chao was sworn in by Vice President Pence to serve as the 18th Secretary of Transportation on January 31st, 2017. Chao noted at her confirmation that the highway trust fund spends \$10 billion each year more than it collects. Chao, who is familiar with Washington and Congress, will play a big role in the President's proposed \$1 trillion infrastructure program that includes improvements to airports, bridges, and roads.

Chao was born in Taipei, Taiwan. Her family later moved to New York City where her father founded a shipping company. She earned a Bachelor of Arts degree in Economics from Mount Holyoke College in South Hadley, Massachusetts, and an MBA from Harvard Business School. Chao then worked in the banking industry where she was selected for a White House Fellowship during the Reagan administration.

In 1986, Chao became Deputy Administrator of the Maritime Administration in the U.S. Department of Transportation. From 1988 to 1989, she served as Chairwoman of the Federal Maritime Commission.

In 1989, President George H. W. Bush called on Chao to serve as Deputy Secretary of Transportation. From 1991 to 1992, she was the Director of the Peace Corps. She then was named Secretary of Labor for George W. Bush and served for 8 years.

In 1993, Chao married Mitch McConnell the senior U.S. Senator for Kentucky, and current Senate Majority Leader. She also serves as a director on a number of non-profit and corporate boards, including the Institute of Politics at the Harvard Kennedy School of Government, Wells Fargo, New York-Presbyterian Hospital, and Dole Foods among others. In 2011, she was awarded the Woodrow Wilson Award for Public Service.



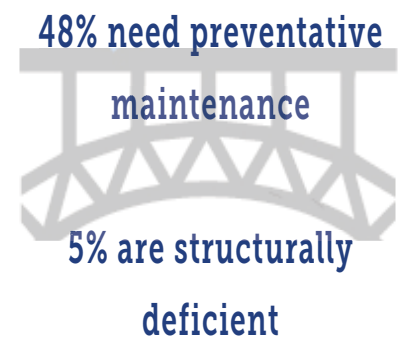
USDOT Secretary Elaine Chao

CO Funding Challenges

Governor John Hickenlooper delivered the State of the State Address to kick off the 2017 legislative session. His address was focused on the state's funding conundrum. Governor Hickenlooper pointed out that while Colorado enjoys a strong economy and a historical low in unemployment, more funding is desperately needed for transportation and other critical services that the state provides to be used on these critical needs. The search for additional funding and new revenue sources for transportation is one of the primary topics at the capitol.

...cont on page 2

Colorado Bridges



CO Funding Challenges

....cont from page 1

Population vs. Lane Miles

Since the early 1990's
53% more people
but only

2% more miles of hwy built

With \$9 billion in unfunded needs for transportation, the time to act is apparent. There are many factors that have contributed to this massive shortfall including dramatic increases in population and vehicle miles traveled coupled with a gas tax, last raised more than 25 years ago.

Wear and Tear

Potholes/Rough Roads

cost drivers
up to
\$300/yr in repairs

1991



3.3 million



27.7 billion
vehicle miles traveled



\$125.70
spent per person

2015



5.4 million



50.5 billion
vehicle miles traveled



\$68.94
spent per person

2040



7.8 million



72.3 billion
vehicle miles traveled



\$41.16
spent per person

All dollar
figures
adjusted for
inflation

Fatalities On The Rise

Preliminary data from the Colorado Department of Transportation (CDOT) indicates that traffic fatalities have risen by 24 percent since 2014. In 2016 there were 605 traffic fatalities in Colorado, compared to 547 fatalities in 2015.

The last time fatalities registered over 600 was in 2005 when 606 deaths were recorded. With 3.8 million licensed drivers in Colorado, one in every 33 Colorado drivers will be in a crash this year. Just about every fatal crash is due to risky behaviors, such as not using a seat belt, speeding, driving impaired, or driving distracted. The odds of surviving a crash improve immensely if motorists buckle up, watch their speed, avoid mixing driving with drugs or alcohol, and stay off their phones.



HB 17-1242

Leadership in the Senate and House introduced a major transportation funding proposal on March 9th, House Bill 17-1242. The primary sponsors of the bill are Senate President Grantham and House Speaker Duran, along with Transportation Committee Chairs Senator Baumgardner and Representative Mitsch Bush.

