



COLORADO
Department of Transportation

TLRC Presentation
CDOT | August 16th, 2024



CDOT Speakers

- Intro- Shoshana Lew, Executive Director
- Transportation Funding Update- Jeff Sudmeier, Chief Financial Officer
- Ten-Year Planning Process- Darius Pakbaz, Director of Transportation Development
- Update on Greenhouse Gas Pollution Reduction Planning Standards - Darius Pakbaz, Director of Transportation Development
- 270 Project Update - Jessica Myklebust, CDOT Region 1 Director
- CTIO Update- Piper Darlington, CTIO Director
- TPR Study Results- Herman Stockinger, Deputy Executive Director



Transportation Funding Update





Where do state transportation funds come from? FY 2024-25

\$2,063.8 M Total

Federal Programs 41.2%

\$851.1 million

18.4 cents per gallon paid at the pump, and federal General Fund

Highway Users Tax Fund 31.6%

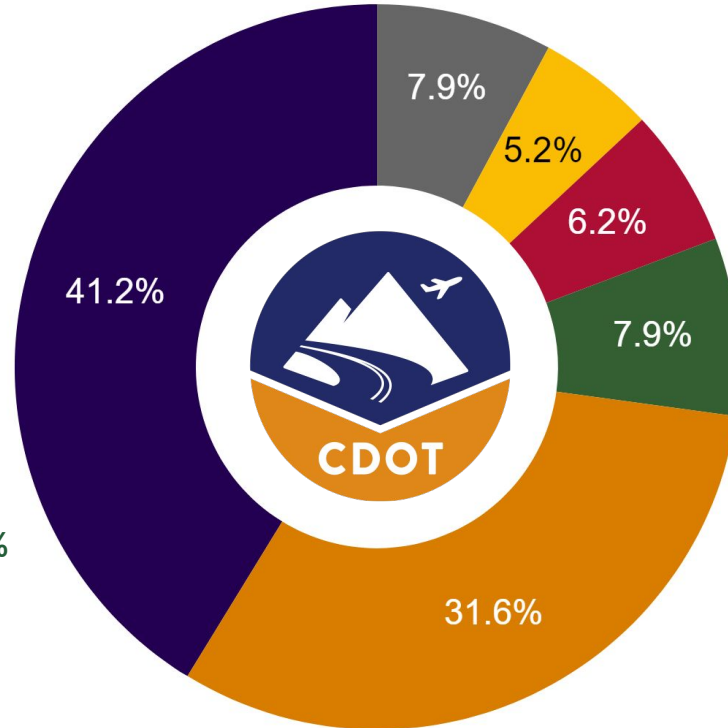
\$652.1 million

Fuel Taxes and Fees, vehicle registrations, traffic penalty revenue, FASTER, Retail Delivery Fee

Bridge & Tunnel Enterprise 7.9%

\$163.5 million

FASTER fees, Bridge Impact Fee, Retail Delivery Fees



Other State Funds 7.9%

\$162.2 million

Aviation fuel taxes, appropriated special programs, miscellaneous revenue, Clean Transit Enterprise, Nonattainment Enterprise, Fuels Impact Enterprise

Legislative Initiatives 5.2%

\$107.5 million

General Fund Transfers to the State Highway Fund, Capital Development Committee funds

Colorado Transportation

Investment Office 6.2%

\$127.4 million

Tolling and managed lane revenue



How are funds allocated?

FY 2024-25

\$2,063.8 M Total

Multimodal Services 3.3%

\$67.8 million

Innovative Mobility, NEVI, 10-Year Plan Projects (Transit), Rail Commission, Bustang

Administration & Agency Operations 6.6%

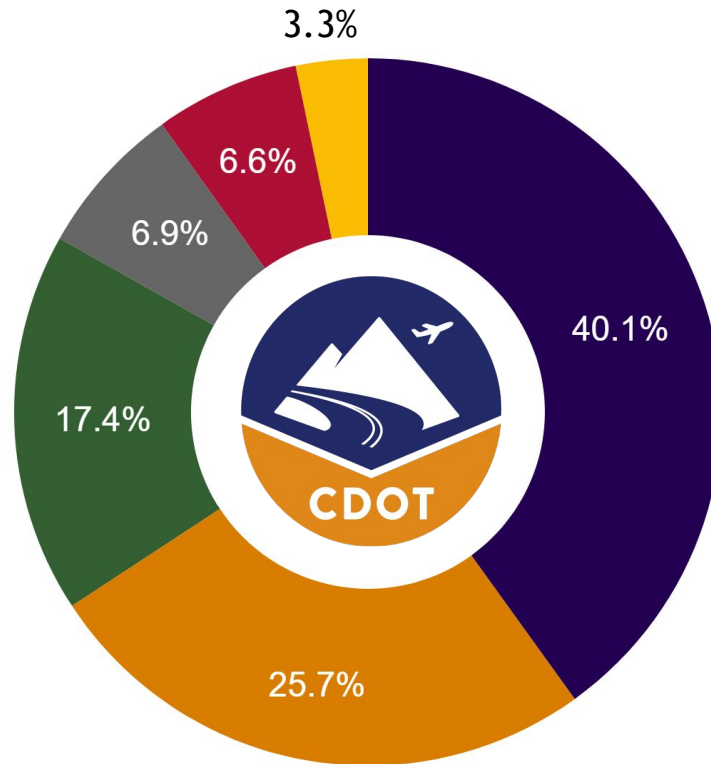
\$136.4 million

Appropriated administration budget, agency operations and project initiatives

Other Programs, Debt Service, Contingency Funding 6.9%

\$143.4 million

State safety education, planning and research, State Infrastructure Bank, Debt Service, Contingency and Reserve funds



Capital Construction 40.1%

\$826.9 million

Asset Management, Safety Programs, 10-Year Plan projects, Regional Priority Program

Maintenance & Operations 25.7%

\$530.5 million

Maintenance Program Areas, Strategic Safety Program, Real-time Traffic Operations, ITS Investments

Suballocated Programs 17.4%

\$358.8 million

Aeronautics funding, sub allocated federal programs, Revitalizing Main Streets



SB 21-260 Update - Overview

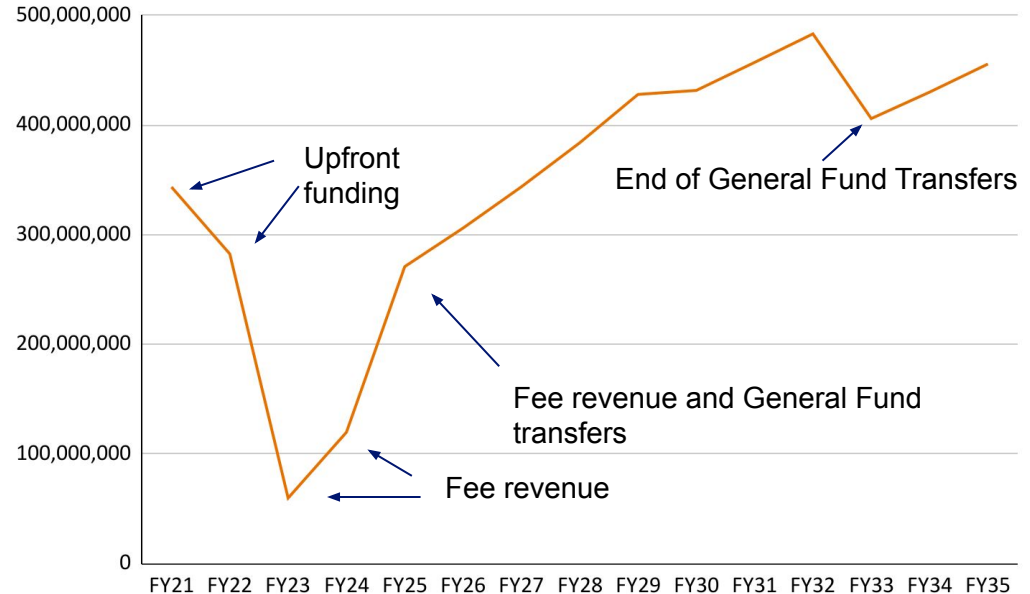
- Comprehensive transportation legislation passed in 2021 including new revenue streams and new planning and environmental requirements
- Created 4 new Enterprises and modified one existing Enterprise
 - Clean Transit Enterprise (CDOT)
 - Non-Attainment Area Air Quality Mitigation Enterprise (CDOT)
 - Bridge and Tunnel Enterprise (CDOT)
 - Community Access Enterprise (CEO)
 - Clean Fleet Enterprise (CDPHE)
- Allocated funding to CDOT, Enterprises and locals (via HUTF and Multimodal Options Fund)
 - Upfront Stimulus and General Fund
 - New Fee revenue
 - Annual General Fund transfers, beginning in FY 2024-25



