



# SOUTHWEST TRANSPORTATION PLANNING REGION

## Monthly Meeting Agenda Coordinated by Region 9 Economic Development

**Thursday, February 9, 2023, at 9:00 am**

Colorado Department of Transportation  
20581 US-160 West, Durango, CO

ZOOM: <https://us06web.zoom.us/j/89468420554>, 1-719-359-4580, ID: 89468420554#

- |  |                 |
|--|-----------------|
| <b>A. Introductions</b>  | <b>9:00 am</b>  |
| <b>B. Consent Agenda</b>   | <b>9:10 am</b>  |
| 1. Previous Meeting Minutes' approval  |                 |
| 2. Financial Report approval   |                 |
| <b>C. Reports</b>  | <b>9:15 am</b>  |
| 1. STAC Update -   |                 |
| 2. Transportation Commissioner Report – Mark Garcia                                    |                 |
| 3. Congressional Updates   |                 |
| <b>D. Decision/Discussion Items</b>  | <b>9:45 am</b>  |
| 1. Election of Officers  |                 |
| 2. <a href="#">Hermosa to Durango Bicycle Trail</a> – Bob Wolf                         |                 |
| 3. Dolores County – Commissioner Steve Garchar   |                 |
| a. Snow Removal in the Town of Dove Creek  |                 |
| b. Wildlife Crossing on Hwy 491  |                 |
| c. Oversize Loads on Hwy 491   |                 |
| 4. Elmore's Corner to Bayfield – Commissioner Clyde Church                             |                 |
| a. Road engineering and funding  |                 |
| 5. City of Cortez  |                 |
| a. Status of the South Broadway frontage roads   |                 |
| b. Updates on Cortez's ACP issues (NuVue, Quick and Clean, frontage roads, etc.)       |                 |
| c. Electrical issues and additional information regarding light changes on Main Street |                 |
| <b>E. CDOT Reports</b>   | <b>10:45 am</b> |
| 1. Construction Update - Kevin Curry   |                 |
| 2. TAP funding   |                 |
| <b>F. Other Business</b>   | <b>11:00 am</b> |
| 1. Updates – Round Robin   |                 |
| 2. Region 9 Update   |                 |
| 3. Next meeting: <u>          April 13, 2023          </u>                             |                 |
| <b>G. Adjourn</b>  |                 |



## Sw Transportation Planning Region Minutes

Thursday, December 8, 2022, 8:30 a.m.

Durango Transit Center Conference Room, 250 W 8th Street, Durango

### **TPR Members**

Peter Tregillus – Road Runner Transit (R)  
Clyde Church – La Plata County  
Shak Powers – Region 9 EDD  
Laura Lewis Marchino – Region 9 EDD  
Kevin Curry – Region 5 (R)  
Lucy Mulvihill- Town of Silverton (R)  
Katie Sickles – Town of Bayfield (R)  
Jennifer Allison – CDOT (R)  
Laura Vanoni – Archuleta County (R)  
Nicol Killian – Town of Bayfield (R)  
Andrea Phillips – Town of Pagosa Springs (R)  
Jim Candelaria – Montezuma County  
Jamie Grim – CDOT (R)  
Bernadette Cuthair – Ute Mountain Ute Tribe (R)  
Helen Katich – Senator Hickenlooper Representative (R)  
Steve Garchar – Dolores County (R)  
Julie Constan - CDOT  
Tony Cady - CDOT  
Rachel Marchbanks – City of Cortez  
Brian Peckins – City of Cortez  
George Tripp – City of Cortez  
Naomi Dobbs – Senator Boebert Representative  
Stephani Burditt – Region 9 EDD (R)  
Tim Funk – CDOT  
Ronnie Maez – Archuleta County (R)  
Richard Tokar – Town of Mancos (R)

\*(R) signifies attended remotely

### **I. Introductions**

The meeting was called to order 9:06 a.m.

### **II. Consent Agenda:**

1. October 2022 Meeting Minutes
2. Financial Report

Region 9 is integrating the financials and the planning grant income is the only thing showing. The TPR dues need to be added and there will not be a negative by year-end.

**Clyde Church made a motion to approve the consent agenda as presented. Katie Sickles seconded, and the motion passed unanimously.**

An Amendment to the agenda to include Resolution #22-01 Approve Change in Use of Approved MMOF Funds for Toad Runner Transportation was added to Section III. subsection 4. **Steve Garchar made a motion to approve the amendment to the agenda as presented. Katie Sickles seconded, and the motion passed unanimously.**

### **III. Reports**

#### **1. STAC Update**

The minutes from the November 3, 2022, meeting was provided in the packet. Jim Candelaria reported that Colorado as a whole is aging rapidly which creates additional transportation needs. Many in the workforce were pushed out or retired during COVID and birthrates have slowed. The Long Range Transportation Plan was updated four years ago and combined Transportation and Transit. The demographic data that was provided didn't show the aging population very well. They are hoping to rectify that in the new report. It was mentioned that the workforce is going to get tighter due to the rising cost of living. The meeting got contentious regarding TAP funding. The Transportation Alternatives Program (TAP) staff meeting will be held in January to discuss funding for TAP. TAP funds are used for on/off road pedestrian and bicycle facilities, vulnerable road user safety assessments, and more. The majority of applications are for trail management. Region 5 sub-allocates funding by 40% to southwest and 40% San Luis and 20% to Gunnison Valley. The Selection Committee is aligning goals and projects to the 10-year plan. It was proposed at the STAC meeting to have a Statewide Selection committee to review everything. The new process for selecting TAP is to review the applications for fatal flaws and returned to the applicant for corrections and then the Selection Committee will score the applications. The breakdown of the potential Selection Committee was shared but isn't finalized yet. Applications were delayed and the new call for projects will be February 2023 with additional deadlines through April 21, 2023.

#### **2. Transportation Commissioner Report**

Mark Garcia was not in attendance. There is a TC workshop next Wednesday to provide feedback on this topic. Reach out to Mark Garcia if you have any feedback.

#### **3. Congressional Updates**

Naomi Dobbs provided an update on Representative Boebert's activities around infrastructure and transportation. There are representative offices in Durango, Grand Junction, and in Pueblo. She provided statistics on Colorado's infrastructure and highlighted jobs. Rep. Boebert has introduced the America's Infrastructure and Maintenance Act to secure funding for rural Colorado's roads and bridges. Her office

is available to prepare letters of support or grant application review, if it is a good fit. It was noted that Dolores County appreciates all the support helping with Hwy 491.

Helen Katich provided an update from Senator Hickenlooper's activities and broadband in particular. \$100 million in Broadband funding will be overseen through the Colorado Broadband office and is an impact from the Infrastructure grant. An email was sent regarding the FCC's Broadband maps that were released November 29<sup>th</sup>. These maps show the access to highspeed internet and exact locations. There is a one month period to contest the maps. Please review to make sure SW Colorado is represented. Helen announced that \$23 million have been awarded to Ute Mountain, \$42 million to Southern Ute, and \$13 million to Eastern Plains have already been distributed. The federal budget is hopefully going to be passed December 16<sup>th</sup> or 23<sup>rd</sup>. It was stated that the Senators have been very supportive of current projects, and it is very appreciated.

#### IV. Decision/Discussion Items

##### 1. Additions to 10-Year Plan

###### a) City of Cortez

George Tripp provided information on Truck and Highway Roadway statistics and the Public Works capital project plan that was provided in the packet. He highlighted Hwy 491 projects and improvements. It was mentioned that increased traffic is expected, and local businesses will be impacted. The process to get these additions added to the 10-year plan include first approval to be included in the TPR Priority Plan. It was noted the 10-year plan is no longer accepting new projects, but the SWTPR Priority Plan can be revised and reranked as needed. **Steve Garchar made a motion to put the City of Cortez's Public Works projects on the TPR Priority Plan list as presented. Clyde Church seconded, and the motion passed unanimously.**

###### b) 550 North Bike Path

Bob Wolff provided information on the commuter bike trail to connect the valley north of Durango to the Animas River Trail in Durango. The steps and goals were outlined and provided in the packet. He was not in attendance and had requested to present in February.

##### 2. Broadband Updates

Shak Powers confirmed that the Middle Mile Grant application was submitted on September 30<sup>th</sup> but won't know if it is approved until March 2023. Regional Team leads are meeting weekly and working to establish an IGA for construction, management & maintenance of the middle mile network, and forming technical subcommittees. Staff is working with lenders on securing the

final letter of credit needed if the grant is funded. One lender is requesting to include “moral obligation” language in the IGA. This language was explained. An unsolicited proposal was submitted on November 16<sup>th</sup> requesting an IRU for six strands of fiber from Pagosa Springs to South Fork, and another application is being drafted for the use of CDOT’s right-of-way for portions of the middle mile build that we will not be able to construct aerially. Dark Fiber leases will be reviewed to determine if any changes need to be made. The DOLA award for the La Plata County CNL was executed November 3<sup>rd</sup> and the process, milestones, and deadlines were discussed.

3. 2023 Meeting Schedule confirmation and elections

Laura Lewis Marchino recommended keeping the same schedule from 2002 for the 2023 calendar year: February 9<sup>th</sup>, April 13<sup>th</sup>, June 8<sup>th</sup>, August 10<sup>th</sup>, October 12<sup>th</sup>, December 7<sup>th</sup>. Elections for Officers and TPR Representatives will be in February. There was a consensus that the 2<sup>nd</sup> Thursday would work for the 2023 meetings.

