



## Statewide Transportation Advisory Committee (STAC)

This meeting will be hosted in person at CDOT Headquarters Office

**June 6, 2024 from 8:30 AM to 12:30 PM**

### Agenda

Time	Agenda Item and Item Description	Presenter
8:30-8:35	Welcome and Introductions	Vince Rogalski, STAC Chair
8:35-8:40	Approval of the May 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
9:35-9:50	Legislative Report (Informational Update)	Emily Haddaway and Jamie Grim, CDOT Office of Government Relations
9:50-10:00	Break	
10:00-11:00	2050 Statewide Plan Overview (Informational Update) <ul style="list-style-type: none"><li>• Policy Directive 14 Overview</li><li>• Long Range Revenue Forecasts</li></ul>	Darius Pakbaz, Director, Division of Transportation Development, and Jeff Sudmeier, Chief Financial Officer
11:00-11:25	Rural Planning Assistance Grant Formula Update (Action Item) <ul style="list-style-type: none"><li>• A discussion on the current and proposed distribution formula for rural planning funds</li></ul>	Darius Pakbaz, Director, Division of Transportation Development
11:25-11:45	Multimodal Options Funds (MMOF) MMOF Distributions and Project Selection (Informational Update) <ul style="list-style-type: none"><li>• An overview of the next round of MMOF project selection</li></ul>	Darius Pakbaz, Director, Division of Transportation Development
11:45-12:15	Region 3 Project Update (Informational Update)	Mark Rogers, Planning Manager, Region 3
12:15-12:30	Other Business <ul style="list-style-type: none"><li>• Scheduling and logistics for in person STAC meetings</li></ul>	Vince Rogalski, STAC Chair

# Statewide Transportation Advisory Committee (STAC) Meeting Minutes

Thursday, May 2, 2024  
8:30 a.m. - 12:30 p.m.

[STAC Meeting May 2, 2024 Recording](#)

## Attendance:

Denver Area: Ron Papsdorf  
Central Front Range: Dwayne McFall and Samantha Hughes  
Eastern: Gary Beedy  
Grand Valley: Dana Brosig and Rachel Peterson  
Gunnison Valley: Vince Rogalski  
Intermountain: Brian Pettet and Dana Wood  
North Front Range: Jon Mallo, Suzette Mallette and Becky Karasko  
Northwest: Heather Sloop and Brian Cerkenik  
Pikes Peak Area: Holly Williams, John Liosatos, and Danelle Miller  
Pueblo Area: Eva Cosyleon and Wendy Pettit  
San Luis Valley: Vern Heersink and Hew Hallock  
South Central: Commissioner Luis Lopez II and Brian Blasi  
Southeast: Stephanie Gonzales and Ron Cook  
Southwest: Sarah Hill and Shak Powers  
Upper Front Range: Elizabeth Relford and Jon Becker  
Southern Ute Tribe: None  
Ute Mountain: Brendon Adams  
Federal Highway Administration: William Haas  
Federal Transit Administration: Emma Belmont

## Welcome and Introductions - Vince Rogalski, STAC Chair ([Recording Timestamp 00:09:51](#))

The meeting commenced after 8:30 am by Vince Rogalski, STAC Chair.

## Approval of the February 2024 STAC Meeting Minutes - Vince Rogalski, STAC Vice Chair ([Recording Timestamp 00:14:45](#))

Motion to approve by Holly Williams and was seconded by another STAC member.

## Herman Stockinger and Jason Smith, Informational Update on US-50 ([Recording Timestamp 00:15:27](#))

- US-50 between Montrose and Gunnison is closed. FHWA asked for states to do inspections of bridges constructed of high-strength steel. There are only two in the state that required inspection, K-07-A and K-07-B, both are bridges over the Blue Mesa Reservoir. K-07-A did not have visible cracks. K-07-B has a visible crack and was closed April 18<sup>th</sup>, and these are fracture critical bridges so as a safety

precaution, K-07-B was closed. The detours over highways are I-70 to the north and US-160 to the south. Detours are substantial - six hours travel time along I-70, and 7 hours along US 160.

- They have worked with Gunnison County to open Country Road (CR) 26 early that greatly reduces travel time. Kebler Pass wasn't scheduled to open for a month, but they think they will open it in the next few weeks. On CR 26, there are pilot car escorts, two trips one in each direction daily. For Fridays, the County is planning to open it for four trips.
- They have not completely determined if this is a repair or replacement, it is unlikely to be a full replacement, perhaps a superstructure replacement. The bridge was built before the water was in the reservoir.
- Heather Sloop, STAC Vice Chair and Northwest TPR STAC Representative, commented that she hopes that CDOT is looking at a resiliency plan for everything that can occur when incidents shut I-70 down. Jason Smith, CDOT Region 3 Regional Transportation Director, explained that CDOT is concurrently working on three bridge designs and will develop a scope of work, schedule, and budget for all three long-term options to consider.

### **Transportation Commission (TC) Report (Informational Update) - Vince Rogalski, STAC Chair ([Recording Timestamp 00:41:55](#))**

- There were discussions of the FY24-25 budget in March and April and recommended that the Commission move forward with the budget. The governor has signed the Long Bill, including the budget.
- The Bridge and Tunnel Enterprise has received money from loans, roughly \$150 million and can move forward with some projects.
- CDOT is trying to reduce the amount of single passenger vehicles to reduce greenhouse gas emissions, and the Division of Transit and Rail is evaluating all routes in the state in order to identify opportunities to connect all areas in the state. For Mountain Rail, the Moffat Tunnel lease has ended.
- The Statewide Transportation Improvement Plan (STIP) has moved forward after discussion. Darius Pakbaz noted the next Statewide Transportation Improvement Program (STIP) will be employing new software and may look different next time.
- There was a presentation on DRCOG's efforts to reduce greenhouse gas emissions through their planning process. which seems right on track.
- A few awards were given at the meeting.
- Right of way condemnation authorizations were discussed.
- Budget workshops will be held for the TC to form a recommendation.
- New and updated rest areas were discussed. Vail's improved rest area was emphasized.
- Federal Discretionary Grants were discussed. Region 10/GVTPR has put together a monthly meeting to discuss grants. Diversity Equity and Inclusion is a new aspect of the grant requirements being discussed during meetings.
- PD 1601 (interchange request for approval to move on to planning and bidding) on I-76 and Weld County road 8 was a topic covered.
- Program Distribution is holding up the distribution of Multimodal Transportation and Mitigation Options Funds (MMOF) funding. Rogalski suggested TPRs apply for the MMOF funds.
- Hinsdale County continues to have permission for ATV use on CO 149.
- The Audit Committee met and all resolutions were approved.

### **TPR Representative and Federal Partner Reports ([Recording Timestamp 00:50:37](#))**

- Denver Regional Council of Governments (DRCOG)
  - The Board of Directors has met twice since the last STAC meeting. On March 20th Erica Denney presented on the Statewide Freight Plan. The board selected five projects for funding on the Community Based Transportation Planning program and they are working with historically disadvantaged communities to identify transportation needs and solutions. At the April 17<sup>th</sup> meeting, they took a fresh look at how the region can better address transportation planning. They are currently updating the long-range transportation plan.
- Central Front Range TPR
  - They have redlined the bylaws and will do further work next month. They have also reached out to municipalities to increase local community involvement with the TPR. They also had a

bridge closed in the county that has been under repair for two months, luckily traffic counts are comparatively low.

- Eastern TPR
  - There are projects on CO 71 and I-70. The Eastern TPR representative attended a few freight advisory subcommittee meetings. There was a presentation on hydrogen fuel for the environmental subcommittee, on the potential and hurdles to shifting to hydrogen fuel. The Rail Safety Bill is looking to shorten the length of trains, which may increase the number of trains overall, and increase cost and impacts on passenger rail.
- Grand Valley MPO
  - They are now under contract for the 2050 Regional Transportation Plan. They are also making good progress on the Mesa County Safety Action Plan, having completed data analysis and open house surveys. The board adopted the 2025-2028 TIP and amended the 24-27 TIP.
- Gunnison Valley TPR
  - US-50 is the primary report for this region.
  - Paving Cottonwood Pass within GVTTPR was a Central Federal Lands project and was completed. Little Blue Creek Canyon is also partially on Federal Lands.
  - The TPR meeting is occurring next week on May 9<sup>th</sup>, and they will discuss long-range planning.
- Intermountain TPR
  - The Transportation Commission will be reviewing the TPR boundary study next meeting and there may be a decision in June.
- North Front Range MPO
  - The March meeting had a status report on Traffic Demand Management and the region's first Transportation Management Organization (TMO) between Loveland, Loveland Area, and Greeley, and they have invited Estes Park to participate.
  - In the April meeting, there was a presentation on Northern Colorado airport, which is in Loveland.
  - Suzette Mallette is retiring as the Executive Director of NFRMPO in August.
- Northwest TPR
  - At the April 11<sup>th</sup> meeting, they discussed the transit vote. The vote weighting system is a strange scale compared to other TPRs so it will make integrating a transit vote interesting. There is a heavily weighted county with a lot of municipalities. There was a discussion on bylaws, and they do not feel as though they need to do much with them. They will make the Chair and Vice Chair terms longer.
  - Wildlife corridors and passing lanes are the main priority, other than resiliency.
  - Downtown US 40 is having a concrete panel replacement until June 21<sup>st</sup>. Winter Park wants to thank CDOT for patching and work on paving.
  - They are in talks with Moffat, Craig, Hayden, Steamboat, and Routt on a vote on the RTA and how that affects long term planning. Steamboat's transit authority had a very successful winter with over three-quarters of a million passengers in a town with a population of 13,000.
- Pikes Peak Area Council of Governments (PPACG)
  - They updated the bylaws, which were approved last month. They are continuing with Military Access, Mobility & Safety Improvement Project (MAMSIP) I-25 construction, which is nearing completion. There are some pedestrian improvements on US 24.
  - They are getting ready for a big project that they will consider at next week's meeting, on CO 21, Powers Boulevard and Airport interchange, which is the West Gate to the Air Force Base. There was a bid opening on April 11<sup>th</sup> and two bids were high, which means that money directed to US 24 East will have to be redirected to this project. This is congressionally directed funding.
- Pueblo Area Council of Governments (PACOG)
  - PACOG met last week. There are two new transit routes being launched, which will provide direct shopping routes. There was a ribbon cutting for Exit 104 of I-25 this past Tuesday. They are updating the TIP and will hopefully will adopt it this month. The county and city are working together to produce a proposal for ATIP funding from the Federal Railroad Administration.
- San Luis Valley



- Scheduled projects are starting. As a TPR, they are working on their bylaws and IGAs and are looking forward to CDOT's county meetings.
- South Central TPR
  - Brian Blasi is the director for the South Central COG. Regarding the TPR boundaries, Commissioner Hart and Commissioner Luis Lopez have discussed introducing legislation to add to the TPRs rather than redistricting and changing boundaries.
  - They have had difficulties getting hard numbers from the railroads, UP and BNSF, on the Moffat Tunnel. The negotiations for the Moffat Tunnel have put rail efforts on a standstill.
  - The Walsenburg Bridge replacement was discussed at the most recent meeting.
- Southeast TPR
  - Their last meeting was on April 24<sup>th</sup>, in which they reviewed and passed bylaws and the IGA document for the RPC that will be distributed to 31 member governments. They are working on the SETPR's website.
  - The Southeast has been focusing on transit and mobility. They launched the Southeast Transit that is now running in Bent County in Las Animas and runs East-West connecting to existing local transit. The West route runs to Rocky Ford and East travels to Lamar. In the first two weeks, there were 32 riders.
  - There is a new software platform for a rider app, which connects both transit routes and allows for ride planning. They hope to connect with Bustang to hopefully move people to Colorado Springs.
  - For projects, US 385 realignment and a new structure is nearly completed. This helps with highway access. A bridge bundle project has been completed. There was a timber bridge retrofit.
  - SETPR was awarded the Thriving Communities Grant.
  - SETPR is asking to keep operating as they are now, and would not like to be combined with South Central TPR.
- Upper Front Range TPR
  - Their last meeting was on March 7<sup>th</sup>. They discussed the Infra-Grant on I-76 and appreciate CDOT for helping with this project. CDOT gave a presentation on US 287 on looking at alternatives to be implemented on that corridor between Wyoming and Colorado. They are also looking at a safety study on CO 14. In addition, excitement surrounds the US-85 Interchange ribbon cutting. This intersection was known for a high crash rate. They also thanked DRCOG for amending their transportation plans to help with funding the US 287 Interchange.
- Southern Ute Indian Tribe (SUIT)
  - Not present.
- Ute Mountain Ute Tribe
  - Brendon Adams thanked CDOT for all of the work they are doing with the Tribe. They received a completion notice for a bridge on US 160. They are also working on the bridge that crosses San Juan River near the Four Corners Area. They are installing roughly twelve cattle and horse signs. CDOT is helping with creating alternative plans for traffic on the main intersection of this community.
- Federal Highway Administration (FHWA)
  - They have recalculated the inactive rate, which are projects using federal funds that are not active, as in they are under contract but have not submitted an invoice within a 90-day period. Colorado is currently at 3%, and the CDOT goal for inactive projects is 1%. There is a CMAQ project in particular that they are trying to get processed.
  - This year, the focus is delivering discretionary grants. There are over 90 active FHWA discretionary grant projects.
  - There are congressionally designated spending earmarks. For the 2024 cycle on the Senate side there is a project list and they will be doing a red flag review.
- Southwest TPR
  - At the April meeting, they also introduced discussion of the long-range plan and will be considering projects in August for ranking. They are also bringing up projects for the MMOF program. They appreciate the flexibility of MMOF for rural agencies, where there is not a lot of transit funding flexibility.

- There is a ribbon cutting for the 551-560 connection.
- Federal Transit Administration
  - There are no updates to share.

## **Federal Legislative Updates - Jamie Grim, CDOT Office of Policy and Government Relations ([Recording Timestamp 01:34:00](#))**

- May is Bike Month and Sunday is National Ride-A-Bike Day.

### Federal Legislative Updates - Jamie Grim

- There is optimism that the Federal Aviation Administration (FAA) Reauthorization may be finally moving through. In it, the FAA receives \$105 billion and the National Safety Transportation Board receives \$738 billion. It also would codify refunds for travelers on delayed or canceled flights. This funds more air traffic controllers and improves runway safety.
- Holly Williams, Pikes Peak STAC representative, and Dana Wood, Administrator of the Intermountain TPR, raised concerns on HB 24-1313. If a jurisdiction does not meet Housing Opportunity Goals in this bill, the state can withhold highway user tax funding. Highway user tax funding in a recession may be the only source of funding. Ron Papsdorf, DRCOG Transportation Director, said that there is an amendment to take the HUTF out of the bill. It seems like there is still conversation in the Senate about putting it back in.
- On SB24 -230, there is a new fee to be applied to the oil and gas industry of which 70% of the revenue would go to Clean Transit Enterprise created in SB-260, 20% for Front Range Passenger Rail and 10% for competitive transit agencies.

## **2050 Statewide Plan Overview - Darius Pakbaz, Director of the Division of Transportation Development, Marissa Gaughan, CDOT Multimodal Planning Branch Manager, Kay Kelly- CDOT Office of Innovation Mobility, Marsha Nelson, CDOT Environmental Justice and Equity, and Chris LaPlant, CDOT Air and Climate ([Recording Timestamp 01:58:54](#))**

- CDOT Multimodal Planning Branch staff is beginning to scope out the next long-range plan. They first need to update PD 14, get long range revenue projections, and get the final decision from the Transportation Commission on TPR boundaries. There will be an initial presentation on PD 14 and long range revenue projections during the May TC meeting, with potential TC approval in June, and will be brought to STAC in June prior to the TC meeting. Most of the program distribution funds have a June TC decision date.
- The Greenhouse Gas (GHG) Transportation Planning Standard requires CDOT and MPOs to account and demonstrate GHG reduction through the long-range plan. There are alternatives if the modeling exercise does not demonstrate that reductions are achieved. Policy Directive 1610 outlines how CDOT and MPOs can estimate off-model mitigation measures.
- CDOT is conducting a Transit Connections Study that is looking to develop a strategic statewide vision for transit in Colorado, to make sure that systems are connecting to each other and providing a seamless experience for travelers. The final report will be available at the end of the calendar year. Ron Papsdorf requested greater coordination with DRCOG than just the TRAC meetings. Gary Beedy, Eastern TPR STAC Representative, asked if the transit study will look at the maintenance of the system, including funding streams, for new transit. Kay Kelly, CDOT Office of Innovative Mobility Chief, responded that financial stability of the alternative transportation services provided is part of the analysis. Kay also noted that per passenger mile basis, transit outperforms single occupancy vehicles, and benefits increase if the bus providing the service is a clean vehicle.

## State Legislative Updates - Emily Haddaway, CDOT Office of Policy and Government Relations ([Recording Timestamp 03:04:16](#))

- The first bill SB 24-100, Commercial motor vehicle safety bill, passed all committees and will be on the Governor's desk. The Distracted Driving Bill will be on the House Floor. The Transit and Rail Funding SB 24-184, will be on the House Floor. There is a large additional transit funding bill SB 24-230.

## Central Federal Lands Coordination and Program Overview - Elijah Henley, FHWA Central Federal Lands ([Recording Timestamp 03:07:03](#))

- For Phase II of the planning pilot, they will be identifying projects and funding. In each TPR with Central Federal Lands, there is a backlog of projects and funding needs to be identified for projects. The goal is to better ingrain this into planning processes, and if there is an alignment on project prioritization. They are hoping to do one workshop with the TPRs.
- If revenue streams are not found, delivering anything beyond systems preservation will be difficult. The Parks Services has made a shift to put more money into active transportation and funding. Other agencies are struggling with base infrastructure rehabilitation.

## Multimodal Transportation Mitigation Options Fund (MMOF) Project Selection - Michael Snow, MMOF Program Manager ([Recording Timestamp 03:15:45](#))

- A proposal will be considered by the TC in May to update the data used in the match rate formula with 2021 data. If this is adopted, it will apply to subsequent awards of projects, regardless of the fiscal year of funds awarded.
- Many of the MMOF-funded projects have suffered delays and costly setbacks due to unanticipated work, underestimated costs, or technical, regulatory or logistical challenges. To prevent unnecessary delays on future projects, CDOT is proposing to review all MMOF applications to help applicants identify issues early and develop properly scoped applications. TPRs and MPOs will still conduct calls and selections of local MMOF projects, but CDOT will support TPR's project selection by reviewing applications to identify project issues upfront. CDOT is requesting TPR/MPOs allow time in their selection schedules for CDOT review during both a draft and a final application process.
- STAC members expressed hesitations on this proposal, not wanting CDOT to spend additional time and money supporting the program. Staff explained that this is a cost-saving change - that additional time spent during the application process will result in greater reductions to the overall administrative cost since the resulting projects will experience fewer implementation challenges.

## 10. Other Business - Vince Rogalski, STAC Chair ([Recording Timestamp 03:51:00](#))

- They are open to suggestions for modality of the next meeting. Dana Brosig notes that a hybrid option is necessary and that meeting halfway for those on the Western Slope would be useful, since driving to Denver for a meeting is difficult.

### Next STAC Meeting

The next STAC meeting is scheduled for **Thursday, June 6, 2024, at 8:30 am** and will be held in person at a location TBD.

# Transportation Commission (TC) Meeting Notes DRAFT May 15-16, 2024

Workshops - Wednesday, May 15, 2024

1:00 pm to 5:00 pm

[May 15, 2024 TC Workshops Zoom Video Recording](#)

## Transportation Commission Workshop

### Attendance

All 10 Transportation Commissioners were present: Chair: Karen Stuart, Vice Chair: Terry Hart, Eula Adams, Yessica Holguin, Mark Garcia, Shelley Cook, Hannah Parsons, Barbara Bowman, Jim Kelly and Rick Ridder.

### Right of Way Condemnation Authorization - Keith Stefanik [Recording Timestamp 00:00:00](#)

Purpose and Action: CDOT Region 3 seeks condemnation authorization of one fee simple parcel necessary for Project Number 0132-025. Action A resolution, in accordance with Colorado Revised Statute §43-1-208, granting approval to CDOT to initiate and conduct condemnation proceedings.

- CDOT Region 3 - Project Number: 0132-025 Craig Signals Upgrades, 25012

Discussion:

- No substantial discussion or issues arose with this project moving forward with condemnation proceedings.

### US 50 Bridge Update and Resiliency - Keith Stefanik and Jason Smith [Recording Timestamp 00:00:00](#)

Purpose and Action:

- To inform the TC of the US 50 bridge closure, update the Commission on funds expended so far, and request consideration for additional funds to continue inspections on the bridge and developing alternative routes during the closure. Action requested is the approval of this month's Budget Supplement which includes a \$20 million confirmation item for funds already pre-authorized and provided to response efforts.

Discussion:

- Pilot cars are being used to direct traffic on the county road due to the low visibility corners and the high volume of traffic that the road was not designed for.
- Commissioner Ridder: Have there been any changes in protocols in the way bridges have been surveyed due to this finding? The US 50 bridge cracks were discovered upon receiving federal guidance that outlined that these specific types of bridges often fail or are damaged. Only a handful of bridges of this type were found in Colorado and all have been inspected according to federal recommendations. Additionally, all bridges are inspected on a 2 year time frame. There are only 2 T1 steel bridges in the state. There were no visual signs of damage or wear on bridge A. There is further testing

needed but the main focus is on bridge B (US 50 Bridge).

- Risk and Resilience Program
  - Focused on proactively addressing threats and vulnerabilities.
  - During an event, focusing on what went wrong and implementing those recommendations into other areas.
  - Focused on fixed assets such as bridges
  - Focus on Natural Threats
  - Tools can assist with operational resilience
    - The detour identification tool shows detours that are available assuming any given major corridor is no longer functional.
    - System redundancy analysis is another tool that shows the amount of system redundancy for a given route which is essential for a resilient transportation system.
  - The risk Assessment Process is a six step process
    - 1) Threat Data Collection
    - 2) Asset Data Collection
    - 3) Owner Consequence Calculation
    - 4) User Consequence Calculation
    - 5) Vulnerability Assessment
    - 6) Risk Assessment
- CDOT's PD 1905, Building Resilience into Transportation Infrastructure and Operations, established the program and directed CDOT to incorporate resilience into transportation assets and operations. This has positioned CDOT to consider extreme weather and future threats into transportation infrastructure.
- Commissioner Ridder inquired about the federal funding years and how they are allocated. The current IIJA funds are 2022-2026 funds. These fall under the PROTECT funds and are allocated to the 10-Year Plan funds.
- The PROTECT program has two programs. There is the formula program which automatically allocates \$98 million. There is an additional discretionary program where additional funds can be applied for.

## **Budget Workshop - FY 24 7th Budget Amendment - Jeff Sudmeier and Bethany Nicholas [Recording Timestamp 00:25:38](#)**

- Seventh budget amendment to the FY 2023-24 Annual Budget in accordance with Policy Directive (PD) 703.0. The Division of Accounting and Finance (DAF) is requesting the the TC to review and adopt the seventh budget amendment to the FY 2023-24 Annual Budget, which consists of two items that require TC approval. The seventh budget amendment: 1. Transfers \$5 million from the Commission Reserve Fund (Line 73) to the Contingency Fund (line 72) to ensure adequate funding for several recent draws on the Contingency Fund. 2. Reallocates \$10.5 million from the Commission Reserve Funds (Line 73) to Maintenance Program Areas (Line 23) to address a shortfall in Maintenance Levels of Service.
- FY24 Maintenance Contingency Request - Purpose is requesting \$10.5M from the TC Program Reserve, to support ongoing maintenance operations for the remainder of FY24 (May/June 2024). Action requested is the approval of requested additional funds.
- Fiscal Year (FY) 2023-2024 Eleventh Budget Supplement; Confirmation Item is for Region 3 requesting \$20,000,000 of the TC Contingency Funds - On April 18, 2024, one of the T1 Steel Bridges over Blue Mesa Reservoir was closed following the discovery of cracking and deterioration of beams on the bridge. \$20M is requested to mobilize bridge inspections, conduct testing, and make improvements to County Road 26 and Kebler Pass for use as alternate routes. The TC Chair previously provided pre-authorization to access these funds, with ratification by the full TC now requested via the Budget Supplement. See the US 50 Bridge memo for additional information.

#### Discussion:

- John Lorme: There have been 30 major storms this year. Two thirds of the storms were on weekends which costs additional funds for overtime. Deicing materials have increased significantly with a 10% increase in solids and 2% increase in liquids. The CDOT snow plow fleet is aging incredibly fast. The cost for plows has gone up significantly since COVID-19.
- Guard rails have been hit increasingly. It is \$20k for smart rails whereas it was only about \$6 or \$7k recently.
- Employment vacancies are relatively low at 125.
- Commissioner Adams: What are maintenance program areas? The maintenance program areas are essentially a pool that will be allocated into other areas. The pool will be distributed with oversight of John Lorme.

## 2050 Statewide Plan Kick-Off: Statewide Plan Overview, Long Range Revenue Forecasts, PD 14.0, Program Distribution [Recording](#) [Timestamp 00:41:16](#)

#### Purpose and Action:

- To provide TC with an overview of the upcoming long-range plan development effort. This will include topics regarding program distribution (formula program recommendations and long-range revenue projections), and Policy Directive 14 (PD 14), the policy that guides the statewide plan goals and objectives. The requested action is Informational only.
- Key goals
  - Make traveling safer:
    - There has been a rise in traffic-related fatalities and injuries since 2010
    - Provide safer options for Vulnerable Road Users
  - Fix our roads and maintain our current system
    - 3.3 percent of interstates in Colorado are in poor condition - ranked 47th out of 50 states
    - Poor public perception of pavement quality
  - Expand transit service to Coloradans
    - Crucial to GHG reduction goals
    - Reduces congestion
    - Provides options to everyone and all communities
  - Reduce GHG emissions from the Transportation Sector
    - Top sector for GHG emissions - 28% to 30% of all emissions
- Proposed goal areas
  - Advancing transportation safety - Safety
    - Regardless of travel method
  - High performing roadways
    - Prioritize strategic investments
  - Sustainably increase transportation choice
    - Provide alternatives to single occupancy vehicle travel
- State and Federal Planning Requirements:
  - Are Performance-based
  - Identify reasonably expected financial resources
  - Discuss potential environmental mitigation activities, corridor studies or corridor visions
  - Address state federal planning factors
  - Required integration and consistency
  - A minimum 20-year planning horizon
- State and Federal Planning Factors have many similarities

- Next steps
  - Update Policy Directive 14 - Develop/update performance measure, targets and goals.
  - Program Distribution - TC to approve the formulas for Program Allocations.
  - Final decision from TC on TPR Boundaries
- Policy Directive (PD) 14
  - Provides continuous improvement for the key goals of the department
  - Informs funding decisions and project selections
  - Measures the success of PD 14 performance measures
  - A complete review of PD 14 is done prior to new planning cycles
- PD 14 Performance Measures
  - Advancing Transportation Safety
    - Reducing fatalities and serious injuries 50% by 2037
    - Reduce the fatalities and serious injuries to vulnerable road users 50% by 2037
  - High Performing Roadways
    - Interstate Pavement in Poor Condition at or below 1% by 2037
    - State Highway System Pavement Drivability Life at or above 80% High/Moderate DL
    - National Highway System Bridges in Poor Condition at or below 5% Poor
    - State Highway System Bridges in Poor Condition at or below 5% Poor
  - Sustainably Increase Transportation Choice
    - Statewide Transit: Increase revenue service miles by 15 million by 2037
    - Clean Transportation: 50% Reduction of Carbon Dioxide Equivalent by 2037

#### Discussion:

- Commissioner Adams: Adams is concerned that the amount of investment in asset management is falling behind. Adams believes there is not enough money to accomplish all of the tasks that CDOT is required to do.
- Commissioner Kelly: There is not a significant directive towards increasing policy
- Herman Stockinger: While the asset management program has remained relatively flat, about half of 10-year plan funds goes to asset management. Therefore, the overall spending towards asset management has increased.
- Adams: I was worried about my personal safety when driving on I-70 towards Limon. Other states do not have our rough pavement conditions.
- Commissioner Parsons: Under the making travel safer goal, are we discussing statewide safety or only CDOT right of way? The response was that the goal is addressing all roadways in the state.
- Commissioner Adams: How can we make the transit system work more effectively to fill the last mile gaps? CDOT explained that there are a significant number of area plans looking at last mile solutions and identifying gaps. All of the parties are coordinating to create a transit system that works well with bike and pedestrian components to eliminate gaps.
- Commissioner Stuart: is concerned that some of the new guiding documents remove the TC as the main policy makers. Stuart feels that the TC should not be solely voting on suggestions. Stuart also believes that there should be more emphasis on local governments' responsibilities and that CDOT should not be responsible for problems that are outside of their responsibility.
- Commissioner Cook: is concerned that there are not enough interim goals or performance measures. Darius Pakbaz replied that annual updates to the TC will show where progress has been made and will allow opportunities to pivot to meet those targets.
- Commissioner Cook: Cook would like to see more performance targets related to mode share for transit use as opposed to transit miles alone.
- Commissioner Holguin: Holguin feels challenged by the simplification of the new metrics. In the past, the metrics focused on some of the processes such as early



detection of crash areas. Holguin asked how these processes will be tracked. Darius Pakbaz, CDOT Division of Transportation Development (DTD) said that overall vehicle crashes will continue to be reported, tracked and analyzed.

- Commissioner Holguin was also concerned about maintenance being removed as one of the goals. Pakbaz stated that maintenance will be a top priority and the language in the PD 14 draft may need to be changed to reflect that.
- Commissioner Kelly asked when there will be a vote on PD 14. Additionally, Kelly wondered how commissioners will give input into the PD 14 wording.
- Commissioner Hart asked about why the Transportation Commission's Guiding Principles were not included as part of the Department Goals in the PD 14 planning process. Pakbaz stated that there were many new factors such as the 10-year plan and the Greenhouse Gas Roadmap that had to be included in the new PD 14 recommendations. It is advantageous to one set of goals as opposed to two competing documents.
- Commissioner Ridder asked how voters give their input. Pakbaz responded by describing the statewide transportation advisory commission process.
- Commissioner Stuart described the town halls that used to be held and the benefits of having public meetings.
- The composition of the 25-year revenue forecast has changed significantly since the 2045 forecast, but the overall forecasted revenue is greater
- Commissioner Parsons asked how many other states allocate no money from their general fund to their department of transportation. Sudemeier said that Colorado has a below average gas tax but does not know how Colorado compares to other states in terms of the general funds.
- Commissioner Adams asked whether the accuracy of the assumption of the EV uptake will affect whether the HUFT revenue projections will be accurate. Sudmeier explained that the EV tax was designed to make up for the loss in gas tax.
- Commissioner Cook wondered whether the budget that goes to state patrol has precedence over CDOT. Long term, the HUTF will not have enough revenue for the growth in need.
- Commissioner Ridder wondered whether VMT is a factor in federal funding allocations. Distributions have not been updated, so new changes in population or VMT is not reflected in funding.

