

# The Need for Active Transportation Infrastructure Funding in Colorado



people**forbikes**



*denver* STREETS PARTNERSHIP

# The Stage is Set for Active Transportation. Now We Need to Fund It.

<b>GHG Transportation Planning Standard</b>	<p><i>“Improve pedestrian and bike access, particularly in areas that allow individuals to reduce multiple daily trips and better access transit.”</i></p> <p><i>“Improve the safety and efficiency of crosswalks and multi-use paths for pedestrians, bicyclists, and other non-motorized vehicles...”</i></p>
<b>GHG Reduction Roadmap 2.0</b>	<p>Public engagement theme: <i>Invest in safe streets</i></p> <p>2024 NTA: <i>“Build more complete and connected streets”</i></p>
<b>Executive Order D2023-014</b>	<p><i>“Ensure adequate and sustainable transportation infrastructure that safely and efficiently allows access and movement among communities.”</i></p>
<b>Roadmap to Colorado’s Future 2026</b>	<p><i>“...affordable and accessible multi-modal transportation system that works for everyone...”</i></p> <p><i>“Promote a complete and connected transportation system: integrate ... pedestrian, and bicycle infrastructure in a safe street network that enhances surrounding land uses.”</i></p>

# We Have Thousands of New Riders

**Colorado's statewide e-bike program is so popular that it's already used up its initial funding**

**Colorado e-bike rebate programs to multiply after state makes \$2.5 million available**

State is offering grants to local and tribal governments to start their own rebate programs for low-income residents

**Colorado Is Proving That E-Bike Incentives Work. Be More Like Colorado.**

COLORADO RESIDENTS HAVE SAVED WELL OVER A COMBINED \$5 MILLION WHEN BUYING E-BIKES WITH THE STATE'S REBATE PROGRAM.

LOCAL NEWS

**E-bike rebate webpage overloaded as Coloradans try to apply for program**

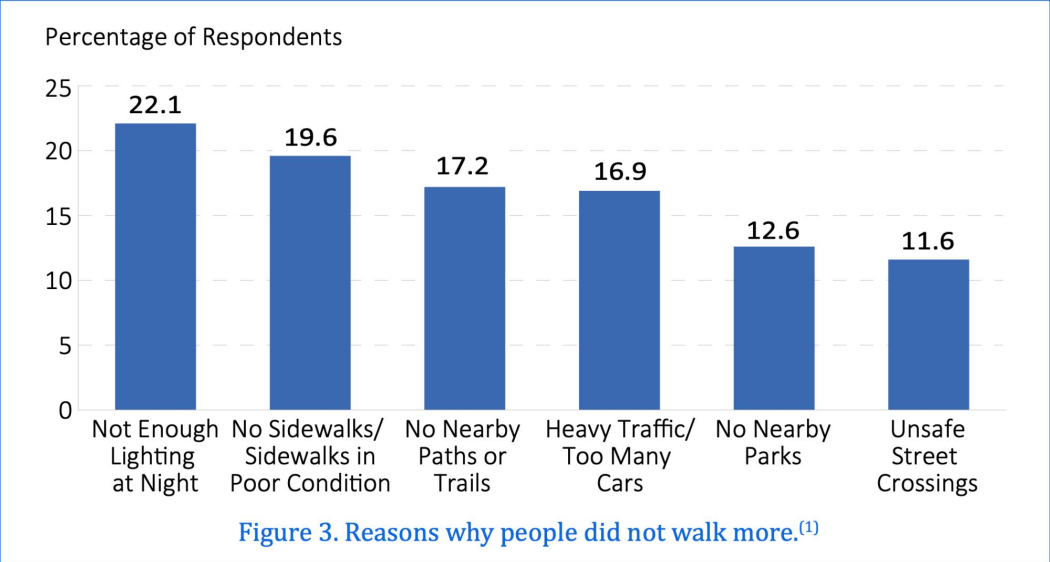
**Denver's e-bike program produced more new riders, less car trips: report**

**Colorado proves e-bike rebate programs are huge and everyone should follow suit**

**In Denver, e-bike vouchers run out as fast as Taylor Swift tickets**

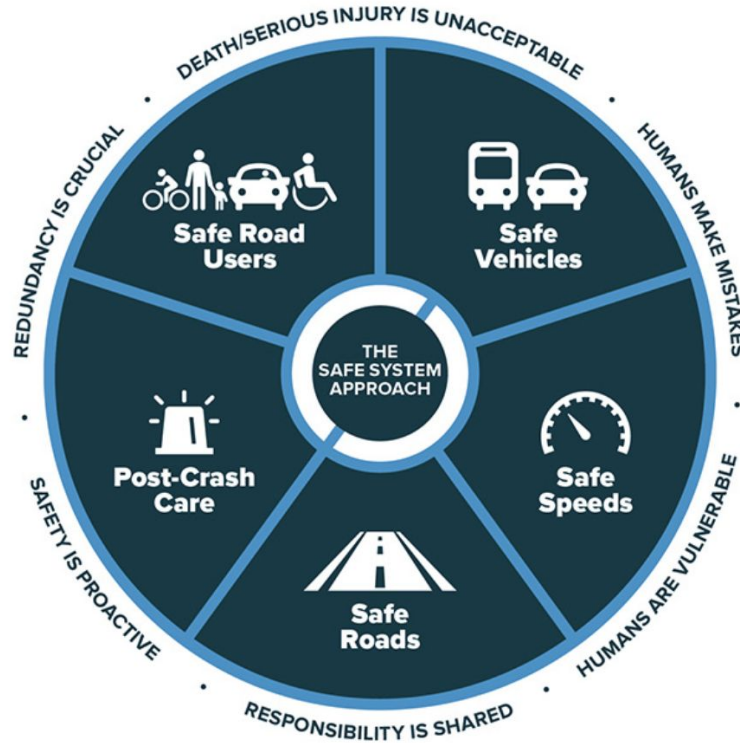
The city estimates that its wildly popular subsidies are helping to eliminate 170,000 vehicle miles traveled per week.

