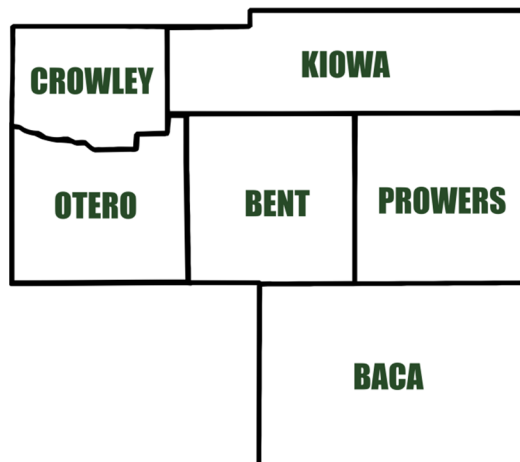




SOUTHEAST TRANSPORTATION PLANNING

**SECED Office
Lamar, CO**



JANUARY 24, 2024

Southeast Transportation Planning Region / SECED, Inc.

Meeting Agenda

January 24, 2024

10:00 am-11:45 pm

Join this event via Zoom (see official email invite)

<https://us02web.zoom.us/j/84623957718?pwd=dnB0MkZCWlMxL1EyRkZUTGVkUGtBUT09>

Meeting ID: 846 2395 7718 Passcode: 418876

Phone Call-in information: 1-719-359-4580 Meeting & Passcode are same as above

1. Administrative – Minutes

- Call to Order & Roll Call
- Changes/Additions to Agenda
- Review/Discussion – October 25, 2023 Meeting Minutes
 - **Action Item:** Approve October 2023 minutes

2. Chair / STAC Rep/Local CDOT Reps Reports (Informational)

- Local Project Progress Updates-SE Colorado (Baca, Bent, Crowley, Kiowa, Otero, and Prowers)
- Regional Coordinating Council & Mobility Manager/Facilitator report

3. Transportation Planning

- Legislative Update/TPR Boundary Update
- Local Agency Updates
- CDOT Project Updates
- CDOT Local Agency Project Updates
- Transit Updates
- Maintenance Updates
- HQ CDOT Updates
- STIP Updates
 - FY25-FY28 RPP Approval
- FHWA - IJIA Grant Program
- TC Update
- Questions/Comments – SE Transportation Planning Region Members

4. Administrative Discussions & Approval

- Discussion: Nominate and Elect Chair and STAC Rep
 - **Action Item:**
- Discussion: Bylaw Review & Discussion
 - **Action Item:**

5. Next Meeting – Date, Time, Topics?

Adjourn

Please note: Items on this agenda are subject to change (additions/deletions)

MINUTES

MINUTES
SOUTHEAST TPR
LAMAR, COLORADO
October 25, 2023

TPR Chair Stephanie Gonzales welcomed the group and called the meeting to order at 10:03 a.m.

ROLL CALL

Representatives attending included:

In Person: Stephanie Gonzales – SECED Executive Director and SE Transportation Planning Region Chair, Rick Butler (Baca County), Spike Ausmus (Baca County), Shiloh Freed (Baca County), Mike Lening (Kiowa County), Butch Robertson (Kiowa County), Tim Knabenshue (Otero County), Ron Cook (Prowers County), Tom Grasmick (Prowers County), Charity Markus (SETran), Cindy McCloud (KCEDF), Steve Sanchez, (SE CO Hospital), Roger Graham (CDOT-RE Lamar), Neil Mauch (CDOT Maintenance-Lamar), Lex Nichols (Otero County Public Works), Mike Asbury (La Junta), Jeff VanMatre (CDOT R2 Maint), Lachelle Davis (CDOT Local Agency-Region 2), Geoffrey Guthrie (CDOT Region 2-Transit Liaison), Jennifer Sparks (CDOT South Program Engineer), Herman Stockinger (CDOT Deputy Director), Laurel Jones (CDOT Design RE), Amber Shipley (CDOT Communications), Shane Ferguson (Region 2 Director) Lindsey Jaquez (CDOT), and Matt Pettit (CDOT Local Agency-Region 2).

Online: Bill Jackson (City of La Junta), Kathleen Collins (CDOT HQ Statewide Planning), Jamie Grimm (CDOT OPGR), Melissa Lewis (OPGR Fellow), Kim MacDonnell (Bent County), Terry Hart (TC District 10), Matt Jagow (CDOT Region 2), Rick Klein (City of La Junta), Don Scanga (Region 2) and Kacey Dykes (CDOT).

ADMINISTRATIVE – MINUTES

The minutes of July 26, 2023 were reviewed. Donald Oswald made the motion to approve the minutes. Tim Knabenshue seconded. Voted on and approved.

CHAIR / STAC REP REPORT – INFORMATIONAL

Local Project Progress Updates

The following is a list of projects that are in progress, starting or getting ready to start. Roger Graham, Local Office rep reported the following:

- Lamar Main Street – They started paving today, that last quadrant. Expect to have the bulk of that work wrapped up by the end of this year.
- La Junta State Highway 109 bridge, we've got deck rehabilitation underway. We've completed most of the substructure repairs. I just need a kind of final buy-off on inspection there. So we'll continue with that one lane, two-way with the traffic signal for a couple more months now and we expect to wrap up with that in December as well.
- SH 385 project just north of Granada. We've got half of the new box culvert structure in place and are working on paving the new road over that and we'll shift traffic onto the new pavement and begin demolition and reconstruction of the that structure. That's also expected to wrap up by the end of this year
- US 287 concrete panel replacement from Springfield down to Oklahoma. Project just accepted this week. So it looks like we had a couple of low test breaks, however. So I don't think that's removing or replacing. It's probably going to be just something we've price-reduced the contractor on. But that's to be determined. We might have to pop out a panel or two. So that would be the only interruption you might see after today.
- SH 96 Overlay project from Eads and Sheridan Lake. We have accepted that project as well as of last week. So just waiting on a few punch list items to get done.
- SH 194 Surface Treatment and Drainage Improvement Project – at the Highway 50 Interchange by Las Animas. We started paving this week, so we got all the pipe work done
- down in that low-lying area and that was kind of the pain in the neck stuff, so now it's just putting the pavement. Expect to wrap that project up by December.

- US 160 Kim to Pritchett – undergoing a leveling and resurfacing project and considering safety improvements. Design is in progress and will go to bid on December 14 2023. Anticipated that project will begin in March, April or May 2024.

Jennifer Sparks reported on the following:

- Manzanola/Rocky Ford – Project is a mill and overlay that is completed. Just doing the final closeout
- Hwy 96 Ordway to Arlington – There are areas where we have the failed asphalt, they got in last week and fixed those areas.
- Swink Drainage Improvement – Pre-con meeting is today for the Swink drainage improvement. We will get started on that project soon.
- Hwy 350 from La Junta to Delhi – We've got a design project for pavement on 350 from La Junta to Delhi. That one won't be advertised until next year.
- Region 2 – Bridge Projects – Waiting for the R2-B2 project to finish, the bridge bundle. They're setting girders on the bridge bundle on one of the structures today on 350. So you might have seen the sign saying expect up to maybe a 30-minute delay. Those girders will stop in the shoe fly, get picked with the crane, and then we'll get that truck out of the way and release traffic and then set the next girder.
- Otero Ditch – The 21-day closure starts on the 30th for the structure replacement over the Otero Ditch. The detour for that is Highway 10 and 71. We're still shooting to have that whole project substantially completed by the end of this year, and then only having to come back for landscaping type work.
- Grant Application for Passing Lanes: The rest on our list are our design projects. We submitted that grant application for passing lanes. So, hopefully, we find out in December, I think, if we'll be able to get that grant and get all those passing lanes done from Fowler to Kansas.
- Timber Bridge Project – There's a timber bridge repair like sister beam project that we'll be doing in southeast Colorado. They actually did a test with our maintenance folks yesterday installing those sister beams next to the timber beams that are cracked.
- Hwy 71 – There's a passing lane on Highway 71. That one probably won't advertise until next year.
- Las Animas Structures – Las Animas, there's the two structures over the Arkansas that need repairs. We're running into some environmental issues on getting that one advertised. May have to rearrange and get the Las Animas resurfacing and ADA project ahead of that. We're still kind of advancing both of those at the same time and then seeing how that could work for construction.

Matt Jagow gave the report on traffic:

- SH 50 and 71 and County Road 18 intersection project – Project is predominantly complete. We're wrapping up some minor things, paperwork, but the signal is turned on and active.
- SH 71 and 96 Intersection Improvement Projects – Intersections in Ordway. Looking to advertise that early January 2025.
- CMOS replacements in Lamar - Still to be determined because of the lining out staff and things but we have two CMOS replacements in Lamar, one at 50 and Second Street, and the other one is at 287 and Savage. And we're looking, initially is looking late next year to advertise, possibly actually early 2025 to advertise.

Matt thanked Lex Nichols from Otero County for working with him on the SH 71 project. It turned out to be a great project.

Neil Mauch, CDOT Maintenance-Lamar reported:

On the maintenance side of Lamar, since July, we've laid 3,400 ton of hot mix on all of the streets of Lamar, on Hwy 50 north of Olive and out towards Granada and Holly, and then in the town of Holly. We roto-milled and filled 28,600 square feet of highway. We mowed approximately 4,000 miles of roadway. Chipped sealed 13.5 miles of highway, some of that being up between Haswell and Arlington on Highway 96, Highway 116 between Two Buttes and 287, and then Highway 89 south with our chip seal. We recently completed our

snowplow operator training for the 33 employees in this area. We held a snow removal and safety stand down week to prepare our equipment and people for the upcoming winter season. We're fully staffed in the winter, which is pretty good. I don't think all maintenance sections get to say that. We're pretty fortunate to have good people and staff on hand. We received two semi-loads of cracked seal material this week and we'll start applying that next week for two weeks.

