



Statewide Transportation Advisory Committee (STAC)

This meeting will be hosted virtually

November 2, 2023

8:30 AM – 12:00 PM

Agenda

- 8:30-8:35 **Welcome and Introductions – Vince Rogalski, STAC Chair**
- 8:35-8:40 **Approval of the September Meeting Minutes - Vince Rogalski, STAC Chair**
- 8:40-8:55 **CDOT Update on Current Events (Informational Update) – Herman Stockinger, CDOT Deputy Director**
- 8:55-9:05 **Transportation Commission Report (Informational Update) – Vince Rogalski, STAC Chair**
- Summary report of the most recent Transportation Commission meeting
- 9:05-9:30 **TPR Representative and Federal Partners Reports (Informational Update)**
- Updates from STAC members and federal agencies
- 9:30-9:40 **Legislative Report (Informational Update) – Emily Haddaway and Jamie Grim CDOT Office of Policy and Government Relations (OPGR)**
- 9:40-10:25 **HB1101 Boundary Review Study Update (Action Item) – Herman Stockinger, CDOT Deputy Director**
- Vote on the HB1101 Boundary Review Study recommendations
- 10:25-10:35 **Break**
- 10:35-11:15 **Program Distribution: Faster Safety, CMAQ, and MPO Formula Programs (Action Item) – Darius Pakbaz, Director, Division of Transportation Development**
- Program distribution discussion of Congestion Management Air Quality (CMAQ), FASTER Safety, and Metropolitan Planning Organization (MPO) formula programs. (Please note that STAC has already approved the formulas for TAP, RPP, and MMOF)
- 11:15-11:35 **Region 1 Project Update (Informational Update) – Jessica Myklebust, Region 1 Director**
- An overview of current projects in CDOT Engineering Region 1
- 11:35-11:50 **2024 STAC Work Plan (Informational Update) - Darius Pakbaz, Director, Division of Transportation Development**
- Safe Routes to School Advisory Committee STAC Representative Appointment
- 11:50-12:00 **Other Business - Vince Rogalski, STAC Chair**

Statewide Transportation Advisory Committee (STAC) Meeting Minutes

Date/Time: Thursday, October 5, 2023; 8:30 a.m. - 12:45 p.m.

Location: CDOT HQ Auditorium, 2829 W. Howard Place, Denver, CO 80204

Recording: [STAC Meeting October 5, 2023 Recording](#)

[STAC Meeting Oct 5 2023 Recording- Zoom](#)

Attendance:

Denver Area:	Nicholas Williams and Ron Papsdorf
Central Front Range :	Richard Elsner and Samantha Hughes
Eastern:	Gary Beedy, Chris Richarson, and Scott Weaver
Grand Valley:	Cody Davis, Dana Brosig, and Chris Richardson
Gunnison Valley:	Vince Rogalski and Roger Rash
Intermountain:	Brian Pettet
North Front Range:	Johnny Olson, Scott James, Suzette Mallette, and Becky
Karasko	
Northwest:	Heather Sloop, Brian Cerkvnik
Pikes Peak Area:	Holly Williams, John Liosatos, and Danelle Miller
Pueblo Area:	Eva Cosyleon and Wendy Pettit
San Luis Valley:	Keith Baker, Hew Hallock, Vern Heersink
South Central:	John Galusha
Southeast:	Ron Cook and Stephanie Gonzales
Southwest:	Sarah Hill
Upper Front Range:	Kevin Ross and Elizabeth Relford
Southern Ute Tribe:	Mary Eagle
Ute Mountain Ute:	Bernadette Cuthari
Federal Transit Administration:	Emma Belmont
Federal Highway Administration:	Elijah Henley, Andrew Valdez, and Joelean Hall
(Central Federal Lands)	
Transportation Commissioners:	Karen Stuart and Rick Ridder

1. Welcome and Introductions -Vince Rogalski, STAC Vice-Chair

- The meeting commenced at approximately 8:35 by Vince Rogalski, STAC Chair.

2. Approval of the July 2023 STAC Meeting Minutes - Vince Rogalski, STAC Vice Chair

- Meeting notes from the September 2023 STAC meeting were approved by the STAC membership. One edit requested included adding Nicholas Williams to the meeting attendance list.

3. Transportation Commission (TC) Report (Informational Update) - Vince Rogalski, STAC Chair ([Meeting Recording Time Stamp 00:09:45](#))

- Six new Commissioners have been appointed and Transportation Commission meetings will be resuming their regular schedule of meetings.
- An overview of the Colorado Transportation Investment Office (CTIO) was provided with Piper Darlington noted as the new CTIO Director.
- During the Budget Workshop Jeff Sudmeier, CDOT Chief Financial Officer, discussed the \$179 million Federal Redistribution dollars CDOT received and ideas on how to spend those dollars.
- The Bridge & Tunnel Enterprise provided an overview of their projects to the TC. Their focus is on rehabilitating bridges in poor condition.
- Construction of Vail Pass - a joint workshop to discuss the BTE and the TC's approval to provide additional funds for this project.
- Work staff agility - an updated approach to workforce staffing that allows CDOT increased agility and dynamic response to staffing needs based on workload and funding. Action on the proposed updated approach will occur next month.
- Policy Directive (PD) 1607, Rail Corridor Preservation Policy, that was on the agenda was tabled for discussion next month.
- The PD 1601, Interchange Approval Process was overviewed with the TC, in preparation for future interchange approvals anticipated in the upcoming months.

4. TPR Representative and Federal Partner Reports - ([Meeting Recording Time Stamp 00:14:56](#))

- **DRCOG**
 - The DRCOG Board met in September did not have any transportation related agenda topics- but wanted to express to CDOT staff the Board's appreciation for providing updates to RTC (Regional Transportation Committee) on the Region 1 Bike & Pedestrian Safety Study.
 - Also received an update and had some conversation about the Front Range Passenger Rail Project.
 - Executed a contract with a consultant to assist with a Regional Housing Assessment as part of Housing Coordination Plan efforts to increase alignment between Regional Transportation Investments, housing needs, expand housing supply near transportation alternative mode hubs, and increasing the share of households with affordable access to transportation. DRCOG hopes this assessment will inform state conversations about housing policies.
 - Hosted the annual awards celebration, with over 500 folks from across the region attending. Governor Polis made remarks related to reducing single occupant vehicle trips, and distinguished service awards were distributed to recipients.
- **CFR TPR**
 - Snow is coming to the high country. Most of the roadway construction work is winding down for winter.
 - Work in Fairplay has progressed well, and will be done this season in another month.
- **Eastern TPR**
 - Gary Beedy has returned as the Eastern TPR STAC member.

- Eastern TPR held a meeting in September.
 - Grant funding is available for rural paving, bridge and deck repairs, with projects winding down this year, hope for more projects next year.
- **Grand Valley MPO**
 - Held a Board meeting last month, and the Grand Valley Regional Transportation Committee (GVRTC) approved to move the Grand Valley transit mobility hub. Received a visit from FHWA at a staff meeting to review the 2050 Travel Demand Model update.
 - Continued work on the Free Fare for Better Air promotion, and transit ridership is up 33% and is close to pre-pandemic levels.
- **Gunnison Valley TPR**
 - Everyone is asking if the US 50 Blue Mesa project is finished.
 - CDOT hired an additional construction company for the project.
 - Project adds retaining walls, and screening for the cliffs to make sure rocks are covered when they come down
 - IT won't be until the spring when it is completed.
 - On the eastside of US 50 they're doing some passing lanes from the bridge at the reservoir up to the top of that elevation and that is about finished.
 - There is snow in the high country, but the area is back in a drought situation.
- **Intermountain TPR**
 - We met yesterday for TPR meeting and Herman Stockinger, CDOT Deputy Executive Director, came up and gave a presentation on possible boundary changes.
 - Varying options were presented and TPR members had various perspectives of input. We can discuss it more during this meeting's next agenda item.
- **NFRMPO**
 - Progress has been made on I-25 on segments 6,7,8 and they look good. Heather Paddock, Region 4 Regional Transportation Director, was recognized for her leadership on these projects.
 - The last MPO meeting approved positive conformity determination for 2050 Regional Transportation Plan (RTP) and the 2024-2027 Transportation Improvement Program (TIP).
 - NFRMPO also received a contract from the CDOT Office of Innovation and Mobility and CDOT Transportation Management and Operations that includes:
 - Funding for the TMO projects in the North Front Range
 - Provides Northern Colorado with a transit study along US34 looking at options for providing connectivity between Loveland, Windsor, Johnstown, Milliken, Fort Collins and everyone in that area.
 - Establish TMO plan for better connectivity and mobility, multimodal transportation.
 - Thanked Cecil Gutierrez from CTIO for coming and giving a presentation on enforcement of the express lanes. It is anticipated that CDOT will get funds from multiple HOV fines collected in the first few months of enforcement, and then once in force for a bit, motorists will hesitate to violate the crossing the line rule.
- **Northwest TPR**
 - The TPR held a meeting on Sept 14th, on HB 23- 1101 TPR Boundary Study with Herman Stockinger in attendance.
 - The Browns Park National Wildlife Refuge project is complete.

- The Meeke CO 13 north of Craig project will be completed in October,
 - For the CO 64 bridges, CDOT is developing a design for passing lanes that is anticipated to be ready in 2026.
 - US 40 through Grand and Jackson Counties the chip and seal project is complete.
 - Berthoud Pass paving is complete, and CDOT was thanked for doing the 10 miles on the west side.
 - The first phase of the US 40 Red Dirt Hill project is in design.
 - US 40 in Winter park will get paved in 2025-2026.
 - Capacity improvements are planned for Fraser along US 40.
 - Shoulder improvements are planned for the west end of Kremmling along US 40.
 - Had a conversation from a County Commissioner on Front Range Passenger Rail, and the Northwest Passenger Rail. We are in talks on the Moffat Tunnel and what that would entail for the region. In addition, we are talking about what mobility looks like for climate action and tourism, and options for getting cars off the road.
 - There is a need for more enforcement from State Patrol on US 40. There have been too many fatalities along the corridor from Craig to Steam Boat Springs. There is a need to start designing more passing lanes.
- **PPACG (Pikes Peak Area)**
 - At the last Board meeting we honored Lisa Hickey for her service on the TC, and welcomed Hannah Parsons, the new Transportation Commissioner for the Pikes Peaks area.
 - PPACG is working on the Military Access project in the Fountain Area.
 - Fillmore at the Garden of the Gods project went to bid this summer.
 - The long range transportation plan elements for the 2050 plan were approved.
- **PACOG MPO (Pueblo Area)**
 - Working on a new TIP that needs to be adopted shortly, and working on the MPO bylaws.
 - Just updated our UPWP, and had a great presentation from the State Demographer's Office.
 - We will be hiring a new staff person next month.
 - Continuing the updating of the transportation demand model, and starting discussions.
- **San Luis Valley TPR**
 - We haven't met since the last TPR meeting. Our next meeting is Thursday, November 9th.
 - Starting to button up the roadway construction projects in our area.
 - Finished a few small paving projects in the region and some resurfacing projects.
 - Cleared up right of way issues on a county road in Chaffee County, which will enable the Federal Lands Access Program (FLAP) project to give access to Ruby Mountain, and northern access to Browns Canyon National Monument.
- **South Central TPR**
 - The CO 12 signage project is moving along with Huerfano and Los Alamos Counties having their funds in place to move forward with that.
 - Waiting for an update on signage for Gardner that is a safety project.
 - Thanked the maintenance crew for doing the leveling overlay on I-25C in Walsenberg.
 - A big topic of concern for SCTPR is the proposed merging of South Central and Southeast TPRs, which South Central TPR opposes.

- **Southeast TPR**
 - The next TPR meeting is October 25th. Working on the Lamar Main Street program, and on US 285 North of Grenada, we are starting on that project.
 - We met with Herman Stockinger on Aug 23rd, Sept 19th, and Sept 27th with concerns on the CDOT staff recommendation to merge South Central and Southeast TPRs. There is a major concern with losing a seat on the STAC.

- **Southwest TPR**
 - The TPR will meet next Thursday, October 12.
 - We are getting ready to button up projects in the region for winter.
 - Area of CO 491 which ties US 40 and I-70 together goes through a reservation, where speeding and enforcement of speed limits needs to be addressed.

- **Upper Front Range TPR**
 - Held a TPR meeting immediately after the last STAC meeting. Herman Stockinger joined that meeting. Had a bylaws discussion, and adopted several suggestions that will come out of the study.
 - Adopted the Transportation Conformity 8- Hour Ozone Plan that the NFRMPO provides as a partner this year.
 - Congestion Mitigation Air Quality (CMAQ) program funding goes to Larimer County so they have to come up with some projects.
 - CO 14 has experienced fatalities. UFRTPR partnered with CDOT to study this area for safety concerns, and Heather Paddock and her team were recognized for their work on this study.
 - The new District 5 Transportation Commissioner, Jim Kelly, joined the UFRTPR meeting virtually.

FTA Quick Update: Emma Belmont- Federal Transit Administration ([Meeting Recording Time Stamp 00:40:32](#))

- Last week all the UPWPs were approved by FHWA and FTA.
 - All comments MPOs should be aware of are in the approval letter from FHWA and FTA.
 - These comments will be on the agenda to discuss at the Statewide MPO meeting next month.
- There was a new Medicaid Transportation, NEMT (Non-emergency Medical Transportation) coverage guide, that FTA will forward in an email to CDOT.

CDOT Legislative Report – Herman Stockinger, Emily Haddaway and Jamie Grim, CDOT Office of Policy and Government Relations ([Meeting Recording Time Stamp 00:41:54](#))

- Update on State Legislature
 - The Transportation Legislation Review Committee (TLRC) reviewed drafts of 10 bills and 5 got picked to be carried on next year, including: 1. Vulnerable road user protection enterprise, 2. Child Passenger Safety Education, 3. Railroad safety requirements regarding train length and increased firefighter training, 4. Accountability requirements added in towing carrier regulations, and 5. Methods to Increase the use of transit with transit tax credits, universal passes, etc.
- Update on Federal Legislation
 - Congress was able to pass a last minute spending bill that will last through until Nov 17th to put together an Appropriation bill to keep the government funded right before Thanksgiving.
 - For the Federal Aviation Administration (FAA), the nomination hearing for Michael Whitaker occurred yesterday in the House and he was asked a lot of questions on housing shortages.

- UAW (United Auto Workers Union) strike continues and will have ripple effects across transportation
- NHTSA (Natl Highway Traffic Safety Admin) in first half of year- there have been 19,505 motor vehicle crash fatalities

HB1101 Boundary Review Study Update - Herman Stockinger, CDOT Deputy Director ([Meeting Recording Time Stamp 00:50:144](#))

- Several TPRs that are under consideration for boundary changes requested they be left as is.
- SETPR in particular voiced opposition to the concept of Southeast and South Central TPRs merging. It was explained that the merging may require legislative action if all recommendations create less than 10 rural TPRs. Also the TC has the final say on the decisions regarding TPR Boundary Changes.
- Many staff recommendations pertained to administrative practices of TPRs and the STAC. One example is STAC term limits for Chair and Vice Chair, and a list of guiding documents TPRs need to develop and maintain.
- A recommendation to split the Intermountain TPR into two planning regions is under consideration, but the exact boundaries recommended are not yet determined.
- In addition, CDOT staff suggested having the rural eastern area of El Paso County merge into the Pikes Peak Region. El Paso County staff have thus far expressed opposition to this concept. More discussions with PPACG and El Paso County, along with Central Front Range TPR are scheduled to occur.
- TPR members with concerns regarding the TPR Study recommendations were advised to reach out to their TC representatives to express their concerns.

5. Program Distribution: Multimodal Transportation and Mitigation Options Fund (MMOF) - Michael Snow, CDOT Multimodal Planning Branch ([Meeting Recording Time Stamp 02:00:27](#))

- STAC confirmed the September recommendation to maintain the existing 81%/19% Urban/Rural split and the existing Rural distribution formula weightings.
- STAC Actions:
 - STAC unanimously moved to recommend the amended Urban MMOF formula as presented in the meeting material (with changes from the existing formula highlighted).
 - A motion was also approved recommending CDOT return 50% of the remaining unspent funds previously set aside for MMOF Program administration to the pool for Local MMOF projects instead, then consider 2% annual set-aside of future MMOF funds.

Recommended Urban MMOF Formula:

Category	Criteria	Current Weight	STAC Proposal
Population	% Population	20%	20%
	% School-Aged Children (5-17)	10%	5%
Disadvantaged Populations	% Population in DI Communities	10%	10%
	% Disabled Population	-	10%
	% Population 65+	-	10%
	% Zero Vehicle Households	10%	5%
Transit	% Transit Revenue Miles	10%	-
	% Transit Unlinked Trips	10%	15%
Other	% of Bike Crashes	10%	10%
	% of Pedestrian Crashes	10%	10%
	% of Jobs	10%	5%
<i>Total Weighting</i>		100%	100%

- 6. Oct 23' Budget Workshop FY 24 Budget Amendment (Informational Update) Jeff Sudmeier, CDOT Chief Financial Officer - ([Meeting Recording Time Stamp 03:04:58](#))**
 - Discussed the \$179 million Federal Redistribution dollars CDOT received, the largest amount received to date.
 - A presentation on the amended FY 2024 Budget was provided. Key requests for approval included Fixing Poor Interstate pavement for \$13 million, and Avalanche Mitigation funds for \$8 million.
 - A discussion on budget amendments pertaining to State Culverts, Rest Areas ,Guardrails, Rockfall Mitigation, Mountain Rail, Capital Construction, Light Fleet, Hot Spots, and the Joint Operating Area (JOA) Program amendments also occurred.

- 7. Central Federal Lands Coordination with CDOT SWP and RTPs- Elijah Henley- FHWA -([Meeting Recording Time Stamp 03:35:07](#))**
 - The FHWA Central Federal Lands (CFL) coordination with CDOT and the TPRs occurred with the 2045 Statewide Transportation Plan and the 2045 Regional Transportation Plan development. Appendix C of the RTPs generally covered projects in CFL.
 - CFL will make more of an effort to coordinate in the 2050 Statewide Plan development.
 - The concept is for CFL to work with CDOT and local jurisdictions on transportation projects in an effort to leverage resources. Also, the intent is to sync the 2050 Statewide Transportation Plan with the federal long-range transportation plan update's schedule.

- 8. STAC Work Plan (Informational Update) Darius Pakbaz- DTD Director -([Meeting Recording Time Stamp 03:43:20](#))**
 - The STAC was provided the opportunity to bring up any topics they would like to cover in 2024.
 - STAC agreed to not hold a meeting in December this year.
 - Staff suggested the work plan include a general planning refresher in early 2024 for the benefit of new and existing STAC members after the November elections.
 - CDOT staff is planning to have a 10-Year Plan lessons learned overview and discussion in March 2024, then in April discuss what the next 10-Year Plan will include before finalization in May 2024.
 - The Freight Plan update can be brought to the STAC for discussion in January 2024.
 - STAC discussed the concept of moving the location of meetings throughout the state. This will be discussed further, in addition to the number or frequency of in-person meetings to hold.
 - The next STAC Chair/Vice Chair election is scheduled for October 2024.