## **MMOF Match Reduction Update Request and Distribution Formula** **Darius Pakbaz and Michael Snow [Recording Timestamp 02:33:37](#)**

### **Purpose and Action:**

- To review and consider adoption of modification to the distribution formula for the Multimodal Transportation and Mitigation Options Fund (MMOF) and updates to the data for the match reduction formula. The action requested is as part of the Program Distribution process, DTD is requesting TC approval of Resolution #6: MMOF Match Reduction Update Request & Distribution Formula.
- MMOF program
  - State funding to invest in complete, integrated multimodal transportation projects
  - 15% goes to CDOT which is awarded and funded by TC
  - 85% goes to local distribution for project selection by planning regions
    - Of local funds, 81% goes to urban regions and 19% goes to rural regions
    - Rural and urban each have their own formula
    - Gives higher proportion to rural regions than any formula would
- Distribution Formula
  - Recommended criteria weighting program
- Match Reduction Formula
- STAC and CDOT Recommendation

- Maintain existing 81/19 Urban/Rural split
- Update Urban criteria to include disabled and 65+ populations

Discussion:

- Commissioner Parsons asked about what the reasoning behind removing weight from the school aged population to the elderly and disabled populations was. Snow did not have a specific answer as to why weight was taken away from school aged children. The inclusion of elderly and disabled populations was the main reason behind the change.
- The new Free Fare Bill repurposes \$10 million from the local fund program for transit
- The new formula reduces or eliminates the match requirement to 25% or 0% for the most disadvantaged cities and counties
- Criteria data will be changed from 2019 to 2021 data

## CDOT Planning Rule (2 CCR 601-22) - Herman Stockinger [Recording](#) [Timestamp 03:26:33](#)

Purpose and Action:

- To inform the TC of the Rulemaking process that has taken place on 2 CCR 601-22. Action requested is by resolution, for the TC to approve one of three options - approve all proposed changes to the Rule, some of the proposed changes to the Rule, or none of the proposed changes to the Rule.

Discussion:

- There was not much participation during the public meetings, but there were significant written comments submitted to the TC.
- The new definition of Disproportionately Impacted Communities will match that within the state statute.
- Commissioner has always advocated against term limits and has always worked to lengthen them. Hart believes that the TC should not have input into whether STAC has term limits, because that action should be solely decided by STAC.
- Commissioner Hart intends to vote against the TPR boundary change. However, he hopes to direct staff to look into whether an MPO could be created within the Intermountain TPR.
- Commissioner Kelly noted that the other approach would be to take a legislative approach whereby the state legislature would add a TPR.
- According to Herman Stockinger, the designation of MPOs is a federal designation and the population within the intermountain TPR is too spread out to be currently eligible. However, the legislative approach is definitely possible. However, some unintended consequences could be that there would be an additional rural vote in STAC without the combination of the Southeast and South Central TPR. This may cause a significant restructuring of STAC. DRCOG has 60% of the statewide population and they only have 5% of the STAC votes, and this change would further reduce the per capita representation of urban areas.
- Commissioner Ridder mentioned that he will be voting yes on the boundary change due to the significant changes in population distribution in Colorado in recent decades.
- Commissioner Parsons feels that this issue is picking winners and losers and that is why she will be voting no.
- Commissioner Cook is inclined to vote yes but she is very worried about the divisiveness of the issue.
- Commissioner Adams is concerned about what DRCOGs view will be in stretching this decision out. DRCOG may push for more representation from this decision.

# Thursday, May 16, 2024

## [TC May 16, 2024 Regular Meeting](#)

### 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, Shelley Cook, Hannah Parsons, Barbara Bowman, and Rick Ridder, with Mark Garcia excused.

### Public Comments [Recording Timestamp 02:00](#)

Brent Spahn, Summit County Public Works Director

- IMTPR has High VMT
- High Daily Truck VMT
- Highest number of crashes
- Highest tourist spending, after Denver Metro area.
- Not all is working right now in the IMTPR - with highest increases in changes
- Believes the IMTPR should be an MPO.
- Hope TC supports decision to divide IMTPR

Steve Sanchez, SE Colorado Hospital District, President of CTrans

- Positive things happening in SETPR
- Poll responses have not been in favor of the merge of SETPR and SCTPR.
- SETPR has worked hard on transit for service south of Lamar.
- RTP does not show growth, but we need transit to Springfield across to trinidad to head north in a loop.
- Have no Uber and transit runs 2 days of week, need more access to trips for healthcare. Please do not merge these two TPRs. Every response is to not consolidate the SETPR and SCTPR as we will lose traction on work done.

Luis Lopez, Las Animas County Commissioner of SCTPR

- Presented letters of opposition to the TC.
- Do not want to compete for more funding with another Region.
- Tourism is growing in SCTPR.
- Public Safety - share housing for inmates.
- Fire mitigation plans, not plans with SCTPR.
- SCCOG in both TPR counties.
- Front Range Passenger Rail working in SCTPR
- Topography is different in SCTPR from SETPR.
- I-27 new connection to gulf of Mexico to SCTPR
- IMTPR voted against the boundaries.
- Opportunity to go to State Legislature to change limit of the number of rural TPRs.

Wendy Buxton -Andrade, Prowers County Colorado

- Winners and losers with this recommendation.
- Opposed to combination of two TPRs
- Alternative to add additional TPR via the State Legislature, to the count of 10, the current limit.
- Please vote for an extension of the decision.

Kelly Owens, Mayor of Town of Breckenridge

- Area in IMTPR has changed over the last 30 years significantly.
- Strongly supports IMTPR split of boundaries
- Very excited about splitting the IMTPR.
- Data clearly demonstrates numbers greater than many MPOs.
- Many projects needed now, negatively impact tourism for visitors.

Tamara Pogue, Summit County Commissioner

- Served on the Committee for the TPR Study
- I-70 is critical infrastructure for the County - projects to improve I-70 must occur not just stay on a project list.
- Work session attended with TC yesterday, delay in action will not help - change is needed now.
- I-70 closures and crashes are serious needs to address.

Jeff Fiedler, Lake County Commissioner

- In support of IMTPR boundary split
- Data supports this recommendation.
- Workforce use and rely on I-70.
- Priorities of small counties get lost in the mix.

Rick Brinken, Mayor of Frisco

- Supports IMTPR boundary split
- EJMT - traffic increase of hazardous materials and impacting side streets of town. Highest stretch of highway in the County and high traffic patterns.
- Emergency responders are strained, and state of the road does not help.
- Two exits that backup onto the highway, which is a safety concern.
- More people moving into Summit County.
- Very important economic corridor of I-70, related to tourism.
- Crashes and highway closures are a key concern.

Peter Seigel, Summit County Chamber of Commerce

- I-70 during a snowstorm - MP 195 to 201 needs lighting.
- A more tightly focused group will garner more attention.

Dustin Lyman, General Manager Copper Mountain Resort

- I-70 travel is critical for tourism and has more visitation than the state of Vermont.
- Also need safety improvements.
- This separation will provide the voice we need pertaining to transportation issues.

## Comments of the Chair and Individual Commissioners [Recording](#)

### [Timestamp 00:32:06](#)

- Commissioner Bowman - Focused on the US 50 Bridge project. Grateful for CDOT staff's actions on this project.
- Commissioner Adams - Thankful for CDOT staff's work. Visited Douglas County and toured several projects. Participated in an online transportation forum with Douglas County. Attended STAC and DRCOG meetings. Encourages young people to participate in CDOT's internship programs.
- Commissioner Cook - Jefferson County communities are updating their comprehensive plans. Jefferson county is updating the wildfire protection plan and redrawing maps and plans for wildlife danger. A key piece of the plan is the ability to evacuate. The JeffTAAG meeting was a good opportunity to connect with the community. The South Park Bridge in Morrison is dealing with serious structural areas.
- Commissioner Kelly - Executive Director, Suzette Mallette, of the NFRMPO is retiring, they are looking to fill this position as there has been interest both across the state and around the country. It is a busy month for the TC in general with potential changes to TPRs and STAC that has called for a lot of discussion back and forth.
- Commissioner Holguin - Thankful for CDOT staff's preventative inspection on the US 50 bridge. Thankful for Herman Stockinger's trip to the Colorado Air and Space Port and the tower. Grateful for the trip to Burnham Yard to see the potential there. The Uplift indigenous people's organization asks the Space Port community to recognize the importance of the space to indigenous communities in the area and represent this on their website.
- Commissioner Ridder - Thankful for those engaged in the US 50 bridge issue in keeping everyone up to date. Focused on the Northwest passenger rail and excitement about the bill that will provide initial funding for this and the Front Range Passenger Rail project.
- Commissioner Parsons - Thankful for the individuals who attended to share public comments. The PPACG and other meetings have been benefited by Emily Hadaway's presentations on the legislature. Thankful for Darius Pakbaz's and Jeff Sudmeier's presentations yesterday.
- Commissioner Hart - Expressed thanks to those who have shared comments in the past few months, particularly in regard to the potential TPR rule change. Thanks for Commissioner Lopez's participation in the Front Range Passenger Rail's Board. Thankful for the staff and the response to the US 50 crisis. Had great conversations yesterday and the chance to visit two of four TPRs to discuss the upcoming plan and was excited about the new efficient Bustang. Thankful for fellow commissioners and the discussions that have been taking place.
- Commissioner Stuart - No report today but thankful to the other reports.

## Executive Director's Management Report (Shoshanna Lew) [Recording](#)

### [Timestamp 00:52:50](#)

- The Governor will sign several historic bills later today that will contribute to better transportation and transit including visionary rail projects.
- There have been monumental legislative achievements on the safety side including legislation to impact safety on I-70.

- Acknowledged the end of a productive legislative session with transportation accomplishments.
- Still involved in the US 50 bridge crisis and working with finding solutions to funding challenges. The plan is to develop solutions that are not dependent on federal timelines. Thankful for the support of Gunnison and Montrose Counties.

## **Chief Engineer's Report (Keith Stefanik) [Recording Timestamp 00:59:30](#)**

- The US 50 bridge project has been a main focus. The goal is to complete inspections by Sunday and bring more information to the public by the next open house.
- Grateful for the opportunity to grow as an organization through this ongoing issue.

## **Colorado Transportation Investment Office (CTIO) Report (Piper Darlington) [Recording Timestamp 01:02:20](#)**

- The CTIO Board had a robust discussion on the annual toll rate review and adjustment process. Increased rates to keep up with inflation and the CTIO Board will be requested to take action next month.
- The 2023 CTIO Annual Report was distributed, but there are more requirements each year. Commissioner Adams noted the importance of this report and complimented the work of CTIO team, along with the new full time employees to CTIO approved.
- Safety enforcement is national news and the CTIO has been asked to report on this frequently.
- The First quarter report shows a decrease in safety violations from 9% to 3% in the first six months.

## **Federal Highway Administration (FHWA) Division Administrator Report - Andy Wilson [Recording Timestamp 01:07:50](#)**

- Recognized CDOT's efforts to protect the traveling public and workers while staying innovative to support locals on the US 50 Bridge project.
- Thanked Julie Constan, CDOT Region 5 Regional Transportation Director, and acknowledge ribbon cutting for US550/US160 project in Durango.
- Recognition that Stewardship Agreement that has been streamlined, but also with additional federal requirements, that will add more CDOT responsibilities for federal aid program administration, but FHWA will continue to try to support CDOT to reach those requirements.

## **Statewide Transportation Advisory Committee (STAC) Report (Vince Rogalski, STAC Chair) [Recording Timestamp 01:14:10](#)**

- US 50 Bridge project report. Information from the local population says that CDOT has been very effective at communicating with the public and responding to their needs. People are feeling better with the opened access to commercial trucks and increased detour trips. Little Blue Creek Canyon project construction provides additional angst.
- Heather Sloop has brought this up as an excellent example of the need for resiliency, when one critical road closes, it affects all other roads in the region.

- Jason Smith, CDOT Region 3 Regional Transportation Director, has done a great job coordinating this critical project.
- Darius Pakbaz and Marissa Gaughan gave a presentation on the 2050 statewide long range plan process.
- The Central Federal Lands presentation showed that many people do not take advantage of the money that Central Federal Lands offers.
- The next Statewide Transportation Advisory Committee (STAC) meeting is June 6th.
- Heather Sloop's comment on the HB 1101 TPR Study recommendations resulted in a lengthy discussion on the effects that this would have on the state of Colorado. STAC has voted unanimously to not pass the resolution to change the TPR boundaries.

## **State Legislative Update Report (Emily Haddaway) [Recording](#)**

### **[Timestamp 01:27:20](#)**

- CDOT Office of Policy and Government Relations is working on a comprehensive document on every bill that CDOT has been tracking.
- Ultimately CDOT only opposed three bills, none of which passed.
- All other concerns were addressed and overcome.
- Thirty-two bills impacted CDOT, with 16 having fiscal impacts and 16 without.
- We are in the midst of the bill signing tour right now.
- Transit and Rail Bills included: HB 24-034 and SB 24 -230 have sent about \$150 million to transit (depending on the year). A rail safety bill, a tax credit bill, and a cleanup bill have also passed.
- Commissioner Stuart noted that the rest area bill has not come to fruition and the TC has called for improvements time and time again.
- Commissioner Bowman echoed Commissioner Stuart's comments on rest areas and thanked Emily for her work during the 2024 Colorado Legislative Session.
- The rest area bill was paused even though the Governor was also excited to keep working on rest areas. The big concern at the moment is what is the nexus of the enterprise and to make clear that the fee payer is getting the benefit.
- Director Lew commented that incremental money received could help make the rest area program funds more robust.

## **Act on Consent Agenda (Herman Stockinger) [Recording Timestamp](#)**

### **[01:37:03](#)**

- Proposed Resolution #1: Approve the Regular Meeting Minutes of April 18, 2023 - Herman Stockinger
- Proposed Resolution #2: IGA Approval >\$750,000 - Lauren Cabot

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

## **Discuss and Act on Proposed Resolution #3: Budget Supplement of FY 2025 (Jeff Sudmeier and Bethany Nichols) [Recording Timestamp](#)**

### **[01:39:10](#)**

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



**Discuss and Act on Proposed Resolution #4: Budget Supplement of FY 2024 (Jeff Sudmeier and Bethany Nichols) [Recording Timestamp 01:40:55](#)**

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

**Discuss and Act on Proposed Resolution #5:FY25-FY28 STIP Adoption (Darius Pakbaz and Jamie Collins) [Recording Timestamp 01:42:45](#)**

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

**Discuss and Act on Proposed Resolution #6: Multimodal Transportation and Mitigation Options Fund (MMOF) Match Reduction Update Request and Distribution Formula (Darius Pakbaz and Michael Snow) [Recording Timestamp 01:44:45](#)**

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

**Discuss and Act on Proposed Resolution #7: Right-of-Way Condemnation Authorization Request (Keith Stefanik) [Recording Timestamp 01:46:05](#)**

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

**Discuss and Act on Proposed Resolution #8: CDOT Planning Rules (2 CCR 601-22) (Herman Stockinger) [Recording Timestamp 01:48:30](#)**

- Commissioner Hart moves that resolution #8 to be tabled to discuss.
- Commissioner Hart moves to amend in the action paragraph to change the language to add comments and recommendations from the STAC and add language to describe exceptions. Seconded by Commissioner Adams passed unanimously.
- Commissioner Hart moves to add an exception to the proposed rules that will table the proposed rule 2.01 in relation to the TPR boundaries until the November Transportation Commission meeting for discussion. Seconded by a Commissioner. Passed unanimously.
- Commissioner Hart moves to change rule 3.03.2.2 related to rotation of STAC officers to change from a requirement of rural and urban representation to an encouragement of representation from both rural and urban areas. Seconded by Commissioner Adams. Passed unanimously.

A Motion to pass the resolution as amended by Commissioner Hart approved, and seconded by Commissioner Adams, passed unanimously.

Commissioner Stuart's term will end next month and would like to propose Commissioners Parsons, Cook, and Garcia to serve on the TC Nominating Committee, and would like Commissioner Parsons to serve as the Chair of the Nominating Committee.

# **BTE/TC Workshop and Act on Resolution for Fuels Impact Reduction Enterprise (Darius Pakbaz and Craig Hurst)**

## **Fuels Impact Reduction Grant Program**

- Goals of the program that collects fees (not to go over \$15M) are to provide grants to certain impacted communities, governments, and transportation corridors for:
  - Hazardous Material Mitigation Corridors
  - Support Local and State projects of:
    - Emergency Response
    - Environmental Mitigation
    - Projects related to the transport of fuel within Colorado
- The Enterprise is tasked with administering the Fuels Impact Reduction Grant Program
- A total of \$ 15 million with \$10 million allocated to specific local governments, and \$5 million for Enterprise Administration.
- Local Government Allocations include:
  - Adams County - \$6.4M
  - City of Aurora - \$2M
  - El Paso County - \$ 1.3M
  - Mesa County - \$240K
  - Otero County - \$60K
- Discussion
  - Authorization eventually requested is to allow CDOT to sign five IGAs to the local governments. Sign IGA for execution by the end of September 2024.
  - A Commissioner asked about application for funds? CDOT needs an IGA signed to receive the funds. CDOT will help recipients to review and consider projects. CDOT will want to be flexible in terms of setting aside funds for multiple years to have more substantial funds for projects if that is deemed appropriate.
  - Resolution today is to approve signature authority to Darius Pakbaz as the Fuels Impact Reduction Enterprise Program Administrator, and Kay Hruska, as Enterprise Program Controller.

Commissioner Bowman made a motion to approve the and another Commissioner seconded the motion. The resolution passed unanimously.

**Adjourned before 11:30 am with the BTE/TC meeting occurring directly after the regular TC meeting.**



**COLORADO**  
Department of Transportation

## Transportation Commission Memorandum

**To:** The Statewide Transportation Advisory Committee

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

**Date:** June 6, 2024

**Subject:** Proposed Policy Directive 14.0 Revisions

### Purpose

Policy Directive 14.0 (PD 14) establishes the overarching policy and objectives for the development and implementation of Colorado's 2050 Statewide Transportation Plan. The policy outlined in this directive will guide the department's strategic 10-Year Transportation Plan via a collaborative public process, and provide performance measures and targets to measure the success of the Department's efforts to improve in the key goal areas of Advancing Transportation Safety, High-Performing Roadways, and Sustainably Increase Transportation Choice.

These performance measures facilitate the implementation of the Statewide Transportation Plan by directing transportation investments in the 10-Year Transportation Plan, Four-Year Prioritized Plan, Statewide Transportation Improvement Program (STIP), and the annual budget. Periodically, the Transportation Commission (TC) revises PD 14 with updated performance measures or targets. Colorado Department of Transportation (CDOT) staff will be proposing PD 14 revisions to the TC in May 2024.

### Action

Review proposed revisions to PD 14 and provide feedback.

### Background

During the January 2024 TC meeting, the Rules Governing Statewide Transportation Planning Process and Transportation Planning Regions were opened. As part of this process, staff has reviewed PD 14 and plans to propose revisions to the TC in May 2024. The revisions include a streamlining of PD 14 by reducing the number of performance measures to ensure the Department is strategically focusing investments towards key goal areas to make substantial progress towards CDOT's overarching vision for transportation. The proposed revisions also support the national goals for surface transportation in the Infrastructure Investment and Jobs Act (IIJA) of 2021, as well as Colorado's Greenhouse Gas Pollution Reduction Roadmap, Senate Bill (SB) 23-016, and House Bill (HB) 19-1261.

To monitor progress towards achieving performance measures, staff develops and delivers an annual report to both the Statewide Transportation Advisory Committee and the TC. This report evaluates the success and progress of our performance measures, identifies strategies for continuous improvement, and helps to inform investment decisions. Additionally, the review of PD 14 performance provides an opportunity for the TC to consider refining performance measures and targets of PD 14, as well as to consider performance in the development of annual budgets.

CDOT's objectives for the upcoming planning process includes:

- Improving travel safety, addressing the rise in traffic-related fatalities and serious injuries since 2010.
- Prioritizing pavement condition and maintaining bridge infrastructure.
- Expanding transit services to support strategic growth throughout the state and to achieve greenhouse gas emission goals, aiming for a net-zero emissions status by 2050.

### **Next Steps**

TC approval of resolution to adopt PD 14 during a future Transportation Commission Meeting.

### **Attachments**

Attachment A: Proposed PD 14.0 Revisions Presentation



# COLORADO

## Department of Transportation

### Memorandum

**To:** The Statewide Transportation Advisory Committee

**From:** Jeff Sudmeier, Chief Financial Officer

**Date:** June 6, 2024

**Subject:** 2050 Long Range Revenue Projections

#### Purpose

To provide an update on the 2050 Long Range Revenue Projections for the 2050 Statewide Transportation Plan, which outlines estimated revenue by fund source from FY 2024-25 to FY 2049-50.

#### Action

No action is requested at this time.

#### Background

Long range revenue projections are developed in advance of each Statewide Transportation Plan (SWP), and with Program Distribution provide the financial framework for the development of the SWP, Metropolitan Planning Organization (MPO) and Transportation Planning Region (TPR) Long Range Regional Transportation Plans (LRTPs), and Transportation Improvement Programs (TIPs) and the Statewide Transportation Improvement Program (STIP).

#### 2050 Revenue Assumptions

The 2050 Long Range Revenue Projections are developed by CDOT's Office of Financial Management and Budget (OFMB) utilizing a detailed revenue forecast model. The revenue model utilizes a variety of data inputs to generate a forecast of all CDOT revenues over a 25-year period. The primary sources of data utilized in the model include:

- Historical performance of fee revenues
- National economic performance indicators, such as the year-over-year percent change in real U.S. GDP growth
- Inflation estimates based on data from Moody's and the National Highway Cost Construction Index (NHCCI)
- State population and demographic data from the Department of Local Affairs
- Data on annual vehicle miles traveled (VMT) in Colorado from the CDOT Division of Transportation Development
- Estimated vehicle costs, including federal or state rebates for certain vehicles

- Vehicle sales and energy Consumption data from the Energy Information Administration
- State fleet data from the Colorado Department of Revenue
- Colorado Clean Cars standard as baseline for estimation of electric vehicle adoption

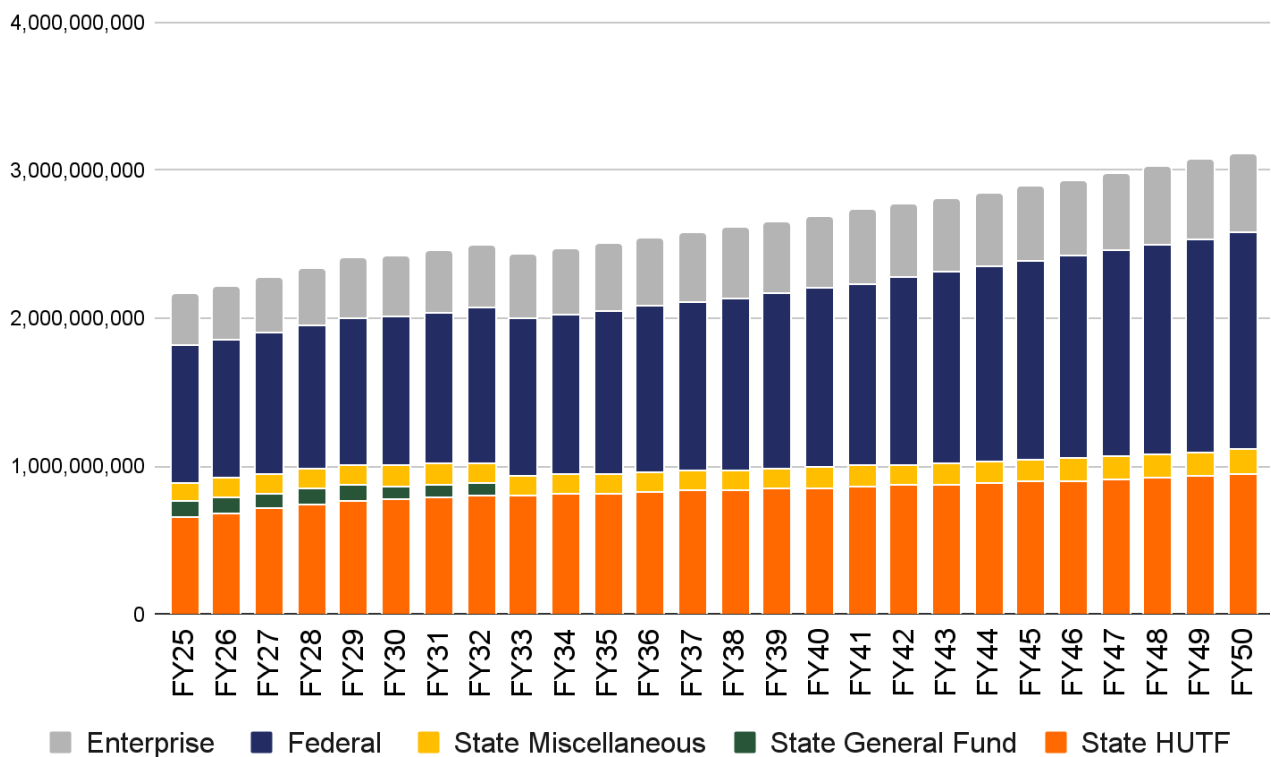
Key assumptions incorporated into the baseline 2050 Long Range Revenue Projections include:

- Estimated fee rates and General Fund transfers are based on current law
- It is assumed that federal apportionments will grow at 2 percent annually after the current authorization act ends.
- Off-the-top appropriations from the Highway Users Tax Fund (HUTF) will continue to grow at a faster rate than HUTF revenue growth.
- Based on historical data, it is assumed that the Department will receive approximately \$75 million in federal discretionary grant funding each year.

## 2050 Revenue Expectations

Figure 1 provides an overview of CDOT’s baseline revenue forecast over the 25-year forecast period. The sections below provide additional information on the primary changes from the 2045 Long Range Forecast and the main revenue drivers in this forecast.

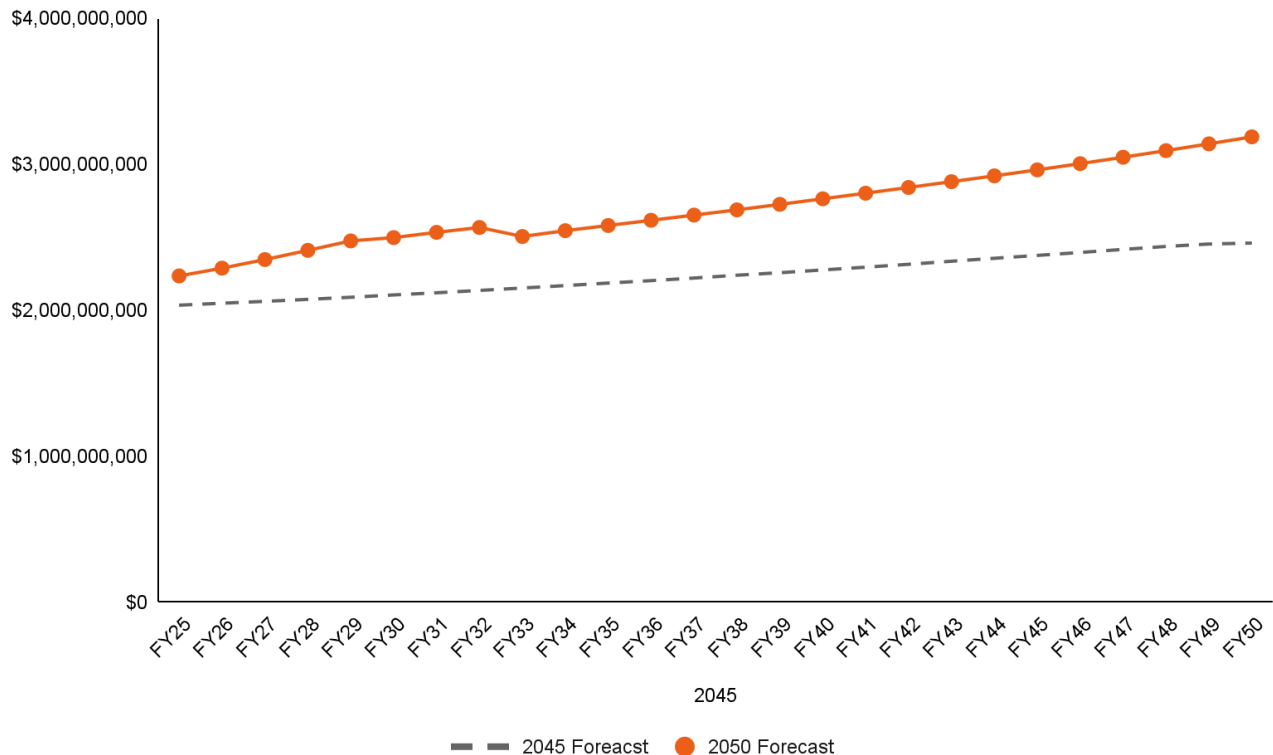
**Figure 1 - CDOT’s 2050 Long Range Forecast**



## Changes from the 2045 Forecast

This forecast includes several changes based on current law, electric vehicle adoption, and expectations of future federal revenue. Figure 2 below shows how the 2050 Long Range Forecast compares to the 2045 forecast.

Figure 2 - 2045 to 2050 Forecast Comparison



## Changes to State Law

Senate Bill (SB) 21-260 “Sustainability of the Transportation System,” established several new transportation fees, including new fees on gasoline and diesel, new electric vehicle registration fees, retail delivery fees for online orders, and rideshare fees. Revenue from these new fees are split between CDOT, counties, municipalities, and several state enterprises. This bill also created several transfers from the state General Fund and the federal American Rescue Plan Act to CDOT.

SB 21-260 also created the Clean Transit Enterprise and the Nonattainment Area Air Pollution Mitigation Enterprise within CDOT. These new enterprises are funded by the new retail delivery fees and rideshare fees created in the bill.

Additionally, SB 23-280 created the Fuels Impact Enterprise, which is funded through a new fee on fuel.

## Electric Vehicle Adoption

Several federal and state policies are expected to contribute to increased electric vehicle adoption in Colorado beyond what was forecasted in 2045. These policies include



- **Colorado Clean Cars** - The Air Quality Control Commission adopted the Colorado Clean Cars Standard in October 2023. Under this standard, 82 percent of the vehicles sold by manufacturers must be electric vehicles. The standard applies to new passenger car, pickup truck, and SUV sales.
- **State rebates for electric vehicles** - Colorado allows a refundable income tax credit for the purchase or lease of a qualifying electric, plug-in hybrid electric, or certain hydrogen motor vehicles. This credit is \$5,000 for qualified purchases or leases in 2024 and \$3,500 for vehicles purchased in 2025. Credit amounts for tax years 2026 to 2028 will be determined based on the statewide revenue forecasts
- **Federal Policy Changes** - The federal Infrastructure Investment and Jobs Act and Inflation Reduction Act expand incentives and investments for EV charging infrastructure and electric vehicle purchases. This includes the National Electric Vehicle Infrastructure (NEVI) formula program, which increases funding for electric vehicle charging infrastructure, and the expansion of federal tax credits for electric vehicle purchases.
- **State Charging Programs** - The Colorado Energy Office maintains several programs to increase the number of charging stations in the state, including the [Charge Ahead Colorado Program](#), the [DCFS Plazas](#) program, and the [DCFC Corridors program](#). Between the beginning of 2020 to February 2024, the number of Level 2 charges has grown from 1,534 to 4,073 and the number of DCFC stations has grown from 208 to 1,006.

## Forecast of Federal Revenue

On November 15, 2021, President Biden signed into law the Infrastructure Investment and Jobs Act, or the IIJA. The IIJA includes a reauthorization of surface transportation funding over five years and authorizes \$550 billion in new federal infrastructure investment over federal fiscal years 2022 through 2026. This includes an increased level of funding to existing US Department of Transportation (USDOT) formula programs, funding for new formula programs, and several new grant funding opportunities.

The 2050 Long Range Forecasts assumes that federal revenue will grow at an annual growth rate of 2 percent after the current transportation authorization act (IIJA). This rate of growth is generally consistent with historic rates of growth in federal transportation funding. While this growth rate is less than the average inflation rate over the last 30 years, there is a downside risk that this growth rate will be unsustainable without a sustainable long-term solution to the current insolvency of the Highway Trust Fund. Federal gas taxes have been insufficient to cover outlays for several years, and federal transportation funding has been supplemented by the General Fund in previous years.