4. Resolution #22-01 Approve Change in Use of Approved MMOF Funds for Toad Runner Transportation

Roadrunner applied for and was awarded MMOF funds. They are looking to modify the use of the funds from purchasing used buses to purchasing new buses due to the increased costs in Type II Body-on-chassis busses. **Clyde Church made a motion to approve Resolution #22-01 as presented. Steve Garchar seconded.** It was asked what prompted the change; it was a technical issue that came up from the contracting process thus triggering the need for a new resolution. It was asked if this new funding including the match would cover the cost of a new bus; yes. This is for the connecting servicing between Durango, Bayfield, and Ignacio. It was asked how many buses are being purchased and will any be traded in when these new ones are purchased; this is for two buses and there is a vehicle disposal procedures. **The motion passed unanimously.**

II. CDOT Reports

1. Construction Update

Kevin Curry provided a verbal update and information regarding CDOT projects that have been completed, in progress, and upcoming. A Summary was provided in the packet Highlights include:

Completed

- US 550 and 30<sup>th</sup> Street Durango

#### Current

- US 160 Wolf Creek West Fiber
- US 160 Four Corners to Aztec Creek
- US 160 McCabe Creek Pagosa
- US 550/160 Connection South Design-Build

#### Upcoming

- US 160 West of Pagosa MP 135-144 ST
- US 172 Ignacio to Elmore's Corner
- US 160 Bayfield to Yellow Jacket Capeseal
- US 160 & CR 225 MP 94.04 Improvements
- US 160 Section 3 Priority Culverts
- US 160 San Juan River Bridge Scour
- US 160 Mancos Pedestrian Improvements
- US 160 Signals at SH 145 & Chestnut Street
- US 160 Mancos Hill to Durango Chipseal
- US Pagosa Reconstruct

The project list was emailed after the meeting.

### III. Other Business

#### 1. Updates – Round Robin

Montezuma – Successfully working with CDOT to get the bridge repaired at Alkaline Creek and secured funding.

La Plata – Gearing up for winter and laying sand down. Purchased a property on the southwest side of the county to house a gravel pit that will have an operator and the property is large enough that it may include a gun range and cleaning track for the Sherriff's department.

Pagosa Springs – McCabe Creek is in winter shutdown. South 6<sup>th</sup> Street will remain closed until spring, The Town Council just approved the Eastend multi-modal Plan after extensive community input, just need to find the rest of the funding now. Looking to coordinate with CDOT on pedestrian improvements at Piedra and Harmon Park Drive using TAP funding. Working on an RFQ for the pedestrian bridge on the Eastend with additional multi-modal funding. Gearing up for the 2024 Main Street reconstruct project.

Ute Mountain Ute – US 160 Four Corners to Aztec improvements are being communicated to the Tribal community to prevent traffic headaches during the construction. Tribal Council trying to meet with the Utah Lt. Governor to work on the IGA for White Mesa work and set up a maintenance agreement similar to the one currently in place with CDOT. A Roundtable on Tribal Pedestrian Safety Walks was very informative on how each tribe has particular barriers and addressed possible solutions and other sources of funding.

Dolores – Frustrated with CDOT on speed limits through town and the Dollar General Store driveway and electrical issues CR 8.2 and can't get information on how to settle disputes. Calls aren't returned and when transferred the call is dropped. Julie assured Steve that CDOT will connect with him.

Bayfield – Wrapping up engineer for shared use paths and received and extension. Working with CDOT to get IGA's in place for the Revitalizing Main Street Program to get sidewalks and ADA accessible sidewalks, with the goal of getting them all done at some point. Working with CDOT to finalize the Hwy 160 Pedestrian Study kicking off in the spring. Working with CDOT on the east intersection to get a signal installed and working on the engineering for that project.

2. Region 9 Update  
No update was provided.

- IV. Adjourn  
Next regular meeting date: February 9, 2023

**Clyde Church made a motion to adjourn the meeting. Steve Garchar seconded, and the motion passed unanimously.** The meeting was adjourned at 10:36 a.m.

## Profit &amp; Loss

July through December 2022

	Jul - Dec 22
Ordinary Income/Expense	
Income	
4010 - Grants - Admin	1,935.94
4020 - Grants - Program	1,165.95
4090 - Membership Dues	1,113.00
Total Income	4,214.89
Gross Profit	4,214.89
Expense	
5110 - Wages	2,435.90
5120 - Payroll Taxes	214.90
5130 - SUTA	2.48
5135 - Retirement Expense	79.09
5140 - Workers' Comp Insurance	3.63
5150 - Health Expense	285.34
5410 - Rent Expense	281.25
5510 - Travel Expense	707.95
5512 - Meeting Expense	121.58
Total Expense	4,132.12
Net Ordinary Income	82.77
Net Income	82.77



## **Statewide Transportation Advisory Committee (STAC)**

### **Meeting Notes**

Chair: Vince Rogalski, Gunnison Valley TPR

Date/Time: Thursday, December 1, 2022; 8:32 a.m. – 11:30 a.m.

Location: Virtual Only

Recording: <https://www.youtube.com/watch?v=XLjLJFee0eg>

#### **Attendance:**

	Denver Area: Nicholas Williams, Ron Papsdorf	Pueblo Area: Eva Cosyleon
	Central Front Range: Dick Elsner, Dwayne McFall, and Samantha Hughes	San Luis Valley: Keith Baker, Vern Heersink
	Eastern: Chris Richardson	South Central: Jennifer Oliver
	Grand Valley: Dana Brosig, Rachel Peterson	Southeast: Stephanie Gonzales, Ron Cook
	Gunnison Valley: Vince Rogalski, Roger Rash	Southwest: Jim Candelaria
	Intermountain: Brian Pettet, Terri Partch	Upper Front Range: Scott James, Elizabeth Relford, John Becker
	North Front Range: Kristin Stephens, Becky Karasko, Suzette Mallette, Johnny Olson	Southern Ute Tribe: None
	Northwest: Heather Sloop	Ute Mountain Ute Tribe: None
	Pikes Peak Area: Dave Donelson, Holly Williams, John Liosatos, Danelle Miller	FHWA: None
		FTA: None
		Transportation Commissioners: Eula Adams, Don Stanton, Kathleen Bracke

### **Highlights and Action Items**

1. Welcome and Introductions – meeting commenced at 8:32am by Vince Rogalski, STAC Chair [\(video timestamp 00:04:13\)](#)
2. Approval of the November Meeting Minutes [\(video timestamp 00:09:07\)](#)
  - The November 2022 STAC minutes were motioned for approval by Kristen Stephens and seconded by Holly Williams. Minutes were approved unanimously without changes.
3. CDOT Update on Current Events – Herman Stockinger, CDOT Deputy Director [\(video timestamp 00:09:50\)](#)
  - CDOT Deputy Director reported on the ribbon cutting for the Central 70 Project, the retirement of Richard Zamora and his interim replacements (Jason Nelson and Jason Aarons). The Transportation Commission Meeting in December will be virtual only with Workshops and regular Board Meeting being held on Wednesday. Additionally, the hiring process is ongoing for Andy Karsian's replacement.
4. Transportation Commission Report – Vince Rogalski, STAC Chair [\(video timestamp 00:13:40\)](#)
  - The Chair summarized matters covered in the previous Transportation Commission meeting including the FY23 budget presented to the Governor, which is expected to be adopted in March. The Chair also noted the increasing frequency of public comments received on TC matters generally and their growing influence.
5. TPR Representative and Federal Partners Reports [\(video timestamp 00:16:05\)](#)

- Many Transportation Planning Regions (TPRs) and Metropolitan Planning Organizations (MPOs) had not met since the last STAC meeting with meetings set for the following month. Member updates included reports on: Updates to various transportation plans/reports being updated or overhauled, TIP/STIP additions, preparations for winter (i.e. chain-up stations), individual TPR/MPO approval of performance measures targets, halting of capital construction projects and finalization of maintenance projects given the onset of winter.
  - Federal Highway Administration (FHWA): FHWA had no updates.
  - Federal Transit Administration (FTA): FTA had no updates.
6. Legislative Report – Herman Stockinger and Jamie Grim CDOT Office of Policy and Government Relations (OPGR) [\(video timestamp 00:32:56\)](#)
- No State Legislative Report. Jamie Grim provided an federal legislative update, noting the changing political majorities in the House and Senate. Pieces of legislation currently in session are the National Defense Authorization Act as well as the approval process of the General Budget to avoid a government shutdown which could impact IIJA funds. The Senate is discussing Community funded projects into the Omnibus Bill; talks are ongoing. Colorado has two new Legislators: Brittney Peterson (District 7) and Yadira Caraveo (District 8). Additionally, Railroad Strike Legislation is currently being considered in the Senate and is expected to pass.
7. CDOT Budget Update – Jeff Sudmeier, CDOT Chief Financial Officer [\(video timestamp 00:39:53\)](#)
- A report was provided on Revenue Reconciliation and Federal Redistribution, specifically Inflexible (\$19.7M total) and Flexible Revenues (\$17.3M total). The TC Program Reserve Reconciliation saw a total balance of \$ 146.8M in the program reserve. Updates were also given on the FY23 Budget Amendments including the following: Capital Construction Cost Escalation, Mountain Corridor Resiliency, Strategic Pavement Investments, Bridge and Tunnel Enterprise BABs Subsidy, and Workers Compensation Budget Shortfall. Herein, staff is to request \$79.5M from the TC Program Reserve.
8. State Demographer Update - Cindy DeGroen, Department of Local Affairs [\(video timestamp 01:42:04\)](#)
- The State Demography presentation provided updates on the trends in the Colorado's population in the wake of the 2020 Census. The primary statewide population trends are: Slowing population growth rate (births up, deaths down, migration slowing); aging population; concentrated growth (Front Range); increasing racial and ethnic diversity. Long term, there is an expected 1.7M increase in population expected by 2050.
9. CDOT Communication Office Update – Matthew Inzeo, Director, Office of Communications [\(video timestamp 02:05:43\)](#)
- Matt Inzeo provided various updates, first on the status of COtrip. Of note, there has been a 70% increase in mobile visits to COtrip sites. Additionally an overview of the new COtrip Planner App, Travel Alerts, Plow Trackers was presented. CDOTs various social media sites were also highlighted. Final updates were given on this year's Winter Wise: Winter Driving in the Wild campaign as well as the Bustang website revamping.
10. Transportation Alternatives (TAP) Update – Marissa Gaughan, Division of Transportation Development [\(video timestamp 02:22:09\)](#)
- STAC was given an overview of the Transportation Alternatives Program and its purpose; eligible activities, entities, and award considerations; as well as financial aspects of the TAP program. An outline and timeline of the application process and important dates was also given. CDOT proposes projects be scored by an interdisciplinary CDOT review committee with representatives from each Region.
  - Discussion: Members of the STAC expressed concerns with this centralized committee and levels of representation for rural TPRs. STAC recommended to the TC that TPR Chairs, or their representative, be part of the [TAP project] selection process.
11. Other Business - Vince Rogalski, STAC Chair [\(video timestamp 03:18:20\)](#)
- The next STAC meeting originally scheduled for January 5, 2023 has been canceled.



