



SOUTHWEST TRANSPORTATION PLANNING REGION

Regular Meeting Agenda

Friday, February 3, 2017

Carnegie Building 1188 E 2nd Ave., Durango

- I. Introductions 9:00 a.m.
- II. Consent Agenda:
 - 1. December 2, 2016 Meeting Minutes
 - 2. Financial Report: January 2016 – December 2016
- III. Decision Agenda 9:05 a.m.
 - 1. Consideration of by-laws for SWTPR – Jessica Laitsch
 - 2. Meeting schedule for 2017 – Jessica Laitsch
- IV. Reports 9:30 a.m.
 - 1. December 2016 STAC Updates - Kevin Hall
 - 2. January 2017 STAC Updates - Bentley Henderson
 - 3. Transportation Commissioner Report - Sidney Zink
 - 4. CDOT Grant Travel Regulations for 2017 - Sara Trujillo
 - 5. Annual Contributions – Sara Trujillo
 - 6. City of Durango Tap funding – Amber Blake
- V. CDOT Reports 11:10 a.m.
 - 1. Construction Update - Ed Archuleta
 - 2. CDOT and wildlife – Mark Lawler
 - 3. CDOT GIS information – Tony Cady
 - 4. CDOT Freight Funding – Matt Muraro
- VI. Other Business 11:50 a.m.
 - 1. Transit Provider Updates
 - 2. Legislation Updates
 - 3. Community Updates – Round Robin (pending available time)
- VII. Adjourn

Next meeting date: TBD

Video/Phone Conference Info:

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

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

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

TPR Members in Attendance:

Keenan Ertel – Montezuma County
Chris La May – Town of Bayfield
Clifton Lucero – Archuleta County
Bentley Henderson – Archuleta County
Greg Schulte – Town of Pagosa Springs
Phil Johnson – City of Cortez
Brad Blake – La Plata County
Andrea Phillips – Town of Mancos (by phone)

Others in Attendance:

Jim Horn - Russell Planning and Engineering
Matt Nesbitt – Southern Ute Community Action Programs
Peter Tregillus – Southern Ute Community Action Programs (by phone)
Sidny Zink – Transportation Commissioner
David Valentinelli – Colorado Department of Transportation
Tony Cady– Colorado Department of Transportation
Matt Muraro – Colorado Department of Transportation
Tommy Humphrey - Colorado Department of Transportation
Mike King - Colorado Department of Transportation
Miriam Gillow-Wiles – 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 9:08 a.m.

I. Introductions

II. Accept Minutes: October 2016

Phil Johnson motioned to approve the minutes as presented, Brad Blake seconded, unanimously approved.

Accept Financial Report: January-October 2016

Greg Schulte motioned to accept the financial report as presented, Phil Johnson seconded, unanimously approved.

Election of 2017 Officers

Bentley mentioned that there are a number of people missing, so they can vote on this today or postpone to the next meeting. Greg suggested that it is customary for the Vice-chair to move into the Chair position. **Greg Schulte nominated Bentley Henderson as Chair for 2017. Phil Johnson seconded.**

Bentley asked whether Kevin is interested. Miriam replied that Kevin has expressed interest and has served as chair for one and one-half years. There was a question about term limits. Miriam explained that there are no by-laws. Greg elaborated that historically the Chair position rotated, with the Vice-chair moving into the Chair position. He expressed his belief that it is important for a variety of members attend the STAC meetings.

Motion unanimously approved.

Keenan asked how often the Chair position rotated. Greg replied that STAC can be informative, but can also be onerous, so both rotating and continuity are both important. He added that the Chair was appointed on an annual basis. Tony Cady pointed out that continuity is helpful at STAC, and it can take some time for a new member to be able to meaningfully contribute. Greg pointed out that if the Vice-chair is attending then they would be in their second year of attending by the time they become Chair. There was discussion about how often the Vice-chair does attend and whether keeping the term at one year might diminish local representation at the state.

Bentley asked about the selection of Vice-chair. **Brad Blake nominated Keenan Ertel as Vice-chair. Phil Johnson seconded. Unanimously approved.**

Bentley requested a discussion at the next meeting about term limits. Miriam recommended the creation of basic by-laws to outline items such as term limits. Basic by-laws including term-limits will be brought to the next meeting for consideration. Mike King mentioned that the STAC does have video conferencing available.

Meeting date change

Bentley explained that the question has come up about possibly changing the meeting dates. Miriam described the existing meetings on the calendar presented. She added that the SWCCOG meeting dates have been changed to Thursdays and asked whether the SWTPR would like to change as well. **Motion to move SWTPR meetings to the first Thursday of every other month beginning February 2017.** Sidney mentioned a potential conflict with the San Luis Valley TPR meetings. Mike King mentioned that that would be a conflict for some CDOT staff as well, however the San Luis Valley only meets quarterly. **Keenan seconded. Unanimously approved.**

IV. Reports

- 1. STAC draft minutes (read only)**
- 2. Transportation Commissioner Report:** Sidney Zink

- Sidny reported that the TC had been invited to the October STAC meeting, part of the meeting had been a retreat looking at how the STAC functions and how their role may change. One of the changes will be increased communication and attempts to prevent miscommunications about roles and expectations.
- She has been working with Mike McVaugh on a letter for a FASTLANE application by La Plata County. This project has been scaled back to qualify as a small project. She added that CDOT is submitting three projects - a large, a small and a freight project - with the expectation that not all will be selected. The applications are due by December 15.
- Colorado Supreme Court ruled against CDOT regarding the delegation of power for condemnation, and consequently any affected projects need to be readdressed. Fortunately, this largely will not affect the southwest region. Jim Horn asked if this if this only applies to issues related to potential condemnation, not the typical acquisition process. Sidny replied that the TC will need to determine if the condemnation is in the public's best interest. Tony added that the first phase is the land acquisition authorization phase that allows offers to be made and the second phase with the actual offer which could end up in condemnation. Bentley asked if staff had perceived TC's approval to pursue the properties as approval to pursue condemnation. Sidny replied yes.
- She added that she is the TC representative on the Efficiency and Accountability Committee and they have been looking at the audit results for FASTER safety. Tony mentioned that the FASTER program has changed to be an application based program. Sidny added that even if decisions were considered, there was lack of documentation about how the decision was made; the issue was not that any funds were misspent.
- Mike King added that there were elections for STAC Chair and Vice-chair, and both were re-elected.

III. CDOT Reports:

a. IGA & COG/TPR Contract for Services – Mike King

Mike presented information related to the history and purpose of the Regional Planning Commissions. He described the need to ensure that any IGAs are updated. Miriam explained that the MOA presented for this meeting is more robust than the last one to ensure each party has more clearly defined roles and responsibilities. Sidny asked how dues are determined. Miriam replied that Region 9 identified the contribution structure. Mike clarified that the TPR is not allowed to require dues in order to participate in the statewide planning process, any contributions are used to support the SWCCOG in managing the TPR activities. Miriam added that Region 9 determined the breakdown based on population and lane miles, and it may be worthwhile to readdress this. Bentley asked that the COG send out the formula to the members for review. Phil asked about financial oversight in the MOA. Miriam replied that the SWCCOG is responsible for all financial management. Phil asked for clarification that the SWCCOG would only be responsible for the financial management of the years they managed it. Miriam replied that when the SWCCOG took over from Region 9 the previous financial records were sent to the SWCCOG.

Phil Johnson motioned to approve the MOA as submitted, with a change to the signature line to reflect the new Chair. Keenan Ertel seconded. Greg pointed out that Kevin and Andrea are currently the Chairs, so the contract should remain as presented. **Unanimously approved.**

b. FASTLANE Grant Letter of Support*: Tony Cady

Tony described the intent for this project. Jim Horn asked about the cycle for FLAP. Tony replied that there is not a set cycle for FASTLANE; he suspects some awardees were unable to meet the financial match so this cycle is to spend monies remaining in the program. He added that in the last round they tended to select large projects with larger local overmatch. The focus of this project is on the US 550/160 connection, they are hoping this will be more competitive and they are seeking any letters of support possible. Bentley asked if CDOT would backfill any funding lacking for the project. Tony described various potential funding opportunities. Brad commended their efforts on this.

Phil Johnson motioned to approve the letter of support for the FASTLANE grant, Greg Schulte seconded, unanimously approved.

c. Construction Project Update: David Valentinelli

- US 160 Wilson Gulch Road Extension – This project is complete, there has been a dramatic increase to ADT on the interchange.
- US 160 W. Wildlife Crossing at Dry Creek – Working on the second phase, there is already some use of the underpass. Keenan asked if reduced animal conclusions. Tommy replied that it will take some time to see results, typically a year, but so far it is looking positive. Tony described the challenges with ensuring all sections of the fence keep animals out of the right-of-way.
- US 550 Cribwalls Phase II/III Project – This has been accepted.
- US 491 Cortez to MCR 30 (CR M) – This project is ongoing and moving forward. Keenan mentioned that they are behind. David added that he does not have an anticipated completion date at this point. Phil described various issues with Lebanon Road.
- SH 145 Chipseal West Fork North – Has been accepted.
- SH 145 North of Rico – Has been accepted.
- US 550 San Juan Line to Coal Bank Pass – Has been accepted.
- R5 US 24, SH 17, US 160 Priority Culverts – They are working on the final culverts and will be stopping for the season.
- SH 184 Narraguinnep Canal 0-02-A Structure – Paving is taking place this week.
- US 550 Durango N Main Ave ADA – This project went to ad again in November.
- US 550/160 PCCP Diamond Grinding Phase I – This will go to ad in December.
- US 160 McCabe Creek Pagosa – They are in the right-of-way process.
- Sidney asked about the status on the inventory of guard rails. Tommy replied that they are addressing mismatched components and that the entire state is looking into this. Sidney clarified that there was an accident where a guardrail did not function as intended and caused serious injury. Bentley asked how this was brought to light. David replied that this was brought up in the news, the state is working to bring up to the new standards, but the process takes time and money.
- US 550 Cribwall Repair MP 68.7 and 68.76 – These are two cribwalls above Silverton, CDOT is assessing when would be best to undertake this.
- US 491 Surface Treatment MP 27.3 – MP 36.8 – This went out.
- The diamond grinding include a lot of nighttime work, hoping for completion by Memorial Day.

