

Project Priority Programming Process (4P) and STIP Development Guidelines

Re-affirmed by the Colorado Transportation Commission on ???, 2009

INTRODUCTION

State legislation to change the Colorado Department of Highways to the Colorado Department of Transportation (CDOT) was passed in 1991. The most recent Federal transportation authorization bill, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was passed by Congress in 2005. The CDOT has used these regulations to develop guidelines and policies with which to institute specific requirements regarding transportation planning and public participation in its project selection and prioritization processes.

The purpose of this document is to clarify CDOT's planning and programming processes, which incorporate specific federal guidance. The CDOT adheres 23 U.S.C. 135 and 23 CFR 450 when developing and amending the Statewide Transportation Improvement Program (STIP). CDOT, in cooperation with its planning partners, has also developed and utilizes the Project Priority Programming Process (4P) in order to prioritize projects for inclusion in the STIP. This document is divided into three sections in order to cover the 4P, the STIP development process, and the public involvement efforts required.

Section 1

STIP Development and Amendment Guidelines

Per federal regulation 23 CFR 450.216 (a)-(o), each State is required to develop a ~~Statewide Transportation Improvement Program (STIP)~~. The STIP is Colorado's six-year, short-range plan for state and federally funded transportation projects. Colorado develops this plan in cooperation with the rural Transportation Planning Regions and Metropolitan Planning Organizations. These entities, in turn, gather input from their local constituents so that the adopted STIP is the result of a grassroots effort.

FEDERAL GUIDELINES

The SAFETEA-LU requires each state to develop a ~~Statewide Transportation Improvement Program (STIP)~~ containing at least four years worth of projects. Though FHWA and FTA recognize only the first four years of the STIP, Colorado includes six years in order to accommodate a longer period of fiscal planning and management.

The STIP shall be developed in cooperation with the Metropolitan Planning Organizations (MPOs). With respect to each nonmetropolitan area in the State, it shall be developed in consultation with affected local officials and tribal governments with responsibility for transportation. In developing the STIP, the Governor shall provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, private providers of transportation, providers of freight transportation services, representatives of users of public transit, and other interested parties with a reasonable opportunity to comment on the proposed STIP.

SAFETEA-LU mandates that ~~R~~regionally ~~S~~significant projects be identified individually in the STIP. Other projects that are not determined to be ~~R~~regionally ~~S~~significant can be either grouped into one line item or individually identified. Per minimum federal guidelines, the STIP need only show projects receiving Federal Funds or affecting air quality in non-attainment or maintenance areas.

Each project shall be:

- consistent with the Long Range Statewide Transportation Plan;
- ~~consistent with~~ included in an approved MPO Transportation Improvement Program (TIP) within the MPO areas; and
- in conformance with the applicable State air quality implementation plan if the project is carried out in an area designated as nonattainment for ozone or carbon monoxide.

The final draft STIP must be reviewed and approved by the Colorado Transportation Commission and then by Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

STATE GUIDELINES

STIP DEVELOPMENT GUIDELINES

At least every four years, the STIP is updated through a continuing, comprehensive and cooperative process involving the Department, FHWA, FTA, MPOs, Transportation Planning Regions (TPRs), and City and County Governments. Public meetings¹ are held in each TPR to solicit requests for projects and comments on State-selected projects. A more detailed explanation of the process to update the STIP is [available in the Project Priority Programming Process, detailed presented in Section 2 of this document.](#) ~~Copies of this document are available externally on the CDOT website and internally on the OFMB website.~~ The STIP update process varies depending on whether projects are located in MPOs or TPRs.

Although it was noted above that SAFETEA-LU only requires four years of projects in the STIP, the Transportation Commission has passed a resolution requiring ~~a full~~ **the STIP to cover** six years of projects. Likewise, the State has passed legislation requiring all State and Federally funded transportation projects, even those receiving only State funds, be included in the STIP.

STIP UPDATES IN MPO'S

In addition to the STIP, SAFETEA-LU requires a TIP for each metropolitan area exceeding 50,000 in population. These areas in Colorado, referred to as MPOs, are the Denver Regional Council of Governments (DRCOG), the Pikes Peak Area Council of Governments (PPACG), the North Front Range MPO (NFRMPO, or NFR), the Pueblo Area Council of Governments (PACOG) and the Grand Valley MPO (GVMPO). The MPOs are responsible for the development and approval processes of their TIPs. Once a TIP has been approved by the MPO, SAFETEA-LU requires that it be forwarded to the Governor for final approval. TIPs and the STIP can be developed concurrently. ~~Generally, Once approved, a TIP is incorporated into the STIP verbatim². Exceptions are projects that are funded exclusively with local or private sector funds, have no CDOT involvement, and have no impact on CDOT-managed highways. These projects may be shown only in the TIP and not the STIP.~~

