

Transportation Commission Meeting Minutes

February 16-17, 2022

Workshops – Wednesday, February 16, 2022, 1:00 pm – 5:00 pm, Virtual via Zoom Meeting

Video Recording: <https://youtu.be/sfWoAXxw4-s>

Call to Order, Roll Call - Video time 00:02:30

All eleven Commissioners were present: Commissioners Kathy Hall (TC Chair), Don Stanton (TC Vice Chair), Karen Stuart, Gary Beedy, Kathleen Bracke, Mark Garcia, Lisa Tormoen Hickey, Barbara Vasquez, and Eula Adams, Yessica Holguin, and Terry Hart.

A motion made by Commissioner Vasquez to convene an Executive Session closed to the public to review confidential commercial, contractual, and financial information related to the State Audit Review of CDOT, and seconded by Commissioner Stanton, passed unanimously. The Commission entered into the Executive Session at 12:05pm and concluded at 12:59pm.

1. FY 23 Final Budget Allocation Plan (Jeff Sudmeier and Bethany Nichols) – Video time 00:58:40

Purpose & Action: Staff reviewed the sixth budget amendment to the FY 2021-22 Annual Budget in accordance with Policy Directive (PD) 703.0. The Division of Accounting and Finance (DAF) requested the TC to review and approve the sixth budget amendment to the FY 2021-22 Annual Budget, resulting in the reallocation of \$1.0 million from TC Program Reserve to Strategic Projects to provide funding for improvements to Cottonwood Pass.

- Commissioners discussed the impacts of inflation and market issues that are impacting particularly maintenance budgets and the desire to adequately fund maintenance budgets to stay ahead of those needs and performance measures. In the short term, staff pointed out that there would be a dip in state funding for maintenance resulting from FASTER fee reductions until the Senate Bill 260 HUTF revenues kick in.
- The final allocation plan will be brought before the Commission in March and in April that will be presented to the Governor.

2. 10-Year Plan Update and Fiscal Constraint (Rebecca White and Amber Blake) – Video time 01:39:08

Purpose & Action: The purpose of this workshop was to provide the TC with an update on the 10- Year Plan financial considerations. No action is required.

- The Non-attainment Enterprise funds, previously included in the overall 10-year Plan funding assumptions, will be considered outside of the statewide equity mix due to its allocation only to the non-attainment areas on the front range. Staff expect the additional carbon reduction dollars to largely offset any impact this may have on region's allocations.
- Staff and the Commissioners generally agreed that a single equity formula using the RPP midpoint and 10% off the top for transit was favorable to having separate transit and non-transit formulas for regional equity.

3. Cottonwood Pass ROW and Conceptual Funding Request (Stephen Harelson) – Video time 02:31:50

Purpose & Action: Staff updated the Commission on considerations for improvements to Cottonwood Pass and obtain funding for Right of Way mapping. The Commission will consider approval of Budget Action providing \$1 million to allow Region 3 staff to contract ROW mapping and advance Context Sensitive Solutions (CSS) process to advance design of interim and long-term improvements.

- Commissioners and staff discussed various considerations related to the improvement of roadways while they remain in county jurisdiction.

4. FTA 5311 Distribution Methodology (Amber Blake) – Video time 03:00:45

Purpose & Action: This workshop outlined a new approach to the FTA 5311 Rural Administration and Operating distribution, by establishing a five-year baseline funding methodology to ensure stable funding to 5311 operators, ensure funding for transit expansions, allow for funding availability to new 5311 agencies, and allow for funding to improve the state of good repair for rural transit agencies. No TC action is required.

- Commissioners were very supportive of eliminating the annual operating grant application process in favor of the proposed changes that include a baseline funding commitment that allows agencies to make longer-term, predictable funding plans. Commissioners will consider approval of these changes in March.

