



COLORADO
Department of Transportation

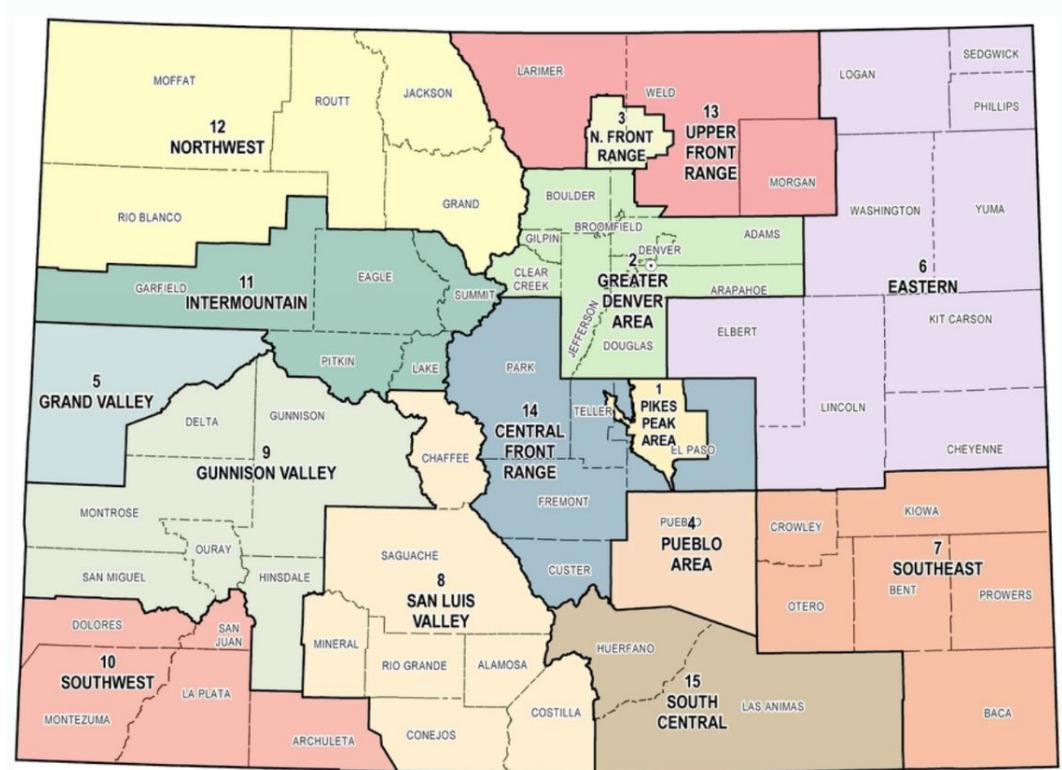
HB23-1101 TPR Study

Combine SE and SC TPRs Into a Single TPR



Agenda

1. Review of Statutory Obligation (info only)
2. Additional Data Items
3. Previous Full Presentation (info only)





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

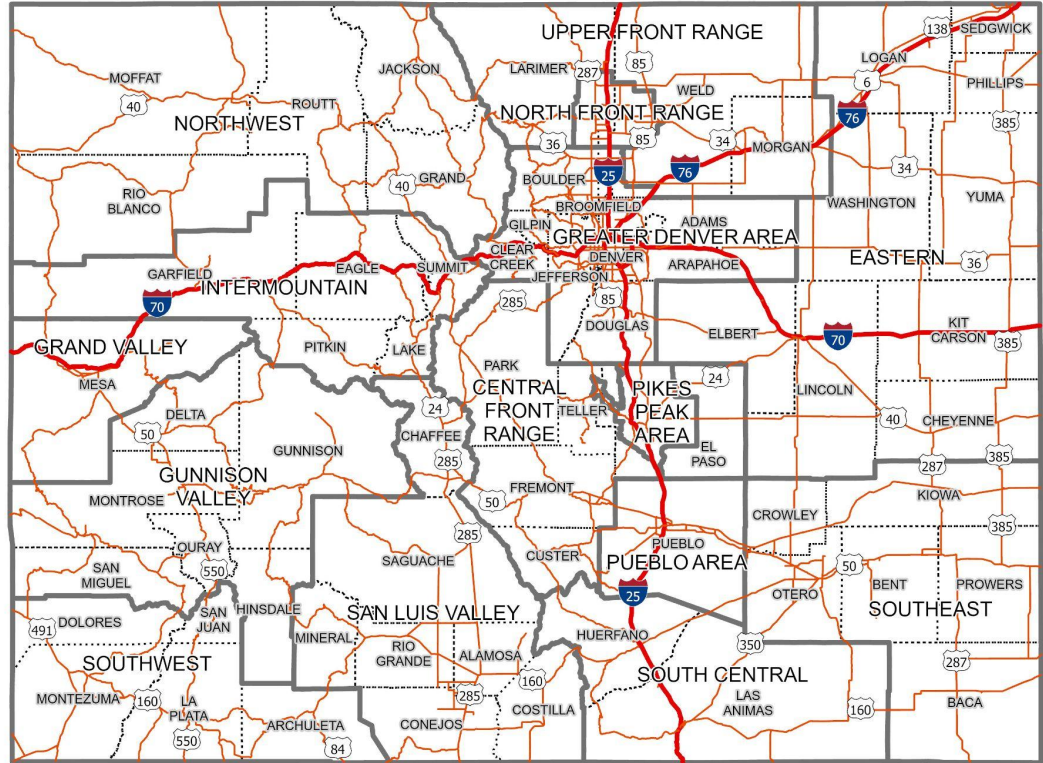
You can find a link to our mapping tool with this link

