



COLORADO

Department of Transportation

Statewide Transportation Advisory Committee (STAC)

This meeting will be virtual.

August 1, 2024 from 8:30 AM to 11:15 AM

Agenda

Time	Agenda Item and Item Description	Presenter
8:30-8:35	Welcome and Introductions	Vince Rogalski, STAC Chair
8:35-8:40	Approval of the July Meeting Minutes	Vince Rogalski, STAC Chair
8:40-8:50	Transportation Commission Report (Informational Update)	Vince Rogalski, STAC Chair
8:50-9:30	TPR Representative and Federal Partners Reports (Informational Update)	STAC Members and Federal Partners
9:30-9:40	Legislative Report (Informational Update)	Emily Haddaway and Jamie Grim, CDOT Office of Government Relations
9:40-9:50	Break	
9:50-10:35	2050 Statewide Plan Update (Informational Update) <ul style="list-style-type: none">• Policy Directive 14	Darius Pakbaz, Director, Division of Transportation Development
10:35-10:55	Statewide Household Travel Survey (Informational Update) <ul style="list-style-type: none">• Update on the Household Travel Survey	Erik Sabina, Deputy Director, DTD
10:55-11:10	Revised STAC Bylaws <ul style="list-style-type: none">• Review of the updated draft STAC Bylaws	Marissa Gaughan, Multimodal Planning Branch Manager, DTD and Jamie Grim, Federal and Local Government Liaison
11:10-11:15	Other Business	Vince Rogalski, STAC Chair

STAC Website: <https://www.codot.gov/programs/planning/planning-partners/stac.html>

Statewide Transportation Advisory Committee (STAC) Meeting Minutes

Date/Time: Thursday, July 11, 2024; 8:30 a.m. - 12:00 p.m.

Attendance:

Denver Area: Ron Papsdorf, Greg Mills

Central Front Range: Dick Elsner

Eastern: Gary Beedy

Grand Valley: Dana Brosig, Rachel Peterson

Gunnison Valley: Vince Rogalski, Michelle Haynes

Intermountain: Brian Pettet

North Front Range: Suzette Mallette, Paul Sizemore, Johnny Olson, Becky Karasko

Northwest: Heather Sloop and Brian Cerkenik

Pikes Peak Area: John Liosatos, Danelle Miller

Pueblo Area: Eva Cosyleon, Wendy Pettit, Greg George

San Luis Valley: Vern Heersink and Hew Hallock

South Central: Luis Lopez II

Southeast: Ron Cook and Stephanie Gonzales

Southwest: Sarah Hill and Shak Powers

Upper Front Range: Kevin Ross and Elizabeth Relford

Southern Ute: None

Ute Mountain Ute: Brendon Adams

Federal Highway Administration: Bill Haas

Federal Transit Administration: Julia Wcislo

Transportation Commissioner Barbara Bowman

Transportation Commissioner Eula Adams

Welcome and Introductions - Vince Rogalski, STAC Chair

- The meeting commenced at approximately 8:30 am.

Approval of the June Meeting Minutes - Vince Rogalski, STAC Chair

- Chair Rogalski requested a motion to approve the June STAC meeting minutes.

STAC Action: STAC members approved the June 204 meeting minutes.

Transportation Commission Report (Informational Update) - Vince Rogalski, STAC Chair

- TC reviewed policy directive 1703: annual budget and cash management principles.
- US 50 bridge repairs were discussed. TC made two approvals of \$10 million each. In addition, the TC approved the transfer of the ownership of both bridges at Blue Mesa Reservoir to the Bridge and Tunnel Enterprise.

- Policy Directive (PD14) Policy Guiding Statewide Plan Goals and Objectives revisions were discussed by the TC.
- The Regional Priority Projects program (RPP) was further discussed. The TC chose to maintain the current formula for distribution of program funds.
- Bridge and Tunnel Enterprise PD 1, oversight of funding for state bridges and tunnels, was discussed. CDOT staff requested the adoption of staff recommendations.
- The small business and diversity committee spoke and explained opportunities for highway funding.
- Commissioner Adams wondered about opportunities for ESG to become prime instead of subcontractor.
- All submitted TC resolutions were approved.
- Decision on Chairman and Vice Chairman. Terry Hart will move from TC Vice Chair to TC Chair. Eula Adams will serve as TC Vice Chair. Herman Stockinger will continue as the TC secretary.

TPR Representative and Federal Partners Reports (Informational Update) - STAC Members and Federal Partners

- DRCOG: Over 11,000 people registered for 2024 Bike to Work Day but it is estimated that over 19,000 people participated. 24% of the participants were first time participants. Over 500 organizations participated in the business challenge.
- Central Front Range: There is a fair amount of construction in the region. Thanks to Aaron and his group for the help in explaining and assisting with the regional plan development process.
- Eastern: Area is in the middle of the winter wheat harvest.
- Grand Valley MPO: Elections were held for chair and vice chair but no changes were made. The Mesa County Safety Action Plan is underway. The GVMPO is deep into the 2050 regional transportation plan.
- Gunnison Valley: The US 50 Bridge over Blue Mesa Reservoir continues to undergo repairs. Starting on the 3rd of July, one lane was opened up in one direction. The pavement is being milled to reduce total weight which has increased from the repairs. Trucks cannot go on the bridge currently. County Road 26 is the truck route. The TPR is continuing to work on the 10-Year Plan and the regional long range plan.
- Intermountain: The 2050 transportation planning process will be underway in the coming week.
- North Front Range MPO: The Front Range Passenger Rail Committee provided project updates. Weld County has been removed from the Front Range Passenger Rail district so Tricia Kenny Canonico of Fort Collins will be the representative. Suzette Mallette of NFRMPO Executive Director is retiring, and Paul Sizemore will be serving as the NFRMPO Executive Director as of August.
- Northwest: A Mountain Rail project meeting took place.
- PPACG: Construction projects are continuing. The last TIP was signed by the governor. Thanks to Jamie Collins, Kathleen Collins, Geoff Guthrie and Lindsey Jaquez.
- PACOG: the Medal of Honor Trail and Blvd project has been making great progress. Pueblo County received a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant of \$8.8 million for the project. PACOG is also in the process of updating their Unified Planning Work Program (UPWP) and experienced a very Successful bike month. A bike bingo card was created to help give people some biking activity ideas.
- San Luis Valley: Crews finished their chip and seal on LaVeta Pass.
- South Central: Projects are underway. Preparations and discussions are being held for submitting draft legislation that would allow the state to avoid the potential merging of Southeast and South Central TPRs.
- Southeast: Two additional transit routes have been launched, and ridership continues to grow.
- Southwest: Montezuma released some Multimodal Transportation Mitigation and Options Funds (MMOF) American Rescue Plan Act (ARPA) funds so Southwest TPR is submitting some shovel ready projects for those funds. Archuleta County was awarded \$418,000 for a park and ride

and Durango Transit was awarded \$660,000 to replace bus stop facilities and maintain their fleet.

- UFR: There was discussion about MMOF and presentations from FEMA.
- Ute Mountain Ute: Some fencework and mowing has been underway. There is a blemish on one of the state highways that will be improved by CDOT.
- FTA: Earlier this week, the FTA announced 9 funding awards in Colorado for bus facilities and vehicles.

Legislative Report (Informational Update) - Emily Haddaway and Jamie Grim, CDOT Office of Government Relations

- CDOT presentations will be given to the Transportation Legislative Review Committee, Joint Technology Committee and the Wildfire Matters Review Committee.
- A comprehensive summary report of transportation legislation has been completed and will be sent to Aaron Willis, CDOT Statewide and Regional Planning Manager, to be distributed to STAC members.

2050 Statewide Plan Update & PD-14 (Informational Update) - Marissa Gaughan, Multimodal Planning Branch Manager, and William Johnson, Performance and Asset Management Branch Manager, Division of Transportation Development (DTD)

- Planning development discussions with rural Transportation Planning Regions (TPRs) began on July 8.
- The agenda for the first TPR meetings includes discussing changes since the 2045 Regional Transportation Plans, reviewing the mission and vision statements, sharing accomplishments and progress on projects and corridors, reviewing data trends and identifying focus areas and any potential updates to plan.
- The 2050 Statewide Transportation Plan public engagement process will include a statewide transportation survey, 4 meetings with rural TPRs, potentially two virtual town halls with transportation commissioners, CDOT staff attendance at major public events to solicit public input and engagement of interest groups pertaining to alternative modes of transportation.
- Strategic Highway Safety Plan listening sessions will be held soon for each CDOT Region.
- Regional Transportation Plans to be adopted by August of 2025 with adoption of the 10-Year Plan by the end of 2025.
- PD-14 suggestions were updated to reflect the concerns of STAC and TC members. Many members felt that pavement investments were not emphasized enough.
- STAC members continued to emphasize that asset management (infrastructure maintenance) is the largest concern with the current transportation system, and it would be unwise to build more infrastructure that can not be maintained.
- Commissioners asked to have better information on the amount of dollars that go towards asset management.

Active Transportation Plan (Informational Update) - Annelies van Vonno, CDOT's Bicycle and Pedestrian Program Coordinator, DTD

- The Active Transportation Plan initiating now will be the update to the 2012 Statewide Bicycle and Pedestrian Plan.
- The purpose of the active transportation plan is to set goals, policy recommendations, and establish actions to guide the next generation of active transportation improvements in Colorado.
- The plan is anticipated to finish by the end of April 2025.
- Some STAC members showed concern for there being increased bike/pedestrian use on arterials that are occupied by cars. They believe having more pedestrians and bicyclists on these roads presents conflicts with motor vehicles and is a large part of the problem.

Strategic Highway Safety Plan (SHSP) (Informational Update) - Gabi Gamily, Traffic Safety and Engineering Branch and David Swenka

- The plan is developed in partnership with the Colorado Department of Revenue (DOR), Colorado Department of Education, Colorado Department of Health and Environment (CDPHE) and Colorado State Patrol (CSP).
- There will be one listening session in each CDOT region, one-on-one follow up meetings as needed and virtual feedback options will be provided.
- A Vulnerable Road User (VRU) Safety Assessment is required as part of the State Strategic Highway Safety Plan.
- VRUs accounted for a growing share of roadway fatalities in recent years in both Colorado and the nation.
- CDOT will conduct regional VRU Prioritization Studies to identify safety program improvement projects.
- Before and after studies will be used to evaluate effectiveness of VRU safety improvements.
- CDOT will also be compiling an inventory of Vulnerable Road User Infrastructure.

Region 4 Project Update - Heather Paddock, Region 4 Director

- Traffic fatalities are at their highest since 1981.
- Suspected impairment makes up over one-third of fatalities in Colorado.
- Increases in law enforcement are said to have directly led to an 81% reduction in fatal crashes.
- Meet bimonthly with Colorado State Patrol to identify low cost, immediate benefit, engineering solutions identified by law enforcement.
- The leading cause of crashes were found to be due to wildlife. The rest are largely a result of crashes at intersections and along passing lanes.
- For fatal crashes caused by median crossovers, the best solution was determined to be the installation of concrete barriers on sections.
- CDOT Region 4 prepared a bicycle and pedestrian safety study to improve multimodal safety within the Region.

STAC Bylaws & TPR IGA Timeline Marissa Gaughan, Multimodal Planning Branch Manager, DTD and Jamie Grim, Federal and Local Government Liaison

- TC adopted Resolution #TC 2024-05-08 that contained changes to the Planning Rules based on recommendations from the HB23-1101 TPR Boundary Study, including:
 - Adding term limits for STAC Chair and Vice Chair
 - STAC Chair and Vice Chair rotate between rural and urban areas to avoid all rural or all urban leadership on the STAC.
- STAC action to approve the Bylaws should take place before October, ahead of the election of officers.
- The STAC members requested CDOT staff to prepare updated draft STAC bylaws based on the TC recommendations, and to present them to STAC sometime in August or September.

Next STAC meeting: August 1, 2024 8:30 to 12:30 and will be virtual.

Transportation Commission (TC) Meeting Notes

DRAFT

July 17, 2024 - July 18, 2024

Workshops - Wednesday, July 17, 2024

12:30pm to 4:30 pm

Attendance:

Nine of the 10 Transportation Commissioners were present: Chair: Terry Hart, Vice Chair: Eula Adams, James Kelly, Yessica Holguin, Mark Garcia, Shelley Cook, Karen Stuart, and Rick Ridder. Commissioner Barbara Bowman was excused.

Right of Way Condemnation Authorizations - Keith Stefanik

Purpose and Action: CDOT Region 5 seeks condemnation authorization of one fee simple parcel and two temporary easements necessary for Project Number FBR 151A-012. A resolution, in accordance with Colorado Revised Statute §43-1-208, granting approval to CDOT to initiate and conduct condemnation proceedings is being requested. This is for an emergency project due to heavy spring cutoff necessitating a culvert replacement on Highway 151 MP 28.15. Property owners have received payment for permission and use. There has been back and forth negotiation with the property owner on the upstream side since they do not want to provide permanent access to their property.

Discussion:

- Commissioner Cook had asked about the difference between a permanent easement and a fee parcel. The permanent easement provides CDOT almost all of the rights, 90%, compared to the fee parcel which is 100%.
- Commissioners expressed no concerns with the requested condemnation authorization after their questions were answered.

Budget Workshop - Jeff Sudmeier and Bethany Nichols

FY 2024-2025 First Budget Amendment

Purpose and Action: To review the first budget amendment to the FY 2024-25 Annual Budget in accordance with Policy Directive (PD) 703.0. The action is that the Department of Accounting and Finance (DAF) is requesting the TC to adopt the first budget amendment to the FY 2024-25 Annual Budget, which consists of two items that require TC approval.

1. Reallocates budget across the Maintenance Program Areas to reflect the estimated need for each MPA in FY 2024-25. The total allocation remains unchanged at \$297.9 million.
2. Transfers \$1.9 million from the TC Program Reserve Fund in the Commission Reserve Fund to address a shortfall for the Payments to Risk Management and Property common policy for FY 2024-25. Of the total, \$1.1 million will be transferred to the

Administration line and the remaining \$785,951 will be transferred to the Agency Operations line. There have been significant property losses and insurance claims. There is not CDOT-specific data, since this is a statewide pool.

Discussion:

- Bethany Nichols provided an update on some other areas. There are several senate bills that have revenue and expenditure impacts, particularly to the enterprises. Once the enterprise boards adopt the changes coming from legislation, these items will be brought to the TC. This item is informational this month. Several bills will require administrative funding.
- Commissioner Cook asked if for the maintenance program areas, the snow and ice control was more than anticipated while road and surface was less. Normally it seems that these would track so she is checking that surface treatment was not shorted. Jeff Sudmeier responded that these are operational planning numbers but each maintenance planning section has the ability to shift money. They determine the budget breakdown by maintenance planning area (MPA) but this can shift with weather for example. Snow and ice is the fastest growing inflationary cost. It is required that CDOT maintains B-level service for snow and ice so this work is a priority.

Bridge and Tunnel Enterprise Budget Workshop - Patrick Holinda

BTE Budget Amendment & Supplement Requests

Purpose & Action: To provide the Bridge and Tunnel Enterprise Board of Directors (Board) with information on the first proposed amendment to the Fiscal Year (FY) 2024-25 Bridge and Tunnel Enterprise (BTE) Budget Allocation Plan and the first proposed BTE budget supplement of FY 2024-25. CDOT staff is requesting Board approval of two proposed resolutions: Proposed Resolution #BTE3, the first amendment to the FY 2024-25 BTE Budget Allocation Plan, and Proposed Resolution #BTE2, the first BTE budget supplement of FY 2024-25.

- The first BTE budget amendment reallocates \$8,956,097 from the BTE Capital Construction Program to the 2024A Infrastructure Revenue Bond Debt Service.
- Subdividing the BTE Capital Construction Program into New Categories BTE is also amending the previously approved FY 2024-25 BTE Budget Allocation Plan to provide additional transparency, subdividing the existing Capital Construction budget line into two new categories 1) BTE-eligible 10-Year Plan Projects and 2) BTE Safety Critical and Asset Management Projects .
- Region 4 and 5 Budget First FY 2024-2025 Budget Supplement Requests -
 - Region 4 requests a budget supplement of \$22,653,754 to establish the construction phase for four BTE-eligible US 6 and US 385 bridge replacements included in the Holyoke Bridge Bundle Project in Sedgwick and Philips Counties.
 - Region 5 requests a budget supplement of \$862,635 to establish the design phase for a project to replace two BTE-eligible bridges at SH 114 over Saguache Creek (L-11-C) and SH 114 over Cochetopa Creek (K-09-B) in Saguache County

Discussion:

- No discussion

Full Time Employee (FTE) Review and Legislative Discussion - Anna Mariotti and Emily Haddaway

Purpose & Action: To present the TC with a request to increase the CDOT FTE count cap based on identified needs from the 2024 legislative session. CDOT Executive Management requests that the FTE count cap be increased by 12.0 FTE (0.03%) based on the 2024 legislative session. If approved, the new FTE count cap for CDOT would be 3,479 FTE. SB24-184 creates funding for surface transportation through a congestion fee on rental vehicle usage. This represents four of 12 positions requested, one of which is in Colorado Transportation Investment Office (CTIO) for administering the congestion fee and supporting planning and coordination on transit and rail, and overseeing projects funded through the new revenue stream. There is one additional FTE within the Division of Accounting and Finance (DAF) for accounting support to CTIO related to administration of funding sources. They are anticipating two new positions within the Office of Innovative Mobility to support the intergovernmental agreement (IGA) identified in the bill implementation and development plan.

