



# SOUTHWEST TRANSPORTATION PLANNING REGION

## Regular Meeting Agenda

**Date:** Friday, October 7, 2016

**Place:** Carnegie Building 1188 E 2<sup>nd</sup> Ave., Durango

Join from PC, Mac, iOS or Android: <https://zoom.us/j/109670693>

Or join by phone: +1 408 638 0968 (US Toll) or +1 646 558 8656 (US Toll), Meeting ID: 109 670 693

**Time:** 9am to 12:00pm

### AGENDA

- 9:00**    **I.**    **Introductions** (additions/changes to agenda)
- II.**    **Accept Minutes: August 5, 2016\***  
              **Accept Financial Report: January – August 2016\***
- 9:05**    **III.**    **CDOT Reports**
1. **5310 and 5311 Transit Funding:** Jeff Sanders, DTR  
              2. **Annual STIP Update – 2018:** Matt Muraro  
              3. **Construction Update:** Ed Archuleta
- 11:10**    **IV.**    **Reports**
1. **STAC Updates (August & September):** Kevin Hall  
              2. **Transportation Commissioner Report**
- 11:45**    **V.**    **Other Business**
1. **Transit Provider Updates**  
              2. **Community Updates –Round Robin** (pending available time)
- VII.**    **Adjourn**

Next meeting date: December 2, 2016

*\*vote requested*

**Southwest Colorado Regional Transportation  
Planning Commission  
Friday, August 5, 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  
Kevin Hall - City of Durango  
Bentley Henderson – Archuleta County  
Greg Schulte – Town of Pagosa Springs  
John Egan – Town of Pagosa Springs  
Jacob Garlick - Southern Ute Indian Tribe  
Phil Johnson – City of Cortez  
Andrea Phillips – Town of Mancos  
Bob Kerry – Archuleta County  
Brad Blake – La Plata County

Others in Attendance:

Jim Horn – Russell Planning and Engineering  
Ann McCoy-Harold – Senator Gardner’s Office  
Sidny Zink – Transportation Commissioner  
Michael King – Colorado Department of Transportation  
Mike McVaugh - Colorado Department of Transportation  
Ed Archuleta - Colorado Department of Transportation  
Lisa Schwantes – Colorado Department of Transportation  
Miriam Gillow-Wiles – Southwest Colorado Council of Governments  
Sara Trujillo – Southwest Colorado Council of Governments  
Shannon Cramer – Southwest Colorado Council of Governments  
Jessica Laitsch – Southwest Colorado Council of Governments

The meeting was called to order at 9:10 a.m.

**I. Introductions**

**II. Accept Minutes: June 2016**

**Keenan Ertel motioned to approve the minutes as presented, Bentley Henderson seconded, unanimously approved.**

**Accept Financial Report: June 2016**

**Phil Johnson motioned to accept the financial report as presented, Jacob Garlick seconded, unanimously approved.**

Sara mentioned that she has been working on the TPR and SWCCOG budgets and the dues for the TPR members will remain the same in 2017. She added that she will request a review of the dues calculations next year. Kevin asked how the numbers look. Sara replied that last year they needed to spend some of the dues and this year there may be some money left over because there has not been as much travel this year. Kevin asked what would happen with the remaining. Sara replied that any remaining will be held in the budget for any special expenses.

### **III. Reports**

#### **1. STAC updates**

##### **a. June & July 2016 meetings: Kevin Hall and Bentley Henderson**

Bentley reported on the June meeting:

- There was extensive discussion on freight, one of the items was that there is funding associated with some of the items in the freight plan. Michael stated that he will discuss this further later in the meeting,
- There was an update on Bustang, they have had more than 100,000 riders. The farebox recovery is about 37%, which is high for a public transportation program. They are looking at joint programs to expand services. They are also working with SUCAP to help them replace their buses with smaller ones.
- There were updates about the STAC workshop. Kevin added that this will be in September and they will try to keep to the standard meeting schedule. He elaborated that they want to discuss the new legislation that gives STAC an advisory role to the TC. Sidny added that the TC is discussing how best to be involved in the discussions, and her understanding is that the TC will not be at the workshop. They discussed the history behind the changes in the role of the STAC with respect to the TC.
- STAC will be holding an election for chair.
- They will be evaluating the bylaws to ensure they are in line with the new legislation.

Kevin reported on the July meeting:

- Bustang is trying to connect the rural transit pieces and the STAC supported the staff recommendation.
- There was an update on CODT's bike/ped program, including that the department needs to include the needs of bikes and pedestrians in planning and design. Mike McVaugh and Kevin explained that these have not historically been considered, so it is a process to account for these needs, but this is moving forward.
- There was discussion on the alternative fuels program, including work to establish national fuels corridors on tier 1 highways; there is not currently funding tied to this, but there should be in the future. He pointed out that this region has tier 2 highway corridors. He asked if anyone knows the status of the alternative fuels facility grant. Mike mentioned that highways 550 and 160 are included in the draft, but there are some issues with not extending corridors as far as they logically should. Michael King added that the deadline is August 22 and the federal government will ultimately decide what to include. CDOT included US 160 as a tier 2 CNG corridor and US 550 as a tier 2 EV corridor. He added that the state has a program for funding these types of projects. Miriam mentioned that 4CORE went after funding from the DOE for CNG and they were not selected. There was discussion about the Volkswagen settlement announcement, and that Colorado could be eligible for about \$62 million, but whether this is the case and how it would be distributed is unknown at this time.
- Michael will address the freight item.
- He stated that STAC asks for updates from the TPRs and he wants to include comments from other members so his reports aren't Durango centric. Mike mentioned that

depending on the outcome of the work between CDOT and Mancos on an access control plan, this could be a useful model to share.

