



Gunnison Valley Transportation Planning Region Meeting
August 29, 2024
Via Zoom Video Conference

1. **CALL TO ORDER and INTRODUCTIONS** – Meeting was called to order at: 1:30 p.m.
 - a. Vince Rogalski (Chair, GVTPR & Statewide Transportation Advisory Committee), Courtney Tribble (Region 10), Michelle Haynes (Region 10), Patty Gabriel (Region 10 RGN)
 - b. CDOT Region 3: Jason Smith Transportation Director, Dave Cesark (Planning and Environmental Manager), Jessi Spencer (Planning Support), Angie Hanier, Nate Jean
 - c. CDOT Region 5: Julie Constan (Transportation Director,) Tim Funk (Planner), Kevin Curry (Program Engineer), Tony Cady
 - d. CDOT HQ: Phil von Hake, Tess Richey, Marrisa Guaghan, Jamie Grim, Aaron Willis, Emily Barden, Darius Pakbaz, George Gromke (CDOT)
 - e. Scott Murphy (City of Montrose), Martin Schmidt (Gunnison County), Robert Hurd (Hinsdale County Commissioner), Joe Gillman (City of Delta), Josh Smith (City of Ouray), Connie Hunt (Ouray County Manager), Anton Sinkewich (City of Gunnison Community Development Director), Laura Pucket Daniels (Gunnison County), David Averill (SMART), Scott Truex (Gunnison Valley RTA), Jim Lobe (Town of Mtn Village), Preston Niell (Town of Ridgway), Dave (City of Delta), Cody Tusing, Jim Atkinson (Town of Cedaredge), Greg Levine (Hinsdale County), Colleen Hannon (Gunnison County Alternate), Michelle Nauer (Ouray County Commissioner), Don Suppes (Delta County Commissioner), Mike Lane (Delta County Commissioner), Mike Bordogna (San Miguel County Manager), Michael Bacani (Town of Mt Crested Butte), Stephanie Spencer

2. **APPROVAL OF MINUTES for February 2024, Gunnison Valley Transportation Planning Region (GVTPR) Meeting**
Motion to approve minutes: M/S: Robert Hurd/Connie Hunt. None opposed.

3. **Update of HB 23-1101 | Mark Garcia**
 - a. STAC Bylaws Change: Looking at the boundaries of all the TPRs
 - i. The Chair of STAC can now run for two, 2-year terms. There is a vote coming up on the Chair and the Vice Chair. The election will take place in person at the meeting in October. Colleen pointed out the bylaws currently state that it is “encouraged” that the Chair and Vice Chair are one from an Urban Region and one from a Rural Region.

4. **Planning Meetings | Marissa Guaghan**
 - a. What will it look like to update the [Long-Range Plan](#)
 - i. Today is the “Plan Overview”: what are focus areas, mission/vision, changes & progress
 - ii. TPR Meeting #2, Oct-Dec, review project lists and the overview of the Long-Range revenue projections.
 1. Come up with an approach on how the TPR wants to prioritize projects. Some TPRs have an executive committee to look at project priorities and performance measures. The committee would meet in between the TPR Meetings #2 and #3 to do a lot of the work to present at Meeting #3.
 2. Region 3 went out to the counties and internally each county worked with the Region to determine active transportation, transit, etc.
 3. Are the project priorities readily available online? The ones we are familiar with are in the 10-year plan.
 - a. There are [Statewide Corridor Profiles](#) that can show how needs were prioritized. There are Fact Sheets for projects that made it into the 10-Year Plan; those can be requested as needed.
 - iii. TPR Meeting #3: Jan-Mar 2025 Prioritize the TPR’s list of projects
 - iv. TPR Meeting #4 Review a draft
 - v. TPR Meeting #5 Integration with the 10-Year Plan
 - b. Setting the Stage
 - i. 15 Regional Plans, that are integrated into the Statewide Transportation Plan
 - ii. Weighing both State and Federal Planning Factors
 - iii. Guiding Principles
 1. Advancing Transportation Safety
 2. Fix Our Roads
 3. Sustainably Increase Transportation Choice
 - iv. Timeline, we hope to have a draft of the Statewide Plan by mid-2025.