**COLORADO**

Department of Transportation

# Division of Maintenance and Operations

## Operational Update

### Feb 2023



FEB 23

# DMO Priorities of Work

## Winter Operations - Winter Season 22/23

Support Section 9 (Avalanche)  
Winter Operations/Forecasting

## Training Services – Staffing Support

New Employee Plow Operator TNG  
Trainee – CDL Class #6 (MAR)

## Asset Management – Data Management

Data Collection Project FY23

## Special Projects - Develop a funding plan

Asset Management Software Platform (Replacement)

## ITS - DMO Vacancies - Advancing Fiber Backbone

Fiber Program and ITS Maintenance  
Service Provider Development (ITS Systems)

## Vacancies Issues –

2/5/6/9 Sections Vacancy Rates  
Increase HR/Maintenance Recruiting  
Housing Allowance (Snow Bonus/JOA Bonus)

## Fleet FY23 Programed Orders

Funding Shortfalls Snowplows  
Light Fleet EV Pick Up Fielding



## WINTER SEASON 2022/2023

ONGOING STATEWIDE OPERATIONS



## VACANCIES ISSUES

SECTION 2, 5, 6, 9 STAFFING



## KNOWLEDGE MANAGEMENT

INEXPERIENCED WORKFORCE



## HOUSING/STIPEND PROGRAMS

FAIRPLAY AND FRISCO DEVELOPMENT (BREAK GROUND MARCH 23)



## PROPERTY MANAGEMENT

FEB TRANSITION MONTH (EFFECTIVE 1 MARCH)



# Operational Priorities

**Safety of the traveling public!** Removal of on road debris, clearing blocked traffic lanes, guardrail and cable rail repairs, end treatments (crash attenuators), signs, Traffic Signals. **During winter months this includes snow and ice removal.**

**Freight mobility and economic vitality** (e.g., speed, travel time, and/or reliability on primary routes)



**Infrastructure Preservation** (e.g., state of good repair, cracks sealing, potholes, etc.)

**Environment** (e.g., de-icer and storm water runoff, HAZMAT, drain cleaning, permeant water quality ponds)

**Livability** (off highway litter, trash, graffiti, homeless encampments, etc.)



# Winter Operations Priorities

The primary goal is a well-structured resource deployment process to optimize the utilization of limited resources across the organization.

The determination is based on the following factors:

- Annual Average Daily Traffic (AADT) - Interstate Corridors, US Highways, Major Colorado Highways
- Mountain Passes (Steep Grades), Elevated Highways/Sharp Curves, Major Interchanges
- Access to emergency services, schools, ski resorts/businesses, and freight corridors



**A lot of ground to cover with limited resources**



# Overcoming the Vacancies

I-70 MP 210.65 EB : 2.9 miles W of Eisenhower Tunnel

**Current Entry Level Highway Maintainer Vacancies 218**  
**Last June we were at 326**

☒ Vacancies Decreasing

☒ CDL Training  
Trainee Programs

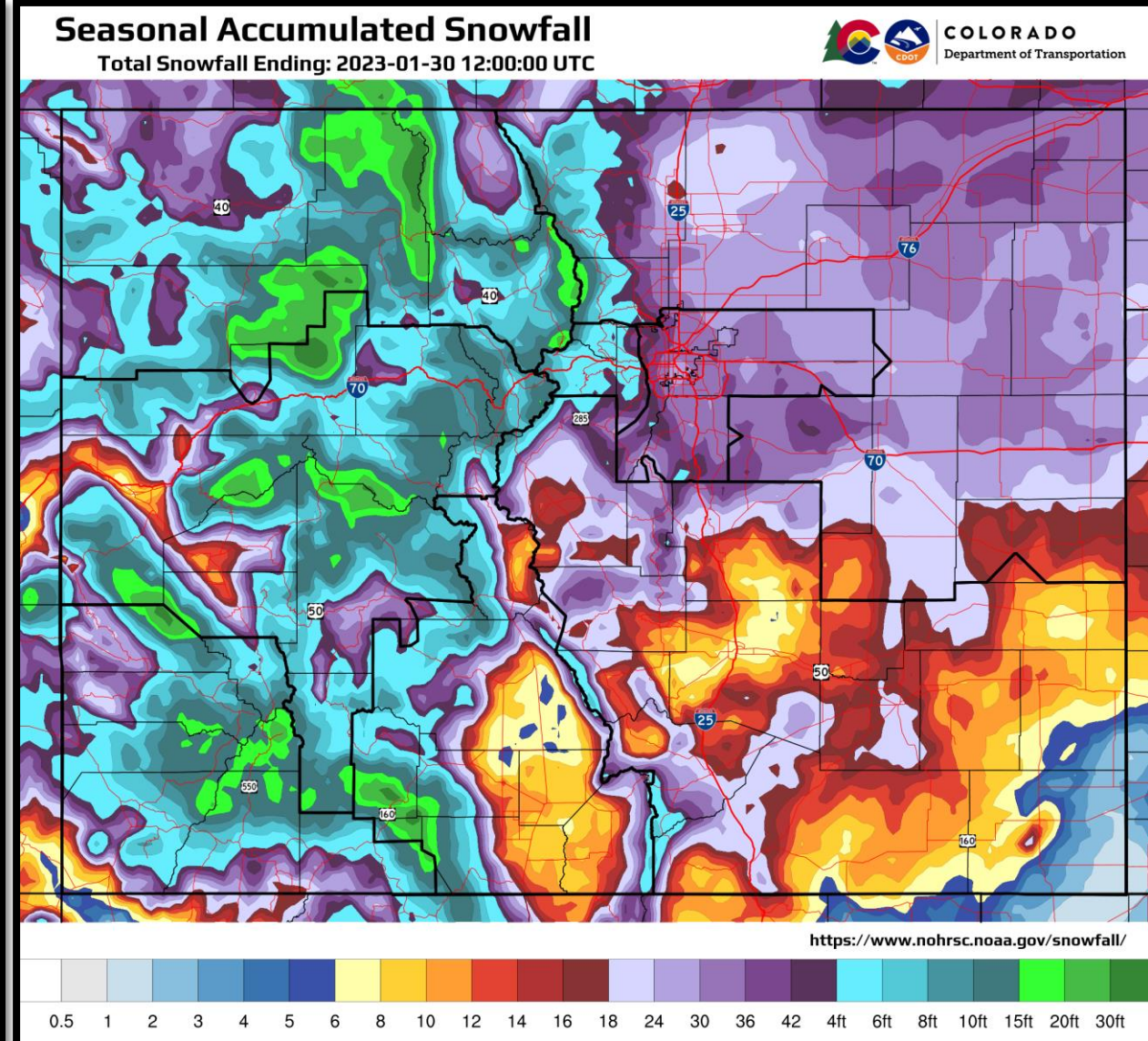
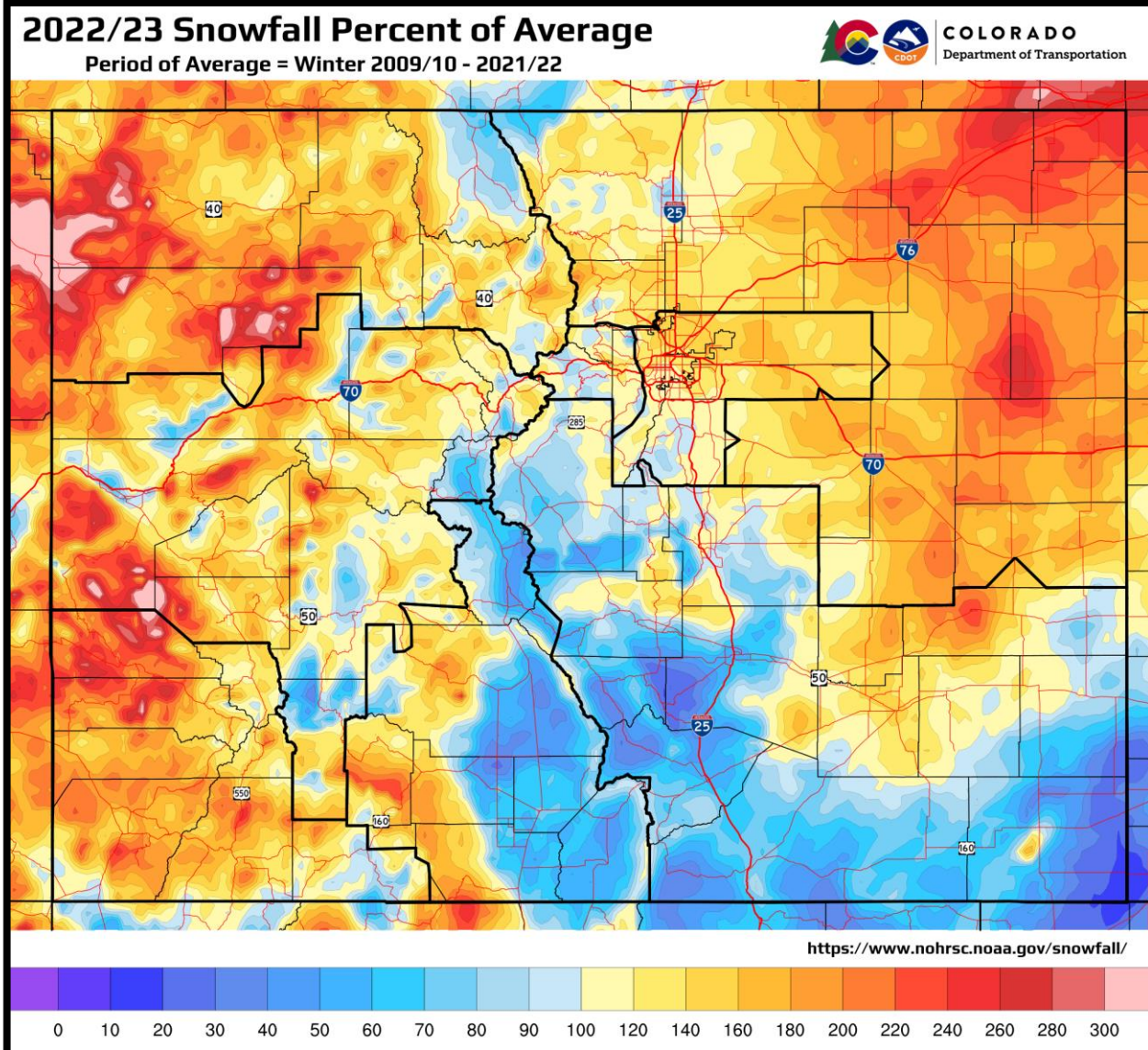
☒ Pay Increases  
Housing Stipend