Discussion:

- Jeff Sudmeier explained that last October, the TC approved redefining the FTE cap as actively filled positions, which provides more flexibility. When there is new legislation passed with an FTE impact, the practice is to capture the new scope for CDOT within a TC resolution.
- Emily Haddaway also provides an overview of upcoming ballot initiatives for next session.
- Vice Chair Adams expressed concerns of the costs and need for employees to cover required tasks, and noted that CDOT staff should be mindful of how to use the funding sources efficiently and minimize adding resources. Jeff Sudmeier, CDOT Chief Financial Officer, noted the increase of FTE hiring would occur over time based on need and will not start immediately.
- Commissioner Kelly asked what the estimated revenue generated by car rentals is. Jeff Sudmeier responds that this is expected to generate in FY26 \$60 million. This would grow over time.
- SB24-230 imposes a production fee on oil and gas. 80% of proceeds, \$138 million, is used for public transit, and the remaining 20% to the Department of Natural Resources for wildlife conservation. This is a significant amount of money so there is additional work in implementation. This will be directed towards the Clean Transit Enterprise, 70% of which to local transit operations, 10% to local transit grant program cash funding, and 20% to rail funding for passenger rail funding and service. Six positions are associated with this bill. Two of those positions are within the Division of Accounting and Finance, including budget and accounting work and include contracting and procurement support. Four positions will be in the Clean Transit Enterprise to support grant making. All six of these positions will be funded through revenue from the bill.
- Another Commissioner asked if they are limited by the legislature on FTE. Jeff Sudmeier says there is room to determine at a later date if there is additional need for positions. At this point, there would first be an effort to find bandwidth within the existing cap.

- Commissioner Holguin asked about the decrease of the FTE in the FY26 note. Jeff Sudmeier notes that the fiscal year numbers are more precise, they are analyzing the position in terms of timing, and how much FTE is required for time.
- HB24-1313 Housing in Transit Oriented Communities and establishes zoning capacity targets for communities along the Front Range to increase housing density around transit. SB-24-032 creates an ozone season grant program and Youth Zero Fare program. The requirements related to CDOT are mostly related to reporting and planning.
- Enterprises and programs administered by the Colorado Energy Office and do not have direct impacts on CDOT. The bill also creates a statewide transit pass exploratory committee to come up with a viable proposal for a statewide transit pass. This creates an additional position in OIM/DTR responsible for stakeholder outreach, meetings and research.
- SB-24-190 is not associated with an FTE increase this year but may be next year. This bill creates two tax credits, one of which is administered by CDOT to charge rail lines to maintain rail access to coal transition communities.
- There are two ballot initiatives tracked that have gone through the process of the title board and determined that they meet single subject rule. They are not overly concerned they will get on the ballot. #283 redefines “fee.” This is not specific to transportation. Fees are not subject to TABOR as taxes are. The deadline to submit signatures is August 5th. Since this is a constitutional amendment, they will require passing a 55% threshold to pass and 124,000 signature (2% of each of 35 state senate districts). Ballot initiative #284 is specific to transportation fees, saying that any fees for the purpose of transportation can only be assessed in the area for which the mass transit is being funded and must be approved by a vote.
- They have not submitted a finalized agenda to the governor’s office for the 2025 legislative session. Commissioners and the governor are interested in funding rest areas. There are a few groups on the Western Slope interested in finding dedicated sources for wildlife crossings. Colorado State Patrol mostly enforces engine brake noise but there are potential CDOT interactions. There are legislators concerned about loud brake noise and want to explore new technology to track violators. CTE is not continuously funded, which gives a variety of legislative challenges. Some legislators have brought up the topic of crash data modernization.
- Commissioner Stuart said that there was a discussion on including the TC earlier in the legislative session crafting. They are still interested in being included early on in an informational capacity and having a larger role in the conversation going forward. Herman Stockinger says that this is part of the process.
- Commissioner Parsons asked when the legislative agenda for CDOT will be out. Emily Haddaway responds that this is difficult to say, given that the process involves filtering ideas to the Governor’s Office, which reviews them. The

Governor's Office approves this on a rolling basis. This is a good time to bring up ideas. There are ideas that originate with CDOT or the Governor's Office.

- Currently, they are honing in on the CTE continuous appropriations and submitting the creation of the 16th TPR. There will be a few transit and rail bills that are likely to be passed from the Governor's Office.
- Commissioner Garcia asked if an MPO could be added. Director Lew responded that this is not within CDOT's purview, the rules are guided by the federal government, and it does not seem like intermountain could be added as an MPO.

Pavement Funding Allocation Program Status - John Lorme and Jim Fox

Purpose and Action: To provide an update on the work progress for a project utilizing the two pavement funding allocations, the Strategic Pavement Preservation and the Post-Winter Critical Repairs. No action is being requested, it is for information only.

Discussion:

- The Commission approved two different funding allocations. One of which was the \$10 million for the strategic pavement preservation which was designed to seek improvement to pavement condition using low cost solutions. \$25 million was approved for post-winter critical pavement repair. Strategic pavement preservation intends to improve and sustain existing pavement. They have used 84% of the \$10 million funding allocation. There are 42 projects delivered thus far. 40 of these were done by maintenance staff.
- The Commissioners had no questions or discussions.

Statewide Planning Update and PD 14 - Darius Pakbaz and Marissa Gaughan

Purpose and Action: To provide the TC with information on the development of the 2050 Statewide Transportation Plan and Regional Transportation Plans, including kick-off meetings with each rural Transportation Planning Region (TPR), initial public engagement plans, planning process and schedule, and proposed revisions to Policy Directive 14 (PD 14). No action is being requested, it is for information only.

Discussion:

- Currently they are executing first meetings with each TPR. In tandem with these discussions, there will be a public engagement process which includes building on the 2045 Planning Process Public engagement, adding further emphasis on equity & engagement of disproportionately impacted communities, utilizing the internet, using maps and GIS tools for needs assessment.
- Commissioner Stuart asked if Commissioners should be present at public engagement events. Darius Pakbaz responded that this will be discussed later specifically with respect to which public events for TC members to be present. If there is a major public events planned by local entities to obtain input, they will solicit input from local partners on which events would be appropriate. That would be the appropriate type of events for TC members to be present for.
- Commissioner Stuart asked that when Single Occupancy Vehicles (SOVs) are referred to, and provide alternatives to SOV, they are also trying to encourage Electric Vehicle

(EV) adoption, therefore is there a reason to be more precise in terminology. Darius Pakbaz said that in order to meet the Governor's goals for EV adoption and GHG reduction levels needed, reducing SOVs needs to happen. The EV adoption work happens outside of the long range planning work. The Transportation Commission has the option to provide changes to language.

- Commissioner Cook pointed out the word “optional” in “reduce VMT per capita,” and urges to make that part of the metrics rather than optional. Darius Pakbaz says that any feedback can be incorporated. Commissioner Cook asked what DTD is looking for in terms of making that determination. Darius Pakbaz responded that since there is no decision to be made today, a general confirmation that these measures are the top level measures to help with communication with stakeholders and the public would be helpful today.
- Darius Pakbaz added that if the Commission agrees with changes to PD 14 in responding to local partners and public stakeholders, they will have a new draft of PD 14 for review and it will be up for adoption at a later month.
- Commissioners Stuart, Adams Hart and Garcia all raised concerns of the loss of some of the information currently in PD 14 with the proposed updates to minimize text. Herman Stockinger CDOT Deputy Executive Director, wanted to clarify what the concern is, that they do not know what the PD says or the removal of priorities and highlighting of three priorities. Vice Chair Adams is concerned about the linkage between the top priorities being kept in the granularity of analysis.
- Commissioner Kelly said that the subcommittee needs to return with additional direction. Chair Hart says that there needs to be better communication about where the dropped goals and language have gone.
- Herman Stockinger, CDOT Deputy Executive Director, confirmed with the TC that a spreadsheet (crosswalk) of measures that are in PD 14 now and where it will be considered moving forward would ease concerns held raised by the TC members.

Region 4 Update - Heather Paddock

Purpose and Action: To present a Region 4 update to the TC. Informational only, no action is being requested. Agenda items included:

- A Region 4 Overview
- Advancing Transportation Safety
- Colorado State Patrol Partnership
- Regional Safety Improvement Projects
- Safety-Focused Studies

Discussion:

- Vice Chair Adams thanked Heather Paddock, Region 4 Regional Transportation Director, for the presentation. He asked about the chart about wild animal impact, that in a more rural community, there are projects with overpasses and underpasses, and asked what are the other projects undertaken, including fencing. Heather Paddock responded that there is one wildlife underpass area on US 287 for which a grant is being pursued. In other areas, there are box culverts, there is just a need to redirect wildlife to those culverts. Another project is wildlife fencing.
- Commissioner Parsons asked about how to reconcile the increase in traffic and the goal to decrease SOVs using the system, and how development keeps growing in rural areas due to housing costs. Region 4 is doing a study on the causation of accidents. From a congestion standpoint, most of this section of road on CO 14 does function, but there are a lot of solutions to improve safety that are not just highway expansion. Developments are building some expansion by Fort Collins and there are conversations being had with local partners.
- Commissioner Kelly asked where the wildlife conflicts are geographically. Heather

Paddock responded that the relevant chart was closer to the Wyoming border. Typically, wildlife does not lead to serious injuries and fatalities for the cars.

- Commissioner Rdder said there is less of a correlation between deaths and wildlife as there is between death and other activities, and there is no data comparing miles traveled and wildlife incidents for the eastern portion of the region. Heather Paddock noted that there is data calculating this, but it is not readily available or onhand.
- Vice Chair Adams asked about initiatives with broadband and wifi. Heather Paddock responded that there are lots of communities pushing for fiber. CDOT specifically uses the technology within the cities and signal timing.

Mobility Committee - Bustang Update - Paul Desrocher, Ben Gelman, and Jan Rowe

Purpose and Action: Provide the TC with an update of the Bustang program. No action is being requested. This is for information only.

Agenda items included:

- Bustang History
- Bustang Ridership through the Pandemic
- Service Expansion
- Bustang Ridership by Route
- Bustang Partnerships
- North I-25 Mobility Hubs
- New Bustang Vehicle Wrap
- Northern Colorado Maintenance Facility
- Future of Bustang
- Questions and Discussion

Discussion:

- Vice Chair Adams noted that much of the system services are in Northern Colorado and asked how the network is doing in the south, what the ridership is, and what the marketing plans are, and if there is enough advertising money. Jan Rowe responded that the presentation today was northern focused due to 10 year plan projects, and there is still south line support, including the Lone Tree Mobility Hub. Ben Gelman responds explained that with respect to ridership, they continue to see higher ridership on north line ridership services and they are dedicating an equal number of services to both north and south lines. There is a marketing budget that has increased sizably and marketing efforts supported by consultants. Vice Chair Adams responds that if this were a private sector enterprise, they would be lowering prices to increase ridership and change behavior.
- Commissioner Ridder noted that there is a missing line between Craig and Grand Junction and expresses hope for finding funding for this. Jan Rowe responded that the Transit Connections Study is the current effort to identify needs, which may include guidance for the Bustang system.
- Commissioner Garcia inquired about how Bustang competes with PUC licensed operators. Jan Rowe mentioned that ridership has increased on the western line, and this is being assessed with the Transit Connections Study. There has been thought to have connections to the airports, particularly Denver International Airport. Sterling to Denver will be stopping at DIA.
- Commissioner Cook asked about numbers with the coping panels access. Ben Gelman responds that there is not specific knowledge of specific riders from Denver to Colorado Springs beyond the Denver Metro area. In June, they did register over 4,200

passenger boardings on the south line. There is typically a dip of ridership in the summer months.

- Commissioner Parsons asked if there is comprehensive planning effort to put mobility hubs more south than Lone Tree. Jan Rowe responded that there is a Bustang facility in Colorado Springs and it is a statewide effort.
- Commissioner Kelly inquired about the mobility hub at Loveland. Jan Rowe explained that August 12th is the tentative finish at Berthoud.
- Commission Chair Hart asked about the 5-20 year plan for Bustang, saying that the Bustang is not convenient going south. Jan Rowe noted that there is an Outrider service for Pueblo.
- Vince Rogalski says that Gunnison has been waiting for a Bustang service, also.

Adjournment at approximately 4:30 pm

Thursday, July 18, 2024

Call to Order, Roll Call

Nine of the 10 Transportation Commissioners were present: Chair: Terry Hart, Vice Chair: Eula Adams, James Kelly, Yessica Holguin, Mark Garcia, Shelley Cook, Karen Stuart, and Rick Ridder. Commissioner Barbara Bowman was excused.

Public Comments

- Sofie di Tomasso, Natural Resources Defense Council-expressed gratitude for the changes to PD 14, especially the increased level of transit service.
- Jessie Burley, Town of Breckenridge and Colorado Communities for Climate Action was thankful for the consideration of comments on PD 14 revision process, especially in the reduction of vehicle miles of travel (VMT) targets.
- Kathy Henson, Thornton City Council, was-supportive of the most recent draft of PD 14.
- Emily Baer- Erie Town Council, enthusiastically supported the adoption of updated PD 14.

TC gavel was passed from current TC Chair Commissioner Karen Stuart to Newly Elected TC Chair Commissioner Terry Hart

- Gratitude to the previous chair, Karen Stuart, was expressed from the newly elected TC Chair, Terry Hart.

Comments of the Chair and Commissioners

- Commissioner Cook- Expressed appreciation from CDOT representatives working with communities in Jefferson County. Edgewater Revitalizing Main Streets Grant to create a road diet that has been successful. Impressed with Mountain Rail progress. Wheatridge is also focusing on transit.
- Commissioner Kelly- Progress is being made on I-25 between Berthoud and Mead. A presentation by Heather Paddock, Region 4 Regional Transportation Director, was beneficial.
- Commissioner Ridder- Attended a Gilpin County Commissioner meeting on snow removal issues and wildlife crossings, the County will continue to pursue greater

funding for this. The Commissioner is thankful for the Northwest Passenger Rail Coalition. He is also thankful for the crosswalk project in Oak Creek.

- Commissioner Stuart - Attended a DRCOG meeting on Tuesday that was interesting, including a bus rapid transit (BRT) overview and an overview on regional projects on BRT. A Northwest Rail service and operations update was provided and is still in progress. Attended a Colorado Transportation Investment Office (CTIO) mid month meeting that included an update on a safety improvement program. Attendees received an update on the new back office procurement process. Looking forward to the upcoming CTIO retreat. There will be an Open house on 7/24 in Northglenn to look at I-25 safety improvements along segment 2.
- Commissioner Garcia - Encourages the public to stay engaged with PD 14 work. Thankful for Region 5 staff, as the US 550 project is almost done. Construction season is in full swing.
- Commissioner Holguin - Thankful for responsiveness on comments on PD 14. Concerned about motorcycle driver behavior safety and confusion between lane splitting and lane filtering. Attended the NAAPME meeting and she participated in the revision of the NAAPME 10 year plan. Looking forward to hear more Northwest Rail updates.
- Commissioner Parsons- Went on a tour in June with Region 2 RTD Shane Ferguson. Thankful for PD 14 updates addressing of fatalities.
- Vice Chair Adams - Thanked CDOT staff for work, especially to get US 50 back open. Attended a Southwest Rail coalition kickoff and was pleased to see the support from the community. Thankful to the City of Denver's Office of Transportation and Infrastructure's response to comments. Plans to attend the Safety Summit in Colorado Springs. Met with Frank Spinelli to understand how CDOT is covered through the State Auditor's Office.
- Chair Hart - Echoed thanks for the PD 14 comments specifically efforts to increase transit.

Executive Director's Management Report-Shoshana Lew

- CDOT has been busy delivering projects, including opening the US 50 Blue Mesa Reservoir bridges in Gunnison on a limited basis. Lots of policy work has been undertaken. Exciting opportunities around transit and rail, and working to comply with legislative deadlines

Chief Engineer's Report - Keith Stefanik

- US 50 reopened on July 3rd. Currently above capital spending projections, which is a great indicator that the staff is delivering.

