



SOUTHWEST TRANSPORTATION PLANNING REGION

Regular Meeting Agenda

Thursday, October 5, 2017, 9:00 a.m.

Carnegie Building, 1188 E 2nd Ave., Durango

- I. Introductions 9:00 a.m.
- II. Consent Agenda:
 - 1. August 3, 2017 Meeting Minutes
 - 2. Financial Report: January - August 2017
- III. Reports 9:05 a.m.
 - 1. August and September 2017 STAC Updates - Bentley Henderson
 - 2. Transportation Commissioner Report - Sidney Zink
- IV. CDOT Reports 9:30 a.m.
 - 1. Construction Update
 - 2. SB-267, Development List, and US550/160 Connection Project Update – Mike McVaugh
 - 3. CDOT's Road Usage Charge (RUC) Pilot – Michael King
- V. Other Business 11:00 a.m.
 - 1. Transit Provider Updates
 - a. SUCAP Durango-Grand Junction Route Update – Peter Tregillus
 - 2. Community Updates – Round Robin (pending available time)
- VI. Adjourn

Next meeting date: Thursday, December 7, 2017

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
Thursday, August 3, 2017 - 9:00 a.m.
Carnegie Building, 1188 E 2nd Ave., Durango**

TPR Members in Attendance:

Phil Johnson – City of Cortez
Rob Englehart – Montezuma County
Jodie Rosier – Southern Ute Indian Tribe
Bentley Henderson – Archuleta County
Kevin Hall - City of Durango
Greg Schulte – Town of Pagosa Springs
John Egan – Town of Pagosa Springs
Mark Garcia - Town of Ignacio
Phillip Pappas - Town of Bayfield (by phone)

Others in Attendance:

Sidny Zink – Transportation Commissioner
Ann McCoy-Herold – Senator Gardner’s Office
Ed Archuleta - Colorado Department of Transportation
Matt Muraro – Colorado Department of Transportation
Mike King - Colorado Department of Transportation
Jessica Laitsch – Southwest Colorado Council of Governments
Sara Trujillo – Southwest Colorado Council of Governments
Jim Horn - Russell Engineering

The meeting was called to order at 9:05 a.m.

I. Introductions

II. Accept Minutes: June 2017

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

Accept Financial Report: April – June 2017

Phil Johnson motioned to approve the minutes as presented, Bentley Henderson seconded, unanimously approved.

III. Reports

1. June and July 2017 STAC Updates - Bentley Henderson

- The High Performance Transportation Enterprise is starting to repay its loans, has received awards including Entrepreneur of the Year for its Executive Director, and is considering changing the number of carpool lanes back to two.
- The chief engineer is working through challenges related to railroad crossings and right-of-ways.

- Conversations about SB 267 have been ongoing regarding distribution of payment and repayment of loans.
- There were discussions about RoadX.
- Looking at road usage charge as an alternative for road users to pay for their road usage. Matt elaborated that the system works like GPS and can track information such as speed of acceleration and deceleration, fuel economy, etc. Ed added that there are options other than using GPS, such as odometer readings. John asked how the data translates to money. Matt replied that drivers would be charged pennies per mile, which could depend on various factors. Mike added that this was just a pilot project, if it were to be implemented it would replace the gas tax. Phil asked about interstate commerce. Mike replied that there is a Western Road Usage Change Consortium to try to address this issue. Matt added that there are a number of issues to address, such as that some vehicles have more significant impacts on the road but would be charged the same. Mike noted that currently the gas tax has its own problems, and this is just an exploration for how to eventually replace the gas tax. Jim asked if there is a target timeframe. Mike replied that this would need to be a legislative issue, and across state lines. Right now they are just exploring how it could possibly work. Bentley pointed out that vehicle miles traveled is growing while gas tax revenue is shrinking. Jodi and Mike mentioned that other states are also pilot testing this type of program. Bentley reported that STAC was enthusiastic. There was discussion about comfort levels relative to government having access to GPS data.
- Recognition of awards received for HPTE, I-70 Mountain Express Lanes, SH9 wildlife mitigation, US36 express lanes.
- CDOT is exploring the possibility of utilizing Eagle Net's assets. There was discussion about the significant amount of Eagle Net fiber and that much of it is in CDOT right-of-way. There will be continued discussion at STAC.
- Transit and Rail Division presented an overview of their goals and funding.
- Overview of how revenue projections are estimated and what their high and low projections look like.
- CDOT purchased STRAVA data, an app that tracks hiking and cycling data, since they otherwise did not have access to this type of transportation data. Kevin asked if data is available for users that keep their trips private. Mike replied that he would request more specifics. Kevin expressed concern about side projects when there are significant pressing needs. Sidney replied that CDOT is looking for new ways to address needs. Mike mentioned that a lot of CDOT's funding is restricted for certain uses. Jodie pointed out that the senate bill had funding for transit, but not the house bill. Bentley mentioned that most of the funding stayed static with the continuing resolution.