# Lack of Safe Infrastructure is a Primary Barrier to Broad Adoption of Active Transportation



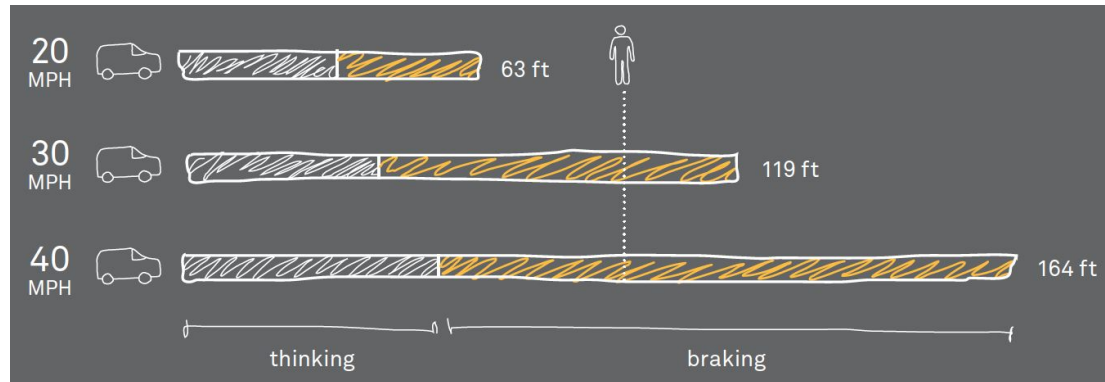
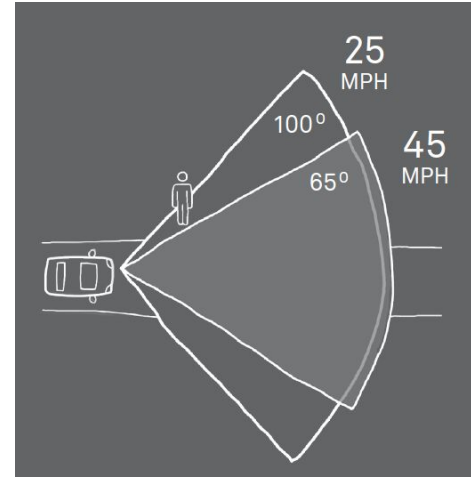
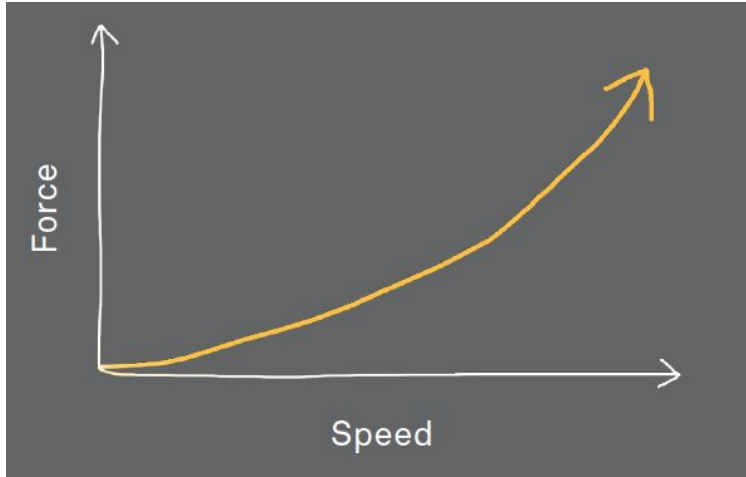
Source: Federal Highway Administration

# Safe Street Design is Critical to Reduce Vehicle Speeds



Source: FHWA.

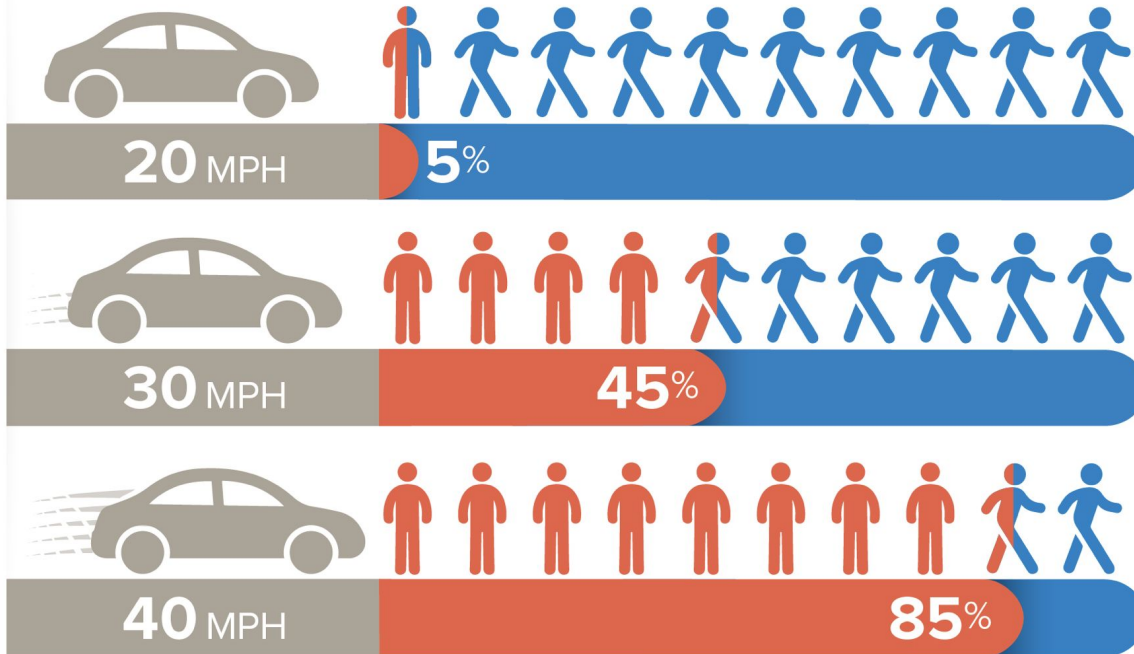
# Why is Reducing Vehicle Speed Important?



Source: NACTO

If hit by a car traveling:

● Fatality ● Person survives collision



National Traffic Safety Board (2017) Reducing Speeding-Related Crashes Involving Passenger Vehicles. Available from: <https://www.nts.gov/safety/safety-studies/Documents/SS1701.pdf>

Source: National Transportation Safety Board

# Our Vehicles are Getting Bigger and Heavier



## Top 10 registered vehicles in Colorado

1. Ford F-150
2. Chevrolet Silverado
3. Subaru Outback
4. Toyota Tacoma
5. Jeep Grand Cherokee
6. Toyota 4Runner
7. Subaru Forester
8. Toyota Rav4
9. Honda CR-V
10. GM Sierra



