

Tom Jankovsky, Chair Pro Tem
District 1

John Martin, Chair
District 2

Mike Samson
District 3



October 30, 2023

To: The Colorado Department of Transportation; Transportation Commission
Statewide Transportation Advisory Committee (STAC)
Shoshana Lew, Executive Director, Colorado Department of Transportation
Transportation Planning Region Boundary Study Committee

Re: *Opposition to TPR Boundary changes*

The Garfield County Board of County Commissioners respectfully submits this letter expressing our strong opposition to changes to Transportation Planning Region Boundaries. Garfield County has been an active participant in Western Colorado regional transportation planning since the inception of the Intermountain Transportation Planning Region (IMTPR) almost 30 years ago. There is no arguing that since its inception, the general composition of the entire IMTPR has changed significantly. The one true constant, however, has been the relationships built and the collaboration of the members of the IMTPR, whether it was the 4-laning of Hwy 9 in Summit County or improvements to Highway 82 in Pitkin County. The entire region has been the beneficiary of regional planning efforts. Across the region, projects have been identified, programmed, and executed as the result of those collaborations. The 2018 process that resulted in the IMTPR 10 Year Plan is a perfect example, resulting in the identification and prioritization of projects representing each of the 5 Counties in the IMTPR.

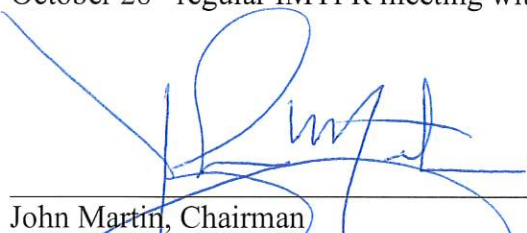
The 11th hour amendment to HB23-1101, requiring the boundary study clearly didn't take into account the history of cooperation Statewide that has been the hallmark of the participants involved in Regional Transportation Planning processes, and the unique characteristics of each of the Rural TPR's. As of the writing of this letter, there have been 26 letters submitted for the record with 21 of them in opposition to any change.

The criteria that were established for boundary change were nebulous and lacked any real evaluation metrics. This lack of clarity made the undertaking/evaluation significantly more difficult as there was nothing available for CDOT staff to truly attach any measurable significance to. Arguably, there is not a single proposed change to any TPR that confers any discernable monetary, representation, or relationship benefit to the affected TPR's. Not only are there no real benefits associated with the proposed changes, there is very real harm done regarding representation in South East and South Central portions of the State.

While there have been territorial squabbles between the rural TPR's and the Metropolitan Planning Organizations (MPO's), they were always civil and typically resulted in the development of effective consensus driven decisions. Rarely (never) has there been an issue of

such contention that the discussion resulted in demands for changes to boundaries or representation. To further the point, there has never been a question raised regarding equity of representation, either by a TPR representative or the broader public. Given the civility of the participants and the respect for the work that is done monthly at the STAC, this re-evaluation effort has all of the markings of some kind of dubious hidden agenda, considering that until it was proposed in legislation a TPR boundary change was never discussed at any recent STAC meeting. In short, we believe this has been an exercise of a solution looking for a problem.


Garfield County is in agreement with and fully supports the position of the IMTPR opposing any changes. This decision was reached through a thoughtful, transparent and open discussion at the October 28th regular IMTPR meeting with a deciding vote of 12 to 7.



John Martin, Chairman



Mike Samson



Tom Jankovsky

Cc: Brian Pettet – Chair, Intermountain Transportation Planning Region