SB 21-260 Update - CDOT Revenue Forecast Long Range Forecast

- Fee revenue did not start flowing until FY 2023 with some collections commencing on July 1, 2022, and some on April 1, 2023.
- Fees phase in over time and are not fully phased in until FY 2032.
- Annual General Fund transfers FY 2025
 - \$107 M State Highway Fund (CDOT)
 - \$10.5 M Multimodal Transportation and Mitigation Options Fund (MMOF)

Long Range Forecast of SB 21-260 Revenue

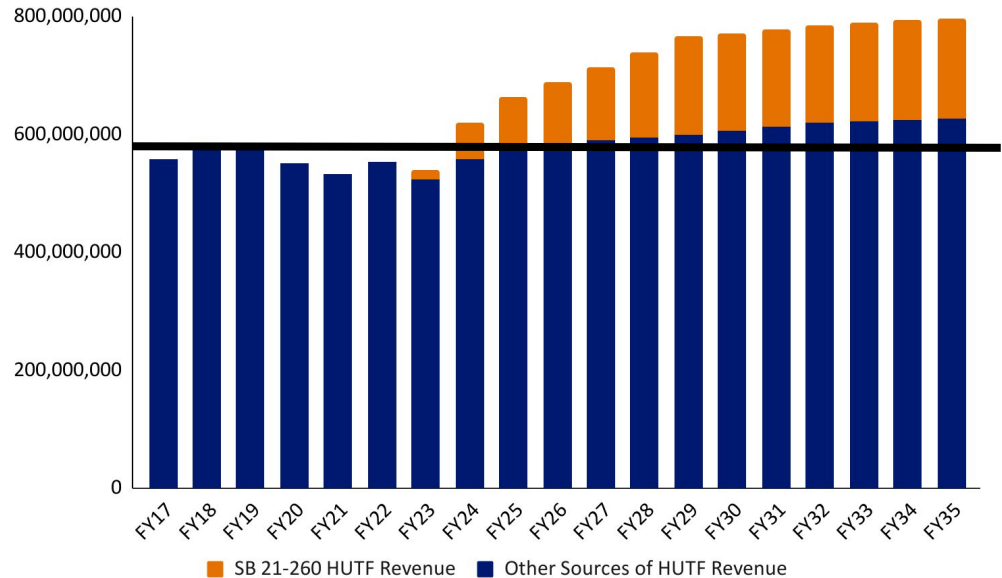




SB 21-260 Update - CDOT HUTF Fee Revenue

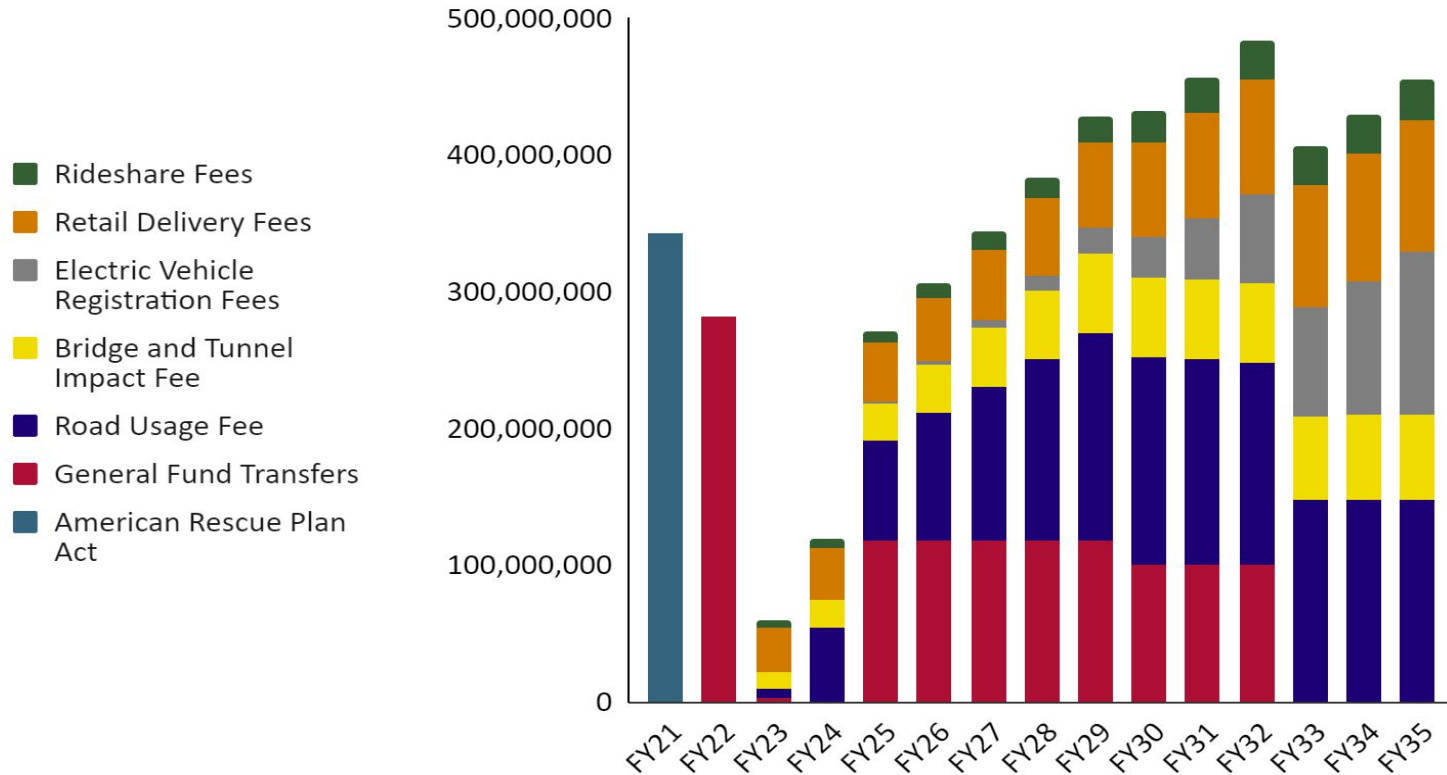
- FY 2024 is the first year where CDOT HUTF fee revenue surpassed pre-pandemic levels.
- Additional HUTF revenue put in place under SB 21-260 helps to offset slowing growth and eventual decline in existing HUTF revenue streams.
- Supports existing “base programs” including debt service, and required growth in Maintenance, Operations and Administration.
- Remaining HUTF allocated to 10-Year Plan.

