



COLORADO

Department of Transportation

Statewide Transportation Advisory Committee (STAC)

This meeting will be hosted virtually

January 4, 2024

8:30 AM – 11:30 AM

Agenda

- 8:30-8:35 **Welcome and Introductions – Vince Rogalski, STAC Chair**
- 8:35-8:40 **Approval of the November 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)**
- 9:40-9:50 **Break**
- 9:50-10:10 **Multimodal Planning 101 (Informational Item) – Darius Pakbaz, Director, Division of Transportation Development**
- An overview of multimodal transportation planning in Colorado
- 10:10-10:30 **Asset Management Overview (Informational Item) – Darius Pakbaz, Director, Division of Transportation Development**
- An overview of CDOT's Asset Management Programs
- 10:30-10:55 **Colorado Freight Plan Overview (Informational Update) – Darius Pakbaz, Director, Division of Transportation Development**
- An update on Colorado's Statewide Freight Plan
- 10:55-11:20 **Region 2 Project Update (Informational Update) – Shane Fergeson, Region 2 Director**
- An overview of current projects in CDOT Engineering Region 2
- 11:20-11:25 **2024 STAC Work Plan (Informational Update) - Darius Pakbaz, Director, Division of Transportation Development**
- 11:25-11:30 **Other Business - Vince Rogalski, STAC Chair**

Statewide Transportation Advisory Committee (STAC) Meeting Minutes

Date/Time: Thursday, November 2, 2023;
8:30 a.m. - 12:45 p.m.

STAC Meeting Recording: [STAC Meeting November 2, 2023](#)

Attendance:

Denver Area: Nicholas Williams, Doug Rex, and Steve Cook
Central Front Range: Dwayne McFall
Eastern: Gary Beedy and Scott Weaver
Grand Valley: Cody Davis and Rachel Peterson,
Gunnison Valley: Vince Rogalski, and Michelle Haynes
Intermountain: Brian Pettet
North Front Range: Johnny Olson, Scott James, Suzette Mallette, and Becky Karasko
Northwest: Heather Sloop and 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, and Vern Heersink
South Central: John Galusha
Southeast: Ron Cook and Stephanie Gonzales
Southwest: Sarah Hill
Upper Front Range: Kevin Ross, Jon Becker, and Elizabeth Relford
Southern Ute Tribe: None
Ute Mountain Ute: Brendon Adams
Federal Transit Administration: None
Federal Highway Administration: Bill Haas and Will Keenan
Transportation Commissioners: Eula Adams, Jim Kelly, and Barbara Bowman

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 October 2023 STAC Meeting Minutes - Vince Rogalski, STAC Vice Chair ([Meeting Recording Time Stamp 00:03:34](#))
 - **Meeting notes from the October 2023 STAC meeting were approved by the STAC membership.**

3. CDOT Update (Informational Update) - Herman Stockinger, CDOT Deputy Executive Director ([Meeting Recording Time Stamp 00:08:11](#))

- CDOT got through storm number 2 for this year, and the number of full time maintenance staff available for snow and ice removal is in a much better situation compared to last year, and CDOT is prepared for this winter.
- Six new TC members are installed, and there is a backlog of important workshops and action items to work on. CDOT Staff is conducting a transportation budget deep dive with the TC just before the formal workshops starts this month. The proposed Budget for FY 2025 will be adopted by the TC and the final budget will be adopted early next year.
- An update on the TPR Study will be provided at the November TC meeting.
- For the New Fuels Impact Enterprise, the TC will review the budget for this year and the next fiscal year.
- The TC will be requested to act on the fee-based right-of-way access for fiber policy.
- Kay Kelly, the CDOT Office of Innovative Mobility (OIM) Chief, will provide an OIM update.
- The Bridge and Tunnel Enterprise (BTE) will be conducting a workshop with the TC focused on their policies and documents.

4. Transportation Commission (TC) Report (Informational Update) - Vince Rogalski, STAC Chair ([Meeting Recording Time Stamp 00:13:40](#))

- **The TC had a discussion on extra money from federal redistribution - \$179 million with \$119 million to be spent on and was approved by The TC for \$5 million for transit and rail planning among other items. For PD 1607, the interchange approval process, a workshop was held. Regarding mountain passenger rail, the TC is considering funding a Service Development Plan (SDP). \$12 billion of federal funds will become available for passenger rail in the near future, and having a SDP in place will put CDOT in a good position to apply for these funds. With the coal mining industry declining, the existing freight rail lines have the opportunity for repurposing for passenger rail on the Western Slope.**
- All resolutions were passed by the TC. The STAC members were advised to review the notes provided in the STAC packet for more detail.

5. TPR Representative and Federal Partner Reports ([Meeting Recording Time Stamp 00:19:11](#))

- DRCOG
 - DRCOG board approval included \$10.8 million in Congestion Mitigation Air Quality (CMAQ) funds for regional transportation, operations and technology set aside projects with a focus on improvement of traffic movement and system operations, and enhancing air quality. Two corridor planning efforts were approved - one along Sheridan Blvd between 52nd Ave, and Hampden for the East Colfax BRT Corridor extension, and corridor expansion from I-225 to E-470. A Work Session with staff from the Governor's Office took place to discuss a spending plan on housing and transportation legislation for the upcoming 2024 legislative session.
- CFR TPR
 - CFRTPR had their last TPR meeting on October 9; talked about TPR boundaries and the TPR is in the process of updating their bylaws and MOUs. The next TPR meeting is scheduled for January.
- Eastern TPR
 - No news since last month, but did meet with Region 4 TPR Chairs, and met the new TC members for Region 4. CDOT does need to look at the rail corridors for some continuation of

freight movement to help freight movement without further degrading of the highways, if the rail lines are reopened for light movement as well.

- Grand Valley MPO
 - No news as we did not meet since the last STAC meeting. The next board meeting is December. We held a Walk to School Day on October 4th with 31% of students walking to school. The school that won a competition won recess equipment, with 231 of their students walking to school.
- Gunnison Valley TPR
 - Snow has come. Crested Butte received 19 inches this weekend. Plans are to open skiing the day before Thanksgiving. The US 50 at Little Blue Creek Canyon project is getting seeding, culverts, excavation on the east part of bridge over the creek, and retaining wall work done - with paving roughly 85% complete. The plan is to finish construction for this season in mid-December, weather permitting. The entire project is anticipated to finish in mid-June. There is construction east of the project putting in a climbing lane that is almost done.
 - The upcoming TPR meeting is next Thursday and it will be virtual via Zoom.
- Intermountain TPR
 - The last TPR meeting was held on 10-27-2023 and boundary split options for IMTPR were the focus of discussion. Three alternatives considered to split the TPR were described. The final decision - a split 12 voted for no change and 7 against for the split. Dividing Line along the RFTA boundary was the option supported, if the split occurs. Eventually the TPR agreed to recommend to keep the boundary the same for now. Hiring an administrative assistant, mobility manager, jointly with the NWCOG, with interviews scheduled for this Tuesday.
 - Herman Stockinger recognized Brian Pettet for his work with the TPR boundary study and for his good work with IMTPR managing the boundary process that has been controversial.
- NFRMPO
 - NFRMPO approved at the October 5th meeting their TIP amendment, and Herman Stockinger also attended this meeting regarding the TPR Boundary Study. The board plans to approve the proposed TPR boundary changes, at their next meeting, which is tonight. At the October 26 TPR chair meeting, they agreed on the RPP funded projects. Agree RPP funds are not enough. The MPO rotates RPP funds to four areas (each area receiving the RPP funds every four years) to make a greater impact for each TPR for these funds.
- Northwest TPR
 - No news since last STAC, Vice Chair Sloop recognized Brian Pettet as well from IMTPR on arriving at consensus. Onboard for SDP for NW Passenger Rail and the Moffat Tunnel negotiations are occurring and plausible. Looking into forming a Regional Transportation Authority (RTA) for NW Colorado. Construction is winding down, and we are looking forward to the ski season.
 - Winter Park is opening for skiing tomorrow. Three rooms are available in the Fraser area for CDOT employees, if they are needed.
- PPACG (Pikes Peak Area)
 - Wished IMTPR good luck on RTA for Moffat County. Herman Stockinger presented to PPACG and we enjoyed that very much and decided to not change the boundary of PPACG and CFRTPR as a CDOT recommendation. Thanked Shane Ferguson, Region 2 Regional Transportation Director, for this project report. The project on I-25 between Fillmore and Garden of the Gods contract is underway. A meeting in Fountain this week was attended, and work on the Military Access Project is occurring, and we are getting ready to work on the Peterson Air Force base and Academy project.

- PACOG MPO (Pueblo Area)
 - **The board met last week and passed all annual agreements, UPWP, etc. CDOT's Jacob Kershner** provided a presentation on performance measures report that was very good. Making great headway on the I-25 Exit 104 diamond Interchange project getting almost finished at about 85%. Conducted a call for MMOF projects, and the Carbon Reduction Program. We anticipate receiving a draft list from the local jurisdictions.
- San Luis Valley TPR
 - No change to the TPR boundary was recommended. Paving operations north of Buena Vista (BV) on CO 285 and CO 142 between Manassa and LaJara and San Luis are wrapped up, along with the other projects with maintenance work along Saguache and Sargeant. Along CO 291 bridge inspections are occurring just outside of Salida. Monarch and Independence Passes are closed for winter. There is strong support for light transit and commuter rail on the unused Tennessee Pass rail line along the Arkansas River Valley. The next TPR meeting is scheduled for November 9, and it was noted that Veterans Day is coming.
- South Central TPR
 - The TPR meeting was last Thursday and they got through the TIP changes and discussed Front Range Passenger Rail and thanked Brian Pettet for the vote of IMTPR. SETPR and SCTPR are unanimous on opposition to any boundary changes.
- Southeast TPR
 - SETPR met last week and had a get turnout to discuss TPR boundary changes. Thanked Herman Stockinger for attending, and submitted local resolutions and opposition letters to any change in boundaries to CDOT. RPP projects were voted on and approved. MMOF projects were discussed, and the approval for the La Junta project. Reviewing bylaws to approve in January. Reopening of the Regional transit route is being worked on. The US 50 project for Lamar will be completed this year. Very nice to see US 50/CO71 where there have been a lot of incidents is now open.
- Southwest TPR
 - The TPR had a meeting three weeks ago, where we welcomed transit representative, **Patrick Davies from Southwest Rides, and welcomed Senator Hickenlooper's new director on the Western Slope, Lisa Poole. Thanked CDOT's Jamie Grim for her attendance and her updates** at the TPR meeting. For the MMOF project for the town of Bayfield extension project, the responses to bids are difficult to obtain and the project is experiencing a delay. Durango was awarded a Safe Streets for All (SS4A) grant for a speed management project and safety plan. Three pedestrian and vehicle crashes have occurred, with two fatalities. Wrapping up the construction season and a number of projects in the BID and design phase over the winter. The next TPR meeting is scheduled for December 14.
- Southern Ute Indian Tribe (SUIT) - Absent
- Upper Front Range TPR
 - No TPR meeting was held since the last STAC meeting. Heather Paddock, CDOT Region 4 Transportation Director, held a TPR Chair Meeting for Region 4. Attendees spent time with Jim Kelly, one of the new TC representatives for the Region 4 area. The I-25 Coalition is saving the date for the ribbon cutting for the I-25 Segments 6-8 on December 5 at 11:00 pm at the Centerra Mobility Hub.
- Ute Mountain Ute Indian Tribe
 - Brendon Adams, the UMU transportation Specialist, was hired a few weeks ago, and is attending STAC for Chairman Manual Heart. US 160 bridge joints are to be smoothed out and

fencing along US 160 is a project. The Chairman is likely to have Brendon sit in on STAC meetings on his behalf from this point forward.

6. CDOT Legislative Report – Herman Stockinger, Emily Haddaway and Jamie Grim, CDOT Office of Policy and Government Relations ([Meeting Recording Time Stamp 00:46:36](#))

- Update on State Legislature Meeting Recording Time Stamp 00:00:00
 - There are not substantial updates to report from the State legislature this month. Emily had Jury Duty. A more indepth report is planned for the next STAC meeting scheduled for January 4, 2023.
- Update on Federal Legislature
 - **Several National theme'd months and days noted for November: Adopt a Turkey Month, Manatee Appreciation Month, Gluten Free Diet Awareness Month, and today is: Broadcast Traffic Professionals Day, and National Ohio Day. Tomorrow is Give Someone a Dollar Day.**
 - Congress elected a new Speaker of the House, Mike Johnson, who is comparatively new to Congress. Waiting to see what agreement can be reached by November 16 in order to extend the Nov 17th deadline, when the government shutdown could occur. Congress either needs to put together an Appropriations Bill to keep the government funded or agree on another continuing resolution to avoid a government shutdown.
 - Congressman Ken Buck announced yesterday that he is not running for re-election.
 - Jack Lew, father of Shoshanna Lew, has been confirmed on Tuesday as the U.S. Ambassador for Israel.

7. HB1101 Boundary Review Study Update – Herman Stockinger, CDOT Deputy Director ([Meeting Recording Time Stamp 00:51:12](#))

- Staff provided an overview of the state legislation and factors considered in the HB 23-1101 TPR Study. STAC members provided input and acted to support or oppose the recommendations resulting from the study.
 1. Recommendations 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.
 - **STAC members discussed the TPRs' responsibilities and abilities to maintain a website,** especially with the upcoming statutory requirements for improved web accessibility. Herman Stockinger noted that CDOT anticipates each TPR to have their own website. At a proposed upcoming meeting, the TPR Administrators will discuss the roles and responsibilities of TPRs and CDOT. In addition, the TPR planning grant budgets will be reviewed, evaluated, and discussed.
 - STAC Action: Chair Rogalski solicited from the STAC members if there was any opposition to approving these staff recommendations for CDOT improvements to the Transportation Commission (TC). No opposition was raised, signifying that STAC supported these be recommended to the TC.
- 2. Recommendations for STAC and TRAC, including:
 - 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 TPRs that have individual members that belong to more than one TPR/PC to adopt governing documents to disallow a single political jurisdiction from representing two TPRs on STAC at any given time.
 - o STAC Action: Gary Beedy of Eastern TPR motioned to support these recommendations but with a modification to three consecutive terms for STAC Chair and Vice-Chair. The motion was seconded by Heather Sloop. A roll call vote was requested by Brian Pettet of IMTPR:
 - Denver Regional Council of Governments - Yes.
 - Central Front Range TPR - No.
 - Eastern TPR - Yes.
 - Grand Valley MPO - Yes
 - Gunnison Valley TPR - Abstain
 - Intermountain TPR - No
 - North Front Range MPO - Abstain
 - Northwest TPR - Yes
 - Pikes Peak Area Council of Governments - No
 - Pueblo Area Council of Governments - Yes
 - San Luis Valley TPR - No
 - South Central TPR - No
 - Southeast TPR - Yes
 - Southwest TPR - No
 - Upper Front Range TPR - Yes
 - Ute Mountain Ute Tribe - Did not vote
 - Southern Ute Mountain Ute Tribe - Absent
 - o Motion passed with 7 yes, 6 no, 2 abstentions, and 2 did not vote or were absent.
 - o Herman Stockinger noted that, per the discussion, STAC did not strongly support the proposed term limit amendment, but strongly supported the other elements of the Recommendations for STAC and TRAC. STAC representatives Gary Beedy of Eastern TPR and Holly Williams of PPACG agreed with this assessment. Other STAC members present had no opposition documenting the outcome using this approach. STAC members approved these recommendations for submittal to the TC.
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 (pertaining to how and when to give advance notice)
 - 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
 - o **STAC members had concerns regarding item b. Pertaining to “ability to sue and be sued”** - but found relief when it was noted that these items from the state statute for Regional Planning Commissions (RPCs) roles and responsibilities - also notes that RPC members cannot be sued as individuals. It was also noted that this language is also covered in many of the existing TPR Intergovernmental Agreements (IGAs) used to create the TPRs/RPCs. There remains question as to who would be responsible for legal fees, if a law suit arose. It was also clarified that the **“TPRs” are also “RPCs”**.
 - o TPRs are responsible for MMOF funds and make decisions on how to spend those funds. Any law suits would probably be related to the TPR following their proper process in expending these funds.
 - o STAC Action: Gary Beedy of Eastern TPR motioned to approve support for these recommendations for ensuring that all TPRs are following statutory requirements, with Nicholas Williams of DRCOG seconding. No opposition was raised from the STAC members present. STAC approved these recommendations for submittal to the TC.
- 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 developing this presentation (October 24), the Intermountain TPR had not yet made a recommendation on how to split the TPR if their boundaries were changed).
 - o It was further explained and clarified that these two recommendations for TPR boundaries are dependent upon one another.
 - o Herman Stockinger noted that many letters of opposition have been received to date and that during the rulemaking process, letters submitted next year will also be part of the public record for the TC to consider prior to making their decision.
 - o John Galusha of SCTPR noted that CDOT needs to also consider the disproportionately impacted communities of SCTPR, as that is one of the factors that is required for consideration by HB 23-1101. It was noted that if SE and SCTPRs join they would become the second largest TPR in terms of land mass, with Eastern TPR being first.
 - o Several STAC members expressed their appreciation to Herman Stockinger and Jamie Grim for their time to collaborate, gather data, and travel to meet with TPRs in person while developing the TPR Study.
 - o STAC Action: John Galusha of SCTPR motioned to oppose the recommendations of TPR boundary changes, with Heather Sloop, STAC Vice Chair and NWTTPR representative seconding the motion. Next a roll call vote was taken:
 - DRCOG - Yes to oppose TPR boundary changes
 - CFRTTPR - Yes to oppose TPR boundary changes
 - Eastern - Yes to oppose TPR boundary changes
 - GVMPO - Yes to oppose TPR boundary changes
 - GVTTPR - Yes to oppose TPR boundary changes
 - IMTTPR - Yes to oppose boundary changes
 - NFRMPO - Abstain
 - NWTTPR - Yes to oppose TPR boundary changes
 - PPACG - Yes to oppose TPR boundary changes
 - PACOG - Yes to oppose TPR boundary changes
 - SLVTPR - Yes to oppose TPR boundary changes

- SCTPR - Yes to oppose TPR boundary changes
- SETPR - Yes to oppose TPR boundary changes
- SUIT - Absent
- SWTPR - Yes to oppose TPR boundary changes
- UFRTPR - Yes to oppose TPR boundary changes
- UMU - Yes to oppose TPR boundary changes
- The STAC membership opposed the recommendations that change TPR boundaries.
- Gary Beedy, Eastern TPR Representative, noted that the link to TPR at a Glance document on the CDOT website is broken and needs to be fixed.

8. Program Distribution Formulas for Approval: FASTER Safety, CMAQ, STBG-Urban, and Carbon Reduction Program – Marissa Gaughan , CDOT Multimodal Planning Branch Manager, and Sheryl Trent, Facilitator ([Meeting Recording Time Stamp 02:11:47](#))

FASTER Safety

- David Swenka of CDOT Traffic Safety and Data Analysis provided an overview of the FASTER Safety formula and how it would change between the existing and using updated data. Initially used 2014 - 2018 crash data and updated the formula to use 2018 - 2022 crash data.
- Two options were presented to the STAC for consideration - the current distribution formula dependent on crash data for fatalities, and the alternative that includes crash data for fatalities and serious injuries.
- Gary Beedy noted that Region 4 would not receive as much funding using the Alternative Distribution formula and supported using the Current Distribution formula. David Swenka noted that Region 4 was performing comparatively better than other Regions, and that is why their funding is a bit less.
- STAC Action: Holly Williams of PPACG motioned to select the Current Distribution option for the FASTER Safety program, and Gary Beedy of Eastern TPR seconded the motion. No opposition was raised by the STAC members present. The STAC approved recommending the Current Distribution formula for the FASTER Safety program to the TC.

Congestion Mitigation Air Quality (CMAQ) Program Distribution

- Areas eligible to receive funding are ozone non-attainment and are DRCOG, NFRMPO and UFRTPR based on 75% population and 25% vehicle miles traveled (VMT).
- A conversation regarding 5% of the CMAQ program funds set aside for electrification infrastructure projects. It was agreed that any future CMAQ funds should emphasize that the 5% for set aside that projects show a benefit to the non-attainment areas, as much as the other areas of the state.
- It was confirmed that the new boundaries for UFRTPR were included in the calculations presented.
- STAC Action: The facilitator, Sheryl Trent, asked the STAC members to bring forward any issues or opposition to the CMAQ formula proposed. None of the STAC members present raised opposition to the CMAQ formula. The proposed CMAQ formula will be recommended by the STAC for the TC to consider.

Metro-Planning Program Distribution

- Marissa Gaughan, CDOT Multimodal Planning Branch Manager, noted that deliberation with MPOs has taken place for several months - from August through November prior to the MPOs approving a recommended formula to the STAC.

- The results were close among the five MPOs. The modified status quo option was selected by a narrow margin - 3 to 2.



Metro Planning Distribution Scenarios

Status Quo			Modified Status Quo			Tiered Base		
Current FY24 allocations			MPO majority vote: 3 yes / 2 no			MPO minority vote: 2 yes / 3 no		
	%	Total \$		%	Total \$		%	Total \$
DRCOG	69.31%	\$7,406,163	DRCOG	67.99%	\$7,265,398	DRCOG	67.21%	\$7,181,594
GVMPO	3.18%	\$339,900	GVMPO	2.90%	\$309,607*	GVMPO	3.27%	\$349,501*
NFRMPO	10.13%	\$1,082,545	NFRMPO	10.92%	\$1,166,945	NFRMPO	11.72%	\$1,251,943
PPACG	13.88%	\$1,483,136	PPACG	14.95%	\$1,597,722	PPACG	14.31%	\$1,529,522
PACOG	3.5%	\$373,476	PACOG	3.23%	\$345,548*	PACOG	3.49%	\$372,661*
TOTAL	100.00%	\$10,685,220	TOTAL	100.00%	\$10,685,220	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.

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- Nicholas Williams of DRCOG received clarification that all the MPOs can apply for the additional SPR funds if the overall carryover balance is less than 25%, without application.
- Suzette Mallette of NFRMPO about how to get more state funding to increase the funds available.
- STAC Action: Nicholas Williams of DRCOG motioned to adopt the modified status quo option for the Metro-Planning formula and this was seconded by another STAC member. STAC approved recommending the modified status quo Metro-Planning formula to the TC.

Surface Transportation Block Grant (STBG) - Urban & Carbon Reduction Program (CRP)

- STBG-Urban is only available to DRCOG, NFRMPO and PPACG are eligible for this funding to larger MPOs with populations over 200,000.
 - The formula is federally mandated to be based on estimates based on forecasted federal appropriations for FY 2025.
- CRP is a new program and requires the formula to be allocated also based on estimates on forecasted federal appropriations for FY 2025.
- Darius Pakbaz, CDOT Division of Transportation Development Director, noted that these formulas are designated in federal statute.
- STAC Action: STAC Members observed the need to accept these federally designated formulas for these programs for recommendation to the TC.
- Sheryl Trent, SBrand facilitator, thanked CDOT and the STAC members for their participation in the program distribution process. The recommendation from the STAC is stronger when the STAC agrees and makes recommendations as a group.

9. Region 1 Update - Jessical Myklebust, CDOT Region 1 Regional Transportation Director [\(Meeting Recording Time Stamp 03:08:14\)](#)

- Jessica Myklebust has been serving in the role of Region 1 RTD for two years.
- Region 1 is the last Region to provide an update to the STAC over the past year.
- Major ongoing projects noted include:

- I-70 West: Floyd Hill (Veterans Memorial Tunnel to Floyd Hill),
- Eisenhower Johnson Tunnel Repairs,
- I-270 Improvements (I-25 to I-70),
- US 6 and Wadsworth Blvd Interchange, and Region Wide Arterial Bus Rapid Transit for five new corridors.
- 10-year Plan Region 1 projects discussed include:
 - West Metro Bridges, Bridge Replacements: I-70 & 32 Avenue West Metro Corridor
 - Wooden Noise Wall Replacements
 - Homeless Camp Clean Up
 - Pavement Condition program projects - where generally 134.2 miles of pavement is treated for \$43.7M annually with many road surface conditions going from poor condition to high drivability life conditions.
 - Maintenance Level of Service (MLOS) IDIQ On-call paving with maintenance projects
 - Snowplow Signal Priority Corridors
 - Smart I-25 Corridor
 - Smart 25 Traffic Performance Findings Pilot Project
 - Wildlife Crossing Improvement Projects
- Director Myklebust recognized that all these projects would not be possible without the hard work of Region 1 staff. Gratitude for work done is expressed to the Region 1 team by taking time to get together occasionally, for example having Region 1 staff attend a harvest festival.

**10. STAC Work Plan – Darius Pakbaz, CDOT Division of Transportation Development
Director ([Meeting Recording Time Stamp 03:29:54](#))**

- A memo on a proposed list of STAC topics to cover in 2024 was included in the STAC packet. Items noted in the memo include:
- Anticipated 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
- Proposed 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
- Darius asked STAC members to bring forward any other items that come to mind.
- John Liosatos of PPACG noted having a STAC check-in before or after the first TPR Administration meeting occurs.

11. Other Business – ([Meeting Recording Time Stamp 03:32:02](#))

Safe Routes to School Advisory Committee Representative

- Stephanie Gonzales of SETPR volunteered to fill the seat occupied by Heather Sloop on the Safe Routes to School (SRTS) Advisory Committee. Heather Sloop noted she would be available to work with Stephanie on preparing her for this role.

Next STAC Meeting

The next STAC meeting is scheduled for Thursday, January 4, 2024, at 8:30 am and will be held virtually. Staff will be working to get the STAC packet out earlier than usual. The TRAC is meeting this afternoon.



DATE: December 19, 2023
TO: State Transportation Advisory Committee
FROM: Herman Stockinger
SUBJECT: 2 CCR 601-22: Planning Rules

Purpose

Provide STAC the draft of the Planning Rules CDOT staff will ask the Transportation Commission to open at their January meeting. The draft edits include the recommendations from the HB 1101 TPR Study that was conducted this year.

Action

Informational only.

Background

On April 28, 2023, Governor Polis signed HB 23-1101 which includes the provision requiring CDOT to analyze the TPR boundaries in a study and provide recommendations for possible changes to the Transportation Commission on or before November 30, 2023. CDOT completed the study and presented staff recommendations to the Commission at their November meeting. In January, staff will ask the Commission to approve opening the rules to consider rule changes related to the TPR Study recommendations.

Next Steps

- January: Request the Transportation Commission open the Planning Rules to consider amendment to the rule.
- January: CDOT files Notice of Proposed Rulemaking with the CO Secretary of State's Office to begin the formal rulemaking process under the Administrative Procedures Act.
- March: Formal public meeting(s) on the Planning Rule.
- May/June: Commission votes on changes to the Planning Rule.

Attachments

- A. Side-by-side comparison of the study recommendations and the corresponding Rule language.
- B. Draft red-lined version of the Planning Rule.