CTIO Director's Report - Simon Logan

- New CTIO Board member from the I-70 corridor. Regular board meeting was last week to review the express lane program. There is an 80% reduction in violations of expressway rules has occurred since the implementation of new violation programs. New back office procurement program has initiated, implementation and integration is kicking off now.

FHWA Division Administrator Report - Paige Casteneda

- August redistribution estimates put CDOT at the top in the nation for the percentage of requests, as compared to obligations.
- Collaboration with CDOT has resulted in a reduction in the percentage of inactive projects.

STAC Report - Vincent Rogalski

- Emily created a comprehensive legislative report to be shared.
- Planning season is in full swing.
- Strategic highway planning safety listening sessions are planned.
- PD 14 questions were updated to reflect concerns of STAC.
- Active Transportation and Strategic Highway safety plans are underway.
- STAC bylaws and TPR IGAs are in progress.
 - Commissioner Adams- Commented that asset depreciation in government does not look the same as it does in the private sector and expressed agreement on the focus of CDOT on the prioritization of maintaining assets.

Discuss and Act on Consent Agenda (Herman Stockinger)

- Proposed Resolution #1: Approve the Regular Meeting Minutes of June 20, 2024 - Herman Stockinger
- Proposed Resolution #2: IGA Approval >\$750,000
- Proposed Resolution #3: Fiscal Year 2025 Maintenance Projects \$150K-\$250K Approval
- Proposed Resolution #4: Region 2 Access Appeal of Eisenberger Access
- Proposed Resolution #5: Disposal Parcels 24-EX, 17-EX, 18-EX, and 18EX-1, Golden
- Proposed Resolution #6: Disposal: Parcel AP-1-RM US 85 and WCR 44
- Proposed Resolution #7: Disposal: PE-304A, Littleton - Lauren Cabot - Jim Fox -

A Motion by a Commissioner was raised to approve, and seconded by another Commissioner and passed unanimously.

Discuss and Act on Proposed Resolution #8: Budget Amendment of FY 2025 (Jeff Sudmeier and Bethany Nicholas)

A Motion by a Commissioner was raised to approve, and seconded by another Commissioner and passed unanimously.

Discuss and Act on Proposed Resolution #9: Budget Supplement of FY 2025 (Jeff Sudmeier and Bethany Nicholas)

A Motion by a Commissioner was raised to approve, and seconded by another Commissioner and passed unanimously.

Discuss and Act on Proposed Resolution #10: FHWA DBE Goal Methodology Adoption (Marsha Nelson - Jun Arcilla - Greg Diehl)

A Motion by a Commissioner was raised to approve, and seconded by another Commissioner and passed unanimously.

Discuss and Act on Proposed Resolution #11: Full Time Employee (FTE) Review (Anna Mariotti)

A Motion by a Commissioner was raised to approve, and seconded by another Commissioner and passed unanimously.

Discuss and Act on Proposed Resolution #12: Condemnation Authorization Request (Keith Stefanik)

A Motion by a Commissioner was raised to approve, and seconded by another Commissioner and passed unanimously.

Recognitions

- None

Other Matters

- None

Adjournment

- Adjourned at 10:15 am



COLORADO
Department of Transportation

Statewide Transportation Advisory Committee Memorandum

To: Statewide Transportation Advisory Committee Memorandum (STAC)

From: Darius Pakbaz, Director, Division of Transportation Development. William Johnson, Performance and Asset Management Branch Manager.

Date: August 1, 2024

Subject: Proposed Policy Directive 14.0 Revisions

Purpose

Policy Directive 14.0 (PD 14) establishes the overarching policy and objectives for the development and implementation of Colorado's 2050 Statewide Transportation Plan. The policy outlined in this directive will guide the department's strategic 10-Year Transportation Plan via a collaborative public process, and provide performance measures and targets to measure the success of the Department's efforts to improve in the key goal areas of Advancing Transportation Safety, Fix Our Roads, and Sustainably Increase Transportation Choice. These performance measures facilitate the implementation of the Statewide Transportation Plan by directing transportation investments in the 10-Year Transportation Plan, Four-Year Prioritized Plan, Statewide Transportation Improvement Program (STIP), and the annual budget. Periodically, the Transportation Commission (TC) revises PD 14 with updated performance measures or targets. Colorado Department of Transportation (CDOT) staff proposed PD 14 revisions to the TC in May 2024. CDOT staff will continue discussions at the upcoming August STAC meeting

Action

Continue discussions from July TC and provide additional feedback.

Background

During the January 2024 TC meeting, the Rules Governing Statewide Transportation Planning Process and Transportation Planning Regions were opened. As part of this process, staff reviewed PD 14 and proposed revisions to the TC in May 2024, with discussions continuing in June and July. The proposed revisions streamlined PD 14 by reducing the number of performance measures to ensure the Department is strategically focusing investments towards key goal areas to make substantial progress towards CDOT's overarching vision for transportation.

As part of the ongoing dialogue surrounding PD 14, CDOT staff presented to STAC in May, June, and July. After receiving feedback from the TC and STAC, staff have expanded the proposed performance measures to include Vehicle Miles of Travel per Capita, and developed a matrix of performance measures that demonstrates

alignment of performance measures included within the department's strategic plans and PD 14. The August presentation will provide an opportunity for the STAC to engage further into the proposed revisions and offer feedback and insights.

Next Steps

TC approval of resolution to adopt PD 14 during the September 2024 meeting.

Attachments

Attachment A: PD 14 August TC Update

Attachment B: PD 14 Performance Matrix

Attachment C: Draft Update PD 14.0



COLORADO
Department of Transportation

Policy Directive 14.0 (PD 14.0)

Proposed Revisions



CDOT's Performance Landscape



Governor's Priorities drive performance at all levels.



Crime Prevention



Energy and Renewables



Health



Housing



Tax Reform

Tier 1

Department Goals

Transportation Commission Policy Directive 14.0 | CDOT Performance Plan (WIGs)

Tier 2

Strategic Investments

10-Year Transportation Plan | 4-Year Prioritized Plan |
Statewide Transportation Improvement Program | Federal National Performance Measures

Tier 3

Strategic Plans

Statewide Transportation Plan | Strategic Transportation Safety Plan | Greenhouse Gas (GHG) Roadmap 2.0 | Transportation Asset Management Plan | Statewide Transit Asset Management Plan | Freight and Passenger Rail Plan | Aviation System Plan | GHG Transportation Planning Standard | Carbon Reduction Strategy | National Electric Vehicle Infrastructure Plan

Tier 4

Performance Measures

Federal Performance Progress Reports | CDOT Accountability Dashboard |
Ranking the States | Transparency Online Project System | SB 21-260 Reporting |
Performance Dashboards



Setting the Stage

Themes & Identification of Issues



Make Travel Safer

- Rise in traffic-related fatalities and serious injuries since 2010.
- Overall goal of vision zero.
- Provide safer options for Vulnerable Roads Users (VRUs)



Fix our roads and maintain our current system

- 3.3% percent of interstates in poor condition - Ranked 47th out of the 50 states.
- Public perception - complaints and news stories
- Continue work and programs from the previous 10-Year Plan on poor interstates and rural road investments



Expand Transit Service to Coloradans

- Crucial initiative to help with Greenhouse Gas (GHG) reduction goals
- Strategic growth
- Reduces congestion
- Provide alternatives to single occupancy vehicle travel



Reduce GHG Emissions from the Transportation Sector

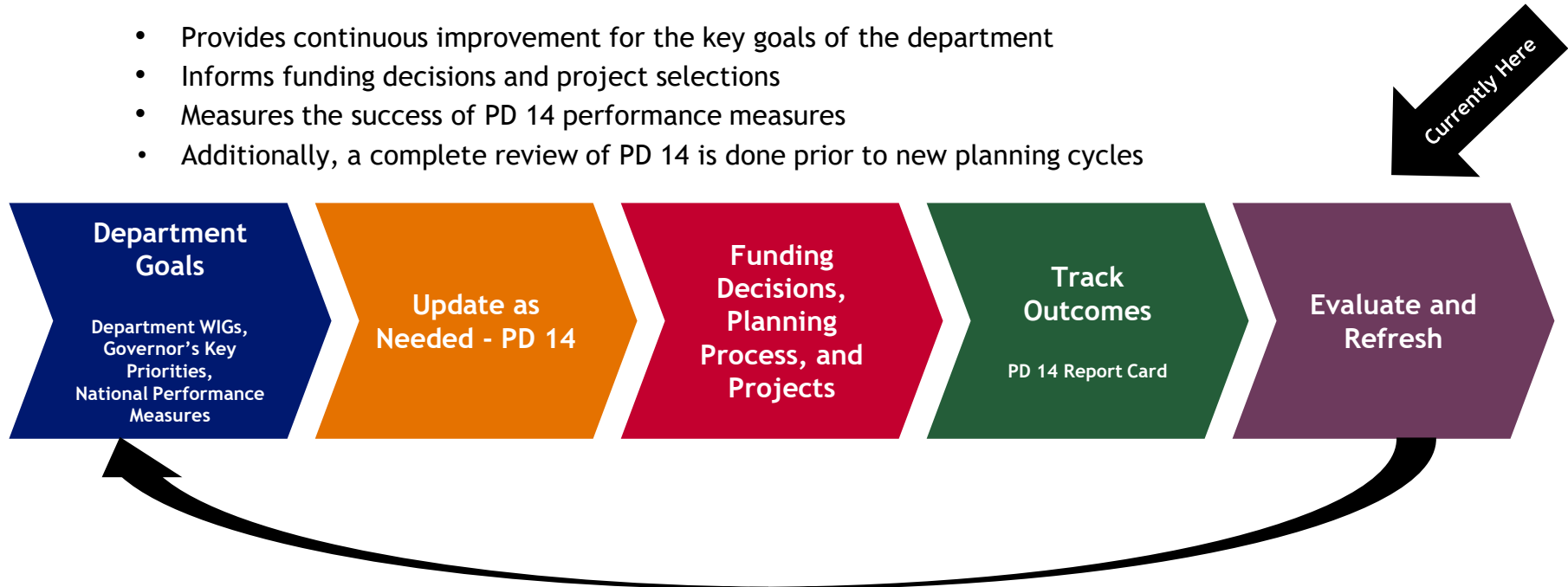
- Top sector for GHG emissions - 28 to 30% of all GHG emissions
- GHG Planning Standard - required reduction of 1.5 Million Metric Tons (mmt) and 1.2 mmt of emissions in new transportation plans
- Overall sector wide goal of reaching net zero emissions by 2050



Policy Directive 14 Annual Review Process

- PD 14 Review Framework

- Provides continuous improvement for the key goals of the department
- Informs funding decisions and project selections
- Measures the success of PD 14 performance measures
- Additionally, a complete review of PD 14 is done prior to new planning cycles





Draft Planning Cycle Goals

Guiding Principles for Plan Development & Implementation



Advancing Transportation Safety

No matter where you're going or how you're getting there, Colorado is committed to providing you a safe and efficient transportation network so you arrive at your destination safely.



Fix Our Roads

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



Sustainably Increase Transportation Choice

Provide alternatives to single occupancy vehicle travel that increase choices and reduce air pollution from transportation.



Proposed PD 14 Revisions

Revise the Scope of PD 14 to Focus on CDOT's Top Goals

Advancing
Transportation



Current Metrics

- Vehicle Crashes
- Fatalities
- Serious Injuries
- Vulnerable Road Users
- Employee Safety

Revised Metrics

- Fatalities and Serious Injuries
- Vulnerable Road Users (VRUs)

Fix Our Roads



Current Metrics

- Bridges
- Pavement
- Maintenance
- Other Highway Assets
- Transit Assets

Revised Metrics

- Bridge Condition
- Pavement Condition

Sustainably
Increase
Transportation
Choice



Current Metrics

- Reliability and Congestion
- Multimodal Options
- Environmental Impact

Revised Metrics

- Statewide Transit
- Clean Transportation



Advancing Transportation Safety

Advancing Transportation Safety

No matter where you're going or how you're getting there, Colorado is committed to providing you a safe and efficient transportation network so you arrive at your destination safely.

Performance Measures

- Fatalities and Serious Injuries
- Vulnerable Road Users

- Reduce the number of traffic-related fatalities and serious injuries.
 - 50% reduction by 2037
- Reduce the number of traffic-related fatalities and serious injuries involving Vulnerable Road Users.
 - 50% reduction by 2037





Previous PD 14 Performance Measures

Advancing Transportation Safety

Previous PD 14 Measures not Included in the new Proposal

Highway Safety

- Vehicle Crash Rate
- Commercial Vehicle-Related Crashes
- Highway Rail Incidents

Employee Safety

- On-the-Job Injuries
 - Example Investment: Training and Education
- Vehicle Crashes Involving CDOT Employees
 - Example Investment: Training and Education



Fix Our Roads

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

Performance Measures

- Bridge Condition
- Pavement Condition

Pavement Condition

- Interstate Pavement in Poor Condition (FHWA Metric)
 - At or Below 1% (by 2037)
- State Highway System Pavement Drivability Life (DL)
 - At or above 80% High/Moderate DL (by 2037)

Bridge Condition

- National Highway System (NHS) Bridges in Poor Condition
 - At or below 5% Poor (Maintain through 2037)
- State Highway System (SHS) Bridges in Poor Condition
 - At or below 5% Poor (Maintain through 2037)





Previous PD 14 Performance Measures

Fix Our Roads

Previous PD 14 Measures not Included in the new Proposal

Pavement

- Achieve or maintain 80% high or moderate Drivability Life (DL) for Interstates, National Highway System (NHS)

Bridge

- Bridge deck area on the National Highway System in good condition (part of federal performance measures)
- Bridge deck area on the state highway system in good condition
- Asset management program metrics related to bridge lead metrics (scour critical, load restriction, etc.)

Other Assets - Example Projects: Signal replacement, building repairs, maintenance vehicles

- Asset Management Program metrics for other highway assets (buildings, culverts, fleet, walls, etc.)

Maintenance Level Of Service - Example Projects: preservation and maintenance services, snow and ice removal

- Overall Maintenance Levels of Service for the state highway system
- Level of Service for snow and ice removal

Transit Assets - Example Investment: Bustang maintenance

- Small Urban and Rural Agency Assets
- Bustang and Bustang Outrider Assets



Sustainably Increase Transportation Choice

Sustainably Increase Transportation Choice

Provide alternatives to single occupancy vehicle travel that increase choices and reduce air pollution from transportation.

Performance Measures

- Statewide Transit
- Clean Transportation

• Statewide Transit

- Collaborate with stakeholders, including local partners and rail operators, to expand statewide transit and rail services.
 - Increase revenue service miles by 66.7 million (83%) by 2037
- Reduce Vehicle Miles Traveled (VMT) per Capita
 - Achieve a 1% annual reduction in VMT per capita.

