



**Statewide Transportation Advisory Committee (STAC)**

This meeting will be virtual.

**July 11, 2024 from 8:30 AM to 12:00 PM**

**Agenda**

<b>Time</b>	<b>Agenda Item and Item Description</b>	<b>Presenter</b>
8:30-8:35	Welcome and Introductions	Vince Rogalski, STAC Chair
8:35-8:40	Approval of the June Meeting Minutes	Vince Rogalski, STAC Chair
8:40-8:55	CDOT Update on Current Events (Informational Update)	Herman Stockinger, CDOT Deputy Director
8:55-9:05	Transportation Commission Report (Informational Update)	Vince Rogalski, STAC Chair
9:05-9:35	TPR Representative and Federal Partners Reports (Informational Update)	STAC Members and Federal Partners
9:35-9:45	Legislative Report (Informational Update)	Emily Haddaway and Jamie Grim, CDOT Office of Government Relations
9:45-9:55	Break	
9:55-10:25	2050 Statewide Plan Overview (Informational Update) <ul style="list-style-type: none"> <li>• Policy Directive 14 Overview</li> <li>• TC Decision on Program Distribution</li> </ul>	Marissa Gaughan, Multimodal Planning Branch Manager, and William Johnson, Performance and Asset Management Branch Manager, Division of Transportation Development (DTD)
10:25-10:55	Active Transportation Plan (Informational Update) <ul style="list-style-type: none"> <li>• Overview of the Active Transportation Plan development process &amp; integration with the 2050 Statewide Plan</li> </ul>	Annelies van Vonno, CDOT's Bicycle and Pedestrian Program Coordinator, DTD
10:55-11:25	Strategic Highway Safety Plan (SHSP) (Informational Update) <ul style="list-style-type: none"> <li>• Overview of the SHSP development process &amp; integration with the 2050 Statewide Plan</li> </ul>	Manjari K. Bhat, Statewide Safety Champion
11:25-11:55	STAC Bylaws & TPR IGA Timeline	Marissa Gaughan, Multimodal Planning Branch Manager, DTD and Jamie Grim, Federal and Local Government Liaison
11:55-12:25	Region 4 Project Update	Heather Paddock, Region 4 Director
12:25-12:30	Other Business	Vince Rogalski, STAC Chair

# Statewide Transportation Advisory Committee (STAC) Meeting Minutes

**Date/Time: Thursday, June 6, 2024; 8:30 a.m. - 12:30 p.m.**

## **Attendance:**

**Denver Area:** Ron Papsdorf and Steve Odorisio  
**Central Front Range:** Samantha Hughes, Dick Elsner,  
**Eastern:** Gary Beedy  
**Grand Valley:** Dana Brosig and Rachel Peterson  
**Gunnison Valley:** Vince Rogalski  
**Intermountain:** Brian Pettet, Dana Wood  
**North Front Range:** Johnny Olson, Suzette Mallette and Becky Karasko  
**Northwest:** Heather Sloop and Brian Cerkvnik  
**Pikes Peak Area:** John Liosatos, Jessica Bechtel, Danelle Miller,  
**Pueblo Area:** Eva Cosyleon and Wendy Pettit  
**San Luis Valley:** Vern Heersink and Gene Glover  
**South Central:** Brian Blasi, John Galusha  
**Southeast:** Ron Cook  
**Southwest:** Heather Alvarez  
**Upper Front Range:** Kevin Ross  
**Southern Ute:** None  
**Ute Mountain Ute:** None  
**Federal Highway Administration:** Bill Haas  
**Transportation Commissioner:** Barbara Bowman

## **Welcome and Introductions Vince Rogalski, STAC Chair**

- The meeting commenced at about 8:30.

## **Approval of the March Meeting Minutes Vince Rogalski, STAC Chair**

- The STAC Chair requested a motion and second to approve the May STAC meeting notes.

**Action:** The STAC members approved the May 2024 STAC meeting notes.

## **CDOT Update on Current Events (Informational Update) Herman Stockinger, CDOT Deputy Director**

- A third meeting to discuss the US 50 bridge repair was conducted, and progress on this project is being monitored closely.
- The Transportation Commission upon review of the HB 23-1101 TPR Study recommendations, modified the recommendation to require the STAC Chair and Vice Chair to represent urban and rural areas respectively, and alternate this representation upon each election, was modified to be a recommendation, and not a requirement.
- The TC tabled the boundary change decision until November 2024.
- TC will have more conversations on Policy Directive 14, that includes performance measures and targets for the CDOT on-system facilities.
- TC is anticipated to approve the program distribution formulas for formula programs this month.
- Next month there will be a presentation on the US 50 Blue Mesa Bridge repair project to provide details on the status and next steps for this project.

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

- US 50 Blue Mesa Bridge Update as bridge is in Gunnison Valley TPR:
  - The amount of money initially authorized was \$10 Million, but that was increased to \$20 million
  - An overview of the 2050 Statewide Transportation plan development process was presented with focus areas of safety, mobility (alternative transportation/transit) and asset management (transportation facility maintenance).
  - Policy Directive 14 performance measures and targets were also discussed.
  - The new rural MMOF formula was discussed and approved
  - There was significant discussion about the TPR boundary change, but the TC decided to revisit their decision on this subject in November 2024, when items can be initiated for consideration for submittal to the state legislature.
  - Some STAC representatives feel that some of the legislative changes of MMOF funding, taking MMOF funds away to give to the Zero Fare Program, is undermining the negotiations that took place to formulate SB 21-260.

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

- DRCOG: Working to address housing and transportation holistically. Additionally, DRCOG is very concerned about the legislature's decision to pull money from the MMOF program funds to use in the free fare program. There was little notice on this

decision, and DRCOG, who receives about 58% of MMOF funds, and feels very negatively impacted by the loss of \$10 million.

- Central Front Range TPR: The Fairplay project is progressing. However, the lane change was made before the memorial day holiday, which was not optimal.
- Eastern TPR: Obtaining concrete in the rural areas for projects is more difficult. On-site concrete mixing is becoming more common. Anything the state or federal government can do to assist concrete and asphalt businesses in rural areas would be beneficial. The Federal Emergency Management Administration (FEMA) is encouraging cities and counties to update their floodplain maps and plans. However, the FEMA tool does not include highways or roadways in their mapping which does not benefit analysis of transportation projects.
- Grand Valley MPO: Great progress has been made on the safety action plan. The New transit facility was opened in Grand Junction.
- Gunnison Valley: US 50 Bridge. The county road that is being used as an alternate road was resurfaced with gravel with CDOT's help. There is a one way pilot car that runs 7 times a day to reduce dangers from the high use of the unpaved road. Kebler Pass is also open now. Inspections are all complete on the bridge. There will be many repair plates attached to the welds.
- Intermountain: Next meeting will be on July 19 to set priorities. The process of creating governing documents has been postponed until November due to the TPR boundary decision to wait for a decision until November. Protocols have been put in place with the Glenwood Canyon in case of flooding or flood watches.
- North Front Range MPO: The last segment of I-25 in the area is underway.
- Northwest TPR: No meeting was held since the last STAC meeting. Large concrete reconstruction is occurring in downtown Steamboat Springs. Several other projects are underway. All county meetings in the TPR have occurred. NWTTPR is very concerned about I-70 closures' impact on the CO 40 corridor. With the US 50 Blue Mesa bridge closed, all traffic would be routed through the Northwest TPR area.
- Pikes Peak Area COG: Region 2 director Shane Ferguson reported that the Powers Boulevard and Airport Road interchange project has been given the go ahead. This project is the top priority of Region 2.
- Pueblo Area COG: Adopted their 2024-2027 TIP.
- San Luis Valley TPR: The TPR adopted new by-laws.
- South Central TPR: Beginning discussions for the next regional transportation plan in July. The southbound interchange of I-25 and Walsenburg project is underway.
- Southeast: Working diligently on addressing boundary issues with county representatives. The next TPR meeting is in July.
- Southwest: Next TPR meeting is on June 13th. Finishing fiber optic installation along US 160 at Wolf Creek Pass. Realignment of US550 to US160 Connection South project is wrapping up.
- Upper Front Range: More updates to provide at the next STAC Meeting.
- FHWA: Safe Streets for All program is a discretionary grant program that funds planning and project implementation opportunities. Planning grants are rarely fully

used. However, implementation grants are fairly competitive. FHWA has a list of proven safety countermeasures that is a very useful resource for safety planning.

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

- All bills were signed as of June 5, 2024 including the transportation focused SB 65 distracted driving bill and SB 195, which included speed camera provisions and set asides for funds for vulnerable road users safety projects.
- Senate Bill 2024-032 directed a take-back of \$10 million of Local Multimodal Transportation Mitigation Options Funds (MMOF) to fund the Zero Fare Transit Program. CDOT expects this is a one-time allocation and will not be repeated. Many STAC representatives felt frustrated with the changes in funding that were made by the legislature. The frustration stemmed from the lack of transparency and the legislature not upholding the funding promised in SB 260. Some STAC representatives felt that the MMOF funding transfer for the Zero Fare program results in an inequitable statewide distribution of funds.
- STAC Representatives put forward a motion to write a letter to the state legislature signed by the members of STAC to communicate their frustrations with the legislature regarding the transfer of MMOF funds to the Zero Fare Transit program. This letter would emphasize that the legislature has changed or reduced transportation funding multiple times in the past without consulting STAC members, and that this trend should not continue.

STAC Action: STAC members approved the motion to write a letter to the state legislature to communicate their frustrations regarding the MMOF fund transit to Zero Fare Transit.

## **2050 Statewide Plan Overview (Informational Update) Darius Pakbaz, Director, Division of Transportation Development, and Jeff Sudmeier, Chief Financial Officer**

- Overview of the 2050 statewide planning goals, the update to PD14 and the planning timeline as similarly presented to the Transportation Commission in May.
- The 2050 SWP and the Regional Transportation Plans are anticipated to initiate in coordination with meetings of the Transportation Planning Regions (TPRs) in July.
- Focus areas of the Statewide Transportation Plan (SWP) will be Safety, Asset Management and Transit.
- CDOT is working on updated Policy Directive 14 with the Transportation Commission and waiting for the formulas for Program Distribution to be approved by the Transportation Commission (TC).
- The goal is to have the 2050 SWP adopted by the TC in August 2025.

## **Rural Planning Assistance Grant Formula Update (Action Item) A discussion on the current and proposed distribution formula for rural planning funds Darius Pakbaz, Director, Division of Transportation Development**

- CDOT proposed a new formula for determining the Rural Planning Assistance (RPA) grant amounts for each TPR. The goal was to more tightly define program distribution criteria.
- This new funding distribution generally provides more funding to TPRs, and will be re-evaluated annually to determine where the funds are needed most.
- Proposed formula criteria includes:
  - Distance from CDOT HQ
  - STAC Role (Chair, Vice Chair or regular member)
  - Minimum base amount for administrative duties
  - TPRs with tribal nations

STAC Action: The STAC members voted to approve the use of the proposed new RPA formula for FY25.

## **Multimodal Options Funds (MMOF) MMOF Distribution and Project Selection (Informational Update) Darius Pakbaz, Director, Division of Transportation Development**

- An overview of MMOF funding and match distribution and project selection.
- TC adopted urban formula changes that reduced the vehicles, transit, jobs and school-age criteria weight in favor of adding weight to the 65+ and disabled criteria. All distribution formulas were updated to use the most recent criteria data.
- The \$10 million transfer of Local MMOF funding from MMOF to the Zero Fare Transit program under SB24-032 reduces overall MMOF funds. However, Retail Delivery Fee revenues have been higher than expected and administrative set-aside funding has been returned to the Local pools, which means that original program funding projections will not be reduced, and therefore projects previously awarded funds will still be fully funded.
- Many STAC members appreciated that the higher Retail Delivery Fee revenues and rolled funds will allow for projects to continue without impacts to previously awarded amounts, but many emphasized that the funding change would have had a large negative impact without these higher revenues.

## **Region 3 Project Update (Informational Update) Mark Rogers, Planning Manager**

- Mark Rogers provided an overview of key projects happening in CDOT Region 3.
- Major project updates included the status of projects along CO 133, CO 13, I-70, along with a description of a traffic safety analysis project using AI vs. crash data, and a Western Slope Prioritization project that is being implemented.

## **Potential STAC In-Person Meetings Proposed Locations, Darius Pakbaz**

- A new list of in-person STAC meeting locations for future meetings was proposed for Pueblo, North Front Range, and Grand Junction.
- STAC members felt it would be better to have in-person meetings at HQ where it is fairly central to most STAC members. STAC therefore opted to keep the existing meeting schedule, which includes virtual meetings, except for twice a year when they meet in-person in May and October.

## **Next STAC Meeting**

- The next STAC meeting is scheduled for **Thursday, July 11, 2024, at 8:30 am** and will be held virtually.

# Transportation Commission (TC) Meeting Notes

## DRAFT

**June 20, 2024**

**Workshops - Thursday, June 20, 2024**

**1:00 pm to 5:00 pm**

### **Attendance:**

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

### **Budget Workshop - Jeff Sudmeier and Bethany Nichols**

#### **FY 2023-2024 12th Budget Supplement**

**Purpose and Action:** Request the following items:

- Region 1 - \$1,407,003 - Increase construction phase for I-270 Phase 1 Bridge Preventative Maintenance.
- Region 3 - \$10,000,000 Transportation Commission Contingency Funds - \$10M is requested to supplement the \$20M approved by the Transportation Commission in May 2024 for the US 50 Blue Mesa Bridge safety inspection and improvements.
- Region 1 - \$1,656,740 from the Transportation Commission Contingency is requested for emergency repairs associated with the Dahlia over I-76 bridge after a tractor trailer hauling machinery caused damage to the eastern most girders, splice plates, bracing, and bridge deck. See attached memo for additional details.
- 10 Year Plan Changes
  - DTR - Reprioritize \$3.5M in FY19-26 funding from Bustang Heavy Maintenance Facility towards I-25 and CO 7 Interchange Mobility Hub. This will change the FY22-26 contribution for I-25/ CO7 to \$17.5M and reduce Bustang Heavy Maintenance Facility to \$1M, which is sufficient for preliminary design on the Bustang Heavy Maintenance Facility. This increases project 2694 I-25 and CO 7 Interchange Mobility Hub project by \$3.5M and decrease project 2715 the Bustang Heavy Maintenance Facility project by the same amount.

### **Discussion:**

- Commissioner questions and concerns were adequately addressed pertaining to the proposed updates of 12th Budget Supplement of FY 2023-2024.



## **FY 2023-2024 Eighth Budget Amendment**

**Purpose and Action:** The eighth budget amendment contains one item that requires TC approval. Staff requests to transfer \$10 million from the Program Reserve to the Contingency Fund to cover costs associated with the initial emergency response activities needed as a result of safety issues on US 50 Blue Mesa Bridge. This amendment is companion to the confirmation item in this month's budget supplement, which adds \$10 million to the US 50 Blue Mesa Bridge safety inspection and improvements project.

### **Discussion:**

- Commissioner questions and concerns were adequately addressed pertaining to the proposed budget amendment requests.

## **Annual Review of Policy Directive 703 - Annual Budget, Project Budgeting and Cash Management Principles - Bethany Nichols**

**Purpose & Action:** To provide an annual review and update of Policy Directive (PD) 703.0 and request Transportation Commission (TC) consideration of proposed changes. This includes an explanation of the PD and how well the policies and thresholds have been functioning. The TC was asked to consider approval of the updates to PD 703.0. An overview of the updates noted the following:

- The TC may request a subsequent review of the policy at any time in the future if they determine there is a need to incorporate further refinements or changes.
- All 10 year plan projects are to be brought to the Commission
- Any changes to initial project budget or changes greater than 15% are brought to the commission
- Any request greater than \$1 million are brought to the commission
- No other changes are proposed with budget requests

### **Discussion:**

- Commissioner questions and concerns were adequately addressed pertaining to the proposed updates of PD 703.0.

## **Joint TC and BTE Workshop on US 50 Bridge over Blue Mesa Reservoir 00:31:10 Keith Stefanik, Jason Smith, Patrick Hollinda**

**Purpose and Action:** Update TC on the status of the US 50 Blue Mesa Reservoir Bridge project, and request additional funding.

- Approval of Proposed Resolution #TC-13 (Budget Amendment) transferring \$10M from the TC Program Reserve to the TC Contingency.
- Approval of Proposed Resolution #TC-14 (Budget Supplement) allocating \$10M from the TC Contingency to projects associated with the US 50 Blue Mesa Reservoir Bridge emergency response.
- Approval of Proposed Resolution #TC-19 transferring the ownership of two US 50 Blue Mesa Reservoir Bridge structures from CDOT to the BTE.
- Approval of Proposed Resolution #BTE-3 accepting the ownership of two US 50 Blue Mesa Reservoir Bridge structures.
- Approval of Proposed Resolution #BTE-2 (BTE Budget Supplement) allocating \$81M to critical and permanent repair projects associated with the US 50 Blue Mesa Reservoir Bridge emergency response.

### **Discussion:**

- Commissioner had concerns with how CDOT deals with the uncertainty of the project in terms of cost and timeline.
  - It was noted that CDOT is comfortable with plans and estimates for Bridge A because of work conducted on Bridge B, and staff has been working to ensure that these planning level estimates are enough. Costs have been realized throughout this process, such as the work on county roads.
  - A request for a clarification on a range of the cost estimate and how tight the budget is on this project was explained. CDOT is at a -20% to +30% range of cost, we are at the higher end of the range but at this point CDOT needs to encapsulate the contingencies that may arise.
- Commissioner Bowman thanked CDOT Executive Director Lew and the CDOT staff for addressing this situation, and looks forward to a partial opening on July 4th.

## **Policy Directive 14 Workshop- Darius Pakbaz**

### **Purpose and Action:**

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. The requested action is to continue discussions from the May TC workshops to refine the draft policy for future action.