5. MPO Modeling Support (Rebecca White and Erik Sabina) – Video time 03:28:37

Purpose & Action: To approve state Multimodal Transportation and Mitigation Options Fund (MMOF) funding for Metropolitan Planning Organization (MPO) modeling support that would allow the MPOs to build up their modeling capabilities in response to the new Greenhouse Gas (GHG) planning requirements. The TC is requested to adopt by resolution the allocation of \$1 million in state MMOF funding to build MPO modeling capacity and ability to meet the requirements set by the newly adopted GHG Planning Rule.

- Commissioners were in strong support of the assistance to MPOs for their GHG modeling needs and for the evaluation of various mitigation measures and their effect on emissions.

6. GHG Policy Directive Status Update (Rebecca White) – Video time 03:36:26

Purpose & Action: To provide the TC an update on the status of the development of the Policy Directive on GHG Emissions Mitigation Measures and an update on the progress towards compliance for the Greenhouse Gas (GHG) Pollution Reduction Standard for Transportation Planning. No action is required.

- Working through the details, staff will be seeking to find the right balance of having the fundamental framework for scoring criteria in the Policy Directive while leaving some of the math that will evolve and improve over time in the related Procedural Directives. Staff will continue to work with stakeholders as the PD is developed as well as workshop the drafts with the TC and STAC.

Innovative Mobility Committee Meeting – Chaired by Commissioners Bracke and Vasquez

7. Mobility Services Projects (Kay Kelly, Lisa Streisfeld, John Featherstone) – Video time 04:13:23

Purpose & Action: This workshop provided the TC an update on current and planned activities within the Mobility Services Program of the Office of Innovative Mobility. No action is required.

- Staff reviewed progress and activities in its various programs including vehicle electrification, micro-mobility, transit and other Travel Demand Management (TDM) strategies, and various research efforts. Commissioners were interested in the strategies being considered to provide equal access to alternative transportation for low-income and Disproportionately Impacted populations that likely do not have personal banking abilities or personal devices in order to use mobile apps that access and pay for services. Discussion also centered around the challenges to effecting change in the behavior of single-occupancy vehicle users to choose alternative modes.

Workshop concluded at 5:05pm.

Regular Meeting - Thursday, February 17, 2022, 9:00 am to 10:30 am

Video Recording: <https://youtu.be/eFSWtEZNkko>

1. Call to Order, Roll Call – Video time 00:00:00

Ten Commissioners were present: Commissioners Kathy Hall (TC Chair), Don Stanton (TC Vice Chair), Karen Stuart, Terry Hart, Yessica Holguin, Kathleen Bracke, Mark Garcia, Lisa Tormoen Hickey, Eula Adams, and Barbara Vasquez. Commissioner Gary Beedy was excused.

2. Public Comments – Video time 00:00:08

Provided to the Commission in writing prior to the meeting:

- Danny Katz, Executive Director of the Colorado Public Interest Research Group (COPIRG) commented on the need to increase the number of transit projects in the planning process update, improve modeling, and embrace bus rapid transit (BRT) plans, transit and multimodal improvements on urban arterials.
- Marie Venner submitted a written comment on the greenhouse gas (GHG) rule, Sarah Marin submitted public comment on 1/21/22 regarding a grant application, which CDOT does not take a position. Michael Wick submitted a comment on a road diet on US 50 in Delta County. Philip Demosthenes submitted two written comments, one on public

comments should be permissible and one on the topic of safety needing to be given more attention. All written comments were submitted into the record.

3. Comments of the Chair and Individual Commissioners – Video time 00:07:18

- Commissioners commented and thanked CDOT for all their work on various efforts including GHG mitigations, the newly created Nonattainment Enterprise, transportation demand management (TDM), the 10-year plan update, and keeping the roads open through the snowy months. Commissioners also called attention to the need to do more to tackle safety and encourage behavior changes, expand broadband.
- Commissioner Garcia requested a work session item on CDOT's role in supporting broadband expansion.