## **2. Transportation Commission Update: Sidny Zink**

- Sidny reported that there is a new chair and that she is the new vice-chair of the TC. There was a half-day retreat concerning what they would like to prioritize in the next year; the discussion included asset management and resiliency issues. The major projects are I-70, a potential new headquarters building, the TIGER grant for I-25 North, and ongoing discussion of prioritization across the state. Mike mentioned that they applied for more through the TIGER grant than they received and finding the balance is an issue for the state. There was discussion about matches for grants like this. Sid added that another focus will be on technology, outside driverless cars, to make the existing system more efficient. There was a discussion about freight. They discussed integrating transit into discussions, rather than thinking of it as a separate issue.
- She reported that the Telephone Town Hall included nearly 500 people who remained on the call for at least 20 minutes and this region had the highest number of people stay on the line throughout the call. Kevin suggested telling people how many people were included on the line. Mike replied that the moderator did this occasionally through the call, and that nearly 3,000 people were engaged in the town hall. He described that during the call staff sorted through and prepped answers to questions that came in to allow dialogue. Kevin asked what sorts of questions were asked. Sidny replied there was a question about why repairs are done in patches. Mike added that there were questions about signals, intersections, a newly resurfaced county road in Montezuma County, and safety concerns related to the interchange. Michael added that he has a summary and a link to the recording for the call. Mike added that staff followed up with people whose questions were not answered during the call. Sid added that she received feedback thanking her for doing the town hall.
- She reported that Colorado has agreed to be a pilot project for a road usage charge, the intent to look at mileage by road users as opposed to the gas tax. Bentley asked for clarification that they are looking at a new metric to look at usage. Sid replied yes, they will be looking at sending a bill to charge for the number of miles driven; therefore vehicles that don't use gasoline would still be paying for use of the roads. Mike added that they are looking at what amounts would be equitable for all users, currently they are looking at \$.015 per mile, although there are concerns such as how to manage tracking. Keenan asked if this would include bikes as well, not due to wear and tear but due to accommodations that are increasing the costs to build roads. Sid and Mike replied that this could be a possibility.
- She reported that the commissioner from Colorado Springs resigned, so that seat is open.

### **III. CDOT Reports:**

#### **d. Construction Project Update: Ed Archuleta**

- US 160 Wilson Gulch Road Extension - Mike reported that Wilson Gulch Road is going well and scheduled to be completed by the end of September. They will be adding work to the interchange bridges due to the ground settling.
- US 160 W. Wildlife Crossing at Dry Creek – This is in process, the estimated completion date for this portion of the project is mid-September. The next phase of the EIS corridor project will likely be relocating the county road intersection. Mike added that the underpass is nearly done and wildlife are already using it.

- US 550 Cribwalls Phase II/III Project – This project is nearly completed, they are delayed waiting for materials, but expect it to be completed by October. Bentley asked if there will be additional long-term closures. Ed replied there is a planned advertisement next year for an area between Molas and Silverton, this will likely mean one lane for the Iron Horse Race; they will be working with the Iron Horse coordinators and the Town of Silverton.
- US 491 Cortez to MCR 30 (CR M) – This project has been delayed due to concrete mix issues, paving is scheduled to begin next week and is generally on track.
- SH 145 Chipseal West Fork North – This project is complete.
- SH 145 North of Rico – This project is in process, it has been delayed for asphalt mix issues.
- US 550 San Juan Line to Coal Bank Pass – This project is underway.
- R5 US 24, SH 17, US 160 Priority Culverts – This project is under contract.
- US 550 Durango N Main Ave ADA – This project is out to ad. They have FHWA approval, this is a partnership with the City of Durango and will include 3 or 4 intersections.
- SH 184 Narraguinnep Canal 0-02-A Structure – This project is out to ad. Keenan asked if there is any paving on SH 184. Ed replied no. The project will be completed in the fall.
- US 160 McCabe Creek Pagosa – This project is funded with FY13 bridge funds, which will be spent once right-of-way is acquired. This will go out to ad next summer if there is bridge money allocated to FY20. Mike pointed out that they are already looking at spending FY20 funding due to limitations on bridge funding. Andrea asked if this is the same as off-system bridge funding. Mike replied these are separate. Ed described the expenditures to date. Ed added that there is a similar situation with a culvert near the Centennial Shopping Center that they will be working on.
- US 550 Cribwall Repair MP 68.7 and 88.76 – Discussed earlier.
- US 491 Surface Treatment MP 27.3 – MP 36.8 – This project is from Lebanon Road north to Cahone, if there are funds available they will extend on US 491. This job will go out next year.
- US 491 at County Road S – This is an out-year job for intersection improvements, they are working on internal design.
- SH 41 Surface Treatment US 160 to Utah – This is a minor overlay from US 160 to the Utah state line.
- US 550/160 PCCP Diamond Grinding Phase I – This project will include grinding from CFI to the Tech Center. Staff met with industry and determined they needed to add scope to the project to make it worthwhile to undertake. Mike added this is to add bike lanes and includes grinding out the inlayed striping, micro surfacing the road and grinding in new striping. He elaborated that this reduces wear on the road and allows them to patch as needed.
- SH 172 south of Ignacio – They are looking at alternatives for design on this project.
- Funding – They were not awarded FLAP grants for Towaoc passing lanes or the other US 550 project. Chris asked if there were other Region 5 FLAP applications. Ed replied there were, Alamosa County made the short list on one project.

**a. Together We Go: Michael King**

Michael described that the Together We Go is an outreach program to ensure CDOT is moving forward in the right direction, this will be an ongoing discussion about transportation. He presented information about the region in relation to the entire state. He described that the issues prioritized during the telephone town hall were essentially the same as the last time this

was undertaken and includes a focus on safety, improving and maintaining the system on limited funding. He described the benefits in using the telephone town hall model. He described CDOT's goals in connection with the concerns brought up during the town hall. Sid asked about the number of fatalities on state highways versus county roads. Ed replied that last year there were 343 on system and 204 off system. Mike added that rates this year have been exceptionally high. Michael mentioned that the number of crashes and fatalities do not necessarily correlate with the amount of driving. Phil asked if vehicle maintenance is being addressed to help control rates. Michael replied that he would suggest this. Jim asked if there is a reason to account for the high rates. Mike replied that, from what he has seen, the majority of crashes have been related to driver error such as lane violations and distractions. Ann asked if there are particularly dangerous spots. Mike replied there are dangerous spots and they are looking at those as top priorities for adding shoulders. Bob suggested using virtual technology for driver training. Keenan asked if there are statistics on intoxication. Mike replied that they track the top causes by county. Jim mentioned gas prices as contributing to the number of vehicles and to speed.