V. Other Business

1. Transit Provider Updates

Bentley reported that Archuleta County was awarded funding for new buses, Pagosa Springs will be partnering on the match.

Matt reported that SUCAP received two cut-away buses, they are working toward acquiring a loaner intercity Bustang bus.

2. Community Updates – Round Robin

Phil reported that there have been delays on the US 491 project, the surface treatment will be done then finalized in the spring. Working on improvements to the central business district including ADA, turn lanes and center medians.

Greg have done winter shut-down for South 8th Street project and the east phase of the Town-to-Lakes trail. Preparing to begin design work for the safe route to school grant received. The bids they have received have been much higher than engineer estimates. Designing the next phase and received TAP funds for the project. The pedestrian bridge from the hot springs to the courthouse was completed last month.

Brad reported that La Plata County's ballot question did not pass, 2017 will be ok with major cuts, but 2018 will be dire. They are excited to have Wilson Gulch completed and dry creek crossing done. Tony mentioned that he is working on a public access calendar for grant opportunities and will provide that information as soon as possible.

Keenan reported that Montezuma County is facing significant budget issues as well. They are pleased with the SH 184 project and impressed with the pre-cast culverts. The bypass needs resurfacing. CR M expected to have asphalt work done this year. The SH 145 chip seal was an improvement, although there are still some inadequately filled cracks. David replied that this is included in the next phase. Tony added they are looking to pave SH 184 and to include dark fiber.

Bentley reported they will be doing a bridge repair on North Pagosa.

VI. Adjourn

The meeting was adjourned at 10:43 a.m. The next meeting will be held February 3, 2017.

Financial Memo –

To: SW Colorado Transportation Planning Region
From: Sara Trujillo
Date: 03 February, 2017

Comments: Attached are the January 1 – December 31, 2016 Profit and Loss statement. Please review and approve the financials.

Southwest Colorado Council of Governments

Profit & Loss

January through December 2016

	<u>Jan - Dec 16</u>
Ordinary Income/Expense	
Income	
CDOT Grants	
SWTPR Grant	8,243.81
Total CDOT Grants	8,243.81
Dues Revenue	
SWTPR Contributions	7,679.00
Total Dues Revenue	7,679.00
Total Income	15,922.81
Gross Profit	15,922.81
Expense	
Employee/Board Appreciation	31.24
Internet Connectivity	
Internet Connection (AT&T)	64.32
Total Internet Connectivity	64.32
Meetings	310.11
Office Equipment	190.47
Office Supplies	34.31
Professional Fees	
Legal	525.60
Total Professional Fees	525.60
Salary and Wages	2,335.95
Travel	4,265.91
Total Expense	7,757.91
Net Ordinary Income	8,164.90
Net Income	<u><u>8,164.90</u></u>

Memo – SWTPR Bylaws

To: SW Colorado Transportation Planning Region
From: Jessica Laitsch
Date: 31 January, 2017

Comments: Attached are is a draft set of bylaws for the SWTPR for consideration.

Southwest Colorado Transportation Planning Region (TPR)

Bylaws

ARTICLE I

Responsibilities

The Regional Transportation Planning Commission shall be responsible for reviewing the progress and product of the Colorado Department of Transportation or their designee related to transportation planning and analysis activities to incorporate the needs and recommendations of the Southwest Transportation Planning Region, suggesting updates and amendments as necessary to the State Transportation Plan pursuant to all applicable federal, tribal, and state laws and rules or regulations including public participation provisions, selecting a representative to the Transportation Advisory Committee, and participating in the State Transportation Improvement Program development process.

ARTICLE II

Representatives

1. Seats

The TPR shall consist of the following 16 seats:

- Archuleta County
- Dolores County
- La Plata County
- Montezuma County
- San Juan County
- City of Cortez
- City of Durango
- Town of Bayfield
- Town of Dolores
- Town of Dove Creek
- Town of Ignacio
- Town of Mancos
- Town of Pagosa Springs
- Town of Rico
- Town of Silverton
- Southern Ute Indian Tribe
- Ute Mountain Ute Indian Tribe

Each representative will identify an alternate. Only one vote per seat will be recognized.

3. Vacancies

If any TPR representative shall cease to hold office on the governing board or cease to hold his or her appointed position of its Member Jurisdiction, a vacancy shall exist and the appointing Member Jurisdiction shall fill the vacancy.

ARTICLE III

Officers

1. Officers

The TPR will elect a Chair and Vice Chair from among its representatives.

A. Chair: The Chair shall preside at all meetings of the TPR.

B. Vice Chair: The Vice Chair shall exercise the functions of the Chair in the Chair's absence or incapacity. In the event the Chairperson should resign from the TPR or a vacancy is created, the Vice Chair shall assume the position until the next scheduled election. In the event the Vice Chair should resign from the TPR or a vacancy is created, a special election will take place at the next scheduled TPR meeting.

C. No person shall hold office if he/she is not a member and no member shall hold more than one (1) office at a time.

2. Election of Officers:

A. The officers shall be elected by vote at a regularly scheduled TPR meeting to serve a term of one year or until their successors are elected. Their term of office shall begin upon adjournment of the regular meeting during which the election took place. Officers may be elected to successive one year terms as voted on by the representatives.

B. Elections shall be held at the last TPR meeting of every year.

C. There are no term limits for the Chair position.

3. Removal, Resignations and Vacancies of Officers

Any Officer elected by the Board may be removed at any time by the Board by a two-thirds vote. Any Officer may resign at any time by giving written notice of the Officer's resignation to the Chair or Vice Chair, and acceptance of such resignation shall not be necessary to make it effective unless the notice so provides. Any vacancy occurring in any Officer position shall be filled, by succession or by special election by the Board, for the unexpired portion of the term.

4. Duties of Officers

The Chair and Vice-Chair along with representatives of the two Tribes will attend monthly STAC meetings as able. The Chair will hold the SW Colorado vote at STAC meetings. In the Chair's absence, the Vice Chair will be able to vote. Once elected Chair, this person will be considered to represent regional interests and will only be able to vote in TPR meeting in the event of a tie. The governmental entity that appointed the person named Chair will be able to appoint a voting member to the TPR.

ARTICLE IV

Meetings

1. Regular Meetings

A regular meeting of the TPR shall be held on [day] of even numbered months (February, April, June, August, October, December). Meetings will be held at the SWCCOG office between the hours of 9 a.m. and 3 p.m., unless otherwise posted, and will include a conference call option for participants who wish to call-in. With prior approval of the TPR board, representatives may vote via electronic means. All Board and committee meetings shall be open to the public and interested participants are encouraged to attend. All Board and committee meetings shall comply with the Colorado Open Meetings Law, C.R.S. 24-6-401 et seq, or any successor statute thereto. Executive sessions may be held in compliance with the Colorado Open Meetings Law, or any successor statute thereto.

2. Special Meetings

Special meetings may be called by the Chair or with a request made by a majority of the representatives.

3. Public Notice of Meetings

Public notices of meetings will be posted at the SWCCOG office and shall otherwise comply with the Colorado Open Meetings Law.

ARTICLE V

Voting

1. Vote

Decisions will be made through consensus whenever possible. If a vote is needed, a motion may be passed by a simple majority of votes cast by the TPR members in attendance.

2. Allocation of Voting Rights

A Member Jurisdiction's representative shall be entitled to one (1) vote on all matters that may be cast by the representative or alternate representative if the representative is absent. Advisory Members' representatives are not entitled to vote.

3. Quorum

A quorum shall consist of 9 (nine) members.

ARTICLE VI

Committees

The direction and authority of subgroups or committees will be determined upon their formation.

ARTICLE VII

Amendment

These Bylaws may be amended by 2/3 majority vote of the representatives present in either regular or special session.

Memo – 2017 Meeting Schedule

To: SW Colorado Transportation Planning Region
From: Jessica Laitsch
Date: 31 January 2017

Comments: At the meeting on 2 December 2016, the SWTPR voted to reschedule the regular meetings to the first Thursday of every other month. This change presents some schedule conflicts so the decision is being brought back for additional discussion and possible reconsideration.

**Draft STAC Meeting Minutes
December 2, 2016**

Location: CDOT Headquarters Auditorium
Date/Time: December 2, 9:00 a.m. - 12:00 p.m.
Chairman: Vince Rogalski, STAC Chair
Attendance:

In Person: Vince Rogalski (GV), Norm Steen (PPACG), Kevin Hall (SW), Peter Baier (GVMPO), Andy Pico (PPACG), Turner Smith (Pueblo), Jody Rosier (SUIT), Gary Beedy (EA), John Adams (PACOG), Doug Rex (DRCOG), Buffie McFayden (PACOG), Trent Bushner (EA), Becky Karasko (NFRMPO).