Cross Reference Between TPR Study Staff Recommendations and Location in 2 CCR 601-22

<u>Study Recommendation</u>	<u>Location in Planning Rules</u>
<p>1.a. CDOT should develop an improved TPR-related website to better enable the public to find information about all TPRs in the state. As the lead coordinator for statewide and rural regional planning, CDOT has a website that includes a good deal of information about each TPR. While it is important for each TPR to maintain a website where the public can find information about that specific TPR, improvements to the CDOT website will make it easier for the general public, and for TPR members themselves, to find helpful information about all fifteen TPRs.</p>	<p>Not included or necessary to be contained in 2 CCR 601-22.</p>
<p>1.b. CDOT should increase outreach to elected officials, especially newly elected ones, to make sure they have the background and understanding of CDOT as an organization and the role of TPRs and MPOs. During the study process, staff discovered that many TPRs, the MPOs in particular, do a good job of educating their new members. CDOT staff could assist in this process, particularly in rural areas, by identifying outgoing TPR elected officials and the member governments where those members serve, and helping to educate newly elected local officials on the state and regional transportation planning processes, including when their TPR meets and how best to become involved in regional transportation planning. Staff recommends that CDOT prepare “Transportation 101” briefings that articulate the state and regional planning processes for newly elected officials. One area of critique that CDOT noticed throughout the study was that there is a lack of education when it comes to transportation planning. It should be noted that the North Front Range MPO has a wonderful set of short videos for their newly elected officials which could serve as a model for CDOT’s effort.</p>	<p>Not included or necessary to be contained in 2 CCR 601-22.</p>

<p>1.c. CDOT staff should organize annual or biannual meetings for all of the TPR administrators to discuss processes and share best practices for TPR management. HB 23-1101 required CDOT to report on the “consistency and transparency of the transportation planning process across transportation planning regions.” We found that while all TPRs serve basically the same function, and do it effectively in most cases, there is not as much knowledge, understanding, or relationships among those individuals that administer a TPR. The survey that CDOT sent to TPR administrators indicated that every respondent felt that occasional meetings between TPR administrators would, at a minimum, have “some benefit.”</p>	<p>Not included or necessary to be contained in 2 CCR 601-22.</p>
<p>1.d. CDOT should consider whether current funding to TPRs is adequate and make any necessary adjustments. As discussed in Chapter 4, rural TPRs (and MPOs that conduct rural transportation planning in addition to metropolitan planning) receive a small amount of funding to help administer their TPR. Traditionally, the funds have been used for travel reimbursement by STAC members to attend monthly STAC meetings. Post-COVID, the funds have been underutilized, probably for three main reasons. First, more STAC meetings are being held virtually and travel to Denver is less frequent. Second, there may not be a full understanding of what the funds can be used for. Third, in some cases the funding may not be enough to make it “worth the effort” to request reimbursement through CDOT for the expenses incurred in running the regional planning process. While the study is not necessarily recommending an increase in funding, it is recommending that CDOT staff work more closely with the TPR administrators (perhaps through the meetings proposed in recommendation 1c) to determine if an increase (or decrease) in funding is appropriate.</p>	<p>Not included or necessary to be contained in 2 CCR 601-22.</p>

2.a. The Transportation Commission should establish term limits for STAC Chairs and ViceChairs, allowing for up to two consecutive terms of two years each, with details worked out by STAC via an update to their bylaws. For any public body to be successful, it needs to have leaders who are interested, active, engaged, and who care about the work. STAC has been lucky to have that with its current Chair, who has served in that position for twenty years. Over STAC’s thirty year history, it is believed to have had only three Chairs. CDOT believes it is equally important to have a diversity of opinion in a body’s leadership, and with fifteen TPRs and two tribal nations represented on STAC, the occasional rotation of both the Chair and Vice-Chair is healthy and appropriate. Further, while staff believes it is important that the Transportation Commission lay out the term limits in Rule, it is equally important that STAC be given the opportunity to work through the details via their bylaws, as there are many potential variables to consider that are best determined by the STAC members themselves.

2.b. The Transportation Commission should require a rotation of STAC Chairs and Vice-Chairs between rural TPRs and urban MPOs, ensuring STAC leadership always has both a rural and urban voice, with details worked out by STAC via an update to their bylaws. Staff sees the model utilized by the Transportation Commission, where the Chair and Vice-Chair are split between rural and urban representation, and when the Chair leaves their position, the ViceChair ascends to the Chair position, as an effective way of ensuring a diversity of opinion is represented within the STAC leadership positions. Like recommendation 2a, there are multiple variables to consider when establishing this process, and should the Transportation Commission adopt this recommendation in rule, staff will work with STAC and their bylaws so they may determine the most effective way of meeting this Transportation Commission requirement.

3.03.2.1 In establishing procedures for the appointment of a chairperson and vice chairperson, STAC shall include a provision for term limits for each office so that no individual may serve in either position for more than two consecutive two year terms.

3.03.2.2 To ensure the STAC’s leadership come from both rural and urban Colorado, STAC procedures shall require that when the chairperson is chosen from a rural TPR or tribe, the vice chairperson shall be chosen from an urban MPO area, and each position shall rotate so that no consecutive chairpersons or vice chairpersons come from either a rural TPR or tribe, or urban MPO area consecutively.

<p>2.c. The Transportation Commission should add the Chair of the Transit and Rail Advisory Committee (TRAC) to STAC as a non-voting member. HB 23-1101 contained a provision which required TPRs to have a voting transit member on their TPR. Given the TPR is a regional planning body that “rolls up” to STAC, a similar requirement to have transit representation on STAC include the Chair of TRAC would be appropriate and consistent with the corresponding legislative requirement for TPRs. Because adding the TRAC Chair as a voting member to STAC would require a legislative change, and this study is not proposing legislative solutions, staff recommends the TRAC Chair be a non-voting member of STAC.</p>	<p>3.02.2 The chairperson of the Transit and Rail Advisory Committee (TRAC) shall be a non-voting member of STAC and is entitled to name an alternative representative in the event the chairperson is unable to attend a STAC meeting and both individuals shall be included by the Department in distributions of all STAC correspondence and notifications. The Division Director shall be notified in writing of the name, title, mailing address, telephone number, and electronic mail address of the STAC representative and alternative representative from each TPR and tribal government within thirty (30) days of selection.</p>
<p>2.d. The Transportation Commission should encourage TPRs whose members have overlapping political jurisdictions with other TPRs to adopt governing documents to prohibit a single political jurisdiction from representing two TPRs on STAC at any given time. As noted in the section summarizing the Region 4 public meeting, Weld County is currently the only political jurisdiction in the state with two members on STAC, but this could also happen with Larimer County, El Paso County, Teller County, and potentially Eagle County if they are split and represented within two TPRs. This recommendation is for the Commission to “encourage” TPRs to prevent this overlap because it is not within the Commission’s statutory authority to prohibit it. Impacted counties have agreed with this recommendation and some have already begun taking steps to update their bylaws.</p>	<p>A new 2.08: TPRs that have governmental jurisdictions that are represented within multiple TPRs are encouraged to work together to ensure no political jurisdiction represents more than one TPR on STAC.</p>
	<p>A new 2.07: Transportation Commission expectations for consistency and transparency of RPCs and TPRs governing documents. In order to ensure consistency and transparency among RPC and TPRs that conduct</p>

	<p>transportation planning and develop RTPs under Rule 4.00, the governing documents of those entities must include the following information.</p>
<p>3.a. Who: Clearly identify the name of the TPR, its members, and the organization providing administrative support, such as Weld County for the Upper Front Range TPR. This allows members of the public to quickly understand who the TPR represents and who administers the TPR in case they have questions.</p>	<p>A new 2.07.1: The name of the organization, and the membership, including transit membership consistent with and required under 43-1-1103.</p>
<p>3.b. What: Explain the core duties and authority of the organization, including the ability to spend and receive funds, the ability to sue and be sued as an organization, and to enter into contracts. This information was well-covered in the earlier IGA template and should be retained in any updated or new versions of documents.</p>	<p>A new 2.07.2: The duties of the organization, and the ability to spend and receive funds, sue and be sued, and enter into contracts</p>
<p>3.c. Provide information on the organization’s ability to terminate and amend the organization. How much advance notice is required and who must agree?</p>	<p>A new 2.07.3: The ability to terminate and amend.</p>
<p>3.d. Meeting Time/Place: Provide at least a general overview of meeting time and location(s) so the public can plan to join if desired. For some TPRs, this may be something like the third Thursday of each month. Other TPRs may determine the year’s meeting schedule at the January meeting and publish the calendar online. If the meeting always occurs in the same location, the governing documents could include the location. If the location may change or be virtual, the documents should tell the public where to find the information on an ongoing basis.</p>	<p>A new 2.07.4: An overview of general meeting cadence and locations.</p>
<p>3.e. Officers, Elections of Officers, Length of Term of Officers: This information helps the public understand who leads the organization and how they are selected. This is important for transparency and accountability. At least four TPRs do not adequately identify officers other than Chair; two of these have had co-Chairs in recent history which is not addressed in their governing documents.</p>	<p>A new 2.07.5: A list of officers, process for the elections of officers, and the length of term of officers.</p>

<p>3.f. Quorum & Voting Structure (if not simple majority): Identify how many members must be present in order to conduct TPR business, including any special requirements to meet quorum. Four TPRs do not specify the number required for quorum in their documents. Upper Front Range TPR has a requirement that two of the three county representatives must be present in order to have a quorum. Most TPRs use a simple majority voting structure, but Northwest TPR balances municipal and county votes through a weighted system.</p>	<p>A new 2.07.6: What shall constitute a quorum and what the voting structure shall be.</p>
<p>3.g. State law requires that all meetings of public bodies are open to the public and will be publicly noticed. Many members of the public have basic familiarity with the Colorado Sunshine Law, but they may not all realize it must be followed by their TPR. This requirement also applies to notice and accessibility to meetings of an executive committee or other subcommittee of two or more TPR members discussing TPR business. There is broad variation in how TPRs are currently providing notice of meetings to the public, but it was difficult to find consistent and updated meeting information for seven TPRs on the internet where a broad segment of the public would be likely to search.</p>	<p>A new 2.07.7: An assurance that meetings are open to the public and must be publicly noticed.</p>
<p>3.h. Ensure agendas and meeting minutes are available and accessible to the public. The legislature has emphasized that these items should be available electronically, but a TPR is welcome to use other communication mechanisms as well. The important point is to provide consistent access to the public so they can be informed about TPR business and regional transportation planning. As TPRs are now responsible for decisions about spending MMOF funds, it is more important than ever to ensure the public knows when these important conversations are happening and how to participate as they make primary decisions about these funds.</p>	<p>A new 2.07.8: An assurance that agendas and meeting minutes are available and accessible to the public.</p>
<p>3.i. Meetings must allow time for public comment on the agenda. Following the example of the Transportation Commission, it would be most helpful to have a consistent time set on the meeting agenda so a member of the public knows when to join and comment if they desire.</p>	<p>A new 2.07.9: An assurance that regularly scheduled meetings shall allow time for public comment on the agenda.</p>

<p>3.j. State law identifies the TPR Chair as the representative to the STAC, but the Chair may select a representative. Governing documents should identify how the STAC representative is chosen and include the process for selecting an alternate representative to the STAC.</p>	<p>A new 2.07.10: The process for identifying how the TPR's STAC representative is chosen.</p>
<p>3.k. Provides for how the TPR is to be administered.</p>	<p>A new 2.07.11: A statement on how the TPR is to be administered.</p>
<p>3.l. Documents should include a statement about conflicts of interest. This requirement is important for transparency because there are times when a TPR decision may impact a representative's personal or professional interests. The member should disclose the potential conflict of interest and abstain from participating in the discussion and vote on that topic. This does not disqualify the member from serving as a representative or participating in other discussions or votes, but it makes clear to the public that their TPR actions are made in the public interest.</p>	<p>A new 2.07.12: The inclusion of a Conflict of Interest Statement.</p>
<p>3.m. TPRs should ensure that TPR information can be found easily on the internet to encourage full public participation and access. If a TPR is administered by another entity and that entity hosts the TPR's website, please ensure that the website can be located through a simple web search using the name of the TPR. For example, Intermountain TPR's website is hosted by Eagle County, but it is listed as IMTPR, so it is more difficult to find on the internet unless the member of the public knows to search IMTPR rather than Intermountain TPR.</p>	<p>A new 2.07.13: An assurance that TPR information can be found on the internet.</p>
<p>4.a. Combine Southeast and South Central TPR to create one Southeast TPR.</p>	<p>Strike 2.01.15 and add Huerfano & Las Animas counties to 2.01.7</p>
<p>4.b. Divide the Intermountain TPR in two TPRs. The West IMTPR would include Garfield, Pitkin, and the SW portion of Eagle County. The East IMTPR would include Summit, Lake, and the bulk of Eagle County. Eagle County would be divided along the shared Eagle County RTA/ RFTA boundaries.</p>	<p>Strike Lake and Summit counties from 2.01.11 and add the following language to 2.01.11: "West Intermountain" and "...and the portion of Eagle County that is within the boundaries of the Eagle County RTA". Add a new 2.01.12: "The East Intermountain TPR comprises Lake and Summit counties, and the portion of Eagle County that is within the boundaries of the Roaring Fork</p>

	RTA." Renumber section accordingly.
<p>House Bill 23-1101 Language: 43-1-1103. Transportation planning. (7) ON AND AFTER SEPTEMBER 1, 2023, THE BOARD OF DIRECTORS, COMMITTEE, OR OTHER GOVERNING BODY, HOWEVER NAMED, OF THE TRANSPORTATION PLANNING ORGANIZATION FOR EACH TRANSPORTATION PLANNING REGION MUST INCLUDE AT LEAST ONE VOTING REPRESENTATIVE TO REPRESENT ALL TRANSIT AGENCIES IN THE TRANSPORTATION PLANNING REGION. THE REPRESENTATIVE MUST BE APPOINTED BY THE TRANSIT AGENCY OR, IF MULTIPLE TRANSIT AGENCIES PROVIDE SERVICE IN THE TRANSPORTATION PLANNING REGION, BY AGREEMENT OF THE TRANSIT AGENCIES.</p>	<p>A new 2.07.1: The name of the organization, and the membership, including transit membership consistent with and required under 43-1-1103.</p>

DEPARTMENT OF TRANSPORTATION

Transportation Commission

RULES GOVERNING STATEWIDE TRANSPORTATION PLANNING PROCESS AND TRANSPORTATION PLANNING REGIONS

2 CCR 601-22

[Editor's Notes follow the text of the rules at the end of this CCR Document.]

STATEMENT OF BASIS AND PURPOSE, STATUTORY AUTHORITY AND PREAMBLE

The purpose of the Rules Governing the Statewide Transportation Planning Process and Transportation Planning Regions (Rules) is to prescribe the statewide transportation planning process through which a long-range Multimodal, comprehensive Statewide Transportation Plan will be developed, integrated, updated, and amended by the Colorado Department of Transportation (Department or CDOT), in cooperation with local governments, Metropolitan Planning Organizations (MPOs), Regional Planning Commissions, Indian tribal governments, relevant state and federal agencies, the private sector, transit and freight operators, and the general public. This cooperative process is designed to coordinate regional transportation planning, guided by the statewide transportation policy set by the Department and the Transportation Commission of Colorado ("Commission"), as a basis for developing the Statewide Transportation Plan. The result of the statewide transportation planning process shall be a long-range, financially feasible, environmentally sound, Multimodal transportation system plan for Colorado that will reduce traffic, air pollution, and smog while providing for efficient, resilient, and safe movement of people, goods and services.

Further, the purpose of the Rules is to define the state's Transportation Planning Regions for which long-range Regional Transportation Plans are developed, and to prescribe the process for conducting and initiating transportation planning in the non-MPO Transportation Planning Regions and coordinating with the MPOs for planning in the metropolitan areas. Memoranda of Agreement (MOA) that serve as the Metropolitan Planning Agreements (MPAs) pursuant to 23 C.F.R. § 450 between the Department, each MPO, and applicable transit provider(s) further prescribe the transportation planning process in the MPO Transportation Planning Regions. In addition, the purpose of the Rules is to describe the organization and function of the Statewide Transportation Advisory Committee (STAC) as established by § 43-1-1104, Colorado Revised Statutes (C.R.S.).

The Rules are promulgated to meet the intent of both the U.S. Congress and the Colorado General Assembly for conducting a continuing, cooperative, and comprehensive statewide performance-based Multimodal transportation planning process for producing a Statewide Transportation Plan and Regional Transportation Plans that address the transportation needs of the State. This planning process, through comprehensive input, results in systematic project prioritization and resource allocation.

The Rules, governing the statewide planning process, emphasize Colorado's continually greater integration of Multimodal, cost-effective, and environmentally sound means of transportation which leads to cleaner air and reduced traffic. The Rules reflect the Commission's and the Department's focus on Multimodal transportation projects including highways, transit, rail, bicycles, and pedestrians. Section 8 of these Rules establishes an ongoing administrative process for identifying, measuring, confirming, and verifying those best practices and their impacts, so that CDOT and MPOs can easily apply them to their plans in order to achieve the pollution reduction levels required by these Rules.

The Rules are promulgated by the Commission pursuant to the specific statutory authority in § 43-1-1103 (5), C.R.S., and § 43-1-106 (8)(k), C.R.S.

Preamble for 2018 Rulemaking

In 2018, rulemaking was initiated to update the rules to conform to recently passed federal legislation, update expired rules, clarify the membership and duties of the STAC pursuant to HB 16-1169 and HB 16-1018, and to make other minor corrections.

Preamble for 2021 Rulemaking

Overview

Section 8 of these Rules establishes Greenhouse Gas (GHG) pollution reduction planning levels for transportation that will improve air quality, reduce smog, and provide more sustainable options for travelers across Colorado. The purpose of these requirements is to limit the GHG pollution and provide more transportation mobility options. This is accomplished by requiring CDOT and MPOs to establish plans that meet GHG reduction levels through a mix of projects that limit and mitigate air pollution and improve quality of life and Multimodal options. CDOT and MPOs will be required to demonstrate through travel demand modeling and the Environmental Protection Agency Motor Vehicle Emission Simulator (MOVES) approved air quality modeling that statewide and regional aggregate emissions resulting from its state or regional plans do not exceed a specified emissions level in total. In the event that a plan fails to comply, CDOT and MPOs have the option to implement GHG Mitigation Measures that provide travelers with cleaner and more equitable transportation options. Examples of these types of mitigations, which also benefit quality of place and the economic resilience of communities, will include but not be limited to: adding bus rapid transit facilities and services, enhancing first-and-last mile connections to transit, bicycle transportation infrastructure as well as adding bike-sharing services including electric bikes, improving pedestrian facilities like sidewalks and safe accessible crosswalks, investments that support vibrant downtown density and local zoning decisions that favor sustainable building codes and inclusive multi-use facilities downtown, reductions in bus and vehicle idling, bus queue jumps, and more. The method of identifying and approving mitigations will be established by a policy process that allows for ongoing innovations from MPOs, local governments, and other partners to be considered on an iterative basis. CDOT will provide assistance to MPOs when requested. Such policy shall include a process for assigning a larger value for mitigations located within a Disproportionately Impacted Community. Because the assigned values for different project types are expected to be valuable not just for GHG Mitigation Measures but for determining the composition and makeup of plans that will comply with this rule, the process described above is intended as an incentive for investments that provide more mobility options for DI communities. This value shall be informed and adjusted by a subsequent analysis conducted by CDOT's Environmental Justice and Equity Branch to be described as part of the mitigation policy directive.

Further, it is expected that CDOT, MPOs and others shall consider these investments at the time a project is developed and submitted into a transportation plan. For example, applicants of interchange access requests that go to the CDOT Chief Engineer or Transportation Commission for approval should expect to articulate how they intend to mitigate the impacts of the request, such as the induced demand created in the area of the interchange being proposed.

If compliance still cannot be demonstrated, even after committing to GHG Mitigation Measures, the Commission shall restrict the use of certain funds, requiring that dollars be focused on projects and approved GHG Mitigation Measures that reduce GHG. These requirements address the Colorado General Assembly's directive to reduce statewide GHG pollution in § 25-7-102(2)(g), C.R.S., as well as the directive for transportation planning to consider environmental stewardship and reducing GHG emissions, § 43-1-1103(5), C.R.S.

Context of Section 8 of these Rules Within Statewide Objectives

The passage of House Bill (HB)19-1261 set Colorado on a course to dramatically reduce GHG emissions across all sectors of the economy. In HB 19-1261, now codified in part at §§ 25-7-102(2) and 105(1)(e), C.R.S., the General Assembly declared that “climate change adversely affects Colorado’s economy, air quality and public health, ecosystems, natural resources, and quality of life[,]” and acknowledged that “Colorado is already experiencing harmful climate impacts[,]” and that “many of these impacts disproportionately affect” certain Disproportionately Impacted Communities. see § 25-7-102(2), C.R.S. The General Assembly also recognized that “[b]y reducing [GHG] pollution, Colorado will also reduce other harmful air pollutants, which will, in turn, improve public health, reduce health care costs, improve air quality, and help sustain the environment.” see § 25-7-102(2)(d), C.R.S.

Since 2019, the State has been rigorously developing a plan to achieve the ambitious GHG pollution reduction goals in § 25-7-102(2)(g), C.R.S. In January 2021, the State published its Greenhouse Gas Pollution Reduction Roadmap (Roadmap). The Roadmap identified the transportation sector as the single largest source of statewide GHG pollution as of 2020, with passenger vehicles the largest contributor within the transportation sector. Additionally, the Roadmap determined that emissions from transportation are a “significant contributor to local air pollution that disproportionately impacts lower-income communities and communities of color.” see Roadmap, p. XII.

A key finding in the Roadmap recognized that “[m]aking changes to transportation planning and infrastructure to reduce growth in driving is an important tool” to meet the statewide GHG pollution reduction goals. see Roadmap, p. 32. Section 8 of these Rules also advances the State’s goals to reduce emissions of other harmful air pollutants, including ozone.

Why the Transportation Commission is Taking This Action

Senate Bill 21-260, signed into law by the Governor on June 17, 2021, and effective upon signature, includes a new § 43-1-128, C.R.S., which directs CDOT and MPOs to engage in an enhanced level of planning, modeling, and other analysis to minimize the adverse environmental and health impacts of planned transportation capacity projects. Section 43-1-128, C.R.S. also directs CDOT and the Commission to take steps to account for the impacts of transportation capacity projects on GHG pollution and Vehicle Miles Traveled and to help achieve statewide GHG pollution targets established in § 25-7-102(2)(g), C.R.S.

Under Colorado law governing transportation planning, CDOT is charged with and identified as the proper body for “developing and maintaining the state transportation planning process and the state transportation plan” in cooperation with Regional Planning Commissions and local government officials. see § 43-1-1101, C.R.S.

The Commission is responsible for formulating policy with respect to transportation systems in the State and promulgating and adopting all CDOT financial budgets for construction based on the Statewide Transportation Improvement Programs. see § 43-1-106(8), C.R.S. The Commission is statutorily charged “to assure that the preservation and enhancement of Colorado’s environment, safety, mobility and economics be considered in the planning, selection, construction and operation of all transportation projects in Colorado.” see § 43-1-106(8)(b), C.R.S. In addition, the Commission is generally authorized “to make all necessary and reasonable orders, rules and regulations in order to carry out the provisions of this part . . .” see § 43-1-106(8)(k), C.R.S.

As such, CDOT and the Commission are primarily responsible for ensuring compliance with GHG reductions in transportation planning.

What Relevant Regulations Currently Apply to Transportation Planning

Transportation planning is subject to both state and federal requirements. Under federal law governing transportation planning and federal-aid highways, it is declared to be in the national interest to promote transportation systems that accomplish a number of mobility objectives “while minimizing transportation-related fuel consumption and air pollution through metropolitan and statewide transportation planning processes...” see 23 U.S.C. § 134; see *also* 23 U.S.C. § 135(a)(1). In the metropolitan planning process, consideration must be given to projects and strategies that will “protect and enhance the environment, promote energy conservation, improve the quality of life...” see 23 U.S.C. § 134(h)(1)(E); see *also* 23 C.F.R. Part 450, Subpart B (federal regulations governing statewide transportation planning and programming). The same planning objective applies to statewide transportation planning. see 23 U.S.C. § 135(d)(1)(E); see *also* 23 C.F.R. Part 450, Subpart C (governing metropolitan transportation planning and programming). Further, the Statewide Transportation Plan shall be developed, as appropriate, in consultation with State...local agencies responsible for...environmental protection...” see 23 U.S.C. § 135(f)(2)(D)(i).

Under conforming Colorado law, the Statewide Transportation Plan is developed by integrating and consolidating Regional Transportation Plans developed by MPOs and regional transportation planning organizations into a “comprehensive statewide transportation plan” pursuant to rules and regulations promulgated by the Commission. see § 43-1-1103(5), C.R.S. The Statewide Transportation Plan must address a number of factors including, but not limited to, “environmental stewardship” and “reduction of greenhouse gas emissions.” see § 43-1-1103(5)(h) and (j), C.R.S.

Regional Transportation Plans must account for the “expected environmental, social, and economic impacts of the recommendations in the transportation plan, including... [a] full range of reasonable transportation alternatives...in order to provide for the transportation and environmental needs of the area in a safe and efficient manner.” see § 43-1-1103(1)(d), C.R.S. Further, in developing Regional Transportation Plans, MPOs “[s]hall assist other agencies in developing transportation control measures for utilization in accordance with state...regulations...and shall identify and evaluate measures that show promise of supporting clean air objectives.” see § 43-1-1103(1)(e), C.R.S.

Putting Section 8 of these Rules into Perspective

Section 8 establishes GHG regulatory requirements that are among the first of their kind in the U.S. However, from an air pollutant standpoint, connecting transportation planning to emissions is not a new policy area. In fact, transportation conformity provisions within the Clean Air Act approach ozone much the same way. Transportation conformity ensures that federally funded or approved highway and transit activities within a Nonattainment Area are consistent with or “conform to” a state’s plan to reduce emissions. Colorado’s front range has been in ozone nonattainment for many years, which has required the North Front Range and the Denver Regional Council of Governments’ MPOs to demonstrate conformity with each plan adoption and amendment.

However, because the transportation sector encompasses the millions of individual choices people make every day that have an impact on climate, a variety of strategies are necessary to achieve the State’s climate goals. Section 8 of these Rules is one of many steps needed to achieve the totality of reduction goals for the transportation sector.

Addressing Disproportionately Impacted Communities

Historically, communities have been impacted unequally by transportation project design and construction, including a lack of access and connectivity. Negative impacts -- both to air quality by virtue of proximity to highways as well as limited non-driving options in neighborhoods proximate to highways -- have often concentrated in Disproportionately Impacted Communities, often minority neighborhoods in urban and industrial areas. These rules are an important opportunity to ensure CDOT's planning process and greenhouse gas requirements fully consider these communities and this history. To that end, many provisions were amended and added in the December 2021 update to these rules. Section 4 requires that CDOT's statewide transportation plan include an analysis of impacts on Disproportionately Impacted Communities and, further, that CDOT seek to exchange information with, increase involvement in, and consider the transportation needs of these communities in the transportation planning process. Section 8 stipulates that Mitigation Action Plans include an accounting of the amount of mitigation dollars directly spent in--or designed to serve--Disproportionately Impacted Communities. These plans must also include an explanation of how any GHG Mitigation Measures delayed or canceled in these areas may still be achieved (or their equivalent). Together these provisions strengthen the role of Disproportionately Impacted Communities in selecting transportation projects through the planning process and ensures that appropriate attention and transparency be given to the opportunity provided by greenhouse gas mitigation investments.

Purpose of GHG Mitigation Measures

The transportation modeling conducted for this rulemaking may demonstrate that certain projects increase GHG pollution for a variety of reasons. These reasons may include factors such as induced demand as a result of additional lane mileage attracting additional vehicular traffic, or additional traffic facilitated by access to new commercial or residential development in the absence of public transit options or bicycle/pedestrian access that provides consumers with other non-driving options. Transportation infrastructure itself can also increase or decrease GHG and other air pollutants by virtue of factors like certain construction materials, removal or addition of tree cover that captures carbon pollution, or integration with vertical construction templates of various efficiencies that result in higher or lower levels of per capita energy use. The pollution impacts of various infrastructure projects will vary significantly depending on their specifics and must be modeled in a manner that is context-sensitive to a range of issues such as location, footprint of existing infrastructure, design, and how it fits together with transportation alternatives.

Furthermore, other aspects of transportation infrastructure can facilitate reductions in emissions and thus serve as mitigations rather than contributors to pollution. For example, the addition of transit resources in a manner that can displace Vehicle Miles Traveled (VMT) can reduce emissions. Moreover, improving downtown pedestrian and bike access, particularly in areas that allow individuals to shift multiple daily trips for everything from work to dining to retail, can improve both emissions and quality of life. All told, a reduction in VMT has numerous societal co-benefits including reduced fatal and serious injury crashes, wildlife mortality, and traffic congestion and improvements to public health, worker productivity, and Colorado's economy.

