

# **GUNNISON VALLEY TPR MEETING AGENDA**

**August 10, 2023  
10:00 a.m. to Noon**

- 1. Introductions**
- 2. Approval of the minutes of the last meeting**
- 3. Funds at Risk of Expiring**
- 4. Other Funding Opportunities**
- 5. Construction update**
  - a. Region 3**
  - b. Region 5**
- 6. CDOT HB 23-1101 update**



## Gunnison Valley Transportation Planning Region Meeting

May 11, 2023

In Person at Region 10 Office

145 S Cascade Ave, Montrose CO 81401

or Via Zoom Video Conference

1. **CALL TO ORDER and INTRODUCTIONS** – Meeting was called to order at: 10:06am
  - a. Michelle Haynes (Region 10), Courtney Rodwell (Region 10), Vince Rogalski (GVTPR/STAC), Sarah (All Points Transit), Nathan (CDOT Engineer), Dave (City of Delta), Don Suppes (Delta County), Tim Funk, Tony Cady (CDOT Region 5), Kris Holstrom (San Miguel County) Mike Con (), Angie Hainer (CDOT Region 3), Julie Constan, Jamie Grim(), Nathan Jean, Mike Bordogna (San Miguel County), Cody Tusing (City of Gunnison), Jennifer Allison (CDOT Region 5), Michael Bacani(), Robert Hurd (Hinsdale County), Martin Schmidt( Gunnison County), Connie Hunt Ouray County), David Averill (SMART), Josh Smith (City of Ouray), Scott Murphy (City of Montrose), Joe Dillsworth( Town of Telluride Transit Manager), Dave Cesark (CDOT Region 3), Jim Loebe (Town of MT Village), Leah Morrison (Gunnison Valley RTA), Preston Niell (Town of Ridgway), Joanne Fagan (Town of Lake City), TJ Burr (CDOT),
2. **APPROVAL OF MINUTES for January 12, 2023, GVTPR Meeting**

Motion to approve minutes as presented: M/S: Don Suppes/Kris Holstrom with correction of Martin Schmidt (Gunnison County not Pitkin County). None opposed.
3. **CDOT Legislative Update**
  - a. Housing Bill 213, no agreement was come to on the Land Use bill. It came off the docket but will not go to vote any longer.
  - b. Jamie Grim present on House Bill 23- 1101: Ozone Season Transit Grant Program Flexibility
    - i. RTA's can now go to the ballot for increased funding.
    - ii. Transit Agency Representation in TPRs
    - iii. The amendment was put in to look at the TPR boundaries. A lot of boundaries have not been updated since 1993. There was an effort from CDOT to evaluate the planning documents (MOUs & IGAs) from around the state to evaluate the TPRs.
      1. Complaint and controversy is that no one knew that it was being included until it was passed.
      2. The Transportation Commission is willing to look at it but not by legislation.
      3. Because the legislation has passed it is something that we now have to deal with it. CDOT Region 5 express that they are aware that there is this concern. They will be attending every TPR meeting until this study/Analysis is completed. Two outreach meetings for the TPRs .
        - a. We will discuss what has been discovered and possible proposals.
        - b. CDOT cannot change the boundaries without the TC. The TC with have
        - c. Submit report on November 30<sup>th</sup> to the TC and the legislature. Possibly opening the rule up in January or February 2024
        - d. Long Range planning process is supposed to be filed and put into effect in July 2025. This process has taken 18 months at all previous long range plans. And so the plans for Long Range Plan are already starting to be discussed.
        - e. This project will not look at or impact the RPP formula. The formula looks at VMT (Vehicle Miles Traveled),
        - f. Concerns are that if the boundaries do get adjusted it will affect the RTPs and the long range plans that are already being discussed.
  4. **DATA Points:**
    - a. Highway and Transit corridor (FHWA)
    - b. Transit District Boundaries (This should include the TPRs and MTOs because as it reads it looks like it is just Transit District).
    - c. Disproportionately Impacted Communities (DOT FTA)
    - d. Miles Traveled, Vehicle, Truck,
    - e. Population Trends (State Demographer)
    - f. Safety (CDOT)

- g. Travel Patterns
  - h. Transit Oriented Development and Access to Affordable Housing
  - i. Communities of Interest
  - j. Air Pollutants
  - k. Criteria Pollutants
  - l. Greenhouse Gas Pollutants.
- iv. CDOT is meeting weekly with the GIS team to develop this map and started the process in March 2023.
  - v. Looking at Transit Districts and there are a lot of smaller Transit Agencies that may not show up on the maps. Just want to make sure that that is taken into consideration because Colorado leads the country in the number of rural trips.
    - 1. A lot of transit agencies do not have a district. Like All Points Transit, they are a non-profit. CASTA is your best resource for a list of those transit providers. Darius has been made the Director of \_\_\_\_\_, replacing Rebecca White. It used to report for the chief engineer and it will now report to Herman.
    - 2. GVTPR is very interested in Transit because we have Outrider of Bustang going on in the Area and another will be starting in the Fall from Gunnison to Montrose.
- 4. MMOF request for extension (Lake City)**
- a. Spending was to be expended by June of 2023 and for the extension the TPR needs to Approve
    - i. Joanne Fagan: We allowed the contractor to choose a schedule in Fall of 2022 or Spring of 2023 and got a late start and had a number of delays.

**Motion to approve the extension of the MMOF funding grant for Lake City as presented:** M/S Don Suppes/Robert Hurd. None Opposed. Motion passed unanimously.

**5. Transportation Alternative Program (TAP)**

- a. Region 3 (Angie Hainer)
    - i. 15 Projects, \$20 million in requests and only \$8 million and we are currently reviewing them. Release should be mid-June. Passed a list around of the projects.
  - b. Region 5 (Timothy Funk)
    - i. Received 8 applications (Mtn Village was the only one from this TPR)
    - ii. Everything was scored and made sure there were not significant outliers. We average our Top 5 and will be notifying them shortly. \$3.7 million, we don't have enough to fully fund any of our projects but we will be dividing the funding among those 5.
- 6. Other Funding**-emails have been sent for current open funding opportunities.

**7. Regional Construction Updates**

- a. Region 3 Construction Updates | Nathan Jean
  - i. Done with the major blasts and will be going back to a more regular nightly closure. Current contract shows a mid-November completion date.
  - ii. 133 is washed out MP 165, Bear Creek pushed the culvert out. Allowing local traffic through with a permit on the ditch. The plan is an emergency project for a temporary bridge. It went out to contractors yesterday and it will open on Tuesday with construction starting on Wednesday. The bridge will be what we may be waiting on. We do have a completion date of June 29<sup>th</sup>, and there is an incentive to get it up earlier. 25 foot deep hole, about 65 feet long.
  - iii. East Hwy 50, Passing Lanes project, they have started on that with drainage projects.
  - iv. Chip Seal on Hwy 92
  - v. 550 to the region 5 line will be continuing on that work on the culvert.
  - vi. 2 projects on 133.
  - vii. Region 3 what is the timeline on the passing lane in Blue Mesa, Full season project and will be projected to be complete in October.
- b. Region 5 Construction Updates | Kevin Curry

- i. Similar emergency in Region 5, with a culvert. We were able to prevent it with some concrete barriers.
- ii. Recently completed, bridge.
- iii. 550 Ouray to Colona surface treatment is back up and running. They have about 20 days of paving left to do and then signing and striping.
- iv. 550 Pa-Co-Chu-Puk/Billy Creek is going into final design. Advertised late summer.
- v. 145 crib wall replacement at the Ophir Pass area and that was much higher cost until we could find the budget and planning to start that in early 2024 with a bid out in late Fall.
- vi. Blue Point Avalanche mitigation will not start until July due to avalanche danger, waiting to determine when it is safe to get up there.
- vii. Region Chain Stations project, bid came in over budget. We decided to wait and re-advertise in in November to get more response.

**8. Local Project Updates:**

- a. Cody Tusing: Got bids for High Avenue Multimodal, it should be completed by the end of the year, starting by Memorial Day.
- b. The ARPA/MMOF funding needs to be obligated by December 2024 and then spent by December 2026.
  - i. There is no extension process for the ARPA funding because it is federal \$.
  - ii. Not all projects with MMOF have ARPA funds tied to them

**9. Any Other Business:**

- a. Next GVTPR Meeting: August 10, 2023, 10am-12 noon. Hybrid

Meeting adjourned at 11:23 am



## **CDOT R3 Montrose Residency Update –August 10, 2023**

### **Current Projects in Construction - Update**

#### **Little Blue Creek Canyon – 20803**

- Continuing construction of GRS wall 3. Contractor is adding a second drill and crew to help increase production and installation of the soil nails
- Paving has started, anticipate paving of horseshoe area by the end of the week

#### **US 50 MP 134.6 - 136 Passing Lanes– 23557**

- Earthwork is approximately 70% complete
- Utilizing an onsite crusher to produce class 1 material
- Paving to start in late August
- Project is on schedule

#### **SH 114 Sillsville South – 23560**

- Paving continues
- Project in on schedule

#### **US 550 Safety Improvement Project Traffic Update – 22020**

- Box culvert extension work is continuing
- Work started on Solar Rd. intersection
- Earthwork for passing lane continuing
- Wildlife fencing work continuing
- Paving to start later this month
- Traffic delays a concern
- Project is currently tracking behind schedule

#### **SH133 Culvert Failure – 25789**

- Change order with RL Wadsworth for culvert installation complete
- Work on culvert installation to started on 08/07
- Completion date for culvert work and bridge removal is 11/17

#### **SH 92 Chip Seal -25081**

- Project completed mid-July

#### **SH133 Slope Stabilization – 24599**

- Soil nail installation on 7 separate sites has started (MP 21 to 27)

### **Upcoming Projects – Update**

#### **SH 92 Rogers Mesa – 22992**

- Reconstruction project MP 15.30 to 17.21 will go out to advertisement 09/21/2023. With construction anticipated to start in Winter of 2023/2024 and extend to Spring of 2025

### US 50 Olathe North -24682

- Resurfacing project US 50 MP 77 to 86. Includes 50D through Olathe and frontage roads
- Project to go out to advertisement 10/19/2023. Construction is anticipated to start in May of 2024 and extend to September of 2024



**COLORADO**  
Department of Transportation

# HB23-1101 TPR Study

Gunnison Valley TPR

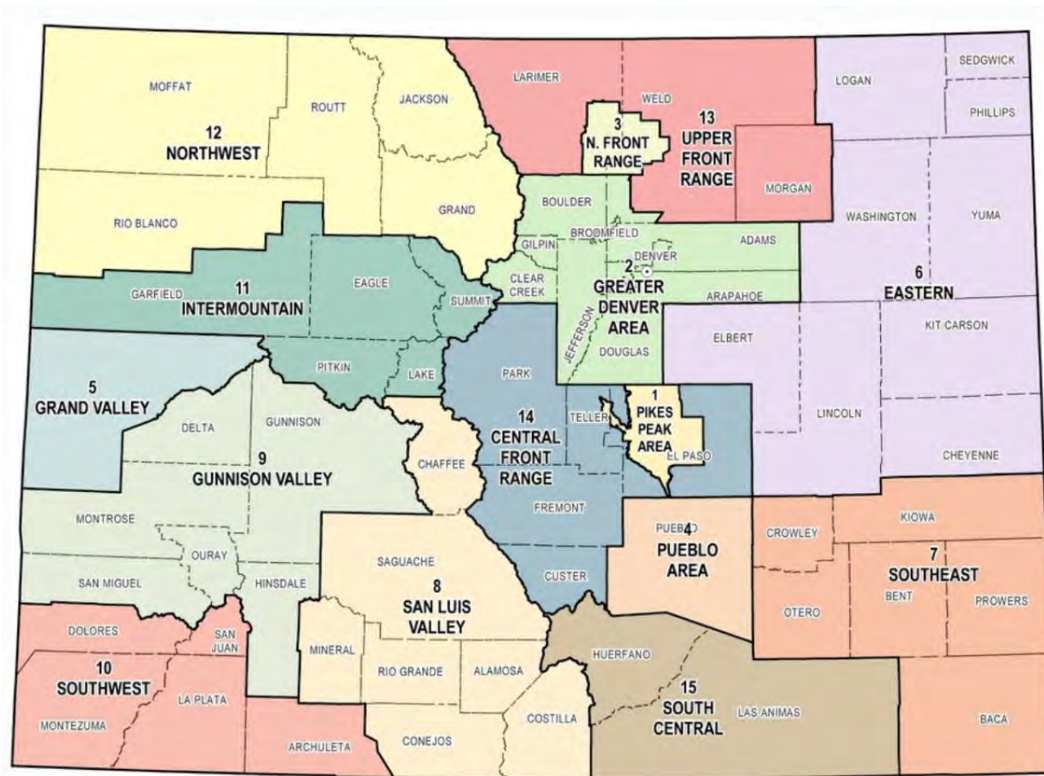
August 10, 2023





# Agenda

1. HB23-1101 Refresher
2. TPR Governance Analysis
3. Next Steps
4. Links and Resources
5. Maps and the mapping tool





# HB23-1101 Refresher





# Why Are We Conducting This Study?

The study was introduced through the amendments to HB 23-1101, the Ozone Season Transit Grant Program.

- The original bill expanded the popular grant program to provide more flexibility for transit agencies to utilize the funds.
- While Transportation Commission Rule 2 CCR 601-22 requires TPR boundaries to be reviewed at the beginning of each state planning cycle, they have not been meaningfully analyzed since 1993, and Colorado has changed significantly over those thirty years.
- With increased responsibility for TPRs, ensuring their approach to planning is consistent and transparent is an important priority.



# HB23-1101 TPR Study Provision Language

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

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

In Conducting The Study, **The Department shall provide opportunity for public comment throughout the State** and consider input from stakeholders throughout the State.

The amendment **protects rural Colorado's transportation interests** by mandating that the number of rural TPRs can not be reduced. There are currently 10 rural TPRs and 5 urban MPOs. This number will remain the same.

The Department shall submit the Study Report to the Transportation Commission and to the Transportation Legislation Review Committee on or before **November 30, 2023**.

Following completion of the study and with consideration of its findings, the Transportation Commission shall initiate updates to the rules before **June 1, 2024**, though we anticipate the TC completing the task by this date as the next state planning effort will kick off at that time.



# Statutory Requirements

## Factors for consideration identified in legislation:

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



# Advisory Committee: Their Role in the Study

The Advisory Committee is intended to:

- Provide general advice from outside the department to CDOT executive staff and TPR study staff on a monthly basis
- Assist in determining content and forum for public comment - including these public meetings
- Assist in the development of questions for the survey being conducted
- Be a “first check” for observations and future recommendations from TPR study staff

The Advisory Committee is **Not** Intended to:

- Be fully representative of the entire state
- Represent their TPR’s specific interests or concerns
- Make recommendations on the process or boundary changes proactively (but instead respond to potential recommendations from study staff)
- Be the body that makes any recommendations to the Transportation Commission (that is CDOT’s statutory responsibility)

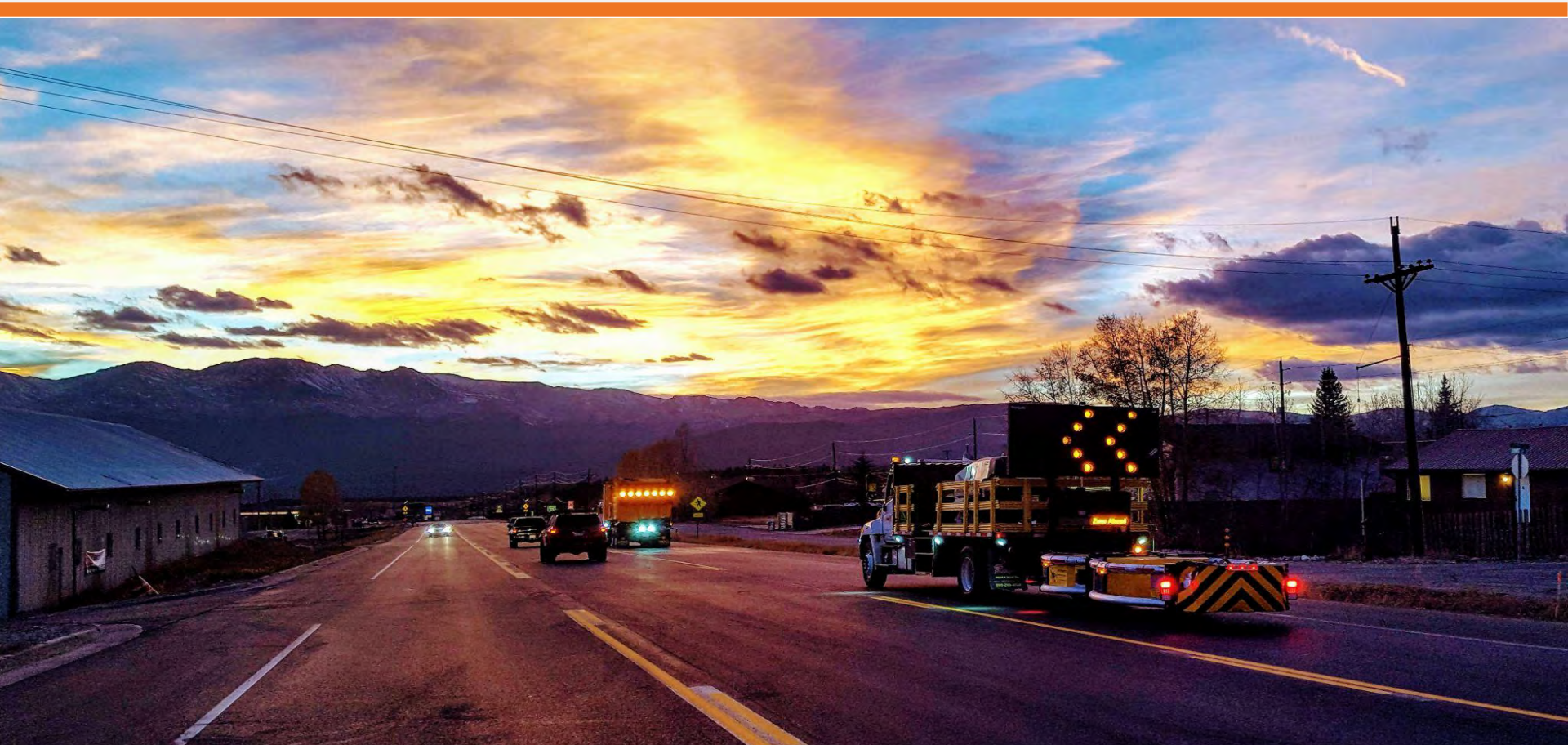


# Advisory Committee Members

Name	Organization	Position
Keith Baker	Chaffee County	County Commissioner
Dick Elsner	Park County	County Commissioner
Jonathan Godes	City of Glenwood Springs	City Councilor
Andy Gunning	Pikes Peak Area Council of Governments	Executive Director
Terry Hofmeister	Phillips County	County Commissioner
David Johnson	Roaring Fork Transit Authority	Planning Manager
Suzette Mallette	North Front Range MPO	Executive Director
Ron Papsdorf	Denver Regional Council of Governments	Transportation Operations Director
Tamara Pogue	Summit County	County Commissioner
Kristin Stephens	Larimer County	County Commissioner
Anna Stout	City of Grand Junction	Mayor



# TPR Governance Analysis







# Importance of IGAs and Bylaws

- Intergovernmental Agreements (IGAs) and supporting bylaws are documents that give organizations a governance structure.
- Clear IGAs/bylaws help ensure that organizations are acknowledging and following required open meeting processes for “public bodies” under state statute.
- IGAs/bylaws often detail how officers are selected, how often meetings occur, how members may be added to or removed from the organization or board, what constitutes a quorum for taking official action, etc.
- These documents and processes ensure transparency and common understanding between the public, members, state government, and others.
- In Colorado, the creation of bylaws is not required under [C.R.S § 30-28-105](#) but [C.R.S § 30-28-105 \(8\)](#) specifically allows for the adoption of articles and is considered to be “best practice”.



# IGA Overview and Definitions

- Governments use Intergovernmental Agreements (IGAs) for cooperative planning, resource sharing, joint planning commissions, building inspection services, and more.
- IGAs can be made between or among a broad range of governmental or quasi-governmental entities.
- IGAs determine the subject matter(s) where potential for mutual agreement or benefit exists.
- An IGA should include the purposes, powers, rights, duties of the contracting parties, and governance features. (See [C.R.S. § 29-1-203](#).)
- IGAs include a provision for expiration or termination of the agreement.
- [C.R.S. § 43-4-603\(2\)](#) provides a list of information that may be useful in an IGA.



# Bylaws “Best Practices”

- Bylaws should include basic information about the functions of an organization, providing clear direction and guidelines to members.
- Bylaws provide structure within an organization to set common direction and avoid conflicts of interest.
- Bylaws are typically arranged by topic to describe detailed information about organizational functions and duties.
- Important topics that should be included in Bylaws include but are not limited to:
  - Name of the organization and the objective and reason for the organization
  - Members' rights and/or duties, limitations, and qualifications
  - Fees and financials
  - Attendance requirements
  - Officers and the election process
  - Meeting schedule, quorum, voting process
  - Executive board delegation and power
  - Committees
  - Parliamentary authority
  - How bylaws are amended



# Gunnison Valley TPR

## ➤ IGA

- Provides one representative to the TPR board per member, outlines the election of the chair who also serves as the STAC representative or can designate a representative.
- Can enter contracts to spend and receive funds.
- Any party can terminate six months after written notice or if all agree (same grant language as others).
- IGA can be modified at any time by agreement of all parties.
- GVTPR Committee: each board member appoints 1 rep and 1 alt, also chair and vice chair of each county transit advisory committee are rep and alt. Members are appointed annually in January and can serve unlimited one-year terms. One vote each, simple majority, chair breaks tie. Chair can be compensated by R10.

## ➤ Website

- According to [the website](#), the organization meets quarterly and sends out a monthly newsletter to member communities.
- The newsletters are archived on the website and contains meeting information for the upcoming board meetings.
- There does not appear to be a meeting schedule, agenda, or minutes posted on the R10 website.

## ➤ 2012 R10 Bylaws

- Includes purpose, membership, board membership, board appointment/removal process, term length, attendance requirements, 10 members required for quorum allowing vote, can proxy or vote electronically, simple majority vote, budget and bylaws amendment requires 2/3 approval.
- Each board member gets one vote. Elected officers are Chair, Vice Chair, Treasurer. They form the Exec Committee along with named others, including past Chair. Secretary can be staff.
- Meetings are annual or when needed with notice. Officer meetings noted. Minutes distributed to board.

