



TRANSPORTATION NEWSLETTER

DATE: SEPTEMBER 2019

Vince Rogalski, Chairman

Gunnison Valley TPR

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Bustang Outrider

DATE: September 13, 2019

TO: Transit & Rail Advisory Committee (TRAC)

FROM: Sophie Shulman, Chief, Office of Innovative Mobility

David Krutsinger, Director - Division of Transit & Rail

Mike Timlin, Bus Operations Manager - Division of Transit & Rail

RE: Bustang Outrider Quarterly and Fiscal Year End Update; Q4 FY2018-19

PHASE III PLANNING- TPR/MPO Meetings are completed for stakeholder input except Central Front Range TPR. Efforts to be included in that TPR are underway but is not currently preventing us from reviewing the data on August 12 and reducing the 21 routes to seven (7) priority routes with the final four to be selected by October 1, 2019. The seven finalists are:

- Sterling -Denver
- Sterling -Greeley
- Trinidad - Pueblo
- Grand Junction - Telluride
- Montrose - Gunnison
- Craig - Frisco
- Craig - Idaho Springs

In addition the recent San Luis Valley Study indicated that there is considerable support to relocate the Alamosa - Salida portion of the Alamosa - Pueblo route from SH 17 via Hooper and Moffatt, to U.S.285 via Monte Vista, Center, and Saguche. Implementation most likely would not happen until July 2020 in order to allow for fleet procurement.

Next Steps

- Complete the final stakeholder meeting with Central Front Range.
- Assess and compile Phase III operating cost estimates and fleet needs for review and prioritization by October 2019.
- Award Calendar Year 2020 Grants for Outrider.

CDOT Update and Current events-Herman Stockinger, CDOT Deputy Director

Executive Director Preliminary remarks: Sally Chafee is the new Chief of Staff to the Office of the Executive Director. Plan with CMAQ to review while we spend down funds over the next few years. According to the Reason Foundation Report, Colorado has fallen in the national rankings on pavement condition. Disappointing, but lends support to the rural road investment program, and corresponds to what we have heard through the planning process

a) Presentation:

- i) Funding Allocation: TC needs to decide whether to allocate what is fully anticipated of SB-267 funds (potentially \$1.4 billion) through year 3 & 4 (FY 22), or alternatively, to limit allocations to the portion that is available (\$615 M to be issued as of 1/20) through FY 20.
- ii) Prior Funding Commitments: Need to discuss prior commitments including \$122 million worth of projects remaining on the SB 267 list, the \$310 million committed for I-25 North, and the rural roads investment program, and how to handle that within the context of the \$615M-\$1.4 billion
- iii) Other investment needs that need to be considered: Vail Rest Area, Eisenhower Tunnel lighting, maintenance equipment.

b) STAC Discussion:

There was consensus among STAC representatives in their preference for allocating the full amount of SB-267 funds through FY 2022. Several STAC representatives requested that TC consider truck stops as one of the other investment needs. STAC representatives requested the NHFP (freight projects) list be distributed soon considering that may affect what each region chooses to prioritize for the SB 267 funds.

Statewide and Regional Transportation Plan Update- Rebecca White and Tim Kirby, Division of Transportation Development

a) Progress report:

- i) Timeline lengthened: TC decided that more time was needed to digest the feedback and data obtained through the process
- ii) Where we've been: 63 of 64 county meetings are complete, only 2 outreach events remaining, all TPR's have had their first meetings. Attended meetings with MPO for their first meeting. Currently, working on aggregating and analyzing what we have heard through this process so far.

What we've heard:

- (1) Road condition/safety and growth and congestion are the biggest priorities and concerns overall.
- (2) Lack of travel options is also a big concern in rural areas struggling with access to healthcare and an aging population.

b) Timeline:

- i) Milestone number 1: CDOT is developing a Midpoint Report that will share what was heard at county meetings, TPR meeting #1, and survey responses.
- ii) TPR meeting #2A and #2B: Will occur in September and October respectively. The objective of meeting #2A will be for each TPR to come out of that meeting with an understanding of the priorities for each corridor, and in meeting

2B we will translate those priorities into projects so that the TPR Chair is prepared to meet with the RTD to develop the 10 year pipeline of projects in meeting number 3.