### **Discussion:**

- Commissioners Bowman and Ridder expressed concerns that the elements of the plan are more urban focused. It is important for there to be flexibility in the framework for rural vs. urban areas. CDOT staff explained that for investment decisions universal criteria that considers both urban and rural areas will be a priority.
- Commissioners Cook and Stuart both agreed that there is a basis for a standalone goal for vehicle miles traveled (VMT),
- Commissioner Stuart also noted that the text that notes "provides transit for all" needs to be revised in order to be more realistic.
- Commissioner Adams asked about the status of the asset management program and how to address the challenge of new projects vs. investing in maintenance.
  - We have an asset prioritization system, we are taking a look at some things from the previous plan and are looking at how they can be improved. Don't forget about the money that was put in to take care of culverts and other things to take place over the 5 year redistribution process
  - Commissioner Adams: I don't want to overcomplicate the accounting system.
  - Jeff Sudmeier: We are looking at how we can do some tracking that we haven't done historically, we are trying to tag something as being pavement, regardless of which program is paying for that work.
- Commissioner Ridder expressed appreciation for the focus on public outreach.
- Commissioner Stuart emphasized the importance of the project dashboard and how the public is able to participate and interact with the project selection and decision making process.

- Commissioner Hart asked for existing metrics information in written format to explain it in more detail, rather than just in a presentation. It was explained that some of the metrics are still looked at, just not as prioritized for this section. We will also outline this in procedure to show what metrics are used, and where and how they are monitored.
- Commissioner Stuart expressed concerns about limiting the scope focus, for example, reliability and congestion was removed despite this being a frequently discussed topic.
- Commissioner Garcia requested information on where changes will occur in the next draft. CDOT staff noted that they will include a written outline to provide to TC before the next meeting.
- Commissioner Holguin asked about how does CDOT ensure that the resources are allocated to items that are not explicitly mentioned in PD 14. It was explained that the memo in response to Commissioner Hart's question, will include this information.

## **Program Distribution for Suballocated Programs- Darius Pakbaz**

**Purpose and Action:** Review and adopt formula methodologies for sub-allocated programs as part of the 2050 statewide planning cycle. The action requested is adoption of proposed resolution #18 at the TC meeting, approving the allocation formulas for the sub-allocated programs, for the next planning cycle.

The majority of program formulas proposed do not change from the 2045 statewide planning cycle. The changes proposed are:

- Metropolitan Planning (Metro-PL) - CDOT to supplement metro planning funding with SPR funding for MPOs with low program balances and demonstrated need. Implement a carryover policy for MPOs with high carryover balances starting in FY27.
- Regional Priority Planning - Two recommendations for consideration:
  - STAC Recommendation: Adopt a new formula based on 25% Vehicle Miles Traveled (VMT), 20% Population, 40% Total Lane Miles, and 15% Truck VMT.
  - Staff Recommendation: Status Quo/No Change

### **Discussion:**

- Commissioners Garcia and Ridder are likely to support STAC's recommendations
- Commissioner Kelly expresses concern that many decisions by STAC or TC are not passed onto regional planning organizations.
  - Herman Stockinger, CDOT Deputy Executive Director, clarified that the decision in question had not been made yet to share.

## **Statewide Bridge and Tunnel Enterprise Policy Directive 16.0**

### **Workshop- Patrick Holinda**

**Purpose and Action:** Staff have prepared this workshop to provide the Bridge and Tunnel Enterprise (BTE or Enterprise) Board of Directors (Board) an overview of proposed revisions to Policy Directive (PO) 16.0 - Oversight of Funding for State Bridges and Tunnels. Staff is requesting approval via resolution to adopt revised PO 16.0 Oversight of Funding for State Bridges and Tunnels.

### **Discussion:**

- No discussion occurred.

# Small Business and Diversity Committee- Overview and Disadvantaged Business Enterprise Goal Methodology Deep Dive- Marsha Nelson and Team, Jun Arcila, Greg Diehl, Jessie Price

**Purpose and Action:** To present the TC with an overview of the Small Business & Diversity Committee, including the history and the programs/funding overseen by this group. Next the Office of Environmental Justice & Equity (EJE) discussed the Federal Highway Administration (FHWA) Triennial Disadvantaged Business Enterprise (DBE) Goal Methodology process, as well as the anticipated goal, for Federal Fiscal Years 2025 - 2027. The next topic covered how CDOT analyzed data to create a prescribed goal and provided an opportunity for the TC to better understand the DBE program on a holistic level. This meeting created a platform for open dialogue between the EJE and the TC prior to the request for TC adoption of the Triennial DBE Goal Methodology that is scheduled for July of 2024.

## **Discussion:**

- Commissioner Kelly asked about the procurement of funding for CDOT for this program..
  - It was explained that this opportunity only includes highway opportunities in relation to design, no funding program for other programs within DBE goals. The state equity office did a disparity study and is looking at building a small business program, and are looking to mirror the Emerging Small Business (ESB) program that CDOT has created.
- Commissioner Adams wondered about opportunities for ESBs to become prime versus sub contractors/consultants and if there is any information available regarding the ability of subcontractors to become primes on contracts.
  - Lucrative items are at the prime level and CDOT does try to keep track of those opportunities and can provide the TC with the data if needed. CDOT attempts to facilitate more contracts through our small business program i.e. through the mentorship program.
  - The DBE goal and accomplishing that goal is an agency responsibility. Many DBEs do not have access to enough resources to grow as a business to become a prime in some areas. The more opportunities to contract, the more potential to expand capacity. Many DBEs may not want to graduate to a prime contractor as there is a big gap between small organizations and and prime contractors.
  - EJE Office is working to address limitations of the program.
- Commissioner Cook asked if we can include nonprofits in the ESBP program.
  - The program is intended for firms that contend for CDOT contracts and does not leave opportunities for nonprofit organizations by statute.
- Commissioner Holguin noted the need to plant the seed for how CDOT will address the disparities, when they are found/observed.
  - There are opportunities when looking at the small business program. There is room for a conversation and CDOT will have to be creative on how to look at this. The EJE Office will keep the TC up to date on their work.

**Adjournment at 02:52:15**

**Thursday, June 20, 2024**

## **Call to Order, Roll Call**

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

## Public Comments

- Lance Waring, San Miguel County Commissioner and President of Colorado Communities For Climate Action (CC4CA): Colorado should be proud of national leadership in greenhouse gas (GHG) emissions mitigation. The update of Policy Directive (PD) 14 is an opportunity for the GHG Reduction Roadmap and the statutorily required emissions reductions to be realized. Local governments are concerned about the impacts of transportation pollution, which is one of the largest sources of GHG gas emissions and pollution. We should invest in multimodal options and avoid induced demand. PD 14 sets goals and priorities for the 10 year project list. He is asking for PD 14 to reflect environmental goals.
- Matthew Scherr, Eagle County Commissioner, and a member of the Eagle Valley Alliance for Sustainability: Colorado has shown leadership in transportation leadership. The Coalition has concerns over PD 14's goals. CDOT's proposed transit and clean transportation goals as proposed are insufficient to achieve goals on climate and equity. The draft highlights only two performance measures for sustainably increasing transportation options. The current draft removes several important mobility elements including VMT reduction and vehicle electrification. This is out of line with peer states leading in the U.S. Reducing vehicles miles traveled (VMTs) generates cost savings and creates a variety of co-benefits. The Alliance recommends setting a VMT goal for reducing VMT per capita by 1% annually. Transit and multimodal investments are not just an urban need but rural as well. They also find troubling that current goals do not reference equity. Focusing on equity is important for preventing disproportionate negative impacts on a community.
- Tricia Canonico, Fort Collins City Council Member: asking to adopt transportation performance measures to help Colorado adopt a more sustainable and equitable transportation system. PD 14 needs to address GHG emissions from transportation, the largest source of GHG emissions. The current goal of increasing to 15 million revenue miles from transit by 2037 is concerning. That would not be enough to bring the Regional Transportation District (RTD) back to pre-pandemic service levels. Increasing transit service will help Colorado reach emissions reduction goals and advance equity by creating safe, affordable, and accessible transportation to Coloradans and by providing an alternative to driving. An appropriate goal would be to increase statewide transit revenue miles by 6% to meet the GHG Rule requirements.
- Anita Seitz, CC4CA: this is an opportunity to further state leadership in sustainable transportation.
- Alejandra Castaneda, a pedestrian dignity advocate: The transportation system excludes access for young people and older adults. CDOT statewide transportation plans have historically prioritized improving state highways and rural roads while underinvesting in the urban arterial roads, which disproportionately impacts underserved populations. These urban highways have high rates of crashes which traumatize the community. Despite CDOT's goal of reducing fatal crashes, there was an increase in crashes. It is critical that PD 14 calls for specific and achievable goals to improve urban highways that also serve as neighborhood main streets. PD 14 calls for pavement and bridge condition improvements but no mention of pedestrian infrastructure. Alejandra is requesting the inclusion of the following performance metrics - a percentage of urban arterial miles with ADA compliant sidewalks and intersections, and lane miles of new Bus Rapid Transit built. An invitation was extended to the TC to take the 31 bus along Federal Boulevard to know what it is like to travel upon urban arterial roads.
- Matt Frommer, Transportation and Land Use Policy Manager for the Southwest Energy Efficient Project (SWEET): Colorado has fallen behind on transportation climate targets

and currently adopted policies that won't get us halfway to 2030 targets. They also require a 1% reduction in VMT, which translates to a decrease of 25 miles to 22 miles per day per Coloradan. This requires expanding access to non-SOV transportation options and creating efficient, compact communities. Even without the climate benefits, a policy that reduces household driving is worth passing.

- Buffie McFadyen, past service as a Colorado State legislator: is asking for a community meeting with the TC regarding the eight mile safety project in Canon City. They have concerns with that and do not feel that local representatives are adequately conveying the concerns to CDOT and the TC.
- Jacob Belgrad, Transportation Advocate with Green Latinos: wants PD 14 to highlight the importance of equity and establish an equity framework or metric that would overlay the whole of PD 14.

## **Comments of the Chair and Individual Commissioners**

- Commissioner Adams - thanked Colorado for celebrating Juneteenth.
- Commissioner Bowman - Attended the Scenic Byway Symposium in May. The Commission is in Phase 1 of the viewshed analysis and it would be good for the TC to hear a presentation on this. The partnership formed to address the US 50 Blue Mesa Reservoir Bridge was appreciated. CDOT is scheduled for a partial opening for traffic by July 4th weekend.
- Commissioner Cook - attended the wildlife crossing opening along I-70 in Genesee.
- Commissioner Garcia - attended the Southwest TPR meeting and also participated in the Chair/Vice-Chair committee discussion with Chairs Parsons and Young.
- Commissioner Hart - thanked members of the public submitting oral and written comments. He also echoes Commissioner Bowman's comments.
- Commissioner Holguin - will be supporting staff's recommendation on Proposed Resolution #18 and the regional priority program formula.
- Commissioner Kelly - construction on I-25 from Berthoud to Mead has started.
- Commissioner Ridder - he wanted to recognize the construction workers working on highways, especially given the heat.

## **Executive Director's Management Report (Shoshanna Lew)**

- There is ongoing work at the US 50 Blue Mesa Reservoir bridge and she is cautiously optimistic that they are on track and she appreciates everyone involved on this project. The next public meeting will be July 2nd.
- John Putnam and Shoshanna Lew went to Washington, DC and briefed DC officials on the legislative sessions and the transit and rail funding.

## **Chief Engineer's Report (Keith Stefanik)**

- Region 2 was congratulated on completing the Bridge Bundle Project. 17 structurally deficient structures were replaced in rural Southeastern and South-central Colorado. This was finished five months ahead of schedule and \$2 million under budget.

## **Federal Highway Administration (FHWA) Division Administrator Report - John Cater**

- FHWA in partnership with National Highway Traffic Safety Administration (NHTSA) held a peer exchange on rural safety that brought together people from seven states to

focus on challenges with rural transportation safety. The fatality rates are higher in rural areas and there is an ongoing need to focus on that. There was another session on electric vehicle response for emergency responders.

- There were major projects that wrapped up recently around the state.

## **Statewide Transportation Advisory Committee (STAC) Report (Vince Rogalski, STAC Chair)**

- The legislative report was discussed during the June STAC meeting. SB-24-032 directed taking back \$10 million dollars from the Multimodal Transportation Mitigation Options Fund (MMOF) funding to fund the Zero Fare Transit Program. There were a lot of concerns since STAC did not have the opportunity to discuss this. The STAC representatives are putting together a letter for the legislators to communicate their frustrations. The draft has been put together and asks for better communication to the STAC regarding legislative session transportation funding issues.
- There was an overview of the 2050 Statewide Plan. The goal areas will be safety, asset management, and transit.
- There was a discussion on program distribution. There was a concern that EV sale projections were overly optimistic for funding projections, and this would negatively impact CDOT revenues.
- STAC met in person in June, and decided to continue with mostly virtual meetings.
- The next STAC meeting is scheduled for July 11, 2024 and will be virtual.

## **Act on Consent Agenda (Herman Stockinger)**

- Proposed Resolution #1: Approve the Regular Meeting Minutes of May 16, 2024
- Proposed Resolution #2: IGA Approval >\$750,000
- Proposed Resolution #3: Fiscal Year 2025 Maintenance Projects \$150K-\$250K Approval
- Proposed Resolution #4: Declaration of Excess - 46 Rev-Ex, I-25 and Happy Canyon
- Proposed Resolution #5: Declaration of Excess- 45 Rev-EX, I-25 and Happy Canyon, Douglas County
- Proposed Resolution #6: Happy Canyon Rd. - South Portion Abandonment
- Proposed Resolution #7: Abandonment - Happy Canyon Rd. - North Portion
- Proposed Resolution #8: Disposal - 11-Ex to the Town of Superior
- Proposed Resolution #9: Release of Permanent Easement E-15 at I-25 and Broadway
- Proposed Resolution #10: Disposal: Parcel 46Rev2-EX Eagle County (Rule Road) to adjacent landowner
- Proposed Resolution #11: Devolution: US 40 Frontage Road to the City of Craig
- Proposed Resolution #12: Memorial Designations

**Note:** Commissioner Hart corrected the dates on Resolutions 3-11.

A Motion by Commissioner Hart to approve, and seconded by Commissioner Adams, passed unanimously.

## **Discuss and Act on Proposed Resolution #13: Budget Amendment of FY 2024 (Jeff Sudmeier and Bethany Nichols)**

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

## **Discuss and Act on Proposed Resolution #14: Budget Supplement of FY 2024 (Jeff Sudmeier and Bethany Nichols)**

- This is the twelfth supplement of FY 2024. This includes four items noted in detail under the budget workshops:

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

## **Discuss and Act on Proposed Resolution #15: Policy Directive 703.0 Updates (Jeff Sudmeier and Bethany Nichols)**

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

## **Discuss and Act on Proposed Resolution #16: State Infrastructure Bank Rate (Jeff Sudmeier and Bethany Nichols)**

- Request approval of resolution establishing state infrastructure bank rate for loans originating in first half of FY25. Request to maintain the current 3.5% rate and origination fee schedule. Given the expectation of rate cuts, the recommendation is to hold the rate steady.
- Commissioner Holguin noted that the resolution text reads “xx” rather than “#16”

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

## **Discuss and Act on Proposed Resolution #17: Tolling Operations and Maintenance Intra Agency Agreement (Simon Logan)**

- This is an agreement between Colorado Transportation Investment Office (CTIO) and CDOT. This is a request for the FY24-FY25 tolling operations and maintenance intra agency agreement. In 2021, they determined a new Operations & Maintenance methodology to recognize specialized services provided by CDOT for CTIO. This is the third iteration of this agreement that provides upfront payment at fair market value. The scope of work covers three components: maintenance, operational support, intelligent transportation systems monitoring. The CTIO Board of Directors will be taking action at their next meeting.

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

## **Discuss and Act on Proposed Resolution #18: Program Distribution for Suballocated Formulas (Darius Pakbaz)**

- This will be done in two motions. The formulas for funding suballocated programs, other than the Regional Priority Program (RPP), will be acted on first and the RPP will be acted on second. The program distribution formulas are in conjunction with the 2050 statewide transportation planning cycle that occurs every 4-5 years.



For the non-RPP suballocation program formulas - A motion was made by Commissioner Hart for the first action to approve, and was seconded by Commissioner Holguin, passed unanimously. Commissioner Bowman was excused.

For the RPP formula, an initial motion was made by Commissioner Holguin, and was seconded by Commissioner Hart. A discussion ensued along the need to request votes on an individual basis.

- Commissioner Hart requested staff to do a deeper dive on scientific and engineering information to find any kind of other adjustments that may be appropriate for future RPP formulas that resolve the urban rural conflicts.
- Commissioner Cook agreed with Vice Chair Hart, and notes that lane miles are different between urban and rural areas and this analysis needs to be done.
- Commissioner Garcia leans towards the STAC recommendation. STAC brings representation from the entire state and he wants to support their work. If there is additional work, he supports that as well.
- Commissioner Stuart said that the money is meaningful to those who receive it. It is difficult every year that she has participated in this action.
- Commissioner Adams said that he believes Commissioner Hart's recommendation should be followed.

The second motion for the recommended RPP formula was voted on with the following results:

- Commissioners Holguin, Cook, Adams, Kelly, Hart and Stuart voted yes.
- Commissioners Ridder and Garcia voted no.
- Commissioner Bowman was excused. The vote passed 6-2.

## **Discuss and Act on Proposed Resolution #19: Approve transfer of assets to BTE (Jeff Sudmeier)**

- This concerns the two Region 3 bridges scheduled for rehabilitation by the Bridge & Tunnel Enterprise (BTE). This resolution will permit the transfer of the assets from CDOT to the BTE.

A motion by Commissioner Kelly to approve, and seconded by Commissioner Adams, passed unanimously.

