



COLORADO
Department of Transportation

CDOT 101

CDOT Responsibilities

Fiscal Year (FY) 2023-24 Revenue Allocation Plan \$1.8 Billion Budget



Responsible for the Colorado State Highway system, encompassing 9,072 centerline miles, with 23,134 total lane miles.



Maintenance crews plowed more than six million lane miles last winter season.



Colorado's aviation system includes 76 public-use airports and two seaplane bases.



There are 3,474 bridges and other major structures throughout the state highway system.



Helps maintain and monitor 278 avalanche paths.



Bustang, CDOT's interregional bus service, provided over 1.9 million revenue service miles in fiscal year 2023.



Region 1



-Engineering Region: 1
(Denver/Central Colorado) Counties in this region: Adams, Arapahoe, Broomfield, Clear Creek, Denver, Douglas, Gilpin and Jefferson.

Major highways through this region include: 1-25, 1-70, 1-76, 1-225, 1-270, US 6, US 36, US 40, US 85, US 285, and US 287.

-Regional Transportation Director:
Jessica Myklebust 2829 W. Howard Place, Denver, CO 80204

-Customer Service Number: 303-759-2368



Region 1 Major Projects Metro area

I-270 Improvements (I-25 to I-70)

Will replace aging infrastructure and improve flow of goods and services on critical corridor

US 6 and Wadsworth Blvd. Interchange

Will replace aging infrastructure and improve mobility and connectivity

Regionwide Arterial Bus Rapid Transit (BRT)

Will add 5 new BRT corridors by 2030

I-170 West: Floyd Hill

(Veterans Memorial Tunnels to Floyd Hill)

Eliminates bottleneck at Floyd Hill, adds managed lanes, replaces aging infrastructure, improves safety

Eisenhower - Johnson Memorial Tunnel Repairs

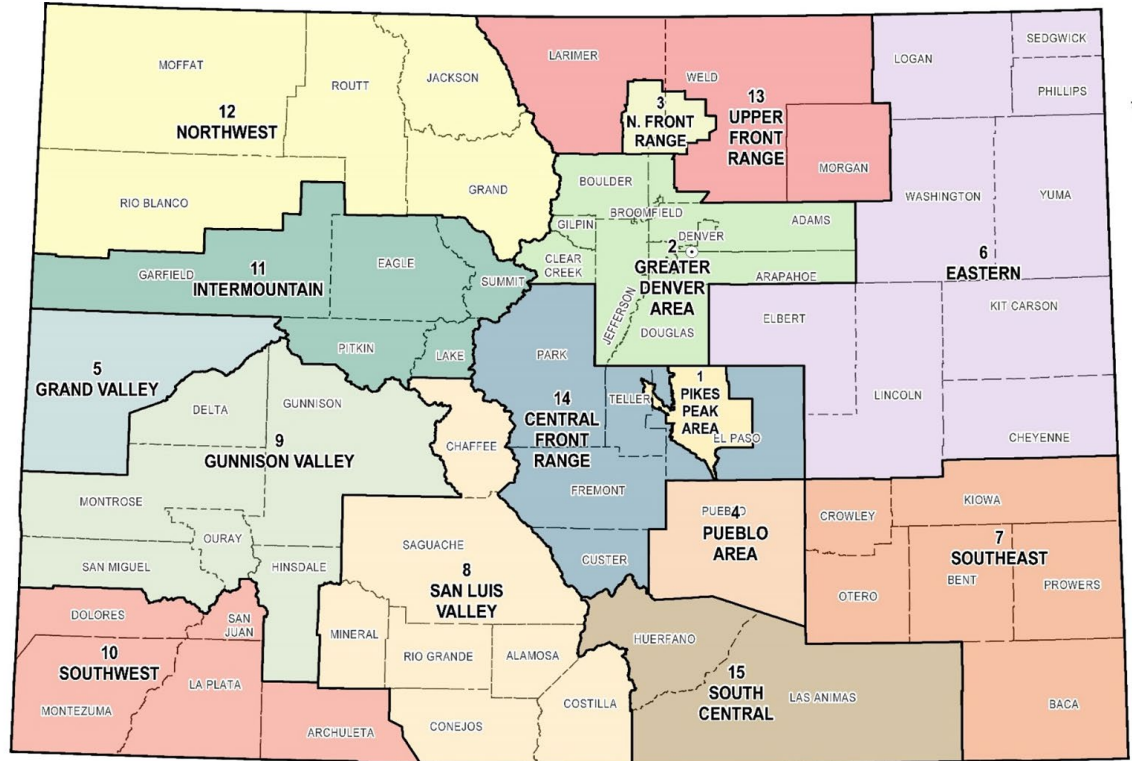
Critical repairs & safety improvements to 50-year-old historic tunnels



Current Transportation Planning Regions (TPR)

The Regional Transportation Planning group is comprised of representatives from all jurisdictions within the TPR.