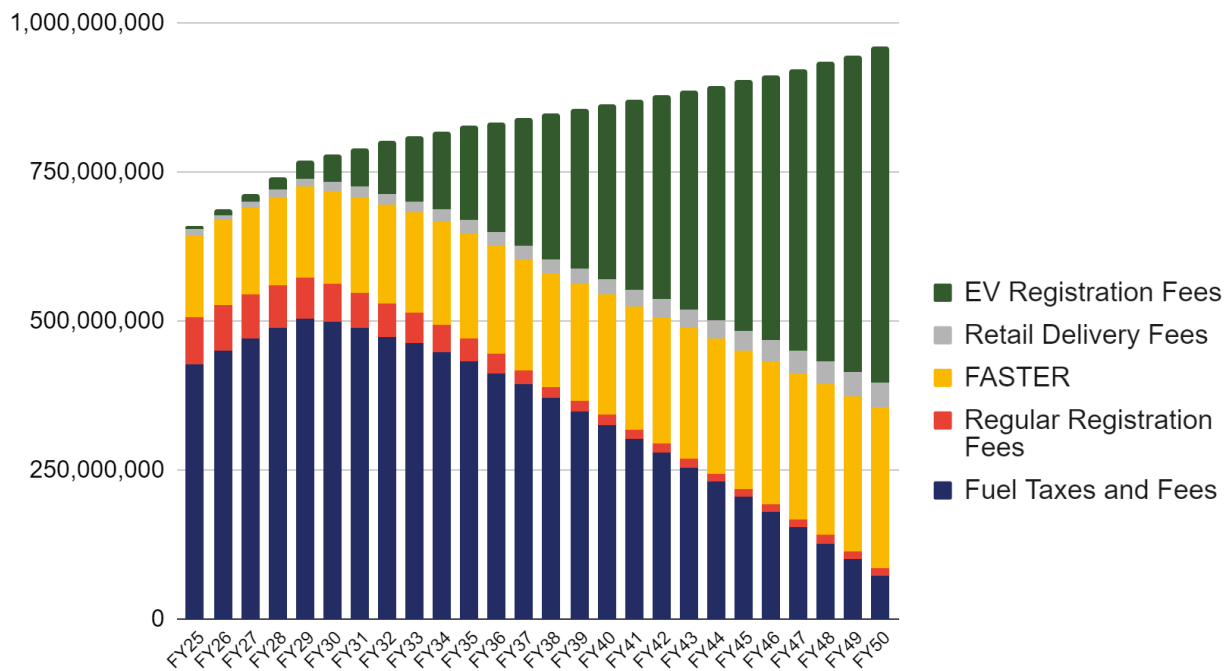
## State Revenue Forecast Trends

This section outlines some of the major revenue trends CDOT is forecasting for state revenue sources.

## Impact of Electric Vehicle Adoption on State Revenue

The primary revenue driver impacting the state revenue forecast over the long term is electric vehicle adoption. The Colorado Clean Cars Standard, state and federal rebates, and increased infrastructure funding are expected to drive growth in electric vehicle adoption over the forecast period. Over time, it is expected that revenue from electric vehicle registration fees will gradually replace revenue from fuel taxes and fees. Figure 3 below provides an overview of expected statewide HUTF revenue over the forecast period.

**Figure 3 - 25-Year Forecast of Statewide Highway Users Tax Fund Revenue**



### Off-the-Top HUTF Appropriations

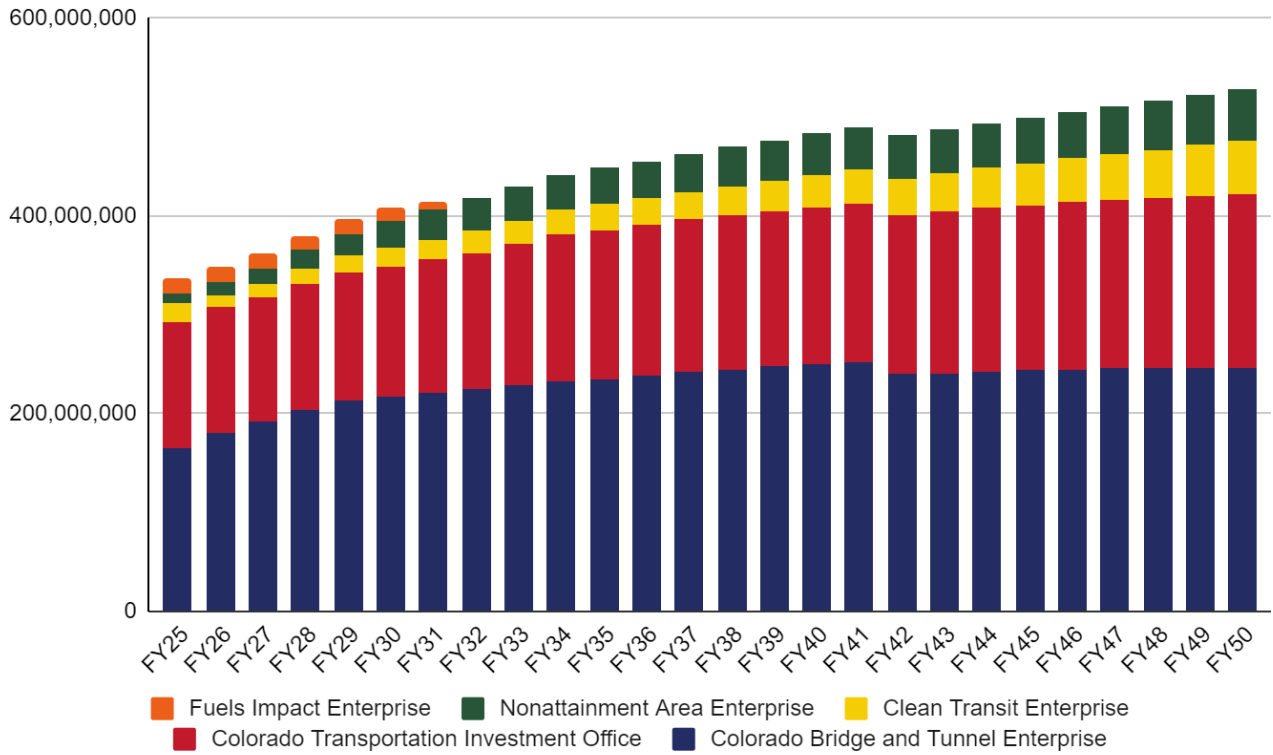
Each year, funding for the Colorado State Patrol is appropriated from the HUTF before formula distribution to CDOT and local governments are made. Off-the-top Appropriations can grow by up to 6 percent per year under current law. In recent years, off-the-top appropriations have grown at a faster pace than HUTF revenue. To the extent that off-the-top revenue continues to grow at a faster pace than HUTF revenue, it will decrease the overall amount of revenue available to CDOT and local governments.

### Growth in CDOT Enterprise Funding

This forecast estimates that there will be significant growth in the revenue to CDOT's enterprises. SB 21-260 created new revenue sources for the Bridge and Tunnel Enterprise and created the Clean Transit Enterprise and Nonattainment Area Air Pollution Mitigation Enterprise. Additionally, SB 23-280 created the Fuels Impact Enterprise.

Revenue to the Colorado Transportation Investment office is also expected to increase over the forecast period as new toll corridors come online. Figure 4 below provides an overview of the expected revenue to CDOT's enterprises.

**Figure 4 - CDOT Enterprise Revenue Forecast**





**COLORADO**  
Department of Transportation

**2050 Statewide Plan Kick Off**  
Policy Directive 14 Revision  
2050 Revenue Projections  
Statewide Transportation Advisory Committee  
June 2024



# What can we be doing now?

From April 2024 STAC Meeting

- Re-familiarize yourself with your 2045 Regional Transportation Plans and appendices, and encourage the members of your TPR to do so as well. This will help make the upcoming series of planning meetings more productive and interactive.
  - Links to the existing plans can be found here:  
<https://www.codot.gov/programs/yourtransportationpriorities/regional-transportation-plans>
- Ensure your TPRs are ready for a public process (website, posting agendas, etc.)



# Required Elements

## State and/or Federal Requirements

- Performance-based
- Identify reasonably expected financial resources
- Discuss potential environmental mitigation activities, corridor studies, or corridor visions
- Address state & federal planning factors
- Integration and consistency with relevant plans
- Minimum 20-year horizon
- Early and continuous public involvement
- Seek out and consider needs of DI and traditionally underserved communities



# Planning Factors

## State Planning Factors

- Safety
- Fix-it first
- Modal connectivity
- Environment
- Land use considerations, corridor preservation, and military needs
- GHG emission reduction
- Mobility and multimodal choice
- Multimodal management plans
- Freight
- Transit

*CRS 43-1-1103(5)*

## Federal Planning Factors

- Safety
- Preservation
- Modal connectivity
- Environment & planned growth
- Economic vitality
- Accessibility & mobility
- Resiliency & reliability
- Travel & tourism
- Security
- Efficiency

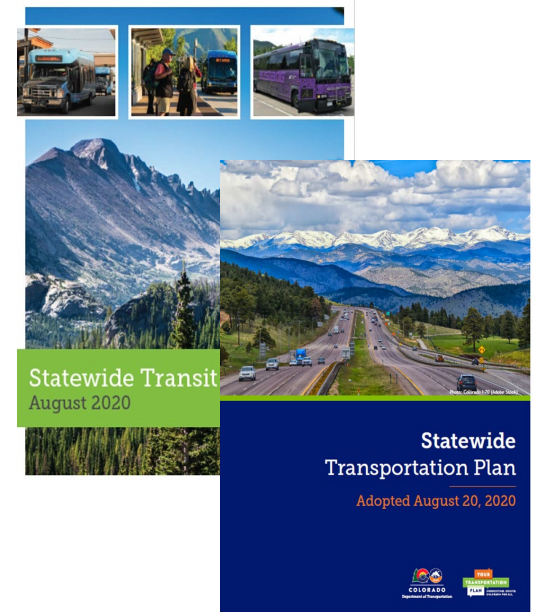
*23 CFR §450.206(a)*



# Other Next Steps

## MPO/TPR Coordination

- **TPR Chair Meetings**
  - Anticipated to occur at the beginning and end of the planning process to help guide MPO/TPR coordination.
- **Rural TPR Coordination**
  - Anticipating a series of four TPR meetings, and one transit / active transportation special session for each rural TPR.
- **Virtual Town Hall Meeting Series with Transportation Commission Members for the applicable Geographic Area**
  - To provide input on planning process, discuss regional needs, and provide feedback.
- **MPO Coordination**
  - Conduct one-on-one meetings with each of the five MPOs to discuss how CDOT can support the MPO's planning efforts, coordinate public engagement activities, etc.



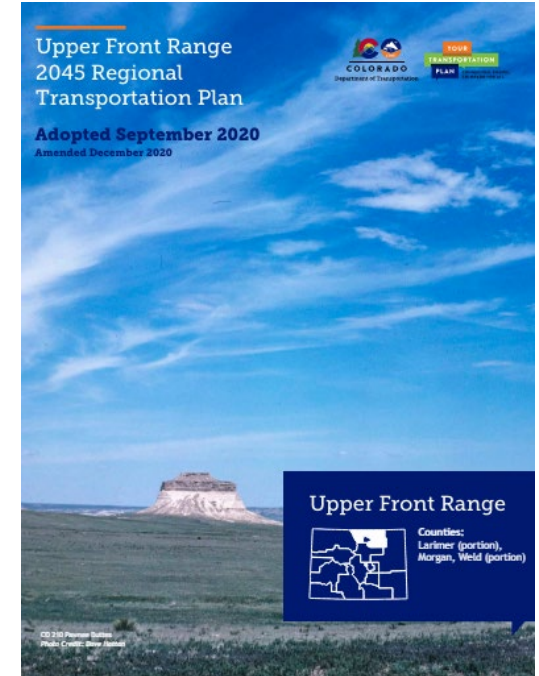




# Other Next Steps

## 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.





- **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)**



## Policy Directive 14 (PD 14)

Note: This is similar to the TC presentation given in May 2024.

The Commission has requested a further workshop to provide updates to draft language at the June TC workshop, with a potential adoption of PD-14 at the July TC Meeting. STAC will be presented with any edits and and final draft ahead of a vote at the next STAC meeting.



# Setting the Stage

## Themes & Identification of Issues



### Make Traveling 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 options to everyone and all communities.



### 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 goal of reaching net zero emissions by 2050.
- Providing more options for the traveling public to reduce single occupancy vehicle travel



# 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.



### High-Performing Roadways

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



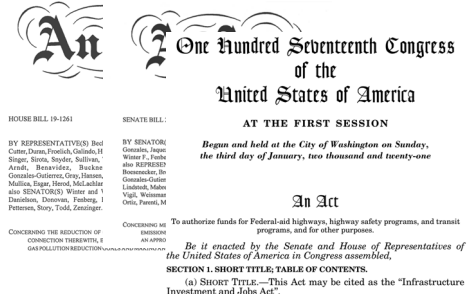
### Sustainably Increase Transportation Choice

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



# PD 14 Overview

- PD 14 provides performance measures to monitor the success of the Department’s efforts to improve in the key goal areas of Advancing Transportation Safety, High-Performing Roadways, and Sustainably Increase Transportation Choice.
- The performance measures and targets informed the implementation of the 10-Year Plan, [Statewide Transportation Plan](#) and other programs by focusing transportation investments on the Statewide [Transportation Improvement Program](#) (STIP) and the [annual budget](#).
- PD 14 aligns with goals and concepts from the Infrastructure Investment and Jobs Act (IIJA) of 2021, as well as Colorado’s Greenhouse Gas Pollution Reduction Roadmap, Senate Bill (SB) 23-016, and House Bill (HB) 19-1261.



Links to the Bills and Acts:

[HB 19-1261](#)

[SB 23-016](#)

[Infrastructure Investment and Jobs Act](#)



# 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





# 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)

High-Performing  
Roadways



### 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

## Proposed Goal Area and Metrics

### 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





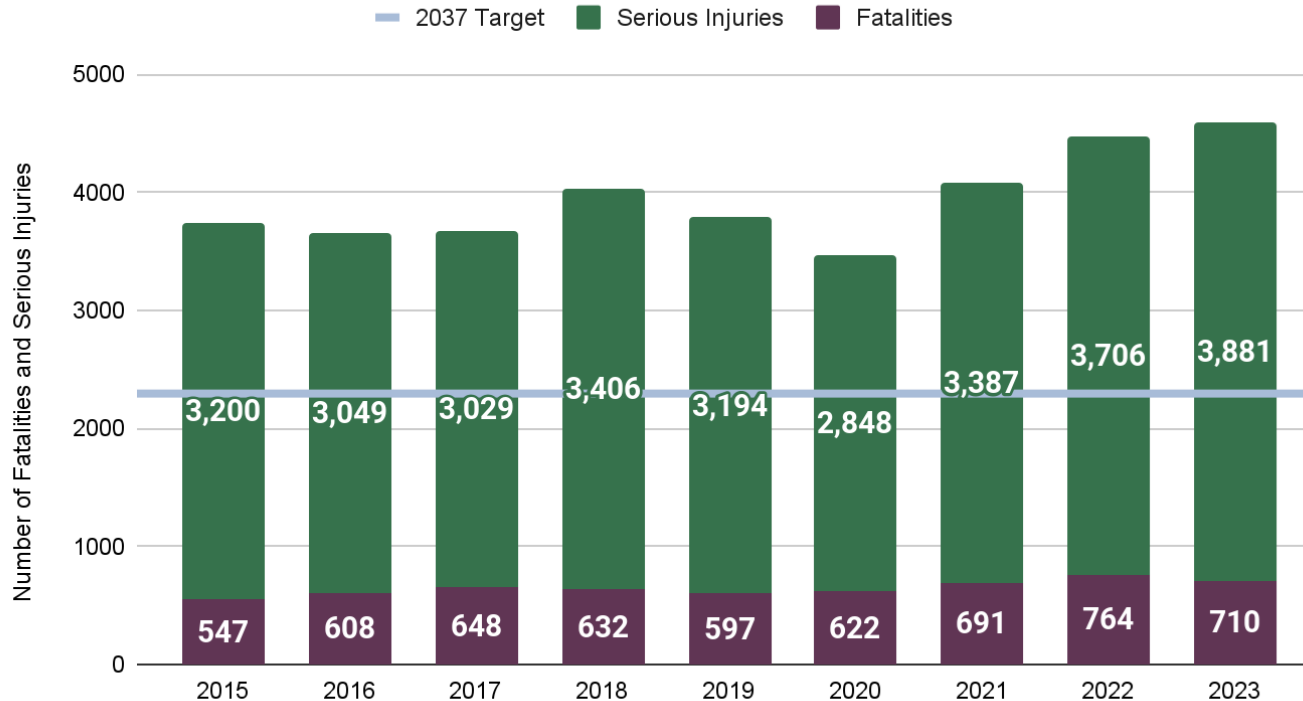
# Safety Definitions

- **Vulnerable Road Users (VRUs)** is defined, by the Federal Highway Administration (FHWA), as people walking, riding bicycles and rideable toys (e.g. scooters or skateboards), people using personal mobility devices (e.g. walkers or wheelchairs), and people on foot working in work zones.
  - Does not include motorcyclists
- **Serious Bodily Injury** means injury that involves, either at the time of the actual injury or at a later time, a substantial risk of death, a substantial risk of serious permanent disfigurement, or a substantial risk of protracted loss or impairment of the function of any part or organ of the body, or breaks, fractures, or burns of the second or third degree.
  - Officer discretion



# Traffic-Related Fatalities and Serious Injuries

## Traffic-Related Fatalities and Serious Injuries

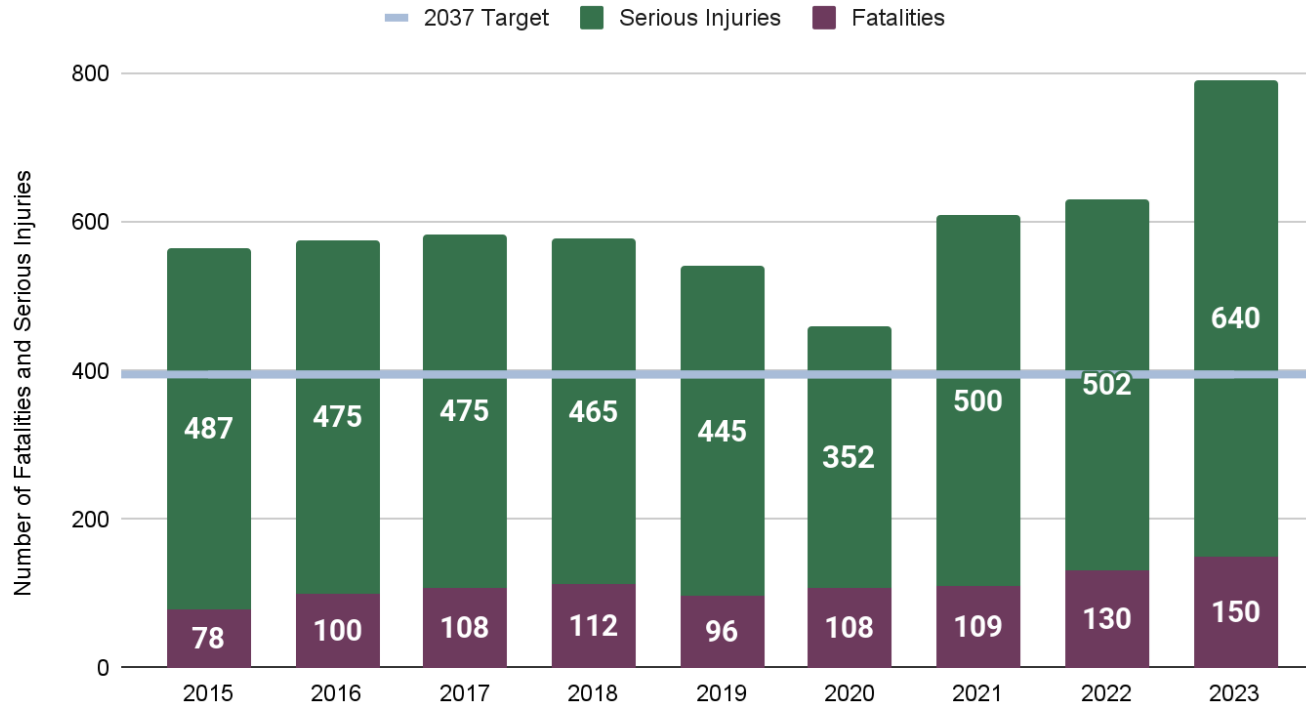


Note: Calendar year 2023 traffic fatalities and serious injuries are considered preliminary



## Traffic-Related Fatalities and Serious Injuries

### VRU Traffic-Related Fatalities and Serious Injuries



Note: Calendar year 2023 traffic fatalities and serious injuries are considered preliminary



# High-Performing Roadways

## Proposed Goal Area and Metrics

### High-Performing Roadways

Prioritize strategic investments in Colorado's highways to improve infrastructure conditions and redesign it for the future.

#### Performance Measures

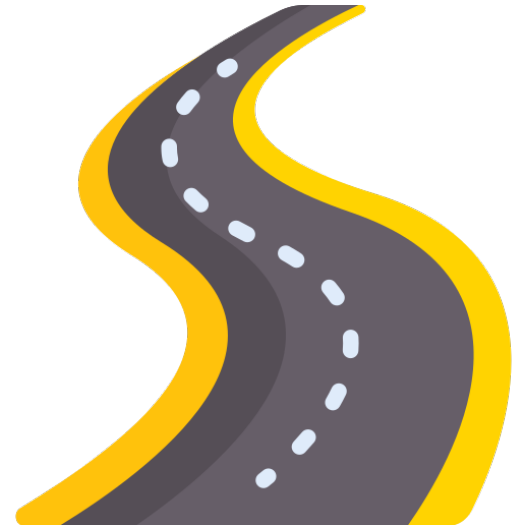
- Bridge Condition
- Pavement Condition

#### 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)





# Pavement Condition Assessment

## CDOT Drivability Life (DL) Metric

- DL is an indication in years of how long a highway segment will have acceptable driving conditions based on an assessment of pavement distresses.
- High (greater than 10 years of Drivability Life remaining); Moderate (four to 10 years remaining); and Low (three or fewer years remaining).

### Pavement Distress

- International Roughness Index (IRI)
- Rutting
- Cracking
  - Fatigue (Asphalt only)
  - Transverse
  - Longitudinal
  - Corner Break (Concrete only)

### Criteria:

- To have a Low DL segment, **one** distress must fall below an acceptable threshold.

## FHWA Good/Fair/Poor Metric

- The second method for reporting pavement performance uses the National Performance Measure for pavement, which is how FHWA monitors states' progress toward meeting federally required metrics.
- Pavement is assigned Good, Fair or Poor Condition

### Pavement Distress

- International Roughness Index (IRI)
- Rutting (Asphalt only)
- Faulting (Concrete only)
- Cracking
  - Percent wheel path cracked for asphalt
  - Percent slabs cracked for concrete

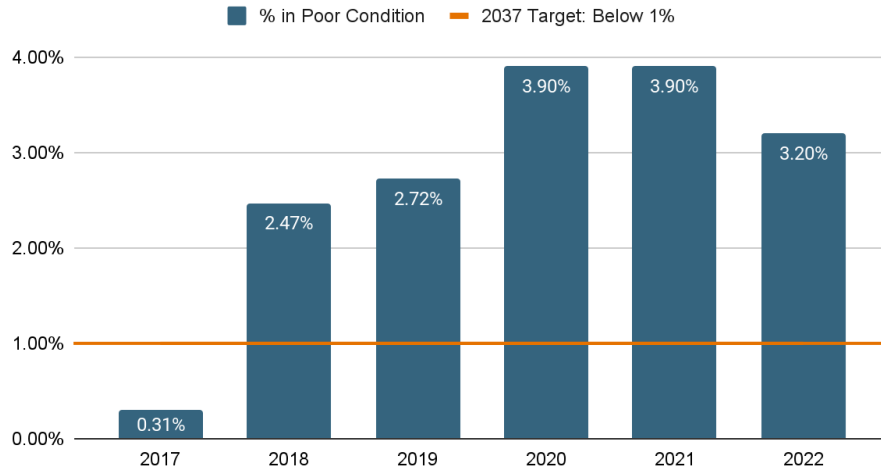
### Criteria:

- To have a Poor segment, **two** distress must fall below an acceptable threshold.

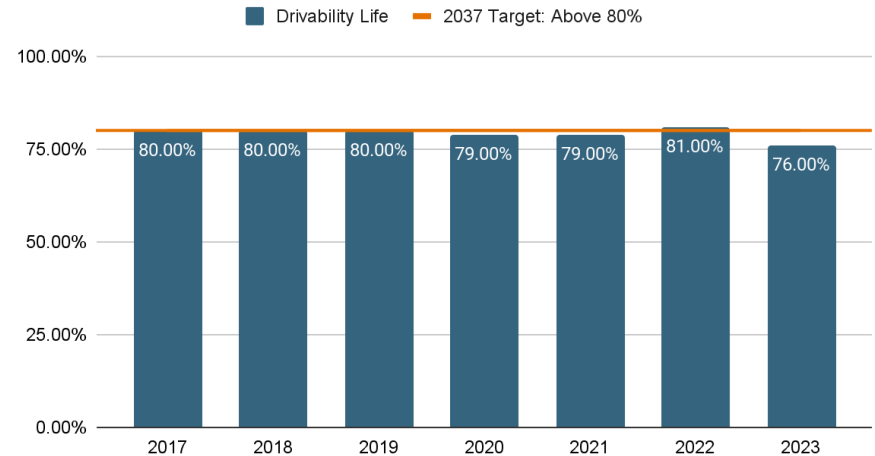


# Pavement Condition Data

## Interstate Pavement in Poor Condition



## State Highway System Drivability Life (High/Moderate)

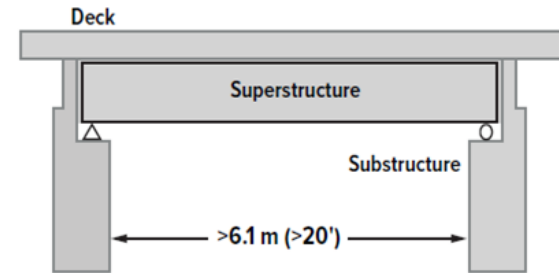




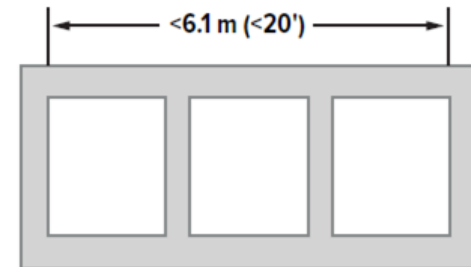
# Bridge Condition Assessment

- CDOT inspects the condition of major structures according to National Bridge Inspection Standards (NBIS).
  - Major structures are inspected at least once every two years. The inspection interval may be up to four years with written FHWA approval.
- Per current federal guidelines, CDOT assigns structures a condition of Good, Fair, or Poor based on the following criteria.
  - For bridges: the minimum NBIS condition rating of the deck, superstructure, or substructure.
  - For culverts: the NBIS condition rating.
- If the NBIS rating is four or below for any of the three bridge components or for the culverts rating, the structure is classified as Poor.

## Bridges



## Culverts







# NBIS Rating Scale

NBI Rating Scale <i>(from 0 – 9)</i>	9	8	7	6	5	4	3	2	1	0
	Good			Fair		Poor				

Deck <i>(Item 58)</i>	$\geq 7$	5 or 6	$\leq 4$
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Superstructure <i>(Item 59)</i>	$\geq 7$	5 or 6	$\leq 4$
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Substructure <i>(Item 60)</i>	$\geq 7$	5 or 6	$\leq 4$
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Culvert <i>(Item 62)</i>	$\geq 7$	5 or 6	$\leq 4$
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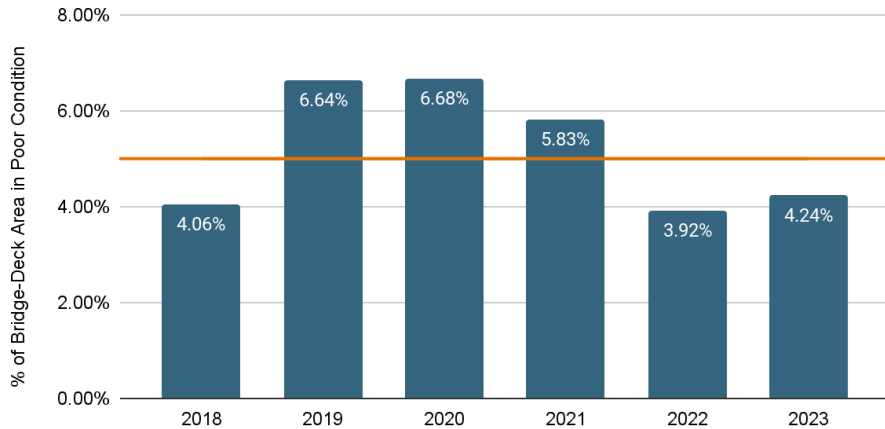
- Lowest Score amongst the three components is what determines a structure's rating.
- Based on square feet of bridge-deck Area.
- Culverts only have one rating.



# Bridge Condition Data

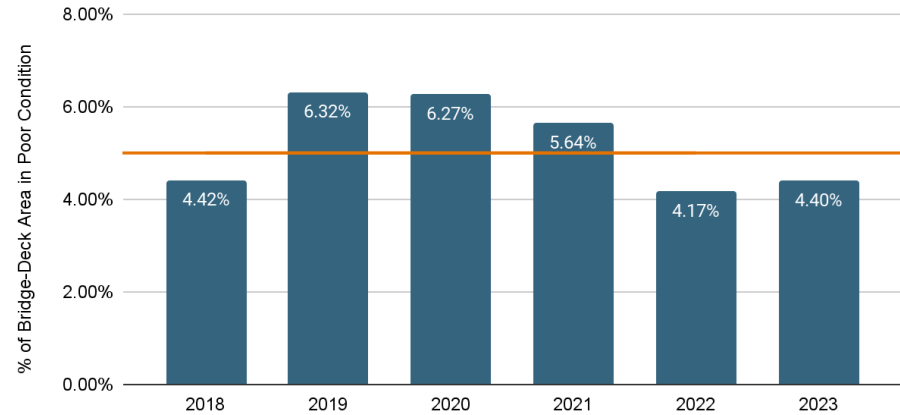
## National Highway System (NHS) Bridges in Poor Condition

■ % of Bridge-Deck Area in Poor Condition   ■ 2037 Target



## State Highway Bridges in Poor Condition

■ % of Bridge-Deck Area in Poor Condition   ■ 2037 Target





# Sustainably Increase Transportation Choice

## Proposed Goal Area and Metrics

### Sustainably Increase Transportation Choice

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

#### 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 15 million by 2037

- **Clean Transportation**

- Reduce Greenhouse Gas (GHG) emissions from the transportation sector in-line with the Colorado GHG Pollution Reduction Roadmap.
  - 50% Reduction of Carbon Dioxide Equivalent (CO<sub>2</sub>e) by 2037 (from 2005 baseline)





## Expand Transit and Rail Services

- Bustang Expansion
- Mobility Hubs
- Bus Rapid Transit (BRT)
- First- and Last-Mile Connections
- Front Range Passenger Rail
- Mountain Rail
- Multimodal Transportation and Mitigation Options Fund
- Transit Planning
- Local Partnerships

Table 1: 2022 Revenue Service Miles

Agency	2022 Revenue Service Miles
Regional Transportation District (RTD)	49,664,445
Small Urban and Rural Agencies	29,325,803
Bustang	1,287,546
<b>Total</b>	<b>80,277,794</b>
<b>2037 Target</b>	<b>95,277,794</b> <b>(18.7% increase)</b>

- ❖ **Revenue Service Miles:** The total number of miles a transit vehicle travels while providing service to passengers.
- ❖ **Small Urban and Rural Agencies:** Transit Agencies serving areas with lower population densities.
  - Gunnison Valley Regional Transportation Authority (Crested Butte), Lake County Link (Leadville), The Peak (Estes Park)



# GHG Pollution Reduction Roadmap

- SB 23-016 established updated statewide GHG emission reduction goals:
  - 26% by 2025, 50% by 2030, 65% by 2035, 80% by 2040, 90% by 2045 and 100% by 2050.
- The Roadmap outlines an achievable pathway to meet the state's GHG targets.
  - The state is now working to update the Roadmap ("Roadmap 2.0"), including an updated inventory of emissions and a new set of Near Term Actions.
- Near Term Actions:
  - State GHG pollution planning standard for transportation plans
  - Electrify fleet
  - Transportation Demand Management
  - Active Transportation
  - Expand public transit
  - Clean trucking strategy

## Colorado Greenhouse Gas Pollution Reduction Roadmap

January 14, 2021







# Program Distribution

## Long Range Revenue Forecast





# What is Program Distribution?

Program Distribution provides a long-term view of what revenues can be anticipated, and how they will be allocated among funding programs in the future. Program Distribution is used for planning purposes and is based on revenue projections.

