



COLORADO

Department of Transportation
Safe Routes to School



Colorado Safe Routes to School Update to STAC | March 23, 2018



CSRTS Updates

- FY18 selection of SRTS projects
- Five-year Strategic Plan
- Implementation of Goal One
- Implementation of Goal Two
- New Logo
- CSRTS Advisory Committee



Evergreen Middle School



Cory Elementary School, Denver



Colorado Stats

Since 2005...

- 114 Infrastructure projects funded
- 141 Non-Infrastructure projects funded
- \$25.5M has been awarded of \$62.0M requested
 - 69% of projects are in MPO areas; 31% in TPR areas
 - 64% of Colorado counties have participated in SRTS programs



Ryan Elementary School, Westminster



2017-18 CSRTS Advisory Committee

First Name	Last Name	Representing	Agency	End of Term	
Bevin	Barber-Campbell	Parent Representative	Parent	Sept 2019	
Dean	Bressler	MPO Representative (Grand Valley)	Senior Transportation Planner, PE Mesa County RTP Office	Sept 2019	
Julie	George	Pedestrian Representative	Director, HEAL Cities & Towns Campaign LiveWell Colorado	Sept 2018	+
Stephanie	Gonzales	TPR Representative (Southeast)	Executive Director, Southeast Colorado Enterprise Development, Inc	Sept 2019	
Sarah	Harter	Educator Representative	School Wellness Coordinator St. Vrain Valley Schools & LiveWell Longmont	Sept 2018	+
Tom	Jankovsky	TPR Representative (Intermountain)	County Commissioner Garfield County	Sept 2018	*
Becky	Karasko	MPO Representative (North Front Range)	Regional Transportation Planner, North Front Range MPO (NFRMPO)	Sept 2018	*
Deputy Sam	Sala	Law Enforcement Representative	Deputy Sheriff, Arapahoe County Sheriff's Department	Sept 2018	+
Cate	Townley	Bicyclist Representative	Built Environment Specialist, CO Dept of Public Health & Environment (CDPHE)	Sept 2018	+



FY18 SRTS Projects - Infrastructure

INFRASTRUCTURE

Applicant	Project Title	Funded?	Total CDOT Project Cost	Amount of SRTS Funding	20% Cash Match	Region	MPO/TPR	Infra or Non-Infra	Total Score	RANK	
Boulder County - Transportation Department	South Heatherwood Intersection and Sidewalk Improvements	Y	\$ 437,500	\$ 350,000	\$ 87,500	4	MPO	I	96.333	1	Recommended for Funding
Thompson School District	Connecting pathways to Ponderosa	Y	\$ 81,307	\$ 65,046	\$ 16,261	4	MPO	I	94.444	2	
Town of Estes Park	Brodie Avenue Sidewalk	Y	\$ 420,000	\$ 336,000	\$ 84,000	4	TPR	I	92.111	3	
City of Gunnison	Safe Route Sidewalk Project	Y	\$ 401,480	\$ 321,184	\$ 80,296	3	TPR	I	89.444	4	
Town of Manassa	Manassa Elementary Safe Routes to School	Y	\$ 350,000	\$ 280,000	\$ 70,000	5	TPR	I	87.556	5	
Lewis-Palmer School District #38	SRTS: LPSD38 Trail and Sidewalk Project	Y	\$ 247,482	\$ 197,985	\$ 49,496	2	MPO	I	86.111	6	
City of Edgewater	Edgewater School Crossing and Traffic Calming Project	Y	\$ 167,338	\$ 133,870	\$ 33,468	1	MPO	I	84.556	7	
City of Florence	Florence Fremont Elementary Connect	Y	\$ 118,288	\$ 94,630	\$ 23,658	2	TPR	I	84.333	8	
<i>FY17 Project*</i> City of Woodland Park	Gateway Sidewalk Improvements	Y	\$ 300,072	\$ 240,058	\$ 60,014	2	MPO	I	82.875	9	
<i>FY17 Project*</i> City of Thornton	Westgage Community School Sidewalks	Y	\$ 391,972	\$ 313,578	\$ 78,394	1	MPO	I	78.625	10	

TOTAL RECOMMENDED FOR INFRASTRUCTURE FUNDING: \$ 2,332,351



FY18 SRTS Projects – Non-Infrastructure

NON-INFRASTRUCTURE

Applicant	Project Title	Funded:	Total CDOT Project Cost	Amount of SRTS Funding	20% Cash Match	Region	MPO/TPR	Infra or Non-Infra	Total Score	RANK
Center Consolidated Schools, 26JT	Center School District SRTS Program	Y	\$ 136,606	\$ 109,285	\$ 27,321	5	TPR	NI	96.333	1
KIPP Northeast Denver Middle School (KNDMS)	KIPP Cares Bike Program	Y	\$ 20,350	\$ 16,280	\$ 4,070	1	MPO	NI	95.111	2
La Veta School District Re2	La Veta Elementary WOW	Y	\$ 5,250	\$ 4,200	\$ 1,050	2	TPR	NI	93.667	3
City of Fort Collins	Fort Collins SRTS Strategic Equipment for Youth	Y	\$ 23,230	\$ 18,584	\$ 4,646	4	MPO	NI	90.889	4
City of Gunnison / Community Development Department	Safe and Healthy Children Project	Y	\$ 9,970	\$ 7,976	\$ 1,994	3	TPR	NI	90.111	5

Recommended for Funding

TOTAL RECOMMENDED FOR NON-INFRASTRUCTURE FUNDING

\$ 156,325

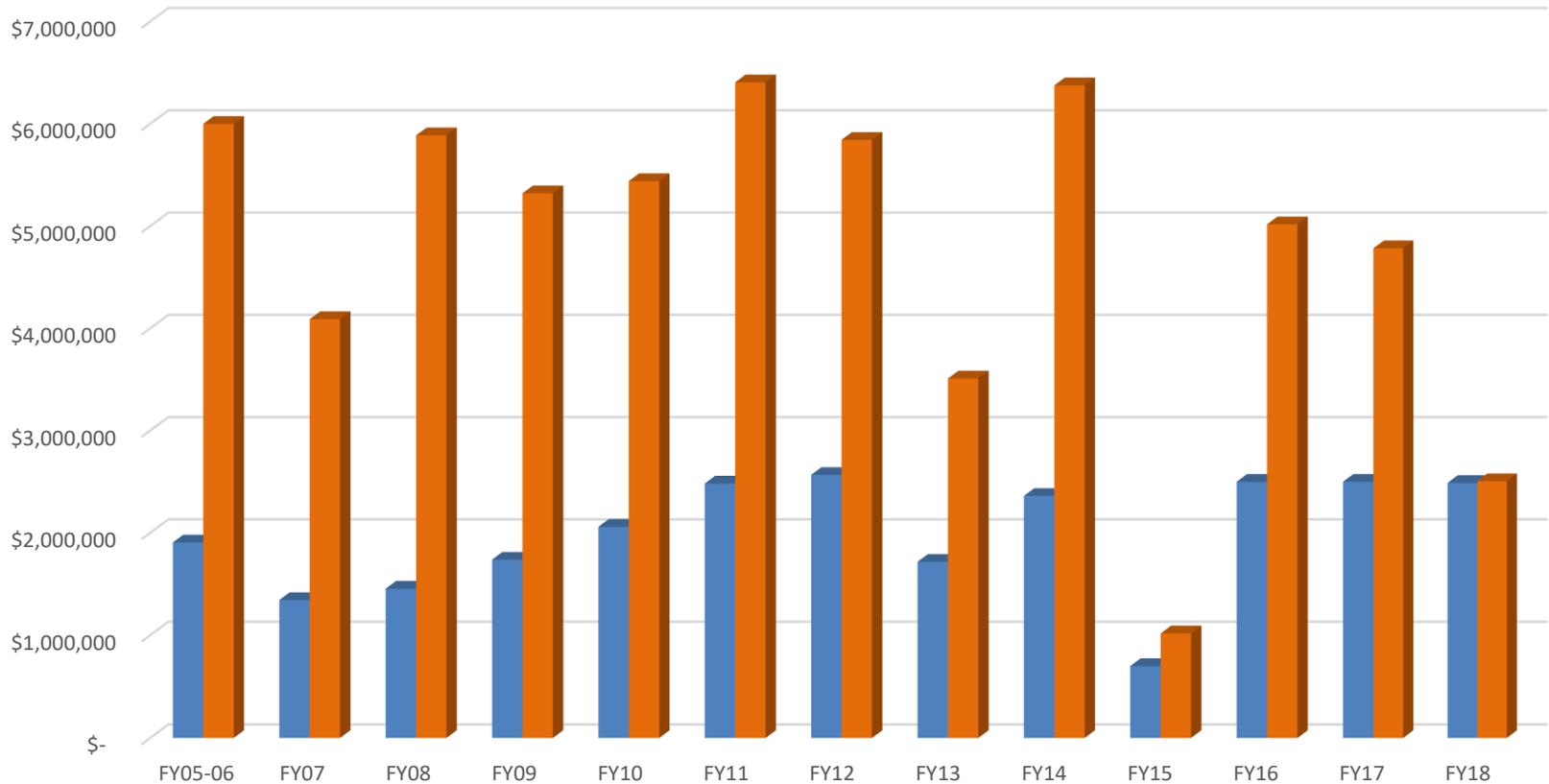
TOTAL RECOMMENDED FOR ALL CDOT SRTS FUNDING

\$ 2,488,676



SRTS Awards – Requested vs Awarded

■ Awarded ■ Requested



- ↑ SAFETEA-LU (no match)
- ↑ MAP-21 (20% match)
- ↑ STATE (20% match) NI only
- ↑ CDOT approved Federal Funds (20% match)



Five year CSRTS Strategic Plan

- **Goal One**: Demonstrate that more children are walking or bicycling to and from school as a result of Colorado Safe Routes to School.
- **Goal Two**: Establish a user-friendly grant-making process that makes it easier for more agencies to apply and compete for funding.
- **Goal Three**: Raise awareness of the effectiveness of the program in getting children walking and bicycling to and from school.
- **Goal Four**: Influence policy decisions that promote and support more children walking and bicycling to and from school.
- **Goal Five**: Develop capacities of communities to launch, maintain, and sustain Safe Routes to School initiatives.



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Five year CSRTS Strategic Plan

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Old CSRTS Logo

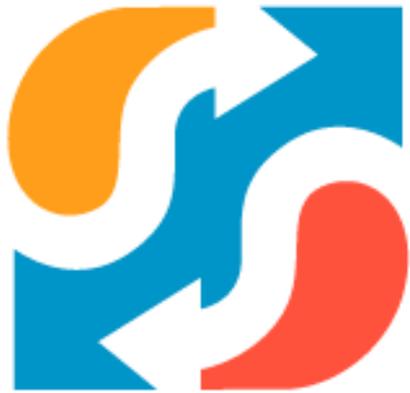
SafeRoutes

Colorado Safe Routes to School





New CSRTS Logo



**Colorado
Safe Routes
to School**



Needed:

One TPR rep and one MPO rep

To serve from October 1, 2018 thru September 30, 2020

- CSRTS Advisory Committee requires up to nine people to review applications, make recommendations for project selection, and provide input on the application process.
- The nine members are to include representatives of the STAC, who shall serve a two year term.
- The STAC shall choose their designees, with final approval by the Executive Director.
- STAC representation on the Advisory Committee shall consist of:
 1. STAC representatives from an MPO or their designee;
 2. STAC representatives from a rural TPR or their designee.



City of Boulder, Linden Ave. - pre



City of Boulder, Linden Ave. - post



Questions?



Summit Cove Elementary,
Summit County

Transit Development Program

STAC, March 23, 2018

Michael Snow
Division of Transit & Rail

Topics for Today

- ▶ Status of the Transit Development Program
- ▶ 2018 Ballot Initiative - Multimodal Component
- ▶ Plans for TPR/MPO/Stakeholder Outreach
- ▶ TRAC & STAC roles

Needed from STAC:

Nominations,
Recommendations, and
Permission

Back to the Beginning:

- ▶ Expanded to all projects statewide >\$250k

Project Identification

- Review Plans & Studies
- Previous “Lists”
- Stakeholder Input - ongoing

Tier 1 Prioritization

- Planning Target (Tier 1)
- Regional Planning Allocation
- TPR/MPO Priorities
- Statewide Tier 1 DP

Funding Considerations:

Funding Considerations:

- 2018 Ballot List
 - Preliminary list
 - “Match” partnerships
- SB267

Outreach to Identify & Prioritize

Transit Development Program - Status

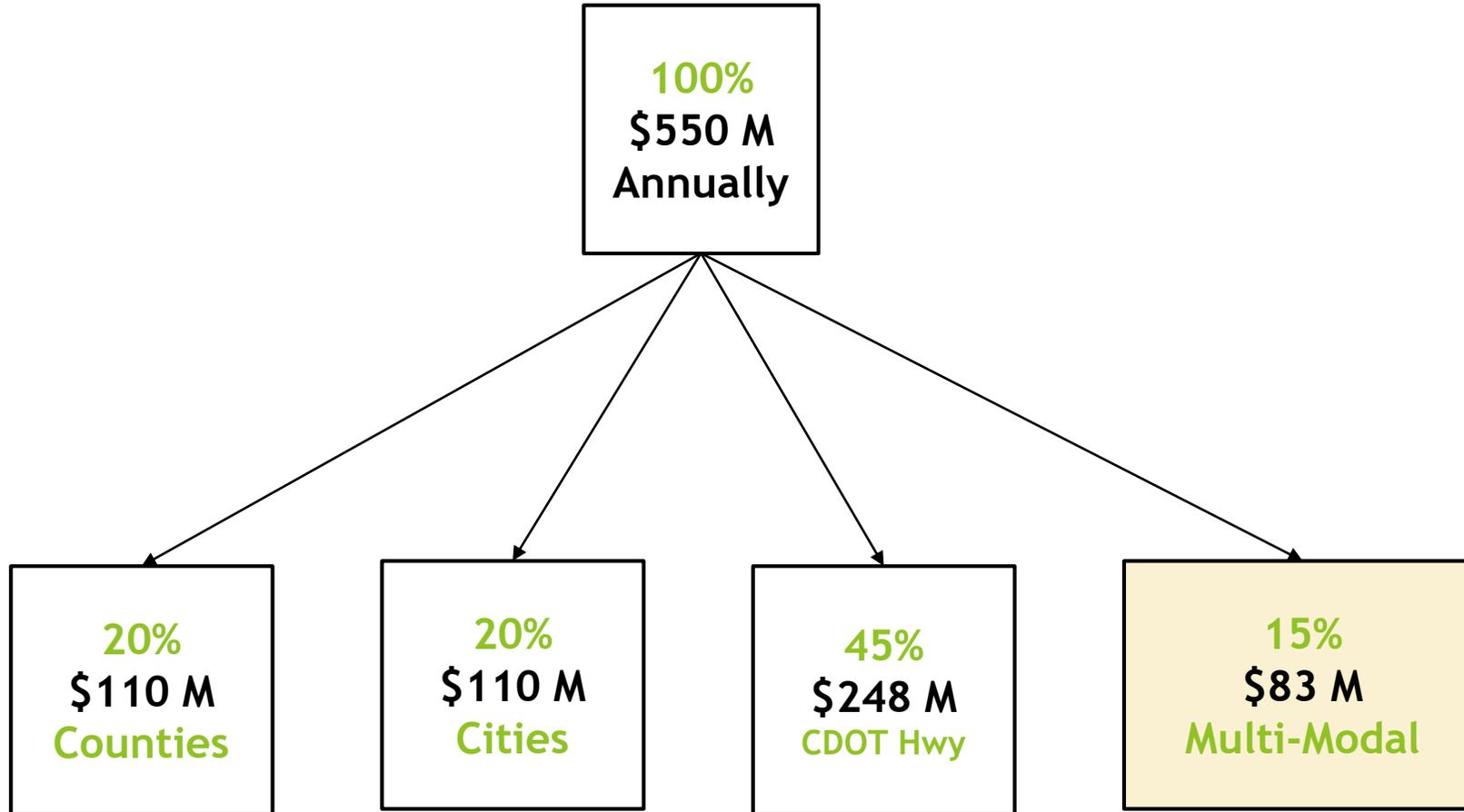
Two Separate Elements, going forward:

1. Transit Development Program
2. Intercity Rail Development Program

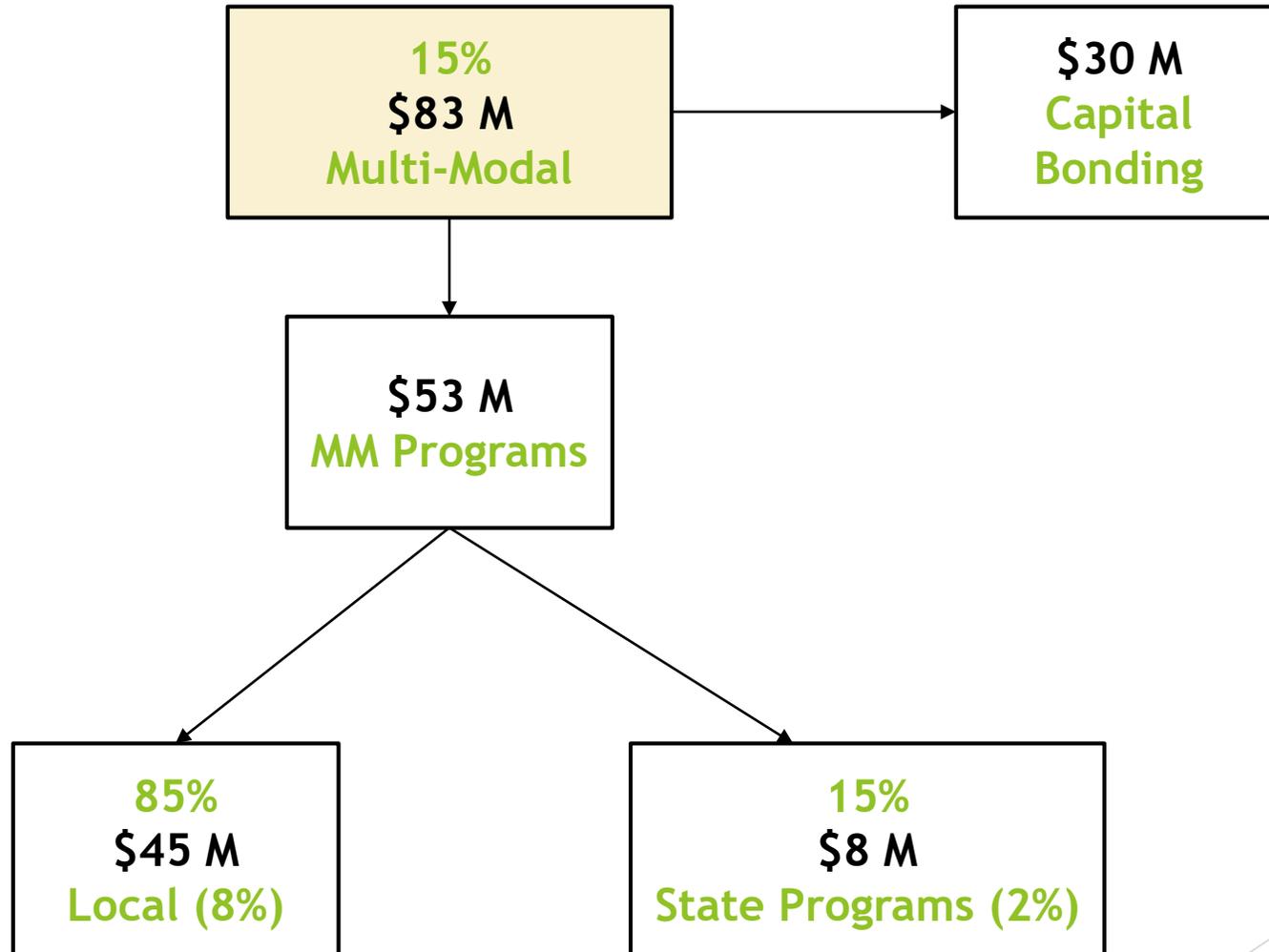
Why?

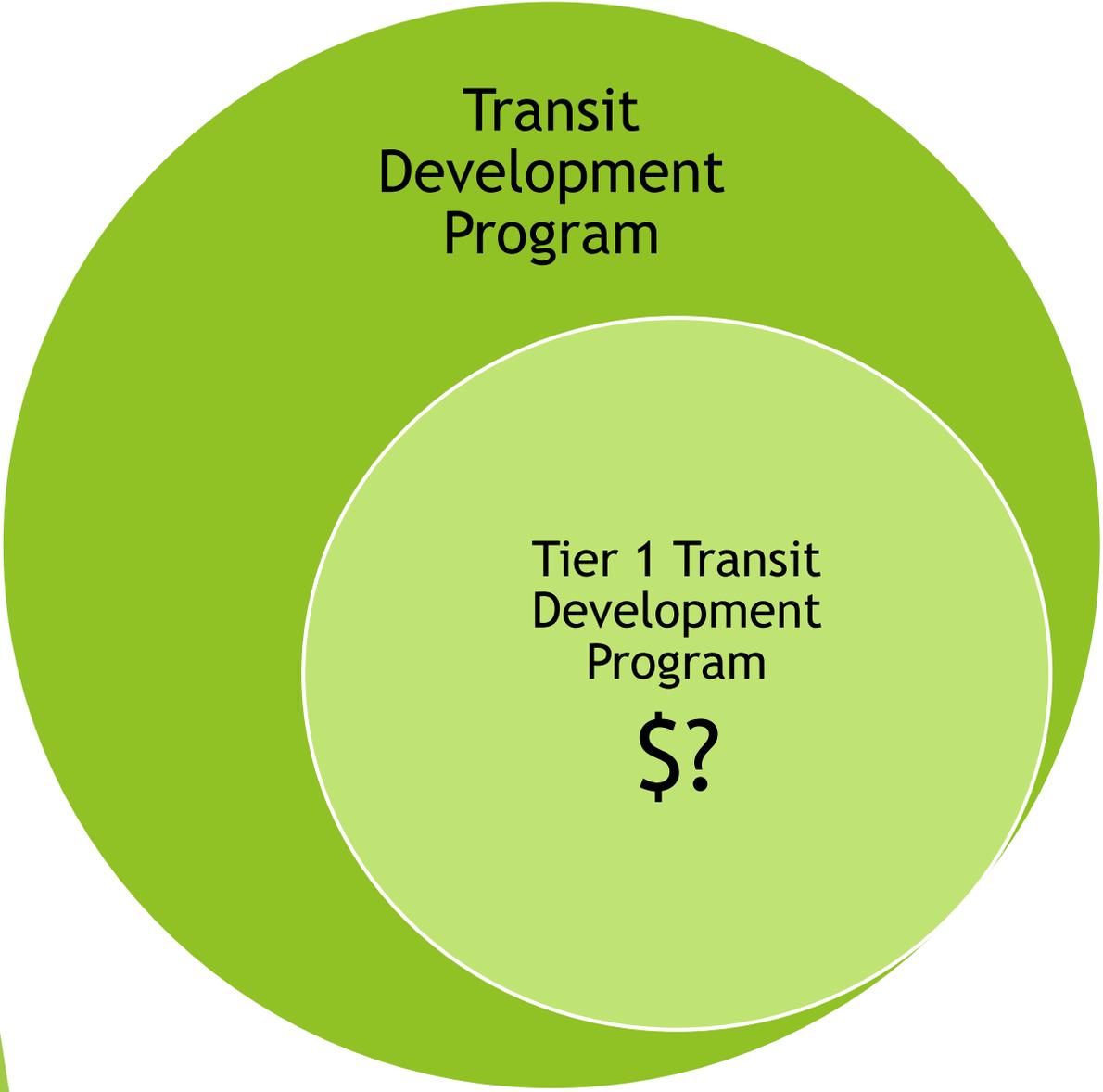
- ▶ Programmatically different
- ▶ Funded differently
- ▶ Solve different issues

Potential 2018 Ballot



2018 Ballot - Annual Multimodal Funding





Transit
Development
Program

Tier 1 Transit
Development
Program

\$?

Tier 1 Development

Tier 1 Planning Target \$?

- Large enough to be effective
- Small enough to be attainable

Regional Planning Allocation?

- TBD by TRAC/STAC

Funding Decisions

Transit
Development
Program

Tier 1

SB267

2018
Ballot

SB267

- \$140-160m
- Decision needed in July (yrs 1-2)

2018 Ballot - Capital Bond List

- 50/50 Match~ \$800m
- Final candidate list needed in August

TRAC & STAC Roles

TRAC - subcommittee

- ▶ Comprised of Rural & Urban members, plus STAC Reps
- ▶ Recommend Planning Targets
- ▶ Study allocation criteria
- ▶ Recommend Regional Planning Allocation Formula
- ▶ Review/Recommend Tier 1

STAC

- ▶ Review/Finalize/Recommend - all the above
- ▶ Posting the Draft TDP

Planning Outreach

Bonded Capital Projects

- ▶ Partnerships for Funding (50/50 match)
- ▶ What projects are appropriate?

TPR/MPO Outreach

- ▶ Add'l project information
- ▶ Priority projects
- ▶ Planning Target *Ranges* - initially

TPR/MPO Outreach

Southwest	April 5, Durango
Eastern	April 9, Limon
Gunnison Valley	April 12, Montrose
Intermountain	April 20, Eagle
San Luis Valley	May 3, Alamosa
Southeast	May 23, Lamar
Northwest	May 24, Steamboat Springs
South Central	May 31, Trinidad
Upper Front Range	June 7, Greeley
Central Front Range	June 25, TBD

MPOs Dates to be determined (April-June)

**Transit Agencies
are strongly
encouraged to
attend!**

Questions? Comments?

Michael Snow
Transit Infrastructure Specialist
303-512-4123
michael.snow@state.co.us



COLORADO

Department of
Transportation

Statewide Plan Subcommittee on Formula Program

March 23, 2018

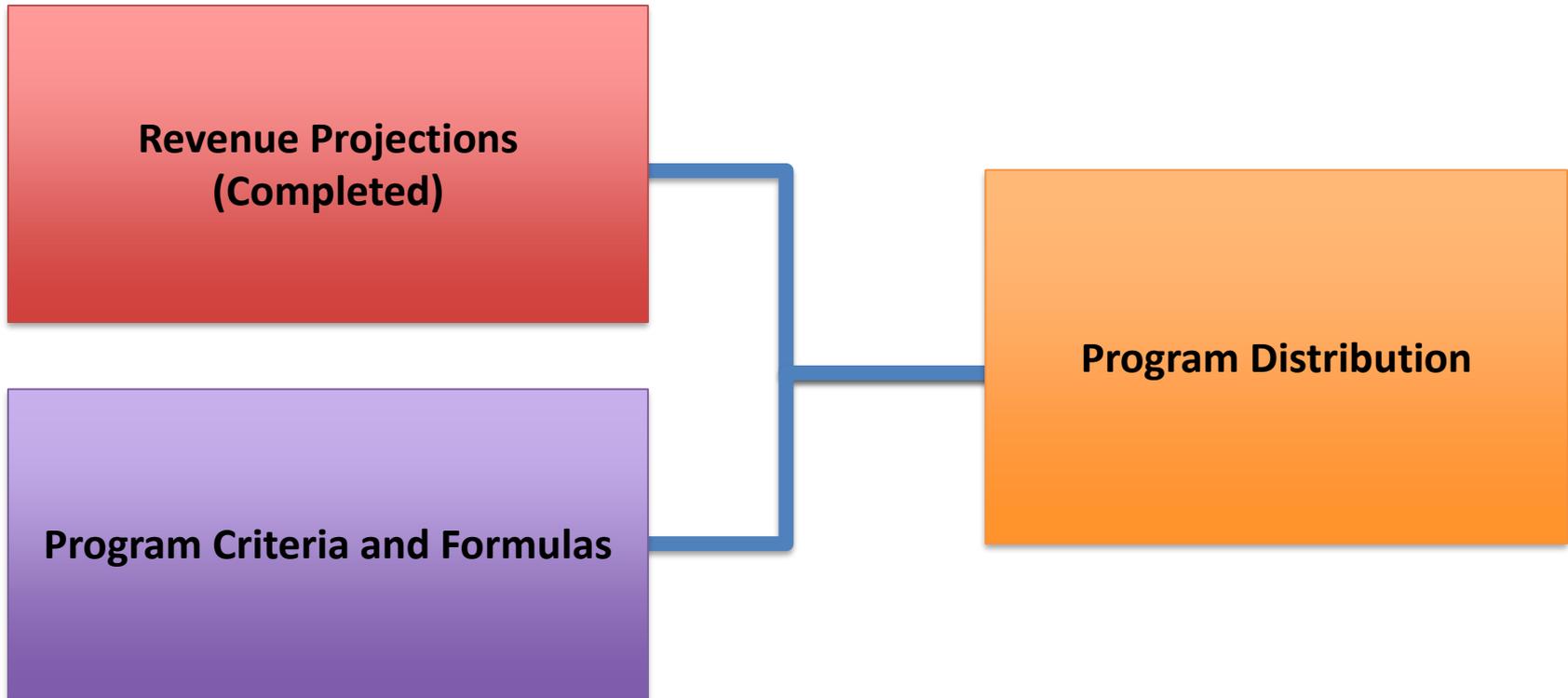


Agenda

- **Program Distribution Process**
- **Subcommittee Roles and Responsibilities**
- **Timeline and Schedule**



Program Distribution Process





Subcommittee Roles and Responsibilities

- **Develop criteria and formula recommendations for:**
 - **Transportation Alternatives Program (TAP)**
 - **Congestion Mitigation and Air Quality (CMAQ)**
 - **Regional Priority Program (RPP)**
 - **National Highway Freight Program (NHFP)**
 - **Surface Transportation – Metro (STP-M)**
 - **Metro Planning (Metro- PL)**
 - **FASTER Safety**
 - **Highway Safety Improvement Program (HSIP)**



Tentative Timeline and Schedule

- **April – General Overview and TAP Program Discussions**
- **May – FASTER Safety and HSIP**
- **June – RPP and Freight**
- **July – CMAQ**
- **August – Report out to STAC**
- **September – Transportation Commission Workshop #1**
- **October – Transportation Commission Workshop #2**
- **November – Transportation Commission Adoption**



Volunteers

- We are requesting 6-8 members of STAC volunteer.