☒ Internal Deployments  
Staff Augmentation

☒ Trainee Programs



# 2022/23 Winter Season





# Winter Operations Update



This team provides timely forecasting and communications geared toward [maintenance](#) staff for effective snow and ice control operations.

## Winter Operations

As of this week CDOT winter operations teams responded to seventeen significant winter weather events

**17**

Winter Storm Events

## Avalanche Operations

CDOT Maintainers conducted 33 avalanche mitigation missions. Triggered 262 avalanches in highway paths, 89 hit the road, with 6886 feet of centerline covered

**262**

Avalanches



DMO's Meteorologists provides [Maintenance](#) and Operations and our stakeholders (transportation) focused weather forecasting!



# Division of Maintenance and Operations

## Communications



### Interoperability

CAD Integration  
Radio and Ready Ops



### Communications

Radio etiquette  
Center to Center  
Situational Awareness



### Systems

Advanced Traffic Management System "ATMS"  
Advanced Traveler Information System "ATIS" ("Cotrip")  
Video Management System  
Incident Clear





## Division of Maintenance and Operations

# Incident Management Emergency Management

**Incident Response Team** TIMs instructors, former first responders, clearing blocked traffic lanes, CDOT liaisons between first responders and our Agency. During winter events will escort snowplows to reduce near misses and crashes.

**Traffic Incident Management** Changes to structure and continued support by CSP

**Emergency Management** Changes to structure, reestablishing relationships with State EOC and stakeholders

**Fire Brigade Program** Implementing programmatic approach to wild land fire fighting along with tunnel and canyon fire and rescue operations

**Safety Patrol** Continued expansion proposed for funding.



# Our family clearing the way for yours!

John Lorme  
Director, Maintenance and Operations  
[john.lorme@state.co.us](mailto:john.lorme@state.co.us) | 270.289.0037

Bob Fifer  
Deputy Director, Operation  
[bob.fifer@state.co.us](mailto:bob.fifer@state.co.us) | 303.929.4278

# HERMOSA TO DURANGO BIKE TRAIL

This is a proposal to add a trail to the Southwest  
Transportation Planning Regions (SWTPR)  
2045 Long Range Plan



Last February I converted one of my old mountain bikes to an e-bike for \$1,200



I should of bought this one in April when RAD bikes closed out a line of e-bikes and this one sold for \$500. My battery cost that much.

☐ Compare

Save \$700



Electric Hybrid Bike

### RadMission Mid-Step

★★★★★ (4.6) 1304 Reviews

The lightest weight model in our lineup, this is a slick, stylish single-speed electric hybrid bike. Old-school cyclists love that the ride-feel is similar to a road bike, and apartment-dwellers enjoy having a model that's easier to carry up stairs.

For riders 5'2" - 6'2"



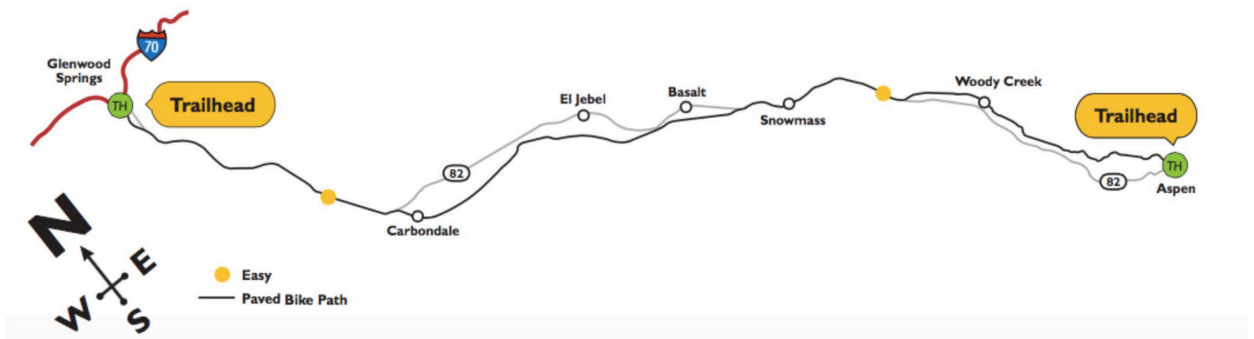
Shop Now

~~\$1,199~~ \$499

In July, my daughter invited us to Aspen for the 4<sup>th</sup>. What a fantastic job they have done with their trails. Interestingly, they allow e-bikes on most of their trails. Wenever got in a car for 4 days.



One day we road 8 miles out to a restaurant in Woody Creek. Over a hundred bikes were there at lunch. That trail goes from Aspen to Glenwood Springs on a 42 mile Rail to Trails project.



Then in August I read this article in the Durango Herald that updates us on Smart 160. Wow, 20 years ago...

## Whatever happened to the SMART 160 Trail? Durango officials say it's coming soon



Path would connect Three Springs with central Durango

By Christian Burney Herald Staff Writer

Monday, Aug 8, 2022 5:00 Updated Monday, Aug. 8, 2022 8:48



Scott McClain, left, assistant director of Durango Parks and Recreation, and Ture Nycum, director of Parks and Recreation, stand at the western end of the SMART 160 Trail on Thursday in Three Springs. The trail will one day connect with the Animas River Trail. (Jerry McBride/Durango Herald)



So... if the process is going to take 20 years, we need to add a commuter trail from Hermosa to Durango to the system now.