Long Range Forecast of CDOT HUTF Revenue



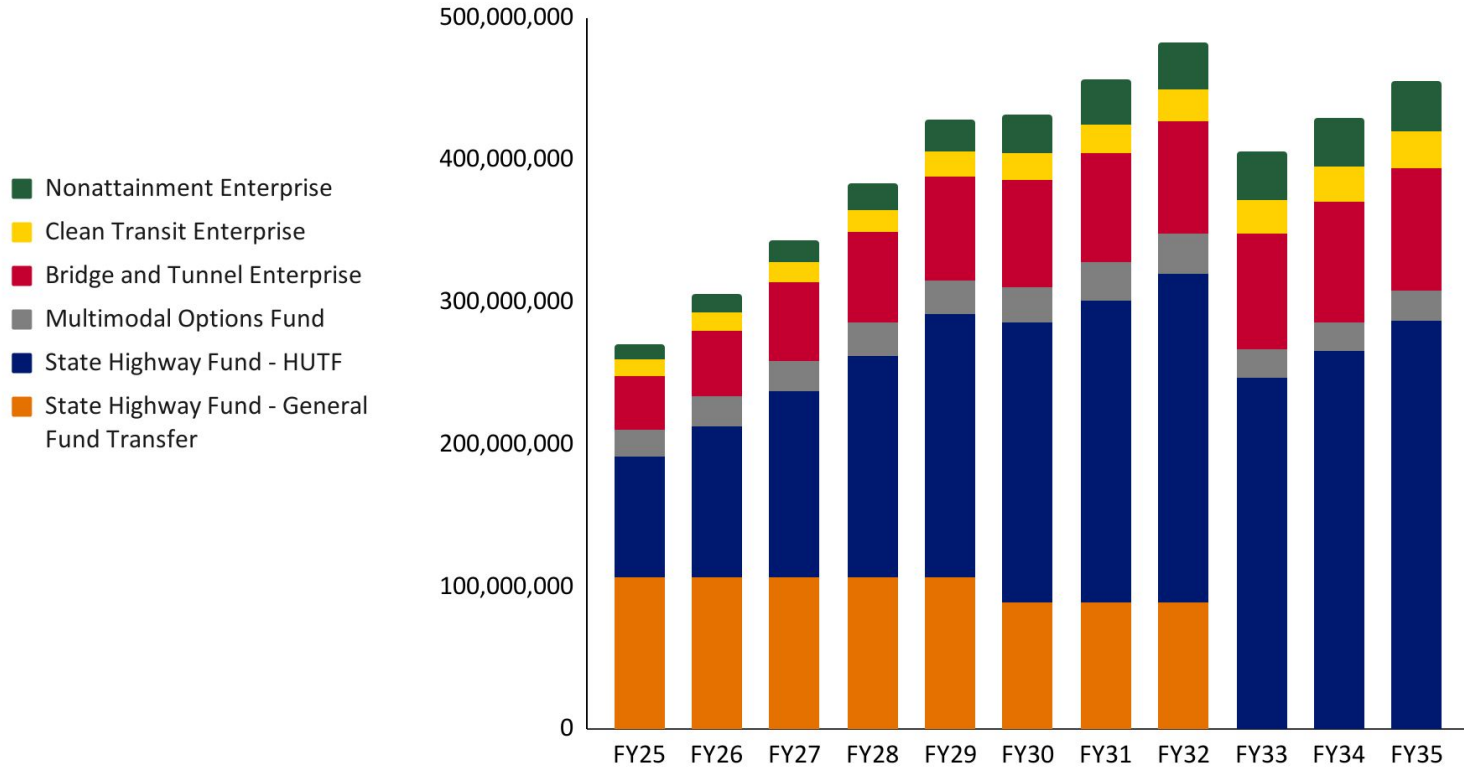


SB 21-260 Update - CDOT Revenue Forecast by Source





SB 21-260 Update - CDOT Revenue Forecast by CDOT Recipient

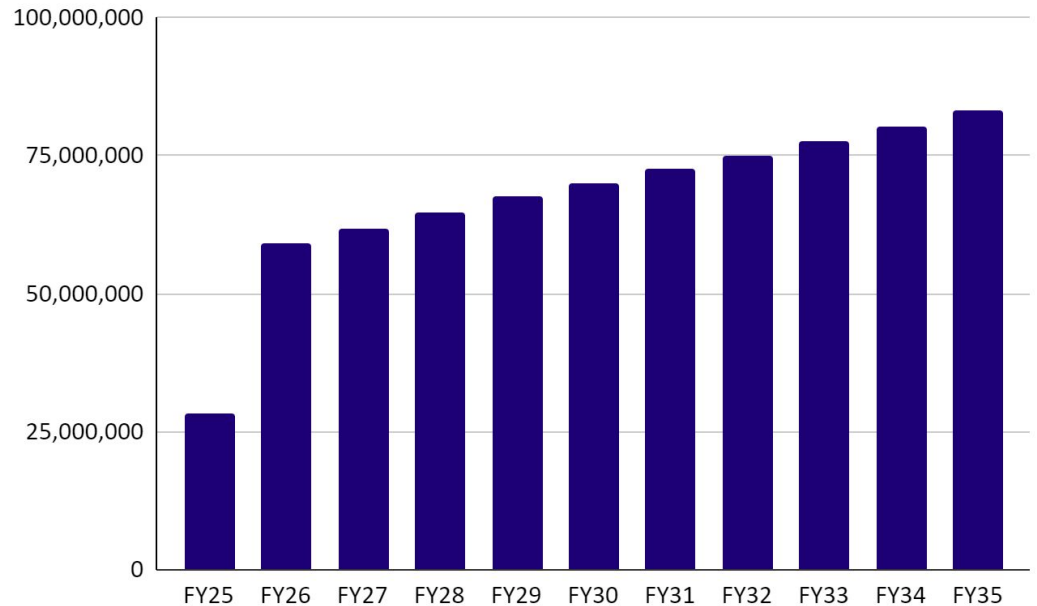




SB 24-184 Congestion Impact Fee

- Expands CTIO's capacity to prioritize the mitigation of congestion on roadways.
- Creates a fee of up to \$3 per day on all vehicle rentals, which increases with inflation in future years.
- The fee revenue will be used for transit and rail projects aimed at reducing roadway congestion in Colorado.

Long Range Congestion Impact Fee Forecast

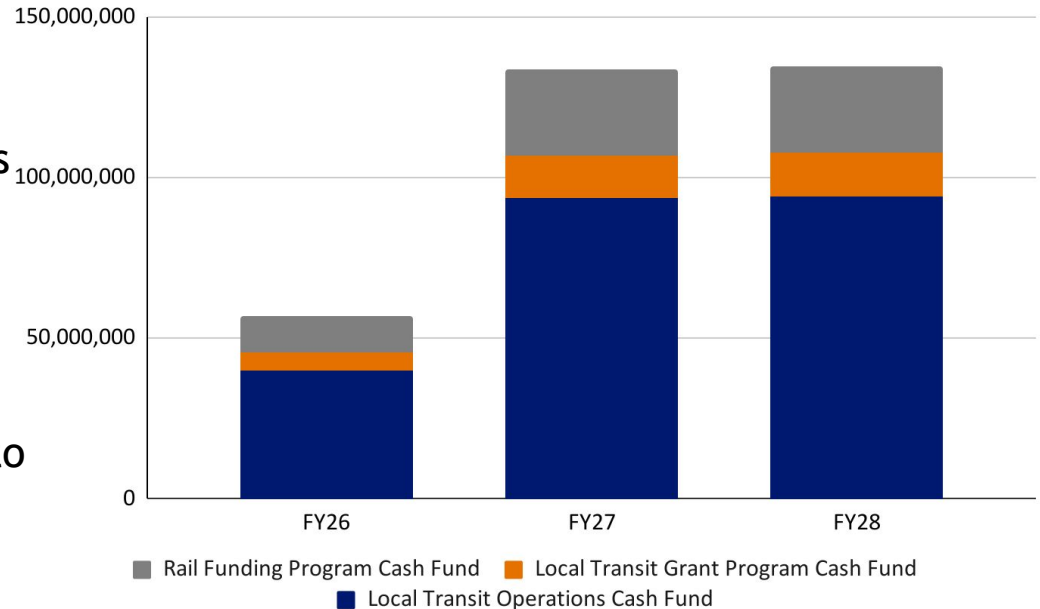




SB 24-230 - Oil and Gas Production Fee

- Requires CTE to impose new Oil and Gas production fee to expand transit services and fund passenger rail projects.
- Fee calculated quarterly using avg. oil and gas spot price, fee collections begin on or after July 1, 2025.
- Revenue initially constrained by requirements imposed by Prop 117.
- Fee revenue will be used to expand local transit service, provide grants to eligible entities for expenses related to public transportation, and for passenger rail projects.