## **Other Matters -Recommendation of New Chair, VC, and Secretary**

- The TC leadership nominating subcommittee consisted of Commissioners Garcia, Cook, and Parsons. Commissioner Adams and Holguin volunteered to serve as Vice Chair on the Commission.
- The nominating committee met May 29th to discuss the nominating process. Commissioner Parsons confirmed Commissioner Hart's willingness to serve as the Chair of the TC. The nominating committee held informal discussions with Commissioners Adams and Holguin and the nominating committee believes that both would be excellent choices for Vice Chair. The nominating committee recommended Commissioner Hart to serve as Chair, Commissioner Adams to serve as Vice Chair, and Herman Stockinger to continue to serve as the TC Secretary.
- The nominating committee also recommend TC leadership consider development of guiding principles for the TC leadership nominating process going forward.

A motion by Commissioner Garcia to approve the nominating committee's recommendation, was seconded by Commissioner Stuart, and approved unanimously.



**COLORADO**  
Department of Transportation

## Statewide Transportation Advisory Committee (STAC) Memorandum

**To:** Statewide Transportation Advisory Committee (STAC)

**From:** Darius Pakbaz, Director, Division of Transportation Development

**Date:** July 11, 2024

**Subject:** 2050 Statewide Transportation Plan Update

### Purpose

To provide STAC 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).

### Action

Informational and discussion only; no action required.

### Background

CDOT has begun the initial tasks associated with the development of the 2050 Statewide and Regional Transportation Plans including:

- PD 14 Update: PD 14 provides performance objectives to measure the success of the Department's efforts to improve the multimodal transportation system through its planning efforts. The performance objectives and targets inform the implementation of the Long-Range Statewide Transportation Plan and 10-Year Plan.
- Program Distribution:
  - Formula Programs: During the June Transportation Commission meeting, the Commission took action on the sub-allocated formula programs and passed [Resolution #2024-06-18](#). For the Regional Priority Program (RPP), the commission debated the recommendations and on a 6 to 2 vote (with one abstention), the Commission decided to keep the current RPP formula allocation (status quo formula). The Commission acknowledged the difficulty in making this decision and managing the needs throughout the state. All other formula programs had the STAC recommendation approved.
  - Long-Range Revenue Projections: During the June STAC meeting, STAC was provided with an update on the 2050 Long-Range Revenue

Projections for the 2050 Statewide Transportation Plan, which outlined estimated revenue by fund source from FY 2024-25 to FY 2049-50.

## Next Steps

Tentative near-term next steps for the 2050 Statewide Transportation Plan include:

- June-September: Kick-off meetings with each rural TPR
- July/August: Continued discussions on PD 14; TC action on PD 14 (pending STAC recommendation and TC acceptance of draft)
- September: Review/ finalize 2050 Resource Allocation
- Fall: Virtual Town Hall Meetings with TC Commissioners

## Attachments

2050 Statewide Plan Update Presentation



# Statewide Planning Update & PD-14 July 2024



# Statewide Planning Update

- Kick-off meetings with each rural TPR
- Public Engagement Process
- PD-14



# Rural TPR Meeting #1 Schedule

TPR	Date	Time
Central Front Range	7/8/2024	10:00 to 12:00
Intermountain	7/19/2024	9:00 to 12:00
Southeast	7/24/2024	10:00 to 12:00
South Central	7/25/2024	9:30 to 12:00
Northwest	7/25/2024	10:00 to 12:00
Southwest	8/8/2024	9:00 to 12:00
Gunnison Valley	8/29/2024	1:30 to 3:30
San Luis Valley	8/22/2024	10:00 to 12:00
Upper Front Range	9/5/2024	1:00 to 4:00
Eastern	9/9/2024	10:00 to 12:00

- Planning discussions at these meetings are anticipated to take about 45 minutes. Some TPRs may want to extend their meetings to ensure there is enough time for this discussion.
- Note: There will be ongoing coordination with Metropolitan Planning Organizations (MPOs), particularly those developing 2050 plans currently.



# Rural TPR Meeting # 1 Agenda

## Meeting agenda includes:

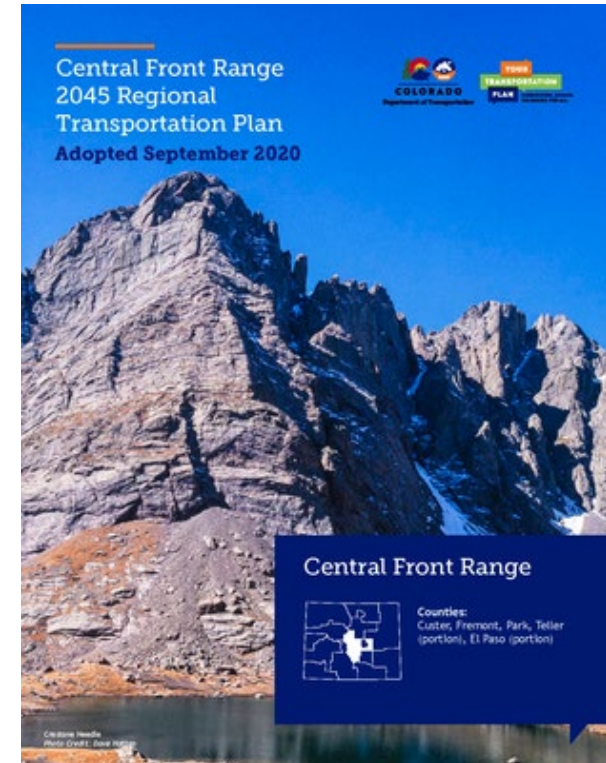
- Changes since the 2045 RTP
  - Review 2045 plan for likes and dislikes
  - Review mission and vision statements
- Share accomplishments & progress on long-range plan projects and corridors
- Review data trends
  - We have a lot of data from the boundary study!
- Identify focus areas and any new needs/data/trends not in the current plan

- Region planning staff and program engineers should be able to leave the meeting with an idea of “this is where we’re at now and this is where we want to go” snapshot from each rural TPR.
- DTD/DTR should be able to leave the meeting with focus areas from each TPR that will help inform the data and materials to be shared at meeting #2.



# Draft Rural RTP Development Schedule

- **TPR Chair Meeting (Summer 2024)**
- **Meeting # 1 (Summer 2024)**
  - Discuss TPR mission & vision
  - Changes/progress made since 2045 RTP Adoption
  - Identify focus areas
- **Virtual Town Hall with TC Commissioner (Fall 2024)**
- **Meeting # 2 (Fall 2024)**
  - Discuss goals, objectives, and performance measures
  - Look at data trends and patterns; identify issues
  - **WORKSHOP:** For applicable TPRs, Central Federal Land project updates and project implementation will be discussed.







# Draft Rural RTP Development Schedule (cont'd)

- **Transit / Active Transportation Special Session (Fall 2024)**
  - This was a suggestion from the lessons learned assessment. Goal is to facilitate a broader meeting to allow for more focused discussions on transit & active transportation priorities / needs.
- **Meeting # 3 (Winter 2024-25)**
  - Corridor / travel shed visions & priorities
  - Summarize & discussion of public input
  - Discuss project priorities
- **Virtual Town Hall with TC Commissioner (Spring/Winter 2025)**
- **Meeting # 4 (Spring 2025)**
  - Review draft RTPs
- **TPR Chair Meeting (Spring 2025)**



# Public Engagement Process Overview

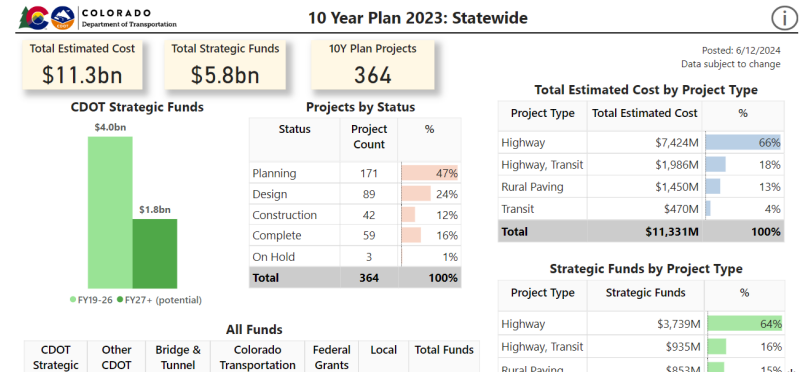
- Intentionally build on the 2045 Planning Process Public Engagement
- Emphasis on equity & engagement of disproportionately impacted communities & vulnerable roadway users
- Webpage, Social Media
- Maps and GIS Tools for needs assessment statewide
- Promotion of new tools, such as the [Accountability Dashboard](#), that show how CDOT is delivering strategic projects based on what we've heard.



## Accountability Dashboard

### 10-Year Plan Project Status & Funding

Welcome to the Colorado Department of Transportation's 10-Year Plan Accountability Dashboard. This represents a transparent view into the status and funding of the department's 10-Year Plan program of projects.





# Public Engagement Process Overview (cont'd)

- Statewide Transportation Survey
- 4 (or more) coordination meetings with Rural Transportation Planning Regions
- 2 (or more) town halls with Transportation Commissioners
- Attendance at Major Public Events (using input from local partners) to solicit public input
- Engagement from mode specific plans (i.e. Transit, Safety, Active Transportation, etc.)
- Open comment period on regional plans, statewide plan & 10-Year plan





# Upcoming Engagement

## Strategic Highway Safety Plan (SHSP)

- SHSP Listening Sessions to be scheduled soon.
- Update at the July STAC meeting

## Active Transportation Plan (ATP)

- Active Transportation survey open through July 31, 2024
- Update at the July STAC meeting
- For more information or to sign up for updates, visit

[bit.ly/CDOTActiveTransportationPlan](https://bit.ly/CDOTActiveTransportationPlan)



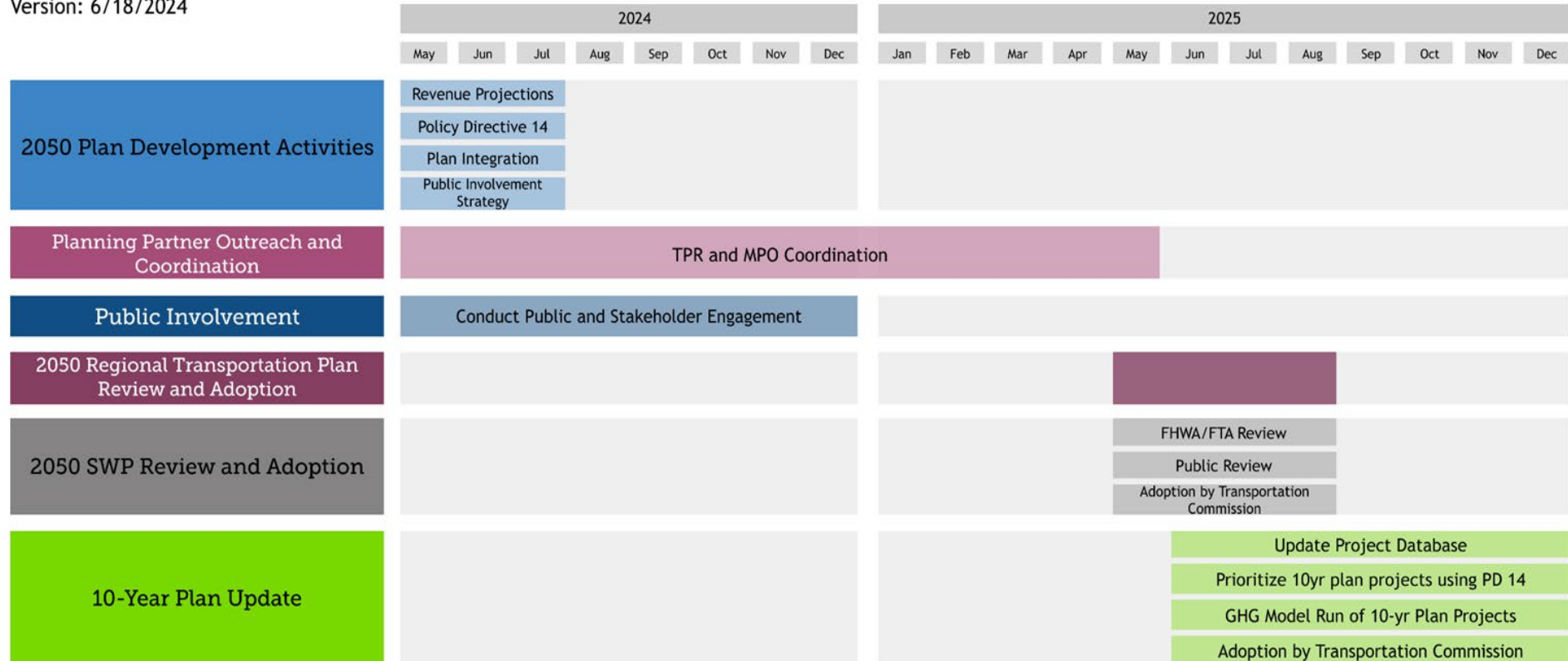
ATP Survey



# 2050 SWP and RTP Development Timeline

## Draft Condensed 2050 Statewide and Regional Transportation Plan Development Timeline

Version: 6/18/2024





# TC Decision on Program Distribution

- During the Transportation Commission meeting last month, the Commission took action on the remaining sub-allocated formula programs. Link to the [approved resolution](#).
- For the Regional Priority Program, the commission debated the recommendations and on a 6 to 2 vote (with one abstention), the Commission decided to keep the current RPP formula allocation (status quo formula). The Commission acknowledged the difficulty in making this decision and managing the needs throughout the state.
- All other formula programs had the STAC recommendation approved.



**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

Your Transportation Priorities | 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
- Provide more options for the traveling public to reduce single occupancy vehicle travel



# 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





# Policy Directive 14

## Discussion with Local Partners

- Discussion about general maintenance and condition of the other assets that support the transportation, but not included in the revised policy.
  - Discussion about falling behind in the maintenance of the roadways and other already established assets
- Discussion about the cost of interstate maintenance vs. other highways
- Some expressed support for a focus on a the top-level goals as this provides the framework for the planning process for capital investments.
  - “If everything is important, nothing is important”
- Consideration for usage of roadways and assets in the metrics and seeing a return on investment
  - Roadway and Highway Usage
  - Usage and Ridership of Transit Systems
- How do we convey this to the greater public and to policy makers on the need for maintaining what we have?
- Ensuring that the other data and other topic specific plans are not lost and conveyed to stakeholders.



# Draft Planning Cycle Goals

## Guiding Principles for Plan Development & Implementation



### Advancing Transportation Safety

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



### Fix Our Roads

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



### Sustainably Increase Transportation Choice

Provide alternatives to single occupancy vehicle travel that increase mode choice 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  
Safety



### 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 your journey or travel method, Colorado is committed to providing you a safe and efficient transportation network so you arrive at your destination safely through a collaborative and shared vision for transportation safety in Colorado.

### 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





## 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)





# Sustainably Increase Transportation Choice

## Sustainably Increase Transportation Choice

Provide alternatives to single occupancy vehicle travel that increase mode choice 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 X million by 2037

### • Clean Transportation

- Reduce Greenhouse Gas (GHG) emissions from the transportation sector in-line with the Colorado GHG Pollution Reduction Roadmap.
  - X% Reduction of Carbon Dioxide Equivalent (CO<sub>2</sub>e) by 2037 (from 2005 baseline)







**COLORADO**  
Department of Transportation

## Statewide Transportation Advisory Committee (STAC) Memorandum

**To:** Statewide Transportation Advisory Committee (STAC)

**From:** Darius Pakbaz, Director, Division of Transportation Development  
Annelies van Vonno, Multimodal Planning Branch

**Date:** July 11, 2024

**Subject:** Active Transportation Plan (Informational Update)

### Purpose

To provide STAC with information on the development of a new Statewide Active Transportation Plan (ATP), including the plan purpose, planning process and schedule, how the active transportation plan will be integrated with other CDOT planning efforts, and initial public and stakeholder engagement plans.

### Action

Informational and discussion only; no action required.

### Background

In Spring of 2024, CDOT's Main Streets and Active Transportation Section kicked off the development of a new Statewide Active Transportation Plan. This plan sets the stage for enhancing biking and walking throughout Colorado and embraces statewide momentum around active transportation investment with goals, policy recommendations, interagency collaboration, and a comprehensive process for evaluating and prioritizing projects which will improve safety, equity, mobility, connectivity, and sustainability across our transportation system.

The Active Transportation Plan will supersede CDOT's current [Statewide Bicycle and Pedestrian plan](#), which was adopted in 2012 and amended in 2015.

The attached presentation covers the plan purpose, planning process and schedule, integration with other statewide plans, and the stakeholder engagement process.

For the first phase of public engagement, CDOT launched a [survey](#) to help inform the goals and priorities of the ATP. The brief survey asks Coloradans about their walking and bicycling habits, barriers to walking and biking and preferred pedestrian and bicycle facilities. The survey, which is available in both English and Spanish, will be open until July 31.

## Next Steps

Please fill out the [Active Transportation Survey](#) by July 31, 2024, and help CDOT's planning efforts by distributing this survey to your TPR members and networks. The ATP team will update STAC in fall/winter as the plan progresses.

## Attachments

Active Transportation Plan Update Presentation

# Active Transportation Plan Update

July 11, 2024



**COLORADO**

Department of Transportation



# What is Active Transportation?

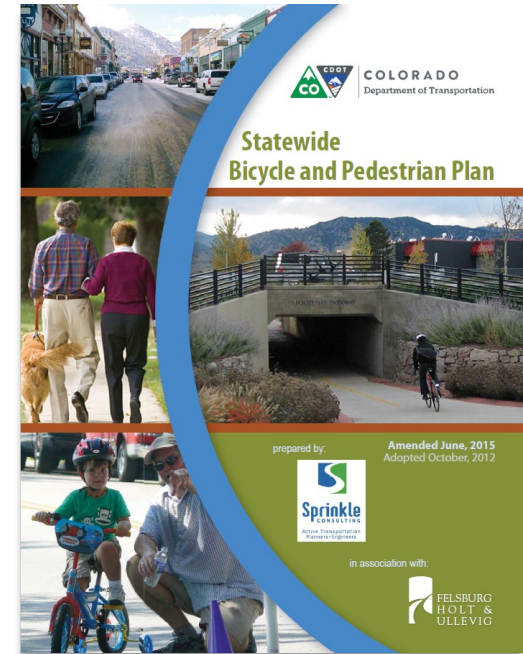
Active transportation is any human-scale and typically human-powered mode of transportation, such as walking, running, bicycling, roller blading, or using an electric bicycle, kick scooter or electric scooter, skateboard, wheelchair, or other personal assistive mobility device.