- Please contact Tim Kirby if you are interested in participating. timothy.kirby@state.co.us



COLORADO

Department of
Transportation



Update on Phase 1 and 2 of Colorado Transportation Demand Management (TDM) Plan: “Colorado Transportation Options”

March 23, 2018

Lisa Streisfeld
Planning Performance and TDM Manager
Transportation Systems Management & Operations
Colorado Department of Transportation



Goals and Benefits of Transportation Demand Management (TDM)

- The goal of TDM is to reduce a person's contribution to traffic congestion by:
 - Sharing, combining, or eliminating trips
 - Changing routes
 - Changing the mode of travel, or
 - Changing the time a trip is made.
- This largely involves making motorists aware of their transportation options, not building additional infrastructure.
- BENEFITS OF TDM:
These choices typically reduce travel cost, save energy and reduce air pollution emissions.



-
1. What is the Transportation Demand Management (TDM)
 2. Causes of Delay & Congestion
 3. Inventory TDM Programs in the State
 4. Determine the Participation in TDM Programs
 5. Estimate the Cost to Implement TDM Programs
 6. Estimate Reduced VMT-Vehicle Miles Traveled Reduction & Reduced Vehicle Emissions for Programs
 7. Evaluate the Return on Investment for Best Value Strategies



Estimated Hours of Delay

Figure 4. Estimated Annual Delay Due to Congestion, Aggregated by MPO
(Millions of hours per year)

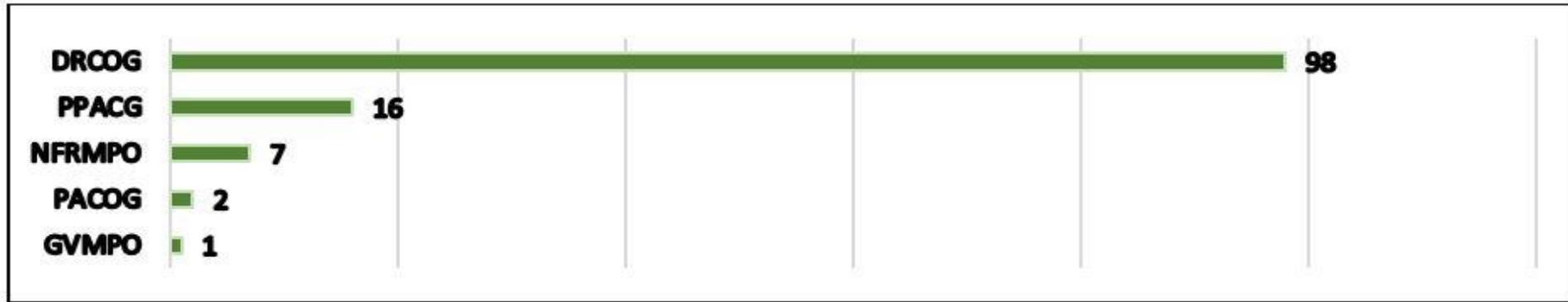


Figure 5. Estimated Annual Cost of Delay Due to Congestion, Aggregated by MPO
(\$ Millions per year)





Inventory of Statewide TDM Programs

TDM CORE STRATEGIES

- Transit (Local/Regional)
- Intercity Transit
- Vanpools
- Carpools
- Walking
- Bicycling
- Variable Work Hours
- Telecommuting
- Park-and-Ride Lots

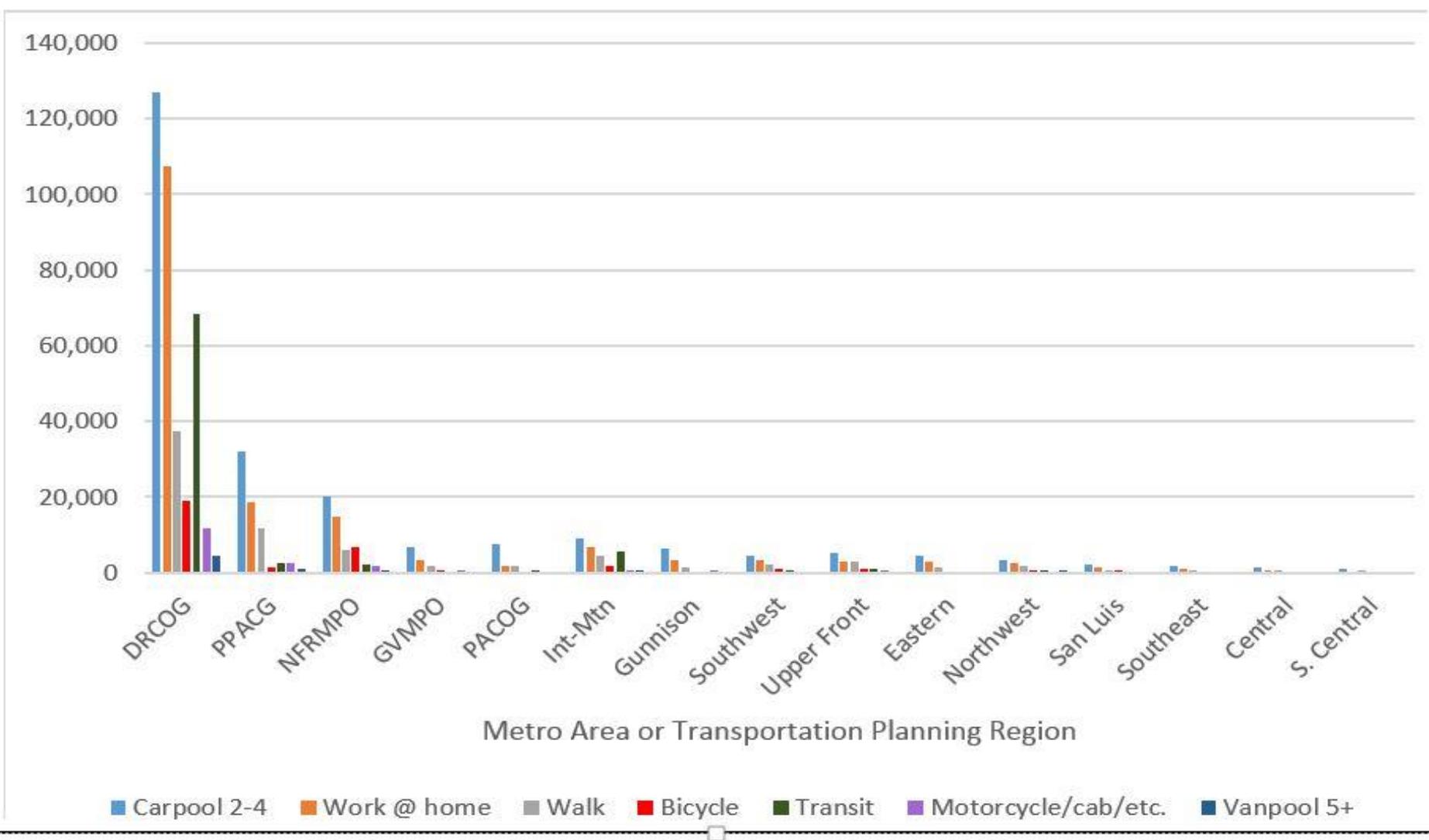
TDM SUPPORT STRATEGIES

- Rideshare Matching
- Guaranteed Ride Home
- Parking Management
- Incentives
- Marketing and Education
- Market-Based Strategies
- Intelligent Transportation Systems
- TDM-Friendly Design Considerations

TDM EMERGING STRATEGIES

- Carhailing (Uber, Lyft)
- Carsharing (rental)
- Bikesharing (rental)
- Managed Lanes
- Automated Vehicles/RoadX
- Mobility as a Service

Figure 6. Commuter Transportation Use Other than Driving Alone, by Region (2015 ACS Data)



In **Figure 6**, the regions are ordered not by residential population but instead by the number of estimated commuters in the region.



Inventory of Statewide TDM Programs

TDM FOR SPECIFIC TRAVEL MARKETS

- Schools and Universities
- Special Events
- Recreation and Tourism Destinations
- Transportation Corridors and Construction Mitigation
- Employer-Based Commute Programs
- Airports
- Incidents and Emergencies/Courtesy Patrol/Heavy
- Freight Transportation



Community Bike Rental

Figure 32.

Map of Boulder B-Cycle Station Locations

BOULDER **B** cycle



Figure 33. Castle Rock FreeCycle Bikes





Project Examples in the Inventory

Then Fort Carson implemented a free on-base shuttle and a voluntary on-base carpooling campaign called “Give a Buddy a Ride” (See **Figure 43**). The shuttle carried an average of 10,000 riders per month in 2015. The base also has a Sustainable Fort Carson Rideshare matching program. With these and related institutional efforts, Fort Carson reported meeting its 88 percent SOV goal in 2015 (U.S. Department of Defense, 2016).

Figure 43. Fort Carson Soldier Awaiting Pickup at “Give a Buddy a Ride” Location





TDM Emergent Strategies





GoDenver APP



AT&T LTE 1:56 PM 30%

My Transport Preferences

- Public transport
- Taxi
- FlitWays
- Lyft
- Car
- car2go
- Zipcar
- Motorbike
- Bicycle
- Boulder B-cycle
- Denver B-cycle
- Other Transport

AT&T LTE 9:04 AM 100%

LoDo
Westminster
Leave at 7:01AM in MST

Sooner Cheaper Greener

\$21.66	2.1kg CO ₂	0 calories
7:01am-7:26am (25mins)		
Take car2go		
16mins		7:23am
\$8.00	2.1kg CO ₂	29 calories
7:01am-7:26am (25mins)		
Take Zipcar		
16mins		7:23am
\$20.00	2.1kg CO ₂	30 calories
7:09am-7:29am (19mins)		
Take Lyft		
Wait 4m	15mins	
\$14.95	2.1kg CO ₂	1 calories
7:01am-7:30am (29mins)		
Take FlitWays		
Wait 13m	15mins	
\$21.56	2.1kg CO ₂	0 calories
7:01am-7:40am (39mins)		
Cycle		

T-Mobile Wi-Fi 3:07 PM 69%

LoDo
Current Location

3:08pm-4:32pm (1h 24m)
Board bus line FF1, bus line N and Lyft

Find a ride

FF1 N 16mins

4:10pm **4:10pm: Take N**
Nederland / Boulder
Direction: Eldora Mtn Ski Resort
6mins · 6 stops · RTD ticket

Get off at Hwy 119 & Fourmile Cnyn Rd

4:16pm **4:16pm: Walk**
1min · <1/4 mile

<1min

4:16pm **4:16pm: Ride**
Fare: from \$24 (estimate)
16mins · 15 miles

16mins



JANUARY 19, 2016

Transit Center closed on weekends beginning January 23

Due to budget constraints, beginning Saturday, January 23, the Transit Center will no longer be open to the public on Saturdays. Transit Center hours will be 6:30 AM - 7 PM, Monday-Friday only.

Durango Transit services will not be impacted and all buses will continue to run the same 5-day per week schedule in winter (7-day per week in the summer). For the current Transit schedule,

[google.com/mail/u/0/?ui=2&ik=938a89fca838&view=pt&search=info&th=152605d30eeaa958&ml=152605d30eeaa958](https://www.google.com/mail/u/0/?ui=2&ik=938a89fca838&view=pt&search=info&th=152605d30eeaa958&ml=152605d30eeaa958)

State.co.us Executive Branch Mail - Fwd: Momentum E-News Flash

visit DurangoTransit.com



Pay outstanding parking tickets!

The City of Durango will soon give final notice of pending immobilization (booting of vehicles) to those with two or more citations that are more than 30 days past due. Vehicle owners have 7 days from notification to pay the outstanding citations and avoid immobilization.

[Click here](#) to enter your license plate number to see if you have any outstanding tickets on record.

Per city code, immobilized vehicles cannot be released unless all outstanding citations are paid in full or the owner agrees to go to a court summons.

If you need additional information, please call the Parking Division at (970) 375-4960.

New for 2016: Veteran Annual Transit Pass

Beginning Tuesday, January 19, 2016, the City of Durango Transit is offering a discounted annual transit pass to All veterans. The Veteran Transit Pass is \$30 per year. To purchase, please visit



TDM Strategies for Future Consideration



Participation in Colorado TDM Programs

Table 17. NFRMPO 2010 Data on CDOT Park-and-Ride Utilization, Summer 2010

Park-and-Ride Facility	Spaces	Amount Used	Usage Rate
Harmony Road (Fort Collins)	248	89 to 112	36 to 45%
SH 392 (Windsor)	43	11 to 12	26 to 28%
US 34 (Loveland)	142	57 to 63	40 to 44%
SH 402 (Loveland)	88	84 to 97	95 to 110%
SH 60 (Johnstown)	33	31 to 32	94 to 97%
SH 56 (Berthoud)	42	17 to 20	41 to 49%

(NFRMPO, 2010)



Table 11. Average Daily Transit Round Trips by Planning Region

Planning Region/Largest City	Program (see Table 6 for more detail)	2015 ACS Estimated Transit Commuters
DRCOG (Denver)	RTD – many services	68,300
PPACG/Colorado Springs	Mountain Metro Transit	2,500
NFRMPO/Fort Collins	Total of Transfort, Greely-Evans Transit, City of Loveland Transit, and Berthoud Transit	2,300
PACOG/Pueblo	Pueblo Transit	600
Grand Valley MPO/Grand Junction	Grand Valley Transit	300
Intermountain TPR/Glenwood Springs	RFTA, Summit Stage and others	5,700
Gunnison Valley TPR/Montrose	Various	350
Central Front Range TPR/Cañon City	Various	< 100
Upper Front Range TPR/Fort Morgan	Various	1,000
Southwest TPR/Durango	Various	600
Eastern TPR/Sterling	Various	150
San Luis Valley TPR/Alamosa	Various	< 100
Northwest TPR/Steamboat Springs	Various	600
Southeast TPR/Lamar	Various	< 100
South Central TPR/Trinidad	Various	< 100
TOTALS	Various	82,400



Colorado Mode of Travel to Work in 2015; 2 Million Drive alone, 600,000 do otherwise

Means of Getting to Work	Participants	Share
Carpooling (2-4 occupants/vehicle)	233,000	9.1%
Telecommuting/Working at Home	172,200	6.7%
Transit (Local/Regional)	84,200	3.2%
Walking	76,100	3.0%
Bicycling	34,200	1.3%
Vanpooling (5+ occupants/vehicle)	9,700	0.4%
Intercity Transit (longer distance)	300	<0.1%
Total	608,000	23.7%

Source: Census Bureau and American Community Survey



Participation in TDM Support Strategies

Table 19. Summary of Colorado Participation in TDM Support Strategies

TDM Type	Statewide Participation
Rideshare Matching	18,000 persons registered in four public programs
Guaranteed Ride Home	2,500 uses annually; Over 100,000 people covered
Parking Management	10,000 spaces in three cities that actively manage to support TDM
Incentives	Many public programs; assume fewer than 5,000 recipients, all DRCOG and NFRMPO; Private incentives not quantifiable.
Marketing and Education	Not quantifiable. Active programs primarily in Denver and North Front Range. 600 RAQC Ozone Aware; 3,800 Every Trip Counts; 100 Boulder Clean Air Challenge; 1,700 Groundwork Colorado; 800 Durango Way to Go!
Market-Based Strategies	100 volunteers in CDOT Road User Charge Pilot Program
Intelligent Transportation Systems	Ubiquitous ITS hardware systems are in place on urban freeways; CDOT has a statewide Traffic Operations Center; Colorado Springs has a TOC also. Over 100,000 transit users have smart card passes instead of paying with cash.
TDM-Friendly Design Considerations	An estimated 50,000 people in the Denver Metro Area live in high-density Transit-Oriented Developments. A TOD site in Boulder will soon house 600.