The function of a TPR is to provide guidance and direction related to the regional transportation vision, needs, and priorities while formulating solutions to keep pace with regional growth and changing conditions.





Transportation Commission

CDOT's Governing Body:

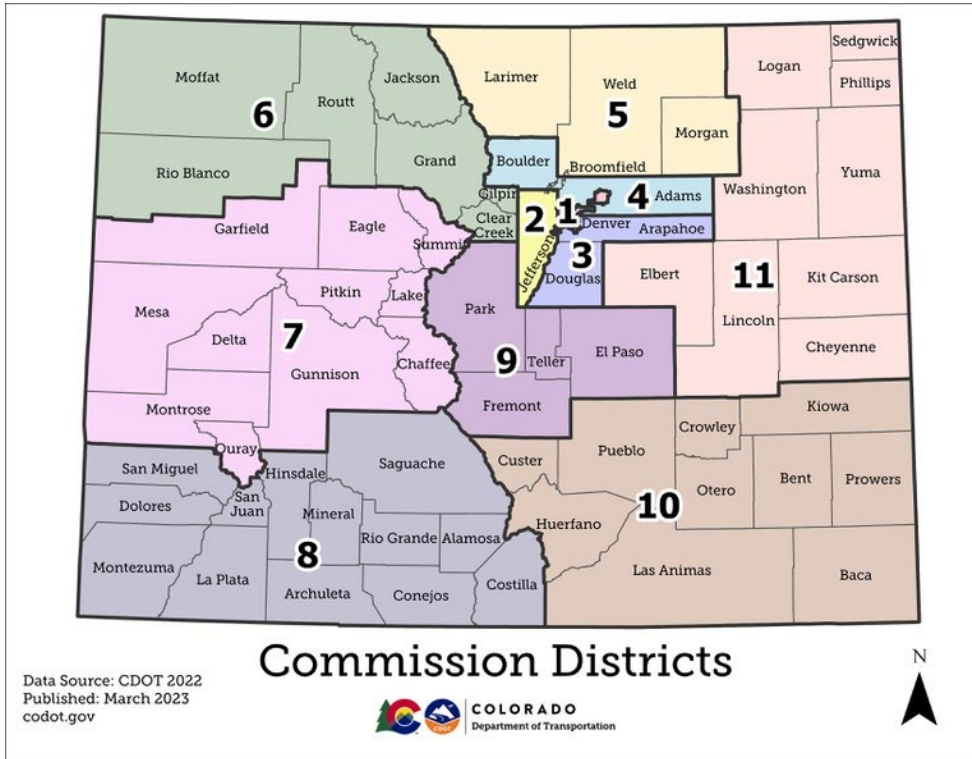
- 11 members appointed by the Governor and confirmed by Senate
 - Confirmation occurs during legislative session between January - May
- Four-year terms
 - Traditionally there is a two-term limit for Commissioners
- Meets monthly- Continued interaction throughout the month within each respective district
- Sets the following:
 - Annual budget
 - Broad priorities to be accomplished with recommendations of CDOT staff in the planning process of selecting specific projects
 - Board policies of the department
 - Provides direction to CDOT staff

What Transportation Commissioners do not do:

- Pick projects in any category except the 10-Year Plan; instead relying on planning efforts to identify highest priority projects.