• Clean Transportation

- Reduce Greenhouse Gas (GHG) emissions from the transportation sector in-line with the Colorado GHG Pollution Reduction Roadmap.
 - 60% Reduction of Carbon Dioxide Equivalent (CO₂e) by 2037 (from 2005 baseline)





Previous PD 14 Performance Measures

Sustainably Increase Transportation Choice

Previous PD 14 Measures not Included in the new Proposal

Reliability and Congestion - Example Projects/Investments: Adaptive traffic signal control, CDOT Safety Patrol, TIM Training

- Operations Levels of Service
- Incident Clearance Time

Environmental Impact - Example Projects/Investments: EV Charging Stations, State Transit Fleet Transition, Awareness Campaigns, Education

- Zero-emission vehicle registrations
- Percent of state transit fleet that are zero-emission vehicles
- Percent of state highway miles within a thirty-mile buffer of direct-current fast-charging stations
- Percent of Scenic and Historic Byways classified as electrified byways

Multimodal Options

- Percentage of Coloradans commuting to work with multimodal options, including telecommuting
- Bustang ridership
- Unlinked transit passenger trips for Colorado small urban and rural transit agencies

Advancing Transportation Safety

Category	Performance Measure	Proposed Policy Directive 14.0	Draft Procedural Directive 14.1	Statewide Transportation Plan	Strategic Transportation Safety Plan	Freight and Passenger Rail Plan	Annual Performance Plan	Revitalizing Main Streets	Federally Reported	Public Reporting Availability
Highway Safety	Reduce the number of traffic-related fatalities and serious injuries by 50% by 2037.	PM					BE			CDOT WIG Dashboard
Highway Safety	Reduce the number of traffic-related fatalities and serious injuries involving Vulnerable Road Users by 50% by 2037.	PM					BE	BE		CDOT WIG Dashboard
Highway Safety	Reduce the rate of vehicle crashes per 100 million VMT by eight percent (8%) over the next four years from current levels. (All Roads)		PM	PM	BE					PD14 Dashboard
Highway Safety	Reduce the rate of traffic-related fatalities per 100 million VMT by fifteen percent (15%) over the next four years from current levels. (All Roads)		PM	PM	PM		BE		PM	PD14 Dashboard, National Performance Measures Dashboard
Highway Safety	Reduce the rate of traffic-related fatalities per 100 million VMT from current levels. (Urban Roads)		PM	PM	BE		BE			PD14 Dashboard
Highway Safety	Reduce the rate of traffic-related fatalities per 100 million VMT from current levels. (Rural Roads)		PM	PM	BE		BE			PD14 Dashboard
Highway Safety	Reduce the rate of traffic-related fatalities per 100 million VMT from current levels. (State Highway System)		PM	PM	BE		BE			PD14 Dashboard
Highway Safety	Reduce the rate of traffic-related serious injuries per 100 million VMT by fifteen percent (15%) over the next four years from current levels. (All Roads)		PM	PM	BE		BE		PM	PD14 Dashboard, National Performance Measures Dashboard
Highway Safety	Reduce traffic-related fatalities and serious injuries involving Vulnerable Users (pedestrians and bicyclists) by fifteen percent (15%) over the next four years from current levels. (All Roads)		PM	PM	BE		BE		PM	PD14 Dashboard, National Performance Measures Dashboard
Highway Safety	Reduce the rate of commercial vehicle-related crashes per 1 million Truck VMT from current levels.		PM	PM	BE	BE				PD14 Dashboard
Highway Safety	Reduce the number of highway-rail incidents from current levels.		PM	PM	BE					PD14 Dashboard
Employee Safety	Reduce the number of on-the-job injuries (workers compensation claims) from current levels.		PM	PM						PD14 Dashboard
Employee Safety	Reduce the number of vehicle incidents ("Orange Fleet") involving CDOT employees from current levels.		PM	PM						PD14 Dashboard

Legend

PM = Performance Measure
BE = Basic Eligibility

Asset Management

Category	Performance Measure	Proposed Policy Directive 14.0	Draft Procedural Directive 14.1	Statewide Transportation Plan	Transportation Asset Management Plan	Statewide Transit Asset Management Plan	Freight and Passenger Rail Plan	Federally Required	Public Reporting Availability
Pavement	Achieve or maintain the percent of Interstate pavement in poor condition below 1%.	PM	PM	PM	PM		BE	PM	PD14 Dashboard, Pavement Condition Dashboard, National Performance Measure Dashboard
Pavement	Achieve or maintain 80% high or moderate Drivability Life for the state highway system.	PM	PM	PM	PM		BE		PD14 Dashboard, Pavement Condition Dashboard, National Performance Measure Dashboard
Pavement	Achieve or maintain 80% high or moderate Drivability Life for Interstates.		PM	PM	PM		BE		PD14 Dashboard, Pavement Condition Dashboard
Pavement	Achieve or maintain 80% high or moderate Drivability Life for the National Highway System.		PM	PM	PM		BE		PD14 Dashboard, Pavement Condition Dashboard
Bridge	Achieve or maintain the percent of National Highway System bridge-deck area in poor condition below 5%.	PM	PM	PM	PM		BE	PM	PD14 Dashboard, Pavement Condition Dashboard, National Performance Measure Dashboard
Bridge	Achieve or maintain the percent of state highway system total bridge-deck area in poor condition below 5%.	PM	PM	PM	PM		BE		PD14 Dashboard, Bridge Condition Dashboard
Bridge	Achieve or maintain the percent of National Highway System total bridge deck area in good condition at or above 40%		PM	PM	PM		BE		PD14 Dashboard, Bridge Condition Dashboard
Bridge	Achieve or maintain the percent of state highway system total bridge deck area in good condition at or above 40%		PM	PM	PM		BE		PD14 Dashboard, Bridge Condition Dashboard
Bridge Lead/Risk Metric	Percentage of CDOT-owned bridges over waterways that are scour critical.		PM	PM	PM		BE		PD14 Dashboard
Bridge Lead/Risk Metric	Percentage of bridge crossings over Interstates, U.S. Routes and Colorado state highways with a vertical clearance less than the statutory maximum vehicle height of 14 feet-6 inches.		PM	PM	PM		BE		PD14 Dashboard
Bridge Lead/Risk Metric	Percentage of bridge crossings over Interstates, U.S. Routes and Colorado state highways with a vertical clearance less than the minimum design requirement of 16 feet-6 inches.		PM	PM	PM		BE		PD14 Dashboard
Bridge Lead/Risk Metric	Percentage of CDOT-owned bridges posted for load.		PM	PM	PM		BE		PD14 Dashboard
Bridge Lead/Risk Metric	Percentage of CDOT-owned bridges with a load restriction.		PM	PM	PM		BE		PD14 Dashboard
Bridge Lead/Risk Metric	Percentage of expansion joints in fair, poor, or severe condition (by length) on CDOT-owned bridges.		PM	PM	PM		BE		PD14 Dashboard
Bridge Lead/Risk Metric	Percentage of CDOT-owned bridge deck area that is unsealed or otherwise unprotected.		PM	PM	PM		BE		PD14 Dashboard
MLOS	Achieve or maintain an overall MLOS B minus grade for the state highway system		PM	PM	PM				PD14 Dashboard
MLOS	Achieve or maintain a LOS B grade for snow and ice removal		PM	PM	PM				PD14 Dashboard
Buildings	Achieve or maintain an average statewide letter grade for CDOT-owned buildings at or above 85% C or better		PM	PM	PM				PD14 Dashboard
ITS	Maintain or decrease the average percent useful life of ITS equipment at or below 90%		PM	PM	PM				PD14 Dashboard
Fleet	Maintain or decrease the average percent useful life of CDOT fleet vehicles at or below 75%		PM	PM	PM				PD14 Dashboard

Culverts	Maintain or decrease the percent of culverts in poor condition (have a culvert rating of 4 or less) at or below 5%		PM	PM	PM		BE		PD14 Dashboard
Geohazards	Achieve or maintain the percent of geohazard segments at or above risk grade B at or above 85%		PM	PM	PM				PD14 Dashboard
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%		PM	PM	PM		BE		PD14 Dashboard
Traffic Signals	Maintain or decrease the percent of signal infrastructure in severe condition at or below 2%		PM	PM	PM				PD14 Dashboard
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%		PM	PM	PM				PD14 Dashboard
Rest Areas	Achieve or maintain an average statewide letter grade for CDOT rest areas at or above 90% C or better		PM	PM	PM		BE		PD14 Dashboard
Transit Assets: Small Urban & Rural Agency Assets	Maintain or reduce the percentage of Over-the-Road Buses that met or exceeded their useful life benchmark (ULB) from the 2019 performance.		PM	PM		PM			PD14 Dashboard
Transit Assets: Small Urban & Rural Agency Assets	Maintain or reduce the percentage of Buses that met or exceeded their useful life benchmark (ULB) from the 2019 performance.		PM	PM		PM			PD14 Dashboard
Transit Assets: Small Urban & Rural Agency Assets	Maintain or reduce the percentage of Cutaway Vehicles that met or exceeded their useful life benchmark (ULB) from the 2019 performance.		PM	PM		PM			PD14 Dashboard
Transit Assets: Small Urban & Rural Agency Assets	Maintain or reduce the percentage of Minivans that met or exceeded their useful life benchmark (ULB) from the 2019 performance.		PM	PM		PM			PD14 Dashboard
Transit Assets: Small Urban & Rural Agency Assets	Maintain or reduce the percentage of Aerial Tramway Vehicles that met or exceeded their useful life benchmark (ULB) from the 2019 performance.		PM	PM		PM			PD14 Dashboard
Transit Assets: Small Urban & Rural Agency Assets	Maintain or reduce the percentage of Vans that met or exceeded their useful life benchmark (ULB) at 2019 performance.		PM	PM		PM			PD14 Dashboard
Transit Assets: Small Urban & Rural Agency Assets	Maintain or reduce the percentage of Passenger/Parking Facilities that met or exceeded their Federal Transit Administration (FTA) Transit Economic Requirements Model (TERM) from the 2019 performance.		PM	PM		PM			PD14 Dashboard
Transit Assets: Small Urban & Rural Agency Assets	Maintain or reduce the percentage of Administrative/Maintenance Facilities that met or exceeded their FTA Transit Economic Requirements Model (TERM) from the 2019 performance.		PM	PM		PM			PD14 Dashboard
Transit Assets: Bustang	Achieve or maintain performance for Bustang and Bustang Outrider assets that have either met or exceeded their useful life benchmark (ULB) at no more than ten percent (10%).		PM	PM		PM			PD14 Dashboard

Mobility

Category	Performance Measure	Proposed Policy Directive 14.0	Draft Procedural Directive 14.1	Statewide Transportation Plan	Greenhouse Gas (GHG) Roadmap 2.0	Freight and Passenger Rail Plan	GHG Transportation Planning Standard	Carbon Reduction Strategy	National Electric Vehicle Infrastructure Plan	Annual Performance Plan	Multimodal Option Fund (MMOF)	SB-174 Grants	Federally Reported	Public Reporting Availability
Statewide Transit	Collaborate with stakeholders, including local partners and rail operators, to expand statewide transit and rail services by increasing revenue service miles by 66.7 million (83%) by 2037.	PM		BE	BE	BE	BE	BE	BE	BE	BE	BE		To be Developed
Statewide Transit	Achieve a 1% annual reduction in Vehicle Miles Traveled (VMT) per capita.	PM		PM	BE	BE	BE	BE	BE	BE	BE	BE		PD14 Dashboard
Clean Transportation	Reduce Greenhouse Gas (GHG) emissions from the transportation sector in-line with the Colorado GHG Pollution Reduction Roadmap, a 60% reduction of Carbon Dioxide Equivalent (CO2e) by 2037 (from 2005 baseline).	PM		BE	BE	BE	BE	BE	BE	BE	BE	BE		PD14 Dashboard
Statewide Transit	Increase the percent of Coloradans commuting to work using multimodal options, including those using telecommuting options, to thirty-five percent (35%) in 2030.		PM	PM	BE	BE	BE	BE	BE	BE	BE	BE	PM	PD14 Dashboard , National Performance Measures
Statewide Transit	Restore Bustang (I-25 and I-70 corridors) bus service ridership to pre-COVID-19 levels by the end of FY 2020-21 and grow it five percent (5 %) per year thereafter. A pre-COVID-19 level is defined as June 2021 ridership being equivalent to June 2019 ridership, knowing that an equivalent annual number is not attainable while COVID-19 is currently affecting service. June 2019 ridership was 19,189 passengers for the month, with a FY 2018-19 total annual ridership of 238,000 riders.		PM	PM	BE	BE	BE	BE		BE				PD14 Dashboard , WIGs Dashboard
Statewide Transit	Increase Unlinked Passenger Trips from small urban and rural transit agencies proportional to population growth levels from 2019 levels.		PM	PM	BE						BE	BE		PD14 Dashboard
Clean Transportation	CDOT will work collaboratively with other state agencies and local partners to reduce statewide GHG pollution from the transportation sector by twenty-six percent (26%) by 2025, fifty percent (50%) by 2030, and ninety percent (90%) by 2050 relative to 2005 statewide GHG pollution levels.		PM	PM	BE	BE	BE	BE	BE	BE	BE	BE		PD14 Dashboard
Clean Transportation	Collaborate with other state agencies to increase electric vehicle registrations to support a future fleet of at least nine-hundred forty thousand (940,000) light-duty zero-emission vehicles by 2030.		PM	PM	BE			BE	BE	BE				PD14 Dashboard
Clean Transportation	Work with other state departments, transit agencies, and electric utilities to meet the transit vehicle goals specified in its 2020 Electric Vehicle Plan to convert the state transit fleet to one-hundred percent (100%) zero-emission vehicles by 2050, with an interim target of at least one-thousand (1,000) zero-emission vehicles by 2030.		PM	PM	BE			BE	BE	BE				PD14 Dashboard
Clean Transportation	Collaborate with other state agencies, local governments, and private companies to increase the percentage of total state highway miles within a thirty-mile travel buffer of DC fast-charging stations from forty percent (40%) in fiscal year 2020 to one-hundred percent (100%) by 2030.		PM	PM	BE			BE	BE	BE				PD14 Dashboard , WIGs Dashboard
Clean Transportation	Coordinate with other state agencies, the Colorado Scenic & Historic Byways Commission, local governments, and individual site hosts to increase the number of Colorado Scenic & Historic Byways classified as electrified byways from three (3) currently to twenty-six (26) by the end of fiscal year 2025.		PM	PM	BE			BE	BE	BE				PD14 Dashboard , WIGs Dashboard



COLORADO

Department of Transportation

Office of Policy and Government Relations

Policy Directive 14.0

Policy Directive 14.0

Subject: Updated “Policy Guiding Statewide Transportation Plan Goals and Performance Measures”

Effective Date:

Supersedes: Policy Directive 14.0 (2020 version)

Originating Office: Division of Transportation Development

Purpose

This Policy Directive establishes the overarching policy and objectives for the development and implementation of Colorado's 2050 Statewide Transportation Policy Plan. The policy outlined in this directive will guide the department's strategic 10-Year Transportation Plan via a public, collaborative process. It will also provide guidance to other programs that finance and implement the department's capital construction program.

Additionally, the directive provides performance indicators and targets to evaluate the Department's progress in the key areas of:

- Advancing Transportation Safety,
- Fix Our Roads, and
- Sustainably Increase Transportation Choice.

CDOT views building a transportation system that benefits all users as an important responsibility equal to the maintenance, safety, and mobility of Colorado's multimodal transportation system. These performance measures facilitate the implementation of the Statewide Transportation Plan by directing transportation investments in the 10-Year Transportation Plan, Four-Year Prioritized Plan, Statewide Transportation Improvement Program (STIP), and the annual budget.

The Transportation Commission (TC) will amend this Policy Directive as necessary. CDOT Staff will update the Transportation Commission annually and publish accountability dashboards concerning the goals and performance measures in this directive.

Authority

23 United States Code (U.S.C.) 134, 135 and 450, Public Law (PL)117-58 (“Infrastructure Investment and Jobs Act” or “Bipartisan Infrastructure Law”)

Policy Directive 14.0

23 Code of Federal Regulations (C.F.R.) Part 420 (Planning and Research Program Administration), 450 (Planning Assistance and Standards), and 490 (National Performance Management Measures)

§ 43-1-106(8)(a and b) & (15)(d), Colorado Revised Statutes (C.R.S.) Transportation Commission

§ 43-1-1103, C.R.S. Transportation Planning

Transportation Commission Rules Governing the Statewide Transportation Planning 10 Process and Transportation Planning Regions (2 Code of Colorado Regulations (CCR) 601-22; effective October 30, 2022)

Applicability

This Policy Directive applies to all Colorado Department of Transportation (CDOT) Divisions and Regions.

Definitions

“Carbon Dioxide Equivalent (CO₂e)” is 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.

“Drivability Life” is an indication in years of how long a highway will have acceptable driving conditions based on an assessment of smoothness, pavement distress, and safety. Drivability Life implements traffic based highway categories, and associated category drivability condition standards and allowed pavement treatments. Unacceptable driving conditions are specific to each traffic based highway category and means drivers must reduce speeds to compensate for poor conditions, navigate around damaged pavement, or endure intolerably rough rides. The Risk-Based Asset Management Plan identifies three categories of Drivability Life: High (greater than 10 years of Drivability Life remaining); Moderate (4-10 years); and Low (3 or fewer years).

“Four-Year Prioritized Plan” is a four-year subset of the 10-Year Transportation Plan consisting of projects prioritized for near-term delivery and partial or full funding.

“Greenhouse Gas Emissions” in the scope of this directive refer to pollution from the transportation sector, and may refer to both start emissions and running exhaust emissions from vehicle tailpipes. These emissions are calculated and expressed in terms of CO₂e. Greenhouse gas (GHG) included in this equivalency

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encompasses carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and other fluorinated greenhouse gasses.

“Interstate System Pavements in Poor Condition” refers to segments of the Interstate Highway System where the condition of the pavement falls below an acceptable threshold, as determined by the Federal Highway Administration (FHWA) Pavement Management System. The determination is based on the Pavement Condition Index (PCI), with a PCI score indicative of poor condition typically ranging from 0 to 40. Pavements in poor condition exhibit significant distress factors, such as cracking, rutting, potholes, and other forms of deterioration that compromise structural integrity and ride quality.

“National Highway System (NHS) Total Bridge Deck Area in Poor Condition” refers to the cumulative area of the bridge decks that are classified as being in poor condition on the NHS based on inspections conducted according to the National Bridge Inventory (NBI) standards. The NBI uses a condition rating system that includes various categories, such as “Good,” “Fair,” and “Poor,” to assess the condition of different components of a bridge. Key indicators of poor bridge condition may include the presence of cracks, spalls, corrosion, or other forms of deterioration.