On the Phone: Chuck Grobe (NW), Adam Lancaster (CFR), Walt Boulden (SC).

Agenda Items/ Presenters/Affiliations	Presentation Highlights	Actions
Introductions & October Minutes / Vince Rogalski (STAC Chair)	<ul style="list-style-type: none"> • Review and approval of October STAC Minutes. No corrections or additions. 	Minutes approved.
Transportation Commission Report / Vince Rogalski (STAC Chair)	<p>Presentation</p> <ul style="list-style-type: none"> • Attended a road trip with the TC last month to Colorado Springs, Pueblo, La Junta, and then back to Denver; was impressed with the diverging diamond interchange in Colorado Springs at I-25 and Fillmore, counterintuitive when you first use it, but it does work well; also I-25 in Pueblo was initially built between 1949 and 1959 and we're converting this section along I-25 into a real modern freeway. • Attended the Efficiency and Accountability Committee (EAC) meeting, which included discussion of how to identify projects as primarily safety so that FASTER Safety funds can be applied; EAC scheduled to have one more meeting in 2016. • FASTLANE grant applications for freight projects are due to FHWA on December 15, 2016, so we're working to get these applications in on time. • The Governor's proposed budget reduced the amount of SB 228 transfers anticipated this year and next year. 	No action taken.

	<ul style="list-style-type: none"> • Another upcoming possibility is a new federal transportation program promised by the President Elect. The Development Program could serve as a good resource to respond to this if it comes to pass. 	
<p>TPR Reports / STAC Representatives</p>	<p>Presentation</p> <ul style="list-style-type: none"> • <u>Southwest</u>: The TPR is having a meeting today and will be electing the chair and vice chair, so we will report back on the results; we have had no meetings since the presidential election took place, but a ballot initiative to increase county taxes for funding road and bridge projects failed, as did funding to improve the Durango - La Plata Airport, however school district funding did pass; overall we are back to the drawing board to seek funds for transportation. • <u>Grand Valley MPO</u>: Finished up a PEL in the Palisade area and will hopefully begin work next year; applied Hazard Elimination funds on 8 ½ Road and SH 141 that are scheduled for completion in two weeks; Go Buffs!; lost a second engineer from the MPO to CDOT, one went to Region 5 and the other to Region 3. • <u>Pueblo Area COG</u>: I-25 flyover at Dillon is working well with dual roundabouts; Mobility Study is considering expanding to include Pueblo West and consider a Bustang Park-n-Ride etc.; Pueblo County passed a ballot initiative for TABOR relief that may impact transportation; surprisingly, President Elect Trump won Pueblo County at the same time as the “De-Bruce” measure passed, and also recreational marijuana growth and sales were maintained despite an effort to eliminate them. • <u>Pikes Peak COG</u>: El Paso and Teller Counties voted to opt out of SB 152, which prohibited counties and cities from being providers of internet service, CDOT is a player in assisting the local governments and private companies in providing locations of fiber optics, show where it exists and collaborating an expansion up Ute Pass; Pikes Peak area is conducting a joint land use study to evaluate the Monument Watershed and the impact from past floods and wildfires, also looking at wind and erosion using some good data that might be useful to CDOT as well; Pikes Peak area hosted Governor Hickenlooper and conducted a very engaging dialogue with him along with some county commissioners from across the state; transportation is on the minds of Pikes Peak area as evidenced by a front page article in the Gazette on potential highway funding. • <u>Denver Regional Council of Governments</u>: Ballot initiative to provide all Louisville residents with Eco Passes paid with a mill levy increase failed 	<p>No action taken.</p>

	<p>soundly; all DRCOG Board members were re-elected, which provides continuity moving forward; a public hearing was held for the DRCOG MetroVision Plan, five commenters attended the public hearing and a total of 300 comments were received overall, so DRCOG is in the process of addressing those comments now, with the final MetroVision Plan scheduled to be submitted to the DRCOG Board in January for adoption; preparing and working with CDOT and RTD on messaging for the transition from HOV 2+ to HOV 3+ that will occur starting January 1st; DRCOG is working on FY 2017 Budget to submit to the Board.</p> <ul style="list-style-type: none"> • <u>Southern Ute Indian Tribe</u>: he Tribe is developing its first comprehensive transportation plan with a focus on trails and is also working with CDOT Region 5 on wildlife crossings as a future project using some of our tribal safety funds. • <u>Eastern</u>: The TPR is in the process of looking for documentation of Regional Planning Commission (RPC) formation, still identifying who are the official members of the RPC, one indicator of membership are entities that have contributed money, working to put together all the necessary IGAs and MOAs so we'll be official; recently attended a CCI meeting that covered a few key topics, including how to coach new county commissioners to work with CDOT effectively and also communicating that there is not a large pool of transportation funds for counties to help maintain the 2,400 lane miles in the Eastern TPR; recent trip to Kansas City highlighted some good uses of diverging diamonds along I-70 and also a much greater frequently of rest areas at every 30 miles or so that Colorado should try to emulate. • <u>Central Front Range</u>: Canon City project is wrapping up by Christmas; Canon City also passed a one percent sales tax increase for transportation with 10 year sunset. • <u>Northwest</u>: The area is preparing for winter and also working on finding documentation for the RPC formation, have found some pieces and working on finding other missing pieces. • <u>Gunnison Valley</u>: San Miguel County passed (by a margin of 70% to 30%) a Regional Transportation Authority (RTA) funded by increasing the sales tax and a mill levy, this shows that when the public is well-informed and understands the why and the what, transportation ballots can pass; SH 50 doing well but starting to experience shut downs due to weather, one portion remaining to work on is Blue Creek Canyon, which CDOT is helping with \$67 million needed along this portion of roadway; held a TPR meeting yesterday 	
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and discussed the need to locate and develop IGA and MOA documentation and hold more regular elections.

- Deputy Director Mike Lewis: Attending a memorial service today for Colorado State Patrol Trooper Cody Donahue, 34, who was investigating a crash on I- 25 on Friday afternoon when he was hit by a semi-truck; recently attended an economic development meeting at the Governor's office including the Colorado Tourism Office that conducted a tourism study, which shows that tourism in Colorado is estimated to be a \$20 billion industry with the fourth most-common reason to visit Colorado being sightseeing, which is closely linked to transportation system quality, safety, shoulders, passing lanes, and scenic byways, so we should consider that in our future planning and perhaps have someone from the Colorado Tourism Office come present to the STAC in the future.

STAC Comments

- Norm Steen: While I'm glad to hear that San Miguel passed the RTA ballot, this may be a concerning to groups that can't pass one. Once we start carving up the state into pieces that are funded versus not-funded, that makes it harder to get a statewide solution.
- Vince Rogalski: That's a good point, and something else to consider is that the RTA legislation sunsets in 2019 so some legislators are looking to extend it.
- Andy Pico: This will put constraints on statewide investment when folks are paying locally and don't want to pay more for the statewide system.
- Vince Rogalski: The public needs to understand that transportation is a statewide economic engine, and without a good system the engine can stall.
- Turner Smith: I think that the Road User Charge (RUC) may be the answer for state residents because of cases like my brother who has large pickup that is 10,000 lbs. with a stock trailer can put more wear to the roads than a smaller car. But I think we should go back to increasing the gas tax, even though hybrids are still getting off easier, because it allows you to collect money from visitors. With tourism as a \$20 billion industry, we need to figure out how to get tourists to help fund transportation improvements.
- Vince Rogalski: The press release for the RUC pilot recently came out. These comments are good since we're looking at how to deal with all of these types of issues under the pilot.

	<ul style="list-style-type: none"> • <u>Debra Perkins-Smith</u>: The RUC pilot is an upcoming topic on today’s agenda. 	
<p>Chief Engineer Update / Joshua Laipply (CDOT Chief Engineer)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • I have three topics to touch on: the new Right-of-Way (ROW) process for condemnation, design and other processes for using the 10-year Development Program, and the guardrail issue that has been in the news lately. • There was a Fox 31 investigative report that some of our guardrail end treatments were mismatched as a result of there being two manufacturers whose pieces bolt together nicely but don’t function as well as they should when combined. Therefore we have completed a statewide inventory and at this point 99.5% (those not covered by snow on closed passes) have been inspected, with 0.8% installed incorrectly. So far roughly 20% of identified issues have been repaired already, and CDOT has brought in local agency representatives to learn how to fix city and county jurisdiction guardrails that may have the same issues. We are focusing on high traffic facilities first and will work to improve our training procedures to prevent this in the future. We are also sharing a one-page fact sheet that we put together for the media, thought keep in mind this is a week old at this point. <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Norm Steen</u>: I’ve also heard that the standard of height is changing. • <u>Josh Laipply</u>: A new AASHTO standard is not required to be in effect until December of 2017. It’s a 2-3 inch adjustment due to the general increase in vehicle height. CDOT is phasing in repairs over time as limited resources allow • <u>Turner Smith</u>: This is off-topic, but I’ve observed lots of paint trucks on the highways in the Region 2 area recently. Are you putting more funds into paint to support the driver-assist vehicles we’re now seeing? • <u>Josh Laipply</u>: We are, though it’s not specific to those vehicles. This is in response to getting numerous complaints on the condition of road striping, but of course that comes out of other maintenance funds. CDOT also had a \$1 million road striping competition innovative striping ideas that CDOT Regions 1 and 3 won for I-70. • <u>Karen Rowe</u>: Most striping is using water-based paint, though in your area you’re probably seeing epoxy striping too that is being installed by contractors. 	<p>No action taken.</p>

Presentation

- Regarding the right-of-way issue, the Colorado Supreme Court ruled in the Americo case, in which Americo owns property along the US 6 project at 10th and Wadsworth, that the Transportation Commission's decision to transfer condemnation authority to the Executive Director and the Chief Engineer is not constitutional; therefore, CDOT has revamped their condemnation process in response to this finding. The TC has permitted the Chief Engineer to begin negotiations regarding ROW acquisition at 30% design for projects but all condemnation decisions are by the TC. This will require a lot of extra work on the part of CDOT staff to implement this new process to comply with the Supreme Court ruling. This may increase the process by 30 to 60 days given the need for multiple TC consultations. Local agencies will also have a more cumbersome process when working through CDOT on condemnations.