2. Transportation Commissioner Report – Sidney Zink

- There was discussion about Eagle Net. CDOT had been approached by the National Telecommunications and Information Administration about this issue.

- Discussions about SB 267 included how money will be paid back, criteria for what the money can be used for. There are a lot of questions, and a recommendation to seek clarification from the legislature, and will need to be a lot of decisions made moving forward.
- Discussion about how to improve the Transportation Legislation Review Committee meetings.
- She participates in the Efficiency and Accountability Committee. They have been looking at specific issues with input from various stakeholders, at the most recent meeting was the 14-hour snowplow policy, and how to try to address these various issues that are more complex than they seem.
- In August the Transportation Commission will have a two-day retreat that will include the regional transportation directors. She added that as the new TC Chair she will no longer be a member of the assorted committees she had been involved with.
- Sidny reported that Ed Archuleta and Greg Schulte will both be retiring in August. Greg reported that Andrea Phillips will be the new Pagosa Springs Manager.

III. **CDOT Reports:**

1. **Construction Update - Ed Archuleta**

- US 550/160 PCCP Diamond Grinding Phase I – This has been a successful project. It has been reported that some the low spots that couldn't be ground out are more noticeable on motorcycle, this is because previously the entire surface was so rough.
- SH 41 Surface Treatment US 160 to Utah – Minor surface treatment.
- SH 145 MP 76.05 Wall Failure – This is in the Gunnison Valley TPR, was a safety hazard.
- US 491 Cortez to MCR 30 (CR M) – This is out towards Dove Creek, they are hearing that it is going well.
- SH 184 Narraguinnep Canal 0-02-A Structure – They are transitioning to an increased guardrail height standard.
- US 550 Cribwall Repair MP 68.7 and 68.76 – This project is above Silverton, they will have to do some rehabilitation on some rock which will push the completion out to September. Greg asked if this was the project that a vehicle went over the edge. Ed replied that yes, the operator had failed to engage the brake.
- SH 145 Chipseal MP 59.41 to 71.24 – Have had some weather delays, this is in the Gunnison Valley TPR.
- US 160 Wolf Creek Fiber Optic RAMP 16 – Work is ongoing.
- R5 Region Wide Striping, Rumble Strip and WC RSA Phase 1 – Ongoing.
- SH 84 MP 14.67 Priority Culverts – This should happen quickly.
- US Dry Creek Passing Lanes – Realignment of a county road intersection and another animal underpass. The plan is to advertise this in the fall for construction next year.
- US 160 Wolf Creek Pass Phase 1 Signs – This has been pushed back. There was discussion about an online viral video showing a truck losing its brakes on Wolf Creek. Matt mentioned that, coincidentally, the "Beware the Wolf" campaign went out around the same time the video came out.
- Resurface from SH 172, Elmore's Corner, to Dry Creek will be done next year.
- Resurface work US 84 to Treasure Falls.
- US 491 Surface treatment – This will be next year.

