



**COLORADO**  
Department of Transportation

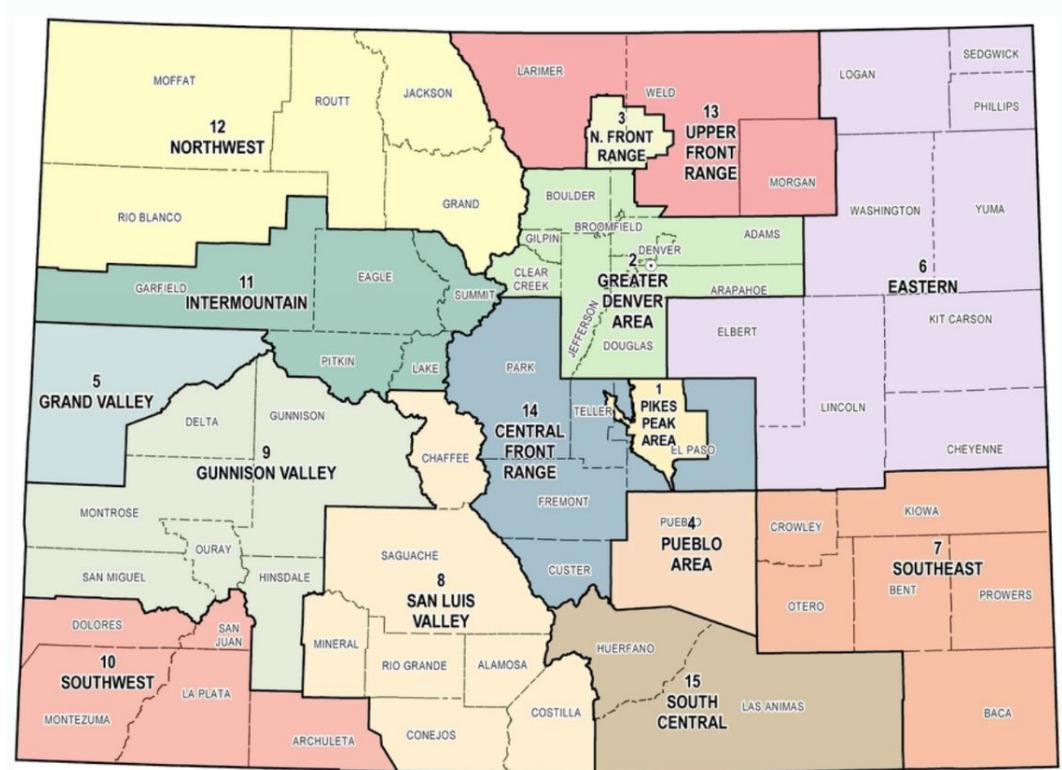
# HB23-1101 TPR Study

## Create a New TPR Along the Mountain Corridor



# Agenda

1. Review of Statutory Obligation
2. Review of Maps and Data Related to Statutory Consideration Factors
3. Next Steps





# HB23-1101 TPR Study Provision Language

On or before November 30, 2023, the Department Shall Complete a Study and Study Report of:

- The Consistency and Transparency of the Transportation Planning Process Across the TPRs
- **The boundaries of the Transportation Planning Regions (TPRs)**
- **Membership of the State Transportation Advisory Committee (STAC)**
- Membership of the Special Interim Transit And Rail Advisory Committee (TRAC)

In conducting the Study, **the Department shall provide opportunity for public comment** throughout the State and consider input from stakeholders throughout the State.

The amendment **protects rural Colorado's transportation interests** by mandating that the number of rural TPRs can not be reduced. There are currently 10 rural TPRs and 5 urban MPOs. This number will remain the same.



# Statutory Factors for Boundary Considerations

## Factors for consideration identified in legislation:

- Highway and Transit Corridors and Transit District Boundaries
- Disproportionately Impacted Communities
- Vehicle Miles Traveled, Truck Vehicle Miles Traveled, Transit Vehicle Revenue Miles, and Lane Miles
- Population Trends
- Safety and Management Considerations
- Commuting, Commercial Traffic, Freight Movement, Tourism Impacts, and Other Travel Patterns
- Transit-Oriented Development and Access to Affordable Housing
- Levels of Air Pollutants, Criteria Pollutants, and Greenhouse Gas Pollutants
- Communities of Interest

You can find a link to our mapping tool with this link

<https://www.codot.gov/programs/planning/planning-partners/tpr-mpo>





# Draft Recommendation #1 Create a New TPR Along the Mountain Corridor





# Create a New TPR Along the Mountain Corridor

## Current Options

### Option 1:

Create two TPRs using only IM Counties:

#### Option 1a

- Garfield, Eagle, Pitkin
- Summit, Lake

#### Option 1b

- Garfield, Eagle
- Pitkin, Summit, Lake

#### Option 1c

- Garfield, Eagle (partial), Pitkin
- Eagle (partial), Summit, Lake

### Option 2:

Create two TPRs using IM & other Counties:

#### Option 2a

- Garfield, Eagle, Pitkin
- Summit, Lake, Clear Creek, Gilpin

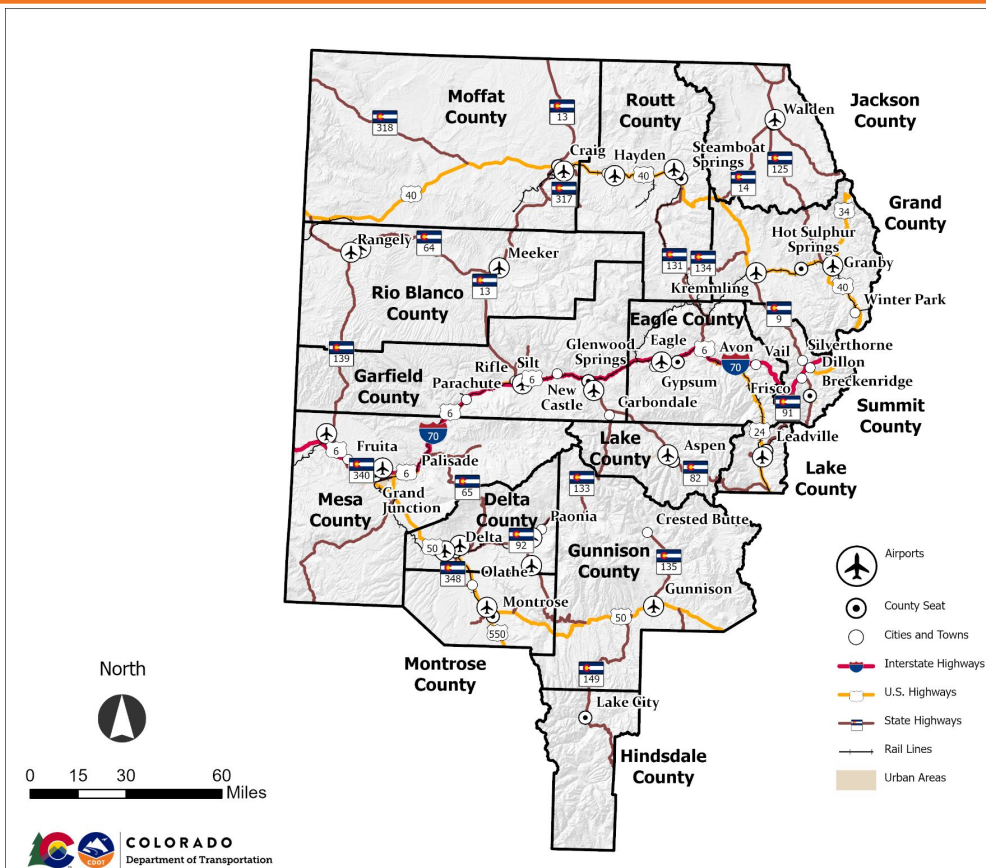
#### Option 2b

- Garfield, Eagle, Pitkin
- Summit, Lake, Grand



# Create a New TPR Along the Mountain Corridor Highway Corridors

- Highway Corridors are an important factor in considering both regional and state transportation planning.
- Principle corridors for the IM TPR are listed on the next slide.