STAC Comments

- Kevin Hall: There has been lots of talk about streamlining inefficient processes at CDOT, and this feels very counter to that.
- Josh Laipply: I agree, this puts us within the top 5 states in terms of restrictiveness condemnation. There was some discussion of potentially bringing this issue to the legislature but it might not lead anywhere good if we do. I think at this point we should work on developing the new process so that we can accurately describe what it is, what it means, and how it impacts our work.
- Peter Baier: Would you consider taking plans to the TC at 60% to 90% design and conduct the condemnation process in parallel so there's not as much delay?
- Josh Laipply: We are in a learning process now, looking at 30% design to get ahead of the process for now.
- Peter Baier: it's not just a matter the process, since condemnation is always a sensitive issue. In most cases it doesn't come to that.
- Josh Laipply: A challenge is the appraisal process that can add 30 days to the process adding the TC review, as TC only meets monthly.
- Peter Baier: Maybe also consider granting approval to negotiate up to a maximum of \$25,000 as is done in GVMPO.

Presentation

- The Executive Director, Chief Engineer, and Chief Financial Officer recently attended some budget meetings with the state legislature to discuss current financial needs statewide. We used the Development Program and 10-Year Development Program lists to show that CDOT is in the process of identifying ready projects in partnership with its stakeholders prioritize which projects should receive funding if and when it comes down from the federal government. We're looking to advance some of the design and environmental processes on those projects so that they're ready to go when we get the word, and to do that we may require some advanced design funding, particularly for those projects in the rural areas outside the metro area.

STAC Comments

- Trent Bushner: Maybe we should consider working with Utah DOT to find out how they have been so successful at investing in infrastructure investments, putting about 2 ½ times the investment into their roads. Also, what do you anticipate now that we have a President Elect who's talked a good game about infrastructure investment?
- Josh Laipply: I agree that we should bring some folks from Utah DOT in to learn from them about how they have structured their funding approach. Elaine Chao, the proposed Secretary of Transportation, has a banking background and seems likely to support more P3 arrangements. Colorado is well situated for this approach given the recent experience we have with US 36 and others.
- Mike Lewis: In terms of a Utah DOT comparison, Utah has much more state money funding than we do –Utah's funds are 40% federal, whereas CDOT's is 72%. Utah is better positioned to solve their own problems, whereas CDOT is more dependent on the federal government. There is some concern about how the proposed federal funding is structured, if it's in a way that favors urban areas over rural areas. It would benefit Colorado to be in a position where we can solve our own problems without having to rely on the federal government so much.
- Kevin Hall: How does Utah DOT structure their funding?
- Herman Stockinger: They have passed two gas tax increases plus a sales tax, which generates about \$600 million per year into construction.
- Kevin Hall: We get these rushes of funding in cycles, and it kills the contractors. In the Southwest it still hasn't recovered. We'll bid big projects

	<p>and the contractors won't even bid on them. Also the prices go way up because demand is so high.</p> <ul style="list-style-type: none"> • <u>Mike Lewis</u>: I agree, these peaks and valleys really kill the industry. Having this 10-year, \$2.5 billion list helps the contractors because they can hire and invest for the long-term. • <u>Josh Laipply</u>: I think that there is a recognition by the Joint Budget Committee that SB 228 and other unpredictable funding streams are inefficient, and that we need something more predictable to plan against. • <u>Gary Beedy</u>: I think it's a good idea to try to get away from reliance on federal funds because by doing so you also get away from federal requirements that create delays and increased costs. That's a selling point to the public that we can get more done with the same money and do it quicker. • <u>Josh Laipply</u>: That's true, but it's not always the panacea that it appears to be. There are other factors that play a role, such as the minimum wage, TABOR, and broader national economic issues. 	
<p>Federal and State Legislative Report / Herman Stockinger & Ron Papsdorf (CDOT Office of Policy & Government Relations)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • The election resulted in Republican majorities in both the US House and Senate, but their majorities have decreased in both. • The talk about a federal infrastructure program would not be just for highways, but also for water systems, ports, and other essential infrastructure. We are reluctant to call it ARRA-2 type program, since it may be a 10-year program rather than a big one-time investment. • The funding level discussed ranges from \$500 billion to \$1 trillion, but the funding source has not been identified and questions remain about how much Congress is willing to spend. • Unclear what form the investment might take: <ul style="list-style-type: none"> ○ Formula distribution ○ Public Private Partnerships ○ Federal tax credits for private investments • At this point we are working to be prepared to react to whatever comes down and also communicating to our federal delegation about our needs and priorities. • Operating under a continuing resolution for the current transportation authorization bill until December 9th, after which we anticipate another continuing resolution out to March. At that point we anticipate receiving our 	<p>No action taken.</p>

	<p>FY17 FAST Act funding, which will be retroactive for what we've missed thus far this year.</p> <ul style="list-style-type: none"> We're hopeful that this legislative session will lead to something positive. The Joint Budget Committee is engaged with CDOT and recognize the importance and needs of the transportation system. Bipartisan conversations have been occurring prior to the legislative sessions, which is a great sign. <p>STAC Comments</p> <ul style="list-style-type: none"> <u>Norm Steen</u>: How would you assess the current JBC membership? <u>Shailen Bhatt</u>: They're definitely open-minded people and we had a good discussion with them. They certainly recognize our needs and see the need to act sooner rather than later. 	
<p>10-Year Development Program & Project Selection / Jeff Sudmeier (CDOT Multimodal Planning Branch)</p>	<p>Presentation</p> <ul style="list-style-type: none"> We're a bit off-cycle with the TC this month due to the meeting dates, with the next TC meeting scheduled for December 8th. The STAC Packet includes overview of the evolving discussion with the TC since September through November regarding the use of the Development Program for project selection of SB 228 and the Discretionary Freight Program. SB 228 funds have been decreased substantially in the Governor's proposed budget, released since the last STAC meeting. The new amount is roughly enough to cover the \$130 million commitment to I-25 North as pledged in support of the TIGER Grant for that project. Given that need, the TC agreed that the time was not right to consider additional projects for funding at this time. Instead, they prefer to move ahead as planned with I-25 and wait until after the legislative session finishes and see what happens related to SB 228 and also the potential new federal infrastructure program. <ul style="list-style-type: none"> The TC agreed with approach to move forward to get more projects ready (30% design) in the event that more federal funds are identified. Waiting will provide more time to align and ready projects and align them with the 10-year Development Program. The STAC packet includes a list of criteria to consider for future project selection activities. Currently we're trying to identify projects as either safety, mobility, and/or by their level of readiness. Criteria evaluation is not a final determination, but will be used as a tool to inform final decisions that may also consider subjective factors. For now the 	<p>No action taken.</p>

Statewide Transportation Plan goals and Policy Directive 14 serve as a guide to monitor performance and set direction for project selection.

STAC Comments

- Herman Stockinger: It's good to see the Development Program coming together as a resource for the Department to react to new funding opportunities. It was a very necessary effort and is appreciated.
- Norm Steen: In PPACG, we use a lot of objective data to score potential projects but we still have to review those as a Board to confirm that they make sense. I'm curious what other groups do.
- Jeff Sudmeier: I agree, that that's what we're trying to build is a system to combine those objective scoring criteria as a tool, not as the decision itself. Our criteria area built heavily around the SWP and PD 14 performance goal areas.
- Vince Rogalski: One size of criteria does not fit all areas of the state. Scoring and ranking projects is a good idea, but we should also consider subjective factors relevant to specific areas too.
- Doug Rex: I'm trying to understand the schedule and the expectations from this group related to the Development Program.
- Jeff Sudmeier: Right now we're hoping to gather input from STAC, the TC, and other stakeholders while waiting to learn more about what may happen at the federal level. At this stage the TC is not looking to actually score or prioritize projects, but rather make sure we are using the right criteria to potentially do that in the future. In the meantime we also want to maintain good information on these projects so we're ready if and when we need to prioritize.
- Josh Laipply: I'm hesitant about creating a list without an identified funding stream because it may create expectations we may not fulfill.
- Herman Stockinger: There is value in being able to sort the list based on project type, readiness, region, etc. but not in narrowing it until we have identified funds with specific criteria.
- Vince Rogalski: That said, we are a planning organization so we need to keep these projects fresh so that we are able to move them ahead when it's appropriate.
- Jeff Sudmeier: It's difficult to rank or score projects without an idea of the scale and criteria of the funding source.