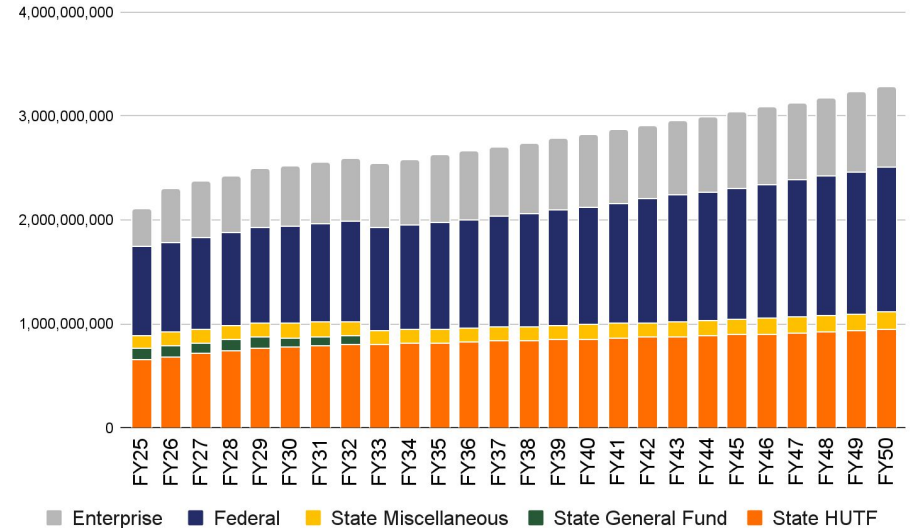
Oil and Gas Production Fee Forecast





Long-Range Revenue Forecast

- Assumes current state law and historic rates of growth in federal funding
- ~25% higher than prior long-range forecast as result of new Enterprise funding and increased federal funding
- < ~2% annual growth overall.
- State fuel tax and fee revenues gradually replaced by EV fee revenue, but overall growth in HUTF revenue slows
- Long-term trend of increased off-the top appropriations and slowing HUTF growth will make it increasingly difficult to adequately fund maintenance and operating programs and maintain adequate match for federal funds.





Transportation 10 Year Plan Update





Desired Outcomes of Planning

- State and Federal law require a variety of state and regional plans, including the long-range Statewide Transportation Plan that is updated approximately every four years, as well as regional planning processes that are run by Metropolitan Planning Organizations and coordinated with CDOT (CDOT projects are actually included in MPO plans).
- At CDOT, we established the Ten Year Planning Process as an “umbrella” to better integrate state processes and create a more focused public facing process.
- We are currently initiating a new cycle of updates to the Ten Year Plan.
- The subsequent slide shows how the processes fit together, and the presentation then focuses on CDOT’s Ten Year Planning Process.

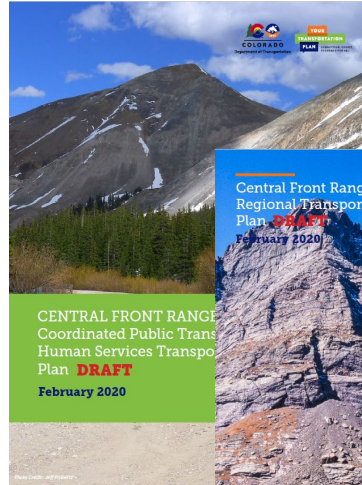
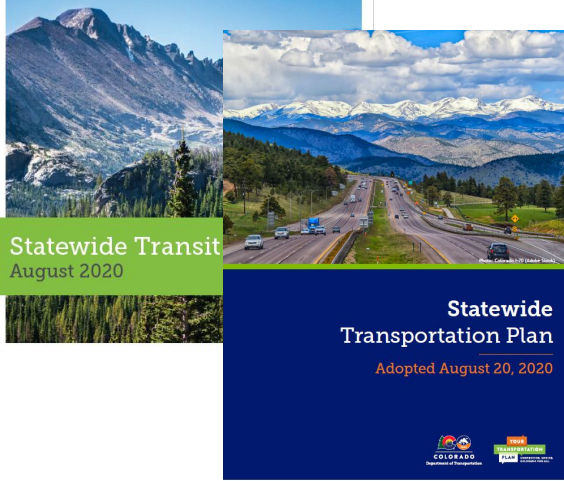




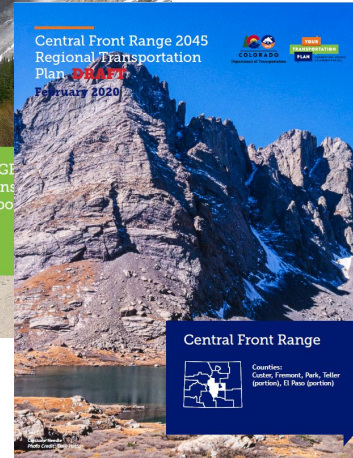
From Statewide Vision to Achievable Reality



Statewide Transit
August 2020



CENTRAL FRONT RANGE
Coordinated Public Transit
Human Services Transpo
Plan **DRAFT**
February 2020



Central Front Range
Counties:
Garden, Fremont, Park, Teller
(partial), & Poudre (partial)



Adopted by
Colorado Transportation Commission
May 18, 2023



Statewide Transportation & Transit Plans

Regional Plans

10-Year Plan

4-Year STIP

Modal & Functional Plan Integration

Corridor Visions

Fact Sheets

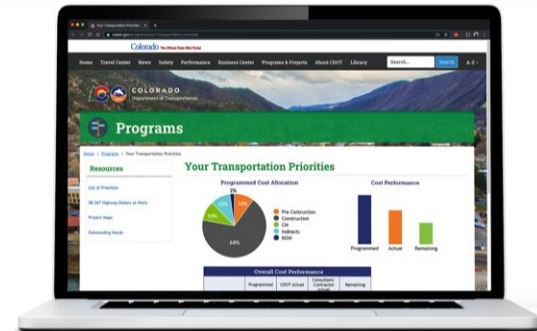
Funding Identification



Transparency and Accountability

Just as important as establishing a project pipeline is creating transparency and accountability structures that let the public see the progress on these projects and how dollars are being spent. Measures include:

- Increasing project transparency through public reporting on project management and project costs.
- Setting new spending targets to maximize dollars going to transportation improvements that people can see.
- Clearly showing expenses that track multiple years.
- Spending every dollar – across the department – as wisely as possible by cutting discretionary costs within CDOT.





10-Year Plan Development Timeline

- While summer and fall of 2024 will be focused on public outreach and engagement, 2025 will transition to plan development.
- Expected adoption of next 10-Year Plan in December 2025, to take effect starting in July 2026.