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



Combine SE and SC TPRs Into a Single TPR Highway Corridors

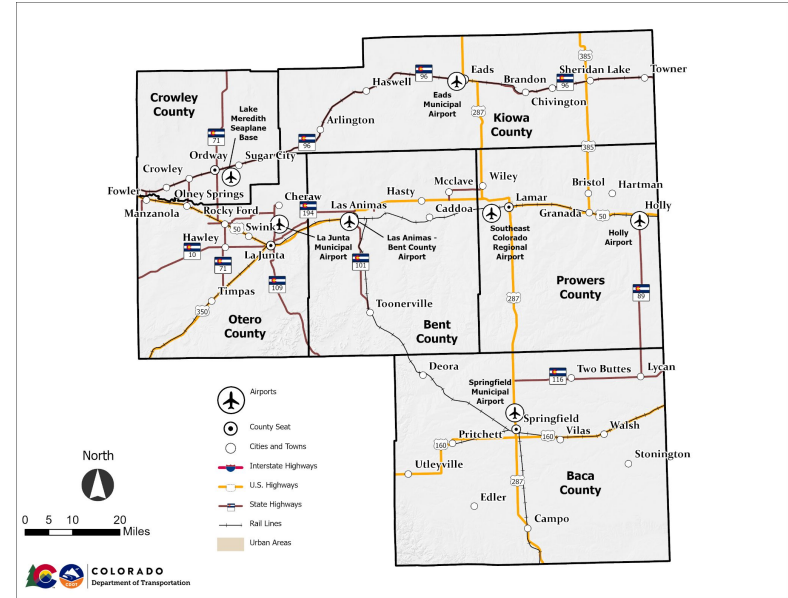
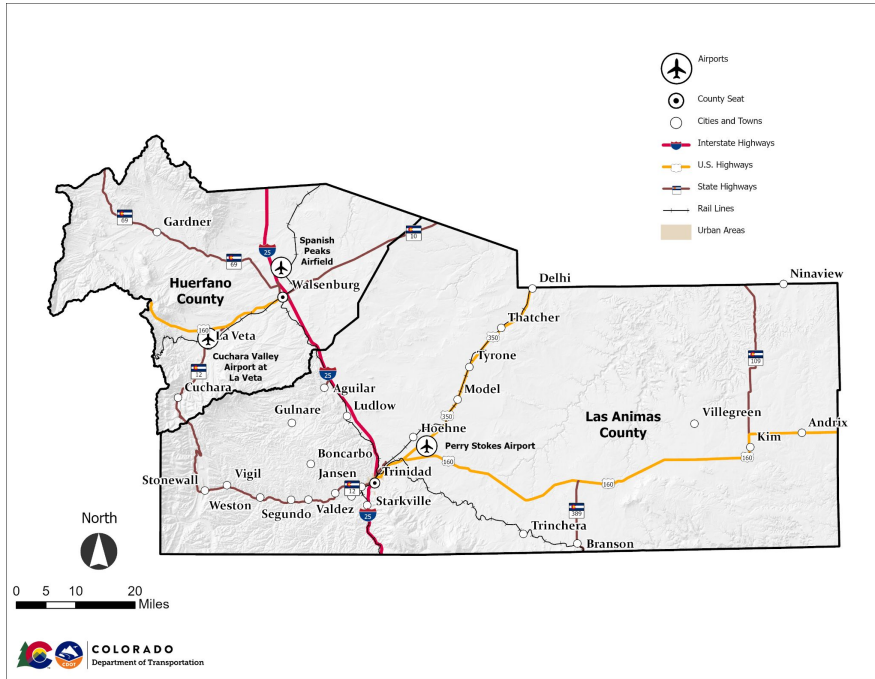
- Highway Corridors are an important factor in considering both regional and state transportation planning.
- Principle corridors for the SE and SC TPRs are listed on the next slide.





Combine SE and SC TPRs Into a Single TPR Highway Corridors

SC: I-25, US 160, US 350, CO 10, CO 12, CO 69, CO 109, CO 389

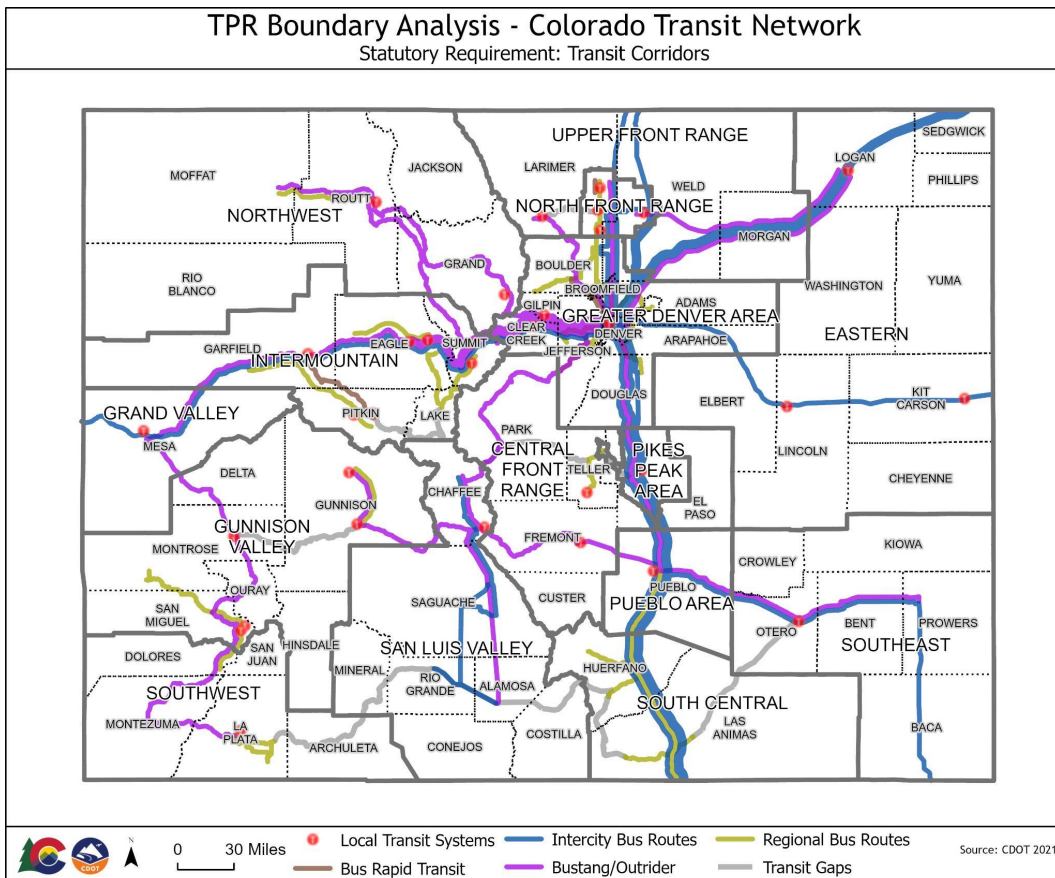


SE: US 50, US 160, US 287, US 350, US 385, CO 10, CO 71, CO 89, CO 96, CO 100, CO 101, CO 109, CO 116, CO 167, CO 194, CO 202, CO 207, CO 266