We should start the trail at the north end of CR203



And end the Trail at the south end of  
CR203



# Hermosa to Trimble Lane



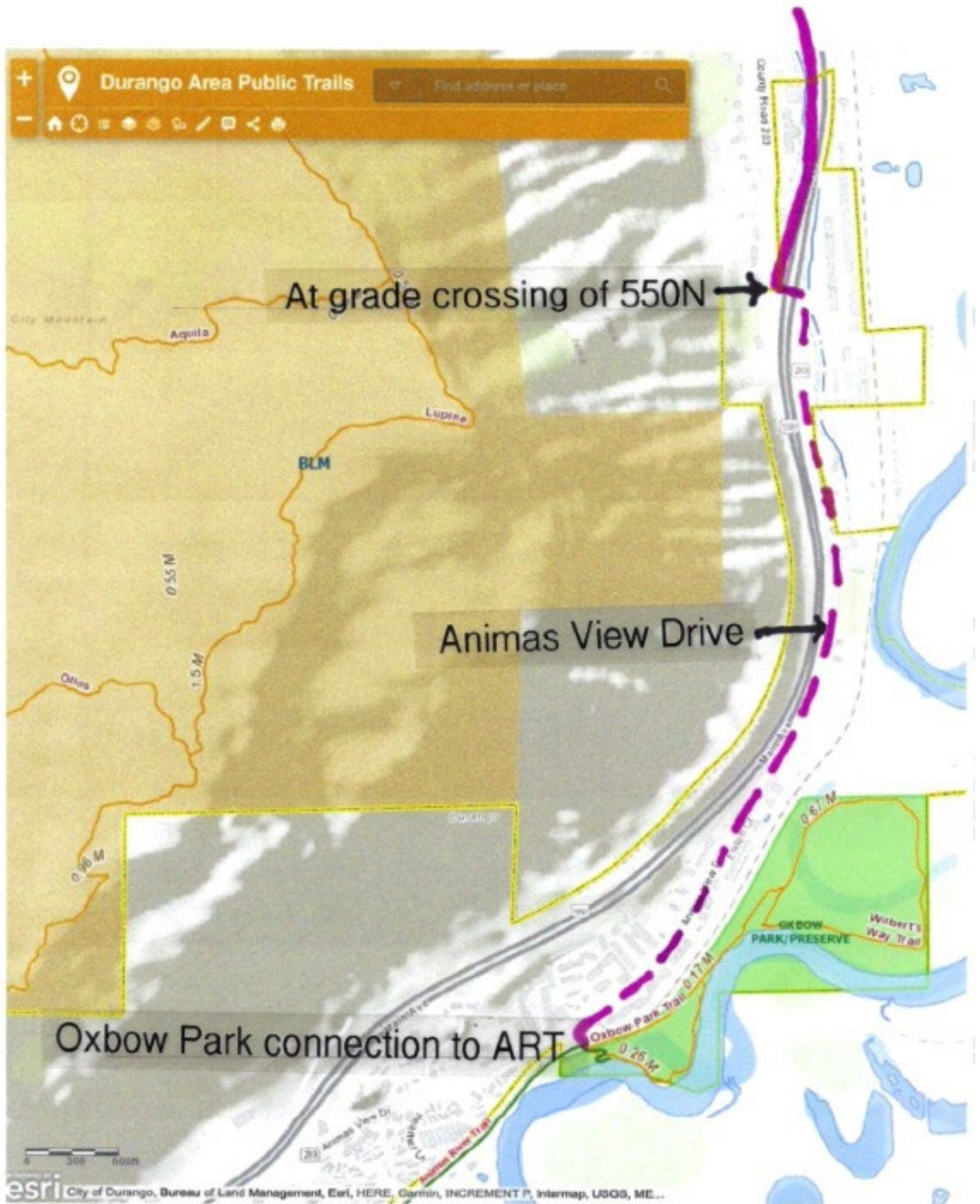
# Trimble to Alpine



# Alpine to Oxbow Park



# Animas View Drive to Oxbow Park





# Durango Herald Weekend Opinion

PAGE 2B ★ THE DURANGO HERALD ★ SUNDAY, FEBRUARY 5, 2023 ★ OPINION

## EDITORIAL BOARD

Richard G. Ballantine, Chairman  
Ann Marie Swan, Opinion Editor

*It ain't what you don't know that gets you into trouble,  
it's what you know for sure that just ain't so. • Mark Twain et al*

## Due process for all or every person is at risk



**Ben Waddell**  
*The Other Side*

**Compañeros:** Four Corners Immigrant Resource Center originated in the late 1990s after a community push to shut down plans to build an immigrant detention center in La Plata County. Today, the organization has come full circle by launching an innovative legal service program, which aims to support migrants in need of legal assistance related to immigration issues. As Compañeros' accredited representative with the Department of Justice, I can attest to the importance of his new work.

Compañeros' legal aid program is a response to the unprecedented deportation of human beings from the U.S. Every year, millions of fathers, mothers and children are detained by Immigration and Customs Enforcement agents, and placed in private detention centers without legal representation. These for-profit prisons are corporate concentration camps that operate just far enough beneath the surface that most are blind to their impact on our community and national well-being. Since 2002, more than 5 million people have been deported from the U.S., and the vast majority have been processed without legal counsel. Deportees are returned home, where they typically face persecution by authoritative governments and extra-governmental forces like cartels and paramilitaries. Jeremy Slack, Ph.D., from the University of Texas captures this reality in his devastating, but appropriately titled book, "Deported to Death."

My interest in advocating for immigrant legal services began in fall 2018, when I met an immigrant from Mexico, who I'll refer to as Rogelio. At the time, Rogelio was working for a company building homes in Edgemont Highlands. Fleeing cartel violence, he and his family had arrived just six months earlier.

In September, Rogelio was detained

by ICE agents on his way to work. Within hours, he found himself in a detention center in Aurora run by GEO Inc., which reported a net income of about \$180 million in 2022. Rogelio's wife, Marta, reached out to me immediately.

"What do I do?" she asked. I had no idea. At the time, I simply didn't know enough about the legal system to provide meaningful advice. But I knew people who did. After a few short calls, I got back to Marta with a plan.

That evening, she drove to Denver, hired legal counsel and paid her husband's \$2,000 bond. Two days later, they returned home to piece together their traumatized family. Armed with legal assistance, they applied for asylum, which affords them work visas while they wait for an immigration judge to decide their fate. But the odds aren't in their favor. Currently, judges approve just 27% of asylum requests in Colorado.

America's legal system is based on a simple principle: due process. According to the Fifth Amendment, no person is to be deprived of "life, liberty, or property, without due process of the law." And since 1776, the concept of due process has progressively expanded. But there is one exception: immigrants. Over time, and particularly since the creation of the Department of Homeland Security in 2003, due process for immigrants has been reduced. In fact, our current immigration system operates as if the concept didn't exist at all.

Most immigrants face deportation alone and at an extremely high cost. An astounding 80% of immigrants with removal proceedings lack legal counsel and most are ultimately deported. But there is a silver lining. The overwhelming majority of immigrants with legal representation are granted relief from deportation.

At Compañeros, our goal is to ensure that everyone — regardless of legal status — has a fair day in court. In fact, we believe doing so is crucial to the rights of all people. When we allow millions of individuals to be legally processed outside the Constitution, we place everyone's rights at risk.

*Ben Waddell is an associate professor of sociology at Fort Lewis College and serves on the board of Compañeros, a Durango-based immigration rights nonprofit.*



## Now's the time to start Hermosa to Durango Trail

Imagine riding your bike north out of town all the way to Hermosa on a separated bike trail that has no huge climbs or big drops, out for a casual lunch, meetings or just for fun with your family.



**Bob Wolff**

Last year, several changes in my life made me believe we really need a bike trail from Hermosa to Durango. Then, I observed that there is a 70-foot unused highway easement on the west side of 550, all the way to Hermosa. The time is now to start the process and build it.

For the Fourth of July weekend, our family visited our daughter in Aspen. I was really impressed by what the city has done with its trail system. The trail system provides for all manner of bikes, and connects the town directly to a 42-mile-long paved bike trail to Glenwood Springs. One day, we rode the trail down valley 8 miles to Woody Creek for lunch. By 1 p.m., there were probably 150 bikes parked outside.

Later last summer, my wife and I were driving home from County Road 201 (Upper Hermosa Creek Road). She was driving, so I daydreamed out the window to the west, then it hit me. The Colorado Department of Transportation has about 70 feet of grass on the west edge of the highway to the right-of-way fence. There is enough room to accommodate a multiuse trail to town as well as future lane expansions for the highway.

Twenty years ago, Durango was planning to connect what was then the future Three Springs development to city infrastructure and included a trail connection called Smart 160. That trail connection might finally be built this year. Hermosa Valley already has the population density, but no trail, nor a plan for one. If it is going to take 20 years to get a trail into the system, we

need to act now.

As it turns out, it is a bit cumbersome. First, we need the Southwest Planning Regional Transportation people to add the trail to the 2045 Long Range Plan. Once that is done, the Regional Transportation folks need to prioritize the trail high enough for it to end up on the CDOT 10-year plan. CDOT is not planning to add projects to the 10-year plan for at least another four years.

This system of prioritizing regional road projects is probably appropriate for roads, but for a multimodal trail, in today's world, I am not so sure it fits well in a legacy road-based system. There should probably be an exemption or a fast-track process for projects that have the clear ability to get people out of their cars, reduce carbon dioxide, ozone, particulate emissions and other greenhouse gases. That is not to mention the dramatic increase in safety by getting pedestrians, joggers and cyclists off County Road 203, County Road 250, and the shoulder of U.S. Highway 550, which is now used as a bike lane but is very dangerous. And what a perfect way to connect the Hermosa Valley to the city.

The beauty of a trail from Hermosa is that the incline is smooth and will attract runners, rollerbladers, family bicyclists and e-bike riders. Recreation is certainly a component in this trail proposal, but beyond that I think that e-bikes will change transportation as much as the change from horses to bicycles in the early 1900s. When a rider can go more than twice as fast, with less than half of the effort, transportation will change. A great reason to consider this a multimodal transportation proposal.

My first moniker for the Hermosa to Durango Trail project was Smarter, Better, Faster 550. Humor intended. To voice your support for this trail, please visit: [hermosatodurangobiketrail.com](mailto:hermosatodurangobiketrail.com).

*Durango resident Bob Wolff is a retired architect, real-estate developer and volunteer on various water boards.*



## THE HERALD WELCOMES YOUR LETTERS AND OPINION COLUMNS

Email: Visit [www.durangoherald.com/opinion](http://www.durangoherald.com/opinion) to submit letters via the web form. Email opinion columns to [letters@durangoherald.com](mailto:letters@durangoherald.com). Please indicate in the subject line if the submission is time-sensitive.

Letters to the editor must be 250 words or fewer. Poetry and sketches welcome. Opinion columns must be 600 words or fewer. We reserve the right to edit for length and clarity and to eliminate libelous or tasteless material.