- 9. Other Business - ([Meeting Recording Time Stamp 03:47:38](#))**
 - Heather Sloop- Northwest TPR STAC member mentioned her term for Safe Routes to School expired and needs a new committee representative. Staff can email Melissa Houghton, the SRTS Program Manager. This topic will be brought up again in November. Really needs a TPR representative for Safe Routes, and it is not a lot of work.
 - The next STAC meeting is scheduled for Thursday, November 2, 2023 and will be held virtually on the Zoom platform.
 - STAC needs to discuss the STAC calendar for 2024 in more detail in terms of the number of in-person meetings. Gary Beedy, the Eastern TPR STAC Representative, recommended STAC meeting in-person quarterly.

DRAFT October 18-19, 2023 Transportation Commission (TC) Meeting Notes

Workshops and Regular Meeting

Wednesday, October 18, 2023

1:00 pm to 5:00 pm

Youtube link:

[October 18, 2023 Transportation Commission Meeting Recording](#)

Transportation Commission Workshops [Recording Timestamp 00:00:00](#)

Call to Order, Roll Call

11 Commissioners were present: Karen Stuart, Eula Adams, Terry Hart, Yessica Holguin, and Mark Garcia, Rick Ridder, Shelley Cook, Barbara Bowman, Hannah Parsons, and Jim Kelly.

○

Budget Workshop & Commissioner Roundtable on Budget Items (Jeff Sudmeier and Bethany Nicholas), [Recording Timestamp 00:20:44](#)

Purpose and Actions:

This workshop summarized the FY 2022-23 year end budget processes, including final results from the revenue reconciliation process, 2023 federal redistribution, and FY 2022-23 roll forwards. In addition, the proposed actions are the 4th Budget Supplement for FY 2023-2024 for Eisenhower Johnson Memorial Tunnel improvements for \$2.3 million and the 3rd Budget Amendment for FY 2023-2024, that were discussed with the TC, prior bringing them forward for adoption at the regular TC meeting. There are 9 items for \$119.9M covered under this budget amendment:

- \$65M for Culvert Repair
- \$10M for Rest Areas
- \$10M for MASH Compliant Guardrail
- \$5M for Transit and Rail Planning
- \$20M Capital Construction Cost Escalation Fund
- \$2M Light Fleet/Maintenance Equipment
- \$0.5M Hot Spots
- \$0.4M JOA Hotels and Per Diem

Discussion:

- Several Commissioners had questions regarding how 10-Year Plan projects were being funded including the use of the \$179M in Redistribution funds and establishing a Cost Escalation Fund to account for increases in project budgets due to rising costs and inflation.
 - Jeff Sudmeier answered that there are a variety of sources that go into 10-Year Plan projects. What you see in budget supplements on a monthly basis are adjustments to those projects. Have projects that come back with savings. Don't have anything specific to the 10-Year Plan element.
 - The Vail Pass project is not typical in terms of the cost escalation perspective as there was quite a bit more. For this project CDOT tapped into the freight fund and a bit from cost escalation fund.
 - Other questions pertaining to roll forwards and the relation to the 10-Year Plan funding sources were discussed and answered, als the end-year reconciliation dollars identified funds not expended yet and not yet identified for specific projects or are part of roll forwards yet.

Policies and Procedures Overview and Adoption of Updated Policy Directive 1607 (Decision)(Herman Stockinger, David Singer, and Sari Weichbrodt)
[Recording Timestamp 00:47:30](#)**Purpose and Action:**

This workshop provided a summary of the proposed changes to Policy Directive 1607.0 “Rail Corridor Preservation Policy” for its adoption by the TC. The requested action was to pass a resolution adopting the updated Policy Directive 1607.0 “Rail Corridor Preservation Policy.”

Discussion:

- Commissioner Garcia asked about if costs could be quantified regarding preserving and or enhancing existing passenger rail service to reduce highway maintenance costs.
 - David Singer noted that the costs like these would probably be quantified with qualitative measures pertaining to savings of vehicle miles traveled that are saved on the roadways. In addition we need to consider an option for moving people and goods, and recognize the need for freight transportation.
 - Commissioners Stuart, Vasquez, and Kelly felt this analysis may be too loose to consider noting - the reduced highway maintenance costs, but mentioned something else. Accommodating a greater amount of freight would be something good to include instead.
- Commissioner Cook asked about seeking funding sources beyond public private partnership agreements and it was explained by David Singer that this is something we at CDOT are always working on and its partners in the private sector but also at various levels of government throughout the state and other state agencies, that may have not been represented well in this document.

I-25 Crystal Valley Interchange 1601 (Castle Rock) (Information)(Stephanie Alanis & Nyssa Beach) [Recording Timestamp 01:07:35](#)

Purpose and Action: The 1601 Procedural Directive states that new interchanges within an MPO boundary should make a good faith effort to reach a 3% reduction in Average Daily Trips (ADT) at the interchange on-ramps. As the Crystal Valley interchange is within DRCOG boundaries, the goal for transportation demand management (TDM) Strategies at the Crystal Valley Interchange is to reach a reduction of 575 trips which is 3% of the total ADT at the interchange. No action requested at the October workshop. Action will be requested at the November TC meeting.

Discussion:

- Some Commissioners noted the the good faith effort taken to meet TDM requirements and explore options for compliance with TDM elements required under PD 1601 as:
 - The project looks fairly rural and a good effort was made to put 1.5%. Don't know how it would get to 3% right away but if working with DRCOG's Way2Go program and other means to get there. Retrofitting, forward thinking on reducing congestion, working with applicants, consultants, DRCOG to reach 3%.
 - It was noted by Commissioner Garcia that the project should also consider rail in Pueblo. Nyssa Beach answered that they are working closely to consider Front Range Passenger Rail too, as well as future mobility hubs.
- Commissioner Ridder argued that he does not see that area remaining rural for long and that the project should meet those requirements and make sure the interchange is adjusted appropriately.
- Commissioner Cook asked if there was Bustang service planned at the interchange and if the surrounding land use is transit friendly or supports the TDM measures that developers are undertaking there..
 - Beach answered that Bustang service is not planned at Crystal Valley interchange. That they are comprehensively working with CDOT DTR to see what makes sense for a Castle Rock Mobility Hub. Multiple sites are being considered and they are working with the Town of Castle Rock with Bustang as a consideration.
 - Nathan Lindquist, the CDOT Land Use Planner, answered that the Town of Castle Rock in their development plans for the Dawson trails development, they have elements of mixed-use and CDOT set some criteria on what we considered mixed-use development and it has a lot of that, but they are still in the preliminary phase of development and CDOT is now in conversations with them. More governmental partners with state, local, and counties have control. When its final development plans come out, CDOT will look at if the TDM requirements boxes were checked.

Bridge and Tunnel Enterprise - Programmatic Overview (Patrick Holinda and Tyler Weldon) [Recording Timestamp 01:56:52](#)

Purpose and Action:

Staff prepared this workshop to provide the Bridge and Tunnel Enterprise (BTE or Enterprise) Board of Directors (Board) and the TC an overview of the Enterprise's role in delivering the CDOT 10-Year Plan (10-Year Plan or plan), its planned participation in BTE eligible CDOT 10-Year Plan projects, and anticipated financing needs to deliver the plan. No approval action is being requested this month. Staff requests Board and TC feedback on ongoing Enterprise planning activities.

Discussion:

- \$250M of BTE funds are dedicated to the 10-Year Plan Projects as required by SB 21-260.
- Covering approximately 15% of poor bridge deck area across the state, under the 10-Year Plan.
- New HB 23-1276 expanded BTE eligible projects.
- Funding gap identified between FY 24 - FY27 is \$350M to \$450M for BTE.
- Evaluated multiple financing vehicles that are available to support implementation of 10-Year Plan projects.
- Considering long- and short-term revenue bonds or bank loans - after further consideration the long-term revenue bonds are the choice for now due to their comparable flexibility for program delivery and other factors related to unforeseen needs. A contemplated transaction schedule includes a January 2024 Transaction closing, on a fast track. Would require hiring more support staff for this effort.

Mountain Rail Update (Information) (John Putnam, David Singer, and Chris Enright), [Recording Timestamp 02:32:46](#)**Purpose and Action:**

To update the Commission on recent activities and opportunities related to a proposal for mountain rail and to request TC Program Reserve funds be utilized for a Service Development Plan (SDP). The requested action is approval of the FY 24 Budget Amendment this month that includes \$5 million from the TC Program Reserve to accelerate transit and rail planning, including the development of an SDP for mountain rail. This plays into the Governor's agenda for sustainable growth in an effort to maintain quality of life in Colorado.

Discussion:

- Coal plant closures will result in the opportunity to repurpose rail lines in Northwest Colorado to passenger rail.
- Multiple letters from community leaders have been received in support of the Northwest Passenger Rail concept.
- Two subdivisions under consideration for exploring opportunities - Moffat Tunnel Subdivision and Craig Subdivision to connect to the AMTRAK California Zephyr Line.
- Corridor development is what a Service Development Plan is all about - a planning framework to identify feasibility, conduct a market study, identify service needs, funding needs and potential funding sources, with context sensitive solutions to protect the environment.
- SDP costs are estimated to be \$5 million. The Project timeline considers federal grant funding options also.
- Decline in coal and other mining commodities are trending downward on existing freight rail lines, in conjunction with unprecedented anticipated federal investment (\$12 billion) in passenger rail investment in the next 2 to 3 years - there is a window of opportunity to consider. Long-term revenue needs still need to be addressed. The Governor is working on finding some matching funds that may be available for passenger rail and rail safety improvements. Also working with Railroads on this, who also see a future for passenger rail on the line. Governor and state considers this as a complimentary project vs. having concerns with Colorado projects competing with this project concept, and the state also

needs to consider the continuation of freight service too. Colorado has adequate legal support staff working to ensure compliance with laws and regulations.

- The CDOT department that will oversee this SDP will be the Division of Transit and Rail under the Office of Innovative Mobility.

Audit Review Committee (ARC) (Frank Spinelli), [Recording Timestamp 03:13:22](#)

Committee Members include: Commissioner Eula Adams, Chair; Commissioner Karen Stuart; and Commissioner Terry Hart

Agenda

- Call to Order - No specific actions for today's meeting, but will have action items in November. Today cover the mission and objectives of the Audit Committee for today.
- Motion to Approve June 14, 2023 Minutes - Tabled for the next ARC meeting scheduled for November.
- Authority of the Audit Division was discussed - by State Statute Section 43-1-106
- Consulting Services Audit Division Provides (External Audits)
- Internal Audits - ARC conducts one to two a year based on a risk assessment for checking compliance and efficiency. Various areas of CDOT are audited each year.
- Status of the Audit was discussed with the ARC Recommendations those that are closed and those that are still open.
- Resources ARC has - staff and functions were covered - the first formal ARC meeting will occur in November.

Adjournment

Transportation Commission Regular Meeting

Thursday, October 19, 2023

9:00 am to 10:20 am

[October 19, 2023 Transportation Commission Meeting Recording](#)

Call to Order, Roll Call

Eleven Transportation Commissioners were present: Karen Stuart, Eula Adams, Terry Hart, Yessica Holguin, and Mark Garcia, Shelley Cook, Hannah Parsons, Barbara Bowman, Megan Vasquez, Jim Kelly and Rick Ridder were in attendance.

Public Comments [Recording Timestamp 00:02:00](#)

- Chair Stuart noted that several public comments were received in written and email format regarding the Passenger Rail Project Support and opposition to TPR boundary changes - in those two categories.
- Sonja Macys, Routt County Commissioner - served on the Steamboat Springs City Council and the Rural Electric Cooperative Board. Supported Northwest Colorado Passenger Rail project

in the Northwest Area of Colorado. WE have a strong local coalition formed including of Ski Areas, Chambers of Commerce, local governments, private citizens, and owners of rail spurs are in support of this project. Current commuting information notes that 2,700 commuting from Craig, 800 from Hayden, and 850 from Sout Routt County. Hoping to establish a Regional Transportation Authority, which is under study now to bring forward to a ballot in November 2024, to help fund this project. Considering a lift ticket tax to support passenger rail in Northwest Colorado. Willing to partner in seeking outside funding. Passenger Rail is important for the entire state. Please consider approval of the Service Development Plan.

- Matt Frommer, SWEEP - Clean Transportation and Land Use Policy - Coalition - make transportation clean, efficient and affordable - Crystal Valley Interchange approval - expressed opposing this approval as the TDM requirement is not met. Area is not supportive of walkability or transit with current density levels of the area. Noted the CDOT GHG Rules that passed. PD 1601 is the only meaningful tool to use to support the land use decisions that create more sustainable communities and reduce household driving.
- David Mintzer - Colorado Chapter for Physicians for Social Responsibility - advocating for the environment. GHG Reduction policy - very serious concerns with CDOT meeting goals of the policy - walking trips increase - despite pedestrian infrastructure not constructed and less than 10% going to alternative transportation projects. Conflict with increased working from home and transit use returning to pre-pandemic levels by 2030. Zoning changes to help may not materialize. Highway and interchange expansions conflict with the GHG emission reduction goals. Mandate requires CDOT reports submit by April - need to report in TC minutes. We are not on track to meet our mandates. GHG Mitigation April Report was requested. CDOT staff will reach out to David Mintzer.

Comments of the Chair and Individual Commissioners [Recording Timestamp 00:14:14](#)

- Commissioner Adams - Thanked CDOT staff for work and dedication for on initiatives. Encouraged by passenger rail discussions. Traveled in Europe on rail and appreciated how well it works.
- Commissioner Holguin - Attended Denver RTC meeting, and NAAPME meeting - where a great discussion of Bus Rapid Transit. Exciting to imagine a multimodal system as a vision that would benefit everyone. Done in other areas and need to think about it in a different way. Rapid Service with High Frequency is needed. Dedicated Lanes for BRT. And improve our economic system, and a system that works for all through the work of this enterprise.
- Commissioner Garcia - Recognized CDOT staff for work on the construction projects and preparing for winter with the largest capital budget for projects this year. Sits on Clean to Transit Enterprise - with five for Zero Emissions grant submittals - first round of grants - \$327K awarded \$297K to four projects. The fifth grant needs more work. TC Committee assignments being worked out - Chairing the SB and Diversity Committee with Commissioner Holguin and serving on the Fiber Committee.
- Commissioner Cook - Learning on TC matters at present. Attended the DRCOG annual awards dinner. Listened in on the Jefferson County Transportation Advisory Group (TAG) meeting. Heard a good presentation by CDOT staff on what is occurring in JeffCo.
- Commissioner Kelly - As a new Commissioner - initially overwhelmed. Staff has been very helpful. Recognized Jennifer Uebelher for her support and answering questions.

- Commissioner Vasquez - Still in the fire hose stage of learning. Thanked CDOT staff for their support and Commissioner Stuart. Heather Paddock's support was noted as appreciated. Glad TC works together so well already.
- Commissioner Ridder - Recognized staff for their help and support. Attended the STAC and was impressed with the participation, interest and their commitment to transportation across Colorado. Commissioner Macys' comments were appreciated.
- Commissioner Parson - Thanked Shane Ferguson, CDOT Region 2 Transportation Director for his help. Attended CFR TPR and PPACG in Fairplay meetings. It was enjoyable to attend these meetings. District 9 breakfast and met with regional stakeholders. Getting to know people in Region 9.
- Commissioner Bowman - Also learning the role of a Commissioner, and thanked Jason Smith, Kathy Hall, and Mark Rogers to bring her up to speed. Attended a CDOT staff organized TC retreat yesterday that was fantastic. Trip to Europe recently was multimodal - planes, trains and buses. Free Fare in August was very successful in Grand Valley Transit and ridership is closer to pre - pandemic levels. Attended IMTPR meeting on October 4 - where they conducted a straw poll vote for boundary options, and they are moving forward. Attended a Grand Valley Transit Committee meeting, looking forward to the October 26 Brush Creek Park-n-Ride ribbon cutting ceremony, and Gunnison TPR on November 9th.
- Commissioner Hart- Vice Chair - Thanked folks for the public comments submitted in writing and those who came in person. These comments mean a lot and are taken into consideration. Railroad derailment in District 10 - a difficult event. Reported on how well CDOT staff reacted to this incident. SB lanes are open and NB lanes will be open later today. Lessons learned from this event in terms of detours established along CO 115 and elsewhere in accommodating the higher level of traffic. Big supporter of passenger rail and interested in the Mountain Passenger Rail and supportive of this type of project. Presentation earlier today with local sustainable funding options noted.
- Commissioner Stuart thanked staff- Jennifer Uebelher, Herman Stockinger, and Kathy Young of the AG's office staff for support with the TC retreat. The Commission is fully engaged. Back page of agenda - information only items - Grants memo is wonderful in terms of reporting grant status. Transportation Trends report - comes out of GHG work and tasks.

Executive Director's Management Report (Shoshanna Lew) [Recording](#) [Timestamp 00:35:36](#)

- Herman Stockinger, CDOT Deputy Executive Director, noted that Executive Director Lew met with Federal officials in Pueblo and then left directly for D.C. for a planned trip, and could not attend the meeting today.
- Director Lew, if present, would recognize Region 2 RTD, Shane Ferguson, for his work in incident commanding the Pueblo train derailment event.

Chief Engineer's Report (Keith Stefanik) [Recording](#) [Timestamp 00:36:34](#)

- CDOT commitment to transportation safety. A steady incline FY 19-23 fatalities and serious injuries increasing, but now starting to see the numbers leveling off a bit between FY 23-24.
- Wildlife crossings are one focus of many considerations to improve safety.
- Construction and capital work across the state is occurring and the health of the construction program was assessed. \$868M was the goal to be paid out, and CDOT is on track to either meet or exceed the advertising deadlines.

CTIO Report (Piper Darlington) [Recording Timestamp 00:41:22](#)

- CTIO held the monthly Board meeting yesterday with no action items but discussed the I-25 Gap tolls going live and discussed our toll rate adjustment policy. Dynamic tolling including criteria into that policy. Commissioner Cook was recognized for attending the Board Meeting.
- Safety enforcement related to express lanes - TLRC bus tour, and staff attended many meetings and CTIO role in improving safety. I-25 US 36 - E-470 have safety enforcement. Moving into a civil penalty phase. Trend of violations has gone down a bit since it was initiated by 29%. Commissioner Garcia suggested more CTIO notification of how to enroll (get a transponder) in E-470 tolling. Thanked Matt Inzeo's team for their support with this program to communicate important information. In the fall the CTIO conducts a survey to see how to improve safety and communications.
 - Enforced by technology now permitted. located on center median barriers vs. requiring a physical officer.
 - Commissioner Adams noted Communications folks attend relevant meetings to make how to get the word out on tolling. We appreciate what the Communications staff does.
 - Commissioner Stuart noted express lanes are also used by buses to avoid traffic jams.

