

**Transportation Commission of Colorado
Statewide Plan Committee Meeting**

Meeting Agenda

**Wednesday, January 15, 2014 – 2:00 P.M. – 2:30P.M.
4201 East Arkansas Avenue
Denver, Colorado**

**Debra Perkins-Smith, Director
Division of Transportation Development**

**Ed Peterson, Chair
District 2, Lakewood**

**Shannon Gifford
District 1, Denver**

**Kathy Gilliland
District 5, Livermore**

**Steven Hoffmeister
District 11, Haxtun**

**Gary Reiff
District 3, Englewood**

- **Introductions - Ed Peterson - 3 minutes**
- **PD14 - Debra Perkins-Smith - 5 minutes**
- **CMAQ formula – Debra Perkins-Smith – 10 minutes**
- **Statewide Plan Schedule and Public Outreach - Debra Perkins-Smith and Michelle Scheuerman - 5 minutes**
- **Survey Results - Debra Perkins-Smith and Michelle Scheuerman - 5 minutes**
- **Telephone Town Hall meetings - Debra Perkins-Smith, Michelle Scheuerman, Amy Ford - 10 minutes**
- **Adjourn**

THE AGENDA MAY BE ALTERED AT THE CHAIR'S DISCRETION.

MEMORANDUM

DEPARTMENT OF TRANSPORTATION

4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9011



DATE: January 3, 2014

TO: SW Plan Committee of the Transportation Commission

FROM: Debra Perkins-Smith, Director, Division of Transportation Development

SUBJECT: Policy Directive 14

Purpose

Attached is the version of Policy Directive (PD) 14 that was presented at the Dec. 18 joint meeting of the Statewide Plan and Asset Management committees. The purpose of this discussion is to obtain SW Plan committee input on purpose and policy sections of the PD.

Action Requested

Review and comment on or revise PD 14 purpose and policy sections in response to December Transportation Commission comments.

Background:

At the workshop in December, a comment was made that the word “direct” in PD 14 may be too limiting with regard to distribution of financial resources and that the Commission should “direct” allocation of funds, not the policy. The matter was referred to the SW Plan committee for discussion and recommendation.

The sections titled “Purpose” and “Policy” contain the relevant sentences, which are highlighted in the attached copy of the PD. This policy directive was developed to address performance based planning and programming and to support the allocation of funds to achieve stated objectives, particularly in the area of asset management. Program Distribution scenarios are developed to align with these policy objectives.

PURPOSE

Policy Directive 14.0 will ~~direct~~ *guide* distribution of resources for the Statewide Transportation Plan, the Statewide Transportation Improvement Plan, and the annual budget.

POLICY

It shall be the policy of CDOT that the Statewide Transportation Plan and statewide performance objectives stated herein will ~~direct~~ *guide* the distribution of financial resources to meet or make progress toward objectives in four areas: safety, infrastructure condition, system performance, and maintenance. Financial resources ~~will~~ *should* be directed toward achieving the objectives within the first 10 years (2016-2025) of the planning horizon that extends to 2040. Projects ~~will~~ *should* be selected to support the goals and objectives and will be included in the Statewide Transportation Improvement Program (STIP). Annual budget decisions will be guided by these performance objectives as well as CDOT’s Risk Based Asset Management Plan. Prior to funding new initiatives, funds should be directed to achieving the objectives in each area while recognizing constraints on some funding sources. Aspirational objectives ~~will~~ *guide* the use of funds received that are above baseline revenue projections.

Key Benefits: Policy direction for the Statewide Plan and STIP related to allocation of funds.

Next Step

Provide comments on any revisions needed to PD 14 Purpose and Policy sections. Revised draft will be distributed to Commission with February packet.

COLORADO DEPARTMENT OF TRANSPORTATION		<input checked="" type="checkbox"/> POLICY DIRECTIVE <input type="checkbox"/> PROCEDURAL DIRECTIVE
Subject		
Policy Guiding Statewide Plan Development		14.0
Effective	Supersedes	Originating Office
TBD	03/20/08	Division of Transportation Development & Office of Financial Management and Budget

I. PURPOSE

This Policy Directive provides an overall framework for the transportation planning process through which a multimodal, comprehensive Statewide Transportation Plan will be developed that optimizes the transportation system by balancing preservation and maintenance, efficient operations and management practices, and capacity improvements. Policy Directive 14.0 performance objectives will direct distribution of resources for the Statewide Transportation Plan, the Statewide Transportation Improvement Program, and the annual budget. This Policy Directive is in alignment with the national goals in the 2012 federal transportation authorization law, MAP-21 (Moving Ahead for Progress in the 21st Century Act). This Policy Directive reflects CDOT’s risk based asset management program and plan that incorporates a business approach intended to optimize investment for maintenance and preservation of CDOT assets based on both risk and performance assessment.

II. AUTHORITY

23 United States Code (U.S.C.) 134, 135 and 450, PL 112-141 (“Moving Ahead for Progress in the 21st Century” or “MAP-21), and its implementing regulations.

§ 43-1-106(8)(a), Colorado Revised Statutes (C.R.S.) Transportation Commission

§ 43-1-1103, C.R.S. Transportation planning

Transportation Commission Rules Governing the Statewide Transportation Planning Process and Transportation Planning Regions (2 CCR 601-22)

III. APPLICABILITY

This Policy Directive applies to all CDOT Divisions and Regions involved in implementing the Statewide Transportation Plan in cooperation with CDOT’s planning partners: the 10 rural Transportation Planning Regions and the five Metropolitan Planning Organizations.

IV. DEFINITIONS

“Aspirational Objectives” are those objectives, or targets, toward which CDOT may strive should CDOT receive revenues beyond those projected.

“Drivability Life” is an indication in years of how long a highway will have acceptable driving conditions based on an assessment of smoothness, pavement distress, and safety. Drivability Life implements traffic based highway categories, and associated category drivability condition standards and allowed pavement treatments. Unacceptable driving condition is specific to each traffic based highway category and means drivers must reduce speeds to compensate for unsafe factors, navigate around damaged pavement, or endure intolerably rough rides.

