



## Statewide Transportation Advisory Committee (STAC)

This meeting will be virtual.

September 5, 2024 from 8:30 AM to 11:30 AM

### Agenda

Time	Agenda Item and Item Description	Presenter
8:30-8:35	Welcome and Introductions	Vince Rogalski, STAC Chair
8:35-8:40	Approval of the August Meeting Minutes	Vince Rogalski, STAC Chair
8:40-9:15	<b>2050 Statewide Plan Update (Action Item)</b> <ul style="list-style-type: none"><li>• Policy Directive 14 (Action)</li></ul>	<b>Darius Pakbaz, Director, Division of Transportation Development</b>
9:15-9:45	<b>Revised STAC Bylaws (Action Item)</b> <ul style="list-style-type: none"><li>• Review of the updated draft STAC Bylaws</li></ul>	<b>Darius Pakbaz, Director, Division of Transportation Development</b>
9:45-9:50	Transportation Commission Report (Informational Update)	Vince Rogalski, STAC Chair
9:50-10:25	TPR Representative and Federal Partners Reports (Informational Update)	STAC Members and Federal Partners
10:25-10:35	Legislative Report (Informational Update)	Emily Haddaway and Jamie Grim, CDOT Office of Government Relations
10:35-10:40	Break	
10:40-11:10	Region 5 Project Update	Julie Constan, Regional Director, Region 5
11:10-11:30	Other Business <ul style="list-style-type: none"><li>• October STAC will be in person and will include officer elections</li></ul>	Vince Rogalski, STAC Chair

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

# Statewide Transportation Advisory Committee (STAC) Meeting Minutes

**Date/Time:** Thursday, August 1st, 2024; 8:30 a.m. - 12:00 p.m.

## Attendance:

**Denver Area:** Ron Papsdorf, Greg Mills

**Central Front Range:** Dick Elsner and Samantha Hughes

**Eastern:** Gary Beedy

**Grand Valley:** Dana Brosig, Rachel Peterson

**Gunnison Valley:** Vince Rogalski and Michelle Haynes

**Intermountain:** Brian Pettet

**North Front Range:** Suzette Mallette, Paul Sizemore, Johnny Olson, 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:** Brian Blasi

**Southeast:** Ron Cook and Stephanie Gonzales

**Southwest:** Heather Alvarez, and Shak Powers

**Upper Front Range:** Kevin Ross, and Elizabeth Relford

**Southern Ute:** None

**Ute Mountain Ute:** Brendon Adams

**Federal Highway Administration:** Bill Haas

**Federal Transit Administration:** Emma Belmont

**Transportation Commissioner:** Eula Adams

## Welcome and Introductions - Vince Rogalski, STAC Chair

- The meeting commenced at approximately 8:30 am.

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

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

**STAC Action:** STAC members approved the July 2024 meeting minutes following a motion for approval by Holly Williams that was seconded by Johnny Olson.

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

- The TC discussed an emergency project due to heavy spring cutoff necessitating a culvert replacement on Highway 151 MP 28.15. This condemnation authorization to move forward with court proceedings was approved by the TC.

- Budget Workshop: Reallocated budget across the Maintenance Program Areas to reflect the estimated need for each MPA in FY 2024-25. The total allocation remains unchanged at \$297.9 million. Transferred \$1.9 million from the TC Program Reserve Fund in the Commission Reserve Fund to address a shortfall for the Payments to Risk Management and Property common policy for FY 2024-25. Of the total, \$1.1 million will be transferred to the Administration line and the remaining \$785,951 will be transferred to the Agency Operations line.
- Budget Supplement Requests: Region 4 requested about \$22 million, Region 5 requested \$862 thousand, with both being approved.
- The pavement funding allocation program was approved for two different funding allocations.
- All 12 resolutions presented to the TC for approval passed.

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

- DRCOG
  - Held a public hearing on a proposed update to their non-discrimination program, three projects that received Congressionally appointed earmarks were added to the DRCOG TIP. DRCOG was awarded over \$200 million in grants for environmental protection efforts.
- Central Front Range
  - US285 is about the only project, traffic in Fairplay is an issue, and the TPR may need more State Patrol support there.
- Eastern TPR
  - No TPR meeting has occurred since the last STAC meeting. The wheat harvest is basically done which will require a lot of truckloads using the roadways.
  - Noted that the Eastern TPR area still needs a TC member appointed.
- Grand Valley MPO
  - The GVRTPO Board meeting was virtual last month, and the agenda included approval of a TIP amendment and an update of the Disadvantaged Business Enterprise (DBE) goals and a Grand Valley Safety Symposium will occur on August 28th.
- Gunnison Valley
  - A TPR meeting will be held at the end of the month on August 29th. The bridge over Blue Mesa Reservoir is not totally open yet, but there are portions of the day where it can be crossed.
- Intermountain TPR
  - The TPR meeting was held on July 19th to kickoff the 2050 planning process and the receive an update on the Multimodal Transportation Mitigation Options Fund (MMOF) program. The TPR voted to send a letter to the governor and Dr. Lew to fully fund the Vail Pass project, based on its accident history, in order for it to be completed as soon as possible.
- North Front Range MPO
  - There is a new representative for the MPO on the Front Range Passenger Rail Commission, Tricia Canonico, City of Fort Collins Council Member. The NFR Planning council received a presentation from their mobility program, and a 2023 audit was approved. The North Front Range now has a new TMO for US 34.
- Northwest TPR
  - Conducted a TPR meeting on the 25th of July, where they had a lengthy conversation in respect to fixing governing documents to include transit, they will likely put out a

poll in the next few weeks in order to approve this new policy in October. The US 40 corridor was split into 4 sections and each section is having extreme accidents and the TPR is looking to obtain accident data for those sections that lead to closures and the need for detours.

- PPACG
  - Working on their 2050 long-range transportation plan, working on getting projects' funding reallocated to compensate for ongoing projects requiring more funds.
- PACOG
  - Board meeting was held last week that included a discussion of adding the \$3.9 million dollar hydrogen station project in the TIP. PACOG Board also received Presentations from CDOT headquarters regarding the Active Transportation Plan and the Strategic Highway Safety Plan.
- San Luis Valley TPR
  - No meeting held since the last STAC meeting. Their next meeting on August 22nd will kick off the 2050 planning process.
- South Central TPR
  - The TPR meeting held on July 25th, last week, kicked off the 2050 planning process.
- Southeast
  - The TPR meeting last week, on July 24th, kicked off the plan, it also highlighted the great successes SETPR is having with the reestablished transit programs that has steadily increased ridership since April. The MMOF funding discussion also went well. A Project Priority Programming Process (4P) county meeting is scheduled for August 26th.
- Southwest
  - Next meeting is scheduled for August 8, 2024. TPR funding is largely focused on roadway maintenance. Will determine how to redistribute American Rescue Plan Act (ARPA) funding at the next TPR meeting.
- Upper Front Range
  - The TPR meeting on June 6th discussed Congestion Mitigation and Air Quality (CMAQ) funding for 2024 that has been shifted to Weld County. An MMOF discussion and a Federal Emergency Management Agency (FEMA) based engineering presentation to map watersheds presentation was provided. The next TPR meeting is scheduled for September 5.
- Ute Mountain Ute Tribe
  - Tribal rural communities and highways need attention as well. Looking at trying to reduce fatalities and accidents including improvements to a main intersection at US 160 and CO 491. CDOT is helping them to obtain an access permit for a grocery store, and CDOT is getting together cattle and horse signs for the highway. In addition, the tribal council has hired a consultant to help them develop their long-range transportation plan.
- FHWA
  - Still in the process of focusing on the filling of engineering based position vacancies in the Lakewood office.
- FTA
  - No updates for today, but asked for any questions. None were raised.

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

- State Level: CDOT will be presenting at the Transportation Legislative Review Committee (TLRC) for the regular update in the next 2 weeks. Legislative priorities are not concrete enough to share at this time.
- Federal level: Congress is racing to get things done before the August recess, given the election year, Congress likely won't be meeting a lot between August and October, a light session is anticipated over the next few months. A transportation, housing, and urban development Bill was approved that cuts grants by 36% from the last few years. The Senate passed a Bill with \$110 Billion for the US DOT which will increase grant funding.
- STAC member Beedy asked about sending a letter to Governor Polis about the need for the Governor to appoint the District 11 Transportation Commissioner position, that has been vacant for some time. Jamie Grim agreed to confer with Herman Stockinger, CDOT Deputy Executive Director, regarding this.

## **Policy Directive 14.0 (PD 14)- Darius Pakbaz and William Johnson, Division of Transportation Development**

- Conversations on this topic with both the Transportation Commission (TC) and the STAC are continuing.
- A report card on the legacy of PD 14 is planned. An evaluation and refresh occur every time CDOT initiates an update for a long range plan, which is now under way for the 2050 Statewide Transportation Plan (SWP).
  - A question was raised regarding a full build out of a statewide transit and rail system. Is this along the state system or in the urbanized areas?
    - This is a statewide initiative that we need to accomplish in partnership with our planning partners. We are not aiming to compete with other transit providers.
  - Comment: The increase of 83% in revenue service miles over ten years as a target seems unattainable and is too optimistic.
    - CDOT believes this target is attainable. This is based on cost-benefit analysis from the GHG roadmap that demonstrates the possibility to be attainable.
  - Clarification on transit revenue service miles:
    - CDOT uses the definition from the National Transit Database, it is not just the route length but also how often the route is traveled - the headway.
  - Received a comment that the Transit Revenue Service Mile Goal aims too high.
    - This policy guides the development of the 2050 SWP and the 10-Year Plan from 2024 out to 2033.
    - How does the Greenhouse gas PD 14 target relate to the statewide Greenhouse gas reduction target?
    - It's not a one to one match. CDOT does not expect the planning standard to cover the entire GHG target.
  - A clarification on the 10 year pipeline of projects was explained:
    - The 10 year plan is split into 4-year sections that guide funding, this is a very similar process to what CDOT does currently.
  - CDOT is looking to use data to show changes affecting the resulting number of crashes/fatalities, and CDOT's plan is to make this information publicly available and presented on dashboards.
    - A discussion on how Colorado ranks nationwide in terms of safety.

- As of 2019, CDOT ranks low in comparison to other state DOTs.
- The eligibility requirements for CDOT and planning partners to receive available safety program funds was discussed.
  - Basically all categories are performance measure driven.
  - These goals are all very fiscally constrained, and not aspirational in nature. In the past we had fiscally constrained and aspirational targets, this is no longer the case.
  - CDOT will continue the conversation pertaining to targets, these are the proposed targets that will be referenced in conjunction with TPR/MPO discussions pertaining to the project prioritization.
- A question on what funding streams are the performance targets helping to direct.
  - Essentially, the budget development for asset management based on performance is underway. At least 50% of the project funds go to asset management (infrastructure improvement projects) and funds for asset management may be increasing for the future.
- CDOT is not asking the TPRs to get this prioritization done in the next 5 months. This prioritization also does not limit the state to only doing certain types of projects.

## **Statewide Household Travel Survey - Erik Sabina, CDOT Division of Transportation Development Deputy Director**

- The idea is to get a sample of the state's household and create a travel diary and fill in blanks that are not currently available
  - CDOT has already completed surveys on companies that do trucking back in 2015 and we are examining when we will refresh that survey.
  - STAC comments stressed the need to make sure that CDOT is getting information/results from the rural areas of the state and not just urban areas.
  - Some feedback that the online mobile survey is quite confusing/difficult to understand and learn how to navigate.

## **STAC Bylaws review- Vince Rogalski, STAC Chair**

- STAC elections of officers are planned for the next in-person STAC meeting that is scheduled for October.
- Note that the election should be moved to the May in-person STAC meeting to accommodate the fiscal year, starting with the calendar year 2026.
- STAC recommended minor revisions to STAC bylaws language pertaining to officer terms.
- There could be potential issues if people from both urban and rural areas are not willing to serve, we might want to think about how many terms are allowed and make this “strongly encouraged” vs. “mandatory”.

**STAC Action:** Holly Williams motioned to reach out to Governor Poils to request the appointment of a District 11 Commissioner, where the seat is currently vacant. A STAC member seconded the motion. The motion passed unanimously.

- Gary Beedy agreed to draft a letter, on behalf of the STAC membership, requesting the Governor to appoint a person to fill the vacant seat for TC District 11.

**Next STAC meeting: September 5, 2024 8:30 to 12:30 and will be virtual.  
The next meeting after that will be October 3rd and in-person.**

# Transportation Commission (TC) Meeting Notes

## DRAFT

**August 14, 2024 - August 15, 2024**

**Workshops - Wednesday, August 14, 2024**

**12:30 pm to 4:30 pm**

### **Attendance:**

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

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

#### **FY 2024-2025 Budget Amendment**

##### **Purpose and Action:**

- Transfers \$600,000 from the TC Program Reserve Fund in the Commission Reserve Funds line (Line 73) to Agency Operations to provide a loan to the Clean Transit Enterprise for initial implementation expenses associated with SB 24-230 Oil and Gas Production Fees.
- Establishes a loan to the Clean Transit Enterprise for SB 24-230 Staff requests \$600,000 be transferred from the TC Program Reserve Fund to Agency Operations to temporarily fund expenses incurred by the Clean Transit Enterprise (CTE) to establish the necessary operational structure to implement SB24-230 Oil and Gas Production Fees.