# Statewide Bicycle and Pedestrian Plan

CDOT's first Bicycle and Pedestrian Plan was adopted in 2012 and updated in 2015

- Set goals and targets, including:
  - Provide bicycle facilities on at least 60% of arterial roadways by 2040
- Identified existing conditions, including:
  - Colorado ranked 22<sup>nd</sup> and 20<sup>th</sup> for pedestrian and bicyclist fatality rates per population (1<sup>st</sup> ranked state = lowest crash rate)
- Created a project evaluation approach





# Progress Since 2012

- Detailed assessments of bicycle and pedestrian safety in [CDOT Region 1](#) and [CDOT Region 4](#)
- Establishment of the [Revitalizing Main Streets](#) and [Multimodal Transportation and Mitigation Options Fund](#) grant programs
- Update to the [Statewide Bicycling Manual](#)
- Expansion of the [Safe Routes to School](#) grant program
- Development of the Colorado Downtown Streets guide
- Development of the [Colorado Bicycling Map](#)
- Development and analysis of the [High Demand Bicycle Corridors](#) network
- Updates to Bicycle and Pedestrian Facilities (Ch 13 and throughout) in the [2023 CDOT Roadway Design Guide](#)
- Establishment of the [Curb Ramp Accessibility Initiative](#)
- Planning, design, and implementation of Interstate mobility hubs
- Development of the [Pedestrian Crossing Installation Guidelines](#)
- Updates to [Policy Directive 1601](#) on interchange project approvals & Travel Demand Management, and [Policy Directive 1602](#) on active transportation accommodations
- Development of the [Vulnerable Road User Safety Assessment](#)
- Establishment of the [GHG Planning Standard](#)
- Establishment of a statewide [E-Bike Tax Credit](#)

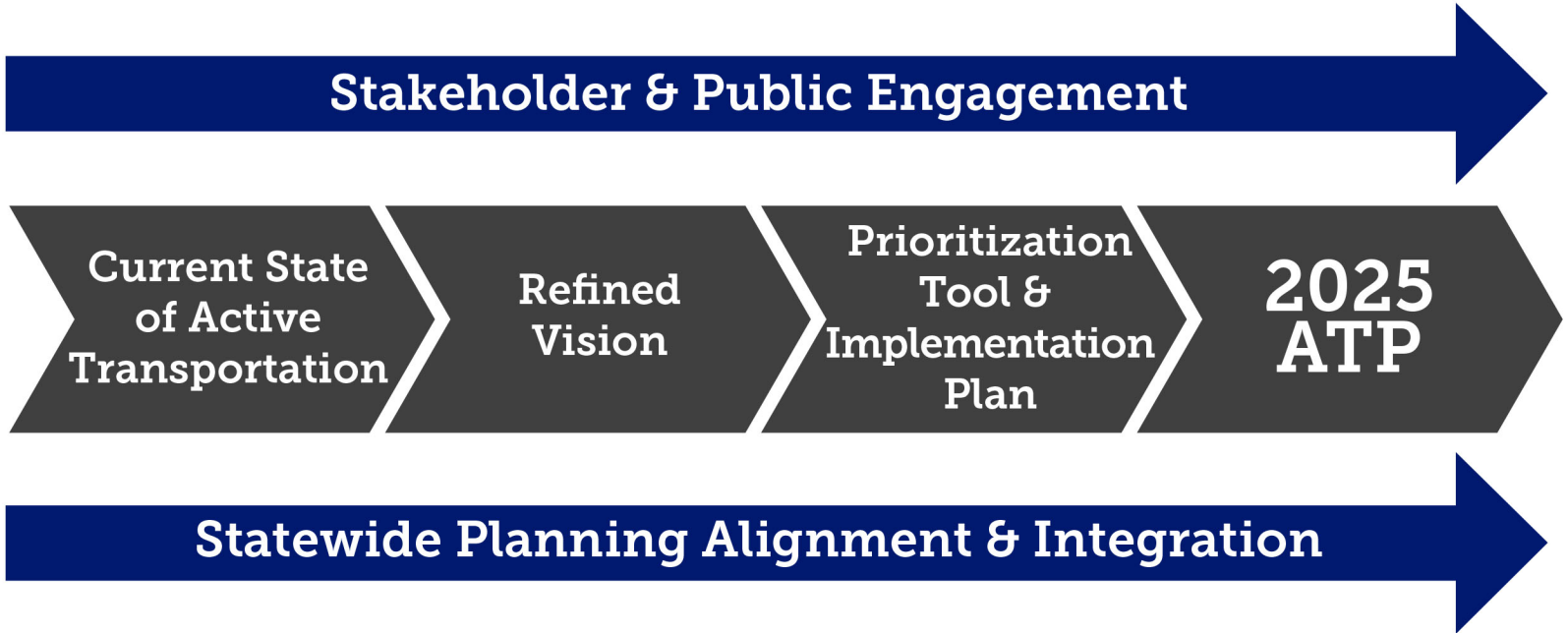


# Active Transportation Plan (ATP) Purpose

- Set goals, policy recommendations, and actions to guide the next generation of active transportation improvements in Colorado.
- Integrate with local and regional bicycle and pedestrian plans.
- Establish a framework for consistent, defensible, and equitable evaluation and prioritization of active transportation projects, recognizing that the demand for investment in active transportation exceeds available resources.
- Build from and inform other statewide planning initiatives to ensure active transportation is thoroughly considered and prioritized in broader discussions around mobility, equity, safety, connectivity, and sustainability.



# ATP Process Overview







# ATP Schedule Overview

- **GANTT CHART**
- Public Engagement:
  - Phase 1: June/July 2024
  - Phase 2: October/November 2024
  - Phase 3: February/March 2025
- State of Active Transportation in Colorado: July 2024
- Draft Vision & Goals: August 2024
- Draft Strategies: October 2024
- Draft Project Prioritization Tool: November 2024
- Draft Implementation Plan: February 2025
- Active Transportation Plan: April 2025



# Planning Integration & ATP Working Group

- ATP Working Group includes representation from numerous CDOT sections
  - Multimodal Planning
  - Region Bike/Ped Representatives
  - Traffic Safety & Engineering
  - OIM Mobility Services
  - Environmental Programs
  - Equity
  - Scenic Byways
  - Safe Routes to School
  - DTD
  - DTR
- Working Group will meet bimonthly throughout the ATP process
- Working Group roles include:
  - Review draft deliverables
  - Coordinate on public engagement efforts
  - Coordinate on data to ensure data consistency across planning efforts
  - Ensure integration with other relevant statewide planning efforts
    - 2050 Statewide Transportation Plan
    - Strategic Highway Safety Plan & VRU Safety Assessment
    - Transit Connections Study

# Engagement Overview

- Three primary engagement phases:
  - June/July 2024 - Survey on active transportation activity, barriers, and vision
  - October/November 2024 - Draft vision, goals, and strategies
  - February/March 2025 - Draft implementation plan, prioritization factors, and ATP
- Project webpage will be a central location for updates, opportunities, etc.
- TPR Meetings this fall/winter on active transportation & the Statewide Transportation Plan





# Phase 1 Engagement

- Focused Active Transportation Survey
  - Current travel behaviors by mode/purpose
  - Comfort with various types of active transportation facilities
  - Current barriers to active transportation
  - Top desired active transportation improvements
  - Active transportation vision (open-ended question)
  - Demographic information
- Promotion through Bike Month/Bike to Work Day activities, digital campaign, and in partnership with stakeholder agencies & organizations
  - Please help spread the word and encourage participation!



[CDOT ATP Survey](#)



# Thank You!

For questions or comments on the Active Transportation Plan, please contact:

Annelies van Vonno

Bicycle and Pedestrian Program Coordinator

[annelies.vanvonno@state.co.us](mailto:annelies.vanvonno@state.co.us) | 303.757.9700



# COLORADO

## Department of Transportation

## Statewide Transportation Advisory Committee (STAC) Memorandum

**To:** Statewide Transportation Advisory Committee (STAC)

**From:** Manjari Bhat, PE II, Statewide Safety Champion, Traffic Safety and Engineering

**Date:** July 1, 2024

**Subject:** 2025 Strategic Highway Safety Plan Update

### Purpose

- The SHSP identifies Colorado's key safety needs and directs our investment decisions toward the most effective strategies and countermeasures for saving lives and preventing injuries.
- In 2023, 720 people died on Colorado roadways, and over 3,000 people were involved in a crash resulting in serious injury.

### Action

Informational and discussion only; no action required.

### Background

- The Strategic Highway Safety Plan (SHSP) is a critical and required element of the Highway Safety Improvement Program (HSIP).
- Engages the Safe System Approach and Safety Culture to elevate safety and share responsibility for safety outcomes.
- CDOT has a dedicated project team that has started the work for the 2025 Strategic Highway Safety Plan.

### Project Objectives:

The main objective of this project is to develop an updated SHSP for Colorado, which will guide our safety efforts and initiatives for the next five years.

- Approved by FHWA, CDOT, Colorado State Patrol, Department of Education, CDPHE
- Data-driven strategies to impact fatal and serious injuries
- Simple, aligned, actionable plan

### Collaboration and Alignment:

The SHSP will foster cooperation among highway safety programs and partners throughout the state to align goals, leverage resources, and collectively tackle Colorado's safety challenges.

### Stakeholder Involvement:

This plan will be developed with input from stakeholders (required by FHWA) and will harmonize existing transportation-related plans and safety efforts.

### Vision and Data-Driven Approach:

Our vision is to eliminate fatalities and serious injuries on Colorado's roadways, ensuring that all individuals, regardless of their mode of transportation, arrive at their destination safely.

By using robust safety data from various sources, this plan will guide incremental improvements that will lead to significant progress toward achieving our vision.

**Key Message for all Audiences:**

This updated SHSP is a collaborative and data-driven effort aimed at making Colorado's roads safer for everyone. Your involvement and support in this process is crucial as we work together to save lives and prevent injuries.

**Next Steps**

Stay tuned for additional updates on how to get involved in this planning effort. Your involvement and support in this process are crucial as we work together to save lives and prevent injuries.

**Attachments**

N/A



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# 2025 Strategic Highway Safety Plan (SHSP)

## Statewide Transportation Advisory Committee

July 11, 2024





# Why Colorado Needs a Strategic Highway Safety Plan (SHSP)

The future of Colorado is **zero deaths** and serious injuries so all people using any transportation mode arrive at their destination safely.



## 2023 Fatalities and Serious Injuries

Last year **720** people *died* on Colorado roadways

**3,295** people were involved in a crash resulting in a *serious injury*



# 2025 Strategic Highway Safety Plan (SHSP)

## What is a Strategic Highway Safety Plan (SHSP)?

A SHSP is defined by the FHWA as a statewide-coordinated safety plan that provides a comprehensive framework for reducing fatalities and serious injuries on public roads.

## SHSP Requirements

FHWA requires that a State identify its key safety needs and then guide investment decisions towards strategies and countermeasures with the highest potential to save lives and prevent injuries.



# Partner Agencies

Five lead agencies are responsible for directing the development of the SHSP: Colorado Department of Transportation (CDOT), Colorado Department of Health and Environment (CDPHE), Colorado State Patrol (CSP), Colorado Department of Revenue (CDOR) and Colorado Department of Education.





# 2025 Strategic Highway Safety Plan (SHSP)

## CDOT Internal Coordination and Communication

- DTD Partnership and coordination with the SHSP team
- Virtual Information Sessions and Updates
- CDOT Leadership touchpoints

## FHWA requires involvement from

- Federal, State, Local and Tribal Safety Officials;
- State and Local Traffic Enforcement Officials;
- Regional Transportation Planning Organizations;
- Multimodal User Groups — Motorized and Non-motorized; and
- State Departments.

FHWA also requires a high level of stakeholder involvement, led by a mandatory communications plan. The SHSP Communication Plan will be available for viewing upon completion.



# 2025 Strategic Highway Safety Plan (cont'd)

## VISION

The future of Colorado is zero deaths and serious injuries so all people using any transportation mode arrive at their destination safely.

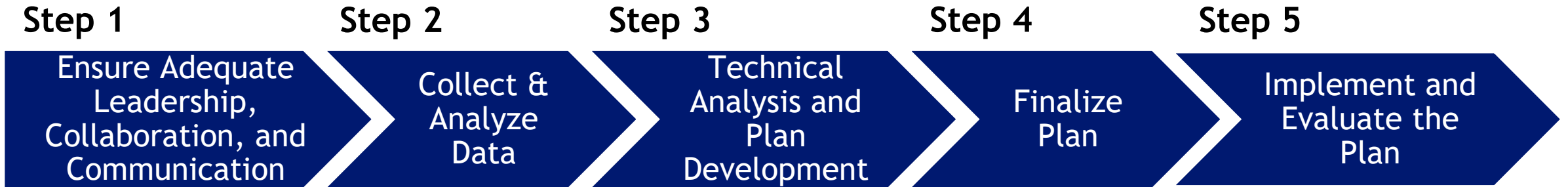
Source: CDOT ATS Website

## MISSION

Colorado agencies and partners will cooperatively implement strategies that eliminate transportation system fatalities and serious injuries.



# Steps for Creating a SHSP



★ We Are Here

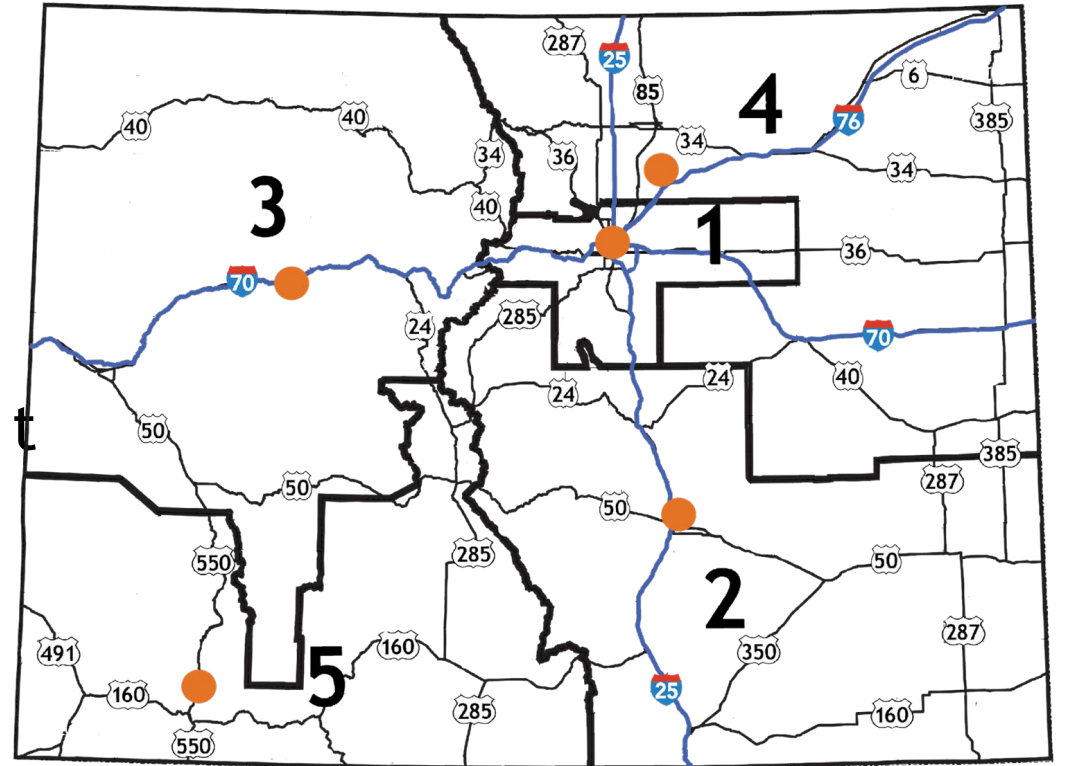
The CDOT project team just held its first project team meeting to coordinate efforts and piggy-back on DTD's 2050 Statewide Plan. CDOT is coordinating between planning teams to expand outreach and engagement and minimize stakeholder fatigue.



# 2025 SHSP Listening Sessions

FHWA mandates engagement and feedback sessions for the development of state SHSPs early in the process.

- One Listening Session in each CDOT Region
- One-on-One follow-up meetings as needed
- Virtual options available
- Online Interactive Stakeholder Engagement tool





## 2025 SHSP Listening Sessions (cont'd)



- Listening Session dates are proposed to conclude before the end of September
  - To meet FHWA's requirement that stakeholders are engaged early in the process.
  - The project team will need to travel across the state uninterrupted by inclement weather.



- This proposed timeline aligns with CDOT's Statewide Planning and Active Transportation Planning efforts.





# Purpose of the SHSP Listening Sessions



Influence strategies and initiatives that will shape Colorado's transportation **safety**



Assess the current state of **safety** in Colorado to understand what is and what is not working



Provide a platform for collaboration and engagement with CDOT and community members dedicated to improving road **safety**



Discuss and identify potential funding sources to improve **safety** across Colorado



Gather insights about community **safety**, perspectives, needs and challenges

- Analyze data from multiple sources
- From the data, identify areas of focus and potential countermeasures from each of the (5) emphasis areas
- Use stakeholder feedback and results to focus recommendations





# 2025 SHSP Project Schedule



Data Collection, Stakeholder Understanding and Methodology  
July 2024 - November 2024



Technical Analysis, Countermeasure Development, & Stakeholder Engagement  
September 2024 - April 2025



Draft Countermeasures & Draft SHSP  
May 2025 - August 2025



Final SHSP & Action Plan Documents  
November 2025



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# Questions?