- c. Project Accomplishments from Last Plan
 - i. US 550 Almost Completed
 - ii. US 50 Grand Junction to Delta Repairs – Completed
 - iii. Rural Paving Projects
 - 1. Delta, Gunnison Hinsdale, Montrose are either under construction or completed.
 - iv. Planned FY 27:
 - 1. US 50 Asset Management North – 0% Scoping
 - 2. US 50 Safety East of Gunnison – 0% Scoping
 - 3. Shoulder Improvements in the GVTPR
 - 4. CO 92 Safety Improvements West of Hotchkiss – 30% Design
 - 5. US 550 Billy Creek Safety & Widening – Scoping, split project into 2
 - 6. Multimodal Improvements on CO 145 – Design,
 - 7. Hwy 141 and 145 completed.
 - 8. CO 141 North of Naturita
- d. Demographic Overview
 - i. There has been a slight trend in population growth and employment growth from 2018 to 2022.
 - ii. Varying levels of poverty by county in the region.
 - iii. As a state, there is a growth in the median age of the population.
 - iv. Disproportionately Impacted Communities, see slide.
 - v. Race is in line with the statewide average for the region.
 - vi. Languages Spoken—we will create a Spanish version of the Statewide Plan
 - vii. Vehicle Crashes by County: Totaled and then looked at in relation to the number of Vehicle Miles Traveled.
 - viii. Wildlife Crashes Link on slide takes you to the Dashboard by County.
 - ix. All Fatalities and Serious Injuries are mapped with a higher [concentration](#) between Montrose & Delta County.
 - x. Vulnerable Road User Fatalities: VRUS are defined as people walking, biking, scooters, skateboards, or people using personal mobility devices and people on foot working in work zones.
 - xi. Asset Management (Fix it First): how many years of drivable life does the pavement have. We will be looking at those areas that are medium and low.
 - xii. Current State of Transit:
 - 1. Slide Show Routes, major providers are: All Points, Gunnison Valley RTA, Mountain Express, Bustang,
 - 2. Scott Truex will give new information on the Gunnison Valley RTA.
 - xiii. New Regional Influences:
 - 1. What are the changes influencing regional and travel patterns? Growth in Tourism, Development, etc.
 - a. The Bridge did impact the region, so the region had to change and share different economic impacts that affected the economies in each county. Where is resiliency and how are we incorporating resiliency into the planning process.
 - b. Review Forest plans that were adopted in 2024 by the USFS for changes influencing travel, tourism, etc.
 - c. If you have information about trends and travel in your region you can send it to Aaron Willis.
 - xiv. Vision & Goals: There will be a follow-up survey to go over the goals in detail.
 - 1. Vision: Current vision stated in plan
 - 2. Goals: let us know if you think they need to be kept, removed or altered.
 - 3. 2045 Focus Areas are: Tourism and Federal Lands, Sustainability, Regional Transit, Freight and Rail, Road Conditions, Environmental Mitigation.
 - a. Question: Is Risk Assessments important, does that need to be added?
 - xv. Upcoming Engagement: Strategic Highway Safety Plan, see dates for participation in your region in the slides.
 - 1. Extended deadline for the Active Transportation Plan.
 - 2. Optional Transit/Active Transportation Session: focused on transit & active transportation priorities and needs. Is this something the TPR would like to have? And if so, when?
 - a. Tim Funk does recommend that the TPR opts into the meeting. Several TPR members proposed that the meeting be a special meeting separate from the next TPR Meeting. There are separate funding sources for Transit, and it would be beneficial for the transit providers to be in the room.
 - b. In the planning process we could look at having meetings every other month, to have 6 meetings instead of 4 meetings.

- c. CDOT does intend there to be work in between meetings. For example, after this meeting there will be a survey about the Vision and Goals from the 2045 Plan.

5. Regional Priority Programming (RPP) | Mark Rogers

- a. All finance runs through the Transportation Commission.
- b. The capital construction funds fall into 3 main categories, and all come to the region by various formulas and with various spending criteria.
 - i. Asset Management
 - ii. Safety
 - iii. Capital Construction
- c. In Region 3, historically an equal share of RPP has been distributed to each of the 4 TPR/MPOs in the Region. With each receiving 25%.
 - i. In the initial 4 years all the TPRs in Region 3 gave 20% to the I-70 Vail Pass
 - ii. New formula: 25% VMT, 20% Population, 40% Lane Miles, 15% Truck VMT. With that formula Region 3's funding would look like:
 - 1. GVTPR 17%
 - 2. MPO 20%
 - 3. Intermountain TPR 41%
 - 4. Northwest TPR 22%
 - iii. About 50% of maintenance costs go to the I-70 Corridor with the Intermountain TPR taking on most of that construction.