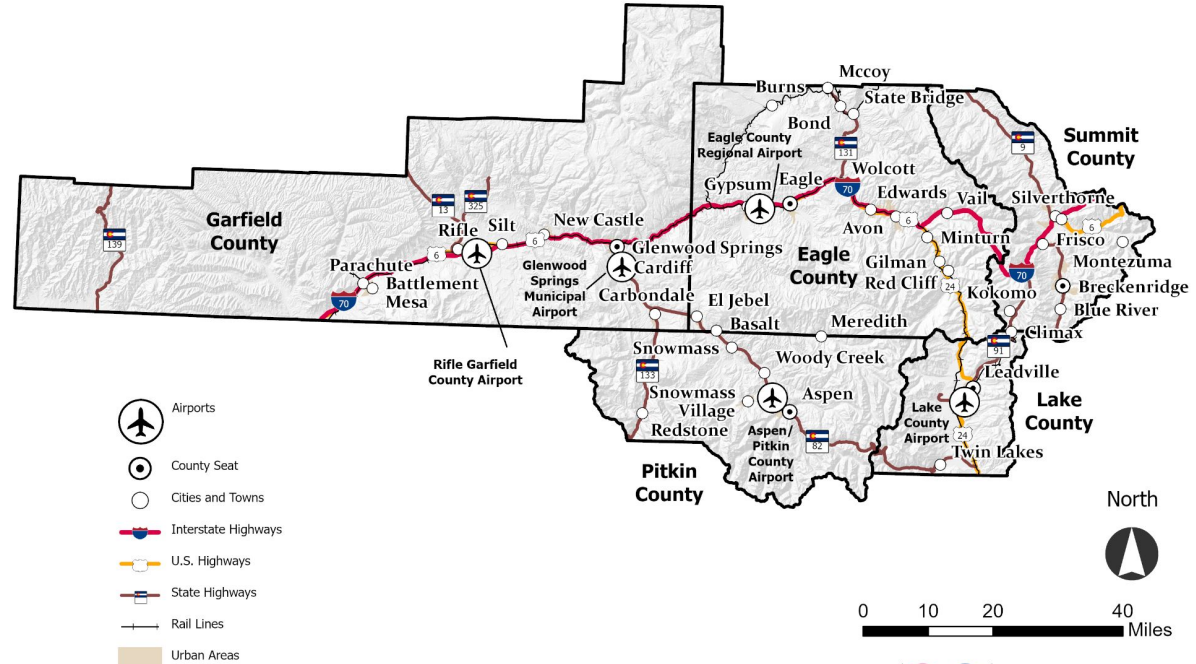




# Create a New TPR Along the Mountain Corridor Highway Corridors

## Highway Corridor Connections Include:

- I-70: Mesa, **Garfield**, **Eagle**, **Summit**, Clear Creek
- CO 139: Rio Blanco, **Garfield**, Mesa
- CO 13: Moffat, Rio Blanco, **Garfield**
- CO 131/US 6/US 24: Routt, **Eagle**, **Lake**, Chaffee
- CO 133: **Garfield**, Pitkin, Gunnison, Delta
- CO 82: **Garfield**, **Eagle**, Pitkin, **Lake**
- US 40/CO 9: Moffat, Routt, Grand, **Summit**, Park, Fremont
- CO 91: **Summit**, **Lake**
- US 6: **Summit**, Clear Creek