There is an increasing array of proven best practices for reducing pollution and smog and improving economies and neighborhoods that can help streamline decision-making for state and local agencies developing plans and programs of projects. Additionally, the following core principles will guide the selection and delivery of mitigations:

- **Valuing Benefits to Disproportionately Impacted Communities:** Mitigation investments are an important opportunity to provide localized benefits to Disproportionately Impacted Communities and connecting vulnerable populations with jobs, education, and community services to ensure access to opportunity.

- **Geographic Nexus with Impacts:** Where regionally significant projects are projected to increase net greenhouse gas emissions, those emissions should be offset with project-specific GHG Mitigation Measures that benefit communities that will be impacted by the project. This principle is especially important for ensuring that Disproportionately Impacted Communities that have often, historically, borne a significant share of the negative impacts of highway projects, are able to achieve direct project benefits associated with meeting mitigation requirements.
- **Holistic Air Quality Planning:** CDOT and MPOs should be able to demonstrate how they have supported the GHG Mitigation Measures included in a Mitigation Action Plan, through funding, technical assistance, or other forms of support. All proposed GHG Mitigation Measures must be evaluated in a context-sensitive manner to confirm their efficacy to reduce GHG emissions and reviewed periodically for actual performance.
- **Verification:** The mitigations should be able to be tracked, verified, and reported publicly to ensure real reductions in greenhouse gas emissions.
- **Reasonable Scale:** CDOT and MPOs are expected to strive for a reasonable relationship between the scale of mitigation required and what is implemented, but are not expected to achieve a precise match. In some cases it also may not be possible, given current tools and models, to determine an exact ton reduction in GHGs. The Department intends to develop a scoring rubric over the coming months, with input from stakeholders, to provide a way to rate the relative effectiveness of measures and align the scale of mitigation needed with the deficit in million metric tons (MMT) needed to achieve the Rule's GHG Reduction Levels.

1.00 Definitions.

- 1.01 Accessible - ensure that reasonable efforts are made that all meetings are reachable by persons from households without vehicles and that the meetings will be accessible to persons with disabilities in accordance with the Americans with Disabilities Act (ADA), and also accessible to persons with Limited English Proficiency. Accessible opportunities to comment on planning related matters include those provided on the internet and through such methods as telephone town halls.
- 1.02 Applicable Planning Document - refers to MPO Fiscally Constrained RTPs, TIPs for MPOs in NAAs, CDOT's 10-Year Plan and Four-Year Prioritized Plan in Non-MPO areas, and amendments to the MPO RTPs and CDOT's 10-Year Plan and Four-Year Prioritized Plan in Non-MPO areas that include the addition of Regionally Significant Projects.
- 1.03 Attainment Area - any geographic region of the United States that meets the national primary or secondary National Ambient Air Quality Standards (NAAQS) for the pollutants as defined in the Clean Air Act (CAA) (Amendments of 1990).
- 1.04 Baseline – For each MPO area and for the Non-MPO areas of the state, for each of the model years 2025, 2030, 2040, and 2050: the GHG emissions, in million metric tons (MMT), produced by the most recently adopted model for that area, together with the current EPA-approved version of MOVES or its successors in the format currently run by APCD, resulting from modeling the MPO RTP or CDOT 10-year plan adopted as of January 30, 2022.
- 1.05 Carbon Dioxide Equivalent (CO₂e) - a standard unit for comparing the emissions from various GHG based upon the 100-year global warming potential (GWP). CO₂e is calculated by multiplying the mass amount of emissions (metric tons per year), for each GHG constituent by that gas's GWP, and summing the resultant values to determine CO₂e (metric tons per year). This calculation allows comparison of different greenhouse gases and their relative impact on the environment over different standard time periods.

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- 1.06 Commission - the Transportation Commission of Colorado created by § 43-1-106, C.R.S.
 - 1.07 Congestion Mitigation and Air Quality (CMAQ) - a federal funding program established in 23 U.S.C § 149 to improve air quality in Nonattainment and Maintenance Areas for ozone, carbon monoxide, and particulate matter. References related to this program include any successor programs as established by the federal government.
 - 1.08 Corridor - a transportation system that includes all modes and facilities within a described geographic area.
 - 1.9 Corridor Vision - a comprehensive examination of a specific transportation Corridor, which includes a determination of needs and an expression of desired state of the transportation system that includes Transportation Modes and facilities over a planning period.
 - 1.10 Department or CDOT - the Colorado Department of Transportation created by § 43-1-103, C.R.S.
 - 1.11 Disproportionately Impacted Communities - defined in § 24-38.5-302(3), C.R.S. as a community that is in a census block group, as determined in accordance with the most recent United States Decennial Census where the proportion of households that are low income is greater than forty percent (40%), the proportion of households that identify as minority is greater than forty percent (40%), or the proportion of households that are housing cost-burdened is greater than forty percent (40%).
 - 1.12 Division - the Division of Transportation Development within CDOT.
 - 1.13 Division Director - the Director of the Division of Transportation Development.
 - 1.14 Fiscally Constrained - the financial limitation on transportation plans and programs based on the projection of revenues as developed cooperatively with the MPOs and the rural TPRs and adopted by the Commission that are reasonably expected to be available over the long-range transportation planning period and the TIP and STIP programming periods.
 - 1.15 Four-Year Prioritized Plan - a four-year subset of the 10-Year Plan consisting of projects prioritized for near-term delivery and partial or full funding.
 - 1.16 Greenhouse Gas (GHG) – pollutants that are anthropogenic (man-made) emissions of carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, nitrogen trifluoride, and sulfur hexafluoride.
 - 1.17 Greenhouse Gas (GHG) Reduction Level - the amount of the GHG expressed as CO₂e reduced that CDOT and MPOs must attain through transportation planning.
 - 1.18 Greenhouse Gas (GHG) Mitigation Measures - non-Regionally Significant Project strategies that reduce transportation GHG pollution and help meet the GHG Reduction Levels.
 - 1.19 Intergovernmental Agreement - an arrangement made between two or more political subdivisions that form associations for the purpose of promoting the interest and welfare of said subdivisions.
 - 1.20 Intermodal Facility - a site where goods or people are conveyed from one mode of transportation to another, such as goods from rail to truck or people from passenger vehicle to bus.
 - 1.21 Land Use - the type, size, arrangement, and use of parcels of land.
 - 1.22 Limited English Proficiency - individuals who do not speak English as their primary language and who have a limited ability to read, speak, write, or understand English.

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- 1.23 Long-Range Planning - a reference to a planning period with a minimum 20-year planning horizon.
- 1.24 Maintenance Area - any geographic region of the United States previously designated by the U.S. Environmental Protection Agency (EPA) as a Nonattainment Area pursuant to the Clean Air Act (CAA) Amendments of 1990 and subsequently redesignated to attainment subject to the requirement to develop a maintenance plan under § 175A of the CAA, as amended in 1990.
- 1.25 Memorandum of Agreement (MOA) - a written agreement between two or more parties on an intended plan of action.
- 1.26 Metropolitan Planning Agreement (MPA) - a written agreement between the MPO, the State, and the providers of public transportation serving the Metropolitan Planning Area that describes how they will work cooperatively to meet their mutual responsibilities in carrying out the metropolitan planning process.
- 1.27 Metropolitan Planning Area - a geographic area determined by agreement between the MPO for the area and the Governor, in which the metropolitan transportation planning process is carried out pursuant to 23 U.S.C. § 134.
- 1.28 Metropolitan Planning Organization (MPO) - an organization designated by agreement among the units of general purpose local governments and the Governor, charged to develop the RTPs and programs in a Metropolitan Planning Area pursuant to 23 U.S.C. § 134.
- 1.29 Mitigation Action Plan - an element of the GHG Transportation Report that specifies which GHG Mitigation Measures shall be implemented that help achieve the GHG Reduction Levels.
- 1.30 Mobility - the ability to move people, goods, services, and information among various origins and destinations.
- 1.31 MOVES Model - U.S. Environmental Protection Agency's most recent version of the MOTO Vehicle Emission Simulator (or MOVES) model that quantifies GHG emissions from on-road transportation, or its successor, that is required for transportation conformity analyses per federal regulation.
- 1.32 MPO Models - one (1) or more of the computer-based models maintained and operated by the MPOs which depict the MPO areas' transportation systems (e.g., roads, transit, etc.) and development patterns (i.e., number and location of households and jobs) for a defined year (i.e., past, present, or forecast) and produce estimates of roadway VMT, delays, operating speeds, transit ridership, and other characteristics of transportation system use.
- 1.33 Multimodal - an integrated approach to transportation that takes into account all modes of travel, such as bicycles and walking, personal mobility devices, buses, transit, rail, aircraft, and motor vehicles.
- 1.34 Multimodal Transportation and Mitigation Options Fund (MMOF) - a program created in the State Treasury pursuant to § 43-4-1103, C.R.S. which funds bicycle, pedestrian, transit and other Multimodal projects as defined in § 43-4-1102(5), C.R.S. and GHG Mitigation projects as defined in § 43-4-1102(4.5), C.R.S.
- 1.35 National Ambient Air Quality Standards (NAAQS) - are those established by the U.S. Environmental Protection Agency for air pollutants considered harmful to public health and environment. These criteria pollutants are: carbon monoxide, lead, nitrogen dioxide, ozone, particulate matter, and sulfur dioxide.

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- 1.36 Nonattainment Area - any geographic region of the United States which has been designated by the EPA under section 107 of the CAA for any pollutants for which a NAAQS exists.
- 1.37 Non-Metropolitan Area - a rural geographic area outside a designated Metropolitan Planning Area.
- 1.38 Plan Integration - a comprehensive evaluation of the statewide transportation system that includes all modes, an identification of needs and priorities, and key information from other related CDOT plans.
- 1.39 Planning Partners - local and tribal governments, the rural TPRs and MPOs.
- 1.40 Project Priority Programming Process - the process by which CDOT adheres to 23 U.S.C. § 135 and 23 C.F.R. Part 450 when developing and amending the STIP.
- 1.41 Regional Planning Commission (RPC) - a planning body formed under the provisions of § 30-28-105, C.R.S., and designated under these Rules for the purpose of transportation planning within a rural TPR.
- 1.42 Regionally Significant Project - a transportation project that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network or state transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel. Modifications of this definition shall be allowed if approved by the State Interagency Consultation Team. If the MPOs have received approval from the EPA to use a different definition of regionally significant project as defined in 40 C.F.R. § 93.101, the State Interagency Consultation Team will accept the modified definition. Necessary specificity for MPO Models or the Statewide Travel Model will be approved by the State Interagency Consultation Team.
- 1.43 Regional Transportation Plan (RTP) - a long-range plan designed to address the future transportation needs for a TPR including, but not limited to, Fiscally Constrained or anticipated funding, priorities, and implementation plans, pursuant to, but not limited to, § 43-1-1103, C.R.S. and 23 C.F.R. Part 450. All rural and urban TPRs in the state produce RTPs.
- 1.44 State Interagency Consultation Team - consists of the Division Director or the Division Director's designee, the Colorado Department of Public Health and Environment (CDPHE) Director of Air Pollution Control Division or the Director's designee, the Director of each MPO or their designee, and the Colorado Energy Office Director or Director's designee. The Division Director shall appoint a rural TPR Chair with experience with and representing rural planning interests and may appoint this member and additional member(s) from outside of these organizations to renewable terms of three (3) years. The State Interagency Consultation Team works collaboratively and consults appropriately to approve modifications to Regionally Significant definitions, and address classification of projects as Regionally Significant, modeling assumptions, and projects that reduce GHG emissions.
- 1.45 State Transportation System - refers to all state-owned, operated, and maintained transportation facilities in Colorado, including, but not limited to, interstate highways, other highways, and aviation, bicycle and pedestrian, transit, and rail facilities.

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- 1.46 Statewide Transportation Advisory Committee (STAC) - the committee created by § 43-1-1104, C.R.S., comprising one representative from each TPR and one representative from each tribal government to review and comment on RTPs, amendments, and updates, and to advise both the Department and the Commission on the needs of the transportation system in Colorado.
- 1.47 Statewide Transportation Improvement Program (STIP) - a Fiscally Constrained, multi-year, statewide, Multimodal program of transportation projects which is consistent with the Statewide Transportation Plan and planning processes, with Metropolitan Planning Area plans, Transportation Improvement Programs and processes, and which is developed pursuant to 23 U.S.C. § 135.
- 1.48 Statewide Travel Model - the computer-based model maintained and operated by CDOT which depicts the state's transportation system (roads, transit, etc.) and development scale and pattern (number and location of households, number and location of firms/jobs) for a selected year (past, present, or forecast) and produces estimates of roadway VMT and speed, transit ridership, and other characteristics of transportation system use.
- 1.49 Statewide Transportation Plan - the long-range, comprehensive, Multimodal statewide transportation plan covering a period of no less than 20 years from time of adoption, developed through the statewide transportation planning process described in these Rules and 23 U.S.C. § 135, and adopted by the Commission pursuant to § 43-1-1103, C.R.S.
- 1.50 Surface Transportation Block Grant (STBG) - a flexible federal funding source established under 23 U.S.C. § 133 for state and local transportation needs. Funds are expended in the areas of the State based on population. References related to this program include any successor programs established by the federal government.
- 1.51 System Continuity - includes, but is not limited to, appropriate intermodal connections, integration with state modal plans, and coordination with neighboring RTPs, and, to the extent practicable, other neighboring states' transportation plans.
- 1.52 Traditionally Underserved - refers to groups such as seniors, persons with disabilities, low-income households, minorities, and student populations, which may face difficulties accessing transportation systems, employment, services, and other amenities.
- 1.53 Transit and Rail Advisory Committee (TRAC) - an advisory committee created specifically to advise the Executive Director, the Commission, and the Division of Transit and Rail on transit and rail-related activities.
- 1.54 Transportation Commonality - the basis on which TPRs are established including, but not limited to: Transportation Commission Districts, the Department's Engineering Regions, Travelsheds, Watersheds, geographic unity, existing Intergovernmental Agreements, and socioeconomic unity.
- 1.55 Transportation Improvement Program (TIP) - a staged, Fiscally Constrained, multi-year, Multimodal program of transportation projects developed and adopted by MPOs, and approved by the Governor, which is consistent with an MPO's RTP and which is developed pursuant to 23 U.S.C. § 134.
- 1.56 Transportation Mode - a particular form of travel including, but not limited to, bus, motor vehicle, rail, transit, aircraft, bicycle, pedestrian travel, or personal mobility devices.
- 1.57 Transportation Planning and Programming Process - all collaborative planning-related activities including the development of regional and Statewide Transportation Plans, the Department's Project Priority Programming Process, and development of the TIPs and STIP.

- 1.58 Transportation Planning Region (TPR) - a geographically designated area of the state, defined by section 2.00 of these Rules in consideration of the criteria for Transportation Commonality, and for which a regional transportation plan is developed pursuant to the provisions of § 43-1-1102 and 1103, C.R.S. and 23 U.S.C. § 134. The term TPR is inclusive of these types: non-MPO TPRs, MPO TPRs, and TPRs with both MPO and non-MPO areas.
- 1.59 Transportation Systems Planning - provides the basis for identifying current and future deficiencies on the state highway system and outlines strategies to address those deficiencies and make improvements to meet Department goals.
- 1.60 Travelshed - the region or area generally served by a major transportation facility, system, or Corridor.
- 1.61 Tribal Transportation Improvement Program (TTIP) - a multi-year Fiscally Constrained list of proposed transportation projects developed by a tribe from the tribal priority list or tribal long-range transportation plan, and which is developed pursuant to 25 C.F.R. Part 170. The TTIP is incorporated into the STIP without modification.
- 1.62 Urbanized Area - an area with a population of 50,000 or more designated by the Bureau of the Census.
- 1.63 Vehicle Miles Traveled (VMT) - the traffic volume of a roadway segment or system of roadway segments multiplied by the length of the roadway segment or system.
- 1.64 Watershed - a land area that drains to a common waterway, such as a stream, lake, estuary, wetland, or ultimately the ocean.
- 1.65 10-Year Plan - a vision for Colorado's transportation system that includes a specific list of projects categorized across priority areas as identified in the Statewide Transportation Plan.

2.00 Transportation Planning Regions (TPR).

- 2.01 Transportation Planning Region Boundaries. TPRs are geographically designated areas of the state with similar transportation needs that are determined by considering transportation commonalities. Boundaries are hereby established as follows:
 - 2.01.1 The Pikes Peak Area TPR comprises the Pikes Peak Area Council of Governments' metropolitan area within El Paso and Teller counties.
 - 2.01.2 The Greater Denver TPR, which includes the Denver Regional Council of Governments' planning area, comprises the counties of Adams, Arapahoe, Boulder, Broomfield, Clear Creek, Denver, Douglas, Gilpin, Jefferson, and parts of Weld.
 - 2.01.3 The North Front Range TPR comprises the North Front Range Transportation and Air Quality Planning Council's metropolitan area within Larimer and Weld counties.
 - 2.01.4 The Pueblo Area TPR comprises Pueblo County, including the Pueblo Area Council of Governments' metropolitan area.
 - 2.01.5 The Grand Valley TPR comprises Mesa County, including the Grand Valley Metropolitan Planning Organization's metropolitan area.
 - 2.01.6 The Eastern TPR comprises Cheyenne, Elbert, Kit Carson, Lincoln, Logan, Phillips, Sedgwick, Washington, and Yuma counties.

- 2.01.7 The Southeast TPR comprises Baca, Bent, Crowley, Huerfano, Kiowa, Las Animas, Otero, and Prowers counties.
- 2.01.8 The San Luis Valley TPR comprises Alamosa, Chaffee, Conejos, Costilla, Mineral, Rio Grande, and Saguache counties.
- 2.01.9 The Gunnison Valley TPR comprises Delta, Gunnison, Hinsdale, Montrose, Ouray, and San Miguel counties.
- 2.01.10 The Southwest TPR comprises Archuleta, Dolores, La Plata, Montezuma, and San Juan counties, including the Ute Mountain Ute and Southern Ute Indian Reservations.
- 2.01.11 The West Intermountain TPR comprises ~~Eagle~~, Garfield ~~and Lake~~, Pitkin counties, and the portion of Eagle County that is within the boundaries of the Eagle County RTA. ~~Summit counties.~~
- 2.01.12 The East Intermountain TPR comprises Lake and Summit counties, and the portion of Eagle County that is within the boundaries of the Roaring Fork RTA.
- 2.01.~~13~~2 The Northwest TPR comprises Grand, Jackson, Moffat, Rio Blanco, and Routt counties.
- 2.01.~~14~~3 The Upper Front Range TPR comprises Morgan County, and the parts of Larimer and Weld counties, that are outside both the North Front Range and the Greater Denver (metropolitan) TPRs.
- 2.01.~~15~~4 The Central Front Range TPR comprises Custer, El Paso, Fremont, Park, and Teller counties, excluding the Pikes Peak Area Council of Governments' metropolitan area.
- ~~2.01.15 The South Central TPR comprises Huerfano, and Las Animas Counties.~~
- 2.02 Boundary Revision Process.
- 2.02.1 TPR boundaries, excluding any MPO-related boundaries, will be reviewed by the Commission at the beginning of each regional and statewide transportation planning process. The Department will notify counties, municipalities, MPOs, Indian tribal governments, and RPCs for the TPRs of the boundary review revision requests. MPO boundary review shall be conducted pursuant to 23 U.S.C. § 134 and 23 C.F.R. Part 450 Subpart B and any changes shall be provided to the Department to update the Rules. All boundary revision requests shall be sent to the Division Director, and shall include:
- 2.02.1.1 A geographical description of the proposed boundary change.
- 2.02.1.2 A statement of justification for the change considering transportation commonalities.
- 2.02.1.3 A copy of the resolution stating the concurrence of the affected RPC.
- 2.02.1.4 The name, title, mailing address, telephone number, fax number and electronic mail address (if available) of the contact person for the requesting party or parties.
- 2.02.2 The Department will assess and STAC shall review and comment (as set forth in these Rules) on all Non-Metropolitan Area TPR boundary revision requests based on transportation commonalities and make a recommendation to the Commission concerning such requests. The Department will notify the Commission of MPO boundary

changes. The Commission may initiate a rule-making proceeding under the Colorado Administrative Procedure Act, § 24-4-103, C.R.S. to consider a boundary revision request. Requests received for a MPO or non-metropolitan TPR boundary revision outside of the regularly scheduled boundary review cycle must include the requirements identified above.

- 2.02.3 In the event that the Commission approves a change to the boundary of a TPR that has a RPC, the RPC in each affected TPR shall notify the Department of any changes to the Intergovernmental Agreement governing the RPC as specified in these Rules.
- 2.03 Transportation Planning Coordination with MPOs.
- 2.03.1 The Department and the MPOs shall coordinate activities related to the development of RTPs, the Statewide Transportation Plan, TIPs, and the STIP in conformance with 23 U.S.C. § 134 and 135 and § 43-1-1101 and § 43-1-1103, C.R.S. The Department shall work with the MPOs to resolve issues arising during the planning process.
- 2.04 Transportation Planning Coordination with Non-MPO RPCs.
- 2.04.1 The Department and RPCs shall work together in developing RTPs and in planning future transportation activities. The Department shall consult with all RPCs on development of the Statewide Transportation Plan; incorporation of RTPs into the Statewide Transportation Plan; and the inclusion of projects into the STIP that are consistent with the RTPs. In addition, the Department shall work with the RPCs to resolve issues arising during the planning process.
- 2.05 Transportation Planning Coordination among RPCs.
- 2.05.1 If transportation improvements cross TPR boundaries or significantly impact another TPR, the RPC shall consult with all the affected RPCs involved when developing the RTP. In general, RPC planning officials shall work with all Planning Partners affected by transportation activities when planning future transportation activities.
- 2.06 Transportation Planning Coordination with the Southern Ute and the Ute Mountain Ute Tribal Governments.
- 2.06.1 Regional transportation planning within the Southwest TPR shall be coordinated with the transportation planning activities of the Southern Ute and the Ute Mountain Ute tribal governments. The long-range transportation plans for the tribal areas shall be integrated in the Statewide Transportation Plan and the RTP for this TPR. The TTIP is incorporated into the STIP without modification.
- 2.07 Transportation Commission expectations for consistency and transparency of RPCs and TPRs governing documents. To ensure consistency and transparency among RPC and TPRs that conduct transportation planning and develop RTPs under Rule 4.00, the governing documents of those entities must include the following information.
- 2.07.1 The name of the organization, and the membership, including transit membership consistent with and required under 43-1-1103.
- 2.07.2 The duties of the organization, and the ability to spend and receive funds, sue and be sued, and enter into contracts.
- 2.07.3 The ability to terminate and amend.

- 2.07.4 An overview of general meeting cadence and locations.
 - 2.07.5 A list of officers, process for the elections of officers, and the length of term of officers.
 - 2.07.6 What shall constitute a quorum and what the voting structure shall be.
 - 2.07.7 An assurance that meetings are open to the public and must be publicly noticed.
 - 2.07.8 An assurance that agendas and meeting minutes are available and accessible to the public.
 - 2.07.9 An assurance that regularly scheduled meetings shall allow time for public comment on the agenda.
 - 2.07.10 The process for identifying how the TPR's STAC representative is chosen.
 - 2.07.11 A statement on how the TPR is to be administered.
 - 2.07.12 The inclusion of a Conflict of Interest Statement.
 - 2.07.13 An assurance that TPR information can be found on the internet.
- 2.08 TPRs that have governmental jurisdictions that are represented within multiple TPRs are encouraged to work together to ensure no political jurisdiction represents more than one TPR on STAC.

3.00 Statewide Transportation Advisory Committee (STAC).

3.01 Duties of the STAC. Pursuant to § 43-1-1104 C.R.S. the duties of the STAC shall be to meet as necessary and provide advice to both the Department and the Commission on the needs of the transportation system in Colorado including, but not limited to: budgets, TIPs of the MPOs, the STIP, transportation plans, and state transportation policies.

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

- 3.01.1 All RTPs, amendments, and updates as described in these Rules.
 - 3.01.2 Transportation related communication and/or conflicts which arise between RPCs or between the Department and a RPC.
 - 3.01.3 The integration and consolidation of RTPs into the Statewide Transportation Plan.
 - 3.01.4 Colorado's Mobility requirements to move people, goods, services, and information by furnishing regional perspectives on transportation problems requiring interregional and/or statewide solutions.
 - 3.01.5 Improvements to modal choice, linkages between and among modes, and transportation system balance and System Continuity.
 - 3.01.6 Proposed TPR boundary revisions.
- 3.02 Notification of Membership
- 3.02.1 Each RPC and tribal government shall select its representative to the STAC pursuant to § 43-1-1104(1), C.R.S. The Ute Mountain Ute Tribal Council and the Southern Ute Indian

Tribal Council each appoint one representative to the STAC. Each TPR and tribal government is also entitled to name an alternative representative who would serve as a proxy in the event their designated representative is unable to attend a STAC meeting and would be included by the Department in distributions of all STAC correspondence and notifications. The Division Director shall be notified in writing of the name, title, mailing address, telephone number, ~~fax number~~ and electronic mail address (if available) of the STAC representative and alternative representative from each TPR and tribal government within thirty (30) days of selection.

3.02.2 The chairperson of the Transit and Rail Advisory Committee (TRAC) shall be a non-voting member of STAC and is entitled to name an alternative representative in the event the chairperson is unable to attend a STAC meeting and both individuals shall be included by the Department in distributions of all STAC correspondence and notifications. The Division Director shall be notified in writing of the name, title, mailing address, telephone number, and electronic mail address of the STAC representative and alternative representative within thirty (30) days of selection.

3.03 Administration of STAC

3.03.1 STAC recommendations on Regional and Statewide Transportation Plans, amendments, and updates shall be documented in the STAC meeting minutes, and will be considered by the Department and Commission throughout the statewide transportation planning process.

3.03.2 The STAC shall establish procedures to govern its affairs in the performance of its advisory capacity, including, but not limited to, the appointment of a chairperson and the length of the chairperson's term, meeting times, and locations.

3.03.2.1 In establishing procedures for the appointment of a chairperson and vice chairperson, STAC shall include a provision for term limits for each office so that no individual may serve in either position for more than two consecutive two-year terms.

3.03.2.2 To ensure the STAC's leadership come from both rural and urban Colorado, STAC procedures shall require that when the chairperson is chosen from a rural TPR or tribe, the vice chairperson shall be chosen from an urban MPO area, and each position shall rotate so that no consecutive chairpersons or vice chairpersons come from either a rural TPR or tribe, or urban MPO area consecutively.

3.03.3 The Division Director will provide support to the STAC, including, but not limited to:

3.03.3.1 Notification of STAC members and alternates of meeting dates.

3.03.3.2 Preparation and distribution of STAC meeting agendas, supporting materials, and minutes.

3.03.3.3 Allocation of Department staff support for STAC-related activities.

4.00 Development of Regional and Statewide Transportation Plans.

4.01 RPCs, MPOs, and the Department shall comply with all applicable provisions of 23 U.S.C. § 134 and § 135, 23 C.F.R. Part 450, and § 43-1-1103, C.R.S. and all applicable provisions of Commission policies and guidance documents in development of regional and statewide transportation plans, respectively.