4. Executive Director's Management Report (Shoshana Lew) – Video link: 00:35:30

- Commented on what an amazing job the maintenance team has done at keeping roads safe through the storms.
- Called attention to a report on 2021 accomplishments and what to focus on going forward and how it supports the success of the 10-year plan particularly with regard to helping us pave a record number of miles.
- Thanked the CDOT Office of Innovative Mobility (OIM) team for all of their work on TDM and for putting on a great event last Friday

5. Chief Engineer's Report (Steve Harelson) – Video time: 00:41:00

- Noted the retirement of Paul Neeman after 28 years of remarkable service.
- Bidding and inflation pressures: Looked at bidding records and estimates were 6% high, and 28 were outside award criteria, but within historic tolerances for last year. This year, 7 out of 11 bids this year have been within normal amounts, and four were extremely high, but they were all for difficult projects.
- National Highway Transportation Safety Administration (NHTSA) study showed that Utah's law lowering the threshold for driving under the influence (DUIs) to .05% blood-alcohol-content (BAC) has coincided with lower fatal and serious bodily injury (SBI) crash rates by 5%.
- Called attention to car manufacturers role in safety, commenting on horsepower in engines becoming increasingly powerful which may be contributing to the speeding issues, which may impact design needs.

6. Colorado Transportation Investment Office (CTIO) Director's Report (Nick Farber) – Video time 00:50:04

- The Colorado Transportation Investment Office (CTIO) Board, formerly known as the HPTE Board, at their last meeting: the Board approved 5-year extension with the E470 highway authority on the tolling services agreement from 6/30/23 to 6/30/28 with 2 years to negotiate wind down provisions. Board also approved a phase 2 scope of work with a California emerging technology tolling company.
- I-70 Mountain Express lane pilot: Testing new technology to enable enforcement of toll violations including the ability to identify weaving, license plate tampering, and oversized vehicles. Karen Stuart commented on what an exciting pilot this is.
- Phase 2 submission of ROADIS unsolicited proposal is due on March 15th.

7. Federal Highway Administration (FHWA) Colorado Division Administrator's Report (John Cater) – Video time 00:56:38

- Planning Certification review: Congratulated the Pikes Peak Area Council of Governments (PPACG) on their excellent Planning Certification review, which looks at the effectiveness of the planning process in Metropolitan Planning Organizations (MPOs).
- The new FHWA Deputy Program Manager, Andy Wilson, will be starting in March.

8. Statewide Transportation Advisory Committee (STAC) Report (STAC Chair, Vince Rogalski) – Video time 01:00:05

- Vince summarized STAC discussions on new state and federal legislation, the GHG mitigation measures, EV conversion, the 10-year plan, and transportation funding.
- He called attention to STAC's position that the Nonattainment Enterprise funds should not be included in the equity formula for the 10-year plan update.

9. Legislative Update, Office of Policy and Government Relations (Andy Karsian) - Video time 01:08:02

- Bike safety bill passed out of committee, so will be following that, and continuing to testify regarding CDOT's concerns on the bill.
- Senator Scott Bill: testified against SB22- 96 on the budget reporting process, so that bill died, and then bill seeking oversight on dispute resolution also died in committee
- HB22-1080 elections for speed enforcement technology (cameras): CDOT testified against the bill on request of the Governor's office.
- Upcoming bills: Continue to monitor the bill seeking to amend out the Division of Aeronautics, the worker's compensation bill and some air quality bills.
- Chair Hall commented that she did a lot to try to defeat the bills that Senator Scott introduced.