2. SB 267 – Matt Muraro

Matt presented information about SB 267, the current situation in Colorado and the anticipated impacts. Sidney and Bentley pointed out that the lease-purchase is effectively mortgaging the buildings, not selling them. Matt explained that there will be the need to manage expectations about the benefits of this funding, effectively this is a low interest loan, allowing for an increase to capacity at the expense of maintenance funds. There was discussion about potential impacts.

3. CDOT Intersection and Corridor Priority Study – Julie Constan

Matt explained the request for priority intersections and corridors. Matt and Ed described the priority assessment of ADA ramps. They encouraged local agencies to share in the projects, such as offering to manage elements such as design or survey.

Matt added that the application for Safe Routes to School is out, applications are due November 1. Also the application for INFRA (formerly FASTLANE), applications are due November 2 and CDOT will not be submitting a project for Region 5.

4. Transportation Planning Toolkit #1: Project Ideas – Mike King

Mike explained that this was discussed and is the first part in the education prior to the statewide planning process. He presented information related to the process of project idea to improvement. Mark mentioned that it will be important to look at the various ways that new technology will fundamentally change the way transportation and community planning look. There was discussion about how to have people change behavior. Mike stated that CDOT intends to host these presentations on various issues at each TPR meeting if the TPR is interested. The group agreed they would like to.

V. Other Business

1. Transit Provider Updates

Kevin reported that the state is still working through the 5311 methodology. Durango continues to struggle with transit funding, and ridership remains stable.

2. Community Updates – Round Robin

Mark reported that Ignacio is working on identifying handicap accessibility ramps. They are working on a Capital Improvement Plan, which includes plans for street finishes, asphalt management and handicap ramps. The new light has been in for approximately a year and is functioning well. There are problems developing on SH 172.

John reported that Greg's retirement will be a loss for Pagosa Springs, and they are excited for Andrea Phillips to come on board. The South 8th Street project should be completed in October. The striping project from last fall has worked very well, there have been some issues with pedestrian crossings.

Greg reported that the South 8th Street has been a significant issue. They are nearing completion on the Town to Lakes Trail project, the next phase is under design. They are

preparing repaving and sidewalk work on 4th Street and Hot Springs Drive, waiting to begin after the end of tourist season. There are also other trail projects planned.

Phil reported that Cortez would be opening bids on a median project on US 160. They are participating in a safety study looking at Montezuma Avenue. They are extending Cactus Street from Main to the new high school. They have done a number of public outreach meetings with businesses.

Rob reported that Montezuma County's chipseal on County Road CC is expected to be complete by the end of September.

Jodi reported that the Southern Ute Indian Tribe is beginning work on CR 513 which will include new sidewalks and a new light.

Sidny added that the TC will be touring the Panasonic facility to look at connected vehicles. Bentley mentioned that RoadX is CDOT's smart transportation program. Mike added that one aspect is how different technologies can work together to provide useful data. Sidney added that it is important for people to understand the impacts of SB 267 and the TLRC meetings could be helpful for that. Kevin added that technology is expected to change very dramatically and very quickly. John asked if there is any discussion about solar highways. Mike replied that there are regulatory barriers that would complicate this.

Kevin reported that Durango is looking at a road diet on College Avenue and looking to add bike lanes.

Bentley reported that Archuleta County received grant funding from the Federal Highway Safety Improvement Program for guardrail improvements on Piedra Road.

Phillip reported that Bayfield bridge project is moving along. They are updating the comprehensive plan. They are also looking at the viability of an intersection project.

VI. Adjourn

The meeting was adjourned at 11:33 p.m.

The next meeting will be held Thursday, October 5, 2017.