## ➤ MOA

- MOA between the TPR and R10 states that R10 will provide administration and agrees to meet all legal obligations.
- This MOA can be terminated six months after written notice unless there is a grant contract in which case State approval is needed



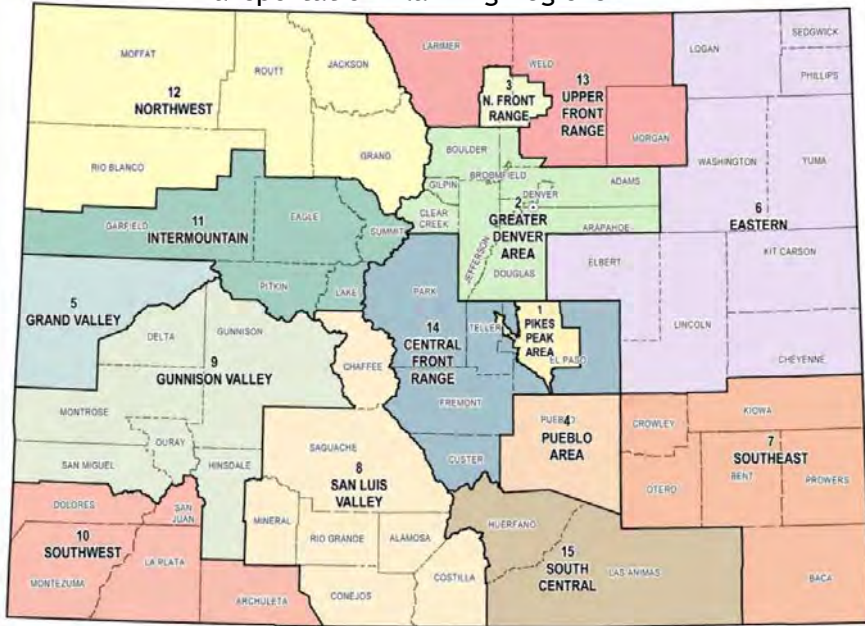
# Multiple Region Observations





# Data Observations: TPRs and COGs

Transportation Planning Regions



COLORADO PLANNING AND MANAGEMENT REGIONS

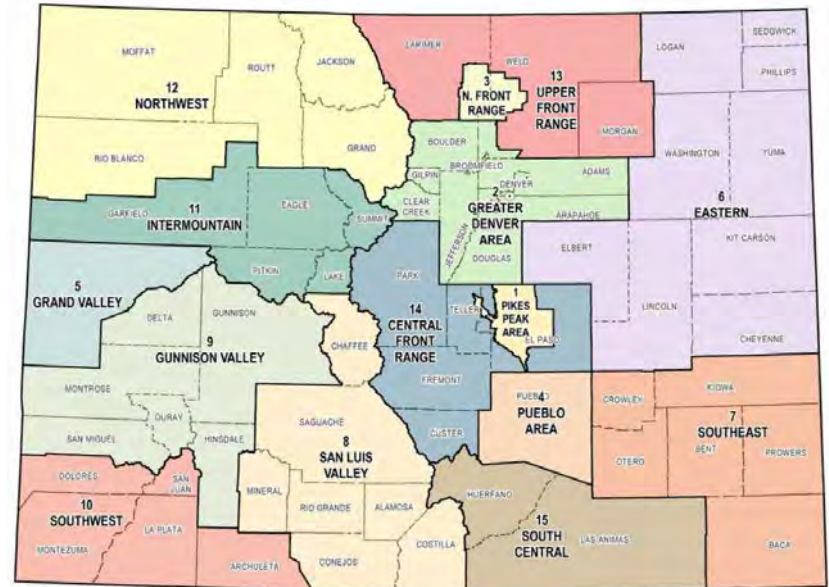




# Data Observations: Gunnison Valley, Montrose County and CDOT Regions

Gunnison Valley TPR is in two different CDOT Regions:

- Delta, Gunnison and Hinsdale Counties and half of Montrose County are Region 3.
- Ouray and San Miguel Counties and half of Montrose County are in Region 5.
- None of the data/mapping suggests an obvious change.
  - Grand Valley TPR is a relatively self-contained MPO/TPR consisting of Mesa County and the cities and towns therein.
  - Intermountain TPR already has the highest population and VMT of the rural TPRs.
  - Southwest TPR could be considered to accept Ouray, San Miguel and half of Montrose County, but the SWCOG's boundaries already match the TPR boundaries.



**The TPR study will not be making recommendations to change CDOT Region boundaries.**



# Data Observations: Intermountain TPR

Intermountain represents a large population and a large amount of travel.

- Has the highest population (by far) of any rural TPR.
  - Represents more people than even the Grand Valley and Pueblo MPOs.
  - Represents more people than the 3 smallest rural TPRs combined.
  - Represents 60% more people than the next largest rural TPR.
- Represents more highway travel than any other TPR, including MPOs, except for DRCOG and PPACG.
  - Represents 50% more VMT than the next closest rural TPR.

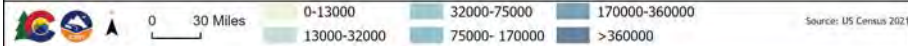
Geography	2021 Population	2021 On-System Daily VMT
Central Front Range TPR	104,470	2,175,656
Eastern TPR	83,788	3,929,560
Grand Valley TPR	154,685	2,276,219
Greater Denver Area TPR	3,299,015	45,091,639
Gunnison Valley TPR	104,104	2,291,995
<b>Intermountain TPR</b>	<b>172,844</b>	<b>6,517,755</b>
North Front Range MPO	518,412	5,402,698
Northwest TPR	61,638	1,859,260
Pikes Peak Area TPR	713,984	7,014,085
Pueblo Area TPR	167,453	2,810,737
San Luis Valley TPR	65,548	2,091,261
South Central TPR	21,318	1,314,491
Southeast TPR	47,443	1,282,980
Southwest TPR	97,842	2,468,527
Upper Front Range TPR	110,632	4,312,785
<b>COLORADO</b>	<b>5,814,707</b>	<b>90,839,647</b>



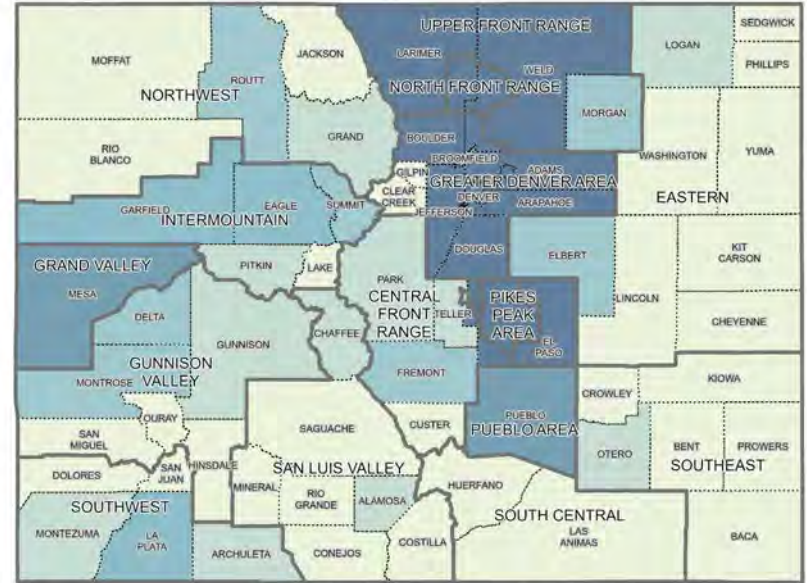


# Observations: Intermountain TPR Population Changes

TPR Boundary Analysis - 2021 Population by County  
Statutory Requirement: Population Trends



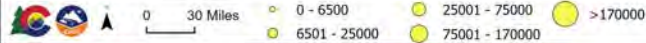
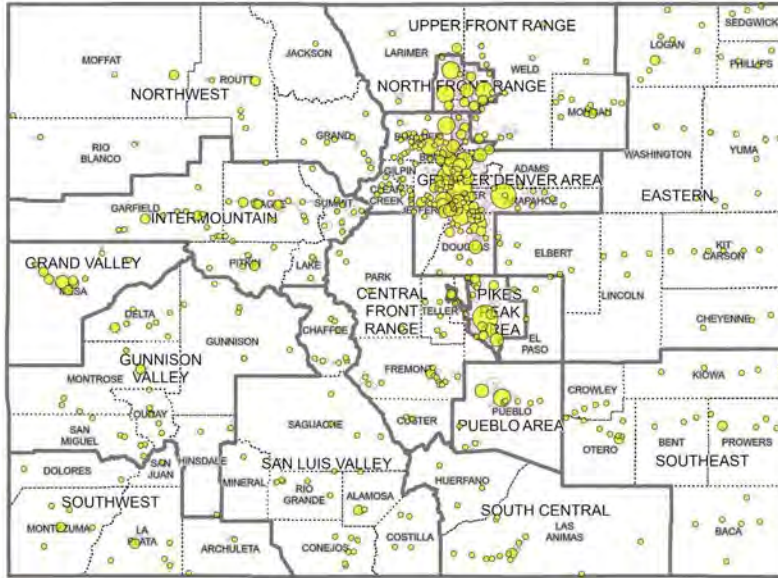
TPR Boundary Analysis - 2050 County Population Projection  
Statutory Requirement: Population Trends





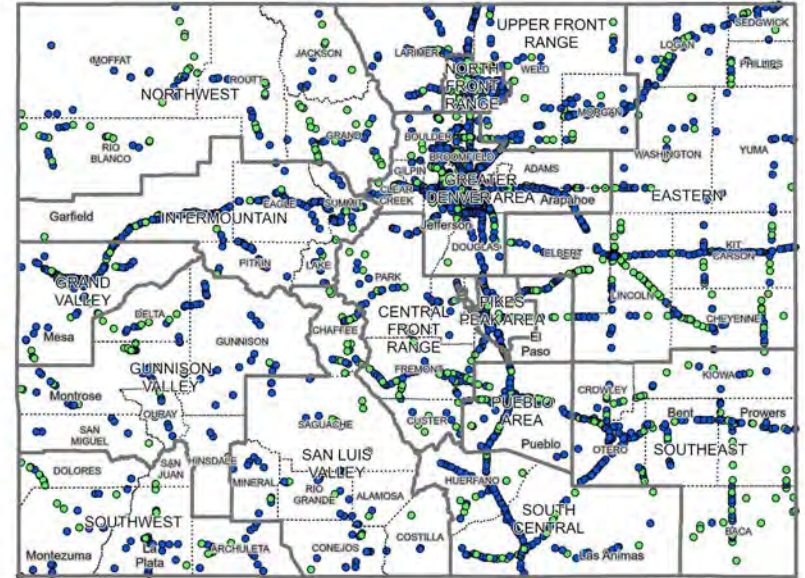
# Observations: Intermountain TPR Interstate Focus

TPR Boundary Analysis - Population of Census Designated Places  
Statutory Requirement: Population Trends



Source: US Census 2011

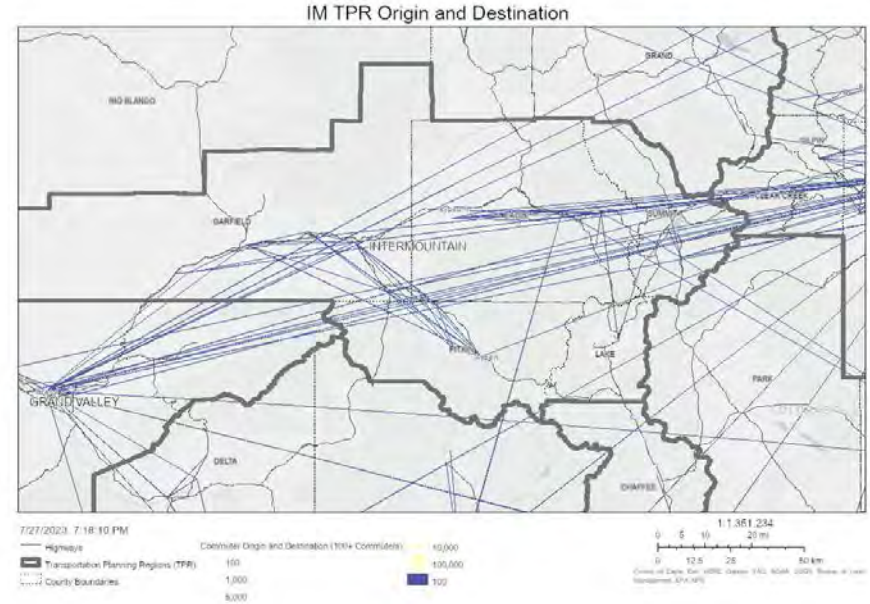
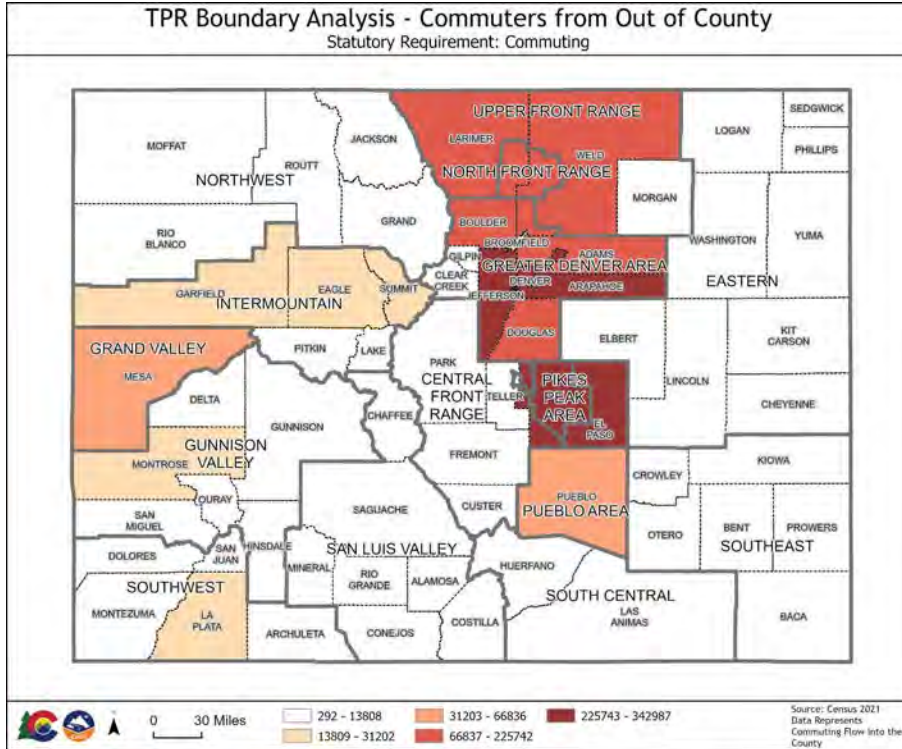
TPR Boundary Analysis - Bridges and Major Culverts  
Statutory Requirement: Safety and Management Considerations



Source: CDOT 2011

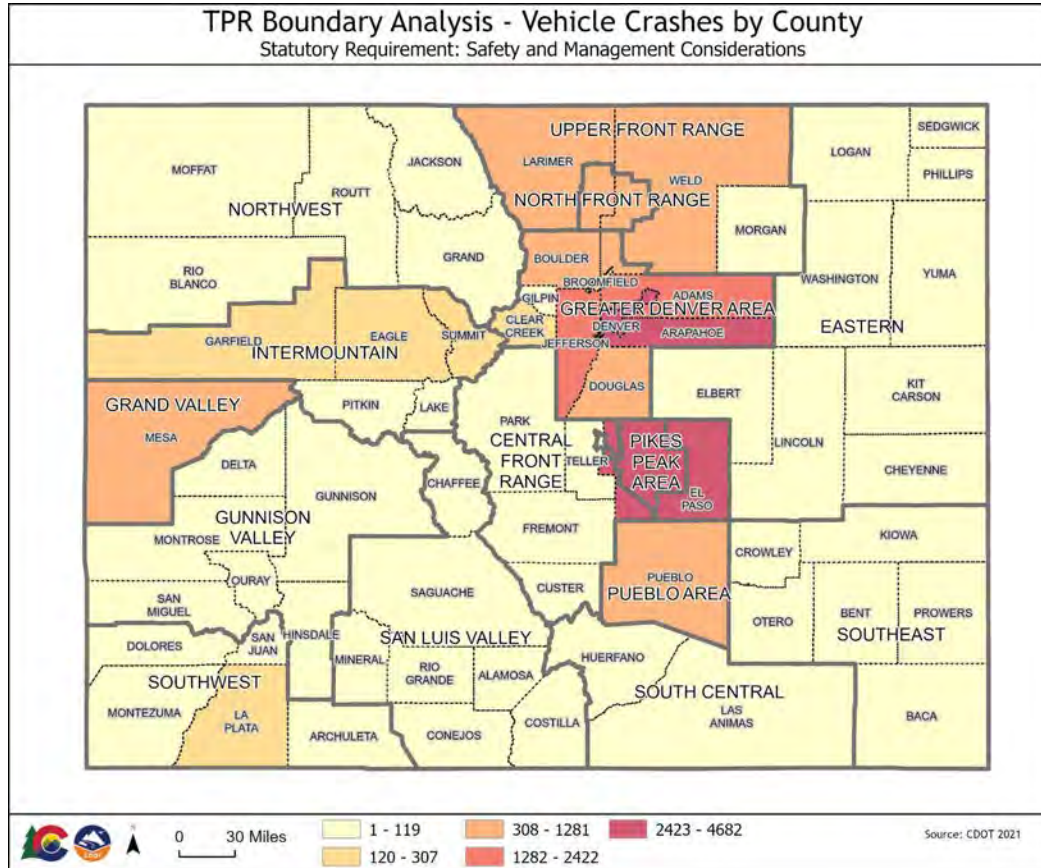


# Observations: Intermountain TPR Commute Patterns





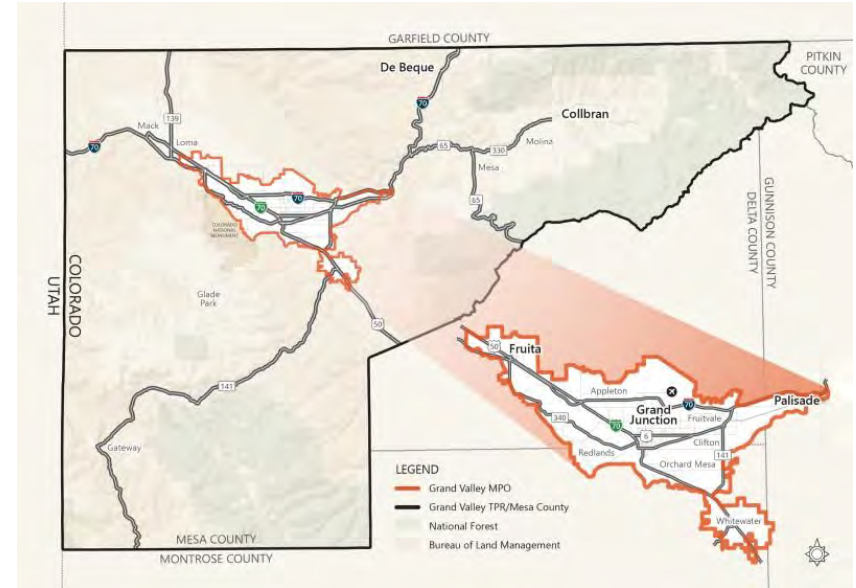
# Observations: Intermountain TPR Vehicle Crashes





# Data Observations: A Note About Grand Valley MPO

- Like the Pueblo Area Council of Governments, Grand Valley MPO and Mesa County is a single county TPR with the MPO contained within that county.
- While no recommendations have been considered yet, neither the data nor public input has revealed any observations that would cause CDOT staff to consider recommending changes at this time.



<https://www.mesacounty.us/departments-and-services/rtpo/about>

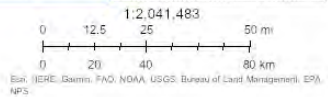


# Observations: Tribal Nations

- Southwest TPR is the only TPR in the state to include Tribal Nations as voting members.
- The Southern Ute Indian Tribe and the Ute Mountain Ute Tribe are both signatories of the SWTPR IGA.
- The Southern Ute Tribe and the Ute Mountain Ute Tribe are also members of the STAC.



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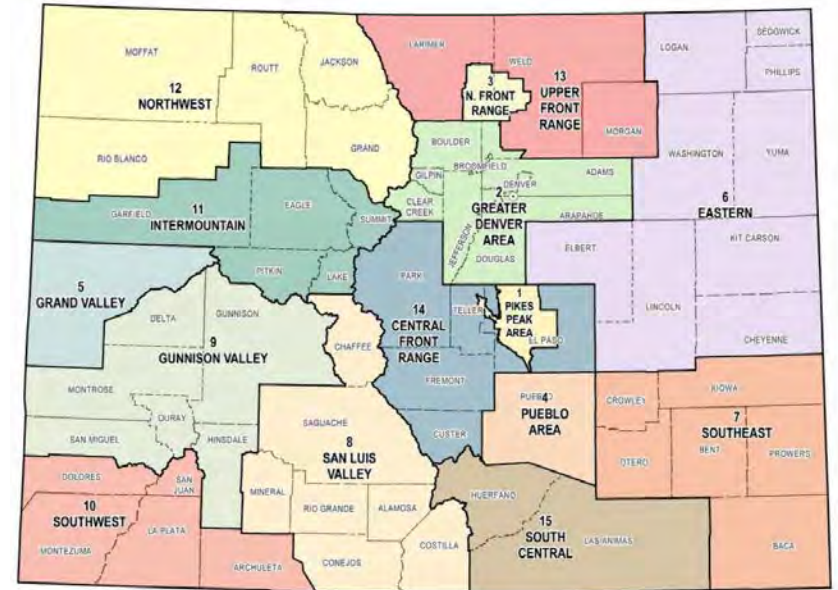




# Data Observations: Chaffee County in the San Luis Valley TPR

Chaffee County looks a bit out of place in the SLV TPR

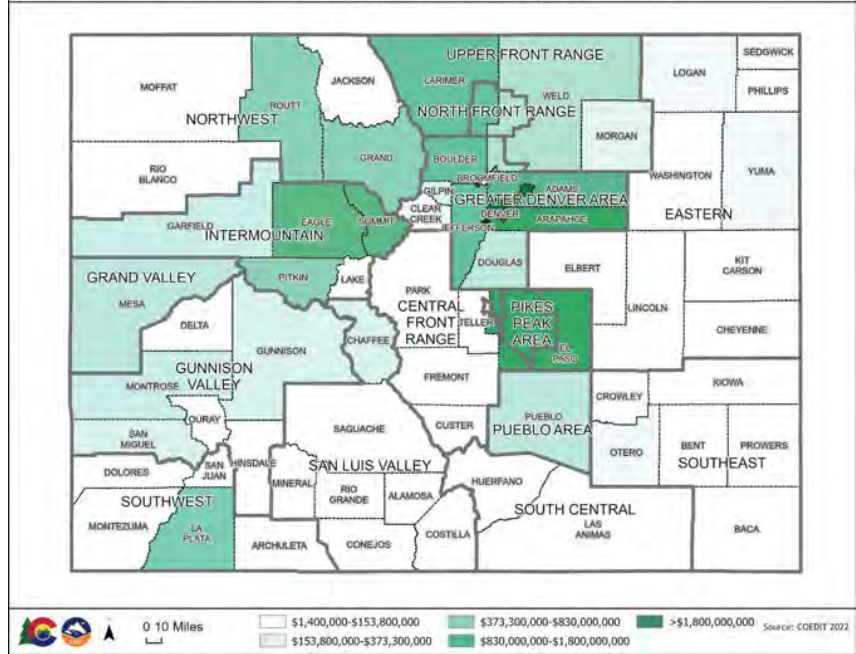
- It is the only county in the San Luis Valley TPR that is not considered to be in the San Luis Valley.
- Geographically, it “looks” like a better fit in the Gunnison Valley TPR or the Central Front Range TPR.
- Chaffee County is also part of the Upper Arkansas Area Council of Governments with the Central Front Range TPR counties.
- The analysis of data/mapping also reveals some interesting data points.