4.02 Public Participation

- 4.02.1 The Department, in coordination with the RPCs of the rural TPRs, shall provide early and continuous opportunity for public participation in the transportation planning process. The process shall be proactive and provide timely information, adequate public notice, reasonable public access, and opportunities for public review and comment at key decision points in the process. The objectives of public participation in the transportation planning process include: providing a mechanism for public perspectives, needs, and ideas to be considered in the planning process; developing the public's understanding of the problems and opportunities facing the transportation system; demonstrating explicit consideration and response to public input through a variety of tools and techniques; and developing consensus on plans. The Department shall develop a documented public participation process pursuant to 23 C.F.R. Part 450.
- 4.02.2 Statewide Plans and Programs. Pursuant to 23 C.F.R. Part 450 Subpart B, the Department is responsible, in cooperation with the RPCs and MPOs, for carrying out public participation for developing, amending, and updating the Statewide Transportation Plan, the STIP, and other statewide transportation planning activities.
- 4.02.3 MPO Plans and Programs. Pursuant to 23 C.F.R. Part 450 Subpart C, the MPOs are responsible for carrying out public participation for the development of RTPs, TIPs and other related regional transportation planning activities for their respective Metropolitan Planning Areas. Public participation activities carried out in a metropolitan area in response to metropolitan planning requirements shall by agreement of the Department and the MPO, satisfy the requirements of this subsection.
- 4.02.4 Non-MPO TPR Plans and Programs. RPCs for non-MPO TPRs are responsible for public participation related to regional planning activities in that TPR, in cooperation with the Department. Specific areas of cooperation shall be determined by agreement between the RPC and the Department.
- 4.02.5 Public Participation Activities. Public participation activities at both the rural TPR and statewide level shall include, at a minimum:
- 4.02.5.1 Establishing and maintaining for the geographic area of responsibility a list of all known parties interested in transportation planning including, but not limited to: elected officials; municipal and county planning staffs; affected public agencies; local, state, and federal agencies eligible for federal and state transportation funds; local representatives of public transportation agency employees and users; freight shippers and providers of freight transportation services; public and private transportation providers; representatives of users of transit, bicycling and pedestrian, aviation, and train facilities; private industry; environmental and other interest groups; Indian tribal governments and the U.S. Secretary of the Interior when tribal lands are involved; and representatives of persons or groups that may be underserved by existing transportation systems,

such as minority, low-income, seniors, persons with disabilities, and those with Limited English Proficiency; and members of the general public expressing such interest in the transportation planning process.

- 4.02.5.2 Providing reasonable notice and opportunity to comment through mailing lists and other various communication methods on upcoming transportation planning-related activities and meetings. Reasonable notice for Disproportionately Impacted Communities requires the notice be translated in the primary languages spoken in the community.
- 4.02.5.3 Utilizing reasonably available internet or traditional media opportunities, including minority and diverse media, to provide timely notices of planning-related activities and meetings to members of the public, including Limited English Proficiency individuals, and others who may require reasonable accommodations. Methods that will be used to the maximum extent practicable for public participation could include, but not be limited to, use of the internet; social media, news media, such as newspapers, radio, or television, mailings and notices, including electronic mail and online newsletters.
- 4.02.5.4 Seeking out those persons groups and communities Disproportionately Impacted or Traditionally Underserved by existing transportation systems including, but not limited to, seniors, persons with disabilities, minority groups, low-income, and those with Limited English Proficiency, for the purposes of exchanging information, increasing their involvement, and considering their transportation needs in the transportation planning process. Pursuant to § 43-1-601, C.R.S., the Department shall prepare a statewide survey identifying the transportation needs of seniors and of persons with disabilities.
- 4.02.5.5 Consulting, as appropriate, with RPCs, and federal, state, local, and tribal agencies responsible for land use management, natural resources, environmental protection, conservation, cultural resources, and historic preservation concerning the development of long-range transportation plans.
- 4.02.5.6 Providing reasonable public access to, and appropriate opportunities for public review and comment on criteria, standards, and other planning-related information. Reasonable public access includes, but is not limited to, Limited English Proficiency services and access to ADA-compliant facilities, as well as to the internet.
- 4.02.5.7 Where feasible, scheduling the development of regional and statewide plans so that the release of the draft plans may be coordinated to provide for the opportunity for joint public outreach.
- 4.02.5.8 Documentation of Responses to Significant Issues. RPCs and the Department shall respond in writing to all significant issues raised during the review and comment period on transportation plans, and make these responses available to the public.
- 4.02.5.9 Review of the Public Involvement Process. All interested parties and the Department shall periodically review the effectiveness of the Department's public involvement process to ensure that the process provides full and open access to all members of the public. When necessary, the process will be revised and allow time for public review and comment per 23 C.F.R. Part 450.

- 4.03 Transportation Systems Planning. RPCs, and the Department, shall use an integrated Multimodal Transportation Systems Planning approach in developing and updating the long-range RTPs and the long-range Statewide Transportation Plan for a minimum 20-year forecasting period. RPCs shall have flexibility in the methods selected for Transportation Systems Planning based on the complexity of transportation problems and available resources within the TPR. The Department will provide guidance and assistance to the RPCs regarding the selection of appropriate methods.
- 4.03.1 Transportation Systems Planning by RPCs and the Department shall consider the results of any related studies that have been completed. RPCs and the Department may also identify any Corridor(s) or sub-area(s) where an environmental study or assessment may need to be performed in the future.
- 4.03.2 Transportation Systems Planning by RPCs shall consider needs and desired state of the transportation system including existing and future land use and infrastructure, major activity centers such as industrial, commercial and recreation areas, economic development, environmental protection, and modal choices.
- 4.03.3 Transportation Systems Planning by RPCs shall include operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and Mobility of people goods, and services.
- 4.03.4 Transportation Systems Planning by the Department should include capital, operations, maintenance and management strategies, investments, procedures, and other measures to ensure the preservation and most efficient and effective use of the State Transportation System.
- 4.03.5 Transportation Systems Planning by the Department shall consider and integrate all modes into the Statewide Transportation Plan and include coordination with Department modal plans and modal committees, such as the TRAC.
- 4.03.6 Transportation Systems Planning by the Department shall provide for the establishment and use of a performance-based approach to transportation decision-making to support the national goals described in 23 U.S.C. § 150 (FAST Act, P.L. 114-94). Performance targets that the Department establishes to address the performance measures described in 23 U.S.C. § 150, where applicable, are to be used to track progress towards attainment of critical outcomes for the state. The state shall consider the performance measures and targets when developing policies, programs, and investment priorities reflected in the Statewide Transportation Plan and STIP.
- 4.04 Regional Transportation Plans (RTP). Long-range RTPs shall be developed, in accordance with federal (23 U.S.C. § 134 and § 135) and state (§ 43-1-1103 and § 43-1-1104, C.R.S.) law and implementing regulations. Department selection of performance targets that address the performance measures shall be coordinated with the relevant MPOs to ensure consistency, to the maximum extent practicable.
- 4.04.1 Content of RTPs. Each RTP shall include, at a minimum, the following elements:
- 4.04.1.1 Transportation system facility and service requirements within the MPO TPR over a minimum 20-year planning period necessary to meet expected demand, and the anticipated capital, maintenance and operating cost for these facilities and services.
- 4.04.1.2 State and federal transportation system planning factors to be considered by RPCs and the Department during their respective Transportation

Systems Planning shall include, at a minimum, the factors described in § 43-1-1103 (5), C.R.S., and in 23 U.S.C. § 134 and § 135.

4.04.1.3 Identification and discussion of potential environmental mitigation measures, Corridor studies, or Corridor Visions, including a discussion of impacts to minority and low-income communities.

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

4.04.1.5 For rural RTPs, the integrated performance-based Multimodal transportation plan based on revenues reasonably expected to be available over the minimum 20-year planning period. For metropolitan RTPs, a Fiscally Constrained financial plan.

4.04.1.6 Identification of reasonably expected financial resources developed cooperatively among the Department, MPOs, and rural TPRs for Long-Range Planning purposes, and results expected to be achieved based on regional priorities.

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

4.04.1.8 A resolution of adoption by the responsible MPO or the RPC.

4.04.2 Products and reviews

4.04.2.1 Draft Plan. TPRs shall provide a draft of the RTP to the Department through the Division.

4.04.2.2 Draft Plan Review. Upon receipt of the draft RTPs, the Department will initiate its review and schedule the STAC review (pursuant to these Rules). The Department will provide its comments and STAC comments to the TPR within a minimum of 30 days of receiving the draft RTP. RTPs in metropolitan areas completed pursuant to the schedule identified in 23 C.F.R. § 450.322 shall be subject to the provisions of this section prior to being submitted to the Department for consideration as an amendment to the Statewide Transportation Plan.

4.04.2.3 Final Plan. TPRs shall provide the final RTP to the Department through the Division.

4.04.2.4 Final Plan Review. Upon receipt of the final RTP, the Department will initiate its review and schedule the STAC review (pursuant to these Rules) of the final RTPs to determine if the plans incorporate the elements required by the Rules. If the Department determines that a final RTP is not complete, including if the final RTP does not incorporate the elements required by these Rules, then the Department will not integrate that RTP into the statewide plan until the TPR has sufficiently revised that RTP, as determined by the Department with advice from the STAC. The Department will provide its comments and STAC comments to the TPR within a minimum of 30 days of receiving the final RTP. TPRs shall submit any RTP revisions based on comments from the Department and STAC review within 30 days of the Department's provision of such comments. RTPs in

metropolitan areas completed pursuant to the schedule identified in 23 C.F.R. § 450.322 shall be subject to the provisions of this section prior to being submitted to the Department for consideration as an amendment to the Statewide Transportation Plan.

- 4.05 Maintenance and Nonattainment Areas. Each RTP, or RTP amendment, shall include a section that:
- 4.05.1 Identifies any area within the TPR that is designated as a Maintenance or Nonattainment Area.
 - 4.05.2 Addresses, in either a qualitative or quantitative manner, whether transportation related emissions associated with the pollutant of concern in the TPR are expected to increase over the Long-Range Planning period and, if so, what effect that increase might have in causing a Maintenance Area for a NAAQS pollutant to become a Nonattainment Area, or a Nonattainment Area to exceed its emission budget in the approved State Implementation Plan.
 - 4.05.3 If transportation related emissions associated with the pollutant are expected to increase over the Long-Range Planning period, identifies which programs or measures are included in the RTP to decrease the likelihood of that area becoming a Nonattainment Area for the pollutant of concern.
- 4.06 Statewide Transportation Plan. The RTPs submitted by the RPCs shall, along with direction provided through Commission policies and guidance, form the basis for developing and amending the Statewide Transportation Plan. The Statewide Transportation Plan shall cover a minimum 20-year planning period at the time of adoption and shall guide the development and implementation of a performance-based Multimodal transportation system for the State.
- 4.06.1 The Statewide Transportation Plan shall:
- 4.06.1.1 Integrate and consolidate the RTPs and the Department's systems planning, pursuant to these Rules, into a long-range 20-year Multimodal transportation plan that presents a clear, concise path for future transportation in Colorado.
 - 4.06.1.2 Include the long-term transportation concerns of the Southern Ute Indian Tribe and the Ute Mountain Ute Tribe in the development of the Statewide Transportation Plan.
 - 4.06.1.3 Coordinate with other state and federal agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation.
 - 4.06.1.4 Include a discussion of potential environmental mitigation activities and potential areas to carry out these activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan developed in consultation with federal, state, and tribal wildlife, land management and regulatory agencies.
 - 4.06.1.5 Include a comparison of transportation plans to state and tribal conservation plans or maps and to inventories of natural or historical resources.
 - 4.06.1.6 Provide for overall Multimodal transportation system management on a statewide basis.

- 4.06.1.7 The Statewide Transportation Plan shall be coordinated with metropolitan transportation plans pursuant to 23 C.F.R. Part 450, § 43-1-1103 and § 43-1-1105, C.R.S. Department selection of performance targets shall be coordinated with the MPOs to ensure consistency, to the maximum extent practicable.
- 4.06.1.8 Include an analysis of how the Statewide Transportation Plan is aligned with Colorado's climate goals and helps reduce, prevent, and mitigate GHG and other air pollutants throughout the State.
- 4.06.1.9 Include an analysis of impacts on Disproportionately Impacted Communities.
- 4.06.1.10 Include the 10-Year Plan as an appendix.
- 4.06.2 Content of the Statewide Transportation Plan. At a minimum, the Statewide Transportation Plan shall include priorities as identified in the RTPs, as identified in these Rules and pursuant to federal planning laws and regulations. The Statewide Transportation Plan shall be submitted to the Commission for its consideration and approval.
- 4.06.3 Review and Adoption of the Statewide Transportation Plan.
 - 4.06.3.1 The Department will submit a draft Statewide Transportation Plan to the Commission, the STAC, and all interested parties for review and comment. The review and comment period will be conducted for a minimum of 30 days. The Statewide Transportation Plan and appendices will be available in physical form upon request, and made available on the internet.
 - 4.06.3.2 The Department will submit the final Statewide Transportation Plan to the Commission for adoption.

5.00 Updates to Regional and Statewide Transportation Plans.

- 5.01 Plan Update Process. The updates of RTPs and the Statewide Transportation Plan shall be completed on a periodic basis through the same process governing development of these plans pursuant to these Rules. The update cycle shall comply with federal and state law and be determined in consultation with the Commission, the Department, the STAC and the MPOs so that the respective update cycles will coincide.
- 5.02 Notice by Department of Plan Update Cycle. The Department will notify RPCs and the MPOs of the initiation of each plan update cycle, and the schedule for completion.

6.00 Amendments to the Regional and Statewide Transportation Plans.

- 6.01 Amendment Process
 - 6.01.1 The process to consider amendments to RTPs shall be carried out by rural RPCs and the MPOs. The amendment review process for RTPs shall include an evaluation, review, and approval by the respective RPC or MPO.
 - 6.01.2 The process to consider amendments to the Statewide Transportation Plan shall be carried out by the Department, either in considering a proposed amendment to the Statewide Transportation Plan from a requesting RPC or MPO or on its own initiative.

6.01.3 The process to consider amendments to the 10-Year Plan shall be carried out by CDOT in coordination with the rural RPCs and the MPOs.

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

7.01 TIP development shall occur in accordance with 23 C.F.R. Part 450, Subpart C. The Department will develop the STIP in accordance with 23 C.F.R. Part 450, Subpart B.

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

7.03 A TIP for an MPO that is in a Nonattainment or Maintenance Area must first receive a conformity determination by FHWA and FTA before inclusion in the STIP pursuant to 23 C.F.R. Part 450.

7.04 MPO TIPs and Colorado’s STIP must be Fiscally Constrained. Under 23 C.F.R. Part 450, each project or project phase included in an MPO TIP shall be consistent with an approved metropolitan RTP, and each project or project phase included in the STIP shall be consistent with the long-range Statewide Transportation Plan. MPO TIPs shall be included in the STIP either by reference or without change upon approval by the MPOs and the Governor.

8.00 GHG Emission Requirements

8.01 Establishment of Regional GHG Transportation Planning Reduction Levels

8.01.1 The GHG emission reduction levels within Table 1 apply to MPOs and the Non-MPO area within the state of Colorado as of the effective date of these Rules.

8.01.2 Regional GHG Transportation Planning Reduction Levels

Table 1: GHG Transportation Planning Reduction Levels in MMT of CO2e

Regional Areas	2025 Reduction Level (MMT)	2030 Reduction Level (MMT)	2040 Reduction Level (MMT)	2050 Reduction Level (MMT)
DRCOG	0.27	0.82	0.63	0.37
NFRMPO	0.04	0.12	0.11	0.07
PPACG	N/A	0.15	0.12	0.07
GVMPO	N/A	0.02	0.02	0.01
PACOG	N/A	0.03	0.02	0.01
CDOT/Non-MPO	0.12	0.36	0.30	0.17
TOTAL	0.43	1.5	1.2	0.7

8.02 Process for Determining Compliance

8.02.1 Emissions Analysis Requirements When Adopting or Amending an Applicable Planning Document. Each MPO and CDOT shall conduct a GHG emissions analysis using MPO Models or the Statewide Travel Model, and the MOVES Model, to estimate total CO₂e emissions. Such analysis shall include, at a minimum the existing transportation network and future completed Regionally Significant Projects contained in the Applicable Planning Document. The emissions analysis must estimate total CO₂e emissions in million metric tons (MMT) for each year in Table 1 as long as the year is not in the past and compare these emissions to the Baseline. When adopting a TIP that is included in the definition of an Applicable Planning Document, the required emissions analysis will apply to one year corresponding with the last year of the TIP, using interpolation between Table 1 years if the last year of the TIP does not correspond to a designated year in Table 1. This provision shall not apply to MPO TIP amendments.

8.02.2 Agreements on Modeling Assumptions and Execution of Modeling Requirements. Each MPO, prior to the adoption of the next RTP, shall enter into an Intergovernmental Agreement with CDOT and CDPHE which outlines each agency's responsibilities for development and execution of MPO Models or the Statewide Travel Model, and MOVES Model.

8.02.2.1 MPOs and CDOT shall prepare and publish (on a publicly accessible website) a calibration and validation report for their respective travel model. The report shall document model components and key parameters and should address how models account for induced travel demand associated with changes to the transportation system.

8.02.3 The State Interagency Consultation Team shall meet as needed to address any questions on the classification of projects as Regionally Significant, modeling assumptions, and projects that reduce GHG emissions.

8.02.4 By May 1, 2022, CDOT in consultation with the MPOs shall establish an ongoing administrative process and guidelines, through a public process, for selecting, measuring, confirming, verifying, and reporting GHG Mitigation Measures. CDOT and MPOs may incorporate one or more GHG Mitigation Measures into their plans in order to assist in meeting the Regional GHG Planning Reduction Levels in Table 1. Such a process and guidelines shall include, but not be limited to, how CDOT and MPOs should determine the relative benefits and impacts of GHG Mitigation Measures, and measure and prioritize localized benefits to communities and Disproportionately Impacted Communities in particular. The mitigation credit awarded to a specific solution shall consider both regional and community benefits.

8.02.5 Timing for Determining Compliance

8.02.5.1 By October 1, 2022, CDOT shall update their 10-Year Plan and DRCOG and NFRMPO shall update their RTPs and meet the reduction levels in Table 1 or MMOF will be restricted pursuant to § 43-4-1103, C.R.S. and the restrictions set forth in Rule 8.02.6.4, as applicable, shall also apply.

8.02.5.2 CDOT must for each Applicable Planning Document adopted or amended after October 1, 2022, meet either the reduction levels within Table 1 for Non-MPO areas or the requirements as set forth in Rule 8.02.6.4.1.

8.02.5.3 MPOs must for each Applicable Planning Document adopted or amended after October 1, 2022, meet either the corresponding reduction levels

within Table 1, or the relevant MPO and CDOT each must meet the requirements as set forth in Rule 8.02.6.4.2 or Rule 8.02.6.4.3, as applicable. This provision shall not apply to MPO TIP Amendments.

8.02.6 Demonstrating Compliance. At least thirty (30) days prior to adoption or amendment of any Applicable Planning Document except amendments to MPO TIPs, CDOT for Non-MPO areas, and the MPOs for their areas shall provide to the Commission a GHG Transportation Report containing the following information:

8.02.6.1 GHG emissions analysis and, if applicable, a GHG Mitigation Action Plan demonstrating that the Applicable Planning Document is in compliance with the GHG Reduction Levels in MMT of CO₂e for each compliance year in Table 1 or that the requirements in Rule 8.02.6.4 have been met.

8.02.6.2 Identification and documentation of the MPO Model or the Statewide Travel Model and the MOVES Model used to determine GHG emissions in MMT of CO₂e.

8.02.6.3 If GHG Mitigation Measures are needed to count toward the GHG Reduction Levels in Table 1, the MPO or CDOT may submit a Mitigation Action Plan that identifies GHG Mitigation Measures, if any, needed to meet the GHG Reduction Levels within Table 1. The Mitigation Action Plan shall include:

8.02.6.3.1 The anticipated start and completion date of each measure.

8.02.6.3.2 An estimate, where feasible, of the annual GHG emissions reductions in MMT of CO₂e achieved per year by any GHG Mitigation Measures.

8.02.6.3.3 Quantification of specific co-benefits where feasible including reduction of co-pollutants (PM_{2.5}, NO_x, etc.) as well as travel impacts (changes to VMT, pedestrian/bike use, transit ridership numbers, etc. as applicable).

8.02.6.3.4 Description of benefits to Disproportionately Impacted Communities including an estimate of the total mitigation project spent in or designed to serve Disproportionately Impacted Communities.

8.02.6.4 If an Applicable Planning Document does not meet the GHG Reduction Levels as described in Rule 8.02.6.1, the GHG Transportation Report may be deemed in compliance if certain funds are restricted as applicable in this section.

8.02.6.4.1 In Non-MPO areas the Department shall award 10-Year Plan funds anticipated to be expended on Regionally Significant Projects on projects or approved GHG Mitigation Measures that reduce GHG emissions as necessary to achieve the GHG Reduction Levels in MMT of CO₂e for each compliance year in Table 1.

8.02.6.4.2 In MPO areas that are not in receipt of federal suballocations pursuant to the CMAQ and/or STBG programs, the Department shall award 10-Year Plan funds on projects or approved GHG Mitigation Measures as necessary to achieve the GHG Reduction Levels in MMT of CO₂e for each compliance year in Table 1.

- 8.02.6.4.3 In MPO areas that are in receipt of federal suballocations pursuant to the CMAQ and/or STBG programs, the MPO shall award those funds anticipated to be expended on projects or approved GHG Mitigation Measures that reduce GHG emissions, and the Department shall award 10-Year Plan funds on projects or approved GHG Mitigation Measures as necessary to achieve the GHG Reduction Levels in MMT of CO₂e for each compliance year in Table 1.
- 8.02.6.4.4 The restrictions in Rule 8.02.6.4 do not apply to projects which have been advertised for construction with funding identified prior to the adoption of the Applicable Planning Document or are not contained in an Applicable Planning Document.
- 8.02.6.4.5 The restrictions in 8.02.6.4 do not apply to funding sources where adherence to those restrictions would violate federal or state statutory requirements for those funding sources.
- 8.02.7 Reporting on Compliance. Following the submission of a GHG Transportation Report containing a Mitigation Action Plan, CDOT and MPOs must provide a status report for each GHG Mitigation Measure identified to the Commission annually by April 1 on an approved form. CDOT will provide support to MPOs when requested. The status report will contain the following items:
- 8.02.7.1 The implementation timeline;
- 8.02.7.2 The current status;
- 8.02.7.3 For measures that are in progress or completed, quantification of the benefit or impact of such measures; and
- 8.02.7.4 For measures that are delayed, cancelled, or substituted, an explanation of why that decision was made and, if located in a Disproportionately Impacted Community, how these measures or the equivalent could be achieved.
- 8.03 GHG Mitigation Measures. When assessing compliance with the GHG Reduction Levels, CDOT and MPOs shall have the opportunity to utilize approved GHG Mitigation Measures as set forth in Rules 8.02.4 and 8.02.6.3 to offset emissions and demonstrate progress toward compliance. Illustrative examples of potential GHG Mitigation Measures include, but are not limited to:
- 8.03.1 The addition of transit resources in a manner that can displace VMT including in rural areas and other parts of the state where the public may travel to a community for work but live outside that area due to affordability of housing.
- 8.03.2 Improving pedestrian and bike access, particularly in areas that allow individuals to reduce multiple daily trips and better access transit.
- 8.03.3 Certain proven traffic management strategies such as bus queue jumps, traffic signal synchronization and preference, and roundabouts, in certain contexts while factoring in induced demand and safety.
- 8.03.4 Encouraging local adoption of more effective forms of vertical development and zoning plans that integrate mixed use in a way that links and rewards transportation project investments with the city making these changes.

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- 8.03.5 Improving first-and-final mile access to transit stops and stations that make transit resources safer and more usable by consumers.
 - 8.03.6 Improving the safety and efficiency of crosswalks and multi-use paths for pedestrians, bicyclists, and other non-motorized vehicles, including to advance compliance with the ADA.
 - 8.03.7 Adopting or encouraging the adoption of locally driven changes to parking policies and physical configuration that encourage more walking, bicycling, and transit trips.
 - 8.03.8 Incorporating medium/heavy duty vehicle electric charging and hydrogen refueling infrastructure -- as well as upgrading commensurate grid improvements -- into the design of key freight routes to accelerate truck electrification.
 - 8.03.9 Establishing policies for clean construction that result in scalable improvements as a result of factors like lower emission materials, recycling of materials, and lower truck emissions during construction.
 - 8.03.10 Implementing or encouraging the adoption of transportation demand management practices that reduce VMT.
 - 8.03.11 Encouraging local adoption or expansion of school bus programs or school carpool programs to reduce private vehicle trips.
 - 8.03.12 Electrifying loading docks to allow transportation refrigeration units and auxiliary power units to be plugged into the electric grid at the loading dock instead of running on diesel.
- 8.04 Air Pollution Control Division (APCD) Confirmation and Verification
- 8.04.1 At least forty-five (45) days prior to adoption of any Applicable Planning Document, CDOT for Non-MPO areas and the MPOs for their areas shall provide to APCD for review and verification of the technical data contained in the draft GHG Transportation Report required per Rule 8.02.6. If APCD has not provided written verification within thirty (30) days, the document shall be considered acceptable. The APCD shall submit any written verification to the agency adopting the Applicable Planning Document and to the Commission.
 - 8.04.2 At least forty-five (45) days prior to adoption or amendment of policies per Rule 8.02.4, CDOT shall provide APCD the opportunity to review and comment. If APCD has not provided written comment within thirty (30) days, the document shall be considered acceptable.
- 8.05 Compliance. The Commission, within thirty (30) days of receipt of a GHG Transportation Report or at the next regularly scheduled Commission meeting, whichever is later, shall determine whether the applicable GHG Reduction Levels in Table 1 have been met and the sufficiency of any GHG Mitigation Measures needed for compliance.
- 8.05.1 If the Commission determines the requirements of Rule 8.02.6 have been met, the Commission shall, by resolution, accept the GHG Transportation Report.
 - 8.05.2 If the Commission determines, by resolution, the requirements of Rule 8.02.6 have not been met, the Commission shall restrict the use of funds pursuant to Rule 8.02.6.4, as applicable, to projects and approved GHG Mitigation Measures that reduce GHG emissions. Prior to the implementation of such restriction, an MPO, CDOT (upon

concurrence with the applicable MPO) or a TPR in a Non-MPO area, may, pursue one or both of the following actions.

8.05.2.1 Request a waiver from the Commission imposing restrictions on specific projects not expected to reduce GHG emissions.

8.05.2.1.1 By April 1, 2022, CDOT staff in consultation with the MPOs shall develop a waiver form for use by CDOT, MPOs, or TPRs when requesting a waiver.

8.05.2.1.2 A waiver may be requested at any time, including concurrently with the submission of a GHG Transportation Report.

8.05.2.1.3 The Commission may waive the restrictions on specific projects when applicants use CDOT's waiver form that specifies the GHG Transportation Report reflected significant effort and priority placed, in total, on projects and GHG Mitigation Measures that reduce GHG emissions.

8.05.2.1.4 In no case shall a waiver be granted if such waiver results in a substantial increase in GHG emissions when compared to the required GHG Reduction Levels in this Rule.

8.05.2.2 Request reconsideration of a non-compliance determination by the Commission and provide written explanation of how the requirements of Rule 8.02.6 have been met.

8.05.3 The Commission shall act, by resolution, on a waiver or reconsideration request within thirty (30) days of receipt of the waiver or reconsideration request or at the next regularly scheduled Commission meeting, whichever is later.

8.05.4 Notwithstanding any other provision of this Rule, CDOT, DRCOG and NFRMPO must meet the requirements of § 43-4-1103, C.R.S.

8.06 Reporting.

8.06.1 Beginning July 1, 2025, and every 3 years thereafter, the Executive Director on behalf of CDOT shall prepare for the Transportation Commission and Air Quality Control Commission a comprehensive publicly released report on statewide transportation GHG reduction accomplishments.

8.06.2 Beginning October 1, 2022, and annually thereafter, CDOT shall provide to the Transportation Commission a report which shall include relevant factors such as economic conditions, population growth, latest available data on the number of electric vehicles registered in Colorado, transit ridership, bicycle use data, and total estimated VMT per capita within the MPO areas and statewide for the past calendar year. The Commission shall review annually the report during a publicly noticed meeting and shall assess whether the directional change in any of the metrics warrant consideration of policy changes.

8.07 Future Rule Updates. The Transportation Commission may identify parts of this Rule that need to be updated or revised. To adapt the Rule to changing information and conditions, the Commission may consider opening the Rule to such revisions.