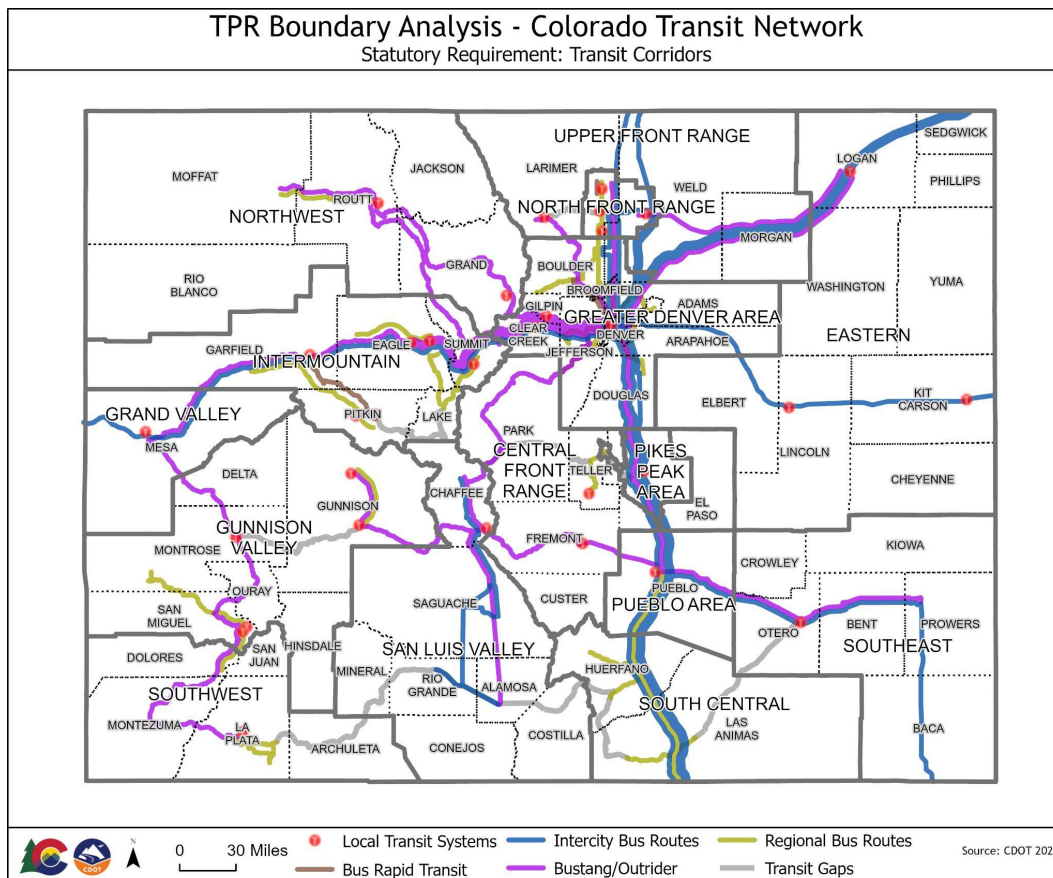
- Denotes IM TPR Counties





# Create a New TPR Along the Mountain Corridor Transit Corridors

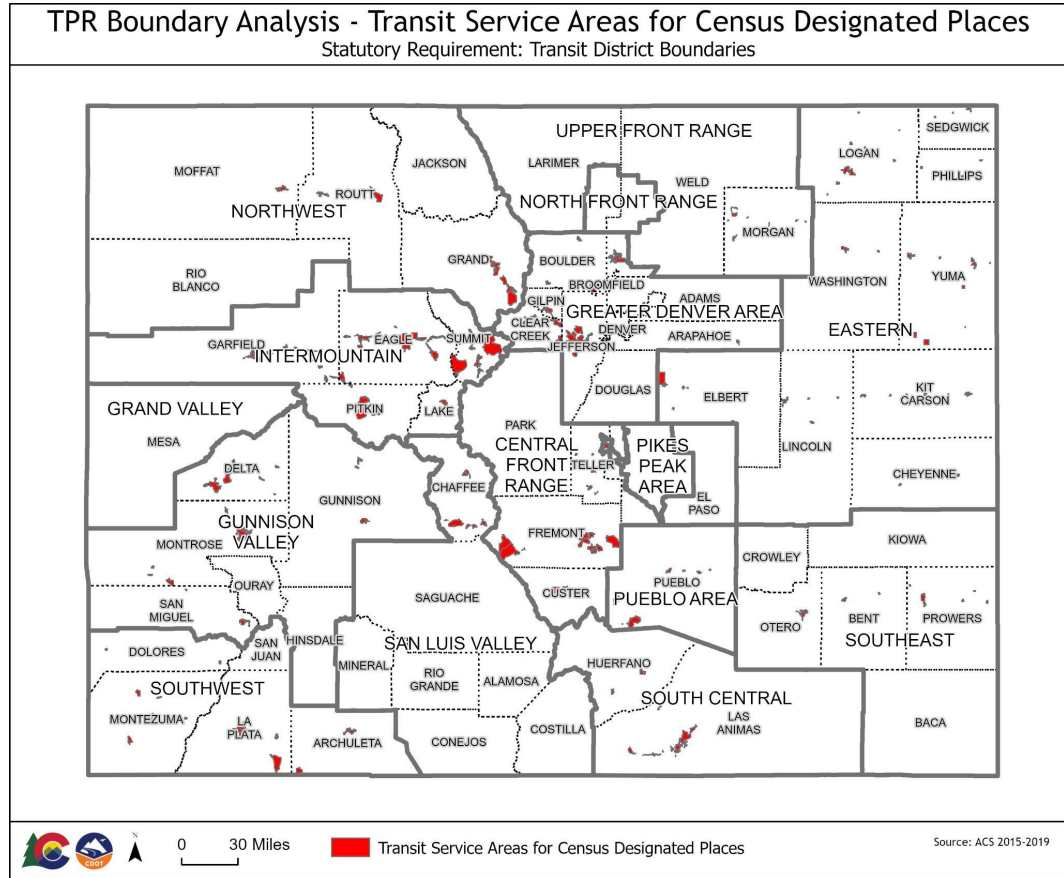
- RFTA is a key entity for several ETPR counties- details on next slide.
- Regional routes connect Pitkin County to Garfield County, and Lake County to Summit and Eagle County.
- Bustang provides a route through Grand, Summit and Clear Creek and along the I-70 Corridor.
- Transit corridor information neither supports keeping the same boundaries nor supports changing them.





# Create a New TPR Along the Mountain Corridor Transit District Boundaries

- The Roaring Fork Transportation Authority has been in operation since 1983, and functions as a Regional Transportation Authority (RTA). The RTA includes the communities of Aspen, Snowmass Village, Pitkin County, Basalt, and a portion of Eagle County, Carbondale, Glenwood Springs and New Castle.
- RFTA provides commuter bus service from Aspen to Glenwood Springs (Roaring Fork Valley), Glenwood to Rifle (Hogback), intra city service in Aspen and Glenwood Springs, ski shuttle service to the four Aspen Skiing Company ski areas, the Maroon Bells Shuttles, and a variety of other seasonal services.
- *\*information taken from RFTA website*





# Create a New TPR Along the Mountain Corridor Disproportionately Impacted Communities

POC Population Per TPR	
Greater Denver Area TPR	820,666
Central Front Range TPR	133,033
Pikes Peak Area TPR	126,184
Upper Front Range TPR	94,661
North Front Range TPR	84,822
Pueblo Area TPR	64,744
Intermountain TPR	31,177
San Luis Valley TPR	22,068
Southeast TPR	16,481
Grand Valley TPR	13,612
Gunnison Valley TPR	12,421
Southwest TPR	11,232
Eastern TPR	9,014
South Central TPR	8,333
Northwest TPR	3,726
Total	1,178,030

Low Income Population Per TPR	
Greater Denver Area TPR	536,453
Central Front Range TPR	121,094
Pikes Peak Area TPR	114,031
Upper Front Range TPR	98,549
North Front Range TPR	90,597
Pueblo Area TPR	53,757
Grand Valley TPR	27,796
Intermountain TPR	23,834
San Luis Valley TPR	22,320
Gunnison Valley TPR	19,612
Southeast TPR	17,852
Southwest TPR	13,083
Eastern TPR	10,870
Northwest TPR	7,297
South Central TPR	7,090
Total	910,923

Housing Cost Burden Population Per TPR	
Greater Denver Area TPR	233,449
Central Front Range TPR	48,501
Pikes Peak Area TPR	45,750
Upper Front Range TPR	35,899
North Front Range TPR	33,723
Pueblo Area TPR	16,619
Intermountain TPR	11,739
Grand Valley TPR	10,406
Gunnison Valley TPR	6,087
San Luis Valley TPR	5,684
Southwest TPR	4,457
Southeast TPR	4,107
Eastern TPR	2,869
Northwest TPR	2,659
South Central TPR	2,648
Total	371,052

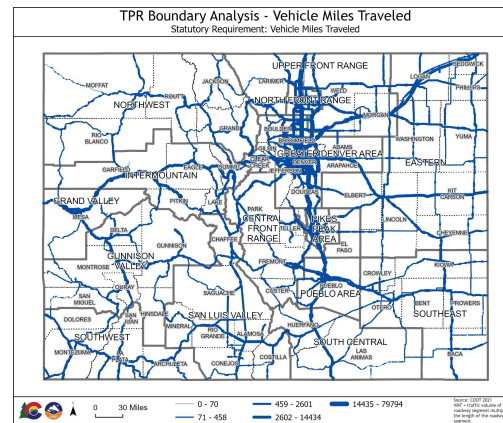


# Create a New TPR Along the Mountain Corridor Vehicle Miles Traveled

VMT By TPR 2021	
Greater Denver Area TPR	45,091,639
Pikes Peak Area TPR	7,014,085
<b>Intermountain TPR</b>	<b>6,517,755</b>
North Front Range TPR	5,402,698
Upper Front Range TPR	4,312,785
Eastern TPR	3,929,560
Pueblo Area TPR	2,810,737
Southwest TPR	2,468,527
Gunnison Valley TPR	2,291,995
Grand Valley TPR	2,276,219
Central Front Range TPR	2,175,656
San Luis Valley TPR	2,091,261
Northwest TPR	1,859,260
<b>South Central TPR</b>	<b>1,314,491</b>
<b>Southeast TPR</b>	<b>1,282,980</b>
<b>Total</b>	<b>90,839,647</b>

Intermountain TPR represents a large amount of travel.

- Represents more highway travel than any other TPR, including MPOs, except for DRCOG and PPACG.
  - Represents 50% more VMT than the next closest rural TPR.
- Of the 10 rural TPRs, the IM TPR represents nearly ¼ of all VMT.
  - SE & SC TPRs combined represent 9% of the total non-MPO VMT





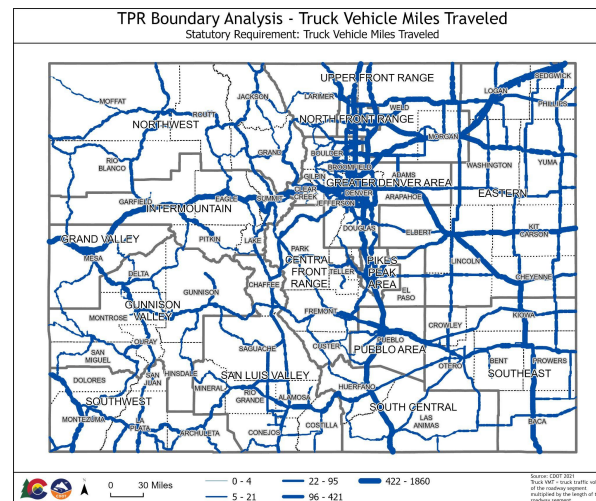


# Create a New TPR Along the Mountain Corridor Truck Vehicle Miles Traveled

TVMT By TPR 2021 Data	
Greater Denver Area TPR	2,833,580
Eastern TPR	1,010,930
Upper Front Range TPR	606,791
Intermountain TPR	587,426
Pikes Peak Area TPR	469,920
North Front Range TPR	385,324
Southeast TPR	331,596
Grand Valley TPR	253,713
Pueblo Area TPR	236,867
South Central TPR	209,521
Southwest TPR	204,615
San Luis Valley TPR	182,750
Northwest TPR	168,405
Gunnison Valley TPR	161,521
Central Front Range TPR	159,402
Total	7,802,359

Intermountain TPR represents a large amount of truck VMT.