# HERMOSA TO DURANGO BIKE TRAIL

- This is a request to begin the process of developing a commuter bike trail to connect the valley North of Durango to the Animas River Trail in Durango. (ART)
- The first step is for you folks to consider adding this trail to the 2045 Long Range Plan.
- The trail would be approximately 6.5 miles long.
- Estimated cost of \$6.5 million in today's dollars.
- It is a multi-modal world out there, it is time we expanded ours beyond Durango city limits.
- The trail would connect a large population of residents North of Durango to Durango via a trail on the West side of Hwy 550.
- CDOT is the sole property owner of the right of way.
- There is approximately 70 feet of green belt west of Hwy 550, enough to expand the road in the future and add a trail today.
- The advent and adoption of e-bikes is exploding, they are already 40% of the new bike market.
- Goal to reduce carbon dioxide, ozone, particulate emissions, and other green house gasses.
- Goal would be to maximize the separation of bicycles and vehicles from the highway by keeping the trail close to the western edge of the ROW by the fence.
- Goal to reduce bicycles on the shoulders of Hwy 550.
- Goal to minimize bicycles on County Road 203.
- Goal to minimize trail crossings of roadways.
- SMART 160 took 20 years to build.
- Hermosa to Durango trail could take another 20 years to construct.
  - A journey of 1,000 miles starts with a single step

**HERMOSA TO DURANGO BIKE TRAIL . COM**

**HERMOSATODURANGO@GMAIL.COM**



SOUTHWEST PROJECTS

	Project Type	Total Est. Project Cost	Total Strategic Funding	Other Funding	Funded FY 19-22	Funded FY 23-26	Planned FY 27+	Project Status	Planning Project ID
Highway & Transit – Region 5									
US 24	US 24 Intersection Improvements in Buena Vista	H	\$6 M	\$4 M	✓			\$4 M	<a href="#">2039</a>
	Buena Vista Park-n-Ride and Intermodal Facility	T	\$1.04 M	\$1.04 M		\$1.04 M			<a href="#">1297</a>
US 50	US 50 and US 285 Intersection Reconstruction	H	\$6.07 M	\$5.37 M	✓	\$3.9 M	\$1.47 M		<a href="#">0073</a>
	US 50 Corridor Improvements in Poncha Springs	H	\$2 M	\$2 M			\$2 M		<a href="#">2456</a>
	Outrider Improvements at Poncha Springs	T	\$80 K	\$80 K		\$80 K			<a href="#">2752</a>
	Salida Transit Capital Improvements	T	\$0.6 M	\$0.48 M	✓	\$0.48 M			<a href="#">2751</a>
	US 50 West of US 285 Junction	RP	\$4.21 M	\$3.5 M	✓	\$3.5 M			<a href="#">0077</a>
US 160	Outrider Improvements at Placerville, Ridgway, and Telluride	T	\$0.25 M	\$0.25 M		\$0.25 M			<a href="#">2455</a>
	US 160 Towaoc Passing Lanes	H	\$9 M	\$9 M		\$9 M		✓	0091
	US 160 McCabe Creek Major Structure Replacement	H	\$7.37 M	\$6.737 M	✓	\$6.737 M		◆	<a href="#">0075</a>
	US 160 Multimodal Improvements in Alamosa	H	\$8.8 M	\$8.8 M			\$8.8 M		<a href="#">2038</a>
	Alamosa Transit Center	T	\$2.8 M	\$2.8 M			\$2.8 M		<a href="#">1309</a>
	US 160 Intelligent Transportation Systems (ITS) Infrastructure	H	\$30.56 M	\$10 M	✓		\$10 M	◆	<a href="#">1303</a>
	US 160 Elmore’s Corner East	H	\$71.45 M	\$34.53 M	✓		\$27.6 M	\$6.93 M	<a href="#">1334</a>
	US 160 and CR 225 Intersection Improvements	H	\$6.8 M	\$0	✓	(This project has been funded by other funding sources)			<a href="#">2091</a>
	US 160 and Piedra Road Intersection Improvements	H	\$0.3 M	\$0	✓	(This project has been funded by other funding sources)			● <a href="#">2092</a>
	US 160 East of Fort Garland Safety and Wildlife Mitigation	H	\$13.417 M	\$6.747 M		\$3.419 M	\$3.328 M		<a href="#">1315</a>
	US 160 between New Mexico and Aztec Creek	RP	\$29.8 M	\$19.27 M	✓	\$19.27 M		◆	<a href="#">0078</a>
	Pagosa Springs’ Main Street Reconstruction and Multimodal Improvements	H,T	\$14.455 M	\$13.8 M		\$13.8 M			<a href="#">1339</a>
	Pagosa Springs/Archuleta County Multimodal Facility	T	\$3.125 M	\$2.68 M	✓	\$1.08 M	\$1.6 M		<a href="#">1326</a>
	Bustang Outrider Service between Pagosa Springs and Durango	T	\$2.69 M	\$2.69 M			\$2.69 M		<a href="#">2523</a>
	Wildlife Mitigation on US 160 between Cortez and Durango (near CR 30.1)	H	\$4.5 M	\$2.88 M				\$2.88 M	<a href="#">2089</a>
	Intersection Improvements at US 160 and Pike Avenue	H	\$3 M	\$3 M	✓			\$3 M	<a href="#">2061</a>
	Intersection Improvements at US 160 and CR 30.1 (Phil’s World)	H	\$1.5 M	\$1.5 M				\$1.5 M	<a href="#">2087</a>
US 285	Outrider Improvements at Johnson Village, Moffat, and Alamosa at Adams State	T	\$0.25 M	\$0.25 M		\$0.25 M			<a href="#">2492</a>
	US 285 Safety and Mobility Improvements between Center and Saguache	H	\$59.52 M	\$33.68 M			\$20.6 M	\$13.08 M	<a href="#">1051</a>
	US 285 Improvements in Saguache	H	\$0.75 M	\$0.75	✓			\$0.75	<a href="#">2069</a>
US 550	US 550 and US 160 Connection	H	\$98.6 M	\$68.6 M	✓	\$68.6 M		◆	<a href="#">0074</a>
	US 550 Pacochupuk South Roadway Mobility, Safety, and Billy Creek Wildlife Improvements	H	\$13.5 M	\$10.78 M	✓	\$8.29 M	\$2.49 M		<a href="#">0085</a>
	US 550 Billy Creek Safety and Widening	H	\$37.53 M	\$22.95 M	✓		\$10.53 M	\$12.42 M	<a href="#">1133</a>
	Durango Transit Capital Improvement	T	\$4.5 M	\$4.5 M	✓	\$2.0 M	\$2.5 M		<a href="#">1365</a>
CO 15	CO 15 West of La Jara	RP	\$6 M	\$6 M				\$6 M	<a href="#">2630</a>
	Northeast San Luis Valley Transit Service	T	\$0.56 M	\$0.56 M			\$0.56 M		<a href="#">2532</a>
	CO 17 West of Antonito	RP	\$34.6 M	\$7.17 M			\$7.17 M		<a href="#">2634</a>
CO 17	CO 17 Surface Treatment & Widening Hooper to US 285 Junction	RP	\$18 M	\$18 M		\$18 M		✓	<a href="#">0080</a>
CO 112	CO 112 Pedestrian Crossing in Center	H	\$0.75 M	\$0 M	✓	(This project has been funded by other funding sources)			<a href="#">2050</a>
CO 114	CO 114 US 50 East	RP	\$15.4 M	\$15.4 M		\$12 M	\$3.4 M		<a href="#">0084</a>
CO 136	CO 136 East of La Jara	RP	\$2 M	\$2 M				\$2 M	<a href="#">2630</a>
CO 141	CO 141 Slickrock and CO 145 Redvale	RP	\$10 M	\$10 M		\$10 M		✓	<a href="#">0082</a>
	CO 141 North of Naturita	RP	\$4.2 M	\$4.2 M		\$4.2 M		✓	<a href="#">0083</a>
CO 145	Multimodal Improvements on CO 145	H	\$5 M	\$3.38 M	✓		\$0.68 M	\$2.7 M	<a href="#">1482</a>
	Outrider Improvements at Durango, Mancos, Cortez, Dolores, and Rico	T	\$0.4 M	\$0.4 M		\$0.4 M			<a href="#">2493</a>
	SMART Purchase of Existing Real Property for Admin & Maintenance Facility	T	\$2.5 M	\$1.86 M	✓	\$1.86 M		✓	<a href="#">1123</a>
	CO 145 Dolores East	RP	\$10.38 M	\$10.38 M				\$10.38 M	<a href="#">2778</a>
CO 149	CO 149 North of Creede	RP	\$16 M	\$16 M		\$16 M		◆	<a href="#">0081</a>
CO 151	CO 151 between Ignacio and US 160	RP	\$25.76 M	\$10.57 M	✓		\$10.57 M		<a href="#">2635</a>
CO 172	CO 172 between New Mexico to Ignacio	RP	\$10.38 M	\$10.38 M				\$10.38 M	<a href="#">2632</a>
CO 370	CO 370 between CO 15 and CO 285	RP	\$1.5 M	\$1.5 M	✓	\$1.5 M		◆	<a href="#">0079</a>

✓ Completed.

◆ Currently under construction/in progress.

● Planned for construction in 2022.

