

CDOT SMART Act Hearing

Joint Transportation
January 17, 2023

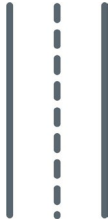


COLORADO
Governor Jared Polis



CDOT Responsibilities

\$1.8 Billion Budget



Responsible for the Colorado State Highway system, encompassing 9,074 centerline miles, with 23,017 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 3,469 bridges and other major structures throughout the state highway system.



Helps maintain and monitor 278 avalanche paths.



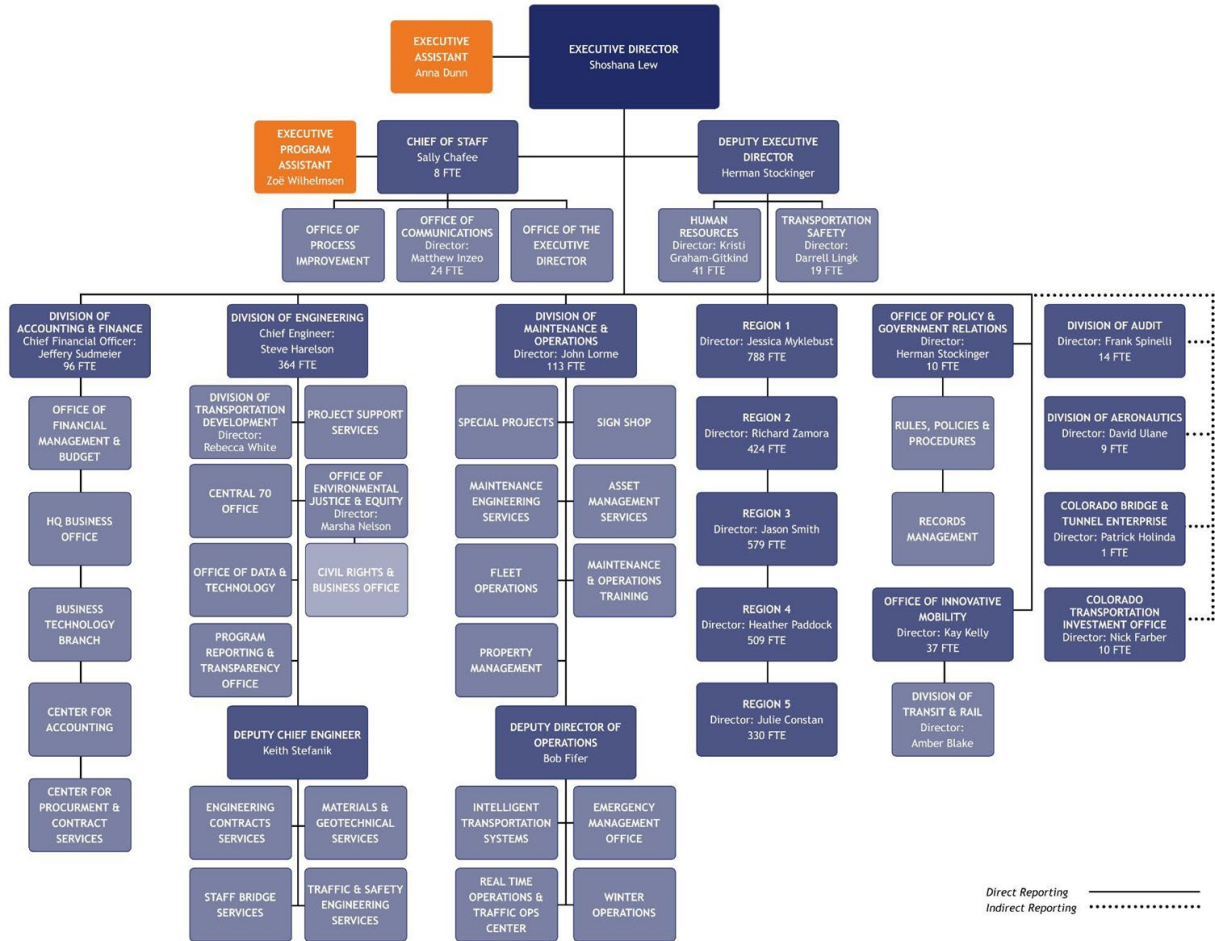
Bustang, CDOT's interregional bus service, provided over one million revenue service miles in fiscal year 2022.

CDOT Mission & Vision

CDOT's **mission** is to provide the best multi-modal transportation system for Colorado that most effectively and safely moves people, goods, and information.

CDOT's **vision** is to enhance the quality of life and the environment of the citizens of Colorado by creating an integrated transportation system that focuses on safely moving people and goods by offering convenient linkages among modal choices.

CDOT Organizational Chart



CDOT FY 2022-23 Wildly Important Goals (WIGs)



Improve the safety of
Colorado's
transportation system

Advancing Transportation Safety

In an effort to protect the traveling public in Colorado, the Colorado Department of Transportation will reduce the percentage of fatal and serious injury crashes by 15 percent monthly compared to the same month in the baseline FY 2019 by June 30th, 2023.



Reduce pollution in our
air and congestion on
our roads

Clean Transportation

Annually reduce pollution in our air and congestion on our roads by reducing vehicle miles traveled (VMT), greenhouse gas, and ozone causing emissions from the transportation sector, from the calendar year 2019 baseline, in-line with the Greenhouse Gas Pollution Reduction Roadmap targets by June 30, 2023, continuing through June 30, 2025.



Ensure efficient use of
taxpayer funds and
efficient construction
project delivery

Accountability & Transparency

Be accountable and transparent with the Department's construction program, ensuring that pre-construction and construction-engineering costs for the CDOT Construction Program account for no more than 20 percent of total program costs in fiscal year 2023.



Advancing Transportation Safety

WIG 1:

Advancing Transportation Safety

Advance transportation safety statewide, reducing the total number of fatal and serious injury crashes.



Perform outreach to Colorado road users on driver education, safe transportation practices, and emerging technologies.



Continue outreach to the traveling public through CDOT's statewide driver behavioral public awareness campaigns.



Improve the safety of Colorado's first responders on roadways through implementation of traffic incident management best practices, to reduce the number of struck-by incidents involving first responders.



Continue to enhance the safety of vulnerable users of the transportation system by increasing the number of Revitalizing Main Street projects that are completed and open to the public.



Improve safety on locally-owned (non-CDOT) roads by increasing the number of local agencies who have been educated on the Colorado Strategic Transportation Safety Plan.



Ensure transportation safety is considered early on in CDOT's construction project lifecycle by completing a Project Operations Evaluation on CDOT construction projects.