# Colorado's Roads are Becoming Increasingly Deadly

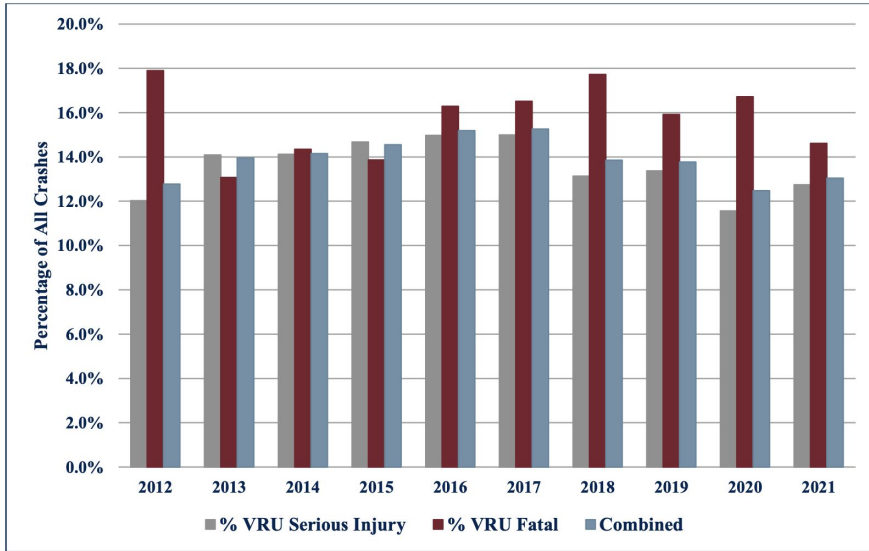


Figure 4: VRU as a Percentage of All Fatalities and Serious Injuries

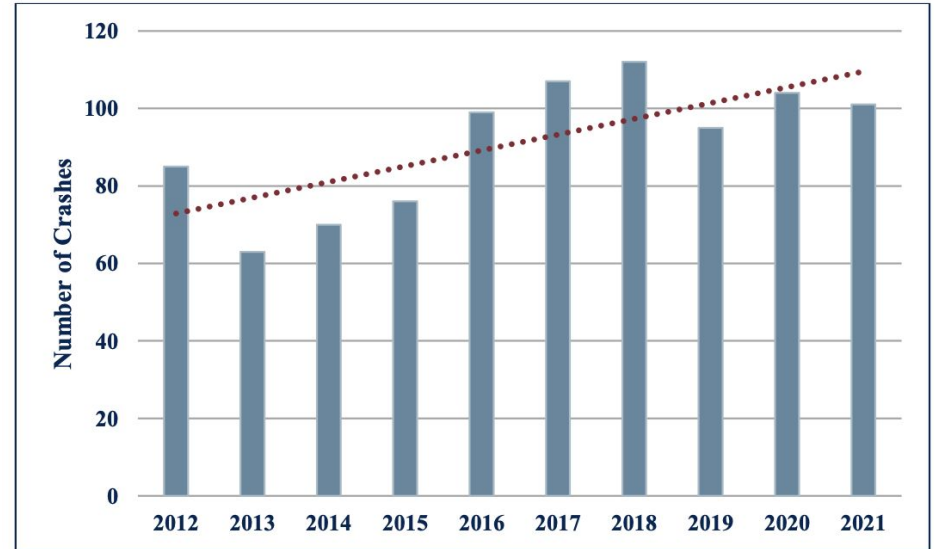


Figure 17: Colorado VRU Fatalities

# Our Most Vulnerable Communities Experience the Greatest Impacts

**Table 2: Expected versus Actual Crash Rates per Census Block Group and per 1,000 Population**

<b>DIC/ES80</b>	<b># Block Groups</b>	<b>Expected Crashes</b>	<b>Actual Crashes</b>	<b>Actual Crashes Per Block Group</b>	<b>Actual Crash Rate</b>
Non DIC	1,961	1,490	1,119	0.57	0.34
DIC	1,571	1,194	1,563	0.99	0.67
ES80	707	537	1,047	1.48	1.01

# We Already Know Where to Look

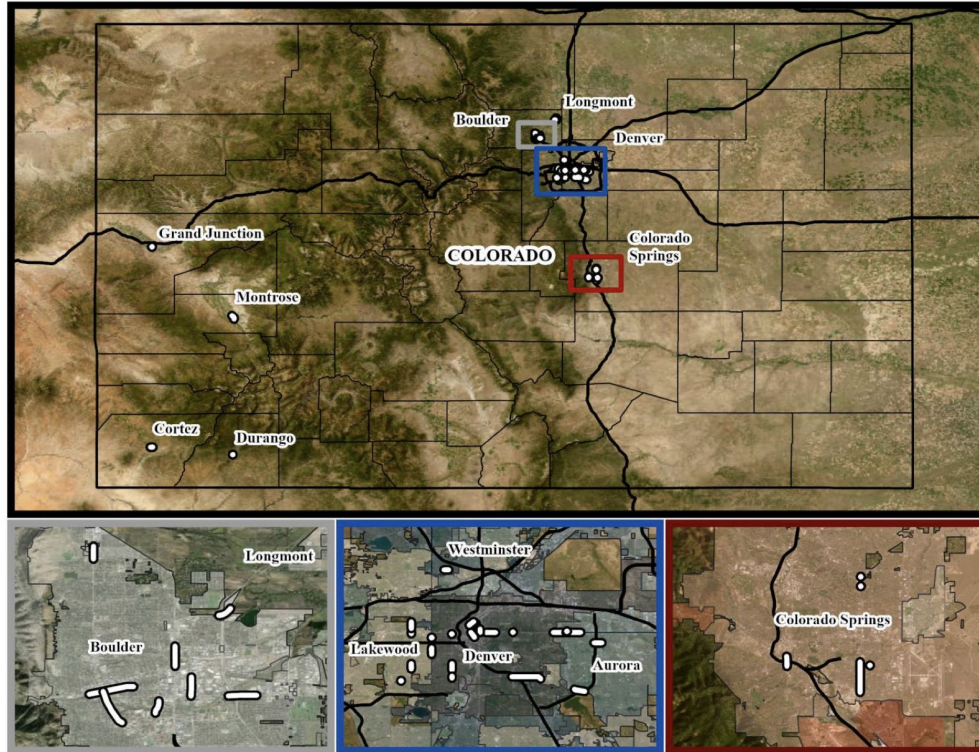
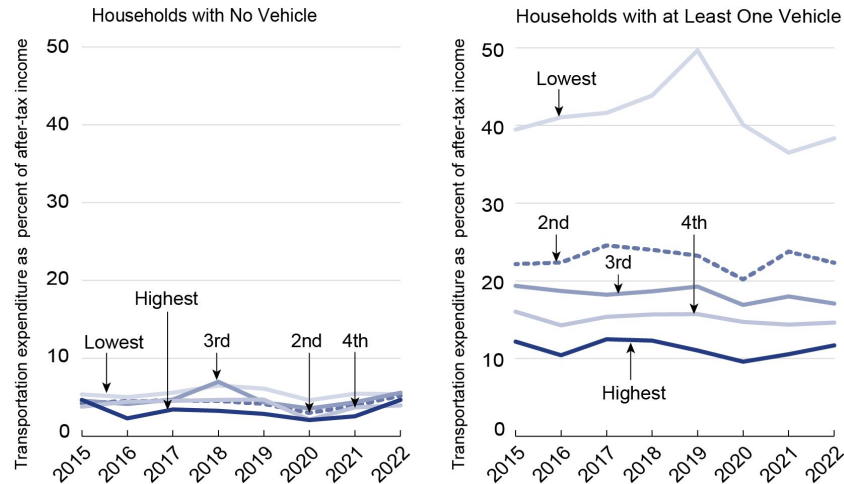