July 11, 2024



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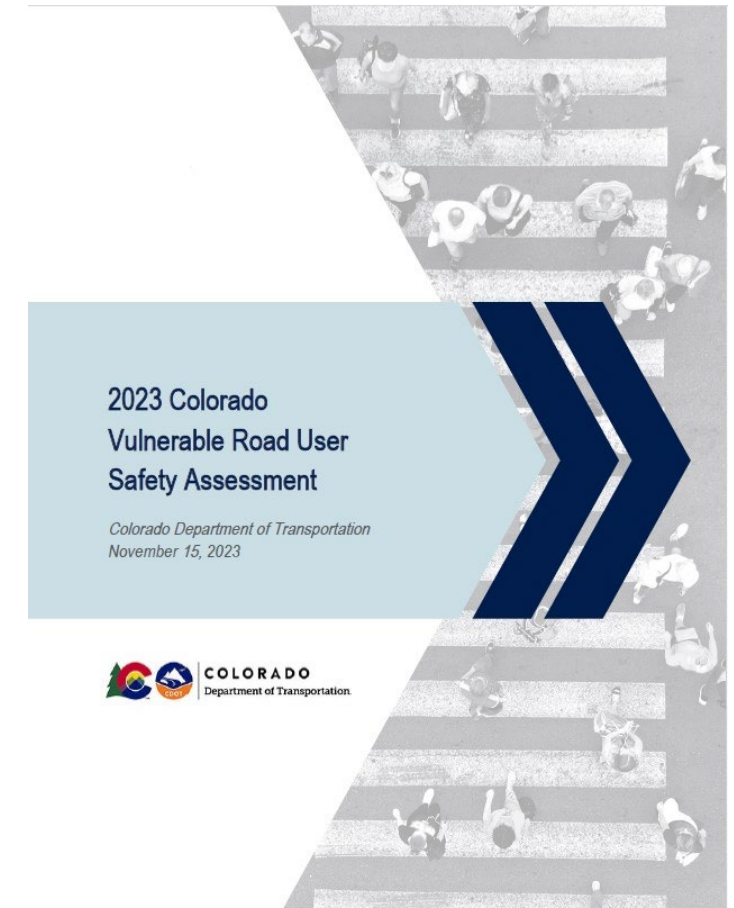
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# 2023 Colorado Vulnerable Road User Safety Assessment



# FHWA Requirements

- All States are required to complete an initial Vulnerable Road User (VRU) Safety Assessment by November 15, 2023 and include it as part of their State Strategic Highway Safety Plan (SHSP)
- Requires a Data Driven Process and Consultation with Local Governments in High-Risk Areas
- Requires approval by Governor of the State or a responsible State agency official that is delegated by the Governor



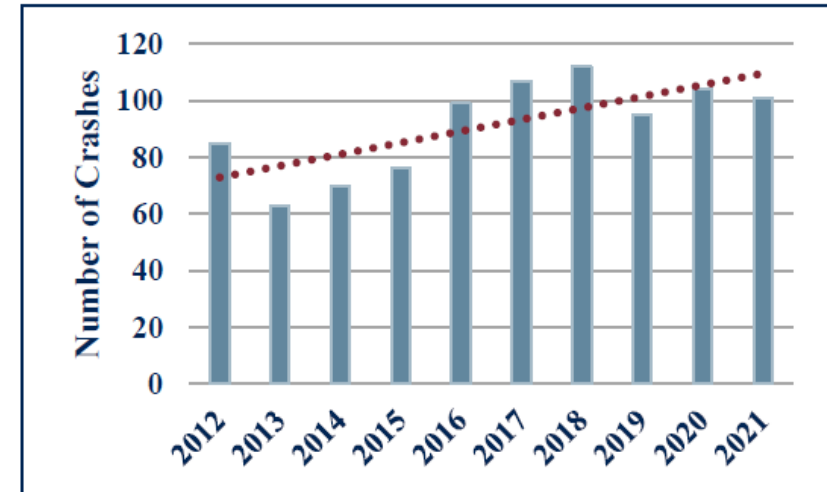


# Purpose

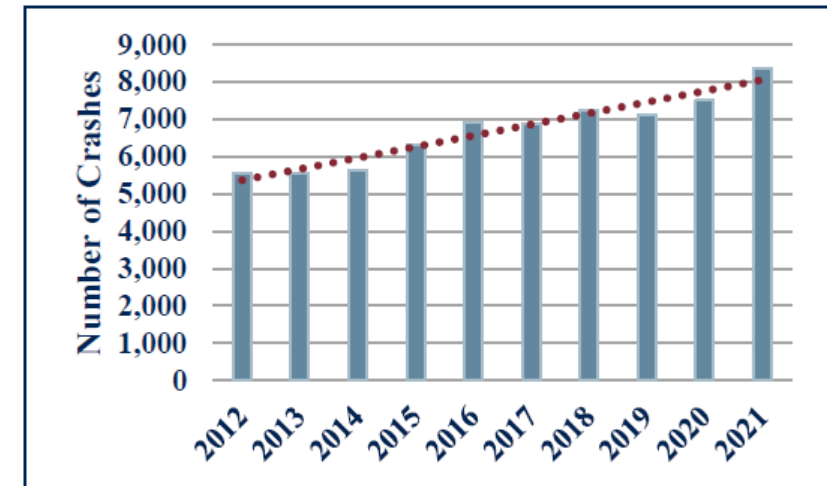
Vulnerable road users accounted for a growing share of roadway fatalities in recent years in both Colorado and the nation

USDOT/FHWA Strategies:

- Prioritize Vulnerable Road User Safety in All Investments and Projects
- Apply the Safe Systems Approach
- Consider Equity in Decision Making



Colorado VRU Fatalities



National VRU Fatalities



# VRU Safety Assessment Stakeholders

Technical Advisory Committee	Consultation	Outreach
CDOT HQ Traffic Safety and Engineering Services	Cities (Aurora, Boulder, Colorado Springs, Denver, Lakewood, Longmont)	Advancing Transportation Safety Meetings
CDOT Office of Transportation Safety	Denver Regional Council of Governments (DRCOG)	STSP Emphasis Area Meetings
CDOT Division of Transportation Development (Bicycle and Pedestrian Coordinators)	Colorado Department of Public Health and Environment (CDPHE)	Transportation Safety Sponsor Committee
CDOT Region Traffic Engineers	Bicycle Colorado Bicycle Colorado Springs	
Colorado Department of Public Health & Environment (CDPHE)		
FHWA		





# Executive Summary Findings

- VRU fatalities have been increasing in Colorado from 2012 to 2021. Increases are continuing into 2022 and 2023
- Equity Analysis shows that VRU fatal and serious injuries are more likely to occur in Disproportionately Impacted Communities (as defined by CDPHE)
- High Injury Network Analysis and Consultation processes led to the identification of 39 priority locations across the state



# Executive Summary Takeaways

- Conduct Regional VRU Prioritization Studies to identify safety program improvement projects (HSIP, FASTER Safety, Strategic Safety, etc.)
- Use before and after studies to evaluate effectiveness of VRU safety improvements
- Expand data sources for proactive or systemic analysis (exposure data, risk-based)
- Inventory of Vulnerable Road User Infrastructure
- Increase educational opportunities and outreach to local agencies to advocate for VRU safety



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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:** July 11, 2024

**Subject:** STAC Bylaws Memo

### Purpose

To provide STAC with information on two changes to the Planning Rules (2 CCR 601-22) that are relevant to the STAC Bylaws, and provide STAC with options for updating the STAC Bylaws.

### Action

Informational and discussion only; no action required.

### Background

TC adopted Resolution [#TC 2024-05-08](#) that contained changes to the Planning Rules (2 CCR 601-22) based on recommendations from the TPR Boundary Study. There are two changes to the 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.
- 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.

### Next Steps

- Changes to the STAC Bylaws requires both a 2/3 vote and a two-week notice.
- Action to approve the Bylaws should take place before October, ahead of the election of officers.
- Transportation Planning Regions (TPRs) are encouraged to consider a similar timeline for updating their governing documents.

## **Attachments**

STAC Bylaws Presentation

# BYLAWS

## ARTICLE I—Name and Objectives

### Section 3—Objectives

The objectives of the Society shall be to promote those  
in which the moral, legal, municipal  
discussed and analyze  
with business



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**STAC Bylaws Discussion  
July 2024**



# Discussion Topics

- Changes to the Planning Rules
- Options for updating the STAC Bylaws
- Next Steps



# Changes to the Planning Rules

TC adopted [Resolution #TC 2024-05-08](#) that contained changes to the Planning Rules (2 CCR 601-22) based on recommendations from the TPR Boundary Study. There are two changes to the planning rules relevant to the STAC Bylaws:

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# Options for Updating the STAC Bylaws

## 1. Assemble STAC Bylaws Subcommittee

- When the STAC Bylaws were last updated in October 2020, STAC assembled a Bylaws Subcommittee to discuss and bring back recommendations to the full STAC on changes to the STAC Bylaws.

## 2. Facilitate the discussion with the full STAC at regularly scheduled STAC meetings.

## 3. Other thoughts?

**Link to current STAC Bylaws can be found here:**

[https://www.codot.gov/programs/planning/assets/stac-archives/2020-stac-bylaws/stac-bylaws-2020\\_final\\_draft-9-1-2020.pdf](https://www.codot.gov/programs/planning/assets/stac-archives/2020-stac-bylaws/stac-bylaws-2020_final_draft-9-1-2020.pdf)





## Next Steps

- Changes to the STAC Bylaws requires both a 2/3 vote and a two-week notice.
- Action to approve the Bylaws should take place before October, ahead of the election of officers.
- TPRs are encouraged to consider a similar timeline for updating their governing documents.



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# Region 4 Spotlight

July 2024



# Advancing Transportation Safety in the Region

## Agenda

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





# Region 4 - Northeastern Colorado

9 of the Top 10 Agriculture Counties are in R4



1,116,241 People  
64% growth by 2050



6,322 Lane Miles

1,414 on Interstate

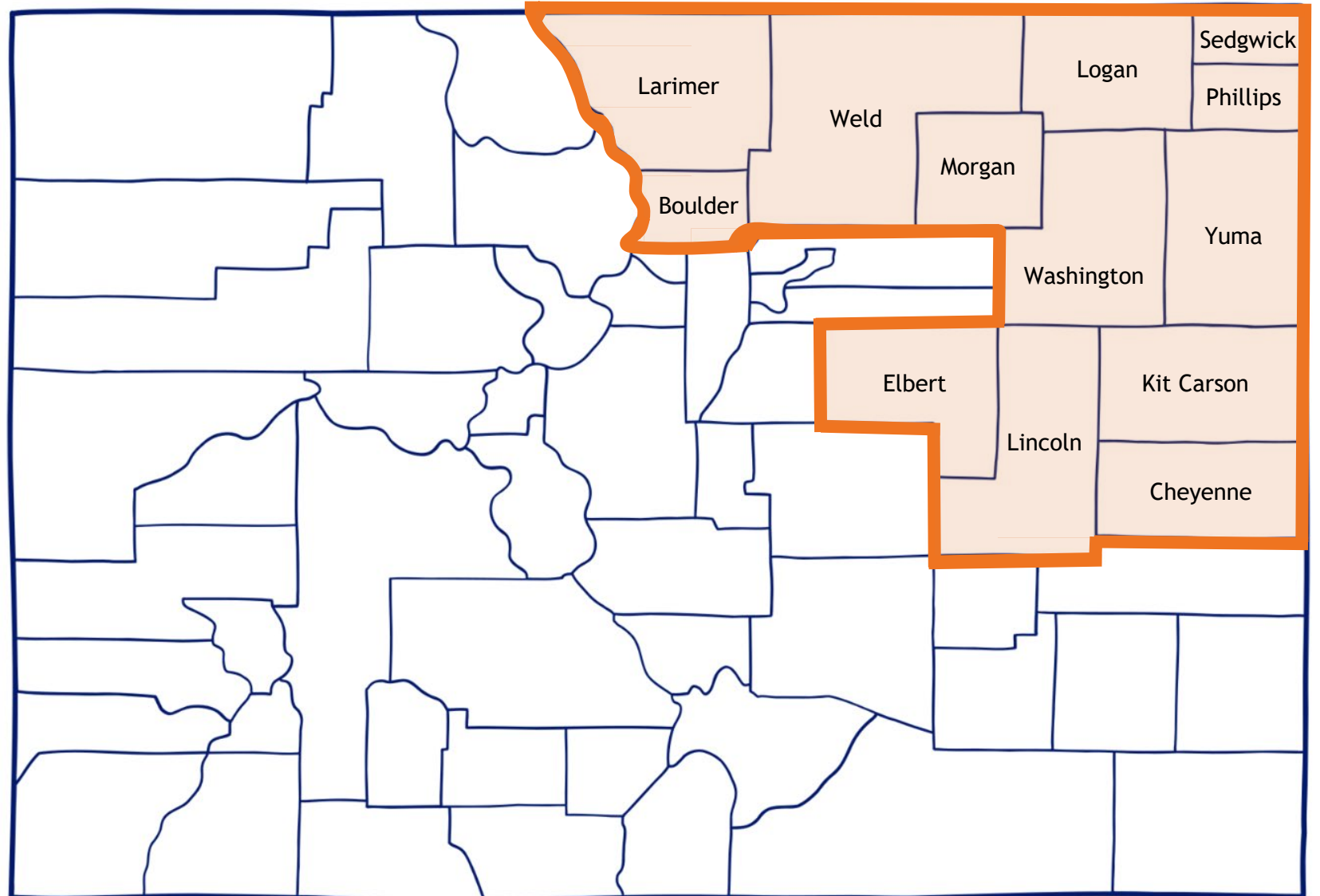
645 sq. Miles of Floodplain  
38% of the Region



50 Local Agency Partners



522 Employees





# Advancing Transportation Safety

## What is Advancing Transportation Safety?

Advancing Transportation Safety (ATS) is a statewide collaborative effort led by a team of state and local agencies, advocacy groups, academic institutions and private entities.

### Vision:

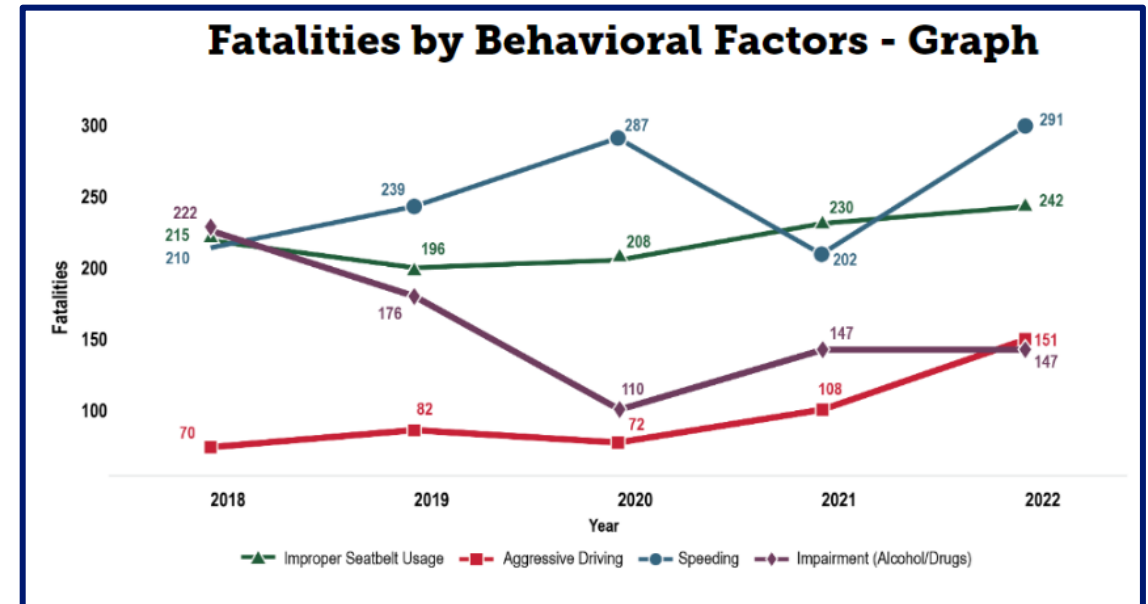
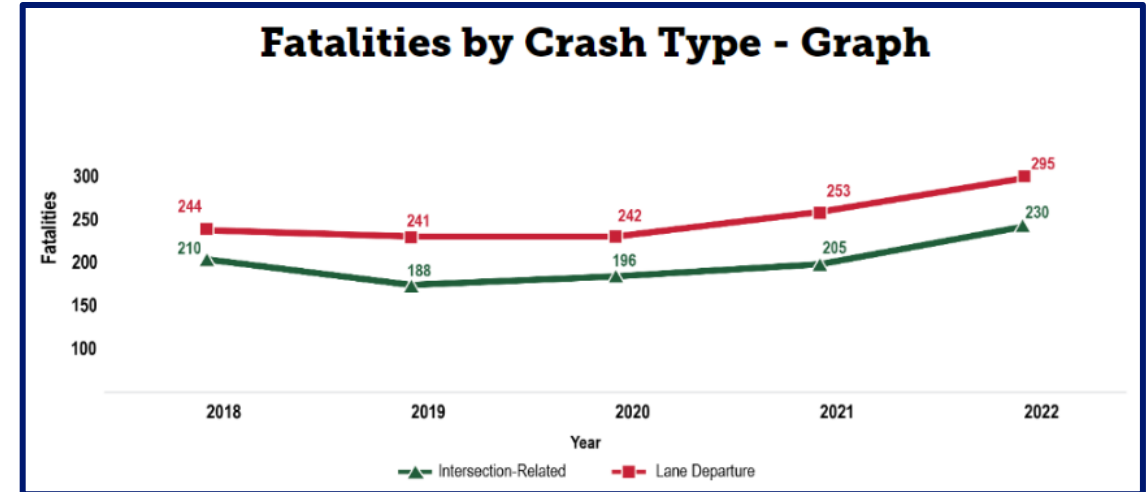
The future of Colorado is zero deaths and serious injuries so all people using any transportation mode arrive at their destination safely.