10. Consent Agenda – Video time 01:12:54

- A Motion by Commissioner Hart to approve without changes, seconded by Commissioner Stanton, passed unanimously.
- Proposed Resolution #1: Approve the Regular Meeting Minutes of January 20, 2022 (Herman Stockinger)
- Proposed Resolution #2: IGA Approval >\$750,000 (Steve Harelson)

11. Resolution #3: 8th Budget Supplement of FY 2022 (Jeff Sudmeier) – Video time 01:14:19

- A Motion by Commissioner Stanton to approve and seconded by Commissioner Holguin passed unanimously.
- Commissioner Vasquez asked if the \$1M will be subject to a claim against emergency funds to avoid a permanent hit to the budget. Chief Engineer Harelson responded that they have used indirect costs estimated at \$5M in net present value, and they will work to capture some emergency funds to do cover those costs.
- Commissioner Vasquez asked who will retain control of the road. Chief Engineer Harelson responded that counties are insisting that it remain a county road, so CDOT intends to help the locals construct it as a local agency project through resiliency grants in the new Infrastructure bill, but that it will remain a local project.

12. Resolution #4: 6th Budget Supplement (Jeff Sudmeier) – Video time 01:19:56

- A Motion by Commissioner Vasquez to approve and seconded by Commissioner Garcia passed unanimously.

13. Resolution #5: MPO Modeling Support (Rebecca White and Erik Sabina) – Video time 01:22:51

- A Motion Commissioner Vasquez to approve and seconded by Commissioner Bracke passed unanimously.

14. Recognitions: none

15. Other Matters: none

Meeting Adjourned: 10:26AM

USDOT Presentation on National Roadway Safety Strategy – Video link: 01:44:09

TC Ad Hoc Agency Coordination Committee – Thursday, February 3, 2022, 10-11 a.m., Wednesday, February 23, 1-2 p.m.

On May 20, 2021, the TC Chair established a TC Ad Hoc Committee to study and discuss how to amend the TC planning rules to incorporate pollution reduction standards as required by recently passed legislation. On February 3, 2022 and February 23, 2022, Committee members Commissioner Hickey, Commissioner Stuart, and Commissioner Vasquez met with counsel from the Attorney General's Office and CDOT staff to discuss next steps that are needed in connection the Transportation Commission Planning Rules that were amended in December 2021 to include pollution mitigation measures including the drafting of policy and procedural directives outlining allowable mitigation measures.



COLORADO
Department of Transportation
Office of the Chief Engineer

Engineering Contracts
2829 W. Howard Place, Ste. 339
Denver, CO 80204-2305

Memorandum

TO: Transportation Commission

FROM: Marci Gray & Lauren Cabot

DATE: March 3, 2022

SUBJECT: Intergovernmental Agreements over \$750,000.00

Purpose Compliance with CRS §43-1-110(4) which requires intergovernmental agreements involving more than \$750,000 must have approval of the Commission to become effective. In order stay in compliance with Colorado laws, approval is being sought for all intergovernmental agencies agreements over \$750,000 going forward.

Action CDOT seeks Commission approval for all IGAs contracts identified in the attached IGA Approved Projects List each of which are greater than \$750,000. CDOT seeks to have this approval extend to all contributing agencies, all contracts, amendments and option letters that stem from the original project except where there are substantial changes to the project and/or funding of the project.

Background CRS §43-1-110(4) was enacted in 1991 giving the Chief Engineer the authority to negotiate with local governmental entities for intergovernmental agreements conditional on agreements over \$750,000 are only effective with the approval of the commission.

Most contracts entered into with intergovernmental agencies involve pass through funds from the federal government often with matching local funds and infrequently state money. Currently, CDOT seeks to comply with the Colorado Revised Statutes and develop a process to streamline the process.



Next Steps Commision approval of the projects identified on the IGA Project List including all documents necessary to further these projects except where there are substancial changes to the project and/or funding which will need reapproval. Additionally, CDOT will present to the Commission on the Consent Agenda every month listing all of the known projects identifying the region, owner of the project, project number, total cost of the project, including a breakdown of the funding source and a brief description of the project for their approval. CDOT will also present any IGA Contracts which have already been executed if there has been any substantial changes to the project and/or funding.