6. MMOF | Michael Snow

- a. Current Progress:
 - i. Many projects have suffered delays due to unanticipated project work or preparations, underestimated costs and technical, regulatory or logistical challenges. Most of these could have been avoided with a more thorough review by the applicable CDOT experts prior to awards being made. We want to work with you to improve the process for the next round of MMOF funding.
 - ii. 15 Awarded in GV
 - 1. 5 Completed, 4 in progress, 6 under contract but with zero expenditure. About 30% was expended, which is on par with the state average.
 - iii. Project Selection Considerations
 - 1. Updated match rates, with the year's data of being used.
 - 2. Funding Projections:
 - a. This program now has projected annual funding, which means you can award future year's funds to projects now so that they can be prepared when the funds become available.
 - b. Funds are significantly lower than we have seen in previous years.
 - 3. CDOT will review applications before they are submitted to the TPR for review. Evaluations will be based on a quantitative criterion; selections will be made using the same criteria.
 - iv. Gunnison Valley projected amount through FY 28 is \$2,301,303 and so the TPR could choose to award that amount of funding up to FY 28.
 - v. Scoring Evaluation:
 - 1. Network/Modal Connectivity, Safety, Greenhouse Gas (GHG) Reduction, Equity, Quality of Life and Public Health, Cost-Benefit, Local/Community Support, Application Quality. These are examples and the GVTPR can finalize their strategy for scoring evaluation.
 - vi. CDOT Review: Eligibility, Budget, Project Delivery, Scope and Feasibility. CDOT will not be scoring on the merit. The goal is to help identify potential challenges, etc.
 - vii. Updated Program Guide
 - viii. There will be applicant webinars scheduled in September
 - ix. Updated Application and Scoring Forms
 - x. New email for MMOF Applications and inquiries: mmof@state.co.us
 - xi. GVTPR needs to determine how projects will be evaluated. Select a subcommittee to review scoring criteria and bring that to the next meeting. Discussion followed:
 - 1. We should work on a scoring spreadsheet that has all the possible criteria. Circulate that and see if there are a lot of suggestions that need to be discussed. Need to create a scoring committee that can decide on the projects.
 - 2. MMOF covers both Region 3 & Region 5

- a. Hinsdale County needs additional funding in the amount of \$308,000. They are hoping to get \$100,000 and make additional adjustments to the project to cover the remaining \$208,000.
- b. Delta County is short about \$500,000
- c. All Points Transit was dedicated \$70,000 because they opted to have a funding shortfall in the previous round of MMOF.
3. Like the idea of a scoring rubric, but it needs to be achievable and attainable by communities of all sizes.
 - a. The CDOT review is to see if the cost is attainable and if the project constructability makes sense. Right of Ways and achieving those needed were a major problem for many projects so CDOT will be looking at those types of issues that may delay the ability for a project to be completed. That process is to help improve applications to be more competitive and weed out those that are likely not able to be constructed in the timeframe or budget.
4. We will have a special meeting on October 17th from 1:30-3:30pm to discuss MMOF.
5. Planning Meeting #2 is scheduled for November 14th from 1pm-4:30pm with a break.