# Advancing Transportation Safety

- Traffic fatalities are at their highest since 1981.
- The current rise in fatalities has been linked to an increase in dangerous driving behaviors.
- Suspected impairment makes up of over 1/3 of fatalities in Colorado.
- 2020 and 2021 data are influenced by COVID travel trends.





# CSP 2020-2022 Rural Highway Enforcement Campaign

**KOOL 107.9 FM**  
Western Colorado's Greatest Hits

Put Grainger to Work for You  
GRAINGER  
Supplies & Solutions

HOME | ON AIR | LISTEN | APP | CONTESTS | MORE

## ALARMING: COLORADO TRAFFIC FATALITIES ARE UP 12% IN 2021

Zane Mathews | Published: June 3, 2021

SHARE ON FACEBOOK | SHARE ON TWITTER

So far this year, 193 Colorado residents went on the road - and never made it home.

United States Department of Transportation

NHTSA

Ratings | Recalls | Risky Driving | Road Safety | Equipment

← NEWS

## USDOT Releases New Data Showing That Road Fatalities Spiked in First Half of 2021

Secretary Buttigieg calls rising traffic deaths a crisis and calls for cooperation among all levels of government, industry, and advocacy to change course

US News

NEWS » News | Best Countries | Best States | Healthiest Communities | Cities | Elections | The Racial Divide

Healthcare of Tomorrow » A U.S. News virtual event series where industry leaders discuss common challenges and solutions for the future of health. Learn more

Home / News / Health News

## Traffic Deaths Increased in 2020 Despite Fewer People on Roads During Pandemic

Preliminary data shows that even as the country imposed tight restrictions and Americans drove less, deaths from traffic accidents increased.

By [Alexa Lardieri](#) | June 4, 2021, at 2:28 p.m.

CPR News

COVID-19 | POLITICS | MONEY | ARTS | ENVIRONMENT | SCHEDULE

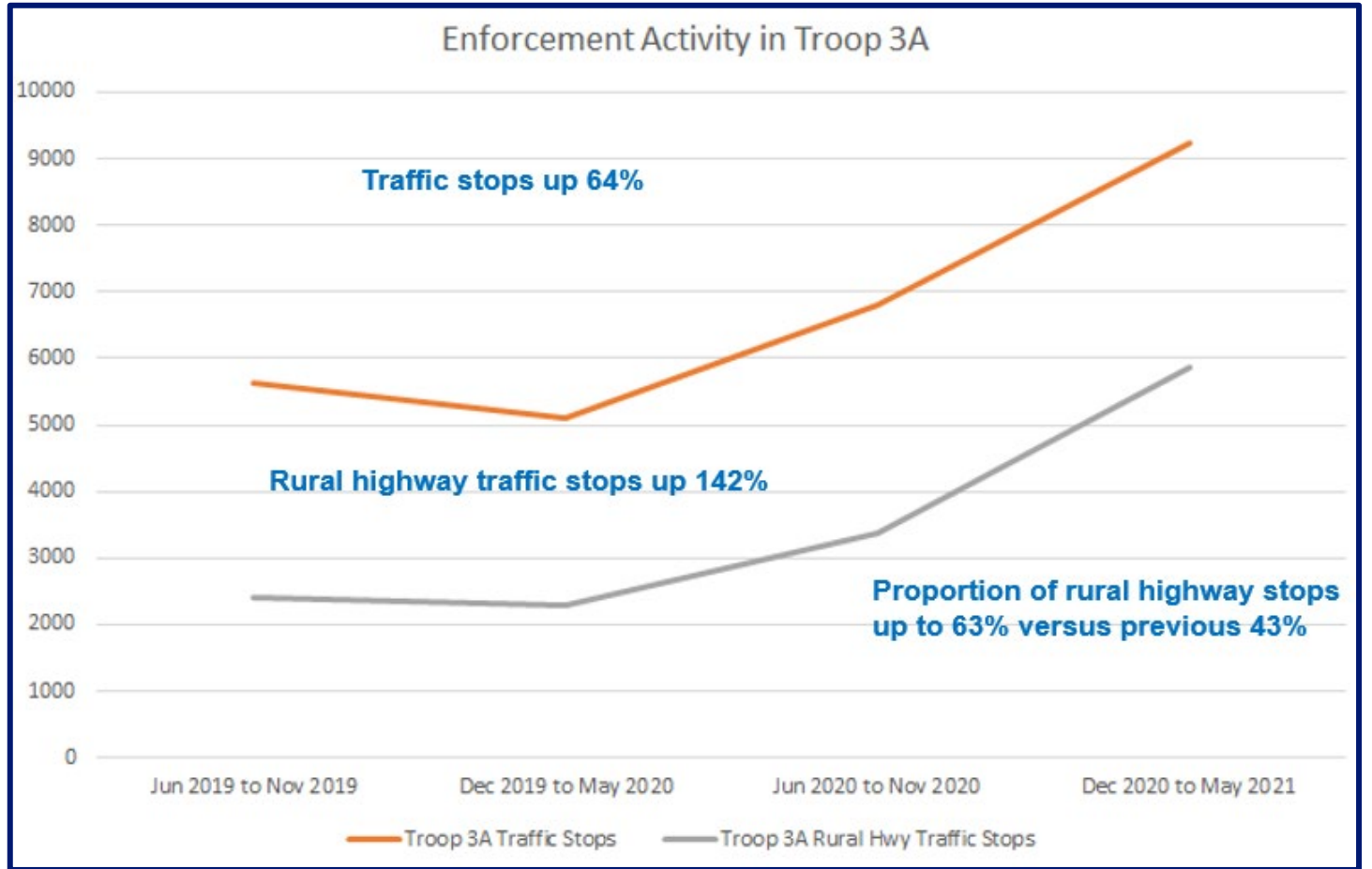
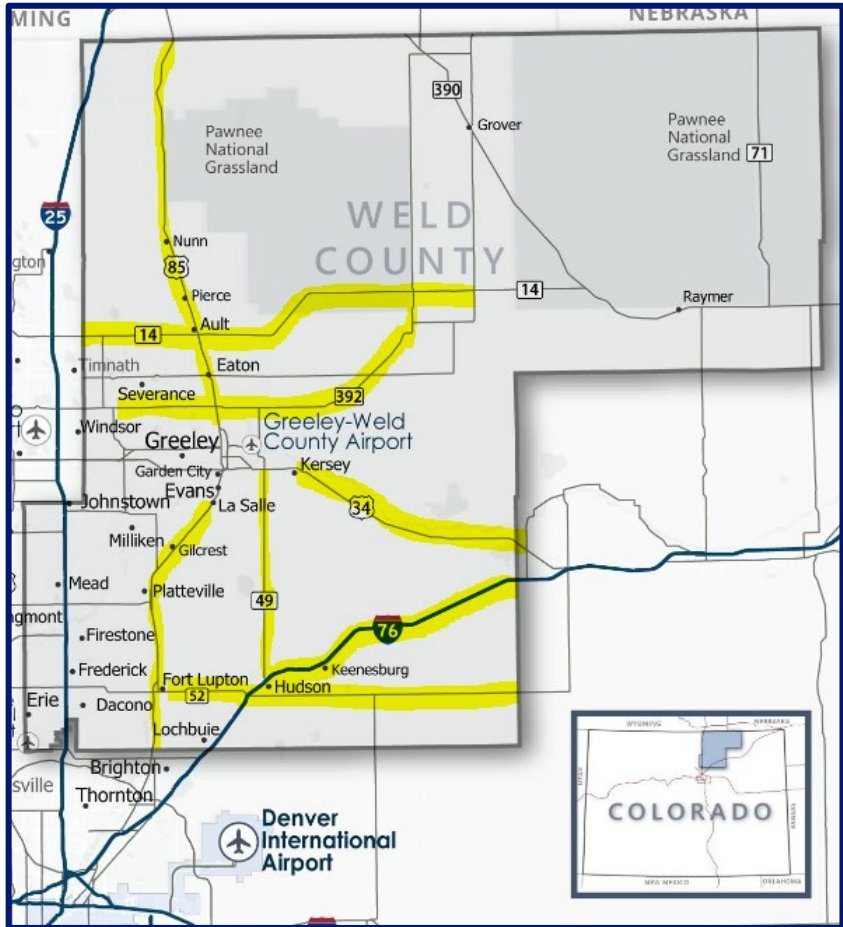
## Colorado's Roads Are Emptier, But Deadlier So Far This Year

By [Nathaniel Minor](#) | September 2, 2020



# CSP 2020-2022 Rural Highway Enforcement Campaign

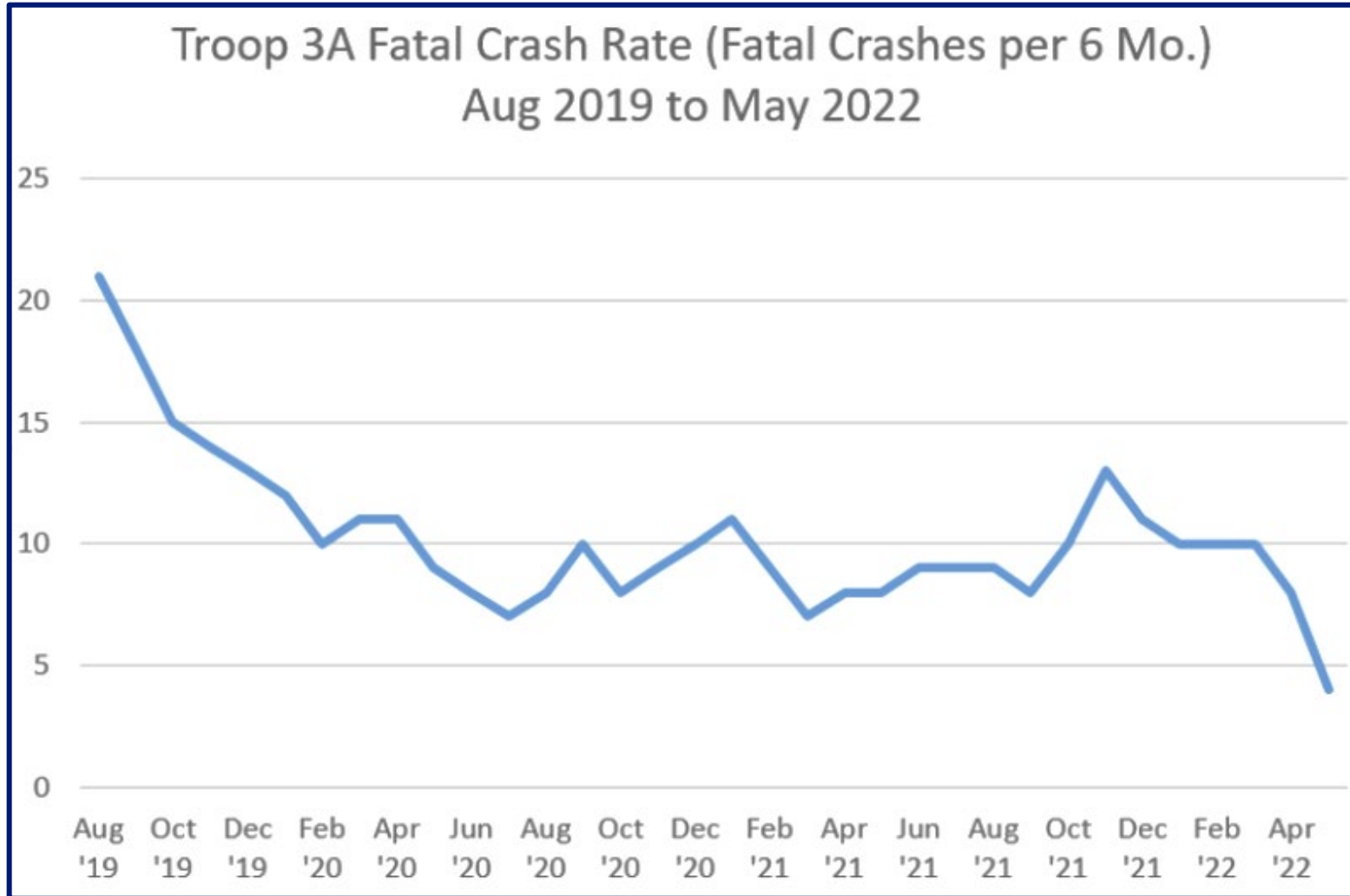
## Targeted Rural Highways







# CSP 2020-2022 Rural Highway Enforcement Campaign Results



**81% reduction**  
in fatal crash rate







# CSP 2020-2022 Rural Highway Enforcement Campaign Results

## Weld County Reports 40% Drop In Fatal Crashes Due To Targeted Patrolling

By Dillon Thomas January 28, 2021 at 7:14 pm Filed Under: Weld County News



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NEWS

## How Weld County cut fatal vehicle crashes in half in a year

Miles Blumhardt Fort Collins Coloradoan  
 Published 8:48 a.m. MT Feb. 4, 2021



Local CSP, Weld County Sheriff's offices look...



NEWS > CRIME AND PUBLIC SAFETY

## Local CSP, Weld County Sheriff's offices look to carry 2020 success into 2021

News Sports Opinion Politics U.S. & World Outdoors Life / A&E Obits Contact

## Weld County, Colorado State Patrol grow partnership, reduce fatal accidents nearly 50% in 2020

David Mullen David.mullen@gazette.com Jan 29, 2021 Updated Jan 29, 2021

1 of 3



# CSP & CDOT R4 Collaboration

- CDOT Region 4 meets with CSP bimonthly to identify low cost, immediate benefit, engineering solutions identified by law enforcement.
- Partnering with CSP to ensure they are able to enforce the laws on our highways **safely**.
- Coordination with CSP has resulted in projects adding widened shoulders or pullouts for expanded enforcement capabilities.



**COLORADO**

**State Patrol**

Department of Public Safety





# 10-Year Plan Safety Solutions: U.S. 287 Corridor Improvements

NEWS > CRIME & PUBLIC SAFETY

## One dead after Tuesday wreck on U.S. 287 in east Boulder County



By MITCHELL BYARS | mbyars@prairiemountainmedia.com | Boulder Daily Camera  
PUBLISHED: February 2, 2022 at 1:25 p.m. | UPDATED: February 2, 2022 at 1:25 p.m.



NEWS > LOCAL NEWS



## High number of traffic deaths on U.S. 287 has Boulder County residents demanding changes

Our Colorado: Residents demand action

NEWS

## Colorado drivers kill thousands of wildlife each year. Here's how to prevent those crashes



Miles Blumhardt  
Fort Collins Coloradoan

Published 6:01 a.m. MT Oct. 27, 2023 | Updated 6:01 a.m. MT Oct. 27, 2023



Fort Collins Coloradoan

+ Follow

3.6K Followers



U.S. 287 from Colorado 14 to Wyoming is dangerous and deadly. What's being done about it?

Story by Miles Blumhardt, Fort Collins Coloradoan • 6mo • 1 min read

NEWS

## Three University of Wyoming swimmers killed in car crash on U.S. 287 north of Fort Collins



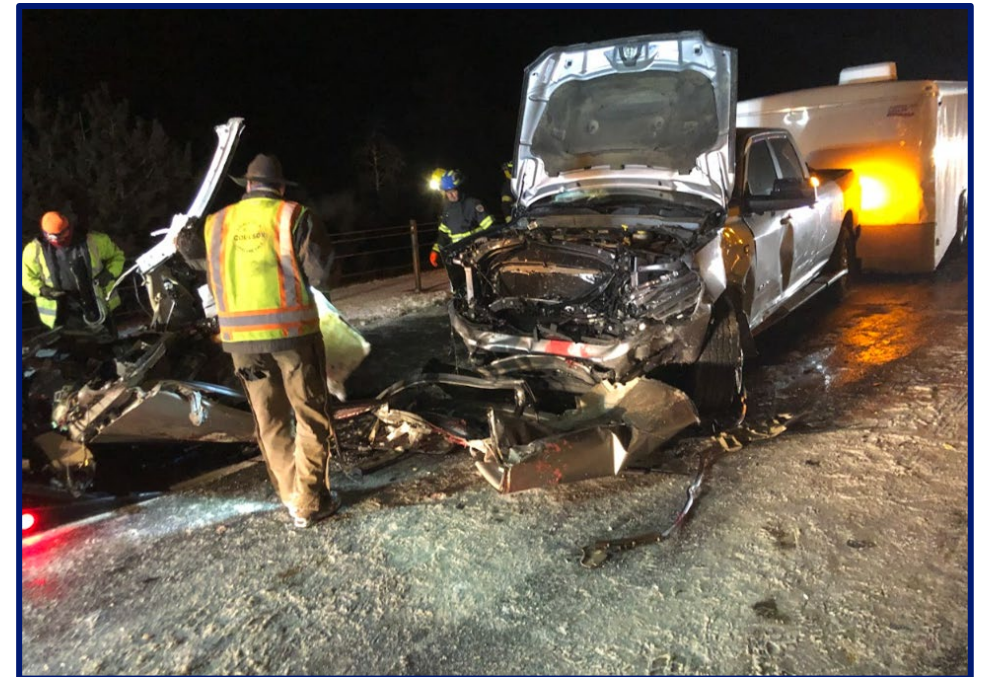
Miles Blumhardt  
Fort Collins Coloradoan