Transportation Commissioners



District 1: Yessica Holguin

District 2: Shelley Cook

District 3: Eula Adams

District 4: Karen Stuart

District 5: Jim Kelly

District 6: Rick Ridder

District 7: Barbara Bowman

District 8: Mark Garcia

District 9: Hannah Parsons

District 10: Terry Hart

District 11: Megan Vasquez



Where Do CDOT Funds Come From? FY 2024

Federal Programs

\$832.9M

18.4 cents per gallon paid at the pump

Highway Users Tax Fund

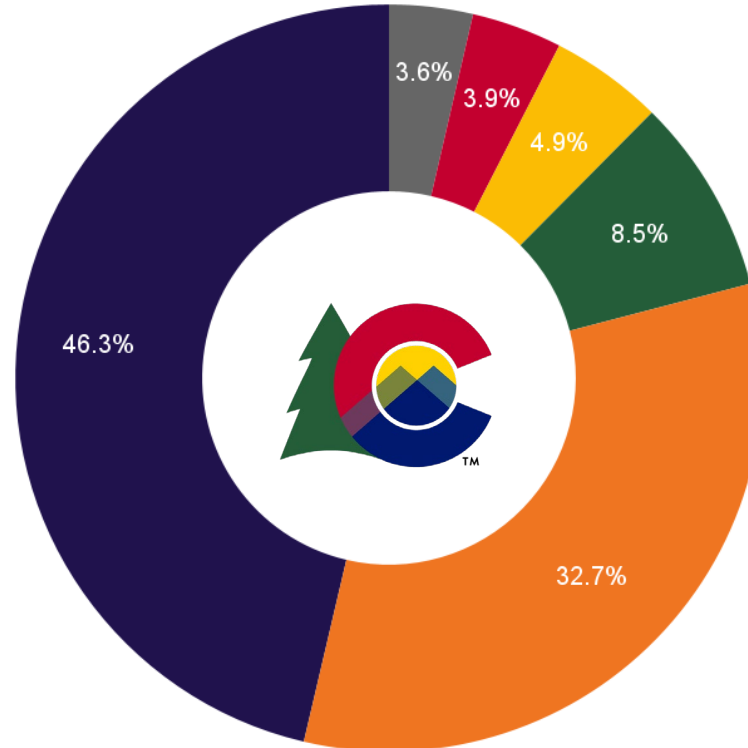
\$588.3M

Fuel taxes and fees, vehicle registrations, traffic penalty revenue, FASTER, Retail Delivery Fee

Bridge & Tunnel Enterprise

\$152.9M

FASTER fees, Bridge Impact Fee, Retail Delivery Fees



Aeronautics

\$65.0M

State aviation fuel tax

Other State Funds

\$70.4M

Multimodal, State Safety Education, Capital Construction Fund, State Infrastructure Bank, miscellaneous revenue from permits, interest, etc.

Other CDOT Enterprises

\$87.8M

Colorado Transportation Investment Office, Clean Transit Enterprise, Nonattainment Area Air Pollution Mitigation Enterprise



How Are Funds Allocated?

FY 2024

Multimodal Services

\$53.9M (3%)

Innovative Mobility, NEVI, 10-Year Plan Projects (Transit), Rail Commission, Bustang

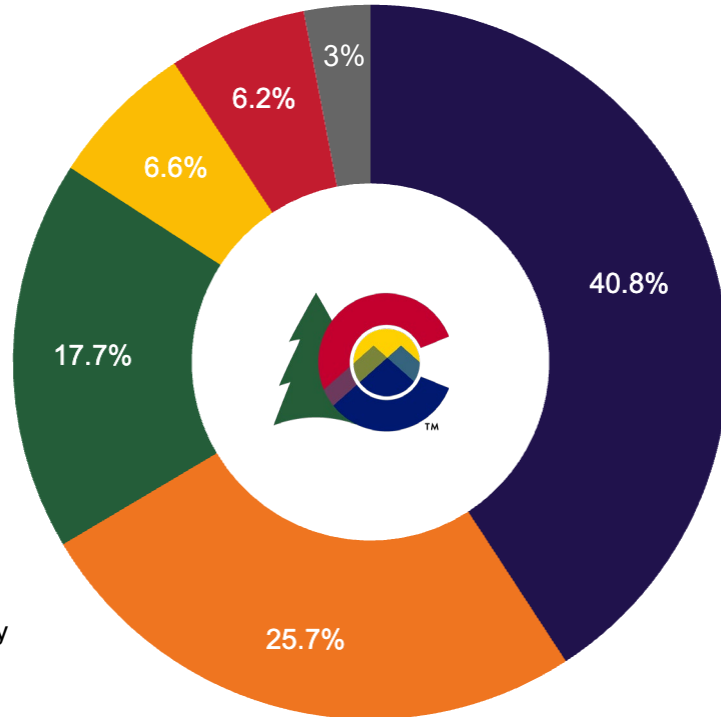
Other Programs, Debt Service, Contingency Funding

\$112.3M (6.2%)

State safety education, planning and research, State Infrastructure Bank, Debt Service, Contingency and Reserve funds