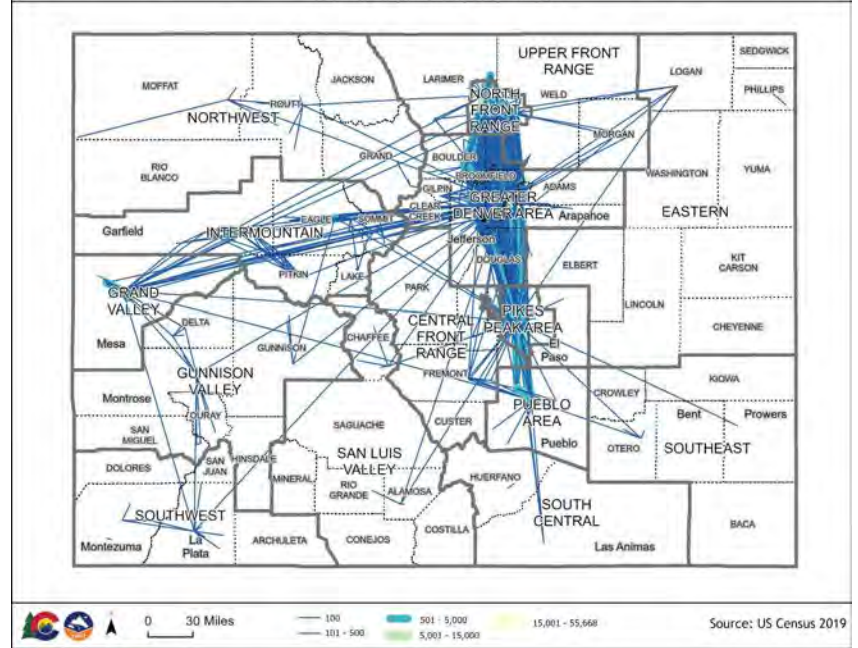


# Observations: Chaffee County Tourism and Commuters

TPR Boundary Analysis - County Level Tourism Statistics (Direct Travel Spending)  
Statutory Requirement: Tourism Impacts



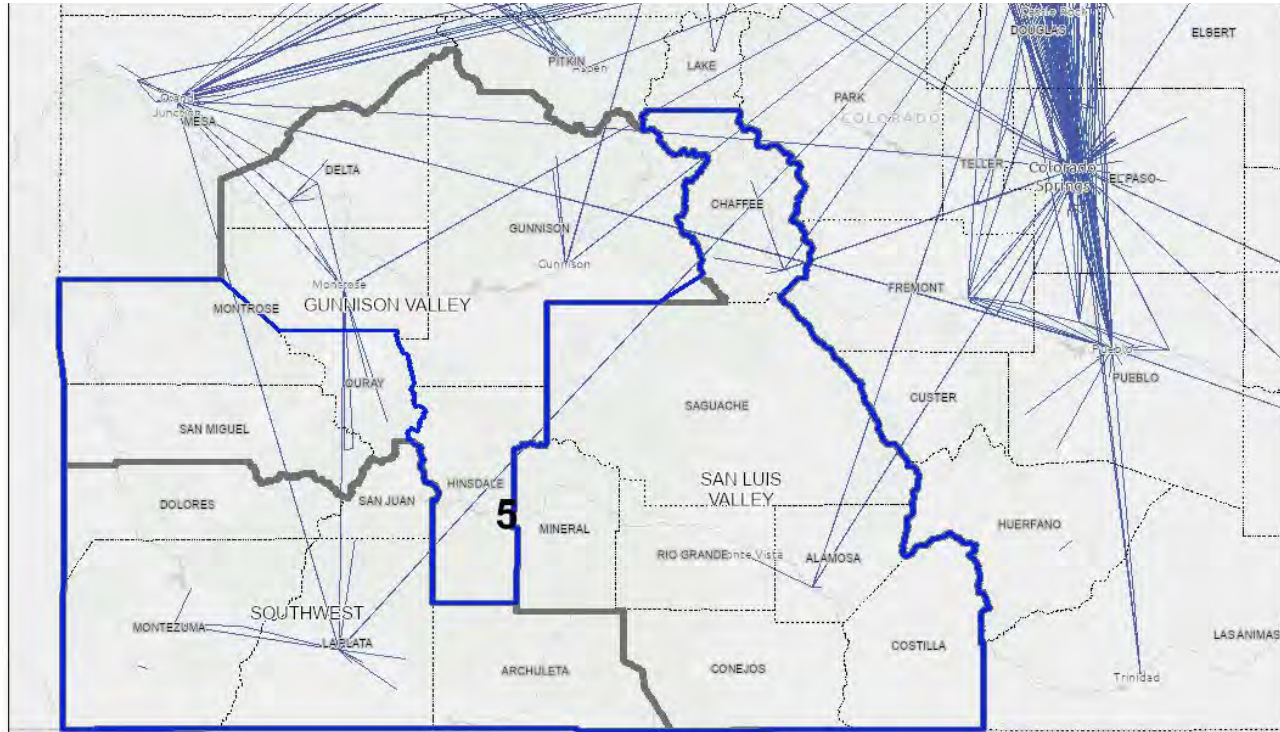
TPR Boundary Analysis - Commuter Origin and Destination (100+ Commuters)  
Statutory Requirement: Commuting



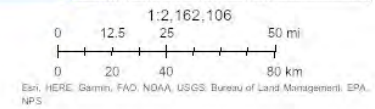
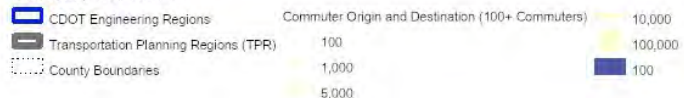




# Observations: Chaffee County Commuters (Origin and Destination)



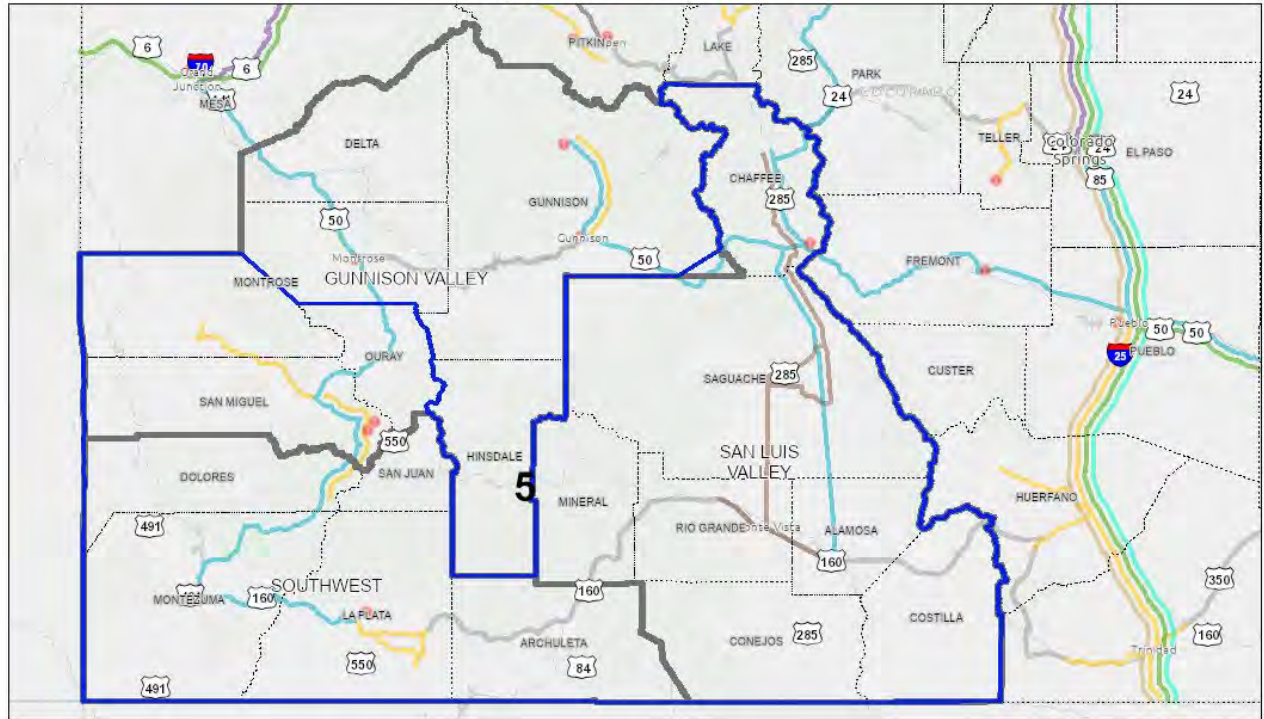
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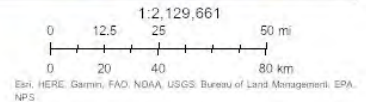
# Observations: Chaffee County Transit Corridors

Eagle Line  
([chaffeeshuttle.com](http://chaffeeshuttle.com))



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- Highways for Arno
- CDOT Engineering Regions
- Transportation Planning Regions (TPR)
- County Boundaries
- Local Transit Systems
- Bus Rapid Transit
- VelociRFTA: Aspen to Glenwood Springs
- Intercity Bus Routes
- Chaffee Shuttle
- El Paso-Los Angeles Limousine Express
- Greyhound

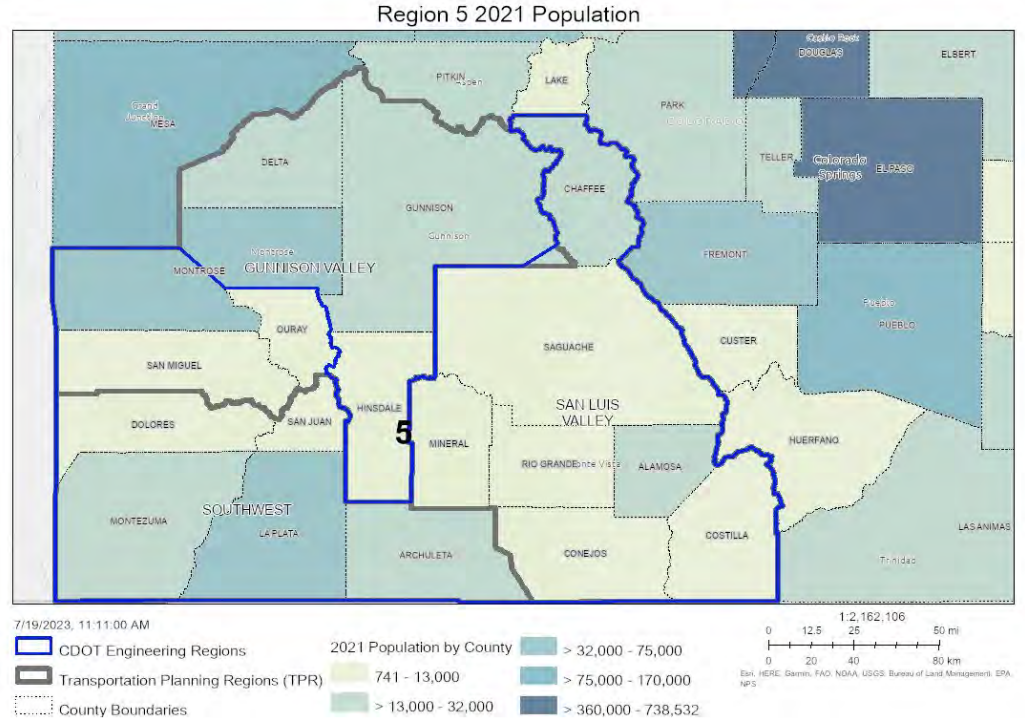




# Data Observations: La Plata and Montrose Counties

La Plata County (and Montrose County) stand out in a lot of the data analysis:

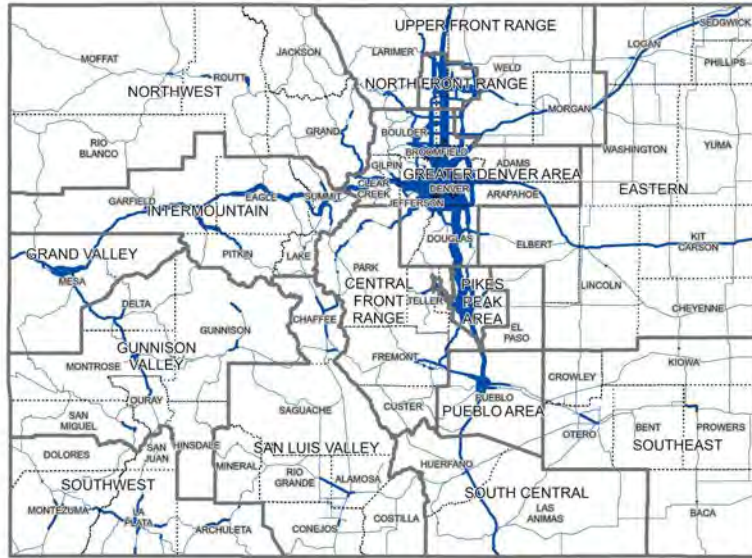
- With 56,278 people in La Plata County and Montrose County with 43,178, they are the two most populous counties among the Region 5 TPRs.
- A number of data points make these two counties- particularly La Plata County (because of Durango) stand out.



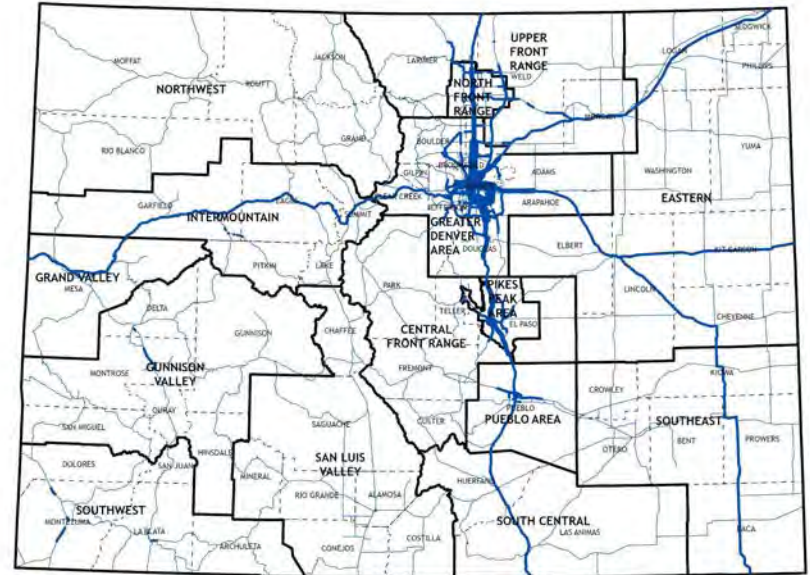


# Observations: La Plata and Montrose Counties VMT and Truck VMT

TPR Boundary Analysis - Vehicle Miles Traveled  
Statutory Requirement: Vehicle Miles Traveled



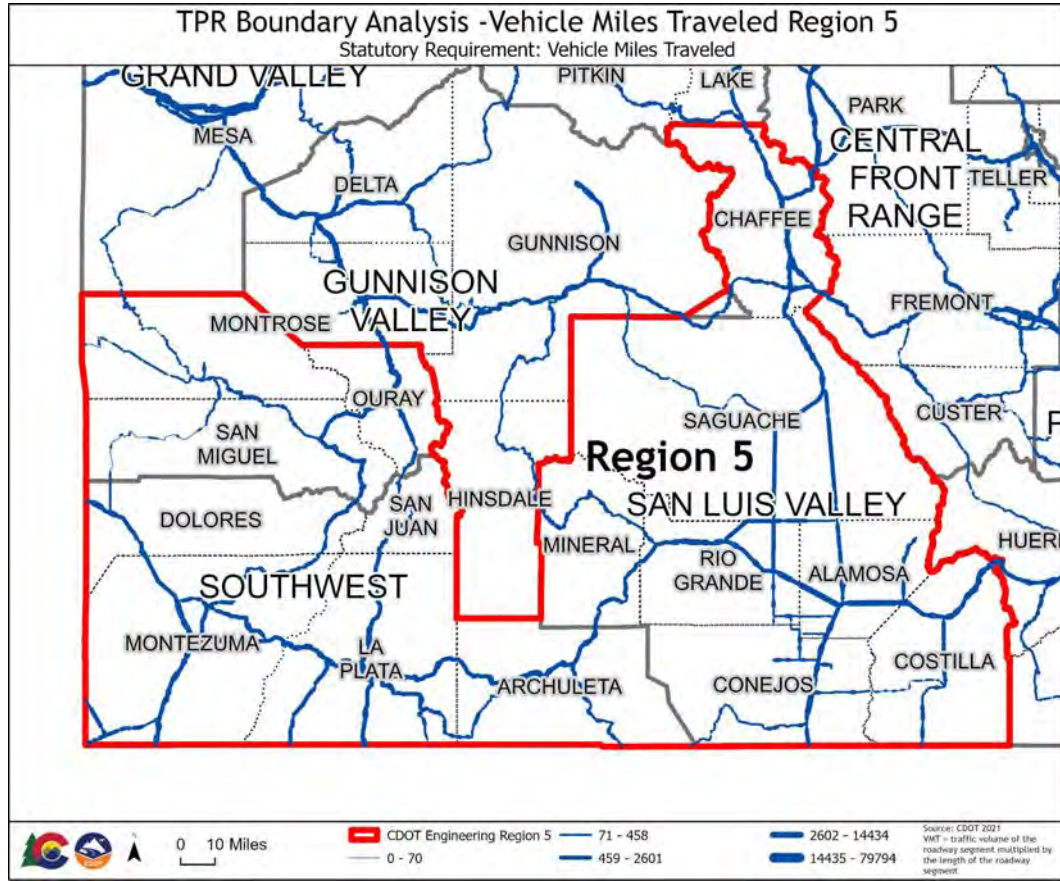
TPR Boundary Analysis - Truck Vehicle Miles Travelled  
Statutory Requirement: Truck Vehicle Miles Travelled





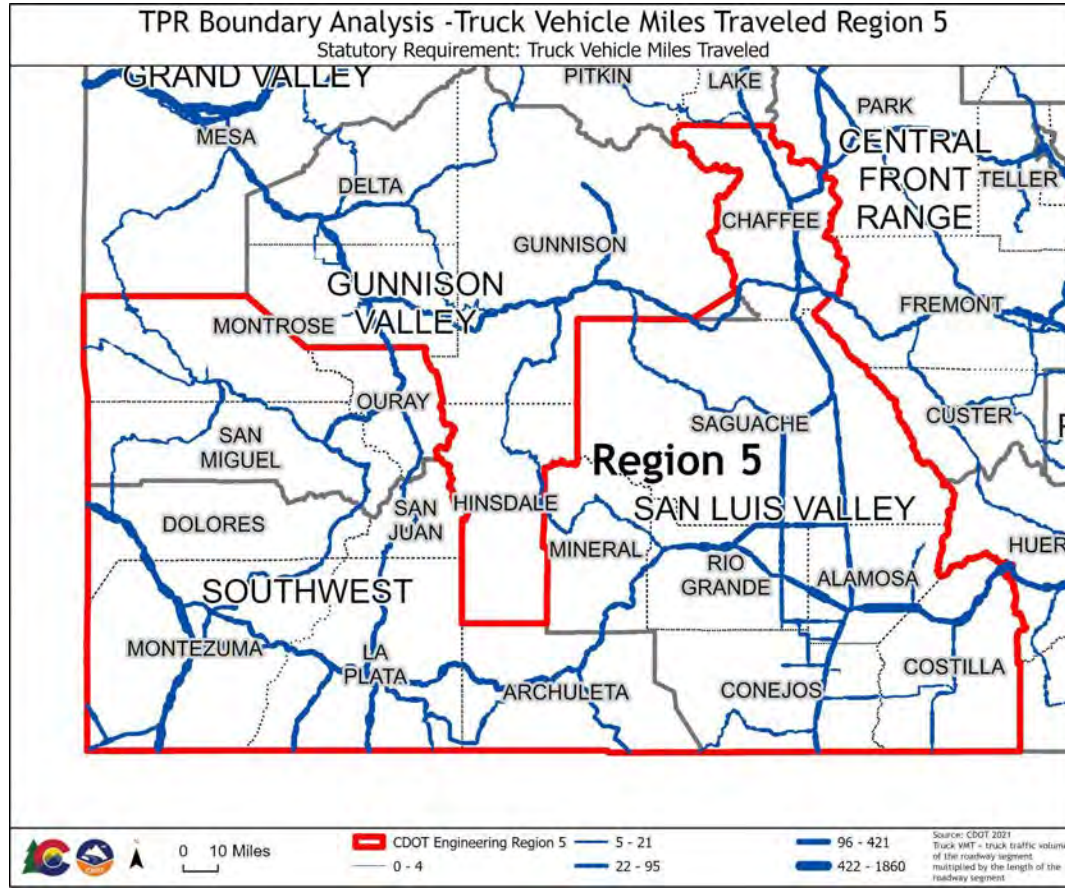
# Observations: La Plata and Montrose Counties

## VMT



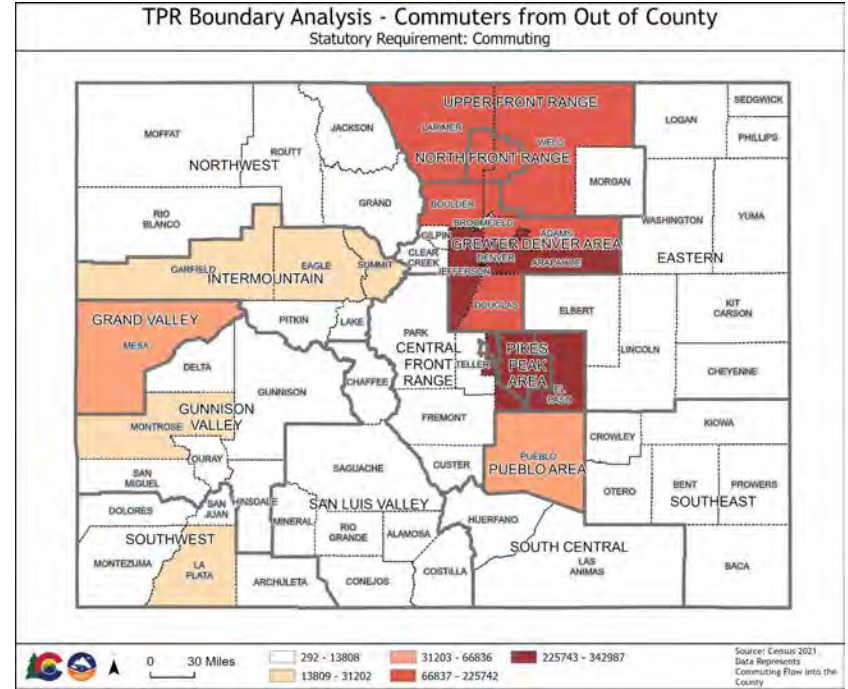
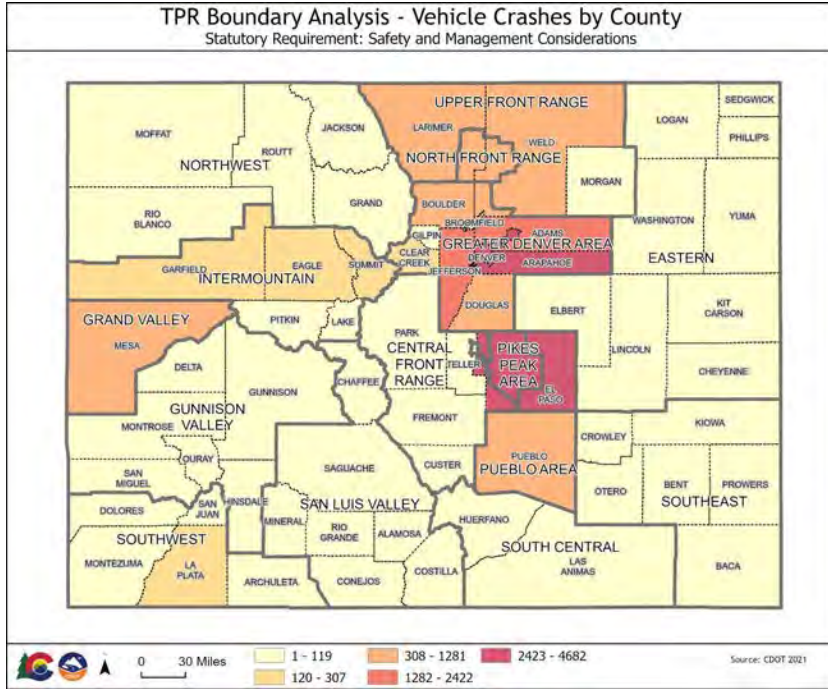