Michael continued presenting priorities related to management, maintenance, and maximizing funding. Mike pointed out that the grant program was a solution to earmarking for pet projects. Michael asked for feedback on the trends in the southwest region that may impact transportation. Kevin replied that Durango and La Plata County work closely with the staff of Region 5, so he is not sure what feedback he is looking for. Michael replied that this is just a check-in to ensure communication continues. Kevin replied that La Plata County and Durango are both working on comp plans, and elements from those will likely impact the transportation system. Bentley mentioned that there is significant second home ownership and this is associated with fluctuations in impact. Michael added that this issue is seen throughout the state and has many various impacts. Mike added that there are elements such as ADA that need to be addressed. Jacob added that issues related to oil and gas will have long term impacts.

Michael presented information on the Road X initiative. Kevin asked how much technology is dependent on fiber and/or cell service. Michael replied that this is a concern and they are working on putting in the infrastructure so it is available when the technology is ready. Kevin asked whose responsibility it will be to ensure connectivity. Mike replied organizations, such as the SWCCOG in coordination with CDOT, are looking at funding options and have been working on plans to be able to move forward, Michael added that partnerships will be important moving forward. Andrea asked if there is funding to implement Road X. Michael replied there is \$20 million that can be used for seed funding and fiber specifically has been part of the discussions.

Michael asked if there are any other particular safety issues. Andrea expressed concern about large freight trucks on two lane roads in certain areas and if there is a way to manage these. Mike replied that they are avoiding having to go through the port of entry. There was discussion about difficulties regulating this and aspects related to this issue that can be addressed. Ann expressed concern about signage at the US 550/160 intersection. There was discussion about issues stemming from the numerous competing needs at the intersection.

Michael asked what emerging technologies seem most potentially useful. Sid replied the in-car warning system. Michael mentioned that there are two potential options, where the road communicates to the vehicle and the vehicle "knowing" what to do. Bob mentioned the unintended consequences such as when technology doesn't work as expected and when the technology bypasses the infrastructure. Ann commended CDOT on the 511 system.

Michael asked for feedback about whether CDOT is sharing appropriate information in a timely manner. Chris replied there will always be tension between CDOT wanting to move people and local governments wanting people to stop and visit the communities. Lisa mentioned that anyone can sign up to receive press releases. Andrea asked how communities can get updates when projects are scheduled. Lisa replied that they send out press releases for projects they have information about.

#### **b. Freight Plan**

Michael reported that there is funding available for freight corridors through the FAST Act. He summarized CDOT's process for determining critical freight corridors. Ed explained that they are working on most of the projects on the development list. Mike explained that based on how CDOT distributes funding, they are estimating 20 of the 160 miles in the region. Ed added that every project on the corridor list is either on the development list or the intersection priority list. Bentley asked if projects have to be on the list to qualify for the funding. Ed replied that this is a way to leverage the monies. Mike added that they are requesting more than is actually expected. Keenan asked how many port of entries are in region 5. Mike replied one, and that all of the highways listed have been identified as a trucking corridor. There was discussion about trucking along US 491. Jacob asked if SH 172 is identified as a freight corridor. Mike replied that it is not. Michael asked if the list is on track. Mike mentioned he would be willing to add US 491 if there is a project.

#### **c. Development Program**

Michael explained that the development program is a list of major investment priorities for which there is not currently funding, the intent is to have projects ready when funding under specific criteria becomes available. Bentley asked if the prioritization would be at the regional level. Michael said it would be at the state level, although it is not always about the most important project, but what project can you get funding for. Michael asked for feedback on the plan. Chris asked about the US 160 second phase. Ed replied that was a planned project, there is a project east of Elmore's on the list. Mike elaborated that they identified projects by tiers. Michael asked for continued input as it comes up. Ed pointed out that the list is in addition to other plans. Sidney asked how this relates to the gap between anticipated funding and identified needs. Michael replied that the development list is all unfunded by design, its purpose being to have projects identified for streamlined decision-making when funding opportunities arise.

### **V. Other Business**

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

Keenan mentioned that SUCAP Roadrunner's regulations are tied to Greyhound's rules, specifically the youngest age that someone is allowed to ride alone. Michael mentioned that this is to simplify the transfer to the Greyhound line, which opens the possibility for a subsidy from Greyhound. There was discussion about CDOT's funding to Greyhound. Michael mentioned that Bustang will be loaning a bus to Roadrunner.

Brad mentioned that people throw pumpkins off the US 160 bridge and suggested that this be monitored.

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

Phillip reported that they are working with the US 491 project.

Bentley expressed disappointed about not receiving the FLAP grant. Archuleta County is working on some local right-of-way improvements, repaving projects and extending some pavement.

Chris reported that the Town of Bayfield is trying to get the Twin Bridge replacement project started in the fall.

Keenan reported that Montezuma County has a major truck route rebuild from CR U to CR 10, the project is going well and they are hoping for additional funding to include two additional miles in the project.

Brad reported that La Plata County has several projects going, including repaving yards. They are working on ballot initiatives for roads and bridges and for the airport, the airport project could include a sizable intersection project if it moves forward.

Andrea reported that the Town of Mancos is working on a pedestrian safe crossing and are waiting to hear about DOLA funding. They are working on a regional 17 mile bike/ped path to Mesa Verde and will be selecting a consultant for this. They are working with CDOT on a corridor plan for US 160. The main street bridge needs a full replacement estimated at \$1.3 million, they have been approved for 80% from off-system bridge funding.