“National Highway System” (NHS) is a federally designated system of roadways important to the nation's economy, defense, and mobility. The NHS includes Interstate highways as well as other roadways. Not all NHS roadways are part of the state highway system.

“Maintenance Level of Service” (MLOS) is a qualitative measure describing operational conditions on the roadway. Overall maintenance level of service is a combined grade for nine maintenance program areas. For snow and ice control, the LOS B level includes maintaining high levels of mobility as much as possible, and proactive avalanche control.

“Performance Measures” are the ways that direction toward a goal is measured.

“Performance Objectives” are the specific targets an organization intends to meet.

“Planning Time Index” is a comparison of the congested travel time at the 95th percentile to the free-flow time on Interstates and non-Interstate NHS congested corridors.

“Revenue Service Miles” are the miles transit vehicles are available to the general public.

“Serious Injuries” means evident injuries.

“Vehicle Miles Traveled” (VMT) is obtained by multiplying the Annual Average Daily Traffic (AADT) count by the length of the roadway segment.

V. POLICY

1. Policy. It shall be the policy of CDOT that the Statewide Transportation Plan and statewide performance objectives stated herein will direct distribution of financial resources to meet or make progress toward objectives in four goal areas: safety, infrastructure condition, system performance, and maintenance. Financial resources will be directed toward achieving the objectives within the first 10 years (2016-2025) of the planning horizon that extends to 2040. Projects will be selected to support the goals and objectives and will be included in the Statewide Transportation Improvement Program (STIP). Annual budget decisions will be guided by these performance objectives as well as CDOT’s Risk Based Asset Management Plan. **Prior to funding new initiatives, funds should be directed to achieving the objectives in each area while**

recognizing constraints on some funding sources. Aspirational objectives will guide the use of funds received that are above baseline revenue projections.

2. Goals. CDOT transportation goals guide development of the multimodal Statewide Transportation Plan and of performance objectives. The goals are:

- SAFETY – Reduce traffic fatalities and serious injuries and work toward zero deaths for all users.
- INFRASTRUCTURE CONDITION – Preserve the transportation infrastructure condition to ensure safety and mobility at a least life cycle cost.
- SYSTEM PERFORMANCE – Improve system reliability and reduce congestion, primarily through operational improvements and secondarily through the addition of capacity. Support opportunities for mode choice.
- MAINTENANCE – Annually maintain CDOT’s roadways and facilities to minimize the need for replacement or rehabilitation.

3. Performance Measures and Objectives. Performance measures describe how statewide success will be evaluated and performance objectives establish statewide achievement levels which are used to direct investment decisions primarily focused on the first 10 years (2016-2025) of the planning horizon that extends to 2040. Explanations of how the objectives will be measured and budget categories that fund the four goal areas - Maintain, Maximize, Expand, and Pass-Through Funds/Multi-Modal Grants - are listed below with the appropriate goals.

a) SAFETY:

Safety objectives are mostly stated in a five-year average so that the trend can be evaluated (current five-year averages are based on data from 2008-2012). The budget categories that fund Safety are Maintain, Maximize, and Expand.

MEASURES:

- Number of fatalities
- Fatalities per vehicle miles traveled (VMT)
- Number of serious injuries
- Serious injuries per VMT
- Economic impact of crashes

OBJECTIVES:

- Achieve a five-year annual average reduction of 12 in the number of fatalities beginning with 2012 baseline.
- Achieve a five-year annual average fatality rate of 1.00 per 100 million VMT beginning with 2012 baseline.

- Achieve a five-year annual average reduction of 100 in the number of serious injuries beginning with 2012 baseline.
- Achieve a five-year annual average serious injury rate of 25 per 100 million VMT beginning with 2012 baseline.
- Reduce the economic impact of crashes annually by 1% over the previous calendar year.

ASPIRATIONAL OBJECTIVE:

- Achieve a five-year annual average fatality rate of 0.98 per 100 million VMT.

b) INFRASTRUCTURE CONDITION:

The infrastructure condition objectives for highways and bridges are intended to be achieved or maintained over the first 10 years (2016-2025) of the planning horizon that extends to 2040. The budget category that funds Infrastructure Condition is Maintain.

(1) Bridges

MEASURES:

- Condition of National Highway System (NHS) bridges
- Condition of state highway bridges
- Risk-Based Asset Management Plan Goals for bridges

OBJECTIVES:

- Maintain the percent of NHS bridge total deck area that is not structurally deficient at or above 90%.
- Maintain the percent of state highway total bridge deck area that is not structurally deficient at or above 90%.
- Meet bridge goals in the Risk-Based Asset Management Plan.

ASPIRATIONAL OBJECTIVES:

- Achieve the percent of NHS bridge total deck area that is not structurally deficient at or above 95%.

(2) Highways

MEASURES:

- Pavement condition of the Interstate System
- Pavement condition of the NHS, excluding Interstates
- Pavement condition of the state highway system
- Risk-Based Asset Management Plan Goals for pavement condition

OBJECTIVES:

- Achieve 80% High/Moderate Drivability Life for Interstates based on condition standards and treatments set for traffic volume categories by 2025.

- Achieve 80% High/ Moderate Drivability Life for NHS, excluding Interstates, based on condition standards and treatments set for traffic volume categories by 2025.
- Achieve 80% High/Moderate Drivability Life for the state highway system based on condition standards and treatments set for traffic volume categories by 2025.
- Meet pavement condition goals in the Risk-Based Asset Management Plan.

ASPIRATIONAL OBJECTIVES:

- Achieve pavement condition level of 90% High/Moderate Drivability Life for Interstates based on condition standards and treatments set for traffic volume categories.
- Achieve pavement condition level of 90% High/Moderate Drivability Life for NHS, excluding Interstates, based on condition standards and treatments set for traffic volume categories.

(3) Other Roadway Assets

MEASURE:

- Risk-Based Asset Management Plan Goals (for culverts, tunnels, walls, and rock fall mitigation)

OBJECTIVE:

- Meet Risk-Based Asset Management Plan Goals

(4) Transit

MEASURE:

- Transit Asset Condition

OBJECTIVES:

- Maintain the percentage of vehicles in the rural Colorado transit fleet to no less than 65% operating in fair, good, or excellent condition, per Federal Transit Administration definitions, beginning with the baseline established in September 2014.
- Ensure that all CDOT transit grantees have Asset Management Plans in place for state or federally funded vehicles, buildings and equipment by 2017.