##### **Discussion:**

- Commissioner Kelly asked if the \$600,000 was tranching or set up front? CDOT staff responded that the funds would be set aside up front, and that the funds would have to be moved to the enterprise to be used.
- Commissioner Holguin: observed that it seems like the language translation and accessibility services projection was low for the project. Will the requested funding be enough? The staff response was that the funding projection should cover all services required.

### **Transportation Asset Management (TAM) Budget Setting for FY 2027-29 - Darius Pakbaz, Toby Manthey, and William Johnson**

**Purpose and Action:** This workshop summarized recommended planning budgets for asset classes in CDOT's Transportation Asset Management (TAM) program for fiscal years 2027-28 and 2028-29. Also described for both years is the proposed "TAM Cap," which represents the total dollars dedicated to the TAM program each year. CDOT staff is requesting consideration of these items, which are adopted by resolution by the Transportation Commission (TC) under Policy Directive 1609.0. Note: The TAM planning budgets do not represent CDOT's full

investment in pavement, bridges and other assets. CDOT's assets are supported by a range of funding, including strategic funds in the 10-Year Plan, the Regional Priority Program, Commissioner Program Reserve funds, and more.

1. CDOT staff anticipates seeking TC approval in September of TAM planning budgets for fiscal years 2027-28 and 2028-29 for 11 asset classes in the TAM program.
2. Staff also anticipates seeking TC approval in September of the TAM Cap for both years. The TAM Cap is the sum of the planning budgets for the individual asset classes and the total dollars initially dedicated to the TAM program in a given year.

#### **Discussion:**

- Commissioner Garcia asked if it would be more helpful to see the percentage of funding dollars going towards maintaining assets instead of dollar amounts. It would also be helpful to have a percentage of maintenance funding relative to other funded areas.
- Commissioner Cook agreed with the need for percentages in spreadsheets presented. Asked about the TAM cap and how that is changed by the scorecard. Cook also inquired about whether the TAM cap reflects conditions on the ground. CDOT Division of Accounting and Finance Assistant Director, Nicholas explained that any changes to the TAM cap would be pulled from the 10-year plan. CDOT Division of Transportation Development Director, Pakbaz added that the cap is created based on fiscal constraints.
- Commissioner Holguin expressed concern that the proposed planning budget has no adjustment for inflation, so purchasing power is decreasing. What can be done about this? Pakbaz noted that there will be trade offs considering the high inflationary pressures. It will be a balancing act to ensure all programs are adequately funded. Staff recommends maintaining the current funding distribution.
- Commission Chair Hart supported the idea of percentages being added to the spreadsheets. Hart wants to see direct comparisons to the scorecard and funding distribution.

## **Policy Directive 14 Scorecard - William Johnson, Jacob Kershner, and Darius Pakbaz**

**Purpose & Action:** To report on progress made towards achieving legacy Policy Directive 14.0 (PD 14) performance objectives for the Safety, Asset Management, and Mobility goal areas. The requested action is to review progress towards achieving the legacy PD 14 performance objectives during calendar year 2023 in preparation for the annual budget setting process. The TC reviews the scorecard to determine if there is a need to realign anticipated resources.

#### **Discussion:**

- Commissioner Stuart asked a clarifying question about the number of vulnerable road users (VRU) fatalities and serious injuries. Kershner clarified that the 809 VRU fatalities and serious injuries were across the entire state including on roads that are not state owned.
- Commissioner Garcia pointed out that 65% of the targets aren't being met. Pakbaz explained that we are in the midst of the planning process, which allows us to make adjustments to planned projects to meet these performance targets. Garcia asked whether these targets should be reconsidered given inflationary pressures. Pakbaz answered that this version of PD-14 was adopted in 2019 so these targets will likely be updated.



- Commissioner Cook commented that it is hard to tell which of these targets are more important than others, so it is appreciated that PD-14 narrows down the focus.
- Commissioner Ridder asked about what it will take to meet 100 percent of these targets? Pakbaz responded that more funding is the easy answer, but that is not something CDOT has much control over. CDOT continually looks at the most efficient ways to increase performance within fiscal constraints. We look at these performance targets on a yearly timescale but sometimes these improvements and changes can take many years before the real difference is evident in the data.
- Commissioner Parsons noted that resources are spread too thin and that is why some of these performance measures are not being met. If we keep asking CDOT to perform more tasks with a diminishing budget, these performance targets will not be met.
- Commission Chair Hart would like to see an executive summary with the highpoints and low points of CDOT performance with very clear actions to improve performance.

## **Policy Directive 14 Update for the 2050 Statewide Plan Cycle - Darius Pakbaz and William Johnson**

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

### **Discussion:**

- Commissioner Garcia asked about a performance measure for wildlife crashes. Pakbaz responded that crashes involving wildlife may become a new performance measure in the future due to their importance to many Transportation Planning Regions.
- Commissioner Stuart suggested that a new Wildly Important Goal (WIG) or goal should be working collaboratively with areas of the state where most of these VRUs occur. CDOT needs help from other public agencies and local governments to achieve these goals in reducing VRU fatalities and serious injuries. Pakbaz explained that in addition to the statewide plan, is the State Highway Safety Plan which conducts collaborations and partnerships and outlines the coordination in much greater detail. CDOT Chief Engineer Stefanik noted that there is a strategy of funding \$6 million towards VRU infrastructure. We also perform yearly or biyearly reports on VRUs to FHWA. There is significant partnership across the state for developing the State Highway Safety Plan between state agencies, local planners and local governments.
- Commissioner Parsons asked about what precludes additional speed monitoring on top of the 150 speed safety camera days. Stefanik explained that the WIG is a joint WIG with the Colorado State Patrol (CSP), and they have their own WIGs for enforcement on top of speed cameras. Local law enforcement will be working toward addressing these issues in conjunction with CSP and CDOT.

- Commissioner Cook: Investments in BRT have a focus on vulnerable road users which may help address these safety goals.
- Commissioner Hart: information campaigns and media focusing on driving safety will play a large part in impacting driving behavior.

## **Region 5 Update - Julie Constan**

**Purpose and Action:** To present a Region 5 update on 10-Year Plan accomplishments to the TC. No action was necessary, for information only.

Region 5 is comprised of:

- 15 counties and two Indian tribal nations
- 368 full time employees
- 46 maintenance patrols
- 4 engineering residencies
- 3,566 lane miles (16% of state highways)
- 3.6% of the state population
- 14 mountain passes over 8,000 feet
- 228 bridges
- 2 rest areas
- 5 scenic byways

A 10-Year Plan program summary outlined:

10 Year Plan for 2023 (Region 5)

- Total Projects Cost: \$691 million
- Total Strategic Funds: \$403 million
- 10 Year Plan Projects: 46

Key Projects covered included:

- CO 141 Slickrock and CO 145 Redvale Rural Road Surface Treatment
- CO 141 North of Naturita Rural Road Surface Treatment
- CO 17 Surface Treatment & Widening to US 285
- CO 149 North of Creede Rural Road Surface Treatment
- CO 370 Between CO 15 and US 285 Rural Road Surface Treatment
- CO 114 US 50 East Rural Road Surface Treatment
- US 160 McCabe Creek Structure Replacement Project
- US 50/US 285 Intersection Reconstruction and Rural Paving
- US 550 Pacochupuk South Roadway Mobility, Safety, and Billy Creek Wildlife Improvements
- US 550 and US 160 Connection

**Discussion:**

- Commissioner Garcia thanked CDOT Region 5 Regional Transportation Director, Julie Constan, and Region 5 staff for their hard work, accomplishments and for sharing this information with the TC.

## **Mobility Committee - Transit Connections Study Update - Paul Desrocher and Jan Rowe**

**Purpose and Action:** To provide an update on the Transit Connections Study (TCS) project. The requested action is Informational only. The TCS aims to provide a strategic vision for a

statewide transit network as part of a transformational, interconnected multimodal system. This includes improving and expanding the Bustang Family of Services and ensuring seamless connections between state-funded services and with local and regional transit/mobility providers. The study has concluded the literary review of the current state of transit and is transitioning into the gap analysis. Next Steps The TCS is anticipated to be completed by December 2024 and additional updates will be provided to the Commission as the project advances.

#### **Discussion:**

- Commissioner Garcia observed that it would be fantastic to include a Bustang route from Durango to the I-25.
- Commissioner Ridder asked about what is the timeline for the completion of the study. The CDOT Division of Transit and Rail Planning Director Rowe answered that the completion of the Transit Connections Study is anticipated to be late 2024 to early 2025.
- Commission Chair Hart expressed great enthusiasm for the completion and use of this study in helping develop the statewide transit system.

**Adjournment at approximately 4:12 pm**

**Thursday, August 15, 2024**

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

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

#### **Public Comments**

- Dave Rumsey Representing Cemex, Lyons cement plant.
  - Available DOT concrete paving work has drastically reduced over the past couple of years.
  - Concrete is stiffer, has lower albedo (ability to reflect solar radiation), and lasts longer than asphalt.
  - Cemex has reduced CO2 emissions by 13% since 2020.
- Tim Barnes, Lafayette City Council Member.
  - Lafayette has adopted its first multimodal transportation plan
  - Lafayette residents are concerned about transportation pollution impacts on the climate, health and environmental justice.
  - Lafayette is in the ozone nonattainment area.
  - In a Lafayette survey:
    - 56% asked to prioritize transit in major intersections and corridors.
    - 65% asked to enhance street bike lanes.
    - 71% said fixing broken sidewalks was their priority.
  - Urged CDOT to please continue to adopt goals and priorities that are ambitious and reflective of the commitments the state has made to reduce emissions from the transportation sector.
- Amy Brooks, Chief Operating Officer, Castle Rock Construction Company of Colorado, LLC

- Requests the TC and CDOT reevaluate the strategy and approach to pavement maintenance in light of goals set forth in PD14.
- The strategy of short term fixes has led to a high percentage of poor pavement condition in the state.
- Concrete pavements have served decades with little to no maintenance.
- Asphalt might cost less now, but they will require replacement in the next ten years.
- Concrete overlays and concrete panel replacement projects last 20-30 years and are a great investment.
- Requested that the TC to consider investing in concrete panels that will last decades.
- Travis Bell, General Superintendent at Castle Rock Construction Company, LLC
  - Average asphalt overlay will last 5-10 years
  - Concrete overlays last between 20-40 years
  - With less than 5% market share, concrete is not being utilized enough.
  - This product can be cost competitive over time.
- Roger Iverson, Holcim US Inc. (Cement, Concrete, Aggregate and Asphalt Construction Company)
  - 2024 CDOT project bidding is 95% asphalt and 5% concrete
  - Asphalt being laid down now will be maintained/resurfaced before 2037
  - There needs to be more concrete roadway projects.
- Robert Montoya, GCC of America (Cement Company)
  - Requests CDOT evaluate using concrete pavement in roadway projects.
- Sarah Dalton, Pavement Engineer for American Concrete Pavement Association
  - Represents the concrete industry.
  - Bidding opportunities for the concrete industry has reduced greatly.
  - Concrete roadways can address CDOT's pavement performance targets.
  - GHGs have been reduced by up to 40% in the last 15 years.
  - Concrete pavement lowers fuel consumption for heavy vehicles
- Martin Holt, Director of Quality Control at WW Clyde (Civil Construction Company)
  - Asks to reinforce the need for alternative bids, more opportunities for concrete overlays, and give concrete its due credit.

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

- Commissioner Cook attended the CDOT Intern report out, and was impressed. The City of Lakewood completed its first protected bike lane project.
- Commissioner Kelly will be leaving the Commission after October's meeting. Looking for a replacement currently.
- Commissioner Ridder was very appreciative of CDOT staff and maintenance operations for their work.
- Commissioner Stuart attended an I-25 segment 2 open house. Attended the North Area Transportation Alliance meeting and discussed CTIOs express lanes analysis and recommendations. Was a panelist at the National Conference for the Association of Commuter Transportation. Discussed travel demand management (TDM) policies and its importance in greenhouse gas reduction policies, the Policy Directive 1601 process that requires reduction of congestion, and the CTIO efforts having transit run free on express lanes.
- Commissioner Garcia - audio tech issues.