Combine SE and SC TPRs Into a Single TPR Transit Corridors

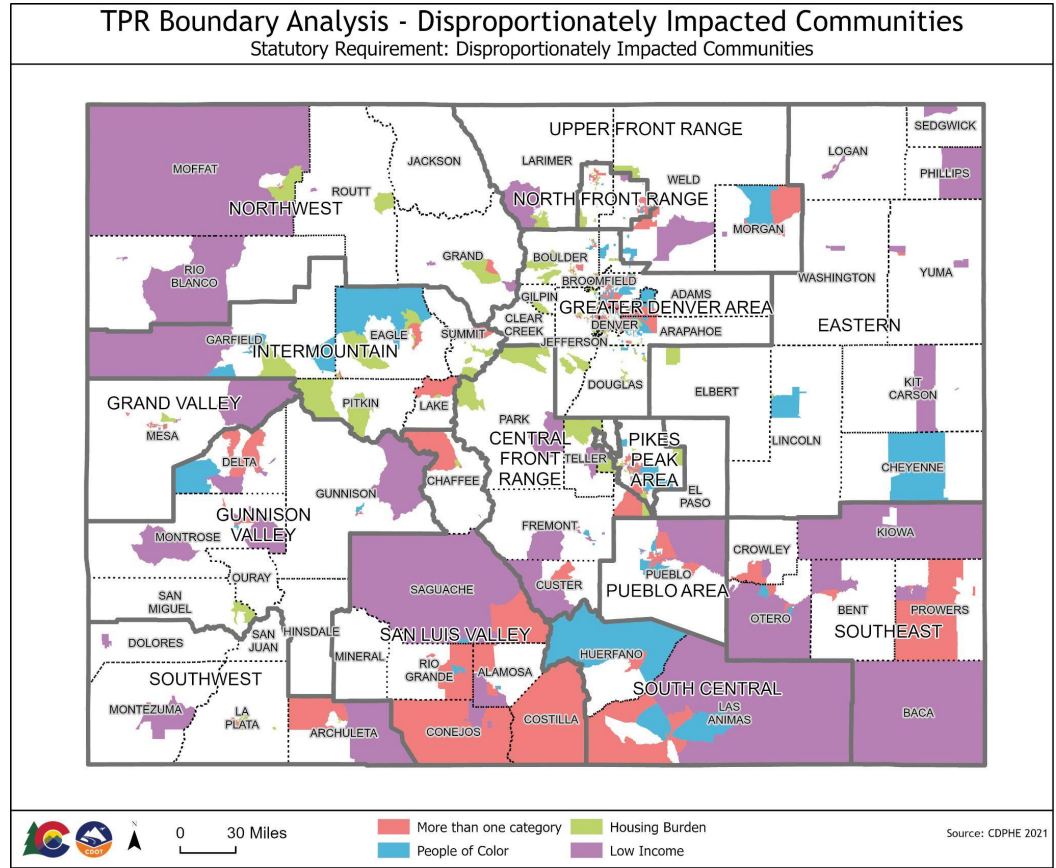
- Transit corridors do not indicate anything substantial, but the transit gap between communities in Las Animas County and Otero County (between the two TPRs) may be served well with increased coordination in identifying corridor priorities and opportunities for growth, particular along the US 350 corridor.





Combine SE and SC TPRs Into a Single TPR Disproportionately Impacted Communities

- While there are significant pockets in the Southeast TPR counties that do not fit the DI criteria, the entire SE/SC region has a substantial similarity in the Low Income category.





Combine SE and SC TPRs Into a Single TPR 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	1,452,174

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	1,164,235

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	464,597

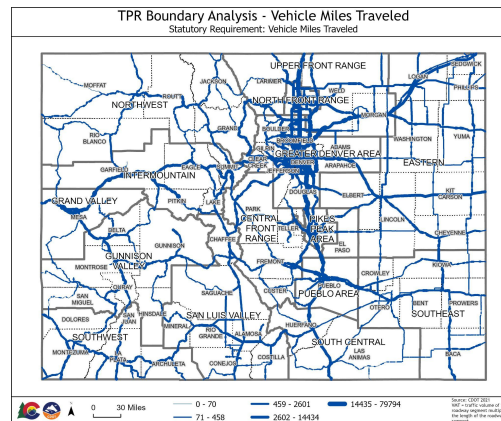


Combine SE and SC TPRs Into a Single TPR Vehicle Miles Traveled

VMT By TPR 2021	
Greater Denver Area TPR	45,091,639
Pikes Peak Area TPR	7,014,085
Intermountain TPR	6,517,755
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
South Central TPR	1,314,491
Southeast TPR	1,282,980
Total	90,839,647

Southeast and South Central TPRs combined represent 9% of the total non-MPO VMT and represent the two lowest VMT totals of the 15 TPRs.

- IM 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.





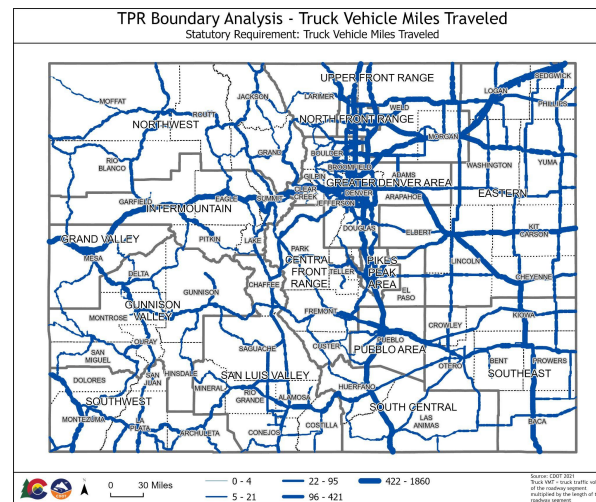
Combine SE and SC TPRs Into a Single TPR

Truck Vehicle Miles Traveled

TVMT By TPR 2021	
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	7,802,361

Southeast TPR and South Central TPR each represent a fair number of truck traffic.

- SE TPR has the 4th highest of the 10 rural TPRs
- SC TPR has the 5th highest of the 10 rural TPRs
- IM TPR represents the 3rd highest of the 10 rural TPRs
 - Represents more Truck VMT than the SE and SC TPRs combined.



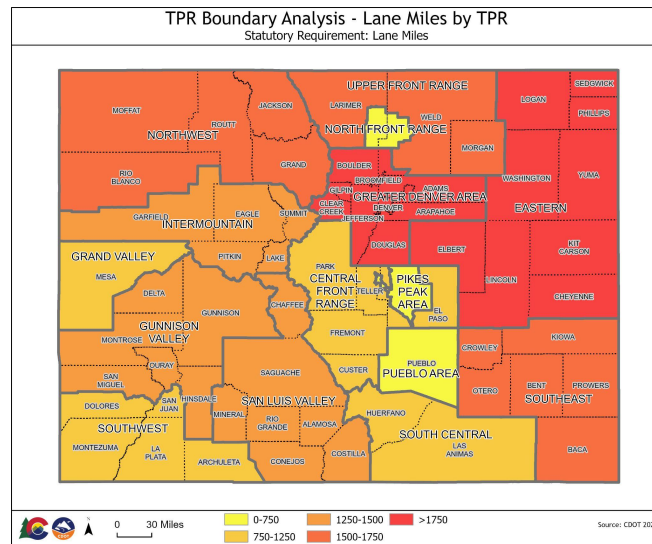


Combine SE and SC TPRs Into a Single TPR

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
Southeast TPR	1,591
Intermountain TPR	1,520
Gunnison Valley TPR	1,507
San Luis Valley TPR	1,448
Southwest TPR	1,109
Central Front Range TPR	1,067
South Central TPR	970
Grand Valley TPR	751
Pueblo Area TPR	722
North Front Range TPR	689
Pikes Peak Area TPR	641
Total	23,079

- 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.



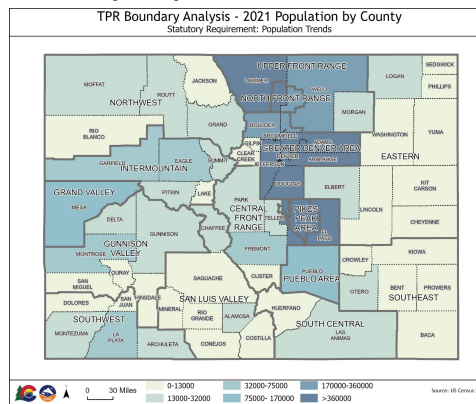


Combine SE and SC TPRs Into a Single TPR

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
Total	5,723,176

- SE and SC TPRs are the two smallest TPRs
 - Together represent 8% of the total.
- Intermountain represents a large population of the rural TPRs.
 - 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
 - Represents 60% more people than the next largest rural TPR.