This is the transition from the public outreach process to plan development

Winter 2024-25	Spring 2025	Summer 2025	Fall 2025	Winter 2025-26
<p>2027+ Analysis</p> <p>Analysis of current 10-Year Plan projects</p> <p>GHG Baseline Determination</p> <p>Continued Public Outreach</p>	<p>Needs Determination</p> <p>Development of Regional TPR Plans</p> <p>Identification of new/ revised needs based on statewide goals and priorities</p> <p>Scoping of identified needs into projects</p>	<p>Project Selection</p> <p>Analysis of projects to meet statewide goals.</p> <p>Selection of proposed projects to 10-Year Plan</p> <p>Cost Analysis of Projects</p>	<p>Prioritization and Funding</p> <p>Prioritizing selected 10-Year Projects for the four-year prioritized plan</p> <p>Determining funding sources</p> <p>Master Plan Document Development</p>	<p>Adoption</p> <p>Present Plan(s) to Transportation Commission</p> <p>Public Comment Period</p> <p>Finalize GHG Analysis and GHG Report for the Plan(s)</p> <p>**Adoption of 10-Year Plan/GHG Report/4 Year Prioritized Plan at December TC Meeting**</p>



Draft Planning Cycle Goals

Guiding Principles for Plan Development & Implementation



Advancing Transportation Safety

No matter your journey or travel method, Colorado is committed to providing you a safe and efficient transportation network so you arrive at your destination safely through a collaborative and shared vision for transportation safety in Colorado.



Fix our Roads

Prioritize strategic investments in Colorado's highways to improve infrastructure conditions through the state.



Sustainably Increase Transportation Choice

Provide alternatives to single occupancy vehicle travel that increase mode choice and reduce air pollution from transportation for all members of the traveling public.



Public Engagement



There are a number of avenues for the public to contribute ideas to the process:

- Local governments
- Interest groups and advocates
- Statewide Transportation Advisory Committee
- Transportation Commission
- Comment forms on CDOT's website
- Virtual town halls and public meetings
- CDOT social media, or direct to CDOT staff members.



Progress on the Current 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 SB17-267.

Going into the fifth year of CDOT's current 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 at the start of the 2024 Construction season
- The department completed **22** projects from its 10-Year Plan in 2023 and had **28** projects from the plan start this construction season.





Transition between plans

Current 10-Year Plan FY 2019-2027

2019-2022

4-Year Prioritized Plan #1

2023-2026

4-Year Prioritized Plan #2

2027+

The “Out”
Years

- Developed in 2019
- Revised in 2022 (GHG Planning Standard)
- Projects selected as part of 2045 Statewide Plan Process

- Development Slated for 2025
- Adoption in Dec. 2025
- Replaces “Out” Years with new four-year prioritized plan



Refresh Cycle to “New” Plan:
Evaluate “out” years projects
New Projects
Revised funding scenarios
Updated project pipeline

“New” 10-Year Plan FY 2027-2036

2027-2030

4-Year Prioritized Plan #1

2031-2034

4-Year Prioritized Plan #2

2035+

The “Out”
Years

- SB24-184 requires CTIO to develop a new multimodal strategic capital plan that aligns with department’s 10-Year Plan, incorporating the new funding from rental car fees.



GHG Pollution Reduction Planning Standard Update





The GHG Planning Standard

Laying the Groundwork

THE LATEST ON TRANSPORTATION PLANNING

YOUR TRANSPORTATION PRIORITIES POWERED BY YOU

COLORADO Department of Transportation

VISION FOR COLORADO'S TRANSPORTATION SYSTEM

10-YEAR STRATEGIC PROJECT PIPELINE

“ 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.

Our goals were simple: to hear directly from Coloradans about what they need from our transportation system; to ensure that we are prioritizing precious tax-payer dollars in ways that best deliver on those needs; and to energize an ongoing statewide conversation about the vitality of transportation in connecting our daily lives.

Now, with that input gathered from across the state, we're ready to present our 10-year vision for Colorado's transportation system.”

Shoshana Lew
—Shoshana Lew, CDOT Executive Director

- Senate Bill 21-260 established the foundation and requirement (Colo. Rev. Stat. § 43-1-128), building on the framework that House Bill 19-1261 set.
- The Transportation Commission then implemented the requirement with 1st of their kind rules that involved major stakeholder engagement.
- Of the three options that were considered, Colorado set the most aggressive target at recommendation of many people including, but not limited to, legislators, advocates, and community members.
- These rules set up a framework of shared responsibility between CDOT and regions which requires continued collaboration and complementary action.

<https://www.codot.gov/programs/environmental/greenhousegas/assets/2-ccr-601-22-eff-10-30-22.pdf>

Planning Standard Goal: Reduce GHG emissions from the transportation sector through the development of long range transportation plans that support more travel choices.

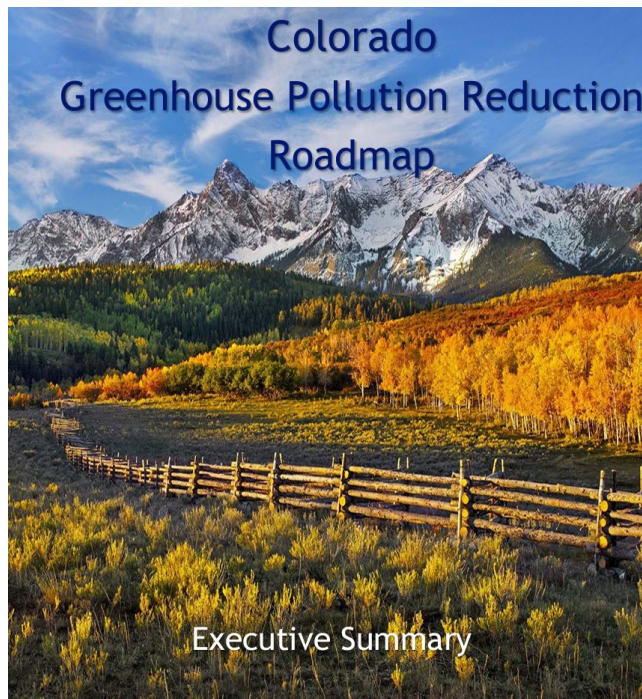


Recent & Upcoming Activities

Greenhouse Gas Pollution Reduction Roadmap 2.0

Greenhouse Gas Pollution Reduction Roadmap 2.0

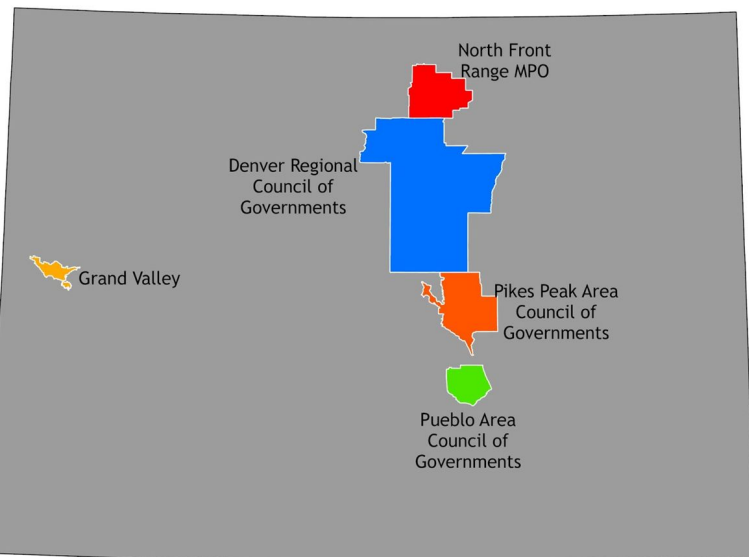
- Update to original roadmap published in January 2021.
- Updating to new sector-wide GHG reduction targets from SB23-016
 - 26% by 2025; 50% by 2030; 65% by 2035; 75% by 2040; 95% by 2045; & 100% by 2050.
 - Updated inventory of GHG emissions by sector.
 - New near term actions for the state to undertake to achieve reduction levels.
- Can inform updates (if needed) to the GHG Pollution Reduction Planning Standard after publication in Winter 2023-24.