9.00 Materials Incorporated by Reference

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- 9.01 The Rules are intended to be consistent with and not be a replacement for the federal transportation planning requirements in Rule 9.01.1 and federal funding programs in Rules 9.01.2 and 9.01.3, which are incorporated into the Rules by this reference, and do not include any later amendments.
- 9.01.1 The Infrastructure Investment and Jobs Act or the “IIJA”, 23 U.S.C. §§ 134, 135 and 150, Pub. L. No. 117-58, signed into law on November 15, 2021, and its accompanying regulations, where applicable, contained in 23 C.F.R. Part 450, including Subparts A, B and C in effect as of November 15, 2021, and 25 C.F.R. § 170 in effect as of November 15, 2021.
- 9.01.2 Congestion Mitigation and Air Quality Improvement (CMAQ) Program, 23 U.S.C. § 149, in effect as of November 15, 2021.
- 9.01.3 Surface Transportation Block Grant (STBG) Program, 23 U.S.C. § 133, in effect as of November 15, 2021.
- 9.02 Also incorporated by reference are the following federal laws and regulations and do not include any later amendments:
- 9.02.1 Americans with Disabilities Act (ADA), 42 U.S.C. § 12101, et. seq., in effect as of January 1, 2009.
- 9.02.2 Clean Air Act (CAA), 42 U.S.C. §§ 7407-7410, and 7505a, in effect as of November 15, 1990.
- 9.02.3 Transportation Conformity Regulations, 40 C.F.R. § 93.101, in effect as of November 24, 1993.
- 9.03 Also incorporated by reference are the following documents, standards, and models and do not include any later amendments:
- 9.03.1 Greenhouse Gas Pollution Reduction Roadmap by the Colorado Energy Office and released on January 14, 2021.
- 9.03.2 MOVES3 Motor Vehicle Emissions Model for SIPs and Transportation Conformity released by the U.S. Environmental Protection Agency, in effect as of January 7, 2021.
- 9.04 All referenced laws and regulations are available for copying or public inspection during regular business hours from the Office of Policy and Government Relations, Colorado Department of Transportation, 2829 W. Howard Pl., Denver, Colorado 80204.
- 9.05 Copies of the referenced federal laws and regulations, planning documents, and models.
- 9.05.1 Copies of the referenced United States Code (U.S.C.) may be obtained from the following address:
- Office of the Law Revision Counsel
U.S. House of Representatives
H2-308 Ford House Office Building
Washington, DC 20515

(202) 226-2411
<https://uscode.house.gov/browse.xhtml>

- 9.05.2 Copies of the referenced Code of Federal Regulations (C.F.R.) may be obtained from the following address:

U.S. Government Publishing Office
732 North Capitol State, N.W.
Washington, DC 20401
(866) 512-1800
<https://www.govinfo.gov/>

- 9.0.5.3 Copies of the Greenhouse Gas Pollution Reduction Roadmap (Roadmap) may be obtained from the following address:

Colorado Energy Office
1600 Broadway, Suite 1960
Denver, CO 80202
(303) 866-2100
energyoffice.colorado.gov

- 9.0.5.4 To download MOVES3 released by the U.S. Environmental Protection Agency may be obtained from the following address:

U.S. Environmental Protection Agency
The Office of Transportation and Air Quality
1200 Pennsylvania Ave, N.W.
Washington, DC 20460
(734) 214-4574 or (202) 566-0495
mobile@epa.gov
<https://www.epa.gov/moves/latest-version-motor-vehicle-emission-simulator-moves>

10.00 Declaratory Orders

- 10.01 The Commission may, at their discretion, entertain petitions for declaratory orders pursuant to § 24-4-105(11), C.R.S.

Editor's Notes

History

Entire rule eff. 12/15/2012.

Section SB&P eff. 05/30/2013.

Entire rule eff. 09/14/2018.

Entire rule eff. 01/30/2022.

Rule 8.02.5.1 emer. rule eff. 07/21/2022.

Preamble, rules 1.04, 1.34, 1.44, 8.02.5.1, 8.02.6.4.3, 8.05.2, 8.05.3-4, 9.02.2-.3 eff. 10/30/2022.

Annotations

Rules 1.22, 1.25, 1.42, 2.03.1 – 2.03.1.4, 4.01, 4.02.1 – 4.02.3, 4.02.5.9, 4.04.2.2, 4.04.2.4, 4.06.1.7, 6.01.2, 7.01, 7.03 – 7.04 (adopted 10/18/2012) were not extended by Senate Bill 13-079 and therefore expired 05/15/2013.

DRAFT November 15-16, 2023 Transportation Commission (TC) Meeting Notes

Workshops and Regular Meeting
Wednesday, November 15, 2023

1:00 pm to 5:00 pm

Youtube link:

[November 15, 2023 Transportation Commission Meeting Recording](#)

Transportation Commission Workshops

Call to Order, Roll Call

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

Budget Workshop (Jeff Sudmeier and Bethany Nicholas), [Recording Timestamp 00:18:15](#)

Purpose and Actions:

- FY 2024-25 Proposed Budget Allocation Plan and 5th Budget Supplement
 - Purpose and Action: To review and approve the proposed FY 2024-25 Annual Budget Allocation Plan. The Division of Accounting and Finance (DAF) is requesting Transportation Commission (TC) review and approval of the Proposed FY 2024-25 Annual Budget Allocation Plan. The TC will be asked to adopt the proposed draft budget in November, and the final budget at the meeting in March 2024 after the plan is updated, based on the December 2023 revenue forecast.
 - As part of the FY 2024 5th Budget Supplement Region 2 is requesting \$733,000 - FASTER Safety funds for CO115 RAMPS @ US 50 - Request \$733,000 for the award of this project which will build a roundabout at the offramp intersection of US50 and SH115. Funds are available from the FASTER program.
 - Also part of the FY 2024 5th Budget Supplement - request for TC Contingency Funding for CO 17 culvert failures: Region 5 requests the use of \$5,500,000 of TC Contingency Reserve to complete repairs to two failed culverts located on Cumbres Pass. Part of the FY 2024 5th Budget Supplement.

Discussion:

- No substantial discussion arose from the TC members.

Overview of How CDOT Maintains our System in a State of Good Repair (informational)(Shoshana Lew, Keith Stefanik, and John Lorme) [Recording Timestamp 00:39:09](#)

Purpose and Action: **To update the TC on CDOT's approach to maintain our transportation system.**
No action was required.

Discussion:

- CDOT is answering the question as the year ends of what is CDOT doing to improve the roads with maintenance funds as part of the 10-Year Plan.
- Keith Stefanik, CDOT Chief Engineer, noted the history of large project expenditures, pavement improvement projects, 10-Year Plan accomplishments, the rural paving program, and the current focus on fixing poor interstate pavement.
- John Lorme, Director of the Division of Operations and Maintenance and team conducted a presentation outlining the additional \$35M of funding from the TC for pavement investment and post winter critical pavement improvements, and the strategic pavement preservation program. Winter operations take the majority of the maintenance budget in Colorado. The accomplishments of this Division were highlighted, even when confronted with a 35% vacancy rate. CDOT has made a lot of gains over the past year to address this issue.
- Chief Stefanik also provided an overview of the Asset Management Program.
- A Commissioner noted that funds for some assets are lower than they have been previously. CDOT responded that we must strategize and funnel funds as best they can to meet performance targets established, as CDOT funding is limited.
- A Commissioner asked about costs associated with road closures. It was explained that it would be dependent on the roadway and traffic conditions when estimating an hourly cost.

BTE 10-Year Plan Financing Workshop (Informational)(Patrick Holinda and Katie Carlson) [Recording Timestamp 01:12:47](#)

Purpose and Action: **To provide the Bridge and Tunnel Enterprise (“BTE” or the “Enterprise”) Board of Directors (Board) and the TC additional information from the October workshop with specific information relating to the upcoming bond issuance to fund a portion of the 10-Year Plan.** No approval action is being requested this month. Staff requests Board and TC feedback on ongoing Enterprise planning activities. Both Level and Wrapped debt service options for BTE were discussed.

Discussion:

- A Commissioner asked about the Retail Delivery fees and BTE impact Fees would like to understand this more.
- There is a fee schedule phased in over time - the delivery fee is indexed to inflation, and the BTE impact fee is phased in over 10 years.
- The fees are in the process of being collected today.
- It was explained that the rating impact is only impactful on BTE, with no impact to CDOT.

HR 23-1101 TPR Study (Informational)(Herman Stockinger and Jamie Grim) [Recording Timestamp 01:42:54](#)

Purpose and Action: To submit the final report to the TC of the Transportation Planning Region (TPR) Study pursuant to the provisions of HB 23-1101. CDOT staff plans to ask the TC to open the Planning Rules in January 2024. No Action is requested.

Staff Recommendations

1. Recommendations for CDOT Staff

- 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. Statewide Transportation Advisory Committee (STAC) and Transit and Rail Advisory Committee (TRAC) Recommendations

- 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. TPR Governance Recommendations

Ensure that TPR governing documents follow statutory requirements and best practices for public bodies. To ensure TPRs understand and incorporate these requirements, the TC should require the **TPRs' governing documents and processes establish TPR Name, Members**, TPR member and TPR administrator duties in accordance with state requirements, establish bylaws for selection of officers, election procedures, length of officer terms, quorum and voting procedures, etc., and ensure meetings are open to the public and publicly noticed, provide accessible (including internet accessible) meeting agendas and minutes, ensure meetings allow time for public comment on the agenda, and other required Regional Planning Commission/TPR practices and responsibilities outlined in state statute.

4. TPR Boundary Recommendations

- a. Combine SETPR and SCTPR into one new TPR.
- b. Divide the Intermountain TPR in two TPRs. The West IMTPR would include Garfield, Pitkin, and the SW portion of Eagle County. The East IMTPR would include Summit, Lake, and the bulk of Eagle County.

Next Steps

Now that CDOT has completed the required study, the TC can review this report and consider the recommendations. The rulemaking process is expected to kick off in January 2024, with the Department requesting the TC open the Planning Rules. The process will include formal public hearings and is expected to conclude by July 2024.

Discussion:

- A Commissioner noted receiving multiple emails on this subject. Asked about weighting factors and what data is most important to consider for TPR boundary changes. The statute includes a laundry list of data to consider, with no priority order. However VMT and population are important in terms of STAC representation, along with lane miles and truck VMT.
- It was explained that all of the TPR website posts, along with all the letters and emails received and are in an appendix to the study.

- The next steps and the role of the TC, was explained to the TC members. TC will be requested to open public rulemaking in January 2024, with public hearings after that, with a final TC decision in June 2024.
- TC members noted they are reading the emails and letters received from stakeholders and carefully considering them.

Fuels Impact Draft FY 2024 & FY 2025 Budgets (Informational)(Darius Pakbaz and Jeff Sudmeier) [Recording Timestamp 02:38:30](#)

Purpose and Action: Purpose This workshop intends to provide a summary of the draft budgets for Fiscal Year 2024 & Fiscal Year 2025 for consideration by the Fuels Impact Enterprise Board of Directors (Board). This is for discussion only. Draft Budgets, with adjustments requested by the Board of Directors, will be brought for adoption at a future board meeting. The FY 2024 revenue for the budget is anticipated to be \$ 11,250.00, and FY 2025 is anticipated to be \$16,160,500.00.

Discussion:

- Rules of Incorporation of the Organization and Bylaws of the Fuels Impact Enterprise are being requested to be adopted at the November TC meeting.
- A Commissioner asked about specific CDOT staff activities that are required to support this Enterprise. The response was: supporting budget development and project schedules, and project administration, using Enterprise funds, and act as the spokesperson. The project money is designed to fund projects for enhancing freight movement in local jurisdictions, and the TC is the Fuels Enterprise Board.
- Fuels Impact reduction fee is looking at \$15M for the Enterprise - **the Enterprise can't collect** more than that. Board directs expenditure for \$5.9M of projects.
- Final Fuel Impacts Enterprise budget adoption will occur with the final CDOT budget adoption.
- Anticipated to have staff person onboard for the second half of the FY 2024, if they start in January 2024.

CO 6 and Frontage Rd Devolution, Glenwood Springs (Decision)(Jason Smith) [Recording Timestamp 02:56:54](#)

Purpose and Action: The City of Glenwood Springs would like CDOT to devolve US 6 and I-70 Frontage Road from just west of the Donegan Road interchange to 6th Street between Laurel and Maple Streets including the roundabout and portions of the interchanges as shown in the attached maps. Colorado Revised Statute 43-2-106 (1)(a) provides that the TC may determine that a state highway, or portion thereof, no longer functions as a state highway, and with the agreement of each affected county or municipality, the state highway, or portion thereof, can be abandoned to the affected county or municipality. CDOT Region 3 would like the TC to direct Region 3, by resolution if necessary, to initiate this process with the City of Glenwood Springs.

Discussion:

- This item will be under the consent agenda tomorrow.
- It was explained that this type of devolution has occurred elsewhere in the state, and the land use must be maintained as transportation, or the land reverts back to CDOT ownership.

Fee Based ROW Access - ITS Fiber Program (Informational) (Allie Axley) [Recording Timestamp 03:01:27](#)

Purpose and Action: CDOT is proposing authorization to implement a revised simplified fee **structure and improved process to facilitate access to CDOT rights of way (“ROW”) for the** deployment of broadband as mandated by Colorado Executive Order D-2022-0023 and Senate Bill 22-083. No action at this time, this workshop is informational only.

CDOT proposes charging an annual property use surcharge consistent with the United States Forest Service methodology and a one-time upfront fee to cover permitting costs. This method would cut the yearly fee by around 90% from our last proposal. Projects planned in the nine Colorado counties with over 200,000 people (Adams, Arapahoe, Boulder, Denver, Douglas, El Paso, Jefferson, Larimer, and Weld) would pay an annual surcharge of \$0.10 per foot of fiber optic cable. Projects planned in the remaining 55 counties would pay \$0.03 per foot annually. All counties would pay the same, one-time upfront permitting cost of \$0.05 per foot.

Discussion:

- Commissioner Garcia noted that there are gaps in the provision of fiber in Colorado. A key Issue noted includes the annual fee associated with the proposed fee structure. Legislation may come about to change fiber access rules.
- Emily Haddaway, State Legislative Liaison, noted that state Statute notes fair market value and includes the annual fee. May hear from the industry tomorrow regarding this proposal.
- **Commissioner Adams asked about CDOT’s responsibility and where it lies for providing broadband.**
- A project is under way to provide fiber from Ignacio to Pagosa Springs, initiated by two counties and other entities to address underserved communities including a tribe. Could use other routes for providing fiber, but would be a lost opportunity to CDOT.
- Director Lew noted this is not a money making venture for CDOT, just to cover costs or may **not even cover CDOT’s cost.**
- It was explained that the fees only relate to laying new fiber.
- The TC will act on this in December.

Mobility Committee - OIM Updates (Informational) (Kay Kelly) [Recording](#) [Timestamp 03:37:53](#)

Purpose and Action: To provide an overview of the Office of Innovative Mobility (OIM). This workshop was informational only. Goals and Accomplishments of OIM were outlined. OIM has received several grant awards that were highlighted in the presentation.

OIM reports to the CDOT Executive Director and is organized into four program areas with the following functions:

- Division of Transit and Rail - responsible for planning, developing, operating, and integrating transit and rail into the statewide transportation system.
 - Twelve Mobility Hubs are in development or under construction along I-25 and I-70.
 - Processing numerous grant awards annually
 - Work on Service Development Plan for Front Range Passenger Rail and other related work plan items.
- Electrification and Energy - working with partners across the public and private sectors to facilitate the expansion of both electric vehicles (EVs) and infrastructure across Colorado.
 - Stats on the rate of use and purchase of EVs for passenger, transit use were presented, along with the status of EV fueling access along EV Corridors.
 - The Clean Transit Enterprise overview was provided.

- Mobility Services - explores ways to make transportation more efficient and accessible by evaluating new and emerging transportation modes and data, along with encouraging and facilitating transportation demand management strategies.
 - TDM Grant Program Awards and the TDM Annual Conference were highlighted as accomplishments.
- Mobility Technology - guiding Colorado's strategy, policy and deployments of connected, autonomous and emerging transportation technologies.
 - Installation of Connected Vehicle Roadside Units continues, and approaching 250 units installed
 - **Supporting CDOT's use of Autonomous Truck Mounted Attenuator vehicles, along with the Connected Colorado Project for coordinated transit trip planning.**
 - CDOT is competing well nationally for grants to fund these types of projects.

Discussion:

- Commissioner Adams noted that CDOT OIM should highlight more and cover the topic of integrating equity in their programs. An Article in Urban Spectrum is one idea mentioned. Also, there is a need for a secondary market for EVs.
- Kay Kelly, CDOT OIM Chief, noted the work currently occurring for equity in existing OIM programs.
- Commissioner Bowman noted the future corridors identified for passenger rail service. and connected Colorado coordinated transit trip planning are interests.
- It was also noted that OIM is coordinating with Region 1 on the BRT projects.

Adjournment

Transportation Commission Regular Meeting, Thursday, November 16, 2023

9:00 am to 10:20 am

[November 16, 2023 Transportation Commission Meeting Recording](#)

Call to Order, Roll Call

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

Public Comments (**Recording Available upon Request**)

- Matt Salka, La Plata County Commissioner, represented the Southwest Region Coordinating Team which consists of: five counties, ten municipalities, the Ute Mountain Ute Tribe, and the Southern Ute Indian Tribe, ISPs, and Region 9. This group is working hard to improve broadband in their area. Three times this year the main line fiber was severed in southwest Colorado that resulted in waiting hours for connections to be restored, especially a concern for first responders. In terms of the CDOT proposed fee structure, the leasing existing CDOT fiber is not a problem, the fees for access to right-of-way to cover direct costs associated with permits is not a problem, but the recurring annual fees proposed are a problem. For CO

151 MP 0- MP 33.5 project - a four party partnership was formed between La Plata and Archuleta Counties, LaPlata Electric, and the Southern Ute Indian Tribe all contributing \$500,000 each to match a DOLA grant for the \$4M project from Ignacio to Pagosa Springs. Glad to hear that the Southern Ute Tribe is having right-of-way fees waived on tribal land by CDOT, as the project could not move forward with the annual fee structure proposed. Incorporating a fair market value (FMV) is controversial as part of any proposal. Commissioner Salka sits on many committees involved with broadband. Sixty-three counties in Colorado agreed to a bill to address the broadband annual fee, but the fee schedule is an issue negatively impacting rural areas of the state. Commissioner Salka requested the TC to hold off on approving the proposed right-of-way access fees for installing new infrastructure today, and wait to hear from the state legislature first.

- Earl Thomas Tafoya, Green Latinos - Thanked Commissioner Salka for the comments. There have been difficulties in communications with Latinos to coordinate work with the lack of internet access. A new employee at Green Latinos is Jacob Belgrad, who is a transportation advocate. Earl today is introducing his organization to CDOT, and Earl is very interested in working with Marsha Nelson, the CDOT Environmental Justice and Equity Branch Manager. Today at a meeting attended, they were talking about nuclear power, which is a concern for Latinos.
- Jason Hopfer, representing: Aero Wireless, Lumen, the Colorado Telecommunications Association, the Colorado Rural Broadband Coalition, and the Colorado Cable Telecommunications Association appreciated the time of CDOT staff to work with us and the reductions of the right-of-way fee structure. Even with the reduced fees, they pose a problem and are flat administrative costs on a per foot basis. Have a strong concern with the recurring annual fees. Assessing FMV is required by federal law, but we disagree and will bring more information on this later along with calculations on the impact of the proposed fee structure. Considering broadband as utility is something that is being researched. Fee schedule for both rural and urban areas, the term of length of permits are a concern. Need to understand better how the existing P3s will interact with this fee structure. Another question is will CDOT projects under 3 miles long use the P3 agreement. or the fee structure? Jason Hopfer will be sending his written comments as a backup to losing sound during this presentation. Jason was requested to please send written comments to Herman Stockinger, CDOT Deputy Executive Director.
- Stephanie Gonzales, Southeastern Colorado Enterprise Development Director, and the Southeast Transportation Planning Region (SETPR) Chair, expressed appreciation for the work of CDOT staff on the HB 23 - 1101 Study and their attendance at their TPR meetings, but further explained that Southeast TPR (SETPR) members do not agree with the proposed boundary merge of SETPR and South Central TPR (SCTPR) into one TPR. This change would make for a difficult planning process and issues surrounding each TPR are separate, and making one voice from two currently is also a concern. SETPR now has great participation and also the partnership with CDOT has improved, but now the risk of losing a voice has weakened the progress made in our partnership with CDOT, with this recommendation. Stephanie was willing to entertain any questions from the TC members.
- **Ron Cook, SETPR and STAC member, reiterated Stephanie Gonzales' comments. All communities in SETPR are attempting to grow, but the data shows the population decreasing, but we don't believe that reflects what is happening in the area. Worried about the condition of our roads with a combination of TPRs occurring for their area. We are not in favor of the proposed combining of SETPR and SCTPR.**
- Commissioner Stuart noted the amount of letters of opposition received that have been received and that are on file.

- David Corliss, Castle Rock Town Manager, noted that Castle Rock is enthusiastically embracing the Policy Directive 1601 requirements for the I-25 and Plum Creek Parkway interchange project. The community has assembled \$113 million for this interchange project at the rural/urban interface area. It is the most important project for our community in Castle Rock, with many other transportation projects denied approval in the past.

Comments of the Chair and Individual Commissioners ([Available Upon on Request Commissioners Adams through Ridder](#)) [Recording Timestamp Commissioner Bowman:00:00:30](#)

- Several Commissioners commented and thanked CDOT staff for their support with introducing new TC members to CDOT, and for maintenance staff for their hard work.
- Key events that were noted included attending the launch of the BRT projects along Colorado and Federal in CDOT Region 1, STAC meetings, and TPR meetings.
- Commissioner Adams mentioned attending the MOVE Colorado meeting and the Fiber Right-of-Way Committee meeting.
- Commissioner Ridder noted the Passenger Rail options being considered for Northwest Colorado.
- Commissioners Bowman and Holguin appreciated the deep dive into the CDOT budget. Commissioner Bowman attended the Brush Creek Park-n-Ride ribbon cutting, and both Commissioners Stuart and Bowman spoke of attending the Eisenhower Johnson Memorial Tunnel Operations Center opening.
- Several Commissioners noted thanking Herman and Jamie for their work on the TPR Study, and are reviewing and taking into account the letters and comments received regarding the TPR Study associated with HB 23-1101.
- Commissioner Parsons noted attending meetings at Fort Carson, a meeting in Fountain Rail Facility and at the Rail Workshop at the Governor's Mansion.
- Commissioner Holguin appreciated the I-70 and 32nd Bridge Replacement project being delivered on time and within budget.
- Commissioner Hart noted attending the Front Range Passenger Rail Meeting.
- Commissioner Stuart spoke at the TDM Conference, and appreciated the new Commissioners coming onboard, being becoming acclimated, and for the 101 lessons being offered to them.

Executive Director's Management Report (Shoshanna Lew) [Recording Timestamp 00:20:14](#)

- Director Lew acknowledged and thanked members of the public who offered their comments to the TC and to CDOT.
- CDOT is preparing for the winter travel season.
- We have hit exciting milestones for winter preparation, with the vacancy rate now at 17% compared to over 30% last year.
- It is time for Public Service Announcements (PSAs) on safe driving, as crash statistics rise nationally during the holidays. Director Lew cautioned travelers to keep aware of their surroundings while traveling.
- Projects - there are lots of big closures and ribbon cuttings, with lots more in the pipeline. For example, what do SB 260 dollars look like? That bridge over there.
- I-70 Auxiliary lanes between MP 203 and 205 are wrapping up.
- PD 1601 discussions being had are important goals and an example of a good faith effort, and encouraged the TC to adopt this project.

Chief Engineer's Report (Keith Stefanik) [Recording Timestamp 00:24:12](#)

- Chief Stefanik is not present as he is representing CDOT at the American Association of State Highway and Transportation Officials (AASHTO) conference.

CTIO Report (Piper Darlington) [Recording Timestamp 00:24:20](#)

- Board held election for new officers - Chair Stuart is leading the CTIO Board, and Vice -Chair is Joel Nobel from DRCOG for 2024.
- Two Action Items - new toll rates approved for South Gap Toll lanes and they approved changes to tolling policy for dynamic tolling.
- In terms of safety enforcement there has been a 60% drop in violations from 30% last month.

Federal Highway Administration (FHWA) Division Administrator Report (Andy Wilson) Report [Recording Timestamp 00:26:54](#)

- John Cater is also attending the AASHTO Conference with Keith Stefanik.
- CDOT submitted to FHWA as required by the IJJA:
 - The Carbon Reduction Strategies Report
 - Vulnerable Road User (VRU) Safety Assessment
- CDOT is a leader in carbon reduction strategy development, along with GHG Rules adopted, and for the VRU is a start, the assessment considers where we need to focus our efforts to reduce crashes for bicycle/pedestrian, and other alternative transportation users.

Statewide Transportation Advisory Committee (STAC Report (Vince Rogalski-STAC Chair) [Recording Timestamp 00:29:48](#)

- November 7th was the most recent STAC Meeting.
- State Legislative Liaison had nothing to report, but the special session happening today for property taxes.
- The Shut down of the Government - did not occur
- **Jack Lew, CDOT Executive Director Lew's father, was confirmed as the U.S. Ambassador to Israel, and Vince extended his congratulations to the family.**
- HB 23-1101 was discussed. It is getting TPR administrative practices more consistent, such as their documents of incorporation, and bylaws, and in line with the recommendations of the study. Most recommendations, the ones that pertain to TPR administration, were supported by the STAC.
- Recommended to have STAC term limits for leadership that would be for no more than 2 terms for 2 years each. STAC recommended extending to a limit of 3 terms instead. It was a close vote. Seven yes to six no.
- In terms of any TPR boundary recommendations by CDOT staff, that included merging SETPR and SCTPR, and splitting IMTPR into two - these both would have to happen simultaneously to keep the required 10 rural TPRs in Colorado. The STAC voted unanimously no to any and all the recommended TPR boundary changes.
- For Program Distribution, the STAC recommended the formulas proposed by CDOT staff.
- Region 1 Transportation Director, Jessica Myklebust, provided a Region 1 update and noted the status of projects and accomplishments.
- A STAC Work Plan proposal was discussed and cDOT staff solicited comments from the STAC members on what to focus on in 2024.
- The next STAC meeting will be January 4, 2024. No December STAC meeting is scheduled.

Act on Consent Agenda (Herman Stockinger) [Recording Timestamp 00:39:11](#)

- Proposed Resolution #1: Approve the Regular Meeting Minutes of October 18, 2023
- Proposed Resolution #2: IGA Approval >\$750,000
- Proposed Resolution #3: Devolution: CO 6K and Frontage Rd, Glenwood Springs
- Proposed Resolution #4: Update to Disposal: Parcel 13-EX, US 40, Steamboat Springs

A Motion by Commissioner Parsons to approve, and seconded by Commissioner Bowman, passed unanimously.

Discuss and Act on Proposed Resolution #5: 5th Budget Supplement FY 2023-2024 (Jeff Sudmeier) [Recording Timestamp 00:40:22](#)

- As part of the FY 2024 5th Budget Supplement Region 2 is requesting:
 - \$733,000 - FASTER Safety funds for CO115 RAMPS @ US 50 - Request \$733,000 for the award of this project which will build a roundabout at the offramp intersection of US50 and SH115. Funds are available from the FASTER program.
 - Region 5 requests the use of \$5,500,000 of TC Contingency Reserve to complete repairs to two failed culverts located on Cumbres Pass. Part of the FY 2024 5th Budget Supplement.

A Motion by Commissioner Kelly to approve, and seconded by Commissioner Garcia, passed unanimously.

Discuss and Act on Proposed Resolution #6: FY 2024-2025 Proposed Budget Allocation Plan (Jeff Sudmeier & Bethany Nichols) [Recording Timestamp 00:42:16](#)

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

Discuss and Act on Proposed Resolution #7: Crystal Valley Interchange 1601 Approval (Nyssa Beach) [Recording Timestamp 00:43:55](#)

A Motion by Commissioner Kelly to approve, and seconded by Commissioner Parsons, and a roll call vote of the Commissioners in attendance passed unanimously, with Commissioner Vasquez excused.