Attachments IGA Approved Project List





MEMORANDUM

TO: THE TRANSPORTATION COMMISSION
FROM: STEPHEN HARELSON, P.E. CHIEF ENGINEER
DATE: MARCH 3, 2022
SUBJECT: FORMER KIT CARSON MAINTENANCE SITE

Purpose

CDOT Region 4 is proposing to dispose of the former Kit Carson Maintenance site which is approximately 19,500 square feet (0.448 acres). The Property is no longer needed for CDOT Purposes. The property will be conveyed at fair market value in accordance with (C.R.S) 43-1-210(5).

Action

CDOT Region 4 is requesting a resolution approving the disposal of the former Kit Carson Maintenance site which is approximately 19,500 square feet (0.448 acres) that is no longer needed for transportation or maintenance purposes.

Background

The parcel was originally acquired in 1954 for use as a maintenance site. The site contains an F rated maintenance building that was constructed in 1970. A new maintenance building was constructed on another CDOT owned property in Kit Carson in 2017. After CDOT moved from its maintenance functions to the new site, the old site was leased to a contractor who was completing a highway project for CDOT. The project is now complete, and the contractor has vacated the property. CDOT does not have a need to maintain ownership of this property.

Next Steps

Upon approval of the Transportation Commission, CDOT will convey the parcel in accordance with C.R.S. 43-1-210(5). CDOT will execute a quitclaim deed to convey the subject property in exchange for fair market value. The deed will be recorded in the office of the Cheyenne County Clerk and Recorder. Funds from the disposal shall be disbursed in accordance with Section 7.2.15 of the CDOT Right of Way Manual.

Attachments

Exhibits Depicting the Disposal Property



Former Kit Carson Maintenance Site Legal Description and Exhibit

Legal description of the Kit Carson property: The property is legally described in the records of Cheyenne County as Lots 13 through 18, Block 15, Original Town, Kit Carson, Colorado.





COLORADO

Department of Transportation

Division of Transit & Rail

DATE: March 17, 2022

TO: Transportation Commission

FROM: Amber Blake, Director - Division of Transit and Rail

Qing Lin, Programming Unit Manager, Division of Transit and Rail

Peter Hadley, Transit and Rail Planner, Division of Transit and Rail

Nate Vander Broek, Bicycle Pedestrian Manager, Division of Transportation Development

RE: FTA 5311 Rural Administration and Operating Baseline Funding Methodology for FY 2023-2028

Purpose

Request to approve a new approach to the FTA 5311 Rural Administration and Operating distribution, by establishing a five-year baseline funding methodology to ensure stable funding to 5311 operators, ensure funding for transit expansions, allow for funding availability to new 5311 agencies, and allow for funding to improve the state of good repair for rural transit agencies. This item was presented to the Transportation Commission at the February 16, 2022 Workshop.

Action

Seeking Transportation Commission (TC) approval of a Baseline Admin and Operating Methodology for the distribution for FTA 531 2023-2028.

Background

- In 2016, The Division of Transit and Rail (DTR) began a two-year effort to create a 5311 operating assistance redistribution formula methodology with the Transit and Rail Advisory Committee (TRAC) and a newly formed 5311 methodology subcommittee of TRAC.
- In 2017, DTR and the TRAC subcommittee reached consensus on a new distribution methodology.
- On 4/20/2017, TC approved the methodology, based on agency size and equity considerations, for 2018 5311 operating funds distribution.
- On 3/3/2018, TC approved a 5-year transition plan which covers 2019 to 2023 based on the formula methodology. The transition plan allowed local agencies to adjust to the increase or decrease in funding level through a six-year period (1+5 years, 2018 to 2023).
- DTR has implemented the approved distribution formula to Colorado 5311 transit operators over the last 5 year.
- The only major issue reported on the new methodology was a protest from the City of Durango due to the formula creating a 54% funding cut, which resulted in a significant reduction in service.
- Over the past years, 6 new agencies have applied and were awarded FTA 5311 operating funds.