Figure 25: Map of VRU Fatal and Serious Injury Priority Locations

Source: CDOT 2023 Colorado Vulnerable Road User Safety Assessment

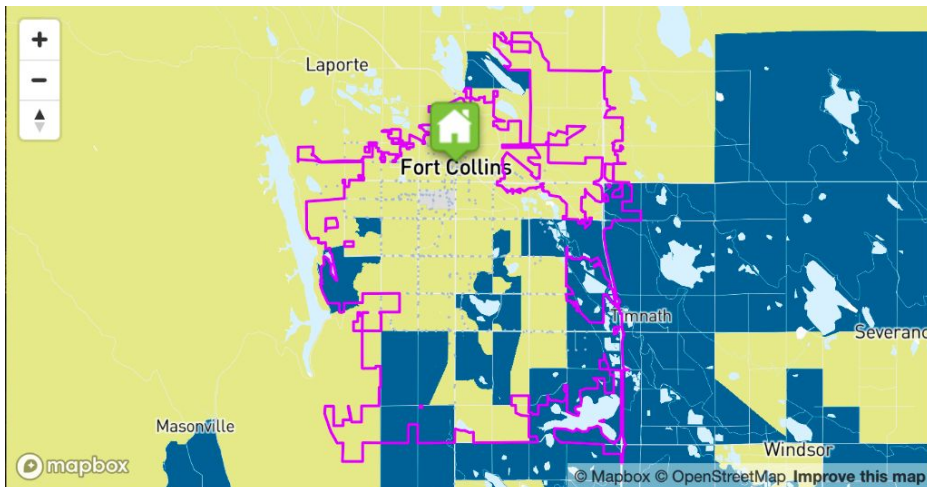
# Investments in Active Transportation Infrastructure Support the Economic Health of Colorado Families

Figure 2. Percent of After-tax Income Spent on Transportation Expenditure by Households with No Vehicle vs. Households with One or More Vehicles by Income Quintile



Source: USDOT Bureau of Transportation Statistics

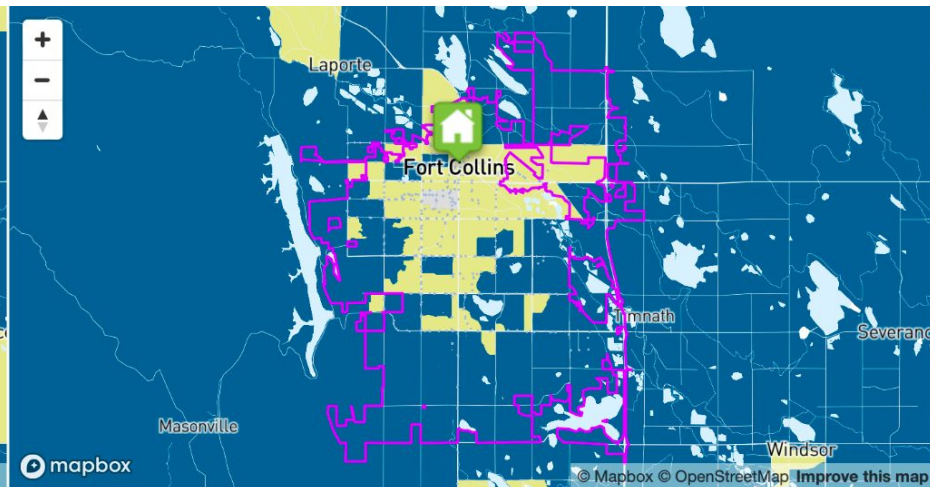
# Fort Collins



Housing Costs % Income **26%**

Range: 15 - 44

■ < 30% ■ 30%+



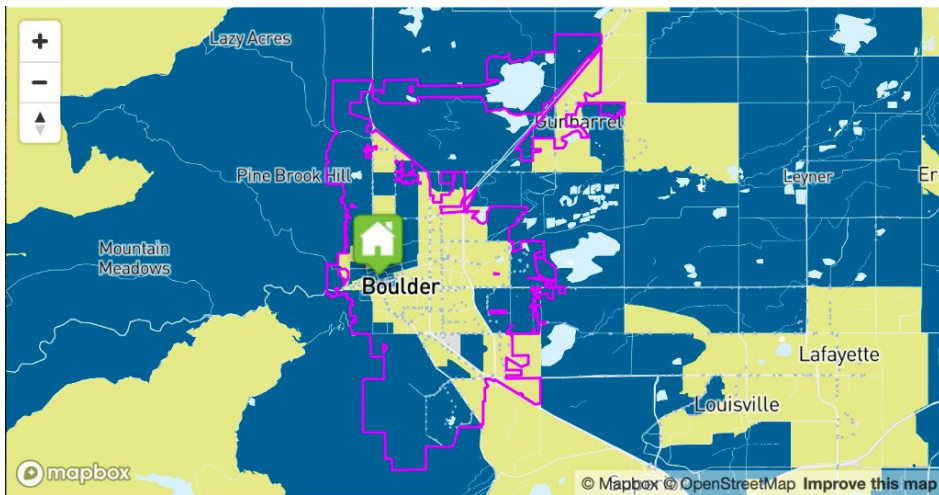
Housing + Transportation Costs % Income **45%**

Range: 29 - 63

■ < 45% ■ 45%+

Source: H+T Affordability Index

# Boulder

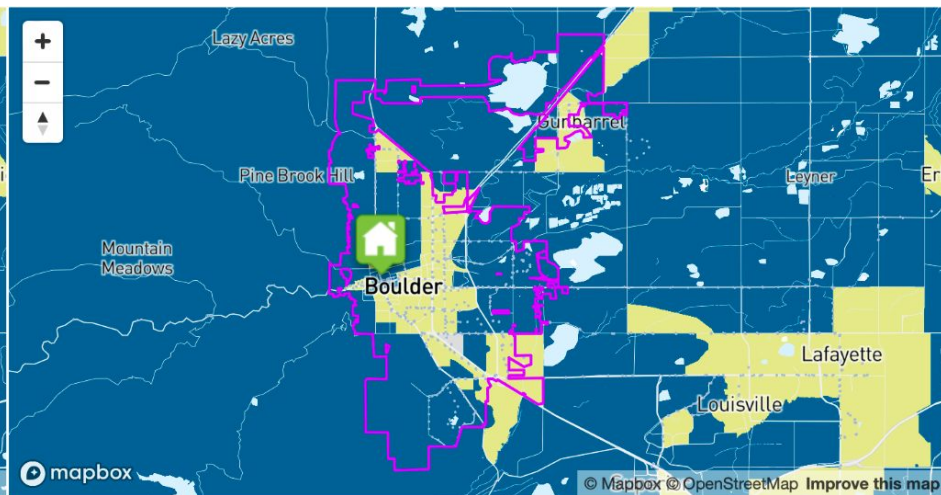


Housing Costs % Income **28%**

Range: **0 - 46**

< 30% 30%+

[Fact Sheet](#)