Participation in Emergent Technologies

Table 20. Summary of Colorado Participation in Emerging Technologies

TDM Type	Statewide Participation
Carhailing (Uber, Lyft)	About 240 estimated uses per day in Colorado Springs and at least 1,000 daily uses in the Denver metro area.
Carsharing (rental)	363,000 trips in Denver for 2015, or 1,000 per day. 85,000 trips in Boulder for 2105, or 238 per day. Statewide total roughly 2,000 uses per day.
Bikesharing (rental)	363,000 trips in Denver for 2015, or 1,000 per day. 85,000 trips in Boulder for 2105, or 238 per day. Statewide total roughly 2,000 uses per day.
Express Lanes	As of late 2017, CDOT has sold about 153,000 switchable transponders sold that allow free use of most Express Lanes by vehicles with three or more occupants.
Automated and Connected Vehicles/RoadX	No technologies are under development and implementation. Will soon benefit 140,000 daily users of I-25 near RidgeGate.



Daily Vehicle Miles Traveled

Table 29. Estimated 2015 Average Daily VMT on State Highway System by MPO and TPR*

	Planning Organization	Largest City	2015 ADVMT	Interstates
MPOs	DRCOG	Denver	43.6	25,70,76,225, 270
	PPACG	Colorado Springs	6.2	25
	NFRMPO	Fort Collins	4.9	25
	PACOG	Pueblo	2.6	25
	GVMPO	Grand Junction	2.0	70
TPRs	Intermountain	Glenwood Springs	5.7	70
	Upper Front Range	Fort Morgan	3.7	25,76
	Eastern	Sterling	3.5	70,76
	Southwest	Durango	2.3	none
	Gunnison Valley	Montrose	2.0	none
	San Luis Valley	Alamosa	1.8	none
	Central Front Range	Cañon City	1.8	none
	Northwest	Steamboat Springs	1.7	none
	Southeast	Lamar	1.2	none
	South Central	Trinidad	1.1	25

* Average Daily Vehicles Miles of Travel (millions). Does not include County and municipal roads.

Source: CDOT Online Transportation Information System (CDOT, 2017k)



Cost of Implementing TDM Programs

FY2016-17 DRCOG Regional TDM Pool Projects (DRCOG, 2015e)

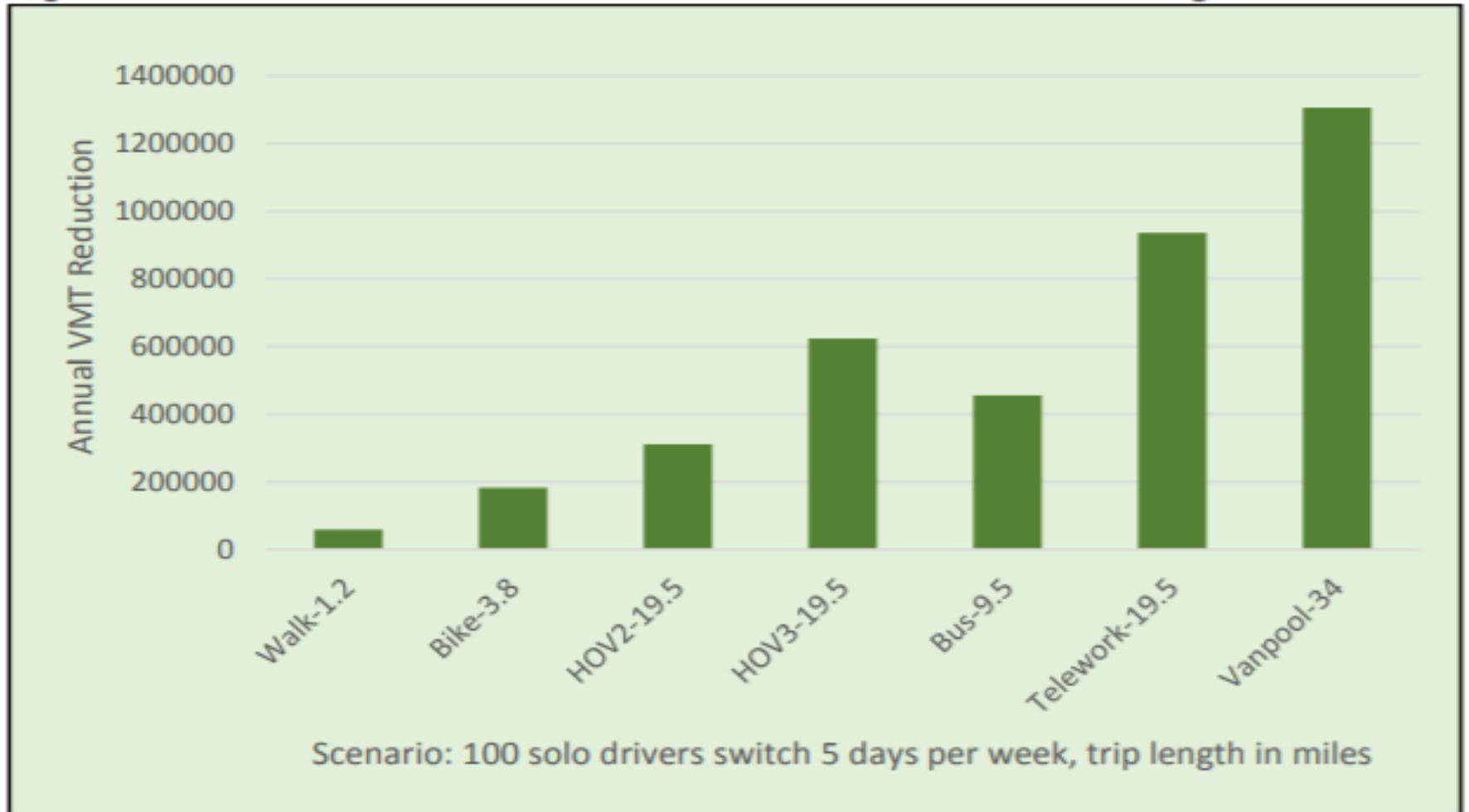
	<u>Cost</u>
Infrastructure:	
City of Aurora - 3 Light Rail Bike-n-Ride Storage Facilities	\$300,000
36 Commuting Solutions 2 light rail Bike-n-Ride Storage Facilities	\$258,623
Boulder County Transit Real-Time Arrival Signage (five)	\$257,935
City of Golden Bike Library purchase 60 bikes and parking	\$164,144
City of Englewood Shared Bike/Parking Lanes	\$100,000
Non-infrastructure:	
Groundwork Denver West/NW Denver community TDM marketing	\$238,493
eGo Carshare 3 new vehicles plus marketing of multi-modal passes	\$111,767
Bike Denver Ambassador Program bike encouragement marketing	\$248,369
Walk Denver Wayfinder Academy marketing of car-lite lifestyles	\$144,550
Transportation Solutions TMO Cherry Creek/Colorado employee outreach	\$200,000
RAQC/Smart Commute Metro North Every Day Counts Program	\$286,364
Community Cycle Multi-Modal Transportation Center at Boulder Junction TOD	\$124,235

This TDM pool includes \$0.98 million for infrastructure projects and \$1.35 million for non-infrastructure, for a total of \$2.33 million.



Reducing Vehicle Miles Traveled by Mode

Figure 46. Annual VMT Reduction for 100 Solo Drivers Switching to Other Modes



* Assumed trip lengths used here are from CDOT's "CMAQ Reporter Formulas."



Cost Effectiveness in Emission Reduction

Table 27. 2016 Emission Reduction Cost Effectiveness of TDM Strategies

(NOTE: Newer data and different pollutant from previous table, therefore not comparable)

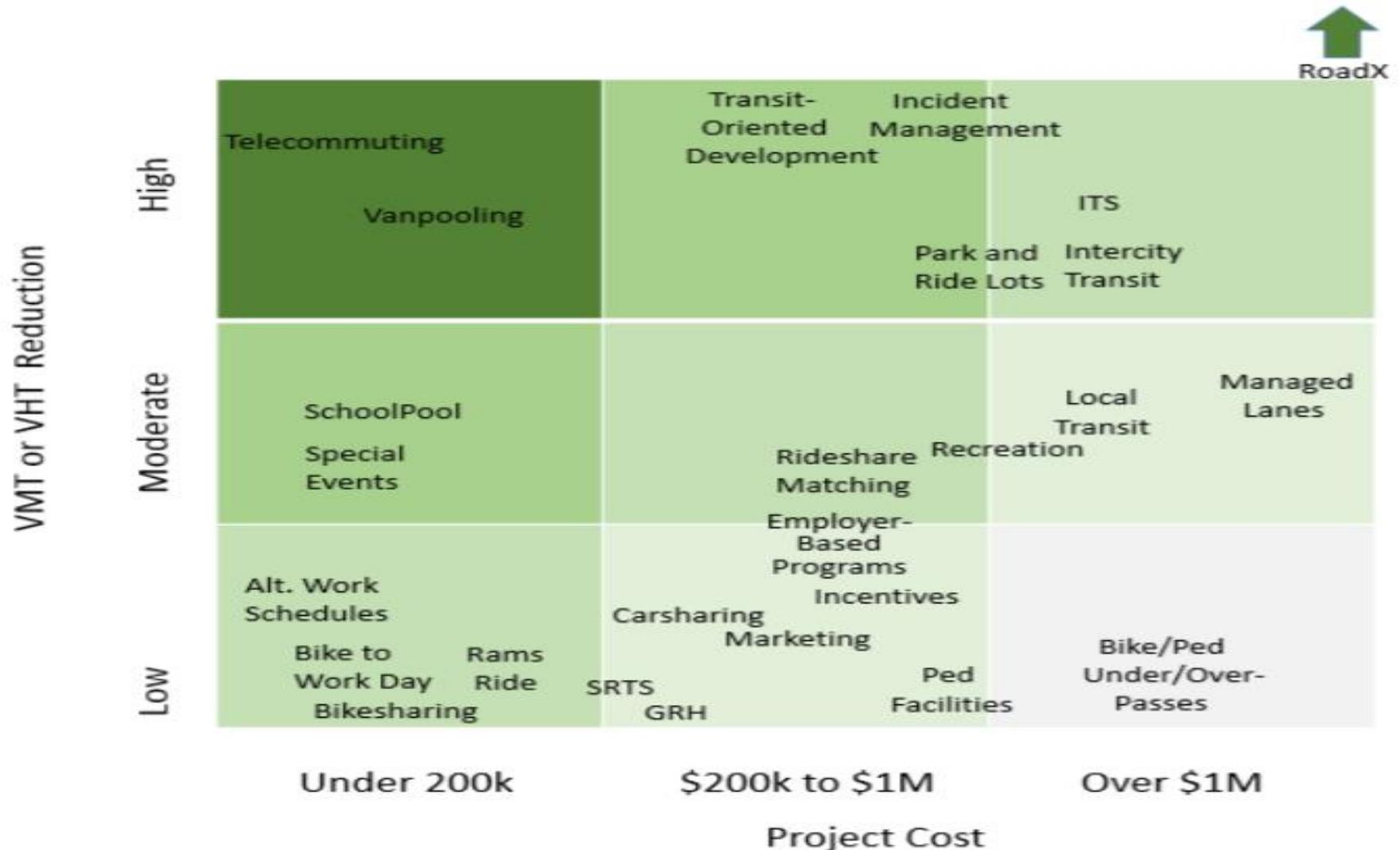
	TDM Type	Cost per Pollutant Unit Reduced
Least cost per ton of VOC Reduction (best value)	Incident management	\$172K
	Park-and-ride lots	\$464K
	Transit service expansion	\$495K
	Bicycle and pedestrian projects	\$685K
More costly	Transit amenity improvements	\$1.3M
	Employee Transit Incentives	\$1.4M
	Carsharing	\$1.7M
	Regional rideshare programs	\$2.1M
Highest cost per ton (worst value)	Intermodal freight	\$2.6M
	Bikesharing	\$5.4M

(FHWA, 2016b)



TDM Strategy Cost Effectiveness

Figure 47. Summary of Colorado TDM Cost Effectiveness





Phase 2 of Statewide TDM Plan

1. Examine high congestion areas that could benefit from increased TDM programs and map on GIS
2. Look for gaps in TDM programs using geo-spatial analysis
3. Match TDM strategies to areas with high congestion and gaps
4. Meet with internal stakeholders Div. of Transit & Rail, Div. of Transportation Development, Public Information Office, and Region staff
5. Meet with external stakeholders TPRs and MPOs
6. Using projects with high benefit cost ratios (best value) and the gap analysis findings recommend a list of when and how CDOT could focus TDM funding resources
7. Create a prioritization list of strategies and projects.
8. Obtain feedback from stakeholders
9. Finalize Phase 2 of the Plan
10. Use State TDM Plan as background information for preparation of the Statewide Transportation Plan



Phase 2: Begin Area Analysis

SUMMARY OF TDM BY AREA

		DRCOG 9 Counties	INTERMOUNTAIN	NFRMPO	PPACG	SOUTHWEST	OTHER
		Denver/Boulder	Aspen/Glenwood	Ft. Collins	Colo. Spgs.	Durango	
1	Local Bus Transit	X	X	X	X	X	X
2	Light Rail Transit	X					
3	Bus Rapid Transit	X	X	X			
4	Bustang Intercity	X	X	X	X	X	
5	Transit-Oriented Development	X		X			
6	Transportation Mgmt Assns.	X					
7	HOV lanes	X	X				
8	Bike Friendly 2015	Platinum	Silver	Platinum	Silver	Gold	G/S/Bronze
9	Bike Corrals	X		X		X	
10	Regional Vanpool Programs	X		X	X		
11	Carpool Matching Service	X	X	X	X		
12	Employer Incentives	X	X	X			
13	Marketing Campaigns	X	X	X		X	
14	Parking Management	X	X				
15	Carsharing (rentals)	X	X				
16	Bikesharing (rentals)	X	X	X			
17	Carhailing (Uber/Lyft)	X		X	X		
18	Park and Ride Lots	X	X	X	X		X



Requests to STAC Members

- Feedback on Phase 1 and the Plan for Phase 2

Thank you. For questions please contact:

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Colorado Department of Transportation
4201 East Arkansas Ave.
Denver, CO 80222
303-757-9876
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COLORADO

Department of Transportation

Division of Transportation Development

Multimodal Planning Branch
4201 E. Arkansas Ave., Shumate Building
Denver, CO 80222-3400

TO: Statewide Transportation Advisory Committee (STAC)
FROM: Tim Kirby, Manager, Multimodal Planning Branch; Michelle Scheurman, Manager, Statewide Planning
DATE: March 19, 2018
SUBJECT: Update on Statewide Planning Rules

Background

CDOT staff has been preparing to begin rulemaking on the Statewide Transportation Planning Rules (“Rules”), 2 CCR 601-22. Starting in July 2017, CDOT invited STAC to provide comments and suggest proposed changes to the Rules. At the September 2017 STAC meeting, staff provided STAC with a redlined draft of the Rules that reflected comments from planning partners that had been submitted by that time.

In January 2018, staff received additional comments and proposed changes from planning partners. The attached redlined draft is the result of comments and proposed changes received dating back to July 2017. Staff also sent the Rules to counties through Colorado Counties, Incorporated (CCI) and to municipalities for any comments, and received no comments.

Details

The following are additional key proposed changes to the Rules since STAC last reviewed the draft in September:

- 1.18 and 1.37 - Definitions of "multimodal" (1.18) and "travel mode" (1.37) were updated to be consistent with each other;
- 4.04.1.1 - Clarified that this section pertains only to MPO TPRs;
- 6.01 - “Basis for Transportation Plan Amendments” was deleted after discussion with DRCOG; and
- 7.04 - Clarified the relationship between the STIP and TIPs.