- Commissioner Holguin thanked the public for providing comments. Concerned about the increase in traffic fatality and serious injury rates in Colorado. Especially concerned about vulnerable road users (VRU) fatalities. The built environment is only one aspect and Holguin recommended a public relations campaign.
- Commissioner Parsons attended the groundbreaking at the CO-21 Airport Road diverging diamond interchange. A lot of questions and comments have been about lane filtering.
- Commissioner Bowman has been in Germany and has traveled by train for the past month. The Mesa County Regional Transportation Transportation Safety Symposium will be on August 28th at Colorado Mesa University, which is a great opportunity for folks to attend.
- Vice Chair Adams would like to see a written business case from the concrete proponents to lay out the arguments made today. Would like to show the financial comparison between concrete and asphalt. Adams had the chance to attend the Colorado Springs Safety Summit where hundreds of professionals met to discuss improving transportation safety. Thanked the Denver Office of Transportation Infrastructure engagement with local business owners on their concerns with bus rapid transit (BRT).
- Chair Hart observed that the ongoing mobility connective study meeting with CTIO was very informative.

### **Executive Director's Management Report-Shoshana Lew**

- Project progress has been very strong throughout the summer. There has been great progress on the US 50 Bridge over Blue Mesa Reservoir.
- Thanks to John Cater for getting a letter of no prejudice from the FHWA.
- Marsha Nelson, CDOT Environmental Justice and Equity Office Director held the first environmental justice town hall.
- Executive Director Lew thanked everyone for their great work on projects this summer.

### **Chief Engineer's Report - Keith Stefanik**

- Currently updating the Strategic Highway Safety Plan. Many stakeholders are involved in the development of the plan. There will be five meetings across the state to discuss the plan update. The plan is also being discussed during transportation planning region meetings.
- The state safety champion, Manjari Bhat, will be leaving CDOT in the coming months so the position will be vacant. Manjari and her father have 44 years of CDOT experience. Stefanik thanked her for her time with CDOT.

### **Colorado Transportation Investment Office (CTIO) Director's Report - Piper Darlington**

- A new CTIO board member, Nellie Moran, was sworn in to represent DRCOG.
- Had a fantastic briefing on SB-184 and a discussion of CDOT deliverables and thanked all who attended.
- Spoke on a panel about multimodal projects at the P3 conference hosted by the American Road and Transportation Builders Association. States of Colorado, Virginia, Georgia and Tennessee were all on the panel and discussed the different ways that P3

(public-private partnerships) have evolved to encompass more modes in light of new legislation and goals. Colorado projects remain a P3 model that other states look towards in the ways to best incorporate transit and other modes into P3 projects.

- Another CTIO team member spoke at the annual symposium on managed lanes held by the Transportation Research Board. Her topic was the next generation of managed lanes: Colorado's groundbreaking safety enforcement, and insights from year one.
- Commissioner Kelly asked about the timeline of legislation enabling changes in managed lanes and speed enforcement. CDOT Chief Engineer, Keith Stefanik explained that legislation clarified the use of automated vehicle identification systems, which allowed CDOT to introduce, that helped provide the opportunity for CDOT to introduce speed safety cameras in construction zones, school zones and safety corridors. One of the strategies for the FY25 advancing transportation safety WIG is to get 150 calendar days of automated speed enforcement by June 30, 2025. The main priority is construction zones and schools zones and then the higher speed corridors will be focused on. The legislation has limitations on deploying speed safety cameras on the interstate.

### **FHWA Division Administrator Report - John Cater**

- There was a local public agency peer exchange between Colorado and Washington State to discuss administering local agency programs and potential improvements. There were some great discussions about tracking costs associated with the growing number of grants programs and how to best consider risks.
- Cater highlighted the Local Technical Assistance Program (LTAP) which is a federal program in every state. The Colorado program is managed by Front Range Community College in Fort Collins. The program serves to provide training, technical assistance, and knowledge transfer. The student enrollment has been increasing significantly in the past few years with an increase of 240 enrollments in 2021 to 1,472 in 2024. The program also does equipment loans and has training for grant applicants. The program also hosts a trail blazer contest to share ideas that have improved processes at public agencies. Heather Carlson, Colorado LTAP Director, runs the program. Courses are held throughout the state.

### **Statewide Transportation Advisory Committee (STAC) Report - Vincent Rogalski**

- CDOT will be reporting to the state transportation legislative review committee in the next month or so.
- A transportation housing and urban development bill was approved that cuts grants by 36%. A federal senate bill was passed for \$110 billion which will increase funding.
- STAC felt the increase of 83% in transit revenue service miles over the next 10 years seems unattainable.
- STAC would like to see a greater focus on safety.
- Hoping to get the revised STAC bylaws approved by October. There could be a potential issue if both rural and urban areas are not willing to serve.
- **STAC action:** Reach out to Governor Polis to request the appointment of a District 11 Commissioner. The motion passed unanimously to write a letter of request to the Governor.

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

- Proposed Resolution #1: Approve the Regular Meeting Minutes of July 18, 2024 - Herman Stockinger
  - A motion to amend the meeting minutes to reflect Hannah Parsons' attendance record to the July TC meeting notes was seconded and approved.
- Proposed Resolution #2: IGA Approval >\$750,000 - Lauren Cabot
- Proposed Resolution #3: Disposal: Parcel 712-EX to Town of Parachute - Jason Smith
- Proposed Resolution #4: Disposal Parcel 4-EX, NW corner of I76 & Sheridan - Jessica Myklebust

A motion by Commissioner Parsons was raised to approve, and seconded by Commissioner Bowman, and passed unanimously.

## **Discuss and Act on Proposed Resolution #5: Budget Amendment of FY 2025 (Jeff Sudmeier and Bethany Nicholas)**

A motion by a Commissioner was raised to approve, and seconded by Commissioner Garcia, and passed unanimously.

## **Discuss and Act on Proposed Resolution #6: Budget Supplement of FY 2025 (Jeff Sudmeier and Bethany Nicholas)**

- Commissioner Cook asked how certain CDOT would be able to back-bill. Nicholas stated that funding projections were on track and the out years of the 10-year plan were being reviewed.
- Commissioner Garcia asked whether increases and decreases in 10-year plan funding cause transfers between projects. Nicholas: Increases in project funding usually comes from savings in projects that were over funded. The transfers occur within and not between regions.

A motion by a Commissioner was raised to approve, and seconded by Commissioner Garcia and passed unanimously.

## **Discuss and Act on Proposed Resolution #7: STIP Amendment FY 2025 - FY 2028 (Darius Pakbaz and Jamie Collins)**

A motion by Commissioner Parsons was raised to approve, and seconded by Commissioner Holguin, and passed unanimously.

## **Adjournment**

- Adjourned at 10:25 am



**COLORADO**  
Department of Transportation

## Statewide Transportation Advisory Committee Memorandum

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

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

**Date:** September 5, 2024

**Subject:** Policy Directive 14.0 Revisions for 2050 Statewide Planning Cycle

### Purpose

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

### Action

STAC to recommend action for PD 14 to the TC.

### Background

Staff reviewed PD 14 and proposed revisions to the TC in May 2024, with discussions continuing through August. The proposed revisions streamlined PD 14 by reducing the number of performance measures specifically called out in PD 14 to ensure the Department is strategically focusing investments towards key goal areas to make substantial progress towards CDOT's overarching vision for transportation.

As part of the ongoing dialogue surrounding PD 14, staff received feedback from the TC Statewide Planning Subcommittee on July 31, which included a request to develop a matrix of performance measures that demonstrates alignment of legacy PD 14



performance measures within the department's strategic plans. The matrix has been included in the appendices. Staff was also asked to revise the draft PD 14 to incorporate the TC Guiding Principles, which is included under Policy subsection C. Finally, the Departments Fiscal Year 2024-25 Wildly Important Goals (WIGs) were included in the appendices.

The September presentation will provide an opportunity for STAC to recommend action on PD 14.

### **Next Steps**

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

### **Attachments**

Attachment A: PD 14 September STAC Update Presentation

Attachment B: Final PD 14.0

Attachment C: PD 14 2023 Results Scorecard



# Policy Directive 14.0 (PD 14)

September Statewide Transportation  
Advisory Committee



Governor's Priorities drive performance at all levels.



Crime Prevention



Energy and Renewables



Health



Housing



Tax Reform

**Tier 1**

Department Goals

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

**Tier 2**

Strategic Investments

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

**Tier 3**

Strategic Plans

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

**Tier 4**

Performance Measures

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



# Policy Directive 14

## Summary of Changes

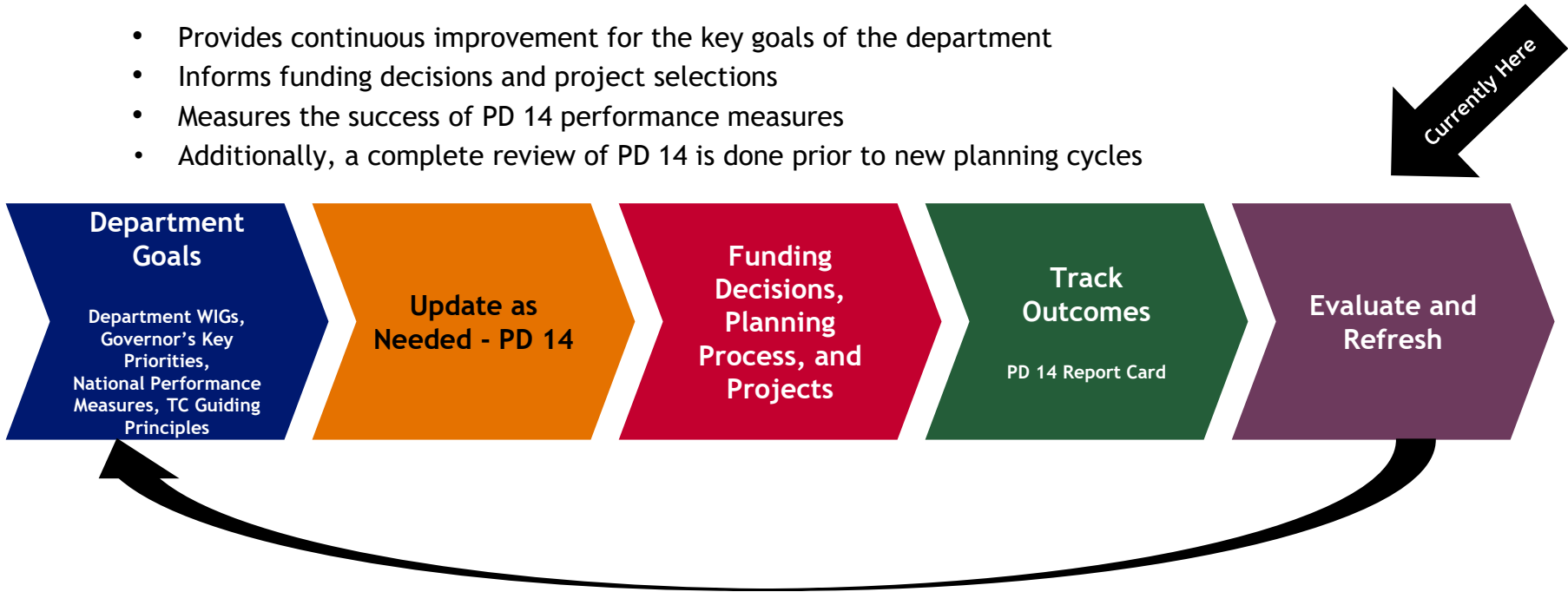
- Performance Measure Adjustments for Sustainably Increase Transportation Choice Goal Area:
  - Increased Transit Revenue Service Miles Goal to 83% increase by the end of the next ten year plan.
  - Included measure on VMT reduction per capita with an annual reduction of 1%
  - Increase GHG Emission Reduction for Transportation to 60% from 2005 levels.
- Incorporated of TC Guiding Principles into PD - As Appendix A
- Incorporated CDOT WIGs into PD - As Appendix B
- Incorporated Performance Measure Matrix - As Appendix C



# Policy Directive 14 Annual Review Process

- PD 14 Review Framework

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





# Draft Planning Cycle Goals

Guiding Principles for Plan Development & Implementation



## Advancing Transportation Safety

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



## Fix Our Roads

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



## Sustainably Increase Transportation Choice

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



# Advancing Transportation Safety

## Advancing Transportation Safety

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

### Performance Measures

- Fatalities and Serious Injuries
- Vulnerable Road Users

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





# Fix Our Roads

## Fix Our Roads

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

### Performance Measures

- Bridge Condition
- Pavement Condition

### Pavement Condition

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

### Bridge Condition

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







# Sustainably Increase Transportation Choice

## Sustainably Increase Transportation Choice

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

### Performance Measures

- Statewide Transit
- Clean Transportation

#### • Statewide Transit

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

#### • Clean Transportation

- Reduce Greenhouse Gas (GHG) emissions from the transportation sector in-line with the Colorado GHG Pollution Reduction Roadmap.
  - 60% Reduction of Carbon Dioxide Equivalent (CO<sub>2</sub>e) by 2037 (from 2005 baseline)





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# PD 14 Appendices



## Overview:

- TC Guiding Principles
- PD Performance Matrix
- CDOT Fiscal Year 2024-25 Wildly Important Goals (WIGs)