Administration and Agency Operations

\$118.8M (6.6%)
Appropriated Administration budget, agency operations and project initiatives



Capital Construction

\$733.4M (40.8%)

Asset Management, Safety Programs, 10-Year Plan projects, Regional Priority Program

Maintenance and Operations

\$461.5M (25.7%)

Maintenance Program Areas, Strategic Safety Program, Real-time Traffic Operations, ITS Investments

Suballocated Programs

\$317.7M (17.7%)

Aeronautics funding, sub-allocated federal programs, Revitalizing Main Streets



CDOT's 10-Year Plan

The 10-Year Plan consists of a four-year “funded plan” and six years of “other project” priorities

Main Goals:

Safety: Improving safety in the transportation system, ultimate aim for zero deaths per year

Resiliency: Ensure we have the ability to keep our roads open and functional in the face of unexpected events and challenges,

Fix it First: Half of funding is allocated to fixing existing infrastructure

Multimodal: Improve access to modes of transportation aside from Single Occupancy Vehicles



The 10-Year Plan Includes:

- Strategic Pipeline of Projects
- 1,000+ lane miles touched
- 15 rehabilitated or new transit facilities
- Largest investment in rural road condition in CDOT history
- A focus on taking care of our system: over 50% of funds go to improving the condition of our roadway system (asset management & resurfacing projects)
- The full 10-Year Plan project list & funding status can be found [HERE](#)



10-Year Plan Update

CDOT has made significant progress in delivering the 10-Year Plan to catch up on critical road and bridge repairs, add travel options, relieve traffic choke points, make critical safety improvements, and bring transit to new corners of the state.

Here are a few highlights:

- CDOT has completed **54 projects** from the 10-Year Plan projects to date, with an additional **40 projects** currently under construction
- **100%** of the projects in the first four years of the plan are complete or under construction, and **over half** of the full 10-Year Plan is now complete or in progress
- With progress on the 10-Year Plan well underway and more coming quickly, Coloradans should expect CDOT to continue building the connections we need to keep our state thriving

Denver Metro Region At a Glance:

PROJECTS COMPLETED IN 2023

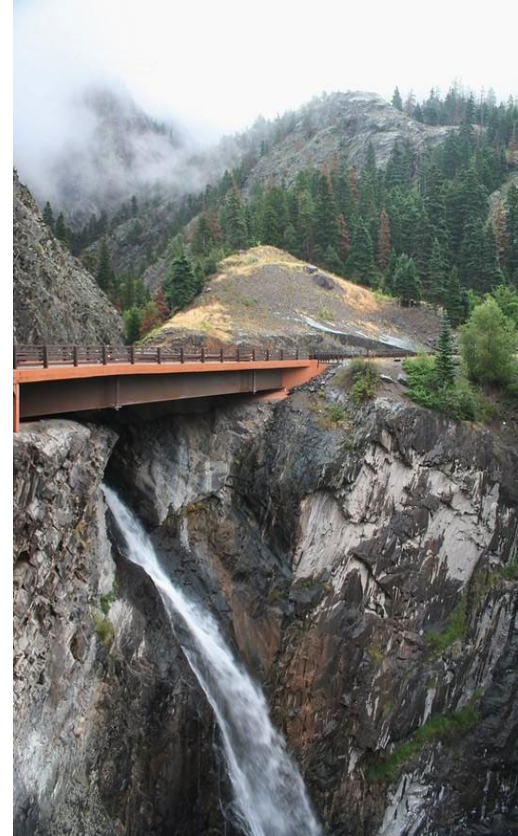
18

UNDERWAY PROJECTS

34

PROJECTS TO BEGIN IN 2024

21





Key Accomplishments in 2023

122 total projects completed

\$73.5 million grant funding won

109 projects awarded

818 rural miles* improved

\$661 million awarded to contractors

6.2 million lane miles plowed

\$860 million paid to contractors

100% of the projects in the first four years of the 10-Year Plan plan are complete or under construction





Prioritizing Maintenance

- Increased funding for maintenance
- Created a comprehensive workforce strategy
- Elevated the Director of Maintenance to an Executive Staff position
- Made Maintenance Level Of Service (MLOS) a standalone item in CDOT's budget
- Celebrated the opening of the new Eisenhower-Johnson Memorial Tunnels Operations Center
 - Upgrades included replacing decades-old copper wires, installing fiber optic cables, installing new cameras and screens, and overall technology improvements
 - New maintenance garage bays will protect equipment and be convenient for staff to quickly access the highways during snow events