- Represents the third highest Truck VMT of the 10 rural TPRs.
- Represents more Truck VMT than the SE and SC TPRs combined.

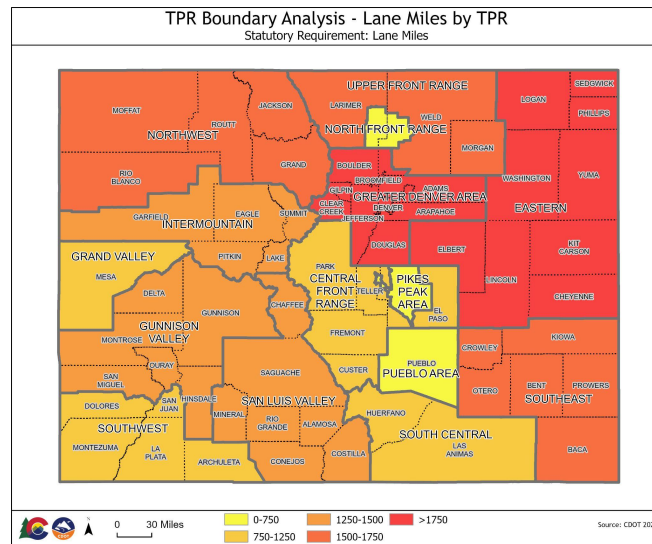




# Create a New TPR Along the Mountain Corridor Lane Miles by TPR

Lane Miles By TPR 2021	
Greater Denver Area TPR	4,434
Eastern TPR	3,287
Upper Front Range TPR	1,677
Northwest TPR	1,665
<b>Southeast TPR</b>	<b>1,591</b>
<b>Intermountain TPR</b>	<b>1,520</b>
Gunnison Valley TPR	1,507
San Luis Valley TPR	1,448
Southwest TPR	1,109
Central Front Range TPR	1,067
<b>South Central TPR</b>	<b>970</b>
Grand Valley TPR	751
Pueblo Area TPR	722
North Front Range TPR	689
Pikes Peak Area TPR	641
<b>Total</b>	<b>23,079</b>

- TPR Lane Miles is generally a reflection of the size of the TPR, with larger TPRs by land area generally having more lane miles.
- SE & IM TPRs are 4th and 5th in terms of rural TPR lane miles, while SC has the smallest number among the rural TPRs.





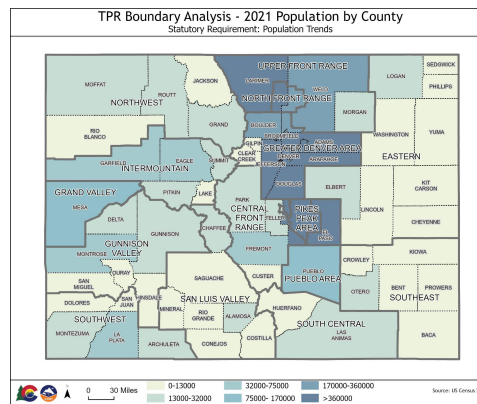
# Create a New TPR Along the Mountain Corridor

## 2021 Population by County

Population by TPR 2021 Data	
Greater Denver Area TPR	3,299,015
Pikes Peak Area TPR	713,984
North Front Range TPR	518,412
Intermountain TPR	172,844
Pueblo Area TPR	167,453
Grand Valley TPR	154,685
Upper Front Range TPR	110,632
Central Front Range TPR	104,470
Gunnison Valley TPR	104,104
Southwest TPR	97,842
Eastern TPR	83,788
San Luis Valley TPR	65,548
Northwest TPR	61,638
Southeast TPR	47,443
South Central TPR	21,318
<b>Total</b>	<b>5,814,707</b>

Intermountain represents a large population.

- Has the highest population (by far) of any rural TPR.
  - Represents more people than even the Grand Valley and Pueblo MPOs.
  - Of the ten rural TPRs, IM contains 20% of the rural population total, compared to the combined SE & SE TPRs, which together represent 8% of the total.
  - Represents 60% more people than the next largest rural TPR.



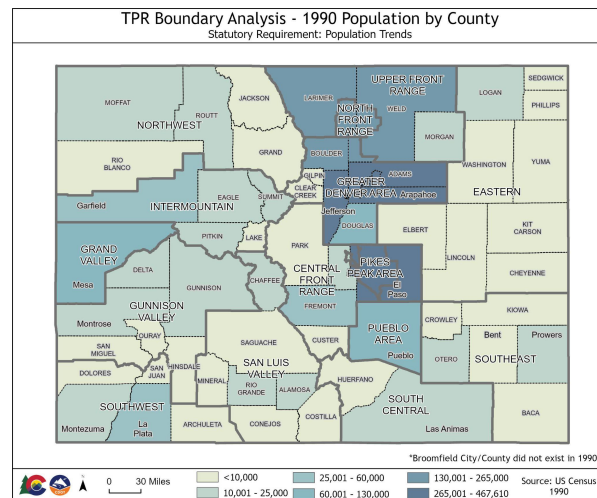


# Create a New TPR Along the Mountain Corridor

## 1990 Population by County

Population by TPR 1990 Data	
Greater Denver Area TPR	1,864,986
Pikes Peak Area TPR	397,014
North Front Range TPR	239,729
Pueblo Area TPR	122,878
Upper Front Range TPR	101,354
Grand Valley TPR	93,145
<b>Intermountain TPR</b>	<b>79,243</b>
Gunnison Valley TPR	62,321
Eastern TPR	61,924
Southwest TPR	58,794
Central Front Range TPR	55,160
San Luis Valley TPR	52,950
<b>Southeast TPR</b>	<b>48,617</b>
Northwest TPR	41,190
<b>South Central TPR</b>	<b>19,776</b>
<b>Total</b>	<b>3,304,406</b>

- The counties within the IM TPR gained 93,601 people more than doubling- since boundaries for TPRs were established.
  - This is a far greater population gain compared to any other rural TPR.
- The SE and SC TPRs together gained a total of 368 people.