Housing + Transportation Costs % Income **43%**

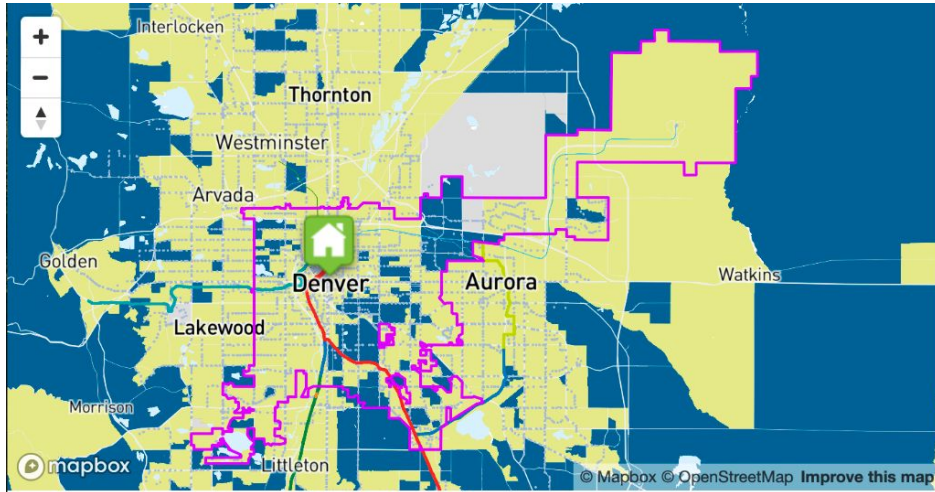
Range: **16 - 63**

< 45% 45%+

[Fact Sheet](#)

Source: H+T Affordability Index

# Denver

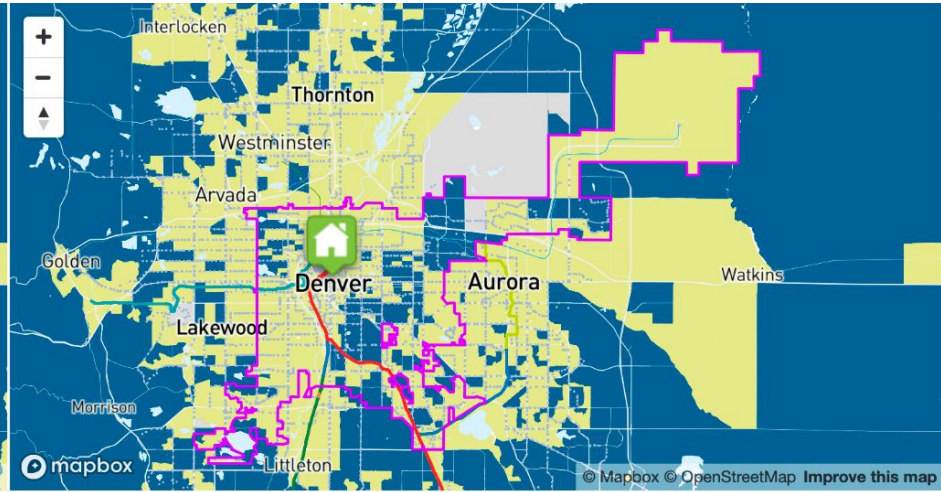


Housing Costs % Income **24%**

Range: **0 - 60**

■ < 30% ■ 30%+

[Fact Sheet](#)



Housing + Transportation Costs % Income **40%**

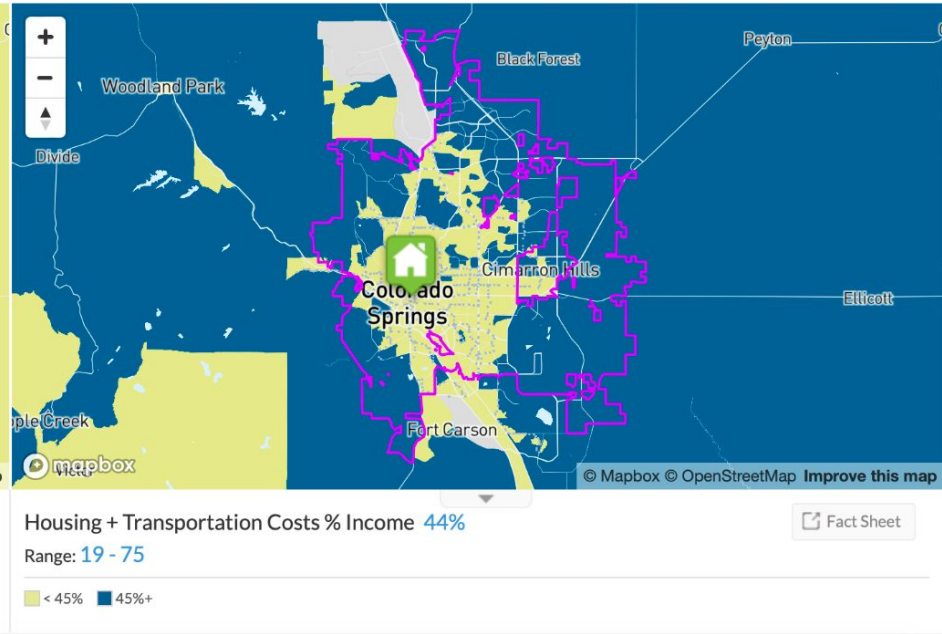
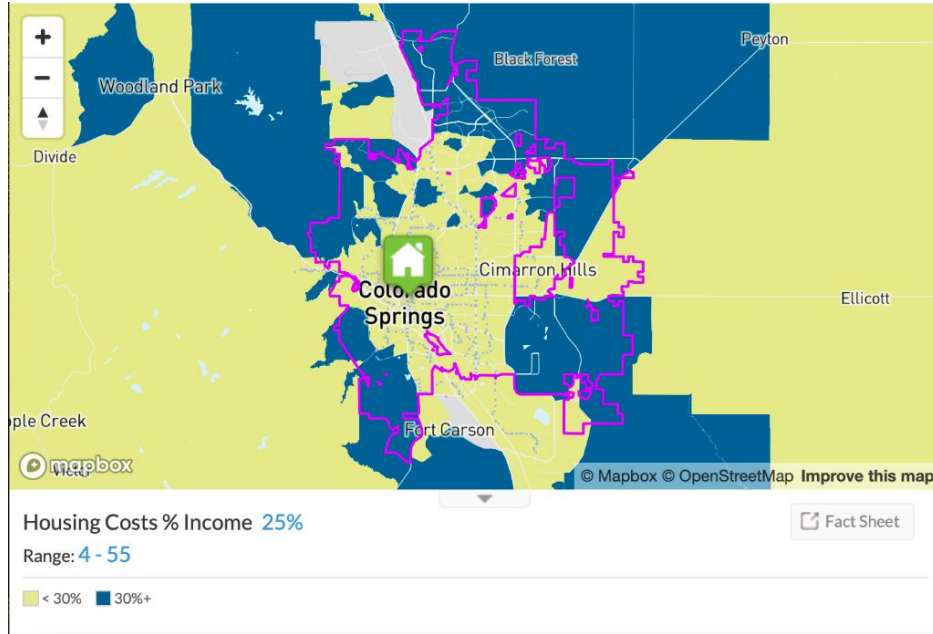
Range: **11 - 80**

■ < 45% ■ 45%+

[Fact Sheet](#)