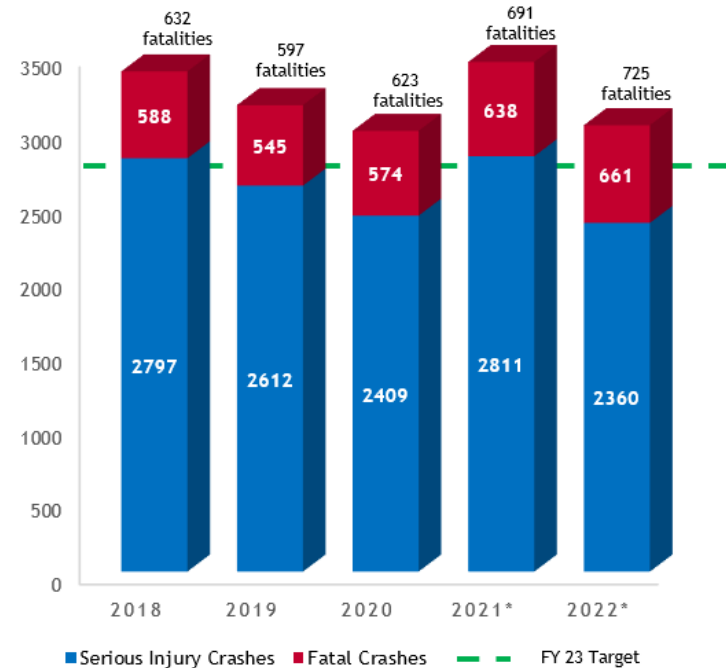
To better understand the impact of traffic in Disproportionately Impacted Communities, track fatal crashes involving vulnerable roadway users in Disproportionately Impacted Communities.



Advancing Transportation Safety

Successful completion of this goal provides:

- Progress towards the Department's near term goals of reducing the total number of severe injury and fatal vehicle crashes.
- Progress towards its visionary goal where the future of Colorado is zero deaths and serious injuries, allowing all people using any transportation mode arrive at their destination safely.
- Continued emphasis on safety through the program: *Advancing Transportation Safety*. This program focuses on human factors, physical assets, and organizational culture to fully integrate safety in everything CDOT does and support real-time operations.

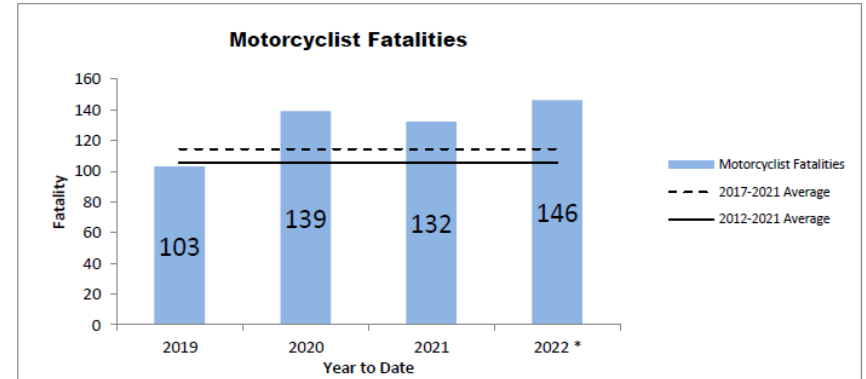
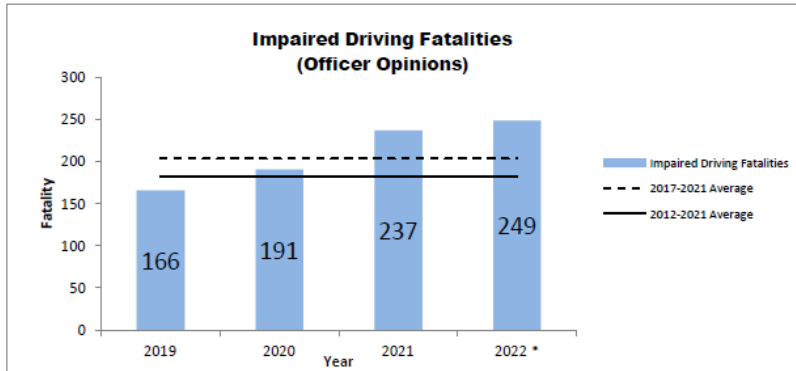
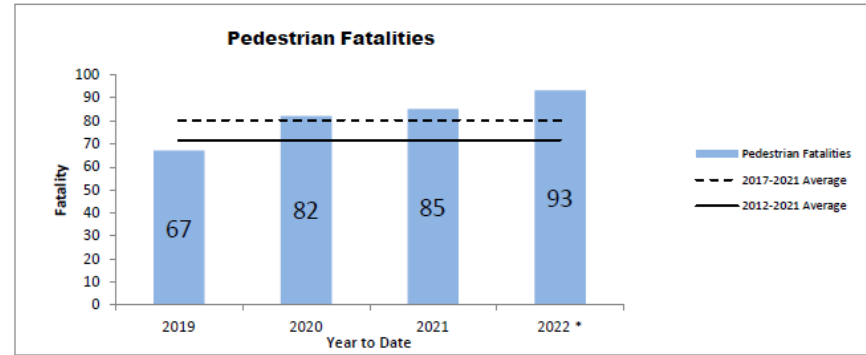
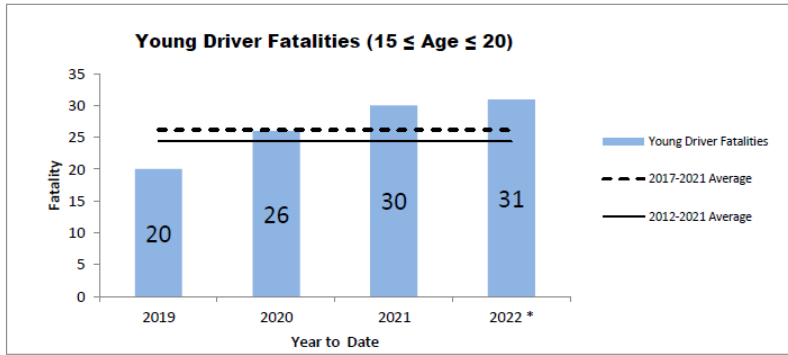


Safety Across the Nation - 2021

- Traffic Fatalities in 2021 increased 10.5% compared to 2020 across the nation.
- The highest number of fatalities since 2005 and the largest annual percentage increase.
- Forty-four states, the District of Columbia and Puerto Rico are all projected to have had an increase in traffic deaths, as compared to 2020.
- Additionally, the traffic fatalities in the following categories showed relatively large increases in 2021, as compared to 2020:
 - Pedestrian fatalities up 13%
 - Motorcyclist fatalities up 9%
 - Fatalities in police-reported, alcohol-involvement crashes up 5%



Advancing Transportation Safety



*2022 crash data is preliminary and includes crash data through 11/30/22.