ASPIRATIONAL OBJECTIVE:

- Increase the percentage of vehicles in the rural Colorado transit fleet to no less than 70% operating in fair, good, or excellent condition, per Federal Transit Administration definitions, beginning with the baseline established in September 2014.

c) SYSTEM PERFORMANCE:

The system performance objectives for Interstates, NHS and State Highway system are intended to be achieved within the first 10 years (2016-2025) of the planning horizon. The system performance objectives for transit begin in 2012 either for a five-year annual average or as the baseline year. The budget categories that fund System Performance are Maximize, Expand, and Pass-Through Funds/Multi-Modal Grants.

(1) Interstates, NHS and State Highway system

MEASURES:

- Interstate Performance – Planning Time Index (PTI) for the Interstates
- NHS Performance – PTI for the NHS system, excluding Interstates
- Traffic Congestion – Minutes of delay on congested segments of the state highway system

OBJECTIVES:

- Maintain a statewide PTI of 1.25 or less for congested segments on Interstates.
- Maintain a statewide PTI 1.25 or less for congested segments on NHS roadways, excluding Interstates.
- Maintain daily travel time delay on congested segments of state highway corridors at or below 22 minutes of delay per traveler per day.

ASPIRATIONAL OBJECTIVES:

- Achieve a statewide Planning Time Index (PTI) of 1.2 or less for the Interstates.
- Achieve a statewide PTI of 1.2 or less for the NHS roadways, excluding Interstates.
- Achieve a daily travel time delay on congested segments of state highway corridors below 17 minutes of delay per traveler per day.

(2) Transit

MEASURES:

- Transit Utilization – Ridership statewide and by subcategory: small urban and rural
- Transit Connectivity – Revenue service miles provided

OBJECTIVES:

- Increase ridership of small urban and rural transit grantees by at least an average of 1.5% statewide over a five-year period beginning with 2012.
- Maintain or increase the total number of revenue service miles of regional, inter-regional, and inter-city passenger service over that recorded for 2012.

ASPIRATIONAL OBJECTIVES:

- Increase ridership of small urban and rural transit grantees by at least an average of 1.7% statewide over a five-year period beginning with 2012.

- Increase the statewide total number of revenue service miles of regional, inter-regional, and inter-city passenger service by at least an average 1.7% over a five-year period beginning with 2012.

d) MAINTENANCE:

Maintenance objectives are established based on annual funding levels and measured annually. The budget category that funds Maintenance is Maintain.

MEASURES:

- Level of Service (LOS) for snow and ice removal
- Overall Maintenance Level of Service (MLOS) for the state highway system

OBJECTIVES:

- Maintain an LOS B grade for snow and ice removal.
- Maintain an overall MLOS B- grade for the state highway system.

ASPIRATIONAL OBJECTIVES:

- Achieve a LOS B+ grade for snow and ice removal.
- Achieve an overall Maintenance LOS B grade for the state highway system.

4. Planning Principles. The planning principles describe how CDOT conducts business in carrying out the statewide transportation planning process.

a) Customer Focus. Improve customer service and satisfaction by focusing on the priorities identified by the public. Strengthen transparency and accountability by ensuring the public has multiple ways of learning about and participating in multimodal transportation planning and regional and statewide transportation decision making.

b) Partnerships. Collaborate with CDOT planning partners to build consensus for the integration of local, regional and statewide transportation priorities in the multimodal Statewide Transportation Plan and to reach data-based multimodal transportation planning solutions. Partner with other agencies and the private sector to leverage resources and to augment public funds.

c) Performance-Based Planning and Programming. Use a performance-based planning and programming approach in developing a multimodal Statewide Transportation Plan that aligns with MAP-21 national performance goals. Program projects in support of those goals and CDOT objectives and in alignment with the risk based asset management plan. Address both the 10-year and long range planning horizons.

d) Financial Planning. In cooperation with CDOT planning partners, and in recognition of declining revenues and increasing costs, develop reasonable Revenue Projections and a Program Distribution method that optimize the use of funds in addressing critical transportation needs. Utilize financial scenarios in the Plan in order to be prepared for

different levels of future funding.

e) Freight Movement and Economic Vitality. Recognizing that Colorado's transportation system constitutes a valuable resource and a major public and private investment that directly affects the economic vitality of the state, enhance Colorado's economic competitiveness by supporting measures that facilitate freight movement and promote state, regional and local economic goals.

f) Environmental Sustainability. Incorporate social, economic, and environmental concerns into the planning, design, construction, maintenance, and operation of a state multimodal transportation system. Support coordinated decision making that balances transportation, land and resource use, and quality of life needs. Promote a transportation system that minimizes impacts to and encourages preservation of the environment, and follows the CDOT Environmental Stewardship Guide. Provide a sustainable transportation system that meets existing needs without compromising the ability to provide for the future.

VI. IMPLEMENTATION PLAN

This Policy Directive will be implemented by the Division of Transportation Development, with the Office of Financial Management and Budget, and in collaboration with CDOT Divisions and Regions. Funds will be directed to budget categories to support accomplishment of the objectives. The Transportation Performance Branch will report annually on performance of the transportation system to track progress toward objectives. The Division of Transportation Development will review and update this Policy Directive with each Plan update cycle

VII. REVIEW DATE

This directive shall be reviewed on or before December 2018.

Secretary, Transportation Commission

Date of Approval

MEMORANDUM

DEPARTMENT OF TRANSPORTATION

Division of Transportation Development
4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9011



DATE: January 3, 2014

TO: Statewide Plan Committee of the Commission

FROM: Debra Perkins-Smith, Director, Division of Transportation Development

SUBJECT: Congestion Mitigation and Air Quality (CMAQ) formula for Program Distribution

Purpose: This presentation is a follow up to information presented in October and November to the SWP Committee regarding the formula for distribution of CMAQ funds to eligible recipients including MPO's, TPRs and PM-10 areas.