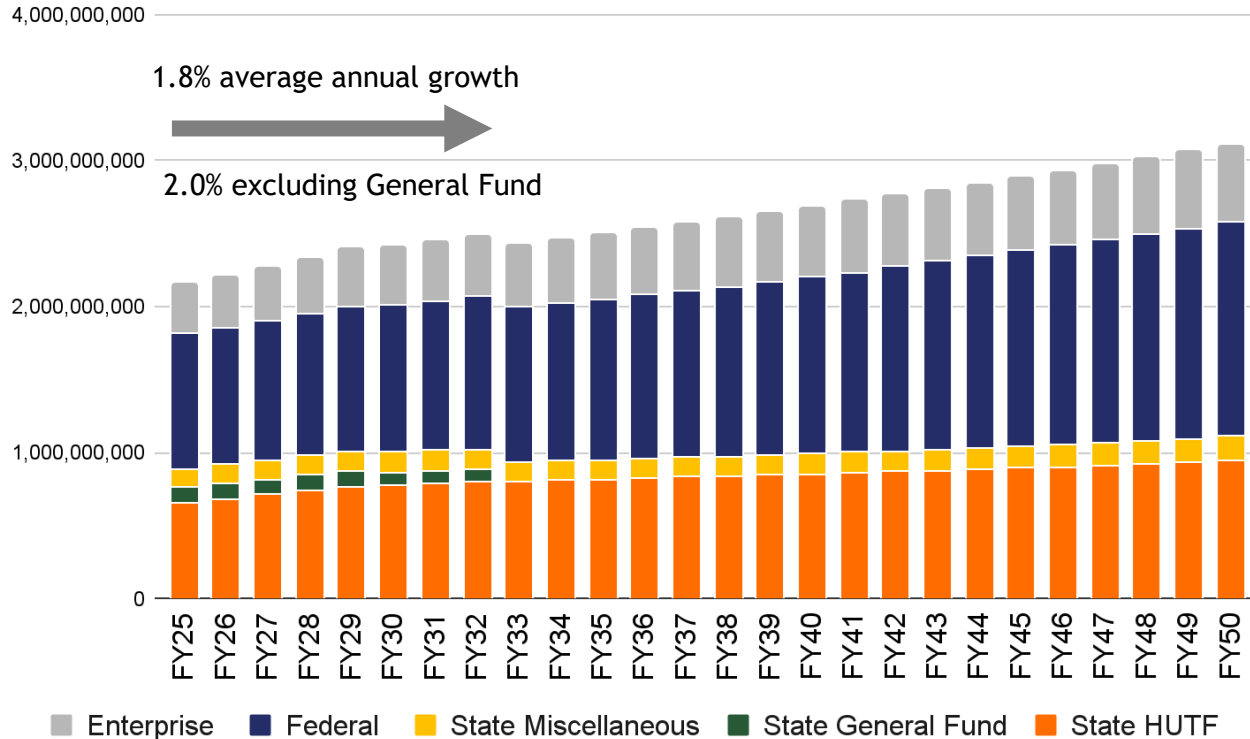
CDOT revisits program distribution about every 4 years, in advance of each long-range planning process. Program Distribution has two parts:

1. **Long-Range Revenue Projections:** Planning level estimates of anticipated revenue for state and federal funding sources.
2. **Program Criteria for Formula Programs:** The TC-directed and FHWA-directed allocation methodology for the formula programs.





# 2050 Long Range Revenue Forecast (1)

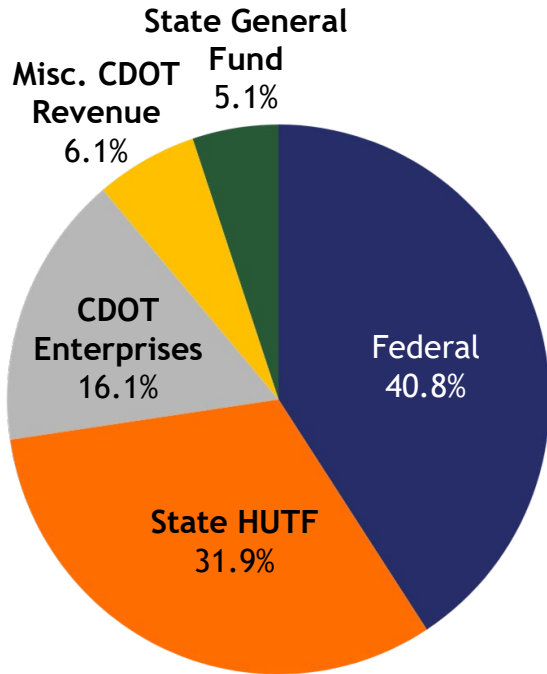






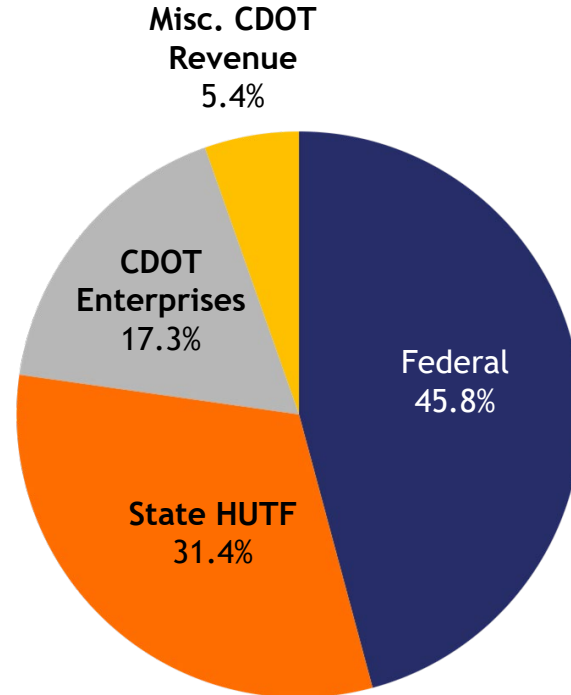
# 2050 Long Range Revenue Forecast (2)

## 2025



\$2.08 B

## 2050



\$3.04 B



# Basic Forecast Assumptions

## Primary Inputs and Assumptions

- Fee inputs and assumptions are based on current law
- Federal Apportionments are based on current law (IIJA) with future years growing at 2% a year
- National economic performance indicators, such as the year-over-year percent change in real U.S. GDP growth
- Inflation estimates based on data from Moody's and the National Highway Cost Construction Index
- State population and demographic data
- Data on annual vehicle miles traveled (VMT) in Colorado
- Vehicle sales and energy Consumption data from the Energy Information Administration
- State fleet data from the Colorado Department of Revenue
- Electric vehicle adoption is estimated using the Colorado Clean Cars standard as a baseline
- Based on historical data, it is assumed that the Department will receive approximately \$75.0 million in federal discretionary grant funding each year



## Sources of Revenue

### Fuel Taxes and Fees

- Fuel Tax: \$0.22 per gallon of gasoline; \$0.205 per gallon of diesel
- Road Usage Fee: \$0.03 per gallon of gasoline and diesel, increases annually based on fee schedule

### Registration fees

- License Plate Fees
- Weight based Registration Fees
- Age-based Registration Fees
- Electric Vehicle Registration Fees

### FASTER

- Road Safety Surcharge
- Daily Vehicle Rental Fee
- Late Registration Fees
- Oversize/Overweight Surcharge
- Unregistered Vehicle Fines

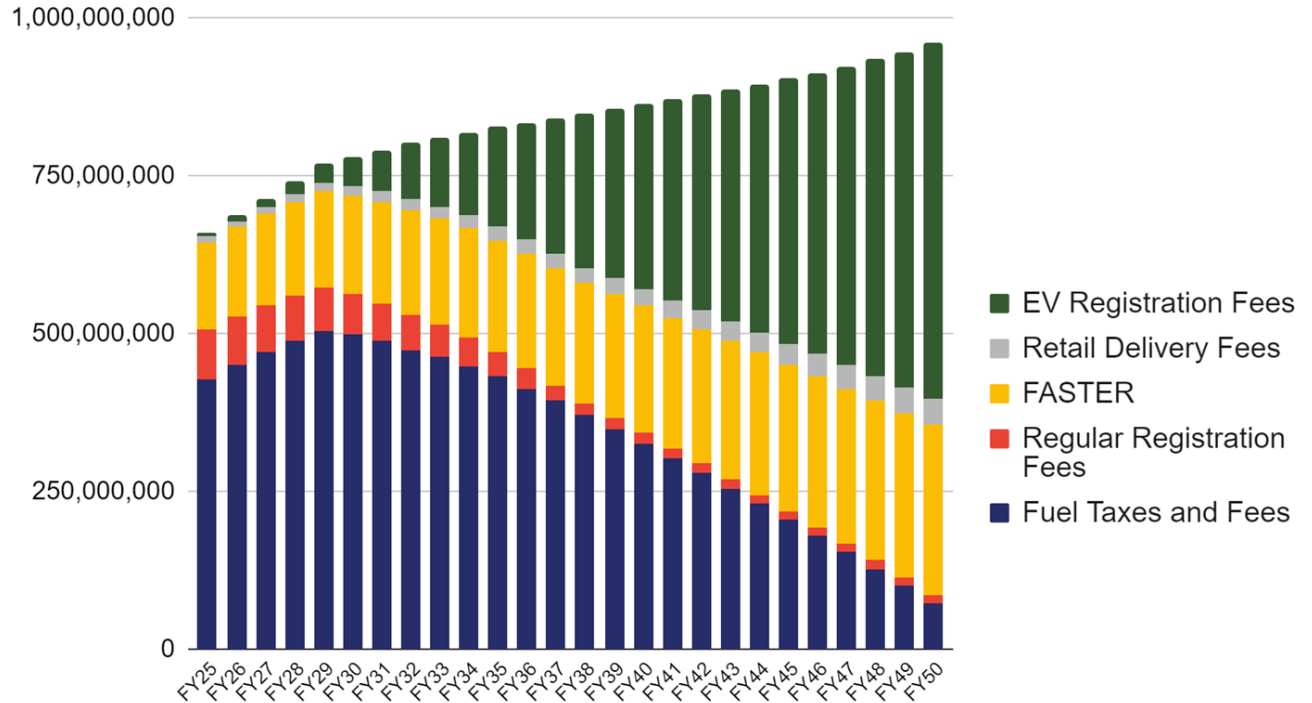
### Retail Delivery Fees

- \$0.28 fee for online deliveries subject to sales tax. Companies making less than \$500k per year are exempt from remitting this fee



# State HUTF Forecast through FY 2050

Over time, revenue from electric vehicle registration fees is expected to gradually replace revenue from motor fuel taxes and fees





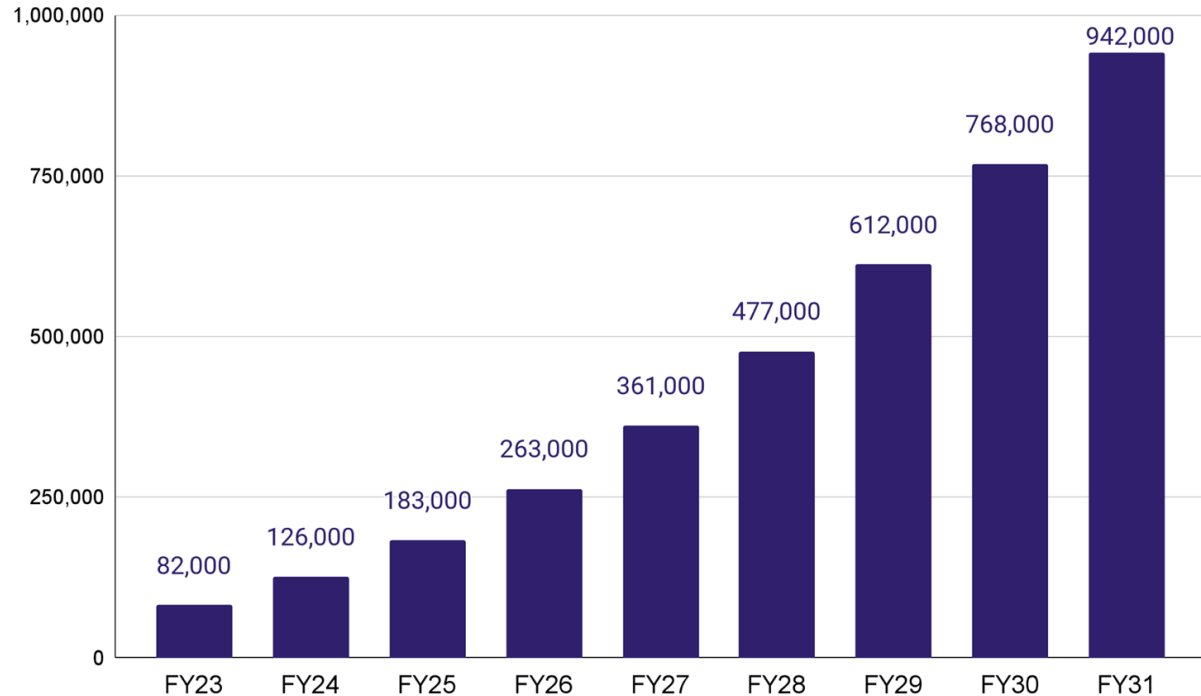
# State HUTF

## Electric Vehicle Growth Assumptions

Over time, electric vehicles are expected to replace internal combustion engine vehicles on the roadways

The chart to the right outlines OFMB's current electric vehicle adoption forecast.

This forecast assumes the sales targets under the [Colorado Clean Cars](#) standard will be met.





# State HUTF Distribution by Fund Source

## First Stream (65 percent to CDOT)

- first \$0.07 of fuel taxes
- license and weight-based registration fees

## Second Stream (60 percent to CDOT)

- fuel taxes greater than \$0.07
- road usage fee
- age-based registration fees
- electric vehicle registration fees

## Third Stream (60 percent to CDOT)

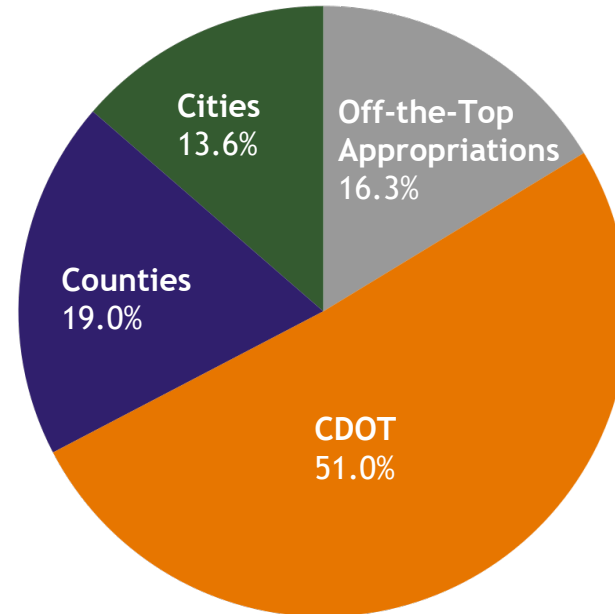
- FASTER Fees

## FASTER Transit

- \$5.0 million of the FASTER Road Safety Surcharge is dedicated to transit

## Retail Delivery Fee (40 percent to CDOT)

## FY 2024-25 Forecasted HUTF Distributions





## **Bridge and Tunnel Enterprise**

- Created by SB 09-108 (FASTER)
- Funding sources
  - Bridge Safety Surcharge (FASTER)
  - Bridge and Tunnel Impact Fee (SB 21-260)
  - Retail Delivery Fee (SB 21-260)
  - FHWA Revenue

## **Colorado Transportation Investment Office**

- Created by SB 09-108 (FASTER)
- Funding Sources
  - Toll and fine revenue on express lane corridors



## **Clean Transit Enterprise**

- Created by SB 21-260 (Sustainability of the Transportation System)
- Funding Sources
  - Retail Delivery Fee (SB 21-260)

## **Nonattainment Area Air Pollution Mitigation Enterprise**

- Created by SB 21-260 (Sustainability of the Transportation System)
- Funding Sources
  - Retail Delivery Fee (SB 21-260)
  - Per Ride Fee (SB 21-260)

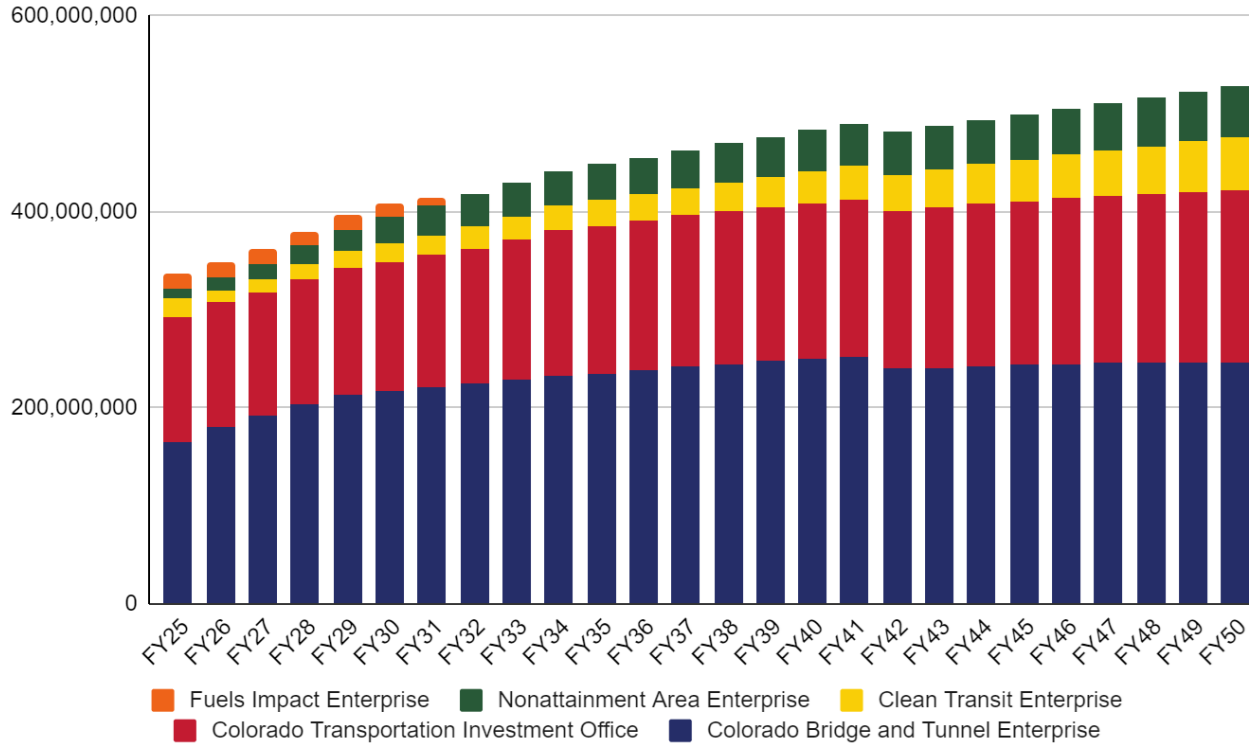
## **Fuels Impact Enterprise**

- Created by SB 23-280 (Hazardous Material Mitigation)
- Funding Sources
  - Fuel Impacts Reduction Fee (SB 23-280)





# State Enterprises (3)





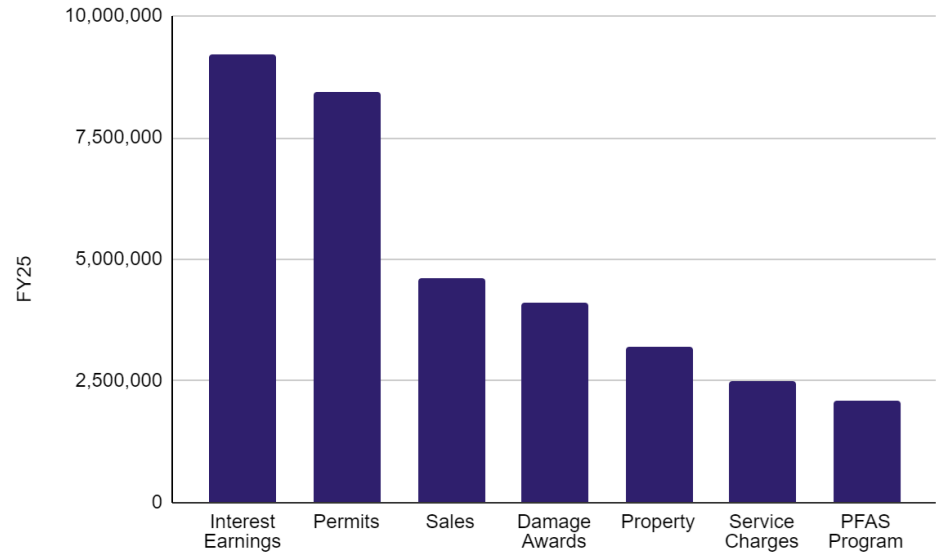
## **SB 21-260 directed several general fund transfers to the Department:**

- **Between FY 2024-25 to FY 2028-29: \$107.0 million**
  - \$10 million of this transfer must be used to mitigate the environmental and health impacts of increased air pollution
  - \$7.0 million of this transfer must be used for Revitalizing Main Streets and Safer Main Streets
- **Between FY 2029-30 to FY 2031-32: \$89.5 million**
  - \$7.0 million of this transfer must be used for Revitalizing Main Streets and Safer Main Streets
- **\$10.5 million will be transferred from the General Fund to the MMOF between FY 2024-25 to FY 2031-32**



## Miscellaneous Sources of Revenue

- Interest Earnings
- Permits
- Sales
- Damage Awards
- Property
- Service Charges
- PFAS Program

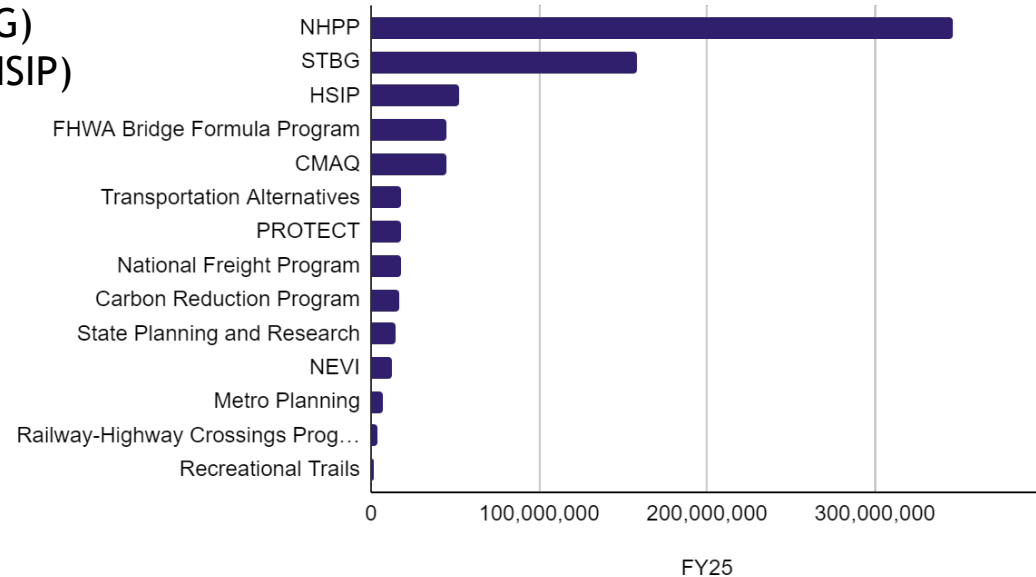




# Federal Revenue (1)

## CDOT receives FHWA formula revenue through several programs:

- National Highway Performance Program (NHPP)
- Surface Transportation Block Grant (STBG)
- Highway Safety Improvement Program (HSIP)
- Railway-Highway Crossings Program
- CMAQ
- Metro Planning
- National Freight Program
- Carbon Reduction Program
- PROTECT
- Recreational Trails
- State Planning and Research
- Transportation Alternatives
- FHWA Bridge Formula Program
- National Electric Vehicle Formula Program (NEVI)





## **Federal Transit Administration apportionments that flows through CDOT:**

- Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities
- Section 5311 & 5340 - Rural Area Formula Apportionments
- Section 5303 & 5304 - Statewide and Metropolitan Planning Apportionments
- Section 5339 - Busses and Bus Facilities Apportionments

## **National Highway Transportation Safety Administration Programs:**

- Section 402 - Base Transportation Safety
- Section 405B - Occupant Protection
- Section 405C - Information Systems Improvements
- Section 405D - Alcohol Incentive
- Section 405F - Motorcycle Safety
- Section 405E - Child Seats



## Federal Revenue (3)

**In addition to formula apportionments, CDOT receives federal revenue through various discretionary grant programs.**

- Since the IIJA was signed into law, CDOT has applied for over \$1.4 billion in funding from 16 discretionary grant programs.
- Based on 10 years of historical data, it is assumed that the Department will receive approximately \$75.0 million in federal discretionary grant funding each year.

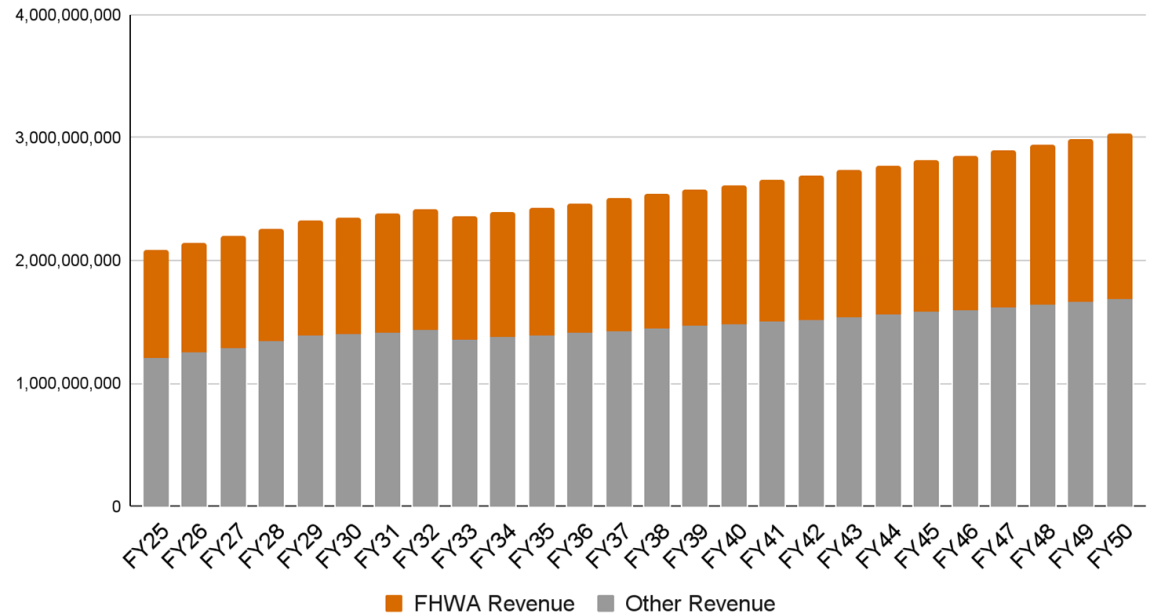


# Federal Revenue (4)

## Federal Forecast Assumptions

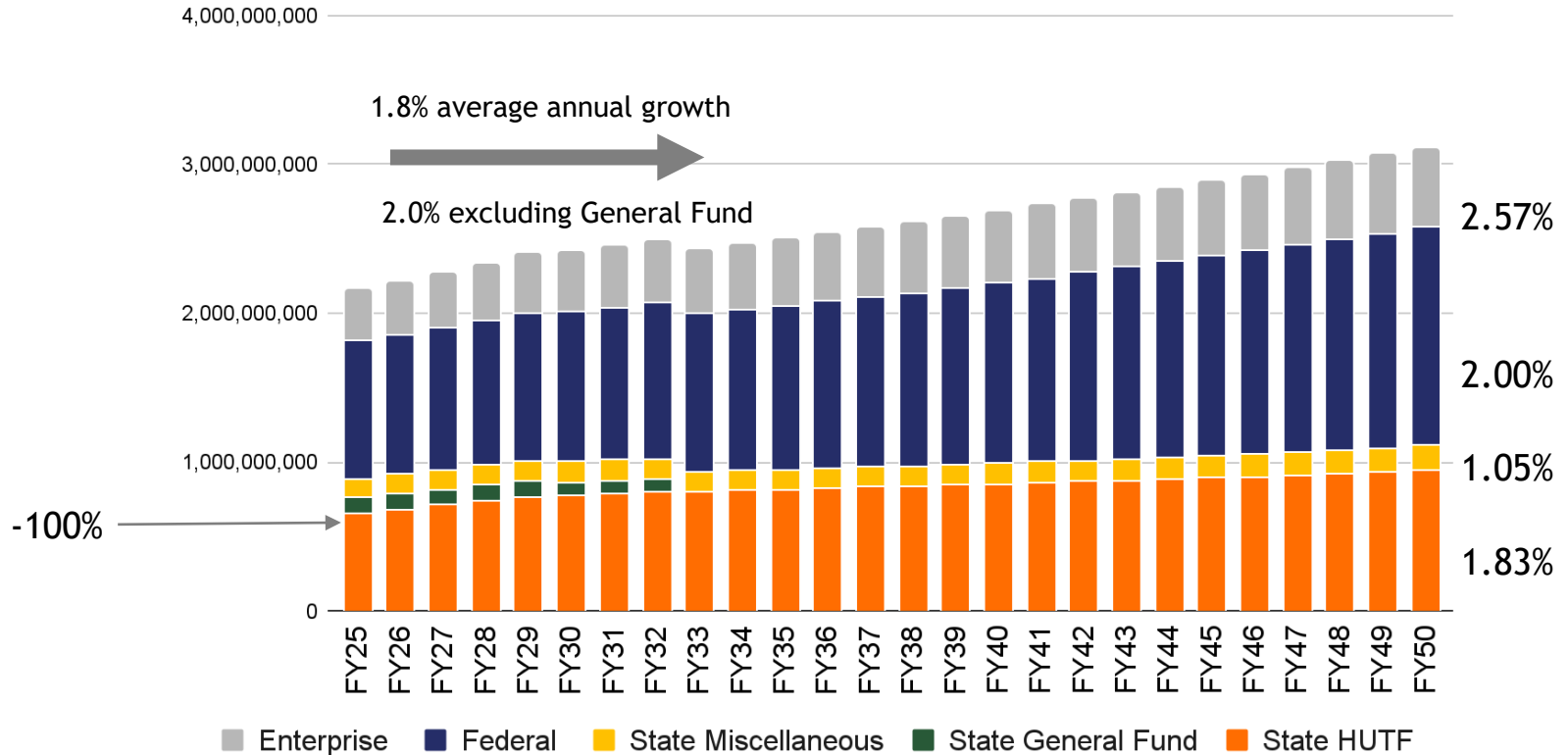
- Revenue grows at 2% annually beg. in FY27 (after IIJA ends)
- FHWA programs funded with federal General Fund under the IIJA (National Electric Vehicle Program (NEVI) and Bridge Formula Program (BFP) *continue* once the IIJA expires; all formula programs under the IIJA continue under the next Act.
- Includes \$75 M annually in discretionary grant funding.