- Commissioner Kelly noted the meaningful discussion regarding the PD 1601 TDM requirements are to be applauded and many questions arose regarding how to judge the requirements and more discussion is planned and moved to approve.
- Commissioner Cook noted lack of synching between the Policy and Procedural Directives, but that there is more to discuss and appreciated how CDOT is moving us in the direction we need to go.
- **Commissioner Parsons echoed Commissioner Cook's comments and noted and thanked Mr. Corliss** for the support from Castle Rock for this project and for the coordination from DRCOG.
- Commissioners Hart and Stuart echoed comments on the appreciation of the Castle Rock support and the nature of the proposal.

Adjournment



COLORADO
Department of Transportation
Division of Transportation Development

2829 W. Howard Place
Denver, CO 80204-2305

MEMORANDUM

TO: Statewide Transportation Advisory Committee (STAC)
FROM: Darius Pakbaz, Director, Division of Transportation Development
Marissa Gaughan, Manager, DTD Multimodal Planning Branch
DATE: December 14, 2023
SUBJECT: Multimodal Transportation Planning Overview

Purpose

This memo provides the STAC with a broad overview of multimodal transportation planning in Colorado.

Action

No action is required. This agenda topic is for informational and discussion purposes only.

Background

CDOT conducts long-range multimodal planning activities and outreach to identify what Coloradoans need from their transportation system over a 20-year planning horizon. CDOT adopted the 2045 Statewide Transportation Plan in August 2020 which identified safety, mobility, and asset management as the key overarching themes of the plan. Also adopted in the Summer of 2020 were 10 Regional Transportation Plans, 10 Regional Transit Plans, the 2045 Statewide Transit Plan, and the 10-Year Strategic Project Pipeline (10-Year Plan).

Details

With the near completion of the program distribution process, CDOT will engage in multiple discussions with the STAC throughout 2024 on the development of the 2050 Statewide Transportation Plan which will be developed concurrently with the 2050 Statewide Transit Plan.

Next Steps

STAC will engage in 2050 Statewide Transportation Plan discussions throughout 2024 that will cover topics including but not limited to performance measures, transit priorities and needs, multimodal integration, safety, asset management, and public engagement. CDOT is required to adopt the 2050 Statewide Transportation Plan by August 2025.

Attachments

Multimodal Planning 101 Presentation





COLORADO
Department of Transportation

Multimodal Planning at CDOT

Statewide Transportation Advisory Committee
January 4, 2024



Multimodal Planning at CDOT

- CDOT conducts multimodal planning activities and outreach to identify what Coloradans want from their transportation system and what projects best deliver that vision.
- We work to describe our future transportation system, how we may fund it, and how we measure success.
- Today's Preparation = Tomorrow's Success. We are dedicated to preparing Colorado's transportation system for the future through planning, analysis, and innovation.

September 2022 STATEWIDE PLAN INFORMATION YTP cdot.gov

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COLORADO Department of Transportation

VISION FOR COLORADO'S TRANSPORTATION SYSTEM

UPDATED 10-YEAR STRATEGIC PROJECT PIPELINE - SEPTEMBER 2022

“In May 2019, I directed the Colorado Department of Transportation (CDOT) to embark on an effort to refresh our Transportation plan and priorities based on firsthand input from residents across the state.

The resulting product – CDOT’s 10 Year Plan – has been instrumental in focusing the Department on delivering a defined set of priority projects, resulting in over one billion dollars of transportation improvements across the state. In 2022, this updated plan puts new state and federal transportation funding to work and identifies the next set of projects that will advance to construction.

The CDOT team looks forward to building these projects and creating a safer, more mobile transportation system for all Coloradans.”

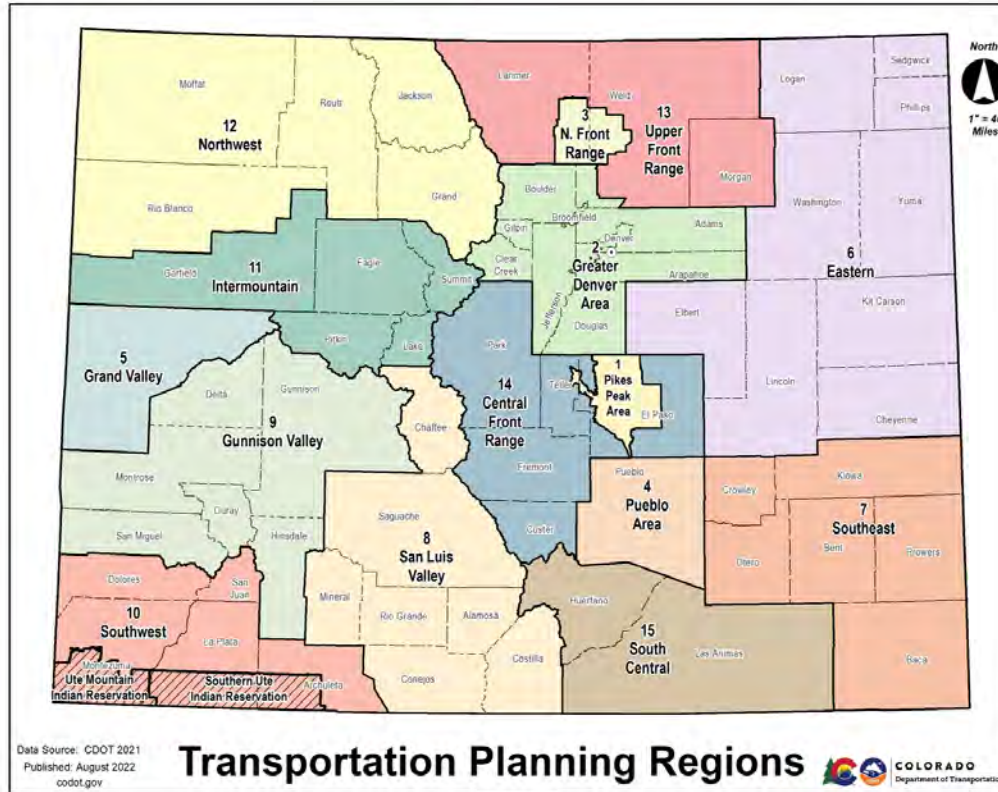
—Shiriana Lee, CDOT Executive Director

Construction on I-25 at Lewis

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Planning Partner Engagement



- The idea-to-improvement planning process includes **building strong relationships** in every corner of the state.
- CDOT partners with Colorado's 15 **Transportation Planning Regions (TPRs)** and **two tribal nations** to identify issues, look at data trends and patterns, and share ideas.
- A member from each TPR and tribal nation is elected to serve on the **Statewide Transportation Advisory Committee (STAC)**. STAC advises CDOT and the Transportation Commission on the needs of the transportation system in Colorado.



Public Engagement

In addition to working with our planning partners, CDOT seeks input directly from community leaders and the public through:

- Community events
- Stakeholder meetings
- County meetings
- Local and elected official and community leader meetings
- Public surveys
- Online interactive maps
- Telephone town halls
- Social media and the CDOT website





Key Planning Documents

Long-Range Statewide Transportation and Transit Plans are essentially the “mother plans” that identify goals, focus areas, priorities over a time horizon of 20+ years. The transit plan is created in tandem with the Statewide Plan.

Long-Range Regional Transportation and Transit Plans are developed for each of the 15 TPRs. The Statewide Transportation & Transit Plan aggregates the themes from the regional transportation and transit plans.

10-Year Plan considers the goals, focus areas, and priorities from the long-range plans above and identifies strategic projects that best support that collective vision over the next decade.

4-Year Statewide Transportation Improvement Program represents funded projects over a 4-Year time period.

These plans work together to take CDOT from a statewide vision to achievable reality.



From Statewide Vision to Achievable Reality



Statewide Transportation & Transit Plans

Regional Plans

10-Year Plan

4-Year STIP

Data Integration • Corridor Visions • Fact Sheets • Funding • Performance Reporting



Performance Based Planning

Policy Guiding Statewide Plan Goals and Objectives

- The Colorado Transportation Commission sets policy for the Department and establishes the framework for transportation planning via [Policy Directive 14 \(PD 14\)](#).
- PD 14 provides performance objectives to measure the success of the Department's efforts to improve in the key goal areas of Safety, Asset Management, and Mobility. The performance objectives and targets inform the implementation of the [Long-Range Statewide Transportation Plan](#) and [10-year Plan](#) by focusing transportation investments on the 4-Year STIP and the [annual budget](#).
- PD 14 aligns with goals and concepts from the Department's Wildly Important Goals (WIGs), Transportation Commission Guiding Principles, Governor's Key Priorities, and federal performance objectives required under the Infrastructure Investment and Jobs Act (IIJA) of 2021.



Greenhouse Gas Reduction

- Colorado is leading the nation by developing a greenhouse gas emissions tracking and mitigation program. In a state where the effects of climate change are acutely felt — with massive fires, mudslides, high winds and drought — Colorado has responded with one of the most forward-thinking greenhouse gas standards in the nation, a standard designed to help reduce emissions while giving Coloradans more transportation and mobility options.
- The new standard requires CDOT and the state's five metropolitan planning regions to create transportation plans that provide more travel choices, resulting in reduced greenhouse gas emissions. The regions must use sophisticated travel models to make this determination for different years in the future, and the emission goals differ for each agency and metro region.
- CDOT's 10-Year Plan is compliant with the new standard and helps lower emissions while getting Coloradans where they need to go.



More on CDOT's 10-Year Plan

Main Goals:

Safety: Improving safety in the transportation system, ultimate aim for zero deaths per year.

Resiliency: Ensure we have the ability to keep our roads open and functional in the face of unexpected events and challenges

Fix it First: Half of funding is allocated to fixing existing infrastructure

Multimodal: Improve access to modes of transportation aside from Single Occupancy Vehicles



The 10-Year Plan Includes:

- Strategic Pipeline of Projects: A full 10-Year project list & funding status
- 1,000+ lane miles touched
- 15 rehabbed or new transit facilities with over 10% of funds going to transit projects
- Largest investment in rural road condition in CDOT history
- A focus on taking care of our system: over 50% of funds go to improving the condition of our roadway system (asset management & resurfacing projects)



Progress on the 10-Year Plan

Since the creation of the 10-Year plan, CDOT has been hard at work delivering and planning the projects that our neighbors helped identify and made possible by legislative funding initially provided in SB 17-267.

We are now in the fifth year of delivering the 10-Year Plan.

- 100% of the projects in the first four years of the plan are complete or underway
- Over 50% of the full 10-year plan is now complete or in progress
- The department completed 54 projects from the 10-Year Plan to date, with an additional 40 projects currently under construction.





10-Year Plan Project Table Structure

- **Project Type:** Highway (H), Transit (T), Rural Paving (RP)
- **Total Project Cost:** Planning-level estimate of how much a project will cost in total.
- **Total Strategic Funding:** Indicates how much has been approved for funding or is proposed or planned for funding by SB-1, SB-267, and SB-260, including federal stimulus funds and/or any other strategic sources of revenue that become available.
- **Project Status:** This shows the current status of projects, whether completed, under construction/in progress, and projects that are set to go to construction within the next year.

The image displays five overlapping 'PROJECT PIPELINE' tables, each representing a different region of Colorado. The tables are color-coded and contain detailed project information. Each table includes a header with the region name and a sub-header for 'Highway & Transit - Region X'. The tables are organized into columns for various project metrics, including project name, location, type, status, and funding sources. The tables are stacked on top of each other, with the Southwest Projects table at the top left, Northwest Projects in the middle left, Southeast Projects in the middle right, Northeast Projects in the bottom right, and Central Projects at the bottom right.

Region	Table Title	Color
Southwest	PROJECT PIPELINE - SOUTHWEST PROJECTS	Green
Northwest	PROJECT PIPELINE - NORTHWEST PROJECTS	Blue
Southeast	PROJECT PIPELINE - SOUTHEAST PROJECTS	Light Green
Northeast	PROJECT PIPELINE - NORTHEAST PROJECTS	Red
Central	PROJECT PIPELINE - CENTRAL PROJECTS	Purple



10-Year Plan Project Table Structure (Cont.)

Funding Years

- **Funded FY 19-22:** This shows projects funded by SB-1, SB-267, SB-260, and federal stimulus (2021) during the first four years of the 10-Year Plan, fiscal years 2019-2022.
- **Funded FY 23-26:** This shows the projects being proposed for funding for the next four years of the 10-Year Plan, in fiscal years 2023-2026.
- **Planned FY 27+:** This shows the projects being planned for funding in the outyears of the plan, fiscal years 2027 and beyond.

Fact Sheets: Includes info about the project such as location, description, cost & funding, urgent need, project benefits, map. Project IDs in project tables link to project fact sheets.

FACT SHEET | Planning Project ID: 0001
I-25 South Gap

Location
I-25 from Monument to Castle Rock

- Douglas County and El Paso County
- Greater Denver Area Transportation Planning Region (DRCOG)
- CDOT Region 1 and Region 2

Description
CDOT is improving 18 miles of I-25 between Monument and Castle Rock widening from 2 to 3 lanes in each direction. The new lane will be an Express Lane. The project includes shoulder widening, rebuilding bridges, wildlife crossings, a truck climbing lane, a chain-up station, resurfacing and modernizing technology. The funding also covers the removal of excavated materials to allow for roadway completion.

Cost and Funding*

- \$419 million total project cost.
- \$251.9 million funded through SB 1 and SB 267 Enterprise contributions
- Over \$35 million in local contributions
- Priority project for years 1-4 of 10-Year Strategic Project Pipeline

* As of 09/27/21. Please see the updated financial dashboard at <https://www.codot.gov/programs/your-transportation-priorities/projects-funded> for more information.

Urgent Need

- **Safety:** The geometric limitations of this segment restrict the ability to address safety and operational concerns effectively; widening is a critical component needed in order to address such concerns effectively.
- **Mobility:** Congestion is a severe problem and includes residents traveling between Colorado Springs and Denver, as well as from I-70.

Project Benefits:

- **Safety:** Widen shoulders on I-25 for vehicle pull-off and emergency response.
- **Mobility:** Express Lanes give drivers the choice of using the Express Lane for a reliable trip in exchange for a toll, or to use one of the two general-purpose lanes for free. Carpoolers (vehicles with three or more people) and motorcyclists can ride the Express Lane for free.
- Wildlife crossings will help reduce animal-vehicle collisions by 90 percent.
- Improved pavement.
- Reconstruct five bridges and extend ramps
- Improved truck access: Addition of truck climbing lanes near Monument Hill and the Greenland exit, and a chain up station near Monument Hill.

For more information, visit [codot.gov/programs/your-transportation-priorities](https://www.codot.gov/programs/your-transportation-priorities)

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Where is this Information Available?

Be sure to visit the planning page on the CDOT Website:

YTP.codot.gov

This webpage includes:

- 10-Year Plan
- 10-Year Plan Story Map
- 2045 Statewide, Regional, and Transit Long-Range Plans
- Annual Accomplishment Reports
- Progress Reports
- Accountability Dashboard

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COLORADO

Department of Transportation

Division of Transportation Development

Performance and Asset Management Branch

2829 W. Howard Place, 4th Floor

Denver, CO 80204-2305

MEMORANDUM

TO: Colorado Statewide Transportation Advisory Committee
FROM: Darius Pakbaz —Division of Transportation Development Director
William Johnson—Performance and Asset Management Branch Manager
Toby Manthey—Asset Management Program Manager
DATE: January 2024
SUBJECT: Overview of the Colorado Department of Transportation's (CDOT's) Transportation Asset Management (TAM) Program

Purpose

This memorandum provides an overview of the Colorado Department of Transportation's (CDOT's) Transportation Asset Management program.

Action

Informational only.

Background

CDOT's asset-management program focuses on asset preservation and replacement and does not fund projects that increase the capacity of Colorado's transportation system. The program includes 12 asset classes: pavement, bridges, culverts, walls, tunnels, geohazards, signals, road equipment, buildings, rest areas, maintenance, and Intelligent Transportation System (ITS) devices.

The program's core organizational structure and responsibilities are memorialized in the Transportation Commission's Policy Directive 1609.0. To qualify for asset-management funding, individual asset programs must be able to demonstrate, with a quantified performance measure, the benefit of additional investment.

Functions of the TAM program include, but are not limited to:

1. **Budget development:** To provide predictability to CDOT's Transportation Regions and to construction stakeholders, "planning" budgets for the assets are typically set four years in advance, so that the final year of CDOT's four-year program of asset management projects can be developed. In other words, knowing the planning budgets four years in advance gives CDOT staff the time to plan, develop, and design projects, so that when the year arrives for construction funding to be allocated, projects are ready to go. The staff budget recommendation is currently developed by an executive committee that includes the Executive Director, Deputy Director, Chief Engineer, Chief Financial Officer, the Regional Transportation Directors, and others. The committee is presented with funding and performance scenarios for 11 asset classes and decides on an appropriate allocation between classes. The committee particularly focuses on how varying budget levels for each asset affects when CDOT is able to meet asset performance targets, including those in the Department's Policy Directive 14. After they are developed by staff, planning budgets are put before the Transportation Commission for adoption by resolution.

The TAM budget for the 12 asset classes currently totals about \$800 million. However, about half of that (in particular the Maintenance Levels of Service and Bridge Enterprise budgets) is set outside of the TAM budget-development process.





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- 2. Treatment list coordination:** The TAM program maintains a rolling four-year list of asset management treatments. A treatment may form a standalone construction project or may be bundled with other treatments into a larger project.
- 3. Statutory compliance:** The TAM program helps ensure CDOT is meeting statutory requirements for asset management. This includes publishing a Transportation Asset Management Plan (TAMP) every four years, as required by federal statute. The most recent plan was published in spring 2023. The program also coordinates the development of models that may inform federally required targets for National Performance Measures for pavement and bridges.

Appendix

Slide deck for Statewide Transportation Advisory Committee (STAC) for January 2024.





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Overview of Transportation Asset Management (TAM) Program

Toby Manthey
William Johnson

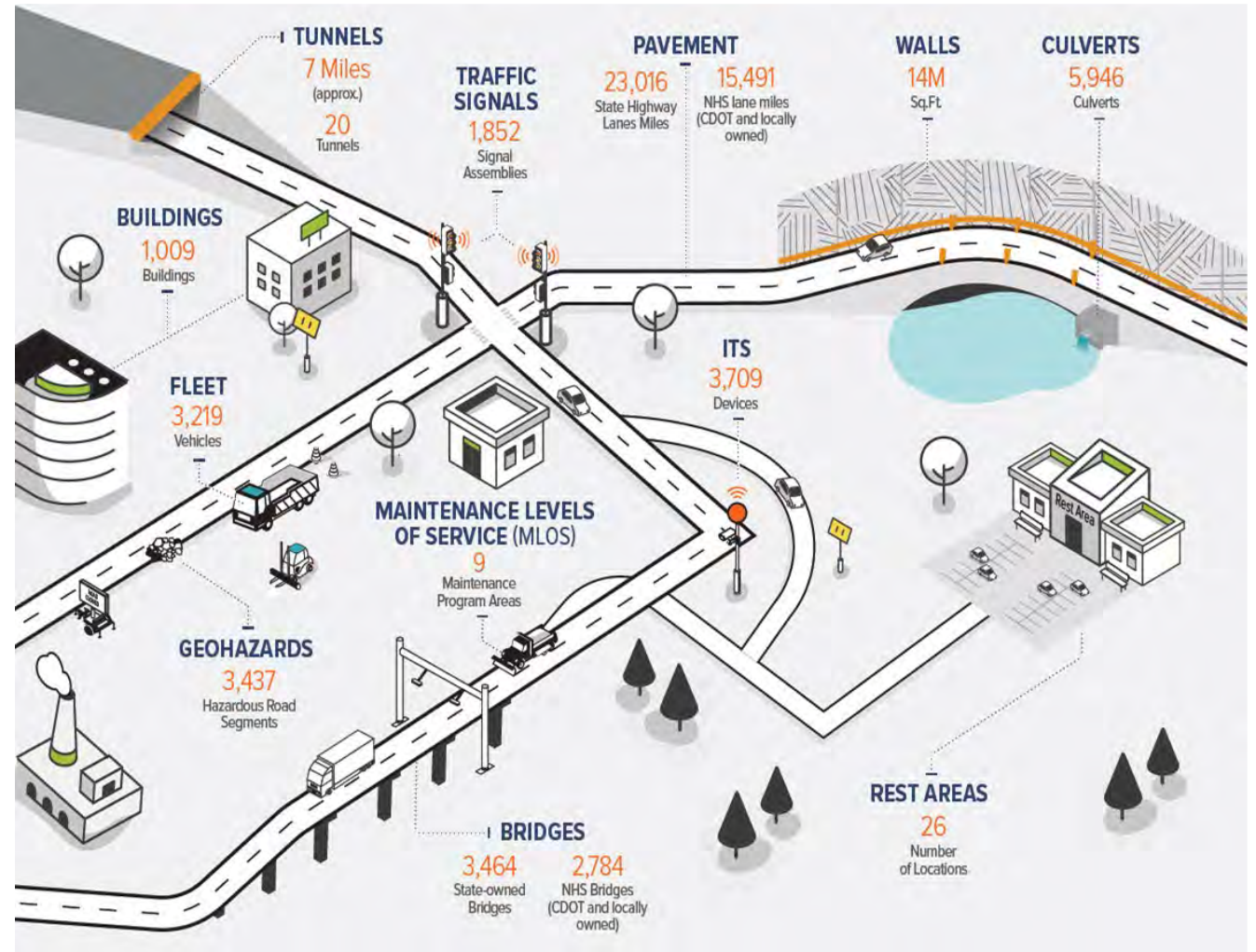
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Asset Management at CDOT

What is Asset Management?

- Asset management is about delivering the right projects for the right assets at the right times. It is about achieving the right mix of preventive maintenance, rehabs, and replacements.
- CDOT's asset management goal is to achieve and sustain a state of good repair for the Department's assets over their life cycles for the minimum practical cost.
- These approaches contrast with a "worst-first" approach, which simply replaces the worst assets without thought to treatments that extend asset life.





Program History and Structure

TAM Program

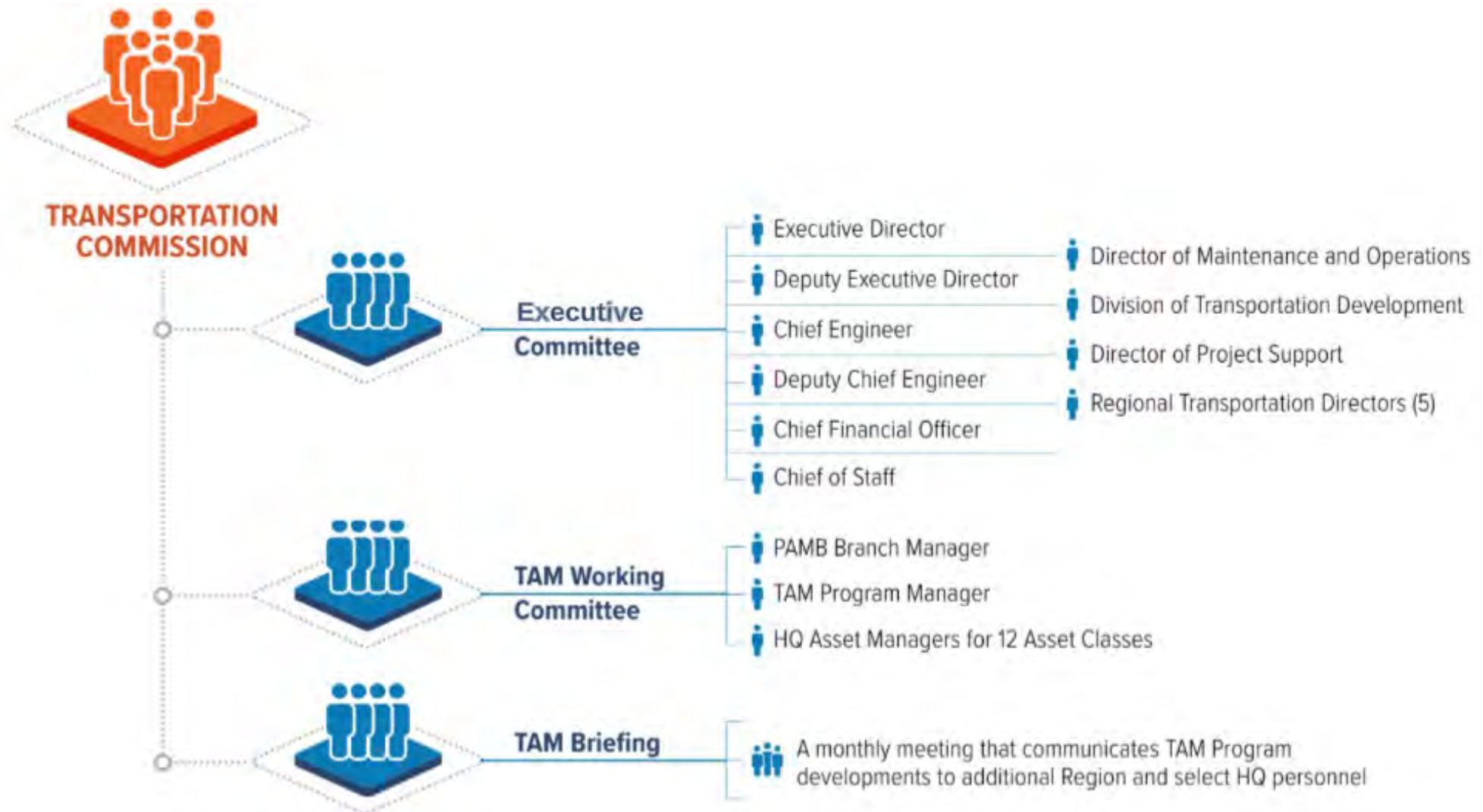
- Began in 2012 to implement more data and performance-driven asset investments.
- Absorbed asset programs with dedicated annual funding allocation; for example, pavement, bridges, maintenance, and intelligent transportation systems (ITS).
- Also incorporated other asset classes that typically requested ad hoc funding from Transportation Commission.
- Maintains executive oversight and working committees.

12 Asset Classes

- Pavement
- Bridges
- Maintenance
- Intelligent Transportation Systems
- Road Equipment
- Buildings
- Culverts
- Tunnels
- Geohazards
- Walls
- Traffic Signals
- Rest Areas



TAM Structure





Asset Requirements

Policy Directive (PD) 1609.0 describes program principles and requirements.

Asset classes must meet the following requirements:

- Maintain an inventory.
- Maintain a performance metric; for example, "Good," "Fair," and "Poor" condition ratings for bridges or letter grades for buildings.
- Provide a performance target.
- Maintain an asset model.
- Fund annual maintenance, preservation, rehab, and replacement activities – not expansion.