Revitalizing Main Streets

The **Revitalizing Main Streets** program helps communities across the state implement transportation-related projects that **improve pedestrian and bicycle safety** and provide long-term benefits to community main streets.

Between 2020 and November 2022, CDOT has awarded \$63M in 201 grants to communities across the state.

SB 21-260 will provide funding for the RMS small grant program (up to \$250k) through FY 2031-32.



Clean Transportation

WIG 2: Clean Transportation

Reduce pollution in our air and congestion on our roads by reducing vehicle miles traveled, greenhouse gas emissions, and ozone-causing emissions from the transportation sector.



Increase the frequency of available Bustang trips by expanding the total amount of revenue service miles provided by Bustang services.



Continue developing and constructing comprehensive “mobility hubs” along Colorado’s major interstate corridors (I-25 and I-70).



To support the future fleet of electric vehicles statewide, increase the percentage of total state highway miles within a 30-mile travel buffer of direct current (DC) fast-charging stations.



Improve EV access to Colorado’s scenic and recreational locations by increasing the number of Colorado Scenic and Historic Byways classified as electrified byways.



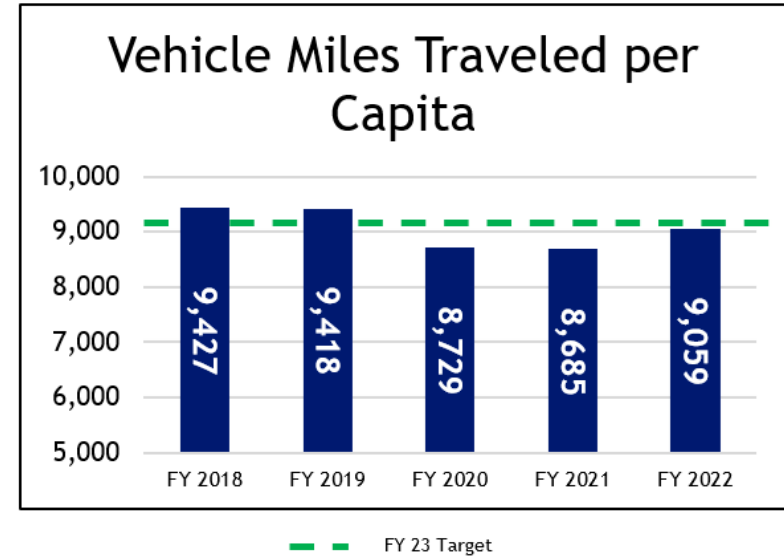
Reduce congestion on Colorado’s highways, ensuring that more than 80% of highways have a travel time of no more than 50% longer than the free-flow travel time during peak periods.



Clean Transportation

Successful completion of this goal provides:

- A foundation towards achieving the vision of a transportation system that is cleaner, more reliable, and safer, while still creating multimodal options that will support Colorado's economy.
- In conjunction with the Colorado Energy Office (CEO) and the Colorado Department of Public Health and Environment (CDPHE), strategies within this goal will help work towards the achievement of the objectives of Executive Order B2019-002, HB19-1261, and the interagency Greenhouse Gas Pollution Reduction Roadmap.
- Progress towards the policy objectives within the Governor's "Bold Four" goal areas of Health, Economic Development, and Environment/Renewables.



*FY 2020 and 2021 VMT was significantly reduced due to COVID-19. Data for FY 2022 is estimated and considered preliminary.

Bustang - Senate Bill 22-180

- 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
- CDOT is “going big” by expanding Bustang for a three year period in an attempt to attract additional travelers into a transit option on our busiest interstate corridors.
- The proposal 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.
- **A comprehensive media campaign** will be included to increase public awareness of Bustang as a travel option and to assist in building and sustaining ridership throughout the pilot.
- This three year time period provides a sufficient opportunity to test this concept and prove its viability and value to Colorado.



Accountability & Transparency

WIG 3: Accountability & Transparency

Ensure that pre-construction and construction-engineering costs for the CDOT Construction Program account for no more than 20% of total project costs.



Ensure timely execution of CDOT's construction program and reduce costs associated with schedule delays through on-time advertisement.



Reduce consultant dollars charged for both pre-construction and construction engineering activities in the CDOT Construction Program.



Increase the percentage of CDOT capital construction project managers that have completed the work hour estimate training.



Support Colorado's rural communities and their economic growth by increasing the number of rural repaving projects under construction or completed.



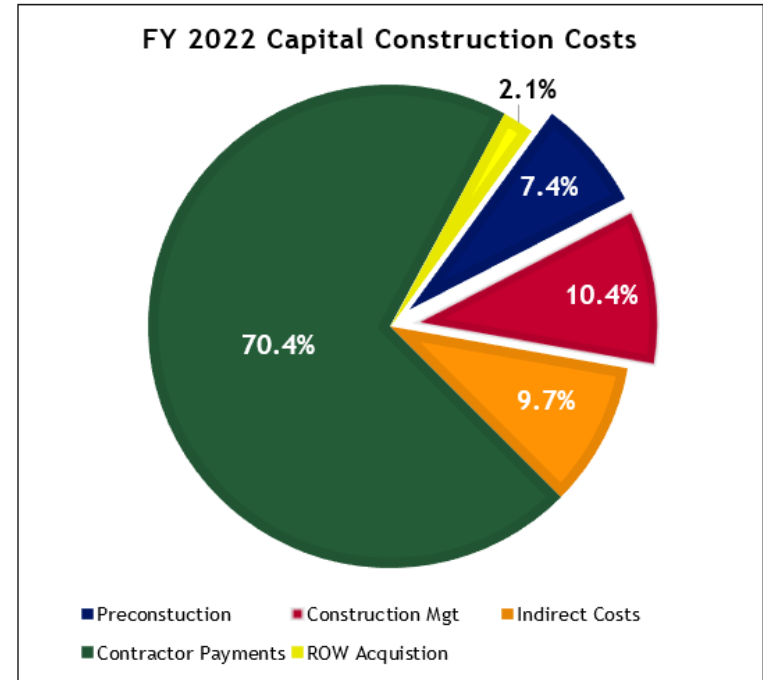
Increase the percentage of hours charged by CDOT project delivery staff directly to construction and pre-construction projects.