“National Highway System” (NHS) is a federally designated system of roadways important to the nation's economy, defense, and mobility. The NHS includes Interstate highways as well as other roadways. Not all NHS roadways are part of the state highway system.

“Performance Measures” are a specific, quantifiable metric used to assess progress toward achieving an objective.

“Revenue Service Miles” are the miles operated by transit vehicles when such vehicles are used for providing public transportation.

“Serious Injuries” are evident incapacitating injuries that prevent injured persons from walking, driving, or normally continuing the activities they were capable of performing before they were injured in traffic crashes.

“Statewide Transportation Plan” is 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.

“Targets” are indicators of the Department's long-range success and are intended to inform investment decisions.

“Ten-Year Transportation Plan” as charged to the Transportation Commission under § 43-1-106(15)(d) C.R.S., is the vision for Colorado's transportation system

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that includes a specific list of projects categorized across priority areas as identified in the Statewide Transportation Plan.

“Vehicle Miles Traveled per Capita” is the total number of miles driven by all vehicles within the state over a given period relative to the state population.

“Vulnerable Road Users” (VRUs) is defined, by the Federal Highway Administration (FHWA), as people walking, riding bicycles and rideable toys (e.g. scooters or skateboards), people using personal mobility devices (e.g. walkers or wheelchairs), and people on foot working in work zones. Note VRUs does not include motorcyclists.

Policy

1. Policy.

- A. It shall be the policy of the Colorado Department of Transportation that goals and statewide performance targets listed in this directive will guide the development of the 2050 Colorado Statewide Transportation Plan through a collaborative public process.
- B. 10-Year Transportation Plan projects will be selected through a collaborative, public, and data-driven approach to support the achievement of the performance goals listed in this directive. The approved projects in this plan should be prioritized in the Four-Year Prioritized Plan and will be included in the Statewide Transportation Improvement Program (STIP).
- C. Distribution of financial resources over the 10-Year Transportation Plan lifecycle, through fiscal year 2037, and development of annual department budgets will be guided by this policy to support the achievement of the performance targets listed in this directive.
- D. CDOT will develop procedural directives to supplement this policy that will:
 - a. Outline the procedure for development, amendment and reporting of the 10-Year Transportation Plan and the Four-Year Prioritized Plan.
 - b. Implement Programmatic Performance Measures (PPM's) aligned with this Policy Directive, guiding the department's project selection and annual budget decisions through performance-based decision making for CDOT infrastructure and investment programs not included in the 10-Year Transportation Plan.

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2. Performance Measures and Targets. PD 14.0 performance measures and targets guide implementation of the Statewide Transportation Plan. The performance measures and targets support three key goal areas:
 - **Advancing Transportation Safety** - No matter where you're going or how you're getting there, Colorado is committed to providing you a safe and efficient transportation network so you arrive at your destination safely.
 - **Fix Our Roads** - Prioritize strategic investments in Colorado's highways to improve infrastructure conditions.
 - **Sustainably Increase Transportation Choice** - Provide alternatives to single occupancy vehicle travel that increase choices and reduce air pollution from transportation.

Performance measures and targets for PD 14.0 and the 2050 Statewide Transportation Plan are in alignment with and complement the national goals for surface transportation in the Infrastructure Investment and Jobs Act (IIJA) of 2021.

3. Performance Measures and Targets - Performance measures describe how CDOT will evaluate. The targets are indicators of the Department's long-range success and are intended to inform investment decisions.

a) **Advancing Transportation Safety**

The Advancing Transportation Safety performance measures are aligned with the objectives of the department's Annual Performance Plan, which summarizes the annual and near-term strategic and operational priorities for CDOT. Additionally, these performance measures will guide the development of the 2025-2029 Strategic Highway Safety Plan.

Performance Measures and Targets

- Reduce the number of traffic-related fatalities and serious injuries by 50% from the 2023 baseline before 2037.
- Reduce the number of traffic-related fatalities and serious injuries involving Vulnerable Road Users by 50% from the 2023 baseline before 2037.

b) **Fix our Roads**

The performance measures and targets for pavement and bridge are intended to be achieved or maintained over the 10-Year Transportation Plan horizon. The performance measures align with the Department's Transportation Asset Management Plan, a federally-required plan designed to help improve or preserve the condition and performance of assets on the highway system.

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(1) Highway Pavement

Performance Measures and Targets:

- Achieve or maintain the percent of Interstate System pavements in poor condition below one percent (1%).
- Achieve or maintain eighty percent (80%) high or moderate Drivability Life for the state highway system based on condition standards and treatments set for traffic volume categories.

(2) Bridges

Performance Measures and Targets:

- Achieve or maintain the percent of National Highway System total bridge deck area in poor condition below five percent (5%).
- Achieve or maintain the percent of State Highway System total bridge deck area in poor condition below five percent (5%).

c) Sustainably Increase Transportation Choice

This goal is intended to be achieved in the 10-Year Transportation Plan horizon. The Clean Transportation performance measure is aligned with the Greenhouse Gas Pollution Reduction Roadmap 2.0, detailing early action steps the state will implement toward meeting near-term greenhouse pollution reduction targets, and HB23-016 - Greenhouse Gas Emission Reduction Measures, statutorily required goals to achieve net-zero status statewide. The Statewide Transit performance measure will inform the development of the statewide transit section of the 2050 Statewide Plan, promoting strategic growth, increasing the reliability of the state highway system, and increasing the use of multimodal travel statewide.

I. Clean Transportation

Performance Measure and Targets:

- Reduce surface transportation sector greenhouse gas emissions (CO₂e) by 60% on or before 2037, compared to the 2005 baseline.

II. Statewide Transit

Performance Measures and Targets:

- Collaborate with stakeholders, including local partners and rail operators, to expand statewide transit services by increasing statewide revenue service miles by 66.7 million by 2037.

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- Achieve a 1% annual reduction in Vehicle Miles Traveled (VMT) per capita.

Documents Referenced in This Directive

[Greenhouse Gas Pollution Reduction Roadmap 2.0](#)

[CDOT's Transportation Asset Management Plan](#)

[HB23-016: Greenhouse Gas Emission Reduction Measures](#)

[CDOT Performance Plan](#)

[2050 Statewide Transportation Plan & Statewide Transit Plan](#)

[Statewide Highway Safety Plan](#)

Implementation Plan

The Division of Transportation Development, the Division of Accounting and Finance, the Division of Engineering, the Office of Innovative Mobility, and in collaboration with other CDOT Divisions and CDOT Regions, will implement this Policy Directive. The Division of Transportation Development will report annually on performance of PD 14.0 to track progress towards achieving targets, before the submission of the Department's annual budget, to help guide development of the budget. At a minimum, CDOT will review and update or reaffirm this Policy Directive with each 10-Year Plan update cycle.

The Office of Policy and Government Relations shall post this Policy Directive on CDOT's intranet as well as on public announcements.

Additionally, CDOT shall develop a procedural directive(s) that implements procedures that align with policy in respect to the development, management, and reporting of the 10-Year Transportation Plan and implementation of Programmatic Performance Measures (PPM's).

Review Date

This Directive shall be reviewed on or before June 20, 2029.

Herman Stockinger, Secretary
Transportation Commission of Colorado



Policy Directive 14.0

Subject: Updated ~~Policy Directive 14.0~~ “Policy Guiding Statewide Transportation Plan Goals and Performance Measures Objectives”
Effective Date: ~~December 14, 2020~~
Supersedes: ~~Policy Directive 14.0 (2020 version)~~ October 19, 2017
Originating Office: Division of Transportation Development

I. Purpose

This Policy Directive establishes the overarching policy and objectives for the development and implementation of Colorado’s 2050 Statewide Transportation Policy Plan. The policy outlined in this directive will guide the department’s strategic 10-Year Transportation Plan via a public, collaborative process. It will also provide guidance to other programs that finance and back the department’s capital construction program.

Additionally, the directive provides performance indicators and targets to evaluate the Department’s progress in the key areas of:

- Advancing Transportation Safety,
- Fix Our Roads, and
- Sustainably Increase Transportation Choice.

CDOT views building a transportation system that benefits all users as an important responsibility equal to the maintenance, safety, and mobility of Colorado’s multimodal transportation system. These performance measures facilitate the implementation of the Statewide Transportation Plan by directing transportation investments in the 10-Year Transportation Plan, Four-Year Prioritized Plan, Statewide Transportation Improvement Program (STIP), and the annual budget.

The Transportation Commission (TC) will amend this Policy Directive as necessary. CDOT Staff will update the Transportation Commission annually and publish accountability dashboards concerning the goals and performance measures in this directive.

~~This Policy Directive provides performance goals and objectives to measure the success of the Department’s efforts to improve in the following key areas:~~

- ~~Safety,~~
- ~~Asset Management, and~~

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- ~~Mobility-~~

~~The performance objectives and targets in these goal areas will help implement the Statewide Transportation Plan by focusing transportation investments in the Statewide Transportation Improvement Program (STIP) and the annual budget. The Transportation Commission will revise this Policy Directive, as needed, with updated performance objectives or targets.~~

II. Authority

~~23 United States Code (U.S.C.) 134, 135 and 450, Public Law (PL)117-58 (“Infrastructure Investment and Jobs Act” or “Bipartisan Infrastructure Law”)~~
~~23 United States Code (U.S.C.) 134, 135 and 450, PL 114-94 (“Fixing America’s Surface Transportation Act” or “FAST Act”)~~

23 Code of Federal Regulations (C.F.R.) Part 420 (Planning & Research Program Administration), 450 (Planning Assistance and Standards), and 490 (National Performance Management Measures)

§ 43-1-106(8)(a), C.R.S. Transportation Commission

§ 43-1-1103, C.R.S. Transportation Planning

Transportation Commission Rules Governing the Statewide Transportation Planning ~~10~~ Process and Transportation Planning Regions (2 CCR 601-22; effective ~~October 30, 2022-September 14, 2018~~ October 30, 2022)

III. Applicability

This Policy Directive applies to all [Colorado Department of Transportation \(CDOT\)](#) Divisions and Regions.

IV. Definitions

~~“Carbon Dioxide Equivalents (CO₂e)” is 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 gasses and their relative impact on the environment over different standard time periods. “Carbon Dioxide Equivalents (CO₂e)” means the number of metric tons of CO₂ emissions with the same global warming potential as one metric ton of another greenhouse gas, and are calculated using Equation A-1 in 40 C.F.R. Part 98.~~

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~~“Colorado DOT Transit Asset Management Group Plan” (Group TAM Plan) is the CDOT sponsored asset management plan, required by the FTA’s Transit Asset Management (TAM) Rule, for 49 U.S.C. Chapter 53 funding recipients and subrecipients that own, operate, or manage capital assets in the provision of public transportation. The Group TAM Plan is a tool for guiding the prioritization of pass-through funds. Approximately 53 small urban and rural transportation providers participate in the current Group TAM Plan to maintain and/or improve the State of Good Repair (SGR) of transit assets.~~

“Drivability Life” is an indication in years of how long a highway will have acceptable driving conditions based on an assessment of smoothness, pavement distress, and safety. Drivability Life implements traffic based highway categories, and associated category drivability condition standards and allowed pavement treatments. Unacceptable driving ~~conditions are~~ condition is specific to each traffic based highway category and means drivers must reduce speeds to compensate for poor conditions, navigate around damaged pavement, or endure intolerably rough rides. The Risk-Based Asset Management Plan identifies three categories of Drivability Life: High (greater than 10 years of Drivability Life remaining); Moderate (4-10 years); and Low (3 or fewer years).

~~“Four-Year Prioritized Plan” is a four-year subset of the 10-Year Transportation Plan consisting of projects prioritized for near-term delivery and partial or full funding.~~

~~“Greenhouse Gas Emissions” in the scope of this directive refer to pollution from the transportation sector, and may refer to both start emissions and running exhaust emissions from vehicle tailpipes. These emissions are calculated and expressed in terms of CO₂e. Greenhouse gas (GHG) included in this equivalency encompasses carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and other fluorinated greenhouse gasses. “Greenhouse Gas Emissions” in the scope of this directive refer to pollution from the transportation sector (though these emissions are not exclusive to this sector), and may refer to both start emissions and running exhaust emissions from vehicle tailpipes. These emissions are calculated and expressed in terms of CO₂e. Greenhouse gas or GHG included in this equivalency encompasses carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and other fluorinated greenhouse gasses.~~

~~“Geohazards” are geologic hazards that affect the transportation system and include debris flow, embankment distress, landslides, rock fall, rockslides, and sinkholes.~~

~~“Interstate System Pavements in Poor Condition” refers to segments of the Interstate Highway System where the condition of the pavement falls below an acceptable threshold, as determined by the Federal Highway Administration (FHWA) Pavement Management System. The determination is based on the Pavement Condition Index (PCI), with a PCI score indicative of poor condition typically ranging from 0 to 40. Pavements in poor condition exhibit significant distress factors, such as cracking, rutting, potholes, and other forms of deterioration that compromise structural integrity and ride quality.~~

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“National Highway System (NHS) Total Bridge Deck Area in Poor Condition” refers to the cumulative area of the bridge decks that are classified as being in poor condition on the NHS based on inspections conducted according to the National Bridge Inventory (NBI) standards. The NBI uses a condition rating system that includes various categories, such as “Good,” “Fair,” and “Poor,” to assess the condition of different components of a bridge. Key indicators of poor bridge condition may include the presence of cracks, spalls, corrosion, or other forms of deterioration.

“National Highway System” (NHS) is a federally designated system of roadways important to the nation’s economy, defense, and mobility. The NHS includes Interstate highways as well as other roadways. Not all NHS roadways are part of the state highway system.

“Performance Measures” are a specific, quantifiable metric used to assess progress toward achieving an objective.

~~“Maintenance Levels of Service” (MLOS) is a qualitative measure describing operational conditions on the roadway. Overall, Maintenance Levels of Service is a combined grade for nine maintenance program areas. For snow and ice control, the LOS B level includes maintaining high levels of mobility as much as possible, and proactive avalanche control.~~

~~“Operations Levels of Service” (OLOS) is a qualitative measure describing operational conditions on the state highway system that is utilized to demonstrate travel time reliability on the roadway. This measure is calculated during AM and PM weekday peak periods, then aggregated and reported monthly to track year-to-date performance. Operations Levels of Service are travel time multipliers equated to a grading system of A through F. For example, an OLOS grade of C or better means that the time required to plan for a trip is 1.5 times the free flow travel time, or less.~~

~~“Performance Objectives” are the specific targets for a performance measure that an organization intends to meet to make progress towards a goal.~~

~~“Revenue Service Miles” are the miles operated by transit vehicles when such vehicles are used for providing public transportation. “Revenue Service Miles” are the miles operated by transit vehicles when such vehicles are used for providing public transportation and there is an expectation of carrying passengers.~~

“Serious Injuries” are evident incapacitating injuries that prevent injured persons from walking, driving, or normally continuing the activities they were capable of performing before they were injured in traffic crashes.

“Statewide Transportation Plan” is 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.