Enhancing Focus on Clean Transportation:

The GHG Planning Standard

- Planning Standard Goal: Reduce GHG emissions from the transportation sector through the development of long range transportation plans that support more travel choices. (Adopted by the Transportation Commission in December 2021)

Develop long range plans

Determine GHG Impact of plans in 2025, 2030, 2040, and 2050

Compare results to GHG reduction levels

Statewide Examples:

- 117 projects in CDOT's 10-Year Plan focus on providing transit services around the state.
- Development of Bus Rapid Transit Services on major arterials in the Denver Metro Area, collaborative effort between CDOT, DRCOG, RTD, and local governments.



Bus Rapid Transit (BRT)

Bus Rapid Transit (BRT) is a high quality, bus-based transit system designed to be more reliable, convenient, and faster than traditional bus service. BRT achieves high quality service because it avoids the delays that can typically slow regular bus service, like making numerous stops and getting stuck in traffic at intersections.

CDOT has launched a new BRT program. Several BRT routes are in development or planned, with construction on the corridors scheduled to begin in 2024 and continue through 2030:

- Federal Boulevard from 120th Avenue in Westminster to Dartmouth Avenue
- Colorado Boulevard from I-70 to I-25
- Colfax from Union Station to I-225 - a Denver Department of Transportation and Infrastructure (DOTI) project
- East Colfax Avenue from I-225 to I-70
- CO 119/Diagonal Highway from 47th Street in Boulder to Hover Street in Longmont
- CO 7/Arapahoe Road from Boulder to Brighton



Bustang

- Senate Bill 22-180 provided **\$30 million** in direct funding to CDOT for expansion of Bustang I-25 and I-70 service for a 3-year pilot. Currently in Year 2.
- This includes new, enhanced service on I-70 and I-25 that will allow Bustang to serve more people and provide increased flexibility for existing riders.
- System-wide ridership increased 25% in 2023
 - Over 115,000 passenger boardings on the West line - the highest ever for any Bustang corridor



Front Range Passenger Rail



WHERE: Initially offering service from Fort Collins through Denver and south to Pueblo, the Front Range Passenger Rail (FRPR) inter-city train service has the long-term vision of connecting Colorado to New Mexico and Wyoming.



WHY: About 5 million people currently live on the Front Range. In the next 30 years, an additional 3 million people are expected to live and commute along the Front Range. FRPR will provide a relaxed, efficient, and safe transportation option that connects key destinations.

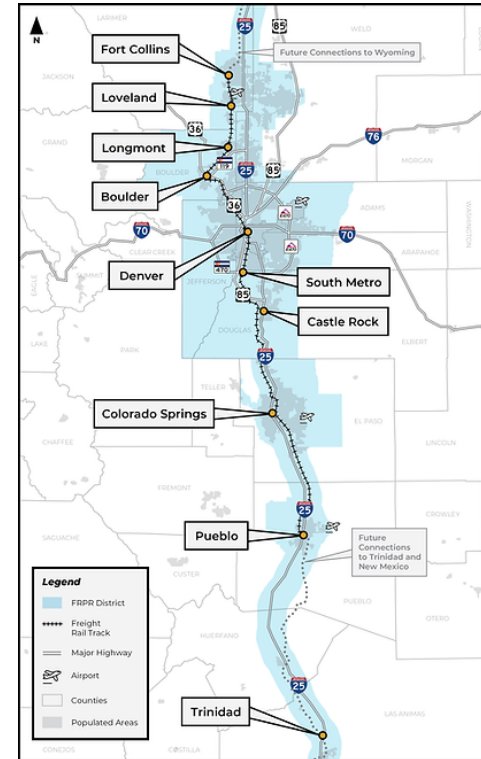


WHEN: The FRPR District is currently evaluating stations, service, infrastructure, operations, costs, and financing.



HOW: Using existing tracks shared with freight railroads, partnering with transportation providers and elected officials, and leveraging new passenger rail programs and funding established through the Bipartisan Infrastructure Law minimizes costs to taxpayers and accelerates the service start date.

The FRPR District extends from the Wyoming to New Mexico border, spanning portions or the entirety of the 13 counties near Interstate 25.