Policy Directive (PD-14): Performance Measures and Targets

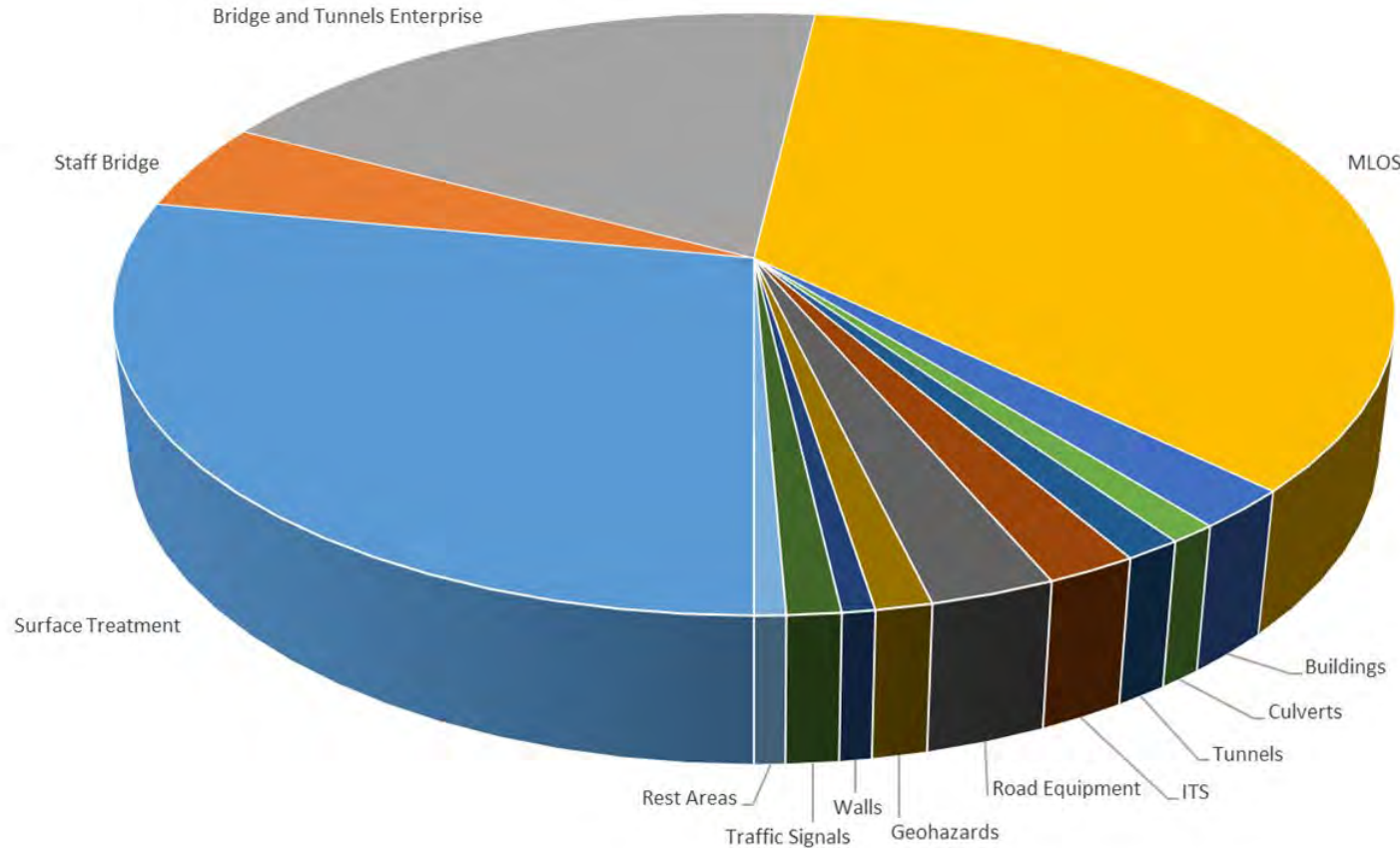
Asset	PD-14 Measure	PD-14 Target	Current Performance
Pavement	Achieve or maintain 80% high or moderate Drivability Life for the state highway system based on condition standards and treatments set for traffic volume categories.	>80%	81%
Bridge	Achieve or maintain the percent of National Highway System total bridge deck area in poor condition below 10%.	<10%	3.43%
Maintenance	Achieve or maintain an overall MLOS B minus grade for the state highway system.	>B-	B+
Snow and Ice Removal	Achieve or maintain a LOS B grade for snow and ice removal.	>B	A-
Buildings	Achieve or maintain an average statewide letter grade for CDOT-owned buildings at or above 85% C or better.	>85%	48%
ITS	Maintain or decrease the average percent useful life of ITS equipment at or below 90%.	<90%	79.29%
Fleet	Maintain or decrease the average percent useful life of CDOT fleet vehicles at or below 75%.	<75%	68%
Culverts	Maintain or decrease the percent of culverts in poor condition (have a culvert rating of 4 or less) at or below 5%.	<5%	5.32%
Geohazards	Achieve or maintain the percent of geohazard segments at or above risk grade B at or above 85%.	>85%	76%
Tunnels	Achieve or maintain the percent of network tunnel length with all elements in equal or better condition that 2.5 weighted condition index at or above 75%.	>75%	50.47%
Traffic Signals	Maintain or decrease the percent of signal infrastructure in severe condition at or below 2%.	<2%	6%
Walls	Maintain or decrease the percent of CDOT-owned walls, by square foot, in poor condition (have a rating of 4 or less) at or below 2.5%.	<2.5%	4.44%
Rest Areas	Achieve or maintain an average statewide letter grade for CDOT rest areas at or above 90% C or better.	>90%	73%

In addition to the in-house measures above, pavement and bridges have two- and four-year National Performance Measure targets for the National Highway System.



FY24 Funding

Asset Management Funding Distribution by Asset (\$803M)



- Pavement, Staff Bridge, Bridge and Tunnel Enterprise, and maintenance levels of services (MLOS) (\$701M)
- All other Assets (\$102M)



Key Functions of the TAM Program

- Develop a “TAM Cap” — the total dollars dedicated to asset management each year.
- Coordinate a budget-setting workshop to determine appropriate distribution of asset-management funds to 11 asset classes.
- Develop four years of treatment lists that form the basis of asset management construction projects.
- Meet federal requirements for asset management, including:
 - Writing a Transportation Asset Management Plan (TAMP).
 - Developing asset models.
- Address resilience in the asset programs.





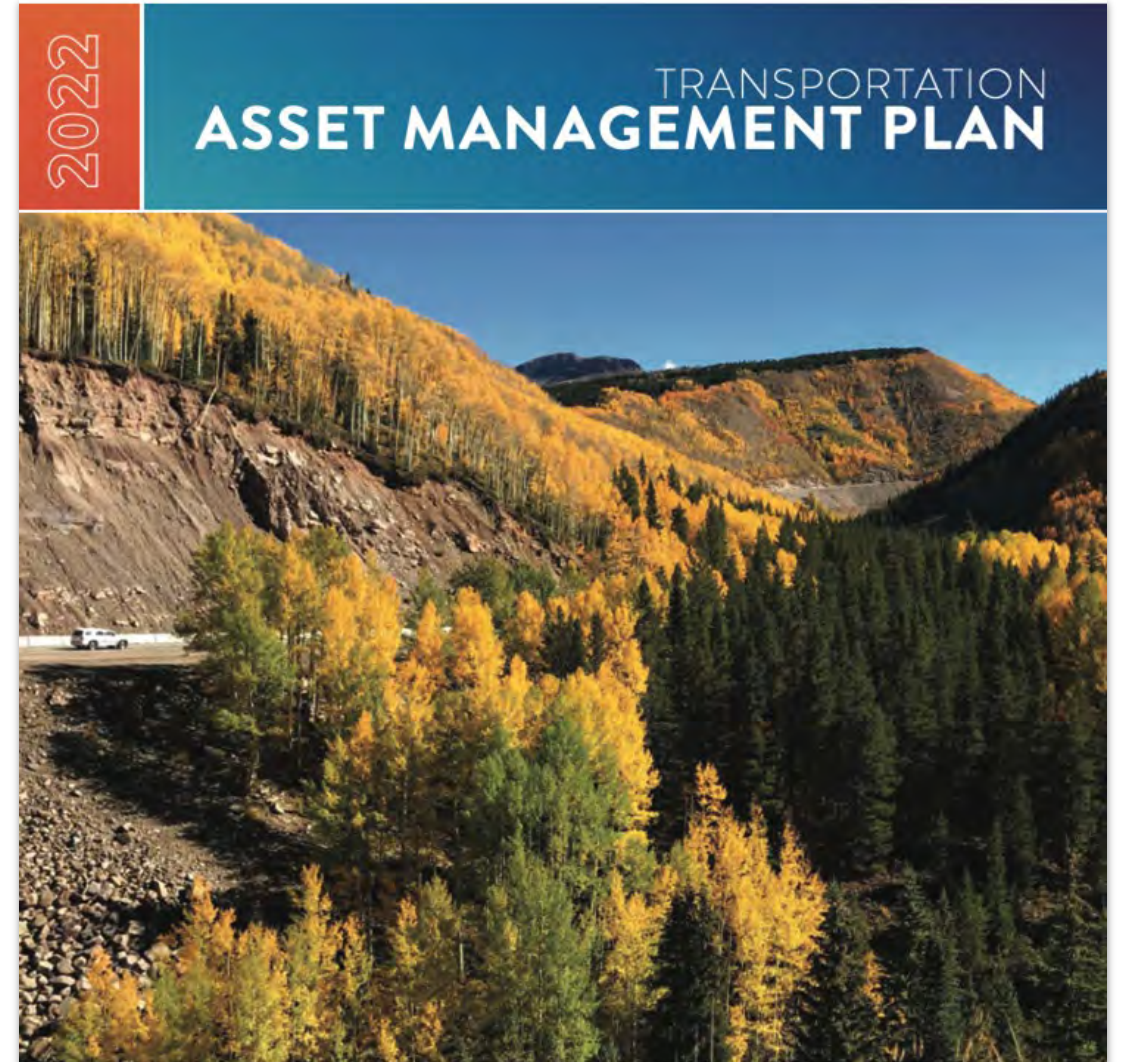
Historical TAM Funding

Asset Class	Final Budgets										Planning Budgets			
	FY2013-14	FY2014-15	FY2015-16	FY2016-17	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27
Surface Treatment	\$238.8	\$235.2	\$235.9	\$252.1	\$231.4	\$225.4	\$222.0	\$223.2	\$223.3	\$224.6	\$225.6	\$229.0	\$233.0	\$233.0
Staff Bridge	\$58.4	\$53.3	\$40.0	\$36.6	\$43.2	\$25.9	\$32.6	\$27.0	\$37.3	\$37.3	\$38.3	\$38.3	\$38.3	\$38.3
Bridge and Tunnels Enterprise	\$115.5	\$114.9	\$124.1	\$126.6	\$112.2	\$116.2	\$117.4	\$120.2	\$125.3	\$145.3	\$152.6	\$162.0	\$182.0	\$192.0
MLOS	\$249.0	\$251.3	\$254.4	\$262.6	\$263.5	\$272.8	\$265.7	\$265.2	\$263.5	\$273.7	\$284.9	\$284.9	\$284.9	\$284.9
Buildings	\$11.3	\$20.8	\$12.9	\$21.4	\$17.5	\$20.2	\$17.6	\$18.1	\$16.7	\$17.8	\$17.0	\$15.5	\$15.5	\$15.5
Culverts	\$11.5	\$9.6	\$8.2	\$11.9	\$9.1	\$7.6	\$7.5	\$8.3	\$8.6	\$8.3	\$8.2	\$8.2	\$8.2	\$8.2
Tunnels	\$7.4	\$12.4	\$5.2	\$10.5	\$6.4	\$8.4	\$10.3	\$10.0	\$9.4	\$9.8	\$9.8	\$9.8	\$9.8	\$9.8
ITS	\$21.5	\$27.6	\$21.4	\$24.5	\$23.0	\$23.5	\$29.2	\$14.9	\$10.2	\$16.2	\$15.6	\$16.6	\$16.6	\$16.6
Road Equipment	\$20.9	\$20.9	\$18.4	\$26.4	\$23.0	\$26.8	\$22.1	\$21.6	\$22.0	\$21.5	\$21.5	\$21.0	\$21.0	\$21.0
Geohazards	\$9.0	\$9.1	\$9.2	\$11.8	\$8.5	\$8.4	\$9.7	\$12.3	\$10.1	\$10.0	\$9.7	\$9.7	\$9.7	\$9.7
Walls	\$0.0	\$0.0	\$2.4	\$10.2	\$4.6	\$4.6	\$5.1	\$5.5	\$5.4	\$5.8	\$5.7	\$5.7	\$5.7	\$5.7
Traffic Signals	\$0.0	\$0.0	\$5.7	\$16.9	\$12.6	\$14.8	\$14.6	\$15.1	\$12.5	\$9.2	\$9.2	\$8.2	\$8.2	\$8.2
Rest Areas	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$6.9	\$5.4	\$4.0	\$4.0	\$4.0
TOTAL	\$743	\$755	\$738	\$812	\$755	\$755	\$754	\$741	\$744	\$786	\$803	\$813	\$837	\$847
TOTAL MINUS BTE	\$628	\$640	\$614	\$685	\$643	\$638	\$636	\$621	\$619	\$641	\$651	\$651	\$655	\$655
TOTAL MINUS BTE and MLOS	\$379	\$389	\$359	\$422	\$379	\$366	\$371	\$356	\$355	\$367	\$366	\$366	\$370	\$370



Transportation Asset Management Plan

- TAM programs across all departments of transportation (DOTs) are required to publish a Transportation Asset Management Plan (TAMP) every 4 years (23 U.S.C. 119(e)(1), MAP-21 § 1106)
- CDOT's Transportation Asset Management Plan was approved by the Federal Highway Administration (FHWA) in March 2023.
- CDOT's TAMP describes how the TAM program will manage the assets effectively and play a proactive role in the economic vitality of the state and the quality of life of its people.





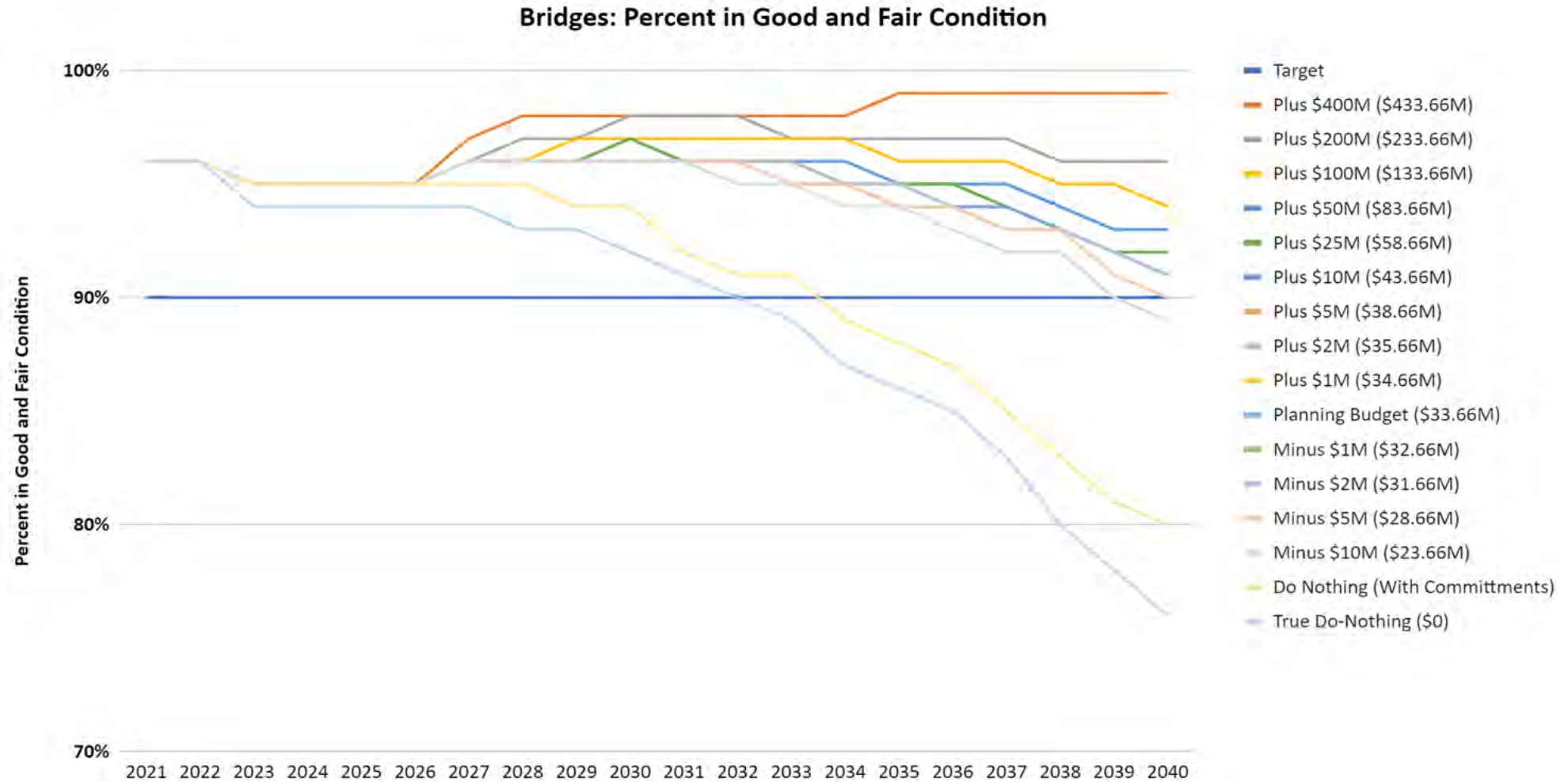
Asset Investment Management System (AIMS)

- The Asset Investment Management System (AIMS) is the optimization software used to forecast condition for each asset class. The TAM Program collaborates with each asset manager to develop these models. In some cases, AIMS is used to help select treatments using cost-benefit analysis.





Example of AIMS curves





Treatment Lists

Treatment lists:

- Each asset class in the TAM program develops an annual treatment list. Treatments are typically submitted four years in advance and ultimately become standalone projects, or are bundled by staff into projects that may encompass multiple treatments. The treatment lists are approved by review and signature from the Executive Director, Deputy Director, Chief Engineer, or Chief Financial Officer. Two out of three signatures are needed.





Ad-Hoc Projects

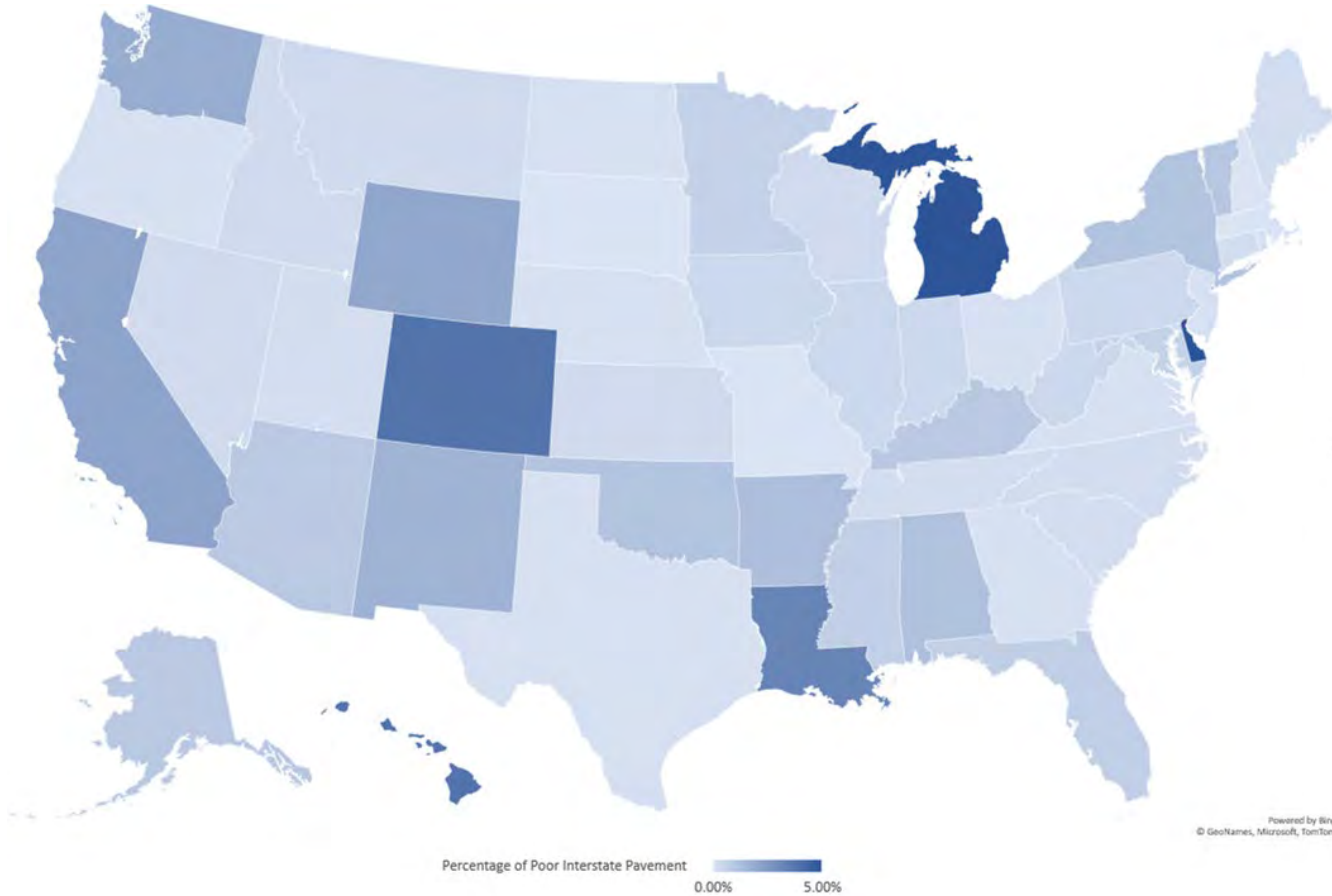
The TAM program also receives requests for ad-hoc projects outside the scope of normal operations.

- Examples include:
 - Strategic Poor Interstate Pavement List
 - FHWA, Transportation Commission (TC), state legislator requests
 - Peer exchanges with other states





Ranking the States: Poor Interstate Pavement



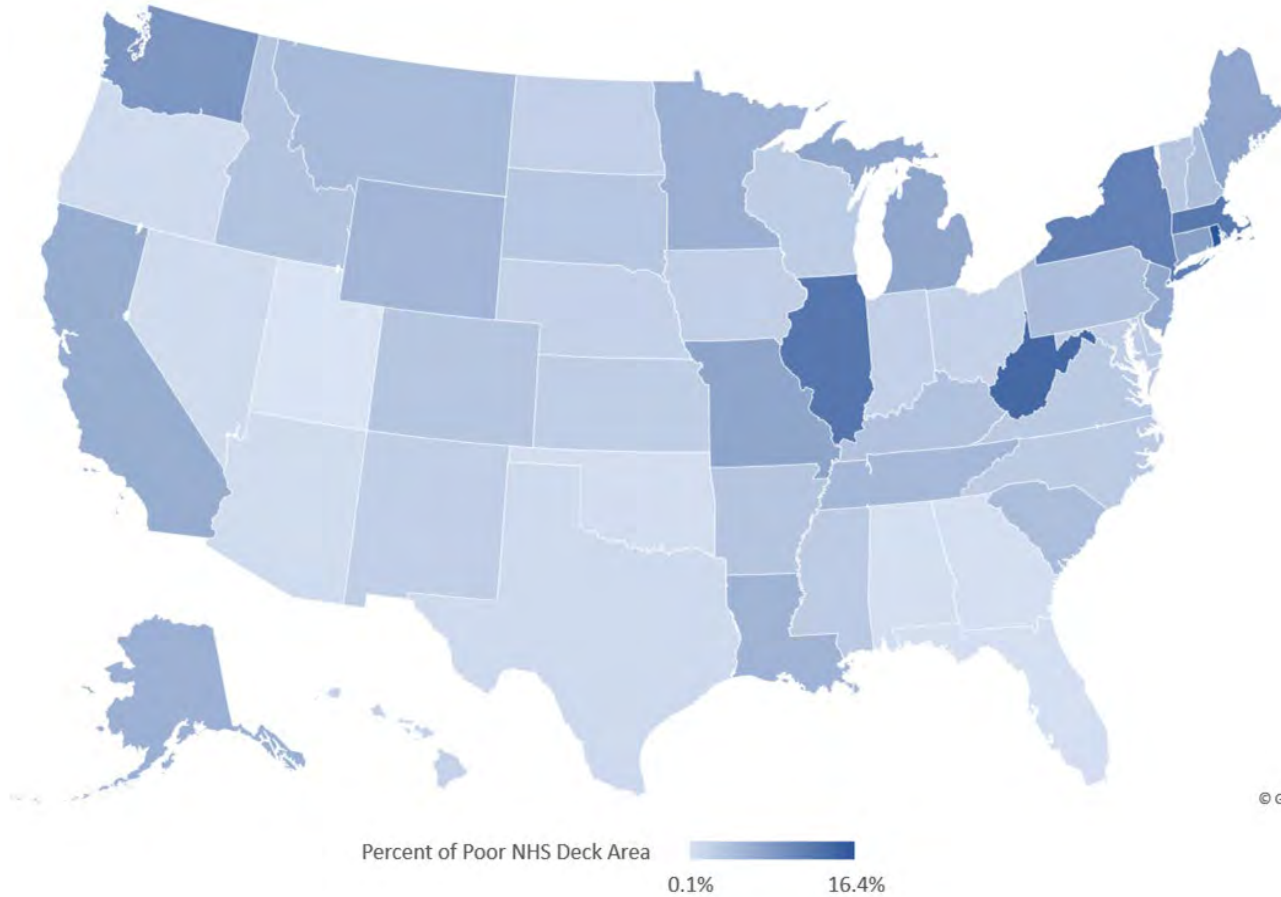
Rank	State	Percentage of Poor Interstate Pavement
1	South Dakota	0.00%
1	New Hampshire	0.00%
1	Missouri	0.00%
1	Massachusetts	0.00%
5	Georgia	0.10%
5	Texas	0.10%
5	Oregon	0.10%
5	Ohio	0.10%
5	Nebraska	0.10%
5	North Dakota	0.10%
5	Virginia	0.10%
5	New Jersey	0.10%
5	Rhode Island	0.10%
14	Utah	0.20%
14	North Carolina	0.20%
14	South Carolina	0.20%
14	Tennessee	0.20%
14	Maine	0.20%
14	Connecticut	0.20%
20	Nevada	0.30%
20	Kansas	0.30%
20	Wisconsin	0.30%
20	Idaho	0.30%
20	Montana	0.30%
25	Indiana	0.40%

Rank	State	Percentage of Poor Interstate Pavement
25	Iowa	0.40%
25	Pennsylvania	0.40%
25	Illinois	0.40%
25	West Virginia	0.40%
30	Maryland	0.60%
30	Minnesota	0.60%
32	Florida	0.70%
32	Mississippi	0.70%
34	Kentucky	0.90%
34	Alaska	0.90%
34	Arizona	0.90%
35	Vermont	1.00%
38	Oklahoma	1.10%
38	New York	1.10%
40	Alabama	1.20%
41	Arkansas	1.30%
42	New Mexico	1.70%
43	Washington	1.90%
44	Wyoming	2.10%
45	California	2.20%
46	Louisiana	3.30%
47	Hawaii	3.90%
47	Colorado	3.90%
49	Delaware	>5.0%
50	Michigan	>5.0%

*Based on 2021 poor Interstate pavement data



Ranking the States: Poor Bridge Deck Area



Rank	State	Percentage of Poor Bridge Deck Area	Rank	State	Percentage of Poor Bridge Deck Area
1	Utah	0.06%	25	Vermont	3.44%
2	Florida	0.47%	27	Arkansas	3.54%
3	Georgia	0.53%	28	Idaho	3.66%
4	Alabama	0.55%	29	Kentucky	3.81%
5	Oklahoma	0.75%	30	South Carolina	4.30%
6	Arizona	0.89%	30	New Hampshire	4.30%
7	Nevada	1.04%	32	Pennsylvania	4.38%
8	Texas	1.09%	33	Montana	4.73%
9	Oregon	1.14%	34	Tennessee	4.95%
10	Hawaii	1.86%	35	Wyoming	5.23%
11	Ohio	2.04%	36	Louisiana	5.47%
11	Nebraska	2.04%	37	Minnesota	5.80%
13	Indiana	2.27%	38	Alaska	5.83%
14	North Dakota	2.28%	39	California	6.22%
15	Iowa	2.35%	40	New Jersey	6.62%
16	New Mexico	2.39%	41	Michigan	6.99%
17	Kansas	2.51%	42	Maine	7.08%
18	Maryland	2.54%	43	Missouri	7.13%
19	Wisconsin	2.64%	44	Connecticut	7.69%
20	Delaware	2.71%	45	Washington	8.77%
21	Mississippi	2.79%	46	New York	11.34%
22	North Carolina	2.83%	47	Massachusetts	12.17%
23	Virginia	2.99%	48	Illinois	12.37%
24	South Dakota	3.28%	49	West Virginia	14.04%
25	Colorado	3.44%	50	Rhode Island	16.44%

*Based on 2022 bridge data, poor bridge deck area



Risk and Resilience in the TAMP

Top Threats to Pavement and Bridges:

- Flood
- Post-fire debris flow
- Geohazards
- Fire
- Snow (avalanche)

Threat/Opportunity	Risk Statement	Risk Score*	Risk Management Strategy
Flood	There is a risk that flooding occurs leading to asset/route damage that causes mobility and safety impacts as well as increased asset management cost.	68 (T)5 * (C)4.5 * (V)3	Treat by implementing design standards; following agency continuity of operations plan; maintaining incident command center management structure; maintaining an Office of Emergency Management (OEM). Use tools and processes developed under the resilience program to identify high risk assets and corridors for focused analysis.
Post-Fire Debris Flow	There is a risk that post-fire debris flow occurs leading to asset/route damage that causes mobility and safety impacts as well as increased asset management cost.	48 (T)4 * (C)3 * (V)4	Treat by maintaining an office of OEM. Maintenance landscaping, erosion control, jersey barriers and other practices.
Funding Uncertainty (positive and negative)	There is a risk of funding changes leading to increased/reduced investment that causes improved/diminished asset management outcomes.	38 (T)4 * (C)2.4 * (V)4	Tolerate/take advantage of—manage on per event basis.
Geohazards	There is a risk of geotechnical failure that causes mobility and safety impacts as well as increased asset management cost.	33 (T)5 * (C)3.3 * (V)2	Treat by implementing the geohazards management program and robust geohazards-management plan.
Cost Uncertainty	There is a risk that price escalation occurs, leading to unsustainable costs and thereby limiting the ability to deliver organizational objectives.	15 (T)3 * (C)1.65 * (V)3	Treat by bid process (e.g., bid rejection), re-scoping projects, price hedging, and by hedging materials; then tolerate.
Fire	There is a risk that fire occurs, leading to asset/route damage that causes mobility and safety impacts as well as increased asset management cost.	14 (T)4 * (C)1.2 * (V)3	Tolerate in the case of wildfires; and treat by tunnel fire-suppression systems and bridge-design standards, etc. Use tools and processes developed under the resilience program to identify high risk assets and corridors for focused analysis.