Accountability & Transparency

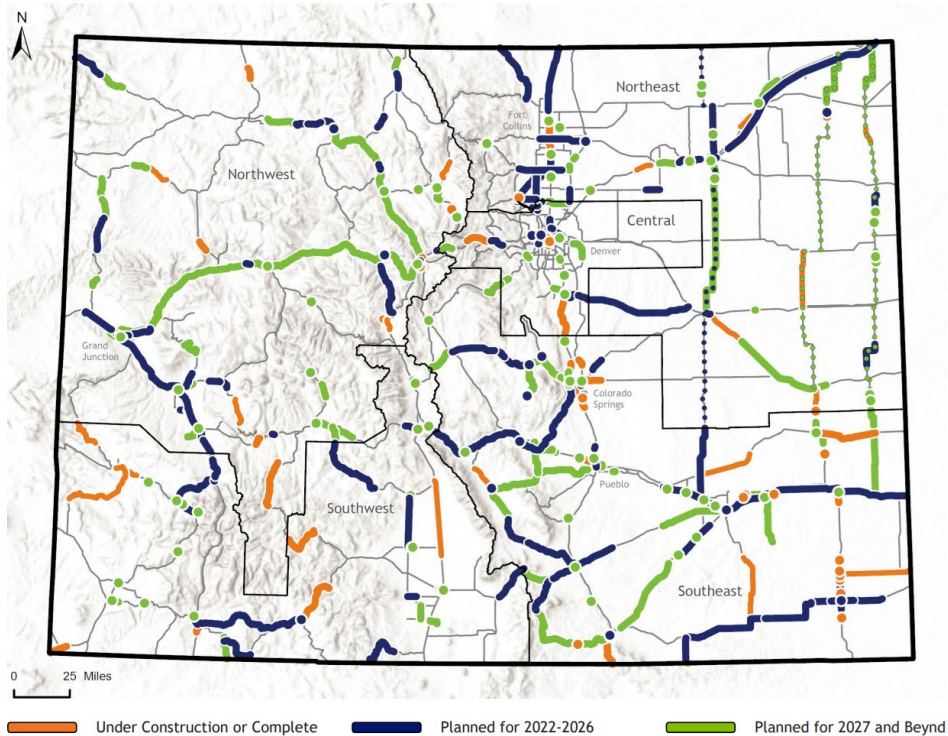
Successful completion of this goal provides:

- Efficient and effective construction delivery program that will maximize dollars directly spent on the transportation system.
- Positively impacting all Coloradans as they travel throughout the state and continuing to support the backbone of the state's economy.
- Implementation of the statewide project pipeline that gets the most of available funding and sets a plan for future dollars.



Delivering the 10-Year Plan

10-YEAR PLAN PROJECTS FUNDED TO DATE

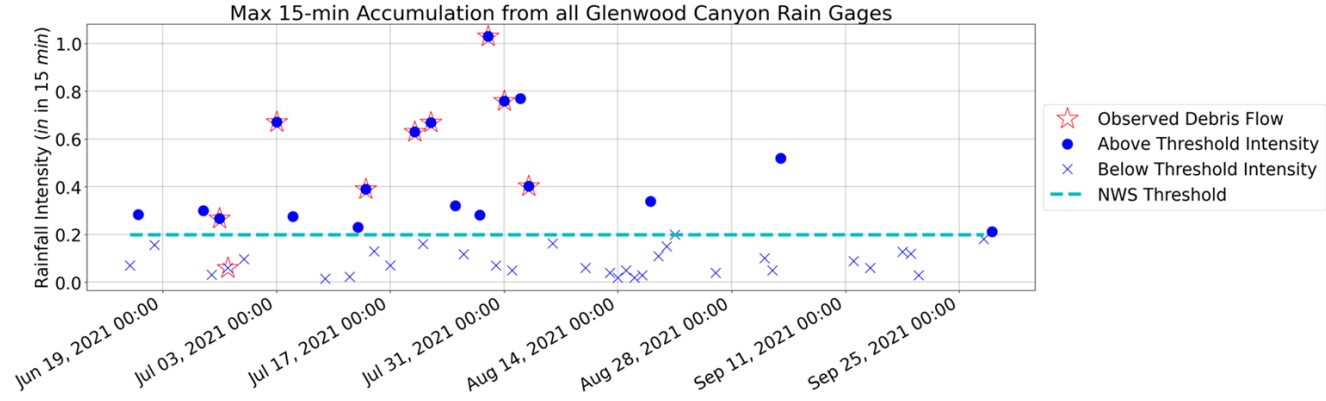


**Dotted line indicates rural paving improvements at targeted locations along the corridor.*

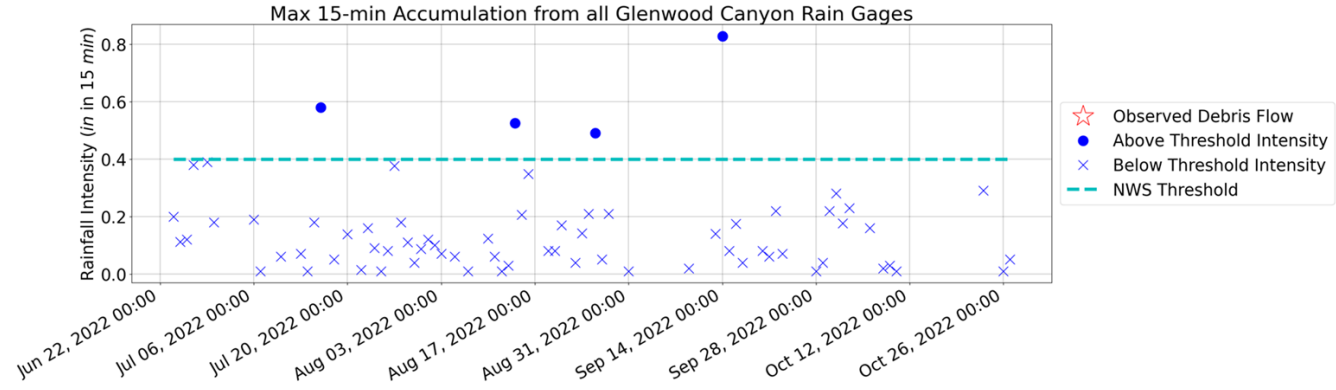
- 25 projects completed to date and 58 projects under construction or soon to be under construction.
- Largest investment in fixing Colorado's rural roads in CDOT's recent history.
 - 34 projects completed or under construction
 - 55 counties touched
 - 622 miles of rural roads last year
- A network of Mobility hubs under construction along Colorado's Front Range.