Federal Highway Administration (FHWA) Division Administrator Report (John Cater) [Recording Timestamp 00:49:18](#)

- FHWA Administrator, Shailen Bhatt, was here in Colorado visiting earlier this week for the Pueblo train derailment tragedy. Lots of impacts on people's daily lives during this closure. The response was well conducted. One lane is already open. Hopefully the other open today.
- In terms of Safety - AASHTO Safety Summit conducted. Fatalities have gone up nationally. Fatalities used to be roughly 400, and now the number is in the 700s. Nationally the same trend is up - were in low 30,000s now in low 40,000s for fatalities.
- National Challenge using proven safety countermeasures - roundabout, center medians, rumble strips, protected bike lanes - 28 tactics identified. Also need to change driver behavior. Using technology for enforcement of violations.

STAC Report (Vince Rogalski- STAC Chair) [Recording Timestamp Recording Timestamp 00:00:0000:54:60](#)

- The Transportation Legislation Review Committee (TLRC) reviewed drafts of 10 bills and 5 got picked to be carried on next year, including: 1. Vulnerable road user protection enterprise, 2. Child Passenger Safety Education, 3. Railroad safety requirements regarding train length and increased firefighter training, 4. Accountability requirements added in towing carrier regulations, and 5. Methods to Increase the use of transit with transit tax credits, universal passes, etc.
- NHTSA (Natl Highway Traffic Safety Admin) in first half of the year reported 19,505 motor vehicle crash fatalities
- Discussed the status of staff recommendation for the TPR HB 23-1101 - Boundary Study
- The Program Distribution STAC recommendation for the Multimodal Transportation Mitigation Options Fund (MMOF) formula was approved.

- \$179 M Redistribution funds was discussed with the STAC and the proposal for expending these dollars.
- The STAC is now in a virtual meeting phase with the next in-person meeting is not anticipated to occur until May; there will be no December STAC meeting, and the next STAC election is scheduled for October 2024.

**Act on Consent Agenda (Herman Stockinger) [Recording Timestamp 00:00:00](#)
[Recording Timestamp 01:06:17](#)**

Proposed Resolution #1: Approve the Regular Meeting Minutes of September 21, 2023 - Herman Stockinger

- Proposed Resolution #2: IGA Approval >\$750,000 - Lauren Cabot
- Proposed Resolution #3: Confirmation of TC Committee Appointments - Herman Stockinger
- Proposed Resolution #4: CDOT Workforce Staffing Agility (FTE cap) - Anna Mariotti
- Proposed Resolution #5: Disposal: 8-A-EX, Commerce City - Jessica Myklebust
- Proposed Resolution #6: Disposal: 79-EX, Idaho Springs - Jessica Myklebust
- Proposed Resolution #7: Adoption of PD. 1607 - Herman Stockinger, Sari Weichbrodt, David Singer - as amended with revised language based on conversation yesterday.

A Motion by Commissioner Holguin to approve, and seconded by Commissioner Cook passed unanimously.

Discuss and Act on Proposed Resolution #8: 4th Budget Supplement FY 2023-2024 (Jeff Sudmeier) [Recording Timestamp 01:06:58](#)

A Motion by Commissioner Adams to approve, and seconded by Commissioner Holguin passed unanimously for additional funds going to Eisenhower Johnson Tunnel improvements for \$2.3 million.

Discuss and Act on Proposed Resolution #9: 3rd Budget Amendment FY 2023-2024 (Jeff Sudmeier) [Recording Timestamp 01:09:20](#)

A Motion by Commissioner Garcia to approve with a change of the whereas of \$20 million to \$23 million for the cost escalation fund, and this motion was seconded by Commissioner Holguin and passed unanimously. Nine items (workshop list) totaling \$119.9 million funded from: TC Program Reserve, the end of year reconciliation process and primarily the redistribution funds.

- Commissioner Parsons noted her support for this and appreciation for the collaboration and discussion at the workshop on this, and noted that the Front Range Passenger Rail is going through a similar service development plan that the Mountain Passenger Rail Plan is seeking.

Adjournment at 10:20 am



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Department of Transportation

Office of Policy and Government Relations

2829 W. Howard Place
Denver, CO 80204-2305

DATE: November 2, 2023
TO: Statewide Transportation Advisory Committee
FROM: Herman Stockinger
SUBJECT: HB 23-1101 TPR Study Update

Purpose

To provide a final update on the HB23-1101 TPR Study before submitting the final report to the Transportation Commission and the TLRC.

Action

Staff requests STAC vote on the recommendations that came out of the HB23-1101 TPR Study process.

Update:

CDOT Staff have driven over 7,000 miles to 34 TPR meetings and many other meetings around the state to connect with TPRs in person and gather input regarding possible boundary changes. A survey was circulated to thousands of stakeholders, 901 opened the survey, and over 500 completed the survey. We held five regional virtual public meetings, and CDOT's GIS team created a significant number of maps and data tables to assist in the technical analysis.

Recommendations:

1. For CDOT:
 - a. An improved TPR-related website to better enable the public to find information about all TPRs in the state.
 - b. Increased outreach to elected officials, especially newly elected, to make sure they have the background and understanding of CDOT as an organization and the role of TPRs and MPOs.
 - c. Organize annual or biannual meetings for all of the TPR administrators to discuss processes and share best practices for TPR management.
 - d. Consider whether current funding to TPRs is adequate and make necessary adjustments if needed.
2. For STAC
 - a. Establish term limits for STAC Chairs and Vice-Chairs. Up to two consecutive terms of two years each, with details worked out by STAC via an update to their bylaws.
 - b. Rotate Chairs/Vice-Chairs between rural TPRs and urban TPRs, ensuring STAC leadership always has both a rural and urban voice, with details worked out by STAC via an update to their bylaws.



- c. Add the Chair of the Transit and Rail Advisory Committee (TRAC) to STAC as a non-voting member.
 - d. Encourage multiple TPRs whose members have overlapping political jurisdictions to adopt governing documents to disallow a single political jurisdiction from representing two TPRs on STAC at any given time.
3. For TPRs - Update as necessary governing documents to include the following elements:
- a. Who: The name of the organization, and the members.
 - b. What: The duties of the organization, ability to spend and receive funds, ability to sue and be sued, and enter into contracts.
 - c. Ability to terminate and amend.
 - d. When/Where: Overview of general meeting cadence and locations.
 - e. Officers, Elections of Officers, Length of term of Officers.
 - f. Quorum & Voting structure (if not simple majority).
 - g. Ensures all meetings are open to the public and will be publicly noticed.
 - h. Agendas and meeting minutes are available and accessible to the public.
 - i. Meetings allow time for public comment on the agenda.
 - j. Identifies how the TPR's STAC representative is chosen.
 - k. Provides for how the TPR is to be administered.
 - l. Includes a Conflict of Interest Statement.
 - m. Ensure TPR information can be found on the internet.
4. Boundaries: Per statute, only 15 TPRs can exist, 10 of which must be rural. As such, for a new TPR to be created another TPR must be consolidated.
- a. Combine SETPR and SCTPR into one new TPR.
 - b. Divide IMTPR into two new TPRs (note, at the time of the writing of this memo (October 24), the IMTPR had not yet made a recommendation on how to split the TPR if their boundaries were changed).

Background

On April 28, 2023, Governor Polis signed HB 23-1101: The Ozone Season Transit Grant Program Flexibility bill. CDOT is impacted by the legislation in two ways. The bill includes a provision requiring Transportation Planning Regions to add a transit agency representative as a voting member to the TPR board. It also includes the amendment requiring CDOT to conduct a TPR study and provide recommendations to the Transportation Commission on or before November 30, 2023. This legislation directs the Transportation Commission to review these recommendations and open the rules governing the TPR boundaries. It does not mandate that the Commission adopt the recommendations.

The Department's must also provide a corresponding study of:

- Membership of the Transportation Advisory Committee.
- Membership of the Special Interim Transit and Rail Advisory Committee .
- The consistency and transparency of the transportation planning process across the Transportation Planning Regions.

The amendment includes an extensive list of criteria that CDOT staff examine. The list in the bill is not in priority order:



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





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Department of Transportation

HB23-1101 TPR Study: Recommendations

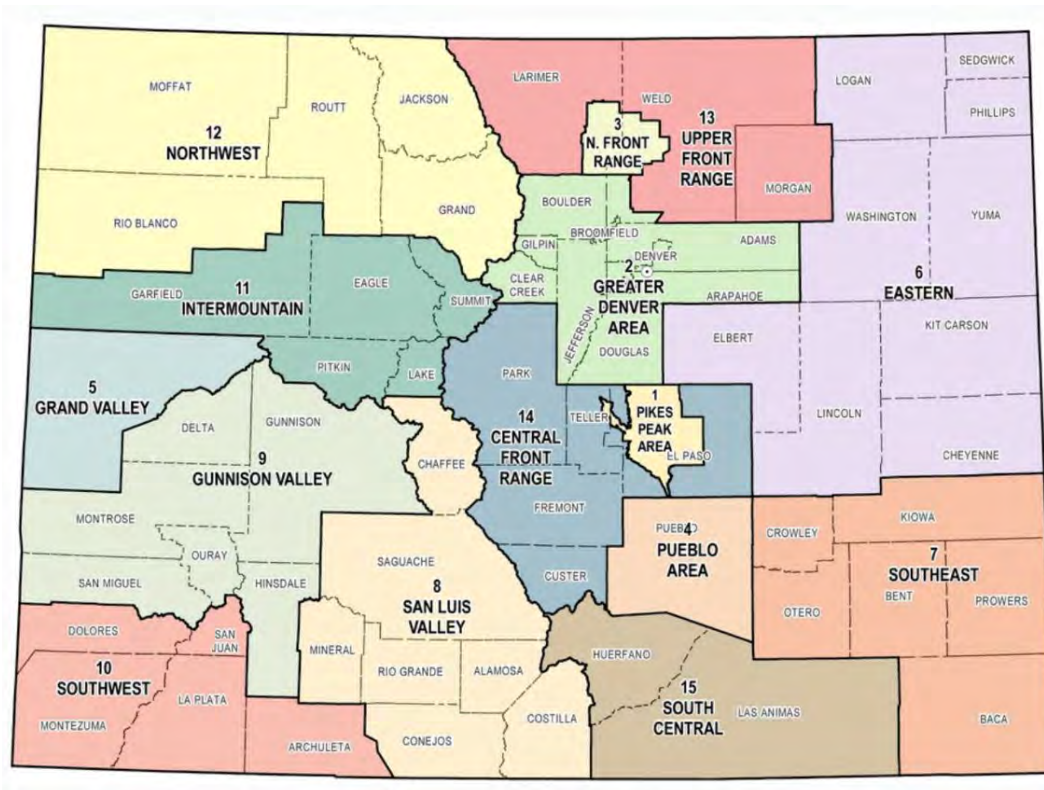
Statewide Transportation Advisory Committee

November 2, 2023



Agenda

1. HB23-1101 Refresher
2. Recommendations





HB23-1101 TPR Study Provision Language

On or before **November 30, 2023**, the Department shall complete a Study and Study Report of:

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

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

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

The Department shall submit the Study Report to the Transportation Commission and to the Transportation Legislation Review Committee on or before **November 30, 2023**.

Following completion of the study and with consideration of its findings, the Transportation Commission shall initiate updates to the rules before June 1, 2024. **The Transportation Commission, not CDOT, has the authority to change TPR Boundaries, and they are not required to do so.**



Statutory Requirements

Factors for consideration identified in legislation:

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

You can find a link to all of our maps and other information about the study here:

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



Recommendations for CDOT Staff

1. Recommendation for CDOT improvements
 - a. An improved TPR-related website to better enable the public to find information about all TPRs in the state.
 - b. Increased outreach to elected officials, especially newly elected, to make sure they have the background and understanding of CDOT as an organization and the role of TPRs and MPOs.
 - c. Organize annual or biannual meetings for all of the TPR administrators to discuss processes and share best practices for TPR management.
 - d. Consider whether current funding to TPRs is adequate and make necessary adjustments if needed.



Recommendations for STAC and TRAC

2. Recommendations for STAC and TRAC

- a. Establish term limits for STAC Chairs and Vice-Chairs. Up to two consecutive terms of two years each, with details worked out by STAC via an update to their bylaws.
- b. Rotate Chairs/Vice-Chairs between rural TPRs and urban TPRs, ensuring STAC leadership always has both a rural and urban voice, with details worked out by STAC via an update to their bylaws.
- c. Add the Chair of the Transit and Rail Advisory Committee (TRAC) to STAC as a non-voting member.
- d. Encourage multiple TPRs whose members have overlapping political jurisdictions to adopt governing documents to disallow a single political jurisdiction from representing two TPRs on STAC at any given time.



Recommendations for TPR Governance

3. Ensure all TPRs are following statutory requirements and best practices for public bodies, including governing documents containing the following information:

- a. Who: The name of the organization, the members
- b. What: The duties of the organization, ability to spend and receive funds, ability to sue and be sued, enter into contracts
- c. Ability to terminate and amend
- d. When/Where: Overview of general meeting cadence and locations
- e. Officers, Elections of Officers, Length of term of Officers
- f. Quorum & Voting structure (if not simple majority)
- g. Ensures all meetings are open to the public and will be publicly noticed
- h. Agendas and meeting minutes are available and accessible to the public
- i. Meetings allow time for public comment on the agenda
- j. Identifies how STAC representative is chosen
- k. Provides for how the TPR is to be administered
- l. Includes a Conflict of Interest Statement
- m. Ensure TPR information can be found on the internet



Proposed New TPR Boundaries

4. Per statute, **only 15 TPRs** can exist, 10 of which must be rural. As such, for a new TPR to be created another TPR must be consolidated.

- a. Combine Southeast TPR and South Central TPR into one new TPR.
- b. Divide Intermountain TPR into two new TPRs (note, at the time of the writing of this memo (October 24), the Intermountain TPR had not yet made a recommendation on how to split the TPR if their boundaries were changed).



We will be posting updates here:

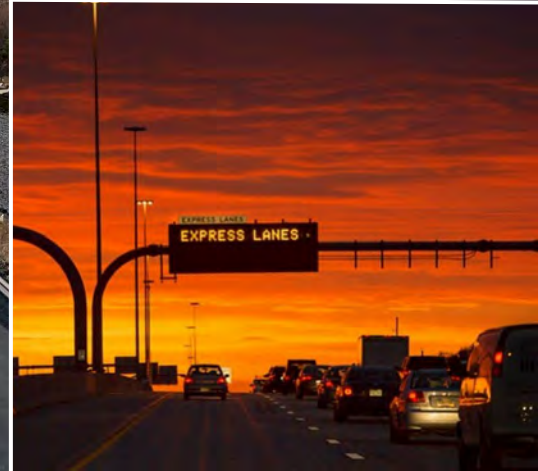
<https://www.codot.gov/programs/planning/planning-partners/tpr-mpo>

Other helpful resources:

- [Mapping Tool](#)
- [TPR Information](#)
- [TPR At a Glance](#)
- [TPR CDOT Website](#)
- [Public Meeting Videos](#)
- [CDOT Planning Process](#)
- [Statewide Transportation Plan](#)
- [CDOT Engineering Region Information](#)
- [Rural Planning Guide](#)
- [HB23-1101: The Ozone Season Transit Grant Program Flexibility bill](#)



Questions?



TPR Survey Dashboard / New Page

Filters

Survey Metadata - Finished: All Embedded Data - Q11 - Topics: All Keep Informed - Would you like to be kept informed regarding CDOT's progress on th...

Q9_1 - County: All

HB 1101 TPR Survey Dashboard

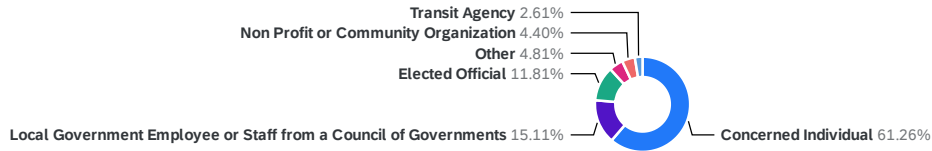


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Total Survey Response

901

What Organization Do You Represent



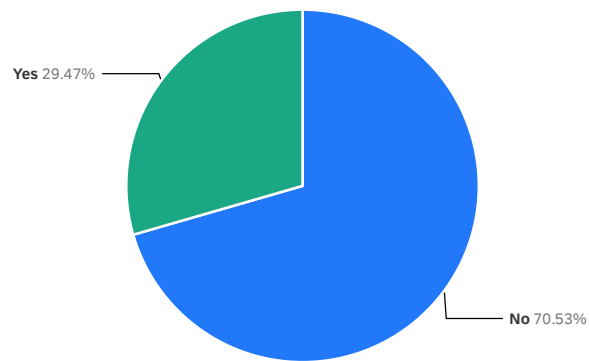
What County do you live in? 726

Q9_1 - County	Count
Adams County	23
Alamosa County	6
Arapahoe County	35
Archuleta County	4
Baca County	1
Bent County	1
Boulder County	40
Chaffee County	8
Cheyenne County	2
City and County of Broomfield	5
City and County of Denver	72
Clear Creek County	8
Conejos County	3
Costilla County	1

Q9_1 - County	Count
Delta County	8
Dolores County	1
Douglas County	25
Eagle County	18
El Paso County	61
Elbert County	3
Fremont County	10
Garfield County	15
Gilpin County	1
Grand County	11
Gunnison County	2
Hinsdale County	1
Huerfano County	2
Jackson County	2
Jefferson County	73
Kit Carson County	2
La Plata County	19
Lake County	2
Larimer County	48
Las Animas County	1
Lincoln County	3
Logan County	4
Mesa County	39
Moffat County	3
Montezuma County	11
Montrose County	4
Morgan County	7
Otero County	3
Ouray County	6
Park County	9

Q9_1 - County	Count
Phillips County	2
Pitkin County	3
Prowers County	2
Pueblo County	14
Rio Blanco County	1
Rio Grande County	4
Routt County	5
Saguache County	2
San Juan County	1
San Miguel County	2
Summit County	18
Teller County	12
Washington County	2
Weld County	51
Yuma County	4