COLORADO
Governor Jared Polis



GHG Transportation Planning Reduction Levels



Regional Area	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

*MMT of CO₂e



CDOT GHG Compliance with 10-Year Plan

	2025 MMT of CO ₂ e	2030 MMT of CO ₂ e	2040 MMT of CO ₂ e	2050 MMT of CO ₂ e
GHG Baseline	6.30	4.84	3.34	2.09
Required Reduction Amount per Planning Standard	0.12	0.36	0.30	0.17
Reduction from Compliance Run	0.30	0.21	0.06	0.04
Reduction from GHG Mitigation Measures	N/A	0.157	0.249	0.135
Total Reduction from 10-Year Plan Projects and GHG Mitigation Measures	0.30	0.367	0.309	0.175
Planning Standard Compliance Result				



Examples of the GHG Standard Impacts

The GHG pollution reduction planning standards shifted the focus of projects that add capacity and accommodate growth to a multimodal approach:

- The **Floyd Hill** project introduced multimodal aspects like **Pegasus**, a smaller bus that can provide a faster transit experience as it can drive in the Express Lanes.
- **CO 119** - which had been on the back-burner for years - advanced a key Bus Rapid Transit Project, optimizing regional connectivity and mobility communities by providing improvements that focus on transit and bike infrastructure.
- CDOT and DRCOG have worked in collaboration with local partners to bring BRT to the top of the list at some of the most congested routes in the Denver region; Colfax Ave, Federal Blvd, and Colorado Blvd. These have been identified as BRT needs for years.





Colorado: A National Model

Colorado's GHG planning standard has become the national model for transportation planning as it continues to evolve. California, Minnesota, and Oregon have adopted policies based on the Colorado standard and have asked CDOT for support constructing their plans. Maryland and Hawaii have also reached out for input to begin modeling their own standards.



Do we really need that highway? Law seeks to change Minnesotans' relationship with cars in the wake of a climate crisis.

The Minnesota Department of Transportation leads effort to offer more choices so people drive less.

By Janet Moore Star Tribune
JUNE 29, 2024 AT 2:51PM

Looking for guidance

When contemplating the law, Kraft and his legislative colleagues looked to a similar one in Colorado for guidance.

Colorado: A National Leader in Transportation and Climate

New analysis shows Colorado's remarkable clean transportation progress—and a need for greater transit investment

November 8, 2023

The New York Times

HEADWAY

Colorado's Bold New Approach to Highways — Not Building Them



A Foundation for Further Progress

SB 21-260 implementation, including the GHG rule, set a foundation for broad and far reaching progress during the 2024 legislative session:

- SB24-184 and SB24-230
 - Two groundbreaking bills that set the precedent for increased state transit funding through Oil and Gas and Road User Fees
- SB24-1313
 - The bill requires that certain local governments plan and implement housing density goals approved by the Department of Local Affairs (DOLA) in transit oriented communities. and creates a grant program and other technical assistance to support these efforts.





I-270 Project Update





I-270: Purpose and Need

Purpose: Implement transportation solutions that modernize the I-270 corridor to accommodate existing and forecasted transportation demands.

Why are I-270 improvements needed?



Traveler safety



Travel time and reliability



Transit on the corridor



Bicycle and pedestrian connectivity across I-270



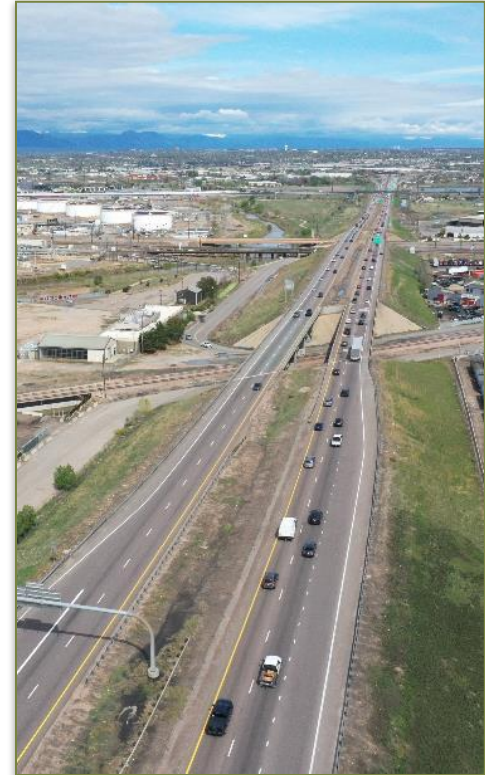
Freight operations



Goal: to minimize environmental and community impacts resulting from the project.



I-270: Environmental Study Process





Few ways for bicyclists or pedestrians to safely cross I-270 or access trails, including the Sand Creek Greenway



Problems include unpaved, narrow, and incomplete sidewalk and trail connections



Bicycle and pedestrian travel is important to residents



Vasquez Boulevard



York Street



56th Avenue



Brighton Boulevard



Build Alternatives for Detailed Review in EIS: Two General-Purpose Lanes and One Express Lane that Accommodates Transit Alternative

Two General-Purpose Lanes and One Express Lane that Accommodates Transit





CTIO Update



About CTIO

- Formed in 2009 with the passage of Funding Advancement for Surface Transportation and Economic Recovery (“FASTER”) legislation
- High Performance Transportation Enterprise (HPTE) for legislative and legal purposes, doing business as the Colorado Transportation Investment Office (CTIO)
- CTIO operates as a government-owned business within CDOT and is overseen by a separate Board of Directors
- Allows for independent financing outside the confines of CDOT and TABOR
- Required to “**aggressively pursue**” innovative means of more efficiently financing important transportation projects:
 - Authority to impose user fees to provide goods/services (tolls)
 - Public Private Partnerships (P3)
- CTIO is focused on the implementation of Senate Bill 24-184 (Support Surface Transportation Infrastructure Development) to expand capacity and prioritize mitigation of traffic congestion and traffic-related pollution through the completion of multimodal surface transportation infrastructure projects.

Top Priorities: Implementing New Authorities

SB24-184 clarifies the scope of CTIO powers and duties to explicitly prioritize reducing traffic congestion and pollution through multimodal transportation projects. A new fee is created to facilitate these projects.

CTIO to administer a fee of \$3 per day for all rental vehicles. This is expected to generate \$28.1 million in FY 2024-25 and up to \$59.0 million in FY 2025-26.