H: Highway | T: Transit | RP: Rural Paving



SOUTHWEST PROJECTS

		Project Type	Total Est. Project Cost	Total Strategic Funding	Other Funding	Funded FY 19-22	Funded FY 23-26	Planned FY 27+	Project Status	Planning Project ID
Highway & Transit – Region 5										
CO 371	CO 371 between CO 15 and CO 368	RP	\$2.38 M	\$2.38 M				\$2.38 M		<a href="#">2637</a>
Non-Corridor Specific	Advancing Transportation Safety	H	\$1.965 M	\$1.965 M			\$1.965 M			<a href="#">2783</a>
	Intersection and Pedestrian Improvements at CO 291 and US 50	H	\$8 M	\$7 M			\$7 M			<a href="#">2070</a>
	Regional Transit Service between Montrose and Telluride	T	\$2.12 M	\$2.12 M		\$2.12 M				<a href="#">1028</a>

Your Transportation Priorities is an evolving list of proposed projects to address the needs and concerns of Coloradans across the state. This list will be updated on an ongoing basis.

Please visit [YTP.codot.gov](https://YTP.codot.gov) for the most up-to-date information.



✓ Completed.

◆ Currently under construction/in progress.

● Planned for construction in 2022.

H: Highway | T: Transit | RP: Rural Paving



# Key Accomplishments in 2022

- **107** Total Projects Completed
- **538** Miles of Rural Roads Improved
- **129** Projects Awarded
- **\$840 million** spent on construction contractor payments
- **Over 50%** of the full 10-year plan is complete
- **16** 10-Year Plan Projects Put Out for Bid
- **1 million** revenue service miles achieved on Bustang
- **6 million** lane miles plowed



# Progress on the 10-Year Plan

Since the creation of the 10-Year plan, CDOT has been hard at work delivering and planning the projects that our neighbors helped identify and made possible by legislative funding initially provided in SB267.

Going into the fifth year of CDOT's current 10-year plan:

- **100%** of the projects in the first four years of the plan are complete or underway
- **Over 50%** of the full 10-year plan is now complete or in progress
- The department completed **23** projects from its 10-Year Plan in 2022 and put out **16** projects from the plan for bid.





# Project Spotlight

## *I-70 Floyd Hill*

Construction started in fall 2022 with a wildlife crossing and roundabouts. With construction scheduled to begin on the mainline in the spring of 2023, the project will make much-needed improvements along eight miles of I-70. In September 2022, CDOT was awarded a \$100 million grant from the Infrastructure Investment and Jobs Act (IIJA). This is more than CDOT has received through any prior single grant from the U.S. Department of Transportation. Early action projects are underway, and these improvements will save users travel time for weekend trips and decrease the number and severity of crashes through more consistent traffic flow and speeds.

Major elements of the project include:

- Adding a third westbound travel lane on I-70
- Constructing a missing frontage road connection
- Adding an eastbound auxiliary lane to the uphill section of Floyd Hill
- Improving interchanges and intersections
- Improving design speeds
- Improving the Clear Creek Greenway
- Environmental mitigation for wildlife connectivity, air and water quality, stream conditions and recreation





# Project Spotlight

## *Bustang Expansion*



CDOT launched Bustang in 2015, marking the department's first steps toward increasing statewide mobility options through a state-run interregional bus service. Today, the Bustang family serves nearly every corner of Colorado.

This year, \$30 million in new funding from the state legislature's passage of Senate Bill 22-180 funded a three-year pilot program to provide hourly Bustang service along I-70 and I-25 to attract additional travelers into a transit option on our busiest interstate corridor.

The shuttle service, which preceded the Floyd Hill project and construction of mobility hubs, launched in May 2022 and provides service from Denver Union Station to Avon or Eagle with more routes planned in the future, reducing reliance on gas-powered vehicles on I-70 and decreasing emissions. Future plans for this service entail transitioning to electric vehicles for the shuttle service, further decreasing emissions.



# Project Spotlight

## *Central 70*

CDOT celebrated the completion of the \$1.2 billion Central 70 Project in November of 2022. Since its August 2018 groundbreaking, the Central 70 Project has reconstructed 10 miles of I-70, added one new Express Lane in each direction, removed an aging 57-year old viaduct, lowered the interstate and built a four-acre park for the surrounding community. The Central 70 Project allows motorists to have trip time reliability and increases safety for both the community and those passing through. This project successfully reconnected the community and brought people-focused infrastructure improvements that will last for generations to come and has inspired other states to follow suit.





# Project Spotlight

## *Multimodal Mobility Hubs*

The state legislature provided new transportation funding through Senate Bill 17-267, which provides \$192 million for strategic transit capital projects over four years beginning in FY 2019.

CDOT, through its planning efforts, has identified multiple locations along the I-25 and I-70 corridors to construct mobility hubs to be funded by SB 267.

In addition to the four completed mobility hubs currently served by Bustang, CDOT is planning, designing and constructing additional mobility hubs over the course of the next 10 years. CDOT has developed a Mobility Hub Handbook that provides a framework to guide and implement these projects. The mobility hub area plans include the alternatives analysis and supporting research to select the preferred location and preliminary engineering concepts to develop the design and cost estimates.





# Greater Denver Metro Area

## *Completed Projects*

- I-25 South Gap
- Six-Inch Pavement Markings
- CO 88 Concrete Panel Pavement
- I-70 Noise Walls Phase 1
- US 85 Widening in Louviers
- US 6 Tunnel lighting
- US 287 Paving and Curb Ramps
- I-70 and Sheridan Intersection Improvements
- I-70 Repaving





# Greater Denver Metro Area

## *Underway Projects*

- I-70 over 32nd
- I-70 over Harlan
- I-70 Genesee Wildlife Crossing Underpass
- I-70 Repaving between Chief Hosa and Floyd Hill
- EJMT Infrastructure Maintenance
- CO 72 Repaving between I-70 and Indiana St
- I-76 York to Dahlia Roadway Reconstruction
- I-76 over Clear Creek Scour Mitigation
- Regionwide Curb Ramp and Traffic Signal Improvements
- US 85 Corridor Improvements from Highlands Ranch Parkway to C-470
- I-25 Dry Creek Ramp Improvements
- I-25 Concrete Pavement Rehabilitation
- Denver Metro Bridge Safety Improvements





# Southeast Colorado

## *Completed & Underway Projects*



### Completed Projects

- CO 21 Powers Boulevard and Research Parkway Interchange
- El Paso County Bridge Maintenance
- I-25 Ramp Metering in Colorado Springs
- US 160 La Veta Pass Resurfacing
- I-25 Exit 11 Interchange Improvements
- US 50 Resurfacing in Pueblo
- US 50 Purcell Interchange



### Underway Projects

- CO 115 Improvements
- Military Access, Mobility and Safety Improvements
- Bridge Bundle
- CO 96 Resurfacing East of Westcliff
- US 287 Passing Lanes
- US 287 and US 50 Resurfacing Downtown Lamar



# Northwest Colorado

## *Completed Projects*

- US 40 Sand Spring Gulch to Craig
- CO 14 and CO 125 Rural Resurfacing
- US 50 Delta Settlement Repair
- CO 91 Critical Culvert Repairs
- CO 13 Fortification Creek North
- CO 139 Douglas Pass North
- CO 92 Hotchkiss and Crawford
- CO 64 Rangely East and US 40 Dinosaur East Surface Treatment
- CO 92 Gunnison River Bridge Replacement and Resurfacing
- CO 133 Landslide Repair
- CO 9 Frisco to Iron Springs
- US 50 and 550 Montrose Resurfacing
- CO 82 Aspen Airport Business Center to Aspen Resurfacing and Roundabout
- US 6 and CO 141 Mesa County Resurfacing
- I-70B 1st and Grand Ave Improvement
- I-70 Glenwood Canyon Critical Asset Repair
- I-70 Wrong Way Detection System
- I-70 Silverthorne to EJMT Resurfacing
- I-70 Emergency Structure “Box” Replacement
- I-70 Parachute to Rulison Resurfacing



# Northwest Colorado

## *Underway Projects*

- I-70 West Vail Pass Auxiliary Lane Safety and Operations Improvements
- I-70 Frisco to Silverthorne Eastbound Auxiliary Lane
- I-70 Eagle County Median Railing
- I-70 Wildlife Fencing
- I-70 Garfield County Cable Rail and Guardrail Installation
- I-70 Salt Wash Bridges Scour
- CO 13 Rio Blanco Hill
- US 6 Clifton Intersection Improvements
- I-70 Vail Pass Rest Area Replacement Project
- US 6 Fruita to Palisade Corridor Improvements
- US 50 Little Blue Creek Canyon
- US 133 Bowie Chip Seal





# Northeast Colorado

## *Completed & Underway Projects*

### Completed Projects

- CO 7 Lower Permanent Flood Repairs
- CO 119 Adaptive Implementation
- CO 16 Pawnee Pass to Sterling
- CO 14 Cameron Peak Fire Culvert Upgrades
- CO 1 Wellington South Reclamation and Resurfacing
- CO 14 Safety Improvements
- I-76 Sterling East

### Underway Projects

- US 85 and Weld County Road 44
- Eastern Plains Timber Bridge Replacement
- North I-25 from Berthoud to Fort Collins





# Southwest Colorado

## *Completed & Underway Projects*

### Completed Projects

- US 160 and CO 370 Resurfacing and ADA Ramps
- CO 149 Resurfacing Creede to North of City Lake
- US 160 Wildlife Crossings Near Chimney Rock National Park
- US 24 Wildlife Fencing East of Johnson Village
- US 50 Monarch Truck Ramp and Culvert Repair
- US 285 Resurfacing Monte Vista to Saguache
- US 550 Durango Medians Signals and Pedestrian Crossing
- CC 172 and CR 318 Intersection Improvements

### Underway Projects

- US 160 Fiber Optic Wolf Creek Pass to Pagosa Springs
- US 160 Resurfacing Four Corners to Aztec Creek
- US 160 McCabe Creek Culverts in Pagosa Springs
- US 550 Resurfacing Ouray to Colona
- US 550 and US 160 Connection South Near Durango





# Building on Progress

## *Fixing our state's rural roads*

**538 miles** of rural roads improved in 2022

**140.27 miles** repaved in Southeast Colorado

**264.21 miles** repaved in Northwest Colorado

**15.7 miles** repaved in Northeast Colorado

**61 miles** repaved in Southwest Colorado





# Revitalizing Main Streets & Our Economy



In 2022, **over \$35 million** worth of projects was either awarded or kicked off.