7. Regional Construction Updates

a. Region 3 Construction Updates | Nathan Jean

- i. Construction
 1. Little Blue completion starts next week, and the remaining portion is the worst curve. We are encouraging them to finish as quickly as possible
 2. The same company (CC Enterprises) is doing Traffic Control for Little Blue, and the Bridge. They will work as efficiently as possible to coordinate those openings.
 3. Olathe North Resurfacing has begun.
 4. Slope Stability - opened bids this morning and we will be working on the contract to begin in June.
- ii. Us 50 Blue Mesa Reservoir Bridges
 1. FHWA contacted CDOT to do some inspections on this type of Bridge throughout the State.
 - a. Normally we do visual inspections on all bridges every 2 years.
 - b. Special inspection revealed issues with the middle bridge.
 - c. Started working with Gunnison County immediately upon closing the Bridge and then worked with them to get CR 26 opened up as an alternate route for travel. There are 4 openings for traffic to get through on CR 26
 - d. Working on Kebler Pass, with snow removal. We are facing some weather challenges, wind, and late spring snow.
 - e. Concrete Piers that hold up the girders look sound upon inspection. As we look at different solutions, we are analyzing what the limitations of the Piers may be with each option.
 - f. We found a crack and started looking at what quick solutions would be, but we found subsequent cracks and pulled traffic off the bridge. T-1 steel is brittle and cannot be welded in place.
 1. We are doing paint removal; we have done 80 spots and of those spots we have tested 40 of them and out of those there are 25 spots that have abnormalities. Abnormalities are not necessarily cracks but could be bad welds.
 - g. Overall goal is safety, in the short term we will facilitate emergency vehicles, mid goal is to facilitate local traffic.
 - h. Options including plating in areas needing support:
 1. Bottom Flange Only, plate the bottom flange with a large piece of steel.
 2. Global Plating: Underneath each span there will be reinforcement, as well as reinforcement on the top. Part of the Deck will need to be removed to make the repairs.
 3. Superstructure Replacement: Replacement of Spans 5-7, replacement of girders and the deck.
 4. Kiewit and Michael Baker are the firms working together on this.
 - i. We are working on procuring steel, it is fracturing critical steel, and it ranges from 1.5" – 3" thick. 88 tons if adding plating to the bottom only and 325 tons of steel if all the plating options are included.
 1. Question: What are thoughts on the other bridge? Visual inspection has been done and nothing found, once the team is finished inspecting Bridge B, they will begin removing paint and going through the same process on Bridge A.
 - j. The Transportation Commission has allocated \$20 million so far:

1. The FHWA does not see this as a catastrophic event because the bridge did not fail and therefore funding is not qualified.
2. CDOT can apply for grants, one is coming up in August that we will be applying for.
3. On the state level, the Governor did declare an emergency.

b. Region 5 Construction Updates | Tony Cady

- i. Construction
 1. 550 has started, they are fencing, hope to be done by November
 2. Chain Stations: started on 145 locations in fall
 3. 145 Wall Replacement in Ophir, it has been awarded and they have started pre- construction
- ii. Maintenance
 1. SH 90 towards Bedrock

8. Grant Funding Opportunities

- a. Revitalizing Mainstreet – small Multimodal Projects
- b. MMOF is coming up soon. Headquarters developed a form for the regions to review. TPR should have the materials for a call for projects next month. CDOT will be more involved this time. A mandatory CDOT review will be required for all applicants. If you were awarded funding in the previous round, you will still need to reapply even if it is for the same project.
- c. Safe Routes to School – Opening in August and it is expanding to Safe Routes to Parks or other critical locations.
- d. CMAQ – Specific to Region 5 and can only be used in San Miguel, Telluride and Mtn. Village
- e. Fed Opportunities
 - i. Bridge investment -Closes
 - ii. Safe Streets and Roads for All – Planning and Construction, closes 5-16. There are more planning dollars available than there have been applications coming in.
 - iii. Active Transportation – Probably better for Planning and Design,
 1. 3 Construction projects nationwide.
 2. Large trail, design costs above \$100,000 for construction projects that are likely \$
- f. Additional MMOF Funding,

9. Planning

- a. New 10 Year Plan and 2050 Plan
 - i. Focusing on Region Priority Project (RPP) and Strategic Funding that is governed by the Transportation Commission.
 - ii. Allocates \$50 million per year with regional percentages to each of the 5 CDOT Regions:
 1. Region 3 = 14.3% at about
 - iii. DTD is coming to each TPR with 4 meetings for each TPR, starting in the fall. They will likely be more frequent than quarterly.

10. Next GVTPR Meeting-MMOF discussion: October 29, 2024, 1:30-3:30pm

- a. **Next Planning Meeting:** November 14, 2024 1:30-4:00 p.m.

11. Next STAC Meeting: In-person, may be held in Grand Junction

12. Meeting adjourned at 3:02pm