Mike Asbury, from La Junta reported:

We put out just under 5,000 tons of asphalt on various locations. I also got a federal grant to do some work on Hwy 350. We did three chip seals, for about 13 miles. We mowed a lot. With the rain, we mowed a lot. We're getting ready for winter. We've got our training done as well.

Jeff VanMatre reported on a few more maintenance items. The JOA, which is the Joint Operations Area, the I-70 corridor every year, we send people up there to help out along there. They had eight employees that they sent and they rotated for one week each. They began that October 10th. And that will last through May. Last month, the National **Sofa** Rodeo was held up in Loveland and there were two people from down here in this area that actually finished 23rd overall in the nation, David Packard and Gerardo Pizarro. So they got a really good finish.

Roger reported that on Highway 96 overlay project, we were trying to add some scope, a little bridge just a thousand feet south of the project limit on 385 that is in urgent repair need. So we hope this week to either pass or fail that one. But it would be about two or three weeks of interruptions at one lane. We'd have a traffic signal out there jogging people over and flagging it automatically for us 24-7.

Lex Nichols from Otero County expressed that he was very appreciative too of the work on Hwy 71. It wasn't the most pleasant of times, but it's done and we're still kind of getting some feedback on the things in there. But we all think it's a great deal and there's always going to be somebody complaining. It's not perfect for everybody, but we're glad it's done. And I'm sure Matt is too. He took some pain, but he stuck with it and got through it all. We appreciate everything working with CDOT too. We've got lots of projects. We're working with CDOT and the contractor on a suite project, a drainage improvement. The Highway 350 bridge project is going along good. We're making it through it. done in our area. Other than that, getting ready for winter.

Mobility Manager/Facilitator – Regional Transit Report

Charity introduced Marilyn Stuart, Prowers Area Transit (PATs), to present the work that has been going on with the SPARE software program for an "Uber/Lyft" type software for all of Southeast Colorado. Prowers Area Transit is our first one to put it into motion they've been at it three months now. Marilyn demonstrated the dispatch side of the software which shows where drivers are at all times, and shows the boundaries of the coverage. It started August 1st, which was the beginning of free rides. They have been working with drivers to learn the program and working out the bugs. PATs has fixed and on-demand routes. They have everything. So it's been a learning curve, even for dispatchers and drivers. The public facing side of it...while the rider app exists, has not been fully advertised. She gave more information on how it will be beneficial as the previous method for reporting has become automated helping to reduce operator entry error. An exciting next step to bringing a technology and transit together that can be mapped across the region to make connections.

Stephanie stated that it really is kind of one of those dynamics is that we're trying to make the connection that goes all directions. And then when we actually then address 287, then we can add legs to go to Springfield and then north to Eads. So that's the goal, is to really make it a truly regional field. So, thank you, Marilyn. Stephanie stated she would add the link.

Charity reported that her assistant took another job. She's been taking care of our CDL registrations and reporting, updating the work plan, but the newsletter is on hold. Medicaid, is on hold as the state put a moratorium until March due to fraudulent applications. Once that moratorium is over, they encouraged us to reapply, because we can show that it's a regional thing and we're actually going to be able to be approved. We've already gone through our site visit. The east-west route will be put back into place once we work

through the process of getting buses transferred and branded and routes defined. CDL Training has been gangbusters. Trainers are super busy.

Stephanie thanked Charity as she's been working as a one-person shop and has a lot of tasks that she is working on.

Legislative Update/TPR Boundary Update:

Herman Stockinger, CDOT deputy director, gave the presentation for the HB 23-1101 boundary survey results and recommendations.

He provided an update and stated that he will continue to hear the concerns of the region. He stated, we are closing in on finishing up our report and getting it to the Transportation Commission next month. We have about 15 or 20 recommendations, one of which is to combine the Southeast and South Central TPRs into one TPR. And we have some CDOT staff recommendations on STAC, having term limits for the chairs, rotating the chairs, things like that. And then governance recommendations. So there's a list of about 10 or 15 things that should be in either IGAs or other governing documents that we would ask the commission to put in our rules to make sure that all the TPRs are following a consistent planning process and some consistent practices. I think most TPRs have most of the things in there. Some of them don't have IGAs or bylaws that are findable. So, some have more work to do than others. From a boundary standpoint, our recommendations are for this TPR and the South Central TPR and then the Intermountain TPR we would split into two. But the conversation we had with you all a couple of weeks ago, at least the Southeast Enterprise Development Group, which I think is a similar group to this one, we got some feedback that we've put into some slides, some research that was asked to be done, and then we got a really well done letter from Prowers County. I think some of the things that you all have said in that, we're going to build into our report for the commissioners to be able to see those points, too. Those are things that we weren't asked by the legislature to study. So those are things that we hadn't considered. But we have a couple slides that reflect some of those, too.

I think you know our statutory obligations by now. We're looking at the boundaries and the membership. Boundaries of the TPRs and membership of STAC along with consistency of the planning process. These are all the things that we were required to look at. We have maps and data for each one of these things. We don't have maps and data or didn't for some of the things that we weren't asked to look at. These are the proposed boundary changes. You can see the southeast and south central are combined. In some way, Intermountain would be split. They're having a meeting later this week to talk about what... If they were to have a split TPR, where that split would be, they have a couple options that they're considering. All right. So one of the things that we heard from the Crowers County letter was the geographic size. And I think it's a good point. And I think it's something that the Transportation Commissioners, and I know Commissioner Hart is on listening in. The size of our TPRs, the Southeast TPR is the fourth largest. South Central is somewhere in the middle. You combine those and they're very close to the Eastern TPR, which is the largest TPR that we have in the state. And certainly recognize the difficulties for folks like Stephanie to arrange meeting locations and things like that. So we'll build some of those concerns into our report as well, but we wanted to show that we're trying to be responsive at least in looking at some of those things that are

being, that we're hearing about. So we also were looking at crash rates. We were looking only at crashes per TPR with the data that we had. And it was suggested a couple of weeks ago by folks in this group, well, did you look at per capita, because that certainly would change things. So I was making the point that southeastern, south central TPRs, if you combine, still have a lower number of crashes as the next lowest TPR. If we look at crash rates, it is true. South Central becomes one of the highest. Southeast moves up somewhere into the middle. And then if you were to combine the two, from at least looking at a crash rate standpoint, it would be the fifth. So somewhere in the middle of our TPRs in terms of crash rate versus just pure crashes.

The other thing that was asked to look at is fatalities, so severity of crashes. If you look at the fatalities, Southeast and South Central are still down at the bottom, but if you look at fatality rates, they move up quite a bit to somewhere in the middle of our 15 TPRs.

And then this was a hard one, but it was something that I thought was compelling from the Prowers County letter was the number of municipalities. Particularly, Southeast has a lot of municipalities that are part of the

Southeast TPR. It was hard for us and it shouldn't be hard, but it was kind of hard for us based on inconsistency in governing documents to really get a feel for how many counties and well counties are easy, but how many municipalities are either part of the regional plan process, part of the actual member government, or just exist within the boundaries. So, we did our best to look at that, and I'm going to do a little bit more work on it, but DRCOG has the most cities and counties of all the TPRs with 58. Eastern TPR, depending on the data that you look at, has as few as 11 members, but up to 40 local governments that they work with when crafting their regional plan, which a lot of this is about. What does our regional plan look like? Southeast TPR appears to have about 31 member governments and would be the second or third most member governments, even without the South Central TPR. Intermountain TPR because that is one we're looking at splitting has 25 to 27 again depending on what list you're looking at. And then the South Central TPR and Pueblo MPOs have the lowest, the fewest number of member governments with less than 10 each. But you add the, you know, up to 10 South Central TPR member governments into the Southeast TPR and you're probably the, you would have more member governments than any of the rural TPRs and the second most member governments of all 15 TPRs, DRCOG obviously being the urban one.

Stephanie pointed out, SECED and SECOG have member governments who are dues-paying members comprised of all 25 municipalities and the 6 counties.

Herman stated that the Southeast is doing their job, because it was easy for us to find that number and get it right. I don't have confidence of all the TPRs that we really know who all their member governments are from a member government versus a planning process and things like that. He stated he recognized that we're going to have a recommendation that you all don't like. That doesn't mean that I don't want to build in some of the arguments that you all are giving us into our final report. That's the right thing to do. So some of the accident or crash and fatality data, we'll try to get in there. We certainly will get the information about the size of the TPRs and those changes and the number of member governments. I think those are compelling things that the Commission might want to take a look at when they're considering whether to change the boundaries. So, that's my presentation. I'm happy to answer any questions, but just wanted to make sure I gave you that.

Steve Sanchez asked why is this so important to combine us? Because the reality of it is, in Southeast Colorado, many times you do that, and then all of a sudden, Pueblo or somewhere becomes a hub city. And the reality of it is, from where many of us live, that's 150 miles one way. And we have a group that comes here, with representation for all of the 6 counties. We all do our level best to stay involved. And, you know, putting basically an eight-hour travel for some of us just to get to the meeting should you decide to do it anywhere in that area outside of where we are. I don't always understand, maybe, why is this so important? Just where it's one last thing maybe you guys have to monitor, but for us, it's cultural. The reality of it is all these people that are here every day working and doing those things, we have some pretty unique needs and we do our best to work together with you. You guys have been great to come here, all of those things and bunching us together for the sake of having one less group to manage for us, I can personally say doesn't make any sense to me.