	<ul style="list-style-type: none"> • <u>Andy Pico</u>: It may be a good idea to have a separate workshop on this topic to discuss further and take advantage of all the expertise and good ideas around the table here. • <u>Doug Rex</u>: I agree with the concept of holding a workshop to discuss further, and to make sure that this group doesn't miss its opportunity to provide input on the process. 	
<p>FASTLANE Grants / Debra Perkins-Smith (CDOT Division of Transportation Development)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • After the last STAC meeting, CDOT received the notice to submit FASTLANE grant applications by December 15th, 2016. • CDOT was not successful with its previous FASTLANE application (about 9 months ago), but it was successful with the TIGER Grant application for I-25 North that occurred around the same time. • Following that last round we have learned the following regarding the FASTLANE projects that were awarded: <ul style="list-style-type: none"> ○ CDOT project matches were lower: 40% compared to 62% for winners ○ CDOT project costs were higher: \$96 - \$113 million grant request compared to \$42 million average for winners ○ Winning projects tended to have very high benefit/cost ratios • Given the short deadline and the feedback from FHWA that many good projects went unfunded in the last round, CDOT worked to modify our previous applications to bring them more in line with those awarded – increasing match levels, reducing project budgets (and scopes), and looking at ways to make projects more competitive. • Three CDOT project applications from the last cycle were: <ul style="list-style-type: none"> ○ US 285 Lamar Reliever Route ○ US 85 Centennial Highway Improvement ○ Truck Parking Information System • TC agreed to submitting one small project (\$5 - \$25 million) and one large project (\$25 million or more). Based on competitiveness, the two projects recommended to the TC are the Truck Parking Information System in the small category and the US 85 Centennial Highway Improvement Project for the large project category. • TC will discuss more at their next meeting scheduled for December 8th. We will ask them to commit match to both the CDOT projects and the US 550 project, which will again be submitted by La Plata County, though it is unlikely that more than one would be funded. 	<p>No action taken.</p>

	<p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Kevin Hall</u>: I'm curious about what additional work is needed to make the La Plata County project more desirable and gain official CDOT support rather than separate status? • <u>Debra Perkins-Smith</u>: That project was also improved since the last cycle, adding a truck climbing lane and other features. In this case, the project may not have the freight volume to really compete well given the FASTLANE criteria. • <u>Herman Stockinger</u>: In many instances, projects submitted by local governments have fared better with getting awarded. • <u>Kevin Hall</u>: The concern is that a lack of CDOT support may diminish the project in the eyes of FHWA. • <u>Herman Stockinger</u>: That may be, but if it's the case it doesn't seem to have hindered other local agencies in getting their projects awarded in prior rounds of TIGER and FASTLANE. 	
FY17/18 Budget / Maria Sobota (CDOT Division of Accounting and Finance)	<p>Presentation</p> <ul style="list-style-type: none"> • The TC did pass the draft budget but the final will not be approved until the spring. • The information contained in the STAC packet identifies the changes that have occurred since the last STAC meeting: <ul style="list-style-type: none"> ○ SB 228 funds have been reduced in the Governor's proposed budget, and this change will require legislative approval. ○ The Governor has also recommended a 2.5% cost of living salary increase for state employees. ○ DAF suggested to the TC that there be an evaluation of the use of TC Contingency Funds and found that the average use of emergency funds in the past four years has been \$16 million. We separated the remainder of those funds into a new Program Reserve line. <ul style="list-style-type: none"> ▪ We are now collecting input on how we should recommend spending those funds to the TC. <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Norm Steen</u>: Can you talk about how the TRANS Bond funds are being reinvested in asset management and why that isn't going to a more locally-controlled RPP instead? • <u>Debra Perkins-Smith</u>: A decision was made in 2014 as part of Program Distribution to put all of the \$168 million to asset management. Each asset 	No action taken.

	<p>has a manager, and statewide asset needs are identified. Based on that a list of projects is developed in collaboration with the regions which are funded over the next four years.</p> <ul style="list-style-type: none"> • <u>Josh Laipply</u>: At a high level, assets are prioritized based on condition. Then they go to the regional level to decide which ones are suitable to complete in a given years. Ultimately the regions make the more granular decisions. • <u>Karen Rowe</u>: Approximately \$220 - \$240 million is budgeted annually for surface treatment statewide. Region 2 gets about \$40 million and a list of which roads are high priority and the lane miles to undergo surface treatment or other treatments. Regions use those parameters and decide which projects to fund first based on geographic equity and other local understanding. • <u>Norm Steen</u>: It's good to hear that this system still has the Regions making the final decisions. 	
<p>Colorado Road Usage Charge Pilot Program / Tim Kirby (CDOT Multimodal Planning Branch)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • The purpose of this presentation is to provide an update regarding where we are in the RUC Pilot process and highlight some of the next steps. • Why is RUC needed? The 3 factor “perfect storm” <ul style="list-style-type: none"> ○ Mandated fuel efficiency standards for future passenger vehicles will increase from average of 35.5 mpg in 2016 to 54.4 mpg in 2025. ○ Population in Colorado expected to grow by 50% in the next 25 years. ○ Declining purchasing power, with the US dollar worth roughly 57% of what it was at the last gas tax increase in 1993. • In combination, more gas tax dollars were collected in 2007 than in 2016. • A RUC treats roads like a utility. Drivers pay related to their level of use, instead of based on how much gas they buy. <ul style="list-style-type: none"> ○ It is conceived as a <i>replacement</i> to the gas tax, not an <i>addition</i> to it. • A RUC makes payments more equitable than the current system that is based on miles per gallon. • A RUC is collected by government, and depending upon the method of payment, driver privacy may be a concern. CDOT has developed three options to track miles traveled based on survey response over privacy concerns: <ul style="list-style-type: none"> ○ Non-GPS using odometer readings ○ Non-GPS using vehicle data ○ Full GPS option (includes other features and incentives) 	<p>No action taken.</p>

- The Pilot is a proof-of-concept to give users a chance to experience the system, identify issues, and solicit participant feedback.
- Pilot Elements:
 - 4 month timeframe
 - approximately 100 participants (mix of urban and rural, MPG, etc.)
 - simulated payments
 - a 1.2 cent per mile rate used for the pilot
- An Executive Steering Committee and a Technical Advisory Committee have been formed. Meetings kicked off in June 2016.
- CDOT conducted a survey of potential participants and developed a recruitment plan in August 2016.
- A fact sheet on the RUC pilot was developed along with a website.
- The goal of a RUC system would be to keep revenue levels stable (adjusted for inflation), not to increase them.
- Most states are just starting to explore the RUC concept and there is still much to learn and understand both here and in other parts of the country.
- At what frequency would the STAC prefer to be updated on this process moving forward?

STAC Comments

- Turner Smith: Were you able to get a representative sample of the fleet distribution in Colorado in terms of mpg?
- Tim Kirby: We had a slightly different goal, we wanted a good mix of vehicles to understand the impact of this system on different vehicle types, rather than replicating the overall fleet mix.
- Trent Bushner: So is the idea that an over the road truck would be paying a different rate from a normal passenger vehicle based on its weight?
- Tim Kirby: The fleet is stratified based on mpg into high, medium, low. This pilot does not consider vehicle weight or classification, but recognizes these factors as a future consideration in subsequent studies and pilots. If it were to move forward we would have to have that discussion.
- Trent Bushner: I'm glad that you're not calling this a fee, because I view it as a tax and I think the people of the state should have to vote to adopt such a system. Additionally, do you anticipate that this type of system would negatively affect hybrid and electric vehicles and may be fought by those groups since they would no longer be free riders?
- Debra Perkins-Smith: Per the Western RUC (a group of 14 states working on RUC and various RUC pilots), Tesla purchasers are known as early