In addition, staff made other minor corrections to the draft Rules. On March 15, 2018, the Transportation Commission authorized staff to begin the formal rulemaking process. Interested members of the public now have the opportunity to provide comment on the proposed changes to the Rules. CDOT will accept comments up through the rulemaking hearing on May 22.

At the rulemaking hearing, members of the public may submit comments on the Rules before a hearing officer. The hearing officer will make findings based on:

1. The proposed draft of the Rules submitted at the hearing;
2. Oral testimony from the public; and
3. Exhibits demonstrating that CDOT has complied with the Administrative Procedure Act.

Based on those findings, the hearing officer will submit a recommendation to the Transportation Commission regarding adoption of the Rules.

Next Steps

- May 1, 2018: Staff would like any comments submitted by this day to CDOT_Rules@state.co.us.
- May 22, 2018: CDOT will hold a rulemaking hearing for these Rules at 1:00 p.m. at the new CDOT Headquarters building, located at 2829 W. Howard Place, Denver, CO 80204. Staff will keep STAC apprised of any additional comments submitted before the rulemaking hearing.

Attachment

Attachment A: Redlined Draft Showing Proposed Changes to Rules



DEPARTMENT OF TRANSPORTATION

Transportation Commission

RULES GOVERNING STATEWIDE TRANSPORTATION PLANNING PROCESS AND TRANSPORTATION PLANNING REGIONS

[Explanation for change: Based on DRCOG comment to clarify rule title]

2 CCR 601-22

STATEMENT OF BASIS AND PURPOSE AND STATUTORY AUTHORITY

The purpose of the Rules Governing the Statewide Transportation Planning Process and Transportation Planning Regions (Rules) **[Explanation by CDOT: makes sense to spell out full name on first reference in the text]** is to prescribe the statewide transportation planning process through which a long-range multimodal, comprehensive statewide transportation plan will be developed, integrated, updated, and amended by the Colorado Department of Transportation (Department), in cooperation with local governments, Metropolitan Planning Organizations, Regional Planning Commissions, Indian tribal governments, Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, Federal Railroad Administration, U.S. Forest Service, Bureau of Land Management, Secretary of the Interior, National Park Service, other federal and state agencies, relevant state and federal agencies **[Explanation by CDOT: seems awkward to list some federal agencies and not others, and not to list any state agencies; best to use a general description]**, the private sector, transit and freight operators, special-interest groups, and the general public. This cooperative process is designed to coordinate regional transportation planning, guided by the statewide transportation policy set by the Department and the Colorado Transportation Commission (Commission), as a ~~fundamental~~ basis for developing the statewide transportation plan. The result of the statewide transportation planning process shall be a long-range, financially feasible, environmentally sound, multimodal transportation system plan for Colorado.

Further, the purpose of the Rules is to define the state's Transportation Planning Regions for which long-range Regional Transportation Plans are developed, prescribe the process for conducting and initiating transportation planning in the non-MPO Transportation Planning Regions and coordinating with the Metropolitan Planning Organizations for planning in the metropolitan areas. Memoranda of Agreement (MOA) that serve as the Metropolitan Planning Agreements (MPAs) per 23 CFR 450 between the Department, each MPO, and applicable transit provider(s) **[Explanation by CDOT: Change based on DRCOG suggestion to clarify there are multiple MOAs and MPAs, and using language suggested by FHWA]** ~~Memorandums of Agreement ("MOA") between the Department and each MPO~~ further prescribe the transportation planning process in the MPO transportation planning regions. In addition, the purpose of the Rules is to describe the organization and function of the Statewide Transportation Advisory Committee (STAC) as established by § 43-1-1104, Colorado Revised Statutes (C.R.S.).

The Rules are ~~being~~ promulgated to meet the intent of both the U.S. Congress and the Colorado General Assembly for conducting developing a continuing, cooperative, and comprehensive statewide performance-based multimodal transportation planning process for producing a Statewide Transportation Plan and Regional Transportation Plans that address the transportation needs of the state to address the transportation problems of the state by producing a statewide transportation plan. This plan will be ~~implemented by results in a~~ systematic project prioritization and ~~selection and budgeting of allocation~~ resources, utilizing through a comprehensive input process. **[Explanation by CDOT: language intended to better explain purpose of Rules]**

In 2018, rulemaking was initiated to update the rules to conform to recently passed federal legislation, update expired rules, clarify the membership and duties of the Statewide Transportation Advisory Committee pursuant to HB 16-1169 and HB 16-1018, and to make other minor corrections.. [Explanation: we need to explain why we are doing rulemaking this time pursuant to APA]

The Rules are intended to be consistent with and not be a replacement for the federal transportation planning requirements contained in 23 United States Code (U.S.C.) 134, 135 and 150450, Pub. L. No. 114-94 (Fixing America's Surface Transportation Act or the "FAST Act") signed into law on December 4, 2015, PL 112-141 ("Moving Ahead for Progress in the 21st Century" or "MAP-21") and its implementing regulations, where applicable, contained in 23 Code of Federal Regulations (CFR) Part 450, including Subparts A, B and C and 25 CFR Part 170.421 in effect as of ~~October 1, 2012~~ August 1, 2017, which are hereby incorporated into the Rules by this reference, and do not include any later amendments. All referenced laws and regulations shall be available for copying or public inspection during regular business hours from the Office of Policy and Government Relations, Colorado Department of Transportation, 2829 W. Howard Pl., Denver, Colorado 80204. 4201 E. Arkansas Avenue, Denver, Colorado 80222 [Explanation: needed to update with FAST Act requirements]

Copies of the referenced United States Code may be obtained from the following address:

Office of the Law Revision Counsel
U.S. House of Representatives
H2-308 Ford House Office Building
Washington, DC 20515
(202) 226-2411

Copies of the referenced Code of Federal Regulations may be obtained from the following address:

U.S. Government Publishing Office
732 North Capitol Street, N.W.
Washington, DC 20401
(202) 512-1800

The Statewide Planning Rules, governing as a component of the statewide planning process [Explanation by CDOT: the Rules are part of the planning process, not the Statewide Transportation Plan], emphasize Colorado's continually greater integration of multimodal, cost-effective and environmentally sound means of transportation. The Rules reflect the Department's focus on multimodal transportation projects including highways, aviation, transit, rail, bicycles and pedestrians.

The Rules are promulgated by the Commission pursuant to the specific statutory authority ~~found~~ in § 43-1-1103 (5), C.R.S., and § 43-1-106 (8)(k), C.R.S. The Commission may, at their discretion, entertain petitions for declaratory orders pursuant to § 24-4-105(11), C.R.S. [Explanation by CDOT: required by statute and recommended by Office of Attorney General to put this into the rules]

1.00 Definitions.

- 1.01 Accessible - ensure that reasonable efforts are made that all meetings ~~locations~~ are reachable by persons from households without vehicles and that they meetings will be accessible to persons with disabilities in accordance with CDOT Policy 605.0 and the Americans with Disabilities Act (ADA), and also accessible to persons with limited English proficiency. Accessible opportunities to comment on planning related matters include those provided on the internet and through such methods as telephone town halls. [Explanation by CDOT: language broadened to include persons with limited English proficiency and to acknowledge that public outreach goes beyond public meetings.]

- ~~1.02~~ ~~Alternative Mode – any mode of transportation other than a single occupant vehicle.~~ [Explanation: this term is not used anywhere else in the rules so do not need to be defined]
- 1.023 Attainment Area – any geographic region of the United States that meets the national primary or secondary National Ambient Air Quality Standards (NAAQS) for the pollutants as defined in the Clean Air Act (CAA) (Amendments of 1990).
- 1.034 Commission - the State Transportation Commission created by § 43-1-106, C.R.S.
- 1.045 Corridor - a ~~transportation system that includes all modes and facilities within a~~ described geographic area, ~~having length and width for purposes of transportation planning, and including all modes of travel.~~ [Explanation: NFRMPO suggested “any mode” but CDOT staff recommends “all modes and facilities” to match this definition to the definition of Corridor in the executive summary of the Statewide Transportation Plan.]
- 1.056 Corridor Vision - a comprehensive examination of a specific transportation corridor, which includes a determination of needs and an expression of desired state of the transportation system ~~that includes transportation modes and facilities over the a~~ planning period ~~and includes all modes and facilities.~~ [Explanation: CDOT staff restructured wording and took out “all” to avoid inference that CDOT is responsible for all local transportation facilities]
- 1.067 Department - the Colorado Department of Transportation created by § 43-1-103, C.R.S.
- 1.078 Division – the Division of Transportation Development within the Colorado Department of Transportation.
- 1.089 Division Director - the Director of the Division of Transportation Development.
- 1.0940 Fiscally Constrained - the financial limitation on transportation plans and programs based on the projection of revenues ~~as developed cooperatively with the MPOs and the rural TPRs and adopted by the Commission that are~~ reasonably expected to be available over the long-range ~~transportation~~ planning period [Explanation: NFRMPO suggested clarification and CDOT added language that the projection of revenues are developed cooperatively] and the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) ~~programming~~ planning periods, ~~as adopted by the Commission prior to updating regional and statewide plans.~~ [Explanation by CDOT: re-ordered language to clarify Commission’s role in adopting projection of revenue, and DRCOG suggested changing “planning periods” to “programming periods” because STIP is only for 4 years]
- 1.104 Intergovernmental Agreement - an arrangement made between two or more political subdivisions that form associations for the purpose of promoting the interest and welfare of said subdivisions.
- 1.112 Intermodal Facility- ~~the ability to connect and the connections between different transportation modes, (bicycle, pedestrian, transit, rail, aircraft, and motor vehicle). A site where goods or people are conveyed from one mode of transportation to another, such as goods from rail to truck or people from passenger vehicle to bus.~~ [Explanation by CDOT: usually when using the word “intermodal” we are referring to an intermodal facility]
- 1.12 Land Use – the type, size, arrangement, and use of parcels of land. [Explanation by CDOT: Need to add this definition (from PPACG 2040 plan) because of the relationship between transportation and land use]
- 1.13 Limited English Proficiency (LEP) – individuals who do not speak English as their primary language and who have a limited ability to read, speak, write, or understand English. [Explanation

- by CDOT: added because of federal emphasis on making accommodations for those who do not speak English as their primary language
- 1.143 Long-range Planning - a reference to a planning period with a minimum 20-year planning horizon.
- 1.154 Maintenance Area – any geographic region of the United States previously designated by the U.S. Environmental Protection Agency (EPA) as a nonattainment area [Explanation: NFRMPO suggested word change for clarity] pursuant to the Clean Air Act (CAA) Amendments of 1990 and subsequently redesignated to attainment subject to the requirement to develop a maintenance plan under section 175A of the CAA, as amended in 1990).
- 1.16 Memorandum of Agreement (MOA) – a written agreement between two or more parties on an intended plan of action. [Explanation by CDOT: this is a term used in the Purpose section so it should be defined]
- 1.17 Metropolitan Planning Agreement (MPA) – a written agreement between the MPO, the State, and the providers of public transportation serving the metropolitan planning area that describes how they will work cooperatively to meet their mutual responsibilities in carrying out the metropolitan planning process. [Explanation by CDOT: this is a term used in the Purpose section so it should be defined, definition is from the FAST Act upon suggestion by DRCOG.]
- 1.185 Metropolitan Planning Area - ~~is~~ a geographic area determined by agreement between the Metropolitan Planning Organization for the area and the Governor, in which the metropolitan transportation planning process is carried out pursuant to 23 U.S.C. § 134.
- 1.196 Metropolitan Planning Organization (MPO) - an organization ~~within the State of Colorado~~ designated by agreement among the units of general purpose local governments and the Governor, charged to develop the regional transportation plans and programs in a metropolitan planning area pursuant to 23 U.S.C. § 134. [Explanation: NFRMPO suggested adding language explaining that a “metropolitan planning area” has a population of 50,000; however, CDOT staff recommends not having the population reference because the definition of “metropolitan planning area” is set by 23 U.S.C. § 134 which could be updated. NFRMPO also suggested removing reference to state of Colorado since MPOs do not only exist in Colorado.] In terms of this transportation planning process, MPOs serve as Regional Planning Commissions for their respective Transportation Planning Regions. [Explanation by CDOT: the last sentence is removed because RPCs are created by state law for rural TPRs]
- 1.2047 Mobility - the ability to move people, goods, services, and information among various origins and destinations. [Explanation by CDOT: “Services” are typically found in documents about mobility]
- 1.218 Multimodal - ~~an integrated modal approach having two or more modes (bicycle, pedestrian, transit, rail, aircraft, and motor vehicle)~~ an integrated approach to transportation that takes into account all modes of travel, such as bicycles and walking, personal mobility devices, buses, transit, rail, aircraft, and motor vehicles. [Explanation by CDOT: examples of the modes is helpful, DRCOG suggested adding “personal mobility devices”]
- 1.22 National Ambient Air Quality Standards (NAAQS) – are those established by the U.S. Environmental Protection Agency for air pollutants considered harmful to public health and environment. These criteria pollutants are: carbon monoxide, lead, nitrogen dioxide, ozone, small particles, and sulfur dioxide. [Explanation: NFRMPO believed this definition would be helpful]
- 1.2349 Nonattainment Area - any geographic region of the United States which has been designated by the EPA ~~as a Nonattainment~~ under section 107 of the CAA for any pollutants for which an NAAQS national ambient air quality standard exists. [Explanation: NFRMPO suggested changes for clarity]

- 1.240 Non-metropolitan Area – a rural geographic area outside a designated metropolitan planning area.
- 1.25 ~~Plan Integration – integration of key points of various other Department plans, the rural regional transportation plans, and the MPO plans into the statewide transportation plan. Plan integration is a comprehensive evaluation of the statewide transportation system that includes all modes, an identification of needs and priorities, and key information from other related CDOT plans.~~
- 1.264 Planning Partners – ~~members~~local and tribal governments, the rural of the Transportation Planning Regions and MPOsMetropolitan Planning Organizations. [Explanation for change: the change in definition came from CDOT's Public Involvement Guide]
- 1.272 [Expired 05/15/2013 per Senate Bill 13-079]
- ~~Project Priority Programming Process (“4P”) – the process by which CDOT adheres to 23 U.S.C. 135 and 23 CFR 450 when developing and amending the statewide transportation improvement program (STIP). [Explanation by CDOT: this definition was inadvertently deleted from the rules, so we are putting it back in now]~~
- 1.23 ~~Regional and Statewide Plan Guidebook or “Guidebook”– the plan Guidebook is developed in collaboration with CDOT’s planning partners in order to assist local governments and interested parties in the development of long-range transportation plans. Though MPO processes are addressed in federal regulations, some information is typically included for MPOs based on the need for consistency between rural and metropolitan plans as they are consolidated into the Statewide Transportation Plan. [Explanation by CDOT: CDOT is no longer using Guidebooks]~~
- 1.284 Regional Planning Commission (RPC) - ~~the a~~ planning body formed under the provisions of § 30-28-105, C.R.S., and designated under these Rules for the purpose of transportation planning within a rural Transportation Planning Region. [Explanation by CDOT: RPCs are defined for purposes of these Rules as part of all rural TPRs]
- 1.295 [Expired 05/15/2013 per Senate Bill 13-079]
- ~~Regional Transportation Plan (RTP) - a long-range plan designed to address the future transportation needs for a Transportation Planning Region including, but not limited to, anticipated funding, priorities, and implementation plans, pursuant to, but not limited to, § 43-1-1103, C.R.S. and 23 CFR § 450. All rural and urban Transportation Planning Regions in the state produce RTPs. [Explanation by CDOT: this provision was inadvertently deleted and now we are putting it back in the rules, with a small change to remove “technically based” from the beginning of the sentence, and also except for the last sentence which is new and was added for clarification]~~
- 1.3026 State Transportation System - refers to all state-owned, operated, and maintained transportation facilities in Colorado, including, but not limited to, interstate highways, other highways, local roads, and aviation, bicycle and pedestrian, transit, and rail facilities, ~~bicycle and pedestrian facilities, transit facilities, and rail facilities.~~ [Explanation by CDOT: clarification made to specify this term means all state facilities, upon suggestion by DRCOG]
- 1.27 ~~Statewide and Regional Planning Manager – the person who manages the Statewide Plan development at the Colorado Department of Transportation. [Explanation by CDOT: not needed for these rules]~~
- 1.3128 Statewide Transportation Advisory Committee (STAC) - the committee created by § 43-1-1104, C.R.S., ~~composed of comprising~~ one representative from each Transportation Planning Region and one representative from each tribal government, to review and comment on Regional