Historic Opportunity to Leverage Federal Dollars

- \$66B in advanced federal funds for passenger rail
- Types of Programs:
 - CRISI: Railroad safety, efficiency, and reliability; new Intercity Passenger Rail Transportation corridors
 - RRIF: Finances 100% of rail project with repayment up to 35 years at a fixed 3%-4%

[ADVANCE APPROPRIATIONS]

From FY22-FY26

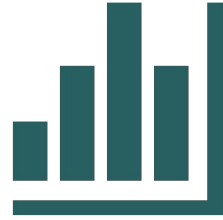
\$66B in total
funding



New Legislative Requirements Prioritize Multimodal Deliverables with Key Deadlines



North FRPR Service
Implementation Plan
Report(s)
(September 30, 2024)



New Rail Entity/
Intergovernmental
Agreement
(December 31, 2024)



Mountain Rail Service
Development Plan
(December 31, 2024)



Multimodal Strategic
Capital Plan
(March 1st 2025)



CTIO Annual
Reporting
Requirements
(March 1st 2025)



Federal Funding
Analysis
(March 1st, 2025)



Fee Rate Analysis
(March 1, 2030, and
every year
thereafter)

Short Term Opportunities for 184 Revenue

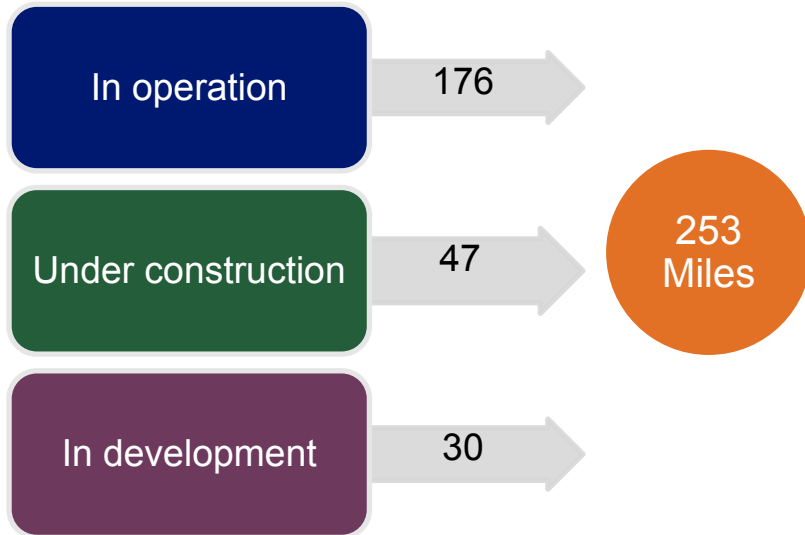
Winter Park Express Expansion

- Amtrak provides Winter Park Express service to Winter Park under an agreement with Winter Park Resorts
- Discussing with Resort and Amtrak the potential of expanding service for the upcoming season:
 - More capacity for each train
 - More days per week
 - Earlier start to service in December
 - Potentially extend service past Winter Park Resort Platform
- There are strong prospects for enhancing available capacity and reducing surface congestion this year that can build into future years

Federal Funding and Financing Efforts

- Letter of Intent submitted for RRIF Loan. Project includes PTC installation, siding & grade crossing safety and operational improvements
- Project would increase rail safety in Colorado's most densely populated corridor and lay groundwork for FRPR service.
- First loan that would be backed by SB-184 revenues
- CDOT has also submitted a CRISI grant application to finance up to 70% of the project

CTIO Express Lanes Network



Express Lanes Safety Enforcement Program (SEP)

- In 2022, the state legislature passed a new bill requiring CTIO to use advanced roadside technology to enforce safety violations, starting on the I-70 Mountain Express Lanes.
- The purpose of this enforcement is, most importantly, to keep all roadway users safe.
- Violators identified by this technology are issued a civil penalty via mail.
- CTIO is working to incorporate this technology across the Express Lanes network.
- The program is active on the Mountain Express Lanes, C-470, and I-25 North.
- **The SEP Program has seen an 80% drop in violations since implementation.**

CTIO will use a mix of roadway sensors, cameras and other sophisticated technology to monitor and enforce these rules.



\$75
Civil
Penalty

The fine for these infractions is a \$75 civil penalty sent via mail to the registered address associated with the vehicle's license plate. If the penalty is not paid within 20 days of issuance, it will automatically increase to \$150.*



TPR Review Process

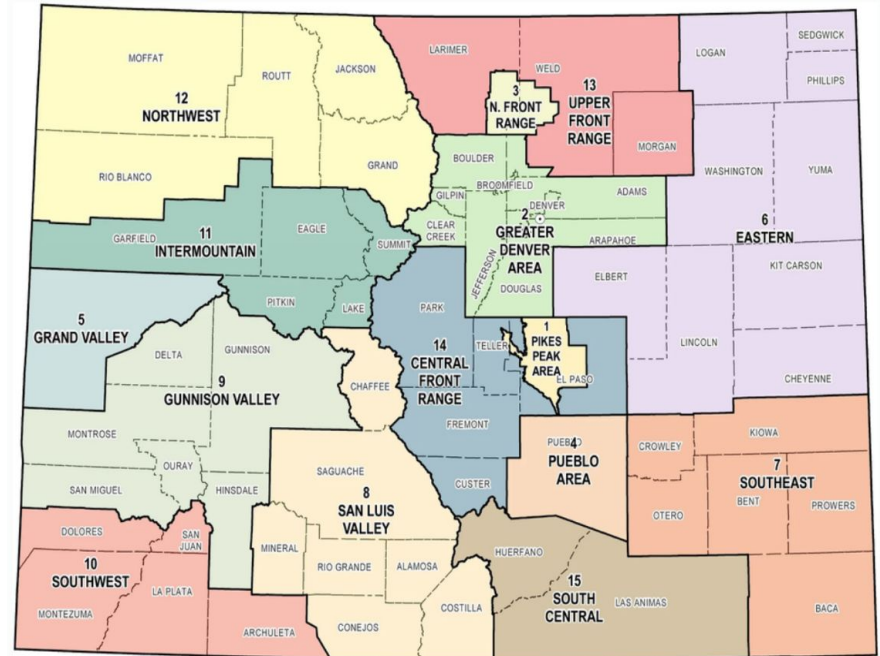




HB23-1101 TPR Study

The legislative requirement for a TPR study was introduced through amendments to HB 23-1101, the Ozone Season Transit Grant Program.

- TPR boundaries have not been **meaningfully analyzed** since 1993, and Colorado has changed significantly over those thirty years.
- With recent increased responsibility for TPRs- they now distribute state MMOF funds (Multimodal Transportation and Mitigation Options Fund)- ensuring their approach to planning is consistent and transparent is an important priority.





Transportation Planning and TPRs

Colorado law requires the state to develop a twenty-year comprehensive statewide transportation plan that incorporates regional transportation plans from around the state.

- To provide a geographic structure for the transportation planning processes, statute creates “Transportation Planning Regions” and assigns responsibility to the State Transportation Commission to set TPR boundaries in rule ([C.R.S. § 43-1-1103](#)).
- State statute also sets the maximum number of such regions at fifteen (including 5 metropolitan areas) unless additional metropolitan planning regions are designated within the state ([C.R.S. § 43-1-1102\(8\)](#)).
- Each TPR selects a representative from their group to serve on the State Transportation Advisory Committee (STAC) that meets monthly and advises the Transportation Commission and CDOT staff on transportation issues.



HB23-1101 TPR Study Provision Language

On or before November 30, 2023, the Department Shall Complete a Study and Study Report of:

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

Data driven factors for consideration identified in legislation:

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



Study Steps

May-June

- Created a mapping tool and gathered data related to our data analysis requirement.
- Gathered and began analyzing governance documents (IGAs & Bylaws) of the TPRs.
- Created an Advisory Committee to share our ideas and observations.

July

- Created a survey that went out to over 5,000 individuals to ask questions about TPRs and the regional planning process
- Began generating “Observations” based on the data gathering effort.

August-September

- Held five virtual public meetings (one in each CDOT Region) in early August to explain the TPR study requirements and share our observations related to each TPRs governance documents and boundaries.
- Late August- began honing in on Observations that could be “Considerations” for change- some of which would lead to the study’s recommendations.
- Outreach to individuals and organizations with potential recommendations began in late August.

Throughout

- Attended all rural TPR meeting during the study period - logging over 7,000 miles traveled.
- Updated STAC each month on progress, including “Considerations” and “Draft Recommendations” in September and October.
- Posted all presentations, public comments and data gathered on CDOT’s website throughout the study period.



Study Steps Continued

October

- Formatted **survey results** from the Public and TPR Administrator surveys into information that informed us on draft recommendations.
- **Met with TPR's** that were being considered for TPR boundary changes and considered public feedback to help inform our final recommendations.