	<p>adaptors that seem likely to opt to try the RUC. A policy advisory group has been formed to look at this and to date the RUC is not considered to be disincentive to purchasing hybrids since the savings from not purchasing gas greatly offsets the RUC payments. Part of conducting the pilot is to determine how various drivers are influenced or impacted, both positively and negatively, by the RUC.</p> <ul style="list-style-type: none"> • <u>Vince Rogalski</u>: Have you considered how this would work with out-of-state drivers? • <u>Tim Kirby</u>: The Western RUC also studied out-of-state visitors and are doing research on this now. But we're still at an early stage so we don't have all those answers yet. • <u>Trent Bushner</u>: Well the GPS would solve that issue, if every state adopted it. • <u>Debra Perkins-Smith</u>: So for example, I-95 along the East Coast extends from Maine to Florida – an Easy Pass system monitors travel and tolls. GPS is the solution to determine the appropriate RUC to charge within each state. Also, if you think about it today you might buy your gas in Wyoming and then drive in Colorado, and we don't do anything about that. • <u>Trent Bushner</u>: That's true, though apportioned trucks are required to buy fuel in a given state, so you'd have to factor that in. • <u>Tim Kirby</u>: Greg Fulton the president of the Colorado Motor Carriers Association and he has been invited to participate on the Steering Committee for the RUC pilot to make sure that we're accounting for their concerns moving forward. Representatives from the Agricultural Commission have also been asked to participate. I would also note that in our pilot surveys 71% of respondents were concerned with privacy issues, so we developed the three recording options to address that concern. • <u>Jody Rosier</u>: Do you also need to consider letting transit users direct their collected funds to help pay more for the transit service provided? • <u>Tim Kirby</u>: I think that's another point that would be discussed further down the line in the development of such a system, and probably by the Legislature rather than CDOT. • <u>Debra Perkins-Smith</u>: This pilot is focused on how to collect the revenue, not how to spend it. We assume that the spending would probably stay the same as it currently is. • <u>Jody Rosier</u>: Some people prefer transit and that funding is declining as well, so we should consider that. 	
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	<ul style="list-style-type: none"> • <u>Norm Steen</u>: What would you do if someone didn't want to use any of the methods? • <u>Debra Perkins-Smith</u>: In some states there is an option for a flat yearly rate based on the average mileage, but we didn't include that in the pilot since it's pretty straightforward how that would work. • <u>Gary Beedy</u>: I would suggest that in future materials you be sure to make clear and reinforce the idea that this is to replace the gas tax, not in addition. • <u>Trent Bushner</u>: And I would add to that we need to make sure it accounts for inflation, unlike our current system. • <u>Turner Smith</u>: But this would only cover the state gas tax, not the federal. • <u>Tim Kirby</u>: That's correct. • <u>Doug Rex</u>: Is there any rate difference based on vehicle classification? • <u>Tim Kirby</u>: In this pilot we do not consider weight or classification. It also does not apply to diesel, only gasoline, so that would be a separate policy conversation down the line. • <u>Herman Stockinger</u>: One of the reason we don't consider weight is that within passenger vehicles the weight doesn't make that much difference, it only comes into play when you are talking about heavy freight trucks. • <u>Turner Smith</u>: My calculations show a 32% increase compared to the gas tax. • <u>Tim Kirby</u>: We would recommend that you use a calculator on the RUC pilot website to get a more accurate estimation, rather than using a back of the napkin calculation. But it's true that fuel efficient cars may pay more under this system. • <u>Turner Smith</u>: Are motorcycles included? • <u>Tim Kirby</u>: Not at this point, that would be a good topic for future research. • <u>Norm Steen</u>: Who would have ultimate decision-making authority on this? The Legislature? • <u>Tim Kirby</u>: Just to reemphasize, this project is purely research, using SPR funds. Future decisions would most likely be driven by the Legislature. • <u>Gary Beedy</u>: I would like to reiterate that transit should have to fund its own activities through transit user fees, rather than using highway funds to support a different system. 	
<p>STAC Workshop Follow-Up / Vince Rogalski (STAC Chair)</p>	<p>Presentation</p> <ul style="list-style-type: none"> • Last STAC meeting included a TC workshop with Commissioners Reiff, Zink, Peterson, and Gilliland. Are there any thoughts on how it went? 	<p>No action taken.</p>

	<p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Trent Bushner</u>: I thought that it was great. There was a good exchange of ideas and information and from discussions with Commissioner Hoffmeister it sounds like they had some great follow-up conversations as well. • <u>Vince Rogalski</u>: Minutes from the TC will now be included in the STAC packet and likewise the STAC Minutes will be included in the TC packet to enhance communication between the two entities. 	
2017 STAC Calendar & Agenda Topics / Vince Rogalski (STAC Chair)	<p>Presentation</p> <ul style="list-style-type: none"> • The proposed 2017 calendar in your packet as well as some suggested topics for each meeting, in coordination with the TC schedule. This is a continuation of our discussion last month about figuring out the best time for STAC to provide input to the TC discussions. <p>STAC Comments</p> <ul style="list-style-type: none"> • <u>Jeff Sudmeier</u>: It should be noted that this is very much a draft, subject to change as we move through the year. We've added a few key topic areas to this agenda but we'd like to hear from you if there's anything else that you'd like us to add to this calendar in terms of topics you're not seeing here. We didn't move every topic from the TC agenda directly to the STAC agenda because they have a lot and you may not want to discuss every topic. • <u>Norm Steen</u>: Just to confirm, there are three weeks of staff time between each STAC meeting and the next TC meeting? • <u>Jeff Sudmeier</u>: That's right. • <u>Norm Steen</u>: And not every topic discussed by the TC will be coming to us? • <u>Jeff Sudmeier</u>: Well that's up to this group, but for instance the TC discusses budget amendments every month but this group may only be interested in the development of the annual budget rather than every TC action. • <u>Herman Stockinger</u>: Yes, we focused on budget, planning, the STIP, and major policy items. But that said, I think the TC agrees that if the STAC wants to discuss a topic then they want you to have that opportunity. • <u>Vince Rogalski</u>: And as the year progresses we'll get updates on this as it changes, correct? 	No action taken.

	<ul style="list-style-type: none"> • <u>Herman Stockinger</u>: Correct. • <u>Andy Pico</u>: I notice that there are some agenda items that occur in the same month for both STAC and TC, rather than in advance. Can you explain that? • <u>Jeff Sudmeier</u>: In general we are aiming for what you describe, with STAC review in the month prior to TC, but there are a few exceptions such as the RUC Pilot results, where it make sense to share the information with both of you as soon as it's available rather than waiting a month in between. • <u>Gary Beedy</u>: Something that I don't see on here is the Truck Parking Study and Rest Area Study. • <u>Jeff Sudmeier</u>: Yes, that's not on the calendar yet because we don't have solid dates for it at this time. We're trying to coordinate these efforts with some other projects like the truck Parking Information Management System and Phase 1 Rest Area Assessment to catch up before populating those topics on the calendar. • <u>Debra Perkins-Smith</u>: Yes, we want to really think about what our vision for rest areas in Colorado is before we move forward with that, and we're hoping this group can help us to develop that vision. • <u>Vince Rogalski</u>: Another thing we talked about is receiving our information in a more timely manner, getting things to us a week ahead of this meeting. But sometimes it will be late just because of circumstances. • <u>Jeff Sudmeier</u>: Some fair comments were raised at previous meetings about getting information you've never seen before, not being clear on the feedback being requested, etc. so we're working to do as much as we possibly can to avoid that moving forward. <p>Presentation</p> <ul style="list-style-type: none"> • The 2017 STAC Meeting calendar is also included in the packet, with one change to note – the meeting for November/December 2017 should be on December 8th, not December 1st. All the other dates are correct. • <u>Herman Stockinger</u>: We should also add the TC / STAC lunch to the TC meeting on February 16th, so please note that date. 	
Other Business	<ul style="list-style-type: none"> • The next STAC meeting will be held at CDOT Headquarters on Friday, January 26th, 2017. 	No action taken.

STAC ADJOURNS

2017 Travel Rates Memo –

To: SW Colorado Transportation Planning Region
From: Sara Trujillo
Date: 03 February, 2017

Comments: 2017 Travel Rates are as follows:

Meal and Lodging: Attached are the 2017 Colorado Meal & Incidental Per Diem rates, effective from October 1st, 2016 - September 30th, 2017. In summary, meal per diem rates have not changed from the previous years, but lodging rates have.

Mileage: The IRS mileage reimbursement rate and the State of Colorado rates are effective January 1, 2017.

	Cents Per Mile	
	<i>Effective</i>	<i>Effective</i>
	<i>1/1/2016</i>	<i>1/1/2017</i>
IRS Rate	54	53.5
State of Colorado		
2WD	49	48
4WD	51	51

Airfare: CDOT we will only reimburse airfare change/cancellation penalties resulting from unavoidable events such as extreme weather or STAC meeting schedule changes. Any personal or last minute change in business obligations will not qualify. Please be sure to avoid any airfare change or cancellation penalties by appointing an Alternative STAC Representative who may fill in if necessary.

FY 2017 Per Diem Rates for Colorado

(October 2016 - September 2017)

Cities not appearing below may be located within a county for which rates are listed.

To determine what county a city is located in, visit the National Association of Counties (NACO) website (a non-federal website).

You searched for: Colorado

Primary Destination (1, 2)	County (3, 4)	Max lodging by Month (excluding taxes)												M&IE (5)	
		2016			2017										
		Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep		
Standard Rate	Applies for all locations without specified rates	\$91	\$91	\$91	\$91	\$91	\$91	\$91	\$91	\$91	\$91	\$91	\$91	\$91	\$51
Aspen	Pitkin	\$141	\$141	\$338	\$338	\$338	\$338	\$153	\$153	\$191	\$191	\$191	\$141	\$74	
Boulder / Broomfield	Boulder / Broomfield	\$132	\$132	\$132	\$132	\$132	\$132	\$132	\$132	\$132	\$132	\$132	\$132	\$59	
Colorado Springs	El Paso	\$97	\$97	\$97	\$97	\$97	\$97	\$97	\$97	\$97	\$97	\$97	\$97	\$59	
Cortez	Montezuma	\$91	\$91	\$91	\$91	\$91	\$91	\$91	\$91	\$114	\$114	\$114	\$114	\$59	
Crested Butte / Gunnison	Gunnison	\$108	\$108	\$146	\$146	\$146	\$146	\$108	\$108	\$108	\$108	\$108	\$108	\$64	
Denver / Aurora	Denver / Adams / Arapahoe / Jefferson	\$178	\$178	\$149	\$149	\$178	\$178	\$178	\$178	\$178	\$178	\$178	\$178	\$69	
Douglas	Douglas	\$123	\$123	\$123	\$123	\$123	\$123	\$123	\$123	\$123	\$123	\$123	\$123	\$59	
Durango	La Plata	\$102	\$102	\$102	\$102	\$102	\$102	\$102	\$102	\$152	\$152	\$152	\$152	\$64	
Fort Collins / Loveland	Larimer	\$109	\$109	\$109	\$109	\$109	\$109	\$109	\$109	\$109	\$109	\$109	\$109	\$59	
Grand Lake	Grand	\$112	\$112	\$180	\$180	\$180	\$180	\$98	\$98	\$112	\$112	\$112	\$112	\$64	
Montrose	Montrose	\$94	\$94	\$94	\$94	\$94	\$94	\$94	\$94	\$94	\$94	\$94	\$94	\$64	
Silverthorne / Breckenridge	Summit	\$116	\$116	\$185	\$185	\$185	\$185	\$105	\$105	\$116	\$116	\$116	\$116	\$64	
Steamboat Springs	Routt	\$106	\$106	\$188	\$188	\$188	\$188	\$95	\$95	\$106	\$106	\$106	\$106	\$74	
Telluride	San Miguel	\$140	\$140	\$362	\$362	\$362	\$362	\$150	\$150	\$187	\$187	\$187	\$140	\$74	
Vail	Eagle	\$134	\$134	\$261	\$261	\$261	\$261	\$261	\$261	\$261	\$261	\$261	\$134	\$74	