Glenwood Canyon Rainfall

Year 1

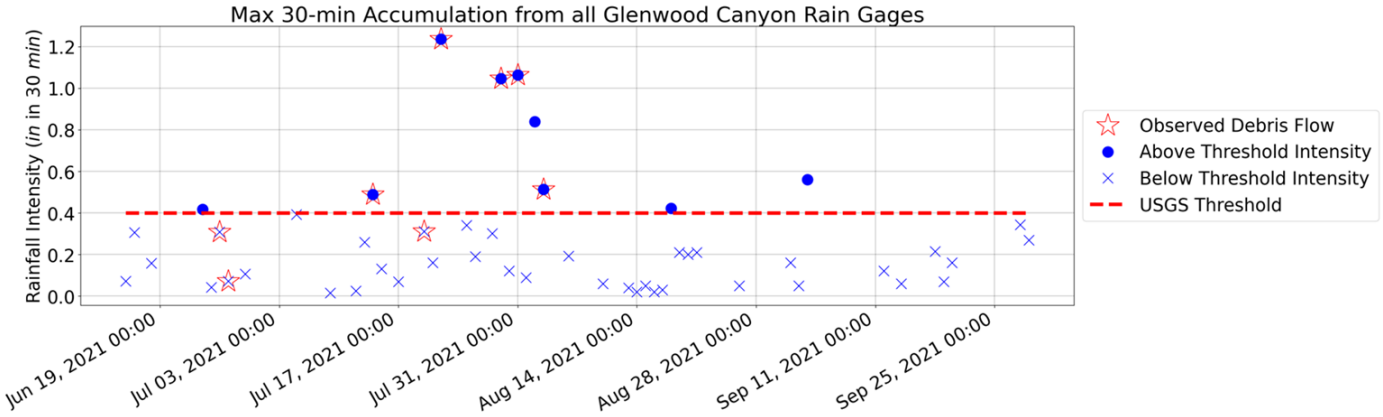


Year 2

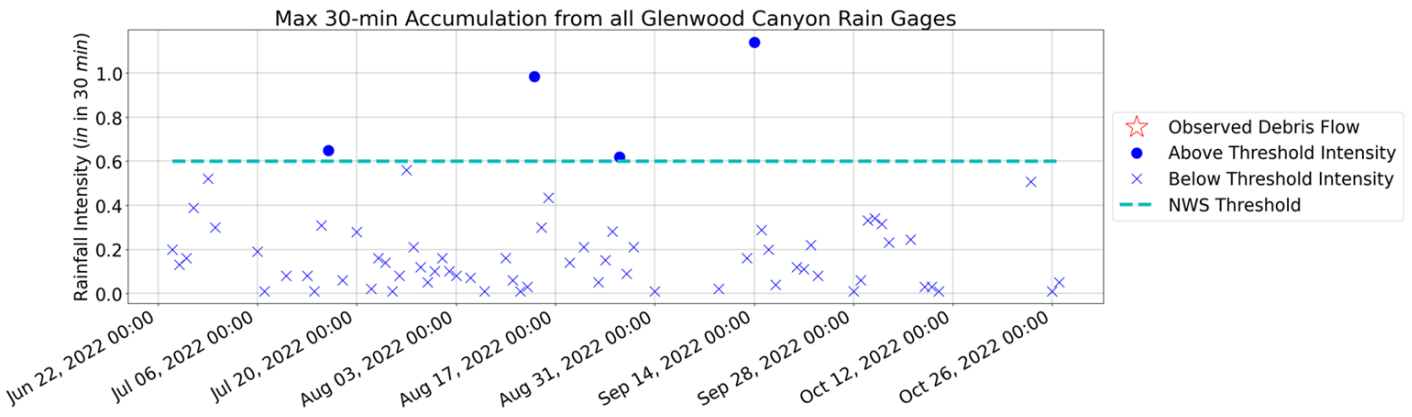


Glenwood Canyon Rainfall

Year 1

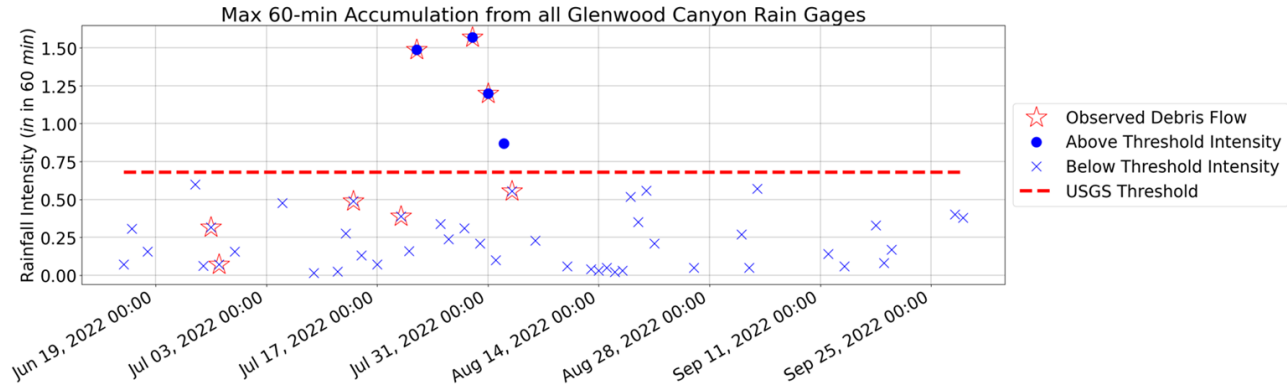


Year 2

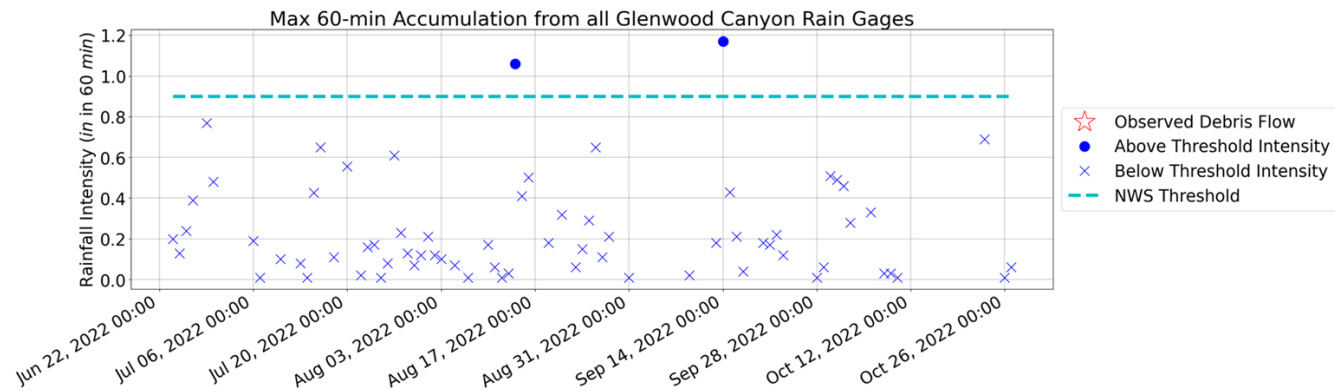


Glenwood Canyon Rainfall

Year 1



Year 2



More information

To view monthly updates on Wildly Important Goals and corresponding lead measures, please visit the [Governor's Dashboard](#).