Action Requested: SWP committee recommendation for a CMAQ distribution formula to be used for Program Distribution and for the STIP.

Background: In October and November progress on potential formulas for funds that are distributed was reviewed with the SWP committee. In November, STAC made recommendations on several formula distribution programs but requested further discussion on the CMAQ program. CMAQ funds have been distributed in the past to eligible recipients (those in non-attainment or maintenance areas for AQ) which include PPACG, NFRMPO, DRCOG, Upper Front Range TPR, and 5 PM-10 only areas. The STAC Sub-Committee recommended a distribution formula based on population only. However, the full STAC did not support that recommendation, but they did pass a compromise motion for a 75% population/25% VMT on NHS formula.

Attached is a table showing the previous 50% population/50% VMT(on NHS) formula, the STAC Subcommittee 100% population formula, and the STAC recommended 75% population/25% VMT(on NHS) formula. Also attached is the map showing the AQ non-attainment/maintenance boundaries.

Details: In the past the CMAQ formula used a 50% population/50% VMT on NHS roadways to determine distribution. The reasons for considering population only for future calculations include 1) the funds come to Colorado based on population and 2) a desire to keep the formula simple and transparent, 3) there is some correlation between population and overall VMT, and 4) the recognition that emissions are not limited to volumes on NHS roadways alone and that we do not have adequate data for volumes on all roadways(state and local).

All distribution formulas maintain the pollutant weighting of 80% to ozone, 15% to CO, and 5% (with a floor of \$200,000) for PM-10 areas. Ozone areas are in non-attainment; CO and PM-10 are in maintenance status. Therefore Ozone is weighted more heavily than the other pollutants. STAC members support this continued pollutant weighting.

During STAC discussions in December, the Weld County representative (member of UFR TPR) observed that the amount coming to UFR TPR would decrease from 2% to 1.5% if based solely on population and felt that VMT should be included, even if only on NHS roadways, to better reflect emissions that occur in areas with low population but high traffic volumes. Some other members felt that population favored urban areas and agreed that population alone did not account for volumes, and emissions, that occur in sparsely populated areas within the non-attainment/maintenance boundary. One member offered a compromise motion to use 75% population and 25% VMT for the calculation. A request was made to see the results of that calculation prior to voting but many members felt that they could estimate the outcome well enough. That motion passed at STAC.

Key Benefits: CMAQ funds are used for projects that contribute to reduced emissions and improved AQ. CDOT has a practice of distributing CMAQ funds to MPOs and TPRs for project selection. A distribution formula is needed to project funds available for the Plan and STIP so that projects can be programmed. These projects contribute to meeting AQ conformity as required by Federal regulation.

Next Steps: SWP Committee recommendation to Commission on the CMAQ formula to use in Program Distribution calculations.

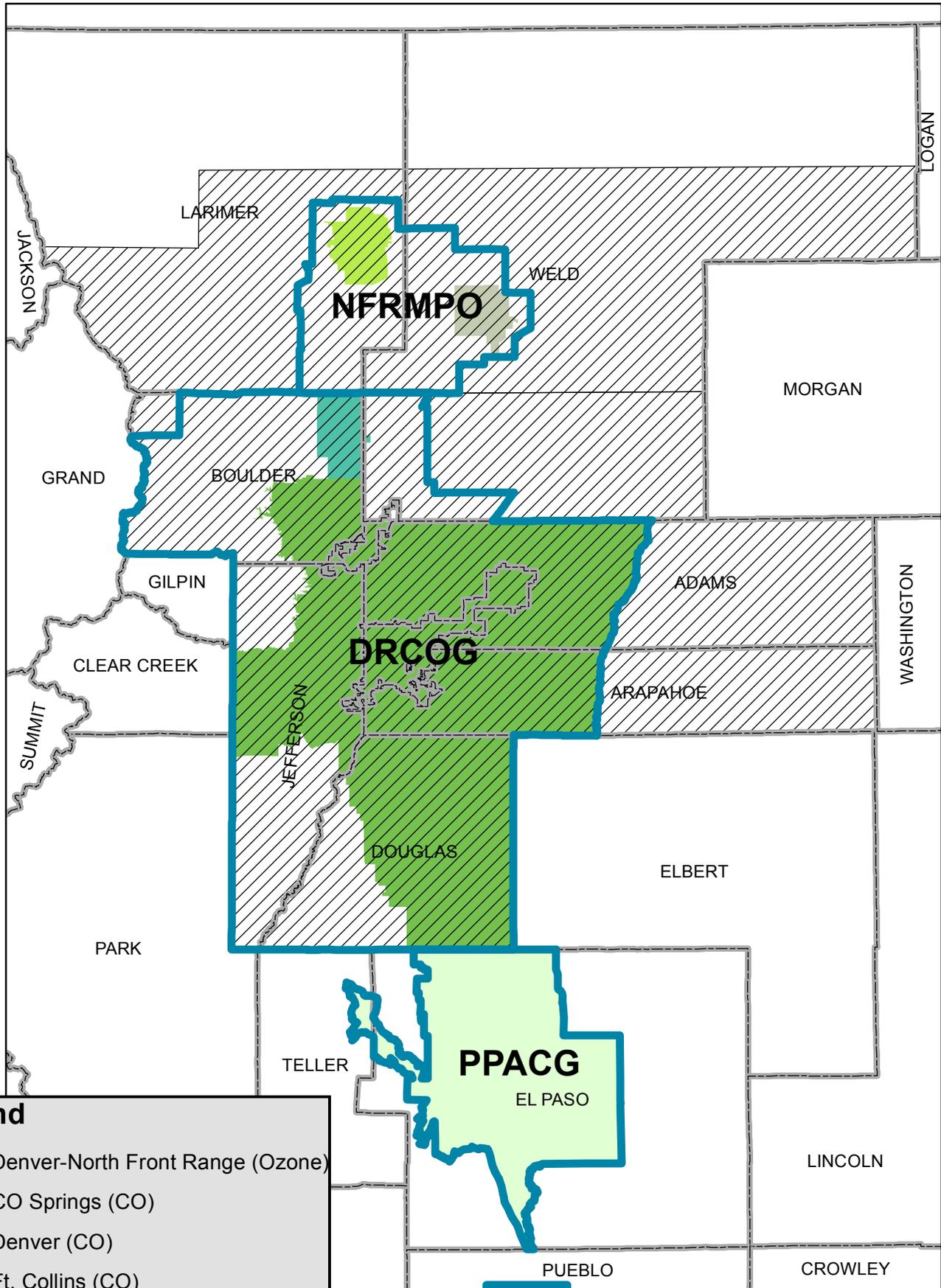
**Comparison of CMAQ Formula Options for Program Distribution
12/31/2013**

Illustrative Allocations Based on FY 14 Budget Amounts. Assumes 20% statewide program.