# Observations: La Plata and Montrose Counties Truck VMT





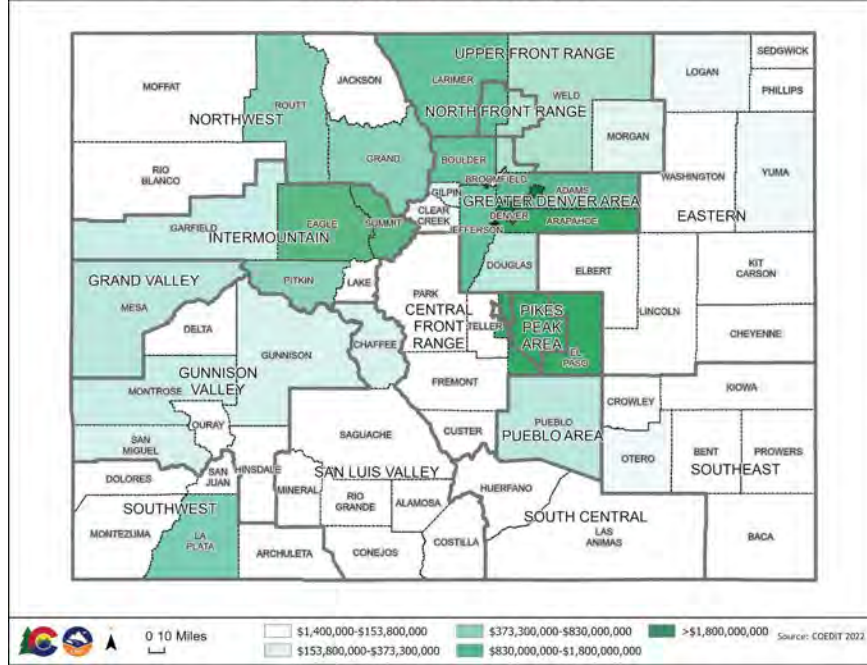
# Observations: La Plata and Montrose Counties Crashes and Commuters



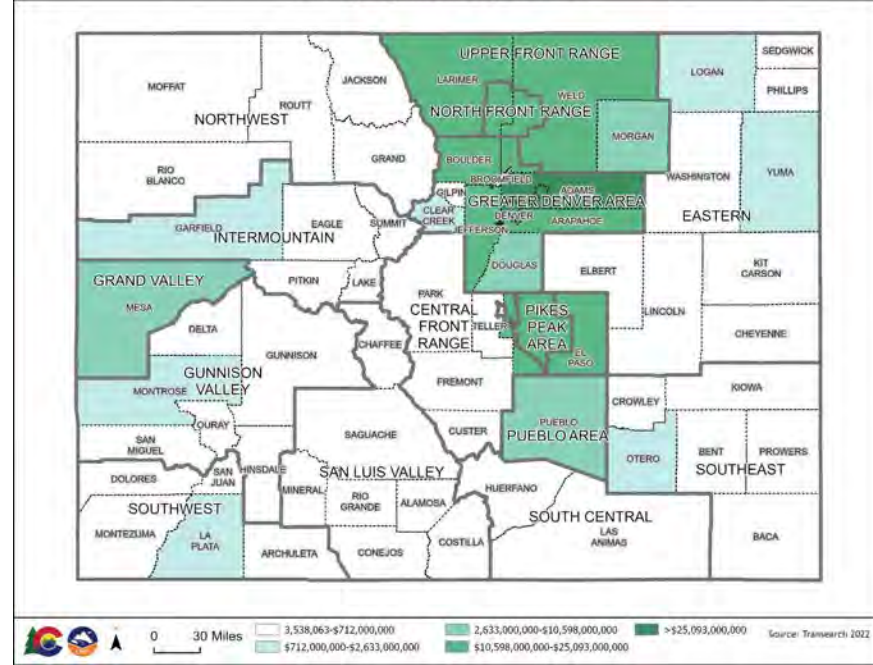


# Observations: La Plata and Montrose Counties Tourism and Movement of Goods

TPR Boundary Analysis - County Level Tourism Statistics (Direct Travel Spending)  
Statutory Requirement: Tourism Impacts



TPR Boundary Analysis - County Level Movement of Goods  
Statutory Requirement: Freight Movement

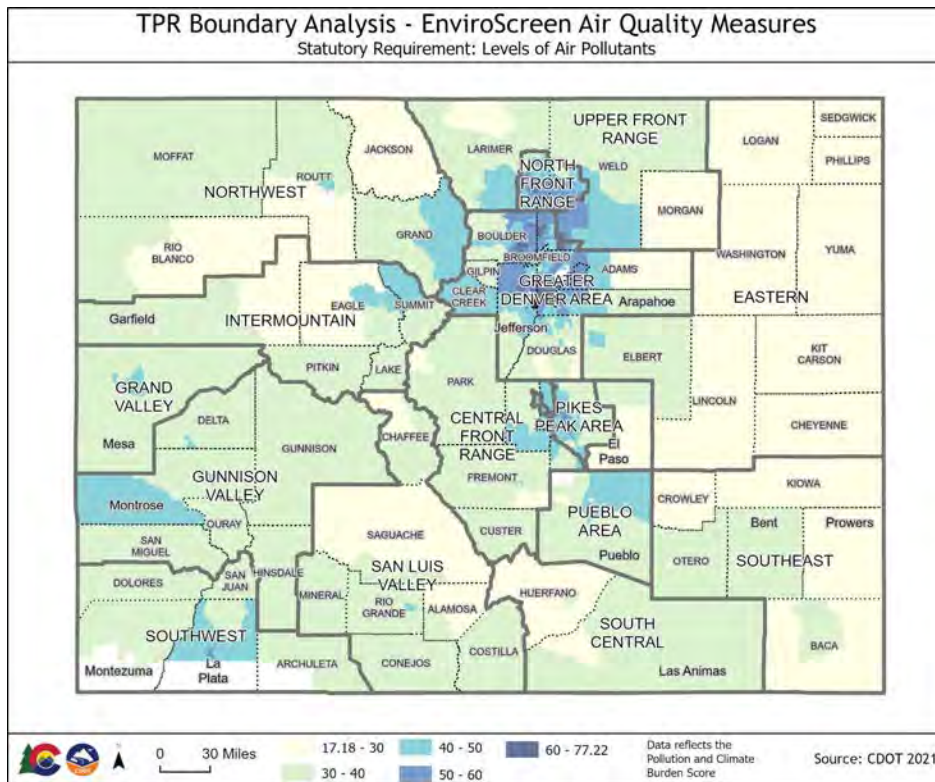






# Observations: La Plata and Montrose Counties Air Quality

While these observations are interesting and may be informative about their overall transportation needs, the data does not appear to indicate a change should be considered due to any of these factors.





# Next Steps





# Next Steps for the TPR Study

- CDOT staff will continue to gather data, review TPR IGAs and Bylaws, create maps that reflect all of the statutory requirements, and share the mapping tool to assist in the analysis
- Continue meeting with stakeholders and attending TPR meetings, as well as MPO meetings at the request of the MPO
- Analyze comments and recommendations that came from the first round of Public Meetings
- Collect and analyze data received from the survey responses through August 31st
- Staff will begin to develop recommendations following the first round of public meetings and analysis of survey results in August/September
- CDOT staff will begin to plan a second round of public meetings to present recommendations for the TPR Study



# Survey

- The survey is designed to capture input from stakeholders who are involved in their TPRs, aware of TPRs but may not be involved, or who don't know much about their TPRs
- CDOT sent the survey to:
  - TPR members and listservs
  - All elected officials in the state
  - Other identified stakeholders
- The invitations that were sent out for the public meetings included the link to the survey. We intend to close the Survey on August 31st.
- The link to the survey has been posted in several places on the CDOT website

[Link to the survey](#)



## Helpful Resources

- [Mapping Tool](#)
- [Survey](#)
- [TPR Information](#)
- [TPR At a Glance](#)
- [TPR CDOT Website](#)
- [Public Meeting Registration and Minutes](#)
- [CDOT Engineering Region Information](#)
- [Rural Planning Guide](#)
- [CDOT Planning Process](#)
- [Region 10 Website](#)
- [HB23-1101: The Ozone Season Transit Grant Program Flexibility bill](#)



# Questions/Comments?





# HB23-1101 TPR Study TPR and Statewide Maps

Gunnison Valley TPR

August 10, 2023



**COLORADO**  
Department of Transportation



# TPR Level Maps

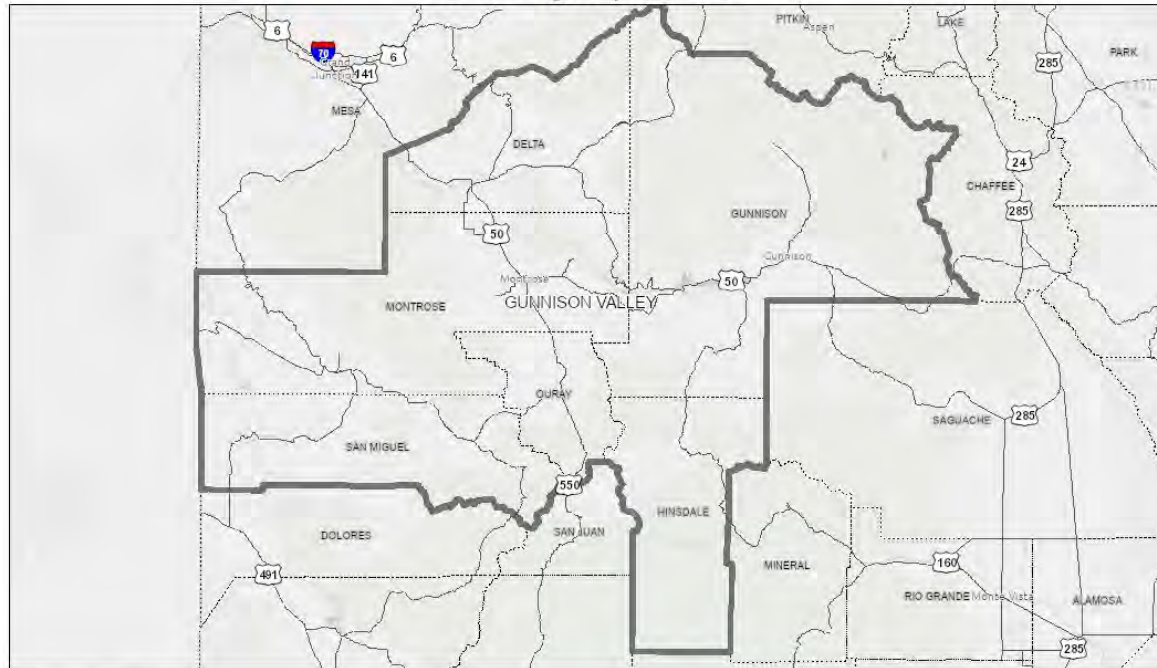






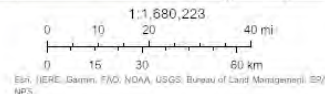
# Highway Corridors

GVTPR Highway Corridors



9/2/2023, 3:27 16 PM

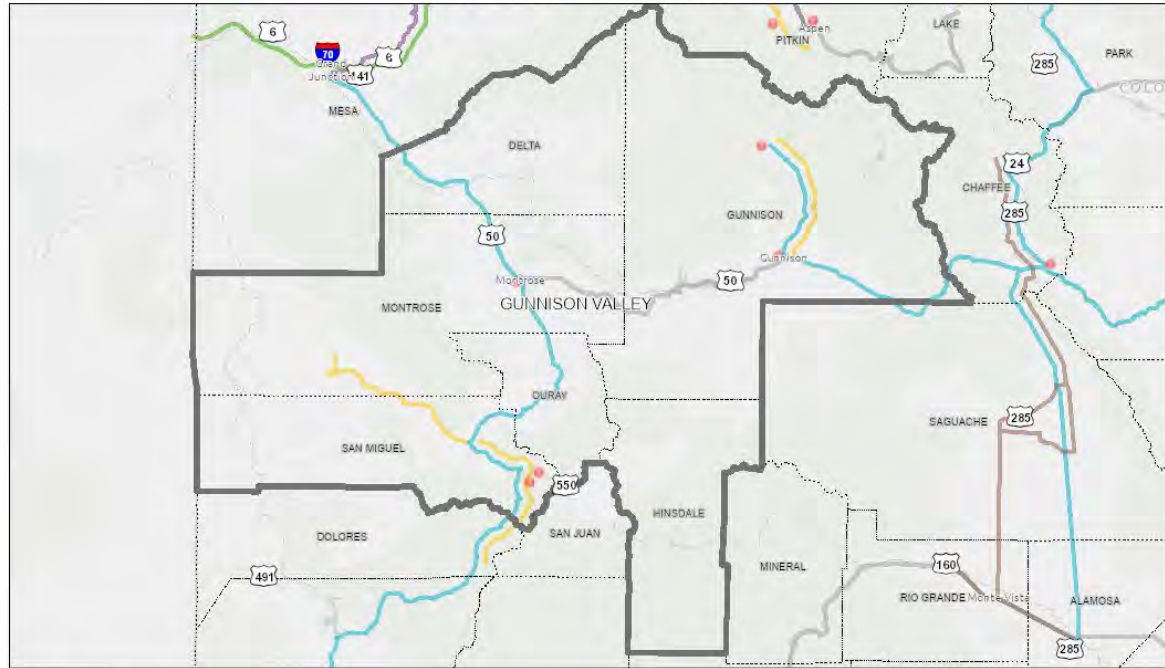
- Highways for Anno
- Highways
- Transportation Planning Regions (TPR)
- County Boundaries





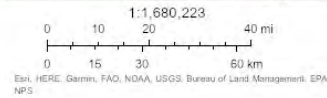
# Transit Corridors

GVTPR Transit Corridors



9/2/2023, 3:31:11 PM

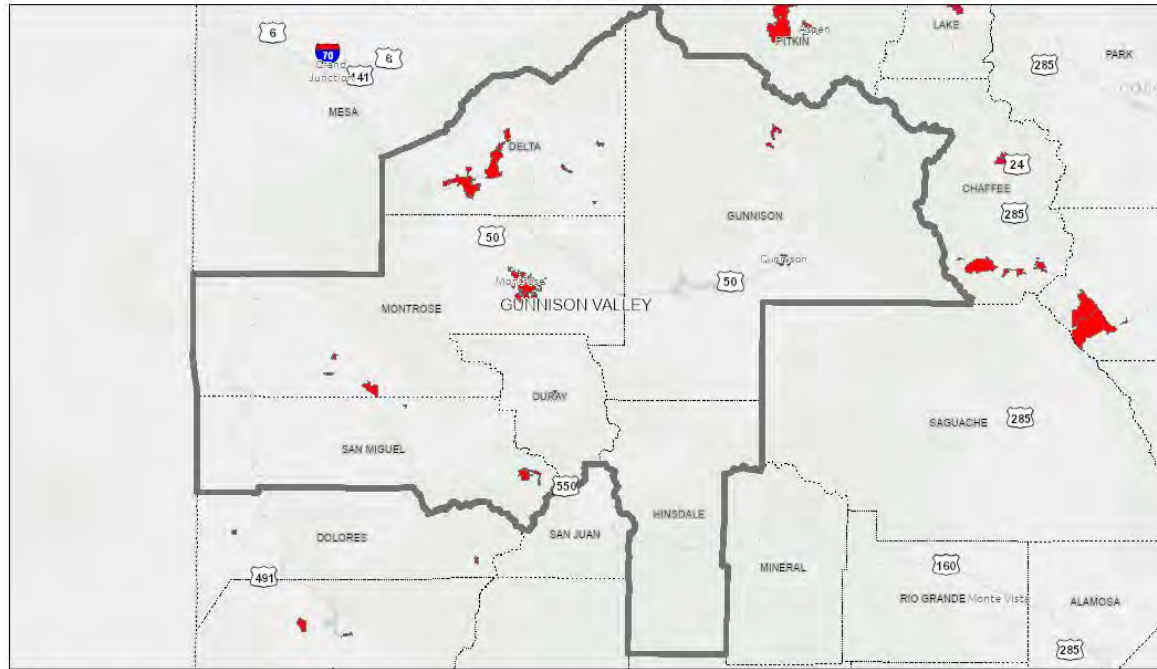
- Highways for Arno
- Transportation Planning Regions (TPR)
- County Boundaries
- Local Transit Systems
- Bus Rapid Transit
- VelociRFTA: Aspen to Glenwood Springs
- Intercity Bus Routes
- Chaffee Shuttle
- Greyhound
- Bustang
- Outrider
- Interregional Express Routes





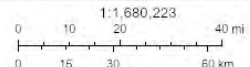
# Transit District Boundaries

GVTTPR Transit District Boundaries



9/2/2023, 3:39:58 PM

- Highways for Anno
- County Boundaries
- Transportation Planning Regions (TPR)
- Transit Service Areas for Census Designated Places

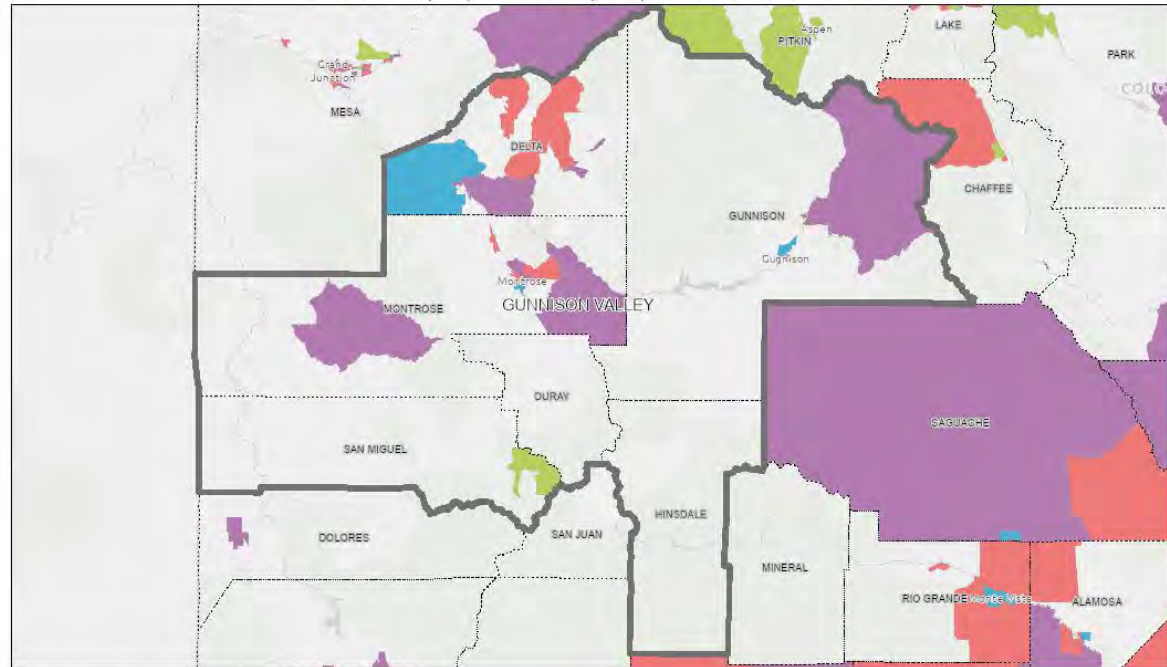


1:1,680,223  
Esri, HERE, Garmin, FAO, NOAA, USGS, Bureau of Land Management, EPA, NPS



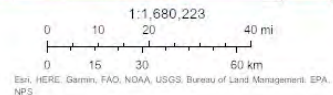
# Disproportionately Impacted Communities

GVTPR Disproportionately Impacted Communities



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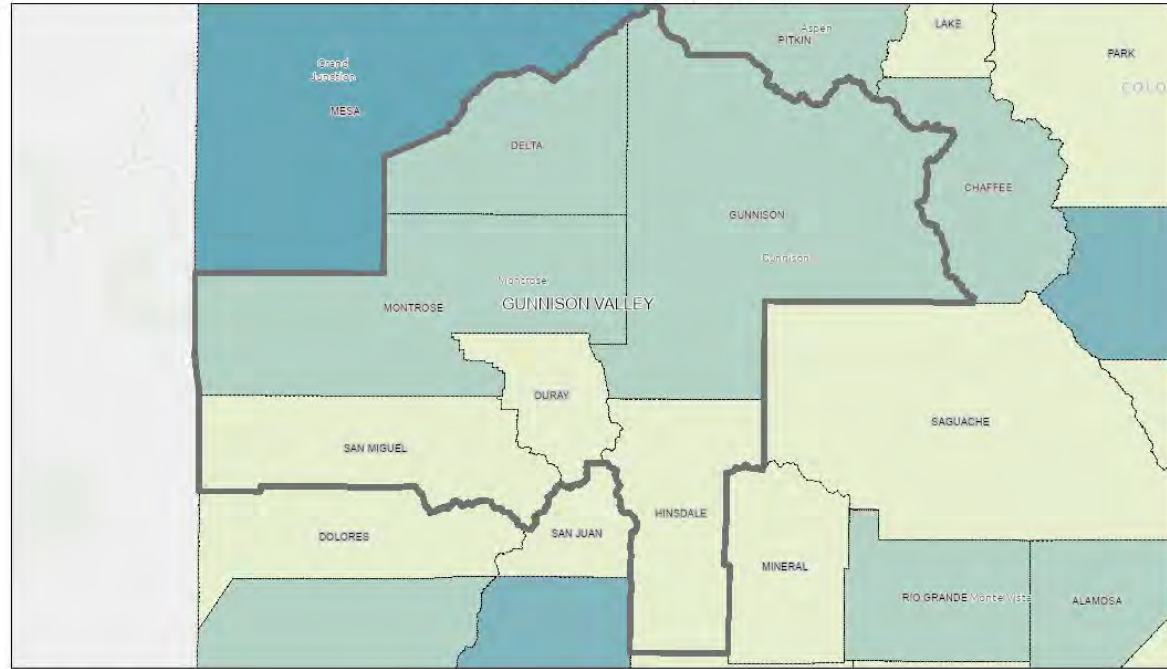
- Transportation Planning Regions (TPR)
- County Boundaries
- Disproportionately Impacted Communities
  - More than one category
  - Low Income
  - People of Color
  - Housing Burden





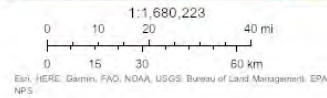
# 1990 Population by County

GVTPR 1990 Population by County



9/2/2023, 3:44:01 PM

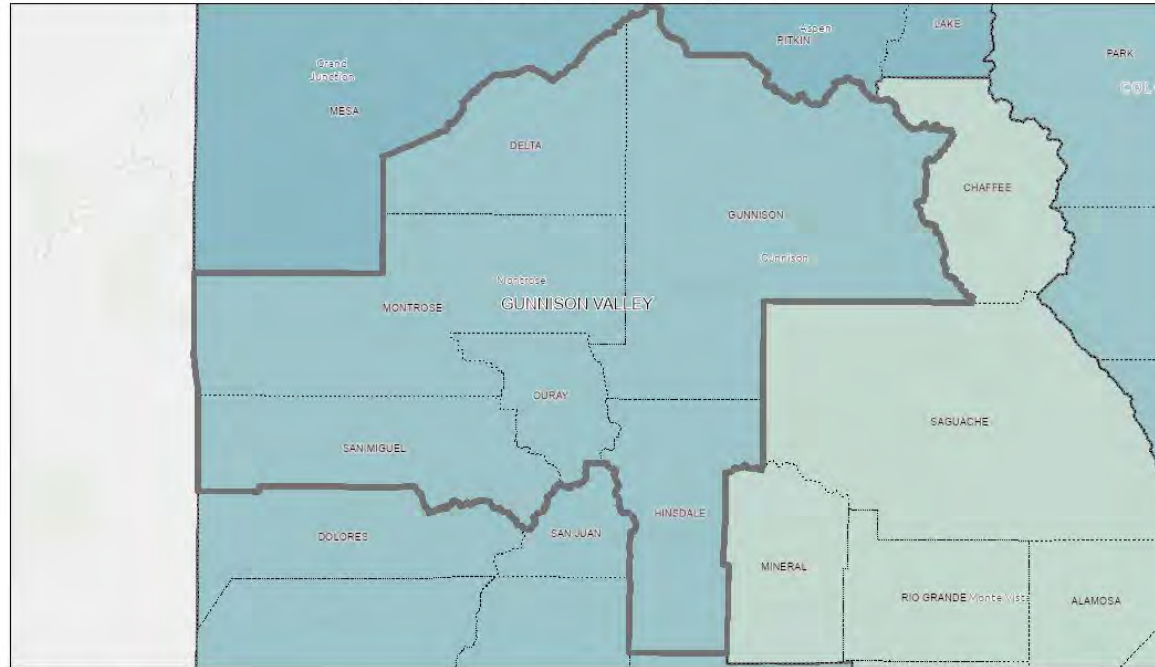
- Transportation Planning Regions (TPR)
- County Boundaries
- Census 1990
  - 467 - 10,000
  - > 10,000 - 25,000
  - > 25,000 - 60,000
  - > 60,000 - 130,000