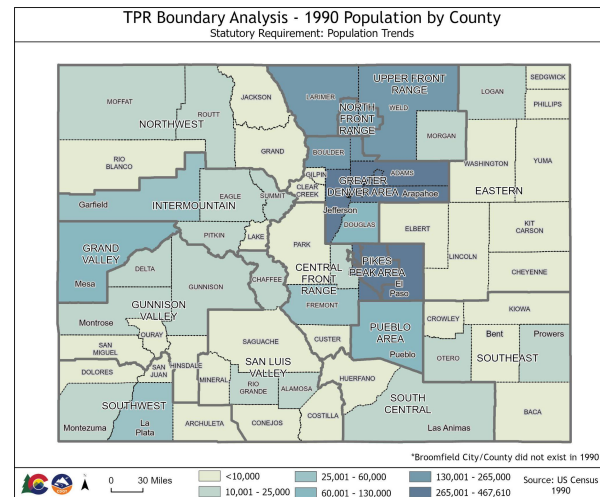


Combine SE and SC TPRs Into a Single TPR

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
Intermountain TPR	79,243
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
Southeast TPR	48,617
Northwest TPR	41,190
South Central TPR	19,776

- The SE and SC TPRs together gained a total of 368 people. Prowers County and the SE TPR lost population overall since 1990.
- 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.



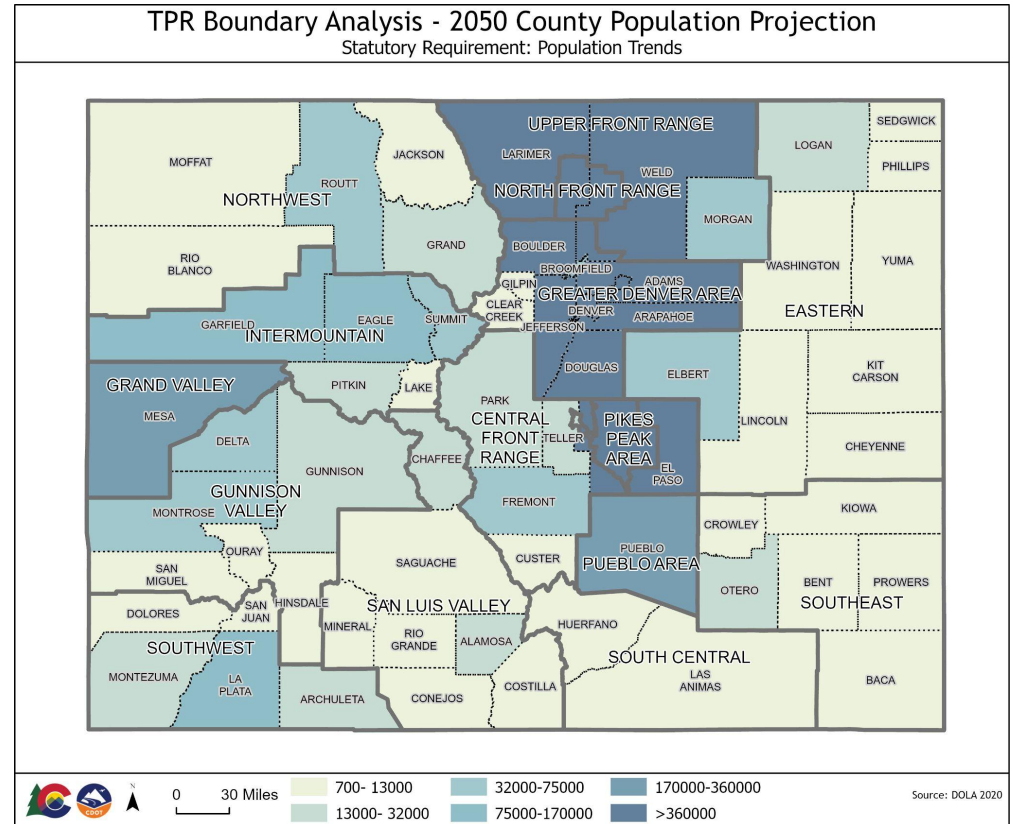


Combine SE and SC TPRs Into a Single TPR 2050 County Population Projection

- 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



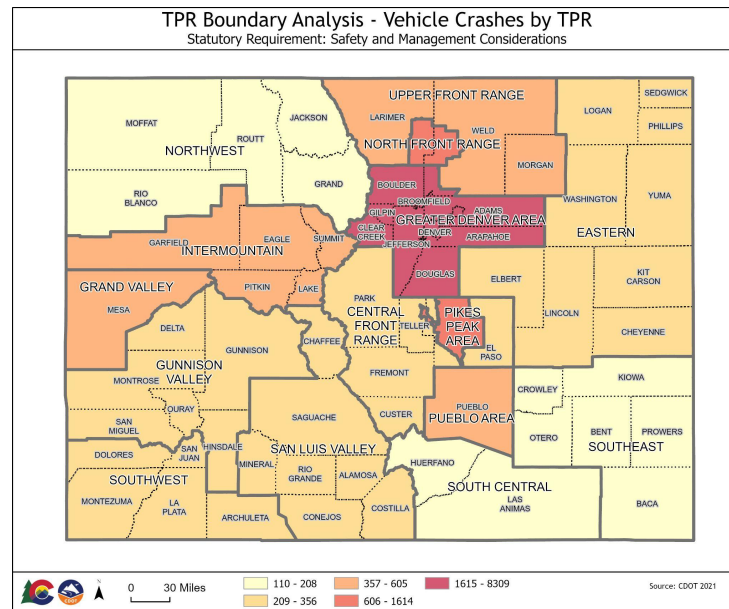


Combine SE and SC TPRs Into a Single TPR

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
Intermountain TPR	2,883
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
Southeast TPR	603
South Central TPR	382
Total	72,161

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

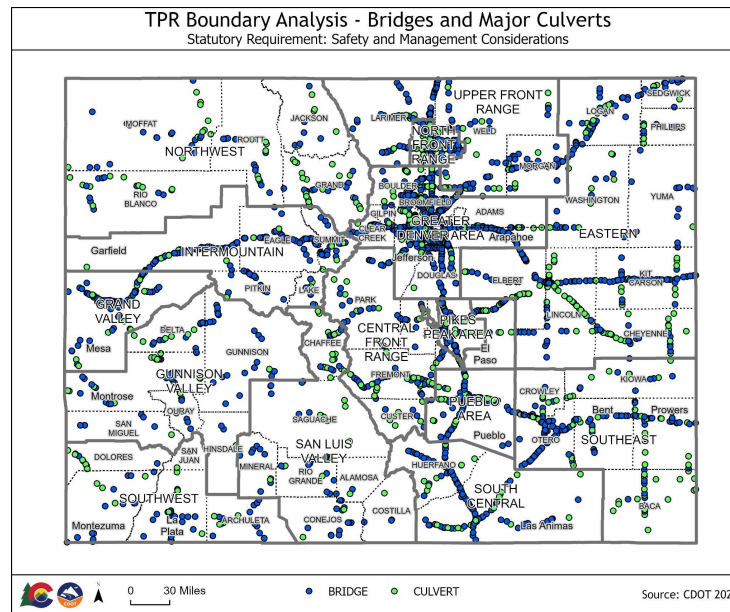




Combine SE and SC TPRs Into a Single TPR Bridges and Culverts

On-System Bridges	
Greater Denver Area TPR	1011
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
Total	3469

- SE and SC TPRs (as well as IM TPR) have a higher number of bridges than other TPRs on average.
- 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.