Source: H+T Affordability Index

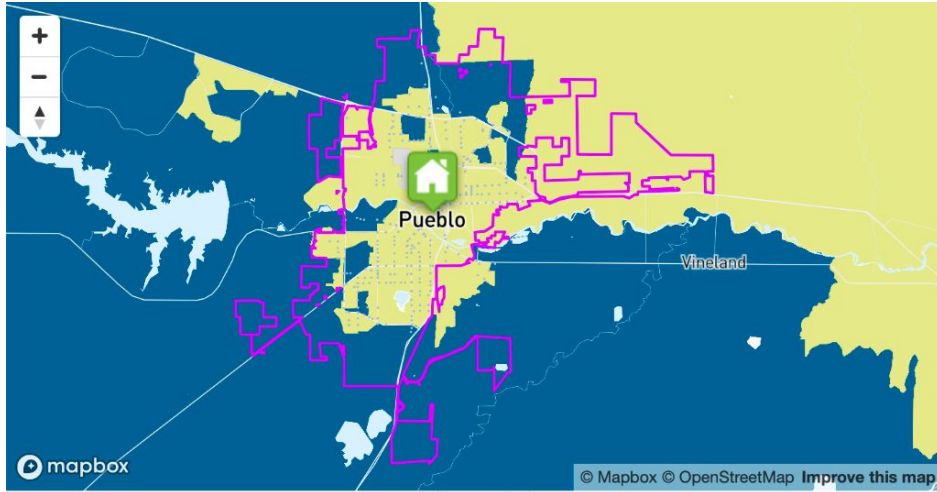
# Colorado Springs



Source: H+T Affordability Index



# Pueblo

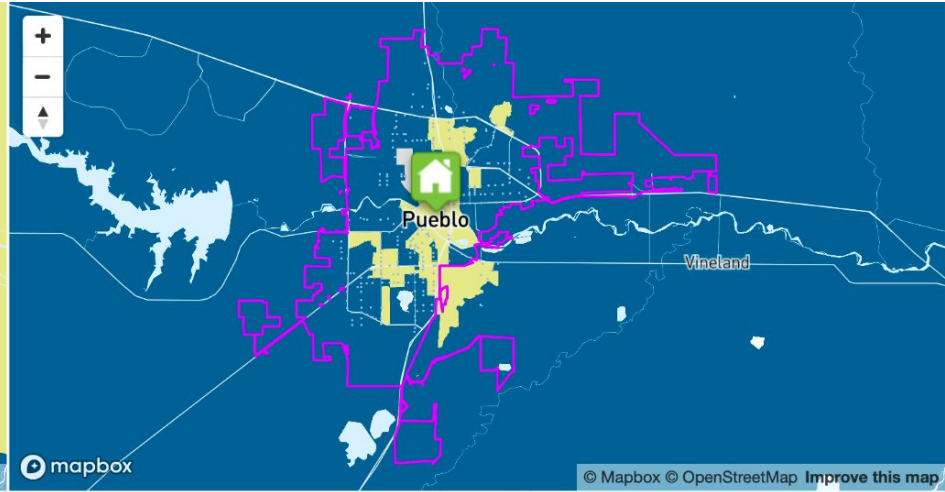


Housing Costs % Income **25%**

Range: **0 - 44**

■ < 30% ■ 30%+

[Fact Sheet](#)



Housing + Transportation Costs % Income **50%**

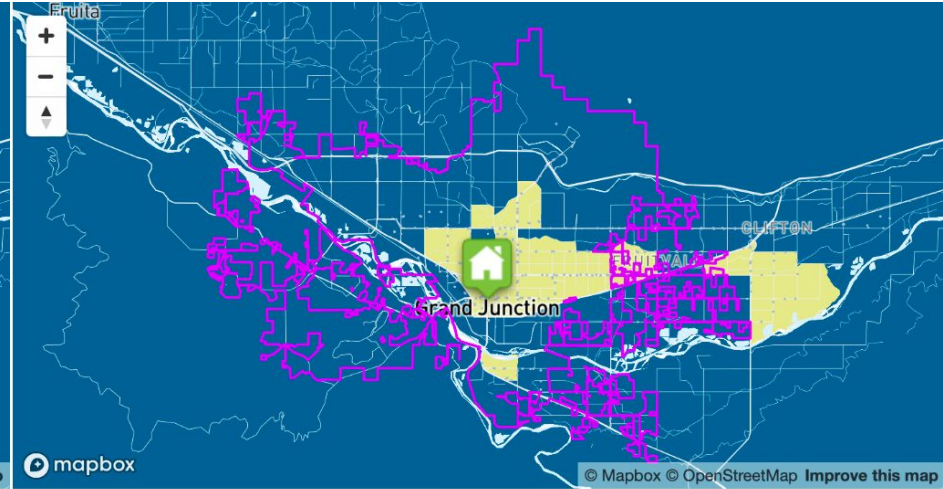
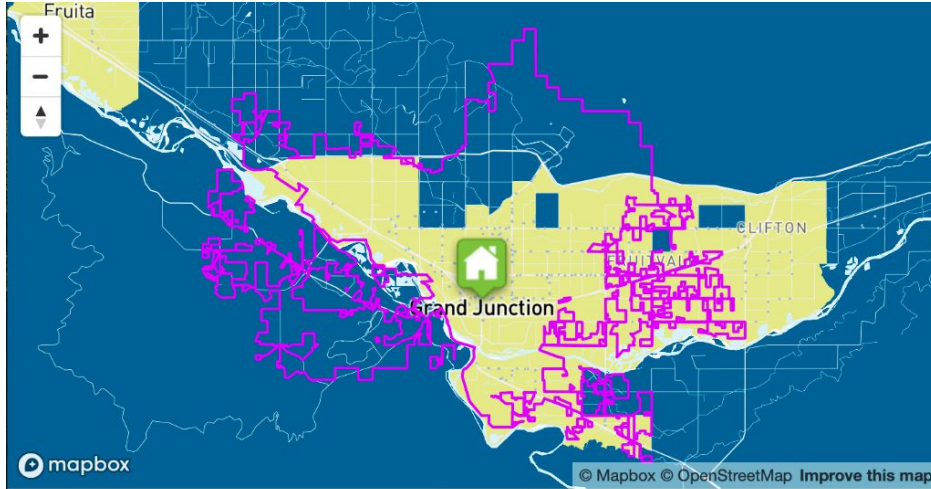
Range: **27 - 77**

■ < 45% ■ 45%+

[Fact Sheet](#)