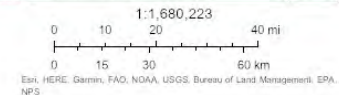
# 2021 Population by TPR

GVTPR 2021 Population by TPR



8/2/2023, 3:46:27 PM

- Transportation Planning Regions (TPR)
  - County Boundaries
  - 2021 Population by TPR
- |                     |
|---------------------|
| > 83,788 – 110,632  |
| > 110,632 – 172,844 |
| > 47,443 – 83,788   |





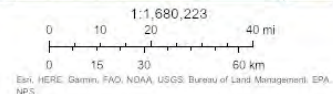
# 2050 Population Projection by County

GVTPR 2050 Population by County



8/2/2023, 3:47:59 PM

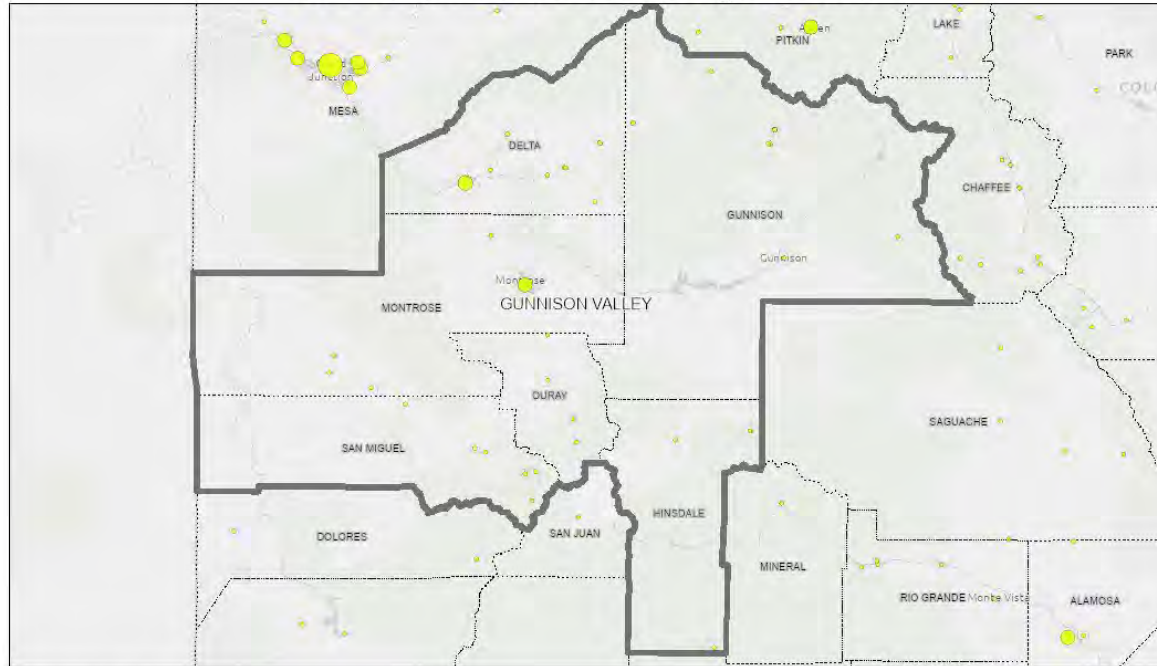
- Transportation Planning Regions (TPR)
- County Boundaries
- 700,021 - 13,000
- > 13,000 - 32,000
- > 32,000 - 75,000
- > 75,000 - 170,000
- > 170,000 - 360,000





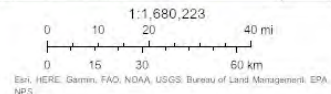
# Populations of Census Designated Areas

GVTPR Populations of Census Designated Areas



8/2/2023, 3:49:50 PM

- Transportation Planning Regions (TPR)
  - County Boundaries
  - 0 - 6,500
  - > 6,500 - 25,000
  - > 25,000 - 75,000
- Census Designated Place Population Estimates

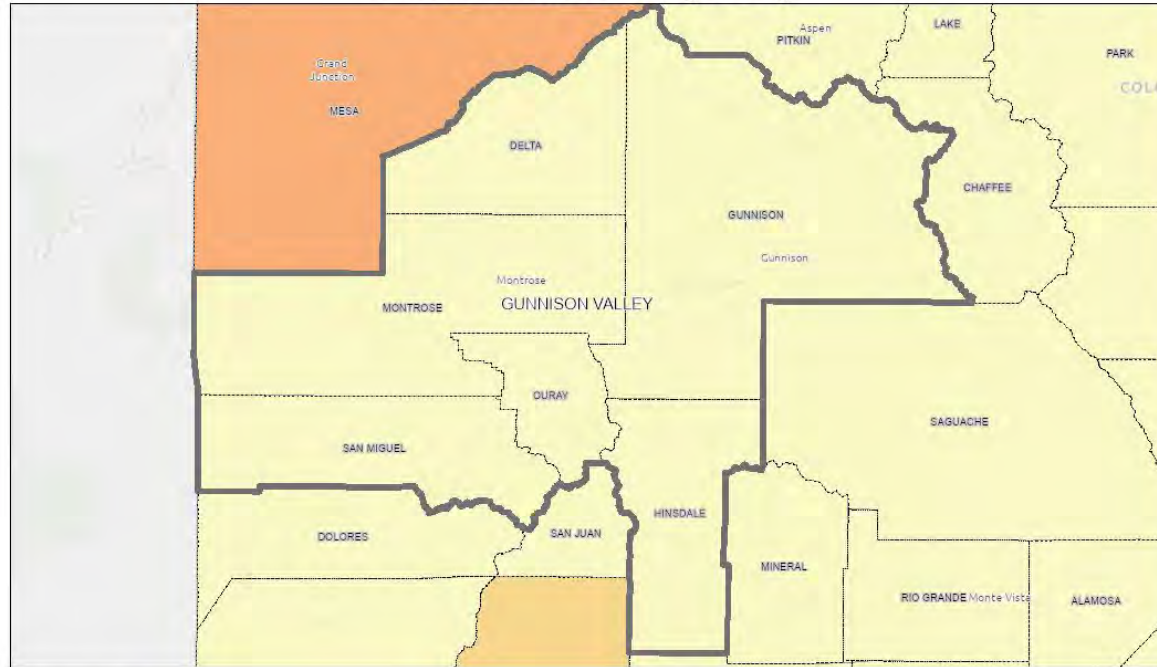






# Vehicle Crashes by County

GVTPR Vehicle Crashes by County

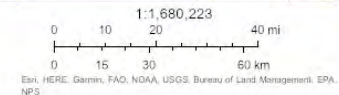


8/2/2023, 3:51:16 PM

- Transportation Planning Regions (TPR)
- County Boundaries
- Vehicle Crashes by County
- 120 - 307
- 308 - 1281

Vehicle Crashes by County

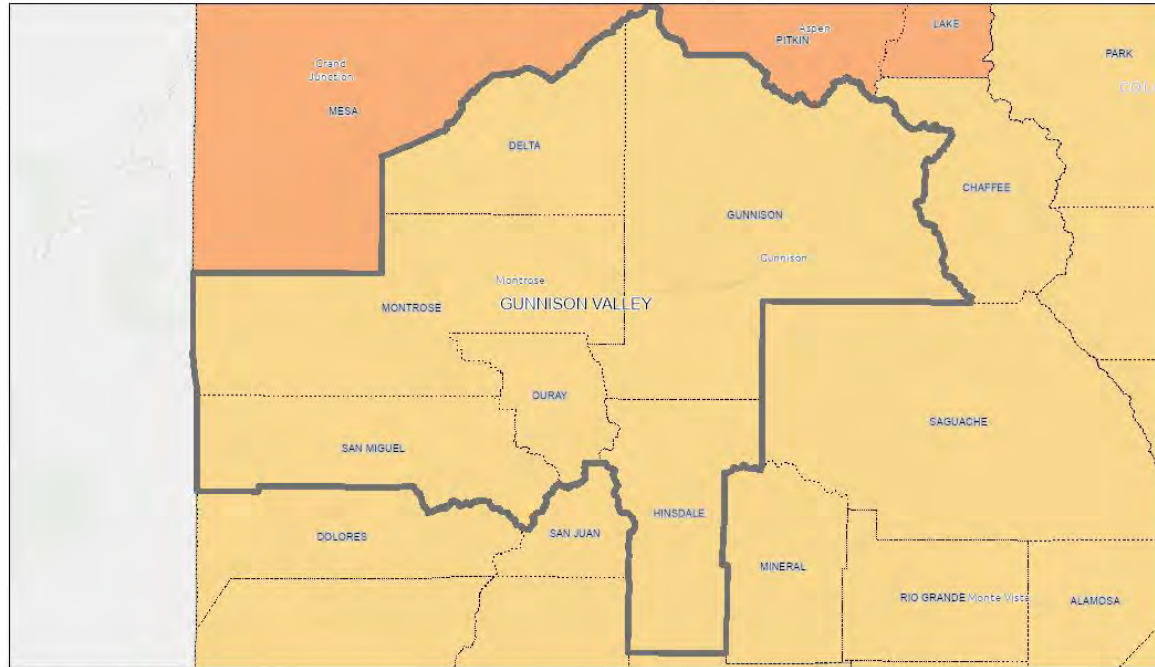
1 - 119





# Vehicle Crashes by TPR

GVTTPR Vehicle Crashes by TPR



9/2/2023, 4:38:56 PM

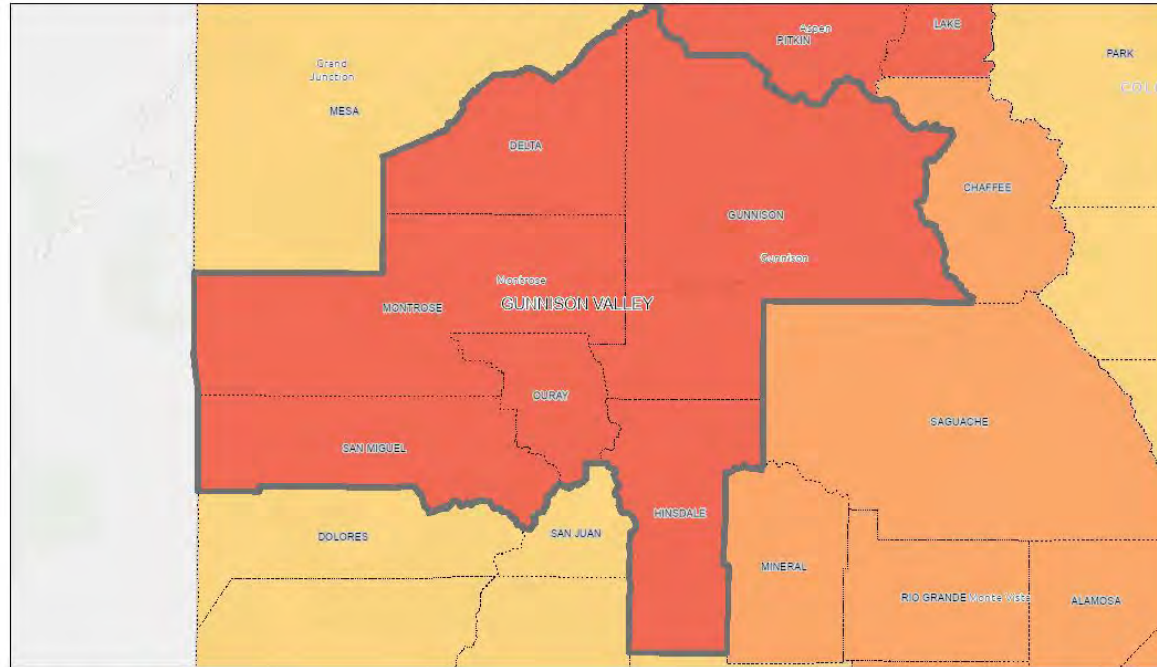
- Transportation Planning Regions (TPR)
- County Boundaries
- 209 - 356
- 357 - 605

1:1,680,223  
0 10 20 40 mi  
0 15 30 60 km  
Esri, HERE, Garmin, FAO, NOAA, USGS, Bureau of Land Management, EPA, NPS



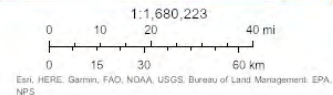
# Lane Miles by TPR

GVTPR Lane Miles by TPR



8/2/2023, 4:52:11 PM

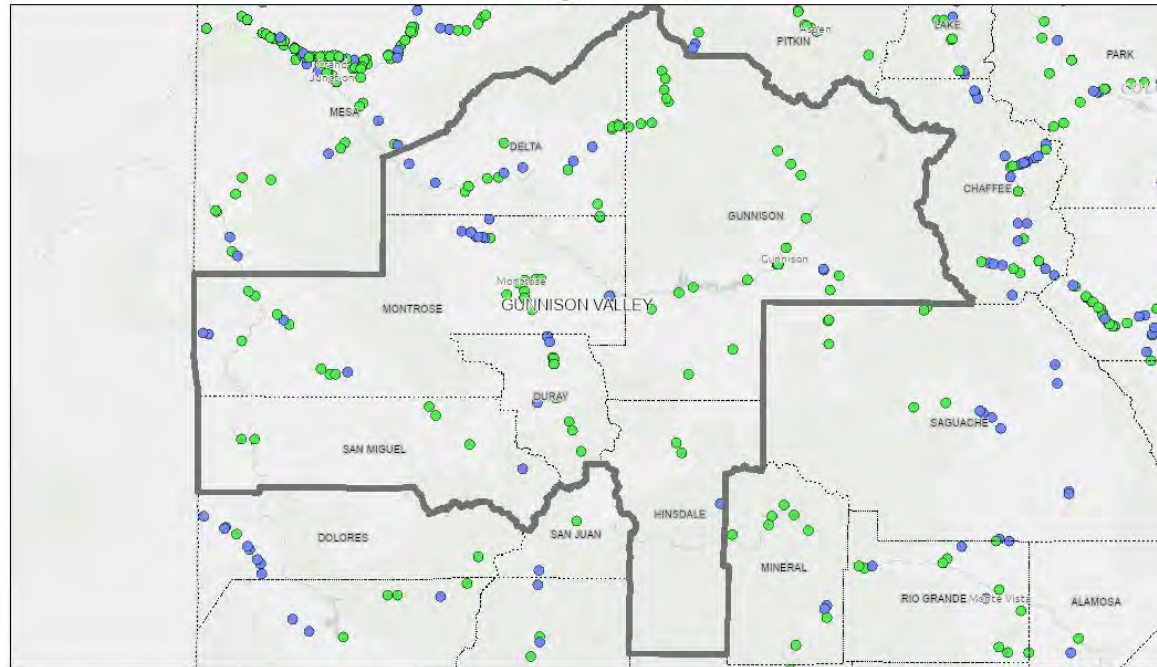
- Transportation Planning Regions (TPR)
- County Boundaries
- Lane Miles per TPR
  - > 1,250 - 1,500
  - > 1,500 - 1,750
  - > 750 - 1,250





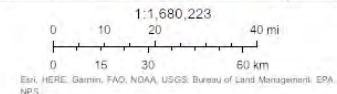
# Bridges and Culverts

GVTPR Bridges and Culverts



9/2/2023, 4:53:28 PM

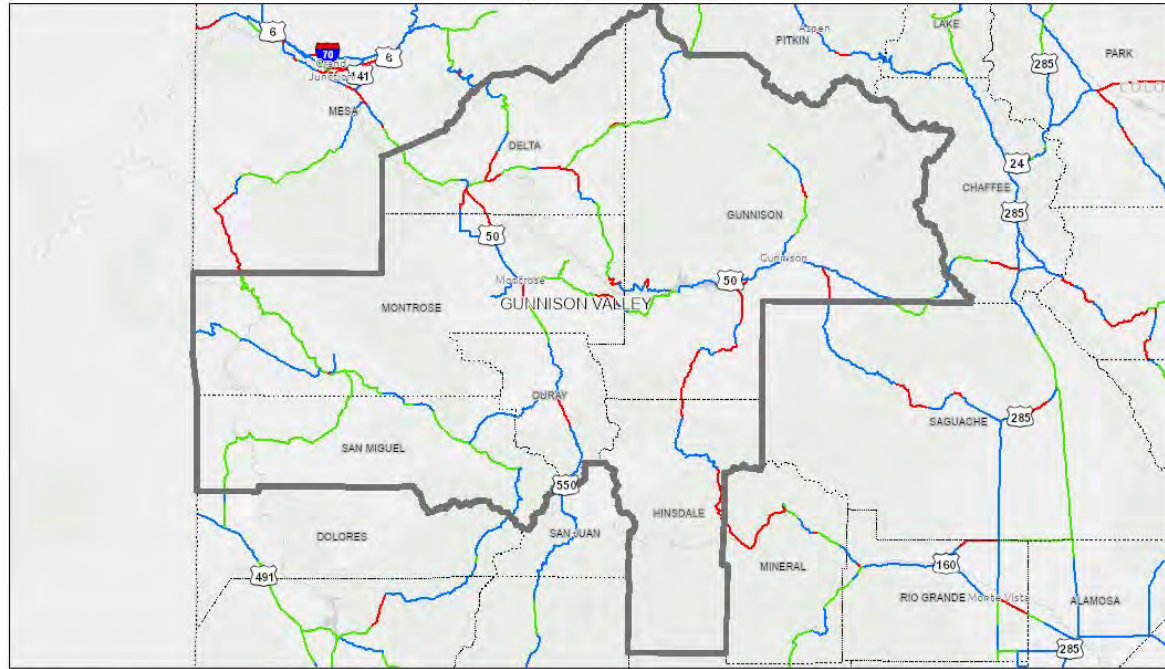
- Transportation Planning Regions (TPR) Bridges and Major Culverts
- County Boundaries
- BRIDGE
- CULVERT





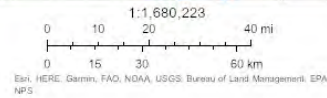
# Highway Drivability Life

GVTTPR Highway Drivability Life



9/2/2023, 4:55:12 PM

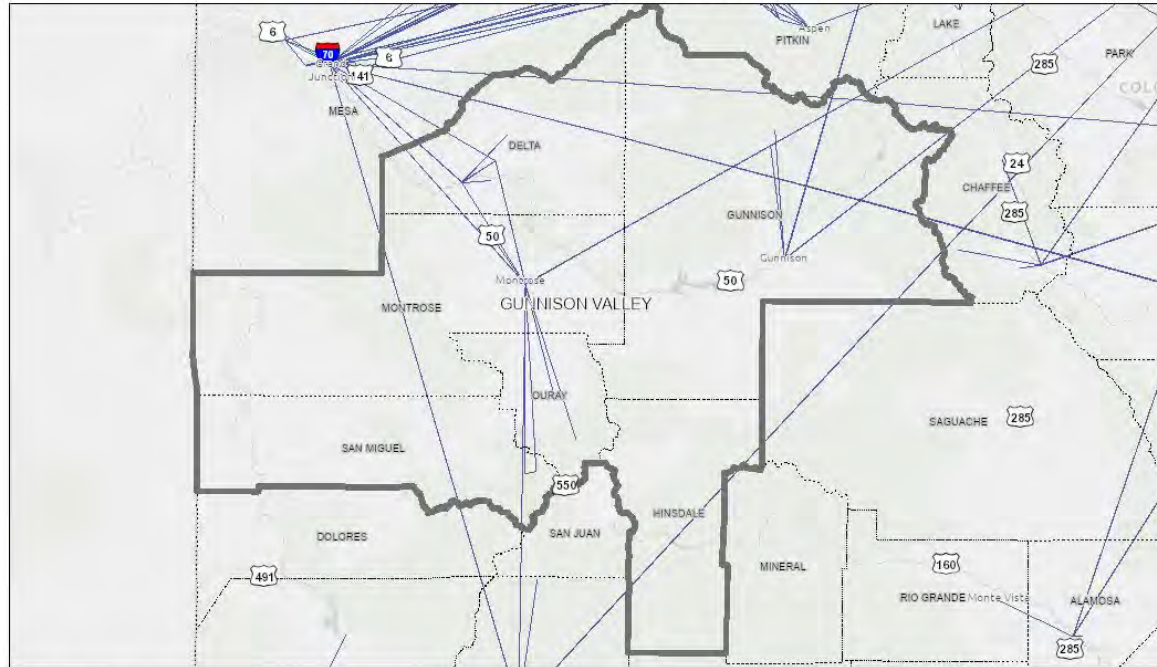
- Highways for Anno
- Transportation Planning Regions (TPR)
- County Boundaries
- Highways: Drivability Life
  - HIGH
  - MODERATE
  - LOW



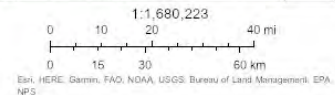
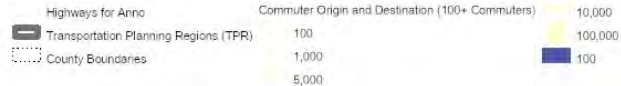


# Commuter Origin and Destination

GVTPR Commuter Origin and Destination



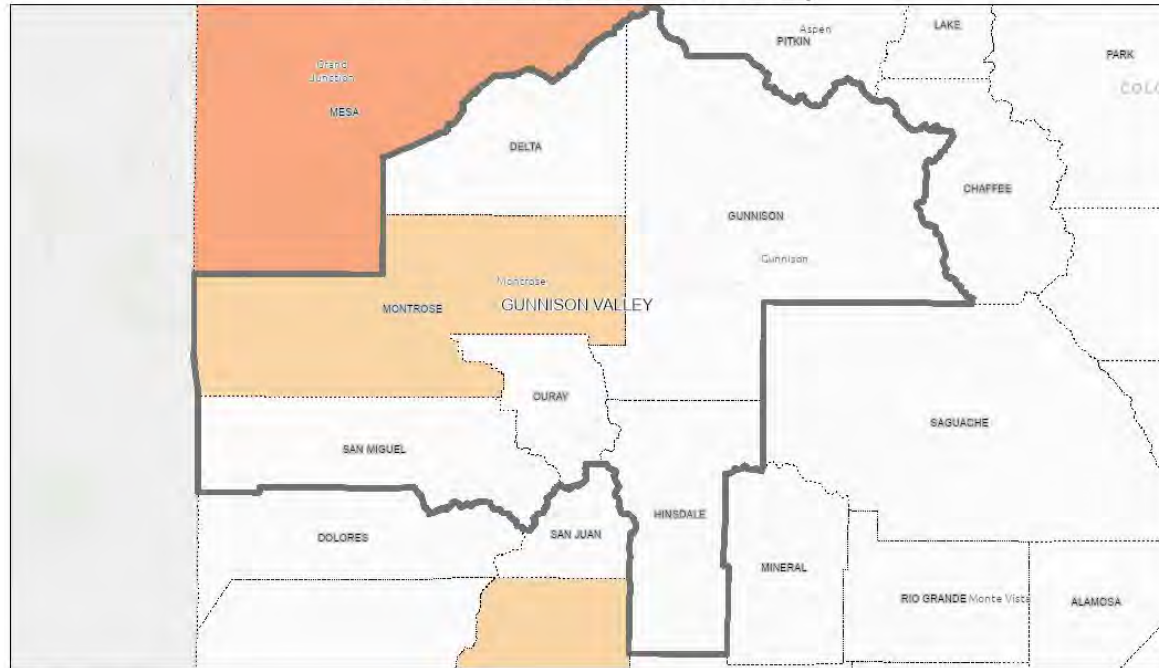
8/2/2023, 4:56:29 PM





# Commuters from Out of County

GVTPR Commuters from Out of County



8/2/2023, 4:57:50 PM

Transportation Planning Regions (TPR)