FHWA Revenue





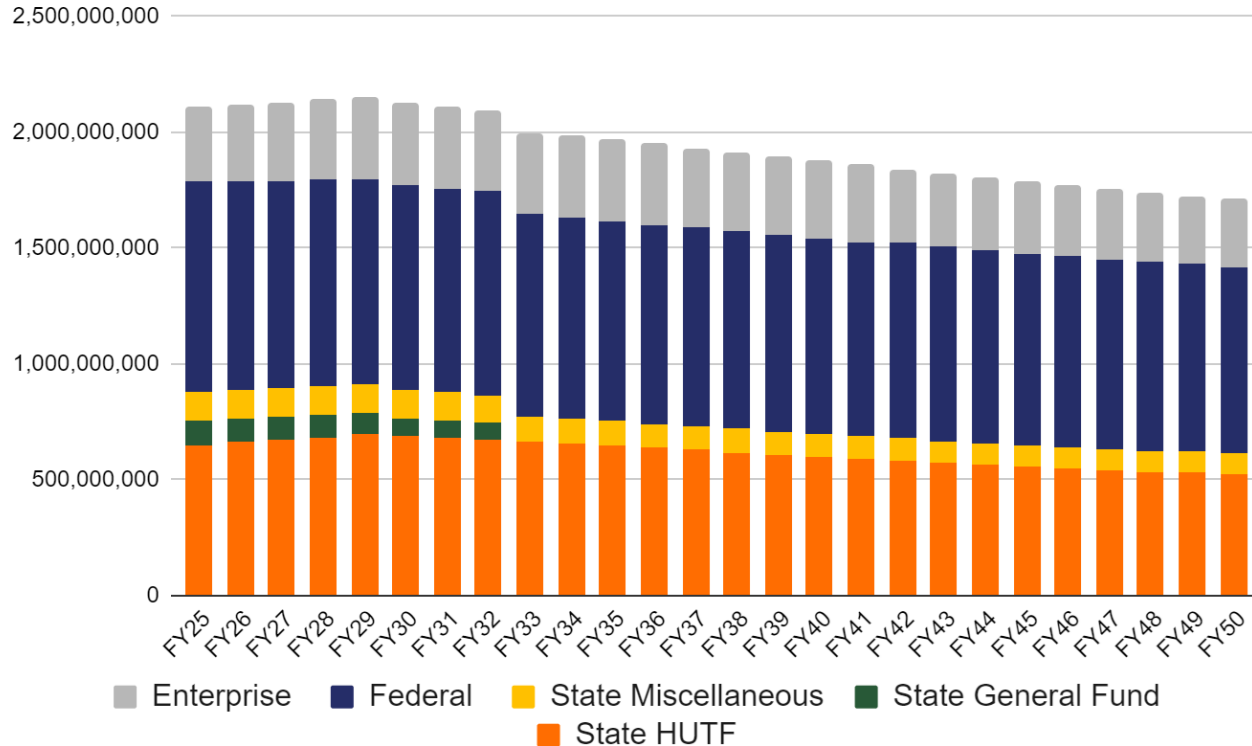
# 2050 Long Range Revenue Forecast







# 2050 Long Range Projection - Inflation Adjusted





## Forecast Considerations

- Assumes current law for state funds meaning no changes through 2050
  - While state fuel tax and fee revenues are gradually replaced by EV fee revenue over the forecast period, the overall growth in HUTF revenue is expected to slow over the forecast period
  - General Fund transfers end in FY 2032
  - Off-the-top appropriations continue to grow at a rate greater than overall HUTF (taking an increasing share of HUTF) - forecast assumes 5% annual growth in off-the-top appropriations
- Assumes 2% growth in federal revenue after current transportation authorization
  - Downside risk that this is unsustainable without a Highway Trust Fund fix – gas tax has been insufficient to cover outlays for years and is supplemented by General Fund
- Assumes continued success with federal discretionary grant programs and continued high levels of funding for grant programs in subsequent transportation authorizations.
- <2% annual growth rate is less than 2.45% average inflation rate over the last 30 years
  - \$3.04M in FY 2050 is forecasted to have the same buying power as \$1.67M in FY 2025 (compared to FY 2025 revenue of \$2.04 M)



# Comparison of 25-Year Forecasts (1)

## 2045 Forecast

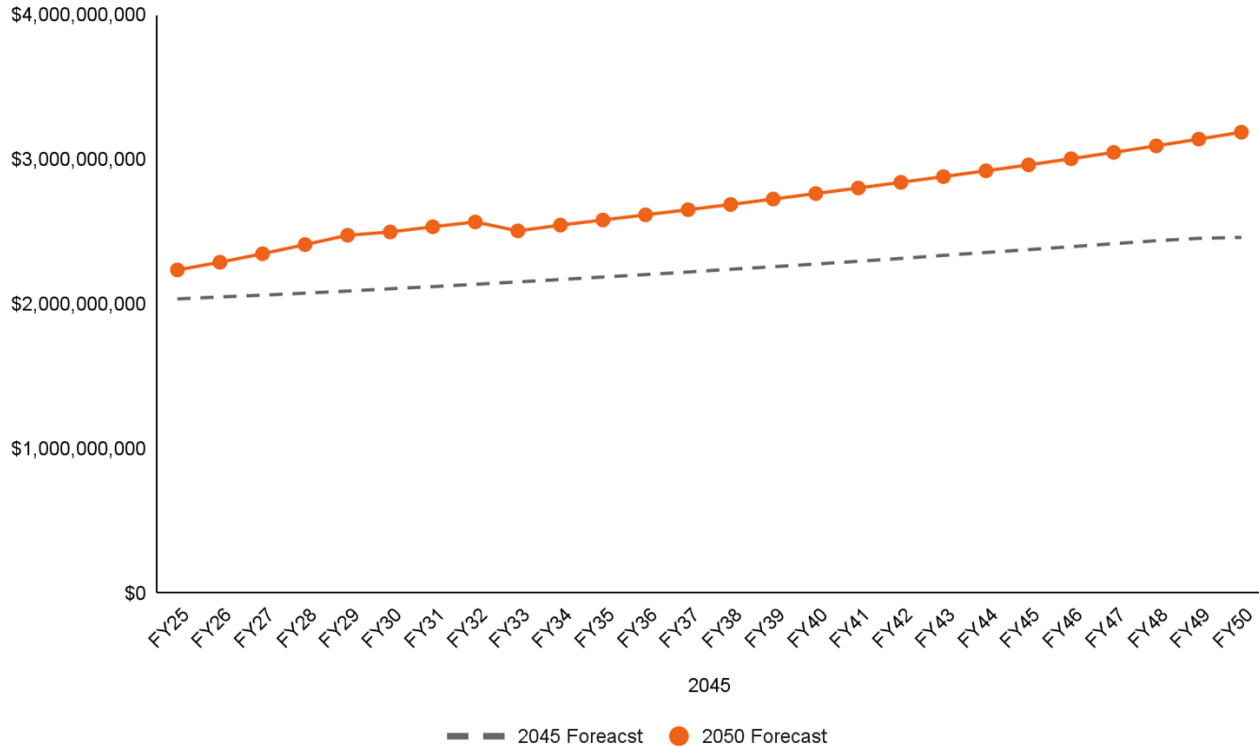
- - Did not include additional revenues put in place under SB 21-260
- +/- Assumed 300k electric vehicles by 2030
- - Did not include elevated federal funding levels resulting from IIJA - assumed a 0.5% growth rate for federal funds
- - Did not include federal discretionary grants
- - Did not include new CTIO Express Lane corridors coming online
- + Assumed an additional \$550 million per year after final SB 267 issuance

## 2050 Forecast

- + Includes new revenues put in place under SB 21-260
- + Includes new Enterprises created by SB 21-260
- +/- Assumes ~930k electric vehicles by FY 2030-31 - driven by state and federal policy and regulatory changes
- + Includes higher forecasted revenue for aeronautics
- + Includes increased federal funding levels resulting from IIJA - assumes a 2.0% growth rate for federal funds
- + Includes federal discretionary grants
- + Includes new CTIO Corridors
- - Does not assume additional \$550 million per year after final SB 267 issuance



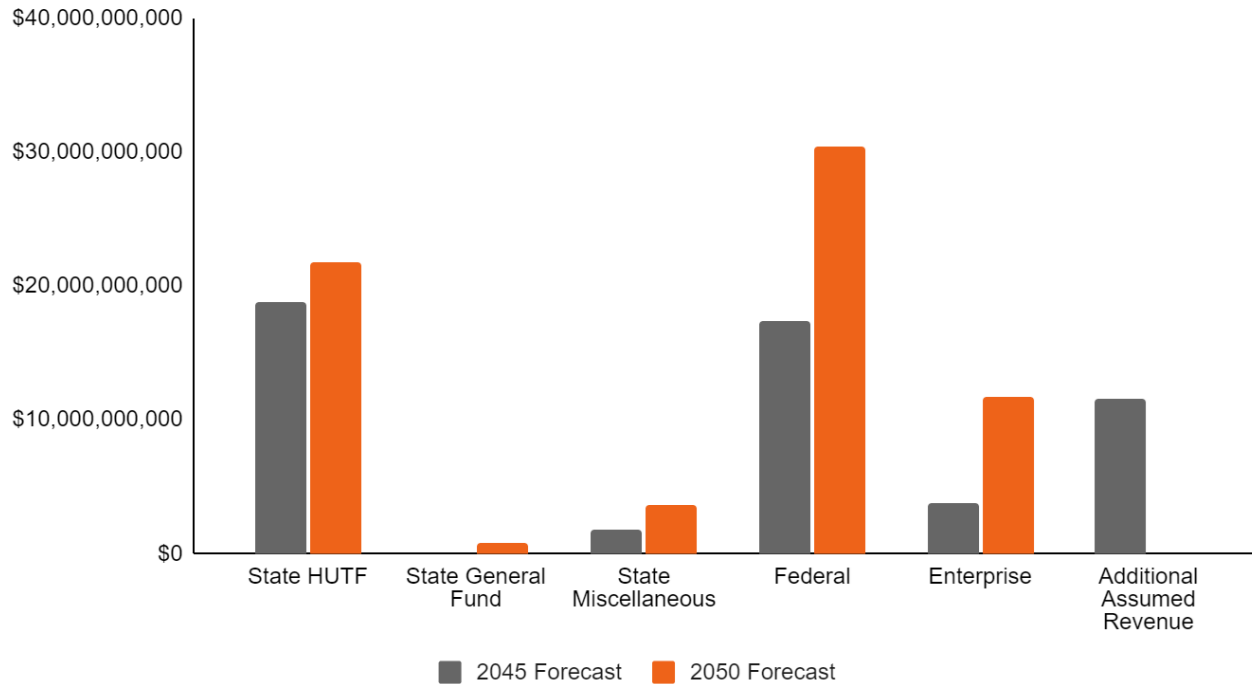
# Comparison of 25-Year Forecasts (2)





# Comparison of 25-Year Forecasts (3)

## Comparison of 25-Year Forecasts





# Formula Programs Summary of Recommendations

Formula Program	Formula Recommendation
Transportation Alternatives Program	STAC & Staff Recommendation: Status Quo / No Change
FASTER Safety Mitigation	STAC & Staff Recommendation: Status Quo / No Change
Carbon Reduction Program Local	STAC & Staff Recommendation: Status Quo / No Change
Surface Transportation Block Grant (STBG) Urban	STAC & Staff Recommendation: Status Quo / No Change
Congestion Mitigation and Air Quality (CMAQ)	STAC & Staff Recommendation: Status Quo / No Change
Multimodal Transportation & Mitigation Options Fund (MMOF)	STAC & Staff Recommendation: Change to the MMOF urban area distribution formula & modify the administrative set-aside. APPROVED BY COMMISSION
Metro Planning (Metro-PL)	STAC & Staff Recommendation: 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 Program (RPP)	STAC Recommendation: Change formula to 25% VMT, 20% Population, 40% Lane Miles, and 15% Truck VMT.
	Staff Recommendation: Status Quo / No Change



# Timeline and Next Steps



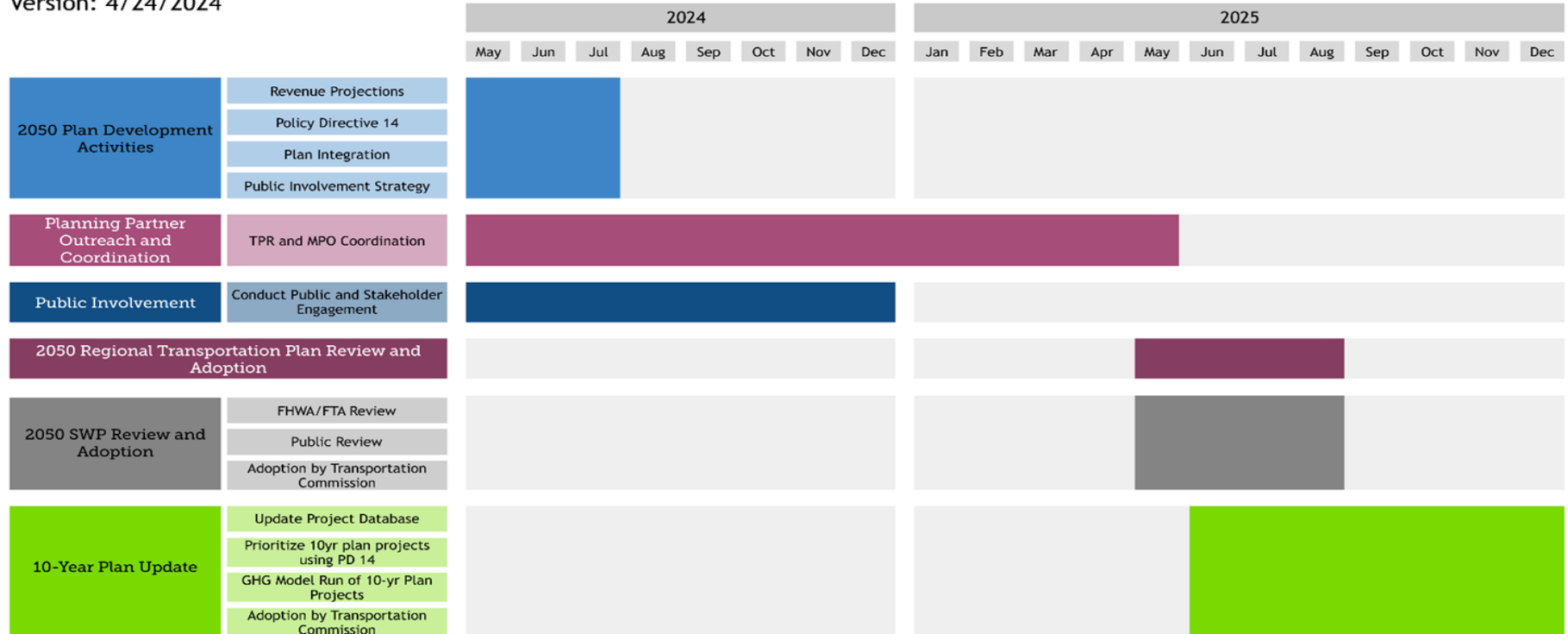




# Draft Timeline

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

Version: 4/24/2024







## Tentative Near-Term Next Steps

- June - TC action on remaining formula program distributions; Officially kick-off start of plan development. Continued discussion of PD-14 at Commission workshop.
- Summer - Scheduling of TPR Chair Meetings, Meeting #1 and Town Hall Meetings with Commissioners.
- July/August - Review/finalize allocation assumptions and forecast; TC action on PD 14 (pending TC acceptance of draft)
- September - Review/finalize 2050 Resource Allocation



Thank You





## Memorandum

**To:** Statewide Transportation Advisory Committee (STAC)  
**From:** Darius Pakbaz, Director, Division of Transportation Development (DTD) and  
Marissa Gaughan, Multimodal Planning Branch (MPB) Manager  
**Date:** June 6, 2024

**Subject:** Proposed Rural Planning Assistance (RPA) Program  
Distribution Formula

### Purpose

To review an updated distribution formula for Rural Planning Assistance Program funds.

### Action

To request STAC input via a STAC action/vote on the proposed formula for Rural Planning Assistance Program funds.

### Background

Transportation Planning Region (TPR) administrators gathered and met on May 2, 2024, to review the RPA program and discuss best practices and lessons learned as recommended by the HB 23-101 TPR Study.

At this meeting, it was noted that the RPA Program formula has not been evaluated or revisited for several years. It was loosely based on two criteria - 1. Distance of a TPR from CDOT Headquarters, and 2. Role of STAC members - specifically more funds provided to the STAC Chair and STAC Vice Chair compared to regular members. After a review of the current distribution formula, CDOT DTD decided to propose a new formula that provides specific dollar amounts for criteria and other considerations as follows:

- A range of distance from CDOT HQ - \$2,000 for <100 miles, \$4,000 for 101-200 miles, \$8,000 for distances 201-300 miles, and \$16,000 for distances >300 miles
- Additional funds for serving as the STAC Chair - \$15,000
- Additional funds for serving as the Vice Chair - \$3,000
- Minimum base distribution - \$4,000
- Funds for Tribal Nation administration - \$2,000
- Reserve funds for TPR administrators to apply for if additional distribution is required to meet basic administrative duties - \$48,000

## Proposed RPA Formula Distribution

Table 1 below compares the current RPA distribution for FY 24 (July 1, 2023 through June 30, 2024) to the RPA distribution proposed for FY 25 (July 1, 2024 through June 30, 2025).

**Table 1: Results of the Proposed RPA Formula**

Transportation Planning Region	Distance from CDOT HQ	FY 24 Distribution	Proposed FY 25 Distribution
Central Front Range	101-200 mi	\$5,000	\$8,000
Eastern	101-200 mi	\$6,700	\$8,000
Grand Valley MPO	201-300 mi	\$10,500	\$12,000
Greater Denver	<100 mi	\$9,550	\$6,000
Gunnison Valley	201-300 mi	\$30,000	\$27,000
Intermountain	101-200 mi	\$11,350	\$8,000
Northwest	101-200 mi	\$10,050	\$11,000
Pueblo Area	101-200 mi	\$7,400	\$8,000
San Luis Valley	201-300 mi	\$12,650	\$12,000
South Central	201-300 mi	\$11,350	\$12,000
Southeast	201-300 mi	\$10,400	\$12,000
Southwest	>300 mi	\$22,100	\$22,000
Upper Front Range	<100 mi	\$5,350	\$6,000
<b>Total</b>		<b>\$152,400</b>	<b>\$152,000</b>

## Next Steps

- The FY 2025 RPA contracts will be processed to start on July 1, 2024.





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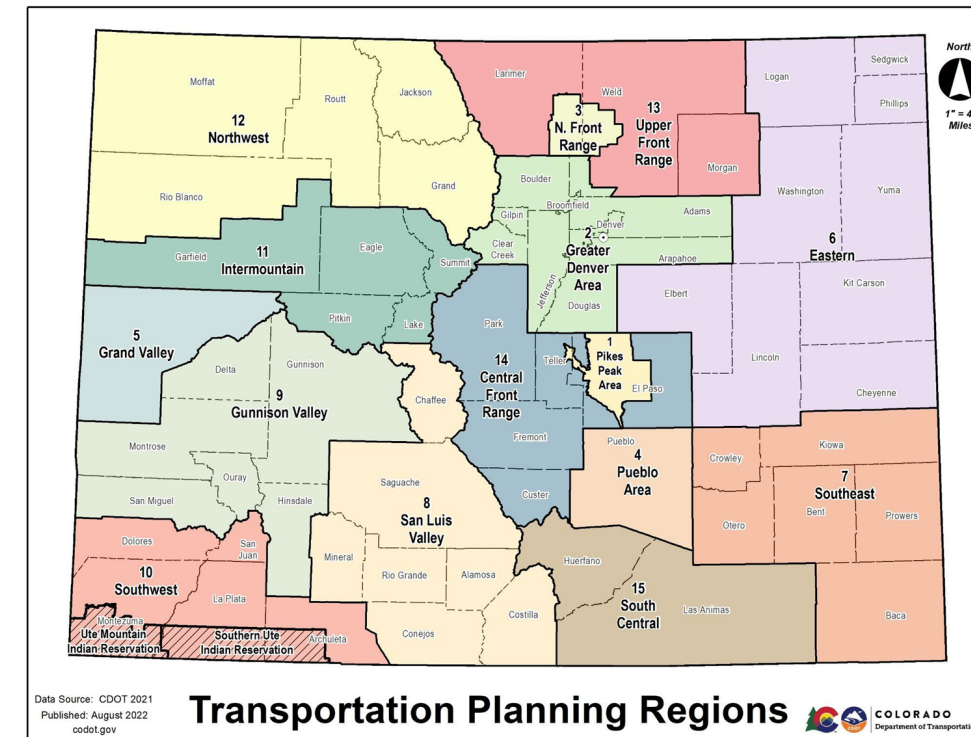
# Rural Planning Assistance Program Distribution

State Planning & Research Program Funds  
STAC June 2024



# TPR Administrator May 2, 2024: Meeting Summary

- **Meeting Purpose:** Meeting was a recommendation of the HB 23-1101 TPR Study. Intention was to bring TPR Administrators together to meet one another, discuss TPR administration, and to identify best practices and lessons learned regarding TPR administration.
- **Topics Covered**
  - Welcome and Introductions - First time TPR administrators were brought together to meet in person and discuss TPR administration activities
  - Meeting Purpose - A recommendation of the HB 23-1101 TPR Study
  - Roles and Responsibilities of Regional Planning Commission Administrators
  - Regional Planning Commission (RPC) Administration and Finances for the Transportation Planning Region (TPR)
  - RPC Website Development and Maintenance for the TPR
  - CDOT Coordination with TPR Administrators
  - TPR Administrator Resources Toolkit
  - Next TPR Administrator Meeting - October 3, 2024







# TPR Administrator Meeting May 2, 2024: Key Takeaways

## Key Takeaways:

- Administrators were requested to submit RPA invoices more regularly - quarterly.
- If meetings return to more frequent in person meetings - costs for TPR administration will rise.
- Maintenance of RPC websites for TPRs with state accessibility requirements may increase administrative costs - it was suggested that costs associated with web accessibility be included in a distribution criteria.
- The concept of a TPR Administrator resources kit was suggested by CDOT and supported by TPR administrators.
- More time for TPR administrators to interact at future meetings was recommended.
- CDOT will send out a survey to identify how to improve upon future meeting content and activities.
- CDOT DTD identified the need to review the RPA program distribution formula, as it has not been revisited in a long time.



- TPR Administrator Survey was sent out recently to determine:
  - Meeting format - in-person or virtual
  - Key topics and activities to cover

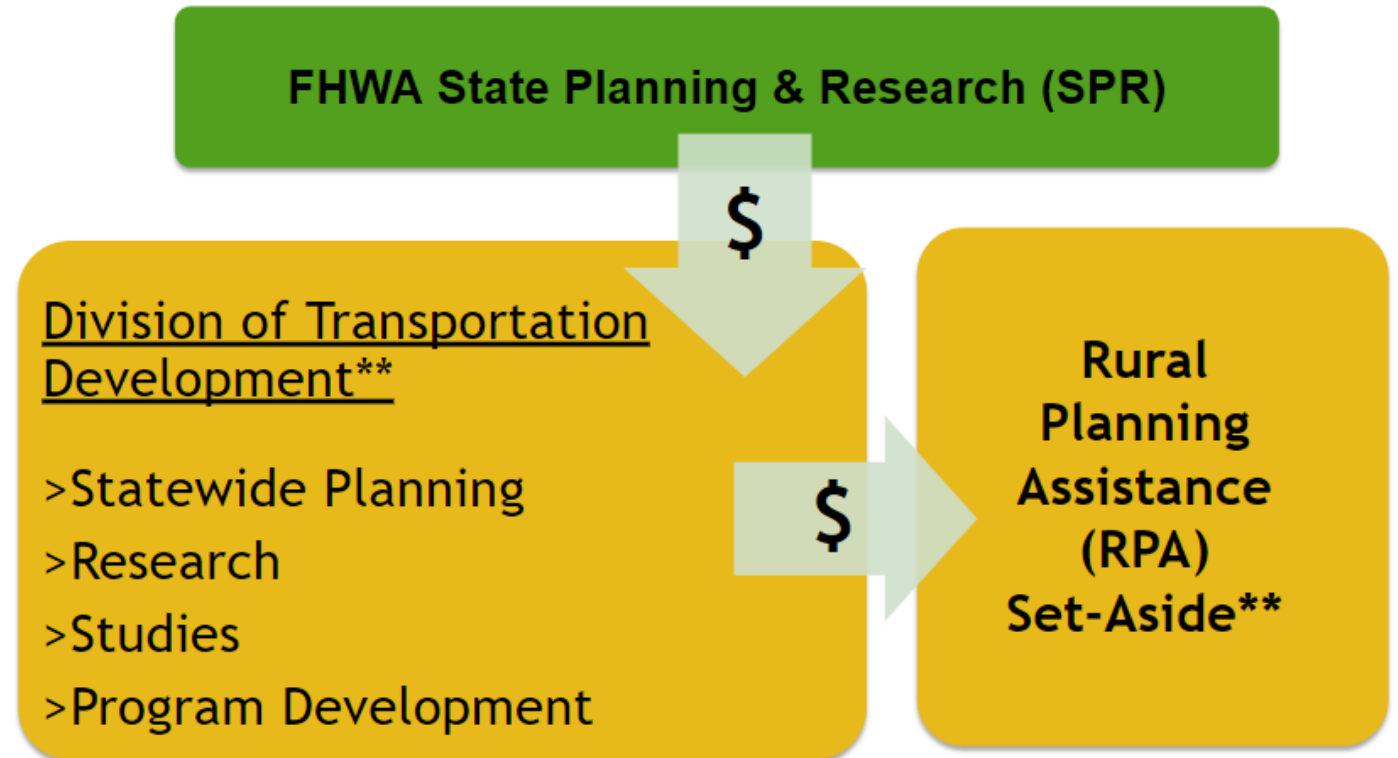
*Survey due by 5/30/2024*





# Rural Planning Assistance Program Overview

- **RPA Program Purpose:** Federal funding that CDOT has set aside to support rural planning activities.
- **Program Funding:** \$152,400 total (federal SPR) in FY 2024
- **Program Overview:**
  - Reimburse RPC's for Colorado's rural transportation planning activities
  - Funds made available to the RPCs through an annual grant contract
  - See CDOT's [Rural Planning Guide](#) for more details



*\*\* Subject to Federal and State finance rules and governance*



# Current RPA Distribution

Transportation Planning Region	FY 24 Funds
Central Front Range	\$5,000
Eastern	\$6,700
Grand Valley MPO	\$10,500
Greater Denver	\$9,550
Gunnison Valley	\$30,000
Intermountain	\$11,350
Northwest	\$10,050
Pueblo Area COG	7,400
San Luis Valley	\$12,650
South Central	\$11,350
Southeast	\$10,400
Southwest	\$22,100
Upper Front Range	\$5,350
<b>Total</b>	<b>\$152,400</b>

## Current Distribution:

- Not criteria / formula driven
- Loosely based on distance from CDOT HQ, and level of responsibility as a member of the STAC.
- Based on a \$152,400 budget.



# RPA Program Distribution Goals

## **RPA Program Goals for FY25 and beyond:**

- Ensure each RPC for a TPR has enough RPA funding for the basic TPR administration duties required.
- Update distributions based on quantitative criteria, similar to how we handle the distributions for other formula programs.



# Rural Planning Assistance: Proposed Distribution Formula

## FY 25 RPA Proposed Criteria & Allocations

- Distance from CDOT HQ
- STAC Role (Chair or Vice Chair)
  - To be set annually based on anticipated travel costs and additional duties required
- Minimum Base for TPR Administration Duties
  - Will be re-examined annually based on actual RPC expenditures for TPRs
- Administration for TPRs with Tribal Nations
- Reserve Funds
  - TPR administrators may apply for additional funds for specific, eligible requests, if the RPA distribution proves not to be enough to meet the basic administration duties required. CDOT has set aside \$48,000 for this purpose.

FY 25 RPA Program Distribution Criteria Proposal	
Criteria	Allocation
Distance from CDOT HQ	
<100 Miles	\$2,000
101 - 200 Miles	\$4,000
201-300 Miles	\$8,000
>300 Miles	\$16,000
Chair/Vice Chair of STAC	
Chair	\$15,000
Vice Chair	\$3,000
Other Administrative Criteria	
Minimum Base for TPR Administration Duties	\$4,000
Administration for TPRs with Tribal Nations	\$2,000
Reserve Funds	\$48,000



# Results of the Proposed RPA Distribution Formula

Transportation Planning Region	Distance from CDOT HQ	FY 24 Distribution	Proposed FY 25 Distribution
Central Front Range	101-200 mi	\$5,000	\$8,000
Eastern	101-200 mi	\$6,700	\$8,000
Grand Valley MPO	201-300 mi	\$10,500	\$12,000
Greater Denver	<100 mi	\$9,550	\$6,000
Gunnison Valley	201-300 mi	\$30,000	\$27,000
Intermountain	101-200 mi	\$11,350	\$8,000
Northwest	101-200 mi	\$10,050	\$11,000
Pueblo Area	101-200 mi	\$7,400	\$8,000
San Luis Valley	201-300 mi	\$12,650	\$12,000
South Central	201-300 mi	\$11,350	\$12,000
Southeast	201-300 mi	\$10,400	\$12,000
Southwest	>300 mi	\$22,100	\$22,000
Upper Front Range	<100 mi	\$5,350	\$6,000
<b>Total</b>		<b>\$152,400</b>	<b>\$152,000</b>

## Proposed Formula Results

- Table contains proposed FY 25 distributions based on proposed criteria.
- In addition to the FY 25 distributions listed in the table, the FY 25 proposal will also establish a program reserve of \$48,000.



- FY 25 RPA Contracts Anticipated for in July 2024
- Next TPR Administrators Meeting - October 3, 2024

Thank you!



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Department of Transportation

## Statewide Transportation Advisory Committee (STAC) Memorandum

**To:** Statewide Transportation Advisory Committee (STAC)  
**From:** Darius Pakbaz, Director, Division of Transportation Development  
Michael Snow, Transportation Planning Specialist, Multimodal Planning Branch  
**Date:** June 6, 2024

### **Subject:** Multimodal Transportation & Mitigation Options (MMOF) Program Updates

#### **Purpose**

To provide STAC with updates on the MMOF Program, including the approved distribution formula and Match Reduction Formula, Local MMOF funding allocations by TPR, and CDOT guidance and support for future TPR project selections.

#### **Action**

Informational and discussion only; no action required.

#### **Background**

At their meeting on May 16, 2024, the Transportation Commission (TC) approved updates to the Local MMOF Distribution Formula and Match Reduction rates. The updates use the latest reliable data, in alignment with the data used in the Program Distribution formulas.

The new match rates apply to all Local MMOF awards made after May 16, 2024.

The updated distribution formula uses the urban formula criteria weighting suggestions provided by STAC, includes a return of unspent administrative set-aside funds, and applies indefinitely to all unallocated funds. The attached table provides the projected Local MMOF Allocations by TPR as of May 16, 2024.

In continuation from the discussion at the May STAC meeting, CDOT staff are proposing to proactively review all applications during TPRs' MMOF Calls and Selections. Subject Matter Expert review and feedback on both draft and final applications will support applicants to prepare better project proposals and it will provide TPRs more complete application information to make the best award decisions.

TPRs will want to coordinate with their CDOT Region Planners to provide adequate time within their Call & Selection schedule for CDOT application review.

During today's STAC meeting, CDOT will also provide updates on other guidelines and recommendations for TPRs as they carry out MMOF project selections.

## **Next Steps**

Detailed information on CDOT's application review process and TPR guidance on conducting project selections will be provided in an updated MMOF Program Guidebook in mid to late June.