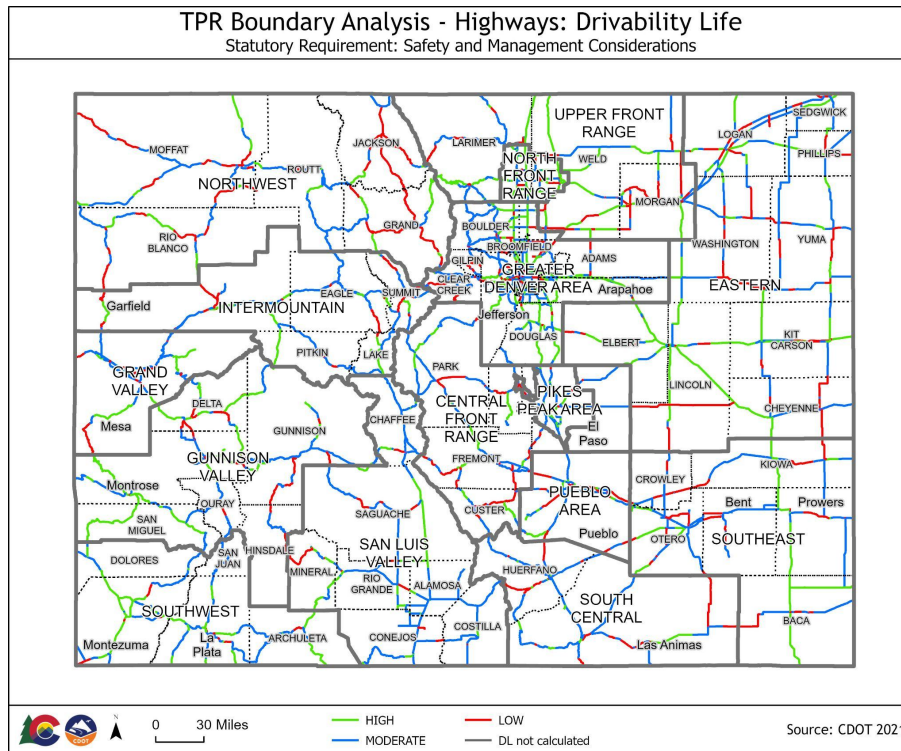




Combine SE and SC TPRs Into a Single TPR Highway Drivability Life

- Review of the information included in the drivability life maps does not indicate a need or lack of need to adjust TPR boundaries.
- CDOT does not currently calculate Drivability Life data by County or TPR.

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

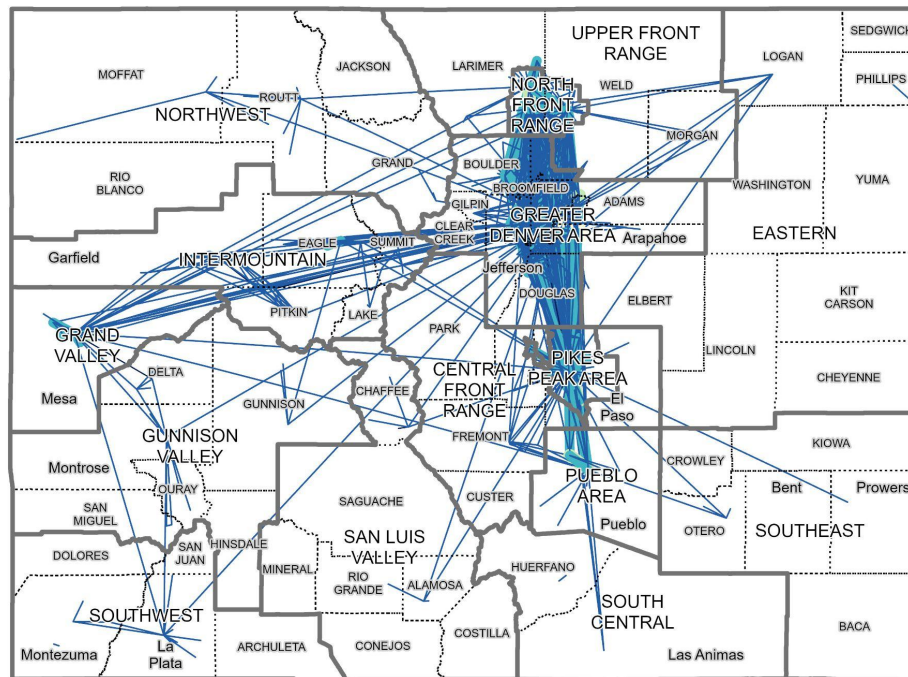




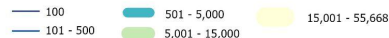
Combine SE and SC TPRs Into a Single TPR Commuter Origin and Destination

- There does not appear to be much travel between the SE and SC TPRs, but the commute patterns to the urban areas (Pueblo and Colorado Springs) are similar.

TPR Boundary Analysis - Commuter Origin and Destination (100+ Commuters)
Statutory Requirement: Commuting



0 30 Miles



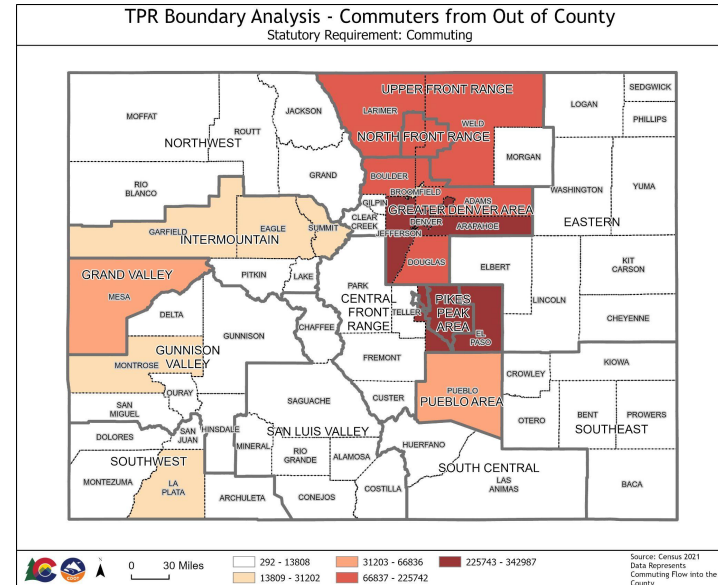
Source: US Census 2019



Combine SE and SC TPRs Into a Single TPR Commuters from Out of County

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	3,345,126

- A combined SE and SC TPR would have the lowest volume of commuters coming from out of county.
- IM TPR has the 3rd highest volume of out of county commuters among the 10 rural TPRs.