Jacob reported that the Southern Ute Indian Tribe has a couple transportation related projects that are going well. The outcome of the airport issue will have implications. The Lands Division is trying to work with CDOT on the SH 172 corridor.

Kevin reported that the City of Durango is working on the RAMP project, have a trail under construction, working on the ADA ramp project, working on the comp plan and transportation plan. Atmos Energy is redoing all their lines throughout the city which has created challenges. Bentley asked if Durango has dig once policies. Kevin replied he does not know, but there are policies about tearing up new pavement.

## **VI. Adjourn**

The meeting was adjourned at 11:50 a.m. The next meeting will be held October 7, 2016.

## Southwest Colorado Council of Governments

## Profit &amp; Loss

January through August 2016

	<u>Jan - Aug 16</u>
Ordinary Income/Expense	
Income	
CDOT Grants	
SWTPR Grant	13,049.50
Total CDOT Grants	13,049.50
Dues Revenue	
SWTPR Dues	7,679.00
Total Dues Revenue	7,679.00
Total Income	20,728.50
Gross Profit	20,728.50
Expense	
Advertising and Promotion	10.49
Employee/Board Appreciation	135.27
Information Technology (IT)	
Software	364.30
Total Information Technology (IT)	364.30
Insurance Expense	
General Liability	262.75
Worker's Compensation	209.25
Total Insurance Expense	472.00
Internet Connectivity	
Internet Connection (AT&T)	85.63
Total Internet Connectivity	85.63
Meetings	368.99
Office Equipment	1,412.52
Office Supplies	230.44
Professional Fees	
Audit	799.99
Misc.	12.12
Total Professional Fees	812.11
Salary and Wages	4,048.31
Travel	5,756.71
Total Expense	13,696.77
Net Ordinary Income	7,031.73
Net Income	<u>7,031.73</u>

# CDOT Transit Funding

To: SWTPR  
From: Jessica Laitsch  
Date: 3 October 2016

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Comments: At the end of 2015, CDOT announced its intent to modify the process for distributing Federal Transit Administration Funds, specifically the FTA Section 5310 (enhanced mobility for seniors and individuals with disabilities) and 5311 (non-urbanized formula assistance program for public transportation) programs.

CDOT is looking to ensure the available funding is distributed fairly and equitably, as there is not currently funding available for new entrants. These changes have the potential to significantly impact the regional transit operators, both positively and negatively depending on the organization. For example, if changes are made to allow new organizations be funded, the available funds for current grantees would be reduced and, in some cases, these reductions could be extreme. Additionally, proposed changes such as eliminating rural operating funding from the 5310 program would create more demand on the 5311 program as effected organizations seek replacement funding.

Initially CDOT sought feedback and developed a number of potential scenarios for revised formulas for implementation in 2017. Based on the feedback received, they have extended the timeframe for finalizing and implementing the proposed changes and will focus on policy questions such as “what is fair and equitable.” The Regional Transit Coordinating Council met on Friday, 16 September, 2016 to discuss these proposed changes and will be developing feedback for CDOT, initially on the policy questions with continued discussions to address specific recommendations for distribution.

Representatives from CDOT’s Division of Transit and Rail will attend the SWTPR meeting on Friday, October 7 at the Carnegie Building, 1188 E 2nd Ave., Durango, from 9:00 to 10:00 a.m. to discuss the redistribution process. Please join the conversation as your feedback is valuable. If you are unable to join in person, please join us via video/phone conference. Connecting information below:

Join from PC, Mac, iOS or Android: <https://zoom.us/j/109670693>  
Or join by phone: +1 408 638 0968 (US Toll) or +1 646 558 8656 (US Toll),  
Meeting ID: 109 670 693

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**COLORADO**  
Department of Transportation  
Division of Transit & Rail  
4201 East Arkansas Ave, Suite 227  
Denver, CO 80222

September 9, 2016

RE: 5310/5311 Distribution Methodology

Dear: Transit Agency Grant Partners,

The Colorado Department of Transportation is providing an update on the intent to make modifications to the current process for distributing Federal Transit Administration funds. This change would affect the FTA Section 5310 and 5311 programs, excluding 5311(b)3, RTAP, and 5311(f), Intercity Bus programs. Small changes are expected to be implemented for the April 2017 call-for-projects, effective for administrative and operating contracts as of January 1, 2018, to allow eligible new entrants to receive some level of funding. Larger programmatic changes require more time to cooperatively find long term fair and equitable solutions, and would not take effect before January 1, 2019.

The goal of this endeavor is to evaluate the current funding distribution methodology, and develop a revised methodology utilizing criteria that distributes rural operating funds in a fair and equitable manner, that rewards good performance, and provides stable funding through a transparent process. When this is accomplished, CDOT and FTA's overall mission of promoting a comprehensive, stable, efficient statewide transit system will be better fulfilled.

CDOT is in the midst of the early steps of the process. Written notice was first provided December 1, 2015. General discussion occurred during Transit Town Halls in March/April 2016. Since then focus group/working group efforts have started evaluating various criteria for potential use in a distribution methodology which will continue to be developed over the coming months. With that early work, it has become clear that even logical criteria taken independently without a comprehensive methodology (geographic area, population, revenue vehicle miles, revenue hours, and ridership) would suggest dramatic effects (50% or more) in fund allocations to certain individual agencies.

CDOT is taking to heart the sensitivity of potential reductions in funding for any agency, and are examining the process going forward to come to an agreeable conclusion. There will be ample opportunities for all stakeholders to provide input on the criteria and forthcoming methodology. There will be a status report given at the CASTA Conference later this month; including the process going forward, and an invitation to participate. In addition, any changes to the funding methodology will include planning for a transition period that will phase in any changes, allowing grant partners to adapt to any changes in funding levels over a period of time.