## **Attachments**

Projected Local MMOF Allocations by TPR as of May 16, 2024

Updated Match Reduction Rates





**Multimodal Transportation and Mitigation Options Fund**  
Match Rate Requirements - Counties

<b>TPR</b>	<b>County</b>	<b>Population (2021 ACS 5-yr)</b>	<b>Overall Percentile Rank</b>	<b>Match Rate Required</b>
Central Front Range	Custer County	4,720	50.7%	0%
Central Front Range	El Paso County	722,736	93.6%	50%
Central Front Range	Fremont County	49,007	25.3%	0%
Central Front Range	Park County	17,384	68.2%	25%
Central Front Range	Teller County	24,607	60.3%	25%
Denver Area	Adams County	514,969	84.1%	50%
Denver Area	Arapahoe County	651,621	90.4%	50%
Denver Area	Boulder County	328,713	85.7%	50%
Denver Area	Broomfield County	72,697	98.4%	50%
Denver Area	Clear Creek County	9,427	69.8%	25%
Denver Area	Denver County	706,799	79.3%	50%
Denver Area	Douglas County	351,929	100.0%	50%
Denver Area	Gilpin County	5,812	80.9%	50%
Denver Area	Jefferson County	580,130	92.0%	50%
Denver Area	Weld County	322,424	77.7%	50%
Eastern	Cheyenne County	1,691	42.8%	0%
Eastern	Elbert County	25,897	73.0%	50%
Eastern	Kit Carson County	7,071	47.6%	0%
Eastern	Lincoln County	5,630	28.5%	0%
Eastern	Logan County	21,765	49.2%	0%
Eastern	Phillips County	4,497	39.6%	0%
Eastern	Sedgwick County	2,459	3.1%	0%
Eastern	Washington County	4,834	33.3%	0%
Eastern	Yuma County	9,944	31.7%	0%
Grand Valley	Mesa County	154,685	52.3%	25%
Gunnison Valley	Delta County	31,133	20.6%	0%
Gunnison Valley	Gunnison County	16,851	65.0%	25%
Gunnison Valley	Hinsdale County	858	34.9%	0%
Gunnison Valley	Montrose County	42,328	41.2%	0%
Gunnison Valley	Ouray County	4,850	63.4%	25%
Gunnison Valley	San Miguel County	8,084	74.6%	50%
Intermountain	Eagle County	55,693	95.2%	50%
Intermountain	Garfield County	61,221	82.5%	50%
Intermountain	Lake County	55,673	66.6%	25%
Intermountain	Pitkin County	17,471	88.8%	50%
Intermountain	Summit County	31,042	96.8%	50%
North Front Range	Larimer County	354,670	71.4%	25%



**Multimodal Transportation and Mitigation Options Fund**  
Match Rate Requirements - Counties

<b>TPR</b>	<b>County</b>	<b>Population (2021 ACS 5-yr)</b>	<b>Overall Percentile Rank</b>	<b>Match Rate Required</b>
North Front Range	Weld County	322,424	77.7%	50%
Northwest	Grand County	15,629	61.9%	25%
Northwest	Jackson County	1,375	11.1%	0%
Northwest	Moffat County	13,240	46.0%	0%
Northwest	Rio Blanco County	6,495	57.1%	25%
Northwest	Routt County	24,899	87.3%	50%
Pikes Peak Area	El Paso County	722,736	93.6%	50%
Pikes Peak Area	Teller County	24,607	60.3%	25%
Pueblo Area	Pueblo County	167,453	26.9%	0%
San Luis Valley	Alamosa County	16,377	30.1%	0%
San Luis Valley	Chaffee County	19,436	53.9%	25%
San Luis Valley	Conejos County	7,579	14.2%	0%
San Luis Valley	Costilla County	3,517	0.0%	0%
San Luis Valley	Mineral County	794	44.4%	0%
San Luis Valley	Rio Grande County	11,476	23.8%	0%
San Luis Valley	Saguache County	6,369	12.6%	0%
South Central	Huerfano County	6,787	9.5%	0%
South Central	Las Animas County	14,531	6.3%	0%
Southeast	Baca County	3,519	1.5%	0%
Southeast	Bent County	5,861	4.7%	0%
Southeast	Crowley County	6,018	17.4%	0%
Southeast	Kiowa County	1,414	15.8%	0%
Southeast	Otero County	18,665	7.9%	0%
Southeast	Prowers County	11,966	19.0%	0%
Southwest	Archuleta County	13,267	55.5%	25%
Southwest	Dolores County	2,288	22.2%	0%
Southwest	La Plata County	7,417	76.1%	50%
Southwest	Montezuma County	25,916	36.5%	0%
Southwest	San Juan County	698	38.0%	0%
Upper Front Range	Larimer County	354,670	71.4%	25%
Upper Front Range	Morgan County	28,868	58.7%	25%
Upper Front Range	Weld County	322,424	77.7%	50%



**Multimodal Transportation and Mitigation Options Fund**  
Match Rate Requirements - Cities

<b>TPR</b>	<b>Municipalities</b>	<b>Population (2021 ACS 5-yr)</b>	<b>Overall Percentile Rank</b>	<b>Match Rate Required</b>
Central Front Range	Alma town	323	58.6%	25%
Central Front Range	Brookside town	249	32.1%	0%
Central Front Range	Calhan town	394	21.0%	0%
Central Front Range	Canon City city	17,157	28.7%	0%
Central Front Range	Coal Creek town	461	7.3%	0%
Central Front Range	Colorado Springs city	475,282	63.0%	50%
Central Front Range	Cripple Creek city	992	9.2%	0%
Central Front Range	Fairplay town	718	67.1%	50%
Central Front Range	Florence city	3,857	34.3%	0%
Central Front Range	Fountain city	29,495	78.5%	50%
Central Front Range	Green Mountain Falls town	615	66.0%	50%
Central Front Range	Manitou Springs city	4,912	63.8%	50%
Central Front Range	Ramah town	114	43.1%	0%
Central Front Range	Rockvale town	632	42.0%	0%
Central Front Range	Silver Cliff town	683	19.5%	0%
Central Front Range	Victor city	315	41.6%	0%
Central Front Range	Westcliffe town	403	20.6%	0%
Central Front Range	Williamsburg town	709	22.1%	0%
Central Front Range	Woodland Park city	7,854	64.2%	50%
Denver Area	Arvada city	122,903	77.4%	50%
Denver Area	Aurora city	383,496	68.6%	50%
Denver Area	Bennett town	2,964	76.3%	50%
Denver Area	Black Hawk city	85	54.2%	25%
Denver Area	Boulder city	104,930	67.8%	50%
Denver Area	Bow Mar town	986	91.8%	50%
Denver Area	Brighton city	39,895	79.3%	50%
Denver Area	Broomfield city	72,697	90.7%	50%
Denver Area	Castle Pines city	11,296	95.2%	50%
Denver Area	Castle Rock town	71,037	97.4%	50%
Denver Area	Centennial city	107,972	89.2%	50%
Denver Area	Central City city	680	62.3%	25%
Denver Area	Cherry Hills Village city	6,426	88.5%	50%
Denver Area	Columbine Valley town	1,701	85.2%	50%
Denver Area	Commerce City city	61,516	84.1%	50%
Denver Area	Dacono city	6,084	89.6%	50%
Denver Area	Deer Trail town	599	56.4%	25%
Denver Area	Denver city	706,799	71.9%	50%
Denver Area	Edgewater city	5,047	83.3%	50%



**Multimodal Transportation and Mitigation Options Fund**  
Match Rate Requirements - Cities

<b>TPR</b>	<b>Municipalities</b>	<b>Population (2021 ACS 5-yr)</b>	<b>Overall Percentile Rank</b>	<b>Match Rate Required</b>
Denver Area	Empire town	427	48.3%	25%
Denver Area	Englewood city	33,500	69.7%	50%
Denver Area	Erie town	29,367	99.2%	50%
Denver Area	Federal Heights city	14,111	28.4%	0%
Denver Area	Firestone town	15,949	93.3%	50%
Denver Area	Fort Lupton city	7,947	61.9%	25%
Denver Area	Foxfield town	648	81.5%	50%
Denver Area	Frederick town	14,127	96.6%	50%
Denver Area	Georgetown town	1,098	38.0%	0%
Denver Area	Glendale city	4,605	63.4%	50%
Denver Area	Golden city	20,041	81.1%	50%
Denver Area	Greenwood Village city	15,548	87.4%	50%
Denver Area	Hudson town	2,172	59.0%	25%
Denver Area	Idaho Springs city	2,044	60.5%	25%
Denver Area	Jamestown town	281	79.7%	50%
Denver Area	La Veta town	809	36.1%	0%
Denver Area	Lake City town	485	50.1%	25%
Denver Area	Lakeside town	8	42.4%	0%
Denver Area	Lamar city	7,636	21.7%	0%
Denver Area	Littleton city	45,465	70.4%	50%
Denver Area	Lochbuie town	7,730	83.0%	50%
Denver Area	Lone Tree city	13,701	90.4%	50%
Denver Area	Longmont city	98,789	70.8%	50%
Denver Area	Louisville city	21,091	92.9%	50%
Denver Area	Lyons town	2,261	95.9%	50%
Denver Area	Mead town	4,716	91.5%	50%
Denver Area	Morrison town	398	75.2%	50%
Denver Area	Mountain View town	648	94.4%	50%
Denver Area	Nederland town	1,392	95.5%	50%
Denver Area	Northglenn city	37,899	73.0%	50%
Denver Area	Palmer Lake town	2,652	72.3%	50%
Denver Area	Parker town	57,311	98.8%	50%
Denver Area	Platteville town	2,879	70.1%	50%
Denver Area	Sheridan city	6,090	42.8%	0%
Denver Area	Silver Plume town	183	60.8%	25%
Denver Area	Superior town	13,283	100.0%	50%
Denver Area	Thornton city	140,538	84.8%	50%
Denver Area	Ward town	70	9.9%	0%



**Multimodal Transportation and Mitigation Options Fund**  
Match Rate Requirements - Cities

<b>TPR</b>	<b>Municipalities</b>	<b>Population (2021 ACS 5-yr)</b>	<b>Overall Percentile Rank</b>	<b>Match Rate Required</b>
Denver Area	Westminster city	115,535	76.0%	50%
Denver Area	Wheat Ridge city	32,340	57.1%	25%
Eastern	Akron town	1,793	18.0%	0%
Eastern	Arriba town	229	7.7%	0%
Eastern	Bethune town	188	17.7%	0%
Eastern	Burlington city	3,212	47.6%	25%
Eastern	Cheyenne Wells town	898	36.5%	0%
Eastern	Crook town	135	11.0%	0%
Eastern	Eckley town	327	12.9%	0%
Eastern	Elizabeth town	1,792	80.0%	50%
Eastern	Flagler town	504	16.6%	0%
Eastern	Fleming town	663	43.5%	0%
Eastern	Genoa town	131	3.6%	0%
Eastern	Haxtun town	949	19.9%	0%
Eastern	Holyoke city	2,416	40.9%	0%
Eastern	Hugo town	951	40.2%	0%
Eastern	Iliff town	338	23.9%	0%
Eastern	Julesburg town	1,226	8.4%	0%
Eastern	Kiowa town	648	45.7%	0%
Eastern	Kit Carson town	254	29.8%	0%
Eastern	Limon town	1,167	27.6%	0%
Eastern	Merino town	272	58.3%	25%
Eastern	Otis town	526	20.2%	0%
Eastern	Ovid town	308	5.1%	0%
Eastern	Paoli town	46	14.7%	0%
Eastern	Peetz town	246	54.9%	25%
Eastern	Sedgwick town	166	28.0%	0%
Eastern	Seibert town	133	1.8%	0%
Eastern	Simla town	534	31.3%	0%
Eastern	Sterling city	13,976	26.5%	0%
Eastern	Stratton town	685	35.0%	0%
Eastern	Vona town	122	25.8%	0%
Eastern	Wray city	2,338	39.8%	0%
Eastern	Yuma city	3,451	33.9%	0%
Grand Valley	Collbran town	579	29.1%	0%
Grand Valley	De Beque town	484	50.9%	25%
Grand Valley	Fruita city	13,296	52.7%	25%
Grand Valley	Grand Junction city	65,067	44.2%	0%



**Multimodal Transportation and Mitigation Options Fund**  
 Match Rate Requirements - Cities

<b>TPR</b>	<b>Municipalities</b>	<b>Population (2021 ACS 5-yr)</b>	<b>Overall Percentile Rank</b>	<b>Match Rate Required</b>
Grand Valley	Palisade town	2,575	33.5%	0%
Gunnison Valley	Cedaredge town	2,584	12.1%	0%
Gunnison Valley	Crawford town	373	24.7%	0%
Gunnison Valley	Crested Butte town	1,419	92.6%	50%
Gunnison Valley	Delta city	9,036	22.5%	0%
Gunnison Valley	Gunnison city	6,459	41.3%	0%
Gunnison Valley	Hotchkiss town	1,273	15.1%	0%
Gunnison Valley	Lafayette city	30,307	91.1%	50%
Gunnison Valley	Marble town	180	84.5%	50%
Gunnison Valley	Montrose city	20,098	33.2%	0%
Gunnison Valley	Mount Crested Butte town	906	88.1%	50%
Gunnison Valley	Mountain Village town	1,577	61.6%	25%
Gunnison Valley	Naturita town	434	5.5%	0%
Gunnison Valley	Norwood town	551	52.0%	25%
Gunnison Valley	Nucla town	578	8.1%	0%
Gunnison Valley	Olathe town	1,874	40.5%	0%
Gunnison Valley	Ophir town	198	97.0%	50%
Gunnison Valley	Orchard City town	3,144	32.8%	0%
Gunnison Valley	Ouray city	1,009	66.7%	50%
Gunnison Valley	Paonia town	1,542	30.6%	0%
Gunnison Valley	Pitkin town	133	74.5%	50%
Gunnison Valley	Ridgway town	1,033	55.3%	25%
Gunnison Valley	Sawpit town	17	36.9%	0%
Gunnison Valley	Telluride town	2,593	87.0%	50%
Intermountain	Aspen city	7,019	93.7%	50%
Intermountain	Avon town	6,209	78.9%	50%
Intermountain	Basalt town	3,802	77.8%	50%
Intermountain	Blue River town	947	94.0%	50%
Intermountain	Breckenridge town	5,086	99.6%	50%
Intermountain	Carbonate town	-	96.3%	50%
Intermountain	Carbondale town	6,464	72.3%	50%
Intermountain	Dillon town	1,147	67.5%	50%
Intermountain	Eagle town	7,420	97.7%	50%
Intermountain	Frisco town	2,952	87.8%	50%
Intermountain	Glenwood Springs city	10,017	71.2%	50%
Intermountain	Gypsum town	8,047	82.6%	50%
Intermountain	Leadville city	2,623	75.6%	50%
Intermountain	Minturn town	1,084	94.8%	50%





**Multimodal Transportation and Mitigation Options Fund**  
Match Rate Requirements - Cities

<b>TPR</b>	<b>Municipalities</b>	<b>Population (2021 ACS 5-yr)</b>	<b>Overall Percentile Rank</b>	<b>Match Rate Required</b>
Intermountain	Montezuma town	156	64.9%	50%
Intermountain	New Castle town	4,883	85.9%	50%
Intermountain	Parachute town	1,607	43.9%	0%
Intermountain	Red Cliff town	281	90.0%	50%
Intermountain	Rifle city	10,325	77.1%	50%
Intermountain	Silt town	3,485	80.8%	50%
Intermountain	Silverthorne town	4,520	81.9%	50%
Intermountain	Snowmass Village town	3,089	83.7%	50%
Intermountain	Vail town	4,900	78.2%	50%
North Front Range	Berthoud town	10,188	88.9%	50%
North Front Range	Eaton town	5,648	82.2%	50%
North Front Range	Evans city	21,727	59.4%	25%
North Front Range	Fort Collins city	166,788	66.4%	50%
North Front Range	Garden City town	165	24.3%	0%
North Front Range	Greeley city	107,014	55.7%	25%
North Front Range	Johnstown town	16,596	92.2%	50%
North Front Range	Kersey town	1,533	56.8%	25%
North Front Range	Las Animas city	2,564	2.9%	0%
North Front Range	Loveland city	75,938	60.1%	25%
North Front Range	Mead town	4,716	91.5%	50%
North Front Range	Milliken town	8,122	74.9%	50%
North Front Range	Platteville town	2,879	70.1%	50%
North Front Range	Severance town	7,691	98.1%	50%
North Front Range	Timnath town	6,289	98.5%	50%
North Front Range	Windsor town	31,972	86.3%	50%
Northwest	Craig city	9,026	37.6%	0%
Northwest	Dinosaur town	129	57.9%	25%
Northwest	Fraser town	1,334	68.2%	50%
Northwest	Granby town	2,229	52.3%	25%
Northwest	Grand Lake town	305	47.2%	25%
Northwest	Hayden town	2,116	80.4%	50%
Northwest	Hot Sulphur Springs town	873	85.6%	50%
Northwest	Kremmling town	1,697	51.6%	25%
Northwest	Meeker town	2,482	46.4%	0%
Northwest	Oak Creek town	722	54.6%	25%
Northwest	Rangely town	2,381	53.8%	25%
Northwest	Steamboat Springs city	13,193	73.8%	50%
Northwest	Walden town	622	15.8%	0%



**Multimodal Transportation and Mitigation Options Fund**  
 Match Rate Requirements - Cities

<b>TPR</b>	<b>Municipalities</b>	<b>Population (2021 ACS 5-yr)</b>	<b>Overall Percentile Rank</b>	<b>Match Rate Required</b>
Northwest	Winter Park town	785	69.3%	50%
Northwest	Yampa town	447	46.1%	0%
Pikes Peak Area	Colorado Springs city	475,282	63.0%	50%
Pikes Peak Area	Fountain city	29,495	78.5%	50%
Pikes Peak Area	Green Mountain Falls town	615	66.0%	50%
Pikes Peak Area	Manitou Springs city	4,912	63.8%	50%
Pikes Peak Area	Monument town	10,026	86.7%	50%
Pikes Peak Area	Palmer Lake town	2,652	72.3%	50%
Pikes Peak Area	Woodland Park city	7,854	64.2%	50%
Pueblo Area	Boone town	263	8.8%	0%
Pueblo Area	Pueblo city	111,424	23.2%	0%
Pueblo Area	Rye town	189	13.6%	0%
San Luis Valley	Alamosa city	9,704	35.7%	0%
San Luis Valley	Antonito town	612	1.4%	0%
San Luis Valley	Blanca town	344	34.6%	0%
San Luis Valley	Bonanza town	12	56.0%	25%
San Luis Valley	Buena Vista town	2,859	50.5%	25%
San Luis Valley	Center town	2,377	25.0%	0%
San Luis Valley	City of Creede town	312	53.5%	25%
San Luis Valley	Crestone town	31	2.5%	0%
San Luis Valley	Del Norte town	1,667	16.9%	0%
San Luis Valley	Hooper town	162	45.3%	0%
San Luis Valley	La Jara town	772	11.4%	0%
San Luis Valley	Manassa town	981	22.8%	0%
San Luis Valley	Moffat town	83	11.8%	0%
San Luis Valley	Monte Vista city	4,228	21.4%	0%
San Luis Valley	Poncha Springs town	1,098	61.2%	25%
San Luis Valley	Romeo town	313	10.7%	0%
San Luis Valley	Saguache town	530	37.2%	0%
San Luis Valley	Salida city	5,671	45.0%	0%
San Luis Valley	San Luis town	624	2.2%	0%
San Luis Valley	Sanford town	1,359	49.8%	25%
San Luis Valley	South Fork town	387	39.1%	0%
South Central	Aguilar town	477	6.2%	0%
South Central	Branson town	57	0.0%	0%
South Central	Cokedale town	98	19.1%	0%
South Central	Kim town	53	14.0%	0%
South Central	La Salle town	2,934	73.4%	50%





**Multimodal Transportation and Mitigation Options Fund**  
Match Rate Requirements - Cities

<b>TPR</b>	<b>Municipalities</b>	<b>Population (2021 ACS 5-yr)</b>	<b>Overall Percentile Rank</b>	<b>Match Rate Required</b>
South Central	Starkville town	83	10.3%	0%
South Central	Trinidad city	8,318	14.3%	0%
South Central	Walsenburg city	3,034	4.7%	0%
Southeast	Campo town	126	7.0%	0%
Southeast	Cheraw town	194	26.1%	0%
Southeast	Crowley town	306	26.9%	0%
Southeast	Eads town	733	25.4%	0%
Southeast	Fowler town	1,157	3.3%	0%
Southeast	Granada town	527	18.8%	0%
Southeast	Hartman town	72	30.2%	0%
Southeast	Haswell town	73	30.9%	0%
Southeast	Holly town	809	0.3%	0%
Southeast	La Junta city	7,282	12.5%	0%
Southeast	Lakewood city	155,608	65.6%	50%
Southeast	Larkspur town	260	23.6%	0%
Southeast	Manzanola town	497	32.4%	0%
Southeast	Olney Springs town	604	27.3%	0%
Southeast	Ordway town	2,066	13.2%	0%
Southeast	Pritchett town	81	4.0%	0%
Southeast	Rocky Ford city	3,876	6.6%	0%
Southeast	Sheridan Lake town	56	31.7%	0%
Southeast	Springfield town	1,318	9.5%	0%
Southeast	Sugar City town	644	5.9%	0%
Southeast	Swink town	617	38.3%	0%
Southeast	Two Buttes town	32	1.1%	0%
Southeast	Vilas town	149	18.4%	0%
Southeast	Walsh town	551	0.7%	0%
Southeast	Wiley town	352	53.1%	25%
Southwest	Bayfield town	2,821	76.7%	50%
Southwest	Cortez city	8,742	29.5%	0%
Southwest	Dolores town	865	17.3%	0%
Southwest	Dove Creek town	705	35.4%	0%
Southwest	Durango city	18,953	69.0%	50%
Southwest	Ignacio town	1,319	51.2%	25%
Southwest	Mancos town	1,168	49.0%	25%
Southwest	Pagosa Springs town	1,548	16.2%	0%
Southwest	Rico town	335	49.4%	25%
Southwest	Silverton town	638	39.4%	0%



**Multimodal Transportation and Mitigation Options Fund**  
 Match Rate Requirements - Cities

<b>TPR</b>	<b>Municipalities</b>	<b>Population (2021 ACS 5-yr)</b>	<b>Overall Percentile Rank</b>	<b>Match Rate Required</b>
Upper Front Range	Ault town	1,785	57.5%	25%
Upper Front Range	Brush city	5,323	47.9%	25%
Upper Front Range	Dacono city	6,084	89.6%	50%
Upper Front Range	Estes Park town	5,942	46.8%	0%
Upper Front Range	Firestone town	15,949	93.3%	50%
Upper Front Range	Fort Lupton city	7,947	61.9%	25%
Upper Front Range	Fort Morgan city	11,483	44.6%	0%
Upper Front Range	Gilcrest town	1,171	59.7%	25%
Upper Front Range	Grover town	186	4.4%	0%
Upper Front Range	Hillrose town	240	38.7%	0%
Upper Front Range	Hudson town	2,172	59.0%	25%
Upper Front Range	Keenesburg town	1,546	65.3%	50%
Upper Front Range	Kersey town	1,533	56.8%	25%
Upper Front Range	Lochbuie town	7,730	83.0%	50%
Upper Front Range	Log Lane Village town	960	48.7%	25%
Upper Front Range	Milliken town	8,122	74.9%	50%
Upper Front Range	Nunn town	463	71.5%	50%
Upper Front Range	Pierce town	1,019	64.5%	50%
Upper Front Range	Platteville town	2,879	70.1%	50%
Upper Front Range	Raymer (New Raymer) town	95	15.4%	0%
Upper Front Range	Severance town	7,691	98.1%	50%
Upper Front Range	Wellington town	10,769	74.1%	50%
Upper Front Range	Wiggins town	1,137	62.7%	25%

Multimodal Transportation Mitigation Options Fund  
Local MMOF Allocations - as of May 16, 2024

TPR Name	Allocation	FY2024*	FY2025**	FY2026**	FY2027**	FY2028**
Pikes Peak Area	9.66%	\$ 615,212	\$ 1,614,114	\$ 1,658,949	\$ 1,742,838	\$ 1,835,327
Denver Area	58.14%	\$ 3,701,792	\$ 9,712,287	\$ 9,982,066	\$ 10,486,835	\$ 11,043,347
North Front Range	7.70%	\$ 490,061	\$ 1,285,759	\$ 1,321,473	\$ 1,388,297	\$ 1,461,971
Pueblo Area	2.96%	\$ 188,177	\$ 493,715	\$ 507,429	\$ 533,089	\$ 561,378
Grand Valley	2.55%	\$ 162,442	\$ 426,194	\$ 438,032	\$ 460,182	\$ 484,603
Eastern	1.56%	\$ 99,435	\$ 260,886	\$ 268,132	\$ 281,691	\$ 296,640
Southeast	1.23%	\$ 78,411	\$ 205,726	\$ 211,440	\$ 222,132	\$ 233,920
San Luis Valley	1.58%	\$ 100,531	\$ 263,761	\$ 271,088	\$ 284,796	\$ 299,909
Gunnison Valley	2.98%	\$ 189,620	\$ 497,502	\$ 511,321	\$ 537,177	\$ 565,684
Southwest	1.79%	\$ 113,922	\$ 298,893	\$ 307,196	\$ 322,730	\$ 339,857
Intermountain	4.24%	\$ 269,709	\$ 707,629	\$ 727,285	\$ 764,062	\$ 804,609
Northwest	1.14%	\$ 72,468	\$ 190,132	\$ 195,413	\$ 205,294	\$ 216,189
Upper Front Range	1.91%	\$ 121,461	\$ 318,673	\$ 327,525	\$ 344,087	\$ 362,347
Central Front Range	1.95%	\$ 123,939	\$ 325,174	\$ 334,207	\$ 351,107	\$ 369,739
South Central	0.63%	\$ 40,330	\$ 105,813	\$ 108,752	\$ 114,252	\$ 120,315
<b>TOTAL</b>	<b>100.00%</b>	<b>\$ 6,367,510</b>	<b>\$ 16,706,257</b>	<b>\$ 17,170,310</b>	<b>\$ 18,038,570</b>	<b>\$ 18,995,835</b>

*Projected Allocations based on Distribution Formulas adopted May 16, 2024*

*\*Reflects Retail Delivery Fee*

*\*\*Reflects Retail Delivery Fees plus annual General Fund transfers, less 2% admin set-aside*

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**COLORADO**

Department of Transportation

# Multimodal Transportation & Mitigation Options Fund (MMOF): STAC Updates, June 2024



# MMOF Program Updates

- **Adopted Formulas, including**
  - **Match Reduction**
  - **Regional Distribution**
- **Senate Bill 24-032 Zero Fare Transit impacts**
- **TPR Funding Allocations**
- **Planning for TPR Project Application & Selection**



# Match Reduction Formula Updates

- Same formula as adopted in December 2021, using:
  - Median Household Income & Median Home Value
  - Percent Poverty & Percent of Population 65+
- Updated to use 2021 data
- Applies to all future Local MMOF awards (i.e., does not apply to future years' funding already awarded)
- Individual projects may continue to seek additional match reductions
  - TPR/MPOs may choose to submit further match reductions to TC for approval



# Distribution Formula Updates

- Commission adopted the STAC and Staff recommend formula updates on May 16, 2024, including:
  - Using more recent criteria data;
  - Modifications to the Urban formula criteria weighting
- Acknowledges a return of unspent Administrative Set-aside, and an annual set-aside resuming in FY26
- Prior TC resolutions allocated specific years, sources and amounts of MMOF funds (i.e., FY20, FY22, FY23)
- Similar to other CDOT Programs, this TC resolution now indefinitely distributes all unallocated funds
  - Allows TPRs to proactively award future years' funding



# Adopted Distribution Formula

- Utilizes recent 2020 & 2021 data
- Maintains 81/19 urban/rural split
- No changes to Rural formula

## Urban formula modifications:

- Reduced vehicles, transit, jobs and School-age criteria
- Redistributed to include Disabled and Population 65+ criteria

Criteria	Urban (81% Split)	Rural (19% Split)
% Population	20%	15%
% School-Aged	5%	10%
% DI Population	10%	15%
% Disabled	10%	15%
% Population 65+	10%	15%
% Zero Vehicle	5%	10%
% Revenue Miles	–	10%
% Unlinked Trips	15%	–
% of Jobs	5%	–
% of Bike Crashes	10%	5%
% of Ped Crashes	10%	5%





# Resulting Allocations

Region Name	Allocation %
Pikes Peak Area	9.66%
Denver Area	58.14%
North Front Range	7.70%
Pueblo Area	2.96%
Grand Valley	2.55%
South Central	0.63%

Region Name	Allocation %
Eastern	1.56%
Southeast	1.23%
San Luis Valley	1.58%
Gunnison Valley	2.98%
Southwest	1.79%
Intermountain	4.24%
Northwest	1.14%
Upper Front Range	1.91%
Central Front Range	1.95%
South Central	0.63%



# Senate Bill 2024-032 Impacts

## Zero-Fare Transit Fund

- Continues the Ozone Season Transit program & funding
- Creates a new statewide Youth Free Transit program
- Transfers \$10.0 million of MMOF to the fund on July 1, 2024
- Returns unspent funds back to MMOF on December 31, 2026

**This reduces the Local MMOF funding by \$10 million, but does NOT reduce the Funding Projections as previously provided; Here's how...**



# Local MMOF Funding

1. \$3.0 million FY23 Admin Set-aside is returned to MMOF pools
2. SB260 Retail Delivery Fees have outperformed original projections
3. Previous Retail Delivery Fee funding projections can now *advance* by one year:

Retail Delivery Fees	FY23	FY24	FY25	FY26	FY27
Original Projections	\$0	\$5,581,468	\$5,977,637	\$6,450,475	\$7,326,608
Current Projections	\$0	\$6,411,086	\$6,956,424	\$7,781,257	\$8,245,310
By year <b><u>Collected</u></b> versus year allocated	\$6,411,086	\$6,956,424	\$7,781,257	\$8,245,310	\$9,113,570



# Current Local MMOF Projections

Source	FY23	FY24	FY25	FY26	FY27
Admin Set-Aside	\$3,000,000			(\$350,414)	(\$368,134)
General Funds			\$8,925,000	\$8,925,000	\$8,925,000
Retail Delivery Fees	\$6,411,086	\$6,956,424	\$7,781,257	\$8,595,724	\$9,481,704
SB24-032 take-back	(\$9,411,086)	(\$588,914)			
<b>Total Local MMOF</b>	<b>\$0</b>	<b>\$6,367,510</b>	<b>\$16,706,257</b>	<b>\$17,170,310</b>	<b>\$18,038,570</b>
<i>Original Projections</i>	<i>\$0</i>	<i>\$5,581,468</i>	<i>\$14,902,637</i>	<i>\$15,375,475</i>	<i>\$16,251,608</i>



# Projected TPR Allocations

TPR Name	Allocation	FY2024	FY2025	FY2026	FY2027	FY2028	Total
Pikes Peak Area	9.79%	\$615,212	\$1,614,114	\$1,658,949	\$1,742,838	\$1,835,327	\$5,631,114
Denver Area	58.11%	\$3,701,792	\$9,712,287	\$9,982,066	\$10,486,835	\$11,043,347	\$33,882,980
North Front Range	7.74%	\$490,061	\$1,285,759	\$1,321,473	\$1,388,297	\$1,461,971	\$4,485,590
Pueblo Area	2.92%	\$188,177	\$493,715	\$507,429	\$533,089	\$561,378	\$1,722,410
Grand Valley	2.44%	\$162,442	\$426,194	\$438,032	\$460,182	\$484,603	\$1,486,850
Eastern	1.58%	\$99,435	\$260,886	\$268,132	\$281,691	\$296,640	\$910,144
Southeast	1.23%	\$78,411	\$205,726	\$211,440	\$222,132	\$233,920	\$717,709
San Luis Valley	1.60%	\$100,531	\$263,761	\$271,088	\$284,796	\$299,909	\$920,176
Gunnison Valley	2.97%	\$189,620	\$497,502	\$511,321	\$537,177	\$565,684	\$1,735,620
Southwest	1.82%	\$113,922	\$298,893	\$307,196	\$322,730	\$339,857	\$1,042,741
Intermountain	4.18%	\$269,709	\$707,629	\$727,285	\$764,062	\$804,609	\$2,468,686
Northwest	1.13%	\$72,468	\$190,132	\$195,413	\$205,294	\$216,189	\$663,307
Upper Front Range	1.93%	\$121,461	\$318,673	\$327,525	\$344,087	\$362,347	\$1,111,746
Central Front Range	1.94%	\$123,939	\$325,174	\$334,207	\$351,107	\$369,739	\$1,134,427
South Central	0.62%	\$40,330	\$105,813	\$108,752	\$114,252	\$120,315	\$369,147

*Quantities reflects the May 2024 Formula, SB24-032 Zero Fare Transit take-back and reallocated administrative set-aside.*



# Preparing for Local MMOF Project Selections

1. Clarify the TPR's priority for awarding funds to any partially-funded or waitlisted projects
2. Determine how the TPR will evaluate and prioritize proposed projects based on evaluation criteria and MMOF program goals

## Suggestions:

- a. Determine a scoring level for each of the five MMOF program goals
  - b. Determine a scoring level for readiness or other general criteria
  - c. Identify an evaluation process, or committee, to evaluate and compare applications, recommend awards, etc.
1. Coordinate with CDOT planning staff to determine a Call timeline to allow time for application reviews



# CDOT Guidance and Support

- MMOF Program Guide - available on MMOF webpage
- Applicant webinars to be scheduled for July and August
  - Overview of MMOF program
  - Grant requirements
- Application & Selection Forms (Optional)
  - Includes new questions regarding project benefits, readiness, project funding, other criteria
  - Suggested scoring matrix
- Dedicated MMOF email hosted by CDOT (TBD) for submission/compilation of application materials
- TPR/MPO Presentations throughout the summer



# MMOF Program Goals

- To provide multimodal options in an integrated system that:
  - Benefits seniors by making aging in place more feasible
  - Benefits residents of rural and Disproportionately Impacted (DI) Communities by providing them with more accessible and flexible public transportation services
  - Provides enhanced mobility for persons with disabilities
  - Provides safe routes to school for children, and
  - Reduces emissions of air pollutants and Greenhouse Gases that contribute to adverse environmental effects, including but not limited to Climate Change and adverse Human Health Effects.