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~~“Targets” are indicators of the Department’s long-range success and are intended to inform investment decisions.~~

~~“Ten-Year Transportation Plan” as charged to the Transportation Commission under § 43-1-106(15)(d) C.R.S., is the vision for Colorado’s transportation system that includes a specific list of projects categorized across priority areas as identified in the Statewide Transportation Plan.~~

~~“State of Good Repair” (SGR), as defined by the Federal Transit Administration (FTA), is the condition in which a capital asset is able to operate at a full level of performance.~~

~~“Telecommuting” is working at home or at an alternate location and communicating with the usual place of work using electronic or other means, instead of physically traveling to a more distant work site, as defined by the Transportation Research Board.~~

~~“Transit Economic Requirements Model” (TERM) is the FTA’s 5-point scale for subrecipients/transit providers to assess the condition of their transit facilities. A facility assessed below 3.0 is considered to be out of, or beyond, a state of good repair and should be prioritized for repair or replacement.~~

~~“Unlinked Passenger Trips” also referred to as ‘boardings,’ are a measurement of the number of passengers who board public transit vehicles. A passenger is counted each time they board a transit vehicle no matter how many vehicles they use from their origin to their destination.~~

~~“Vehicle Miles Traveled” (VMT) are a measurement of miles traveled by vehicles obtained by multiplying the Annual Average Daily Traffic (AADT) count by the length of the roadway segment.~~

~~“Vehicle Miles Traveled per Capita” is the total number of miles driven by all vehicles within the state over a given period relative to the state population.~~

~~“Vulnerable Road Users” (VRUs) is defined, by the Federal Highway Administration (FHWA), as people walking, riding bicycles and rideable toys (e.g. scooters or skateboards), people using personal mobility devices (e.g. walkers or wheelchairs), and people on foot working in work zones. Note VRUs does not include motorcyclists. “Vulnerable Users” are pedestrians and bicyclists.~~

~~“Zero-Emission Vehicles” are vehicles that produce zero or near-zero exhaust emissions of any criteria pollutant (or precursor pollutant) or greenhouse gas under any possible operational modes or conditions.~~

V. Policy

- ~~1. Policy. It shall be the policy of CDOT that the Statewide Transportation Plan and statewide performance objectives stated herein will guide distribution of~~

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~~financial resources to meet or make progress toward objectives in three goal areas: safety, asset management, and mobility. The Transportation Commission should direct financial resources toward achieving the safety objectives within the first 4 years of the planning horizon (2021-2024), the asset management objectives within the first 10 years (2021-2030), and the mobility objectives within the first 10 years (2021-2030). Projects should be selected to support the goals and objectives and will be included in the Statewide Transportation Improvement Program (STIP). These performance objectives will guide annual budget decisions. Prior to funding new initiatives, the Transportation Commission will direct funds toward achieving the objectives in each area while recognizing constraints on some funding sources.~~

1. Policy.

- A. It shall be the policy of the Colorado Department of Transportation that goals and statewide performance targets listed in this directive will guide the development of the 2050 Colorado Statewide Transportation Plan through a collaborative public process.
- B. 10-Year Transportation Plan will be selected through a data-driven approach to support the achievement of the performance targets listed in this directive. The approved projects in this plan should be prioritized in the Four-Year Prioritized Plan and will be included in the Statewide Transportation Improvement Program (STIP).
- C. Distribution of financial resources over the 10-Year Transportation Plan lifecycle, through fiscal year 2037, and development of annual department budgets will be guided by this policy to support the achievement of the performance targets listed in this directive.
- D. CDOT will develop procedural directives to supplement this policy that will:
 - a. Outline the procedure for development, amendment and reporting of the 10-Year Transportation Plan and the Four-Year Prioritized Plan
 - b. Implement Programmatic Performance Measures (PPM's) aligned with this Policy Directive, guiding the department's project selection and annual budget decisions through performance-based decision making for CDOT infrastructure and investment programs not included in the 10-Year Transportation Plan.

2. Performance Measures and Targets. PD 14.0 performance measures and targets guide implementation of the Statewide Transportation Plan. The performance measures and targets support three key goal areas:

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- Advancing Transportation Safety - No matter where you're going or how you're getting there, Colorado is committed to providing you a safe and efficient transportation network so you arrive at your destination safely.
- Fix Our Roads - Prioritize strategic investments in Colorado's highways to improve infrastructure conditions.
- Sustainably Increase Transportation Choice - Provide alternatives to single occupancy vehicle travel that increase choices and reduce air pollution from transportation.

Performance measures and targets for PD 14.0 and the 2050 Statewide Transportation Plan are in alignment with and complement the national goals for surface transportation in the Infrastructure Investment and Jobs Act (IIJA) of 2021.

3. Performance Measures and Targets - Performance measures describe how CDOT will evaluate. The targets are indicators of the Department's long-range success and are intended to inform investment decisions.

~~2. Goals. PD 14.0 goals guides the implementation of the multimodal Statewide Transportation Plan and the performance objectives that measure attainment of these goals. The goals are:~~

- ~~○ SAFETY - The future of Colorado is zero deaths and serious injuries so all people using any transportation mode arrive at their destination safely.~~
- ~~○ ASSET MANAGEMENT - Maintain a high-quality transportation network by working to maintain a state of good repair for all assets and a highly traversable road network.~~
- ~~○ MOBILITY - Expand statewide transit to support strategic growth throughout the state and reduce greenhouse gas emissions from the transportation sector. Reduce travel time lost to congestion and improve connectivity across all modes with a focus on environmental impact, operations, and transportation choice statewide.~~

~~Goals for PD 14.0 and 2045 Statewide Transportation Plan are in alignment with and complement the national goals for surface transportation in the Fixing America's Surface Transportation (FAST) Act of 2015.~~

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a) SAFETY:

The highway safety objectives are aligned with the objectives of the 2020-23 Colorado Strategic Transportation Safety Plan (STSP), an extensive and cooperative planning effort by a multidisciplinary partnership of public agencies, private sector organizations, and advocacy groups representing transportation and safety interests statewide. This collaborative and data-driven process identifies achievable highway safety objectives for the planning horizon of 2021-24. These objectives (with the exception of objectives related to employee safety) apply to *all* roads in the State.

(1) Highway Safety

PERFORMANCE MEASURES AND TARGETS:

- ~~Vehicle crash rate per 100 million vehicle miles traveled (VMT)~~
- ~~Traffic fatality rate per 100 million vehicle miles traveled (VMT)~~
- ~~Traffic serious injury rate per 100 million vehicle miles traveled (VMT)~~
- ~~Traffic fatalities and serious injuries involving vulnerable users (pedestrians and bicyclists)~~

OBJECTIVES:

- ~~Reduce the rate of vehicle crashes per 100 million VMT by eight percent (8%) over the next four years from current levels.~~
- ~~Reduce the rate of traffic-related fatalities per 100 million VMT by fifteen percent (15%) over the next four years from current levels.~~
- ~~Reduce the rate of traffic-related serious injuries per 100 million VMT by fifteen percent (15%) over the next four years from current levels.~~
- ~~Reduce traffic-related fatalities and serious injuries involving vulnerable users (pedestrians and bicyclists) by fifteen percent (15%) over the next four years from current levels.~~

ASPIRATIONAL OBJECTIVES:

- ~~Reduce traffic-related fatalities and serious injuries to zero for all users of Colorado's multimodal transportation system.~~

(2) Employee Safety

Measures:

- ~~On-the-Job injuries~~
- ~~Vehicle crashes involving CDOT Employees~~

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OBJECTIVES:

- ~~CDOT is committed to ensuring a safe and healthy work environment for all of its employees through its fundamental mission of “Excellence in Safety.” CDOT also is committed to reducing on-the-job injuries and vehicle incidents involving CDOT employees.~~

~~(3) Safety Goal Area Considerations~~

- ~~The safety goal area and objectives are aligned with the Colorado Strategic Transportation Safety Plan (STSP). Additionally, CDOT and the Transportation Commission support implementation of the STSP Tier 1 strategies. (See Appendix C for explanation of the Tier 1 strategies.)~~
- ~~In addition to the statewide (all roads) metrics, Staff will provide annually to the Transportation Commission additional highway safety data. Examples include:~~
 - ~~Urban and rural safety data~~
 - ~~Safety data on the state highway system~~
 - ~~Safety data for freight transportation~~
- ~~CDOT and the Transportation Commission provide the lead on transportation safety efforts in Colorado.~~

A. Advancing Transportation Safety

The Advancing Transportation Safety performance measures are aligned with the objectives of the department’s Annual Performance Plan, which summarizes the annual and near-term strategic and operational priorities for CDOT. Additionally, these performance measures will guide the development of the 2025-2029 Strategic Highway Safety Plan.

Performance Measures and Targets

- Reduce the number of traffic-related fatalities and serious injuries by 50% from the 2023 baseline before 2037.
- Reduce the number of traffic-related fatalities and serious injuries involving Vulnerable Road Users by 50% from the 2023 baseline before 2037.

b) Fix Our Roads

The performance measures and targets for pavement and bridge are intended to be achieved or maintained over the 10-Year Plan horizon. The performance measures align with the Department’s Transportation Asset Management Plan, a federally-required plan designed to help improve or preserve the condition and performance of assets on the highway system.

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(1) Highway Pavement

Performance Measures and Targets:

- Achieve or maintain the percent of Interstate System pavements in poor condition below one percent (1%).
- Achieve or maintain eighty percent (80%) high or moderate Drivability Life for the state highway system based on condition standards and treatments set for traffic volume categories.

(2) Bridges

Performance Measures and Targets:

- Achieve or maintain the percent of National Highway System total bridge deck area in poor condition below five percent (5%).
- Achieve or maintain the percent of State Highway System total bridge deck area in poor condition below five percent (5%).

b) ASSET MANAGEMENT:

The asset management objectives for highway related assets are intended to be achieved or maintained over the first ten years of the planning horizon (2021-30). The objectives identified align with the Department's Risk-Based Asset Management Plan, a federally required plan that outlines risk-mitigation, identifies performance gaps, and lists a financial plan over the planning horizon. Additionally, the objectives related to highway asset management are used to help determine funding levels for each of the twelve assets within CDOT's asset management program.

The majority of transit assets in Colorado are not owned, operated, or maintained by CDOT. Rather, CDOT passes through federal and state funds to assist subrecipients with transit asset acquisition, construction, and refurbishment projects. Thus, it is the Department's responsibility to oversee subrecipients' participation in the required planning and reporting processes, to guide the prioritization of pass-through funds to maintain and/or improve the state of good repair of transit assets, and to fulfill annual reporting and targeting requirements.

Performance measures and objectives for transit assets were established by the Federal Transit Administration (FTA) in its 2016 Transportation Asset Management (TAM) Rule and incorporated into the 2018 Group TAM Plan. As required, the Group TAM Plan covered a four-year planning horizon and will be updated no later than the fall of 2022. The TAM Rule also outlined annual reporting requirements about the state of good repair of transit assets and requires CDOT, as the Group TAM Plan sponsor, to set annual performance

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~~targets across several asset class types. See Appendix B for a more detailed discussion of this process.~~

~~The CDOT-owned Bustang and Bustang Outrider fleet vehicles (operated by subrecipients/contractors) are not subject to the TAM Rule reporting requirements but Staff will use the FTA performance measures for consistency in tracking and reporting.~~

~~(1) Highway Pavement~~

~~PERFORMANCE MEASURES AND TARGETS:~~

- ~~● Pavement condition of the Interstate System~~
- ~~● Pavement condition of the National Highway System (NHS), excluding Interstates~~
- ~~● Pavement condition of the state highway system~~

~~OBJECTIVES:~~

- ~~● Achieve or maintain eighty percent (80%) high or moderate Drivability Life for Interstates based on condition standards and treatments set for traffic volume categories.~~
- ~~● Achieve or maintain eighty percent (80%) high or moderate Drivability Life for the National Highway System, excluding Interstates, based on condition standards and treatments set for traffic volume categories.~~
- ~~● Achieve or maintain eighty percent (80%) high or moderate Drivability Life for the state highway system based on condition standards and treatments set for traffic volume categories.~~

~~(2) Bridges~~

~~PERFORMANCE MEASURES AND TARGETS:~~

- ~~● Bridge deck area on the National Highway System in good condition~~
- ~~● Bridge deck area on the National Highway System in poor condition~~
- ~~● Bridge deck area on the state highway system in good condition~~
- ~~● Bridge deck area on the state highway system in poor condition~~
- ~~● Asset management program metrics related to bridge lead metrics, risk metrics, and freight movement metrics (See Appendix A for additional bridge metrics)~~

~~OBJECTIVES:~~

- ~~● Achieve or maintain the percent of National Highway System total bridge deck area in good condition at or above forty percent (40%).~~
- ~~● Achieve or maintain the percent of National Highway System total bridge deck area in poor condition below ten percent (10%).~~
- ~~● Achieve or maintain the percent of state highway system total bridge deck area in good condition at or above forty percent (40%).~~

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- ~~Achieve or maintain the percent of state highway system total bridge deck area in poor condition below ten percent (10%).~~
- ~~Meet asset management program objectives related to bridge lead, risk and freight movement metrics (See Appendix A for additional bridge objectives).~~

~~(3) Maintenance~~

~~MEASURES:~~

- ~~Overall Maintenance Levels of Service (MLOS) for the state highway system~~
- ~~Level of Service (LOS) for snow and ice removal~~

~~OBJECTIVES:~~

- ~~Achieve or maintain an overall MLOS B minus grade for the state highway system.~~
- ~~Achieve or maintain a LOS B grade for snow and ice removal.~~

~~(4) Other Highway Assets~~

~~MEASURES:~~

- ~~Asset management program metrics for other highway assets (See Appendix A for metrics for buildings, Intelligent Transportation Systems (ITS) equipment, fleet, culverts, geohazards, tunnels, traffic signals, walls, and rest areas)~~

~~OBJECTIVES:~~

- ~~Meet or maintain asset management program objectives related to other highway assets (See Appendix A for buildings, ITS equipment, fleet, culverts, Geohazards, tunnels, traffic signals, walls, and rest areas objectives).~~

~~(5) Transit Assets: Small Urban & Rural Agency Assets~~

~~MEASURES:~~

- ~~Rolling Stock: Percentage of revenue vehicles within an asset class that have either met or exceeded their useful life benchmark (ULB).~~
- ~~Facilities: Percentage of facilities within an asset class rated below a 3.0 on the FTA TERM 5-point scale.~~

~~OBJECTIVES:~~

- ~~Achieve or maintain performance of rolling stock and facilities to less than or equal to the percent performance calculated by the FTA for report year 2019. See Table 2 in Appendix B.~~

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~~(6) Transit Assets: Bustang & Bustang Outrider Assets~~

~~MEASURES:~~

- ~~● Rolling Stock: Percentage of revenue vehicles within an asset class that have either met or exceeded their useful life benchmark (ULB).~~

~~OBJECTIVES:~~

- ~~● Achieve or maintain performance in each asset class that have either met or exceeded their ULB at no more than ten percent (10%).~~

c) Sustainably Increase Transportation Choice

This goal is intended to be achieved in the 10-Year Transportation Plan horizon. The Clean Transportation performance measure is aligned with the Greenhouse Gas Pollution Reduction Roadmap 2.0, detailing early action steps the state can take toward meeting near-term greenhouse pollution reduction targets, and HB23-016 - Greenhouse Gas Emission Reduction Measures, statutorily required goals to achieve net-zero status statewide. The Statewide Transit performance measure will inform the development of the statewide transit section of the 2050 Statewide Plan, promoting strategic growth, increasing the reliability of the state highway system, and increasing the use of multimodal travel statewide.

I. Clean Transportation

Performance Measure and Targets:

- Reduce surface transportation sector greenhouse gas emissions (CO2e) by 60% on or before 2037, compared to the 2005 baseline.

II. Statewide Transit

Performance Measures and Targets:

- Collaborate with stakeholders, including local partners and rail operators, to expand statewide transit services by increasing statewide revenue service miles by 66.7 million by 2037.
- Achieve a 1% annual reduction in Vehicle Miles Traveled (VMT) per capita.

~~e) MOBILITY:~~

~~The mobility goal area is intended to be achieved in the planning horizon from 2021 to 2030. A portion of the objectives within the goal area are aligned with the Greenhouse Gas Pollution Reduction Roadmap, detailing early action~~

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~~steps the state can take toward meeting near-term greenhouse pollution reduction targets, and HB19-1261—Climate Action Plan to Reduce Pollution, statutorily required goals to reduce 2050 greenhouse gas pollution by ninety percent (90%) from 2005 levels. Some objectives within the goal area help increase reliability of the state highway system and increase the use of multimodal travel statewide.~~

~~I. Reliability and Congestion~~

~~MEASURE AND TARGET:~~

- ~~● Operations Levels of Service (OLOS)~~
- ~~● Incident Clearance Time~~
- ~~● Vehicle Miles Traveled (VMT) and Vehicle Miles Traveled per Capita~~

~~OBJECTIVES:~~

- ~~● Achieve or maintain an Operations Levels of Service (OLOS) grade of C or better for eighty percent (80%) or greater of the state highway system.~~
- ~~● Achieve or maintain an annual average incident clearance time of twenty (20) minutes or less for highways covered by CDOT Safety Patrol and Heavy Tow vehicles.~~
- ~~● Manage congestion on our roads by reducing Vehicle Miles Traveled (VMT) and VMT per capita by ten percent (10%) on or before 2030, relative to current levels.~~

~~II. Environmental Impact~~

~~MEASURE AND TARGET:~~

- ~~● Greenhouse gas (GHG) pollution from the transportation sector (in Carbon Dioxide Equivalents –CO₂e)~~
- ~~● Zero-emission vehicle (ZEV) registrations~~
- ~~● Percent and quantity of state transit fleet that are zero-emission vehicles~~
- ~~● Percent of state highway miles within a thirty-mile buffer of direct-current (DC) fast-charging stations~~
- ~~● Percent of Scenic and Historic Byways classified as electrified byways~~

~~OBJECTIVES:~~

- ~~● CDOT will work collaboratively with other state agencies and local partners to reduce statewide GHG pollution from the transportation sector by twenty-six percent (26%) by 2025, fifty percent (50%) by 2030, and ninety percent (90%) by 2050 relative to 2005 statewide GHG pollution levels.[†]~~

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- Collaborate with other state agencies to increase electric vehicle registrations to support a future fleet of at least nine-hundred forty thousand (940,000) light-duty zero-emission vehicles by 2030.²
- Work with other state departments, transit agencies, and electric utilities to meet the transit vehicle goals specified the state's 2020 Electric Vehicle Plan to convert the state transit fleet to one-hundred percent (100%) zero-emission vehicles by 2050, with an interim target of at least one thousand (1,000) zero-emission vehicles by 2030.³
- Collaborate with other state agencies, local governments, and private companies to increase the percentage of total state highway miles within a thirty-mile travel buffer of direct current (DC) fast-charging stations from forty percent (40%) in fiscal year 2020 to one-hundred percent (100%) by 2030.⁴
- Coordinate with other state agencies, the Colorado Scenic & Historic Byways Commission, local governments, and individual site hosts to increase the number of Colorado Scenic & Historic Byways classified as electrified byways from three (3) currently to twenty-six (26) by the end of fiscal year 2025.⁵

OBJECTIVE NOTES:

1. CDOT will focus on the transportation greenhouse gas reduction elements of the Greenhouse Gas Pollution Reduction Roadmap, specifically vehicle electrification, VMT reduction, and the closer integration of greenhouse gas reduction measures and considerations in the planning, environmental, construction, and maintenance/operations elements of the project lifecycle. Other state agencies will simultaneously work to tackle issues related to the electricity generation, buildings, oil & gas, and agricultural sectors for a holistic statewide approach.
2. The Colorado Energy Office (CEO) will lead this effort in collaboration with CDOT, Colorado Department of Public Health and Environment (CDPHE), Colorado Department of Revenue (DOR), and other key stakeholder agencies while also coordinating with automakers, dealerships, utilities, nonprofit entities, and the general public to achieve this ambitious target by 2030. CDOT's role is to support and amplify this work, not to lead it.
3. CDOT is uniquely positioned to provide unified leadership in the transit electrification space given its statewide perspective and access to state, federal, and Volkswagen Settlement grant funding. CDOT will work to educate transit agencies on their options, support their fleet transition planning, and offset some of the incremental costs of going zero-emission. However, agencies themselves will play the central role in adopting new vehicle options when and where they make sense for their organizations and their riders.