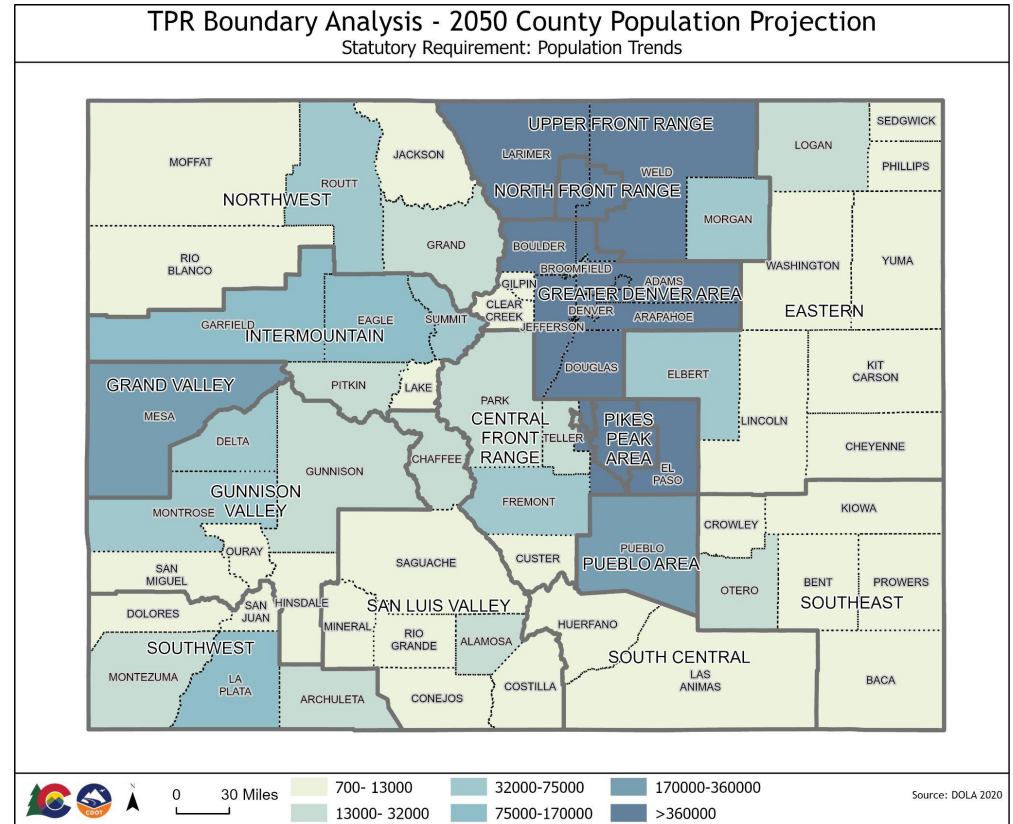


# Combine SE and SC TPRs Into a Single TPR 2050 County Population Projection

- Intermountain TPR will continue to grow, while both SE and SC are projected to lose population, making the disparity greater over time.

Population by TPR 2021 Data	
Intermountain TPR	172,844
Southeast TPR	47,443
South Central TPR	21,318

Population by TPR 2050 Data	
Intermountain TPR	239,506
Southeast TPR	40,510
South Central TPR	16,135

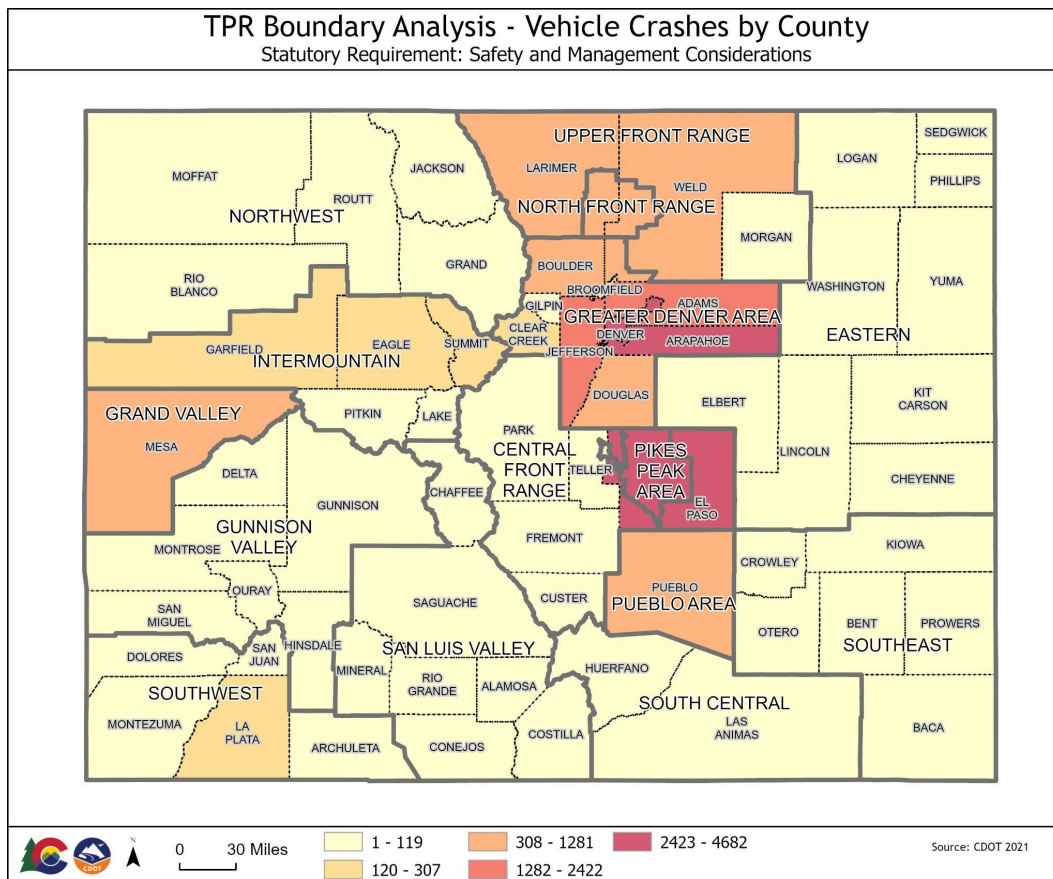




# Create a New TPR Along the Mountain Corridor

## Vehicle Crashes by County

- Vehicle Crashes map indicates a relationship of I-70 traffic and vehicle crashes with Garfield, Eagle, Summit and Clear Creek Counties matching up, while other counties being considered, such as Gilpin, Grand, Lake and Pitkin that are not on the I-70 corridor have less overall vehicle crashes.



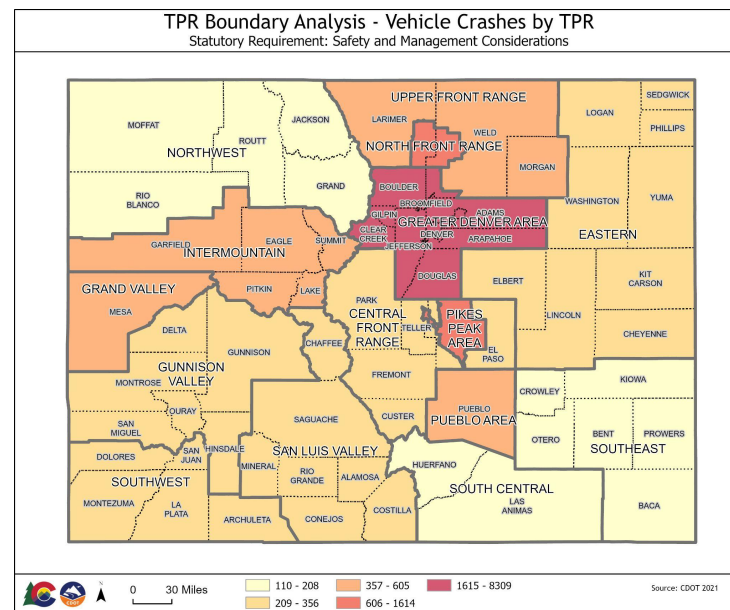


# Create a New TPR Along the Mountain Corridor

## Vehicle Crashes by TPR

Crash Data Per TPR	
Greater Denver Area TPR	42,134
North Front Range TPR	7,484
Pikes Peak Area TPR	6,012
<b>Intermountain TPR</b>	<b>2,883</b>
Pueblo Area TPR	1,824
Southwest TPR	1,706
Upper Front Range TPR	1,603
Grand Valley TPR	1,478
Central Front Range TPR	1,333
Northwest TPR	1,297
Gunnison Valley TPR	1,235
San Luis Valley TPR	1,135
Eastern TPR	1,052
<b>Southeast TPR</b>	<b>603</b>
<b>South Central TPR</b>	<b>382</b>
<b>Total</b>	<b>72,161</b>

- IM TPR has the highest crash rate of the rural TPRs. SE and SC, if combined, would still have the lowest crash rate of all the TPRs.