~~In areas designated by the Environmental Protection Agency as DRCOG, PPACG and NFR are considered air quality non-attainment or maintenance areas, by the federal government. In these areas, regionally significant (S)TIP projects must be modeled to demonstrate that their construction will not degrade air quality below the Environmental Protection Agency health standards as set forth in the Clean Air Act Amendment of 1990 (et sub). The modeling results and other analyses are reviewed to assure the (S)TIP is in conformance with the relevant State Implementation Plan (SIP); this process is referred to as demonstrating conformity. Currently, three of the MPOs are in non-attainment/maintenance for one or more pollutants (DRCOG, PPACG, and NFR) as is a large area in one rural TPR (UFR). A multi-party intergovernmental agreement addresses air quality and conformity responsibilities in the DRCOG, NFR, and UFR ozone non-attainment area. In cases where a rural TPR is impacted with air quality issues which require modeling, the impacted areas of that TPR must be included in the modeling efforts of the relevant MPO and become part of the TIP and conformity findings.~~

STIP UPDATES IN TPRs

Outside of the MPOs, in areas referred to as TPRs, TIPs are not required. To update the STIP, TPR representatives meet with their appropriate CDOT Engineering Region(s) and Transportation Commissioner(s) to cooperate in the project prioritization process within that CDOT Engineering Region. A CDOT Engineering Region can contain multiple TPRs and/or Transportation Commissioners.

For all STIP updates and amendments, OFMB verifies that the updated STIP is financially constrained. The Department's Division of Transportation Development (DTD) verifies that it is consistent with the Long Range

¹ Per 24-6-402 C.R.S., all meetings held per the above guidelines are considered public meetings and therefore must be open to the public.

² Please note that TIP projects and STIP projects may differ in detail, especially with regard to program pools, such as Bridge, Surface Treatment, and Safety, to name a few. Also, projects that are funded exclusively with local or private sector funds, have no CDOT involvement, and have no impact on CDOT-managed highways may be shown in the TIP but not the STIP.

Statewide Transportation Plan. SAFETEA-LU requires that the updated STIP be made reasonably available for public review and comment. Copies of the updated STIP are available on the worldwide web at www.dot.state.co.us. On the web site, select "Planning/Construction", select Budget Information and scroll down to the STIP section of the page. A public meeting on the STIP is held during the STIP Update process with the Transportation Commission during the public review and comment period. Comments are considered before the STIP is adopted by the Transportation Commission. Once the Transportation Commission adopts the STIP, it is forwarded to FHWA and FTA for their review and final approval.

A typical sequence of the activities for updating the STIP is summarized in the calendar included in Section 1. This schedule represents the *latest* possible dates for activities to occur. These dates may need to be accelerated by an Engineering Region in order for an MPO to complete their TIP development process in a timely manner.

STIP AMENDMENT GUIDELINES

Due to the dynamic nature of any transportation program, some changes are necessary as actual project schedules and expenditures are realized and as priorities and policies change. The process for amending the STIP varies depending on the type of amendment and whether the project to be amended is in an MPO or a TPR.

GENERAL AMENDMENT GUIDELINES

Detailed guidelines for amending the STIP are provided in the *Final STIP Amendment Procedures*, which can be obtained by contacting a STIP Manager in OFMB. These guidelines are also posted on the CDOT website.

For purposes of making changes to the Colorado STIP, ~~in general~~, there are three types of STIP amendments – Policy, Administrative, and TIP.

- **Policy Amendments** – these amendments require a minimum 30 day public involvement period and must be approved by the Transportation Commission. These amendments occur when a ~~Regionally Significant~~ project is either added to, or deleted from, the first four years of the current STIP or when a project is added to, or deleted from, a STIP Pool. Other instances for policy amendments include major scope changes to a regionally significant project or if an amendment triggers the need for an environmental, or air quality, finding. (Regionally significant projects are defined here as stand-alone projects that are regionally significant to that specific area or are not eligible for inclusion in a STIP Pool.)
- **Administrative Amendments** – these amendments (also referred to as **Administrative Modifications**) do not require a public involvement period and can be approved by OFMB staff. These amendments are minor in nature and can be approved in one business day. Examples include moving funding among projects in a STIP Pool, or minor changes to funding due to project closures, bid overruns or bid savings.
- **TIP Amendments** – these amendments ~~or modifications~~ are ~~processed~~~~conducted~~ by the MPOs for the projects in their respective areas. They must be completed by the affected MPO prior to being amended in the STIP. Once a TIP amendment ~~or modification~~ has occurred, ~~a letter~~~~notification~~ is sent to the CDOT Executive Director, acting as the Governor's delegate, for approval. Copies of the approval are then forwarded to FHWA/FTA. CDOT has signed Memorandum^s of Agreement with each MPO to utilize their public involvement process as the public process for subsequently amending the STIP. Once the TIP process has been completed, these amendments are added to the STIP in one business day.

All amendments must meet fiscal constraint or they will not be approved. Likewise, any amendments must also align with the corridor goals and strategies set forth in the Long Range Statewide Transportation Plan. If they do not align, a plan amendment may be required prior to amending the STIP. CDOT Region Planners are required to work with their respective MPOs and TPRs to agree upon, and submit, amendments to TIPs and the STIP.