# TC Guiding Principles

	Safety	Mobility	Economic Vitality	Asset Management	Strategic Nature	Regional Priority
Potential Criteria	Extent to which project addresses safety deficiencies at locations with known safety issues (as indicated by Level of Safety Service (LOSS) 3 or 4), or other known or projected safety issues	Extent to which a project addresses a mobility need and reduces greenhouse gas emissions, including congestion reduction, improved reliability, new or improved connections, eliminations of “gaps” or continuity issues, new or improved multimodal facilities, improves efficiency through technology or improved access to multimodal facilities.	Extent to which a project supports the economic vitality of the state or region and ensures disproportionately impacted communities realize the economic benefits of a project, such as supporting business, freight, agricultural or energy needs, or providing or improving access to recreation, tourism, job, military, healthcare or other significant activity centers.	Extent to which project addresses asset life, including improving Low Drivability Life pavement or poor rated structures	Strategic nature of project, regional or statewide significance, leverages innovative financing and partnerships, and balances short term needs vs. long term trends.	Priority within the Region, based on planning partner input including priorities expressed in Regional Transportation Plans
TC Guiding Principle	Safety	<p>Programs and projects leveraging new technology development</p> <p>Integrated System Impacts and Benefits</p> <p>Reduction of Greenhouse Gas Emissions</p>	<p>Economic Impacts</p> <p>Statewide Equity</p> <p>Social Equity</p>	<p>Asset Management and Preservation Benefits</p> <p>Impact of Asset Management decision on asset life and function</p>	<p>Financial Leverage, Financial innovation, and Partnerships</p> <p>Short term projects vs. Accommodating Long-Term Projects trends</p> <p>How does the system look in 30 years and how does this project fit in?</p>	<p>Regional flexibility and related smaller scale projects</p> <p>Is the project consistent with the 2045 Statewide Plan and if not, what are the reasons for deviating from priorities identified through that collaborative process?</p>



# PD 14 Performance Matrix Example

## Advancing Transportation Safety

Category	Legacy PD 14 Performance Measure	Proposed PD 14	Draft Procedural Directive 14.1	Public Reporting Availability
Highway Safety	Reduce the number of traffic-related fatalities and serious injuries by 50% by 2037.	X		<a href="#">CDOT WIG Dashboard</a>
Highway Safety	Reduce the number of traffic-related fatalities and serious injuries involving Vulnerable Road Users by 50% by 2037.	X		<a href="#">CDOT WIG Dashboard</a>
Highway Safety	Reduce the rate of vehicle crashes per 100 million VMT by eight percent (8%) over the next four years from current levels. (All Roads)		X	<a href="#">PD14 Dashboard</a>
Highway Safety	Reduce the rate of traffic-related fatalities per 100 million VMT by fifteen percent (15%) over the next four years from current levels. (All Roads)		X	<a href="#">PD14 Dashboard</a> , <a href="#">National Performance Measures Dashboard</a>
Highway Safety	Reduce the rate of traffic-related fatalities per 100 million VMT from current levels. (Urban Roads)		X	<a href="#">PD14 Dashboard</a>
Highway Safety	Reduce the rate of traffic-related fatalities per 100 million VMT from current levels. (Rural Roads)		X	<a href="#">PD14 Dashboard</a>
Highway Safety	Reduce the rate of traffic-related fatalities per 100 million VMT from current levels. (State Highway System)		X	<a href="#">PD14 Dashboard</a>
Highway Safety	Reduce the rate of traffic-related serious injuries per 100 million VMT by fifteen percent (15%) over the next four years from current levels. (All Roads)		X	<a href="#">PD14 Dashboard</a> , <a href="#">National Performance Measures Dashboard</a>
Highway Safety	Reduce traffic-related fatalities and serious injuries involving Vulnerable Users (pedestrians and bicyclists) by fifteen percent (15%) over the next four years from current levels. (All Roads)		X	<a href="#">PD14 Dashboard</a> , <a href="#">National Performance Measures Dashboard</a>
Highway Safety	Reduce the rate of commercial vehicle-related crashes per 1 million Truck VMT from current levels.		X	<a href="#">PD14 Dashboard</a>
Highway Safety	Reduce the number of highway-rail incidents from current levels.		X	<a href="#">PD14 Dashboard</a>
Employee Safety	Reduce the number of on-the-job injuries (workers compensation claims) from current levels.		X	<a href="#">PD14 Dashboard</a>
Employee Safety	Reduce the number of vehicle incidents ("Orange Fleet") involving CDOT employees from current levels.		X	<a href="#">PD14 Dashboard</a>



# CDOT Fiscal Year 2025 Performance Plan

## The SMART Act requires:

- Goals (WIGs) to be developed annually and published publicly as Performance Plans.
- The Department works with the Governor's Office to develop WIGs.
- Agency Cabinet Members finalize the WIGs with approval from the Governor.



**CDOT's WIGs align the Governor's Priorities with CDOT's Vision and Mission.**



1



## Advancing Transportation Safety

Reduce the number of traffic-related fatalities and serious injuries in fiscal year 2027 by 22.5%, compared to the same month in fiscal year 2023.



2



## Clean Transportation

Reduce greenhouse gas and ozone-causing emissions from the transportation sector, in support of Colorado's Greenhouse Gas Pollution Reduction Roadmap targets by June 30, 2027.

3



## Statewide Transit

Increase ridership for the Bustang Family of Services from 290,737 in fiscal year 2024 to 325,625 by June 30, 2025.



# Questions?

For questions or comments on this presentation please contact:

- **William Johnson**  
Performance and Asset Management Branch Manager  
Colorado Department of Transportation  
Division of Transportation Development  
[will.johnson@state.co.us](mailto:will.johnson@state.co.us)
- **Jacob Kershner**  
Performance Program Manager  
Colorado Department of Transportation  
Division of Transportation Development  
[jacob.kershner@state.co.us](mailto:jacob.kershner@state.co.us)
- **Brittany Hanson**  
Performance Analyst  
Colorado Department of Transportation  
Division of Transportation Development  
[brittany.hanson@state.co.us](mailto:brittany.hanson@state.co.us)

## Resources:

- [Policy Directive 14.0 Dashboard](#)







# Next Steps

- Potential action on PD 14 recommendation to TC by STAC
- TC approval by resolution in September



**COLORADO**

Department of Transportation

Office of Policy and Government Relations

Policy Directive 14.0

## Policy Directive 14.0

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

**Effective Date:** September 19, 2024

**Supersedes:** Policy Directive 14.0 (2020 version)

**Originating Office:** Division of Transportation Development

### Purpose

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

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

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

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

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

### Authority

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

## Policy Directive 14.0

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

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

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

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

### Applicability

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

### Definitions

“Carbon Dioxide Equivalent (CO<sub>2</sub>e)” is a standard unit for comparing the emissions from various GHG based upon the 100-year global warming potential (GWP). CO<sub>2</sub>e is calculated by multiplying the mass number of emissions (metric tons per year), for each GHG constituent by that gas’s GWP, and summing the resultant values to determine CO<sub>2</sub>e (metric tons per year). This calculation allows comparison of different greenhouse gasses and their relative impact on the environment over different standard time periods.

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

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

“Greenhouse Gas Emissions” in the scope of this directive refer to pollution from the transportation sector and may refer to both start emissions and running exhaust emissions from vehicle tailpipes. These emissions are calculated and expressed in terms of CO<sub>2</sub>e. Greenhouse gas (GHG) included in this equivalency

## Policy Directive 14.0

encompasses carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), sulfur hexafluoride (SF<sub>6</sub>), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and other fluorinated greenhouse gasses.

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

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

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

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

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

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

“Statewide Transportation Plan” is the long-range, comprehensive, Multimodal statewide transportation plan covering a period of no less than 20 years from time of adoption, developed through the statewide transportation planning process described in these Rules and 23 U.S.C. § 135, and adopted by the Commission pursuant to § 43-1-1103, C.R.S.

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

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

## Policy Directive 14.0

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

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

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

### Policy

#### 1. Policy.

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

## Policy Directive 14.0

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

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

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

### a) Advancing Transportation Safety

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

#### Performance Measures and Targets

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

### b) Fix our Roads

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

## Policy Directive 14.0

### (1) Highway Pavement

#### Performance Measures and Targets:

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

### (2) Bridges

#### Performance Measures and Targets:

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

### c) Sustainably Increase Transportation Choice

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

#### I. Clean Transportation

##### Performance Measure and Targets:

- Reduce surface transportation sector greenhouse gas emissions (CO<sub>2</sub>e) by 60% on or before 2037, compared to the 2005 baseline.

#### II. Statewide Transit

##### Performance Measures and Targets:

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

## Policy Directive 14.0

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

### Documents Referenced in This Directive

[Greenhouse Gas Pollution Reduction Roadmap 2.0](#)

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

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

[CDOT Performance Plan](#)

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

[Statewide Highway Safety Plan](#)

### Implementation Plan

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

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

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

### Review Date

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

Herman Stockinger, Secretary  
Transportation Commission of Colorado



# Attachment A

## Transportation Commission Guiding Principles

	Safety	Mobility	Economic Vitality	Asset Management	Strategic Nature	Regional Priority
Potential Criteria	Extent to which project addresses safety deficiencies at locations with known safety issues (as indicated by Level of Safety Service (LOSS) 3 or 4), or other known or projected safety issues	Extent to which a project addresses a mobility need and reduces greenhouse gas emissions, including congestion reduction, improved reliability, new or improved connections, eliminations of “gaps” or continuity issues, new or improved multimodal facilities, improves efficiency through technology or improved access to multimodal facilities.	Extent to which a project supports the economic vitality of the state or region and ensures disproportionately impacted communities realize the economic benefits of a project, such as supporting business, freight, agricultural or energy needs, or providing or improving access to recreation, tourism, job, military, healthcare or other significant activity centers.	Extent to which project addresses asset life, including improving Low Drivability Life pavement or poor rated structures	Strategic nature of project, regional or statewide significance, leverages innovative financing and partnerships, and balances short term needs vs. long term trends.	Priority within the Region, based on planning partner input including priorities expressed in Regional Transportation Plans
TC Guiding Principle	Safety	<p>Programs and projects leveraging new technology development</p> <p>Integrated System Impacts and Benefits</p> <p>Reduction of Greenhouse Gas Emissions</p>	<p>Economic Impacts</p> <p>Statewide Equity</p> <p>Social Equity</p>	<p>Asset Management and Preservation Benefits</p> <p>Impact of Asset Management decision on asset life and function</p>	<p>Financial Leverage, Financial innovation, and Partnerships</p> <p>Short term projects vs. Accommodating Long-Term Projects trends</p> <p>How does the system look in 30 years and how does this project fit in?</p>	<p>Regional flexibility and related smaller scale projects</p> <p>Is the project consistent with the 2045 Statewide Plan and if not, what are the reasons for deviating from priorities identified through that collaborative process?</p>



# Appendix B

## PD 14 Performance Matrix

### Advancing Transportation Safety

Category	Legacy PD 14 Performance Measure	Proposed PD 14.0	Draft Procedural Directive 14.1	Public Reporting Availability
Highway Safety	Reduce the number of traffic-related fatalities and serious injuries by 50% by 2037.	X		<a href="#">CDOT WIG Dashboard</a>
Highway Safety	Reduce the number of traffic-related fatalities and serious injuries involving Vulnerable Road Users by 50% by 2037.	X		<a href="#">CDOT WIG Dashboard</a>
Highway Safety	Reduce the rate of vehicle crashes per 100 million VMT by eight percent (8%) over the next four years from current levels. (All Roads)		X	<a href="#">PD14 Dashboard</a>
Highway Safety	Reduce the rate of traffic-related fatalities per 100 million VMT by fifteen percent (15%) over the next four years from current levels. (All Roads)		X	<a href="#">PD14 Dashboard</a> , <a href="#">National Performance Measures Dashboard</a>
Highway Safety	Reduce the rate of traffic-related fatalities per 100 million VMT from current levels. (Urban Roads)		X	<a href="#">PD14 Dashboard</a>
Highway Safety	Reduce the rate of traffic-related fatalities per 100 million VMT from current levels. (Rural Roads)		X	<a href="#">PD14 Dashboard</a>
Highway Safety	Reduce the rate of traffic-related fatalities per 100 million VMT from current levels. (State Highway System)		X	<a href="#">PD14 Dashboard</a>
Highway Safety	Reduce the rate of traffic-related serious injuries per 100 million VMT by fifteen percent (15%) over the next four years from current levels. (All Roads)		X	<a href="#">PD14 Dashboard</a> , <a href="#">National Performance Measures Dashboard</a>
Highway Safety	Reduce traffic-related fatalities and serious injuries involving Vulnerable Users (pedestrians and bicyclists) by fifteen percent (15%) over the next four years from current levels. (All Roads)		X	<a href="#">PD14 Dashboard</a> , <a href="#">National Performance Measures Dashboard</a>
Highway Safety	Reduce the rate of commercial vehicle-related crashes per 1 million Truck VMT from current levels.		X	<a href="#">PD14 Dashboard</a>
Highway Safety	Reduce the number of highway-rail incidents from current levels.		X	<a href="#">PD14 Dashboard</a>
Employee Safety	Reduce the number of on-the-job injuries (workers compensation claims) from current levels.		X	<a href="#">PD14 Dashboard</a>
Employee Safety	Reduce the number of vehicle incidents ("Orange Fleet") involving CDOT employees from current levels.		X	<a href="#">PD14 Dashboard</a>