CDOT's approach, as has been done in the past, is first to work with our Grant Partners to solidify an approach that works for representative operators (rural, resort, small urban). CDOT will engage CASTA and CDOT advisory councils (STAC and TRAC) early for preliminary reactions and input, then later for endorsement on a draft set of recommendations. Finally, CDOT will take the staff recommendations and relevant endorsements to the Transportation Commission's Transit & Intermodal Committee for further review, input and, finally, full Transportation Commission approval. As needed, this will be an iterative process through STAC, TRAC, and the TC T&I Committee.

CDOT's expectation is that a short term interim approach to allow new rural entrants into the funding distribution will be implemented by March 2017 for the 2018 distribution of funds, followed by further discussion for a long term approach to be enacted for future years. Please provide any feedback to Jeff Sanders ([jeffrey.sanders@state.co.us](mailto:jeffrey.sanders@state.co.us)) with your comments. He is supported by a team of DTR staff to be responsive to all grant partner / transit agency interests. Thank you.

Sincerely,

  
Mark Imhoff

Director - Division of Transit & Rail



**FAQ's about 5311 Funding Distribution**  
**Proposed Policy Changes in Colorado**  
September 2016

**1. What is the driving factor for this effort? Please describe how CDOT sees the current status as well as the future issues that you see coming.**

The most immediate concern is there is no funding available for new entrants. In recent years CDOT has distributed all of the funding it has available for operating projects. CDOT has heard from at least six agencies that intend to request an operating grant in the next few years. There is not a good policy basis to deny funding to eligible applicants. Federal program requirements and Title VI (Civil Rights) require that all eligible populations be served.

Additionally, CDOT desires a distribution method that is transparent. Many of the decisions that shape the current funding arrangement were made by incremental decision over the last two decades. Because so many decisions occurred in the past, there is very little transparency in current operating awards. Other than a policy priority on stability of funding (i.e. same as last year plus inflation adjustments), there is little basis now to explain why one agency receives a relatively large award, while another similar agency—similar in size and operating characteristics—receives a much smaller grant.

Lastly, CDOT desires to discuss the opportunity to include performance as part of the 5311 funds distribution process. Performance-based management is encouraged by both State and Federal policy.

**2. Has there been any transportation commission direction on how to prioritize transit funding distribution?**

The Commission was very involved in establishing policy for the FASTER transit program that dedicated funds for local and statewide purposes. However, the Commission has not been involved in policy for distributing FTA funds. DTR first discussed the current issue with the Transportation Commissioners on September 14<sup>th</sup> and they requested follow up meetings to provide input on policy development.

**3. How does this effort dovetail with the FTA review from 2015?**

There is no direct connection between the 2015 FTA review and this effort to evaluate the 5311 distribution policy. However, as part of the review, the FTA did request that CDOT update its State Management Plan (SMP), the document that describes the state's policies and procedures for administering the state-managed federal programs. This current effort can be viewed as an update to the 5311 portion of the SMP.

**4. Would CDOT consider using a combination of formula and merit for this distribution?**

Yes, CDOT is open to considering any variety of methodologies to arrive at a distribution that is equitable, fair, and transparent.

**5. Please outline the process for approving this policy: (ie STAC > TRAC > TC). Who are the stakeholders and how are they involved?**

CDOT will first work with affected stakeholders, our Grant Partners, to discuss the policies, criteria, and methodologies associated with this effort. Following that, CDOT will then engage the Statewide Transportation Advisory Committee (STAC), the Transit and Rail Advisory Committee (TRAC), the Transit and Intermodal Committee of the Transportation Commission, and finally the full Transportation Commission. This issue will be discussed at multiple meetings in each of these policy bodies during the course of the project. This will be an iterative process where feedback from Grant Partners will inform discussions at higher levels and vice versa.

**6. How will you present this to the Transportation Commission? Will you include information on the impact to the highway system?**

DTR will discuss many policy issues related to the 5311 distribution with the Transportation Commission, the transit impacts on the highway system being one of them. Because of the purposes of FTA's programs for rural public transportation, congestion mitigation is not a key factor in decision-making. Transportation Commission policy at the State level has focused on connectivity, ridership, and vehicle/facility asset condition.

**7. How will CDOT go about developing the value statements embedded in the policy? Specifically, selecting some communities over others?**

CDOT will engage with stakeholders (ie, Grant Partners) and CDOT policy bodies to identify the value statements embedded in the distribution of federal transit program funding. Based on this policy framework, CDOT will develop criteria that guide the distribution of federal funds in a fair and equitable way. CDOT will then develop a transparent methodology based on the criteria. Any discussion of which communities will be affected will not occur until much later in the process.

**8. The increase in funding came from including performance measures in the 5311 formula. How is this federal policy reflected in the state distribution for 5311?**

As defined in the US Code, the formula for 5311 is based on four factors: land area, population, vehicle revenue miles, and low income population. The vast majority of the formula—88 percent—is based on land area. Vehicle revenue miles accounts for 5 percent of the formula. Currently, revenue miles is not reflected in the state distribution of 5311. However, it has been proposed as one of the criteria to use in a future formula.

**9. How much funding is going to Bustang from 5311(f) that used to go to the 5311 program?**

None of the 5311(f) intercity funds go to Bustang, which is funded out of FASTER funds. As required by the FTA, the state sets aside 15 percent of 5311 funds to sustain the intercity bus network. This money is awarded to private intercity bus carriers and non-profits to operate intercity bus routes which must make a "meaningful connection" to the national network.

**10. How does CDOT plan for the interaction between the new 5311 policy and the new 5310 policy? Do you have a sense of how agencies will change their grant strategy with the new policies in place?**

CDOT recognizes that changes in the 5310 program may affect the 5311 program. For instance, if CDOT eliminates operating projects as an eligible activity, some of those organizations may seek 5311 funding. As part of this redistribution project, CDOT plans to evaluate how changes in one program may affect other federal programs.