For more information on additional CDOT goals, view our FY 2022-23 Performance Plan at: [CDOT Performance Plan](#)

For more information on CDOT's 10-Year Plan, please visit the following link: [10-Year Plan](#)

CDOT FY 2023-24 Budget Requests

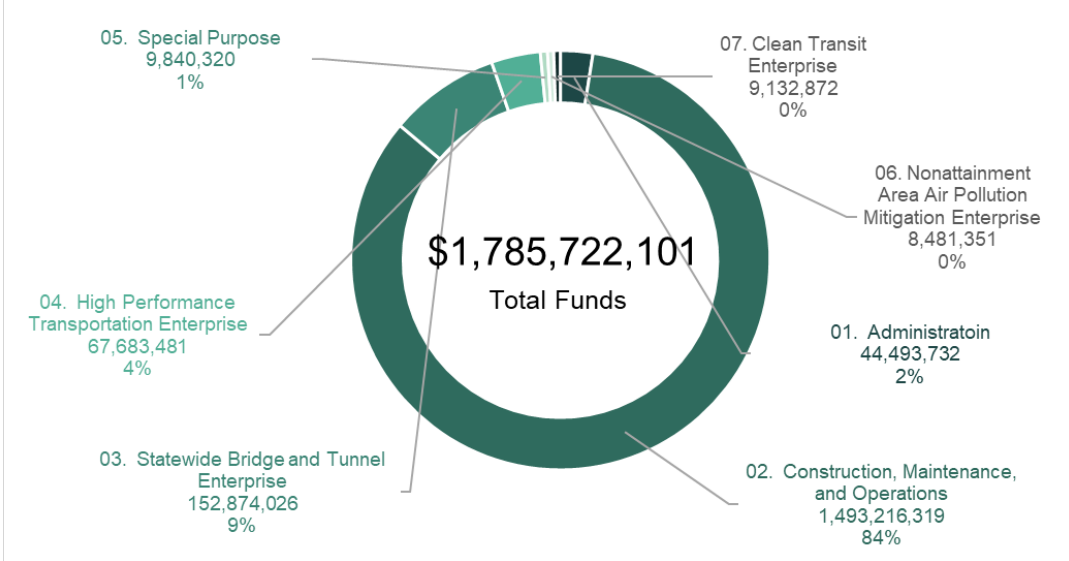
CDOT's FY 2023-24 Budget Request includes the following:

- CC-01 Vail Pass Supporting Structures for Avalanche Defense on I-70
- CC-02 EJMT West Portal Explosive System Upgrade and Remote Avalanche Control Asset Redeployment

CDOT FY 2023-24 Budget Request

FY 2023-24 Budget Snapshot

FY 2023-24 Total Funds: \$1.78B
FY 2023-24 General Fund: \$0.00B
FY 2023-24 FTE: 3,327 FTE



Legislative Agenda

The Department respectfully requests the General Assembly consider legislation on the following:

- Allow the Bridge and Tunnel Enterprise to fund preventive maintenance activities that repair and improve “Good/Fair” rated bridges.
- Allow electric vehicle charging in CDOT right of ways if allowed by federal government.
- Increase CDOT capital contribution limit on certain unsolicited proposals for fiber installation projects.



Regulatory Agenda

The Department plans to conduct a mandatory rule review of several rules this year. These include:

- The State Infrastructure Bank Rules, 2 CCR 605-1
- The Law Enforcement Assistance Fund (LEAF) Rules, 2 CCR 601-21
- The Access Category Assignment Schedule, 2 CCR 601-1A

In addition, the Department plans to make additional minor updates to the Statewide Transportation Planning Rules, 2 CCR 601-22.

Equity, Diversity, and Inclusion

In accordance with the Governor's Executive Order [2020 175](#), the Department has implemented the following efforts in accordance with its equity, diversity, and inclusion plan:

- **EQUITY360** - Agency EDI model to establish a holistic approach toward integrating EDI principles into processes and procedures.
- Innovative, multi-year approach to **Title VI Compliance** w/ equity-focused initiatives to improve meaningful and intentional outreach and engagement; emphasizing disproportionately-impacted communities and Limited English Proficiency populations.
- Development of **Transit-specific disadvantaged business enterprise program** manual to maximize small business opportunities on FTA-funded projects.



Stimulus Funding Implementation

Major Program Area	Total Award (\$M)	SLFRF (\$M)	Federal DAA (\$M)	General Fund (\$M)
Shovel Ready Projects	\$170.0	\$159.5	\$0.0	\$10.5
Multimodal Options	\$161.3	\$161.3	\$0.0	\$0.0
Revitalizing Main Streets	\$52.2	\$22.2	\$0.0	\$30.0
SB 17-267 Debt Service	\$141.5	\$0.0	\$0.0	\$141.5
FASTER Safety Backfill	\$18.0	\$0.0	\$0.0	\$18.0
Burnham Yard	\$0.5	\$0.5	\$0.0	\$0.0
Grand Total	\$543.5*	\$343.5	\$0.0	\$200.0

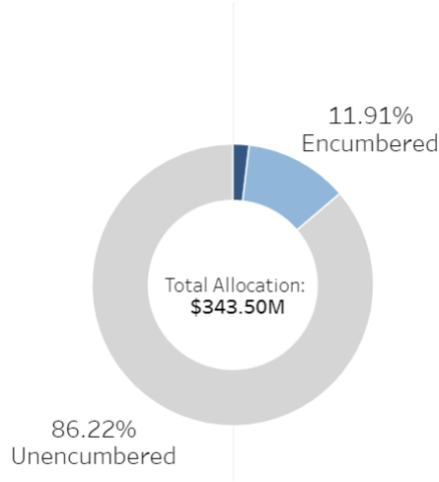
*100% of these funds have been programmed to projects



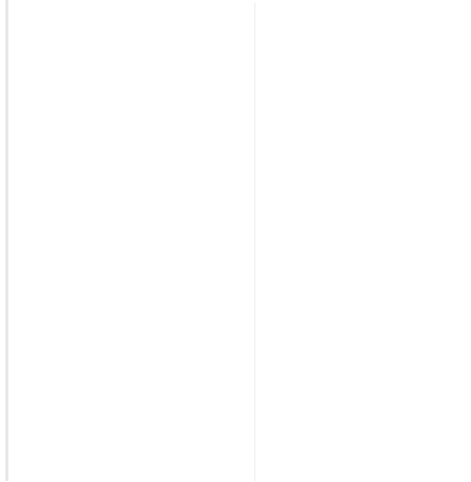
Stimulus Funding Implementation

Overall Spending Status - CDOT

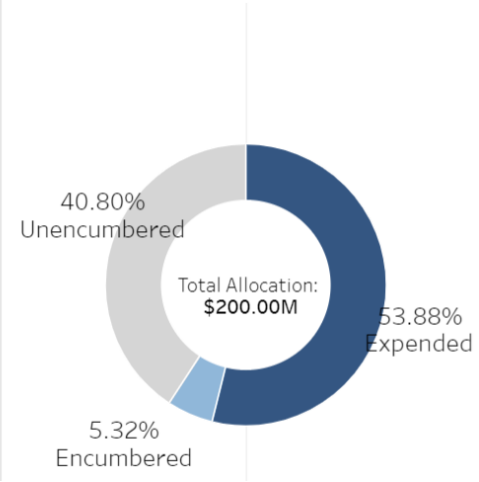
ARPA State & Local Fiscal Recovery Funds (SLFRF)