# Asset Management - Pavement/Bridge

Category	Legacy PD 14 Performance Measure	Proposed PD 14.0	Draft Procedural Directive 14.1	Public Reporting Availability
Pavement	Achieve or maintain the percent of Interstate pavement in poor condition below 1%.	X	X	<a href="#">PD14 Dashboard</a> , <a href="#">Pavement Condition Dashboard</a> , <a href="#">National Performance Measure Dashboard</a>
Pavement	Achieve or maintain 80% high or moderate Drivability Life for the state highway system.	X	X	<a href="#">PD14 Dashboard</a> , <a href="#">Pavement Condition Dashboard</a> , <a href="#">National Performance Measure Dashboard</a>
Pavement	Achieve or maintain 80% high or moderate Drivability Life for Interstates.		X	<a href="#">PD14 Dashboard</a> , <a href="#">Pavement Condition Dashboard</a>
Pavement	Achieve or maintain 80% high or moderate Drivability Life for the National Highway System.		X	<a href="#">PD14 Dashboard</a> , <a href="#">Pavement Condition Dashboard</a>
Bridge	Achieve or maintain the percent of National Highway System bridge-deck area in poor condition below 5%.	X	X	<a href="#">PD14 Dashboard</a> , <a href="#">Pavement Condition Dashboard</a> , <a href="#">National Performance Measure Dashboard</a>
Bridge	Achieve or maintain the percent of state highway system total bridge-deck area in poor condition below 5%.	X	X	<a href="#">PD14 Dashboard</a> , <a href="#">Bridge Condition Dashboard</a>
Bridge	Achieve or maintain the percent of National Highway System total bridge deck area in good condition at or above 40%		X	<a href="#">PD14 Dashboard</a> , <a href="#">Bridge Condition Dashboard</a>
Bridge	Achieve or maintain the percent of state highway system total bridge deck area in good condition at or above 40%		X	<a href="#">PD14 Dashboard</a> , <a href="#">Bridge Condition Dashboard</a>
Bridge Lead/Risk Metric	Percentage of CDOT-owned bridges over waterways that are scour critical.		X	<a href="#">PD14 Dashboard</a>
Bridge Lead/Risk Metric	Percentage of bridge crossings over Interstates, U.S. Routes and Colorado state highways with a vertical clearance less than the statutory maximum vehicle height of 14 feet-6 inches.		X	<a href="#">PD14 Dashboard</a>
Bridge Lead/Risk Metric	Percentage of bridge crossings over Interstates, U.S. Routes and Colorado state highways with a vertical clearance less than the minimum design requirement of 16 feet-6 inches.		X	<a href="#">PD14 Dashboard</a>
Bridge Lead/Risk Metric	Percentage of CDOT-owned bridges posted for load.		X	<a href="#">PD14 Dashboard</a>
Bridge Lead/Risk Metric	Percentage of CDOT-owned bridges with a load restriction.		X	<a href="#">PD14 Dashboard</a>
Bridge Lead/Risk Metric	Percentage of expansion joints in fair, poor, or severe condition (by length) on CDOT-owned bridges.		X	<a href="#">PD14 Dashboard</a>
Bridge Lead/Risk Metric	Percentage of CDOT-owned bridge deck area that is unsealed or otherwise unprotected.		X	<a href="#">PD14 Dashboard</a>



# Asset Management - Other Assets

Category	Legacy PD 14 Performance Measure	Proposed PD 14.0	Draft Procedural Directive 14.1	Public Reporting Availability
MLOS	Achieve or maintain an overall MLOS B minus grade for the state highway system		X	<a href="#">PD14 Dashboard</a>
MLOS	Achieve or maintain a LOS B grade for snow and ice removal		X	<a href="#">PD14 Dashboard</a>
Buildings	Achieve or maintain an average statewide letter grade for CDOT-owned buildings at or above 85% C or better		X	<a href="#">PD14 Dashboard</a>
ITS	Maintain or decrease the average percent useful life of ITS equipment at or below 90%		X	<a href="#">PD14 Dashboard</a>
Fleet	Maintain or decrease the average percent useful life of CDOT fleet vehicles at or below 75%		X	<a href="#">PD14 Dashboard</a>
Culverts	Maintain or decrease the percent of culverts in poor condition (have a culvert rating of 4 or less) at or below 5%		X	<a href="#">PD14 Dashboard</a>
Geohazards	Achieve or maintain the percent of geohazard segments at or above risk grade B at or above 85%		X	<a href="#">PD14 Dashboard</a>
Tunnels	Achieve or maintain the percent of network tunnel length with all elements in equal or better condition that 2.5 weighted condition index at or above 75%		X	<a href="#">PD14 Dashboard</a>
Traffic Signals	Maintain or decrease the percent of signal infrastructure in severe condition at or below 2%		X	<a href="#">PD14 Dashboard</a>
Walls	Maintain or decrease the percent of CDOT-owned walls, by square foot, in poor condition (have a rating of 4 or less) at or below 2.5%		X	<a href="#">PD14 Dashboard</a>
Rest Areas	Achieve or maintain an average statewide letter grade for CDOT rest areas at or above 90% C or better		X	<a href="#">PD14 Dashboard</a>



# Asset Management - Transit Assets

Category	Legacy PD 14 Performance Measure	Proposed PD 14.0	Draft Procedural Directive 14.1	Public Reporting Availability
Transit Assets: Small Urban & Rural Agency Assets	Maintain or reduce the percentage of Over-the-Road Buses that met or exceeded their useful life benchmark (ULB) from the 2019 performance.		X	<a href="#">PD14 Dashboard</a>
Transit Assets: Small Urban & Rural Agency Assets	Maintain or reduce the percentage of Buses that met or exceeded their useful life benchmark (ULB) from the 2019 performance.		X	<a href="#">PD14 Dashboard</a>
Transit Assets: Small Urban & Rural Agency Assets	Maintain or reduce the percentage of Cutaway Vehicles that met or exceeded their useful life benchmark (ULB) from the 2019 performance.		X	<a href="#">PD14 Dashboard</a>
Transit Assets: Small Urban & Rural Agency Assets	Maintain or reduce the percentage of Minivans that met or exceeded their useful life benchmark (ULB) from the 2019 performance.		X	<a href="#">PD14 Dashboard</a>
Transit Assets: Small Urban & Rural Agency Assets	Maintain or reduce the percentage of Aerial Tramway Vehicles that met or exceeded their useful life benchmark (ULB) from the 2019 performance.		X	<a href="#">PD14 Dashboard</a>
Transit Assets: Small Urban & Rural Agency Assets	Maintain or reduce the percentage of Vans that met or exceeded their useful life benchmark (ULB) at 2019 performance.		X	<a href="#">PD14 Dashboard</a>
Transit Assets: Small Urban & Rural Agency Assets	Maintain or reduce the percentage of Passenger/Parking Facilities that met or exceeded their Federal Transit Administration (FTA) Transit Economic Requirements Model (TERM) from the 2019 performance.		X	<a href="#">PD14 Dashboard</a>
Transit Assets: Small Urban & Rural Agency Assets	Maintain or reduce the percentage of Administrative/Maintenance Facilities that met or exceeded their FTA Transit Economic Requirements Model (TERM) from the 2019 performance.		X	<a href="#">PD14 Dashboard</a>
Transit Assets: Bustang	Achieve or maintain performance for Bustang and Bustang Outrider assets that have either met or exceeded their useful life benchmark (ULB) at no more than ten percent (10%).		X	<a href="#">PD14 Dashboard</a>



# Mobility - Clean Transportation

Category	Legacy PD 14 Performance Measure	Proposed PD 14.0	Draft Procedural Directive 14.1	Public Reporting Availability
Clean Transportation	Reduce Greenhouse Gas (GHG) emissions from the transportation sector in-line with the Colorado GHG Pollution Reduction Roadmap, a 60% reduction of Carbon Dioxide Equivalent (CO2e) by 2037 (from 2005 baseline).	X		<a href="#">PD14 Dashboard</a>
Clean Transportation	CDOT will work collaboratively with other state agencies and local partners to reduce statewide GHG pollution from the transportation sector by twenty-six percent (26%) by 2025, fifty percent (50%) by 2030, and ninety percent (90%) by 2050 relative to 2005 statewide GHG pollution levels.		X	<a href="#">PD14 Dashboard</a>
Clean Transportation	Collaborate with other state agencies to increase electric vehicle registrations to support a future fleet of at least nine-hundred forty thousand (940,000) light-duty zero-emission vehicles by 2030.		X	<a href="#">PD14 Dashboard</a>
Clean Transportation	Work with other state departments, transit agencies, and electric utilities to meet the transit vehicle goals specified in its 2020 Electric Vehicle Plan to convert the state transit fleet to one-hundred percent (100%) zero-emission vehicles by 2050, with an interim target of at least one-thousand (1,000) zero-emission vehicles by 2030.		X	<a href="#">PD14 Dashboard</a>
Clean Transportation	Collaborate with other state agencies, local governments, and private companies to increase the percentage of total state highway miles within a thirty-mile travel buffer of DC fast-charging stations from forty percent (40%) in fiscal year 2020 to one-hundred percent (100%) by 2030.		X	<a href="#">PD14 Dashboard</a> , <a href="#">WIGs Dashboard</a>
Clean Transportation	Coordinate with other state agencies, the Colorado Scenic & Historic Byways Commission, local governments, and individual site hosts to increase the number of Colorado Scenic & Historic Byways classified as electrified byways from three (3) currently to twenty-six (26) by the end of fiscal year 2025.		X	<a href="#">PD14 Dashboard</a> , <a href="#">WIGs Dashboard</a>



# Mobility - Transit

Category	Legacy PD 14 Performance Measure	Proposed PD 14.0	Draft Procedural Directive 14.1	Public Reporting Availability
Statewide Transit	Collaborate with stakeholders, including local partners and rail operators, to expand statewide transit and rail services by increasing revenue service miles by 66.7 million (83%) by 2037.	X		To be Developed
Statewide Transit	Achieve a 1% annual reduction in Vehicle Miles Traveled (VMT) per capita.	X	X	<a href="#">PD14 Dashboard</a>
Statewide Transit	Increase the percent of Coloradans commuting to work using multimodal options, including those using telecommuting options, to thirty-five percent (35%) in 2030.		X	<a href="#">PD14 Dashboard</a> , <a href="#">National Performance Measures</a>
Statewide Transit	Restore Bustang (I-25 and I-70 corridors) bus service ridership to pre-COVID-19 levels by the end of FY 2020-21 and grow it five percent (5 %) per year thereafter. A pre-COVID-19 level is defined as June 2021 ridership being equivalent to June 2019 ridership, knowing that an equivalent annual number is not attainable while COVID-19 is currently affecting service. June 2019 ridership was 19,189 passengers for the month, with a FY 2018-19 total annual ridership of 238,000 riders.		X	<a href="#">PD14 Dashboard</a> , <a href="#">WIGs Dashboard</a>
Statewide Transit	Increase Unlinked Passenger Trips from small urban and rural transit agencies proportional to population growth levels from 2019 levels.		X	<a href="#">PD14 Dashboard</a>

## Fiscal Year 2024-25 CDOT Wildly Important Goals



### Advancing Transportation Safety

1



**Advance the safety of Colorado’s transportation system so all travelers arrive at their destination safely.**

Reduce the number of traffic-related fatalities and serious injuries in fiscal year 2027 by 22.5%, compared to the same month in fiscal year 2023.



### Clean Transportation

2



**Reduce air pollution from the transportation sector.**

Decrease transportation sector emissions of carbon dioxide equivalent (CO<sub>2</sub>e) from 3.83 tons per capita in 2023 to 3.66 by June 30, 2027.

Decrease transportation sector emissions of nitrogen oxides (NO<sub>x</sub>) from 7.80 pounds per capita in 2023 to 7.45 by June 30, 2027.

Decrease transportation sector emissions of volatile organic compounds (VOC) from 2.54 pounds per capita in 2023 to 2.43 by June 30, 2027.



### Statewide Transit

3



**Expand Statewide Transit.<sup>1</sup>**

Increase ridership for the Bustang Family of Services from 290,737 in fiscal year 2024 to 325,625 by June 30, 2025.

<sup>1</sup>The Statewide Transit WIG is a one-year goal. Targets for FY 2026 and FY 2027 will be established at the end of FY 2025.





## Goal

In an effort to protect the traveling public, CDOT and Colorado State Patrol will reduce the number of traffic-related fatalities and serious injuries in fiscal year 2027 by 22.5%, compared to the same month in fiscal year 2023.