County Boundaries

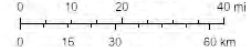
County Level Commuters (commuters flowing into the county)

> 13,808 – 31,202

> 31,202 – 66,836

292 – 13,808

1:1,680,223

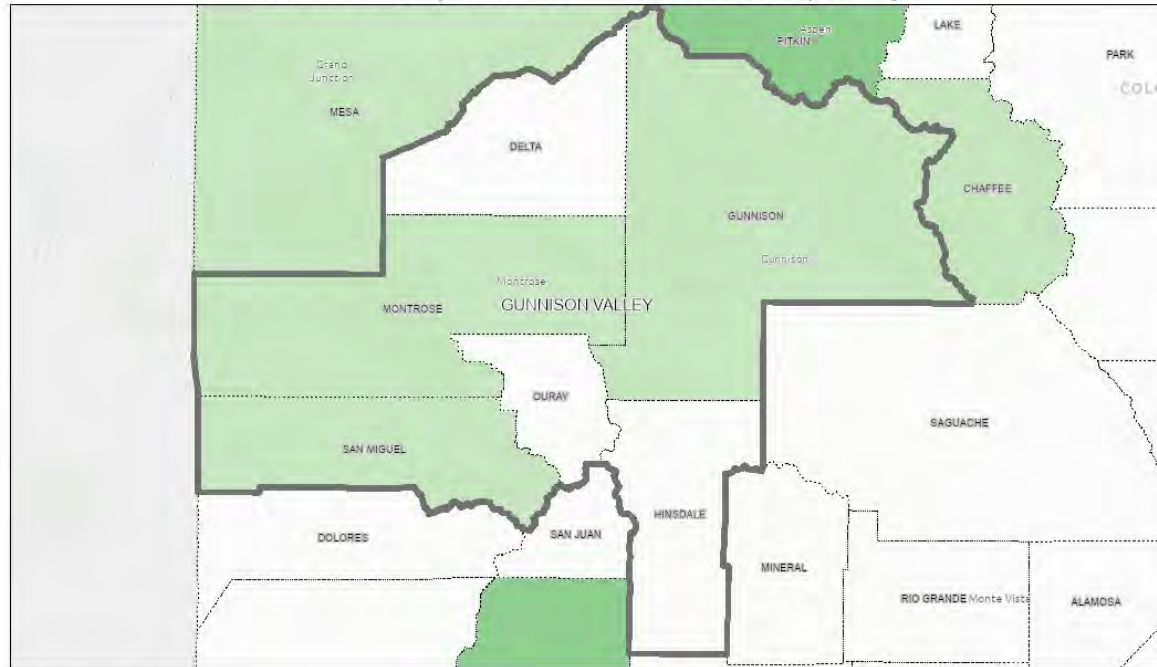


ESRI, HERE, Garmin, FNO, NOAA, USGS, Bureau of Land Management, EPA, NPS



# County Level Tourism Direct Travel Spending

GVTPR County Level Tourism Direct Travel Spending

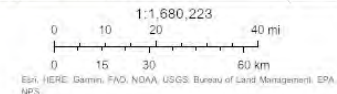


8/2/2023, 5:02:43 PM

- Transportation Planning Regions (TPR)
- \$153,800,000 - \$373,300,000
- \$373,300,000 - \$830,000,000
- County Boundaries

County Level Tourism Statistics

\$1,400,000 - \$153,800,000

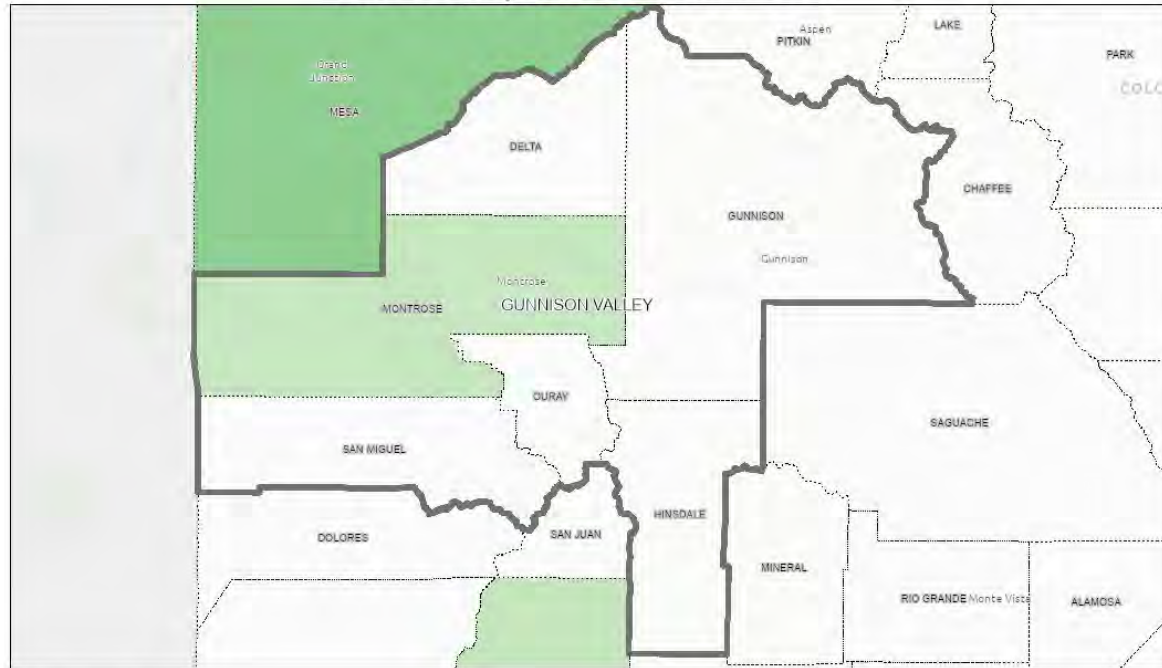






# County Level Movement of Goods

GVTPR County Level Movement of Goods

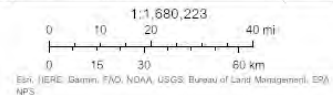


8/2/2023, 5:03:57 PM

- Transportation Planning Regions (TPR)
- County Boundaries
- \$712,000,000 - \$2,633,000,000
- \$2,633,000,000 - \$10,598,000,000

County Level Movement of Goods

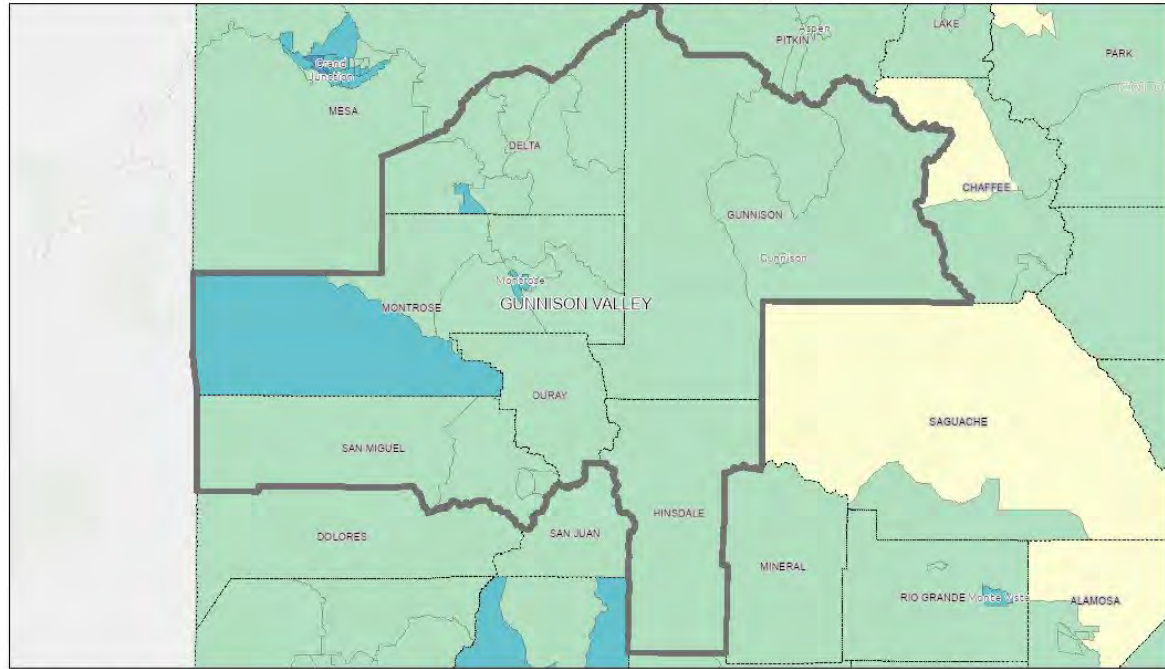
\$3,538,063.84 - \$712,000,000





# Levels of Air Pollutants: Air Quality Measures

GVTTPR Levels of Air Pollutants: Air Quality Measures



9/2/2023, 5:11:46 PM

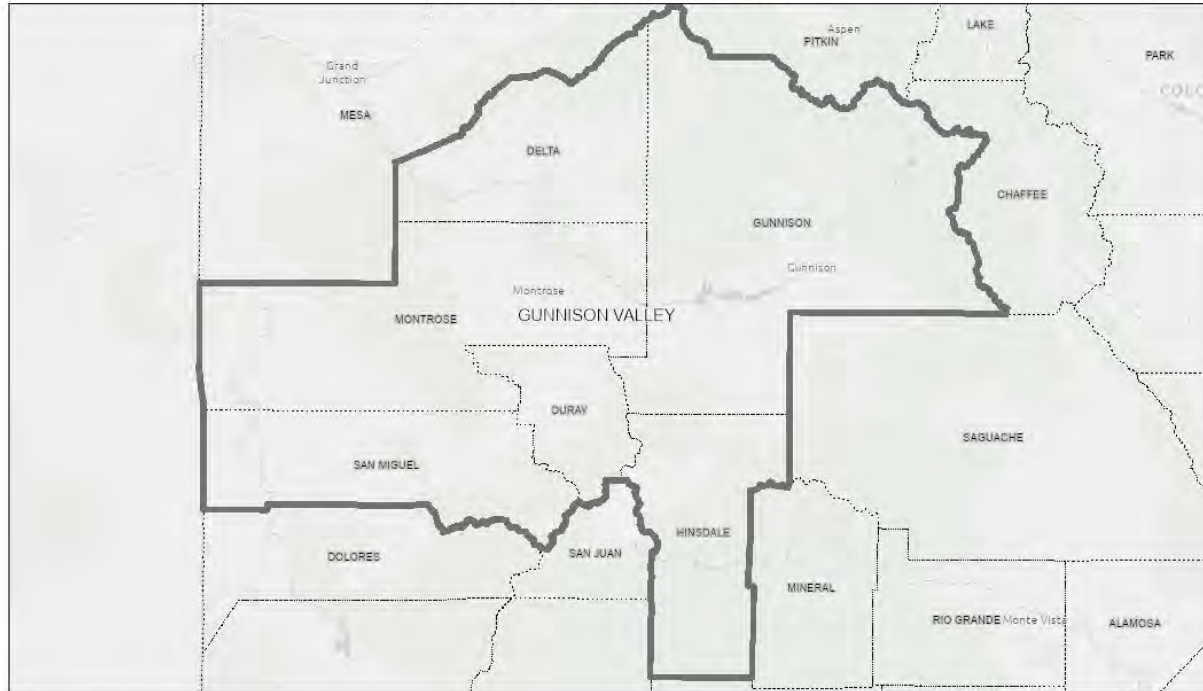
- Transportation Planning Regions (TPR) ■ > 30 - 40
- County Boundaries
- EnviroScreen Air Quality Measures ■ > 40 - 50
- > 50 - 60
- 17.18 - 30

0 10 20 40 mi  
0 15 30 60 km  
1:1,680,223  
Esri, HERE, Garmin, FAO, NOAA, USGS, Bureau of Land Management, EPA, NPS



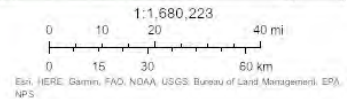
# Ozone Nonattainment

GVTPR Ozone Nonattainment



8/2/2023, 5:12:48 PM

- Transportation Planning Regions (TPR)
- County Boundaries



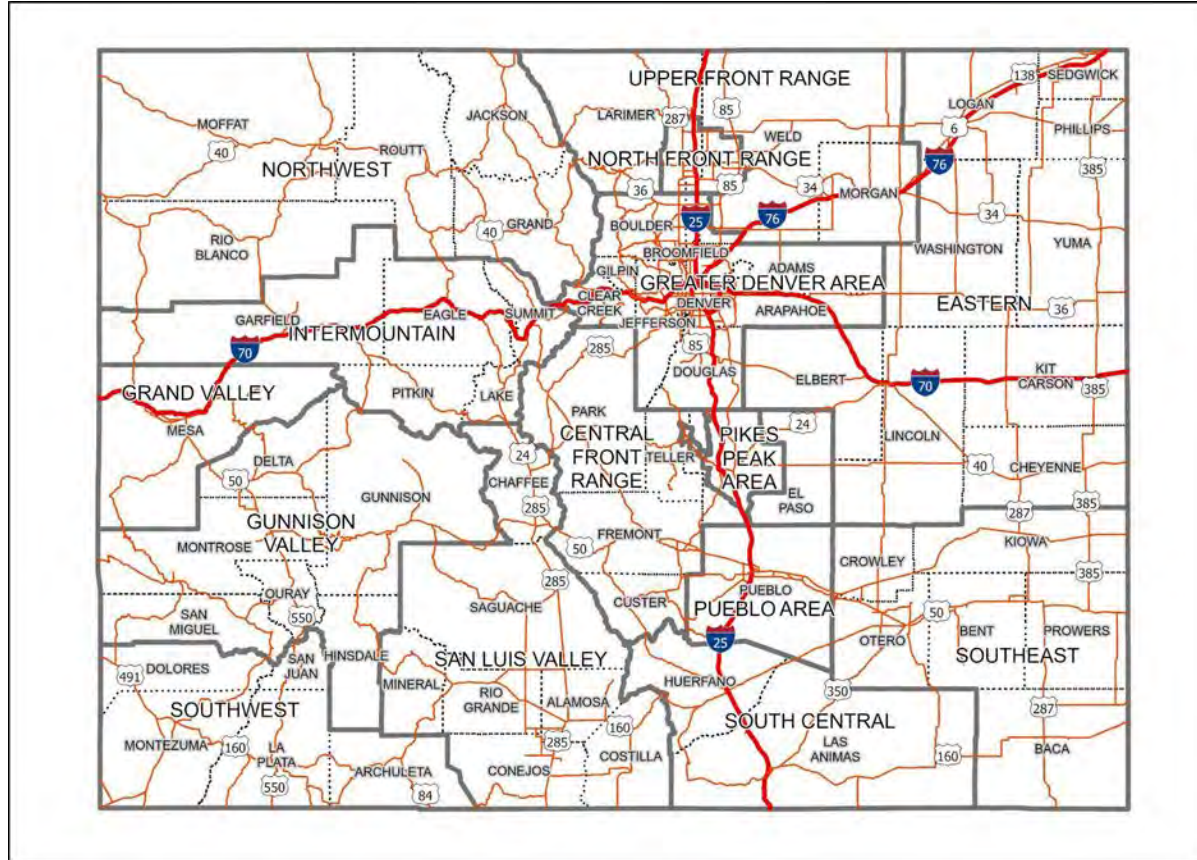


# Statewide Maps



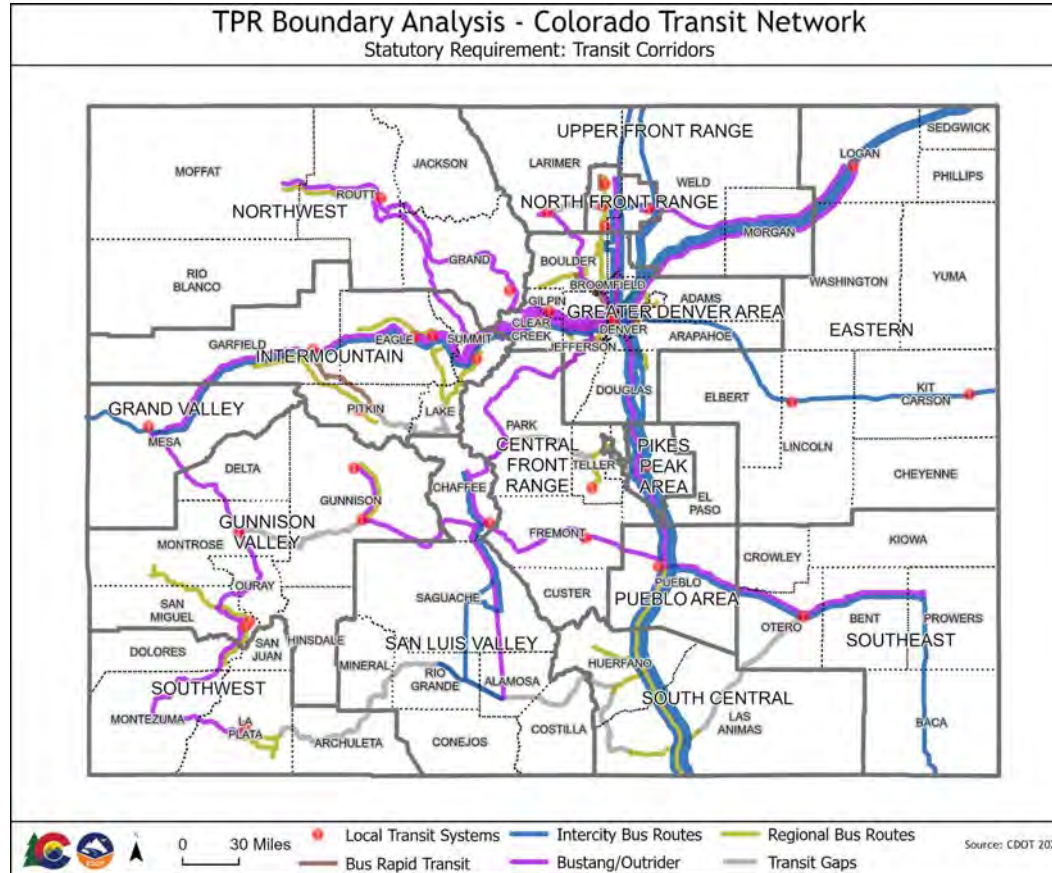


# Highway Corridors



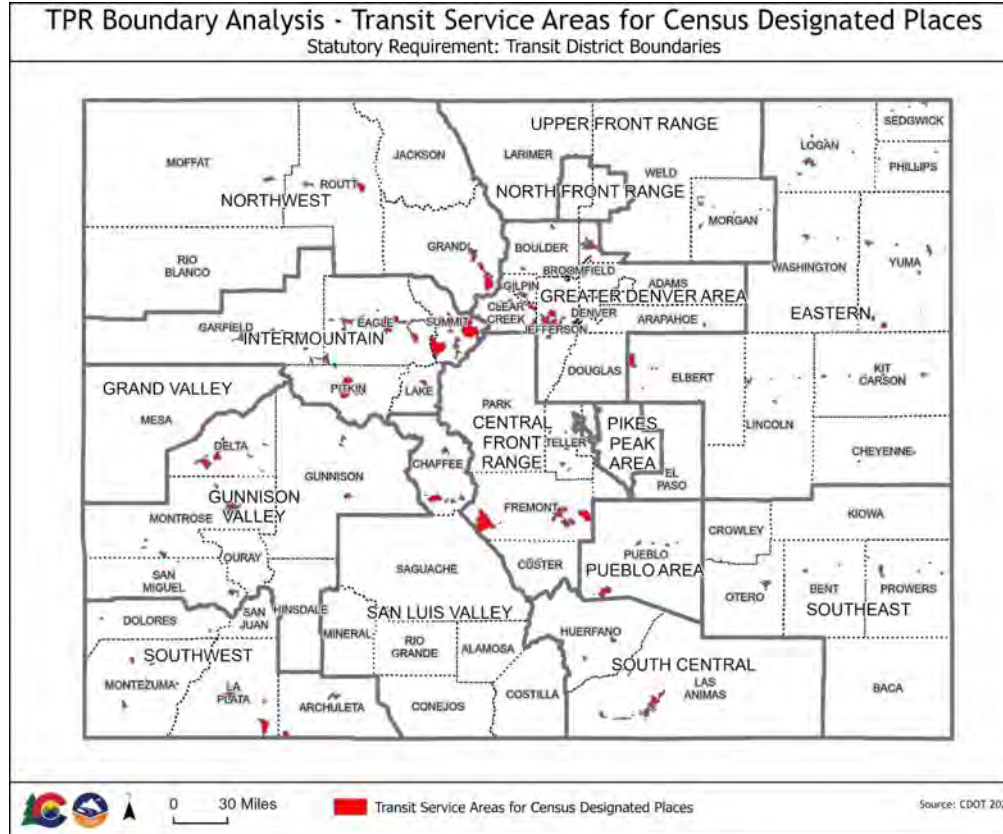


# Transit Corridors





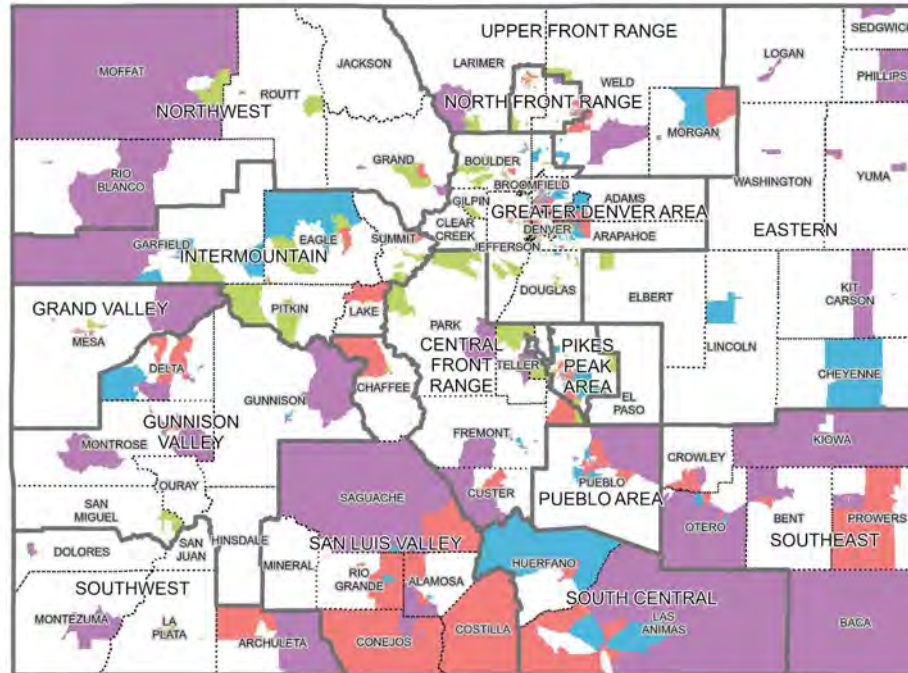
# Transit District Boundaries





# Disproportionately Impacted Communities

TPR Boundary Analysis - Disproportionately Impacted Communities  
Statutory Requirement: Disproportionately Impacted Communities