ARPA Direct to Agency Awards (DAA)



State Stimulus



Stimulus Funding Implementation

SB21-260: Sustainability of the Transportation System

- \$170M for Shovel Ready Projects - 11 projects were selected. 5 began construction in 2022, 3 will advertise in 2022, 4 begin construction in 2023, and all projects are planned for completion by the end of 2025.
- \$161.3M for Multimodal Options - All of the funds have been programmed to projects and they are in various stages of delivery.
 - \$2.5M to Front Range Rail planning and \$12M to SW Chief, La Junta Route Restoration Project*
 - \$35.1M awarded by TC to Bustang Expansion
 - \$3.1M awarded by TC to GHG modeling, RMS and add'l Front Range Rail Planning
 - Remaining funds awarded locally to over 150 multimodal projects statewide.
- \$52.2M for Revitalizing Main Streets - All funds awarded to projects and are in various stages of delivery.



SB21-260

Bill Overview

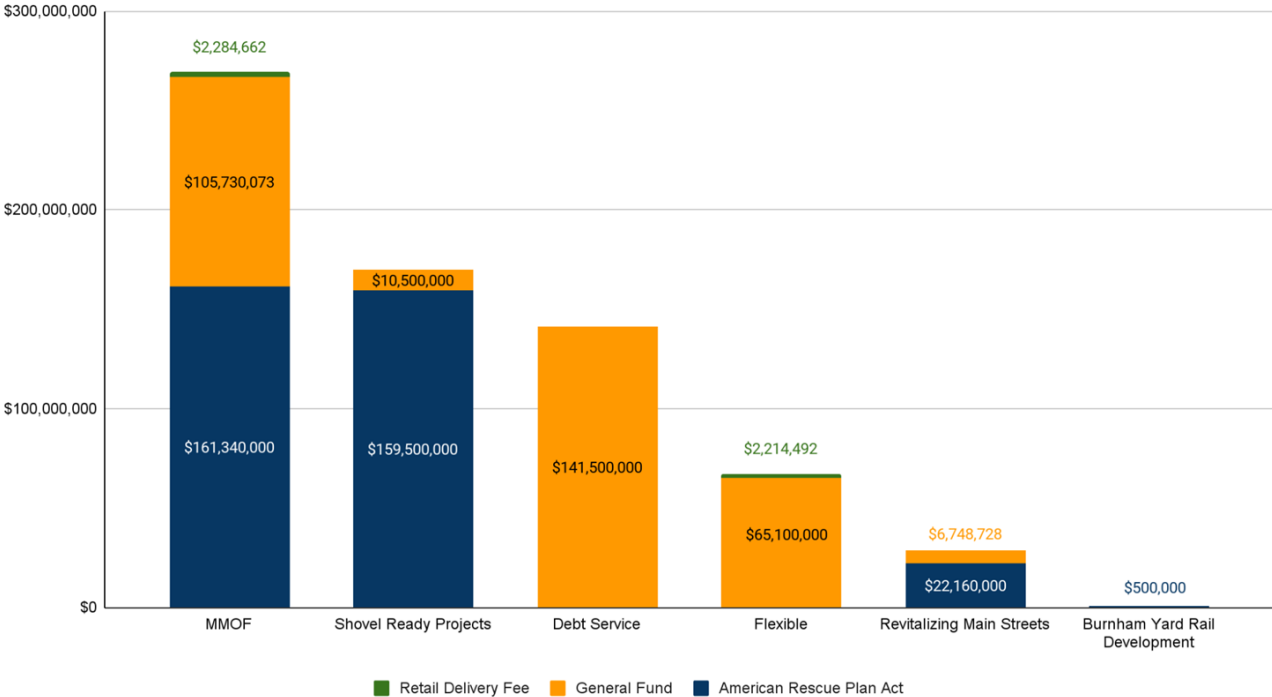


- Comprehensive transportation legislation which aims to raise \$5.4B over 10 years
- Increases spending for the state's transportation system through General Fund transfers and new fees
- Creates and modifies state enterprises
- Expands authority for transportation planning organizations
- Requires enhanced reporting and development requirements for regionally significant projects
- Builds upon and expands requirements for transparency and accountability

Distribution of SB 260 Funding

This chart provides a summary of all SB 21-260 and HB 22-1351 revenue received as of November 30, 2022.

Distribution of SB 21-260 Funding - CDOT 11/30/2022



Federal Authorization (IIJA / BIL)

- Among other things, the IIJA or BIL is the transportation authorization act succeeding the prior FAST Act.
- Provides federal-aid highway and transit funding for FY 22 – FY 26.
- Authorizes funding for existing federal-aid programs at higher levels, plus creates several new federal-aid programs.
- In general, funding for new federal-aid programs and incremental flexible federal-aid highway programs have been allocated to the CDOT 10-Year Plan.

FY 22 - 26

Average \$740 M/year

Existing programs - CDOT (primarily asset management and safety) and local agency

Average \$101 M/year

Additional incremental funding for existing CDOT and local agency programs with a dedicated federal funding source