Section 2 4P Process Guidelines

The Colorado Transportation Commission, in cooperation with Colorado Counties Incorporated (CCI), the Colorado Municipal League (CML) and the Metropolitan Planning Organizations (MPOs) established the "Project Priority Programming Process" (4P). It was adopted at the August 18, 1994 Transportation Commission meeting.

The 4P is used as a guide for the development of Colorado's STIP. This process is overseen by CDOT's Office of Financial Management and Budget (OFMB). OFMB works with the CDOT Region Planners who, in turn, work with their planning partners to establish a short-range, fiscally constrained, program of transportation projects. These process guidelines are below.

TRANSPORTATION PLANNING REGION MEETINGS

~~At a minimum of once every four years, beginning sometime during the May through September timeframe, local entities in each Colorado County determine whether or not they choose to hold a countywide meeting with their Transportation Commissioner(s) and/or Regional Transportation Director(s) (RTDs). These optional countywide meetings may include county and municipal officials and Transportation Planning Region (TPR) representatives. The purpose of these meetings is to discuss project status, priorities, and proposed revisions to the Statewide Transportation Improvement Program (STIP) and/or Long Range Plan (LRP).~~

Per the SAFETEA-LU, the CDOT updates the STIP at least once every four years. To facilitate this process, each CDOT Engineering Region, represented by the RTD, is required to meet individually with each of its TPRs to discuss project selection and prioritization within that TPR. Appropriate Transportation Commissioner(s) may also choose to attend. ~~Regardless of whether or not the optional annual countywide meetings are held, these TPR meetings are required.~~ In CDOT Engineering Regions that include ~~incorporate~~ an MPO, these meetings will be coordinated with the MPO Planning Process to ensure consistency and avoid duplication of effort. OFMB will provide the latest control totals by CDOT Engineering Region, fiscal year, and STIP program. CDOT's Division of Transportation Development (DTD) will provide the latest traffic and roadway condition information.

The purpose of the TPR meeting is to review and validate the projects in the current STIP and consider requests for new projects. All projects included in the STIP must be consistent with the goals and strategies laid out in the financially constrained portion of the LRP. If projects are identified that are not consistent, LRP amendments must be processed and approved³ before they can be included in the Draft STIP. The result of the TPR meeting is a prioritization of projects within that TPR. Due to the requirement to maintain fiscal constraint, the addition of a new project may result in the elimination of another project from the STIP. After meeting with each of their TPRs, the CDOT Engineering Region must hold a joint meeting with all of their TPRs to select and prioritize projects for the entire CDOT Engineering ~~Region in applicable programs when funding is available. —Exceptions would be programs where prioritization is determined through specific management systems, such as Bridge and Surface Treatment.~~ During the prioritization process, some TPRs/MPOs not wholly contained in one Engineering Region may choose to plan and conduct a TPR/MPO wide prioritization meeting.

Following the CDOT Engineering Region-wide prioritization meeting, projects selected through this cooperative public process are forwarded to the appropriate MPO, if in an urban area, for inclusion in their Transportation Improvement Programs (TIPs). MPOs ~~will~~ take the lead in the development of the TIP for the urbanized area. Anyone interested in participating in TIP development may contact their MPO directly.

Once a TIP has been approved by the MPO, SAFETEA-LU requires that it be forwarded to the Governor for final approval. In ~~MPOs that are considered~~ air quality non-attainment or maintenance areas, the MPO must demonstrate air quality conformity in order to approve TIP. ~~...areas by the federal government, regionally significant TIP projects must be modeled to demonstrate that their construction will not degrade air quality below the Environmental Protection Agency health standards as set forth in the Clean Air Act Amendment of 1990. In cases where a rural TPR is impacted with air quality issues which require modeling, the impacted areas of that TPR must be included in the modeling efforts of the relevant MPO and become part of the TIP and conformity findings.~~

Once TIPs are approved by the MPO Board, they ~~may are be~~ incorporated into the Draft STIP unchanged⁴. ~~Exceptions would be projects that are funded exclusively with local or private funds with no CDOT involvement in the project. Also, detail may vary from TIPs to STIP with regard to program pools, such as bridge, surface~~

³ LRP amendments are processed by CDOT's Division of Transportation Development. Details may be found in 2 CCR 604-2, *Statewide Transportation Planning Process and Transportation Planning Regions*.

⁴ ~~Exceptions would be projects that are funded exclusively with local or private funds with no CDOT involvement in the project.~~

treatment, safety, etc. Outside of MPO areas, projects are entered into the Draft STIP upon completion of the CDOT Engineering Region-wide prioritization meeting.

CDOT Regions and local entities also have the option of holding countywide meetings in advance of the TPR meeting or even annually. These optional countywide meetings may include county and municipal officials and Transportation Planning Region (TPR) representatives, as well as Transportation Commissioner(s) and/or CDOT Region Transportation Director(s) (RTDs). The purpose of these meetings is to discuss project status, priorities, and proposed revisions to the STIP and/or Long Range Plan (LRP). Input from these meetings may be utilized as part of the STIP development process described above.

Please note that per 24-6-402 C.R.S., all meetings held per the above guidelines are considered public meetings and therefore must be open to the public.