Herman stated: I absolutely appreciate that. One of the things that we are required to do and we look at... We're supposed to really consider boundaries every time we open up the statewide plan process, which is about every five years. That kicks off next year. This is the right time to do it and to have a statutory requirement just ensures that it's not something that we gloss over like we have done over the last 30 years. The boundaries haven't changed really for the last 30 years since they were first created in 93, I think. One of the things that we're after is representation on STAC and trying to balance representation on STAC. Now, there's a lot of ways that you can argue what the right balance is. How many member governments do you represent? What's your land area size? Some of the things we were looking at was population, looking VMT, things like that. And we feel like over the last 30 years, as much as the I-70 corridor communities have grown, that they should have an additional representative on STAC. And that because this area has not grown as much as them in the last 30 years, that you would lose one representative. I don't think that there's a change in, like, does Pueblo become a hub, this is a group that still stays together. The South Central group is still stays together. Quarterly, you'll come together and you'll have your transportation planning meetings

together. I don't think it means that Pueblo, you know, gains in importance or anything like that. It's really just a transportation planning function that we're in. Really, it's representation of the past.

Ron stated: That's a huge concern to us, representation on STAC, because that is reduced. Intermountain really does not compare with southeast Colorado in the rural environment. That just takes one more vote to the front range, to Intermountain, to the I-70 corridor, that we don't have. And, you know, that coordination up there is a lot different than rural Colorado. DRCOG and all of them have full-time employees totally working on STAC and what their priorities are. Us rural areas cannot do that.... I just don't understand. So the south central, southeast, and intermountain, our funding is not going to change is what we've been told. There may be a possibility of moving funds around in particular areas, but we all know that I-25 and I-70 have priority on getting things repaired. We have a concern with that. Our traffic counts are huge. We've had projects on the table for 30 years. We can't see if it gets funded in this area. And if it's totally population-based or mileage-based, we do not compete. Your one-size-fits-all plan moving forward does not work for us. So, Intermountain says they don't want this switched. Southeast doesn't want it switched. South Central doesn't want it switched. So, what's the ultimate goal for CDOT to switch this? Ultimate goal for more funding moving to the front range which is growing constantly? I mean what's our goal? Because we get frustrated... when you go to your demographics on all of your reports, the only thing you show in our reports is that declining population. Our region is building housing. Our region works on economic development. Six counties working together. Six counties pull together for housing, transportation, transit to the whole six-county region. I mean, we are a group that doesn't need separation because we work very well together. If you take that away from us with your demographics and the funding for our highways, for everything we're trying to do... We'll never grow down here. So, CDOT is really regulating our growth with the plan they have to move forward. And it's unfortunate that legislation forced this whole issue on us.

Herman stated: I appreciate where you're coming from. I don't have the population. I think we've been pretty comprehensive in our data analysis and when we've heard of other things to look at, we've looked at those things, too. But as a reminder, we're not suggesting that you're splitting. You would be continuing to meet as this group. You would bring in I think it's nine member governments from South Central on a quarterly basis when you have your TPR meeting. I think that's the change. The two TPRs joining as one would then have one vote at STAC instead of two. STAC is an advisory body to the Transportation Commission. The Commission does listen to what the STAC says. If it was a one-size-fits-all, this wouldn't be the plan that we would be carrying forward because nobody has said let's do it based on population, because if so, DRCOG would go from one vote to six if we were doing a population-based. So nothing is perfect, but we feel like from a long-range transportation planning, this is the right thing to do.

Steve Sanchez commented: So if you took the state of Colorado and you compare our region to the size of the actual state of Colorado, I think what you'd find is there's 13,000 or so square miles in there. Each one of our commissioners have to maintain those roads, have to plow the snow, have to do all of those things. As we lump that mileage together, lose representation, lose a vote, I don't know how this makes sense. And quite honestly, I think if you took what you're proposing and put it on the state map and looked at what you were actually saying to us, that we're going to be one vote for a fourth of the state almost, that just doesn't make much sense to us. I understand there are more people in other places, but all of those people drive through here to every other state and every other place and all of those things. And transportation for the people that are here that are getting gray and getting old and those kinds of things, as funding decreases and we see it, even within SETran, it hurts our people. And our people are your people. We're a quarter of your state of Colorado that you're looking at there. Because each and every person here is just as important as those people in Denver or Boulder or wherever the numbers are.

Ron Cook asked: When we talked at STAC, there was a survey that was sent out and there were recommendations to that survey. And it mentioned that you were putting those, compiling those together and you were going to send them out so we could all see them.

Herman asked Jamie and she stated that yes, there is a PDF, but it'll be all of the responses, not necessarily just South Central and Southeast. She stated she would send that to Stephanie to distribute.

Ron Cook stated and asked: Our respondents would like to know the responses of the rest of the state. When you present this to the transportation commission, is that an open public meeting?

Herman responded: Yes. November 15th, I believe, is the workshop that where we'll present the report to the commission. And then in January, we'll ask them to open up the rules. And they're required to open up the rules. They're not required to make changes. So we'll open up the rules in January. We'll follow the Administrative Procedures Act. We've only started to think about what that looks like in terms of hearings, but we're guessing that we'll probably have a live hearing down here. We'll probably have a live hearing at the Intermountain area, and then we'll probably have at least one virtual meeting statewide. But that's up to the Transportation Commission to tell us how they would like to run that.

Ron asked if it would be an open public process with public comment and input as well. Can you make sure Stephanie gets all those dates for us?

Herman said he would.

Stephanie stated that there were letters and resolutions in the packet and she would provide them in digital format. Herman said they would be added to the website and provided to as an appendix to the report along with every formal public comment that CDOT has received as part of the report that we give to the Transportation Commission.

Stephanie told Herman that the TPR, would be considering approval of a resolution to oppose the boundary change.

Spike then commented: I guess from what I've heard you say is pretty much everybody that's involved in this is opposed to what you're proposing. So does that not hold any water? I mean, if it isn't broken, why do we need to fix it?

Herman responded: That's a fair point. I would say that not all the folks at the Intermountain TPR area are opposed to splitting. They had a vote that was a bit mixed last month. They're going to dig in a little bit more this month. It's very possible that, you know, that will change and they'll all be opposed. I don't know. When we've had considerations and drafted how the TPR themselves function, so for instance, one of the considerations that we tried to get was the El Paso County, the rural part of El Paso County, joined the Pikes Peak MPO and said it'd be part of the central front range that wasn't really about STAC representation. That was about how we thought that the that the TPR would better function as a body. They disagreed and we removed that recommendation. Where I feel like you all are a little bit caught is this is more about not whether you all function well. I think you all do function well, but it's more about representation on STAC. So we're carrying forward something that we think is the responsible thing to do based on what we were required to look at, which is representation on STAC. And we have pulled back on a lot of recommendations that were more about how we thought a TPR could better function because we wanted to be respectful of those, how they felt like they functioned within the TPR. And we backed off on those when they weren't related to the broader STAC representation. I know that's not going to be a good answer for you, but that's what we've done.

Stephanie then commented: So, our representation on STAC is Ron as Representative and I am the STAC alternate. I don't know who's down in South Central, maybe John Galusha? So, as you guys all know, we all wear different hats. As Ron said, we do not have someone full-time that handles transportation planning...this is why we aren't very vocal on STAC. Has our inability to be vocal on STAC led you guys to believe that we're okay with not having a voice? Does that make sense what I'm asking?

Herman responded: Not at all. Not at all. It is nothing related to any individual TPR's participation on STAC and whether we thought that dynamic worked well or not has led to these recommendations. If you look at the I-25 corridor and I-70 corridor and look west, down that center section and look west of I-70 and I-75

corridor and check your votes on STAC, what's your representation there? Because your representation from the center of I-25 border west is a lot bigger than southeast Colorado and south central Colorado. That's the way it's separated out.

Stephanie then asked for any other questions or comments and thanked Herman and Jamie for the presentation and stated that the southeast would continue communicating their opposition by form of letters and resolutions.

Local Agency Updates:

Lachelle Davis, from Region 2 Local Agency gave an update. Lachelle reviewed the La Junta Arroyo Trail Construction project. It was part of the projects have been awarded MMO funds or TAP funds, and stated that CDOT is helping municipalities spend that grant money. La Junta needs a little bit more money to finish their construction, and it requires a vote. We need the members to vote on whether or not we can give them additional money from MMO. We need to consider allocating available future money to La Junta or doing another call for project. But the future year's money is limited. So it's hard to do a call for projects because there's not enough money for a full project a lot of times until their future years. So if we're able to give them that money for construction from the members of the TPR. This would be presented later in the agenda for a vote.

Stephanie gave an update on the Regional Bus Stop project stating the consultant has completed 14 of the 18 plan designs that will be provided to Lachelle. We have four more locations that we're still looking at. We're trying to figure out where they needed to be based on SETRAN and we're restarting it and making sure that we're hitting the right stops for people when once we get that route reopened. Charity has identified those and I've sent them on, but we just didn't get them to them in time to get done with the first tranche, but we'll get that over to you. But I'm happy to report that we do have that first...the first 14 identified and they've done all the work for design.

Lachelle commented that it's really exciting. We've got quite a bit of money awarded from grants in the TPR. I wasn't here at the last TPR meeting, but Matt presented and Lamar was awarded over a \$2 million project and so that's exciting. We've got the Million Dollar Trail in La Junta. And places like Pritchett, Bent County, Granada, they've got some money to spend on sidewalk improvements, which is really, really cool. Many of the current projects are for design that will be shovel ready in the future at which time we will go after construction funds.

Transit Updates:

Geoff Guthrie then gave his update for transit. He stated that he provided the most up-to-date ridership data that he could get from our division of transit and rail. You can see the blue dot line is this year 2023, and I only could pull as of the time that I submitted this package information. I could only get the data up through July. But all of that being said, the blue line is 2023, the orange line is 2022, and you can see that, hooray, in 2023, we are beating last year's ridership and most definitely beating the year before in 2021. So still digging back, taking back from the pre-coronavirus ridership levels, everybody's in the same boat. Nonetheless, it is climbing, and that's the best news. And then secondly, I wanted to highlight, if I may, just a little bit more from the local SETRAN packet that I was reading. I wanted to highlight that Outrider, Busting Outrider was not eligible as a state program for the free fare, the reduction fare for June, July, and August, because that money is intended for local agencies to use, not us to take, no free fare on the Outrider Program.