Average \$143 M/year

CDOT 10-Year Plan

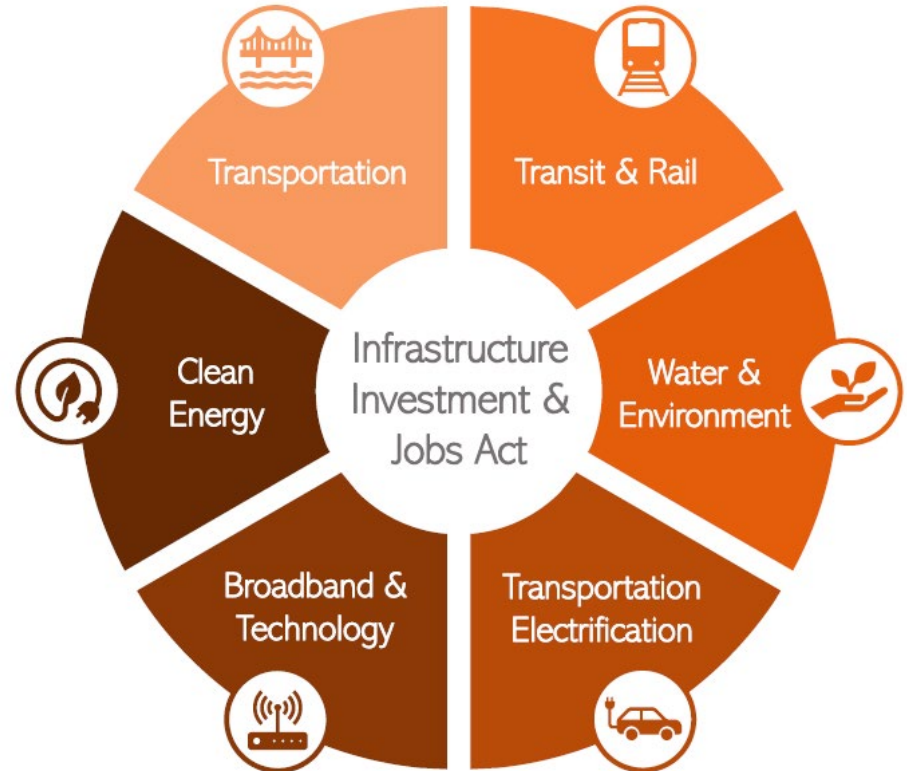
Grants - Types of Funding

Formula Funding

Formula grant programs allocate funding to recipients based on formulas set by Congress. USDOT distributes these funds to States, Federally-recognized tribal recipients, and transit agencies. The funds may be further allocated to localities at State, tribal, or agency discretion.

Competitive Grants

Also known as “discretionary” funding, this type of grant is awarded based on a competitive process, which includes proposal selection based on a single reviewer or a team of reviewers.



2022 Submitted Discretionary Applications

CDOT Lead Applicant or CDOT Co-Sponsored w/Locals

REBUILDING AMERICAN INFRASTRUCTURE with SUSTAINABILITY and EQUITY (RAISE)

- Multimodal Options for a Vibrant and Equitable Western Slope: The Westward Three (MOVE: W3)
 - \$55.9M total; \$24.2M request; \$31.7M match
 - **\$24.2M AWARDED!**
- 6th & Wadsworth Interchange Reconstruction
 - \$135.5M total; \$45M request; \$90.5M match
- US 119 Safety and Mobility Project
 - \$124M total; \$25M request; \$99M match

MULTIMODAL PROJECTS DISCRETIONARY GRANT PROGRAM (MPDG)

- Floyd Hill to Veterans Memorial Tunnel Improvements
 - \$700M total; \$240M request; \$460M match
 - **\$100M AWARDED!**
- US 40 Passing Lanes & Red Dirt Hill Improvements
 - \$44M total; \$25M request; \$19M match
- US 50 Safety Highway Improvements for Freight and Travel (SHIFT)
 - \$49M total; \$25M request; \$24M match
- I-76 Phase IV Reconstruction and Repavement
 - \$64.6M total; \$35M request; \$29.6M match
- US 160 Safety and Mobility Improvements
 - \$106.2M total; \$53.8M request; \$52.3 match

BRIDGE INVESTMENT PROGRAM (BIP)

- Planning
 - Region 1 Pre-Scoping Bridge Bundle
 - \$2.5M total; \$400k request; \$2.1M match
 - Region 3 Timber Replacement
 - \$150k total; \$150k request; no match required
 - Region 3 Railroad Overpasses
 - \$150k total; \$150k request; no match required
- Large Bridge:
 - I-270 Critical Bridge Bundle
 - \$153.3M total; \$75.8M request; \$77.5M match
- “Other” Bridge:
 - I-76 Phase V
 - \$31.5M total; \$23M request; \$8.5M match
 - US 160 Florida River Bridge Replacement
 - \$13.6M total; \$9.5M request; \$4.1M match
 - Region 5 Bridge Preventative Maintenance Bundle
 - \$5.04M total; \$4M request; \$1.04M match
 - 6th & Wads Interchange Reconstruction
 - \$80M total; \$45M request; \$35M match

**Note that each applicant is restricted in number of total applications per grant program, and in some cases CDOT is supporting local partner applications on priority projects.*

***All CDOT regions are represented in application solicitation and submission. Project selection is based on NOFO eligibility and competitiveness.*

2022 Submitted Discretionary Applications cont.

CDOT Lead Applicant or CDOT Co-Sponsored w/Locals

RAILROAD CROSSING ELIMINATION (RCE)

- US 34 Railroad Crossing Elimination Study
 - \$900k total; \$700k request; \$200k match

RECONNECTING COMMUNITIES PROGRAM (RCP)

- Collaborated with the City and County of Denver on grant-enhanced community connectivity and safety
- Co-sponsored application with City of Trinidad to study the reconnection of East and West Trinidad on either side of I-25 viaduct

ENABLING MIDDLE MILE BROADBAND (MM)

- Connecting Colorado: Middle Mile Fiber from Border to Border (7 new corridors of middle mile fiber statewide)
 - \$119.8M total; \$83.9M request; \$35.9M match

STRENGTHENING MOBILITY AND REVOLUTIONIZING TRANSPORTATION (SMART)

- Autonomous Truck Mounted Attenuator (ATMA) for Work Zone Safety
 - \$2.1M total; \$1.9M request; \$200k match
 - WI DOT, OK DOT, and MN DOT co-applicant and grant subrecipients
- Coordinated Adaptive Ramp Metering (CARM) Expansion Project
 - \$1.4M total; \$1.4M request; no match required

CONSOLIDATED RAIL INFRASTRUCTURE SAFETY IMPROVEMENTS (CRISI)

- US 50 / 550 Preventative Crossing Reconfiguration
 - \$4.75M total; \$2.45M request; \$2.3M match

PROMOTING RESILIENT OPERATIONS for TRANSFORMATIVE, EFFICIENT, and COST-SAVING TRANSPORTATION (PROTECT)

- CDOT intends to apply for improvements to Glenwood Canyon and Cottonwood Pass
 - The discretionary program NOFO has not yet been released

NATIONAL SCENIC BYWAY PROGRAM (NSBP)

- Alpine Loop and Silver Thread Facilities, Safety, and Observatory Upgrades
 - \$847k total; \$640k request; \$207k match
- Scenic Highway of Legends Wayfinding and Interpretation Implementation
 - \$513k total; \$400k request; \$113k match
- Mt. Evans Educational Renaming and Emphasis of Indigenous History
 - \$930k total; \$716k request; \$214k match

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Questions?