	Previous Formula		STAC Sub-committee Recommendation		STAC Recommendation	
Pollutant Weighting	80% Ozone / 15% CO / 5% PM -10		80% Ozone / 15% CO / 5% PM -10		80% Ozone / 15% CO / 5% PM -10	
Ozone and CO Allocation	50% Population / 50% NHS VMT		100% Population		75% Population / 25% NHS VMT	
Area	%	\$	%	\$	%	\$
DRCOG	83.8%	\$ 30,207,037	81.6%	\$ 29,429,257	82.7%	\$ 29,818,147
NFRMPO	9.0%	\$ 3,235,307	11.6%	\$ 4,170,361	10.3%	\$ 3,702,834
PPACG	2.5%	\$ 909,524	2.5%	\$ 917,834	2.5%	\$ 913,679
UFR TPR	2.0%	\$ 707,651	1.5%	\$ 542,067	1.7%	\$ 624,859
Cañon City	0.6%	\$ 200,000	0.6%	\$ 200,000	0.6%	\$ 200,000
Aspen/Pitkin County	0.6%	\$ 200,000	0.6%	\$ 200,000	0.6%	\$ 200,000
Steamboat Springs/Routt County	0.6%	\$ 200,000	0.6%	\$ 200,000	0.6%	\$ 200,000
Pagosa Springs	0.6%	\$ 200,000	0.6%	\$ 200,000	0.6%	\$ 200,000
Telluride/Mountain Village	0.6%	\$ 200,000	0.6%	\$ 200,000	0.6%	\$ 200,000
TOTAL	100.0%	\$ 36,059,518	100.0%	\$ 36,059,518	100.0%	\$ 36,059,518

- Population based on 2010 US Census
- 2013 NHS VMT includes additional NHS lane miles added through Enhanced NHS.

Colorado Air Quality Non-Attainment and Maintenance Areas*



Legend

-  Denver-North Front Range (Ozone)
-  CO Springs (CO)
-  Denver (CO)
-  Ft. Collins (CO)
-  Greeley (CO)
-  Longmont (CO)

*Does not include PM-10 Maintenance areas, which include Denver, Pagosa Springs, Canon City, Aspen/Pitkin County, Steamboat Springs/Routt County, and Telluride/Mountain Village. Colorado has no PM 2.5 areas.

MEMORANDUM

DEPARTMENT OF TRANSPORTATION

4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9011



DATE: January 3, 2014

TO: Statewide Plan Committee

FROM: Debra Perkins-Smith, Director, Division of Transportation Development

SUBJECT: Plan Development and Public Outreach

Purpose: This memorandum provides a high-level overview the Regional Transportation Plan(RTP) development, including a schedule for the Statewide Transportation Plan.

Action Requested: None. Information only.

Background:

The Transportation Planning Regions (TPRs) in Colorado are in the process of updating their plans. These regional plans feed into the Statewide Transportation Plan. Ten of the 15 TPRs are rural and CDOT assists them in development of their plans. The remaining five urban TPRs, called Metropolitan Planning Organizations(MPOS), develop their own plans, and CDOT coordinates closely with them in order to incorporate major components of MPO Plans into the Statewide Transportation Plan.

Staff last provided an RTP development update to the Statewide Plan Committee in September 2013. Since then, one additional meeting (#4) has occurred with the rural TPRs. At these meetings staff obtained concurrence on the RTP template, introduced regional priority corridor and revenue scenario planning concepts, and discussed public outreach activities.

Details:

RTP Development

The rural RTPs will be concise graphical and reader-friendly summary documents. The first chapters to be developed are chapters 1 and 3. Chapter 1 - the Regional Transportation Story – includes TPR: vision, goals and priorities; unique characteristics; current and anticipated conditions; and recent and ongoing/programmed projects and changes; and Chapter 3 - The Plan Purpose and Planning Process - includes: the RTP's purpose; and how RTPs will be used. Remaining tasks include working with the TPRs to finalize corridor visions, goals and strategies; revenue scenario planning; refine regional priority corridors; and identify RTP implementation strategies. Draft RTPs are anticipated for public review in late spring 2014, and adoption in summer 2014.

Public Outreach

Telephone town halls are planned for each TPR in spring 2014. Public outreach will also continue via website, statewide mini-surveys, explanatory videos, crowd sourcing, social media, email blasts, and other techniques.

Key Benefits: RTPs will serve as a concise, clearly articulated and convenient source of reference for the Transportation Commission and CDOT customers. RTPs will reflect regional priorities that will inform and guide future CDOT decision making. Implementation actions outlined in the RTPs will assist with monitoring progress.