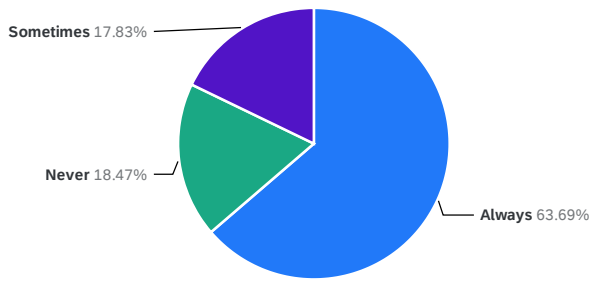
Active TPR Participant ▾



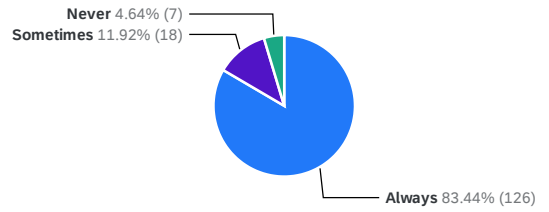
■ No ■ Yes

Let's hear about your TPR processes:

I Receive Meeting Summaries from the Previous Meeting

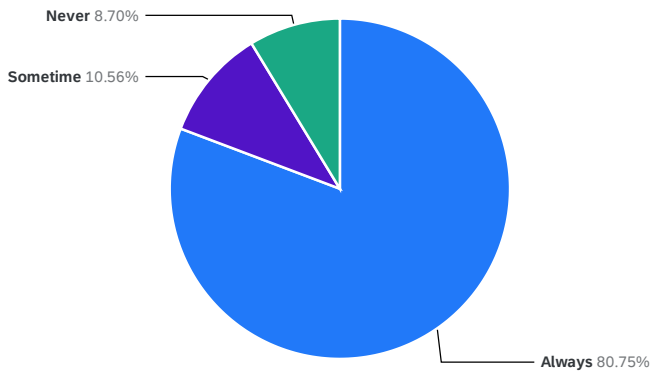


My TPR ensures there is a quorum of voting members before making decisions. 151

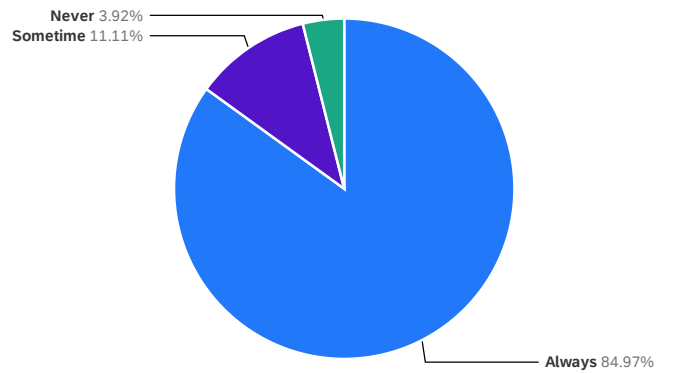


Always Sometimes Never

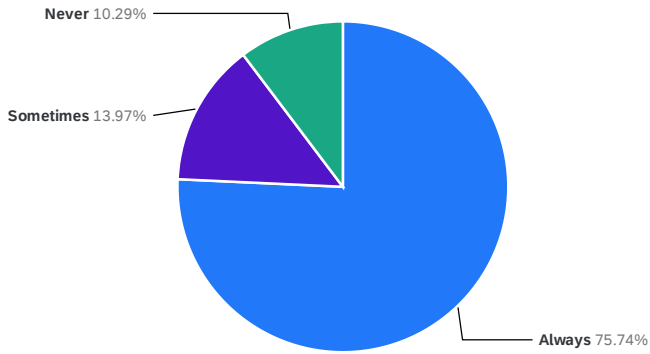
I Receive Agenda Before the Meeting



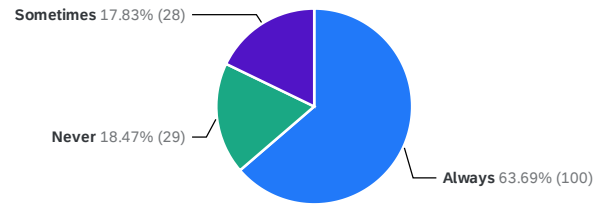
My TPR meetings are open to the public.



My TPR meetings are publicly noticed on a website the general public can find.



I Receive Meeting Summaries



Always Never Sometimes

Transportation Planning Region Membership and Representation:

I know the who the voting members of my TPR.



Yes No Maybe

I know the boundaries of my TPR.



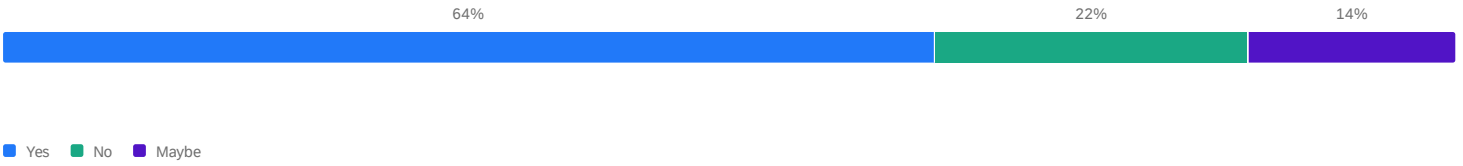
Yes Maybe No

I know who chairs my TPR.



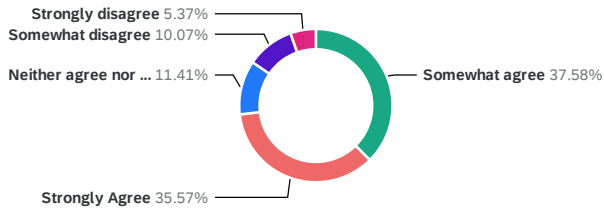
Yes No Maybe

I know who represents my TPR on the Statewide Transportation Advisory Committee (STAC). ⓘ

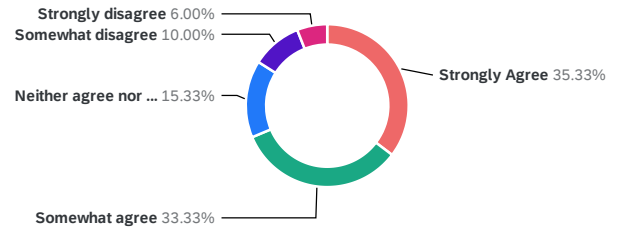


At Any Given TPR Meeting:

CDOT provides important information and listens to us when we identify priority needs.

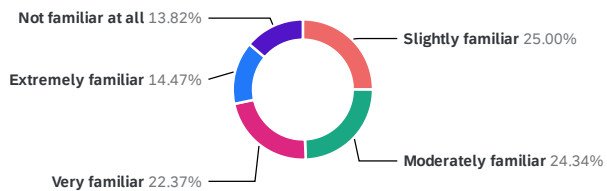


The process for considering projects is fair and transparent.

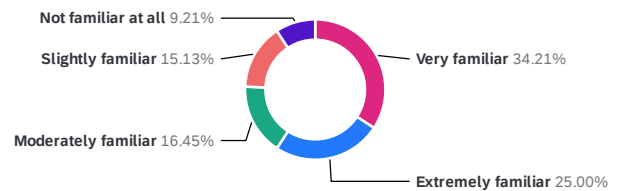


Familiarity with planning documents, boundaries, and decision-making bodies:

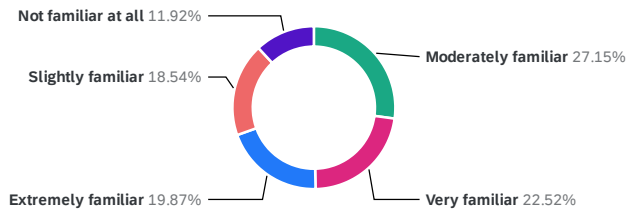
The 2045 Statewide Transportation Plan



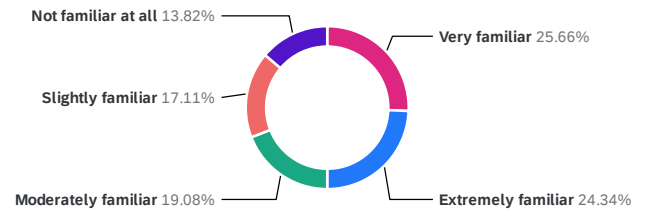
Regional Transportation Plans



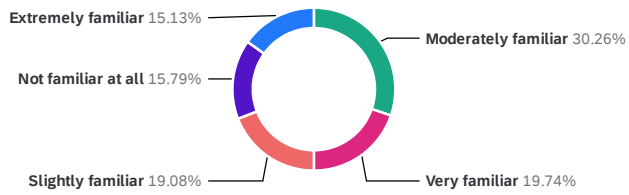
CDOT 10-Year Plan



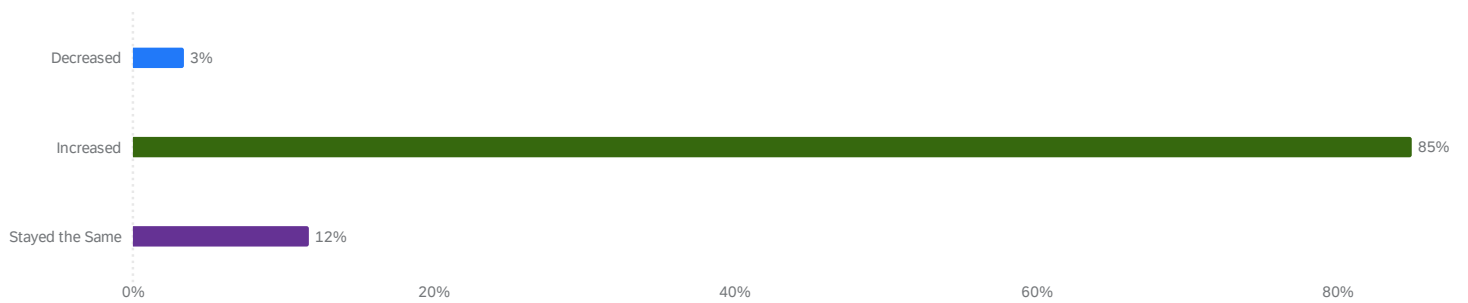
CDOT's five (5) Engineering Regions



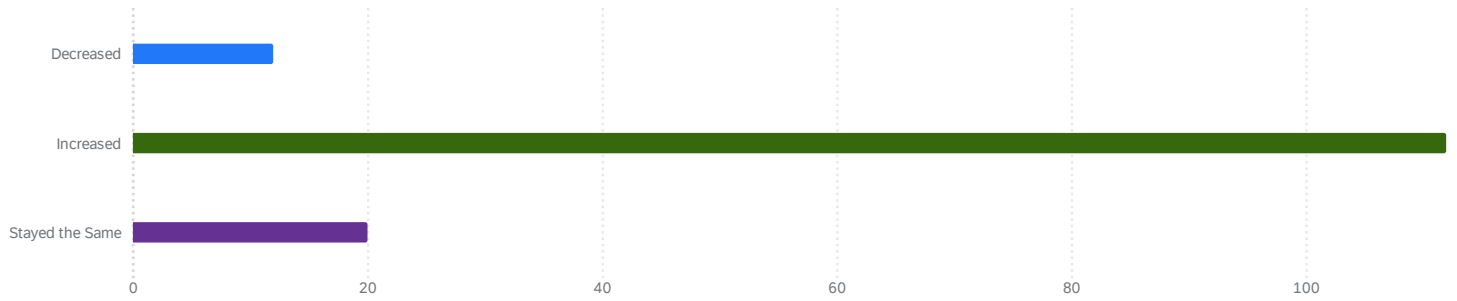
The Transportation Commission of Colorado



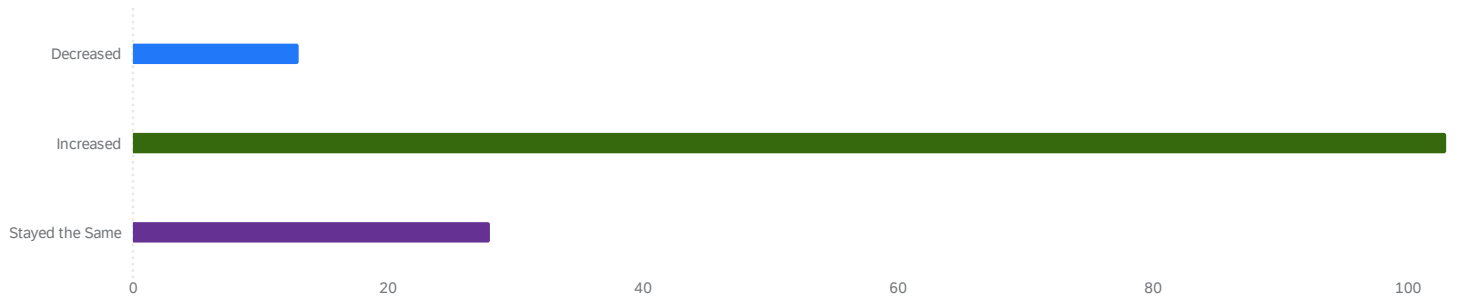
In what ways has your community changed in the last 30 years - Population ⓘ



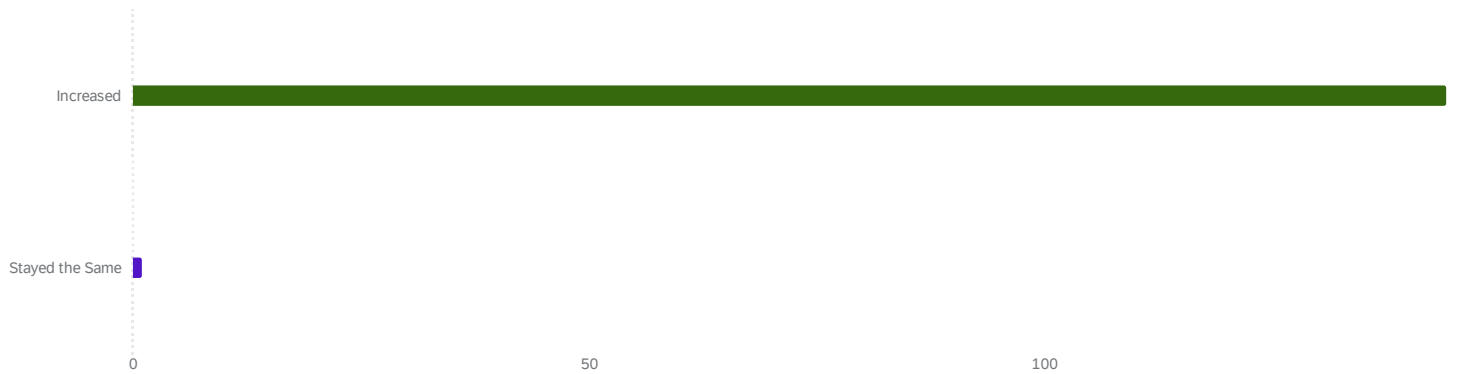
In what ways has your community changed in the last 30 years - Local Businesses ⓘ



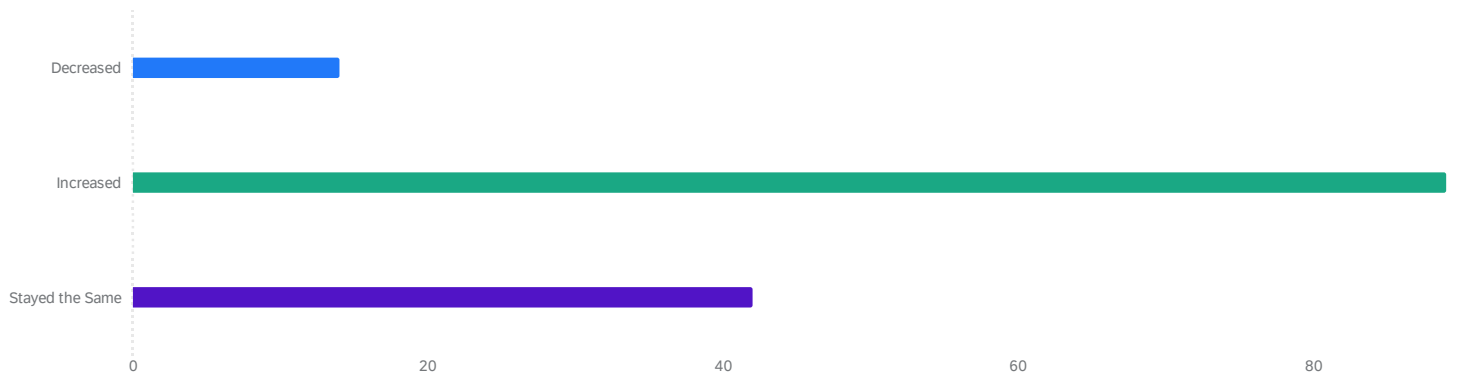
- In what ways has your community changed in the last 30 years - Employment Opportunities 144 ⓘ



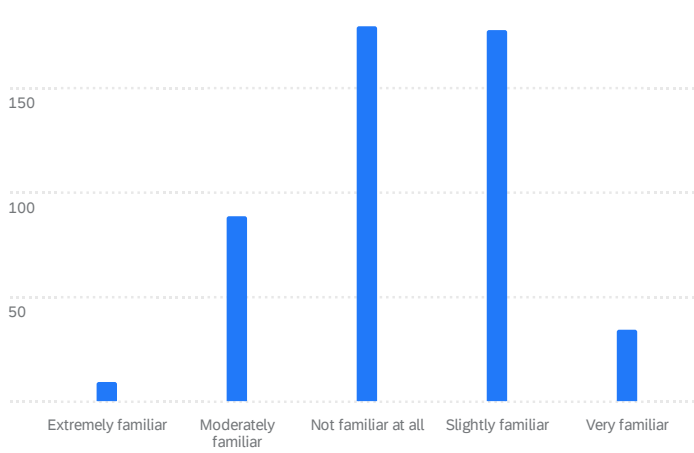
- In what ways has your community changed in the last 30 years - Housing Cost 145 ⓘ



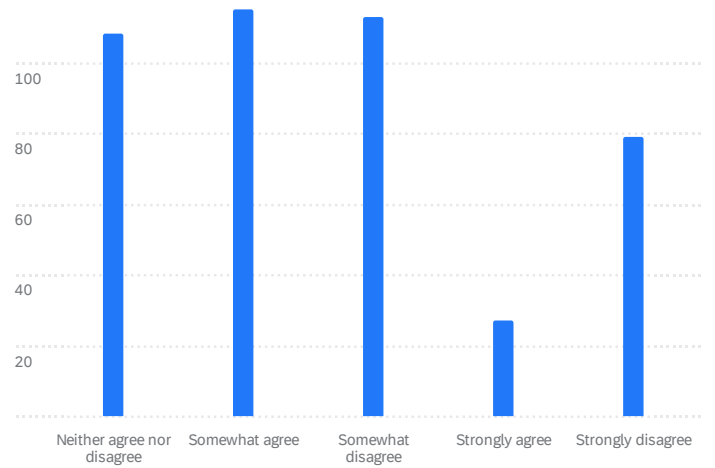
- In what ways has your community changed in the last 30 years - Transit Access 145 ⓘ



How familiar are you with your TPR and the transportation planning process?