Footnotes

1. Traveler reimbursement is based on the location of the work activities and not the accommodations, unless lodging is not available at the work activity, then the agency may authorize the rate where lodging is obtained.
2. Unless otherwise specified, the per diem locality is defined as "all locations within, or entirely surrounded by, the corporate limits of the key city, including independent entities located within those boundaries."
3. Per diem localities with county definitions shall include "all locations within, or entirely surrounded by, the corporate limits of the key city as well as the boundaries of the listed counties, including independent entities located within the boundaries of the key city and the listed counties (unless otherwise listed separately)."
4. When a military installation or Government-related facility (whether or not specifically named) is located partially within more than one city or county boundary, the applicable per diem rate for the entire installation or facility is the higher of the rates which apply to the cities and/or counties, even though part(s) of such activities may be located outside the defined per diem locality.

**Meals & Incidental Expense (M&IE) Rates and Eligibility for Travel on COLORADO State Business
Effective for Travel between October 1, 2016 & September 31, 2017**

Rates apply to the location where each meal was taken, regardless of travel/work destination.						
M&IE Total	\$51	\$54	\$59	\$64	\$69	\$74
Breakfast	11	12	13	15	16	17
Lunch	12	13	15	16	17	18
Dinner	23	24	26	28	31	34
Incidentals	5	5	5	5	5	5
COUNTIES	All Counties and Cities not listed specifically		Boulder Broomfield Douglas El Paso Larimer Montezuma	Grand Gunnison La Plata Montrose Summit	Adams Arapahoe Denver Jefferson	Eagle Pitkin Routt San Miguel
CITIES	All Counties and Cities not listed specifically		Boulder Broomfield Colorado Spgs Cortez Ft. Collins Loveland	Breckenridge Durango Crested Butte Grand Lake Gunnison Montrose Silverthorne	Aurora Denver	Aspen Steamboat Spgs Telluride Vail

Meals & Incidental Expense Reimbursement Requests must include:

1. Time and Date departed for your trip
2. Time and Date returned to your original departure location
3. Location where **each meal** was taken
4. Per Diem rate includes tip and is based on the location **where the meal was taken**, regardless of final trip destination or lodging location.
5. Incidental Per Diem is allowed only for each overnight stay

Meal Eligibility:

- Breakfast – only if Departure Time is prior to **5:00 am**
- Lunch – only if Departure is before **11:00am** or Return is after **1:00pm**; not eligible if trip departure and return is within a single calendar day
- Dinner – only if Return Time is after **8:00pm**

Annual Contributions Memo -

To: SW Colorado Transportation Planning Region
From: Sara Trujillo
Date: 03 February, 2017

Comments: The SWCCOG received a letter from Montezuma County dated November 8, 2016 providing notification of a 10% reduction in annual contributions to the SWTPR as directed by the County Commissioners to help create a balanced budget. Because of this notification, SWCCOG staff would like to provide additional information concerning annual contributions.

CDOT provides annual funding for SWTPR activity. Previously, CDOT provided more funding than now, and the annual contributions help cover additional costs that exceed CDOT funds or pay for expenses that federal funding from CDOT does not cover. Annual contributions go towards SWTPR meetings, sending local representatives of the SWTPR to Denver for the monthly STAC meetings, keeping the SWTPR informed of relevant issues, and representing our region for statewide appropriations and public meetings.

The SWTPR annual contributions have not been increased since 2006. The formula for contribution calculations has been based on the total amount to be distributed, \$8,000. Each political jurisdiction is assessed a base amount of \$300. The remainder is distributed on a weighted average of fifty/fifty according to the percentage of highway miles within the political jurisdiction and a percentage of the population in each jurisdiction.

Please discuss any warranted changes for the 2018 contributions. COG staff will update calculations based on this discussion and present an updated annual contributions document at a future meeting in 2017 and request a vote.

Legislative Update

To: SW Colorado Transportation Planning Region
From: Jessica Laitsch
Date: 31 January 2017

Comments: Below is the status of the following bills as of 31 January 2017:

[HB17-1031](#) – Requirement that the Transportation Legislation Review Committee conduct hearings on Transportation Commission districts throughout the state (related to the study required by HB 16-1031):
Referred unamended to House Committee on Appropriations.

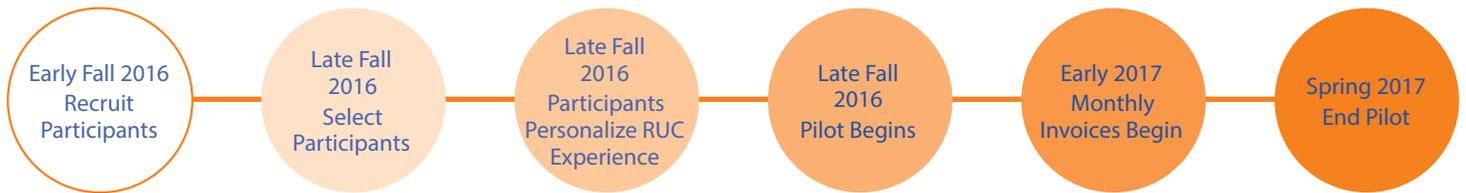


RUC

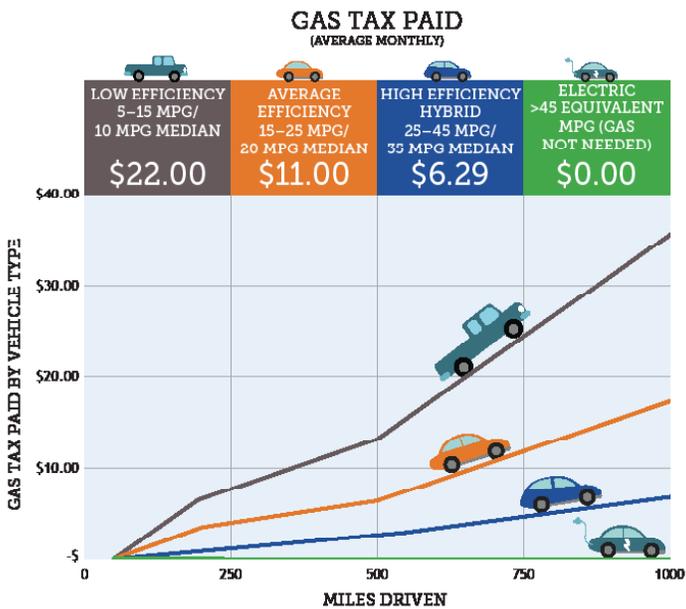
As we reported here in Interchange in September, the Colorado Department of Transportation (CDOT) will begin administering a pilot project that will test the feasibility of a Road Usage Charge (RUC). This study is being conducted as part of ongoing research and evaluation of long-term, sustainable transportation-funding alternatives.

In a RUC funding model, drivers pay for how many miles are traveled instead of the amount of fuel consumed. In order to really know if RUC is viable for Colorado will be evaluating the concept. This research is being conducted in concert with 13 other Western States.

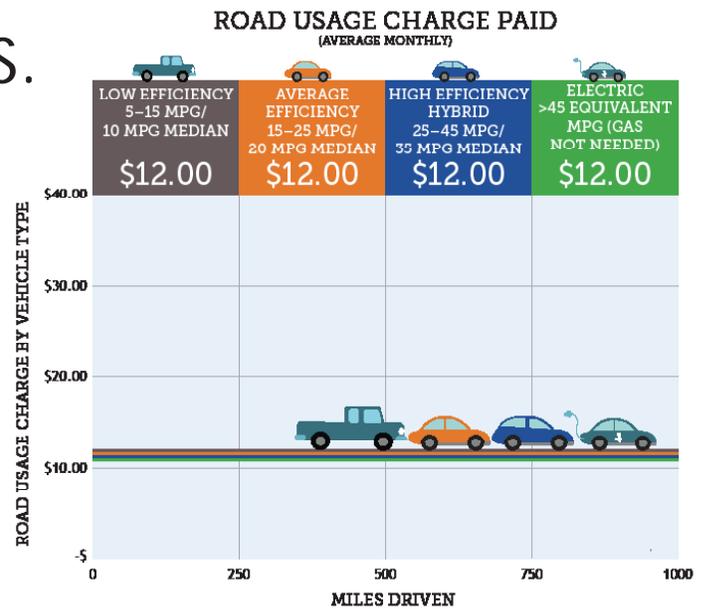
How the Colorado RUC Pilot Program will work:



Currently, Colorado transportation revenues come from a 22¢ per gallon tax on gasoline. This is a fixed amount that does not fluctuate with the price of gas (indexing). The gas tax rate was last raised in 1991. \$1.00 in 2016 is worth approximately 57% less than in 1991. RUC charges drivers for what they use versus the gas tax which currently charges more for less fuel efficient vehicles and charges nothing for alternative fuel vehicles. Under a road usage charge, all types of vehicles pay an equal amount for the same miles traveled, which captures revenue not currently being collected under the gas tax.