## Questions & Discussion

- Updated guidance may be found at [codot.gov/programs/planning/grants/mmof-local](https://codot.gov/programs/planning/grants/mmof-local)
- For questions or comments, please contact:  
Michael Snow  
Transportation Planning Specialist  
[michael.snow@state.co.us](mailto:michael.snow@state.co.us) | 303.512.4123





**COLORADO**

Department of Transportation

# Region 3 - Northwest Colorado





# Outline

- Region 3 Overview
- Program Accomplishments
- Staffing
- West Program Engineer Area
- Central Program Engineer Area
- East Program Engineer Area
- Traffic & Safety
- Culverts
- Section 2
- Section 6
- Local Agency Program
- Wildlife Projects



# Region 3

# S.T.R.I.V.E.S



Safety



Teamwork



Respect



Integrity & Value



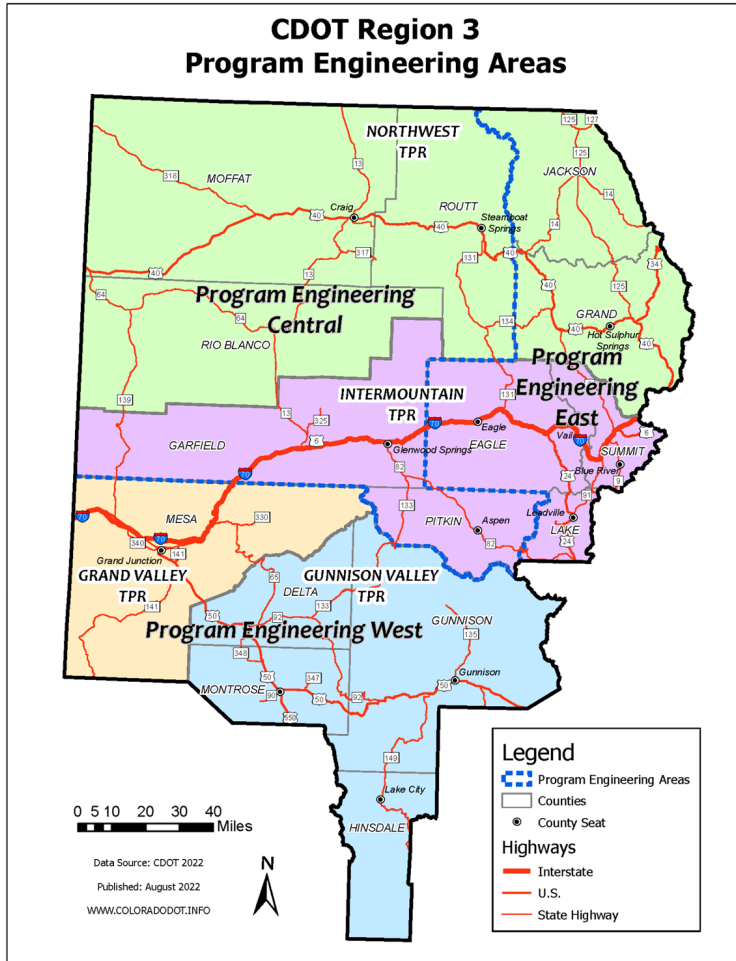
Excellence



Service



# Region 3 Overview

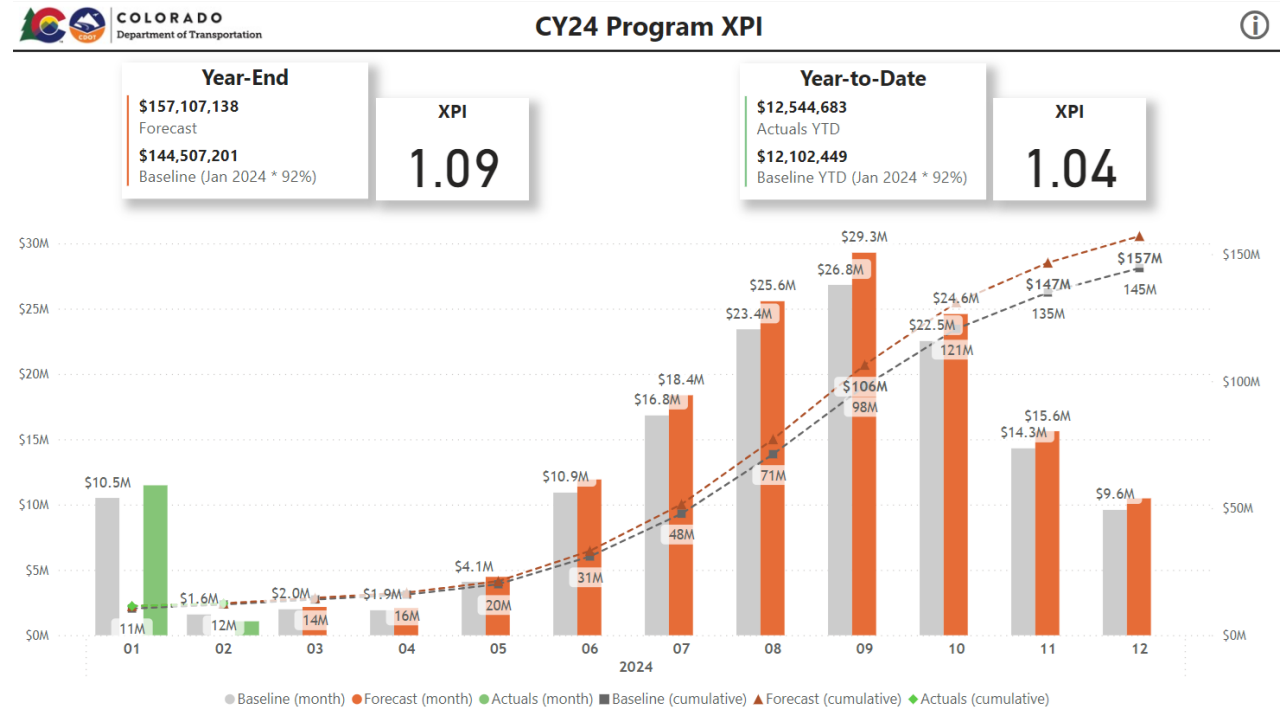


- Largest region in square miles
- 4 TPRs, 1 MPO
- 15 counties
- 50+ municipalities
- 2 Maintenance Sections
- 3 Engineering Program Areas
- 590+ employees
- 5,161 lane miles of highway
- 706 bridges
- 20k+ culverts
- 13 mountain passes
- 7 tunnels
- 13 rest areas



# Region 3 Program Accomplishments

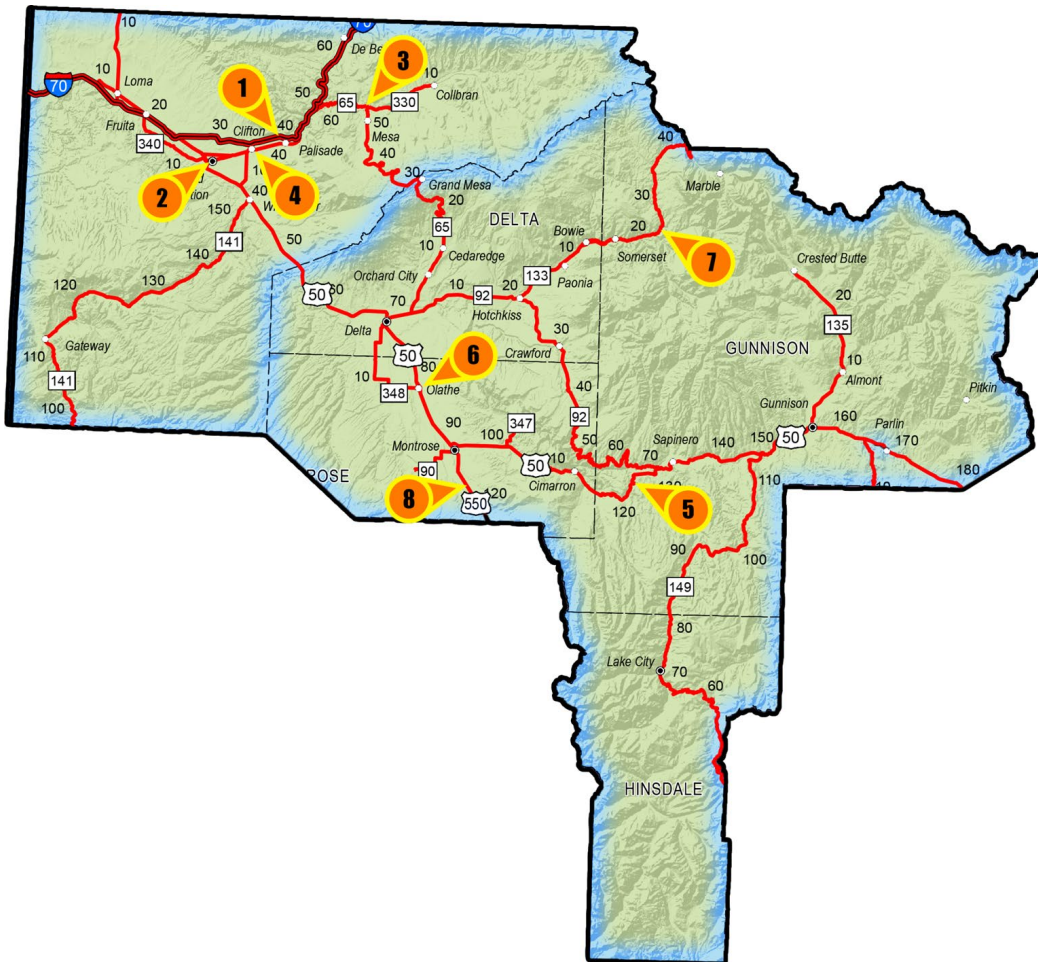
- Project Delivery
  - CY2023 XPI - 1.02
    - \$180M baseline
    - \$184M actuals
  
- CY23 - Advertisements
  - 21 CDOT projects
  
- Current Project Workload
  - 32 CDOT in Design
  - 35 Misc Projects
  - 30 Local projects budgeted
  - 19 New Local projects initiated







# Program West Engineering Projects

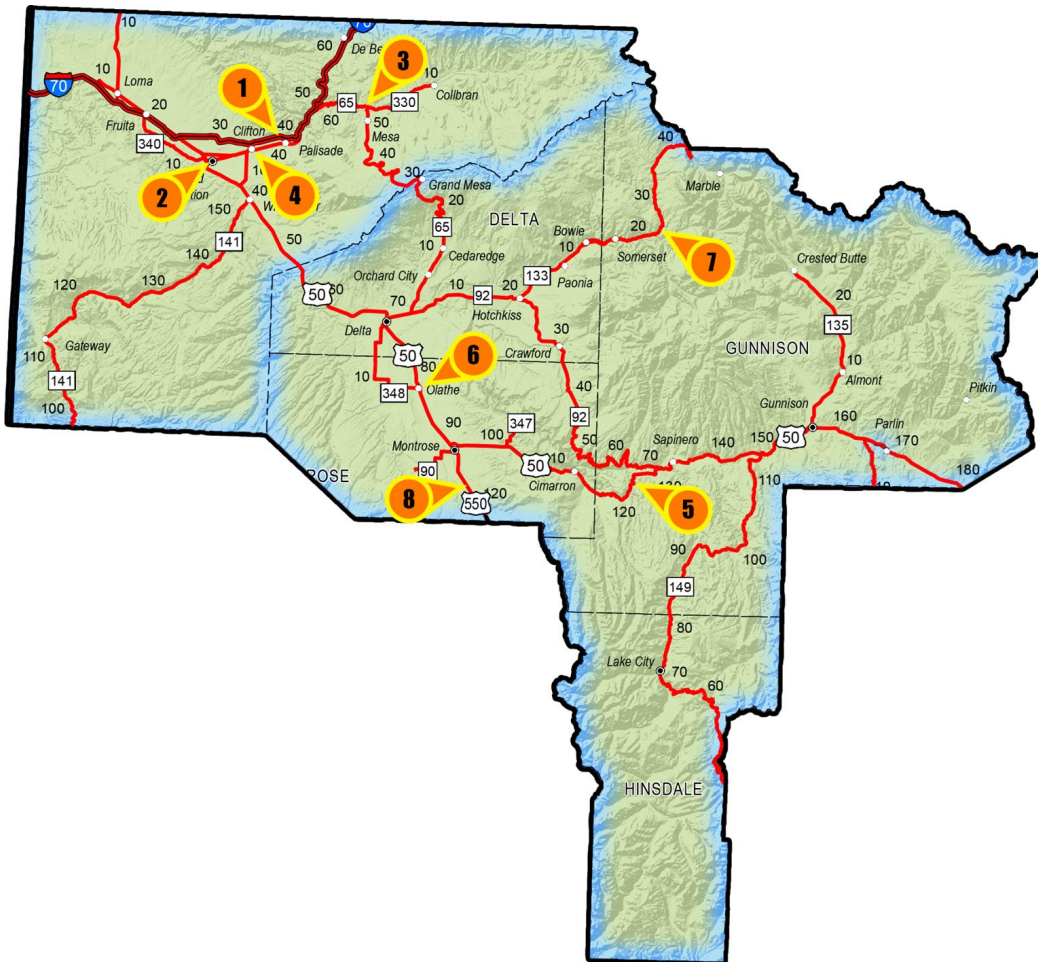


## In Design

- 23611 CO 139 Douglas Pass (CFL)
- 24648 US 6 Palisade Roundabout (10yr)
- 24889 I-70 Exit 37 East Resurfacing
- 25020 US 6 Widening 22 Rd West
- 25460 Grand Junction Mobility Hub
- 25631 CO 340 Grand Ave to Redlands Pkwy
- 25637 I-70B East of 3rd St. Reconstruction (10yr)
- 22976 US 50 Delta Resurfacing Mile Marker 72 West
- 22992 CO 92 Rogers Mesa Widening Ph 1
- 25236 CO 65 Orchard City South Mile Marker 0-6.5 (RRR) (10yr)
- 25237 CO 348 Delta to Olathe Mile Marker 0-17 (RRR)
- 25798 CO 92 Rogers Mesa Widening Ph 2
- 26058 US 50 Cedar Creek Culvert Replacement
- 26312 US 50 Various Culverts



# Program West Engineering Projects - Continued



## In Construction

- 1) 24889 I-70 Exit 37 East Resurfacing
- 2) 23583 I-70B South of Road - Phase 6 (10yr)
- 3) 24509 CO 65 and CO 330 Mesa County Chip Seals
- 4) 21415 CO 6 Clifton Roundabouts
- 5) 20803 US 50 Blue Creek Canyon (10yr)
- 6) 24682 US 50 MP 77-86/US 50D MP 0-1.5 Olathe Resurfacing (10yr)
- 7) 24598 CO 133 Rockfall Mitigation
- 8) 22020 US 550 Montrose South (10yr)





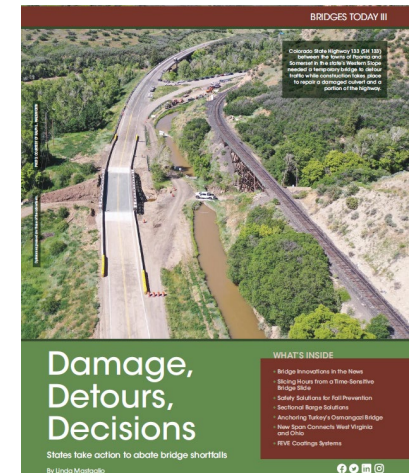
# Program West Engineering

## CO 133 Emergency Culvert Repair

- Road closed on April 29, 2023 with only local traffic allowed on shoofly detour.
- Temporary Bridge open on June 19, 2023
- Successfully completed final repair on October 2, 2023

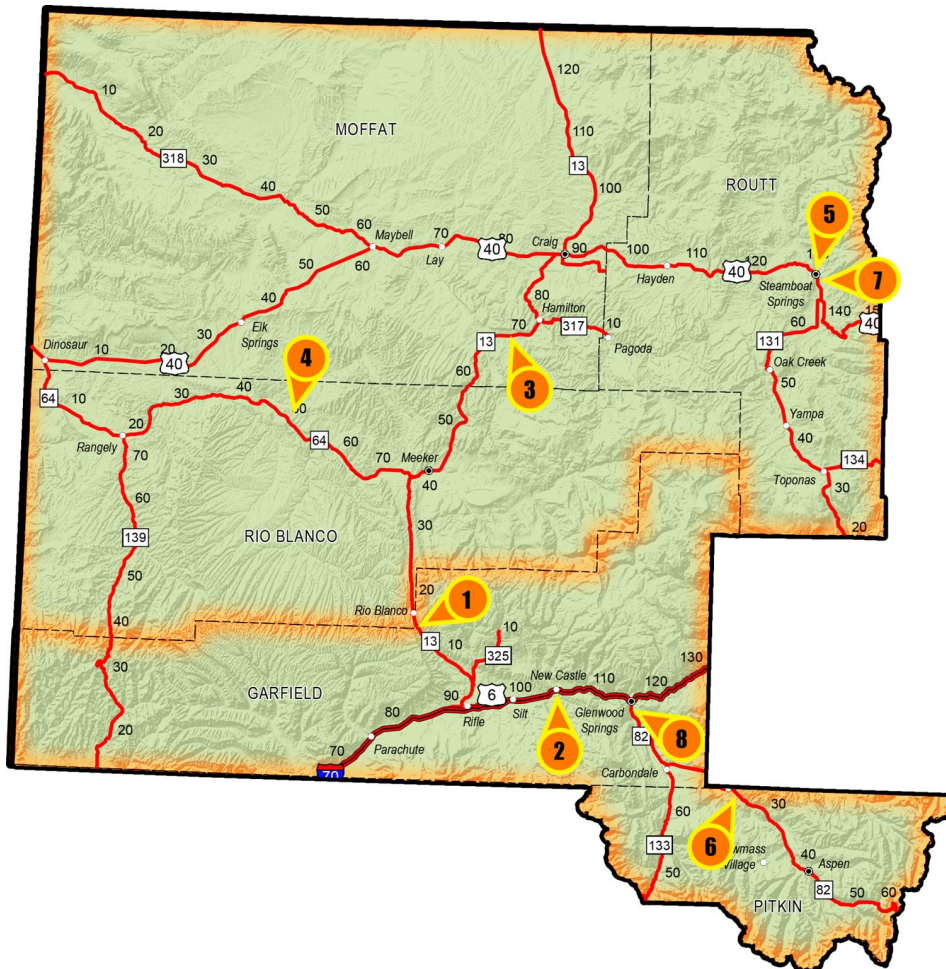


Recognized in Engineering News Record (ENR) Magazine





# Program Central Engineering Projects



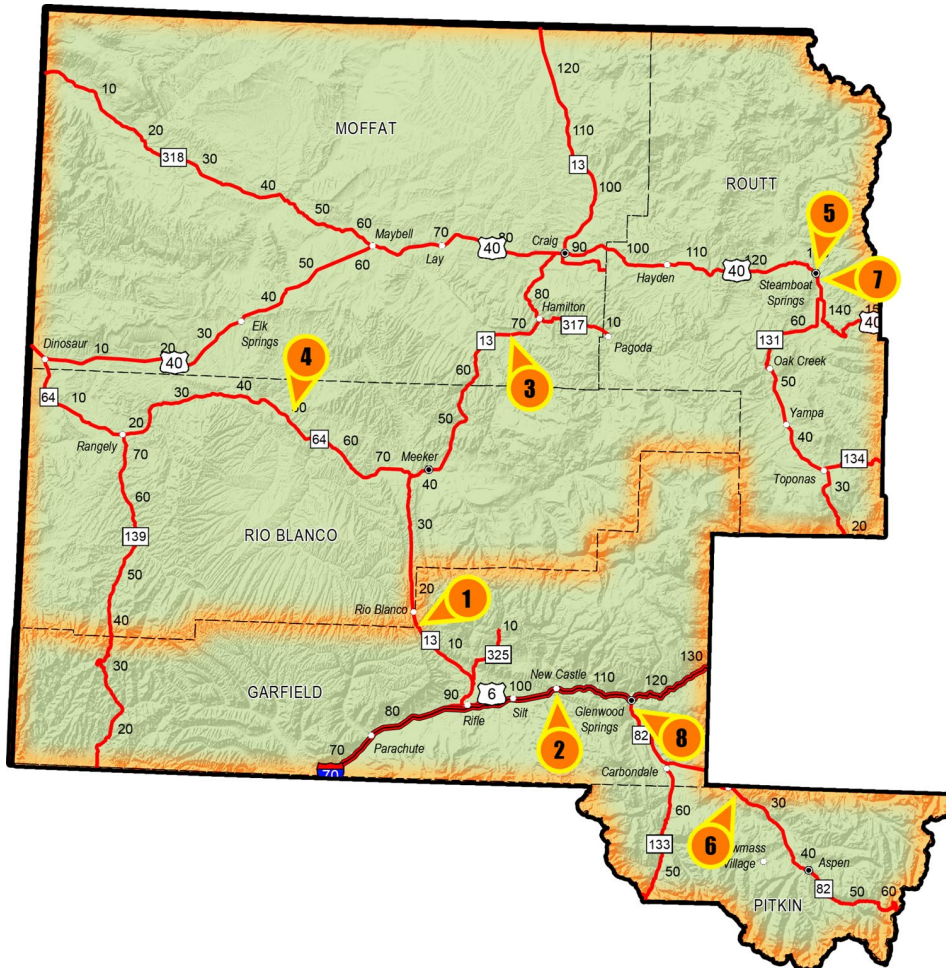
## In Design

- CO 13 F-05-R Scour Mitigation (Rifle)
- US 40 Wildlife Mitigation
- US 6 F-06-A Elk Creek Bridge (New Castle)
- CO 133 & US 6 Chip Seals
- US 40 & CO 394 Culvert Repairs
- I-70 Glenwood Canyon Modular Joints
- I-70 Glenwood Canyon TY 8 Rail Replacement
- CO 82 Rockfall Mitigation (Carbondale)
- US 40 Milner East & West (RRR)
- US 40 Passing Lanes (Craig to Steamboat)(10yr)
- CO 318 Beaver Creek Culvert Replacement
- CO 13 B-07-S Major Structure Replacements
- US 40 Shelton Ditch CBC Replacement





# Program Central Engineering Projects - Continued



## In Construction

- 1) 17881 CO 13 Garfield County Rio Blanco Hill (10yr)
- 2) 20169 I-70 Exit 105 Interchange and US 6 (10yr)
- 3) 21901 CO 13 & CO 317 Hamilton South Resurfacing (RRR)
- 4) 23061 CO 64 West of Meeker Bridges D-03-A & D-04-G
- 5) 24375 US 40 and Downhill Drive Signal (10yr)
- 6) 24678 CO 82 Snowmass Canyon Resurfacing
- 7) 24680 US 40 Steamboat PCCP Rehab
- 8) 25341 CO 82/27TH Underpass TAP RAISE



## CO 13 Rio Blanco Hill Project

- Safety improvements on the project are designed to give motorists wider roads with shoulders to travel including a passing in the northbound direction, which will accommodate higher traffic volumes.
- Chain up areas will significantly improve safety for travelers and CMV's when weather conditions suddenly change.
- Two wildlife underpasses will help reduce wildlife-vehicle collisions.

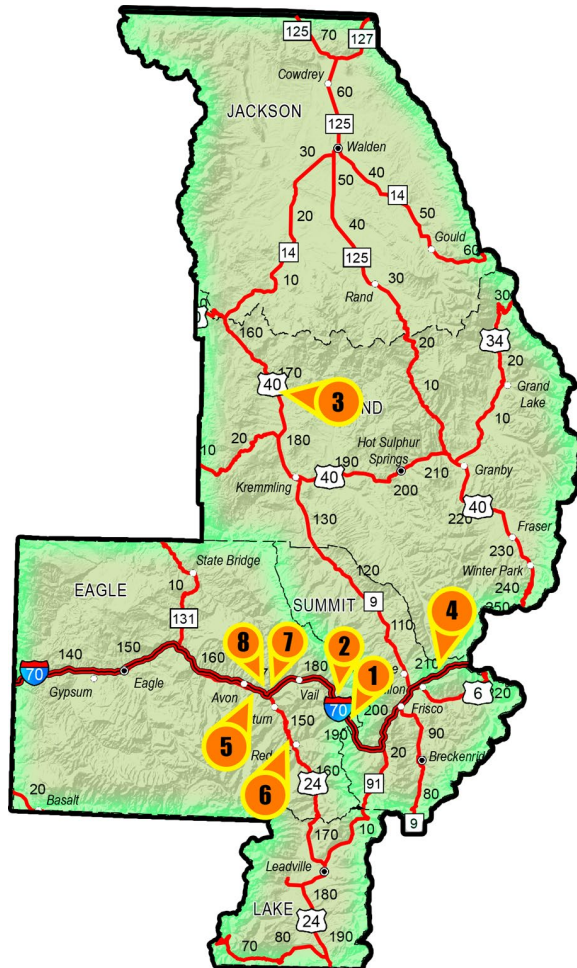


**Critical CDOT  
10-Year Plan  
project**





# Program East Engineering Projects

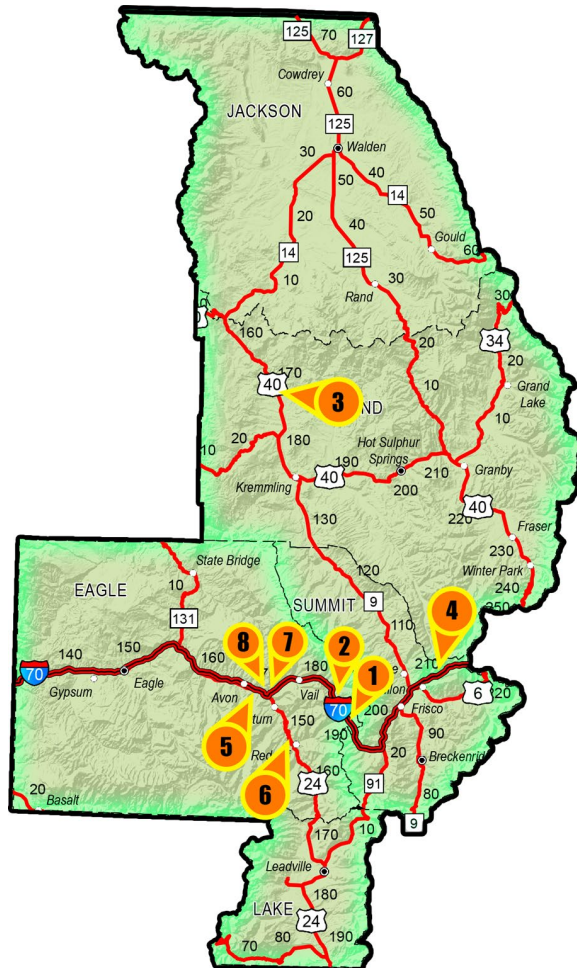


## In Design

- I-70 HLT Creek Debris Flow MP 125.55 - 125.65
- I-70 Exit 203 Interchange Improvements MP 202.158 - 202.503 (10yr)
- I-70 East Vail Pass Wildlife Crossings MP 189-195
- I-70 Culvert Repair Silverthorne to Tunnel MP 205-213
- US 40 Red Dirt Hill Safety Improvements MP 215.9 - 219.8 (10yr)
- US 40 West of Kremmling shoulder Improvements
- US 40 Fraser Capacity
- US 9 Kremmling Bridge Replacement MP 136.5 - 138.5
- US 40 Winter Park MP 226.5-233 (RRR)
- US 24 Culvert Replacement MP 166 - 169
- I-70 Vail Wildlife Fence PH2 MP 173 -178.5
- CO 82 Twin Lakes MP 77 - 85
- US 24 N Leadville Rural Road Resurfacing MP 165 - 175 (RRR)
- I-70 Gypsum to Eagle Resurfacing MP 138- 155



# Program East Engineering Projects - Continued



## In Construction

- 1) 24567 I-70 Vail Pass Aux CP4 MP 179 to 190 (10yr)
- 2) 24896 I-70 Vail Pass Aux CP5 MP 185 to 185.5 (10yr)
- 3) 22036 US 40 N of Kremmling Passing Lanes MP 171.9 to 173.3 (10yr)
- 4) 24544 I-70 Silverthorne to EJMT Phase 2 MP 206 to 214
- 5) 23465 US 6 Post Blvd Roundabout MP 171
- 6) 24311 US 24 South of Minturn MP 147 to 158
- 7) 24015 I-70 Dowd Canyon VSL MP 170 to 173
- 8) 24321 I-70 Dowd Canyon Wall Repair



# Program East Engineering

## I-70 Exit 203 to Exit 205 Auxiliary Lane

- Added a third lane I-70 EB for 3.5 miles between the Frisco and Silverthorne exits including widening 2 bridges, lighting improvements at the scenic overlook and wildlife fencing.
- Benefits include separating vehicles of differing speeds, reducing crashes and allowing for a buffer lane when an incident occurs resulting in less full closures.
- Benefits also include a deceleration lane for the Exit 205 EB off ramp and changing to a single lane exit at the Exit 205 EB offramp, which addresses the high craCO rate in this area by reducing conflict points.