CDOT understands my community's transportation needs





COLORADO

Department of Transportation

Division of Transportation Development

2829 W. Howard Place
Denver, CO 80204-2305

TO: Statewide Transportation Advisory Committee (STAC)
FROM: Darius Pakbaz, Director, Division of Transportation Development
DATE: November 2, 2023
SUBJECT: Program Distribution: FASTER Safety Mitigation, Congestion Mitigation & Air Quality, and MPO Formula Programs

Purpose

To prepare STAC to make a recommendation on the Funding Advancements for Surface Transportation and Economic Recovery Act of 2009 (FASTER) Safety Mitigation, Congestion Mitigation and Air Quality (CMAQ) and Metropolitan Planning Organization (MPO) formula programs (Metropolitan Planning, Carbon Reduction Program - Local, and Surface Transportation Block Grant - Urban) as part of the program distribution process.

Action

STAC will make recommendations to the Transportation Commission on the distribution of the formula programs.

Background

The Program Distribution process serves as one of the first steps in the development of the 2050 Statewide Transportation Plan. This process includes the updating of all forecasts of revenue and revisiting the TC-directed and FHWA-directed distribution methodology for the following formula programs: Regional Priority Program (RPP), Multimodal Options Fund (MMOF), Metro Planning, Surface Transportation Block Grant program (STBG), Carbon Reduction - Local, Congestion Mitigation and Air Quality (CMAQ), Transportation Alternatives Program (TAP) and FASTER Safety Mitigation funding.

Details

CDOT staff will review the FASTER Safety Mitigation, CMAQ, Metropolitan Planning, Carbon Reduction - Local, and STBG-Urban distribution formulas with the STAC and provide information about how the formulas are calculated. A professional facilitator will help guide the STAC discussion.

Next Steps

Once STAC has worked through and made recommendations for all the formula programs, recommendations from all formula programs discussed at STAC will be presented to the Transportation Commission for their consideration and final decision. This is anticipated to occur in early 2024.

Attachments

November Program Distribution Presentation





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Program Distribution

FASTER Safety, CMAQ and MPO Formula Programs

STAC November 2023



Program Distribution Formula Programs: Progress to Date

Formula Program	Recipients	STAC Recommendation
Transportation Alternatives Program (TAP)	TMA/ CDOT Region Distribution	✓
Regional Priority Program (RPP)	CDOT Region Distribution	✓
Multimodal Options Fund (MMOF)	TPR Distribution	✓
FASTER Safety Mitigation	CDOT Region Distribution	
Congestion Mitigation and Air Quality (CMAQ)	MPOs/TPRs in air quality nonattainment areas	
MPO Formula Programs: Metro Planning (Metro-PL), Carbon Reduction Program - Local, Surface Transportation Block Grant (STBG) Urban	MPO Distribution	

In early 2024, after working through each of these programs with STAC, staff will present the STAC recommendations to the TC. Since there will be no STAC meeting in December, staff is seeking a STAC recommendation for the remaining formula programs at the November STAC meeting.



FASTER Safety Mitigation

- **Program Purpose:** The FASTER Safety Mitigation (FSM) Program aims to reduce the number of highway crashes, especially those that result in fatalities and serious injuries.
- **Program Overview:**
 - FASTER was created in 2009 to improve roadway safety, repair deteriorating bridges, support and expand transit
 - The FSM Program is the CDOT Program charged with improving highway safety through the use of FASTER Safety funds
 - Data driven: Based on State Highway (On System) Crashes

Current Formula:

Weighted by Crash Cost Severity

2014-2018 State Highway Crash Data

90%+ Weighted for Fatalities

State Highways (On System) Only	Distribution %	Annual Allocation
Region 1	34.24%	\$23,966,699
Region 2	18.82%	\$13,172,239
Region 3	12.78%	\$8,947,223
Region 4	25.24%	\$17,669,080
Region 5	8.92%	\$6,244,759
Total	100.00%	\$70,000,000



FASTER Safety Mitigation Program Distribution

Selected Formula (by Regional Traffic Engineers) Starting FY 2027: 2018-2022 State Highway Crash Data (Fatalities Only)

State Highways (On System) Only	Distribution %	Annual Allocation	Distribution Change	Allocation Change
Region 1	34.42%	\$24,094,850	0.18%	\$128,150
Region 2	20.04%	\$14,028,557	1.22%	\$856,317
Region 3	12.09%	\$8,459,969	-0.70%	-\$487,253
Region 4	23.81%	\$16,670,066	-1.43%	-\$999,013
Region 5	9.64%	\$6,746,558	0.72%	\$501,799
Total	100.00%	\$70,000,000		



FASTER Safety Mitigation Discussion

- What questions do you have about the FASTER Safety Mitigation formula program distribution information presented?



Congestion Mitigation and Air Quality (CMAQ) Program

- **Program Purpose:** Federal funding to support activities with air quality benefits.
- **Program Funding:** ~\$53M total (federal + local) annually
- **Program Overview:**
 - Required to go to air quality nonattainment or maintenance areas, with a few statewide exceptions like connected vehicle technology and electric vehicle charging infrastructure.
 - All air quality maintenance areas for CO and PM10 in Colorado have reached the end of their 20-year air quality demonstration period, meaning they are no longer eligible to receive CMAQ funding. This means that only ozone nonattainment areas are eligible for CMAQ funding going forward.
 - Funding is distributed to the ozone nonattainment areas (DRCOG, NFRMPO, and UFR TPR) on the basis of 75% population and 25% VMT in the ozone nonattainment areas. CDOT receives 5% of the CMAQ funding, which was the percentage of funding the CO and PM10 areas were receiving previously (meaning the areas that are still eligible for CMAQ funding did not see funding decrease).



CMAQ Program Distribution

CMAQ Program Distribution (75% population; 25% VMT; 5% off the top for statewide)		
	%	Total \$
DRCOG Ozone Area	80.21%	\$43,183,651
NFRMPO Ozone Area	12.19%	\$6,565,079
UFR TPR Ozone Area	2.60%	\$1,398,139
Statewide	5.00%	\$2,691,940
TOTAL	100.00%	\$53,838,809

- Example distributions in this table were based on forecasted program allocations for FY 2025.
- Source: 2020 Census, 2021 CDOT OTIS Reports



- What questions do you have about the CMAQ formula program distribution information presented?



Metropolitan Planning

- **Program Purpose:** Metropolitan Planning is federal FHWA and FTA funding that supports the operations for each Colorado Metropolitan Planning Organization (MPO). This program is also often referred to as the Consolidated Planning Grant (CPG) program because it represents the consolidation of both FHWA and FTA metropolitan planning funds.
- **Program Funding:** MPOs were allocated a total of \$10,685,220 (FHWA/FTA + local) in FY 2024
- **Program Overview:**
 - Funding provided by FHWA and FTA to support work activities necessary to conduct the federally required metropolitan planning process.



Metro Planning Distribution Scenarios

STATUS QUO: Currently, metro planning is distributed by **URBAN AREA population of 50,000 or greater**; and then the small MPOs are bumped up to set minimums (\$339,900 for GVMPO & \$360,500 for PACOG) by **redistributing CPG dollars** from the other MPOs.

Over the course of several months of deliberation at Statewide MPO meetings, the MPOs gravitated toward two main scenarios for updating this formula recognizing that many MPOs are in need of additional planning funds to make ends meet:

1. **Modified Status Quo:** Distribution by **total MPO AREA population** (updated using 2020 census) with the state providing **SPR dollars** to bump up MPOs to a higher level (up to \$500k/yr if the MPO has a low carryover balance and/or demonstrated need).
2. **Tiered Base:** Each each MPO starts with a tiered base amount as follows, then the rest is split by **total MPO AREA population** (updated using 2020 census). Amounts for the small MPOs were set based on funding needed to support a staff position. Then, using factors based on population and AQ nonattainment area status, the base amounts were scaled up from there for the other MPOs. Similar to the modified status quo option, **the state will provide SPR dollars** to bump up MPOs to a higher level (up to \$500K/yr if the MPO has a low carryover balance and/or demonstrated need).
 - DRCOG Base: \$2,500,000
 - NFRMPO & PPACG Base: \$500,000
 - PACOG & GVMPO Base: \$150,000



Metro Planning Distribution Scenarios

Status Quo		
Current FY24 allocations		
	%	Total \$
DRCOG	69.31%	\$7,406,163
GVMPO	3.18%	\$339,900
NFRMPO	10.13%	\$1,082,545
PPACG	13.88%	\$1,483,136
PACOG	3.5%	\$373,476
TOTAL	100.00%	\$10,685,220

Modified Status Quo		
MPO majority vote: 3 yes / 2 no		
	%	Total \$
DRCOG	67.99%	\$7,265,398
GVMPO	2.90%	\$309,607*
NFRMPO	10.92%	\$1,166,945
PPACG	14.95%	\$1,597,722
PACOG	3.23%	\$345,548*
TOTAL	100.00%	\$10,685,220

Tiered Base		
MPO minority vote: 2 yes / 3 no		
	%	Total \$
DRCOG	67.21%	\$7,181,594
GVMPO	3.27%	\$349,501*
NFRMPO	11.72%	\$1,251,943
PPACG	14.31%	\$1,529,522
PACOG	3.49%	\$372,661*
TOTAL	100.00%	\$10,685,220

*CDOT will use SPR dollars to increase MPO distributions up to \$500K/yr if MPO has a low carryover balance and/or demonstrated need.

CDOT also anticipates being able to provide anywhere between \$300k-\$800k in additional SPR funding on an annual basis to ANY MPO with a low carryover balance and/or demonstrated need.



Metropolitan Planning: Carryover Policy

In addition to discussing a revised metro planning distribution formula, the MPOs also discussed and agreed to the following **carryover policy** for metro planning:

1. Starting October 1, 2027, MPOs will be allowed to carryover a maximum of 25% of a one-year allocation OR \$500K (whichever amount is higher). Anything above these thresholds would be redistributed by the CPG formula annually.
2. For MPOs that currently have a carryover of more than 25% of a one-year allocation or \$500K, CDOT (in partnership with FHWA and FTA) will require the MPO to provide a plan for how they will reduce their carryover balance over the next four years.



Metropolitan Planning Discussion

- What questions do you have about the Metropolitan Planning formula program distribution information presented?



Other Federally-Directed MPO Formula Programs: Surface Transportation Block Grant Urban

- **Program Purpose:** Surface Transportation Block Grant (STBG) Urban is federal funding to address metropolitan area transportation issues for MPOs with census defined urban area populations above 200,000.
- **Funding:** ~\$67.4 total (federal + local) annually
- **Program Overview:**
 - Funds are required to be allocated on the basis of population for the Transportation Management Area (TMA) urbanized areas. This includes DRCOG, NFRMPO, and PPACG with populations above 200,000.

STBG-U Program Distribution		
	%	Total \$
DRCOG	74.92%	\$50,472,273
NFRMPO	8.36%	\$5,628,711
PPACG	16.72%	\$11,266,133
TOTAL	100.00%	\$67,367,117

Example distributions in this table are estimates based on forecasted federal appropriations for FY 2025.



Other Federally-Directed MPO Formula Programs: Carbon Reduction Program - Local

- **Program Purpose:** To support the reduction of transportation emissions.
- **Program Funding:** ~\$9.84 million (federal + local) annually
- **Program Overview:**
 - Funds are required to be allocated on the basis of population for the MPO urbanized areas.

Carbon Reduction- Local Program Distribution		
	%	Total \$
DRCOG	68.79%	\$6,769,093
GVMPO	3.31%	\$326,157
NFRMPO	9.89%	\$973,170
PPACG	14.47%	\$1,424,051
PACOG	3.53%	\$347,606
TOTAL	100.00%	\$9,840,078

Example distributions in this table are estimates based on forecasted federal appropriations for FY 2025.



Federally-Directed MPO Formula Programs Discussion

- What questions do you have about the STBG-Urban and Carbon Reduction Program- Local federally-directed formula programs?

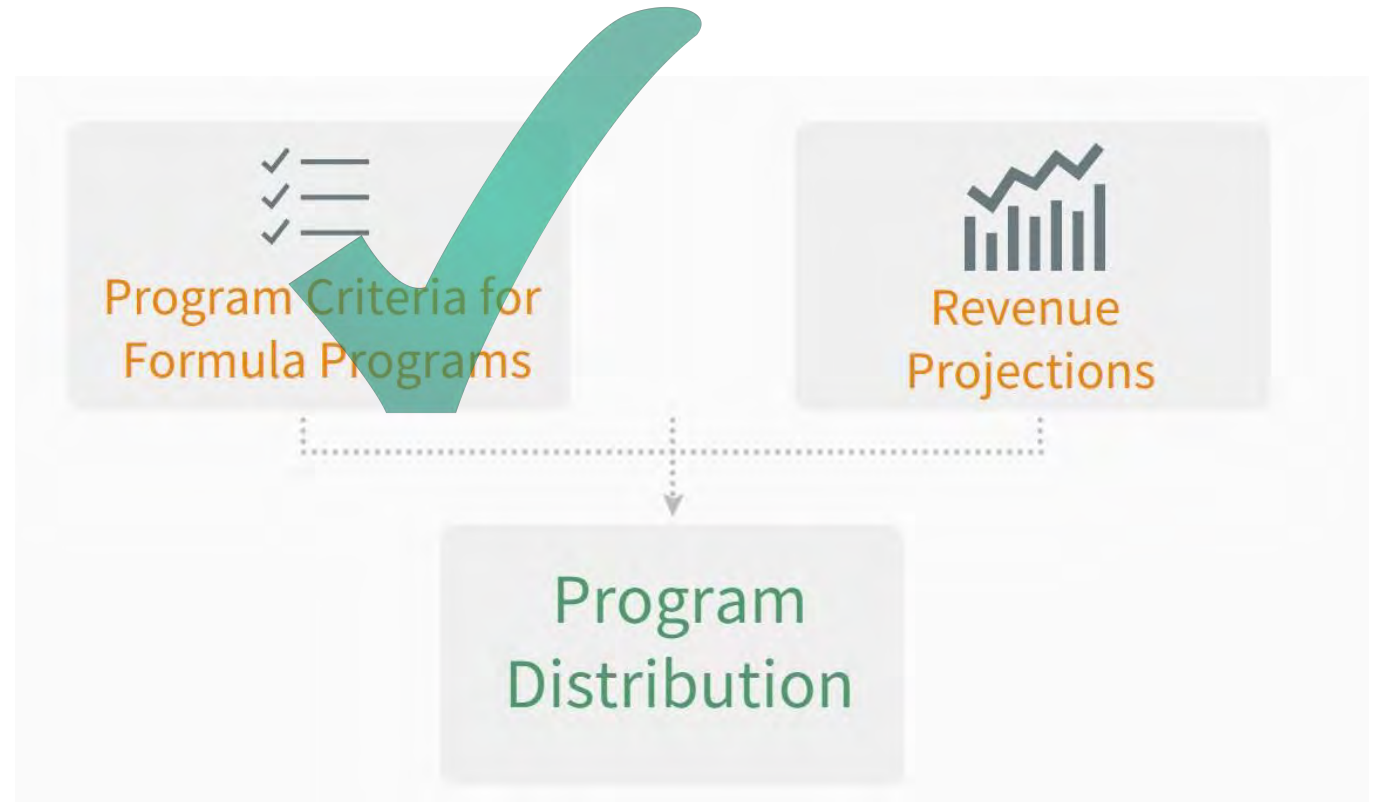


Next Steps

STAC recommendations for the formula programs will be brought to TC in early 2024.

Staff will bring to STAC updated long-range revenue projects in early 2024.

Thank you!





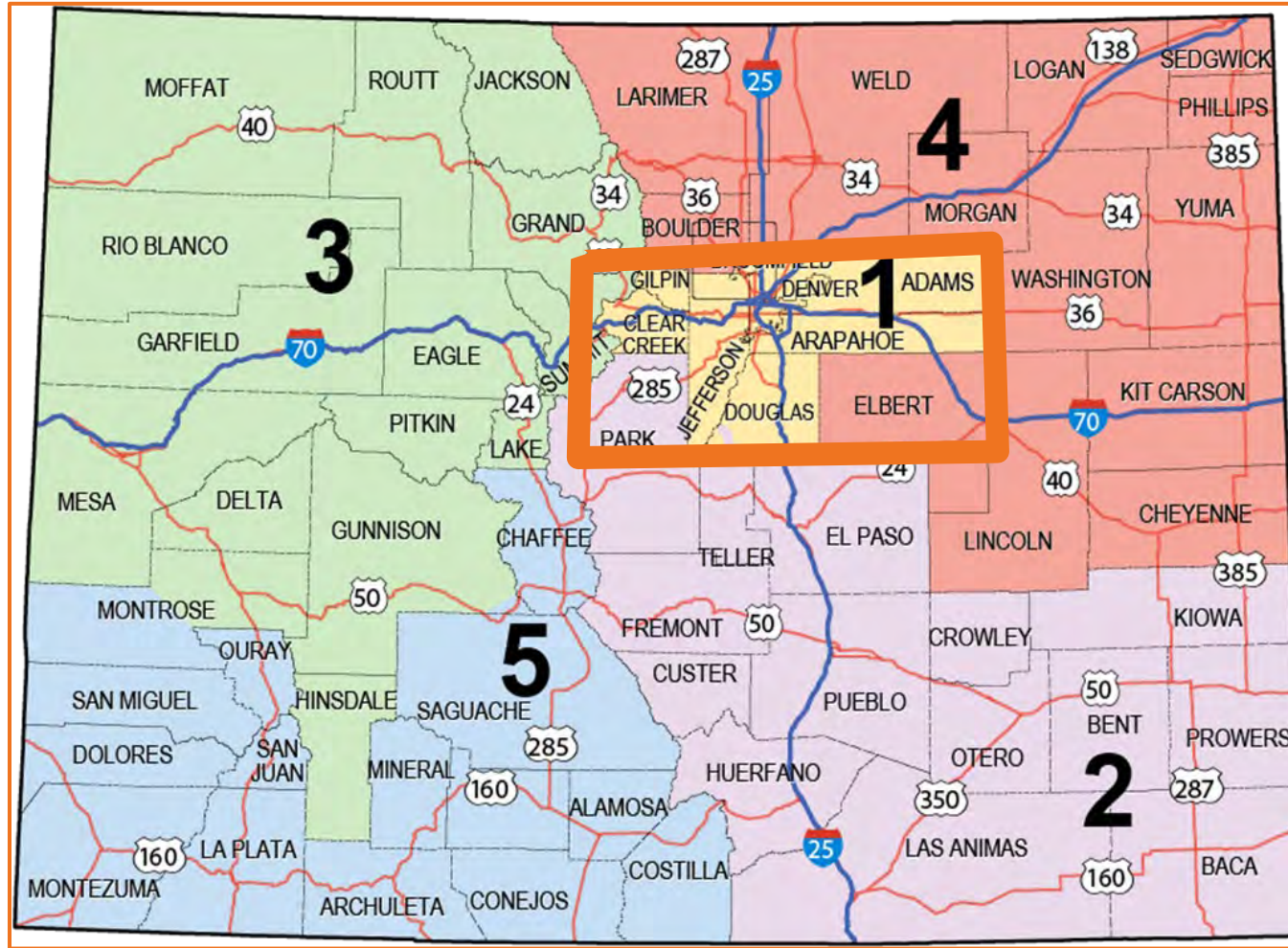
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CDOT Region 1 Presentation to STAC September 7, 2023 Jessica Myklebust - RTD



Region 1



- Region 1 has 4,100 lane miles
- 8 counties (Arapahoe, Adams, Broomfield, Clear Creek, Douglas, Denver, Gilpin, and Jefferson)
- 56 local agencies
- 750+ employees
 - 5 Engineering Programs
 - 2 Maintenance Sections

Vehicles drive an average 39 million miles a day on the Region 1 roads.
That's 166 trips to the moon everyday!