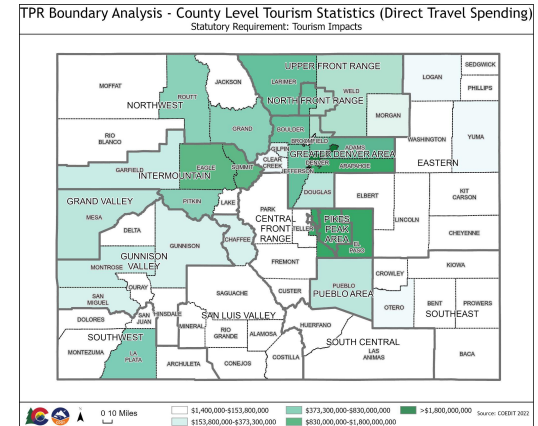




Combine SE and SC TPRs Into a Single TPR County Level Tourism Direct Travel Spending

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
Total	25,835,899,999

- A combined SE and SC TPR would have the lowest tourism by this measure of the TPRs.
- Obviously tourism is a key industry on 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.

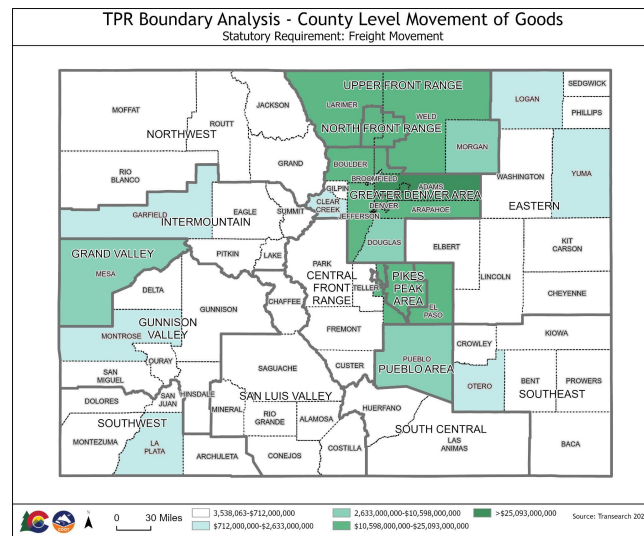




Combine SE and SC TPRs Into a Single TPR County Level Movement of Goods

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

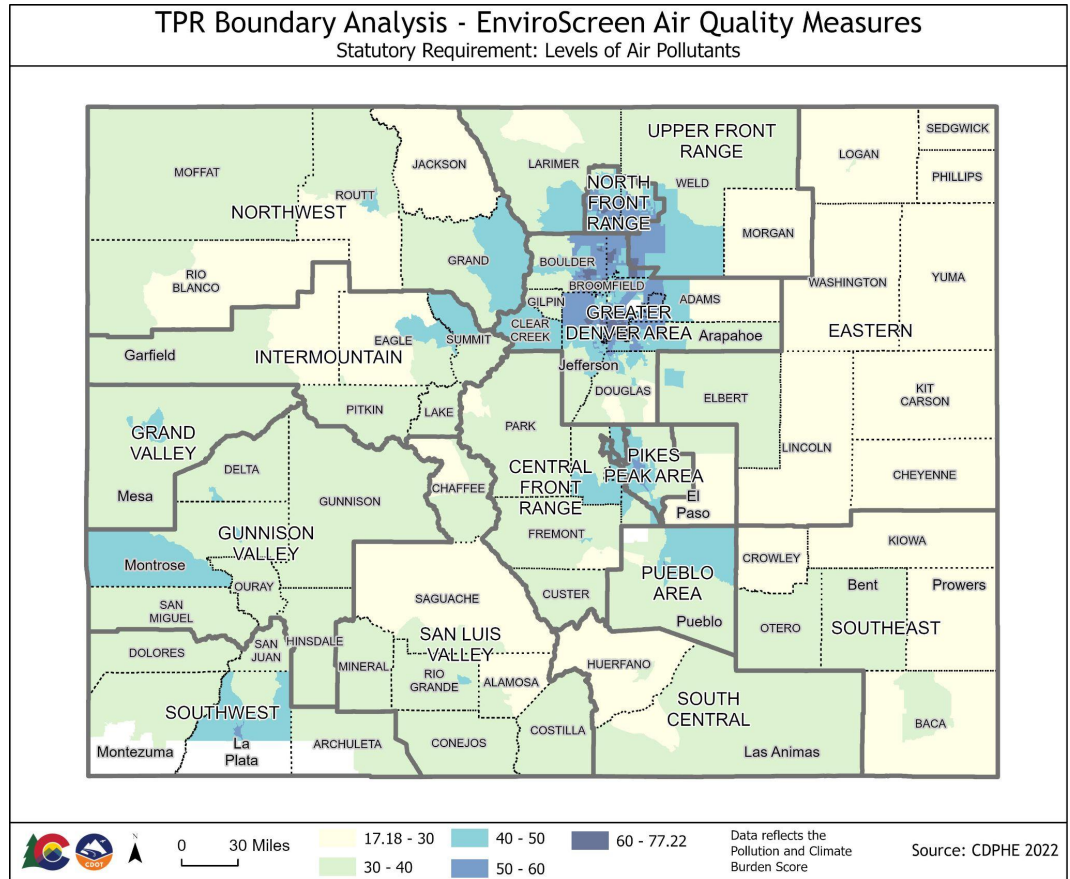
- The data related to the movement of goods at the county level does not appear to support maintaining or changing the existing boundaries.
- SC TPR has the lowest total in this category, and a combined SE and SC TPR would have about as much as the current IM TPR today.