**Critical CDOT  
10-Year Plan  
project**







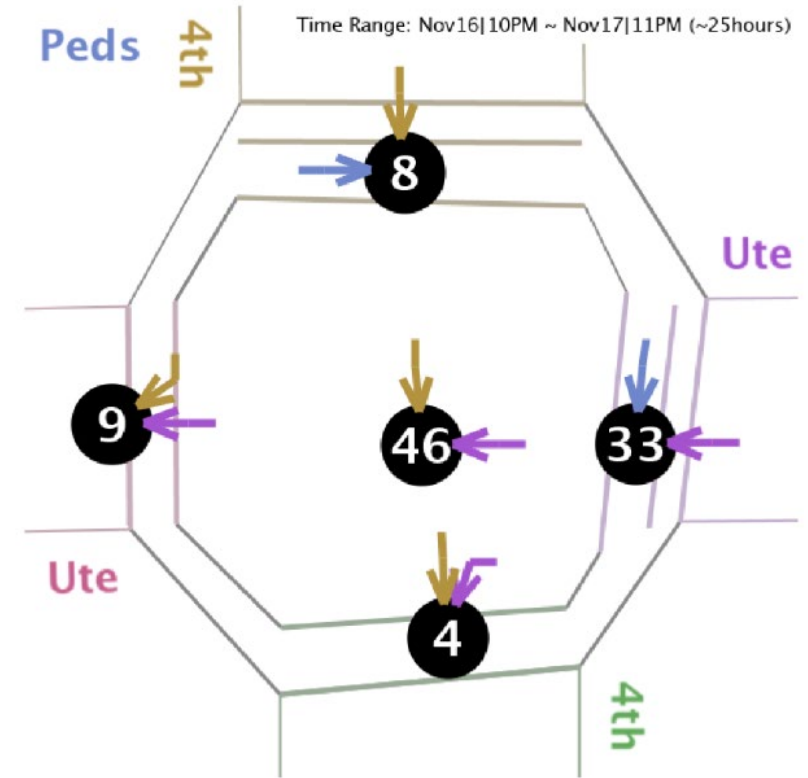
# Traffic and Safety Engineering

## A.I. Powered Safety Studies

- Near Misses
- Red Light Running
- Vehicle Speed
- Turning Movement Counts
- Crosswalk Usage
- Bike Counts
- Intersection Blocking
- Video Clips of Events
- Proposed Treatments



Near Miss Severity Summary Overlay | All interactions | 4th Ute







# Traffic and Safety Engineering (continued)

**NEAR MISSES LOCATIONS AND VIDEOS**

**General** Events with Video:  Time Period: 2/29 6:44AM - 2/29 7:55PM PET: 0.7 - 4.9 Severity: 2.0 - 4.0

**User 1** Type: all Approach: all Motion: all Speed: 4.2 - 26.0

**User 2** Type: all Approach: all Motion: all Speed: 10.8 - 56.1

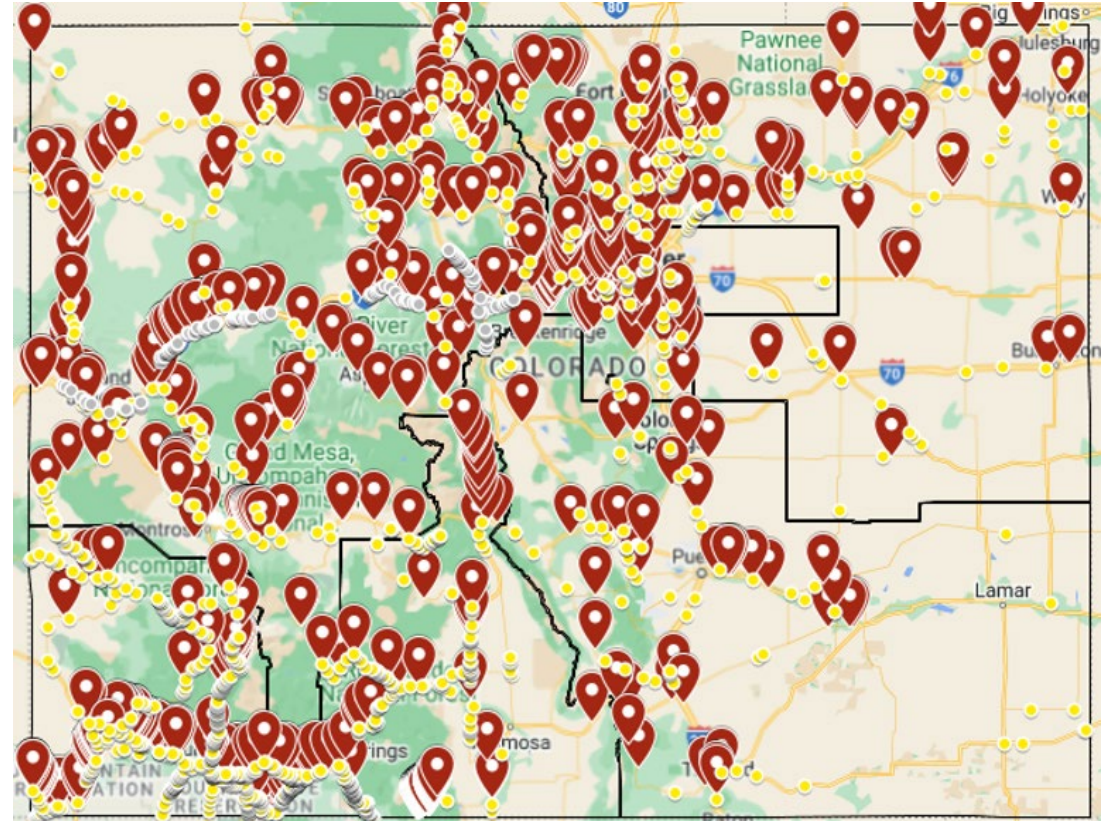
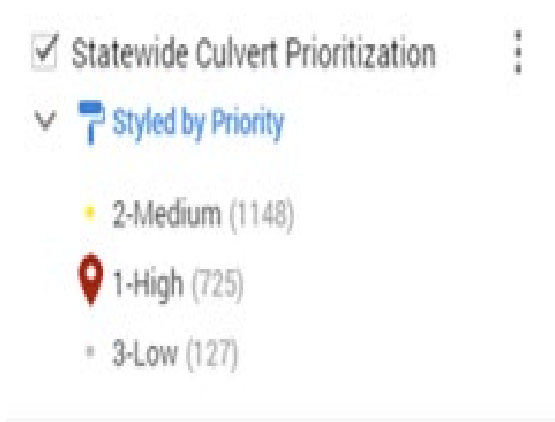
[Apply Filters](#) [Clear Filters](#)

Table				Overview				
	Id	PET	Severity	Event Type	Motion 1	Motion 2	Speed 1 (mph)	Speed 2 (mph)
<input checked="" type="checkbox"/>	1	4.1	2	Veh-Veh	EI Jebel Rd (SB)-Left	EI Jebel Rd (NB)-Through	17.9	27.1
<input type="checkbox"/>	2	4.8	2	Veh-Veh	EI Jebel Rd (SB)-Left	EI Jebel Rd (NB)-Through	24.4	24.7
<input type="checkbox"/>	3	3.3	2	Veh-Veh	EI Jebel Rd (SB)-Left	HWY 82 (EB)-Through	24.9	30.5
<input type="checkbox"/>	4	4.6	2	Veh-Veh	EI Jebel Rd (SB)-Left	EI Jebel Rd (NB)-Through	16.6	18.1
<input type="checkbox"/>	5	3.5	2	Veh-Veh	EI Jebel Rd (SB)-Left	EI Jebel Rd (NB)-Through	13.8	12.0
<input type="checkbox"/>	6	4.6	2	Veh-Veh	EI Jebel Rd (SB)-Left	HWY 82 (EB)-Through	22.9	27.4
<input type="checkbox"/>	7	0.7	4	Veh-Veh	EI Jebel Rd (SB)-Right	HWY 82 (WB)-Through	15.8	41.2
<input type="checkbox"/>	8	1.0	3	Veh-Veh	EI Jebel Rd (SB)-Right	HWY 82 (WB)-Through	20.1	56.1
<input type="checkbox"/>	9	4.4	2	Veh-Veh	EI Jebel Rd (NB)-Left	HWY 82 (WB)-Through	23.3	42.1
<input type="checkbox"/>	10	0.9	4	Veh-Veh	EI Jebel Rd (SB)-Right	HWY 82 (WB)-Through	22.8	42.7
<input type="checkbox"/>	11	0.8	4	Veh-Veh	EI Jebel Rd (SB)-Right	EI Jebel Rd (NB)-Left	12.7	29.1
<input type="checkbox"/>	12	4.7	2	Veh-Veh	EI Jebel Rd (SB)-Left	EI Jebel Rd (NB)-Through	17.4	15.4
<input type="checkbox"/>	13	4.9	2	Veh-Veh	EI Jebel Rd (NB)-Left	HWY 82 (EB)-Left	19.1	12.0
<input type="checkbox"/>	14	2.9	3	Veh-Veh	HWY 82 (WB)-Through	HWY 82 (EB)-Left	26.0	17.4
<input type="checkbox"/>	15	0.9	4	Veh-Veh	HWY 82 (FB)-Right	HWY 82 (WB)-Left	14.8	13.6

Rows per page: 25 1-25 of 71



# Region 3 Focus Highlights Culvert Funds

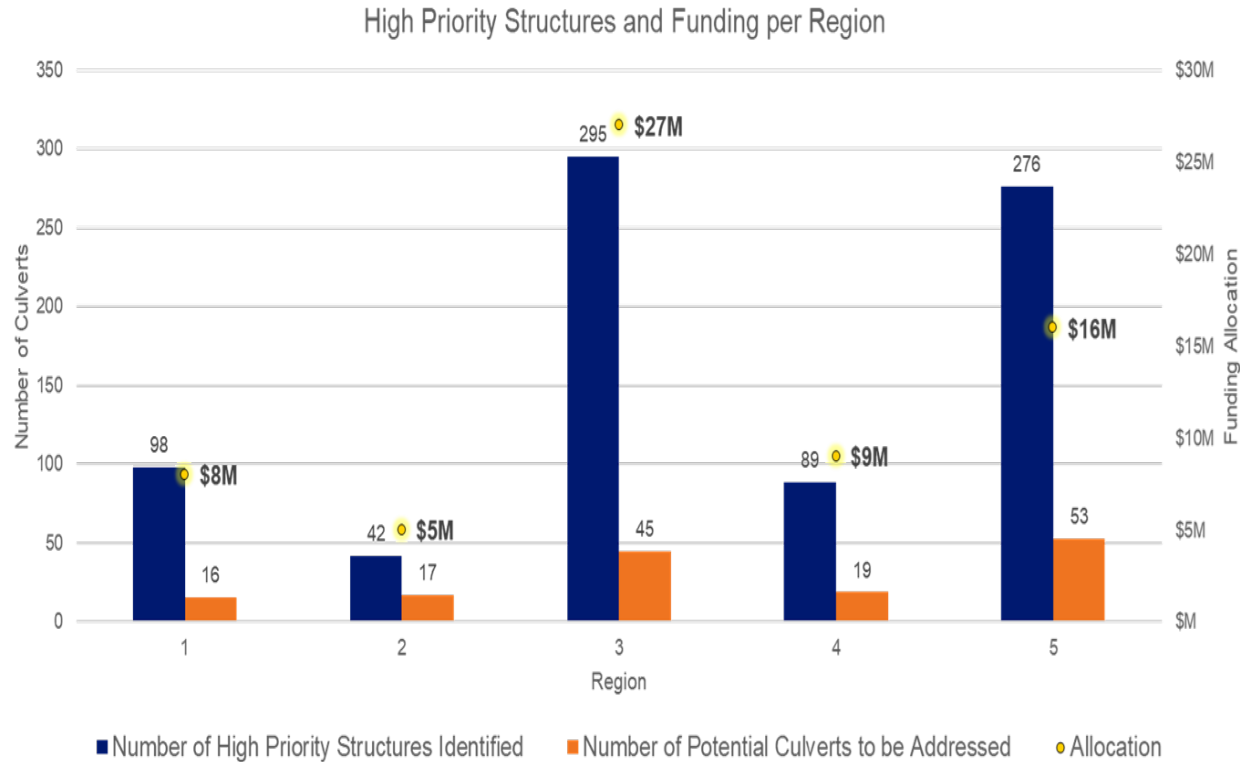


Priority	Cost Estimate	Number of Culverts*
1-High	\$261,622,224	703
2-Medium	\$55,430,470	144
3-Low	\$6,607,676	39
<b>Total</b>	<b>\$323,660,370</b>	<b>886</b>

\*Only culverts with associated cost estimates have been included



# Region 3 Focus Highlights Culvert Funds (continued)



## Region 3 Projects

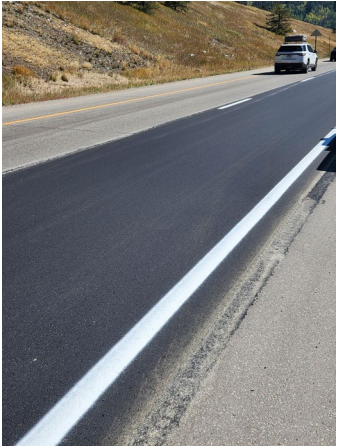
- US 50 Cedar Creek Culvert Replacement
- US 50 Various Culverts
- I-70 Vail Pass Aux CP4 (added into project)
- I-70 Straight Creek Culverts
- CO 318 Beaver Creek Culvert Replacement
- US 6 Culvert (added into surface treatment)
- US 24 Culvert Replacement

Note that proposed allocation were determined based on needed funding to address high priority culverts, not just number of high priority culverts.





## Maintenance Section 2



- Plowed 1,053,116 miles of roads this past year.
- Placed 20,366.7 tons of hot mix asphalt with a laydown machine.
- Hand patched 11,523.7 square yards of asphalt



- Paving M-Project 12,040 tons of asphalt in the right lane from top of Vail pass milepost 190 to Frisco Exit 203 for \$2.7 million that was approved by TC last year.
- Maintenance forces put down 1150 tons at various spot locations on Vail pass.
- Avalanche Missions- 2 on Vail pass; 6 on Grand Mesa

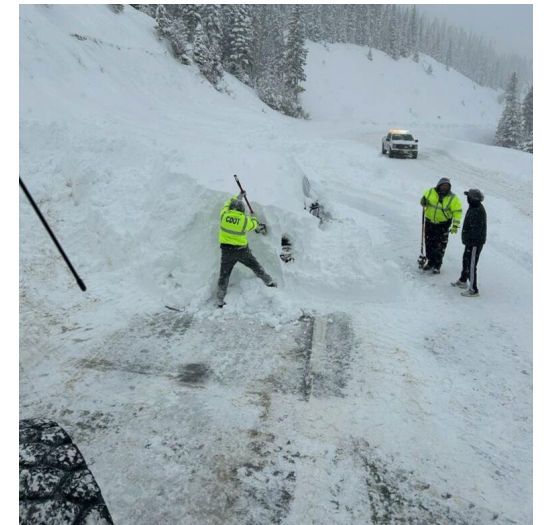




# Maintenance Section 6



- Plowed 554,410 miles of road this past year.
- Challenges on US 40 Berthoud Pass
  - Bank Slides



- Hot Mix Paving on CO 125 with CDOT Crew
  - \$982,500 in various machine patch locations between milepost 0 to 10.
- Crews placed 18,256 Tons of hot mix asphalt with paving machine.
- Hand patched 4,633 square yards of asphalt.





# Region 3 Maintenance Statewide Maintenance Challenges Today

- **Professional Highway Maintainers**  
It's not sexy, it's dangerous, it's hard work, it's being on call, working long hours, it doesn't pay much, you can't do it remotely, requires skills and teamwork!
- **Budget to Match Expectations**  
The public wants A+ levels of service, but we can only get C funds, 60/40 split funding
- **1920-1960 Footprint**  
Our current operations footprint was designed in the 1920's and hasn't been updated since the 1960's
- **Housing**  
CDOT essential staff must live 30 minutes from their patrol; this is impossible in our current housing market
- **Knowledge Management**  
Leadership requires managerial and leadership development programs







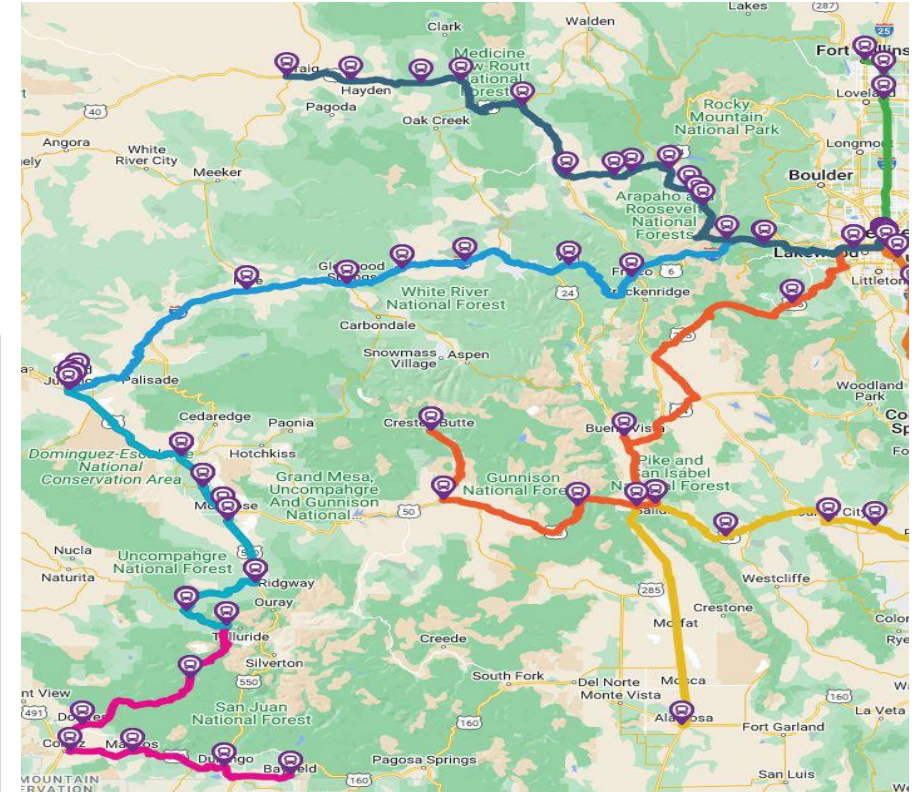
# Region 3 Focus Highlights Bustang & Outrider



- Route demand is still recognized with no ETA
  - GJ to Montrose
  - Montrose to Gunnison
  - GJ to Craig

Corridor	Pre-Existing Service	Phase 1 2023	Phase 2 2024	Phase 3 2025
<b>I-70 West Grand Junction to Denver*</b>	2 Daily Round Trips Grand Junction and Denver 1 Round Trip Glenwood Springs and Denver 1 Round Trip Avon and Denver	4 Daily Round Trips Grand Junction and Denver* 1 Round Trip Glenwood Springs and Denver 1 Round Trip Avon and Denver	3 Daily Round Trips Grand Junction 5 Trips Overall on I-70 Corridor 6 Trips on Pegasus on the I-70 Corridor that Terminate in Avon	13-15 Daily Round Trips Grand Junction and Denver*

\*Pegasus to supplement on weekends and holidays to the Mountain Corridor







# Region 3 Focus Highlights

## Rail

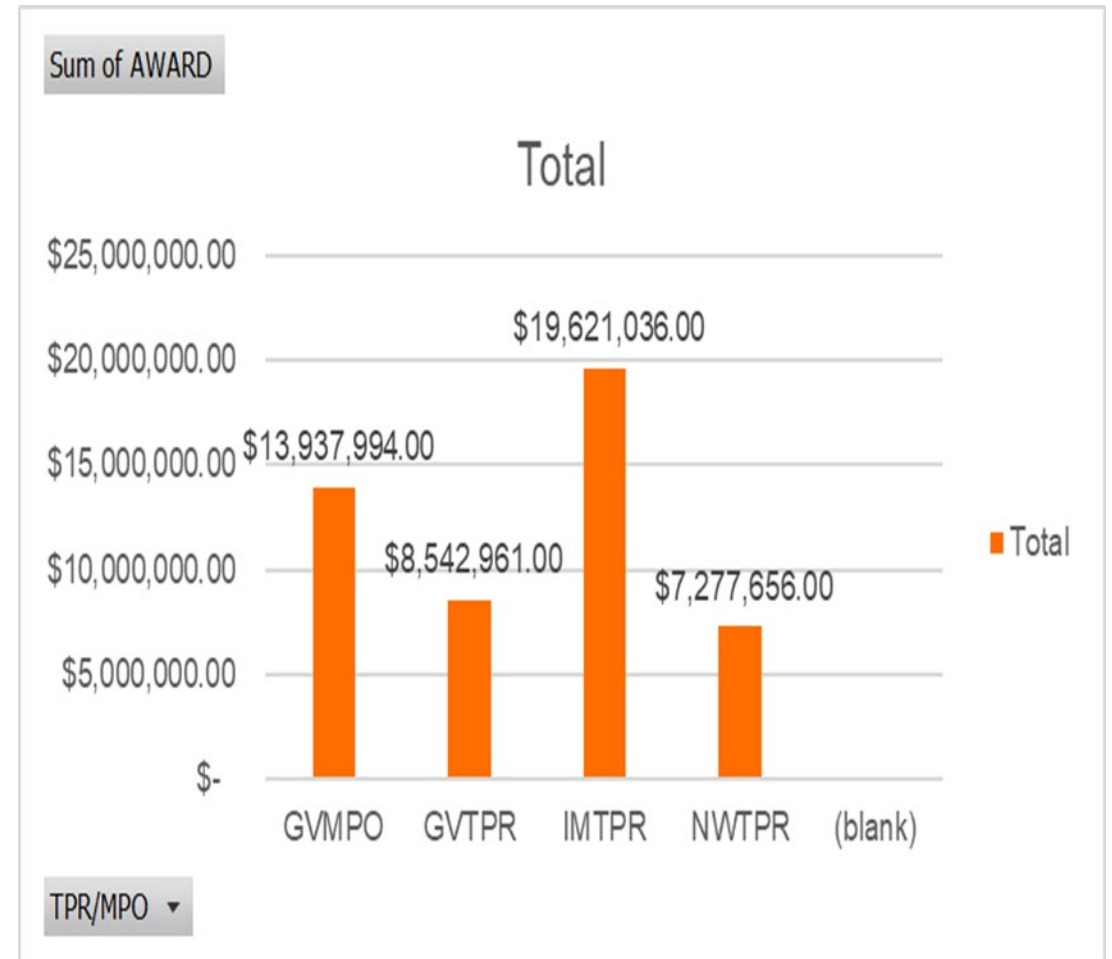
- Desired Mountain Corridor Service
  - Local leaders desire increased passenger rail options
    - improve mobility and multimodal travel options
    - connect communities
    - foster economic vitality
    - support environmental sustainability goals
  - Coordination with Union Pacific leadership on increased passenger rail capacity
  - The Bipartisan Infrastructure Law creates a limited funding window.
- Next Steps
  - Consultant Procurement: Operations; Financing
  - Meet with Major Markets along the route
    - Gauge readiness
    - Criteria
    - Feasible station locations
  - Negotiate with Railroads
  - Stakeholder Engagement:
    - identify interested parties
    - develop coalitions
  - Identify FRA grant opportunities





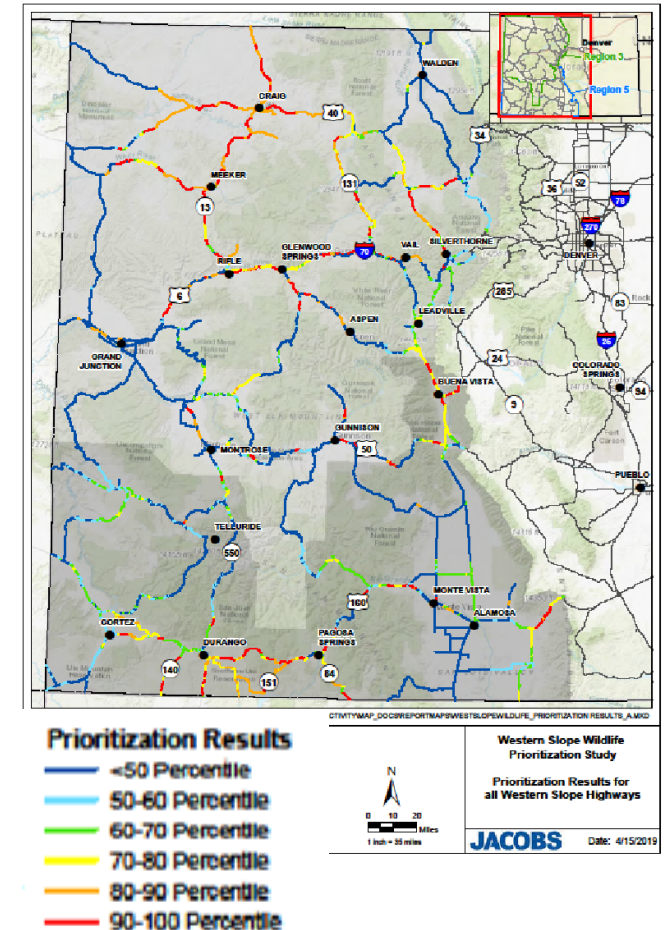
# Region 3 Planning Local Agency Project Facts

- In 2019 the Local Agency Program
  - 16 STIP'd Projects
  - \$10 Million
- In 2024 the Local Agency Program
  - 52 New STIP'd Projects
  - \$50 Million
- This does not include two Federal grants totaling \$75 Million
- R3 is currently reorganizing/expanding their Local Agency Program in order to accommodate this recent growth





# Western Slope Wildlife Prioritization Study







# Region 3 Wildlife Mitigation projects

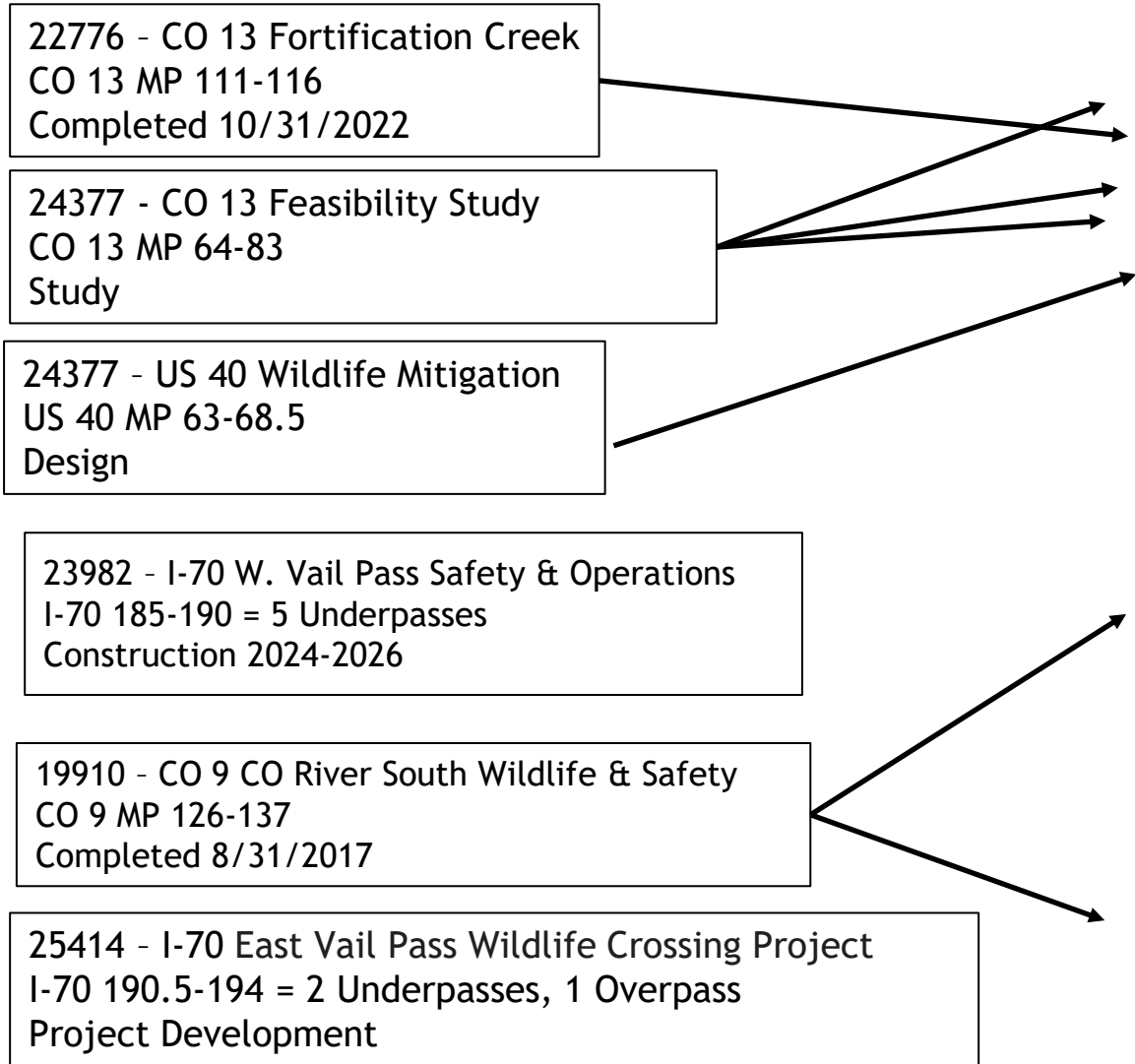


Table 3-1: WSWPS Prioritization Scores for Highest Priority Segments (Top 5 Percent) within Regions 3 and 5

Route	Milepost	Prioritization score	Percentile rank
<b>CDOT Region 3 (Northwest)</b>			
State Highway 13	58.5 to 70.5	26.07	98.92
State Highway 13	99 to 114	23.64	98.58
State Highway 13	73 to 75.7	23.53	98.60
State Highway 13	78 to 84	22.59	97.83
U.S. 40	61.9 to 71.5	22.34	97.63
U.S. 40	74 to 81	21.80	97.14
State Highway 64	59 to 68.5	21.61	97.22
U.S. 40	40.5 to 41.5	21.22	96.50
State Highway 13	118 to 120.5	20.80	96.40
State Highway 13	45 to 52.5	20.70	96.27
U.S. 40	93.7 to 106.5	20.63	96.29
I- 70	98.5 to 103	20.27	95.78
State Highway 9	136 to 136.6	20.18	96.00
State Highway 13	18 to 18.3	19.55	95.00
U.S. 40	192 to 194	19.51	95.00
State Highway 9	114.2 to 116.5	19.46	95.33
I- 70	131 to 132.5	19.40	95.00
U.S. 40	190 to 190.5	19.37	95.00
State Highway 131	57 to 58	19.34	95.00
State Highway 13	30.5 to 37.5	19.29	95.08
State Highway 9	128 to 134	19.29	95.00
I- 70	105.5 to 107	19.18	95.00
I- 70	1431 to 43.5	19.06	95.00
I- 70	96.5 to 97	19.04	95.00



# Region 3 Wildlife Prioritization Study locations

## How to Properly Size Wildlife Underpasses!

### Challenge

Previous no specific methodology to size a wildlife underpass, and many experts just go with "bigger is better"

### Innovation

A statistical analysis of success rates of existing wildlife underpasses to correctly size with cost and efficiency in mind.

### Parts Used

PDF in Folder details statistics, an equation, and other data to implement this innovation

### Benefits

- Saves money, improves safety
- Reduces environmental concerns
- Saved \$1.7 Million for the Wildlife Crossing on Vail Pass



This innovation used research findings to develop an approach for determining the optimal sizing for wildlife underpasses. The application of this to just one project, the West Vail Pass Auxiliary Lanes transportation construction project, saved \$1.7 million compared to the original design.

John Kronholm  
Region 3



## Region 3

**Any Questions?**

**Thank you!**