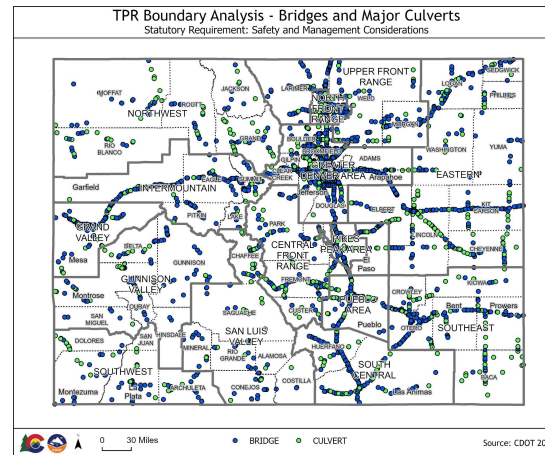




# Create a New TPR Along the Mountain Corridor Bridges and Culverts

On-System Bridges	
Greater Denver Area TPR	1,011
Eastern TPR	388
Intermountain TPR	266
Upper Front Range TPR	229
Southeast TPR	196
Pikes Peak Area TPR	193
South Central TPR	173
North Front Range TPR	164
Central Front Range TPR	162
Pueblo Area TPR	150
Grand Valley TPR	143
Northwest TPR	115
Gunnison Valley TPR	102
San Luis Valley TPR	96
Southwest TPR	81
<b>Total</b>	<b>3,469</b>

- The volume of bridges and culverts along the I-70 mountain corridor indicate an overall high level of maintenance needs, which may support dividing the I-70 counties into two TPRs.
- While I-70 is one of the key corridors across the state, it is noted that there are a great many needs around the state.
- CDOT Bridge funds are not distributed by Region or by TPR but are meant to address the worst bridges in the state regardless of location.





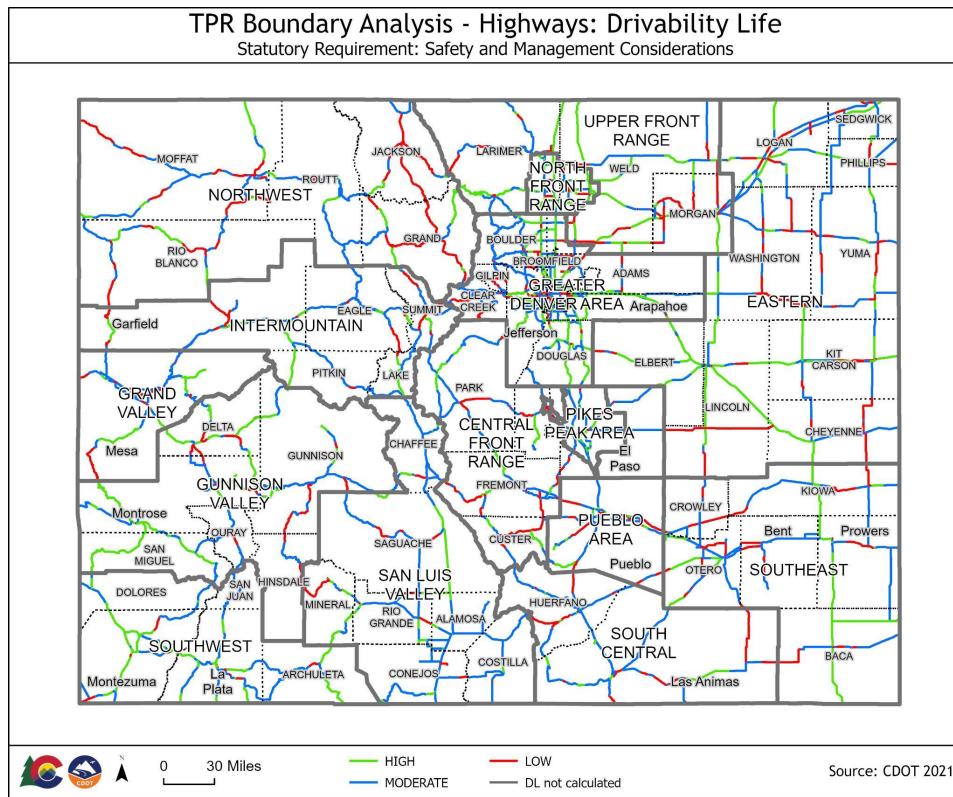




# Create a New TPR Along the Mountain Corridor Highway Drivability Life

- The IM TPR and surrounding counties have variable highway drivability life according to the map.
- Review of the information included in the drivability life maps does not indicate a need or lack of need to adjust TPR boundaries in the area around the IM TPR.
- CDOT does not currently calculate Drivability Life data by County or TPR.

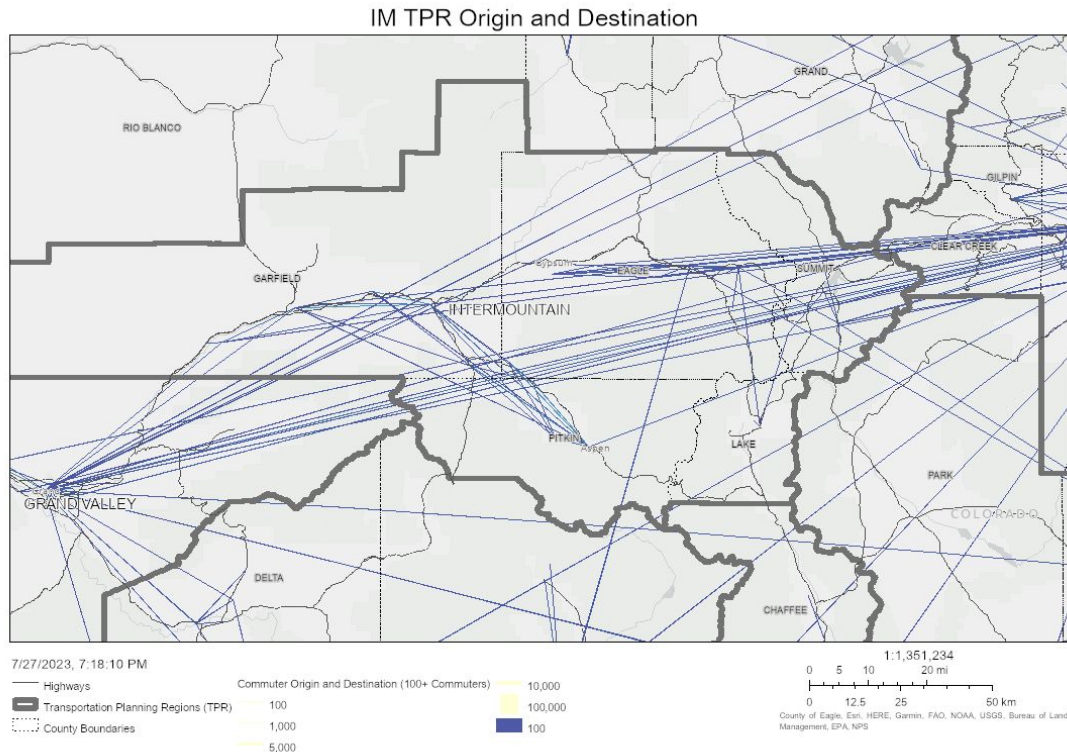
	High	Moderate	Low
<b>Statewide</b>	28%	53%	19%
<b>Region 1</b>	32%	55%	13%
<b>Region 2</b>	23%	57%	20%
<b>Region 3</b>	21%	54%	25%
<b>Region 4</b>	36%	45%	19%
<b>Region 5</b>	25%	63%	12%





# Create a New TPR Along the Mountain Corridor Commuter Origin and Destination

- The statewide Commuter Origin and Destination Map was recreated in and around the IM TPR area to better show commute patterns.
- Data indicates the following general commute patterns:
  - Garfield and Pitkin Counties
  - Lake County to Summit and Eagle Counties
  - Eagle and Summit Counties to the Denver Metro Area
  - A significant amount of “through” traffic between Mesa County and the Denver Metro Area

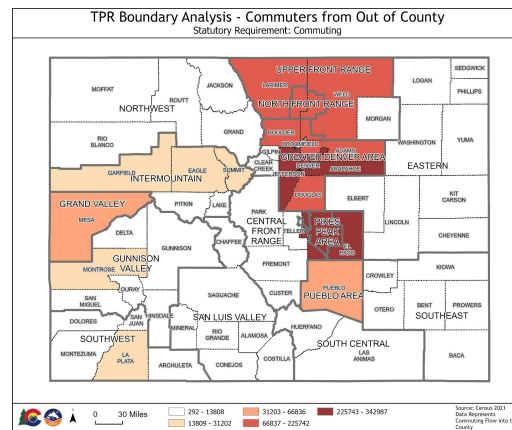




# Create a New TPR Along the Mountain Corridor Commuters from Out of County

- This map shows the volume of commuters that enter each county in the state from other counties (IM is the 3rd highest among the rural TPRs)
- A combined SE and SC TPR would have the lowest volume of commuters coming from out of county.
- Garfield, Eagle and Summit have a fair number of commuters entering their counties for work.
- Pitkin and Lake Counties (as well as Grand, Clear Creek and Gilpin Counties) do not.
- While this data does show a similarity of incoming commuters to Garfield, Eagle and Summit Counties, it does not cause a view that those counties should either stay together, or split apart based on that similarity.