Region 1 Major Projects

I-70 West: Floyd Hill (Veterans Memorial Tunnels to Floyd Hill)

Eliminates bottleneck at Floyd Hill, adds managed lanes, replaces aging infrastructure, improves safety

Eisenhower - Johnson Memorial Tunnel Repairs

Critical repairs & safety improvements to 50 year old historic tunnels

I-270 Improvements (I-25 to I-70)

Will replace aging infrastructure and improve flow of goods and services on critical corridor

US 6 and Wadsworth Blvd Interchange

Will replace aging infrastructure and improve mobility and connectivity

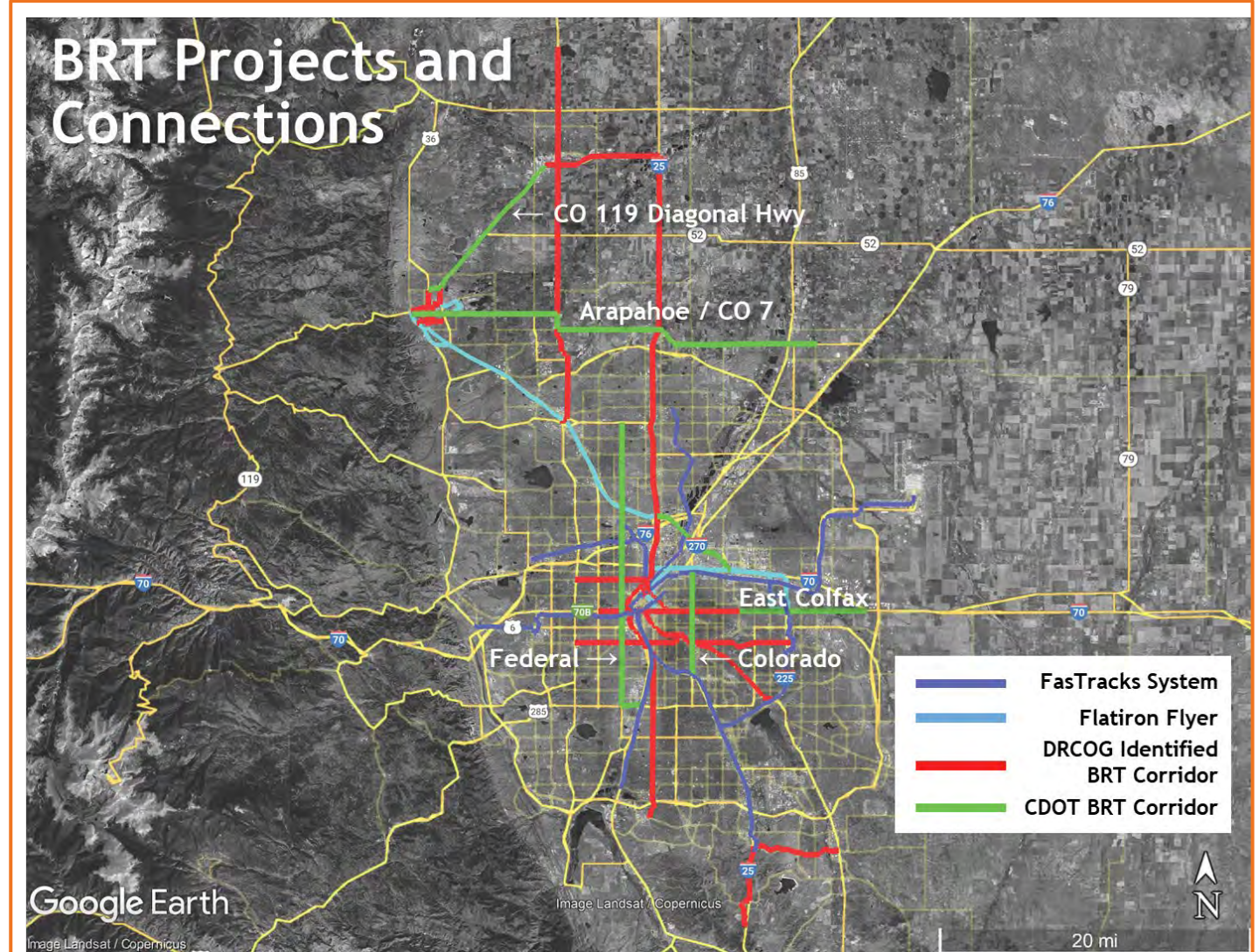
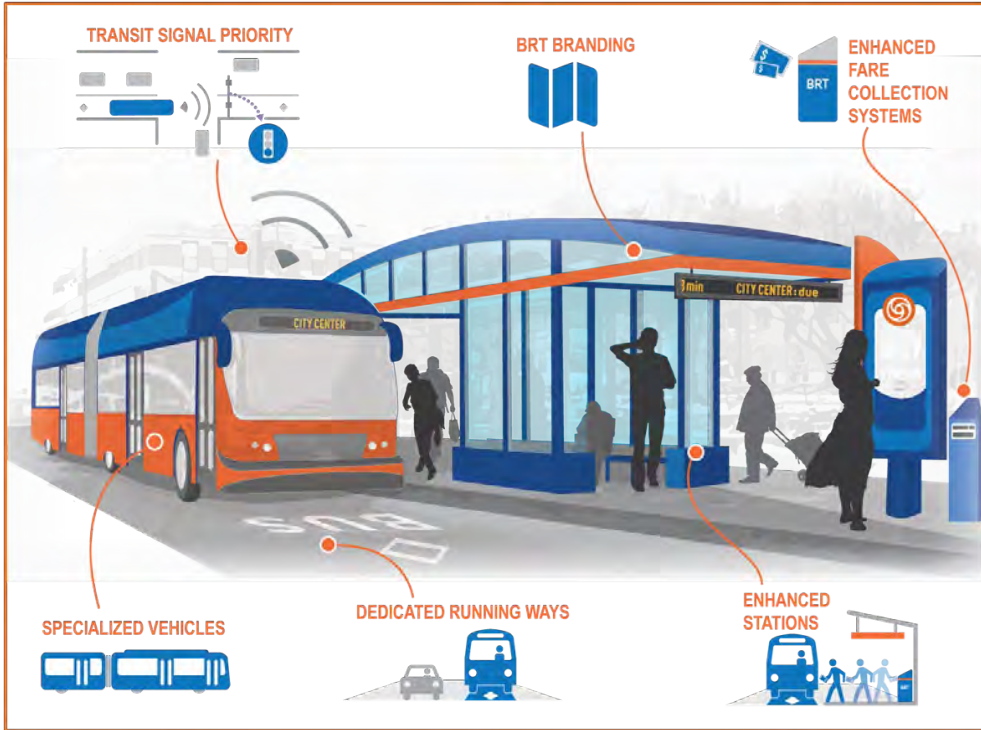
Regionwide Arterial Bus Rapid Transit (BRT)

Will add 5 new BRT corridors by 2030





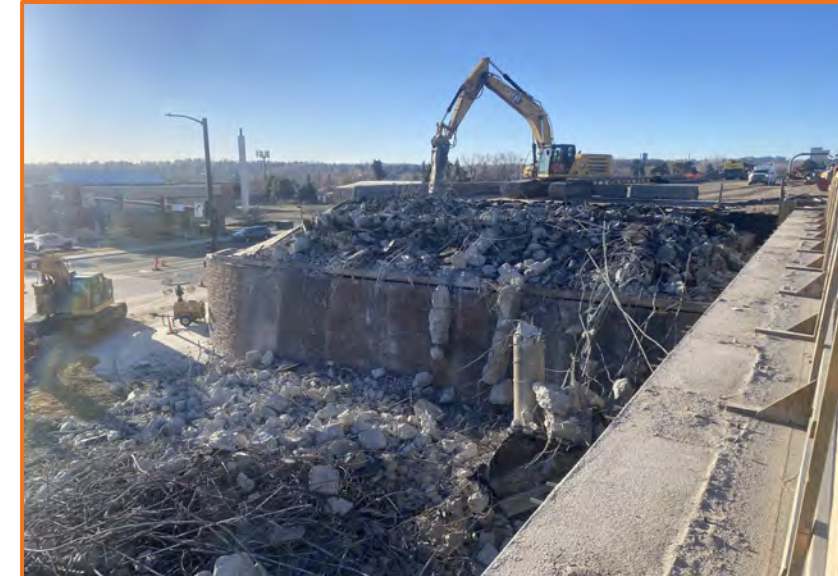
Region 1 Bus Rapid Transit (BRT)



- Partnership with DRCOG, RTD, Denver, locals
- High efficiency/frequency bus with rail-like elements (e.g., station vs. stop)
- Region 1 is starting Federal Blvd. and Colorado Blvd. in 2023



Region 1 West Metro Bridges





Bridge Replacements: I-70 & 32nd Avenue West Metro Corridor

I-70 and 32nd Avenue

- Anticipated completion Fall 2023
- Both of the old structures are demolished and both new structures have been constructed.
- Replacing two bridges rated in poor condition
- The old structures have had numerous deck repairs in the past, some of those being emergency repairs.
- Very difficult bridge to construct as it is located on one of the busiest stretches of I-70 seeing nearly 130,000 vehicles per day.
- Unique construction activities included constructing a temporary portion of a bridge to accommodate phasing.





Wooden Noise Wall Replacements





Homeless Camp Clean Up

CDOT Forces:

On 187 work orders we have spent \$299,271.66 and picked up 4,145.90 cubic yards of debris

Contractors:

We had 69 invoices with a total of \$396,482.77 (net 30 billing, outstanding invoices for June cleanups)

IGA's (Adams County, Aurora, Arvada):

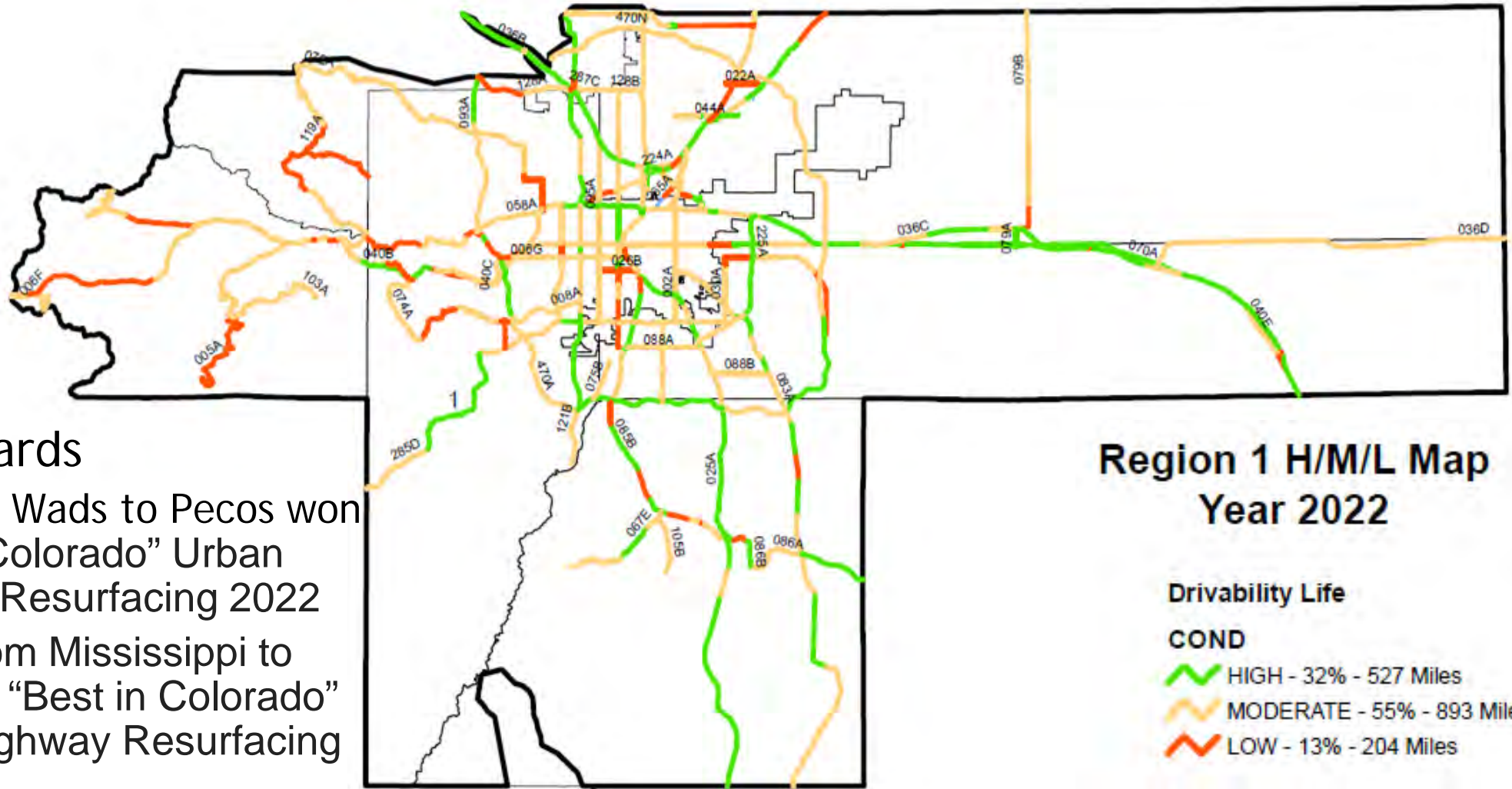
19 invoices with a total of \$66,184.78 spent (net 30 billing, outstanding invoices from June cleanups)

For a combined total of \$761,939.21





Region 1 Pavement Condition



- Recent Awards

- I-70 from Wads to Pecos won “Best in Colorado” Urban Highway Resurfacing 2022
- SH 83 from Mississippi to Colorado “Best in Colorado” Urban Highway Resurfacing 2020



Performance Impact

Examples of recently delivered surface treatment projects and their impact on performance.

- On average R1 treats 134.2 lane miles per year at a current average planning budget of \$43.7M per year.

Route	BMP	EMP	Length	Treatment_Name	Year of Completion	Beginning HML	Current HML
085B	191.7	194.3	2.6	Reconstruction	2020	M	H
083A	74.5	77.3	2.8	Minor Rehab	2020	L	H
088A	11.6	14.8	3.2	Minor Rehab	2020	L	H
070A	213.6	215	1.4	Minor Rehab	2020	L	H
070A	232	242	10	Reconstruction	2020	L	H
025A	167.4	171.2	3.8	Reconstruction	2020	M	H
085B	207	209.3	2.3	Prev Mtc	2020	M	H
036B	37.4	39.5	2.1	Minor Rehab	2021	M	H
070A	228.1	232.3	4.2	Minor Rehab	2021	L	M
040C	305.3	306.7	1.4	Minor Rehab	2021	L	H
040C	279.2	284.8	5.6	Minor Rehab	2021	L	M
121A	16.5	18.8	2.3	Minor Rehab	2021	L	H
121A	15.4	16.5	1.1	Minor Rehab	2021	L	H
287C	282.7	285.7	3	Minor Rehab	2022	L	H
025A	181.8	192.8	11	Prev Mtc	2022	M	H
070A	246.5	252.4	5.9	Minor Rehab	2022	L	H
083A	62	65.4	3.4	Minor Rehab	2022	L	H
070A	269.4	273.3	3.9	Minor Rehab	2022	L	H
006G	260.2	272.1	11.9	Minor Rehab	2021 and 2022	M	H*
085B	198.6	200.1	1.5	Minor Rehab	2022 and 2023	L	H*
076A	7.1	8.6	1.5	Reconstruction	2022 and 2023	L	H*
072A	0	3.6	3.6	Minor Rehab	2022 and 2023	L	H*
002A	7.5	9.8	2.3	Minor Rehab	2023	M	H*
085C	226	230.2	4.2	Minor Rehab	2023	L	H*
093A	0	3	3	Minor Rehab	2023	M	H*
083A	56.8	58.9	2.1	Minor Rehab	2023	L	H*
070A	215.7	231.9	16.2	Minor Rehab	2023	L	H*

*Projects completed in 2023 are anticipated to have a current HML of High



MLOS: IDIQ on call-paving with Maintenance

- Unique to R1
- Maintenance works with R1 Materials to identify locations and treatment.
- Maintenance
 - Flexibility to react to roadway treatments quicker.
- Cost savings
- Example Projects:
 - 040A MP 243.8 to 244.2 - Minor Rehab with Leveling Course and R1 Traffic completed final striping.
 - 285D SB MP 233.9 to 234.9 - Minor Rehab with Leveling Course and R1 Traffic completed final striping.