November

- Early November: Finished the Draft TPR Study Report, sharing a few chapters with the Advisory Committee for their review and feedback.
- **Provided each of the 23 recommendations to STAC for them to vote on.**
- Mid-November: Provided final report to the Transportation Commission and Workshopped the recommendations.

January-July

- TC opened the Planning Rules on January 18, 2024.
- Held two public meetings as part of the rulemaking process- one on March 6 during the day and one on March 11 in the evening to provide the best opportunity for public comment.
- TC adopted the Rules on May 16.
- **Updated rule was effective July 15, 2024.**



Study Recommendations

Recommendations* for CDOT improvements

- a. Improved the CDOT TPR website.
- 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. Improve administrative processes for working with the TPRs.

Recommendations* for TPRs

- a. 13 recommendations to ensure all TPRs are following statutory requirements and best practices for public bodies:
- b. including ensuring all meetings are open to the public and publicly noticed, have a website for the public to obtain information, and that their agendas and minutes are accessible by the general public.

**Note: STAC, public comment, and the TC all supported these changes.*



Study Recommendations (2)

Recommendations* for STAC and TRAC

- a. Establish term limits for STAC Chairs and Vice-Chairs.
- b. Rotate STAC Chairs/Vice-Chairs between rural TPRs and urban TPRs.
- c. Add the Chair of the Transit and Rail Advisory Committee (TRAC) to STAC as a non-voting member.
- d. Discourage any local government from having more than one representative on STAC at the same time.

**Note: STAC voted to support these recommendations. Public comment was also supportive of the recommendations. The TC adopted the recommendations, but voted to encourage, rather than require, a rotation of STAC Chair and Vice-Chair between urban and rural representatives.*



Study Recommendations (3)

Recommendations* for TPR Boundary Changes

- a. Combine Southeast TPR and South Central TPR into one new TPR.
- b. Divide the Intermountain TPR into two TPRs:
 - i. West IMTPR would consist of Garfield, Pitkin, and the SW portion of Eagle County.
 - ii. East IMTPR would consist of Summit, Lake, and the bulk of Eagle County.

**Note: STAC voted to oppose these changes. SE & SC TPRs and their member governments opposed the recommendations, and the IM TPR voted 12-7 to oppose the change, though public comments from many IMTPR members were supportive of the change. The Transportation Commission neither supported nor opposed the boundary changes, and asked CDOT to report back to them in November.*



Boundary Analysis: Vehicle Miles Traveled (VMT)

VMT By TPR 2021	
Greater Denver Area TPR	45,091,639
Pikes Peak Area TPR	7,014,085
Intermountain TPR	6,517,755
North Front Range TPR	5,402,698
Upper Front Range TPR	4,312,785
Eastern TPR	3,929,560
Pueblo Area TPR	2,810,737
Southwest TPR	2,468,527
Gunnison Valley TPR	2,291,995
Grand Valley TPR	2,276,219
Central Front Range TPR	2,175,656
San Luis Valley TPR	2,091,261
Northwest TPR	1,859,260
South Central TPR	1,314,491
Southeast TPR	1,282,980
Total	90,839,647

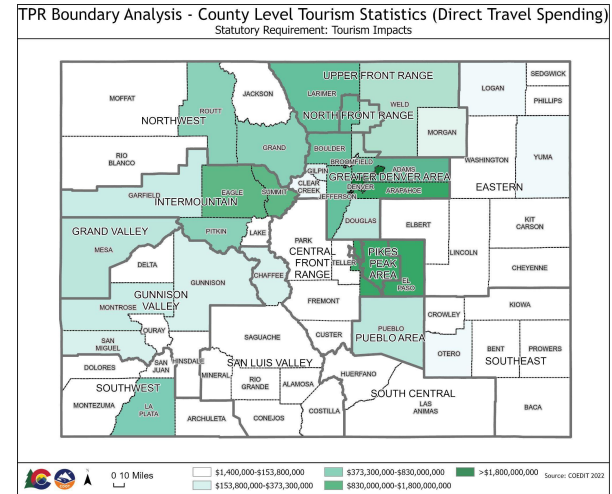
- Intermountain has very high rates of travel:
 - The highest VMT of the rural TPRs
 - Has a higher VMT than NFRMPO, PACOG, GVRPC which contain urban MPOs
 - Has 50% more VMT than the next closest rural TPR.
 - Of the 10 rural TPRs, the IM TPR represents nearly 1/4 of all VMT.
- Southeast and South Central TPRs combined represent 9% of the total non-MPO VMT and represent the two lowest VMT totals of the 15 TPRs.



Boundary Analysis: Tourism Direct Travel Spending

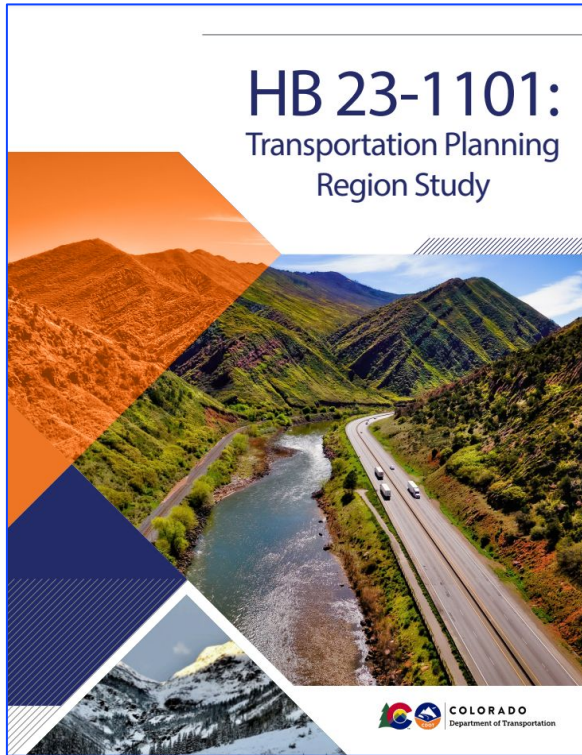
Direct Travel Spending Per TPR	
Greater Denver Area TPR	\$10,735,799,999
Intermountain TPR	\$4,186,100,000
Central Front Range TPR	\$2,103,100,000
Pikes Peak Area TPR	\$1,953,800,000
Upper Front Range TPR	\$1,208,600,000
Northwest TPR	\$1,202,300,000
North Front Range TPR	\$1,153,000,000
Gunnison Valley TPR	\$1,060,800,000
Southwest TPR	\$850,500,000
San Luis Valley TPR	\$360,100,000
Grand Valley TPR	\$332,400,000
Eastern TPR	\$287,400,000
Pueblo Area TPR	\$267,500,000
Southeast TPR	\$69,600,000
South Central TPR	\$64,900,000
Total	\$22,407,299,999

- Tourism is a key industry on the west slope and in Eagle and Summit Counties in particular.
 - The tourism data supports the VMT levels we see in the IM TPR and the idea that additional STAC representation in the area is appropriate.





Final Report Data



- 102 pages (excluding appendices).
- 6 detailed appendices including:
 - 68 pages of public comments
 - 21 statewide maps
 - 35 data tables
 - Templates for IGAs and Bylaws
 - Survey results
- Completed in-house with no consultant assistance.

For a copy of the report, please contact:
Emily.Haddaway@state.co.us

<https://www.codot.gov/programs/planning/assets/planning-partners/hb-23-1101-tpr-study-final.pdf>



Thank you! For questions or comments, please contact:

CDOT: Emily Haddaway

Colorado Department of Transportation

Legislative Liaison

Emily.Haddaway@state.co.us

505-553-2079