Commuting Out of County Data by TPR	
Greater Denver Area TPR	1,653,269*
Central Front Range TPR	347,391*
Pikes Peak Area TPR	323,522*
Upper Front Range TPR	300,871*
North Front Range TPR	287,783*
Intermountain TPR	91,542
Grand Valley TPR	66,836
Pueblo Area TPR	64,387
Southwest TPR	44,448
Gunnison Valley TPR	43,293
Eastern TPR	38,158
Northwest TPR	32,035
San Luis Valley TPR	26,018
Southeast TPR	17,685
South Central TPR	7,888
Total	2,606,600

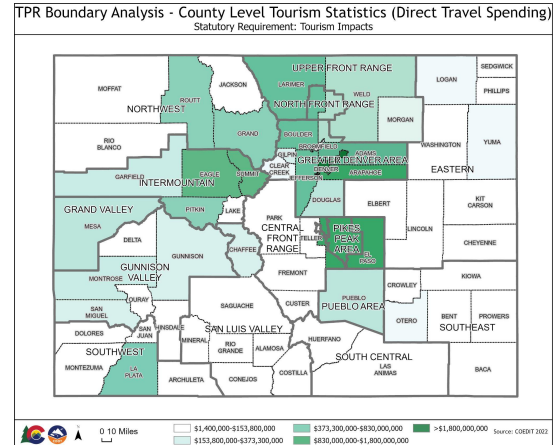




# Create a New TPR Along the Mountain Corridor County Level Tourism Direct Travel Spending

Direct Travel Spending Per TPR	
Greater Denver Area TPR	10,735,799,999
Intermountain TPR	4,186,100,000
Central Front Range TPR	2,103,100,000
Pikes Peak Area TPR	1,953,800,000
Upper Front Range TPR	1,208,600,000
Northwest TPR	1,202,300,000
North Front Range TPR	1,153,000,000
Gunnison Valley TPR	1,060,800,000
Southwest TPR	850,500,000
San Luis Valley TPR	360,100,000
Grand Valley TPR	332,400,000
Eastern TPR	287,400,000
Pueblo Area TPR	267,500,000
Southeast TPR	69,600,000
South Central TPR	64,900,000
<b>Total</b>	<b>22,407,299,999</b>

- Obviously tourism is a key industry one the west slope and in Eagle and Summit Counties in particular.
- The tourism data helps support the VMT levels we see in the IM TPR.
- The level of tourism activity along the I-70 corridor could support the idea that additional representation in the area is appropriate.



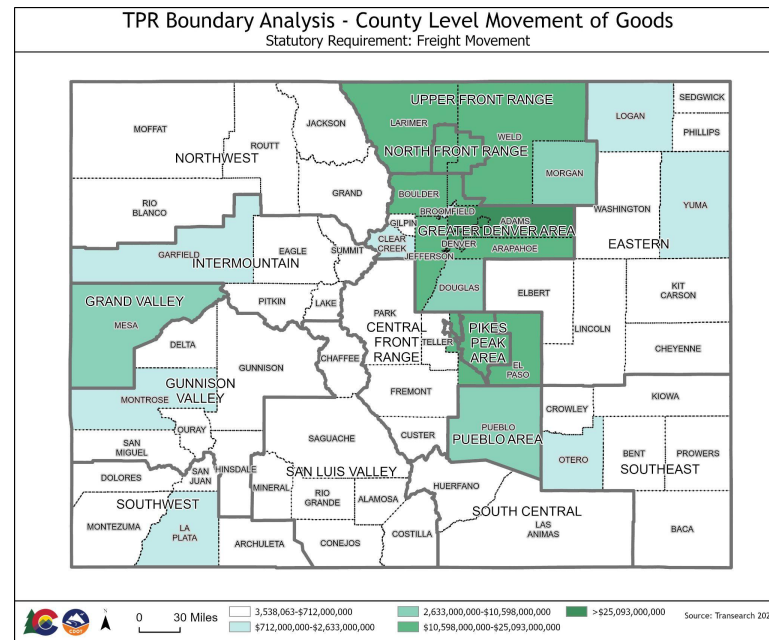




# Create a New TPR Along the Mountain Corridor County Level Movement of Goods

- The data related to the movement of goods at the county level does not appear to support maintaining or changing the existing boundaries.

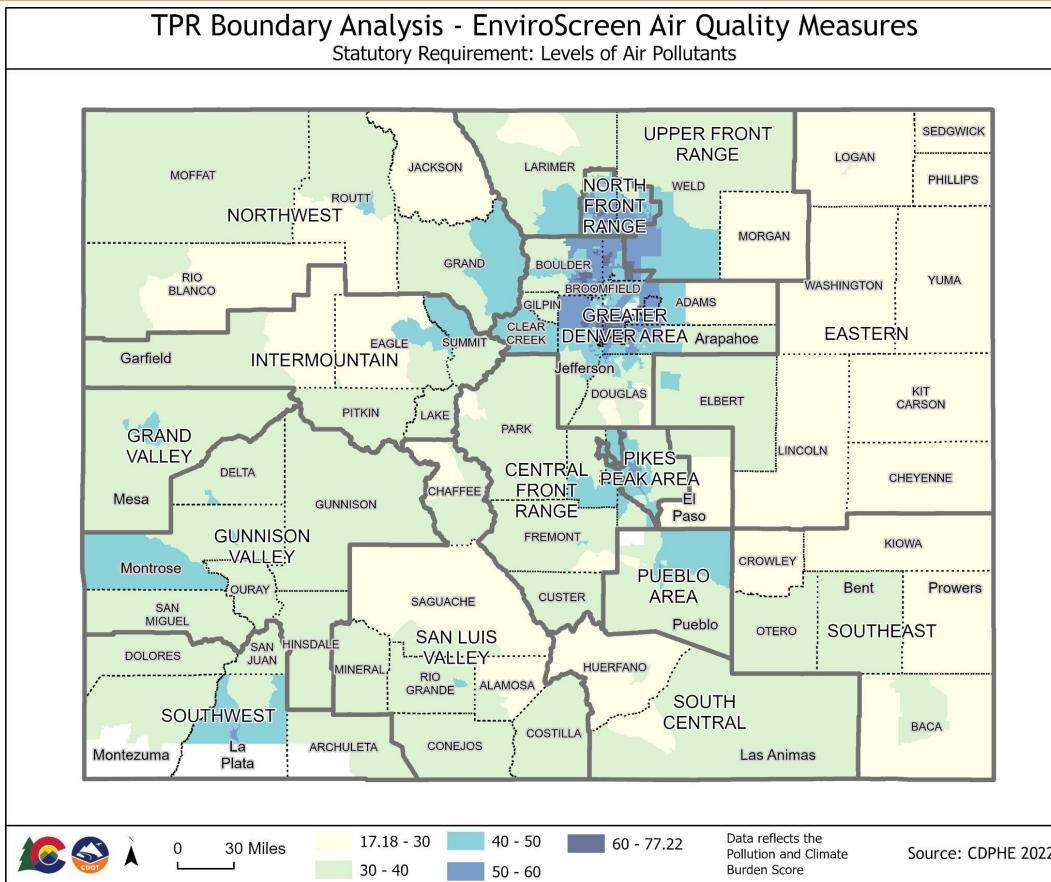
Freight Movement Per TPR (Tons)	
Greater Denver Area TPR	176,557,942
Upper Front Range TPR	58,083,104
North Front Range TPR	51,819,540
Central Front Range TPR	21,223,375
Pikes Peak Area TPR	19,157,151
Eastern TPR	11,882,238
San Luis Valley TPR	6,697,318
Pueblo Area TPR	6,427,116
Intermountain TPR	6,110,529
Northwest TPR	4,706,940
Southeast TPR	4,625,671
Southwest TPR	4,070,490
Gunnison Valley TPR	4,060,662
Grand Valley TPR	3,552,791
South Central TPR	1,478,617
<b>Total</b>	<b>277,124,527</b>