Transportation Plans, amendments, and updates, and to advise both the Department and the Commission on the needs of the transportation systems in Colorado. [Explanation: CDOT and NFRMPO clarified language here because the membership and duties of STAC broadened under HB 16-1169 and HB 16-1018]

- 1.3229 Statewide Transportation Improvement Program (STIP) - a staged, fiscally constrained, multi-year, statewide, multimodal program of transportation projects which is consistent with the statewide transportation plan and planning processes, with metropolitan planning area plans, Transportation Improvement Programs and processes, and which is developed pursuant to 23 U.S.C. 135.
- 1.330 Statewide Transportation Plan - the long-range, ~~fiscally constrained~~, comprehensive, multimodal statewide transportation plan covering a period of no less than 20 years from time of adoption, developed through the statewide transportation planning process described in these Rules and 23 U.S.C. 135, and adopted by the Commission pursuant to § 43-1-1103, C.R.S. [Explanation: CDOT/NFRMPO suggested changes because SWP is not fiscally constrained, nor is it required to be under state law]
- 1.341 System Continuity - includes, but is not limited to, appropriate intermodal connections, integration with state modal plans, and coordination with neighboring Regional Transportation Plans, and, to the extent practicable, ~~the other neighboring states' transportation plans adjacent Statewide Transportation Plans~~. [Explanation by CDOT: deleted "adjacent" because it didn't make sense in this context, and wording was added to clarify continuity with neighboring states]
- 1.352 Traditionally Underserved - ~~this~~ refers to groups such as ~~the elderly~~ seniors, persons with disabilities, low-income households, minorities, and student populations, which may face difficulties accessing transportation systems, employment, services, and other amenities.
- 1.363 Transit and Rail Advisory Committee (TRAC) – an advisory committee created specifically to advise the Executive Director, the Commission, and the Division of Transit and Rail on transit and rail-related activities.
- ~~1.34 — Transportation Commission — the Colorado Transportation Commission established pursuant to § 43-1-105 C.R.S. [Explanation by CDOT: deleted because we already define "Commission" above]~~
- 1.375 Transportation Commonality - the basis on which Transportation Planning Regions are established including, but not limited to: Transportation Commission Districts, the Department's Engineering Regions, travelsheds, watersheds, geographic unity, existing intergovernmental agreements, and socioeconomic unity.
- 1.386 Transportation Improvement Program (TIP) - a staged, fiscally constrained, multi-year, multimodal program of transportation projects developed and adopted by MPOs, and approved by the Governor, which is consistent with an MPO's RTP the metropolitan transportation plan, and which is developed pursuant to 23 U.S.C. § 134. [Explanation: suggested change by DRCOG for clarity]
- 1.397 Transportation Mode - a particular form of travel including, but not limited to, bus, motor vehicle, rail, ~~mass~~-transit, aircraft, bicycle, ~~or~~ pedestrian travel, or personal mobility devices.
- 1.4038 Transportation Planning and Programming Process - all collaborative planning-related activities including the development of regional and statewide transportation plans, the Department's Project Priority Programming Process, and development of the Transportation Improvement Programs (TIPs) and Statewide Transportation Improvement Program (STIP).

1.4139 Transportation Planning Region (TPR) - a geographically designated area of the state, defined by section 2.00 of these Rules in consideration of the criteria for transportation commonality, and ~~within for~~ which a regional transportation plan is developed pursuant to the provisions of § 43-1-1102 and 1103, C.R.S. and 23 U.S.C. § 134. The term TPR is inclusive of these types: non-MPO Transportation Planning Regions, MPO Transportation Planning Regions, and Transportation Planning Regions with both MPO and non-MPO areas.

1.420 Transportation Systems Planning ~~— provides the basis for identifying current and future deficiencies on the state highway system and outlines strategies and projects to address those deficiencies and make improvements to meet Department goals. a procedure for developing an integrated means of providing adequate facilities for the movement of people, goods, services, and information, involving regional or statewide analysis of transportation needs and the identification of transportation facilities and corridors.~~ [Explanation by CDOT: this definition needed to be updated]

1.431 Travelshed - the region or area generally served by a major transportation facility, system, or corridor.

1.442 [Expired 05/15/2013 per Senate Bill 13-079]

~~Tribal Transportation Improvement Program (TTIP) – a multi-year fiscally constrained list of proposed transportation projects developed by a tribe from the tribal priority list or tribal long-range transportation plan, and which is developed pursuant to 25 CFR 170. The TTIP is incorporated into the STIP without modification.~~ [Explanation by CDOT: this definition was inadvertently deleted from the rules, so we are putting it back in now, with updates to some of the language]

1.453 Urbanized Area - an area with a population of 50,000 or more designated by the Bureau of the Census.

1.464 Watershed - ~~as defined by the Colorado Department of Natural Resources, Division of Water Resources, is a land area that drains to a common waterway, such as a stream, lake, estuary, wetland, or ultimately the ocean. drainage basin of a major river, and is considered in establishing TPR boundaries.~~ [Explanation by CDOT: this definition is from the U.S. Army Corps of Engineers' website]

2.00 Transportation Planning Regions (TPR).

2.01 Transportation Planning Region Boundaries. Transportation Planning Regions are geographically designated areas of the state with similar transportation needs that are determined by considering transportation commonalities. Boundaries are hereby established as follows:

2.01.1 The Pikes Peak Area Transportation Planning Region comprises ~~sd of~~ the Pikes Peak Area Council of Governments' metropolitan area within El Paso and Teller ~~c~~Counties.

2.01.2 The Greater Denver Transportation Planning Region, ~~which includes the Denver Regional Council of Governments' metropolitan area,~~ comprises ~~sd of~~ the counties of Adams, Arapahoe, Boulder, Broomfield, Clear Creek, Denver, Douglas, Gilpin, Jefferson, and parts of Weld. [Explanation: DRCOG suggested simplifying this description]

2.01.3 The North Front Range Transportation Planning Region comprises ~~sd of~~ the North Front Range Transportation and Air Quality Planning Council's metropolitan area within Larimer and Weld ~~c~~Counties.

- 2.01.4 The Pueblo Area Transportation Planning Region comprises~~sed of~~ Pueblo County, including the Pueblo Area Council of Governments' metropolitan area.
- 2.01.5 The Grand Valley Transportation Planning Region comprises~~sed of~~ Mesa County, including the Grand Valley Metropolitan Planning Organization's metropolitan area.
- 2.01.6 The Eastern Transportation Planning Region comprises~~sed of~~ Cheyenne, Elbert, Kit Carson, Lincoln, Logan, Phillips, Sedgwick, Washington, and Yuma ~~c~~Counties.
- 2.01.7 The Southeast Transportation Planning Region comprises~~sed of~~ Baca, Bent, Crowley, Kiowa, Otero, and Prowers ~~c~~Counties.
- 2.01.8 The San Luis Valley Transportation Planning Region comprises~~sed of~~ Alamosa, Chaffee, Conejos, Costilla, Mineral, Rio Grande, and Saguache ~~c~~Counties.
- 2.01.9 The Gunnison Valley Transportation Planning Region comprises~~sed of~~ Delta, Gunnison, Hinsdale, Montrose, Ouray, and San Miguel ~~c~~Counties.
- 2.01.10 The Southwest Transportation Planning Region comprises~~sed of~~ Archuleta, Dolores, La Plata, Montezuma, and San Juan ~~c~~Counties, including the Ute Mountain Ute and Southern Ute Indian Reservations.
- 2.01.11 The Intermountain Transportation Planning Region comprises~~sed of~~ Eagle, Garfield, Lake, Pitkin, and Summit ~~c~~Counties.
- 2.01.12 The Northwest Transportation Planning Region comprises~~sed of~~ Grand, Jackson, Moffat, Rio Blanco, and Routt ~~c~~Counties.
- 2.01.13 The Upper Front Range Transportation Planning Region comprises~~sed of~~ Morgan County, and the parts of Larimer and Weld ~~c~~Counties, that are outside both the North Front Range and the Greater Denver (metropolitan) TPRs.
- 2.01.14 The Central Front Range Transportation Planning Region comprises~~sed of~~ Custer, El Paso, Fremont, Park, and Teller ~~c~~Counties, excluding the Pikes Peak Area Council of Governments' metropolitan area.
- 2.01.15 The South Central Transportation Planning Region comprises~~sed of~~ Huerfano, and Las Animas Counties.

~~2.02 — Formation of Regional Planning Commissions (RPC).~~

~~2.02.1 — Municipalities and counties within a non-metropolitan area TPR may elect to form an RPC for the purpose of transportation planning through an intergovernmental agreement, pursuant to § 30-28-105 and § 43-1-1103 (1), C.R.S. The RPC shall notify the Division Director by letter of the formation of an RPC for the purpose of transportation planning within thirty (30) days of the execution of the intergovernmental agreement or change in membership.~~

~~2.02.2 — The notification shall include:~~

~~2.02.2.1 — An executed copy of the intergovernmental agreement.~~

~~2.02.2.2 — The name of the chairperson, and the mailing address, telephone number, fax number and electronic mail address (if available) of the RPC.~~

[Explanation by CDOT: All TPRs have been organized as Regional Planning Commissions, so this section is no longer applicable]

2.023 Boundary Revision Process.

2.023.1 [Expired 05/15/2013 per Senate Bill 13-079]

TPR boundaries, excluding any MPO-related boundaries, will be reviewed by the Commission at the beginning of each regional and statewide transportation planning process. The Department will notify counties, municipalities, MPOs, Indian tribal governments, and RPCs for the TPRs of the boundary review revision requests. MPO boundary review shall be conducted pursuant to 23 U.S.C. § 134 and 23 CFR § 450 Subpart B and any changes shall be provided to the Department to update the Rules. All boundary revision requests shall be sent to the Division Director, and shall include: [Explanation by CDOT: this provision was inadvertently deleted so we are adding it back in, with the additional change of clarifying when the boundary revision process begins, and also to remove the former time limit on boundary revision request review]

2.023.1.1 [Expired 05/15/2013 per Senate Bill 13-079]

A geographical description of the proposed boundary change.

2.023.1.2 [Expired 05/15/2013 per Senate Bill 13-079]

A statement of justification for the change considering transportation commonalities.

2.023.1.3 [Expired 05/15/2013 per Senate Bill 13-079]

A copy of the resolution stating the concurrence of the affected Regional Planning Commission.

2.023.1.4 [Expired 05/15/2013 per Senate Bill 13-079]

The name, title, mailing address, telephone number, fax number and electronic mail address (if available) of the contact person for the requesting party or parties.

[Explanation by CDOT: these provisions were inadvertently deleted from the rules and we are now adding them back in, with the addition of a small wording changes to clarify the boundaries are reviewed by the Commission "at the beginning of" each plan update cycle, not at the cycle]

2.023.2 The Department will assess and STAC shall review and comment (as set forth in these Rules) on all non-metropolitan area TPR boundary revision requests based on transportation commonalities and make a recommendation to the Commission concerning such requests. The Department will notify the Commission of MPO boundary changes. The Commission may initiate a rule-making proceeding under the State Administrative Procedure Act, § 24-4-103, C.R.S. to consider a boundary revision request. Requests received for a MPO or non-metropolitan TPR boundary revision outside of the regularly scheduled boundary review cycle must include the requirements identified above.

2.023.3 In the event that the Commission approves a change to the boundary of a TPR that has a Regional Planning Commission, the RPC in each affected TPR shall notify the

Department of any changes to the intergovernmental agreement governing the RPC as specified in these Rules.

2.034 Transportation Planning Coordination with MPOs.

2.034.1 The Department and the MPOs shall coordinate activities related to the development of Regional Transportation Plans, the Statewide Transportation Plan, TIPs, and the STIP in conformance with 23 U.S.C. § 134 and 135 and § 43-1-1101 and § 43-1-1103, C.R.S. The Department shall work with the MPOs to resolve issues arising during the planning process.

2.045 Transportation Planning Coordination with Non-MPO ~~TPRs~~ RPCs. [Explanation by CDOT: the RPCs of the rural TPRs are their governing bodies]

2.045.1 The Department and RPCs shall work together in developing Regional Transportation Plans and in planning future transportation activities. The Department shall consult with all RPCs on development of the Statewide Transportation Plan; incorporation of RTPs into the Statewide Transportation Plan; and the inclusion of projects into the STIP that are consistent with the RTPs. In addition, the Department shall work with the RPCs to resolve issues arising during the planning process.

2.056 Transportation Planning Coordination among RPCs.

2.056.1 If transportation improvements cross TPR boundaries or significantly ~~impact~~ affect another TPR, the RPC shall consult with all the affected RPCs involved when developing the regional transportation plan. In general, RPC planning officials shall work with all planning partners affected by transportation activities when planning future transportation activities. [Explanation: NFRMPO suggestion]

2.067 Transportation Planning Coordination with the Southern Ute and the Ute Mountain Ute Tribal Governments.

2.067.1 Regional transportation planning within the Southwest TPR shall be coordinated with the transportation planning activities of the Southern Ute and the Ute Mountain Ute ~~tribal~~ tribal governments. The long-range transportation plans for the tribal areas shall be ~~incorporated by reference~~ integrated in the Statewide Transportation Plan and the Regional Transportation Plan for this TPR. ~~The TTIPs shall be included by reference in the STIP. The TTIP is incorporated into the STIP without modification.~~

3.00 Statewide Transportation Advisory Committee (STAC).

3.01 Duties of the Statewide Transportation Advisory Committee (STAC). Pursuant to § 43-1-1104 C.R.S. the duties of the STAC shall be to meet as necessary; ~~and~~ provide advice to ~~both~~ the Department ~~and the Commission~~ on the needs of the transportation system ~~in Colorado including, but not limited to: budgets, transportation improvement programs of the metropolitan planning organizations, the Statewide Transportation Improvement Program, transportation plans, and state transportation policies.;~~ and review and comment on: [Explanation by CDOT: HB 16-1018 clarified that the STAC advises both the department and the Transportation Commission, not just the department. Additional specified duties of the STAC also are spelled out in the law]

~~The STAC shall review and provide to both the Department and the Transportation Commission comments on:~~

3.01.1 ~~All~~ Regional Transportation Plans, amendments, and updates as described in these Rules.