0 30 Miles

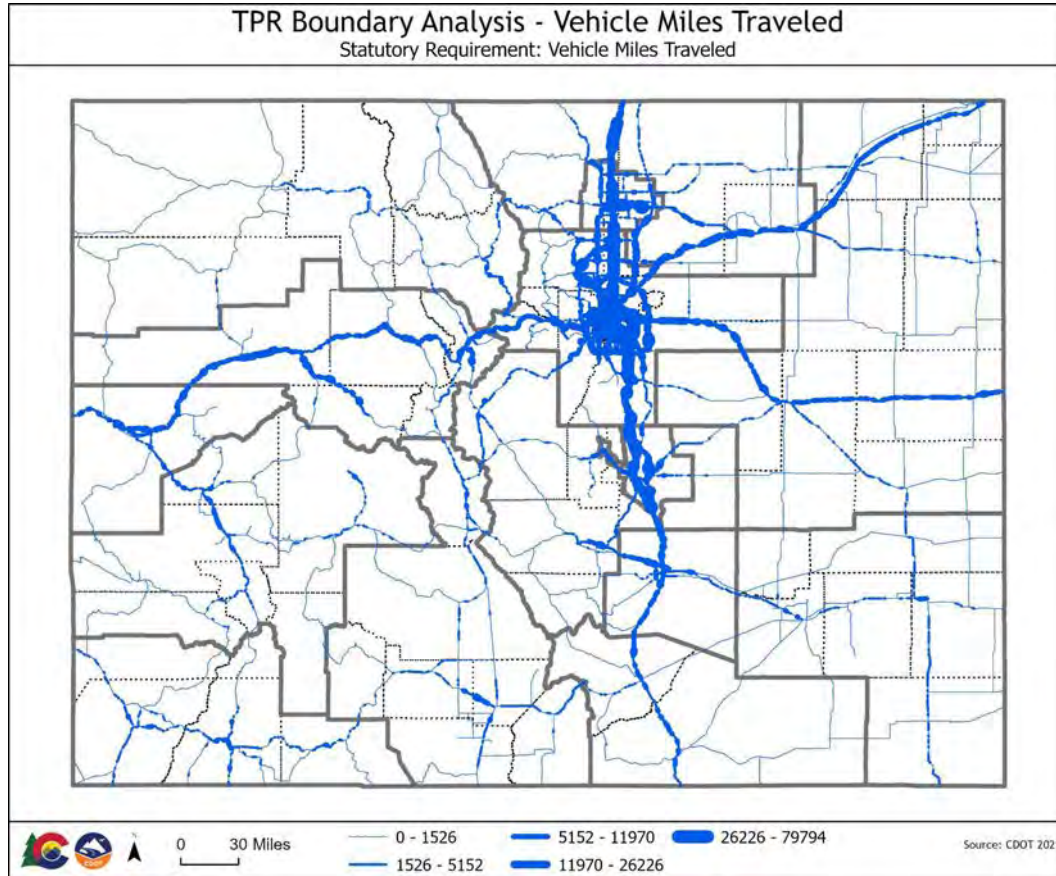
- More than one category
- People of Color
- Housing Burden
- Low Income

Source: CDPHE 2021



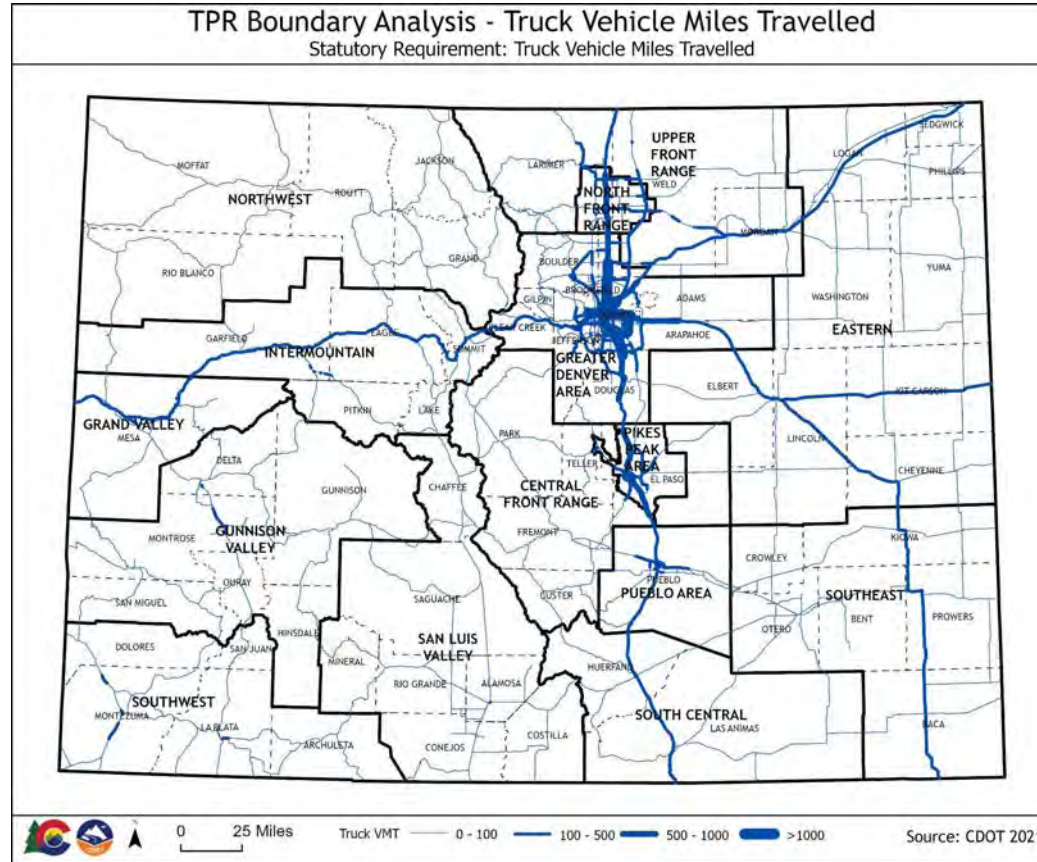


# Vehicle Miles Traveled





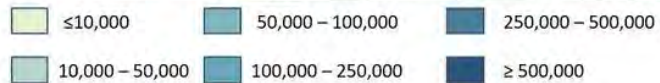
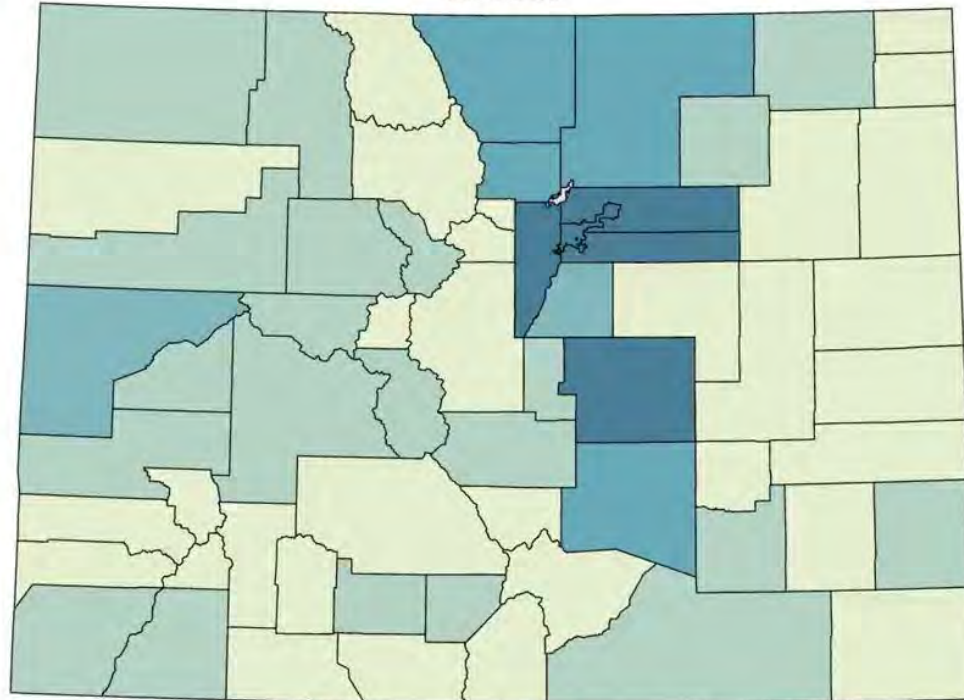
# Truck Vehicle Miles Traveled





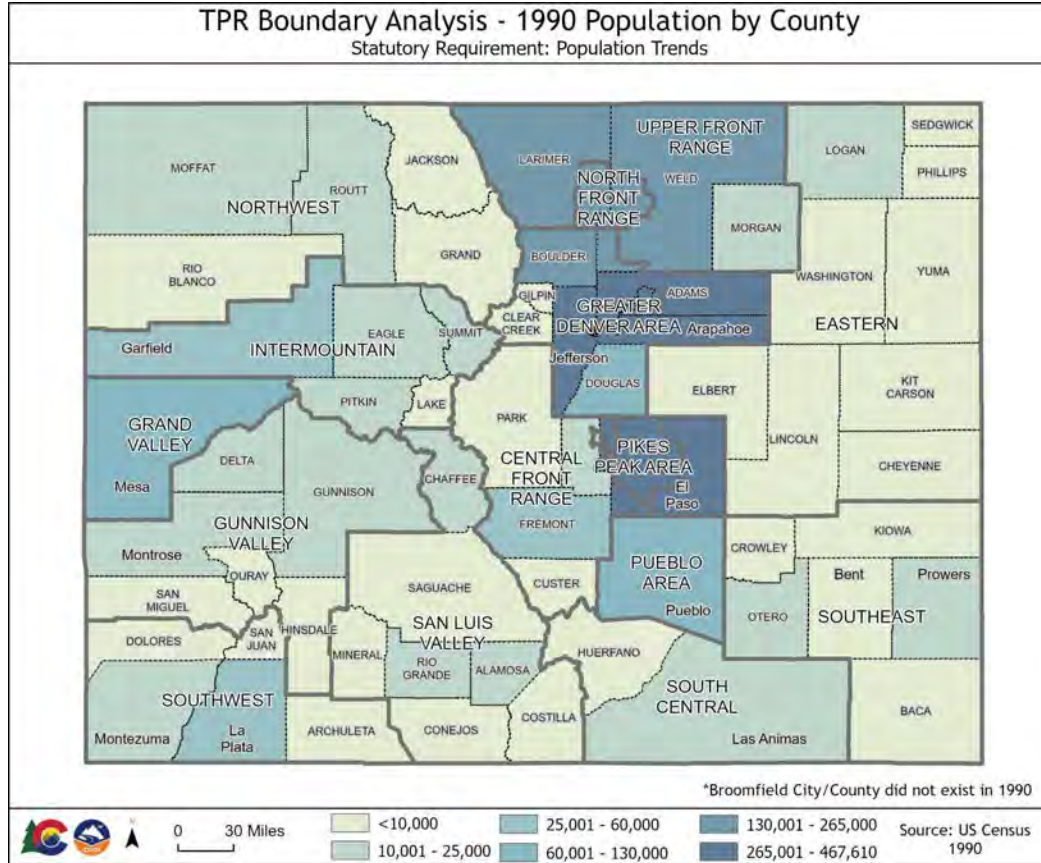
# Visualization of Population Change by County

1990



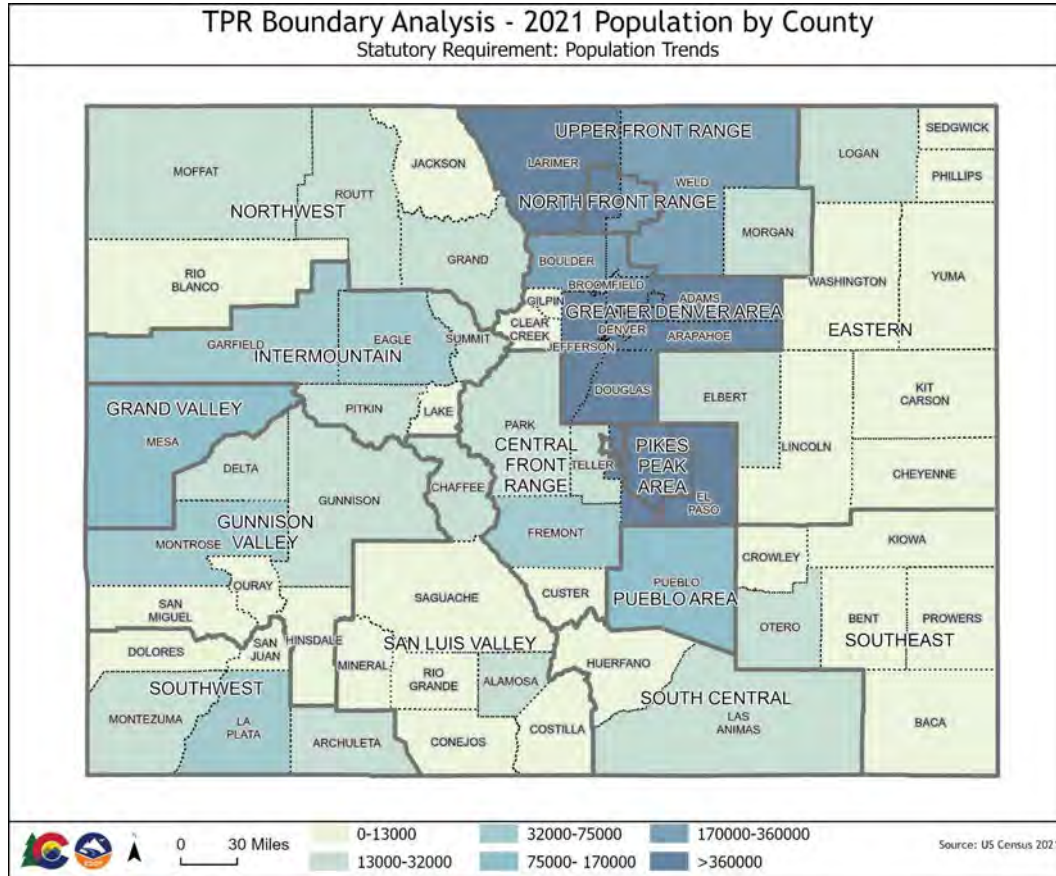


# 1990 Population by County





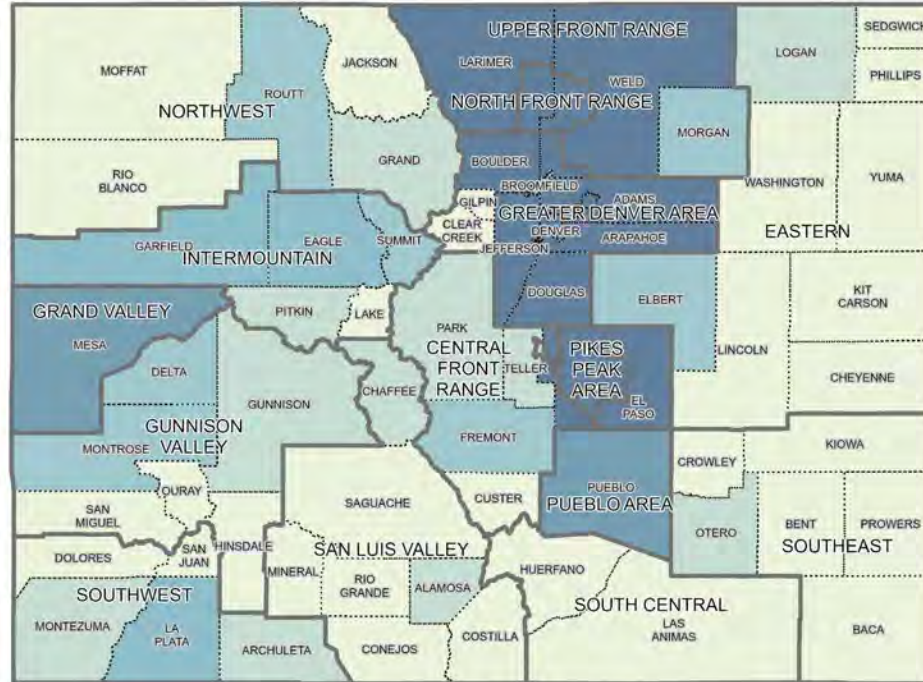
# 2021 Population by County



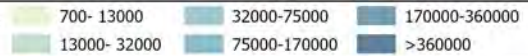


# 2050 County Population Projection

TPR Boundary Analysis - 2050 County Population Projection  
 Statutory Requirement: Population Trends



0 30 Miles

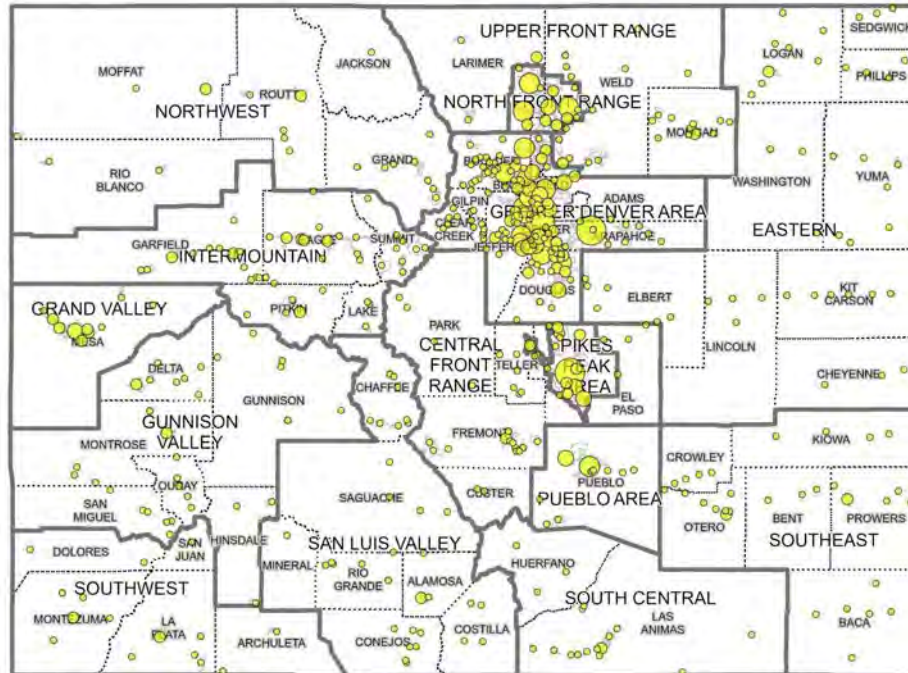


Source: DOLA 2020



# Populations of Census Designated Places

TPR Boundary Analysis - Population of Census Designated Places  
 Statutory Requirement: Population Trends



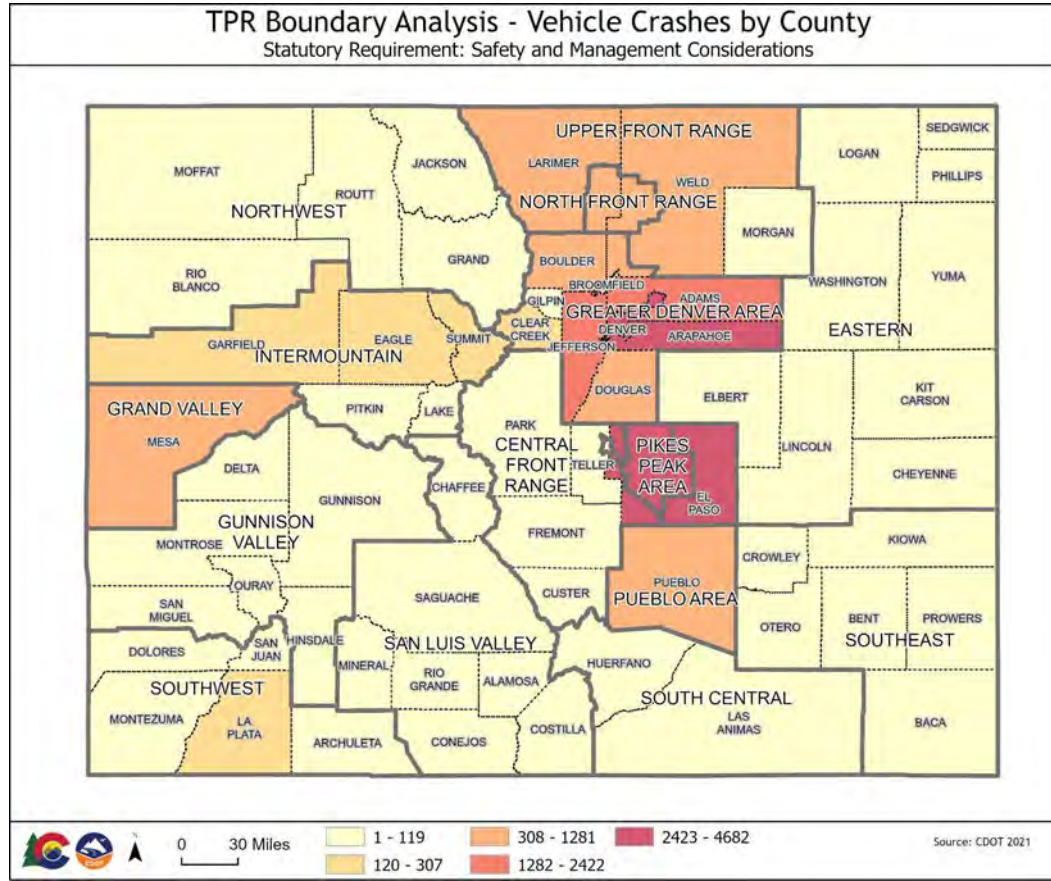
0 30 Miles



Source: US Census 2021



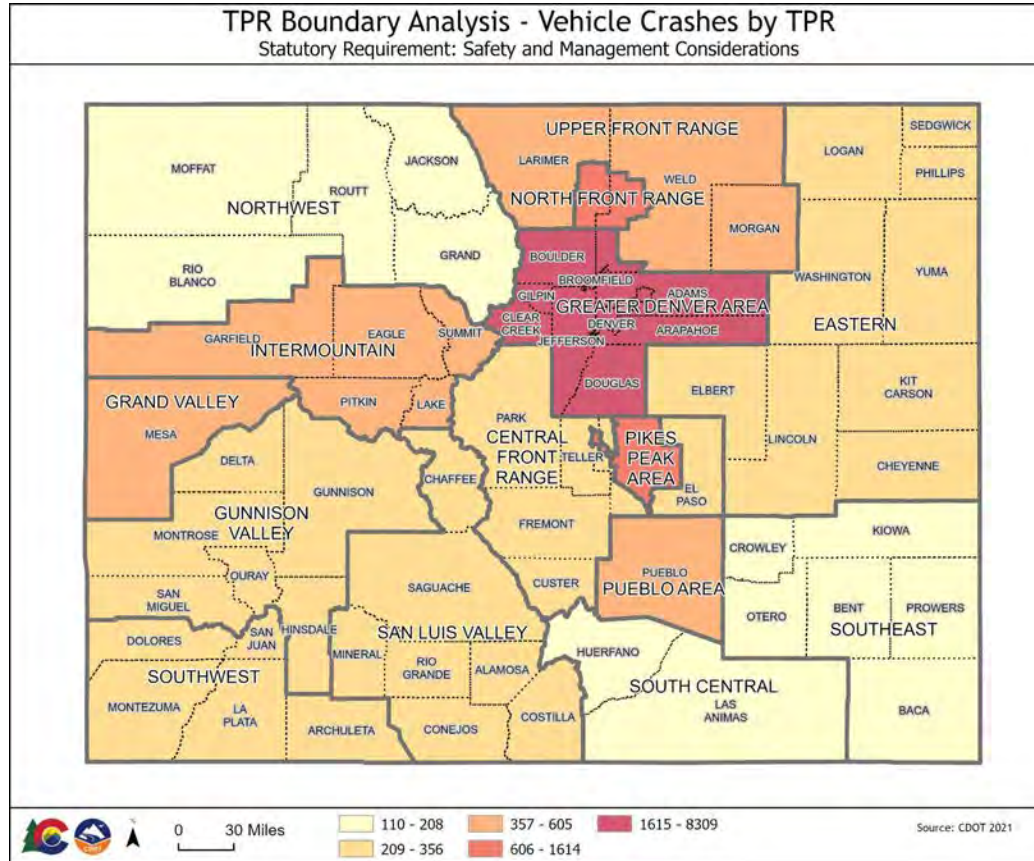
# Vehicle Crashes by County







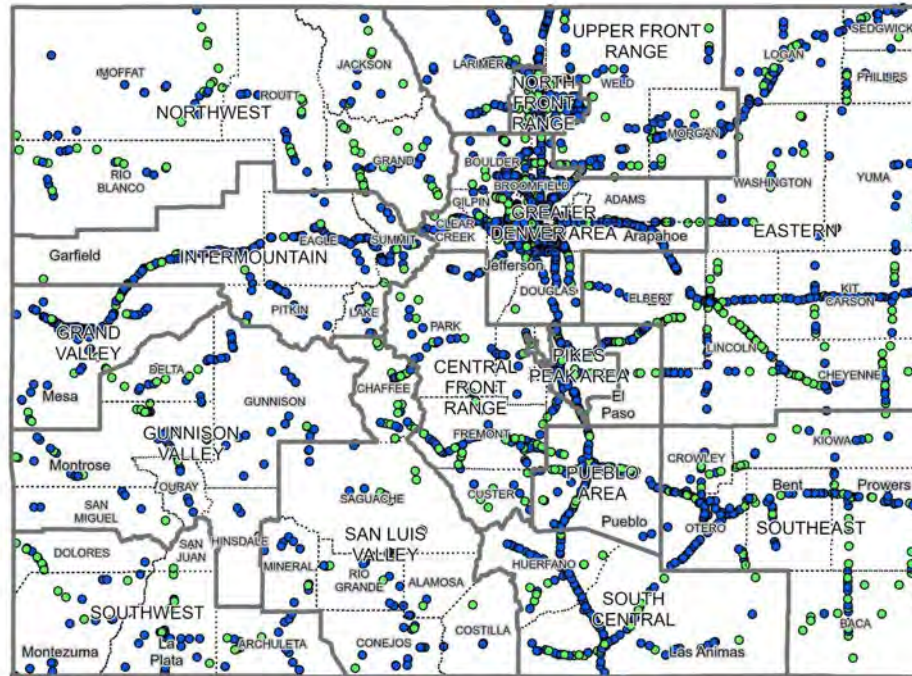
# Vehicle Crashes by TPR





# Bridges and Culverts

TPR Boundary Analysis - Bridges and Major Culverts  
Statutory Requirement: Safety and Management Considerations