**11. This new policy seems to pull transit out of the transportation planning process, while we have worked so hard to bring transit into the transportation planning process. Is this true? If this is not true, please explain how it is tied to the planning process.**

CDOT completed its Statewide Transit Plan in 2014 that identified transit goals at a statewide level. CDOT does not view this effort as a deviation from that plan or a substitute for it. Rather, this effort is a way to convert the high-level goals in the Plan into real-world actions. “System Preservation and Expansion” is the first goal listed in the Statewide Transit Plan, with three of the supporting goal statements as follows: (1) Expand transit services based on a prioritization process, (2) Allocate resources toward both preservation and expansion, and (3) Identify grant and other funding opportunities to sustain and further transit services statewide.

**12. Which agencies are potential 'new' agencies? How much do you anticipate these agencies requesting? How long does an agency stay in the 'new' pot?**

There are several agencies that have approached CDOT about obtaining an operating grant in the next couple of years: Archuleta County, Telluride, rural Weld County, Bent County, Black Hawk City, Estes Park, and Woodland Park.

CDOT cannot comment on the size of an award to one of these agencies until we see the request. However, most of these agencies are small and would offer limited services. Currently, the smallest operating award CDOT gives is around \$75,000. CDOT does not have a policy around how long a new agency stays “new” and therefore hopes to develop a policy during this project.

**13. Once the potential new players are included, what is the revised shortfall?**

CDOT estimates the shortfall to be between \$500,000 and \$1.5 million, annually. Additionally, there are two agencies – Winter Park and Clear Creek County – that received an operating award for the first time in 2016. These awards were very small given the size of their operation and we expect them to request more funding.

**14. What is the chain of command for this project? Who does what within the DTR/other CDOT staff?**

Mark Imhoff, as Director of the Division of Transit & Rail, is ultimately responsible for the project and is supported by his staff. The project lead is Jeff Sanders who regularly coordinates with other staff members.

**15. Who developed the proposed formula?**

There is no proposed formula. CDOT is still in the process of developing criteria that would be used in any kind of methodology or formula. CDOT did develop five “scenarios” that used a variety and combination of several different criteria. However, CDOT staff warned that the

scenarios should not be interpreted as policy options, but rather as tools to explore the consequences of including or excluding various criteria.

**16. How are CDOT staff coordinating with other departments within CDOT? Specifically, using the planners to verify with Statewide plan, the PR staff to put together your public process and the government relations staff for the policy questions.**

CDOT plans to work with our colleagues in the Division of Transportation Development (DTD) Statewide Planning team, to include Region Planning staff, and Policy and Communications Office staff. Consultant assistance will support the effort. Policy development will occur through interaction with the STAC, TRAC, and Transportation Commission. The Transit & Rail Advisory Committee (TRAC) includes representatives of CASTA, ColoRail, COPIRG, and many transit agency representatives (rural, resort, small urban, large urban) who are expected to communicate through their memberships and organizations.

**17. Can COTRAMS data be used for the spreadsheets?**

Yes, COTRAMS data can be used in the process. Like all other data sources, to the extent the data are available and useful, they will be used to develop the distribution methodology.

**18. Would it be possible for CDOT to provide FTA 5311 circular training for agencies?**

Yes, CDOT and/or FTA will consider such training in upcoming events such as Transit Town Halls and CASTA Conferences.



## TIGER Grant for I-25

The Colorado Department of Transportation has been awarded a \$15 million Transportation Investment Generating Economic Recovery (TIGER) Grant from the US Department of



Transportation. This \$15 million grant will make whole the \$237 million North I-25, 2035 Phase 1 project by combining the award with \$25 million in local matches along with State funds and private financing backed by future toll revenues on the corridor.

Multiple jurisdictions, organizations, and coalitions are enthusiastically united in support of this project, including the North I-25 Coalition of Elected Officials, *cont. on page 2*

## FLAP

The Colorado Department of Transportation (CDOT) has been awarded \$18 million for the US 50 Blue Creek Canyon project under a federal program. The Federal Highway Administration (FHWA) recently established the Federal Lands Access Program (FLAP), which is a competitive, discretionary program for states, counties, tribes and local governments. The program provides funds for transportation facilities that provide access to, or are located on or adjacent to Federal lands, with emphasis placed on facilities that improve access to high use recreation sites or Federal economic generators. For FY 2019 - FY 2022, approximately \$60 million is available for projects in Colorado.

US 50 Blue Creek Canyon is a steep, curvy, and very narrow location along US 50 and is the last section remaining in the corridor between the City of Montrose and Town of Gunnison to be updated. This canyon is the critical “choke point” to three reservoirs and over 2 million acres of public land in the area managed by the National Park Service, US Forest Service, and the Bureau of Land Management. Additionally, three local, mountain communities depend on this highway for the delivery of goods and services by tractor trailer to permanent and seasonal residences, and visiting tourists. *cont. on page 3*