Somewhat germane to this group, over in South Central TPR, the Trinidad to Pueblo Outrider route finally has started. I shouldn't say finally, because that started back in March. They're currently using a smaller bus. That allows for no CDLs, just building on your CDL program. That's still really impressive that you guys are doing that. That allows for no CDLs, just building on your CDL program. That's still really impressive that you guys are getting those kind of numbers reading through this package. And I think that is all off. Bustang, the headquarters folks are working on changing the schedule of Outriders to better line up with the Colorado Springs to Denver, the big Bustang bus on the outskirts of Colorado. So that there's not so much of a wait for riders from here on this line and then the Trinidad line both. Once they get into Pueblo, they have to wait

a bit for that ride then up to Colorado Springs to then connect with the big bus going up the interstate. So I will keep you updated on when that schedule better aligns because that would be pretty pertinent information to pass out to all riders that you're connecting to the system.

We just found out in the last meeting that Jeff Prillwitz said that they're going to move the Tate Home bus stop to just downtown Colorado Springs, the existing downtown, in that general area. So, it should be a lot more user-friendly, it sounds like. I think, delicately, we ran into issues with law enforcement enforcing laws. Rider the Big Bus is back. And the Trinidad route and us are supposed to have our new bus that is back.

Charity commented: One of the things that we were trying to do was to make sure that we have a good connection to Bustang specifically for our Train the Rider program which would have accessed and trained people how to use local transit, catching on or getting on Bustang, transferring over to another local transit, and unfortunately we weren't able to make that happen this time. There was a little bit of a lull in services provided by Bustang, in talking to Glenn Kraus and Jeff, we just couldn't swing it to get that leg for us. Unfortunately, it didn't work out. We had 36 people who were very disappointed, but we'll keep trying getting those training things. We just really want to bring attention to it and it's... I think that's one good way to do it.

HQ CDOT Updates:

Staff changes at HQ include Piper Darlington who now the director of the CTIO, the Colorado Transportation Investment Office. She took over for Nick Farber. Also, the new Division of Transit and Rail Director is Paul DeRocher. He came from the RTD Transit Agency. Eric Sabina, who was the Information Branch Manager, is now the Deputy under Darius Pakbaz. Eric is serving as the Deputy Director of the Division of Transportation Development. And then, in the multimodal planning branch, we welcomed Teresa Takushi, who headed up our greenhouse gas rulemaking process previously. She's joining that branch to work on reporting the 10-year plan project list, and that's part of the compliance for reports under Senate Bill 23-268 that passed recently. She stated that she would send Stephanie some information about some positions that are open in her branch. Marissa Gaughan, our branch manager, wanted to share that information. As for the STAC meetings, they have been covering the program distribution formula programs to propose to the Transportation Commission what the formula should be and they've made recommendations, STAC has for both the RPP formula and the Multimodal Transportation and Mitigation Options Fund (MMOF). The next STAC meeting is planned for November 2nd. The new TC members were listed. - Shelley Cook, Jim Kelly, Rick Ridder, Barbara Bowman, Megan Vasquez, and Hannah Parsons that have been seated or reappointed to the commission. Commissioner Hart remains as the SE rep. She also listed some of the October Transportation Commission agenda items. For anyone with questions, feel free to reach out either to Commissioner Hart, Kathleen or Herman or any of the folks at CDOT with information on the Transportation Commission. We can get more details for you.

STIP Update:

Geoff Guthrie covered two topics regarding the statewide transportation improvement plan (STIP). First are the additions STIP in the southeast TPR area. He stated that this is where he is supposed to come to us each quarter and highlight them and then ask you all for a vote of approval that we are putting the money there.

First on the project list is the Surface Treatment Project, on SH 96 from Ordway to Arlington and we added money to the construction phase in 2024 in the amount of \$169,307.

Discussion followed identifying that this was transferring money from the miscellaneous phase to the construction phase for projects to address issues. That's the project we just corrected the bad section for that fall, but we used miscellaneous phase money, not money from the drainage project. The same amount of money stayed in the project. It was just transferred between phases, everybody. We didn't take anything back.

Second on the list from the Construction Bridge Program Fund, this is a bridge rehabilitation on US 50 structures L24A and L24D near Las Animas. Vicinity milepost 399.8 to 400.1. This is a possible deck removal to access the bridge bearings beneath. Last two and three repairs and research retaining the bridge deck. Thank you so much for your notes on the project. And this is adding \$200,000 to the design phase, and I believe this project is slated to go to add next March. We ended up taking the bridge work out of the service

treatment through Las Animas, that project. It's just the bridge work out, and we're creating a separate bridge project, the two bridges over the Arkansas there, so we're taking that money out of the bridge treatment project and moving it to a bridge project for that design. So taking all the bridge money out of that project, eventually you'll see the construction money also coming out of 053 and going into 072. Again, the money stayed the same. It stayed in the same area.

And finally, under the RPT, the Region Priorities Program, a couple of additions and a couple of different fiscal years. First on that list, US50B drainage improvement, fiscal year 2024, \$850,000 added to the construction phase. If anybody has questions, we have staff here to help you. Moving along, in 2024, we added \$140,000 to the construction phase of that next project titled US 50 East. That's the link drainage. And then the next three years of RPP funding, FY24, FY25, and FY26, we've added money in the construction phase in each year to the 50B passing lane, Fowler project that we have. And those also are reflected, highlighted in green on the big spreadsheet that we've included in the packet as well, that one, exactly. Those should all be highlighted just to call them out for the group to see. But these are the additions that we have made to the improvement plan in the Southeast TPR area, and at this time I request a quick vote of the members to approve of our addition to the project in your area. Motion to make these changes was made by Rick, seconded by Ron. Voted on and approved.

Future project:

Geoff presented a pdf of a project that he will be bringing back before the group at a later date and this is not to get a vote of acceptance today. This is to get on everyone's collective radars because we're going to come back, I believe, the end of January or early February for the joint TPR meeting that we have every year to get the final results.

I believe the end of January, early February, for the joint TPR meeting that we have every year to get the final blessing from all of the TPRs on our addition to fiscal year 28 of the RPP program. The one project in Southeast TPR that we are adding to RPP 28, the one project that we are proposing to add, is the \$800,000 indicated for US 287 safety improvement. If there's any discussion, please, this is your chance. It does that speak for the whole stretch? Matt Dago is probably going to talk some more about it, but it's for Springfield, I think. Some safety improvement at Springfield that is going to be looked it was programmed back on region, it was for a pedestrian safety improvement project through the town of Springfield. It's a pedestrian kind of streetscape looking at project in Springfield. It's looking at some minor change improvements looking at seeing how we can reduce the pedestrian crossing width. We're still looking at what type of recommendations, but it's a pedestrian movement along 287 within Springfield. This is a follow-up. The town had conducted a safety study of their downtown corridor, and they had some findings. We agree with a lot of those findings. So this is just to support their effort that they had started on. Geoff stated he would provide information on that in a pdf. It would be functioned as a placeholder for FY28, that we're going to devote this money and time to this particular area.

TC Update:

Commissioner Terry Hart apologized for not being able to attend in person and gave a TC update stating he was anxious to here all of our normal conversations, but particularly he definitely wanted to tune in to the conversations on your response to the discussion about the TPR boundaries. He stated: And I was definitely tuned in, heard all those. Just so that you'll know, I did review the packet that was sent out to everybody today, which includes a significant number of letters from the counties and towns and cities within Southeastern DPR and also the resolutions that are in there and those are the ones that I heard earlier that Stephanie's going to send to Herman so that he can get those into the packet. But we have been just to address that right off the bat. Thank you. Thank you for your comments. That's exactly what we're hoping for. I've talked to Herman a couple of times about this and he's indicated he's probably the least popular guy from CDOT these days when he goes around these meetings and after watching today, I think, yeah, Herman, you're probably right. Somebody's got to do it. Yeah, somebody's got to do it. And please understand that what he's doing, he's got marching orders from the legislature and the governor that basically were the folks that directed CDOT to do this study and to come back with the type of work that they've done and with their recommendations. And then as soon as that's done, that hot potato will be thrown over to those of us who are on the Transportation Commission, and we will deal with it. And as Herman has indicated,