Region 1 Snowplow Signal Priority (SPSP)



Project Location Map



SH 88 (Arapahoe Rd.)
12 Roadside Unit (RSU)

SH 121 (Wadsworth Blvd)
15 Roadside Unit (RSU)

Legend

-  Proposed Corridors for Snow Plow Signal Priority
-  Existing DSRC Infrastructure (C-470)





SMART 25 Corridor

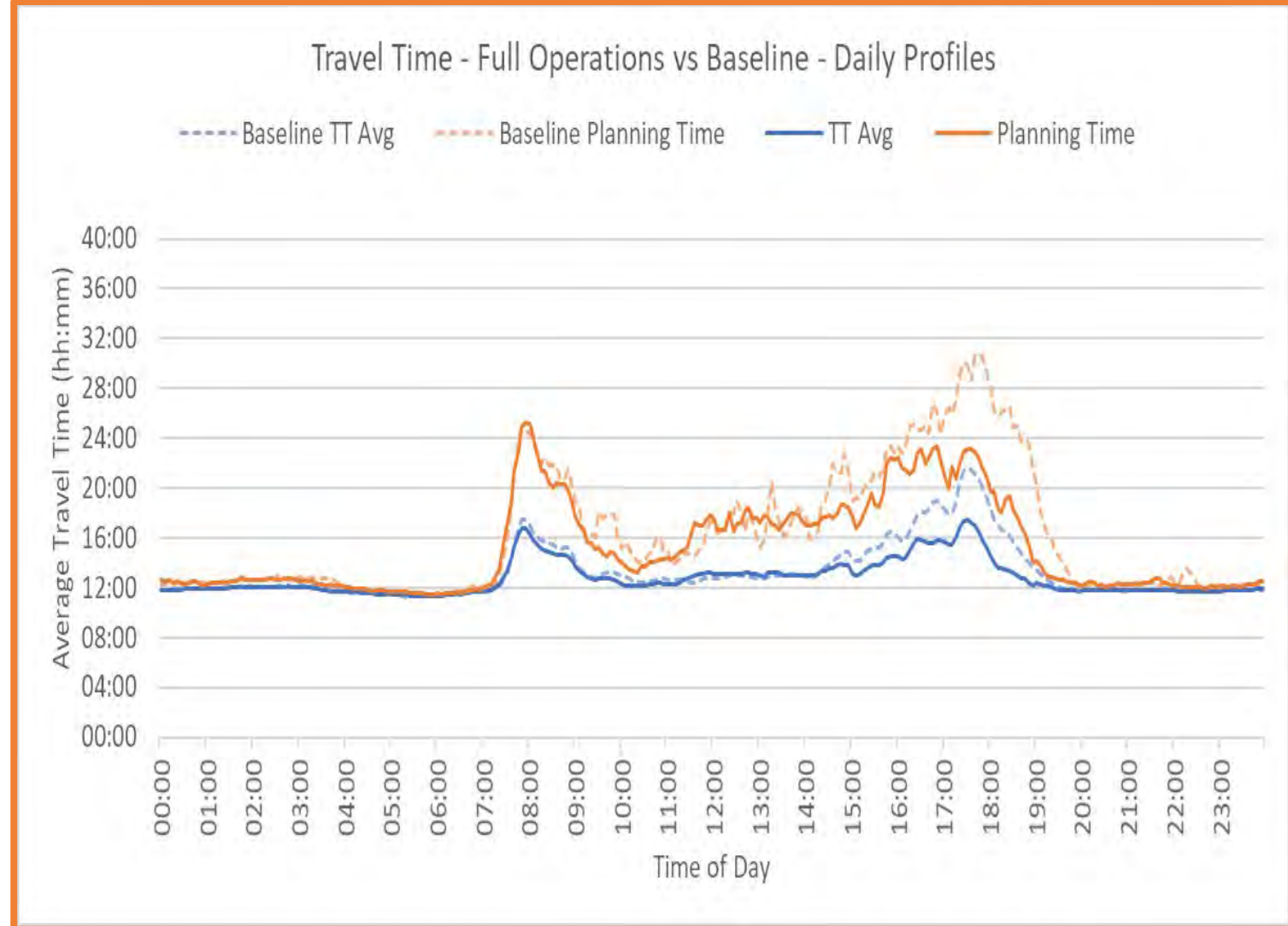
- Northbound I-25
 - Ridgeway Pkwy to University Blvd
 - 14 miles
- 18 individual entrance ramps
- 3 new freeway-to-freeway ramps
 - I-225
 - C-470
 - E-470





SMART 25 Traffic Performance Findings

- Improved Travel Time Reliability
- Planning Time
 - Reduction across all periods
 - Average PM peak reduction of -20% (-5.4 min)
- Average Travel Time
 - Most notable during PM peak
 - Average PM peak reduction of -14.3% (-2.5 min)





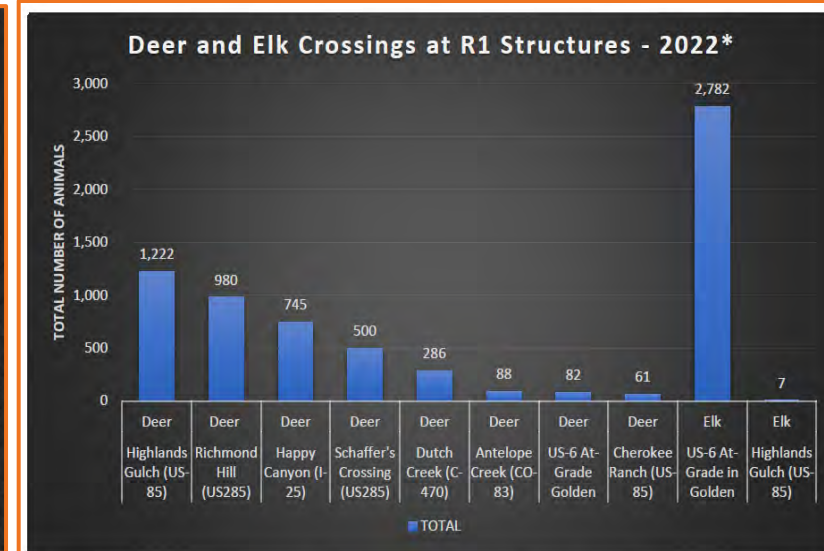
Region 1 Wildlife Crossings



Deer at C-470 Escape Ramp.



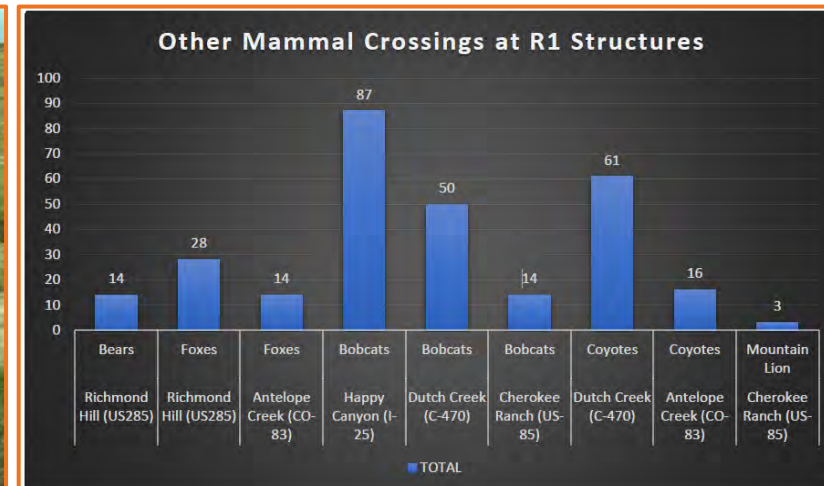
US-6 Elk herd crossing.



Bear at Richmond Hill.



Doe with fawns - Highlands Gulch.





COLORADO

Department of Transportation

Thank You!

Region 1 Director:
Jessica Myklebust

Deputy Directors:

Program Delivery
Andrew Stratton

Traffic Safety and
Operations
Angie Drumm

Maintenance
Shawn Smith





Extra Slides if needed

Projects and Results



US 40 Empire Wildlife Crossing

The wildlife overpass will allow safe connectivity for the largest bighorn sheep herd in the state of Colorado as well as reducing wildlife-vehicle collisions.



Looking South

Wildlife cameras will be installed at both bridge abutments to aid in monitoring the wildlife. Small animal refuges will be placed on the structure and consist of landscape rocks and landscape logs.

Looking Northwest



I-70 Genesee Wildlife Crossing

The Genesee Wildlife Crossing project's main goal is to decrease the amount of wildlife-vehicle collisions in the area. Studies have shown that this segment of I-70 is a hotspot for those collisions. This project provides a route for the wildlife that will avoid our highways, and keep both the wildlife and motorists safe. CDOT maintenance is also often involved with cleanup from these collisions which impacts the flow of traffic. Since this area is on both a curve and a hill, this can be a difficult place to safely set temporary or minor closures for operations.

The environmental stewardship of this effort goes beyond the underpass. We have installed fencing and other measures to keep wildlife off of I-70 and to protect the mountainous terrain and ecosystem. We are working on using native materials through the underpass to enhance the viewshed opposed to negatively impacting it.

The project involves the construction of bridges both East and Westbound I-70 with the final step being to dig the underpass out from underneath which is a unique phasing for bridge construction. Most work is done offline while traffic is shifted into the median.





I-25 Greenland Pass Wildlife Crossings Project

The I-25 Greenland Wildlife Overpass is the final component of an 18-mile mitigation system between Colorado's two most populous cities.

This overpass will create a 200-foot wide wildlife corridor over six lanes of interstate, making it one of the largest wildlife overpass structures in North America and will serve as a high-visibility statement about the importance of wildlife mitigation.

Upon its construction, this overpass will enable elk, deer, black bear, mountain lion, moose and other wildlife to access the protected habitats on either side of I-25 that link the foothills with the eastern plains.

STATUS

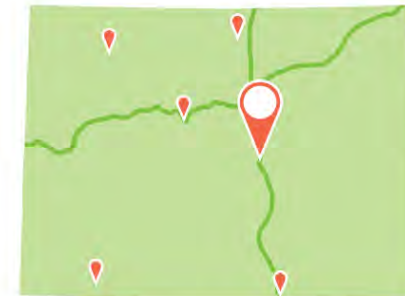


90% design was initiated in Jan 2022 and will be completed by CDOT in-house engineering staff by Spring 2024. An ongoing National Environmental Policy Act (NEPA) evaluation process will include results of a visual impact assessment, which was completed in Dec 2022, and will build on the previous I-25 South Gap EA/FONSI.



Visualization of wildlife overpass. Looking south from MP 165.4

LOCATION



Interstate 25 Milepost 165.4
Douglas County, CO

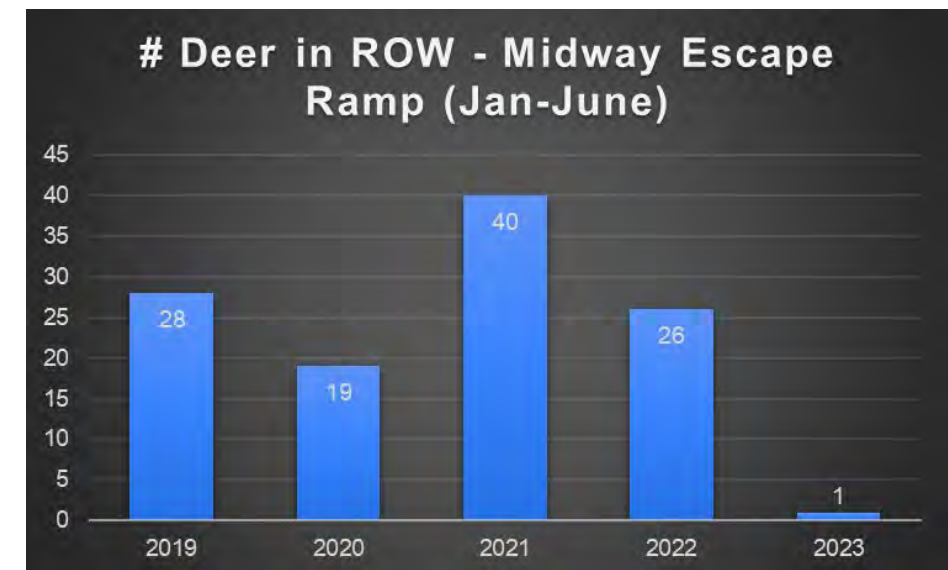
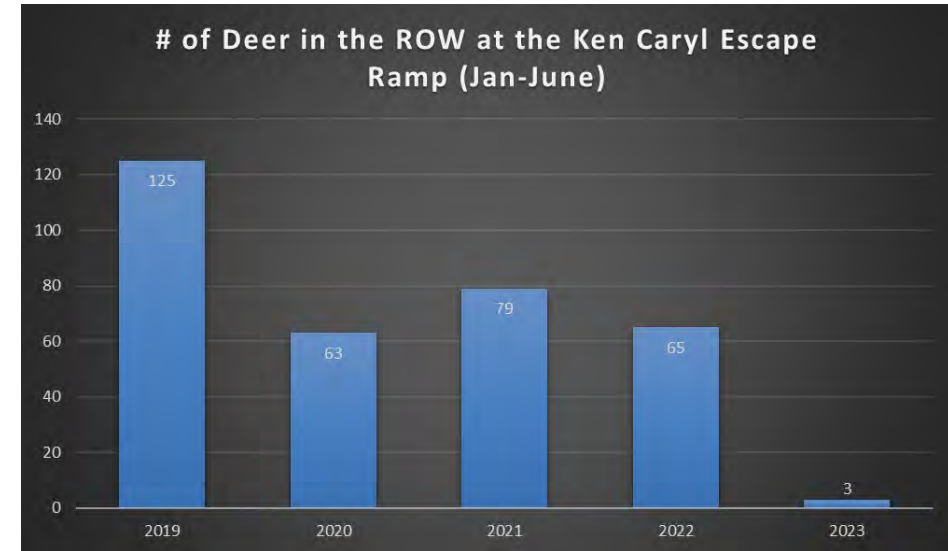


C-470 Fencing Improvements Reduce Deer in Escape Ramp ROW

Fencing improvements were completed at the end of 2022, resulting in a significant reduction in the number of deer making it into the C-470 ROW and using the escape ramps.

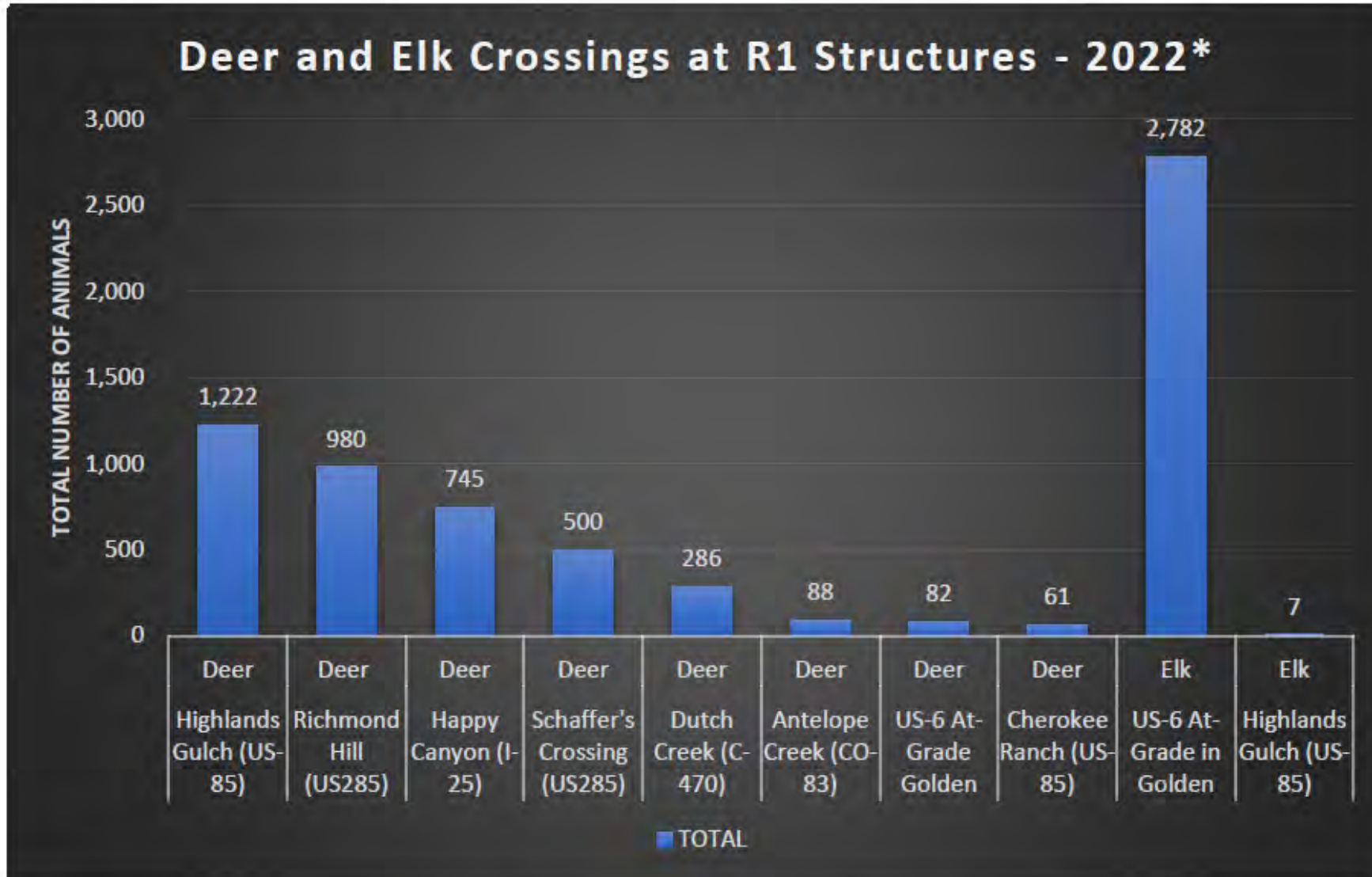
The fence-end extension along Ken Caryl was completed in late 2022. Between January and mid-June, 2023, we have seen hardly any deer in the ROW at the nearest escape ramp.

There was a gap in the fencing (from an accident) on the east side of C-470 and deer were presumably running across C-470 to use the escape ramp on the west side. This gap was fixed in 2022. This improvement, along with the fence extension at Ken Caryl Avenue, have resulted in hardly any deer in the ROW at the ramp located 1 mile north of Ken Caryl (Midway Escape Ramp).