Southwest Colorado Council of Governments

Profit & Loss

10/02/17

January through August 2017

Accrual Basis

	<u>Jan - Aug 17</u>
Ordinary Income/Expense	
Income	
CDOT Grants	
SWTPR Grant	13,856.19
Total CDOT Grants	13,856.19
Dues Revenue	
SWTPR Contributions	7,607.00
Total Dues Revenue	7,607.00
Total Income	21,463.19
Gross Profit	21,463.19
Expense	
Information Technology (IT)	
Software	120.03
Total Information Technology (IT)	120.03
Insurance Expense	
General Liability	275.12
Worker's Compensation	208.50
Total Insurance Expense	483.62
Internet Connectivity	
Internet Connection (AT&T)	37.74
Total Internet Connectivity	37.74
Meetings	610.15
Office Equipment	96.00
Office Supplies	134.86
Professional Development	14.00
Professional Fees	
Accounting Software	43.99
Audit	499.99
Legal	36.00
Total Professional Fees	579.98
Salary and Wages	4,230.29
Travel	9,732.68
Total Expense	16,039.35
Net Ordinary Income	5,423.84
Net Income	<u>5,423.84</u>

TO: SWTPR
FROM: Peter Tregillus, Matt Nesbitt, SUCAP
DATE: 10-2-2017
RE: Durango-Grand Junction bus route re-design



The situation

The reliability of Road Runner Stage Lines has diminished in recent months. RRS� has missed service days in 2017 due to lack of drivers and mechanical issues. To address this, SUCAP is proposing significant changes to CDOT in the operation of the service, and is redefining “what it takes” to run this particular route.

The older, refurbished buses SUCAP has been using worked reasonably well for the first 18 months, though maintenance costs have been high. Maintenance had been provided out of Farmington and Grand Junction. In February, 2016, SUCAP began using a Durango-based enterprise to service these large coaches, but service timeliness collapsed during the tourist RV season. One of the coaches threw a rod in February and was removed from service. CDOT has leased one of its Bustang coaches to SUCAP since March.

By the terms of the lease, we must shuttle that coach to Farmington every 12 days (and back a few days later). However that new bus sat in Farmington from August 22 to September 23 *for an oil change and inspection*, while waiting behind dump trucks and Halliburton fracking equipment. RRS� utilized it’s now recognizably ancient coach of year 2000 vintage until it broke down without a replacement on September 17th. RRS� did not run for an entire week and left riders stranded. The strict maintenance schedule required by the vehicle lease has left us relying more and more on the older coach. The maintenance provider lacks lifts so an oil change requires 8 hours rather than the normal 4 hours.

Also, the condition and requirements of the current vehicles have turned the transit management job into a 24-7 assignment and this is not sustainable.

Overall, the situation is unacceptable to all parties.

Maintenance services: the plan

SUCAP met with Greyhound and CDOT at the state transit conference two weeks ago. We presented our diagnosis:

The region lacks adequate maintenance infrastructure for reliable inter-city bus service, both in terms of skilled providers and locations.

The service needs three buses to operate reliably.

CDOT will have to address the situation not just on the SUCAP-operated route, but on the new routes which are part of its plan (including Pueblo-Lamar, set to open next year).

SUCAP has asked the City of Durango if they have the capacity and are interested in providing maintenance service for Road Runner Stage Lines¹ vehicles. They are looking into this as a possible revenue source since they themselves are facing significant funding cuts from CDOT.

The other option, which SUCAP is also pursuing, is to develop a modest diesel maintenance facility dedicated to these vehicles, which the ability to service the fixed route and demand response vehicles operated by SUCAP as well. It would need to be high enough to allow the bus to drive in and be lifted for service. Mechanics would be employed by SUCAP (probably part-time) and be trained to work on the specific Durango-GJ vehicles.

Per CDOT, the route (and SUCAP) will be assigned/leased two new Van Hool 35-foot coaches. SUCAP would keep the remaining older vehicle as additional backup. The current large 2014 MCI coach returns to CDOT.