DRAFT STIP

The result of this effort is a completed Draft STIP. OFMB verifies fiscal constraint by Engineering Region, CDOT Program, and Fiscal Year. DTD verifies that it is consistent with the Long Range Statewide Transportation Plan and that the required planning process and opportunities for public involvement have been adequately followed. The Draft STIP is then approved by the Transportation Commission for release by OFMB for public review and comment. Details of this public process may be found in Appendix A at the end of this document.

During this public review and comment period, a public meeting is held in conjunction with a monthly Transportation Commission meeting where members of the citizenry of Colorado can provide input on the Draft STIP.

A typical sequence of the activities for updating the STIP is summarized in the calendar below. This schedule represents the latest possible dates for activities to occur. These dates may need to be accelerated by an Engineering Region in order for a MPO to complete their TIP development process in a timely manner.

4P / STIP Development Schedule	
MONTH	ACTIVITY
May through September	CDOT Engineering Regions begin Project Priority Programming Process
December	CDOT Engineering Regions conclude Project Priority Programming Process
January	CDOT Engineering Regions submit draft STIP requests and MPOs submit draft TIP requests to OFMB
February through May	OFMB distributes draft STIP for public review and comment
March/April	MPOs and Governor approve TIPs
May April	Transportation Commission holds a statewide public hearing on the draft STIP and adopts it unless there are issues that require further discussion
<u>May</u>	Transportation Commission adopts the draft STIP unless there are issues that require further discussion. Once adopted, the STIP is released to FHWA/FTA for their review and approval
June	FHWA and FTA approve STIP

TRANSPORTATION COMMISSION APPROVAL

During a typical cycle, the Transportation Commission approves the Draft STIP for distribution at its February meeting. Public review and comment occurs between February and April. All comments and concerns received must be responded to within one week of their receipt. All comments and responses are collated and summarized by the STIP Manager in OFMB. The Transportation Commission holds a public meeting in April. More detailed information regarding the public process can be found in Section 3 of this document.

~~TC~~Transportation Commission adoption of the Draft STIP usually occurs at its May meeting. At that meeting, OFMB provides a summary of major issues or comments received during the public review and comment period. Unless there are issues that require further discussion, the Transportation Commission adopts the Draft STIP. If

there are issues which need further discussion, the Transportation Commission may choose to delay the adoption of the STIP until those issues have been resolved.

Once the STIP has been adopted by the Transportation Commission, it is forwarded to the Federal Highway (FHWA) and Federal Transit (FTA) Administrations for their approval, and goes into effect at the beginning of the State fiscal year on July 1.

Section 3 Public Involvement Plan for Draft STIP

Per SAFETEA-LU, STIP development must include a public process. The STIP is developed with input from local planning partners, as well as the general public. CDOT offers the draft STIP for public review and comment and also holds a public hearing prior to asking the Transportation Commission to adopt the STIP. Other activities also take place to complement the efforts of developing the STIP. What follows is a summary of the public involvement activities, ~~aside from the public meetings conducted with the 4P and STIP development processes~~, which take place during the development of the STIP.

Public Notice

When the Transportation Commission releases the Draft STIP, OFMB staff posts an electronic copy of the draft on its external website. Hard copies of the draft are available for perusal at OFMB as well as distributed to CDOT Region Headquarter offices, FHWA and FTA offices located in Lakewood, Colorado, all of the Transportation Planning Region offices, and to the State Depository Libraries around the state. In addition, an e-mail notification is sent to over 700 recipients statewide. Specific locations and contact information are provided at the time the document is distributed. These locations are posted on the CDOT external website, included in the e-mail notices, and included in the documentation with the final STIP.

People who want to comment on the draft are directed to contact a STIP Manager in OFMB via, mail, phone or e-mail. The public comment period is open for a minimum of 30 days prior to the Public Hearing.

Public Hearing and Adoption of the STIP

Notification for the Public Hearing is posted on CDOT's external website, as well as sent via e-mail to the distribution list noted above. In addition, OFMB requests that the Public Hearing notices be posted at all CDOT Region Headquarter offices, FHWA and FTA offices located in Lakewood, Colorado, all Transportation Planning Region offices, and at the State Depository Libraries. Advertisements for the hearing are also placed in local newspapers across the state.

Any comments received during the public comment period are tracked by the designated STIP Manager in OFMB. Major comments and responses are collated and summarized and then provided to the Transportation Commission at the Public Hearing. Unless there are issues that require further discussion, the Transportation Commission adopts the Draft STIP. If there are issues which need further discussion, the Transportation Commission may choose to delay the adoption of the STIP until those issues have been resolved.

Once the STIP has been adopted by the Transportation Commission, it is forwarded to the Federal ~~Highway (FHWA)~~ and ~~Federal Transit (FTA) Administrations~~ for their approval, and goes into effect at the beginning of the State fiscal year on July 1.

Distribution of the Adopted STIP

Once the STIP is adopted by the Transportation Commission and approved by FHWA and FTA, copies are distributed to the same locations noted above. The document is also posted on CDOT's external website.