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- ~~4. CEO will lead this effort to ensure that sufficient public charging infrastructure is available through a combination of public and private investments. The State of Colorado does not intend to own or operate its own charging sites (beyond those at public facilities) but can provide grant support to ensure coverage in areas of the state that are not yet economically advantageous for private companies to serve. CDOT provides support for this effort through mapping, modeling, and data analysis that helps to identify prime locations while also funding limited infrastructure buildout along scenic byways, state parks, and other key areas of the rural charging network.~~
- ~~5. CDOT will play a coordinating role between the CEO, the Colorado Tourism Office, and the Scenic & Historic Byways Commission to educate individual byway groups on the benefits and opportunities associated with electric vehicle charging infrastructure while directing them to existing state grant and utility incentive programs to help facilitate this emerging market.~~

III. Multimodal Options

MEASURES:

- ~~● Percentage of Coloradans commuting to work with multimodal options, including telecommuting~~
- ~~● Bustang bus service ridership~~
- ~~● Unlinked transit passenger trips for Colorado small urban and rural transit agencies~~

OBJECTIVES:

- ~~● Increase the percentage of Coloradans commuting to work using multimodal options, including those using telecommuting options, to thirty-five percent (35%) in 2030.~~
- ~~● Restore Bustang (I-25 and I-70 corridors) bus service ridership to pre-COVID-19 levels by the end of FY 2020-21 and grow it five percent (5%) per year thereafter. A pre-COVID-19 level is defined as June 2021 ridership being equivalent to June 2019 ridership, knowing that an equivalent annual number is not attainable while COVID-19 is currently affecting service. June 2019 ridership was 19,189 passengers for the month, with a FY 2018-19 total annual ridership of 238,000 riders.~~
- ~~● Increase unlinked passenger trips from small urban and rural transit agencies proportional to population growth levels from 2019 levels.~~

IV. Mobility Goal Area Considerations

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- ~~Staff will provide additional data for the mobility objectives when updates to PD 14.0 objectives are presented annually to the Transportation Commission. Examples include:~~
 - ~~Operations Levels of Service (OLOS) grades in rural areas.~~
 - ~~Operations Levels of Service (OLOS) grades in urban areas.~~
 - ~~Operations Levels of Service (OLOS) grades for Colorado Freight Corridors.~~
- ~~CDOT and the Transportation Commission will coordinate and collaborate with internal and external CDOT partners in efforts to achieve mobility goals in Colorado. Through this collaborative approach, CDOT will take actions to fulfill the goals outlined within the Administration's Greenhouse Gas Pollution Reduction Roadmap.~~
- ~~VMT, GHG pollution levels, EV adoption, and multimodal options objectives will be aligned with the goals outlined in the Administration's Greenhouse Gas Pollution Reduction Roadmap and HB19-1261 (Climate Action Plan to Reduce Pollution).~~

V.I. Documents Referenced in This Directive

~~[Greenhouse Gas Pollution Reduction Roadmap 2.0](#)~~

~~[CDOT's Transportation Asset Management Plan](#)~~

~~[HB23-016: Greenhouse Gas Emission Reduction Measures](#)~~

~~[CDOT Performance Plan](#)~~

~~[2050 Statewide Transportation Plan & Statewide Transit Plan](#)~~

~~[Statewide Highway Safety Plan](#)~~

~~[Appendix "A" CDOT Asset Management Metrics and Performance Targets](#)~~

~~[Appendix "B" CDOT Transit Asset Management](#)~~

~~[Appendix "C" Strategic Transportation Safety Plan \(STSP\) Tier 1 Strategies](#)~~

~~[Administration's Greenhouse Gas Pollution Reduction Roadmap](#)~~

~~[CDOT's Risk-Based Asset Management Plan](#)~~

~~[CDOT Transit Asset Management Group Plan](#)~~

~~[Colorado Strategic Transportation Safety Plan \(STSP\)](#)~~

~~[HB19-1261 \(Climate Action Plan to Reduce Pollution\)](#)~~

~~[Statewide Transportation Plan \(2045\)](#)~~

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~~VI.~~II. Implementation Plan

~~The Division of Transportation Development, with the Division of Accounting and Finance, the Division of Maintenance and Operations, and the Office of Innovative Mobility, and in collaboration with other CDOT Divisions and CDOT Regions, will implement this Policy Directive. The Transportation Commission will direct funds to budget categories to support accomplishment of the objectives. The Division of Transportation Development will report annually on performance of the transportation system to track progress toward objectives, before the submission of the Department's annual budget. At a minimum, the Division of Transportation Development will review and update or reaffirm this Policy Directive with each Plan update cycle in collaboration with the Office of Policy and Government Relations, Division of Accounting and Finance, Division of Maintenance and Operations, Office of Innovative Mobility and other CDOT Divisions and CDOT Regions.~~

~~The Office of Policy and Government Relations shall post this Policy Directive on CDOT's intranet as well as on public announcements.~~

~~The Division of Transportation Development, the Division of Accounting and Finance, the Division of Engineering, the Office of Innovative Mobility, and in collaboration with other CDOT Divisions and CDOT Regions, will implement this Policy Directive. The Division of Transportation Development will report annually on performance of PD 14.0 to track progress towards achieving targets, before the submission of the Department's annual budget, to help guide development of the budget. At a minimum, CDOT will review and update or reaffirm this Policy Directive with each 10-Year Plan update cycle.~~

~~The Office of Policy and Government Relations shall post this Policy Directive on CDOT's intranet as well as on public announcements.~~

~~Additionally, CDOT shall develop a procedural directive(s) that implements procedures that align with policy in respect to the development, management, and reporting of the 10-Year Transportation Plan and implementation of Programmatic Performance Measures (PPM's).~~

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~~VII.~~III. Review Date

~~This Directive shall be reviewed on or before June 20, 2029. This directive shall be reviewed on or before December 2022.~~

Herman Stockinger, Secretary
Transportation Commission of Colorado

Date of Approval

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Appendix "A"

CDOT Asset Management Metrics and Performance Targets

Asset	Objective	Objective Target	2019 Performance
Pavement	Achieve or maintain 80% high or moderate Drivability Life for Interstates based on condition standards and treatments set for traffic volume categories	80%	88.3%
	Achieve or maintain 80% high or moderate Drivability Life for the National Highway System, excluding Interstates, based on condition standards and treatments set for traffic volume categories	80%	84.0%
	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%	80.4%
Bridge Asset Condition	Achieve or maintain the percent of National Highway System total bridge deck area in good condition at or above 40%	40%	46.4%
	Achieve or maintain the percent of National Highway System total bridge deck area in poor condition below 10%	10%	6.1%
	Achieve or maintain the percent of state highway system total bridge deck area in good condition at or above 40%	40%	46.4%
	Achieve or maintain the percent of state highway system total bridge deck area in poor condition below 10%	10%	6.3%
Bridge Lead, Risk, and Freight Metrics	Percentage of expansion joints in fair, poor, or severe condition (by length) on CDOT-owned bridges	26% or less	37.6%
	Percentage of CDOT-owned bridge deck area that is unsealed or otherwise unprotected	35% or less	36.8%
	Percentage of CDOT-owned bridges over waterways that are scour critical	5.0%	6.2%
	Percentage of bridge crossings over Interstates, U.S. Routes and Colorado state highways with a vertical clearance less than the statutory maximum vehicle height of 14 feet 6 inches	4.0%	2.1%
	Percentage of bridge crossings over Interstates, U.S. Routes and Colorado state highways with a vertical clearance less than the minimum design requirement of 16 feet 6 inches	18.0%	20.3%
	Percentage of CDOT-owned bridges with a load restriction	0.9%	2.2%
MLOS	Percentage of CDOT-owned bridges posted for load	0.1%	0.4%
	Achieve or maintain an overall MLOS B minus grade for the state highway system	B-	B
Buildings	Achieve or maintain a LOS B grade for snow and ice removal	B	B
Buildings	Achieve or maintain an average statewide letter grade for CDOT-owned buildings at or above 85% C or better	85%	80%
ITS	Maintain or decrease the average percent useful life of ITS equipment at or below 90%	90%	82%
Fleet	Maintain or decrease the average percent useful life of CDOT fleet vehicles at or below 75%	75%	69%
Culverts	Maintain or decrease the percent of culverts in poor condition (have a culvert rating of 4 or less) at or below 5%	5%	5.2%
Geohazards	Achieve or maintain the percent of geohazard segments at or above risk grade B at or above 85%	85%	77%
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%	91%
Traffic Signals	Maintain or decrease the percent of signal infrastructure in severe condition at or below 2%	2%	7%
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%	4.2%
Rest Areas	Achieve or maintain an average statewide letter grade for CDOT rest areas at or above 90% C or better	90%	64%

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Appendix “B” CDOT Transit Asset Management

The Federal Transit Administration’s (FTA) October 1, 2016 Transit Asset Management (TAM) Rule established new asset management planning and reporting requirements for 49 U.S.C. Chapter 53 funding recipients and subrecipients that own, operate, or manage capital assets in the provision of public transportation. The TAM Rule requires transit providers to develop a TAM Plan to prioritize and guide investments in transit assets to keep the transit system in a State of Good Repair (SGR), and requires Departments of Transportation (DOTs) to sponsor a Group Plan for all Tier II transit providers (those without fixed guideway and/or with less than 100 vehicles operating during peak service) who wish to participate. The Colorado DOT Transit Asset Management Group Plan (Group TAM Plan) was completed in the Fall of 2018 and covered a four-year planning horizon. The Group TAM Plan included a capital asset inventory of over \$500 million and a prioritized project list of vehicle, equipment, and facilities projects of over \$118 million through 2022.

The TAM Rule also outlined annual reporting and targeting requirements about the SGR of transit assets. It requires transit providers to report to FTA the number and type of active assets in each asset class every year. Once reporting is finalized, FTA calculates the percentage performance for the report year¹ and then CDOT, as the Group TAM Plan sponsor, sets realistic and achievable performance targets for each asset class for the next report year.

All active transit assets are required to be reported to FTA, regardless of the original funding source. There are 24 possible rolling stock asset class vehicle types, though the small urban and rural fleet currently includes just 11 of those vehicle types. It has been CDOT practice for nearly four years to prioritize pass-through funds to vehicle/project types that fall within six rolling stock asset classes, to vehicles with Americans with Disabilities Act (ADA) accessibility. In 2019, those vehicles made up around 93% of the rolling stock fleet, as emphasized in Table 1.

For the purposes of annual reporting, FTA defined equipment as non-revenue vehicles, narrowing down the types of reportable equipment to just two asset classes. Because of the practice of prioritizing pass-through funds towards ADA-compliant vehicles, CDOT has not awarded any pass-through funds for that type of equipment project in the last several years. As such, for PD 14.0 reporting purposes, Staff will focus rolling stock performance reporting on the six rolling stock asset classes over the road bus, bus, cutaway, minivan, aerial tramway, and van and the two facilities asset classes, since those are the asset categories and classes that are impacted by CDOT’s pass-through funds. Additional asset classes may be added in future PD 14 revisions if Staff believes that to be beneficial or necessary. Table

¹The FTA report year for CDOT and the small urban and rural agencies runs January 1 through December 31.

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2 shows the performance measured by FTA in report year 2019², which Staff will use as baseline performance for annual reporting to the Transportation Commission.

**Appendix “B”
CDOT Transit Asset Management (Continued)**

Table 1. Small Urban & Rural Transit Assets: Number of Assets per Asset Class, Report Year 2019		
Asset Category	Asset Class	# of Assets
Rolling Stock	AB—Articulated Bus	4
	AO—Automobile	48
	BR—Over-the-road Bus	41
	BU—Bus	444
	CU—Cutaway	317
	MV—Minivan	142
	OR—Other	24
	SB—School Bus	4
	SV—Sports Utility Vehicle	10
	TR—Aerial Tramway	68
	VN—Van	144
Equipment	Automobiles	43
	Trucks and Other Rubber Tire Vehicles	41
Facilities	Passenger/Parking Facilities	43
	Administrative/Maintenance Facilities	46

Table 2. Small Urban & Rural Transit Assets: Percent of Asset Class Beyond SGR, Report Year 2019		
Asset Category	Asset Class	Performance (%)
Rolling Stock	BR—Over-the-road Bus	17.95%
	BU—Bus	24.81%
	CU—Cutaway	24.61%

² State FY 2019-20

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	MV—Minivan	23.85%
	TR—Aerial Tramway	83.82%
	VN—Van	13.79%
Facilities	Passenger/Parking Facilities	2.78%
	Administrative/Maintenance Facilities	8.89%

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Appendix “C”

Strategic Transportation Safety Plan (STSP) Tier 1 Strategies

A. Name a Safety Champion to Lead a Proactive Safety Program

~~Name a safety champion to lead an inclusive safety program with the responsibility, resources, and authority to advance safety strategies and monitor effectiveness. This strategy will provide a focused approach to championing, coordinating, and implementing safety programming. CDOT will lead implementation with support from Colorado State Patrol (CSP), Colorado Department of Public Health & Environment (CDPHE), and Colorado Department of Revenue (CDOR).~~

B. Build a Safety Advocacy Coalition

~~Build a safety coalition of advocacy groups and state—and local agencies to function as a lobbying and advocacy group. This group will work toward revisions to laws and policies at all phases of development and enforcement. This strategy will increase the visibility of key safety issues in policy discussions and create a central forum for strengthening relationships among participants and decision-makers in safety initiatives. CDOT will lead implementation with support from CSP and CDPHE.~~

C. Institutionalize Safety Roles and Responsibilities

~~Establish agreements that define the ways agencies and organizations work together to deliver safety programs, including roles and responsibilities. These will be formal mechanisms such as a memorandum of understanding. Less formal arrangements may be appropriate at local levels. CSP and CDOT will lead implementation with support from CDPHE and CDOR.~~

D. Coordinate with Existing Safety Programs

~~Coordinate the development and implementation of safety programs, incorporating strategies among agencies at the state and local level (example existing programs include CDOT’s Whole System, Whole Safety Program, and regional and local Vision Zero programs). This strategy will improve the reach and impact of the state’s safety programs and avoid duplication of safety program development efforts. CDOT will lead implementation with support from CSP.~~

E. Promote Consistent Safety Messaging

~~Coordinate the efforts of safety agencies and advocacy groups to develop consistent public-facing safety messaging to be distributed to audiences across the state. This strategy will create greater public safety awareness through consistent messaging. CDOT Highway Safety Office and CDOT Office of Communications will lead implementation with support from CSP, CDPHE, and CDOR.~~

F. Develop Education Campaigns for High-Risk Behaviors

~~Develop outreach campaigns aimed at high-risk groups, such as aggressive, distracted, and impaired drivers, with the goal to enhance and coordinate efforts among statewide education platforms. Occupant protection education campaigns will also be included within this strategy. CDOT Highway Safety Office and CDOT Office of Communications will lead implementation with support from CSP, CDPHE, and CDOR.~~