we're not required to make any changes. We are required to open up the rule, and we are required to hear all the proposals, recommendations, presentations, and hear what the feedback is on that. So your comments at these meetings, all of your written comments that are going in, resolutions, those kind of things, all of that is extremely helpful in this type of a legislative process. And Ron, I think that you were asking about the open nature of where we go with the rulemaking process. And yes, that's, you know, we haven't talked about it yet, but what Herman outlined is typically what we do, which will be a very open process. And it does sound like a good idea to have as many of these hearings out in the public as we possibly can, and make it easy for you to hear what the proposals are and to give your thoughts on it. Anyway, I wanted to address that right off the bat. We have been reviewing comments that have been coming in to us from across the state. We had a packet of those at our Transportation Commission meeting last week and we're all reviewing it. Just a couple of notes from the Transportation Commission, because I don't want to take up too much of your time here. But we did meet most recently last week on the 18th and the 19th. Over the last couple of meetings, we have sworn in our six new members of the Transportation Commission. And just to put that into perspective, there are only 11 of us total. And so six new ones show you that there is a significant change in the activity at the Transportation Commission. We're all getting to know each other a little bit better. A lot of very good, dynamic people who are very much dedicated to making sure they're doing the right thing statewide. So I think it's going to be a very, very good commission to work with as we go forward. In order to make sure that we did get started on the right foot, meeting each other, et cetera, we had our retreat last week. And they would call it a retreat. It was there are but what we did there was went around and talked about what kind of topics, projects, observations, each of the of the Transportation Commission members would like to see that we do a deeper dive into and discuss over the course of the TC and the STAC kind of put together what our agendas will look like over the course of the next several months. We then tore into, well, I'll go ahead and just let you know a few of the topics that we heard. Fiber, definitely one of the topics that I know that you folks are interested in. I'm definitely interested in it as well. We heard good presentations on rail, both freight and passenger. Multimodal and transit issues, asset management. Maintenance of our roadways, budget. Making sure that we're doing the best we can to understand the intricacies of how the budget works. Safety, rest areas, electrification. And technology is some of the issues that got tossed out at that retreat. We then went into a work session and did some adjustments to the 23-24 budget year budget. Well we didn't do it in the work session, we had a conversation about what we needed to do and then we ultimately made some adjustments on funding when we got to the Transportation Commission meeting. And then we also started the conversation on our next year's funding, which is fiscal year 24 and 25. And so it's a busy time of year. We're wrapping up the fiscal year that ended in July, well, June 30th. And we're talking about the budget that we're in now that began on July 1st. Then we're also talking about developing a budget for the state transportation system that would begin on July 1st, 2024. That was quite a bit of the activity. We also had a discussion about rail corridor preservation, trying to look forward and identify needs and demands throughout the state on freight and passenger rail. And so we made some adjustments based on recommendations from the STAC to our rules and regulations regarding our efforts to preserve and protect looking forward on what corridors need to look like. So we had a good presentation on that. We ultimately adopted those adjustments with a few minor changes. We had a good overview of our bridge and tunnel process where we're analyzing all of the bridges and tunnels across the state. We're continuing that process, trying to prioritize with the limited funds that we have, and then to try to tackle as best we can the problems and challenges that we have in those bridges and tunnels. And we also had an interesting proposal for a mountain rail, passenger rail proposal going up into the northwestern part of the state. And so we participated in that conversation as well. a quick audit committee meeting. And let's see what else I have written down here. Then we also, the only conversation on TPR boundaries right now is up till this next meeting in November has been listening. We're listening to what STAC is doing. We're listening to the feedback that everybody is proposing. And so I want to make sure that everybody knows that that activity is ongoing. And I guess one thing that I probably should mention is because of the significant changes in the makeup of the Transportation Commission, there was a little discussion about all of the folks who are still standing who might be willing to step up into an office or position. I was approached and asked if I would consider being the vice chair of the Transportation Commission. I agreed to that if we had a person in Karen Stewart that would be agreed to be the chair, and the Transportation Commission elected us as those officers now. So it's an additional responsibility, but I'm hoping that that benefits CDOT, the state and frankly, the district 10 and region two that I represent. So anyway, that's my report of what we did on the transportation commission.

Are there any questions that you'd like to throw at me? And Herman, all I can tell you, Herman, is after you throw that hot potato at the Transportation Commission, you may no longer be the most unpopular guy.

Administrative Discussion & Approval

MMO Funds: A vote was put before the board to consider the City of La Junta request for supplemental funding to get the project finished, the Brick and Tile Trail or Arroyo Trail. You can call Brick and Tile because it ties into the Brick and Tile Park. The question from the city is for \$130,000 in MMO funding to their existing grant. There was a letter included in the packet from City Manager Rick Klein giving a short outline of what's going on with that. There's an existing grant of a little over a million, and as the letter states, it is not enough to cover the entire cost of the project. Rick Klein gave a quick overview of the entire project.

Again, for the group's education, Geoff informed the board that there's a small amount of FY24 MMO funds still within the TPR to the amount of \$70,302. According to the group is that this \$130,000 request conceivably could come from FY24 (\$70,302) and FY25 MMO funding (\$60,000). And that would leave a balance of FY25 MMO funding for all of Southeast TPR. The balance would remain at \$128,000. The remaining balance could be used for design for a future project. We're always looking for construction money for our projects, but you have to have a design in place to be able to do anything. \$187,000 that's available in 2025 would be more of a design budget, which you have to have before you can actually go into construction for any type of project. So, that is why I would recommend help Rick get his project done and then reallocate that funding for needing design for a future project, because that's probably where it's going to fit. The board discussed it further and a motion was made by Rick to approve the request. Seconded by Spike. Voted on unanimously to approve.

Letter of Opposition & Resolution: Stephanie pointed out that in the packet, you can see the letter that was written that Ron and I both signed on behalf of the change to the Southeast, South Central and opposing the combining of the two. She asked for formal approval of the letter. In addition, the board resolution to oppose the change to the Southeast/South Central TPR boundary was presented and reviewed. Motion was made by Rick to approve the letter to be sent to CDOT, seconded by Tim. Motion was voted on and passed unanimously.

Stephanie presented a draft of the proposed SE TPR/PC bylaws for review. She asked the board to review them and be ready to discuss and approve for the January meeting. She indicated that she could not locate a copy other than an IGA showing the TPR membership through SECED/SECOG formation. However, no specific bylaws were found. She stated that our group for quite a little while was not as active as it is now. This will also satisfy the requirement of the what is expected of TPRs by CDOT.

The next TPR meeting will be held on Wednesday, January 24, 2024 at 10:00 am and will end at 11:45 to allow us to get to another location for SECED's annual meeting.

LOCAL REPORTS

TRANSPORTATION PLANNING

SE TPR CDOT Local Agency PROJECT UPDATES JAN 2024

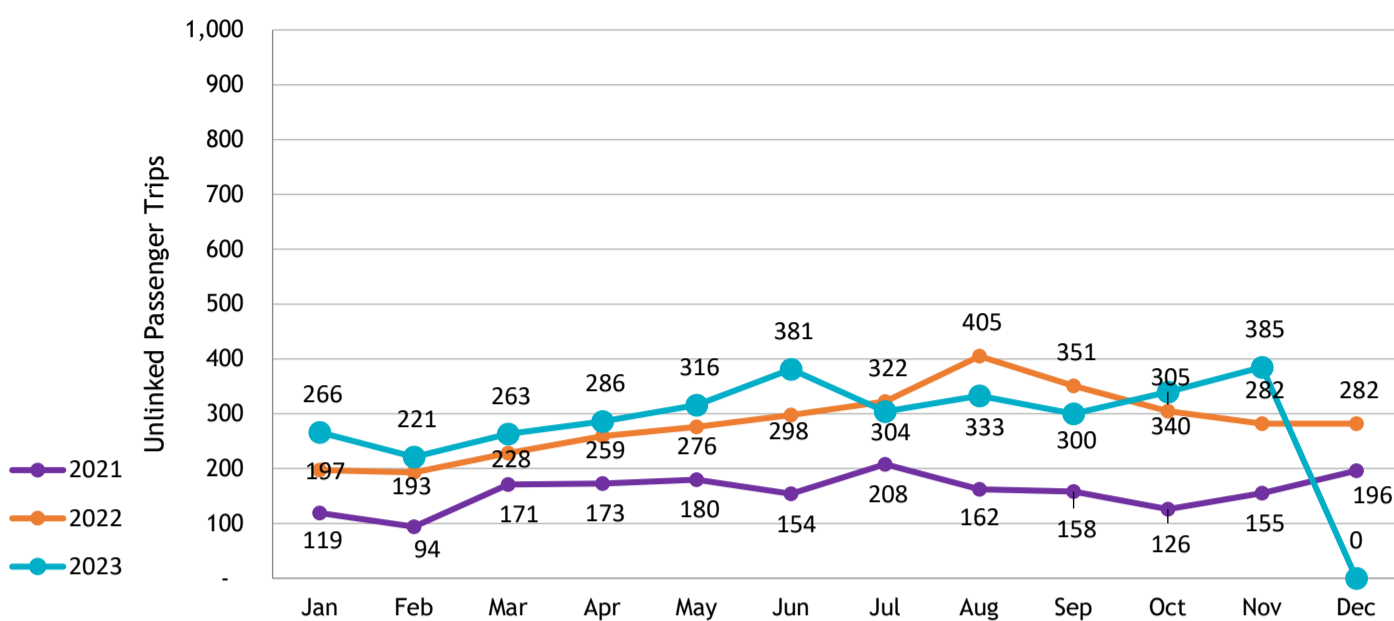
PCN	Description	Scope	Phase	Schedule/Status Update	Grant \$
24021	Lamar Bus Stops	Construction and installation of 18 regional transit bus shelters and signage at designated locations in the counties of Baca, Bent, Crowley, Kiowa, Otero and Prowers Counties	D	Currently in design. In design, awaiting FIR plans 9/12. Received preliminary locations 11/20	\$364K
24022	Lamar Pedestrian Bridge (Design streetscape and install Ped bridge at Com. College)	Construction and installation of a pedestrian bridge, east side of Hwy 287 crossing the Fort Bent Canal,	C	Finals complete. Will start 1212. 9/12. 1212 Started 9/13	\$200K
25196	Granada Sidewalk Improvements	Design and construction of sidewalks along both sides of Highway 50, beginning on the west edge of town at Mimms Street to Hoisington Street and from North Main Street from Walnut Street south along both sides to Amache Road with curbs and ADA corner curbs	D	RFP to be awarded in city council on 9/13. NTP for design sent to local 7/12	\$597K
25198	Bent County Sidewalk Improvements	Design and construction of sidewalks Carson /6 th & 5 th Streets and Moore Ave. in Las Animas, 1 st St., McClave CO	D	Awaiting design RFP from local 9/12. Still awaiting RFP 12/19	\$313K
25349	La Junta Arroyo Trail Construction	Construction of the La Junta Brick & Tile Trail for off-road facilities to include pedestrians and bicyclists which will include sidewalks and pedestrian bridges.	C	Construction NTP 07/05/23; Pre- Bid 07/10/23; Bid opening 07/31/23; TLM awarded; Construction started 10/16/2023; sidewalk poured; working on ramps and rail; PED-bridges delivery 01/15/2024;	\$1.03M
25940	South Lamar Sidewalk Improvements	Design and construct a shared use path between Lamar High School and Prowers County Fairgrounds, and Lamar Community College on Main Street including signage, sidewalk and safety improvements.	D	Project created 7/20 Draft IGA documents sent to local 8/9 Awaiting draft documents from local 9/12. Awaiting draft documents 12/19	\$2.05M
25956	Pritchett Sidewalk Design	Design and Planning for sidewalks in the Town of Pritchett	D	project Created in ZJ08 07/31/2023; MMO Funds; draft docs sent LA;	\$100K