Combine SE and SC TPRs Into a Single TPR Level of Air Pollutants

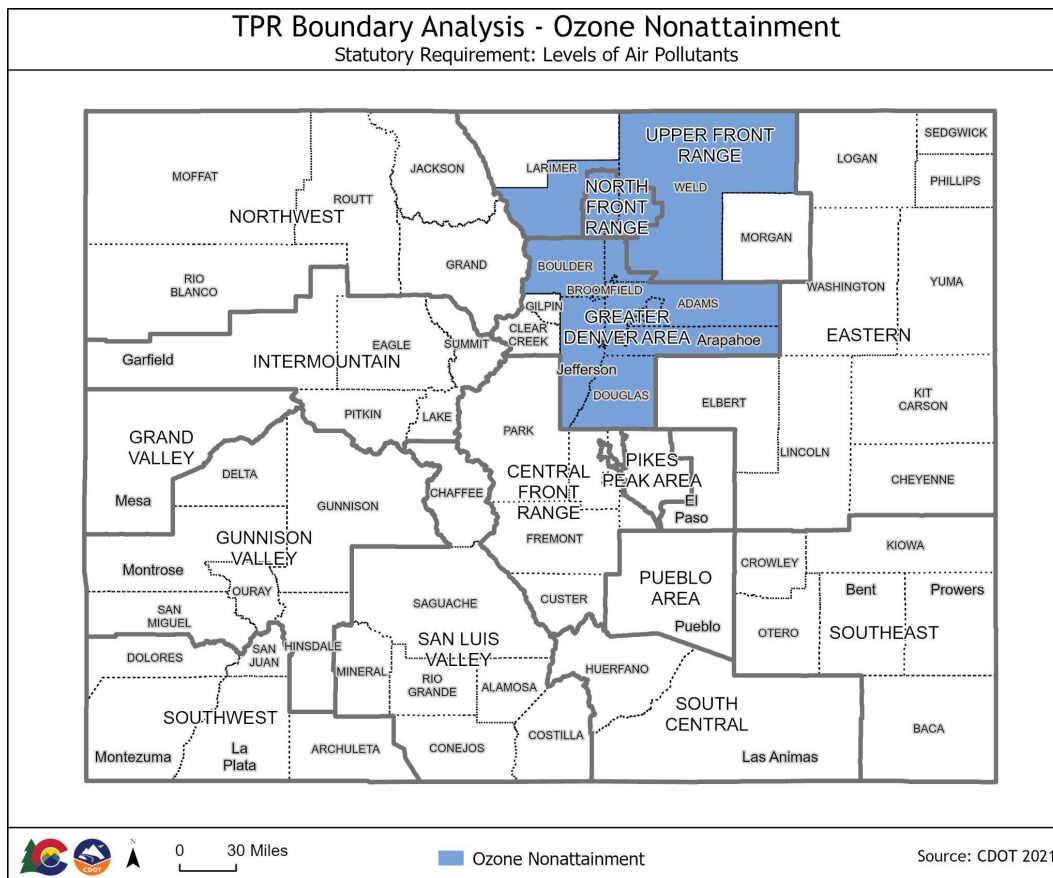
- This data alone does not appear to support either maintaining or changing the existing boundaries.





Combine SE and SC TPRs Into a Single TPR Ozone Nonattainment

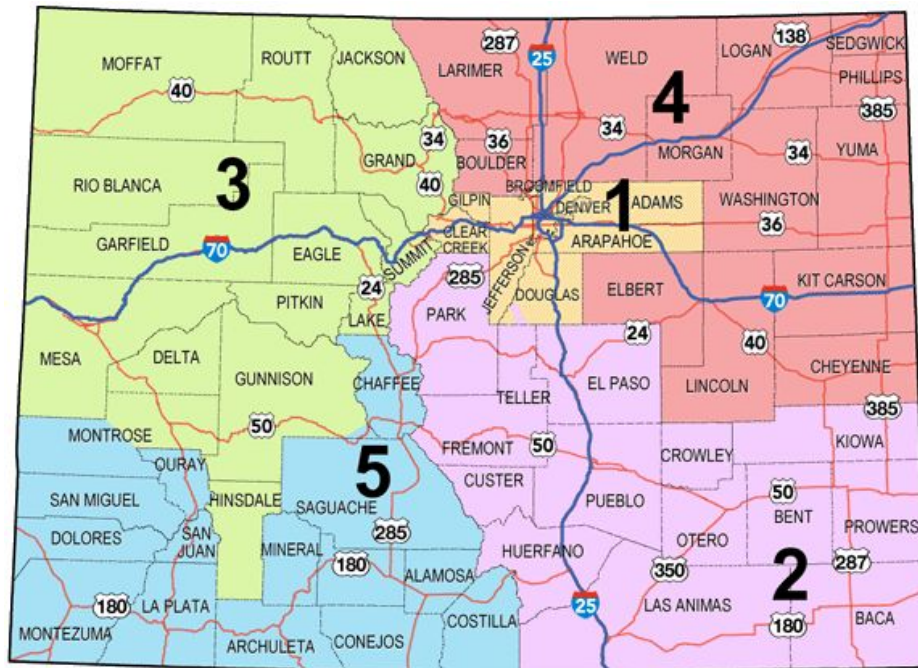
- The Upper Front Range TPR is the only rural TPR that is in Ozone Nonattainment status.
- This data alone does not appear to support either maintaining or changing the existing boundaries.





Combine SE and SC TPRs Into a Single TPR 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
- The TPR study will not be making recommendations to change CDOT Region boundaries.





Combine SE and SC TPRs Into a Single TPR 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 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.
- The TPRs in Region 3 do not have any natural boundary matches with the area's COG boundaries.



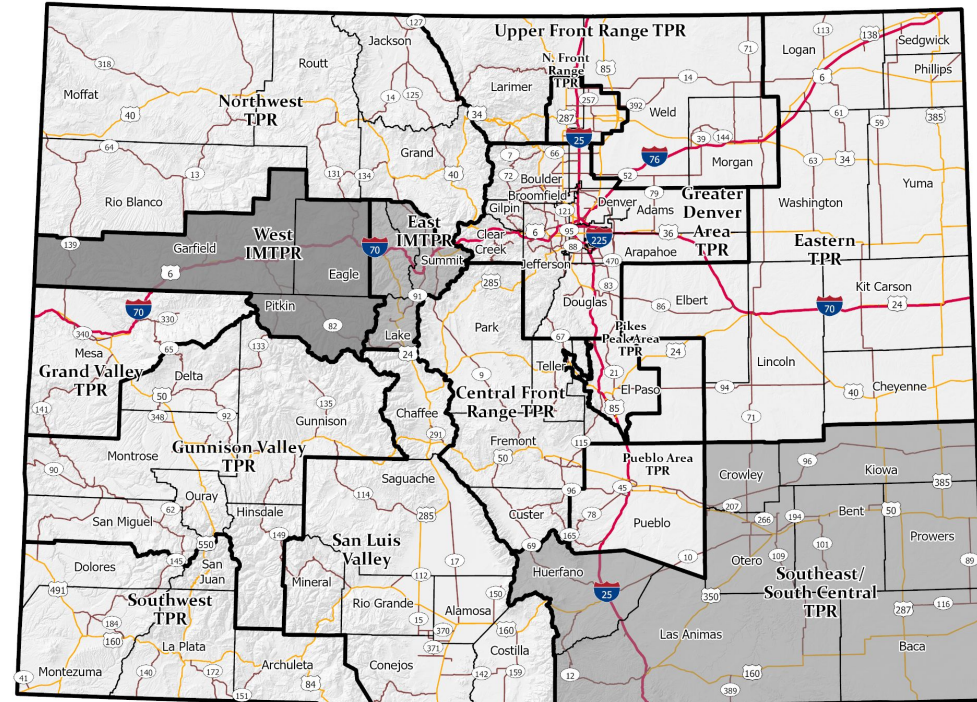


Questions?





Proposed New TPR Boundaries

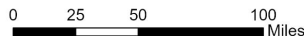


Note: This is just one of several Intermountain TPR versions. A final recommendation has not been made.