**Transportation Commission of Colorado
September 18, 2009**

Resolution Number TC-XXX

WHEREAS, the Congestion Mitigation and Air Quality (CMAQ) improvement program was developed under the Intermodal Surface Transportation Efficiency Act (ISTEA), and was continued with the Transportation Equity Act for the 21st Century (TEA-21), and is currently being conducted under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); and

WHEREAS, the purpose of the CMAQ program is to provide a flexible funding source for transportation projects and programs that assist non-attainment and attainment/maintenance areas in meeting National Ambient Air Quality Standards (NAAQS); and

WHEREAS, federal regulations provide guidance on how to administer the CMAQ Program, while allowing the state to determine how funds will be allocated; and

WHEREAS, funding is available for both non-attainment areas (areas not in compliance with the NAAQS) and attainment/maintenance areas (areas that were formerly in non-compliance and are now in compliance); and

WHEREAS, in the past, \$1 million of CMAQ money has been allocated to rural areas for PM10; and

WHEREAS, pursuant to Resolution TC-807, approved January 20, 2000, the remaining funds were allocated to the three MPOs the Denver Regional Council of Governments (DRCOG), Pikes Peak Area Council of Governments (PPACG), and North Front Range Transportation & Air Quality Planning Council (NFRMPO) that were in non-attainment for PM-10 and carbon monoxide based on a 50 percent vehicle-miles traveled (VMT) for on-system roads and 50 percent population formula; and

WHEREAS, in 2007, the U.S. Environmental Protection Agency (EPA) reported that the five rural PM10 areas, Aspen/Pitkin County, Canon City, Pagosa Springs, Steamboat Springs/Routt County, and Telluride/Mountain Village have been in attainment/maintenance since mid-2000, depending on the location; and

WHEREAS, on November 20, 2007, the EPA designated the nine-county Ozone Control Area consisting of the Denver metro area, North Front Range Planning area and portions of the Upper Front Range Planning area as Ozone non-attainment; and

WHEREAS, in January 2009, the Federal Highway Administration (FHWA) requested that CDOT allocate CMAQ funds to Ozone non-attainment areas, and revise Resolution Number TC-807 to reflect this; and

WHEREAS, CDOT recognizes the importance of addressing the Ozone non-attainment areas in the distribution of CMAQ funds; and

WHEREAS, CDOT has consulted with the eligible recipients regarding fund allocation for state FY 10 and 11; and

WHEREAS CDOT recognizes the need to transition from the previous allocation system to a system that focuses on non-attainment areas;

NOW THEREFORE BE IT RESOLVED, the Commission has determined that for state FY 2010 and FY 2011, CMAQ funds will be allocated in the following manner:

- CDOT will allocate \$1 million of CMAQ funds annually to the eligible rural PM-10 areas.**
- The remaining CMAQ funds will be allocated to the three MPOs (DRCOG, NFRMPO, and PPACG) and to the UFRTPR within the Ozone non-attainment boundary and all of PPACG based on the 50 percent VMT/50 percent population formula.**
- Population and VMT will be updated annually for the 50 percent VMT/50 percent population formula.**
- For the period FY 2010 through 2011, the formula should be used for planning purposes only, and is not a budget allocation.**
- Should CDOT receive additional CMAQ funds beyond those estimated in the December 2006 resource allocation, the additional funds will be distributed to the non-attainment areas based on the 50 percent VMT/50 percent population formula.**

FURTHER, project selection will continue to be at the local level. MPOs, Rural TPRs, and CDOT will work cooperatively to select cost effective projects, including eligible CDOT and transit agency projects, that provide meaningful air quality benefits.

FURTHER, CMAQ fund recipients will continue to report annually in writing to the CDOT staff on the effectiveness of their projects and CDOT staff will compile results into reports for the Commission and the FHWA.

FURTHER, this resolution supersedes TC-807, approved on Jan. 20, 2000.

FURTHER, this resolution will be revised to address state Fiscal Years 2012-2017 as part of the STIP development cycle.

DRAFT

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

4201 East Arkansas Avenue
Shumate Building
Denver, CO 80222
Phone: 303-757-9982
Fax: 303-757-9727



TO: Intermodal Committee
FROM: Jennifer Finch
DATE: September 3, 2009
RE: Draft CDOT Bicycle and Pedestrian Policy

Requested Action: Review and discussion of Bicycle and Pedestrian Policy.

Background: In August 2007, the Intermodal Committee asked staff to review current CDOT bicycle and pedestrian policy and to make recommendations to enhance bicycling and walking in Colorado.

Staff formed a committee of CDOT personnel as well as representatives of other state and local agencies and bicycle and pedestrian advocates and created a draft policy for review.

The policy provides guidance that aligns CDOT with a 1999 FHWA memorandum stating “we expect every transportation agency to make accommodation for bicycling and walking a routine part of their planning, design, construction, operations and maintenance activities.”

After initial review by the Intermodal Committee, the draft policy has been reviewed by CDOT’s Executive Management Team, STAC, CDOT technical committees, and numerous interested persons from the fields of health, recreation, land use, etc. All comments have been incorporated into the draft.