Additional plan changes

While the maintenance challenge is the biggest one, SUCAP is also planning other changes:

- Adding a Montrose-based driver to drive the Montrose-Grand Junction leg and back. Right now, RRS� operates too close for comfort to the USDOT driver hours rules. In this configuration, the Durango-based driver is along for the whole ride, but does not drive the Montrose-GJ leg, thus lessening the driving hours per day for that driver.
- Increasing driver wages. This past summer, SUCAP dropped to three round trips per week (usually seven, with daily service) due to driver shortages. The proposed increase is from \$16.61 per hour to \$20.00 per hour.
- Increasing ticket agent hours in Durango. The service has been growing in a way that has been good news to Durango and Greyhound (because RRS� feeds into their routes). Additional hours are needed for customer service over the phone.
- Internal SUCAP changes in staffing assignments for more sustainable 7-day coverage.

Transition

Our own finding is that we cannot operate daily reliably with current equipment and the current maintenance infrastructure. Therefore, SUCAP is proposing

- To reduce service to five days per week (Tuesday-Sunday) beginning Tuesday, October 17th, until April, or when the new Van Hool coaches have arrived, the new maintenance system is set up, and the drivers are trained in its operations.
- Daily (7 days per week) service would resume in April.

¹ As part of the state-wide system, Road Runner Stage Lines will be rebranded as Bustang Outrider.



FY'18 Approps

On July 17th, 2017 the House Appropriations Committee passed its FY 2018 Transportation Housing and Urban Development (THUD) spending measure. The bill honors FAST Act funding levels for FY'18 by providing \$44.2B in federal-aid highway obligation limitation and \$9.7B in transit formula dollars. Unlike the President's FY'18 budget proposal, the House proposes to retain similar funding levels for Essential Air Service and Amtrak from FY'17. However, other general fund programs see a cut: TIGER grants are zeroed out (from \$500M) and Capital Investment Grants (CIG) for transit including New Starts is reduced by \$660M.



The package also includes an \$800M rescission of contract authority to offset other spending in the THUD package, which would take effect on November, 30, 2017. This is on the heels of just-enacted \$856M rescission on June 30, 2017, directed by the final FY'17 appropriations measure in May, and ahead of the large FAST Act-mandated \$7.6B rescission on July 1, 2020. Certain categories like national-purpose programs (e.g., federal lands, TIFIA, INFRA grants, FHWA admin, etc.), earmarks, suballocated STBGP, HSIP, and Rail-Highway Crossing are exempt from rescission. The proportionality requirement across programs categories is also retained, which limits states' flexibility in applying the rescission.cont on page 3

INFRA Grants

On June 28th, 2017 the US Department of Transportation issued a Notice of Funding Opportunity (NOFO) for FY 2017 and FY 2018 Nationally Significant Freight and Highway Projects program that was authorized in the 2015 FAST Act. This funding opportunity is primarily for highway freight projects of at least \$100 million, although a small percentage will be allocated to smaller projects costing less than \$100 million. Approximately \$1.56 billion is expected to be awarded, pending FY 2018 appropriations.



Eligible applicants are a State or group of states; a metropolitan planning organization with a population of more than 200,000; a local government or group of local governments; a political subdivision of a State or local government; a special purpose district or public authority with a transportation function; a Federal land management agency that applies jointly with a State or group of states; a tribal government; or a multi-State or multi-jurisdictional group of public entities. CDOT will work to identify up to three CDOT applications on State highways. Applications are due November 2, 2017. The NOFO can be found at <https://www.transportation.gov/buildamerica/infra/infra-notice-funding-opportunity>

CDOT Goes Driverless

The Colorado Department of Transportation (CDOT) uses trucks with rear-mounted attenuators — also known as a crash cushions — in mobile work zones to act as a barrier to absorb or deflect vehicles that would otherwise hit people or equipment. These “impact protection trucks” protect workers and are usually the first and only crash barrier between workers and the traveling public. Impact protection trucks are designed to be hit, putting their drivers at a greater risk of being involved in a crash. CDOT, through its RoadX program, will launch an Autonomous Impact Protection Truck pilot project that uses self-driving technology to eliminate the need for a driver in the vehicle, taking them out of harm’s way while still effectively protecting roadside workers.