G. Provide Transportation Safety Education to Students and Families

~~Establish a culture of safety among young people by expanding existing and developing new transportation safety education programs that engage them over many years. One aim of this strategy is to develop a comprehensive curriculum that can be used for education statewide, including education on how to be a safe pedestrian and bicyclist. CSP and CDOT will lead implementation with support from CDPHE.~~

H. Prioritize Transportation Safety Funding

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~~Increase the importance of safe infrastructure and transportation in transportation funding decisions. Educate funding decision makers on the importance of safety and how funds could be used to make improvements. Colorado Transportation Commission will lead implementation with support from CDOT, CSP, CDPHE, and CDOR.~~

Appendix “C”

Strategic Transportation Safety Plan (STSP) Tier 1 Strategies (Continued)

- ~~**I. Prioritize Safety in Transportation Planning, Facility Design, and Project Selection**
Review policies and processes of roadway planning, design, and project selection to determine what role safety plays in decision-making. This includes updating existing planning and design guidelines and standards to integrate enhanced safety measures. CDOT and CSP will lead implementation with support from CDPHE.~~
- ~~**J. Educate Decision-Makers on the Effectiveness of Occupant Protection Laws**
Research and document the benefits of occupant protection laws, such as seatbelt use, helmet use, and restrictions on personal device use. Using available data, this strategy aims to educate legislators, commissioners, and other decision makers on the benefits of such laws to aid in the development of new policies. CDOT will lead implementation with support from CDPHE, CSP, and CDOR.~~
- ~~**K. Increase Requirements for New and Renewal Driver Licensing**
Expand the graduated driver licensing (GDL) system to increase education and practice requirements for new drivers to obtain a license, and develop appropriate testing requirements to verify driver competency with increased age. CDOR will lead implementation with support from CSP and CDPHE.~~
- ~~**L. Establish a Framework for Streamlining Data Management**
Improve data gathering, reporting, storage, linkage, processing, analyses, and dissemination throughout the state for traffic records databases following the FHWA measures of quality: timeliness, accuracy, completeness, uniformity, integration, and accessibility. The databases will provide more uniform confidence in crash mitigation for agencies at both the state and local level. CDOT will lead the implementation with support from Statewide Traffic Records Advisory Committee (STRAC), CSP, and CDPHE, as directed by the newly formed leadership group that will be a liaison between the Executive Directors of the partner agencies and STRAC.~~
- ~~**M. Prioritize and Promote Proven Safety Toolbox Strategies**
Educate state and local traffic engineers on existing, known, and effective safety toolbox strategies in transportation facility design, construction, and operation. This strategy will promote inclusion of proven strategies in design practices and development of Local Road Safety Plans by local agencies. CDOT will lead implementation with support from CSP.~~
- ~~**N. Implement Systemic Infrastructure Safety Improvement Strategies**
Build on existing safety implementation projects and programs. Identify and implement the most effective wide-scale systemic safety mitigation strategies in conjunction with implementing hot-spot improvement projects. Examples of these strategies include, but are not limited to, rumble strips, median barriers, and fully protected left turn phasing. CDOT will lead implementation with support from local city and county transportation departments as well as CDOT Region Traffic Engineers.~~
- ~~**O. Increase Education On and Implementation of Data-Driven and Automated Enforcement**~~

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~~Increase implementation of data-driven enforcement for speeding and red-light running at high-crash locations. Educate decision-makers on the effectiveness of automated enforcement as a safety enhancement rather than as a revenue generator. CDOT will lead implementation with support CSP.~~



COLORADO

Department of Transportation

Statewide Transportation Advisory
Committee
Colorado Travel Counts Survey
Erik Sabina, P.E., August 1, 2024



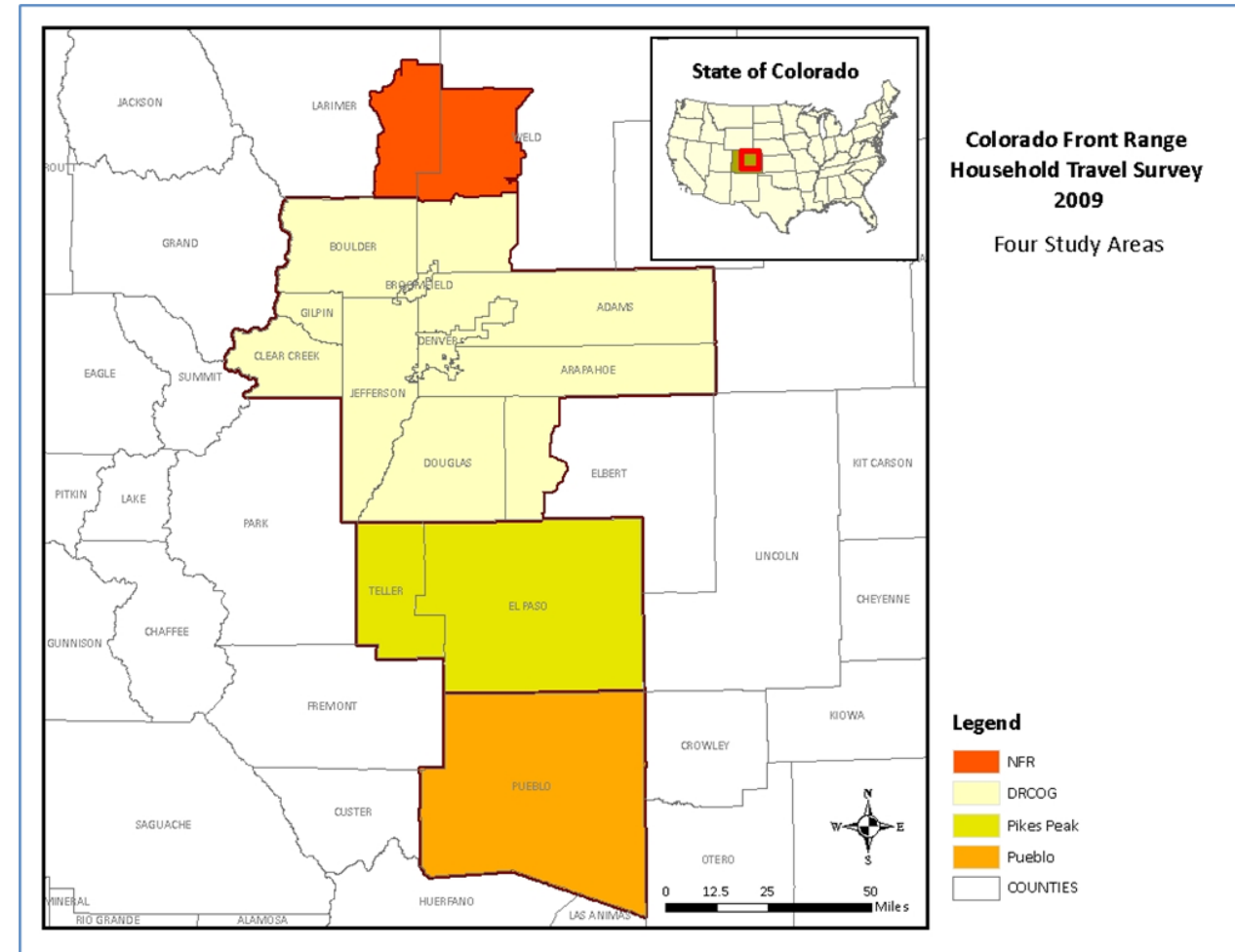
A Bit of Survey History

- First surveys in the 1960s: Detroit and Chicago
- Primarily done by MPOs (e.g., DRCOG)
- And some states
- Typically done every 10-15 years
- Most recent in Colorado:
 - the Front Range Travel Counts survey (2010)
 - four Front Range MPOs



2010 Front Range Travel Counts Survey

- CDOT, RTD, all Front Range MPOs
- Funding limitations prevented a statewide effort
 - the “Great Recession”
- Successful survey: quality data, met all MPO quotas
- Telephone interview method





What is a travel diary survey?

- Recruit a sample of the state's households
- Each person fills out a complete diary for an assigned period
 - between one and seven days
 - all locations visited / activity there / arrival and departure times
 - trips between locations: travel mode, travel party, cost, etc.
- Detailed demographics of each person
 - age
 - gender
 - worker/student status
 - etc.
- Detailed household demographics
 - income
 - number of motor vehicles
 - etc.



Why do them?

- Support MPO/DOT analysis and modeling
- US Census - only partial information on commute travel
- Diary surveys provide information on ALL travel
 - all household members
 - all travel purposes
- Shows relationship between person/household characteristics and travel choices
 - crucial for building MPO/DOT travel models



A Bit of History About this Survey Project

- Planning began in 2018
- Statewide survey for the first time in Colorado
- Financial contribution from all five MPOs
- Transportation Commission contributed \$1M in state funds
- CDOT also contributed federal planning funds
- Consultant selection in May 2020
- COVID delay until January 2023
 - Waiting for post-COVID stability to emerge
- Conducted survey pilot, Winter, 2023
- Commenced full survey, Winter, 2024



Key Survey Features for Colorado


- Surveying outside Front Range for the first time
- Weekend data for the first time
 - crucial for I-70 planning and design
- Multi-day data for the first time
 - made possible by survey cell phone app
 - technology not available in 2010
- Obtaining data on new travel technologies
 - package/goods delivery
 - new modes (e.g., scooters, e-bikes, etc.)



Survey App Examples

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It looks like you made a stop!

- Yes, I made this stop
- Yes, but the times or location are off
- No, I did not leave the previous place (not traveling)
- No, I was still traveling (not a real stop)

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How much did you pay to park? [Enter '0' if you did not have to pay].

\$ 0.00

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[Back](#) 4. Arrived Wed, Left 11:42 AM

How many people went to Westat with you?

1

- +

Of these, please select any household members by moving the switch to the right.

Select 1 person maximum

Holly

James

Eliot

Back Next



Survey Progress to Date

Recruit and Retrieval Volumes on Target

Through July 22nd

- 13,751 Recruited (REC) Households
 - Goal is approximately 33,000 (42% of goal)
 - Mailings each week through mid-February 2025 (so far 48% of scheduled invitation mailings – 49 mailings total)
- 5,938 Retrieved (RET) Households
 - Retrieved through 7/22 Travel Date
 - Goal is 20,000 (19,500 addressed-based and 500 transit intercept)
 - Another 900 recruited with future travel (i.e., after 7/22)



More Key Points and Schedule

- Random sample of Colorado residents
- Ensures representation of all key demographic groups
- Conducted using the most recent standards / accepted survey techniques
- Quotas ensure effective sample for each MPO
- Targeting 20,000 households in total

- Survey schedule
 - In process now
 - Expect to be finished gathering data by April 2025
 - Analysis and reporting complete by September 2025



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Thank you!

Erik Sabina, P.E.

Deputy Director, Division of Transportation Development

erik.sabina@state.co.us

303-757-9811



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Statewide Transportation Advisory Committee (STAC) Memorandum

To: Statewide Transportation Advisory Committee (STAC)

From: Darius Pakbaz, Director, Division of Transportation Development

Date: August 1, 2024

Subject: Updated STAC Bylaws

Purpose

To update STAC Bylaws so they reflect Transportation Commission Resolution #s TC 2024-05-08, 3.03.2.1 (officer term limits) and TC 2024-05-08, 3.03.2.2 (urban and rural representation), along with readability and accessibility improvements.

Action

Review the updated STAC Bylaws as written. No action is required at this time.

Background

STAC approved the previous bylaws on October 27, 2020. STAC asked CDOT staff for a draft of the updated bylaws for their review and comment. To this end, the Transportation Commission adopted Resolution #TC 2024-05-08 that contained changes to the Planning Rules (2 CCR 601-22) based on recommendations from the HB23-1101 TPR Boundary Study.

There are two major changes to Planning Rules relevant to the STAC Bylaws:

- “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.”
This change now appears in Article IV, Section 3 of the updated Bylaws.
- “3.03.2.2 To ensure the STAC’s leadership represents both rural and urban Colorado, STAC is encouraged to 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. CDOT staff is seeking guidance on how STAC members would like to consider updating the STAC

Bylaws based on the above changes to the Planning Rules.”
This change now appears in Article IV, Section 11 of the updated Bylaws.

Next Steps

STAC Bylaw changes require both a 2/3 vote and a two-week notice. CDOT staff anticipates action to approve the updated Bylaws in October, ahead of the election of officers.

Lastly, staff recommends that Transportation Planning Regions (TPRs) consider a similar timeline for updating their governing documents.

Attachments

Draft Revised STAC Bylaws



Bylaws of the Statewide Transportation Advisory Committee

August 1, 2024

Article I - Name

The name of this committee shall be the Statewide Transportation Advisory Committee (STAC)

Article II - Objective

The Statewide Transportation Advisory Committee provides advice to both the department and the commission on the needs of the transportation systems in Colorado, including but not limited to budgets, transportation improvement programs, the statewide transportation improvement program, transportation plans, and state transportation policies, and shall review and provide comment to both the department and the commission on all regional transportation plans submitted for the transportation planning regions. The activities of the committee shall not be construed to constrain or replace the Project Priority Programming Process (4P), formerly known as the county hearing process.

The Statewide Transportation Advisory Committee reviews and comments on all regional and statewide transportation plans submitted by the transportation planning regions and/or the Colorado Department of Transportation.

Article III - Members

Section 1. Each Transportation Planning Region (TPR) shall select a representative to the STAC pursuant to §43-1-1104 C. R. S. (1991).

Section 2. Each Transportation Planning Region shall select alternate(s) to provide representation, in the case of the absence of the STAC representative.

Section 3. The Ute Mountain Ute and Southern Ute Indian Tribes may each appoint voting members to the STAC.

Section 4. A TPR must notify the Director of the Division of Transportation Development (DTD) in writing the name, title, mailing address, telephone number, and electronic mail address of any change in STAC representation **prior to the next scheduled STAC meeting or within 30 days, whichever is sooner.**

Section 5. 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 DTD 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.

Article IV - Officers

Section 1. The Offices of the STAC shall consist of a Chairperson and a Vice-Chairperson.

Section 2. The Chairperson shall preside at all meetings of the STAC. The Chairperson shall represent STAC with the Transportation Commission. The Chairperson shall work with CDOT staff on agenda setting. The Chairperson shall be a member of the STAC and shall hold office for no more than two (2) consecutive two-year terms.

Section 3. The Vice-Chairperson shall, in the case of the absence or disability of the Chairperson, perform the duties of the Chairperson. The Vice-Chairperson shall be a member of the STAC and shall hold office for no more than two (2) consecutive two-year terms. In the absence of both the Chairperson and the Vice-Chairperson, the members present at a meeting of the STAC shall select a Chair pro tem to preside over such meeting.

Section 4. The officers shall perform the duties described in the parliamentary authority under Roberts Rules of Order, and any duties described in these bylaws.

Section 5. The officers shall be elected by vote at a regularly scheduled STAC meeting to serve a term of 2 years or until their successors are elected. Their term of office shall begin upon adjournment of the regular meeting during which the election took place.

Section 6. Elections shall be held at the STAC meeting in May in even-numbered calendar years, starting in calendar 2026. If a May meeting is not held, the elections should be held at the next meeting thereafter.

Section 7. In the event, the Chairperson should resign from the STAC, the Vice-Chairperson shall assume the position until the end of the term.

Section 8. In the event the Vice-Chairperson also resigns, a special election will take place at the next scheduled STAC meeting.

Section 9. No person shall hold office if he/she is not a representative, and no representative shall hold more than one office at one time.

Section 10. Each TPR or Tribal Entity shall cast one vote for the chairperson and vice chairperson.

Section 11. To ensure the STAC's leadership represents both rural and urban Colorado, 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, whenever possible during the election process, encouraging equal distribution of the officer positions between rural and urban Colorado.

Article V - Meetings

Section 1. A regular meeting of the STAC shall be held at least quarterly.

Section 2. A notice, meeting materials, and agenda will be sent to each STAC member by the Division of Transportation Development (DTD) for regular meetings at least one week in advance. Emergency agenda items may be considered with a majority vote of the STAC members.

Section 3. All meetings of the STAC shall be open to the public.

Section 4. The majority of the membership shall constitute a quorum. A majority vote of the members present shall be required to carry any motion. A representative may participate via phone, internet or in-person.

Section 5. Meetings may be held virtually, in-person or a combination.

Article VI - Records

The records of the STAC shall be public records and shall be open for public inspection. Minutes shall be recorded for all STAC meetings and shall be approved by the STAC. After approval by the STAC, minutes shall be made a part of the STAC record.

Article VII - Amendment

These bylaws may be amended at any regular or special meeting of the STAC by a two-thirds vote of the membership, provided that previous notice of the amendment was given to all members at least two weeks in advance.

Article VIII - Ad Hoc Committee

Ad Hoc committees can be formed by STAC or appointed by the Chairperson as necessary.

Draft