### Outcomes: Desired FY Milestone Goals

WIG	FY 2023 Baseline	FY 2025 Goal	FY 2026 Goal	FY 2027 Goal
Number of fatalities and serious injuries	4,555	4,282	3,940	3,530

## Strategies

- ▶ Increase local law enforcement hours addressing impaired driving on roadways having a high propensity for impaired driving-related crashes and fatalities from 12,941 hours in the field to 14,252 hours in the field by June 30, 2025.
- ▶ Achieve 150 speed safety camera-days in state highway work zones by June 30, 2025.
- ▶ Deliver \$6 Million in safety enhancements on all public roads in areas with a history of or at high-risk for vulnerable road user crashes by June 30, 2025.
- ▶ Generate 220,000,000 paid media impressions for campaigns addressing traffic safety by June 30, 2025.
- ▶ Generate 300,000,000 earned media impressions for campaigns addressing traffic safety by June 30, 2025.





2



## Goals

Decrease transportation sector emissions of CO<sub>2</sub>e from 3.83 tons per capita in 2023 to 3.77 in FY 2025, 3.72 in FY 2026, and 3.66 in FY 2027.

Decrease transportation sector emissions of NO<sub>x</sub> from 7.80 pounds per capita in 2023 to 7.68 in FY 2025, 7.57 in FY 2026, and 7.45 in FY 2027.

Decrease transportation sector emissions of VOC from 2.54 pounds per capita in 2023 to 2.50 in FY 2025, 2.46 in FY 2026, and 2.43 in FY 2027.

## Strategies

- ▶ Increase the percentage of total state highway miles within a 30-mile travel buffer of direct current fast-charging stations from 79% to 88% by June 30, 2025.
- ▶ Increase the number of Colorado Scenic and Historic Byways classified as electrified byways from 17 to 22 by June 30, 2025.
- ▶ Increase the number of operational zero-emission transit buses from 74 to 97 by June 30, 2025.
- ▶ Increase the number of National Electric Vehicle Infrastructure grants awarded for projects within identified gaps on federally designated electric vehicle corridors in Colorado from 26 to 52 by June 30, 2025.
- ▶ Expand public awareness and education around EVs and increase public understanding of their benefits, capabilities, and availability by increasing the number of grants awarded from the E-Mobility Education and Awareness Grant program from 3 to 16 by June 30, 2025.
- ▶ Increase the expenditure of grant funds for active transportation, multimodal, and transportation demand management projects from \$30.9 million in fiscal year 2024 to \$33.6 million by June 30, 2025.





3



## Goal<sup>1</sup>

Increase ridership for the Bustang Family of Services from 290,737 in fiscal year 2024 to 325,625 by June 30, 2025.

## Strategies

- ▶ Provide reliable and consistent transportation options for Bustang passengers by increasing the percentage of scheduled bus trips that are completed as planned from 98.1% to 99.5% by June 30, 2025.
- ▶ Increase the number of mobility hubs on Bustang corridors that are operational and open to the public from 0 to 3 by June 30, 2025.
- ▶ Increase the frequency of available Bustang trips by expanding the total amount of revenue service miles provided by the Bustang Family of Services from 2,201,512 in fiscal year 2024 to 3,330,000 by June 30, 2025.
- ▶ Outline a strategic vision for the statewide transit network by completing the Transit Connection Study by June 30, 2025.

<sup>1</sup>The Statewide Transit WIG is a one-year goal. Targets for FY 2026 and FY 2027 will be established at the end of FY 2025.

Continued development in freight and passenger rail is also a central priority for CDOT. For more information on CDOT's specific rail strategy, review the priorities and deliverables articulated in the February 2024 [Colorado Freight and Passenger Rail Plan](#).





# Policy Directive 14 Performance Indicators - Safety - 2023 Results

## Highway Safety

Policy Directive 14 Objectives	Results <sup>1</sup>	Target	Desired Trend	Meeting Target?	Trend 2019-2023
Reduce the rate of vehicle crashes per 100 million VMT by eight percent (8%) over the next four years from current levels. (All Roads)	179.11 ▲1.30%	204.85	Decrease	Yes	222.66 179.11
Reduce the rate of traffic-related fatalities per 100 million VMT by fifteen percent (15%) over the next four years from current levels. (All Roads)	1.31 ▼8.40%	0.93	Decrease	No	1.09 1.31
Reduce the rate of traffic-related fatalities per 100 million VMT from current levels. (Urban Roads)	1.13 ▼10.62%	1.25	Decrease	Yes	0.92 1.13
Reduce the rate of traffic-related fatalities per 100 million VMT from current levels. (Rural Roads)	1.78 ▼0.56%	1.79	Decrease	Yes	1.50 1.78
Reduce the rate of traffic-related fatalities per 100 million VMT from current levels. (State highway System)	1.25 ▼8.00%	1.35	Decrease	Yes	1.02 1.25
Reduce the rate of traffic-related serious injuries per 100 million VMT by fifteen percent (15%) over the next four years from current levels. (All Roads)	7.17 ▲5.02%	4.98	Decrease	No	5.86 7.17
Reduce traffic-related fatalities and serious injuries involving Vulnerable Users (pedestrians and bicyclists) by fifteen percent (15%) over the next four years from current levels. (All Roads)	809 ▲22.37%	459	Decrease	No	540 809
Reduce the rate of commercial vehicle-related crashes per 1 million Truck VMT from current levels. (All Roads)	1.62 ▼1.85%	1.65	Decrease	Yes	1.80 1.62
Reduce the number of highway-rail incidents from current levels.	23 ▲13.04%	20	Decrease	No	30 23

<sup>1</sup> Highway safety data is preliminary until December 31, 2024.

## Employee Safety

Policy Directive 14 Objectives	Results	Target	Desired Trend	Meeting Target?	Trend 2019-2023
Reduce the number of on-the-job injuries (workers compensation claims) from current levels.	179 No change	179	Decrease	Yes	183 179
Reduce the number of vehicle incidents ("Orange Fleet") involving CDOT employees from current levels.	159 ▼106.29%	328	Decrease	Yes	283 159



# Policy Directive 14 Performance Indicators - Asset Management - 2023 Results

## Asset Management - Bridges

Policy Directive 14 Objectives	Results	Target	Desired Trend	Meeting Target?	Trend 2019-2023
Achieve or maintain the percent of National Highway System total bridge deck area in good condition at or above forty percent (40%).	36.53% ▼-1.69%	40%	Increase	No	46.43% → 36.53%
Achieve or maintain the percent of National Highway System total bridge deck area in poor condition below ten percent (10%).	3.70% ▲0.27%	10%	Decrease	Yes	6.12% → 3.70%
Achieve or maintain the percent of state highway system total bridge deck area in good condition at or above forty percent (40%).	35.47% ▼-1.70%	40%	Increase	No	46.43% → 35.47%
Achieve or maintain the percent of state highway system total bridge deck area in poor condition below ten percent (10%).	4.43% ▲0.26%	10%	Decrease	Yes	4.42% → 4.17%
Percentage of CDOT-owned bridges over waterways that are scour critical.	5.23% ▲0.25%	5%	Decrease	No	6.18% → 5.23%
Percentage of bridge crossings over Interstates, U.S. Routes and Colorado state highways with a vertical clearance less than the statutory maximum vehicle height of 14 feet-6 inches.	1.96% ▲0.07%	1%	Decrease	No	2.14% → 1.96%
Percentage of bridge crossings over Interstates, U.S. Routes and Colorado state highways with a vertical clearance less than the minimum design requirement of 16 feet-6 inches.	20.26% ▲0.26%	18%	Decrease	No	20.31% → 20.26%
Percentage of CDOT-owned bridges posted for load.	0.20% ▼-0.12%	0.1%	Decrease	No	0.43% → 0.20%
Percentage of CDOT-owned bridges with a load restriction.	2.33% ▲0.08%	0.9%	Decrease	No	2.17% → 2.33%
Percentage of expansion joints in fair, poor, or severe condition (by length) on CDOT-owned bridges.	46.75% ▲1.55%	26%	Decrease	No	37.59% → 46.75%
Percentage of CDOT-owned bridge deck area that is unsealed or otherwise unprotected.	32.28% ▼-0.45%	35%	Decrease	Yes	36.80% → 32.28%

## Asset Management - Highway Pavement

Policy Directive 14 Objectives	Results	Target	Desired Trend	Meeting Target?	Trend 2019-2023
Achieve 80% High or Moderate Drivability Life for Interstates based on condition standards and treatments set for traffic volume categories.	83.00% ▲2.00%	80%	Increase	Yes	88.00% → 83.00%
Achieve 80% High or Moderate Drivability Life for the NHS, excluding Interstates, based on condition standards and treatments set for traffic volume categories.	80.00% ▼-7.00%	80%	Increase	Yes	84.00% → 80.00%



## Asset Management - Highway Pavement (continued)

Policy Directive 14 Objectives	Results	Target	Desired Trend	Meeting Target?	Trend 2019-2023
Achieve 80% High or Moderate Drivability Life for the state highway system, based on condition standards and treatments set for traffic volume categories.	<b>76.00%</b> ▼ -5.00%	80%	Increase	No	

## Asset Management - Other Assets

Policy Directive 14 Objectives	Results	Target	Desired Trend	Meeting Target?	Trend 2019-2023
Achieve or maintain an overall MLOS B minus grade for the state highway system.	<b>B-</b> ▼ from B+	B-	Increase	Yes	
Achieve or maintain a LOS B grade for snow and ice removal.	<b>A-</b> No change	B	Increase	Yes	
Achieve or maintain an average statewide letter grade for CDOT-owned buildings at or above 85% C or better.	<b>49.00%</b> ▲ 1.00%	85%	Increase	No	
Maintain or decrease the average percent useful life of ITS equipment at or below 90%.	<b>83.77%</b> ▲ 4.38%	90%	Decrease	Yes	
Maintain or decrease the average percent useful life of CDOT fleet vehicles at or below 75%.	<b>63.00%</b> ▼ -5.00%	75%	Decrease	Yes	
Maintain or decrease the percent of culverts in poor condition (have a culvert rating of 4 or less) at or below 5%.	<b>5.48%</b> ▲ 0.16%	5%	Decrease	No	
Achieve or maintain the percent of geohazard segments at or above risk grade B at or above 85%.	<b>76.00%</b> No change	85%	Increase	No	
Achieve or maintain the percent of network tunnel length with all elements in equal or better condition than 2.5 weighted condition index at or above 75%.	<b>44.00%</b> ▼ -23.00%	75%	Increase	No	
Maintain or decrease the percent of signal infrastructure in severe condition at or below 2%.	<b>7.00%</b> No change	2%	Decrease	No	
Maintain or decrease the percent of CDOT-owned walls, by square foot, in poor condition (have a rating of 4 or less) at or below 2.5%.	<b>3.34%</b> ▼ -1.10%	2.5%	Decrease	No	
Achieve or maintain an average statewide letter grade for CDOT rest areas at or above 90% C or better.	<b>67.00%</b> ▲ 4.00%	90%	Increase	No	



## Policy Directive 14 Performance Indicators - Asset Management - 2023 Results

### Asset Management - Transit Assets: Small Urban and Rural Agency Assets

Rolling Stock Objectives <sup>1</sup>	Results	Target	Desired Trend	Meeting Target?	Trend 2019-2023
Maintain or reduce the percentage of Over-the-Road Buses that met or exceeded their useful life benchmark (ULB) from the 2019 performance.	10.53% ▲0.77%	17.95%	Decrease	Yes	17.95% → 10.53%
Maintain or reduce the percentage of Buses that met or exceeded their useful life benchmark (ULB) from the 2019 performance.	24.55% ▼-3.69%	24.81%	Decrease	Yes	24.81% → 24.55%
Maintain or reduce the percentage of Cutaway Vehicles that met or exceeded their useful life benchmark (ULB) from the 2019 performance.	30.21% ▲7.40%	24.61%	Decrease	No	24.61% → 30.21%
Maintain or reduce the percentage of Minivans that met or exceeded their useful life benchmark (ULB) from the 2019 performance.	38.40% ▲3.24%	23.85%	Decrease	No	23.85% → 38.40%
Maintain or reduce the percentage of Aerial Tramway Vehicles that met or exceeded their useful life benchmark (ULB) from the 2019 performance.	42.25% No change	83.82%	Decrease	Yes	83.82% → 42.25%
Maintain or reduce the percentage of Vans that met or exceeded their useful life benchmark (ULB) at 2019 performance.	21.54% ▼-1.54%	13.79%	Decrease	No	13.79% → 21.54%
Facilities Objectives <sup>2</sup>	Results	Target	Desired Trend	Meeting Target?	Trend 2019-2023
Maintain or reduce the percentage of Passenger/ Parking Facilities that met or exceeded their FTA Transit Economic Requirements Model (TERM) from the 2019 performance.	0.00% No change	2.78%	Decrease	Yes	2.78% → 0.00%
Maintain or reduce the percentage of Administrative/ Maintenance Facilities that met or exceeded their FTA Transit Economic Requirements Model (TERM) from the 2019 performance.	10.81% No change	8.89%	Decrease	No	8.89% → 10.81%

<sup>1</sup> Rolling Stock: Percentage of revenue vehicles within an asset class that have either met or exceeded their useful life benchmark (ULB).