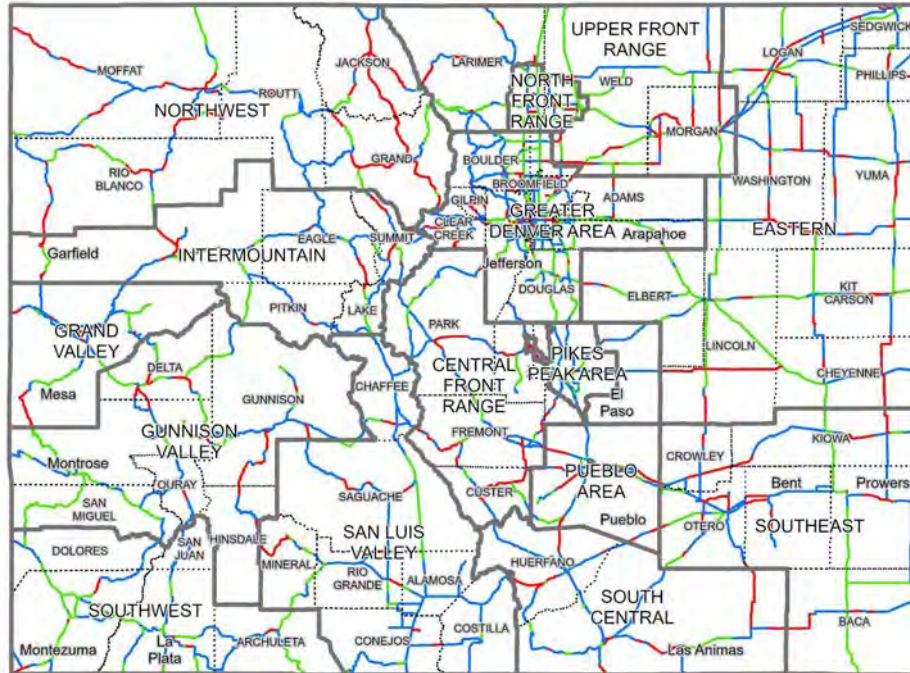
● BRIDGE ● CULVERT

Source: CDOT 2021



# Highway Drivability Life

TPR Boundary Analysis - Highways: Drivability Life  
Statutory Requirement: Safety and Management Considerations



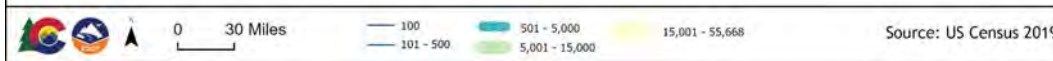
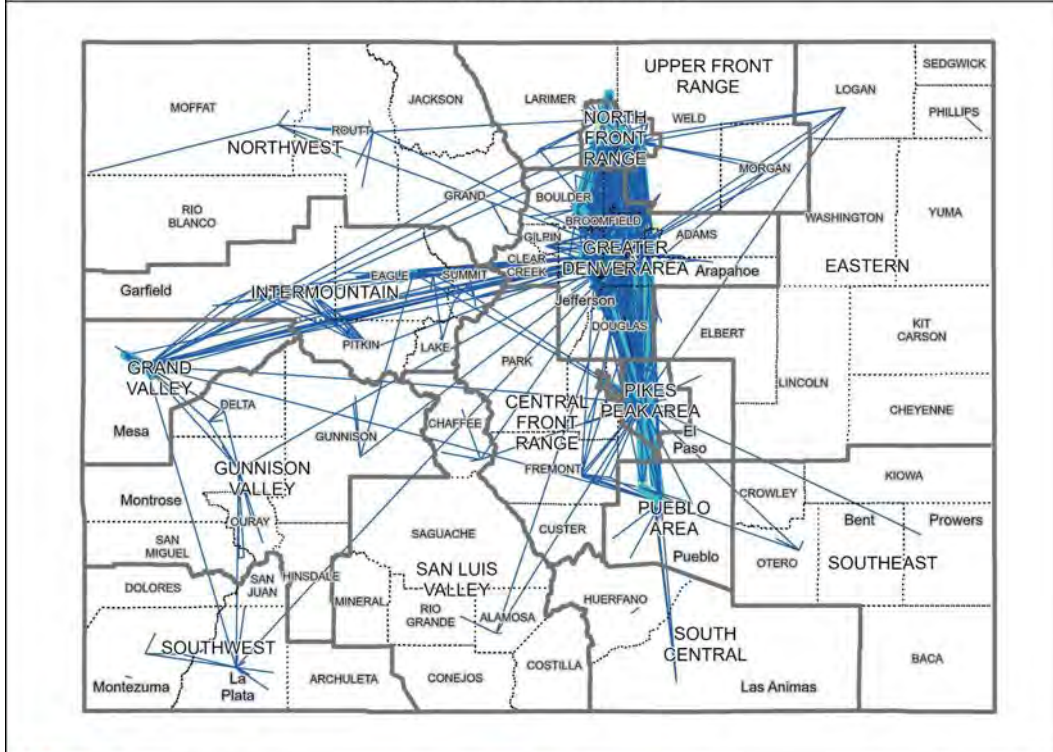
— HIGH  
— MODERATE  
— LOW  
— DL not calculated

Source: CDOT 2021



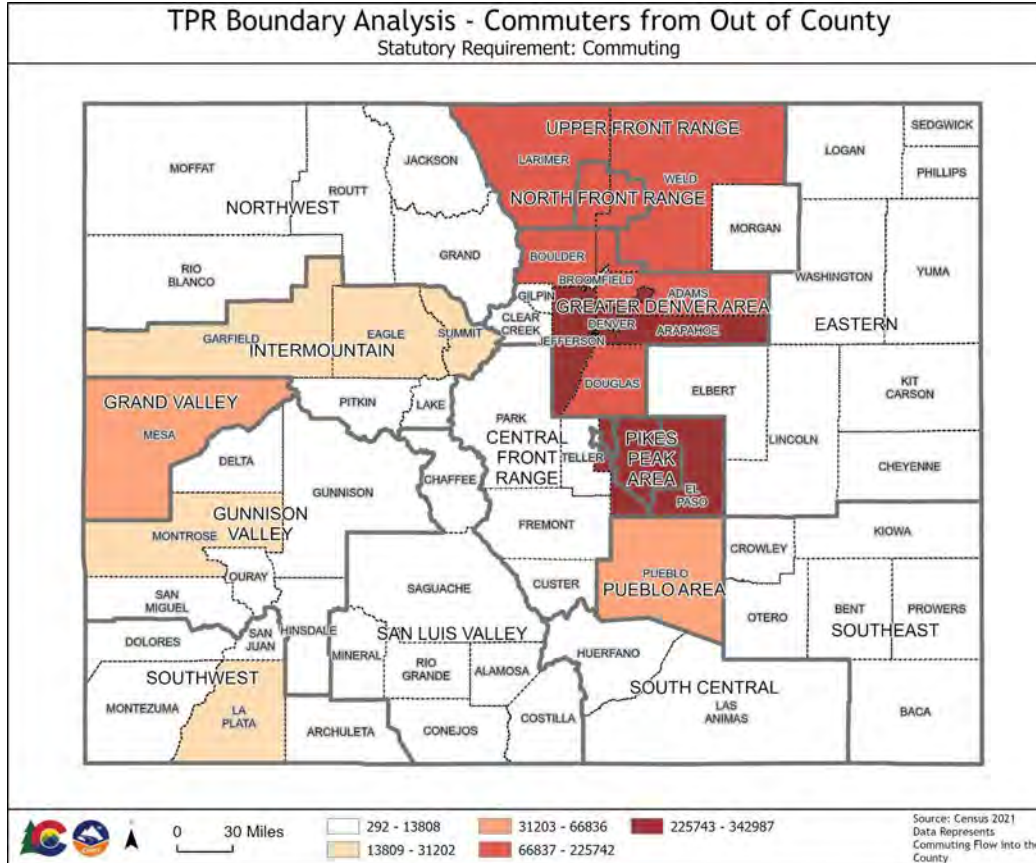
# Commuter Origin and Destination

TPR Boundary Analysis - Commuter Origin and Destination (100+ Commuters)  
 Statutory Requirement: Commuting





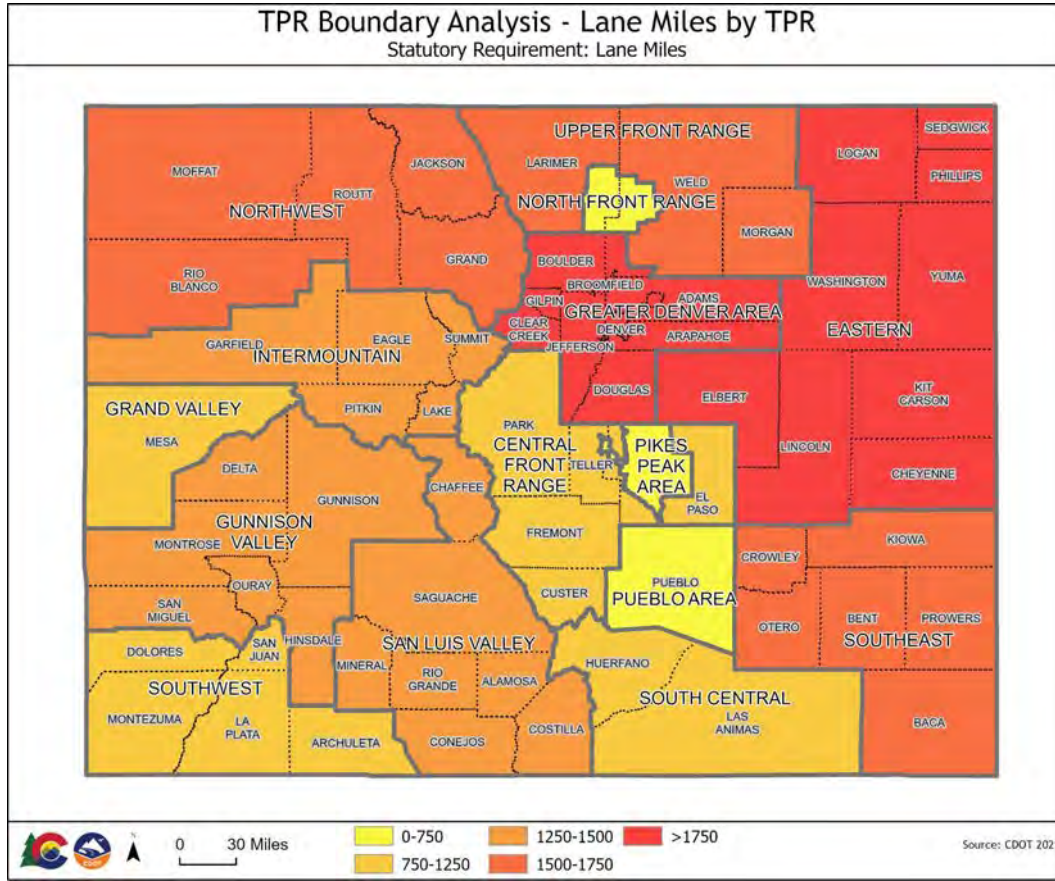
# Commuters from Out of County





# Lane Miles by TPR

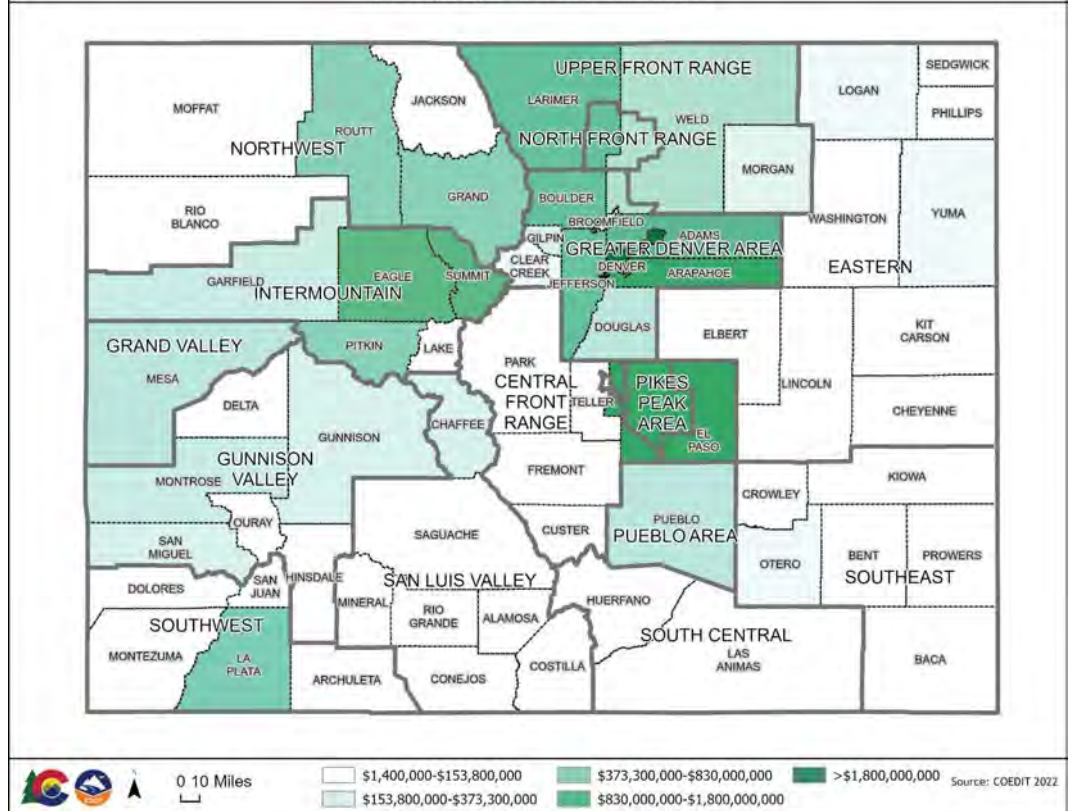
TPR Boundary Analysis - Lane Miles by TPR  
Statutory Requirement: Lane Miles





# County Level Tourism Direct Travel Spending

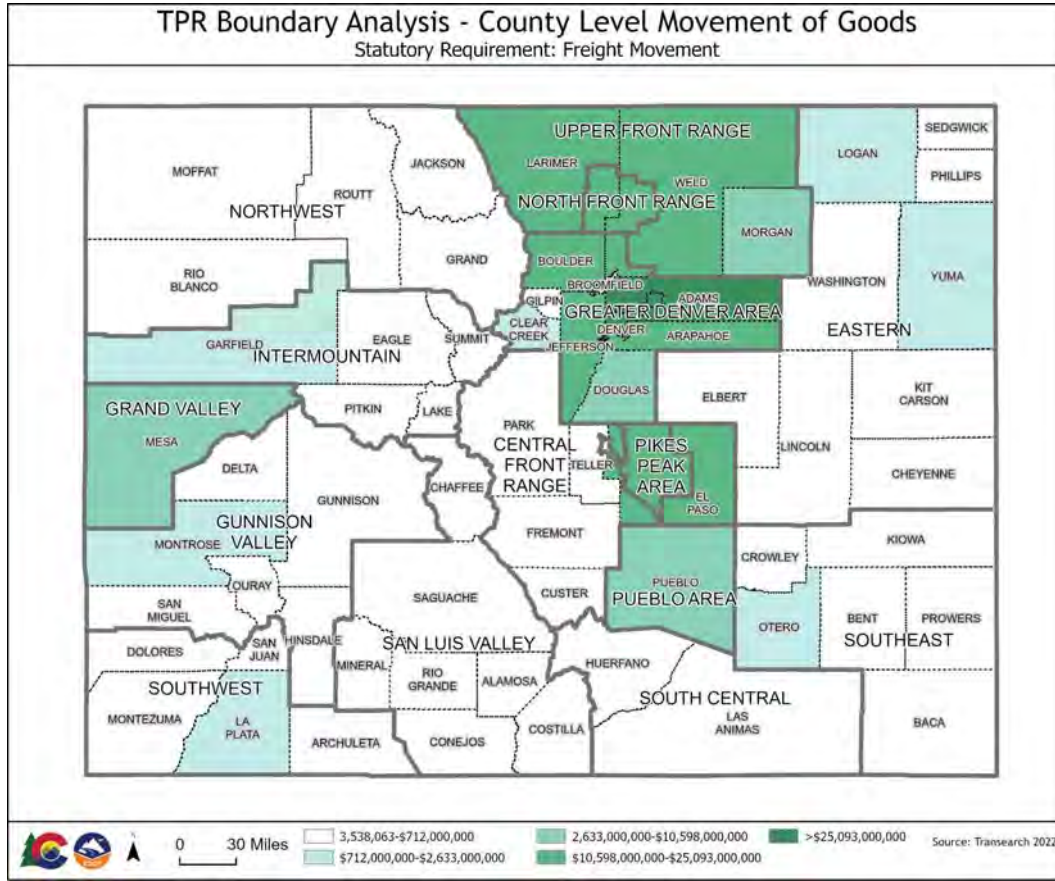
TPR Boundary Analysis - County Level Tourism Statistics (Direct Travel Spending)  
 Statutory Requirement: Tourism Impacts





# County Level Movement of Goods

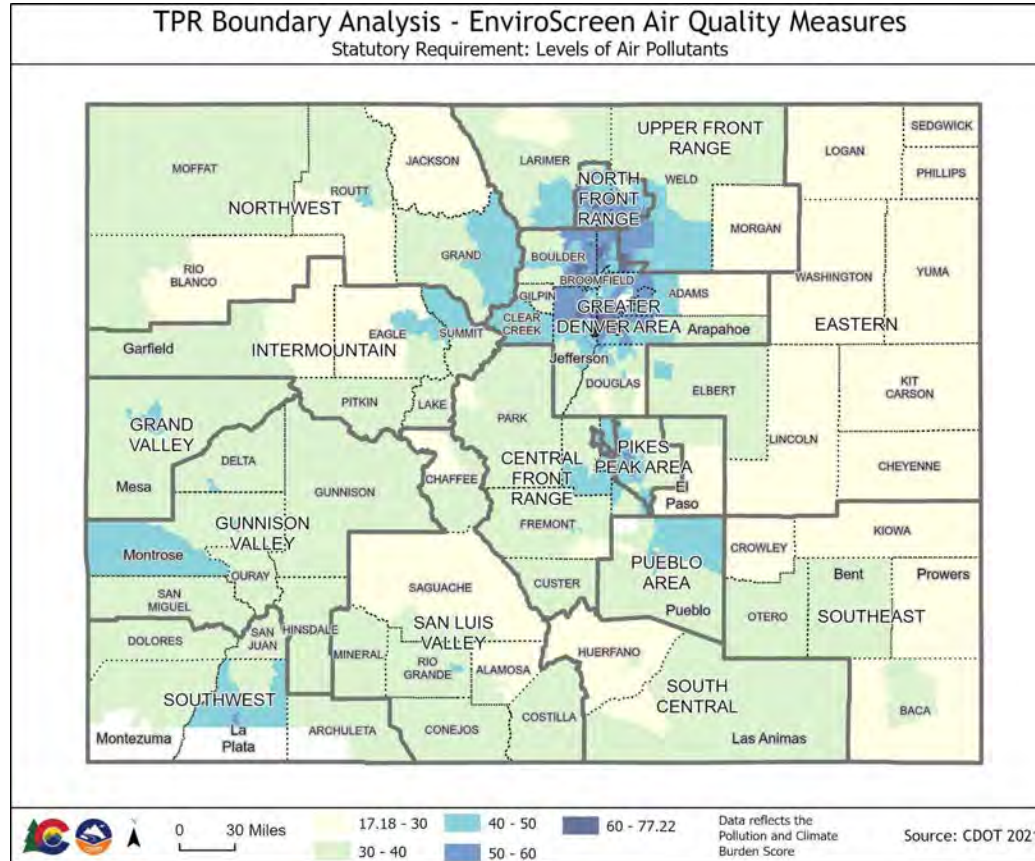
TPR Boundary Analysis - County Level Movement of Goods  
Statutory Requirement: Freight Movement







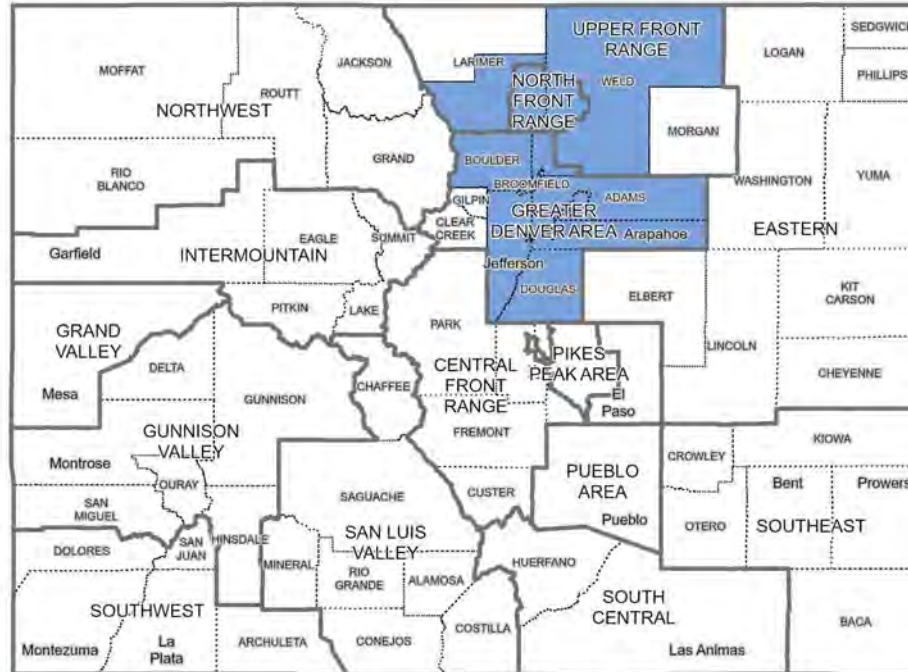
# Levels of Air Pollutants: Air Quality Measures






# Ozone Nonattainment

TPR Boundary Analysis - Ozone Nonattainment  
Statutory Requirement: Levels of Air Pollutants



 Ozone Nonattainment

Source: CDOT 2021