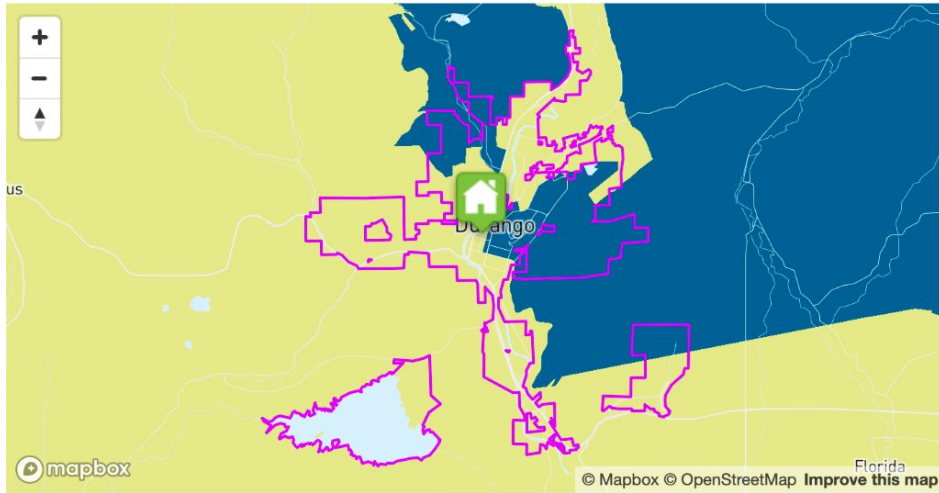
Source: H+T Affordability Index

# Grand Junction



Source: H+T Affordability Index

# Durango

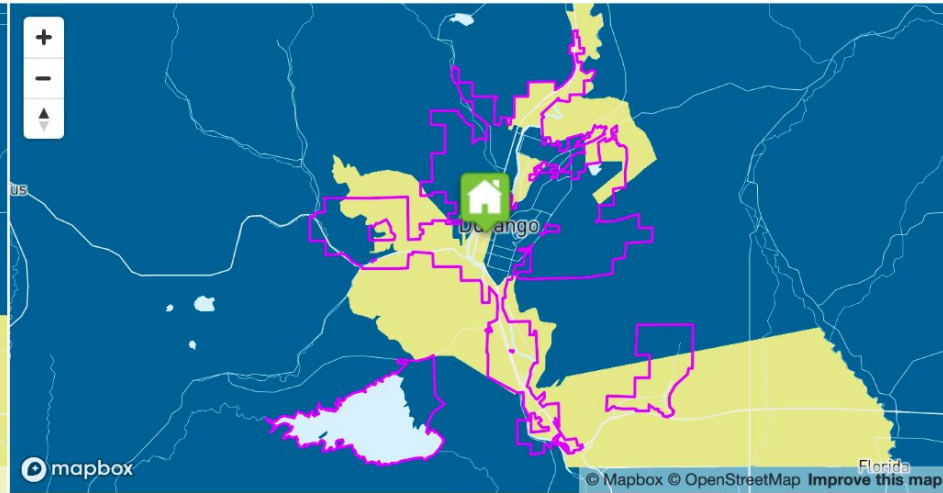


Housing Costs % Income **29%**

Range: **21 - 35**

■ < 30% ■ 30%+

[Fact Sheet](#)



Housing + Transportation Costs % Income **49%**

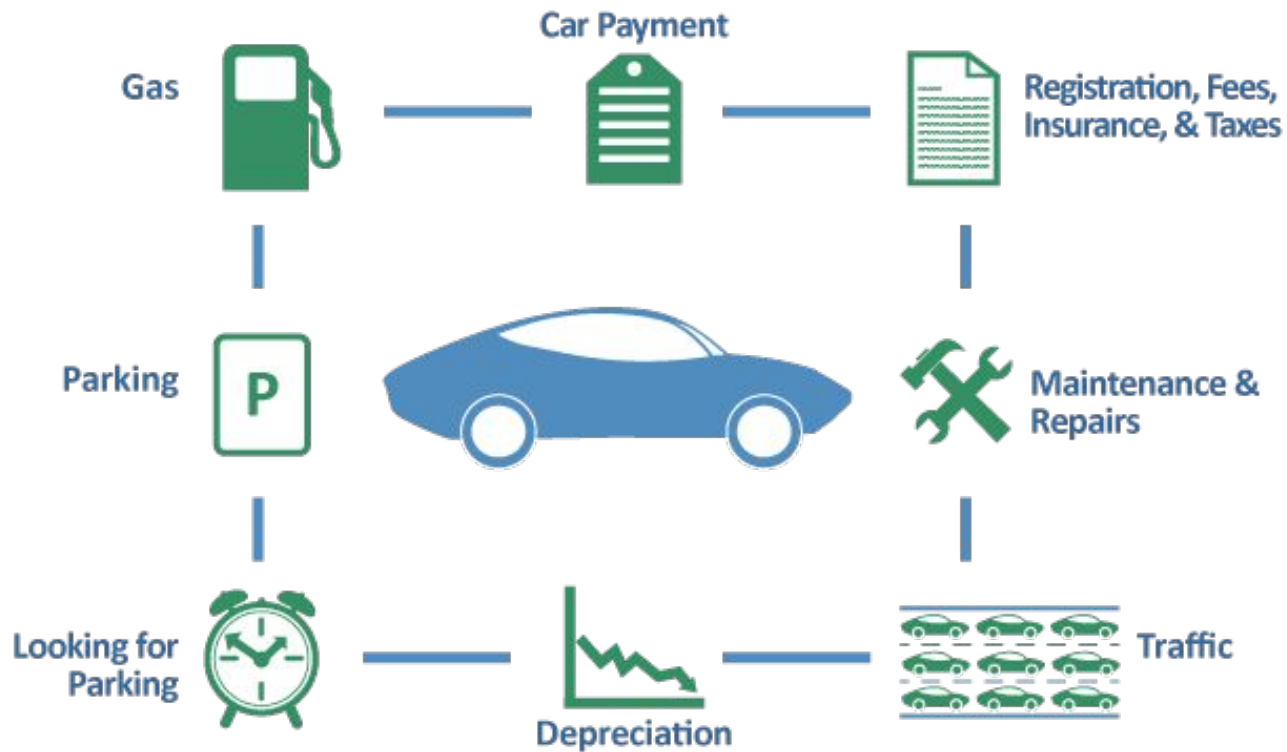
Range: **41 - 59**

■ < 45% ■ 45%+

[Fact Sheet](#)

Source: H+T Affordability Index

# True Cost of a Car

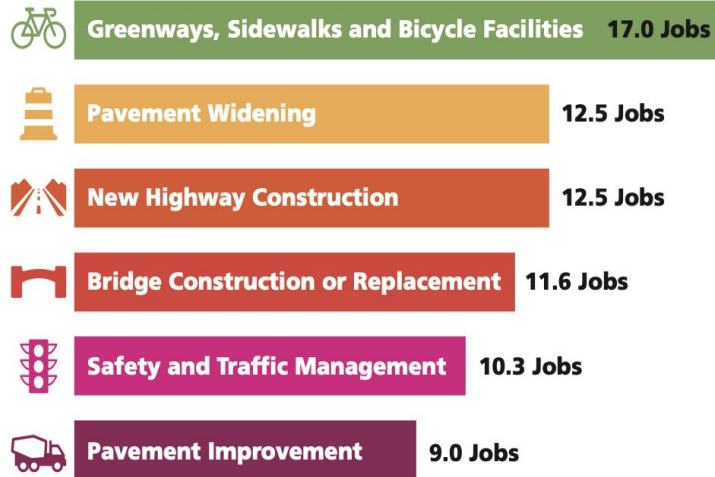


# Active Transportation vs. Car Ownership

	Average Purchase Cost	Average Annual Maintenance + Usage Costs	Average Annual Congestion Costs
Car	\$45,000 + 6.99% loan	\$12,200	\$1,000
Bicycle	\$1,000	\$400	\$0

# Active Transportation Infrastructure Promotes Job Growth and is Cheaper To Build

Figure 1: Job Creation: Making a Case for Healthy Transportation Investments  
Jobs Created Per Million Dollars Spent