<sup>2</sup> Facilities: Percentage of facilities within an asset class rated below a 3.0 on the FTA TERM 5-point scale.

### Asset Management - Transit Assets: Bustang and Bustang Outrider Assets

Rolling Stock Categories <sup>1</sup>	Results	Target	Desired Trend	Meeting Target?	Trend 2019-2023
Achieve or maintain performance for Bustang and Bustang Outrider assets that have either met or exceeded their useful life benchmark (ULB) at no more than ten percent (10%).	0.00% No change	10%	Decrease	Yes	0.00% → 0.00%

<sup>1</sup> Rolling Stock: Percentage of revenue vehicles within an asset class that have either met or exceeded their useful life benchmark (ULB).



# Policy Directive 14 Performance Indicators - Mobility - 2023 Results

## Mobility - Reliability and Congestion

Policy Directive 14 Objectives	Results	Target	Desired Trend	Meeting Target?	Trend 2019-2023
Achieve or maintain an Operations Levels of Service (OLOS) grade of C or better for eighty percent (80%) or greater of the state highway system.	88.04% ▲ 5.23%	80%	Increase	Yes	79.74% — 88.04%
Achieve or maintain an annual average incident clearance time of twenty (20) minutes or less for highways covered by CDOT Safety Patrol and Heavy Tow vehicles.	27.15 ▲ 14.70%	20.00	Decrease	No	23.82 — 27.15
Manage congestion on our roads by reducing Vehicle Miles Traveled (VMT) by ten percent (10%) on or before 2030, relative to current levels.	55.10 B ▲ 2.16%	52.44 B <sup>1</sup>	Decrease	No	53.63 B — 55.10 B
Manage congestion on our roads by reducing Vehicle Miles VMT per capita by ten percent (10%) on or before 2030, relative to current levels.	9,354 ▲ 1.27%	9,099 <sup>1</sup>	Decrease	No	9,478 — 9,354

<sup>1</sup>The target represents a 2023 milestone, which is derived from the ten-year goal (2030).

## Mobility - Multimodal Options

Policy Directive 14 Objectives	Results	Target	Desired Trend	Meeting Target?	Trend 2019-2023
Increase the percent of Coloradans commuting to work using multimodal options, including those using telecommuting options, to thirty-five percent (35%) in 2030.	31.22% <sup>1</sup> ▲ 0.98%	35% by 2030	Increase	In Progress	24.71% — 31.22%
Restore Bustang (I-25 and I-70 corridors) bus service ridership to pre-COVID-19 levels by the end of FY2020-21 and grow it five percent (5 %) per year thereafter. A pre-COVID-19 level is defined as June 2021 ridership being equivalent to June 2019 ridership, knowing that an equivalent annual number is not attainable while COVID-19 is currently affecting service. June 2019 ridership was 19,189 passengers for the month, with a FY 2018-19 total annual ridership of 238,000 riders.	221,104 ▲ 62.15%	275,515	Increase	No	238,000 — 221,104
Increase Unlinked Passenger Trips from small urban and rural transit agencies proportional to population growth levels from 2019.	19,054,963 ▲ 12.14%	20,749,231	Increase	No	18.30M — 19.05M

<sup>1</sup> Data is provided by the American Community Survey. The 2023 American Community Survey data is planned to be released October 2024. 31.2 percent of Coloradoans commuted to work using multimodal options in 2022, including telework.

## Mobility - Environmental Impact

Policy Directive 14 Objectives	Results	Target	Desired Trend	Meeting Target?	Trend 2019-2023
CDOT will work collaboratively with other state agencies and local partners to reduce statewide GHG pollution from the transportation sector by twenty-six percent (26%) by 2025, fifty percent (50%) by 2030, and ninety percent (90%) by 2050 relative to 2005 statewide GHG pollution levels.	22.01 MMT <sup>1</sup>	18.13 MMT	Decrease	In Progress	Limited Data <sup>2</sup>
Collaborate with other state agencies to increase electric vehicle registrations to support a future fleet of at least nine-hundred forty thousand (940,000) light-duty zero-emission vehicles by 2030.	108,795 ▲ 49.58%	940,000 by 2030	Increase	In Progress	27,063 — 108,795




<sup>1</sup> The number represents 2020 CO2 emissions from the transportation sector. Aviation and other fuel types are not included. Other fuel types include "alternative fuel vehicles," which are vehicles that burn methanol, ethanol, liquefied petroleum gas (LPG), liquefied natural gas (LNG), or compressed natural gas.

<sup>2</sup> GHG emissions are reported in the Colorado GHG Report. The 2023 report includes data for 2005, 2010, 2015, and 2020. Therefore no trend is included.





## Mobility - Environmental Impact Cont.

Policy Directive 14 Objectives	Results	Target	Desired Trend	Meeting Target?	Trend 2020-2023 <sup>1</sup>
Work with other state departments, transit agencies, and electric utilities to meet the transit vehicle goals specified in its 2021 Electric Vehicle Plan to convert the state transit fleet to one-hundred percent (100%) zero-emission vehicles by 2050, with an interim target of at least one-thousand (1,000) zero-emission vehicles by 2030.	74 ▲4.23%	1,000 by 2030	Increase	In Progress	
Collaborate with other state agencies, local governments, and private companies to increase the percentage of total state highway miles within a thirty-mile travel buffer of DC fast-charging stations from forty percent (40%) in fiscal year 2021 to one-hundred percent (100%) by 2030.	77% ▲7.00%	100% by 2030	Increase	In Progress	
Coordinate with other state agencies, the Colorado Scenic & Historic Byways Commission, local governments, and individual site hosts to increase the number of Colorado Scenic & Historic Byways classified as electrified byways from three (3) in 2020 to twenty-six (26) by the end of fiscal year 2025.	14 ▲40.00%	26 by 2025	Increase	In Progress	

<sup>1</sup> 2020 was the first reporting year.

# Bylaws of the Statewide Transportation Advisory Committee

Version 2 - Sep. 5, 2024

## Article I - Name

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

## Article II - Objective

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

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

## Article III - Members

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

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

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

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

Section 5. The chairperson of the Transit and Rail Advisory Committee (TRAC) shall be a non-voting member of STAC and is entitled to name an alternative representative in the event the chairperson is unable to attend a STAC meeting and both individuals shall be included by the Department in distributions of all STAC correspondence and notifications. The DTD Division Director shall be notified in writing of the name, title, mailing address, telephone number, and electronic mail address of the STAC representative and alternative representative within thirty (30) days of selection.

## Article IV - Officers

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

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

Section 3. The Vice-Chairperson shall, in the case of the absence or disability of the Chairperson, perform the duties of the Chairperson. The Vice-Chairperson shall be a member of the STAC ~~and shall hold office for no more than two (2) consecutive two-year terms.~~ A single person may serve as both Chairperson and Vice-Chairperson for a total of up to four (4) two-year terms. In the absence of both the Chairperson and the Vice-Chairperson, the members present at a meeting of the STAC shall select a Chair pro tem to preside over such meeting.

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

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

Section 6. ~~Officer Elections for calendar year 2024 shall be held at the STAC Meeting in October. In future years, elections shall be held at the STAC meeting in May in even-numbered calendar years, starting in calendar 2026. If a May meeting is not held, the elections should be held at the next meeting thereafter.~~

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

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

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

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

Section 11. To ensure the STAC's leadership represents both rural and urban Colorado, when the chairperson is chosen from a rural TPR or tribe, the vice chairperson shall be chosen from an urban MPO area, and each position shall rotate so that no consecutive chairpersons or vice chairpersons come from either a rural TPR or tribe, or urban MPO area consecutively, whenever possible during the election process, encouraging equal distribution of the officer positions between rural and urban Colorado. These offices will switch after each election (i.e., Chair from a TPR and Vice Chair from a MPO after one election, then a MPO Chair and TPR Vice Chair after the next election, etc.).

## Article V - Meetings

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

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

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

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

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

## Article VI - Records

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

## Article VII - Amendment

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

## Article VIII - Ad Hoc Committee

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



**COLORADO**

Department of Transportation

# Region 5 10-Year Plan Accomplishments

8/1/2024



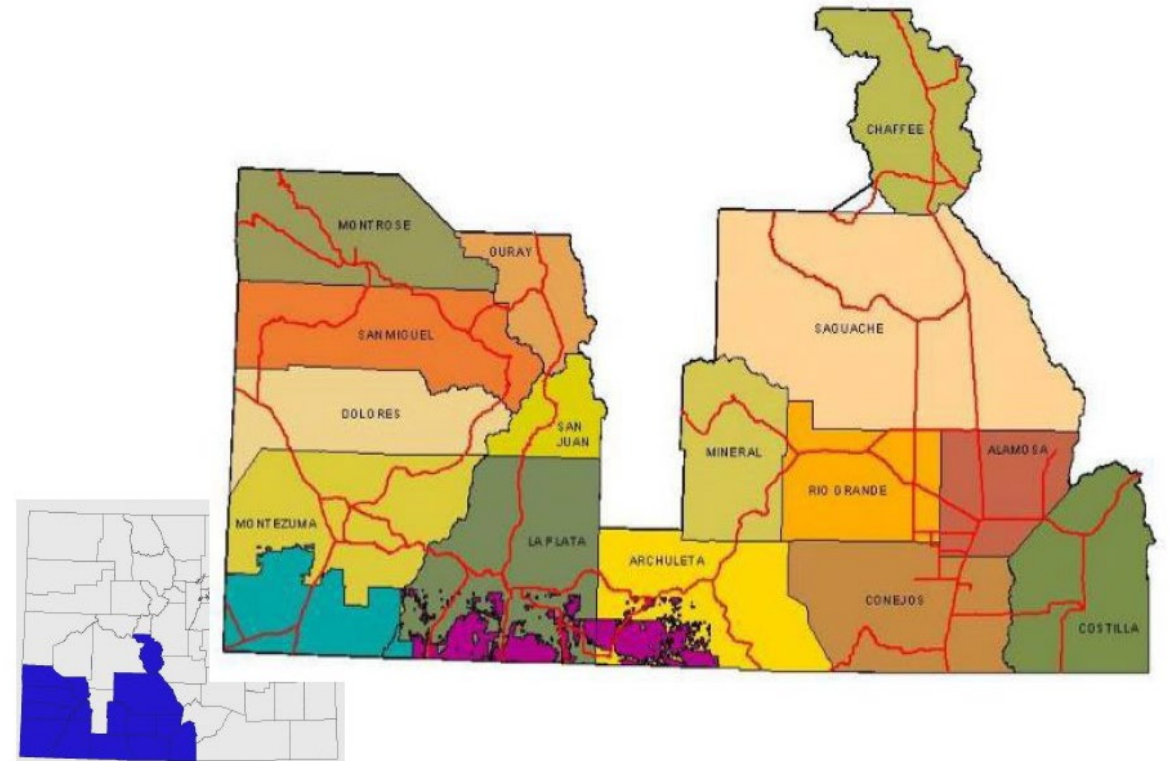
# CDOT Region 5

## Indian Tribes:

- Southern Ute
- Ute Mountain Ute

## Counties:

- Montrose
- Ouray
- San Miguel
- Dolores
- Montezuma
- San Juan
- La Plata
- Archuleta
- Mineral
- Chaffee
- Saguache
- Rio Grande
- Conejos
- Alamosa
- Costilla





# CDOT Region 5 Contd.

- 15 counties and two Indian tribal nations
- 368 full time employees
  - 46 maintenance patrols
  - 4 engineering residencies
- 3,566 lane miles (16% of state highways)
- 3.6% of the state population
- 14 mountain passes over 8,000 feet
- 228 bridges
- 2 rest areas
- 5 scenic byways







# Region 5 Regional Transportation Planning Projects & 10 Year Plan

1. At the end of the development of each Regional Transportation Plan for each of our three Transportation Planning Region's (TPRs), we facilitated a prioritization effort to rank each project included in the Long Range Transportation Plan in order of agreed upon priority.
2. We met with the three TPR chairs to conduct an overall regional prioritization of all region projects.
3. We populated our list of 10-Year strategic plan with these prioritized TPR projects and fiscally constrained that list to anticipated revenues derived from current and anticipated legislative proposals.