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- 3.01.2 Transportation related communication and/or conflicts which arise between RPCs or between the Department and a RPC.
 - 3.01.3 The integration and consolidation of RTPs into the Statewide Transportation Plan.
 - 3.01.4 Colorado's mobility requirements to move people, goods, services, and information by furnishing regional perspectives on transportation problems requiring interregional and/or statewide solutions.
 - 3.01.5 Improvements to modal choice, linkages between and among modes, and transportation system balance and system continuity. [Explanation by CDOT: "linkages" can connect more than 2 modes]
 - 3.01.6 Proposed TPR boundary revisions.
- 3.02 Notification of Membership
- 3.02.1 Each RPC and tribal government shall select its representative to the STAC pursuant to § 43-1-1104(1), C.R.S. ~~For TPRs, where an RPC has not been formed, the TPR's representative may be selected at a periodic, cooperative gathering of elected officials from local agencies. The Ute Mountain Ute Tribal Council and the Southern Ute Indian Tribal Council each appoint one representative to the STAC.~~ Each TPR and tribal government is also entitled to name an alternative representative who would serve as a proxy in the event their designated TPR's representative is unable to attend a STAC meeting and would be included by the Department in distributions of all STAC correspondence and notifications. ~~The Ute Mountain Ute and the Southern Ute Tribal governments may each appoint a non-voting member to the STAC.~~ The Division Director shall be notified in writing of the name, title, mailing address, telephone number, fax number and electronic mail address (if available) of the STAC representative and alternative representative from each TPR and tribal government within thirty (30) days of selection. [Explanation by CDOT: clarified the language about tribal governments serving on STAC, which is taken from HB 16-1169]
- 3.03 Administration of Statewide Transportation Advisory Committee
- 3.03.1 STAC recommendations on Regional and Statewide Transportation Plans, amendments, and updates shall be documented in the STAC meeting minutes, and will be considered by the Department and Commission throughout the statewide transportation planning process. [Explanation: NFRMPO comment to clarify Commission also considers STAC recommendations]
 - 3.03.2 The STAC shall establish procedures to govern its affairs in the performance of its advisory capacity, including, but not limited to, the appointment of a chairperson and the length of the chairperson's term, meeting times, and locations.
 - 3.03.3 The Division Director will provide support to the STAC, including, but not limited to:
 - 3.03.3.1 Notification of STAC members and alternates of meeting dates ~~and agendas~~. [Explanation: CDOT made clarification on who is notified]
 - 3.03.3.2 Preparation and distribution of STAC meeting agendas, supporting materials, and minutes. [Explanation: NFRMPO comment to add other items that CDOT staff prepares and distributes]
 - 3.03.3.3 Allocation of Department staff support for STAC-related activities.

4.00 Development of Regional and Statewide Transportation Plans.

4.01 ~~[Expired 05/15/2013 per Senate Bill 13-079]~~

~~Regional Planning Commissions, MPOs, and the Department shall comply with all applicable provisions of 23 U.S.C. 134 and 135, 23 CFR 450, and § 43-1-1103, C.R.S. and all applicable provisions of Transportation Commission policies and guidance documents in development of regional and statewide transportation plans, respectively. [Explanation by CDOT: this provision was inadvertently deleted from the rules and now we are adding this back in, and also adding MPOs to the list]~~

4.02 Public Participation

4.02.1 ~~[Expired 05/15/2013 per Senate Bill 13-079]~~

~~Regional Planning Commissions and the Department, in coordination with the RPCs of the rural TPRs, shall provide early and continuous opportunity for public participation in the transportation planning process. The process shall be proactive and provide timely information, adequate public notice, reasonable public access, and opportunities for public review and comment at key decision points in the process. The objectives of public participation in the transportation planning process include: providing a mechanism for public perspectives, needs, and ideas to be incorporated-considered in the planning process; developing the public's understanding of the problems and opportunities facing the transportation system; demonstrating explicit consideration and response to public input through a variety of tools and techniques; and developing consensus on plans. The Department shall develop a documented public participation process pursuant to 23 CFR 450. [Explanation by CDOT: this provision was inadvertently deleted from the rules and now we are adding it back in, with the additional change in the first sentence to clarify this section applies to the Department in coordination with the RPCs of the rural TPRs.]~~

4.02.2 ~~[Expired 05/15/2013 per Senate Bill 13-079]~~

~~Statewide Plans and Programs. Pursuant to 23 CFR 450 Subpart B, the Department is responsible, in cooperation with the RPCs Regional Planning Commissions and MPOs, for carrying out public participation for developing, amending, and updating the statewide transportation plan, the Statewide Transportation Improvement Program (STIP), and other statewide transportation planning activities. [Explanation by CDOT: this provision was inadvertently deleted from the rules and now we are adding it back in]~~

4.02.3 ~~[Expired 05/15/2013 per Senate Bill 13-079]~~

~~MPO Plans and Programs. Pursuant to 23 CFR Part 450 Subpart C, the MPOs are responsible for carrying out public participation for the development of regional transportation plans, transportation improvement programs and other related regional transportation planning activities for their respective metropolitan planning areas. Public participation activities carried out in a metropolitan area in response to metropolitan planning requirements shall by agreement of the Department and the MPO, satisfy the requirements of this subsection. [Explanation by CDOT: this provision was inadvertently deleted from the rules and now we are adding it back in with the addition of the word "planning" for "respective metropolitan planning areas"]~~

4.02.4 Non-MPO TPR Plans and Programs. Regional Planning Commissions for nNon-MPO TPRs are responsible for public participation related to regional planning activities in that TPR, in cooperation with the Department. Specific areas of cooperation shall be

determined by agreement between the regional planning commission and the Department.

- 4.02.5 Public Participation Activities. Public participation activities at both the ~~rural TPR~~regional and statewide level shall include, at a minimum: [Explanation: change based on DRCOG to clarify what "regional" meant]

4.02.5.1 Establishing and maintaining for the geographic area of responsibility a ~~mailing~~-list of all known parties interested in transportation planning including, but not limited to: elected officials; municipal and county planning staffs; affected public agencies; local, state, and federal agencies eligible for federal and state transportation funds; local representatives of public transportation agency employees and users; freight shippers and providers of freight transportation services; public and private transportation providers; representatives of ~~alternative transportation mode~~-users of transit, such as bicycling and pedestrian, aviation, and train facilities; walkways and bicycle transportation facilities, the disabled community; private industry; environmental and other interest groups; Indian tribal governments and the U.S. Secretary of the Interior when tribal lands are involved; and representatives of persons or groups that may be underserved by existing transportation systems, such as minority, low-income, ~~senior~~elderly, ~~and~~ persons with disabilities, and those with limited English proficiency; and members of the general public expressing such interest in the transportation planning process. [Explanation by CDOT: changes made for clarification and to add LEP persons]

4.02.5.2 Providing reasonable notice and opportunity to comment through mailing lists and other various communication methods means to those persons on the transportation mailing list of on upcoming transportation planning-related activities and meetings. [Explanation: NFRMPO suggestions to simplify language, and CDOT change to expand ways reasonable notice and opportunity to comment is provided]

4.02.5.3 Utilizing reasonably available internet or traditional media opportunities, including minority and diverse media, to provide timely notices of planning-related activities and meetings to members of the ~~general~~-public, including LEP individuals, and others who may require reasonable accommodations. Methods that will be used to the maximum extent practicable for public participation could include, but not be limited to, use of the internet; social media, news media, such as newspapers, radio, or television, mailings and notices, including electronic mail and online newsletters. [Explanation by CDOT: broaden the definition of "traditional media opportunities" to emphasize reaching out to LEP populations]

4.02.5.4 Seeking out those persons or groups traditionally underserved by existing transportation systems including, but not limited to, seniors, persons with disabilities, minority groups, low-income, and those with limited English proficiency, including the elderly and persons with disabilities, for the purposes of exchanging information, increasing their involvement, and considering their transportation needs in the transportation planning process. Pursuant to § 43-1-601, C.R.S., the Department shall prepare a statewide survey identifying the transportation needs of ~~the elderly~~seniors and of persons with disabilities. [Explanation: NFRMPO and CDOT changes to expand the list of "traditionally underserved"]

4.02.5.5 Consulting, as appropriate, with Regional Planning Commissions, and federal, state, local, and tribal agencies responsible for land use management,

natural resources, environmental protection, conservation and historic preservation concerning the development of long-range transportation plans.

4.02.5.6 Providing reasonable public access to, and appropriate opportunities for public review and comment on criteria, standards, and other planning-related information. ~~Reasonable public access includes, but is not limited to, LEP services and access to ADA-compliant facilities, as well as to the internet. used in the development of transportation plans, at public facilities, such as Department headquarters and region offices, state depository libraries, county offices, RPC offices, the Colorado Division offices for the Federal Highway Administration and the Federal Transit Administration and the internet.~~ [Explanation by CDOT: these changes are intended to broaden what constitutes "reasonable public access" from meetings to other forms of sharing information, and to make it clear that such access goes beyond transportation plans, and that reasonable access includes LEP services and ADA accessible facilities]

4.02.5.7 ~~Where feasible, s~~Scheduling the development of regional and statewide plans so that the release of the draft plans may be coordinated to provide for the opportunity for joint public outreach. ~~at such time.~~

4.02.5.8 Documentation of Responses to Significant Issues. Regional Planning Commissions and the Department shall respond in writing to all significant issues raised during the review and ~~c~~Comment period on transportation plans, and make these responses available to the public.

4.02.5.9 ~~[Expired 05/15/2013 per Senate Bill 13-079]~~

~~Review of the Public Involvement Process. All interested parties and the Department shall periodically review the effectiveness of the Department's public involvement process to ensure that the process provides full and open access to all members of the public. When necessary, the process will be revised and allow time and revise the process as necessary and allowing time for public review and comment per 23 CFR 450. [Explanation by CDOT: this provision was inadvertently deleted from the rules and now we are adding it back in, also made the clarification that it is the Department's public involvement process.]~~

4.03 Transportation Systems Planning. Regional Planning Commissions, and the Department, shall use an integrated multimodal transportation systems planning approach in developing and updating the long-range Regional Transportation Plans and the long-range Statewide Transportation Plan for a minimum 20-year forecasting period. Regional Planning Commissions shall have flexibility in the methods selected for transportation systems planning based on the complexity of transportation problems and available resources within the TPR. The Department will provide guidance and assistance to the Regional Planning Commissions regarding the selection of appropriate methods.

~~4.03.1 State and federal transportation system planning factors to be considered by Regional Planning Commissions and the Department during their respective transportation systems planning shall include, at a minimum, the factors described in § 43-1-1103 (5), C.R.S., and in 23 U.S.C. 134 and 135. [Explanation: This is moved to 4.04.1.2]~~

4.03.1~~2~~ Transportation systems planning by Regional Planning Commissions and the Department shall consider the results of any related studies that have been completed. Regional Planning Commissions and the Department may also identify any corridor(s) or sub-

area(s) where an environmental study or assessment may need to be performed in the future.

- 4.03.~~23~~ Transportation systems planning by Regional Planning Commissions shall consider corridor vision needs and desired state of the transportation system including existing and future land use and infrastructure, major activity centers such as industrial, commercial and recreation~~s~~ areas, economic development, environmental protection, and modal choices.
- 4.03.~~34~~ Transportation systems planning by Regional Planning Commissions shall include operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people ~~and goods, and services.~~
- 4.03.~~45~~ Transportation systems planning by the Department should include capital, operations, maintenance and management strategies, investments, procedures, and other measures to ensure the preservation and most efficient ~~and effective~~ use of ~~CDOT facilities the state transportation system.~~ [Explanation by CDOT: "state transportation system" is more inclusive than "CDOT facilities" and "efficient and effective" have different meanings in that what is most efficient is not necessarily most effective]
- 4.03.~~56~~ Transportation systems planning by the Department shall consider and integrate all modes into the Statewide Transportation Plan and include coordination with Department modal plans and modal committees, such as the Transit and Rail Advisory Committee (TRAC).
- 4.03.~~67~~ Transportation Systems Planning by the Department shall provide for the establishment and use of a performance-based approach to transportation decision-making to support the national goals described in 23 U.S.C. 150 ~~(MAP-21) (FAST Act, P.L. 114-94).~~ Performance targets that the Department establishes to address the performance measures described in 23 U.S.C. 150, where applicable, are to be used to track progress towards attainment of critical outcomes for the state. The state shall consider the performance measures and targets when developing policies, programs, and investment priorities reflected in the Statewide Transportation Plan and STIP. [Explanation by CDOT: updating federal law]
- 4.04 Regional Transportation Plans (RTP). Long-range regional transportation plans shall be developed, in accordance with federal (23 U.S.C. 134, 23 U.S.C. 135) and state (§ 43-1-1103 and § 43-1-1104, C.R.S.) law and implementing regulations, ~~and are consistent with the applicable metropolitan planning sections of the Regional and Statewide Plan Guidebook developed by the Department in collaboration with its planning partners.~~ Department selection of performance targets that address the performance measures shall be coordinated with the relevant MPOs to ensure consistency, to the maximum extent practicable.
- 4.04.1 Content of Regional Transportation Plans. Each RTP shall include, at a minimum, the following elements:
- 4.04.1.1 Transportation system facility and service requirements ~~of~~within the MPO TPR over a minimum 20-year planning period necessary to meet expected demand, and the anticipated capital, maintenance and operating cost for these facilities and services. [Explanation: these requirements are in federal law for MPOs]
- 4.04.1.2 State and federal transportation system planning factors to be considered by Regional Planning Commissions and the Department during their

respective transportation systems planning shall include, at a minimum, the factors described in § 43-1-1103 (5), C.R.S., and in 23 U.S.C. 134 and 135.
[Explanation: This used to be 4.03.1, now moved here]

~~4.04.1.2~~ ~~For rural RTPs, the fiscally constrained integrated performance-based multimodal transportation plan based on revenues reasonably expected to be available over the minimum 20-year planning period (fiscally constrained plan). For metropolitan RTPs, a fiscally constrained financial plan.~~ [moved this to become new 4.04.1.5]

~~4.04.1.3~~ ~~Analysis of the planning factors referenced in these Rules upon which the transportation facility and service requirements and the fiscally constrained plan are based.~~ [Explanation by CDOT: deleted because it is repetitive]

4.04.1.34 Identification and discussion of potential environmental mitigation measures, of the results of completed environmental studies, corridor studies, or corridor visions, including a discussion of impacts to minority and low-income communities. [Explanation by CDOT: Based on comments by DRCOG, clarified that the federal law requires identification and discussion of potential environmental mitigation measures. Also made additions because federal law requires consideration of impacts on minority and low-income communities]

4.04.1.45 ~~A~~ ~~include a~~ discussion of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan.

~~4.04.1.5~~ ~~For rural RTPs, the integrated performance-based multimodal transportation plan based on revenues reasonably expected to be available over the minimum 20-year planning period. For metropolitan RTPs, a fiscally constrained financial plan.~~ [Explanation by CDOT: under federal law, the financial plan section of the MPO plans must be fiscally constrained] [moved this down from 4.04.1.2]

~~4.04.1.6~~ ~~An RTP identifying~~ Identification of reasonably expected financial resources developed cooperatively among the Department, MPOs, and rural TPRs for long-range planning purposes, for implementing the fiscally constrained plan over the minimum forecasting period, and results expected to be achieved based on regional priorities. [Explanation by CDOT: Based on comments by DRCOG and GVMPO, these changes were made to emphasize the cooperative way that financial projections among the Department's planning partners are determined.]