Advancing Transportation Safety

Emphasis Areas



Safety Culture

- ✓ Legislation & Policy
- ✓ Data Management
- ✓ Equity, Diversity, Inclusion
- ✓ Funding

Safe Roads

- ✓ Infrastructure
- ✓ Speed
- ✓ Intersections
- ✓ Roadway Departures
- ✓ Access Management
- ✓ Maintenance

Safe People

- ✓ Bicyclists & Pedestrians
- ✓ Motorcyclists
- ✓ Young Drivers
- ✓ Elderly Drivers
- ✓ Work Zones
- ✓ First Responders

Safe Driving

- ✓ Impaired Driving
- ✓ Distracted Driving
- ✓ Aggressive Driving
- ✓ Occupant Protection
- ✓ Speeding

Post Crash Care

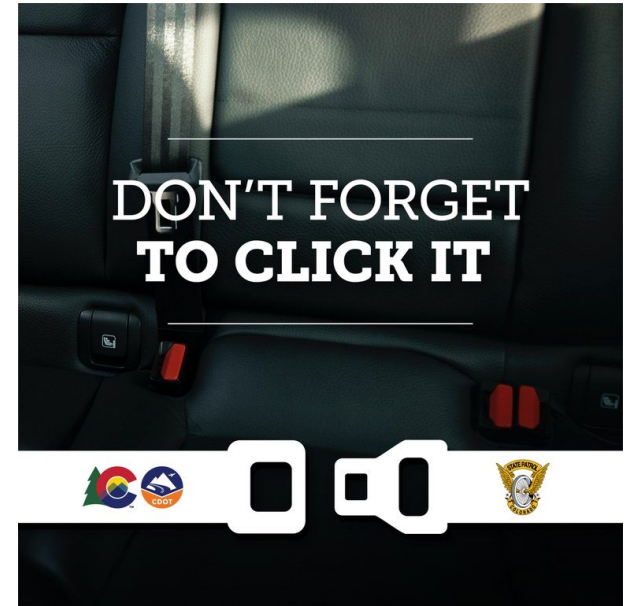
- ✓ First Responders
- ✓ Traffic Incident Management (TIM)

Advancing Transportation Safety

Emphasis Areas

Safe Driving

- **Colorado Highway Safety Office (HSO) - \$14.5 Million budget in FY 23**
 - \$13 Million from the National Highway Traffic Safety Administration (NHTSA)
 - \$1.5 Million in State Funding
- **Enforcement**
 - High Visibility Enforcement
 - Police Traffic Services
 - Click It or Ticket Enforcement Events
- **Traffic Safety Education**
 - Bicycle and Pedestrian Education/Enforcement
 - Impaired Driving Education/Enforcement
 - Community-Based Traffic Safety Education
 - Traffic Crash Records
 - Traffic Safety Public Campaigns





Revitalizing Main Streets & Our Economy



In 2023, **over \$25M** worth of projects was either awarded or kicked off.

CDOT is proud to invest in our roads and build environments supporting multimodal transportation options. The Revitalizing Main Streets grant program provides funds to enhance active transportation safety while encouraging physical activity.

The program strengthens community connection to main streets and central economic hubs, which boosts local economic vitality in towns and cities across Colorado.



Revitalizing

Main Streets

Through a grant process, local communities can implement their vision of infrastructure improvements to make walking and biking convenient while yielding long-term benefits that bolster community connections.

Equity, Diversity, Inclusion and Accessibility (EDIA)



Innovative, multi-year approach to **Title VI Compliance** with equity-focused initiatives to improve meaningful and intentional outreach and engagement; emphasizing disproportionately-impacted communities and Limited English Proficiency populations.



Equity Toolkit for Meaningful Public Engagement and Involvement:

- ArcGIS Pro Census Data Guide
- Best Practices to Make Your Meetings Inclusive and Productive
- Communicate Process and Results
- Equity Lens Questions
- Foundational Steps for Stakeholder Analysis
- Involve Underrepresented Communities
- Key Elements of a Public Engagement Plan
- Provide Meaningful Opportunities to Participate
- Techniques for Public Engagement
- Tools for Public Engagement



Office of Environmental Justice and Equity (EJE)

Passed in 2021, Senate Bill 260 established the creation of an Environmental Justice and Equity Office within CDOT which is tasked with evaluating existing equity, diversity, inclusion and accessibility (EDIA) efforts to align and coordinate resources, develop strategic initiatives focused on enhancing and transforming agency programs, and foster the integration of **EQUITY 360's** guiding principles within CDOT's organizational culture.





Questions?





Thank you!

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