Next Steps: Final version to be distributed to EMT, STAC, technical committees and interested persons. Request adoption from TC in October.

COLORADO DEPARTMENT OF TRANSPORTATION		<input checked="" type="checkbox"/> POLICY DIRECTIVE <input type="checkbox"/> PROCEDURAL DIRECTIVE
Subject Bike and Pedestrian		Number 1602.0
Effective Date approved	Supersedes 7/1/77	Originating Office Division of Transportation Development

PURPOSE

The purpose of this policy is to promote transportation mode choice by enhancing safety and mobility for bicyclists and pedestrians on or along the state highway system by defining the policies related to education and enforcement, planning, programming, design, construction, operation and maintenance of bicycle and pedestrian facilities and their usage.

AUTHORITY

- Colorado Transportation Commission
- Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), 2005
- 23 USC 104 (Federal funds), 23 USC 109 (existing routes), 23 USC 134 and 135 (planning for all modes), 23 USC 217 (due consideration for bike/ped), 23 USC 402 (highway safety), 23 USC 652 (bike/ped accommodation in projects)
- 43-1-104 (CDOT Bike/Ped staff), 42-1-109 (education outreach), 42-2-1412 (bicycles subject to same rights and responsibilities as motor vehicles)
- TC Policy Directive 902.0

APPLICABILITY

This Policy Directive applies to the Colorado Department of Transportation (CDOT) and its subdivisions.

POLICY

It is the policy of the Colorado Transportation Commission to provide transportation infrastructure that accommodates bicycle and pedestrian use of the highways in a manner that is safe and reliable for all highway users. The needs of bicyclists and pedestrians should be included in the planning, design, and operation of transportation facilities, as a matter of routine, and the decision to not accommodate them should be the exception rather than the rule. The Department is responsible for developing exemption criteria and a process for exemption review.

POLICY BACKGROUND

Multimodal transportation is a key element of CDOT’s mission in providing improvements to the statewide transportation system. Federal surface transportation law places a strong emphasis on creating a seamless transportation system that persons of all ages and abilities can utilize for safe and convenient access to jobs, services, schools and recreation.

Today the bicycle is more than a recreational conveyance. It has become an acceptable mode of

transportation. With the increasing public interest in the environment, personal health, and energy conservation, the bicycle offers a viable alternative to the auto, particularly for local trips or those that are combined with another mode such as transit. Because of the increased interest and use in bicycle transportation by Coloradans, full consideration for their safety and mobility on the roadway system needs to be an integral part of CDOT's project development process.

The challenge for transportation planners and highway engineers is to balance the needs of all roadway users and to develop a transportation infrastructure that provides connectivity and access for all, opportunity for modal choice, and safety for each mode of travel. More choice equates to more capacity.

FISCAL IMPACT

Implementation will have a fiscal impact as a part of project and maintenance costs and may lead to reprioritizing work.

IMPLEMENTATION

This policy is effective immediately upon approval and shall be implemented by all Divisions, Branches, Regions, and Offices of CDOT.

REVIEW DATE

This Policy shall be reviewed in October 2015.

Executive Director

Date of Approval

Transportation Commission Secretary

Date of Approval

DRAFT 9-03-09

COLORADO DEPARTMENT OF TRANSPORTATION		<input type="checkbox"/> POLICY DIRECTIVE <input checked="" type="checkbox"/> PROCEDURAL DIRECTIVE
Subject Bike and Pedestrian		Number 1602.1
Effective Date approved	Supersedes New	Originating Office Division of Transportation Development

PURPOSE

The purpose of this directive is to promote transportation mode choice by enhancing safety and mobility for bicyclists and pedestrians on or along the state highway system by defining the policies related to education and enforcement, planning, programming, design, construction, operation and maintenance of bicycle and pedestrian facilities and their usage.

AUTHORITY

- CDOT Executive Director
- Policy Directive 1602.0
- Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), 2005
- 23 USC 104 (Federal funds), 23 USC 109 (existing routes), 23 USC 134 and 135 (planning for all modes), 23 USC 217 (due consideration for bike/ped), 23 USC 402 (highway safety), 23 USC 652 (bike/ped accommodation in projects)
- 43-1-104 (CDOT Bike/Ped staff), 42-1-109 (education outreach), 42-2-1412 (bicycles subject to same rights and responsibilities as motor vehicles)

APPLICABILITY

This Policy Directive applies to the Colorado Department of Transportation (CDOT) and its subdivisions.

PROCEDURE

EDUCATION AND ENFORCEMENT

Education programs can help to dispel misinformation, encourage courteous and lawful behavior among motorists and bicyclists of all ages, enhance the skill level of bicycles, and improve motorist awareness, thus leading to a reduction in crashes. CDOT shall continue its on-going programs that support education for motorists, bicyclists, pedestrians and law enforcement personnel regarding their shared responsibilities, as well as programs that provide design and planning instruction to internal and external audiences. The Department will continue to publish a Colorado Bicycle Manual and Colorado Bicycling Map to provide guidance on shared roadway usage.