Region 2 RPP FY 2022-2030 (9-YEAR PLAN)

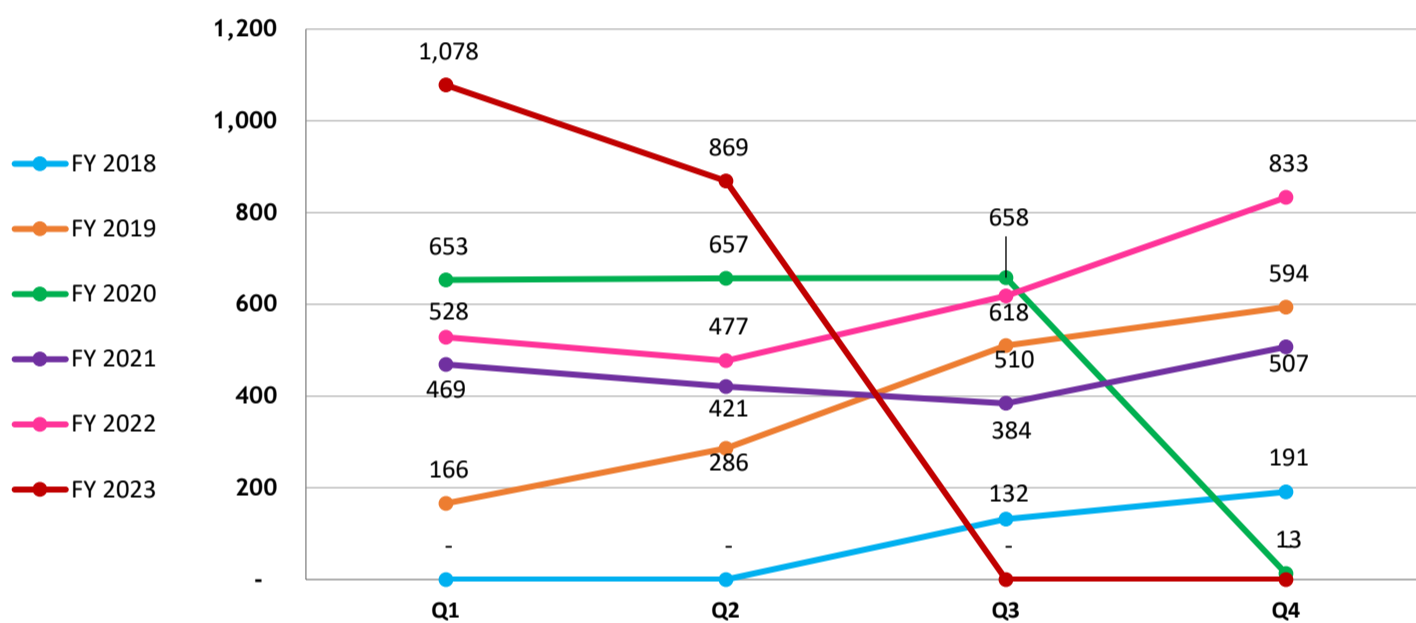
Subaccount	TPR/MPO	Hwy	Project Name	Special Notes and Comments	RPP2022	RPP 2022 not budgeted	RPP2023	RPP 2023 not budgeted	RPP2024	RPP 2024 not budgeted	RPP2025	RPP 2025 not budgeted	RPP 2026	RPP 2026 not budgeted	RPP 2027	RPP 2027 not budgeted	RPP2028	RPP 2028 not budgeted	RPP2029	RPP 2029 not budgeted	RPP2030	RPP 2030 not budgeted
12812, 20912, 24967	SETPR	US50B	US50B CORRIDOR	SR26867 078 \$95,000 22 (24967)	\$ 95,000	\$ -	\$ 1,705,000	\$ -	\$ 140,000	\$ -												
19668/20909	SETPR	US287	US287/US 50 IMPROVEMENTS WITH CONCRETE PAVING PROJECT	Work that can't be paid for by Surface Treatment funds but																		
23902	SETPR	SH202	BNSF RR XING @ SH202 MP 0.2 (ROCKY FORD)	SR26867 112 \$36,545 23 partial budgeted			\$ 32,485	\$ -														
23292	SETPR	US50B	US50B/SH71 INTERSECTION IMPROVEMENT	SR26867 108 \$34,284 22 \$295,722 23	\$ 34,284	\$ -	\$ 295,722	\$ -														
20907	SETPR	SH385	SH 385 REALIGNMENT AND BRIDGE REPLACEMENT	SR26867 079 \$885,860 22	\$ 885,860	\$ -			\$ 275,401	\$ -	\$ 523,956	\$ -										
20908	SETPR	US287A	US287A - PASSING LANE (SPRINGFIELD TO LAMAR)	Head-on & sideswipe NB mainline from -																		
20909	SETPR	US287A	US287A IN LAMAR - PARK STREET SOUTH																			
21020	SETPR	SH10	REPLACE M-22-Z ON SH10 MP 69.68																			
20912, 21766, 23592 & 22225	SETPR	US50B	US50B CORRIDOR SE TPR IMPROVEMENTS	SR26867 080 \$150,000 22 (21776)	\$ 150,000	\$ -	\$ 155,000	\$ -	\$ 2,831,703	\$ 2,831,703	\$ 678,657	\$ 678,657	\$ 2,099,556	\$ 2,099,556								
21400	SETPR	SH109	M22-AY BRIDGE REHAB ON SH109 OVER US50B	SR26710 048 \$151,919 22 (23544)	\$ 498,081	\$ -	\$ 499,501	\$ -														
23544	SETPR	US50B	US50BL-24-B MINOR REPLACEMENT AT MP 406.573	SR25164 077 \$498,081 22 (21400)	\$ 151,919	\$ -																
RPP17	SETPR	US50B	US50B PASSING LANE BETWEEN LAS ANIMAS AND HASTY	SR26867 124 \$150,000 26									\$ 150,000	\$ 150,000					\$ 3,650,000	\$ 3,650,000	\$ 2,700,000	\$ 2,700,000
23145	SETPR	US50B	US50B IN LAMAR COLONIA AVE NORTH CONCRETE PAVING	SR26867 125 \$600,000 26									\$ 600,000	\$ 600,000								
TBD	SETPR	US287	US287 SAFETY IMPROVEMENTS	Out year													\$ 800,000	\$ 800,000	\$ 350,000	\$ 350,000		
RPP12	SETPR	SH71	SH71 @CR G@SH96 INTERSECTION IMPROVEMENTS	SR26867 107 \$750,000 25 partial							\$ 750,000	\$ 550,000	\$ 250,000	\$ 250,000								
23686	SETPR	SH167	BNSF RR XING@SH167 MP1.5 (FOWLER)																			
23902	SETPR	SH202	BNSF RR XING @ SH202 MP 0.2 (ROCKY FORD)																			
23592	SETPR	US50B	US50 Las Animas Resurfacing, ADA & Drainage	SR26867 065 partial \$850K budgeted rest					\$ 850,000	\$ -												
SE RPP Total					\$ 1,815,144	\$ -	\$ 2,687,708	\$ -	\$ 4,097,104	\$ 2,831,703	\$ 1,952,613	\$ 1,228,657	\$ 3,099,556	\$ 3,099,556	\$ -	\$ -	\$ 800,000	\$ 800,000	\$ 4,000,000	\$ 4,000,000	\$ 2,700,000	\$ 2,700,000

SE TPR January 2024 Qtly Meeting Outrider Ridership Data

Lamar - Colorado Springs Ridership by Month



Lamar - Pueblo - Colorado Springs



SE TPR CDOT PROJECT UPDATES January 2024

PCN	Description	Scope	Phase	Schedule/Status Update	Approx. Budget
ENGINEERING					
21191	207A Manzanola North & 266A Rocky Ford to JCT 109	1.5" mill and fill with safety improvements	Closure	Project completed and closed out.	\$7.4M
22839	CO96 Ordway to Arlington Resurfacing	Mill and fill failed section	Closure	Corrective work complete. Project in closeout process.	\$10.2M
23698	US 287 Concrete Panel Replacements	Replacement of deteriorated concrete panels on US 287 from Oklahoma border to Springfield	Closure	Project completed and in close out process.	\$2.5M
24193	SH 96 Surface Treatment Eads to Sheridan Lake	Overlay of SH 96 from US 287 junction to Sheridan Lake	Closure	Project complete. Punch List items and closeout documentation underway.	\$17M
24198	SH 194 Surface Treatment and Drainage Improvements	Overlay of SH 194 from MM 10.1 to 20.1, with drainage improvements at US 50 junction interchange	Construction	Project nearly complete. Remaining work includes installation of guardrail transitions at the ends of concrete barriers.	\$7.6M
20909	US 287A Park Street - South	Full-depth highway reconstruction with concrete paving	Construction	Rework (cracked panels), driveways, fiber optics, final striping, and punch list items throughout corridor through March 2024.	\$18.5M
21400	La Junta SH 109 Bridge Repairs	Bridge preventative maintenance repairs to substructure and superstructure	Construction	Waterproofing and paving of last 1/4 of deck, bridge joints, and final striping are all that remain. Anticipated completion by end of March 2024.	\$5M
20907	SH 385 Realignment and New Structure	New concrete box culvert on realigned section of SH 385 North of Granada	Construction	East side of culvert and roadway completed. Traffic shifted onto east side of culvert. West side culvert is installed and backfilled. Earthwork to prepare for paving and construction of headwall and wingwalls in progress. Anticipated completion by end of February 2024. Working to add critical repair of structure K-27-A to this project (US 385, MM 122)	\$7.5M
20912	US50 PUEBLO TO KANSAS TEIS/ DRAINAGE	Drainage improvements for existing irrigation ditch along with a concrete box culvert replacement	Construction	Project currently under construction. Current work includes grading of irrigation ditch and concrete box culvert installation. Anticipated completion by March 2024.	\$2.8M
23558	Region 2 Bridge Bundle Design Build	Multiple structure replacements in Region 2 on US350, CO 9, and US 24.	Construction	Five of the nine structures on US350 are substantially complete. Work continues on structures at MP 10.289, 48.744, 50.58, and 69.82. Planned completion Spring 2024.	\$43M
23592R	US 50 Surface Treatment, Drainage, and ADA Ramps	Asphalt overlay, drainage feature replacements/improvements, and ADA ramp upgrades on US 50 through Las Animas	Award	Bid letting has occurred and low bidder determined. Award decision pending. If awarded, anticipated construction start is March 2024.	\$8.9M
25542	SH 160 Surface Treatment, Kim to Pritchett	Overlay of SH 160 from MM 423 to 451	Design	Under Advertisement. Bid letting 1/18/24	\$14.8M