## Express Success

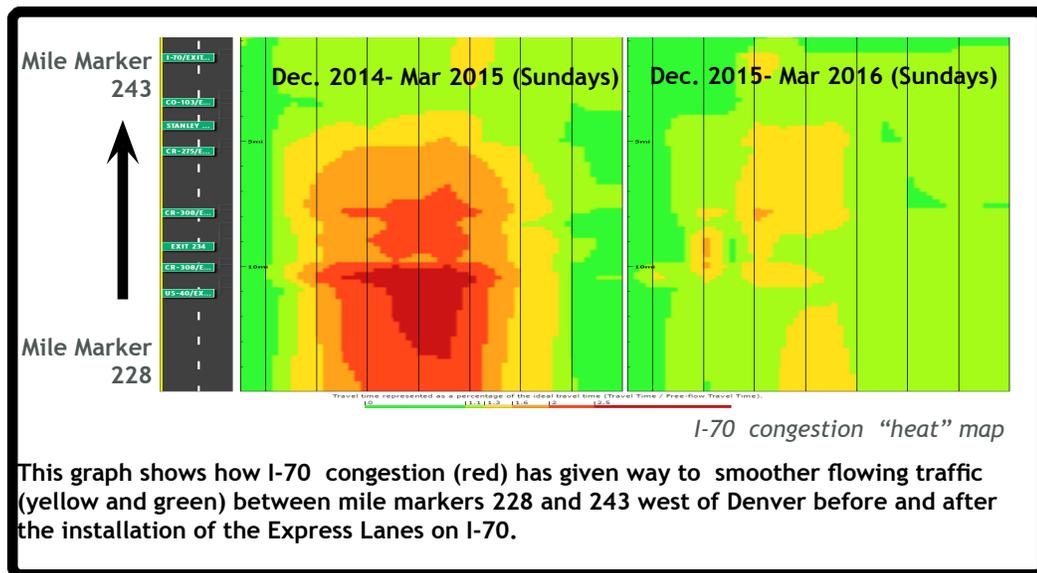
Since last summer, the Colorado Department of Transportation (CDOT) and the High Performance Transportation Enterprise (HPTE) have opened Express Lanes on the I-70 Mountain Corridor, US 36 and on North I-25. Express Lanes can deliver more consistent, faster speeds and reduced travel times for all lanes, including general purpose lanes, along the corridor they are deployed on. The I-70 Mountain Express Lane’s first winter season of operations delivered benefits to all eastbound travelers, across all lanes.

The I-70 Mountain Express Lanes are showing improvement in traffic congestion, and mountain drivers are getting relief since they opened mid-December 2015. The 13-mile eastbound Express Lane runs from Empire through Idaho Springs, and is open during high traffic volume times, such as holidays and weekends.

*cont. on page 2*

# Express Success ....cont from page 1

On April 3, 2016, 34,136 vehicles traveled the corridor during the 11 hours the Express Lane was open, averaging 3,103 vehicles per hour (VPH). Prior to the Express Lane, the corridor would have dropped to stop and go traffic at 3,100 VPH. This year, during the peak hour, from 3-4 p.m., travel speeds were just below 55 mph in the Express Lane and 40 mph in the general purpose lanes, which shows a significant improvement in travel times for all lanes. On that same weekend, there were no incidents in the Express Lane.



*I-70 congestion "heat" map*  
 This graph shows how I-70 congestion (red) has given way to smoother flowing traffic (yellow and green) between mile markers 228 and 243 west of Denver before and after the installation of the Express Lanes on I-70.

The graph above is called a heat map and is a side by side comparison of traffic congestion on the section of I-70 where the Express Lanes are located. Red and orange indicate heavy congestion with yellow indicating moderate traffic, with light green indicating light traffic and dark green indicating very light volumes. The vertical lines represent time of day from 10am to 10pm. As you can see, congestion has been greatly reduced on this corridor.

The average toll last winter was around \$6.00. Prior to the lanes opening winter travel time averaged 119 minutes, this year the average was reduced to 66 minutes, a 19% reduction and a travel time savings of 53 minutes.

## I-25 Tiger ....cont from page 1

.....the Fix I-25 Business Alliance, Northern Colorado Legislative Alliance, Larimer County, Weld County, along with other municipalities and chambers of commerce. The communities of Northern Colorado came together in an unprecedented way to make this a reality with financial contributions to the project from Town of Berthoud, City of Fort Collins, Town of Johnstown, Larimer County, City of Loveland, Town of Timnath, Town of Windsor, and Weld County.



This project expands capacity by adding one lane in each direction on I-25 for 14 miles from Loveland to Ft. Collins in order to accommodate a Tolerated Express and High Occupancy Vehicle (TEL/HOV) Lane as prioritized by the North I-25 EIS. The project includes important transit, pedestrian, and cycling improvements that will connect Northern Colorado communities to each other and to the Denver Metro region, enhancing economic opportunities for residents and businesses. Interstate bridges will be replaced to accommodate future improvements and strengthen the corridor's resiliency against natural disaster.

## Flap

....cont from page 1

The reconstruction project will add minimum 4-foot paved shoulders on both sides of the highway, allowing opposing drivers to safely navigate the tight curves while towing RVs, trailers, and boats, thus reducing highway closures. The work also includes drainage and access improvements.

Other projects in Colorado receiving FLAP funds this cycle are:

- Brush Creek Transit Center and Intercept Lot Expansion
- Lake Pueblo Primary Access Road Reconstruction, Bike Trail and Safety Improvements
- Access Connections to the Rocky Mountain Arsenal National Wildlife Refuge
- Fremont Pass Recreational Path - Summit County Extension
- Cottonwood Pass Summit-East (Chaffee CR 306) Safety Improvement
- Grade Separated Trail Crossings-Rocky Flats National Wildlife Refuge/Community Access Linkages
- Cottonwood Pass Summit-East Resurfacing
- 18 Road Improvement Project
- Great Sand Dunes National Park Auxiliary Access Project

Transportation facilities must be owned and/or maintained by a state, county, town, township, municipality, tribal or local government and not a federal land agency. FLAP provides \$250 million by formula to all 50 states, the District of Columbia and Puerto Rico. The funds under this program will be available for the current year plus three additional years.

For more information on the FLAP program or other federal matters, contact Ron Papsdorf, CDOT Federal Liaison at 303-757-9105.

## Killer Habits

The first step in overcoming any bad habit is admitting you have one. Data suggests Coloradans do in fact have a dangerous habit – distracted driving. Last year in Colorado, 15,574 crashes and 68 traffic fatalities involved distracted drivers. Aiming to reduce distractions on Colorado roadways, the Colorado Department of Transportation (CDOT) is unveiling a new public safety video and campaign, calling distracted driving exactly what it is – a Killer Habit.