Published 10:04 p.m. MT Feb. 22, 2024 | Updated 3:44 p.m. MT Feb. 23, 2024





# 10-Year Plan Safety Solutions: Upper U.S. 287 Safety Project (Larimer County)





# 10-Year Plan Safety Solutions: Upper U.S. 287 Safety Project (Larimer County)

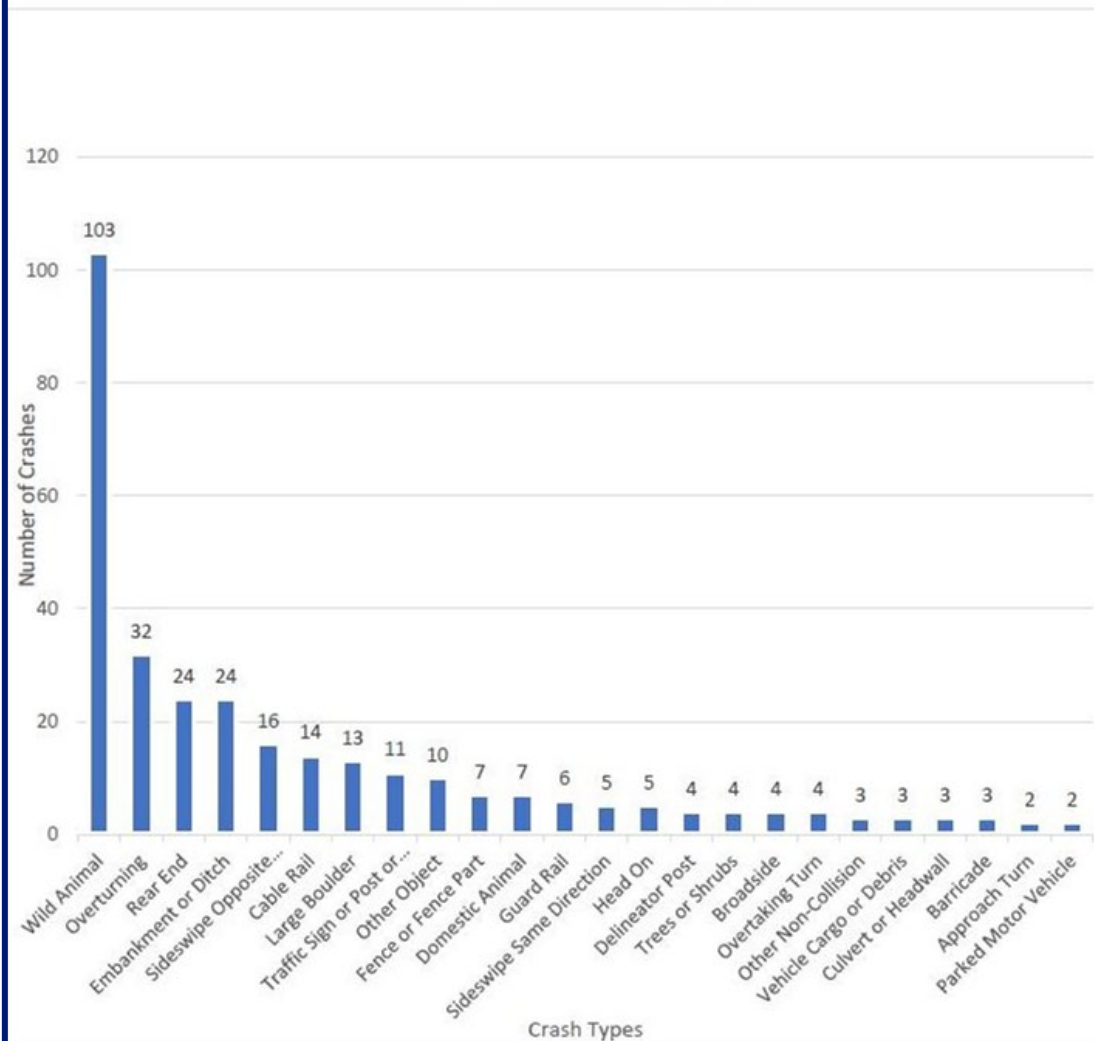
Year	Property Damage Only Crashes	Injury Crashes	Injuries	Fatal Crashes	Fatalities	Total Crashes
2017	42	9	9	1	1	52
2018	49	21	33	1	1	71
2019	43	17	22	2	3	62
2020	44	19	32	2	2	65
2021	45	12	13	2	5	59
<b>Total</b>	<b>223</b>	<b>78</b>	<b>109</b>	<b>8</b>	<b>12 *</b>	<b>309</b>
<b>Average/ Yr.</b>	<b>44.6</b>	<b>15.6</b>	<b>21.8</b>	<b>1.6</b>	<b>2.4</b>	<b>61.8</b>

\* Since the conclusion of the study, five additional fatalities have occurred along this corridor.



# 10-Year Plan Safety Solutions: Upper U.S. 287 Safety Project (Larimer County)

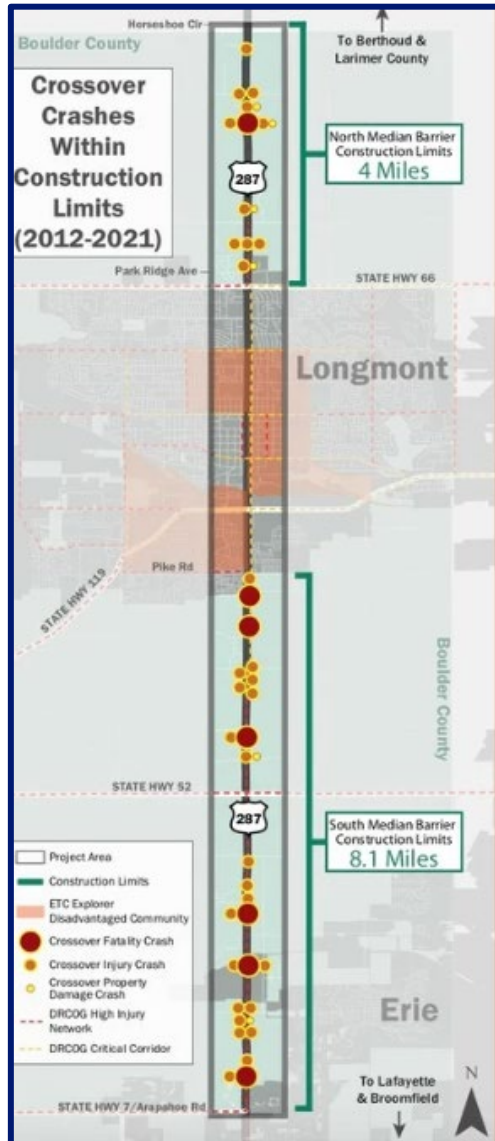
Figure 2: Crash Distribution by Type



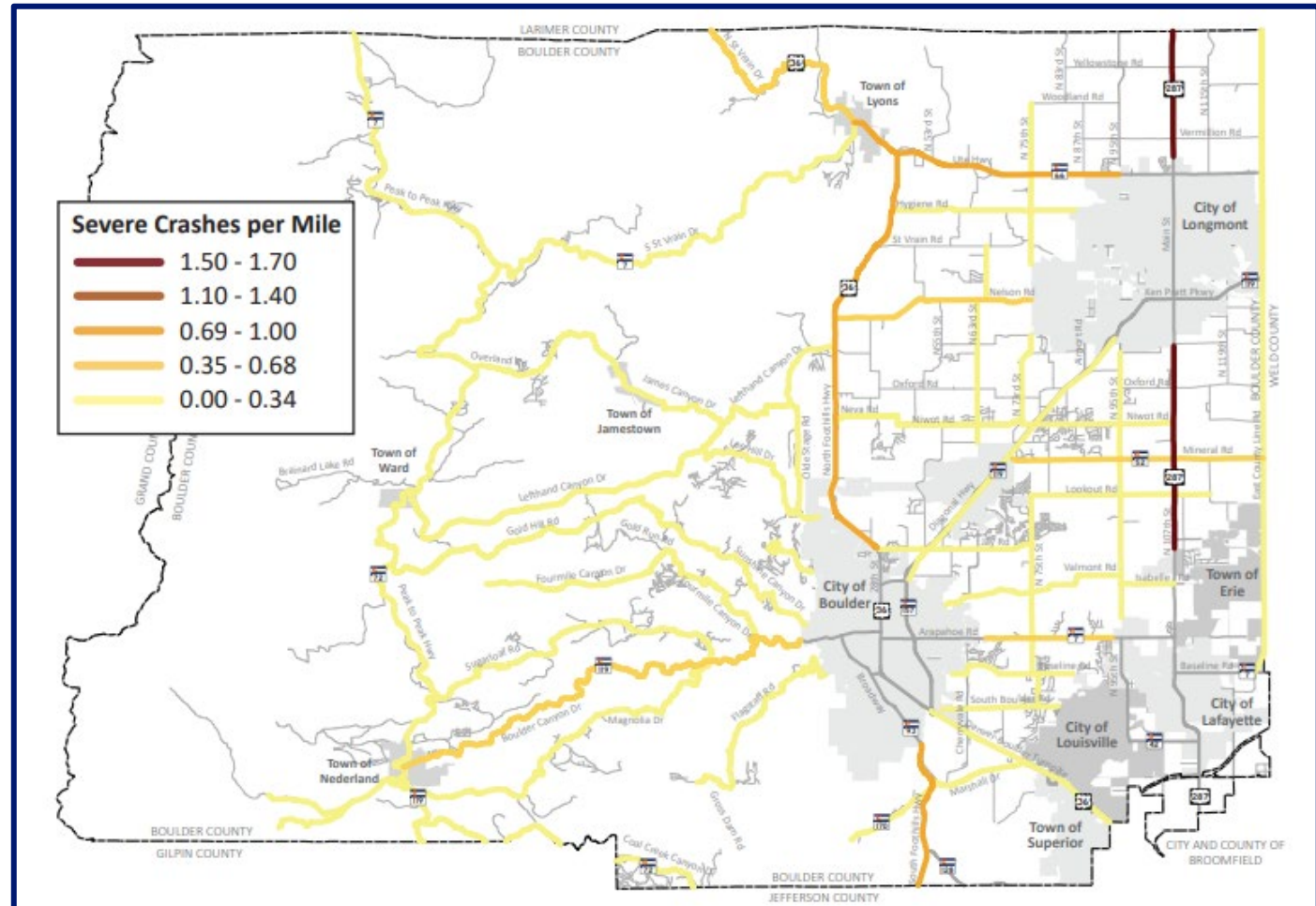
In order to alleviate the safety concerns leading to the crashes outlined, the project has identified several solutions including intersection improvements, two southbound passing lanes, shoulder widening, slope flattening, wildlife fencing, and one wildlife crossing.



# 10-Year Plan Safety Solutions: Lower U.S. 287 Median Barrier (Boulder County)



“Median barriers installed on rural four lane highways result in a **97% reduction** in crossover crashes.” - FHWA





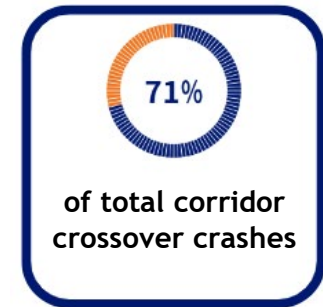


# 10-Year Plan Safety Solutions: Lower U.S. 287 Median Barrier (Boulder County)

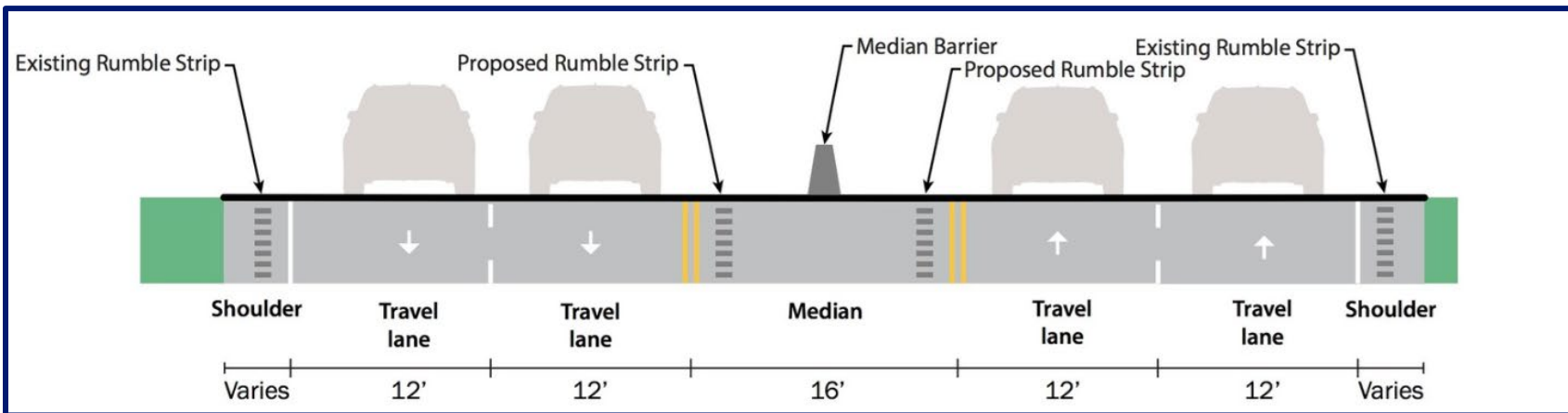
## Current Conditions



Crossover crashes in these two segments accounted for:



## Proposed Median Barrier Cross Section





# MMOF Safety Improvements: Hugo Intersection

## Safety Improvements:

- Widening the east and west turning radii
- Improve curb ramp, sidewalk, drainage, and striping
- Added pedestrian crossing
- New curb and gutter

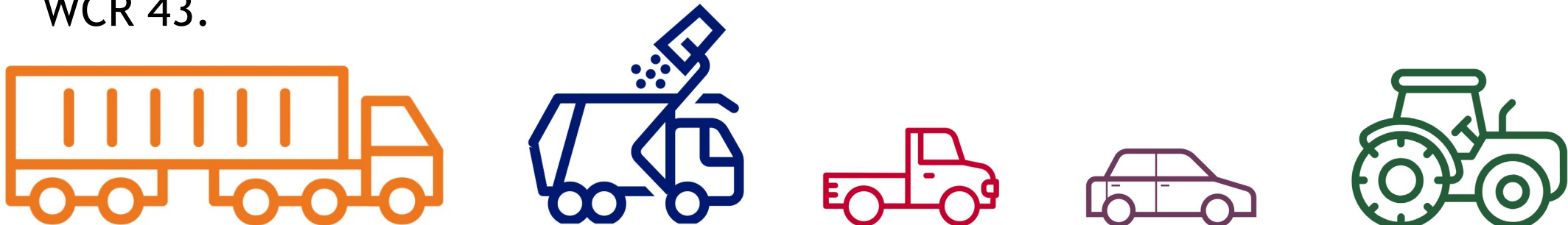
Estimated Completion Date: June/July 2024!





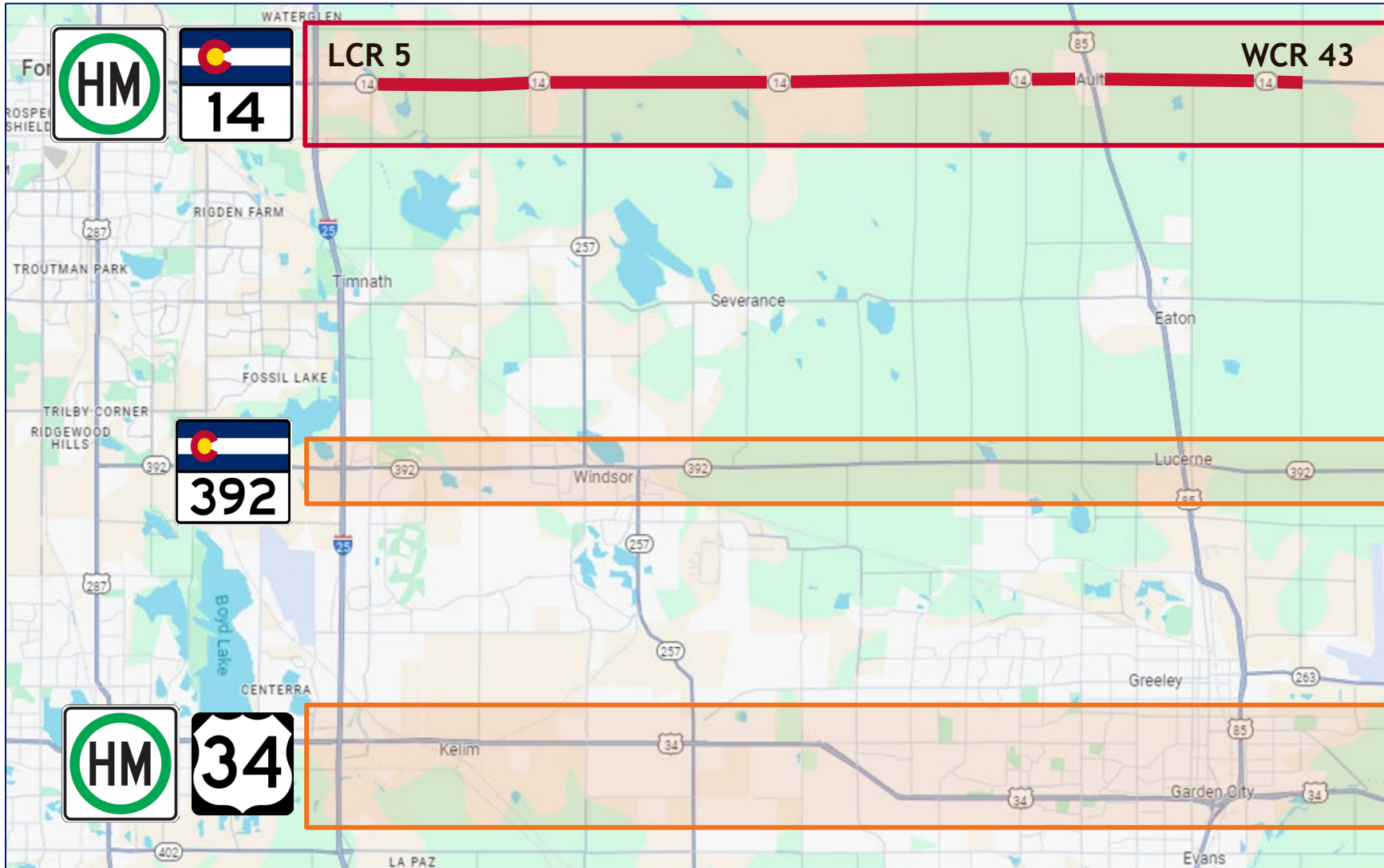
# Looking Ahead: CO 14 Safety Study

- CO 14 connects the urban front range to rural eastern Colorado, and is also a designated hazmat route.
- There has been an increase in commuter traffic along the corridor between US 85 & I-25, which has resulted in an increase in serious injuries and fatal crashes along the corridor.
- The study will do a road safety audit with stakeholder involvement between LCR 5 and WCR 43.