Questions?



Thank you!



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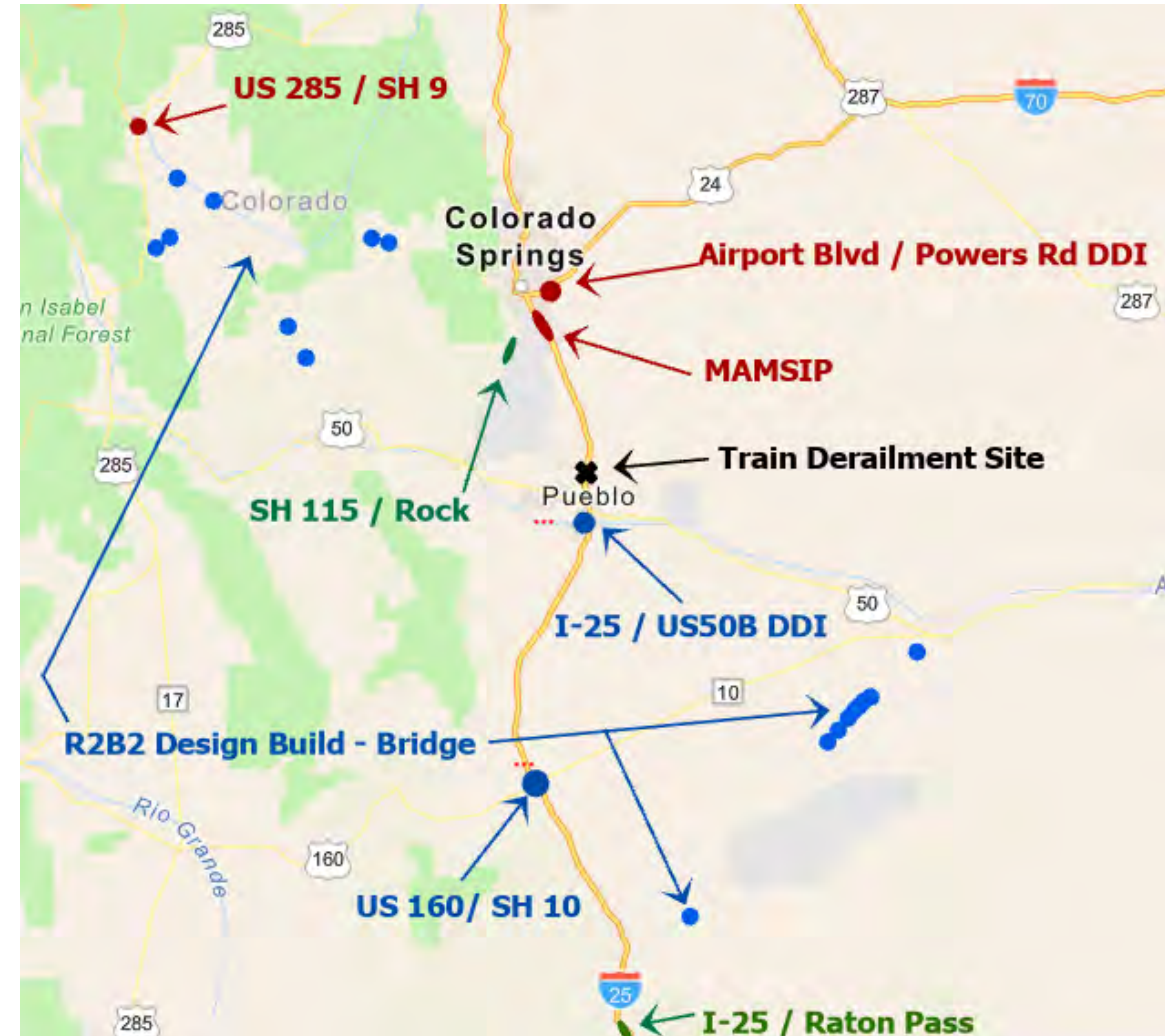
Region 2 Project Updates

January 2024



Region 2 Project Updates

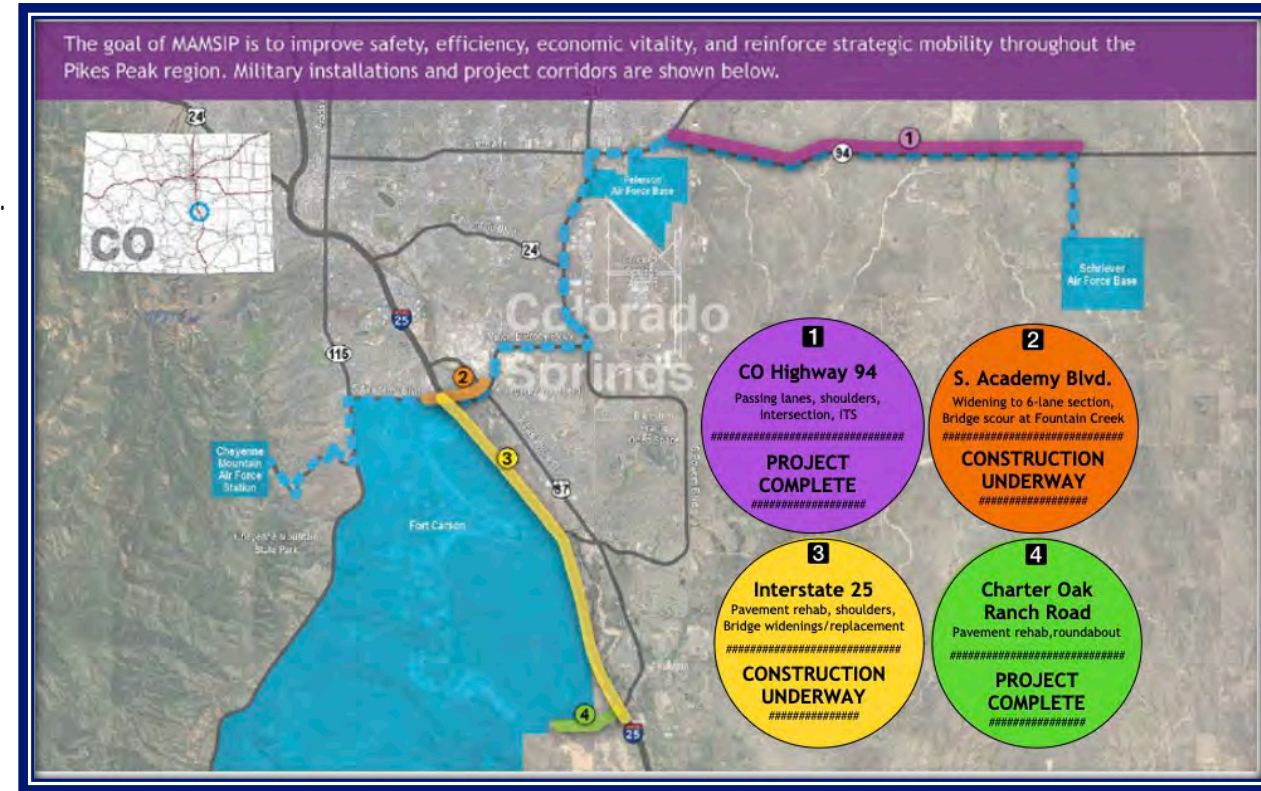
- MAMSIP
- US 285 / SH 9
- Airport Boulevard / Powers Road DDI
- I-25/US 50B Interchange
- Region 2 Bridge Bundle (R2B2) Design Build
- N-17-AD Bridge Replacement
- I-25 Train Derailment Response
- Wildlife Mitigation Efforts





MAMSIP - Military Access Mobility and Safety Improvements Project

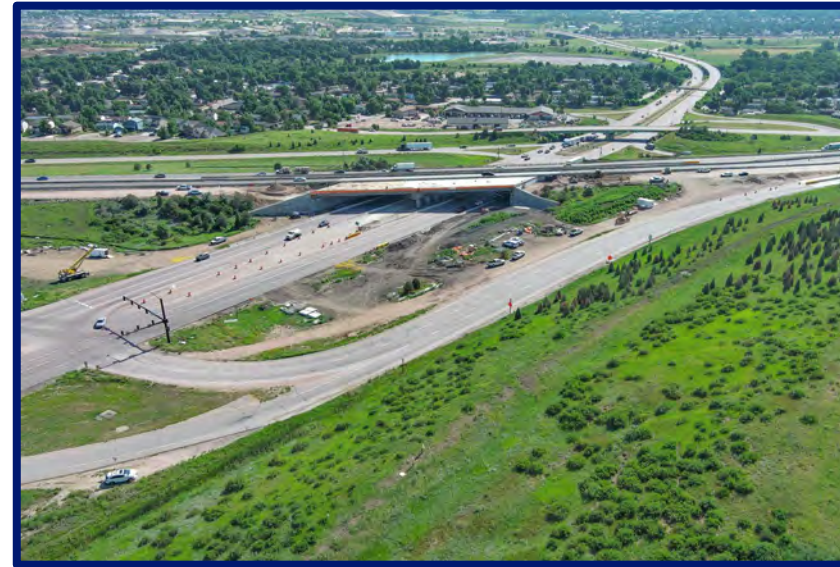
- Scope: The Military Access Mobility and Safety Improvements Project (MAMSIP) includes various operational, safety and asset management elements to improve the safe and reliable drives of our community; especially in relation to some of the critical military facilities in the Colorado Springs area.
- Location: Work sites include:
 1. CO 94 Safety and Operational Improvements (between Peterson and Schriever)
 2. South Academy Blvd (improving access to Fort Carson's northern Gates 3 and 4)
 3. I-25 Safety and Mobility (from Fountain/US 85 to South Academy Blvd) and replacement of the I-25 over South Academy Blvd bridges
 4. Charter Oak Ranch Rd improvements project (access to Fort Carson Gate 19)





MAMSIP - Military Access Mobility and Safety Improvements Project (Continued)

- Schedule: Projects
 - (1) CO 94 and (4) Charter Oak are complete.
 - (2) S. Academy Blvd. is under construction with expected completion in summer 2026.
 - (3) I-25 is under construction with expected completion in summer 2024.
- Other Highlights: This is an innovative contracting CM/GC project. The project improves approximately 40 mainline lane miles of highway and streets, along with 9 miles of rural ITS conduits along CO 94, highly improved shoulders and other safety enhancements.





MAMSIP I-25 & South Academy Boulevard





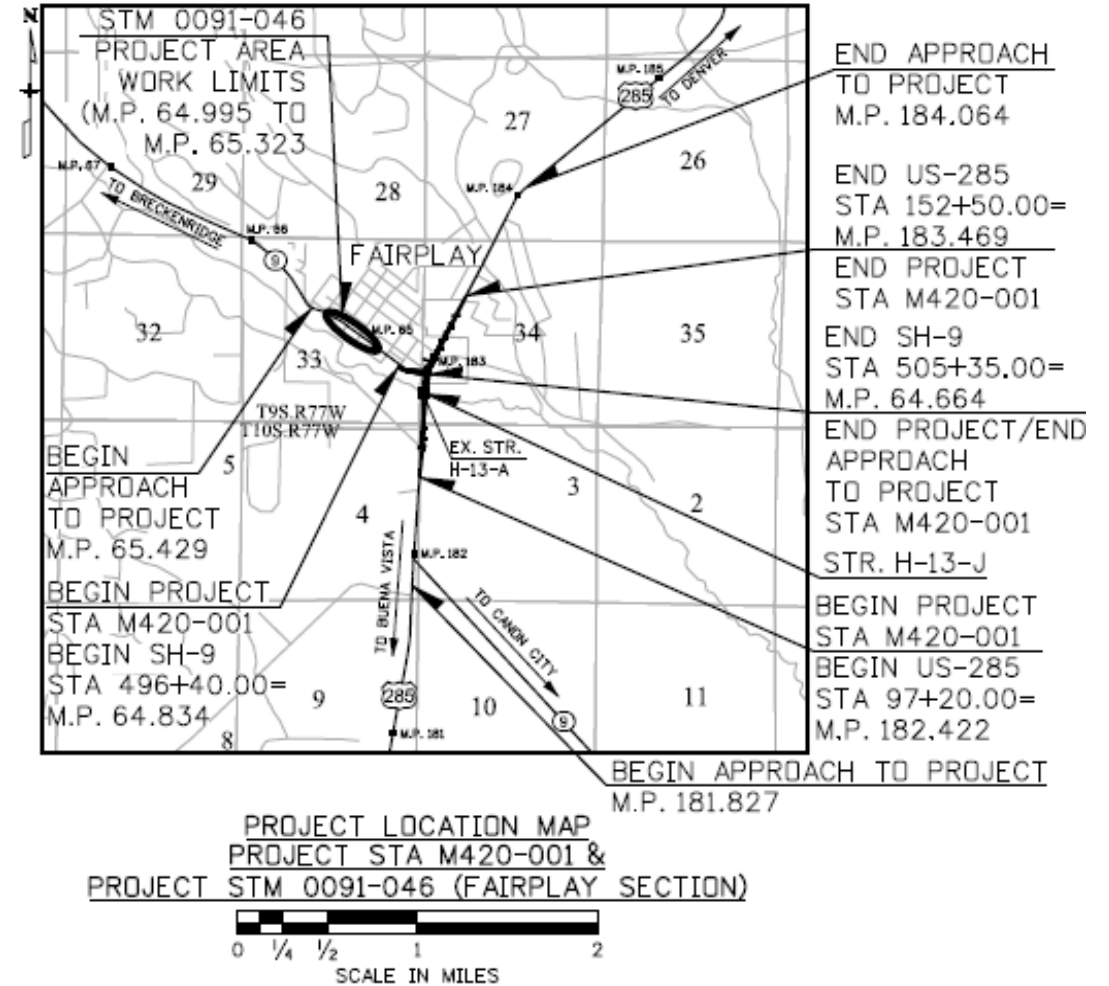
MAMSIP CO 94 & Charter Oak Ranch Road





US 285 / SH 9

- Scope: Work for this project includes intersection improvements, bridge replacement over the Middle Fork of the South Platte, roadway widening, improved pedestrian connectivity options, and ADA ramp upgrades.
- Schedule: Construction has entered Winter shutdown, and minimal work will be done until spring. Completion expected in fall of 2024.
- Location: This project is located in Park County at the intersection of US 285 and SH 9. Work area includes CO 9 for about ½-mile NW of the intersection and US 285 for about ½-mile in each direction from the intersection and ADA work within Alma.





US 285 / SH 9 (Continued)



- Other Highlights: NB US285 to NB CO9 will have a double left turn. The new bridge over the Middle Fork of the South Platte will be 100-ft wide and include a pedestrian walkway underneath.



Powers Boulevard and Airport Road DDI

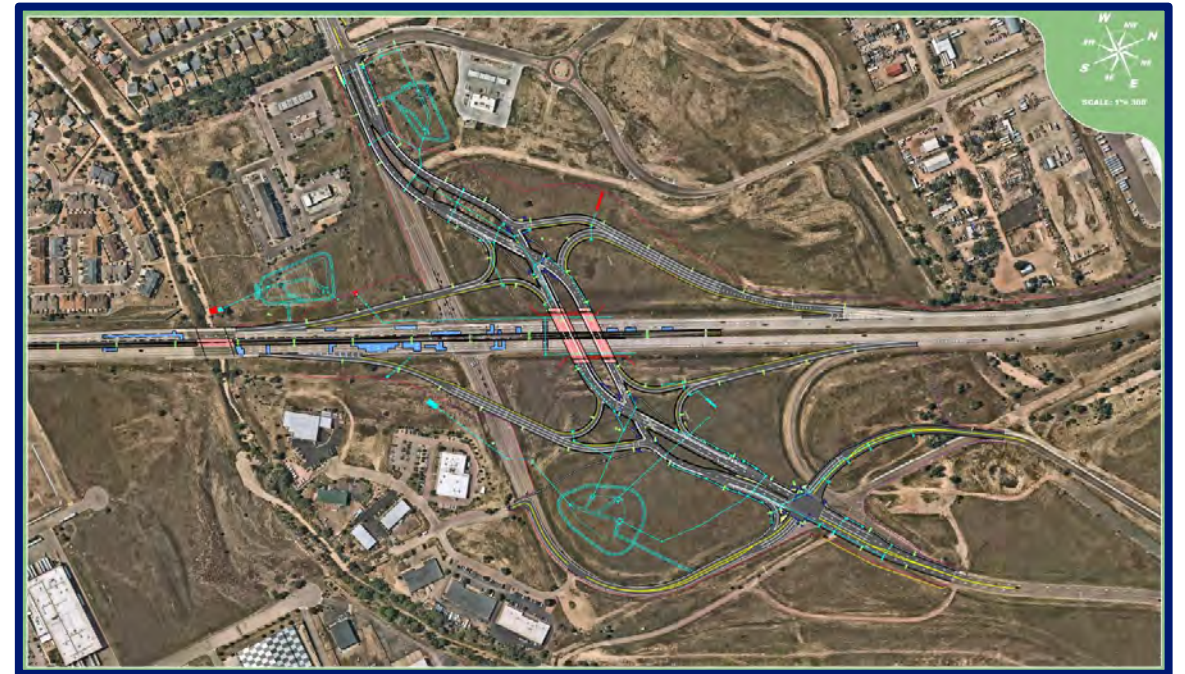
- Scope: Work includes construction of an interchange at Powers Blvd. and Airport Rd., permanent water quality ponds, improved pedestrian connectivity options, a noise wall along adjacent property, an auxiliary lane on SB Powers Blvd. from Platte Ave. to Airport Rd., a Variable Message Sign (VMS) on NB Powers Blvd, and replacement of cracked concrete pavement on Powers Blvd.
- Schedule: Advertisement is scheduled for late January or February pending final Environmental clearance. Construction is expected to begin in spring 2024 and will continue through late 2025 or early 2026.





Powers Blvd. and Airport Rd. Interchange

- Location: In El Paso County at the intersection of Powers Blvd. (CO 21 / US 24) and Airport Rd in Colorado Springs - north and west side of Peterson SFB and Colorado Springs Airport
- Other Highlights: The Diverging Diamond Interchange (DDI) will address congestion, improve safety, and add multimodal facilities. Airport Rd. is a critical access point for the west gate of Peterson Space Force Base, but the project can be constructed with minimal impacts to highway and base traffic.





Powers Boulevard and Airport Road



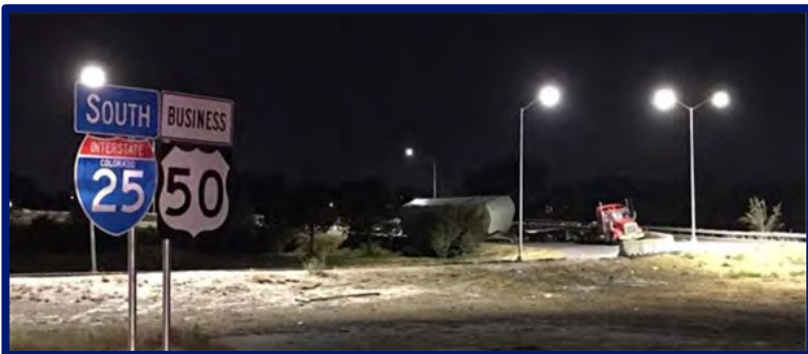


I-25/US 50B Interchange Reconstruction

- Scope: Second Project of the New Pueblo Freeway
 - Replaces 3 Structures:
 - K-18-H over RR,
 - K-18-J over I-25 (Poor)
 - K-18-L over Fountain River (Poor)
 - Realigns US 50B
 - Rebuilds I-25
 - New Diverging Diamond Interchange (DDI)
- Schedule: Advertise Spring 2024
Constructed by early 2027
- Location:
~MP 100 I-25 in Pueblo



Region 2 Project Update January 2024





I-25/US 50B Interchange Reconstruction (Continued)





Region 2 Bridge Bundle (R2B2) Design Build (Federal Grant & Statewide Bridge and Tunnel Enterprise)

- Scope: The project comprises the design and construction of seventeen (17) rural bridges spread across corridors in south central and southeastern Colorado. These bridges are located on key corridors for rural mobility and well as intra- and interstate commerce, particularly for the movement of agricultural goods and access to tourist destinations. All of the bridges are well past their design life, some exceeding 80 years old.
- Schedule: Notice to Proceed was issued April 18, 2022. Contract completion date October 2024.
- Location:
 - US 350 between La Junta and Trinidad - 9 Structures
 - US 24 from Florissant to Antero Junction - 5 Structures
 - CO 9 near Guffey - 2 structures
 - Alma - 1 Structure





Region 2 Bridge Bundle (R2B2) Design Build (Federal Grant & Statewide Bridge & Tunnel Enterprise)

- Construction Status: 14 of 17 structures open to traffic. 3 shoo-fly detours on US 350. Work continuing through the winter weather permitting.





N-17-AD Bridge Replacement on I-25 (Statewide Bridge and Tunnel Enterprise)

- Scope:
 - Median crossover/drainage construction
 - Deck rehabilitation of N-17-AC (I-25 NB)
 - Removal and replacement of N-17-AD (I-25 SB)
 - Widening/improvements of on- and off-ramps
 - Sanitary sewer relocation
 - Guardrail, signing, striping safety improvements
- Schedule: Notice to Proceed was issued January 17, 2023. Project completion September 2024.
- Location:
I-25 in Walsenburg over UP/BNSF RR, CO 10/US 160
- Construction Status: Median crossover, sanitary sewer relocation, and deck rehab complete. Bridge demo complete. New structure work in progress.





I-25 Train Derailment Response

- Derailment occurred Sunday, October 15 at 3:30 p.m. MST on I-25 near MP 107.
- CDOT responded within the hour to assist, assess site and plan detour strategy.
- Debris cleanup began 4pm Monday evening
- Bridge completely removed by 4am Wednesday morning.
- SB I-25:
 - Pavement surface damaged due to scarring coal removal and one train car.
 - Opened Wednesday October 18, 2023. From time of incident, approximately 70 hrs to re-open I-25 SB.
- NB I-25:
 - Significant pavement damage due to bridge collapse and train car impact
 - NB I-25 lanes to opened Thursday October 19, 2023 upon completion of pavement repairs and paving operations





I-25 Train Derailment Response (Continued)





I-25 Train Derailment





Wildlife Mitigation Efforts

- Scope:
Reduce Wildlife Vehicle Collisions and increase highway safety. We are using results from the 2022 East Slope and Plains Wildlife Prioritization Study on future CDOT projects
- Collaboration with CSU - Pueblo for the I-25 and Raton Pass Wildlife Passage Study which ID wildlife collision hotspots from the NM/CO Border to Exit 11.
- Present Mitigation Locations:
Region 2 was awarded \$1.25 M through Senate Bill 22-151 for two wildlife mitigation projects in 2022 (listed below).
 1. SH 115 at Rock Creek (4 miles S. of Colorado Springs) - install nearly 2 miles of wildlife fencing and deer jump-outs.
 2. I-25 and Raton Pass- Assess and devise wildlife mitigation efforts in response to NMDOT constructing a wildlife fence in NM.





Wildlife Mitigation Efforts (Continued)

- Status:
 - Planning and prioritizing efforts to mitigate Wildlife Vehicle Collisions on Raton Pass are underway with a Planning Report expected in April 2024.
- Schedule:
 - CSU-Pueblo Raton Pass Wildlife Study Phase I complete in March 2024
 - CSU-Pueblo Raton Pass Wildlife Study Phase II Complete in August 2025
 - Raton Pass Wildlife Mitigation Planning Report - Complete by Spring 2024.
 - SH 115 Fencing will be complete by January 2024.





Region 2 Project Update

Thank you

**2024 STAC Work Plan
Draft January 4, 2024**

Note- All meetings will also include the following **standing informational agenda items**:

- Approval of the previous meeting minutes (STAC Chair)
- CDOT Update on Current Events (CDOT Deputy Director)
- Transportation Commission Report (STAC Chair)
- TPR Representative & Federal Partners Report
- Legislative Report (CDOT)

Month	Draft Agenda Items
January	<ul style="list-style-type: none"> ● CDOT’s Planning Process Overview ● Asset Management 101 ● Freight Plan Overview ● Region 2 Project Update
February	<ul style="list-style-type: none"> ● 2023 Annual Accomplishments Report Overview ● Winter Maintenance Update ● HB23-1101 Study Findings and Recommendations ● Statewide Planning Rules Overview and Update Process ● MMOF Project Selection Overview
March	<ul style="list-style-type: none"> ● FY25 CDOT Final Budget Overview (Action Item) ● 2045 Statewide Plan Lessons Learned ● Long Range Revenue Projections ● STAC Bylaws Overview and Update Process
April	<ul style="list-style-type: none"> ● 2050 Statewide Plan Update ● Region 3 Project Update
May (In-Person Meeting)	<ul style="list-style-type: none"> ● STIP Update and Adoption (Action Item) ● 2050 Statewide Plan Development Update ● Central Federal Land Coordination and Program Overview
June	<ul style="list-style-type: none"> ● 2050 Statewide Plan Development Update ● 2050 Statewide Transit Plan Update ● Region 4 Project Update
July	<ul style="list-style-type: none"> ● Statewide Rail Plan Overview ● Enterprise Updates (BTE, CTIO, etc.) ● ITS and Fiber Update ● Office of Innovative Mobility Update on Electric Vehicles and Transportation Demand Management
August	<ul style="list-style-type: none"> ● 2050 Statewide Plan Development Update ● Complete Streets Update ● Region 5 Project Update
September	<ul style="list-style-type: none"> ● 2050 Statewide Plan Development Update ● Revitalizing Main Streets and Multimodal Options Fund Program Update Overview

	<ul style="list-style-type: none">● Aeronautics Update
October (In-Person Meeting)	<ul style="list-style-type: none">● STAC Elections of Chair and Vice Chair (Action Item)● 2050 Statewide Plan Development Update
November	<ul style="list-style-type: none">● 2050 Statewide Plan Development Update● Region 1 Project Update
December	<ul style="list-style-type: none">● No meeting is anticipated for December