Rank	Planning Project ID	Highway(s)	Project Name	Cost (\$M)	Primary Project Type	Additional Project Benefits	S/WP Goal Areas
1	0075	US 160	US 160 culvert replacement at McCabe Creek in Pagosa Springs	\$3.37	Construction	Wildlife, Safety, Multimodal	Wildlife, Safety, Multimodal
2	1303	US 160	US 160 installation of fiber-optics and ITS devices between Durango and Wolf Creek Tunnel	\$30.56	Construction	Wildlife, Safety, Multimodal	Wildlife, Safety, Multimodal
3	1025	US 50, US 160	US 50 and US 160 chain station improvements to provide adequate lighting, signing, striping, and space for trucks	\$4.50	Construction	Wildlife, Safety, Multimodal	Wildlife, Safety, Multimodal
4	2101	US 160	US 160 ADA ramps and other improvements in Cortez	\$0.27	Construction	Wildlife, Safety, Multimodal	Wildlife, Safety, Multimodal
5	2119	US 550	US 550 intersection and pedestrian improvements from 9th Street to 12th Street in Durango	\$5.00	Construction	Wildlife, Safety, Multimodal	Wildlife, Safety, Multimodal
6	0074	US 550	US 550 and US 160 connection at the Grandview interchange	\$66.60	Construction	Wildlife, Safety, Multimodal	Wildlife, Safety, Multimodal
7	1335	US 160	US 160 and SH 151 safety mitigation including extension of westbound passing lane and installation of two wildlife crossing structures and wildlife fencing	\$8.83	Construction	Wildlife, Safety, Multimodal	Wildlife, Safety, Multimodal
8	1339	US 160	US 160/Main Street reconstruction and multimodal improvements in Pagosa Springs	\$13.63	Construction	Wildlife, Safety, Multimodal	Wildlife, Safety, Multimodal
9	2091	US 160	US 160 and CR 225 intersection improvements (roundabout and safety improvements)	\$5.00	Construction	Wildlife, Safety, Multimodal	Wildlife, Safety, Multimodal
10	2087	US 160	US 160 and CR 30.1 intersection improvements at Phil's World in Montezuma County	\$1.50	Construction	Wildlife, Safety, Multimodal	Wildlife, Safety, Multimodal

SOUTHWEST PROJECTS		Project Type	Total Project Cost	Total Strategic Funding	Other Funding	Funded FY 19-22	Funded FY 23-24	Planned FY 25+	Project Status	Planning Project ID
<b>Highway &amp; Transit - Region 5</b>										
US 160	US 160 Thruway Passing Lanes	H	\$9 M	\$9 M		\$9 M			✓	0074
US 160	US 160 McCabe Creek Major Structure Replacement	H	\$7.37 M	\$6.737 M		\$6.737 M			●	0075
US 160	US 160 Multimodal Improvements in Alamosa	H	\$8.8 M	\$8.8 M			\$8.8 M		●	1303
US 160	Alamosa Transit Center	T	\$2.8 M	\$2.8 M			\$2.8 M		●	1309
US 160	US 160 Intelligent Transportation Systems (ITS) Infrastructure	H	\$30.56 M	\$10 M			\$10 M		●	1303
US 160	US 160 Elmore's Corner East	H	\$71.45 M	\$34.53 M			\$34.53 M		●	1328
US 160	US 160 and CR 225 Intersection Improvements	H	\$6.8 M	\$0			\$27.6 M	\$6.93 M		2091
US 160	US 160 and Pedro Road Intersection Improvements	H	\$0.3 M	\$0					●	2092
US 160	US 160 East of Fort Garland Safety and Wildlife Mitigation	H	\$13.417 M	\$6.747 M			\$3.419 M	\$3.328 M		1315
US 160	US 160 between New Mexico and Aztec Creek	RP	\$29.8 M	\$19.27 M			\$19.27 M		●	0079
US 160	Pagosa Springs Main Street Reconstruction and Multimodal Improvements	H, T	\$14.403 M	\$13.8 M			\$13.8 M			1339
US 160	Pagosa Springs/Archuleta County Multimodal Facility	T	\$3.125 M	\$2.48 M			\$1.08 M	\$1.6 M		1326
US 160	Building Outrider Service between Pagosa Springs and Durango	T	\$2.69 M	\$2.69 M			\$2.69 M			2022
US 160	Wildlife Mitigation on US 160 between Cortez and Durango (near CR 30.1)	H	\$4.5 M	\$2.88 M				\$2.88 M		2088
US 160	Intersection Improvements at US 160 and Pile Avenue	H	\$3 M	\$3 M				\$3 M		2061
US 160	Intersection Improvements at US 160 and CR 30.1 (Phil's World)	H	\$1.5 M	\$1.5 M				\$1.5 M		2087
US 550	US 550 and US 160 Connection	H	\$68.6 M	\$68.6 M		\$68.6 M			●	0074
US 550	US 550 Pagosa Springs South Roadway Mobility, Safety, and Billy Creek Wildlife Improvements	H	\$13.5 M	\$10.70 M		\$8.29 M	\$2.49 M			0082
US 550	US 550 Billy Creek Safety and Widening	H	\$17.93 M	\$22.95 M			\$10.53 M	\$12.42 M		1133
US 550	Durango Transit Capital Improvement	T	\$4.5 M	\$4.5 M		\$2.0 M	\$2.5 M			1365
CD 151	CD 151 between Ignacio and US 160	RP	\$25.76 M	\$10.57 M			\$10.57 M			2633
CD 172	CD 172 between New Mexico to Ignacio	RP	\$10.38 M	\$10.38 M				\$10.38 M		2633

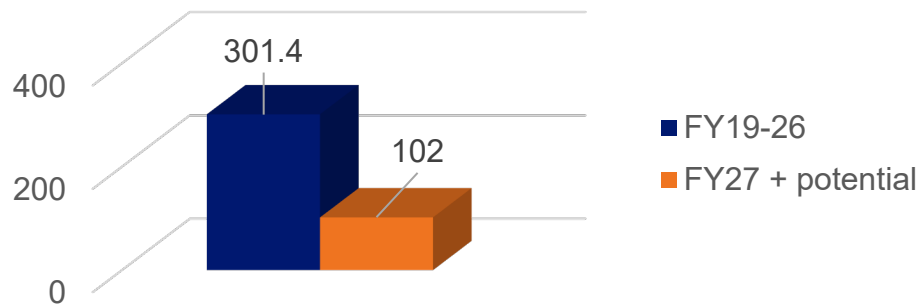


# CDOT Region 5 - 10 Year Plan Development Program Summary

## 10 Year Plan 2023 (Region 5)

- Total Projects Cost: \$691 million
- Total Strategic Funds: \$403 million
- 10 Year Plan Projects: 46

CDOT Strategic Funds (millions)



Status	Project Count	Percentage (%)
Planning	23	50%
Design	12	26%
Construction	3	4 %
Complete	9	20%
<b>Total</b>	<b>46</b>	<b>100%</b>

Project Type	Total Cost	Percentage (%)
Highway	\$459 Million	66%
Rural Paving	\$191 Million	28%
Transit	\$23 Million	3%
Highway, Transit	\$19 Million	3%
<b>Total</b>	<b>\$691 Million</b>	<b>100%</b>



# 0091 - US 160 Towaoc Passing Lanes

## 10 Year Plan 2023 (Region 5)

Total Projects Cost: \$11 million

Total Strategic Funds: \$9.2 million

## US 160 Towaoc Passing Lanes

- Corridor: US 160
- Type: H
- Status: Complete
- Total Cost: \$11.4 million
- CDOT Strategic Funds FY19-26: \$9.2 million
- Other CDOT Funds: \$0.2 million
- Grants: \$2.0 million
- Construction Start: 2019
- Construction End: 2020





# 0082 - CO 141 Slickrock and CO 145 Redvale Rural Road Surface Treatment (RRST)

## 10 Year Plan 2023 (Region 5)

Total Projects Cost: \$15 million

Total Strategic Funds: \$10 million

## CO 141 Slickrock & CO 140 Redvale RRST

- Corridor: CO 141
- Type: Rural Paving
- Status: Complete
- Total Cost: \$15.4 million
- CDOT Strategic Funds FY19-26: \$10 million
- Other CDOT Funds: \$5.4 million
- Construction Start: 2020
- Construction End: 2020





# 0083 - CO 141 North of Naturita Rural Road Surface Treatment (RRST)

## 10 Year Plan 2023 (Region 5)

Total Projects Cost: \$12 million

Total Strategic Funds: \$ 4 million

## CO 141 North of Naturita RRST

- Corridor: CO 141
- Type: Rural Paving
- Status: Complete
- Total Cost: \$12.1 million
- CDOT Strategic Funds FY19-26: \$4.1 million
- Other CDOT Funds: \$8 million
- Construction Start: 2020
- Construction End: 2021





# 0080 - CO 17 Surface Treatment & Widening to US 285

## 10 Year Plan 2023 (Region 5)

Total Projects Cost: \$27 million

Total Strategic Funds: \$15 million

### CO 17 Surface Treatment & Widening Hooper to US 285 Junction

- Corridor: CO 17
- Type: Rural Paving
- Status: Complete
- Total Cost: \$26.6 million
- CDOT Strategic Funds FY19-26: \$14.7 million
- Other CDOT Funds: \$11.8 million
- Construction Start: 2020
- Construction End: 2021





# 0051/0081 - CO 149 North of Creede Rural Road Surface Treatment (RRST)

## 10 Year Plan 2023 (Region 5)

Total Projects Cost: \$15 million

Total Strategic Funds: \$14 million

### CO 149 North of Creede

- Corridor: CO 149
- Type: Rural Paving
- Status: Complete
- Total Cost: \$14.6 million
- CDOT Strategic Funds FY19-26: \$14.4 million
- Other CDOT Funds: \$0.1 million
- Construction Start: 2022
- Construction End: 2022





# 0078 - US 160 Between New Mexico and Aztec Creek

## 10 Year Plan 2023 (Region 5)

Total Projects Cost: \$30 million

Total Strategic Funds: \$20 million

### US 160 between New Mexico & Aztec Creek

- Corridor: US 160
- Type: Rural Paving
- Status: Complete
- Total Cost: \$29.8 million
- CDOT Strategic Funds FY19-26: \$19.7 million
- Other CDOT Funds: \$7 million
- Local: \$3.2 million
- Construction Start: 2022
- Construction End: 2023







# 0079 - CO 370 Between CO 15 and US 285 Rural Road Surface Treatment (RRST)

## 10 Year Plan 2023 (Region 5)

Total Projects Cost: \$14 million

Total Strategic Funds: \$2 million

### CO 370 between CO 15 and US 285

- Corridor: CO 370
- Type: Rural Paving
- Status: Complete
- Total Cost: \$14.0 million
- CDOT Strategic Funds FY19-26: \$1.5 million
- Other CDOT Funds: \$12.5 million
- Construction Start: 2022
- Construction End: 2023





# 0056/0084 - CO 114 US 50 East Rural Road Surface Treatment (RRST)

## 10 Year Plan 2023 (Region 5)

Total Projects Cost: \$13 million

Total Strategic Funds: \$13 million

### CO 114 US 50 East

- Corridor: CO 114
- Type: Rural Paving
- Status: Construction
- Total Cost: \$12.7 million
- CDOT Strategic Funds FY19-26: \$12.7 million
- Construction Start: 2023
- Construction End: 2023





# 0075 - US 160 McCabe Creek Replacement Project

## 10 Year Plan 2023 (Region 5)

Total Projects Cost: \$11 million

Total Strategic Funds: \$7 million

## US 160 McCabe Creek Major Structure Replacement

- Corridor: US 160
- Type: M
- Status: Complete
- Total Cost: \$11.2 million
- CDOT Strategic Funds FY19-26: \$7.2 million
- Other CDOT Funds: \$4.0 million
- Construction Start: 2021
- Construction End: 2023





# 0073 - US 50/US 285 Intersection Reconstruction and Rural Paving

## 10 Year Plan 2023 (Region 5)

Total Projects Cost: \$11 million

Total Strategic Funds: \$9 million

## US 50 & US 285 Intersection Reconstruction

- Corridor: US 50
- Type: Highway
- Status: Design
- Total Cost: \$11.1 million
- CDOT Strategic Funds FY19-26: \$8.9 million
- Other CDOT Funds: \$2.2 million
- Construction Start: 2024
- Construction End: 2024





# 0085 - Pacochupuk South and Billy Creek

## 10 Year Plan 2023 (Region 5)

Total Projects Cost: \$16 million

Total Strategic Funds: \$13 million

### US 550 Pacochupuk South Roadway Mobility, Safety, and Billy Creek Wildlife Improvements

- Corridor: US 550
- Type: Highway
- Status: Design
- Total Cost: \$15.7 million
- CDOT Strategic Funds FY19-26: \$13.5 million
- Other CDOT Funds: \$2.2 million
- Local \$0.1 million
- Construction Start: 2023
- Construction End: 2024





# 0074 - US 550 and US 160 Connection

## 10 Year Plan 2023 (Region 5)

Total Projects Cost: \$149 million

Total Strategic Funds: \$69 million

### US 550 & US 160 Connection

- Corridor: US 550
- Type: Highway
- Status: Construction
- Total Cost: \$149.3 million
- CDOT Strategic Funds FY19-26: \$68.9 million
- Other CDOT Funds: \$66.1 million
- Grants: 12.3 million
- Local \$2.0 million
- Construction Start: 2020
- Construction End: 2024





Thank you!