STAC Discussion:

STAC member commented that the map depicting the survey results for each region reveals that the process failed to capture concerns with freight and the movement of goods. Questions were raised among STAC members as to how projects will make it into the 10-year pipeline of projects, and how the process will compare to the 10-year development plan. Questions were raised as to how this process will be different from the one used to develop the 10 year development plan. A STAC representative asked whether the same criteria that was used for the 10 year development plan would be used to narrow down projects for the 10 year pipeline of projects.

Whole System Whole Safety (Informational Update - Josh Laipply, CDOT Chief Engineer

a) Presentation:

- i) Whole System Whole Safety will be integrated into the Statewide Plan process.
- ii) Safety plan will continue to meet FHWA requirements, but will be part of Statewide Plan with the hope that it will be more useful than the plans have been to us in the past.

b) STAC Discussion:

STAC members questioned how the Whole System, Whole Safety program can adequately address safety needs without more accurate and timely data. Concerns were raised regarding how performance measures would be used to gauge the success of safety interventions, and whether an education campaign can adequately address safety issues related to road conditions.

DATE: September, 2019

TO: Transportation Commission

FROM: Office of Policy and Government Relations

SUBJECT: Proposition CC

Background

During the 2019 legislative session, the General Assembly passed HB19-1257 (Becker, McCluskie/Court, Priola) that referred a ballot measure to the voters for the November, 2019 ballot. The measure will ask Coloradans if they wish to “de-Bruce” the state, allowing the state to keep all revenue collected, including that above the TABIOR cap, beginning in the 2019-20 state budget year. Currently, due to the TABOR Amendment, a revenue cap is computed each year and adjusted to account for inflation and state population growth. If the cap is reached, current law provides that the revenue above the cap be returned to Colorado tax payers.

Summary

If Proposition CC is approved by voters, all revenue the state keeps over the existing revenue limit will be split equally and allocated to:

- public schools;
- higher education; and
- roads, bridges, and transit.

Proposition CC is a result of the passage of House Bill 19-1257, sponsored by Speaker of the House KC Becker (D) and Representative Julie McCluskie (D) and Senators Lois Court (D) and Kevin Priola (R).

Proponents of the measure believe Proposition CC allows the state to keep the money it already collects in order to provide funding for K-12 education, higher education, and transportation. Proponents believe the measure is a way to provide revenue for these investments immediately and into the future without raising taxes.

Opponents believe permanently eliminating refunds is a tax increase for tax payers and an erosion of taxpayer protections that currently exist under TABOR. They also oppose that the allows the state to permanently keep an unspecified amount of money rather than a set number of years. Although the measure directs the dollars to be used for K-12, higher education, and transportation, opponents take exception with the fact that a future General Assembly could change where the money is allocated without asking voters to approve.

Fiscal Impact For fiscal year 2020-21, the Office of State Planning and Budgeting's June forecast is estimating state revenue subject to TABOR will exceed the cap by \$623 million. According to the ballot measure, the Highway Users Tax Fund (HUTF) would get a third of this funding, approximately \$207.6 million. This funding is distributed as second stream revenue, resulting in CDOT receiving 60% of this total, about \$124.6 million. Funding collected in FY 2020-21 would be distributed in FY 2021-22. Of the amount transferred to CDOT, 85 percent would be used for highways and 15 percent for transit.

Multimodal Transportation TPR Meeting #2

NEXT MEETING NOTICE TPR meeting OCTOBER 11, 2019

Place: Montrose County Road and Bridge Conference Room 10:00 to 3:00pm

63160 LaSalle RD, Montrose