Details

- DTR is in the process of preparing for the 2023 Call for projects which is expected to be released in May 2022.
- The purpose of the baseline funding methodology is to ensure a base level of funding to existing 5311 transit agencies, to allow funding for strategic transit service enhancements, and to allow available funding for new agencies to enter the 5311 program.
- In developing this recommendation, DTR Staff interviewed 5311 operators who anticipated a significant increase or decrease in funding in 2023 based on the original formula.

- Staff conducted a 5-year fiscal analysis to ensure baseline funding levels could be met. The 5-year financial analysis included the following assumptions:
 - 20% increase on 2022 5311 apportionment and 2% annual increases for the following years. (Awaiting FTA apportionment)
 - Roll forward \$6 million State Admin funds from CARES Act for the next 5 years, \$1.2 million each year.
 - Retain \$7 million from 2022 5311 funds for the next 5 years' capital needs, distributing \$1.4 million each year.
- Staff presented this recommendation to TRAC on January 14th. TRAC unanimously supported the baseline funding methodology.

Recommendation

- DTR staff proposes and recommends a formula modification to 5311 annual distributions to establish a baseline funding methodology for the next five years (2023-2028):
 - Agencies expecting an award increase will receive the full anticipated amount per the original formula.
 - Agencies expecting an award decrease will remain at 2022 funding levels per the original formula.
 - Total operating and admin awards to existing transit agencies will result in an 8% increase over 2022 (Year 5) formula funding levels. **Attachment 1**
 - Over the next 5 years a 2% annual increase will be applied to operating allocations/baseline funding levels.
- DTR Staff will begin evaluating this scenario and the baseline funding levels in 2024, to ensure the 5311 methodology is meeting the goals of ensuring baseline funding, funding strategic transit expansion, and allowing funding for new 5311 transit operators.
- 2024-2027 DTR Staff will work with transit agencies to evaluate the effectiveness of the baseline funding levels and any necessary changes to the methodology.
- DTR Staff will bring any necessary changes to the methodology to the Transportation Commission for years 2028-2032 in 2027.

Benefits

- The proposed methodology and five-year financial plan provide sustainable funding levels to maintain this scenario over the next five years, moreover, this scenario also provides available funds necessary to fund new agencies, expand existing services and to meet a state of good repair.
- The establishment of baseline funding will streamline the annual call for projects. Existing 5311 agencies will not be required to submit a full application. Instead, 5311 agencies will only need to update agency information and certify the services and programs they provide with 5311 funding.
- This new process will streamline the award and contracting process and allow resources to focus on new agencies or existing agencies seeking expansion.

Next Steps

- Release the 2023 Call for Projects in late May 2022.
- Execute 5311 Admin and Operating contracts prior to January 1, 2023.