Region 1 Wildlife Crossing Data



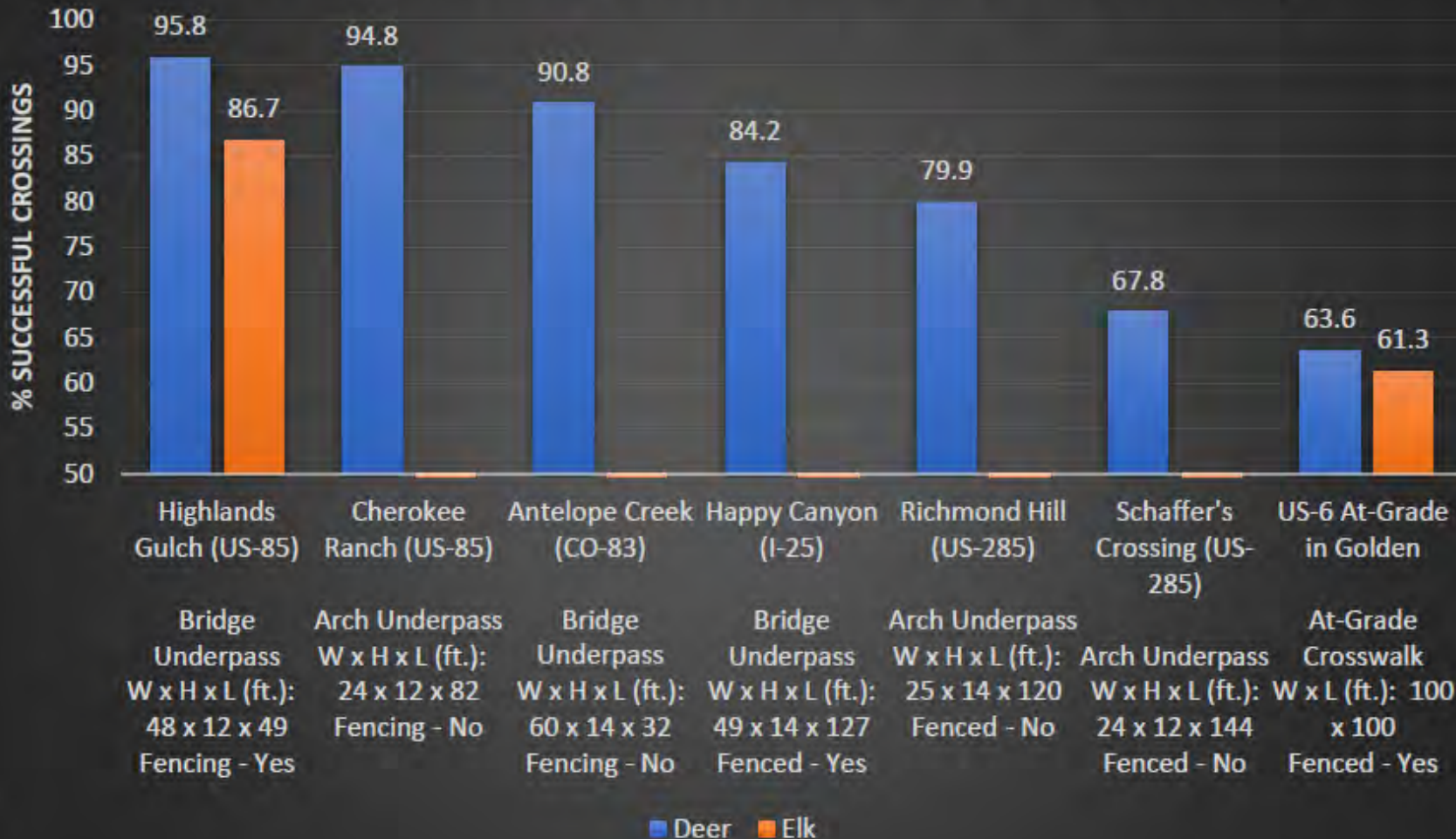
Deer crossings are highest at Highlands Gulch (US-85) and Richmond Hill (US-285). Elk Crossings are exceptionally high at the US-6 at-grade crossing in Golden.

Deer Crossings are lowest at the Cherokee Ranch arch culvert on US-85, Antelope Creek on US-83, and at the US-6 at-grade crossing.



Region 1 Wildlife Crossing Data

Deer & Elk Crossing Success Rate at R1 Crossings

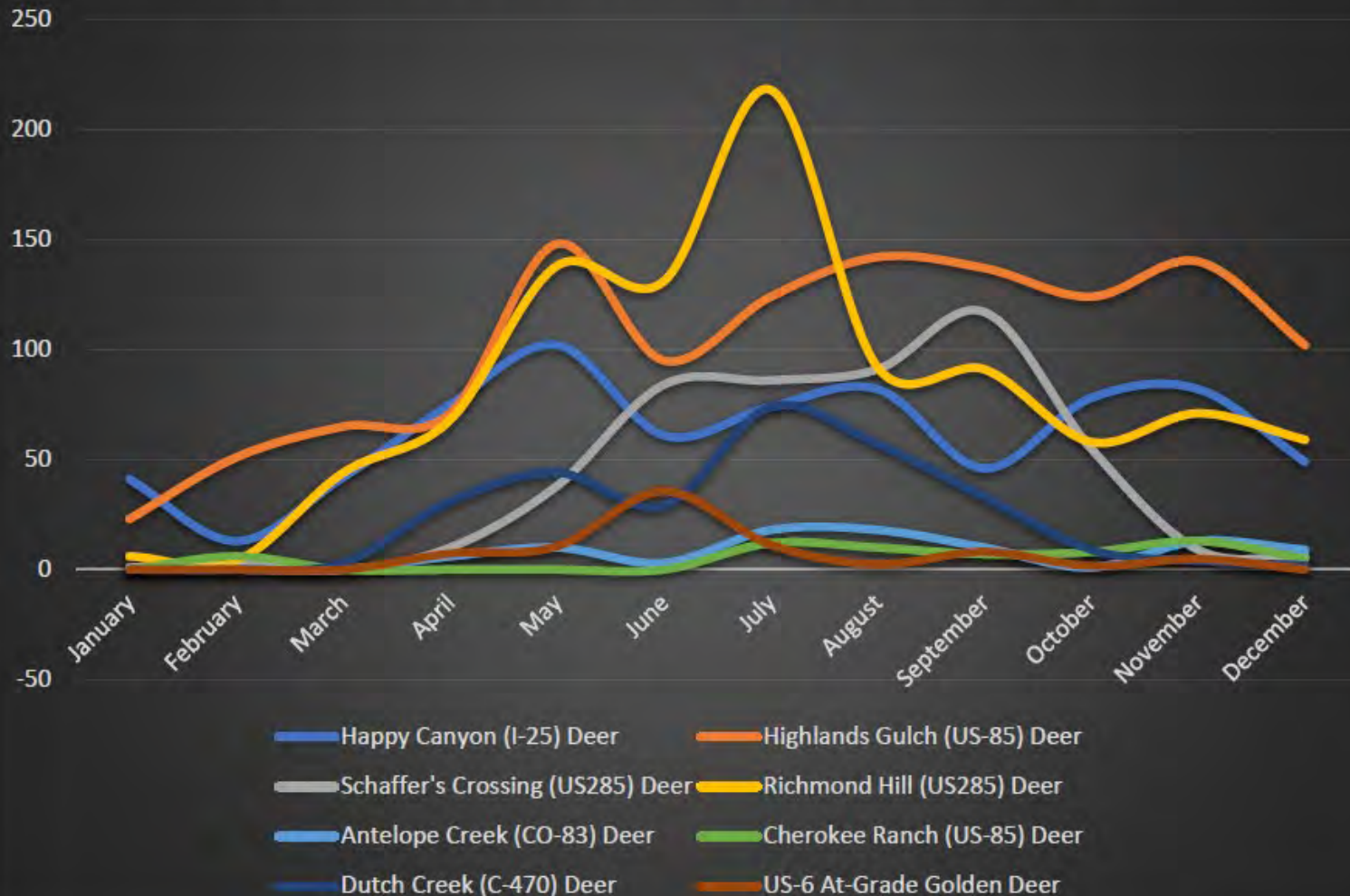


Deer passage rates varied from 64% at the At-Grade Crossing along US-6 in Golden to 96% at Highlands Gulch along US-85 near Louviers.



Region 1 Wildlife Crossing Data

Monthly Deer Crossings - R1 Structures



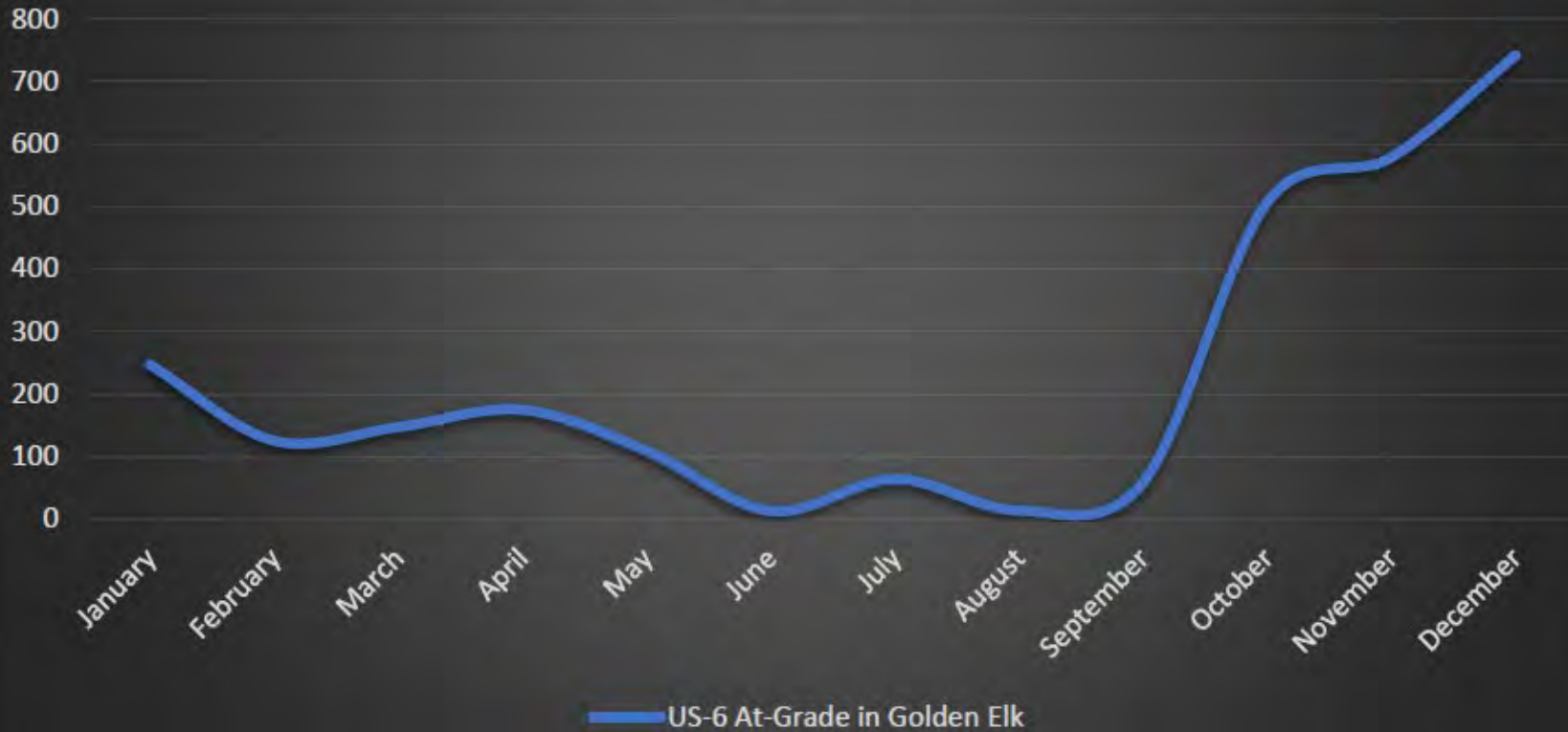
Deer crossings are consistently the highest during summer and fall.

Deer activity drops considerably during winter (January and February).



Region 1 Wildlife Crossing Data

Monthly Elk Crossings- US-6 At-Grade Crossing in Golden

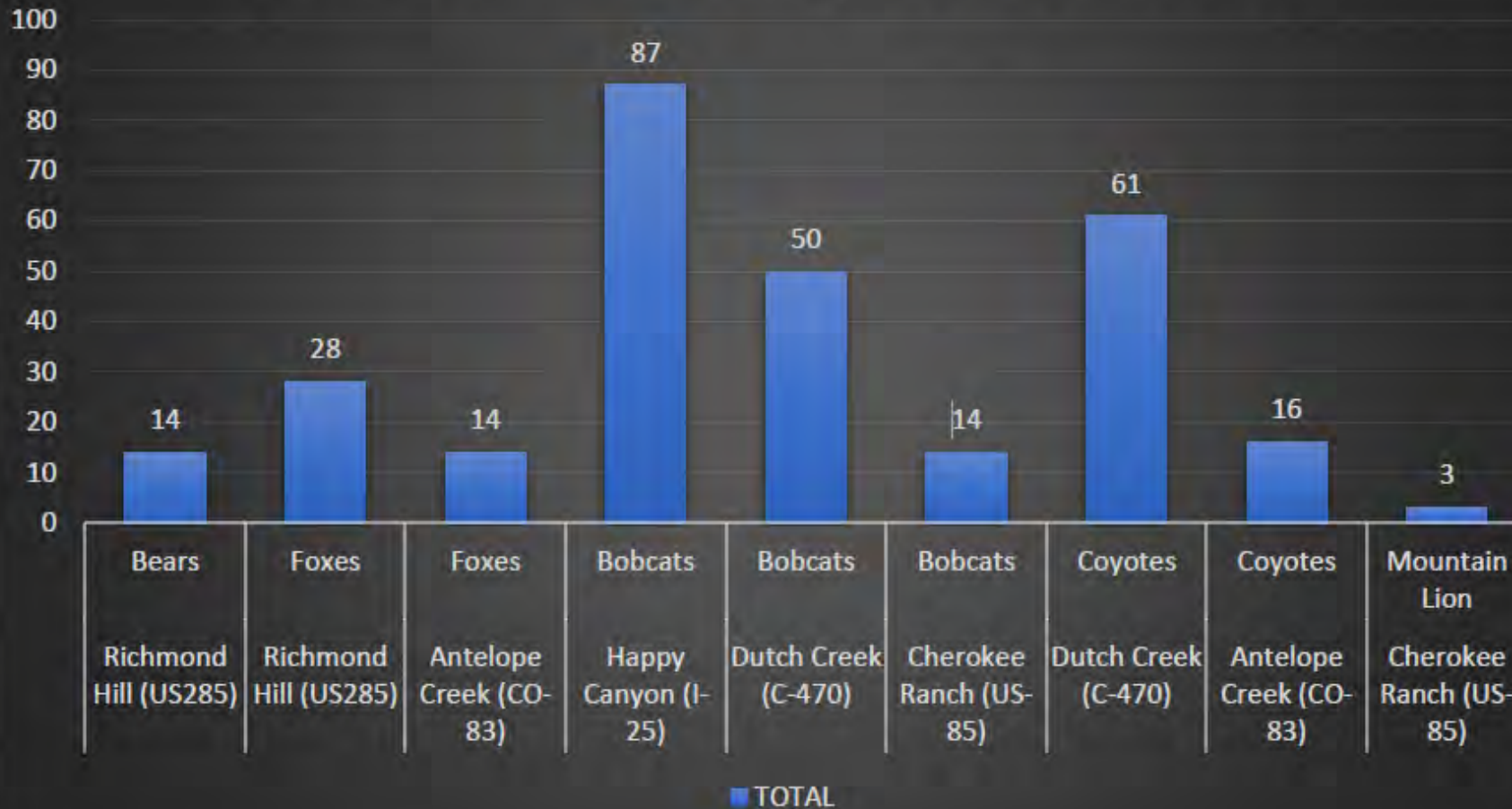


Elk crossings in Golden spike sharply October through December.



Region 1 Wildlife Crossing Data

Other Mammal Crossings at R1 Structures



Other wildlife used R1 structures in 2022 including bears, bobcats, foxes, coyotes, and mountain lions.



Bottleneck Reduction Program

- Goal of Program is to look for lower cost strategies to address Bottleneck locations within Region 1
- Identified over 25 locations and mitigation strategies ranging from low to medium cost
- Implemented 13 projects over the last 5 years.

I-70 and Peoria: Implemented improvements include: Restriping, signage and shoulder reconstruction





Bottleneck Reduction Program

Bottleneck Mitigation - Success Stories

I-70 Eastbound between the Peoria Street and the I-225 Interchange.

- *PM peak period travel time reduction of 34 seconds per vehicle*
- *Equivalent to 200 vehicle hours per day*
- *40:1 B/C ratio*

Southbound Santa Fe Drive, north of Dartmouth to Hampden Ave. 17:1 B/C ratio

- *Reduction of 90 second per vehicle 9PM peak hour)*
- *Equivalent to 235 vehicle-hours per day*
- *17:1 B/C ratio*

I-70 and Pena Blvd. (Conversion of Lane Reduction from Left to Ride Side)

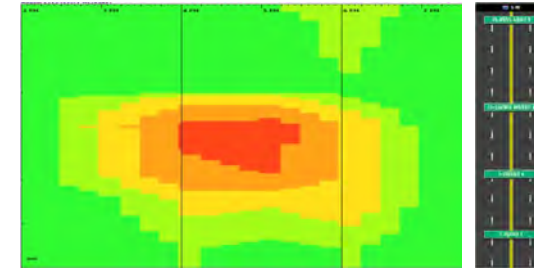
- *6mph average speed increase through segment (measured)*
- *Equivalent to roughly 60 vehicle hours per day*
- *30:1 B/C ratio*

I-76 at I-270 (Restriping to create an auxiliary Lane)

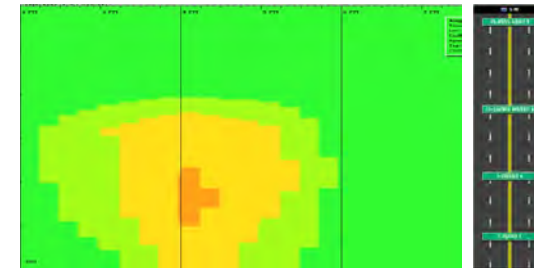
- *Travel time reduced by 30-50 seconds per vehicle*
- *40:1 B/C ratio*

I-70 Ramps to I-25

- *Net delay reduction of 400 vehicle hours per day (measured)*
- *150:1 B/C ratio*



Before (INRIX)



After (INRIX)

I-76 at I-270 (Restriping to create an auxiliary Lane)



MEMORANDUM

TO: Statewide Transportation Advisory Committee (STAC)
FROM: Darius Pakbaz, Director, Division of Transportation Development
DATE: November 2, 2023
SUBJECT: Draft 2024 STAC Work Plan

Purpose

The draft 2024 STAC Work Plan is intended to identify areas of CDOT's work where the STAC can add value, fulfill their statutory advisory role for CDOT and the Commission, and serve as a productive forum to exchange viewpoints from around the state and achieve consensus.

Action

This agenda item is for discussion purposes only.

Background

All STAC meetings include standing informational agenda items that include CDOT updates on current events, a Transportation Commission meeting recap from the previous month, Transportation Planning Regions and federal partner reports, and a legislative update. The following list identifies potential informational and action items for the first 6 to 9 months of 2024.

Action Items:

- FY25 Budget Final Overview
- STIP Adoption
- Decision points related to the development of the 2050 Statewide and Regional Transportation and Transit Plans
- Selection of STAC Chair and Vice Chair
- Statewide Planning Rules Update
- Update to the STAC Bylaws
- Recommendation to the Transportation Commission on HB23-1101 Study Findings

Informational Items:

- Onboarding for New STAC Members
- 2045 Statewide Plan Lessons Learned Overview
- CDOT Planning Process Overview
- 2023 Accomplishments Report
- Winter Maintenance Update



- Modal / Functional and Topical Plan Updates (Freight Plan, Active Transportation Plan, Transit Plan, Safety Plan, etc.)
- Region Updates

Next Steps

After obtaining feedback from the STAC in October and November, staff will present the final 2024 STAC Work Plan in January 2024. Please note that items identified in the 2024 STAC Work Plan are subject to change due to scheduling and at the discretion of the STAC Chair.

Attachments

N/A