CDOT is proud to make investments in our roads and built environments that support multimodal transportation options. The Revitalizing Main Streets grant program funds the enhancement of active transportation safety and results in encouraging physical activity.

The program strengthens the connection of people to main streets and central economic hubs, resulting in boosting local economic vitality in towns and cities across Colorado.

Through a grant process, local communities can implement their vision of building infrastructure improvements to make walking and biking easy, yielding long-term benefits that bolster community connections.





THANK YOU

QUESTIONS?



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Communications Director and Special Advisor to  
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# COLORADO

## Department of Transportation

Division of Transportation Development  
2829 W. Howard Place  
Denver, CO 80204-2305

**DATE:** December 14, 2022  
**TO:** Colorado Transportation Commission  
**FROM:** Rebecca White, Director, Division of Transportation Development  
**SUBJECT:** Transportation Alternatives Program Update

### Purpose

This memo provides an update on the Transportation Alternatives Program (TAP).

### Action

Discuss and act

### Background

The main purpose of the federal TAP program is to implement non-motorized transportation projects. Federal funds are allocated under the TAP program to transportation improvement projects that expand travel choice, strengthen the local economy, improve quality of life, and protect the environment. Many TAP projects enhance non-motorized forms of transportation like biking and walking. TAP was authorized in 2012 by federal transportation legislation, MAP-21, and is now continued under the current IIJA.

### Eligible Activities

TAP funds may support the following project eligibilities:

- On- and off-road pedestrian and bicycle facilities
- Safe Routes for Non-Drivers
- Vulnerable Road user safety assessments
- Conversion of Abandoned Railway Corridors to Trails
- Scenic Turnouts and Overlooks
- Outdoor Advertising Management
- Historic Preservation & Rehabilitation of Historic Transportation Facilities
- Vegetation Management
- Archaeological Activities
- Stormwater Mitigation
- Wildlife Management
- Projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways



### **Upcoming CDOT Call for TAP Projects**

The next CDOT call for projects will cover fiscal years 2024-2026. The minimum request is \$50,000 in federal dollars. There is no maximum request. There is approximately \$42.6 million anticipated to be available through the CDOT-directed call.

Projects require a 20% local match, though these funds may be paired with MMOF funds which have a tiered match rate based on jurisdiction. TAP funds may be used to satisfy the match requirements of MMOF and vice versa.

Projects will be scored by a competitive statewide process. The proposed review committee process has been revised based on the motion made by the Statewide Transportation Advisory Committee (STAC) at their December 1st meeting. Staff is proposing that there be five review committees, one for each CDOT Region. Each committee would include:

- 1 CDOT Division of Transportation Development (DTD) representative (e.g. bike/ped planner) selected by DTD Director
- 1 CDOT Division of Transit and Rail (DTR) representative (e.g. transit planners) selected by DTR Director
- 3 CDOT regional representatives (e.g. planners, engineers, safety) selected by the CDOT Region Transportation Director
- Transportation Planning Region (TPR) Chair (or representative) from each TPR within a region
- Committee size will range from 6 (Region 1) to 10 (Region 2), depending on the number of TPRs within a given CDOT Region.

### **Next Steps**

CDOT intends to announce the call for TAP projects in February, following the February STAC meeting. TAP guidance, application, and a detailed timeline will be made available on the CDOT website.

<https://www.codot.gov/programs/planning/grants/tap-fiscal-years-2023-25>

### **Attachments**

TAP Presentation

TAP Resolution





**COLORADO**

Department of Transportation

# Transportation Alternatives Program Update

December 2022



# What is TAP?

## Program Purpose:

- TAP stands for Transportation Alternatives Program, and its main purpose is to implement non-motorized transportation projects.
- Federal funds are allocated under the TAP program to transportation improvement projects that expand travel choice, strengthen the local economy, improve quality of life, and protect the environment.
  - Many TAP projects enhance non-motorized forms of transportation like biking and walking.
- TAP was authorized in 2012 by federal transportation legislation, MAP-21, and is now continued under the current IIJA.





# Project Eligibilities

## Eligible Activities:

- On- and off-road pedestrian and bicycle facilities
  - Safe Routes for Non-Drivers
  - Vulnerable Road user safety assessments
  - Conversion of Abandoned Railway Corridors to Trails
  - Scenic Turnouts and Overlooks
  - Outdoor Advertising Management
  - Historic Preservation & Rehabilitation of Historic Transportation Facilities
  - Vegetation Management
  - Archaeological Activities
  - Stormwater Mitigation
  - Wildlife Management
- Projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways





# TAP Funding

## Program Funding:

- Population driven, with a little over 30% of the overall federal funding directly suballocated to the large MPOs (DRCOG, NFR & PPACG) based on their urbanized area populations, who hold their own competitive process for selecting projects.
- Remaining funds are CDOT-directed and are divided between the CDOT regions using a formula of 45% VMT, 40% lane miles / 15% truck VMT. CDOT holds a competitive call for TAP projects every 3 years. The large MPOs that receive direct suballocations of funding may also compete for funding in the CDOT competitive call for projects.
- The next CDOT call for projects will cover fiscal years 2024-2026. The minimum request is \$50,000 in federal dollars. There is no maximum request. There is approximately \$62 million total for TAP projects statewide during this timeframe, with approximately \$42.6 million total available through the CDOT-directed call.



# TAP Selection in Previous Rounds (CDOT-directed funds)

- Process determined and implemented by CDOT regions.
- Each region took a different approach in terms of how they solicited and picked projects with some running a process entirely internally and others involving TPRs.

Region	Selection Committee	TPR Rep?
1	Planners, local agency staff, engineers and staff from specialty units.	No
2	Region staff + MPO and TPR reps.	Yes
3	Local agency staff, Resident Engineer, specialty units, and HQ local agency office.	No
4	Planning Mgr. moderates, one member from each of four TPRs, and the RPEM <u>or</u> RTD.	Yes
5	One rep. from each of three planning regions, CDOT staff members (e.g. Local Agency Engineer, Planner).	Yes



# Process Objectives & STAC Input

- Standardize project selection across all regions providing consistent involvement of CDOT and stakeholders.
- Ensure a voice for local governments to provide input (e.g. projects that cross multiple jurisdictions within a county).
- Provide alignment with other CDOT grant programs and priorities (e.g. RMS, Transit, GHG goals).

## STAC Input 12/1/22

- Voted to “recommend to the Commission that TPR Chairs or their representatives be part of the TAP selection process”.

***Importantly, the project selection process discussed here has no impact on the amount of TAP funding provided to the MPOs or Regions as that is determined by Program Distribution.***



# 2024-2026 Recommended Application Process: Review and Scoring

1. Initial region engineer review for fatal flaws/feedback
  - Opportunity to flag and address any immediate scope and feasibility issues before final application deadline
2. Projects scored by five regional interdisciplinary review committees, one for each CDOT Region. Each committee would include:
  - 3 CDOT regional representatives (e.g. planners, engineers, safety) selected by the CDOT Region Transportation Director
  - 1 CDOT Division of Transportation Development (DTD) representative (e.g. bike/ped planner) selected by DTD Director
  - 1 CDOT Division of Transit and Rail (DTR) representative (e.g. transit planners) selected by DTR Director
  - 1 Transportation Planning Region (TPR) Chair (or representative) from each TPR within a CDOT region



# Draft TAP Schedule

February 2023	March 2023		April 2023	May 2023	June 2023	Summer 2023
Call for projects open following February STAC meeting.  Attend mandatory pre-application meeting with your CDOT Region.	Draft application deadline: March 24	Engineer Review/ Feedback period: March 24-April 7	Final Application deadline April 21	Projects scored	Projects awarded	Projects programmed in TIP/STIP

- **NOTE: Based on input received during STAC, additional time was added to the draft schedule to better accommodate TPR schedules.**



# Questions



## **Region 9/SWCCOG CDL Program**

**01-30-2023**

### **Summary of tasks and impacts:**

Region 9-SWCCOG continues to host regular meetings with stakeholders who have been involved with CDL training and testing in SW Colorado. Pueblo Community College, Unlimited Learning, Ute Mountain Ute Higher Education, and Eclipse-DOT have provided solutions to CDL training programs in our region.

### **Successes:**

- Completed 1 CDL class since the last report. Six classes total were held between Feb 2022-November 2022 across the region (1-UMU, 1-LP, 3-Archuleta, 1-Montezuma)
- Pueblo Community College (PCC) CDL courses up and running – holding regular calls with SW Colorado stakeholders to identify needs and plan for training.
- Partnered with Eclipse-DOT and PCC to lower the cost of training for Archuleta County employees.

### **Next Steps:**

- Continue to explore options with Roadrunner Transit to assist with employee training certifications. Identify opportunities to expand training capabilities. Director has indicated a desire to be part of the CDL training solution in SW Colorado. Roadrunner's facility has space which could be upgraded to accommodate CDL training/testing.
- Expend the remaining grant funds from DOLA by August 2023. \$40k total. Approximately \$20,500 committed so far.
- Explore state and federal funding opportunities.

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