# Create a New TPR Along the Mountain Corridor Level of Air Pollutants

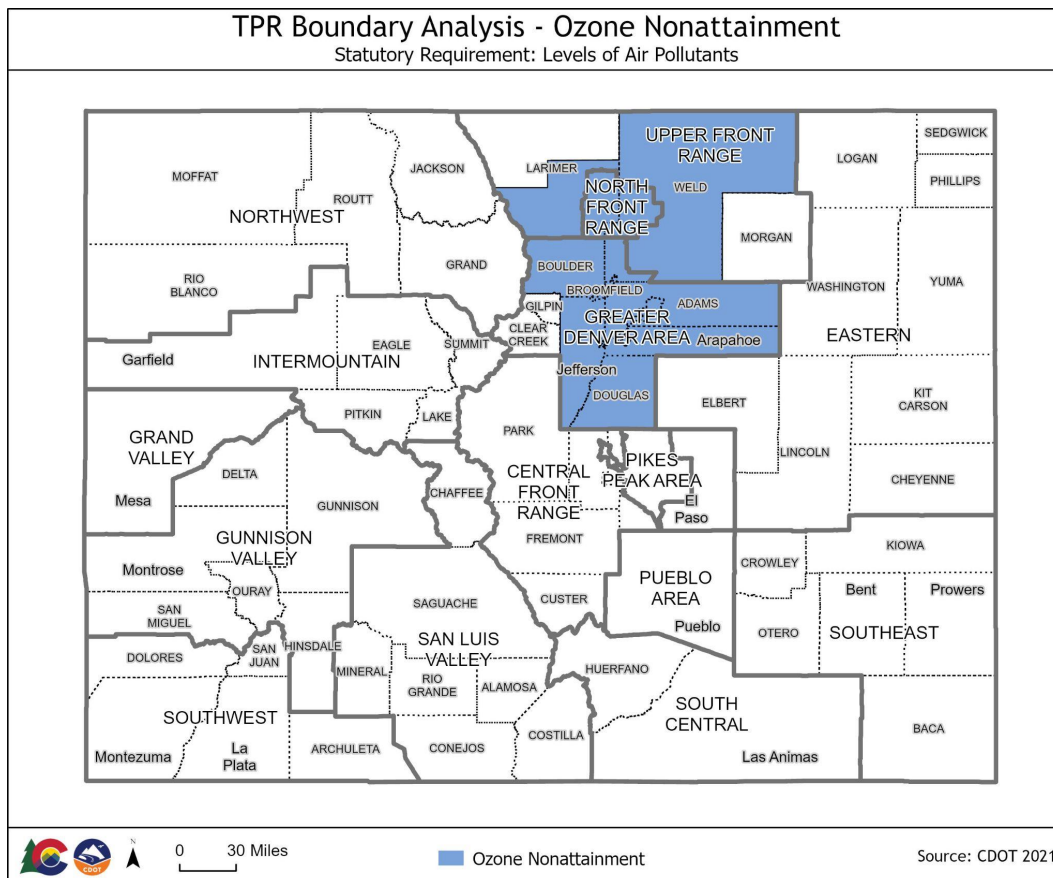
- The EnviroScreen data used for this consideration factor does indicate levels of pollutants in Summit and Eagle Counties (as well as Clear Creek and Grand Counties) that are higher than in most non-urban areas of the state.
- This data alone does not appear to support either maintaining or changing the existing boundaries.





# Create a New TPR Along the Mountain Corridor Ozone Nonattainment

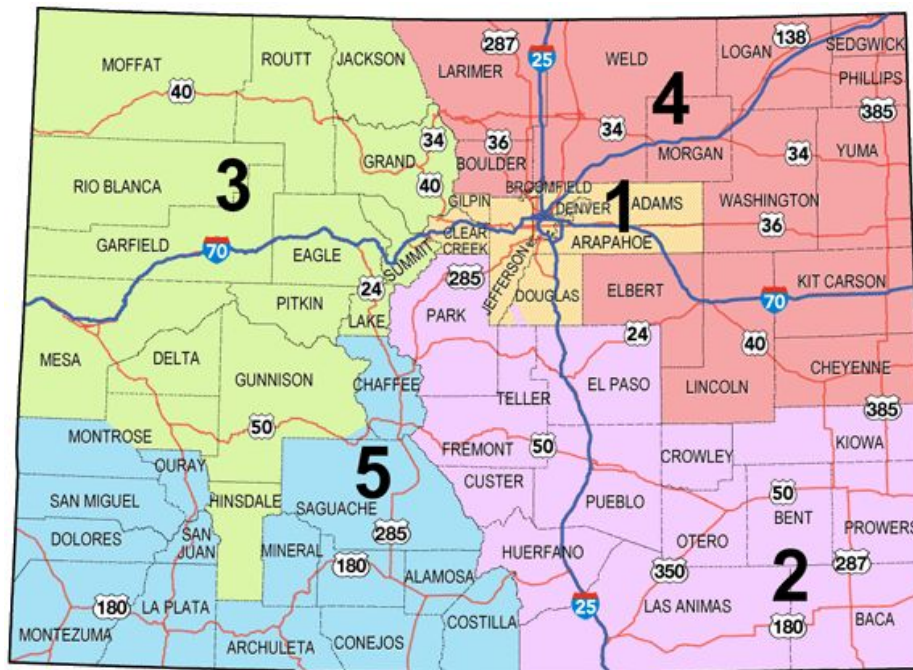
- The Upper Front Range TPR is the only rural TPR that is in Ozone Nonattainment status.
- This data alone does not appear to support either maintaining or changing the existing boundaries in western Colorado.





# Create a New TPR Along the Mountain Corridor CDOT Engineering Regions

- Region 2 is the only CDOT Region with 5 TPRs:
  - 1 large MPO (PPACG)
  - 1 small MPO (PACOG)
  - 3 rural TPRs
    - CFR
    - SE
    - SC
- Region 3 currently has 3.5 TPRs:
  - 1 small MPO (GVMPPO)
  - 2.5 rural TPRs
    - IM
    - NW
    - GV (partial)
- The TPR study will not be making recommendations to change CDOT Region boundaries.





# Create a New TPR Along the Mountain Corridor Council of Government Boundaries

- Colorado has 14 Councils of Governments, where the boundaries may be older than the TPR boundaries first established in 1993.
- The TPRs in Region 3 do not have any natural boundary matches with the area's COG boundaries.
- The SE and SC TPRs in Region 2 have boundaries that match the COG boundaries in the area.
- Combining SE and SC TPRs into one TPR with two COGs would match Eastern TPR, which is one TPR whose boundaries contain two COGs.







# Questions?