# Investments in Active Transportation Infrastructure Will Improve the Health of Colorado Families

- While Colorado is one of the healthiest states in the nation, 25% of adults are considered to be obese and 17% report no daily physical activity
- Active transportation = physical activity
- Infrastructure is important because people with proximity to trails are 50% more likely to meet recommended levels of physical activity

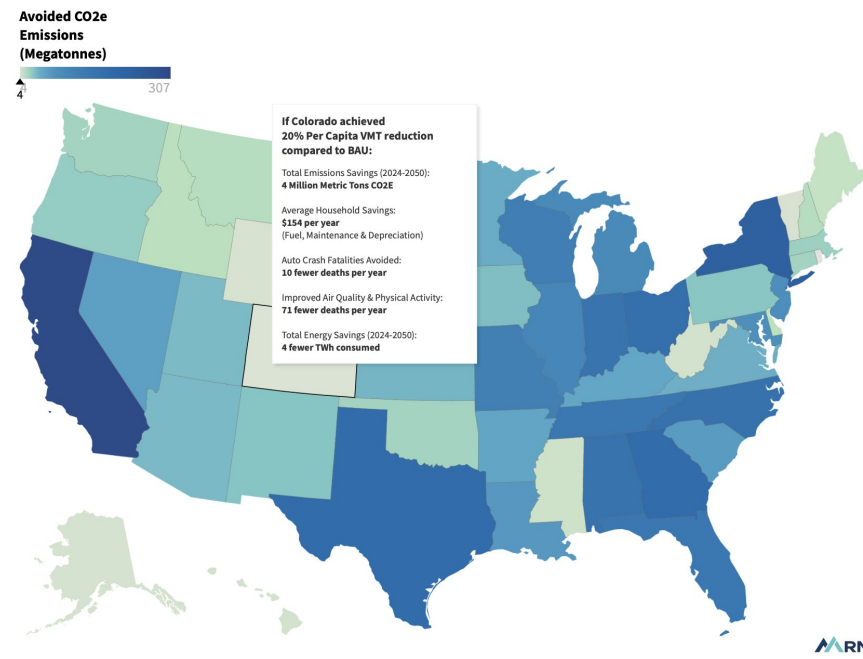


# Investments in Active Transportation Infrastructure Reduce Air Pollution and Emissions in Colorado

- Transportation is one of the highest emitters of air pollution and emissions in Colorado
- It is critical to reduce VMT through active transportation to improve air quality and reduce emissions
- GHG Transportation Planning Standard compliance

## What if your state achieved a 20% VMT reduction?

Results assume a mid-growth EV scenario and use state-provided VMT forecasts, where available. Scenario runs 2024-2050.





# Our Statewide Climate Goals Depend on Greater Investments in Active Transportation

- **CDOT's GHG Transportation Report**
  - **Assumed increase of trips by bike**
    - **36% increase in trip mode share for bike from the baseline in 2030**
    - **41% increase by 2040**
    - **45% increase by 2050**
  - **Assumed increase of trips by walking/rolling**
    - **75% increase in trip mode share for pedestrians in 2030 baseline**
    - **75% increase by 2040,**
    - **74% increase from baseline by 2050**

# The landscape of Active Transportation Infrastructure Funding in Colorado



## 10 Year Plan 2023: Statewide



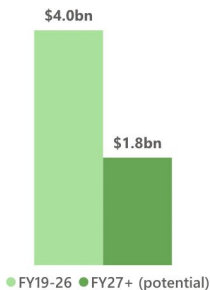
Total Estimated Cost  
**\$11.3bn**

Total Strategic Funds  
**\$5.8bn**

10Y Plan Projects  
**364**

Posted: 6/12/2024  
Data subject to change

### CDOT Strategic Funds



### Projects by Status

Status	Project Count	%
Planning	171	47%
Design	89	24%
Construction	42	12%
Complete	59	16%
On Hold	3	1%
<b>Total</b>	<b>364</b>	<b>100%</b>

### Total Estimated Cost by Project Type

Project Type	Total Estimated Cost	%
Highway	\$7,424M	66%
Highway, Transit	\$1,986M	18%
Rural Paving	\$1,450M	13%
Transit	\$470M	4%
<b>Total</b>	<b>\$11,331M</b>	<b>100%</b>

### Strategic Funds by Project Type

Project Type	Strategic Funds	%
Highway	\$3,739M	64%
Highway, Transit	\$935M	16%
Rural Paving	\$853M	15%*
Transit	\$273M	5%
<b>Total</b>	<b>\$5,799M</b>	<b>100%</b>

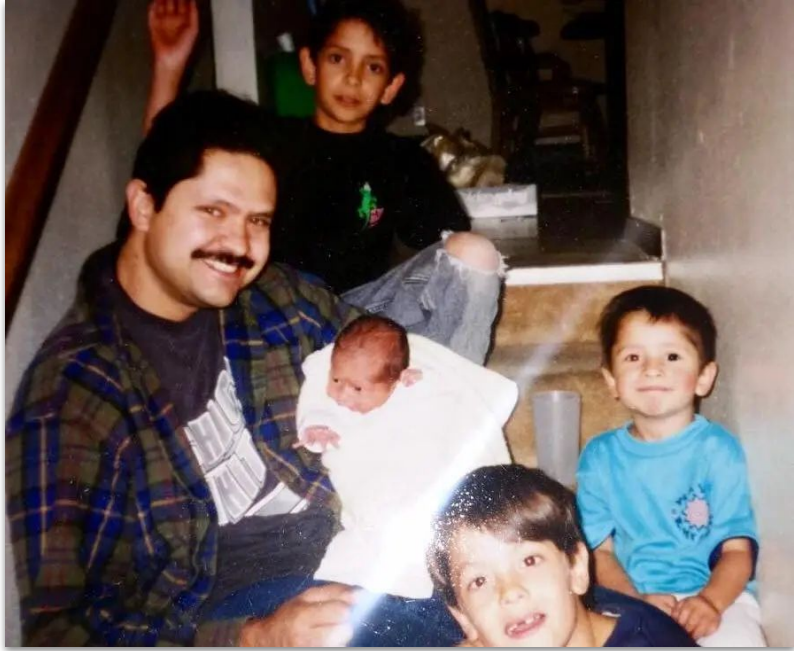
### All Funds

CDOT Strategic	Other CDOT	Bridge & Tunnel Enterprise (BTE)	Colorado Transportation Investment Office (CTIO)	Federal Grants	Local	Total Funds
\$5,799M	\$1,313M	\$820M	\$619M	\$929M	\$371M	\$9,851M

# Recommendations

- Consider a statewide active transportation needs assessment
- Re-assess how we currently allocate transportation funding dollars - we need more robust and long-term appropriations for active transportation infrastructure projects
  - This can be used as a match for the myriad of federal funding sources to maximize impact
- Explore new funding sources
  - Expand opportunities for local governments to do the same

# Closing



# Thank you!

We look forward to collaborating with you to find a solution for active transportation funding in Colorado.

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