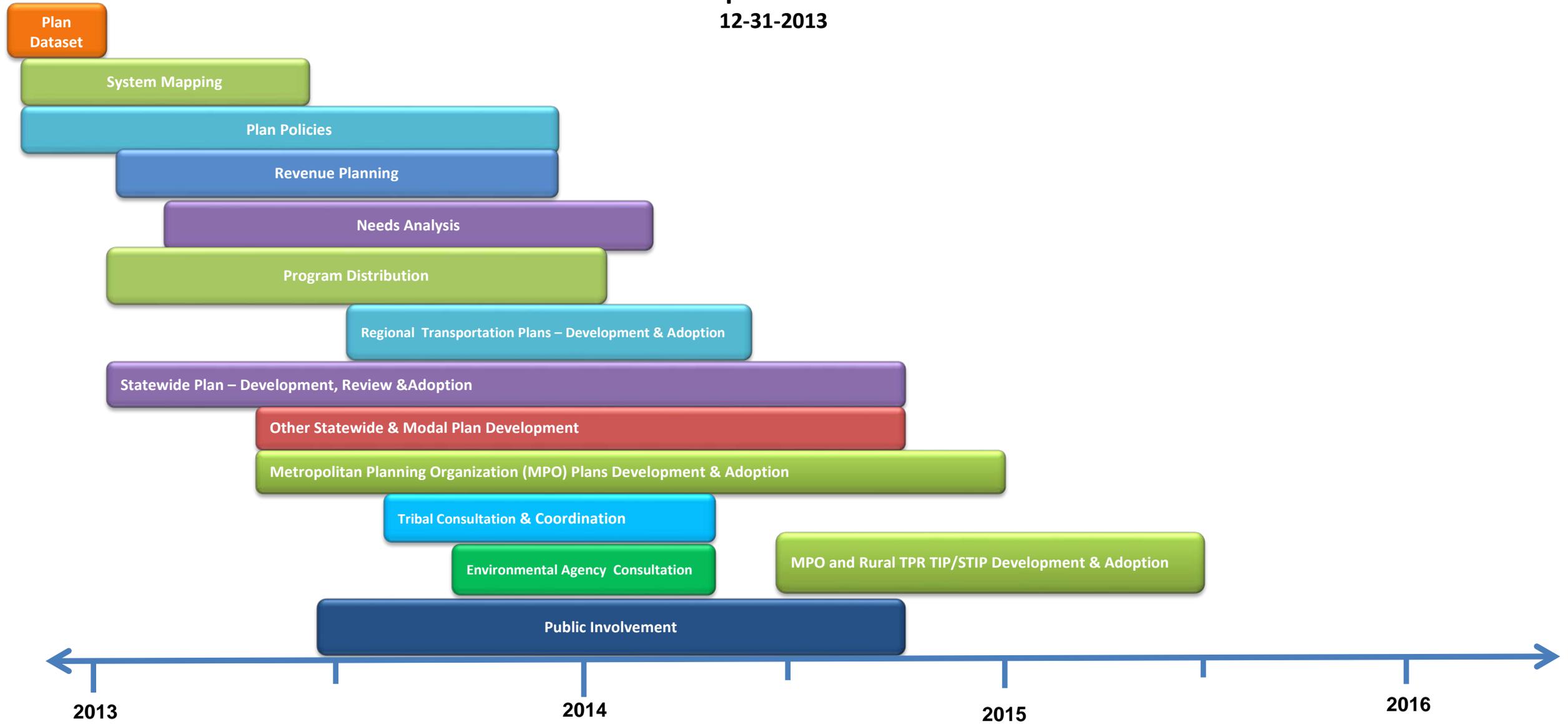
Next Steps: Staff will continue to work with TPRs in the development of their RTPs and to implement public outreach activities.

Attachment: Attachment A – Statewide Plan Schedule

Attachment A

Statewide Transportation Plan Schedule

12-31-2013



Note: After initial adoption, the Statewide Transportation Plan will be amended to incorporate MPO Regional Transportation Plans.

MEMORANDUM

DEPARTMENT OF TRANSPORTATION

4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9011



DATE: January 3, 2014

TO: Statewide Plan Committee of the Transportation Commission

FROM: Debra Perkins-Smith, Director, Division of Transportation Development

SUBJECT: Regional Public Surveys

Purpose:

This memorandum and the attachments provide a high-level overview of the regional public surveys recorded and high-level preliminary results.

Action Requested:

None. Information only.

Background: CDOT offered the opportunity for the public to respond to regional level surveys for the 15 Transportation Planning Regions (TPRs) to gather input on key transportation issues, needs, priorities and potential solutions. This information will be used in the development of the Regional Transportation Plans (RTPS) and the Statewide Plan (SWP). This information will be considered in developing the TPRs' visions, goals and priorities; expressing the unique characteristics of the TPR, and in identifying regional plan implementation strategies.

Details:

In developing the SWP and RTPs, public outreach is pivotal. In an effort to gain input from a broad array of the public, 15 TPR surveys were posted on November 15 at www.ColoradoTransportationMatters.com, the SWP web site. It should be noted that these surveys are not, and were not intended to be statistically valid, but provide an overall sense of public sentiment around key topics. Hard copy surveys were also provided to the TPRs in English and Spanish. Please see Attachment A – Example Survey. A press release was issued on November 15 announcing the survey, urging Coloradans to participate. Local media outreach, email blasts, and social media efforts were also used to solicit survey participation.

The public could respond directly on the website, by downloading an on-line PDF copy of survey and mailing it postage paid, or by completing a hard copy survey and mailing it postage paid. A total of **2,296** survey responses were recorded as of December 23. Please see Attachment B – TPR Survey Participation Rates. Preliminary analyses of the surveys has been done for the multiple-choice questions. Questions requiring a typed or written response have yet to be analyzed. Please see Attachment C – Preliminary High-level Survey Results. Preliminary survey results will be presented to the TPRs in January.

Key Benefits

CDOT and TPRs now have planning level information on the top transportation concerns, issues, and priorities from the public at large to inform development of the SWP and RTPs.

Next Steps:

Statewide mini-surveys (1-3 questions) covering other transportation planning topics are anticipated to follow.

Attachments: Attachment A-Example Survey, Attachment B – Survey Participation Rates, and Attachment C – Preliminary High-level Survey Results.

San Luis Valley Transportation Planning Region

What's Important to YOU?



Please select your county: Alamosa Chaffee Conejos Costilla Mineral Rio Grande Saguache

The Colorado Department of Transportation wants to know what's important to you.



Please complete this survey before December 15, 2013, fold, and mail it back to the address printed at the bottom of the survey or you can take the survey at www.coloradotransportationmatters.com. Watch for results on that website.

Your input is important – it will help shape the Statewide Transportation Plan.