HB 17-1242, as introduced, raises the statewide sales tax by .62 cents for highways, local roads, and other mobility improvements, including transit and bike/pedestrian projects. The bill also reduces FASTER revenues coming to the state and establishes several new boards and committees to ensure fund accountability.

As currently written, the bill allocates an annual \$300 million of the new sales tax revenue to CDOT. This funding will be used to pay for long term debt on transportation bonds of up to \$3.5 billion. The remaining funds are allocated 70% to local governments, where cities and counties will split the revenue 50/50, and 30% to transit, pedestrian and non-motorized transportation projects.

This bill is a referred initiative. If the House and the Senate pass it there will be a question on the November 2017 ballot asking voters to approve the sales tax increase, the long term debt increase and the other provisions of the bill. If the voters approve the measure, the funding would begin in January, 2018.



Save the Date

Mark your calendars! The Colorado Transportation Summit will be held Monday, October 23rd at the Hyatt Regency-Convention Center in downtown Denver. The theme this year will be *Moving Forward Together*. The Summit is once again a half day meeting which will include a luncheon keynote, followed by 2 rounds of break-out sessions and is an exciting networking opportunity for those in the local business and transportation communities.

**TRANSPORTATION
SUMMIT** | **October 23rd
2017**

Moving Forward Together

The Colorado Department of Transportation and Transit Alliance are joining forces to bring you the 2017 Colorado Transportation Summit. This will be the 4th Annual Transportation Summit and the 7th Annual Event of the Transit Alliance. This year's summit will combine the audiences of both major industry events and welcome almost 1,000 attendees to discuss the future of our transportation system. Registration will open in late May. Stay tuned to Interchange for the latest information on the Summit. If you have questions, contact, Thomas Lorz CDOT Summit Coordinator at 303-757-9084 or Thomas.lorz@state.co.us

Legislative Update

To: SW Colorado Transportation Planning Region

From: Jessica Laitsch

Date: 3 April 2017

Comments: Attached is a summary of transportation related bills that have been introduced in the Colorado General Assembly and the US Congress.

Legislation Summary 2017 - Transportation

Bill No	Short Title	Subject	Summary	Sponsors	Recent Action	Action Date	Position	Staff Comments
HB 17-1031	Hearings On Transportation Commission Districts	Transportation	Requirement that the transportation legislation review committee conduct hearings throughout the state	Carver, Bush, Todd, Cooke	Refer unamended to Committee on Appropriations	25-Jan-2017	Monitor	RE: study required by HB 16-1031, CCI supports
HB 17-1242	New Transportation Infrastructure Funding Revenue	Transportation, Government Finance	A ballot question that seeks approval for the state to temporarily increase the rate of the state sales and use tax for 20 years	Duran, Bush, Baumgardner, Grantham	Assigned to Senate Transportation Committee	31-Mar-2017	Support	Sent letter of support, CML and Club 20 support, CCI seeking amendments and supports
SB 17-027	Increase Penalty Texting While Driving	Transportation	Increase in the penalty for text messaging while operating a motor vehicle	Court, Melton	Scheduled Hearing Finance	3-Apr-2017	Monitor	
SB 17-205	Multimodal Transportation Infrastructure Funding	Transportation	Concerning multimodal transportation infrastructure funding, a ballot question which would authorize the state to increase the rate of the state sales and use taxes from two and nine-tenths percent to three and fifteen one-hundredths percent and to issue additional transportation revenue anticipation notes for the purpose of addressing critical priority multimodal transportation needs in the state by financing transportation projects	Kefalas, Rosenthal	Scheduled Hearing Transportation	4-Apr-2017	Monitor	

Legislation Summary 2017 - Transportation

Bill No	Short Title	Subject	Summary	Sponsors	Recent Action	Action Date	Position	Staff Comments
SB 17-213	Automated Driving Motor Vehicles	Transportation	Concerning authorization for automated driving systems to control motor vehicles throughout Colorado	Moreno, Hill, Bridges, Winter	House second reading	31-Mar-2017	Monitor	CML and CCI opposed prior to amendments
HR 1265	Rebuilding America's Airport Infrastructure	Federal	Make modifications to the passenger facility charge program administered by the Federal Aviation Administration	DeFazio, Massie	Referred to the House Committee on Transportation and Infrastructure	1-Mar-2017	Support	Sent letter of support