The Colorado State Patrol will police bikeways within State Highway right of way which are adjacent to and are an integral part of the traveled portion of State Highways and the shoulder area, and which are not separated from the roadway by a physical barrier, except where such bikeways are within the jurisdiction of a city, city and county or incorporated town. The policing of all other bikeways shall be the responsibility of local law enforcement agencies or other state agencies.

PLANNING

Planning for existing and potential bicycle and pedestrian use shall be integrated into the overall Statewide transportation planning process. Along with the Statewide Long Range Plan update, a statewide bicycle and pedestrian plan will be developed or revised as part of that process. CDOT staff shall provide technical support and education assistance for bicycle and pedestrian planning to the rural Transportation Planning Regions (TPR's). Planning for bicycle and pedestrian improvements shall be consistent with local and regional transportation plans. The transportation planning process shall identify criteria for high priority corridors that can be used to evaluate locations within each region for bicycle and pedestrian improvements for the purpose of focusing resources for future improvements and/or maintenance activities. The Metropolitan Planning Organizations include a bicycle and pedestrian plan as part of their Regional Transportation Plan (RTP). Those plans will be included within the Statewide Long Range Plan.

PROGRAMMING/FUNDING

Virtually all the major transportation funding programs can be used for bicycle and pedestrian-related projects. It is the intent of this policy to apply funds in the most efficient and effective way possible by integrating full consideration of bicycle and pedestrian needs early in the project development and programming process; by encouraging use of low cost solutions to increase safety and mobility for all modes; and by focusing on high priority bicycle corridors for the more costly improvements. Project programming estimates used for the Statewide Transportation Implementation Program (STIP) shall include the costs related to planned bicycle and pedestrian accommodations.

DESIGN

A wide range of options can serve to enhance bicycle and pedestrian mobility. Bicycle and pedestrian accommodation comes in many sizes and styles from signage and striping to sidewalks and shoulders. Context sensitive solution practices shall be used to determine the appropriate solution for accommodating bicyclists and pedestrians within the project area so that they are consistent with local and regional transportation plans. Proposed bicycle and pedestrian improvements shall be integrated into the overall design process for state highway projects.

Current AASHTO and MUTCD standards for bicycle and pedestrian facilities shall be used in developing potential facility improvements. To provide consistent information on accommodating bicyclists and pedestrians on the state highway system, staff shall develop a chapter on bicycle and pedestrian design guidelines as part of the existing CDOT Design Manual.

Safety analysis of state roadways will include bicycle and pedestrian information. Any rumble strip installation shall abide by CDOT's Rumble Strip Standard M-614-1.

CONSTRUCTION

In high use areas or routes for bicyclists or pedestrians, accommodations for continued use during construction will be made or reasonable detour routes will be provided and appropriately signed.

MAINTENANCE

When shoulders, bike lanes and paths are filled with sanding materials, broken glass, and other debris, bicyclists will avoid them and use travel lanes. To reduce conflict with motorized vehicles, to provide safer travel for all users, and to protect the investment of public funds in bikeways and walkways, maintenance plans should provide accommodation for bicycle travel to include scheduled inspection and

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maintenance of state facilities consistent with the annual level of service adopted by the Transportation Commission. Priority should be given to high-use areas and to facilities where potential conflicts with other users are greatest.

Bikeways which are adjacent to or are an integral part of State Highways including the shoulder area, and which are not separated by a physical barrier from that portion of the highway used by motor vehicles, shall be maintained by the Department of Transportation. Bikeways within the right-of-way of controlled-access State Highways will be maintained by the Department, except where a maintenance agreement provides otherwise.

All traffic control devices within State Highway right-of-way shall be maintained by the Department of Transportation.

All bikeways other than those defined above shall be the maintenance responsibility of others. These will include, but not be limited to: 1) Bikeways which are within federal-aid system right of way, but which are beyond that portion of the highway used by motor vehicles including the shoulder area and; 2) Bikeways which are outside of the federal-aid system right of way.

Responsibilities for operation, maintenance and policing of facilities in CDOT ROW shall be determined and outlined prior to construction of such facilities, except where a pre-existing maintenance agreement is in place.

EXEMPTION

CDOT will establish criteria and a process for exemption review using FHWA guidance in situations where one or more of the following occur:

- Bicyclists and pedestrians are prohibited by law from using the roadway
- The cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. (Excessively disproportionate is defined as exceeding twenty percent of the cost of the larger transportation project.)
- Where sparsity of population or other factors indicate an absence of need.

FISCAL IMPACT

Implementation will have a fiscal impact as a part of project and maintenance costs and may lead to reprioritizing work.

IMPLEMENTATION

This policy is effective immediately upon approval and shall be implemented by all Divisions, Branches, Regions, and Offices of CDOT.

REVIEW DATE

This Policy shall be reviewed in October 2015.

Subject

Bike and Pedestrian

Number

1602.1

Executive Director

Date of Approval

DRAFT 9-03-09

Excerpted from *Interchange*, a monthly publication of the CDOT Office of Policy and Government Relations, September 2009.