VS.



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Plow Etiquette

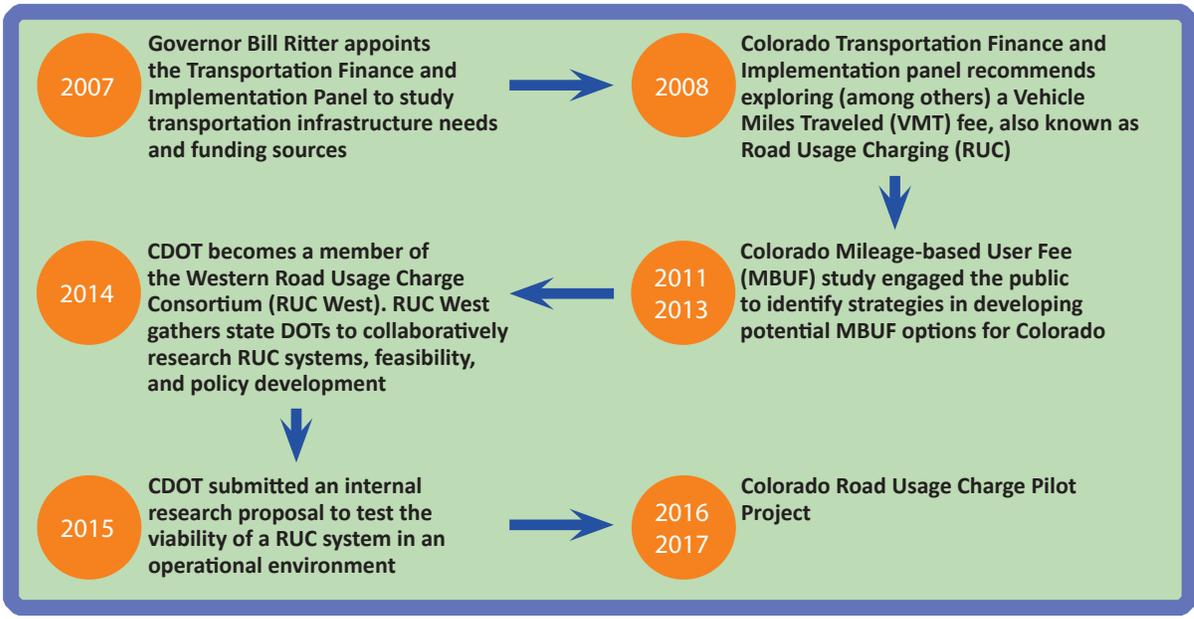
As we enter the winter season in Colorado it is always a good idea to brush up on your snow plow etiquette. Snow plows need space to work, so to avoid causing a crash, delays or being stuck in the snow, here are three dangerous maneuvers that motorists should avoid around plows:

1. Passing tandem/echelon plowing — Tandem/echelon plowing staggers multiple plows to cover all lanes and clear the entire roadway in one sweep. It is extremely dangerous for motorists to try and pass plows in this formation because you could encounter white out conditions and ridges of snow between lanes.
2. Tailgating — Plows need to drop deicer and sand, so make sure to stay back three to four car lengths of space. If you're too close, deicer and sand could hit your car. Be sure to leave space for sudden stops.
3. Passing on the right — Plows are designed to push snow, slush, rocks and other debris to the right of the plow, that debris can damage your car and temporarily blind you.



RUC *.....cont from page 1*

The first steps toward researching and evaluating alternatives for sustainable transportation funding began almost 10 years ago under then Governor Bill Ritter with the creating of the Transportation Finance and Implementation Panel. CDOT is now beginning a 4-month statewide pilot program (December 2016 - April 2017) that will evaluate RUC for passenger vehicles.



A final report will summarize the findings of the pilot, and identify future recommendations after the pilot ends in Spring of 2017. For more information on the CDOT RUC program visit: <https://www.codot.gov/programs/ruc>



Legislature To Begin Session

Members of the Colorado House and Senate will convene on January 11th, 2017 for the first regular session of the 71st General Assembly. The 120 day session promises to be as spirited as last year with plenty of conversations about transportation policies. After the November election, the make-up of the legislature stayed the same, with the Republicans holding control of the Senate by one vote, and the Democrats controlling the House of Representatives by three votes.



During this session transportation funding promises to be a major topic of conversation. Leaders in the House and the Senate are already working through a variety of options to get additional funds dedicated to infrastructure projects around the state. It is uncertain at this time what form a transportation funding package would take, however, legislators across party lines agree that something needs to be done to address the significant infrastructure funding gap. Additional topics that may arise this year include snowplow safety, autonomous vehicles, contracting regulations and the rise in traffic fatalities across the state.

If you have questions feel free to contact CDOT Legislative Liaison, Andy Karsian at Andy.Karsian@state.co.us

I-25 Accelerated

The Colorado Department of Transportation (CDOT) announced plans to accelerate the environmental and planning process for improvements on I-25 from C-470 to Colorado Springs, with attention to the gap area from Monument to Castle Rock. By accelerating the environmental planning for I-25, CDOT will have a project ready for construction by summer 2019—with a project fully constructed between Castle Rock to Monument in five years—if funding is identified for construction. “As congestion continues to build along I-25, CDOT has decided that this project can’t wait,” said CDOT Executive Director Shailen Bhatt. “We’re going to do our part and get ready for construction in two years. Now we need others to help us come up with the \$300 to \$400 million we need to build it.”

....cont on page 2



Left to right: FHWA Colorado Division Administrator John Cater; Colorado Springs Mayor John Suthers; CDOT Executive Director Shailen Bhatt; Douglas County Commissioner Roger Partridge; and El Paso County Commissioner Sallie Clark.

I-25 *....cont from page 1*

CDOT is able to accelerate the funding of the environmental planning, thanks to the financing of the C-470 Express Lanes project. CDOT plans to use funds that otherwise were allocated to serve as a “backstop” for loans that will be financing the project. As the details of the loans have been finalized in the last two weeks, it became clear that fewer of those funds would be necessary, allowing CDOT to redirect \$15 million of those funds to I-25 environmental and preconstruction work. Those funds, along with the \$6 million that is already programmed for the current Planning & Environmental Linkages (PEL) study, will allow the department to prepare for a construction project, should construction funds become available.

CDOT plans to concurrently pursue other aspects of pre-construction, such as positioning for design-build procurement now to enable procurement of a construction project team to be accelerated starting at the end of 2017 when construction funding must be identified, analyze and pursue innovative financing through potential toll revenue (as applicable), survey work and early right-of-way acquisition (as necessary).

"This is an improvement that will have immediate positive impact on safety and the economy, and we commend CDOT and our neighboring governments for their support in working to streamline the process and get that section of the interstate construction-ready as quickly as possible."

*Colorado Springs Mayor
John Suthers*

Federal Funding

With less than sixty minutes to spare before the 11:59 pm December 9th deadline the U.S. Senate passed the latest Continuing Resolution (CR) that will fund the Federal Government until April 28th, 2017. The bill includes \$1 billion for the Federal Highway Administration (FHWA) Emergency Relief (ER) Program for repair of damaged highways.

The FHWA ER Program funding is significant as it will allow CDOT to tap into about \$250 million to complete all the remaining 2013 Colorado flood permanent highway repairs, many of which include resiliency components to reduce the risk of future damage. These remaining projects are located in seven counties across Colorado and include US 287 and SH 14 north of Fort Collins, I-25 in Colorado Springs, US 34 through the Big Thompson Canyon, and SH 7 in Boulder County. For more information on Federal funding contact CDOT Federal Liaison, Ron Papsdorf at Ron.Papsdorf@state.co.us

Over 7,200 Feel The Heat in 2016

Parties and celebrations rang in the New Year across Colorado, but for 272 impaired drivers, the ring came from law enforcement sirens instead of festive horns and whistles. From Dec. 30, 2016, to Jan. 3, 2017, the Colorado Department of Transportation (CDOT), Colorado State Patrol (CSP) and statewide law agencies collaborated to ensure state roads were free of impaired drivers as part of The Heat Is On New Year's Eve DUI enforcement. The 272 arrests were a decrease from the 396 drivers arrested during the same period last year.

The New Year's Eve holiday capped the 2016 The Heat Is On enforcement periods. During the 12 enforcements, law enforcement arrested 7,272 drivers for DUI (according to preliminary results). The enforcement periods lasted between four and 108 days, depending on the event.