24703	US350 MP 46.7 to 63.7 - La Junta to Delhi Rural Paving	Mill and fill with safety improvements	Design	Design in progress. Advertisement in November 2024	\$10.1M
22225	US50B CORRIDOR SE TPR	Passing lane east of Fowler on US 50B	Design	Grant application is submitted for funding. Awaiting results.	\$5.6M
25974	R2 SE Timber Bridge Retrofit	Add sister beams to freight and non-freight corridor timber bridges in various locations.	Design	Finalizing plans and specifications and programming freight funding. Adding sister beams to 15 structures on US50B, 101A, 116A, 160C, and 350A. Advertisement in February. Construction in Spring/Summer 2024.	\$3.8M
25538	SH 71 Ordway Passing Lane MP 17-26	10yr Plan Project: Adding ~1 mile passing lane between the Arkansas River and CR C	Design	Scoping meeting has been held. Location of the passing lane was determined to be between the Arkansas River and CR C. Survey should be completed in Oct/Nov. Planned advertisement September 2024. Construction Summer 2025	\$6M
25921	US50B Las Animas Str. L-24-A/L-24-D	Major structure repairs to the bridges over the Arkansas River	Design	Design in progress. Planned advertisement in June/July 2024. Construction Fall 2024-End of 2025.	~\$8-10M
23592	US50B Las Animas Resurfacing ADA and Drain	Resurfacing project with ADA, drainage, striping	Design	Project was Re-Advertised and Bids were let 1/11. Working on securing additional funding. Construction Spring/Summer 2025	\$9M
TRAFFIC					
23292	US 50/SH 71-CR 18 Intersection Improvements	Intersection Improvements at US 50 @ SH 71 & CR 18 (BNSF Xing).	Finals	Construction complete. Project accepted as of Nov 2023. Traffic Signal crew has completed adjustment to signal timing and installation of advance detection (dilemma zone).	\$3.4 M
25539	SH 71 Ordway Intersec Improvements at CRG & SH96	Intersection improvements at both SH71 & SH96 intersections in Ordway.	Design	Advertise Jan 2025 to March 2025 Construction Spring 2025 - Fall 2025	\$ 1M
TBD	FY25 Lamar Signal Replace	Replacement of existing traffic signals at US 50B & 2nd St and US 287 & Savage St (Lamar)	Prelim Plan	Advertisement Dec 2024-Feb 2025 Construction Spring/Summer 2025	\$1.3 M



FHWA / USDOT
Discretionary Grants Program



U.S. Department
of Transportation
Federal Highway
Administration

**TPR Quarterly Meeting Presentation
January 2024**

Bipartisan Infrastructure Law Funding Opportunities (BIL or IIJA)



U.S. Department
of Transportation
Federal Highway
Administration

- **\$1.2 Trillion in 5 years for Infrastructure (transportation, water, broadband, electricity...)**
 - **USDOT will receive \$567.1 Billion in 5 years (FY22 ~ FY26)**
 - ❖ **Federal Highway Administration \$350.8B**
 - ❖ **Federal Transit Administration..... \$91.2B**
 - ❖ **Amtrak/Federal Railroad Administration..... \$66.0B**
 - ❖ **Federal Aviation Administration \$25.0B**
 - ❖ **Office of Secretary..... \$19.0B**
 - ❖ **National Highway Traffic Safety Administration..... \$6.7B**
 - ❖ **Federal Motor Carrier Safety Administration \$5.2B**
 - ❖ **Maritime Administration..... \$2.3B**
 - ❖ **Pipeline & Hazardous Materials Safety Admin..... \$1.0B**

Highlights of Highway Provisions in the “BIL”



U.S. Department
of Transportation
**Federal Highway
Administration**

- **\$350.8 Billion in five years (FY22 ~ FY26)**
- **Approximately \$305 billion is formula funding, the rest is discretionary grants**
- **Colorado will receive more than \$4 billion formula funding (1.4%)**
- **More than a dozen new highway grant programs (such as reconnecting communities, wildlife crossings, Save Streets & Roads for All (SA4A program....))**
- **Focus on safety, bridges, climate change, resilience, and project delivery**
- **More opportunities for local governments and other non-traditional entities to access new grant funding**

Key Discretionary Grant Programs



U.S. Department
of Transportation
**Federal Highway
Administration**

- **RAISE..... \$7.5B (FY23 applications are under review)**
- **MEGA..... \$5.0B (a part of MPDG)**
- **INFRA..... \$8.0B (a part of MPDG)**
- **RURAL..... \$2.0B (a part of MPDG)**
- **BIP..... \$12.5B (additional \$27.5B for the formula Program)**
- **SS4A..... \$5.0B (20% match can be in-kind match)**
- **PROTECT..... \$1.4B (additional \$7.3 B for the Formula Program)**
- **Wildlife Xing..... \$350M**
- **.....many more new grant programs**

Type of Grant Project: Based on the Recipient



U.S. Department
of Transportation
**Federal Highway
Administration**

- **CDOT is the recipient, and CDOT administers the project**
 - Agreement is between FHWA and CDOT
 - There is an existing S&O between FHWA and CDOT. CDOT administers a grant project just like any other federal aid projects
- **Federal grant passes through CDOT to a local entity (local entity is called sub-recipient)**
 - Agreement is a three-way agreement (FHWA, CDOT, local entity)
 - Local entity administers project
 - CDOT is still responsible and accountable for LPA compliance with all applicable Federal laws and requirements
- **Federal grant goes directly to local entity (direct recipient)**
 - Agreement is between FHWA and local entity
 - Local entity administers project
 - FHWA performs project oversight duties without CDOT involvement – PS & E package review, invoice reviews, etc.

Examples of Direct Recipient Grant Projects



U.S. Department
of Transportation
Federal Highway
Administration

- Denver “Washington Street Livability Project” \$13,993,114 (FY21 RAISE)
- Pueblo “West Side Connector Project” \$16,834,725 (FY22 RAISE)
- Alamosa “Rio Grande Intermodal Project” \$4,777,640 (FY22 RAISE)
- Colorado Springs “Fillmore Bridge PEL Project” \$750,000 (FY22 Bridge)
- 20 Communities received “Safe Streets and Roads for All” grants, a total of \$6,088,970 (FY22 SS4A)
- 13 Communities received “Safe Streets and Roads for All’ grants, a total of \$26,545,480 (FY23 SS4A)
- Glenwood Springs received \$49, 682,927 FY23 RURAL grant.....

Colorado received \$360+ million discretionary grant since IIJA was passed in November 2021



Current Situation & Some of the Obstacles



U.S. Department
of Transportation

Federal Highway
Administration

Current Situation:

- We received very few applications from SE and NE of Colorado
- Vast majority of awards are in the North and West of Colorado

Some of the Obstacles

- Lack of resources to prepare grant applications
- Lack of matching funds
- Lack of upfront money to start a project because Federal government has a reimbursement payment system

How to Get Helps for Preparing Grant Applications



U.S. Department
of Transportation
**Federal Highway
Administration**

- **DOLA \$1 million budget; Hired consultants to be on call for grant writing and technical assistance for project planning**
- **<https://dlg.colorado.gov/grant-writing-assistance-program>**
- **Thriving Communities Pilot Program**
- **Local Technical Assistance Program (LTAP, It is free!)**
- **Not every grant program has extensive Benefit/Cost Analysis requirements**

Only a handful grant programs require B/C Analysis. Planning Programs do not require Benefit/Cost Analysis

- **Bridge Investment Program (Bridge Improvement, Capital Improvement) ([BIP](#))**
- **National Infrastructure Project Assistance Program ([MEGA](#))**
- **Nationally Significant Multimodal Freight and Highway Projects ([INFRA](#))**
- **Rebuilding American Infrastructure with Sustainability and Equity ([RAISE](#)) – (exclude planning projects)**
- **Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Program ([PROTECT](#)) (Resilience Improvement Grants and Community Resilience and Evacuation Route Grants only)**
- **Reconnecting Communities Pilot ([RCP](#)) Program – Capital Construction**

How to Get Helps for Preparing Grant Applications – Cont.

Thriving Communities Program



U.S. Department
of Transportation
**Federal Highway
Administration**

- **Thriving Communities Program is one of the “BIL” Discretionary Grant Programs (\$22 M a year)**
- **The purpose of the grant is to provide technical assistance for under-resourced and disadvantaged communities – for preparing application materials, undertake pre-development and project delivery activities....**
- **In FY22, 64 communities received a grant. CO did not have any (only 2 applications)**
- **FY23 NOFO was out in September 2023, applications were due 11/15/2023**

What you can do: Submit a letter of interest (to get technical assistance in 2024, 2025 & 2026!)



How to Get Matching Fund?