<http://www.dot.state.co.us/GovernmentRelations/tracking/Newsletters/2009/Seeleyegovernment%20relations%20.pdf>

Transit & Rail Advisory Committee Named

An Interim Transit and Rail Advisory Committee has been formed to advise the Colorado Transportation Commission and Colorado Department of Transportation (CDOT) on how to initially focus the new Division of Transit and Rail.

Earlier this year, Governor Bill Ritter signed Senate Bill 09-094 (sponsored by Senator Suzanne Williams and Representative Claire Levy), creating a Division of Transit and Rail within CDOT. The new division has the authority to promote, plan, design, build, finance, operate, maintain and contract for transit services including bus, passenger rail and advanced guideway systems services. Creation of an Interim Transit and Rail Advisory Committee was included in this legislation.

“We’re very pleased to see CDOT working quickly to get this new division in place,” said Senator Suzanne Williams. “The creation of the Division of Transit and Rail will allow Colorado to be more focused and strategic in its planning of transit systems. Bringing together such a wide array of interests to serve on this committee is the first step in helping to set up the structure that will move transit in Colorado forward.”

This interim committee is tasked with recommending a long-term advisory structure, including the advisory structure’s purpose and role, in support of the transit and rail-related functions of CDOT. It is also anticipated that the interim committee will provide input to CDOT and the Transportation Commission on the mission and organization of the new division.

Name Title/Affiliation

- Tom Allen, Transit Director, South Central Council of Governments, Trinidad
- Gary Beedy, County Commissioner, Lincoln County
- Harry Dale, County Commissioner, Clear Creek County; Chairman of Rocky Mountain Rail Authority
- Tom Fisher, Regional Service Director, Mesa County Transportation; State Transportation Advisory Committee
- Richard Hartman, Director of Public Affairs, Union Pacific
- Michael Ogborn, Managing Director, OmniTRAX; Executive Committee Member American Short Line Regional Railroad Assn.
- Ruben Peña, Director of Government Security Projects, Transportation Technology Center, Inc., Pueblo
- Mark Radtke, Legislative Liaison, Colorado Municipal League

- Ann Rajewski, Executive Director, Colorado Assn. of Transit Agencies (*shared position*)
- Elena Wilken, Executive Director, Colorado Assn. of Transit Agencies (*shared position*)
- Peter Rickershauser, Vice President of Network Development, BNSF Railway Co.
- Sherre Ritenour, Director, Mountain Metropolitan Transit, Colorado Springs
- Vince Rogalski, Chairperson, State Transportation Advisory Committee; Member, Gunnison Valley Regional Planning Commission
- Marlys Sittner, General Manager, TransFort/Dial-A-Ride, Fort Collins
- Paul Smith, Citizen, Retired Railroad Industry
- William Van Meter, Acting Asst. General Manager, RTD Planning, FasTracks Team
- Stan Zemler, Executive Board Member, I-70 Corridor Coalition

Regional Transportation District Board Meeting
CDOT FRA Applications
September 2009

As part of the Federal vision for developing high-speed rail in America the Federal Rail Administration has made available to the states, as part of the American Recovery and Reinvestment Act and other funding programs, funds for High-Speed Rail.

The program is divided into four tracks.

- **Track 1** is aimed at addressing the economic recovery goals through “ready-to-go” projects;
- **Track 2** addresses new and enhanced service. Projects funded under Track 2 represent the long-term emphasis of the High-Speed Intercity Passenger Rail Program;
- **Track 3** is aimed at advancing planning activities and this is the Track which CDOT submitted pre-applications for; and
- **Track 4** provides an alternative for projects that would otherwise fit under Track 1 however this track requires State applications to provide at least a 50% non-Federal share of financing.

The FRA initiated a pre-application process to identify the magnitude of applications for each Track. CDOT submitted two pre-applications for Track 3 (Planning Projects). CDOT was contacted by the State of New Mexico asking us to partner with them and Texas to submit a pre-application for a study that would be used to potentially apply for a designation from the Secretary of Transportation for a high-speed rail corridor which would connect El Paso, Texas, Las Cruces and Albuquerque, New Mexico, and Denver, Colorado. CDOT did agree to partner for this pre-application.

The pre-applications that CDOT submitted included a Denver Interregional Connectivity Study and the creation of a Colorado Rail Plan. The Connectivity Study would look at how, if at all, a High-Speed Rail project would interface with rail projects already planned or underway by the FasTracks program. As you are probably aware, the Rocky Mountain Rail Authority is completing a High-Speed Rail Feasibility Study and their study is not looking at any connectivity between systems. CDOT has the desire to investigate the Denver Metro area connectivity so CDOT worked with RTD staff to prepare the pre-application which will address this issue to complement the RMRA study. The Transportation Commission approved submittal of final applications for the three pre-applications described above on August 20, 2009. Final applications were submitted to the FRA on August 21, 2009.

For many reasons CDOT will be developing a Colorado Rail Plan and we are in hopes of receiving FRA funding to complete this Plan. The Plan will be compliant with Federal guidelines so CDOT can qualify for future Federal grants.

Our next step is to gain approval from the Transportation Commission to move forward with submitting applications to the FRA which are due August 24th.