4.04.1.7 Documentation of the public notification and public participation process pursuant to these Rules.

4.04.1.8 A resolution of adoption by the responsible Metropolitan Planning Organization or the Regional Planning Commission.

4.04.2 Products and reviews

4.04.2.1 Draft Plan. Transportation Planning Regions shall provide a draft of the RTP to the Department through the Division of Transportation Development.

4.04.2.2 ~~[Expired 05/15/2013 per Senate Bill 13-079]~~

Draft Plan Review. Upon receipt of the draft RTPs, the Department will initiate its review and schedule the STAC review (pursuant to these Rules). The Department will provide its comments and STAC comments to the Transportation Planning Region within a minimum of 30 days of receiving the draft RTP. Regional transportation plans in metropolitan areas completed pursuant to the schedule identified in 23 CFR 450.322 shall be subject to the provisions of this section prior to being submitted to the Department for consideration as an amendment to the statewide transportation plan. [Explanation by CDOT: this provision was inadvertently deleted from the rules and now we are adding it back in]

4.04.2.3 Final Plan. Transportation Planning Regions shall provide the final RTP to the Department through the Division of Transportation Development.

4.04.2.4 ~~[Expired 05/15/2013 per Senate Bill 13-079]~~

Final Plan Review. Upon receipt of the final RTP, the Department will initiate its review and schedule the STAC review (pursuant to these Rules) of the final RTPs to determine if the plans incorporate the elements required by the Rules. If the Department determines that a final RTP is not complete, including if the final RTP does not incorporate the elements required by these Rules, then the Department will not integrate that RTP into the statewide plan until the Transportation Planning Region has sufficiently revised that RTP, as determined by the Department with advice from the STAC. The Department will provide its comments and STAC comments to the Transportation Planning Region within a minimum of 30 days of receiving the final RTP. Transportation Planning Regions shall submit any RTP revisions based on comments from the Department and STAC review within 30 days of the Department's provision of such comments. Regional transportation plans in metropolitan areas completed pursuant to the schedule identified in 23 CFR 450.322 shall be subject to the provisions of this section prior to being submitted to the Department for consideration as an amendment to the statewide transportation plan. [Explanation by CDOT: this provision was inadvertently deleted from the rules and now we are adding it back in]

4.05 Maintenance and Nonattainment Areas. Each RTP, or RTP amendment, shall include a section that:

4.05.1 Identifies any area within the TPR that is designated as a maintenance or ~~n~~nonattainment area.

4.05.2 Addresses, in either a qualitative or quantitative manner, whether transportation related emissions associated with the pollutant of concern in the TPR are expected to increase over the long-range planning period and, if so, what effect that increase might have in causing a maintenance area ~~for an NAAQS pollutant~~ to become ~~a nonattainment area, Nonattainment,~~ or a ~~n~~Non-attainment area to exceed its emission budget in the approved State Implementation Plan. [Explanation by CDOT: clarified that the pollutant is the NAAQS pollutant]

4.05.3 If transportation related emissions associated with the pollutant are expected to increase over the long-range planning period, identifies which programs or measures are included in the RTP to decrease the likelihood of that area becoming a ~~n~~Nonattainment area for the pollutant of concern.

4.06 Statewide Transportation Plan. The Regional Transportation Plans submitted by the Regional Planning Commissions shall, along with direction provided through Transportation Commission policies and guidance, form the basis for developing and amending the Statewide Transportation Plan. The Statewide Transportation Plan shall cover a minimum 20-year planning period at the time of adoption and shall guide the development and implementation of a performance-based multimodal transportation system for the State.

4.06.1 The Statewide Transportation Plan ~~development~~ shall: Explanation for change: this section is about the contents of the Statewide Transportation Plan, not the development of the plan

4.06.1.1 Integrate and consolidate the RTP's and the Department's systems planning, pursuant to these Rules, into a ~~fiscally constrained~~ long-range 20-year multimodal transportation plan that presents a clear, concise path for future transportation in Colorado. Explanation: NFRMPO and CDOT change, the federal law does not require that SWPs be fiscally constrained

4.06.1.2 Include the long-term transportation concerns of the Southern Ute Indian Tribe and the Ute Mountain Ute Tribe in the development of the Statewide Transportation Plan.

4.06.1.3 Coordinate with other state and federal agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation.

4.06.1.4 Include a discussion of potential environmental mitigation activities and potential areas to carry out these activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan developed in consultation with federal, state, and tribal wildlife, land management and regulatory agencies.

4.06.1.5 Include a comparison of transportation plans to state and tribal conservation plans or maps and to inventories of natural or historical resources.

4.06.1.6 Provide for overall multimodal transportation system management on a statewide basis.

4.06.1.7 ~~[Expired 05/15/2013 per Senate Bill 13-079]~~

The Statewide Transportation Plan shall be coordinated with metropolitan transportation plans pursuant to 23 CFR 450, § 43-1-1103 and § 43-1-1105, C.R.S. Department selection of performance targets shall be coordinated with the MPOs to ensure consistency, to the maximum extent practicable. Explanation by CDOT: this provision was inadvertently deleted from the rules and now we are adding it back in

4.06.2 Content of the Statewide Transportation Plan. At a minimum, the Statewide Transportation Plan shall include priorities as identified in the RTPs, as identified in these Rules and pursuant to federal planning laws and regulations. The Statewide Transportation Plan shall be submitted to the Colorado Transportation Commission for its consideration and approval.

4.06.3. Review and Adoption of the Statewide Transportation Plan.

4.06.3.1 The Department will submit a draft Statewide Transportation Plan to the Commission, the STAC, and all interested parties for review and comment. The review and comment period will be conducted for a minimum of 30 days. The publication will be available at public facilities, such as at the Department headquarters and region offices, state depository libraries, county offices, TPR offices, Colorado Division offices of the Federal Highway Administration and Federal Transit Administration, and the internet.

4.06.3.2 The Department will submit the final Statewide Transportation Plan to the Colorado Transportation Commission for adoption.

5.00 Updates to Regional and Statewide Transportation Plans.

5.01 Plan Update Process. The updates of Regional Transportation Plans and the Statewide Transportation Plan shall be completed on a periodic basis through the same process governing development of these plans pursuant to these Rules. The update cycle shall comply with federal and state law and be determined in consultation with the Transportation Commission, the Department, the STAC and the MPOs so that the respective update cycles will coincide.

5.02 Notice by Department of Plan Update Cycle. The Department will notify Regional Planning Commissions and the MPOs of the initiation of each plan update cycle, and the schedule for completion. ~~In TPRs without a Regional Planning Commission, the Department will notify municipalities and counties of the initiation of each plan update cycle, the schedule for completion, and the opportunity to establish an RPC for the purpose of transportation planning.~~ [Explanation: NFRMPO suggested adding MPO, and CDOT recommended deleting sentence because no longer applicable]

~~5.03 Department Responsibility for Planning in TPRs That Do Not Have a Regional Planning Commission. If the Department has not received notice of intent to form a RPC and/or to update the RTP, then the Department will be responsible for Statewide Transportation Plan update activities within the TPR, for consideration in the Statewide Transportation Plan, pursuant to § 43-1-1103 (3) (b), C.R.S. [Explanation by CDOT: deleted because no longer applicable]~~

6.00 Amendments to the Regional and Statewide Transportation Plans.

~~6.01 Basis for Transportation Plan Amendments:~~

~~6.01.1 Between regularly-scheduled updates of Regional Transportation Plans and the Statewide Transportation Plan, circumstances may alter the results of Transportation Systems Planning upon which these plans are based. Such change in circumstances may require an addition, deletion, or other change to a Regional Transportation Plan or the Statewide Transportation Plan.~~

~~6.01.2 [Expired 05/15/2013 per Senate Bill 13-079]~~

~~6.01.3 Amendments to the Regional Transportation Plans and/or the Statewide Transportation Plan may be necessary to ensure fiscal constraint or to maintain alignment between Corridor Visions and the implementing strategies. The process and requirements for plan amendments shall be included in the Guidebook.~~

~~6.01.4 All Amendments to the Statewide Transportation Plan must be approved by the Transportation Commission. Those amendments approved by the Transportation Commission, shall be deemed to be incorporated into that plan.~~

[Explanation: 6.01 through 6.01.4 above are being deleted after discussion with DRCOG during which CDOT staff noted the Statewide Transportation Plan is not project-based and therefore amendment is not warranted due to the continuous nature of the planning process, so there is no need for this section of the Rules. The MPOs and rural RPCs have their own process for amending their transportation plans, which is referenced below.]

6.01~~2~~ Amendment Process

6.01~~2~~.1 The process to consider amendments to Regional Transportation Plans shall be carried out by rural RPCs and the MPOs, and to the Statewide Transportation Plan shall be carried out by Regional Planning Commissions and by the Department, respectively, annually, if necessary. That The amendment review process for Regional Transportation Plans shall include an evaluation, review, and approval by the respective Regional Planning CommissionRPC or MPO and the Department provided that nothing in the Rules shall supersede or constrain the MPO planning process required by 23 U.S.C. 134. [Explanation: Based on suggestion by NFRMPO, "MPO" was added in this section, and other changes were made for clarification of the amendment process.-]

6.01.2 The process to consider amendments to the Statewide Transportation Plan shall be carried out by the Department, either in considering a proposed amendment to the Statewide Transportation Plan from a requesting RPC or MPO or on its own initiative. [Explanation: This is being added to allow for amendments to the statewide transportation plans in the event that MPO plans are completed after the adoption of statewide transportation plans. The MPO plans need to be considered as a part of the statewide transportation plan.]

7.00 Transportation Improvement Programs (TIPs) and Statewide Transportation Improvement Program (STIP).

7.01 [~~Expired 05/15/2013 per Senate Bill 13-079~~]

TIP development shall occur in accordance with 23 CFR 450 Subpart C. The Department will develop the STIP in accordance with 23 CFR 450 Subpart B, as well as with the STIP Development Guidance and Project Priority Programming Process (4P) (February 2015), as adopted by the Commission. [Explanation by CDOT: this provision was inadvertently deleted from the rules and now we are adding it back in, and the reference to the guidance was updated with more detail]

7.02 The Department will work with its planning partners to coordinate a schedule for development and adoption of TIPs and the STIP.

7.03 [~~Expired 05/15/2013 per Senate Bill 13-079~~]

A TIP for an MPO that is in a non-attainment or Maintenance Area must first receive a conformity determination by FHWA and FTA before inclusion in the STIP pursuant to 23 CFR 450. [Explanation by CDOT: this provision was inadvertently deleted from the rules and now we are adding it back in, and removed the reference to MAP-21.]

7.04 [~~Expired 05/15/2013 per Senate Bill 13-079~~]

MPO TIPs and Colorado's STIP must be fiscally constrained. Under 23 CFR 450, each project or project phase included in an MPO TIP shall be consistent with an approved metropolitan RTPtransportation plan, and each project or project phase included in the STIP shall be consistent with the long-range statewide transportation plan. MPO TIPs shall be included in the STIP either by reference or without change upon approval by the MPOs and the Governor.

Additionally, guidance on the development on TIPs and STIPs is found in the STIP Development Guidance and Project Priority Programming Process (4P) (February 2015) document.

[Explanation by CDOT: this provision was inadvertently deleted from the rules and now we are adding it back in, and updating language to emphasize that TIPs and STIP are fiscally constrained and the guidance about development of both is in the STIP development document. DRCOG also suggested clarifying the relationship between the STIP and the TIPs.]

Hotels Near CDOT's New Headquarters

Rank	Hotel	Address	City	Zip	Phone	Contact	Dist. To HQ	Time	Access to Hwy	Lightrail	Mall bus	Airport access	Reg \$/night	On-site dining option	Restaurants nearby	Rewards program
1	Springhill Suites	1190 Auraria Parkway	Denver	80204	720.439.2885	Brittany Maestas/ Emily Tusick	1.8	7 min	direct access to I-25 and Colfax	Y - shuttle to/from	N	Lightrail/shuttle	204-234 w parking	Degree Metropolitan	Y	Marriott Rewards
2	Fairfield Inn	2747 Wyandot St	Denver	80211	303.455.2995	Anna Davis	2	4-7 min	right off speer across from hwy access	N	N	N	\$156-200	Breakfast only	within drive	Marriott Rewards
2	Hampton Inn	2728 Zuni St	Denver	80211	303.455.4588	Sales	2	4-7 min	right off speer across from hwy access	N	N	N	\$160-185	Breakfast only	within drive	Hilton Honors
4	Embassy Suites	1420 Stout St	Denver	80202	844-228-0979	Sales	2.5	6-10 min	downtown driving	D line - req transfer	Y	Lightrail via Union Station	\$180-220	Full breakfast and dining options	Y	Hilton Honors
5	Homewood Suites by Hilton	550 15th Street	Denver	80202	303.534.7800	Sales	2.6	8-15 min	fairly direct to colfax some congestion	Y	Y	not direct	\$140-180	Y	Y	Hilton Honors
6	Comfort Suites	620 Federal Blvd	Denver	80204	720.531.3500	Sales	1.1	3 min	right off 6th and Federal	N	N	N	\$104.00	Convenience Store	very limited	Choice Privileges
7	Magnolia	818 17th Street	Denver	80202	303.607.9000	Ashley Cohn/ Jeremiah Frisenda	2.8	10 min	downtown driving heavy traffic	within walking	Y	lightrail/ walk	\$112-184 w parking	Y	Y	N
8	Crowne Plaza Denver	1450 Glenarm Pl	Denver	80202	303.573.1450	Sales	2.3	8-18 min	fairly direct to colfax some congestion	N	N	not direct	\$95-150	The Lockwood	Y	IHG
9	Maven	1850 Wazee St	Denver	80202	720.460.2727	Sales	2.8	10 min	fairly direct to HQ some downtown	Y - A line stop directly behind hotel	Y	lightrail/ walk	\$220-1000+	Y	Y - walking	N
10	The Oxford	1600 17th St	Denver	80220	303.628.5400(M) 800.228.5838 (R)	Sales	2.3	10-20 min	downtown driving	Y - 1 blk from hotel	Y	lightrail/ walk	275-400	Y	Y	N
11	Crawford Hotel	1701 Wynkoop St	Denver	80202	720.460.3700	Sales	2.3	8 min	downtown driving	Y at station	Y	Y- lightrail/ walk	\$209.00	Y	Y	starwood (SPG)
12	Hyatt House	440 14th Street	Denver	80202	303.893.3100	Sales	2.1	10-20 min	fairly direct to colfax some congestion	within walking	Y	not direct	160-210	Y	Y	Hyatt World
13	Hotel Indigo	1801 Wewatta	Denver	80202	720.544.6111	Laura Gilbert/ Theresa Navin	2.4	8-15 min	fairly direct to HQ some downtown	Y - 5 min walk	y	via union station	\$196-250	Y	Y	IHG
14	Hyatt Regency	650 15th St	Denver	80202	303.436.1234	Sales	2.1	10-20 min	fairly direct to colfax some congestion	within walking	Y	Lightrail via Union Station	114-180	Altitude Restaurant	Y	Hyatt World
15	The Curtis Denver (double tree)	1405 Curtis St	Denver	80202	303.571.0300	Sales	2.5	8-15 min	downtown driving	Walk	y	not direct	\$180-330	Corner Office	Y	Hilton Honors
16	Westin Denver Downtown	1672 Lawrence Street	Denver	80202	303.572.7271(D) 303.572.9100(M)	Vitaliy Foux	2.4	7 min	downtown driving heavy traffic	Y via mall bus	Y	bus/ lightrail	175-230	Y	Y	SPG and Marriott