Attachment 1 Baseline Funding Methodology Allocations 2023

Agency	Size Category	Orig Formula Year 5 (2022)	Orig Formula Year 6 (2023)	Baseline Methodology Year 6 (2023)	Increases maintained in baseline funding	Decreases avoided in baseline funding methodology
Archuleta County	Very Small	\$ 93,438	\$ 93,438	\$ 93,438	\$ -	\$ -
Dolores County Seniors	Very Small	\$ 53,806	\$ 83,160	\$ 83,160	\$ 29,354	\$ -
Disability Services, Inc.	Very Small	\$ 59,300	\$ 59,300	\$ 59,300	\$ -	\$ -
La Junta	Very Small	\$ 103,980	\$ 175,725	\$ 175,725	\$ 71,745	\$ -
Montezuma County Seniors	Very Small	\$ 96,806	\$ 156,520	\$ 156,520	\$ 59,714	\$ -
Bent County	Small	\$ 162,881	\$ 279,187	\$ 279,187	\$ 116,306	\$ -
Clear Creek County	Small	\$ 135,722	\$ 145,289	\$ 145,289	\$ 9,567	\$ -
Cripple Creek	Small	\$ 239,205	\$ 266,189	\$ 266,189	\$ 26,984	\$ -
East Central COG	Small	\$ 189,595	\$ 189,595	\$ 189,595	\$ -	\$ -
Jefferson County SRC	Small	\$ 294,847	\$ 294,847	\$ 294,847	\$ -	\$ -
Lake County	Small	\$ 132,441	\$ 132,441	\$ 132,441	\$ -	\$ -
Park County	Small	\$ 45,000	\$ 45,000	\$ 45,000	\$ -	\$ -
Neighbor to Neighbor - Eagle Line	Small	\$ 68,500	\$ 68,500	\$ 68,500	\$ -	\$ -
Neighbor to Neighbor	Small	\$ 148,314	\$ 148,314	\$ 148,314	\$ -	\$ -
Prowers County	Small	\$ 215,927	\$ 215,927	\$ 215,927	\$ -	\$ -
SCCOG	Small	\$ 325,446	\$ 325,446	\$ 325,446	\$ -	\$ -
SUCAP	Small	\$ 246,144	\$ 247,300	\$ 247,300	\$ 1,156	\$ -
Teller Senior Coalition	Small	\$ 126,744	\$ 126,744	\$ 126,744	\$ -	\$ -
Upper Arkansas Area COG	Small	\$ 282,425	\$ 321,939	\$ 321,939	\$ 39,514	\$ -
Via Mobility	Small	\$ 308,936	\$ 308,936	\$ 308,936	\$ -	\$ -
Estes Park	Medium	\$ 35,000	\$ 35,000	\$ 35,000	\$ -	\$ -
All Points Transit	Medium	\$ 358,909	\$ 466,491	\$ 466,491	\$ 107,582	\$ -
Avon	Medium	\$ 245,980	\$ 245,980	\$ 245,980	\$ -	\$ -
Black Hawk - Central City	Medium	\$ 112,884	\$ 112,884	\$ 112,884	\$ -	\$ -
Crested Butte	Medium	\$ 300,787	\$ 300,787	\$ 300,787	\$ -	\$ -
Glenwood Springs	Medium	\$ 314,716	\$ 314,716	\$ 314,716	\$ -	\$ -
SMART	Medium	\$ 182,160	\$ 182,160	\$ 182,160	\$ -	\$ -
Gunnison Valley RTA	Medium	\$ 242,618	\$ 242,618	\$ 242,618	\$ -	\$ -
NECALG	Medium	\$ 476,072	\$ 476,072	\$ 476,072	\$ -	\$ -
SRDA	Medium	\$ 102,853	\$ 159,995	\$ 159,995	\$ 57,142	\$ -
Telluride	Medium	\$ 149,260	\$ 145,892	\$ 149,260	\$ -	\$ 3,369
Breckenridge	Large	\$ 240,142	\$ 330,868	\$ 330,868	\$ 90,727	\$ -
Durango	Large	\$ 787,043	\$ 413,095	\$ 787,043	\$ -	\$ 373,948
Snowmass	Large	\$ 359,598	\$ 458,527	\$ 458,527	\$ 98,930	\$ -
Steamboat Springs	Large	\$ 461,397	\$ 454,095	\$ 461,397	\$ -	\$ 7,302
Winter Park	Large	\$ 226,203	\$ 358,501	\$ 358,501	\$ 132,298	\$ -
Eagle County	Very Large	\$ 420,790	\$ 420,790	\$ 420,790	\$ -	\$ -
Mountain Village	Very Large	\$ 133,354	\$ 133,354	\$ 133,354	\$ -	\$ -
RFTA	Very Large	\$ 1,201,678	\$ 1,201,678	\$ 1,201,678	\$ -	\$ -
Town of Vail	Very Large	\$ 229,274	\$ 229,274	\$ 229,274	\$ -	\$ -
Summit County	Very Large	\$ 466,716	\$ 466,716	\$ 466,716	\$ -	\$ -
Total		\$ 10,376,892	\$ 10,833,291	\$ 11,217,909	\$ 841,017	\$ 384,618