The Autonomous Impact Protection Truck will follow a manned maintenance vehicle (the leader vehicle). The leader vehicle transmits position, speed and direction to the impact protection truck so it can follow in the leader vehicle’s exact path. The impact protection truck will also carry radar obstacle detection systems to detect anything unusual in their path and avoid collisions. CDOT/RoadX is looking into equipping the Autonomous Impact Protection Truck with a Dedicated Short-Range Communication (DSRC) radio, turning the vehicle into a mobile DSRC Roadside Unit (RSU). This will allow the truck to send real-time information about its location, speed and direction to other “connected vehicles” and the Vehicle-to-Everything (V2X) Data Ecosystem.



CDOT's Driverless Attenuator Truck

CDOT is encouraging peer organizations to get involved with the project. Learn more or get engaged through a peer exchange by contacting Joe Meyer at 303-512-5502.

Distracted Driving

Fatalities on the state’s highways continue to rise. Last year a record number of more than 600 people died. This year, fatal crash numbers are already ahead of last year’s. As anyone who drives on the highways knows, many factors influence the frequency of vehicle crashes with one significant cause being an increase in distracted driving.

Legislators representing districts in the Denver metro area passed a bill last session that addresses one part of the distracted driving epidemic. Sen Court and Rep Melton sponsored Senate Bill 27, which increased to \$300 the fine for misusing a phone while driving. Testimony for the bill included a broad cross section of the driving public. The most influential group speaking at the committee

hearings were motorcyclists retelling the story of loved ones who died at the hands of people texting while driving their cars. This moving testimony convinced Senators on the State Affairs committee to work on a bipartisan approach towards passing the bill. Ultimately, the bill passed with overwhelming support from both parties and the Governor signed the bill.

**Next Up In Our Legislative
Closer Looks**

September: Pollinator Highway

FY'18 Appropscont from page 1

Then on July 27, 2017 the Senate Appropriations Committee passed its FY'18 package for Transportation-Housing and Urban Development (THUD). The bill honors the FY'18 FAST Act funding levels for all Highway Trust Fund programs by providing obligation limitation at \$44.2B for federal-aid highways and \$9.7B for transit formula grants. Unlike the House measure there is no restriction on contract authority.

In general, compared to the President's proposal and the House bill, the Senate bill adheres closest to current program funding levels by including \$550M for TIGER discretionary grants, \$155M for Essential Air Services, \$2.1B for transit Capital Investment Grants, and \$1.6B for Amtrak. It also raises the cap on Passenger Facility Charge for originating airports from \$4.50 to \$8.50 and provides New Starts transit capital funding to backstop new full-funding grant agreements.

With two appropriations bills with significant differences making their way through Congress, the outcome is unclear. What is becoming more and more likely is that spending bills will not be completed before October 1, the beginning of Federal Fiscal Year 2018. We are likely to see a Continuing Resolution to extend current year spending until final FY'18 appropriations bills are completed.

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

TLRC Hits The Road

The Transportation Legislative Review Committee (TLRC) began their summer travels around the state in July, visiting areas in western Colorado. The bipartisan group of legislators travelled to Buena Vista and heard from the Mayor and Chaffee County Commissioner about the highway project on US highway 24, which also serves as a main street for the town. Flood mitigation, safe pedestrian crossings and new striping all served to provide a better environment for tourists, walking and driving.

The group continued on to Montrose where they met with local government representatives and regional planning partners over dinner. The next day legislators saw firsthand the Grand Avenue bridge project in Glenwood Springs and heard about the challenges associated with managing traffic and construction during the 95 day window when the old bridge is demolished and the new bridge rises. At the final stop of the trip, the TLRC toured the Eisenhower/Johnson Memorial Tunnel on I-70, witnessing the complexities that come with running operations on the highest vehicular tunnel in the nation.



TLRC visits the EJMT during their July roadtrip

The TLRC is scheduled to visit NE Colorado in mid-August, NW Colorado in late August and SE Colorado in late October. For more information on upcoming TLRC tours or legislative issues, contact CDOT Legislative Liaison, Andy Karisian at 303-757-9703.