CDOT is working with regional traffic safety partners on movie theater ads, online pre-roll video, and Pandora audio, video and digital ads. There will also be spots during traffic updates on local radio calling for Colorado drivers to make it to their destinations without touching their phones. For more information visit: [distraction.codot.gov](http://distraction.codot.gov)



## Summit 2016

The Colorado Department of Transportation is proud to present the 3rd Annual Transportation Matters Summit. The focus of this year's meeting will be the Customer Experience. We will take a closer look at customer expectations and uses of all modes of transport in an effort to better deliver a high performing product/outcome for the State of Colorado. The Summit will examine how we all experience our transportation system and the effects that experience has on

our daily lives and our ability to conduct business to keep our state moving forward in a highly competitive world. We are once again partnering with the Denver Metro Chamber of Commerce in our efforts to expand the



conversation related to the needs of our state's transportation system. This year, the Summit will be held Tuesday, November 1st at the Grand Hyatt in downtown Denver.

The meeting will be a half day format with a lunch keynote followed by two rounds of break-out sessions. Spaces are going fast and the Summit is approaching sell out capacity, so register at the conference web site at this link today. <https://www.codot.gov/summit>

## CDOT Offices

Colorado Department of Transportation (CDOT) headquarters offices will soon be moving with CDOT Region 1. Seeking ways to better invest building capital resources and better position the department as the largest engineering employer in the state, the Colorado Department of Transportation (CDOT) has undertaken an analysis to upgrade its offices. Following a multi-year effort, CDOT plans to relocate the Denver Headquarters as well as offices for Region 1 (Denver Metro Area) and Region 2 (SE Colorado). Offices in the NE part of the state, Region 4, were recently moved in November 2015.

An independent facilities assessment completed by JF Sato indicated that many of the buildings in the CDOT capital building program could not be elevated to Class B office standards regardless of renovation expenses. Before making decisions on the new buildings, CDOT procured an independent facilities condition assessment. In addition to the estimates of improvements, the operating and capital costs to operate and maintain the outdated facilities are considerably higher (\$27 million over twenty years) than in new buildings. Further, when comparing the value of the State property (land and buildings) after the twenty year financing is complete, the property value of the new buildings is \$65 million greater than the value of keeping the older facilities. If this "residual value" was considered in the overall financial value of building new buildings versus renovating, the "delta" between the two options goes from a \$42 million cost to build new, to a \$23 million positive financial impact. *cont. on page 2*

# Road Usage Charge

The Western Road Usage Charge Consortium (RUC West) has been awarded \$1.5 million through the Surface Transportation System Funding Alternatives (STSFA) grant program within the Fixing America's Surface Transportation Act (FAST) Act. RUC West is a voluntary multi-state research consortium of western state DOTs. Members of RUC West work together to undertake collaborative research into systems and policy development of a potential new transportation funding method that would collect a RUC from drivers based on actual road use. Member states include: Arizona, California, Colorado, Hawaii, Idaho, Montana, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, Texas, Utah and Washington.

Colorado's portion of these funds will kick start the state's RUC Pilot Program which will develop, implement, and evaluate a RUC system for passenger vehicles in Colorado based on current operating environments and available technology. The pilot program will recruit approximately 100 participants for a period of four months and will evaluate a range of mileage collection methods.

....cont on page 3

# CDOT Offices

....cont from page 1

The new Region 1 and state HQ site will be located south of Mile High Stadium, just south of Colfax Avenue and east of Federal Boulevard, located in the Sun Valley neighborhood. The proposed Region 2 site is located in north Pueblo near Outlook Boulevard and Wills Boulevard and will also include space for the local Colorado State Patrol offices and emergency dispatch center.

To pay for these new buildings, CDOT plans to issue \$108 million in Certificates of Participation (COPs). At the present time, historically low interest rates are close to typical construction inflation and by using COPs, CDOT avoids a large construction payment that would immediately reduce the road construction program. The existing CDOT capital building budget is \$22 million per year to maintain 1,600 facilities around the state. The annual COP expenditure for the full capital building headquarters program will add approximately \$7.8 million annually to that budget for twenty years. This additional investment represents 0.5% of CDOT's annual budget. Even if CDOT chose not to build new facilities but instead make repairs and renovations to the existing buildings, \$4.4 million annually for twenty years would still need to be added to the CDOT capital building budget.

**Key Findings of CDOT building assessment**

- Fire/life safety concerns
- Floodplain concerns
- ADA deficiencies
- Asbestos issues
- Costly capital improvement repairs including mechanical systems and glass/glazing past their useful life
- Location of Region 2 office is susceptible to future flooding



Artist rendering of the new CDOT HQ and Region 1 Offices scheduled to open in 2018

# RUC

....cont from page 2

Participants will create an account and register vehicle(s) with an account manager, select a mileage reporting option (GPS-enabled, Non-GPS-enabled, and Odometer Reading), install a mileage reporting device (if applicable to the reporting option chosen), report mileage on a periodic basis, receive/review invoices, and submit mock payments. At the conclusion of the pilot, the research team will prepare a final report that provides a summary of the pilot, lessons learned, and recommendations for future pilots and implementation.

As the average fuel economy of the American vehicle fleet continues to improve at the same time that more electric vehicles (EV) and plug-in hybrid electric vehicles (PHEVs) take to the road, it's clear that the current gas tax model – the primary source of funding for our nation's critical transportation infrastructure needs - is not a sustainable solution for future infrastructure funding. Colorado's annual funding for transportation can no longer keep pace with the costs of operating, maintaining, and improving the statewide transportation system. A recent needs and gaps analysis conducted as part of the 2040 Statewide Transportation Plan showed an estimated gap of \$1 billion annually over the next 25 years. In light of this ever growing gap in funding vs. needs, the Colorado Department of Transportation is currently exploring alternative funding methods. One such alternative is a Road Usage Charge (RUC) system. Under a RUC, highway users are charged their equitable share of using the road, instead of by the amount of fuel consumed.

For more information on the Pilot Program contact Tim Kirby, CDOT RUC Program Coordinator at 303-757-9619.

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