# CO 14 Safety Study Project Limits





# CO 14 Annual Average Daily Traffic 2012 vs. 2022

## 2012 Annual Average Daily Traffic Counts

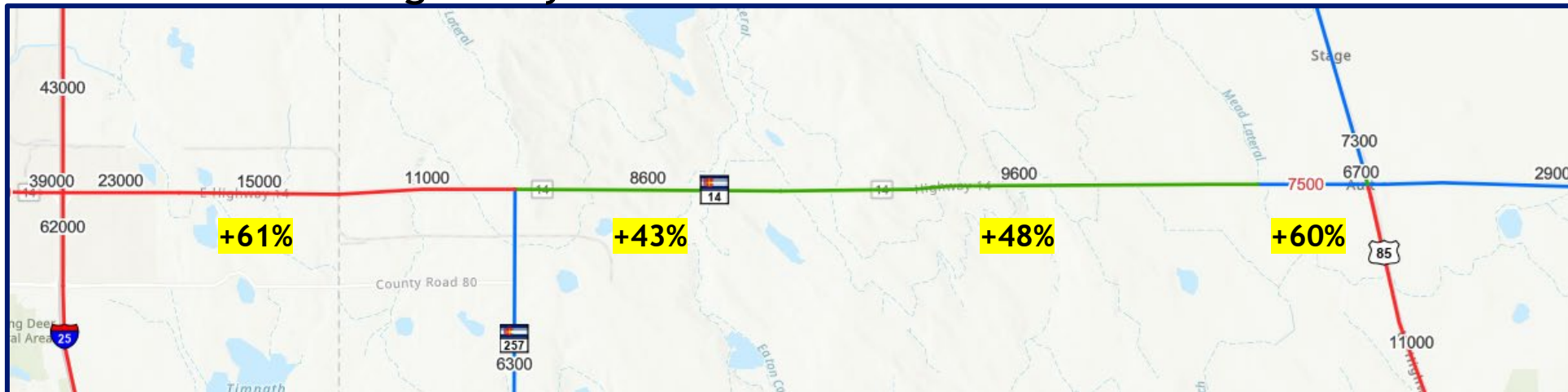


Annual Average Daily Traffic (AADT) on Colorado Highways

### Highway AADT

- Less than 1,000
- 1,000 - 2,500
- 2,500 - 5,000
- 5,000 - 7,500
- 7,500 - 10,000
- Over 10,000

## 2022 Annual Average Daily Traffic Counts



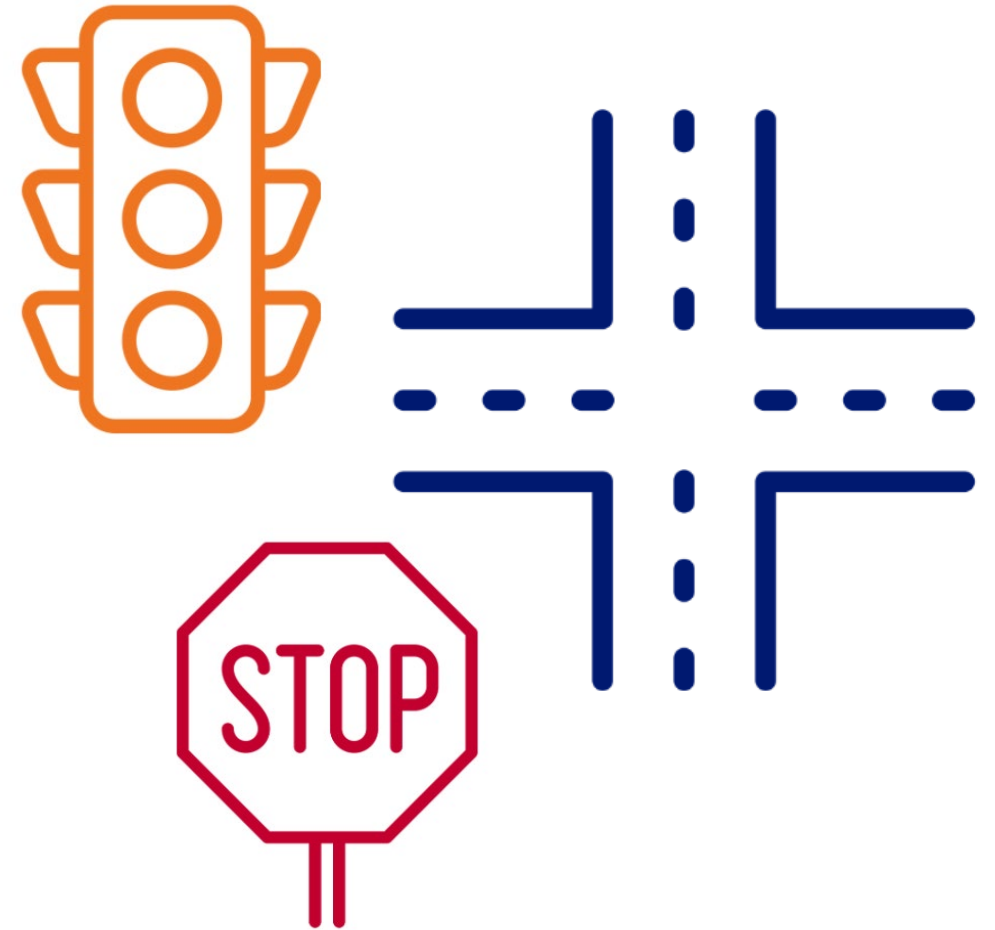
Traffic Count Locations with AADT

- 3,600 Short Duration Counter
- 3,600 Continuous Traffic Recorder



# Looking Ahead: Intersection Prioritization Study

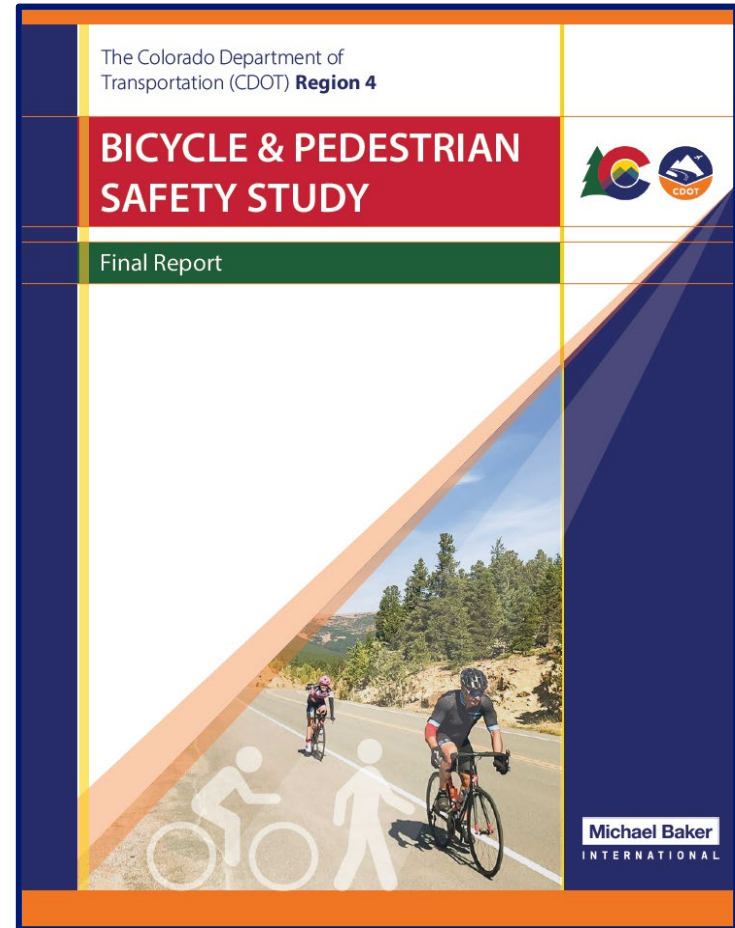
- The region completes an Intersection Prioritization Study (IPS) every 3-5 years.
- The goal of the IPS is to provide Region 4 with a list of intersection improvement projects based on a review of safety, operational, and geometric conditions.
- As funding becomes available through various safety improvement programs (i.e. FASTER & HSIP), this prioritized list is used to help Region 4 make better use of available resources.
- The most recent study was completed in October 2023.





# Looking Ahead: Bicycle and Pedestrian Safety Study

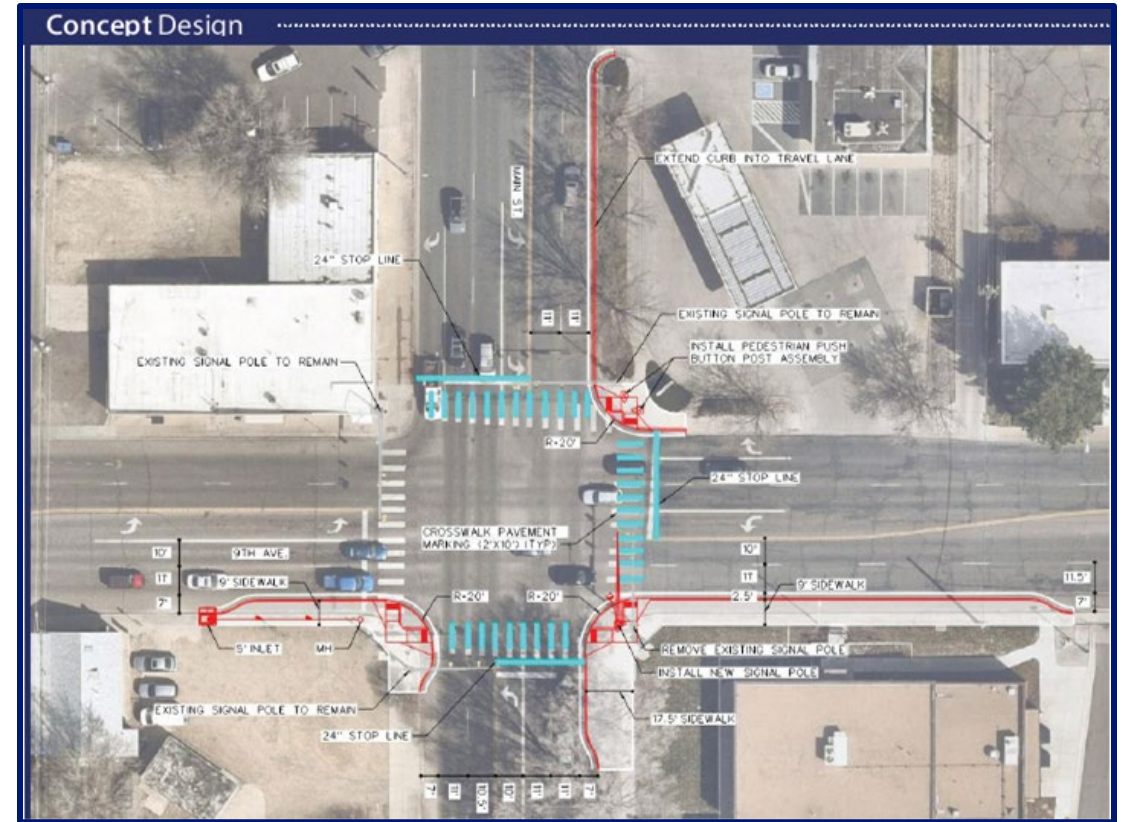
- The goal of the Region 4 Bicycle and Pedestrian Safety Study was to improve multimodal safety within the region by identifying a program of projects that addresses hotspot locations in addition to systemic improvements.
- The final report acts as a resource, not only for CDOT in programming safety projects, but for all Local Agencies that can use it as a resource for identifying acceptable countermeasures, design guidance, best practices, research and case studies.





# Longmont Bicycle & Pedestrian Safety Improvements Project

- This project is bundling recommendations from both the Intersection Prioritization Study and the Bicycle and Pedestrian Safety Study with similar scopes to increase safety for vulnerable road users.
- Some of the recommendations include:
  - Modified signal timing
  - Signing & striping
  - Bike lanes
  - Accessibility
  - Geometric improvements



US 287 & 9th Ave (Longmont, CO)





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Department of Transportation

# Thank You

**Heather Paddock**  
Region 4 Transportation Director  
[heather.paddock@state.co.us](mailto:heather.paddock@state.co.us)





# COLORADO

## Department of Transportation

## Statewide Transportation Advisory Committee (STAC) Memorandum

**To:** Statewide Transportation Advisory Committee (STAC)  
**From:** Michael King, OIM Asst. Director of Electrification & Energy  
**Date:** July 11th, 2024

**Subject:** 2024 Colorado National Electric Vehicle Infrastructure (NEVI) Plan Update

### Purpose

This memo provides the STAC with a brief overview of the 2024 NEVI Plan Update and identifies how stakeholders can provide feedback or request more information on the plan's update, including requesting individual NEVI Plan Update presentations.

### Action

None requested - informational

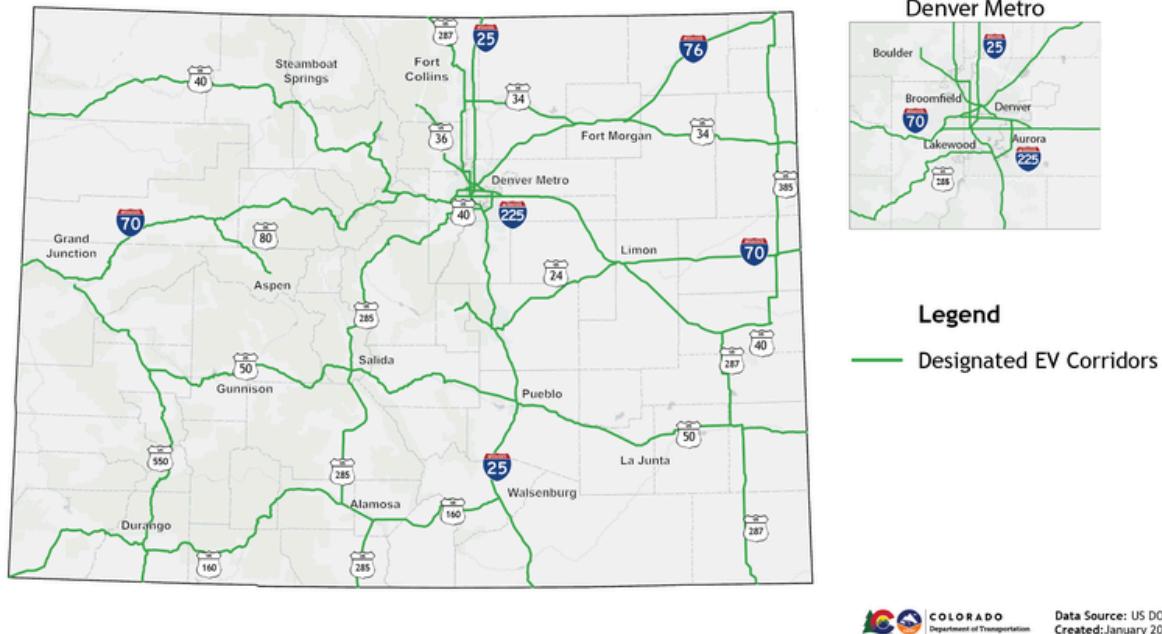
### Background

The federal [NEVI Program](#) allocates \$5 billion in formula funding to build a comprehensive and consistent DC fast-charging network across the United States, with Colorado receiving approximately \$56.5 million over a 5-year period. [Colorado's NEVI Plan](#) identifies how and where CDOT and its partners will prioritize the investment of these funds within the requirements of federal NEVI Program guidelines. The state is required to update this plan annually over the 5-year life of the program in order to continue receiving NEVI formula allocations. The 2024 NEVI Plan Update will document the implementation progress made to date and identify potential adjustments to existing state strategies, which will allow Colorado to better accomplish the goals of the national program. These goals include: corridor coverage, reliable user experience, equitable deployment, and network resiliency.

While the NEVI Program's investments are restricted to eligible areas within one mile of a federally-designated alternative fuel corridor (see map below), other state sources of funding (including the [Community Access Enterprise](#)) can fund similar projects in all other areas of the state. Applications for funding from both the NEVI Program and Community Access Enterprise can be submitted to the semi-annual [DC Fast-Charging Plazas Program](#) managed in partnership with the Colorado Energy Office.

## Federally Designated Electric Vehicle Corridors in Colorado

Existing Designated Corridors



CDOT is currently conducting outreach for the 2024 NEVI Plan Update. Upcoming engagement opportunities are listed on the [NEVI Plan website](#) and include:

1. Drop-in to virtual office hours every Monday in July from 2:00-3:00 p.m.
2. [Request a NEVI Plan Update presentation](#) for your organization from CDOT.
3. View past NEVI Plan Update webinar recordings on the NEVI Plan website.
4. [Sign up](#) to receive NEVI Plan email updates.

The outreach for the NEVI Plan Update will conclude in late July. In early August, CDOT will post the draft 2024 NEVI Plan Update on the NEVI Plan website and solicit public comment until the end of August. Please check the NEVI Plan website regularly for updates or sign up for updates via email.

### Next Steps

The 2024 NEVI Plan Update will be completed in August and must be submitted to the federal Joint Office of Energy & Transportation by September 1, 2024 for review and approval. A similar update process is anticipated to occur again in 2025.