U.S. Department
of Transportation
**Federal Highway
Administration**

- **DOLA 's LOMA program - \$10 million**
- **RAISE Program – No match if a project is located in a rural area, a Historically Disadvantaged Communities, or an Area of Persistent Poverty**
- **RURAL Program – Rural grant plus other federal funds can be up to 100% of federal funds**
- **SS4A – 20% match but the match can be “In-Kind Match”**
- **Potential other programs**

SS4A Program



U.S. Department
of Transportation
**Federal Highway
Administration**

- **\$5 Billion Program (\$1 Billion a year)**
 - **Creating and informing comprehensive safety action plan (CSAP) – planning and/or demonstration (40%)**
 - **Implementing (60%)**
- **Goes direct to counties, tribes, cities, MPOs, special districts, etc.**
- **Colorado: 20 awards in 2022 (\$6+m) & 13 awards in 2023 (\$23+ m)**
- **In 2024, \$650 million will be available for planning and demonstration awards. Because we continue to be undersubscribed in meeting to award 40% of funds to planning and demonstration project**
- **<https://www.transportation.gov/grants/SS4A>**



How to Get Started

- **Be Involved, stay connected, and do your homework (visit these websites)**
 - [FHWA One Stop-Shop on BIL](#)
 - [FHWA Competitive Grant Programs List](#)
 - [USDOT Navigator](#)
 - [Key Notices of Funding Opportunity](#)
- **Be prepared. Budget for and secure your non-federal match**
- **Get ready to apply for and administer federal funding**
 - **Register with Grants.gov & Sam.gov**
 - **Be familiar with project eligibility requirements**
 - **Prepare your capital project's Benefit-Cost Analysis (if necessary)**
- **Ask questions. USDOT is available to support local public agencies with technical assistance. Contact the Division Office if you have questions** [FHWA Colorado Division](#)

Colorado LTAP Program



U.S. Department
of Transportation
**Federal Highway
Administration**

Colorado Local Technical Assistance Program (LTAP)

<https://www.coloradoltap.org/ltap/default.asp>

It is an organization sponsored by FHWA and CDOT. LTAP has five staff. Front Range Community College is the host of the LTAP center since 2020

- **Workforce Development and Training (100+)**
Provides 100+ low-cost training courses throughout the state (Roads Scholar I, II...)
- **Information Exchange**
Innovation Contests, Conference Sponsorship, Wednesday Workshops..... The website contains an electronic library for road & bridge profession. You can use the material to train your new employees

Colorado LTAP Program (cont.)



U.S. Department
of Transportation
**Federal Highway
Administration**

➤ **Technical Assistance**

- ❖ **Loan equipment (3weeks, free, retroreflectometer, ball bank for setting curve speed, non-nuclear Asphalt Density Gauge)**
- ❖ **Safety Circuit Rider and Road Safety Audits – contact Sanjiv Gupta at 720-454-4766**
- ❖ **Special Projects and Funding Coordination**
 - Provide support for:
 - Identifying funding opportunities
 - Funding application process
 - Application review
 - Sharing with agencies available resources (training material, webinars, etc.)
 - Project Coordination through lifecycle (pre-award, award, and post-award)
 - Project Management tool usage
- ❖ **Technical Assistance Request (fill-out a form to get assistance)**

28 Proven Safety Countermeasures



U.S. Department
of Transportation
**Federal Highway
Administration**

- **FHWA 28 Proven Safety Countermeasures & Strategies**
 - **Speed Management (3)**
 - **Pedestrian/Bicyclist (8)**
 - **Roadway Departure (6)**
 - **Intersections (7)**
 - **Crosscutting (4)**
 - **<https://highways.dot.gov/safety/proven-safety-countermeasures>**

Contact Information



U.S. Department
of Transportation
**Federal Highway
Administration**

Questions?

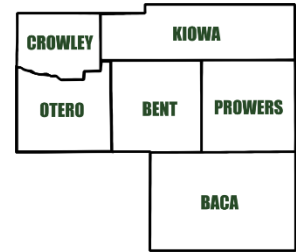
Ajin Hu
FHWA Colorado Division
Grants Program Manager
ajin.hu@dot.gov
(720)-963-3071

Armando Henriquez
FHWA Colorado Division
Region 2 Area Engineer
armando.henriquez@dot.gov
(720) 963-3031

ADMINISTRATIVE DISCUSSIONS & APPROVALS



**Southeast Colorado
Transportation Planning Region (TPR)
Bylaws**



ARTICLE I

Responsibilities

The Regional Transportation Planning Commission shall be responsible for reviewing the progress and product of the Colorado Department of Transportation or their designee related to transportation planning and analysis activities to incorporate the needs and recommendations of the Southeast Transportation Planning Region, suggesting updates and amendments as necessary to the State Transportation Plan pursuant to all applicable federal and state laws and rules or regulations including public participation provisions, selecting a representative to the Transportation Advisory Committee, and participating in the State Transportation Improvement Program development process.

ARTICLE II

Representatives

1. Seats

The TPR shall consist of the following 32 seats:

- SECED Executive Director
- Baca County
- Bent County
- Crowley County
- Kiowa County
- Otero County
- Prowers County
- City of La Junta
- City of Lamar
- City of Las Animas
- Town of Campo
- Town of Pritchett
- Town of Springfield
- Town of Two Buttes
- Town of Vilas
- Town of Walsh
- Town of Crowley
- Town of Olney Springs
- Town of Ordway
- Town of Sugar City
- Town of Eads
- Town of Haswell
- Town of Sheridan Lake
- Town of Cheraw
- Town of Fowler
- Town of Manzanola
- Town of Rocky Ford
- Town of Swink
- Town of Granada
- Town of Hartman
- Town of Holly
- Town of Wiley

Each representative will identify an alternate. Only one vote per seat will be recognized.

2. Vacancies

If any TPR representative shall cease to hold office on the governing board or cease to hold his or her appointed position of its Member Jurisdiction, a vacancy shall exist and the appointing Member Jurisdiction shall fill the vacancy.

ARTICLE III

Officers

1. Officers/STAC Representatives

The TPR will elect a Chair and Vice Chair from among its representatives.

- A. Chair:** The Chair shall preside at all meetings of the TPR. The Chair will be designated as the STAC Alternate and will be required to attend all STAC meetings when possible.
- B. Vice Chair/STAC Representative:** The Vice Chair shall exercise the functions of the Chair in the Chair's absence or incapacity. In the event the Chairperson should resign from the TPR or a vacancy is created, the Vice Chair shall assume the position until the next scheduled election. In the event the Vice Chair should resign from the TPR or a vacancy is created, a special election will take place at the next scheduled TPR meeting. The Vice Chair will also serve as the STAC Representative and will be required to attend all STAC meetings when possible.
- C.** No person shall hold office if he/she is not a member and no member shall hold more than one (1) office at a time.

2. Election of Officers:

- A.** The officers shall be elected by vote at a regularly scheduled TPR to serve a term of one year or until their successors are elected. Their term of office shall begin upon adjournment of the regular meeting during which the election took place. Officers may be elected to successive one year terms as voted on by the representatives.
- B.** Elections shall be held at the first TPR meeting of every year designated as the month of January.
- C.** There are no term limits for the Chair position.

3. Removal, Resignations and Vacancies of Officers

Any Officer elected by the Board may be removed at any time by the Board by a two-thirds vote.

Any Officer may resign at any time by giving written notice of the Officer's resignation to the Chair or Vice Chair, and acceptance of such resignation shall not be necessary to make it effective unless the notice so provides. Any vacancy occurring in any Officer position shall be filled, by succession or by special election by the Board, for the unexpired portion of the term.

4. Duties of Officers

The Chair and Vice-Chair will attend monthly STAC meetings as able. The Vice Chair (STAC Rep) will hold the SE Colorado vote at STAC meetings. In the Vice Chair's absence, the Chair will be able to vote. Once elected Vice Chair, this person will be considered to represent regional interests and will only be able to vote in TPR meeting in the event of a tie. The governmental entity that appointed the person named Vice Chair will be able to appoint a voting member to the TPR.

ARTICLE IV

Meetings

1. Regular Meetings

A regular meeting of the TPR shall be held on the fourth Wednesday after the end of the quarter with months being identified as January, April, July, and October. Meetings will be held at the SECED office between the hours of 10 a.m. and 12 noon, unless otherwise noted in the meeting agenda, and will include a conference call option for participants who wish to call-in. With prior approval of the TPR board, representatives may vote via electronic means. All Board and committee meetings shall be open to the public and interested participants are encouraged to attend. All Board and committee meetings shall comply with the Colorado Open Meetings Law, C.R.S. 24-6-401 et seq, or any successor statute thereto. Executive sessions may be held in compliance with the Colorado Open Meetings Law, or any successor statute thereto.

2. Special Meetings

Special meetings may be called by the Chair or with a request made by a majority of the representatives.

3. Public Notice of Meetings

Public notices of meetings will be posted at the SECED office and shall otherwise comply with the Colorado Open Meetings Law.

ARTICLE V

Voting

1. Vote

Decisions will be made through consensus whenever possible. If a vote is needed, a motion may be passed by a simple majority of votes cast by the TPR members in attendance.

2. Allocation of Voting Rights

A Member Jurisdiction's representative shall be entitled to one (1) vote on all matters that may be cast by the representative or alternate representative if the representative is absent. Advisory Members' representatives are not entitled to vote.

3. Quorum

While it is preferred that the quorum consist of at least 50% of the board membership, we shall define the quorum to be a representation of at least two members of each of the six counties represented made up of one commissioners and one municipal representatives for a total of 12 members.

**ARTICLE VI
Committees**

The direction and authority of subgroups or committees will be determined upon their formation.

**ARTICLE VII
Amendment**

These Bylaws may be amended by 2/3 majority vote of the representatives present in either regular or special session.

Voted on and approved this _____ day of _____, 2024.

Chair

Vice Chair

Attest:

Bev Middleton