Fold one

1. Why is transportation important to you?

Place an X in the box beside your top two:

- Moves people and goods safely
- Supports existing businesses
- Helps economic development
- Gets me to work and/or vital services
- Helps me live my life the way I want

2. What issues matter most to you in the San Luis Valley TPR?

Select your top two:

- Reducing truck traffic
- Improving roadway pavement condition
- Reducing congestion
- Increasing bike/pedestrian options
- Increasing transit options
- Improving economic development
- Increasing bridge safety
- Other (please specify) _____

3. What do you feel makes the San Luis Valley TPR unique?

Select your top three:

- Urban amenities
- Rural living with nearby city amenities
- Innovation and creativity
- Agriculture
- Freight/shipping industry
- Sense of community
- Tourism
- Ski industry
- Energy industry
- Economic base
- Water access/supply
- Other(s) (please specify) _____

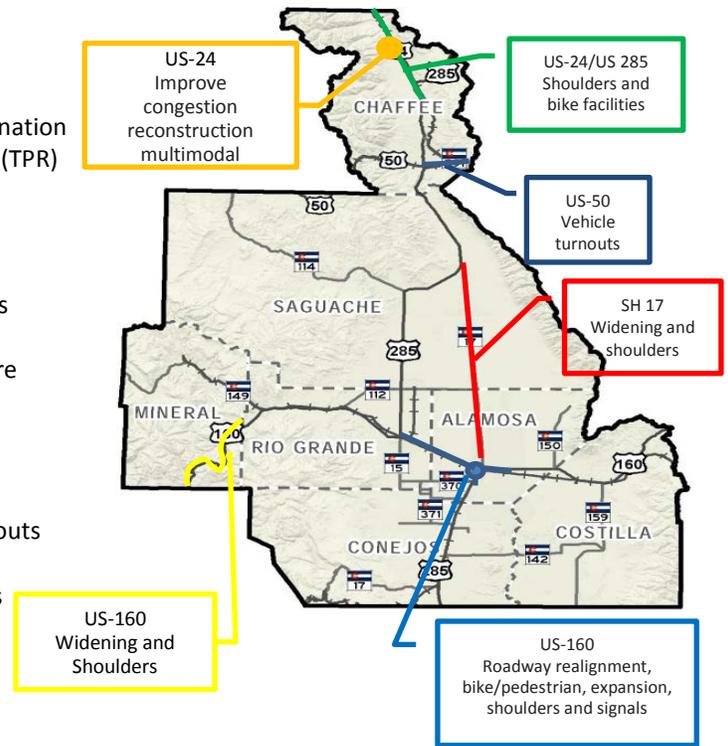
PLEASE TURN OVER - See San Luis Valley region map on the back

Fold two

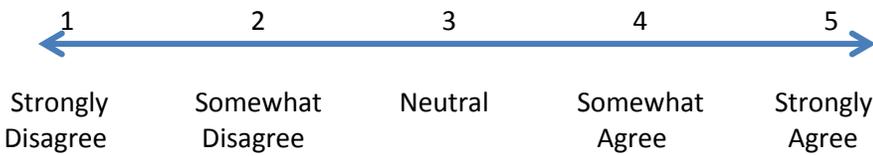
Prioritizing Potential Investments

Initial planning efforts by local county and municipal leaders in coordination with CDOT staff in the San Luis Valley Transportation Planning Region (TPR) have identified the following possible investment priorities if limited additional funds are made available.

- US 160 – Alamosa (US 160 & 4th St to SH 17), expand to 4 lanes, improve Rio Grande Bridge, realign road, bike/pedestrian facilities
- US 160 - Alamosa, expand to 4 lanes and add bike facilities
- US 160 - SH 17 intersection in Alamosa, add signal and reconfigure lanes
- US 24 - Trout Creek Pass, add shoulders and bike facilities
- US 24 - Buena Vista, improve congestion; reconstruction and multimodal options
- US 50 - East of Salida, add passing opportunities and vehicle turnouts
- SH 17 - Alamosa to US 285, widen and add shoulders
- US 160 - Wolf Creek Pass at Park Creek, widen and add shoulders
- US 285 - Between Buena Vista & Poncha Springs, add turn lanes



4. In your opinion, do these represent your priorities within the San Luis Valley TPR? Please circle one.



4a. If you disagree, why? (Please explain) _____

5. Are there additional regional priorities on state highways that should be included? If so, which ones?

6. Are there regional priorities above that should be removed? If so, which ones?

7. Are there other regional priorities, transportation concerns or issues you would like to share as we move forward in the transportation planning process (e.g., transit, bike & pedestrian improvements, safety or other)?