North



Proposed TPRs Option #2
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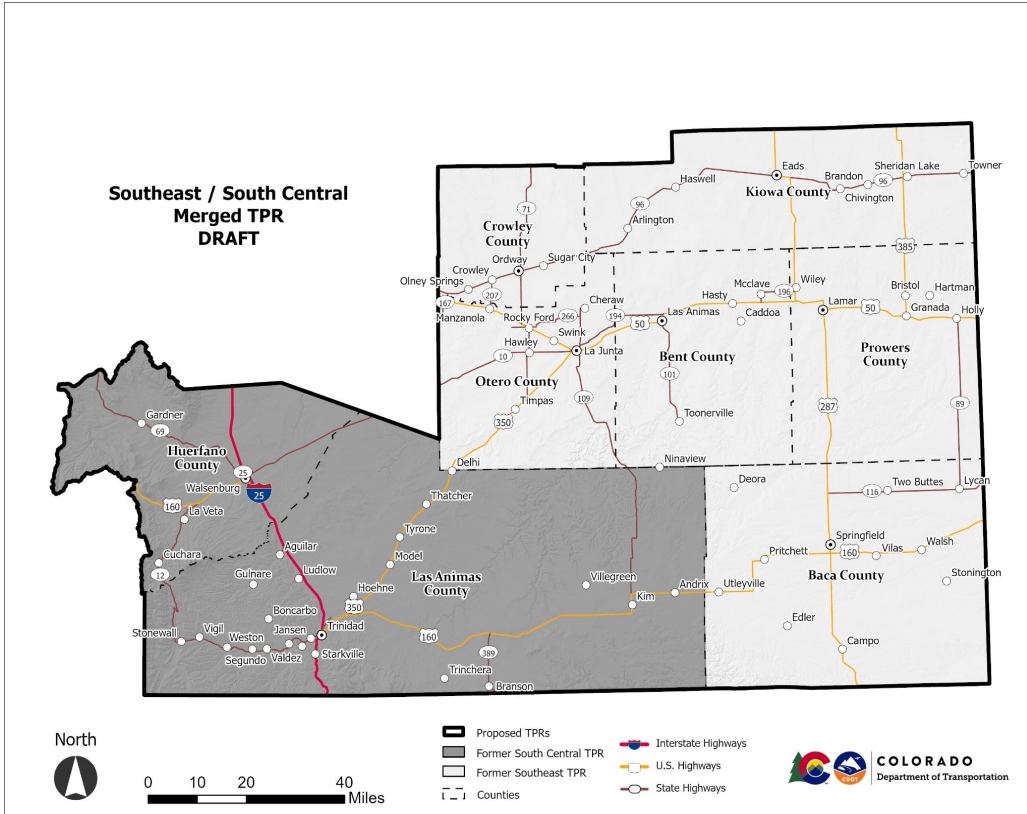


- Proposed TPRs
- Proposed TPR Changes
- Counties
- Interstate Highways
- U.S. Highways
- State Highways





Proposed New TPR Boundaries Geographic Size



TPR	SqMi	Percent of Area
Eastern	16,355	15.71%
Northwest	13,840	13.30%
Gunnison Valley	9,612	9.23%
Southeast	9,599	9.22%
San Luis Valley	9,214	8.85%
Upper Front Range	7,063	6.79%
Intermountain	6,626	6.37%
Southwest	6,555	6.30%
South Central	6,360	6.11%
Central Front Range	6,336	6.09%
Greater Denver Area	5,279	5.07%
Grand Valley	3,345	3.21%
Pueblo Area	2,396	2.30%
Pikes Peak Area	833	0.80%
North Front Range	675	0.65%



Crash Statistics

Totals and Per Capita (With and Without Boundary Changes)

Crash Data Per TPR	
Greater Denver Area TPR	42,134
North Front Range TPR	7,484
Pikes Peak Area TPR	6,012
Intermountain TPR	2,883
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
Southeast TPR	603
South Central TPR	382
Total	72,161

Per Capita Crash Data	
Northwest TPR	0.021
Southwest TPR	0.017
South Central TPR	0.017
San Luis Valley TPR	0.017
Intermountain TPR	0.016
Upper Front Range TPR	0.014
North Front Range TPR	0.014
Southeast TPR	0.012
Greater Denver Area TPR	0.012
Eastern TPR	0.012
Central Front Range TPR	0.012
Gunnison Valley TPR	0.011
Pueblo Area TPR	0.010
Grand Valley TPR	0.009
Pikes Peak Area TPR	0.008
Total	0.202
Average	0.013

Per Capita Crash Data With TPR Boundary Changes	
Northwest TPR	0.021
Intermountain TPR B	0.019
Southwest TPR	0.017
San Luis Valley TPR	0.017
New TPR (SE+SC)	0.014
Intermountain TPR A	0.014
Upper Front Range TPR	0.014
North Front Range TPR	0.014
Greater Denver Area TPR	0.012
Eastern TPR	0.012
Central Front Range TPR	0.012
Gunnison Valley TPR	0.011
Pueblo Area TPR	0.010
Grand Valley TPR	0.009
Pikes Peak Area TPR	0.008



Fatality Statistics

Totals and Per Capita (With and Without Boundary Changes)

TPR	Sum of Fatalities
Greater Denver Area	319
Pikes Peak Area	65
Upper Front Range	46
Eastern	34
Pueblo Area	34
North Front Range	34
Central Front Range	29
Southwest	28
San Luis Valley	24
Intermountain	21
Gunnison Valley	18
Grand Valley	15
Northwest	10
Southeast	9
South Central	5

TPR	Sum of Fatalities	Population	Fatality Rate
Upper Front Range	46	110,632	0.000416
Eastern	34	83,788	0.000406
San Luis Valley	24	65,548	0.000366
Southwest	28	97,842	0.000286
Central Front Range	29	104,470	0.000278
South Central	5	21,318	0.000235
Pueblo Area	34	167,453	0.000203
Southeast	9	47,443	0.000190
Gunnison Valley	18	104,104	0.000173
Northwest	10	61,638	0.000162
Intermountain	21	172,844	0.000121
Grand Valley	15	154,685	0.000097
Greater Denver Area	319	3,299,015	0.000097
Pikes Peak Area	65	713,984	0.000091
North Front Range	34	518,412	0.000066



Municipality / TPR Member Count

We are recommending improvements to governing documents and processes in part because it can be difficult to easily identify what local governments are clearly “member governments/IGA signatories” of certain TPRs, are listed in the TPR’s Regional Transportation Plan (RTP), or are simply geographically located within the boundaries of a TPR but are not considered member governments and/or are not listed in their RTP. In some cases these are three different numbers. That said:

- DRCOG has 58 member governments- the most of all 15 TPRs.
- Eastern TPR has as few as 11 members but up to 40 local governments in their RTP.
- SE TPR appears to have 31 member governments and would be considered 2nd or 3rd most, depending on the measure.
- IM TPR has between 25-27, depending on the list you are looking at.
- The SC TPR and Pueblo MPO have the fewest member governments with less than 10 each.