8. In light of today’s limited funds for transportation, what should be the focus of CDOT’s efforts? (choose 2)

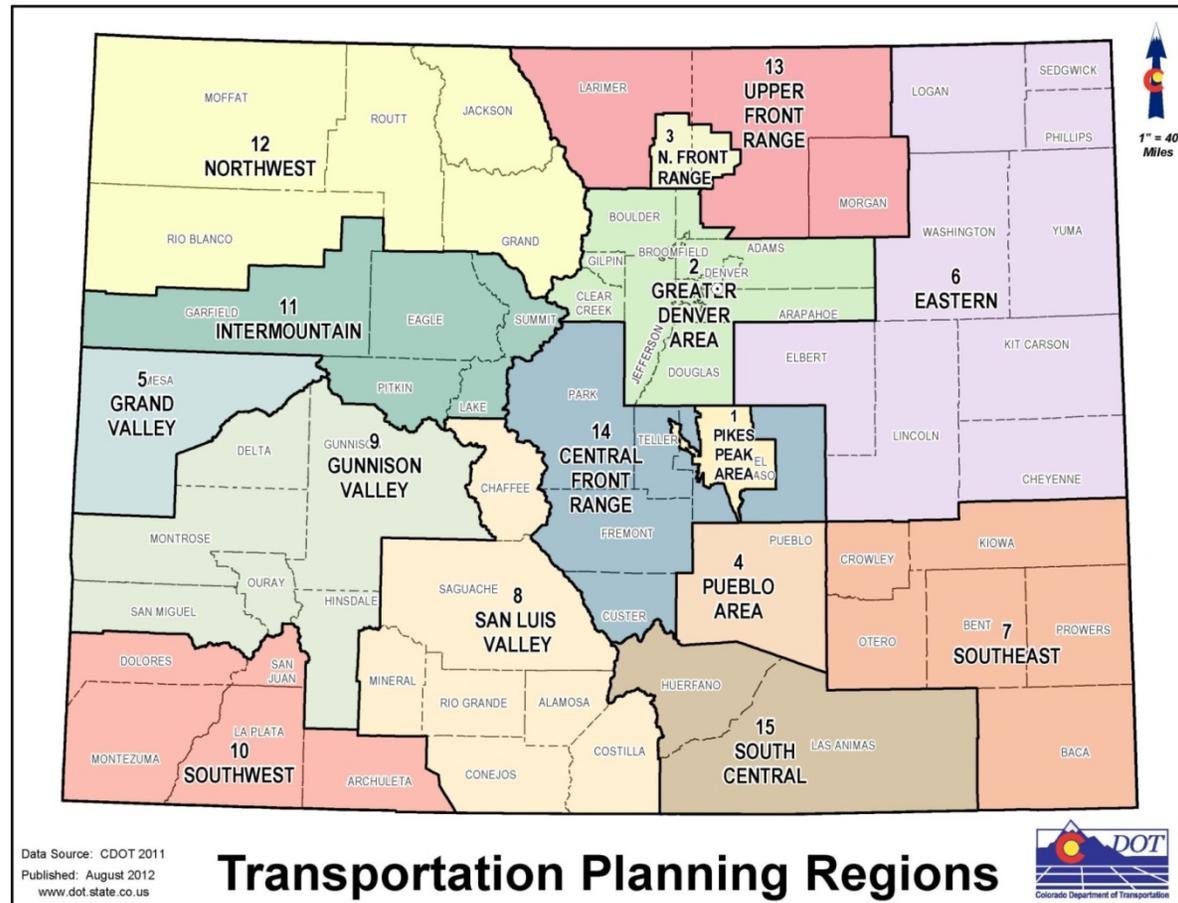
- | | |
|--|--|
| <input type="checkbox"/> Maintain the existing transportation system | <input type="checkbox"/> Make safety improvements |
| <input type="checkbox"/> Offer more choices for travel (transit, bike/pedestrians) | <input type="checkbox"/> Add shoulders |
| <input type="checkbox"/> Expand highways by adding lanes | <input type="checkbox"/> Manage congestion through managed lanes |

Thank you for taking time to complete this survey!

Attachment B - Survey Participation Rates

TPR/MPO Name	Surveys Received	% of Responses
Central Front Range	235	16%
Eastern	40	3%
Gunnison Valley	59	4%
Intermountain	248	17%
Northwest	38	3%
San Luis Valley	193	13%
South Central	60	4%
Southeast	142	10%
Southwest	435	29%
Upper Front Range	36	2%
All Rural TPRs	1,486	
Denver Metro	510	63%
Grand Valley Metro	84	10%
North Front Range	48	6%
Pikes Peak	86	11%
Pueblo	82	10%
All MPOs	810	
Statewide Total	2,296	

*Survey results are not intended to be statistically valid



Attachment C
Transportation Planning Region (TPR) Surveys
Preliminary High-Level Results (as of December 23, 2013)
January 8, 2014

Note: Response percentages may not total 100% as some questions allowed two or more options to be selected.

In your opinion do the listed projects represent your priorities (1-5)? (A&B List Projects):

- Between 60% and 80% of respondents in each of the rural TPRs chose either “Somewhat Agree” or “Strongly Agree” when asked about project priorities in their area.
- Upper Front Range TPR refrained from using this question in their survey; transportation priority responses collected from the Metropolitan Planning Organization (MPO) areas are being analyzed and are not included in these preliminary results

Why is transportation important to you (select top two)?

- In the ten rural TPRs, 57% of respondents chose “Moves People & Goods”, while approximately 38% chose either “Helps Economic Development” or “Gets Me To Work and/or Vital Services”
- In the five MPOs, 55% of respondents chose “Moves People & Goods”, while 42% chose “Gets Me To Work and/or Vital Services”

What issue matters most to you (select top two)?

- In the ten rural TPRs, 41% of respondents chose “Improving Roadway Pavement Condition”, while 32% chose either “Increasing Bike/Pedestrian Options” or “Improving Economic Development”
- In the five MPOs, 54% of respondents chose “Increasing Bike/Pedestrian Options, while approximately 33% chose either “Increasing Transit Options” or “Reducing Congestion”
- Approximately 10% of respondents in both the rural TPRs and MPOs chose “Other”, and these text responses are in the process of being analyzed in detail

In light of today’s limited funds for transportation, what should be the focus of CDOT’s efforts (select two)?

- In the ten rural TPRs, 44% of respondents chose “Maintain the Existing Transportation System”, while 42% chose “Make Safety Improvements”
- In the five MPOs, 66% of respondents chose “Offer More Choices for Travel (Transit, Bike/Ped)”, while 40% chose “Maintain the Existing Transportation System”

What do you feel makes your region unique (select top three)?

- In the ten rural TPRs, 63% of respondents chose “Rural Living with Nearby City Amenities”, while 50% chose “Sense of Community” and 38% chose “Tourism”
- In the five MPOs, 51% of respondents chose “Sense of Community”, while 43% chose “Urban Amenities” and 39% chose “Rural Living with Nearby City Amenities”

Attachment C
Transportation Planning Region (TPR) Surveys
Preliminary High-Level Results (as of December 23, 2013)
January 8, 2014

- 9% of rural TPR respondents and 18% of MPO respondents chose “Other”, and these text responses are in the process of being analyzed in detail

General Observations/Key Themes

From the responses reported above, the following can be inferred:

1. There is general support for the A&B Project List within each TPR area.
2. Survey participants see the importance of transportation for moving people and goods and supporting economic vitality.
3. The most important issue to rural TPR respondents is maintaining good pavement condition, while the MPO respondents are most concerned with having more modal options.
4. In light of limited funds, both rural and MPO respondents support maintaining the existing transportation system, but TPR residents support safety improvements and MPO respondents want more travel choice.
5. Rural living with access to nearby city amenities is important to Coloradoans, as is a sense of community – both of which are supported by the transportation system.