CDOT Responsibilities

$2.1 Billion Budget

MONITORS
278 of 522
AVALANCHE PATHS

MAINTAINS, & REPAIRS
MORE THAN 23,000
HIGHWAY LANE MILES

SPENDS
$69 MILLION PER YEAR ON
SNOW REMOVAL

KEEPS
35 MOUNTAIN PASSES
OPEN YEAR-ROUND

ADMINISTERS
ABOUT
$53.7 MILLION
IN FEDERAL GRANTS
FOR TRANSIT OPERATORS

OVERSEES
3,447
BRIDGES

OVERSEES
28 BILLION
ANNUAL VEHICLE MILES TRAVELED

MANAGES
OVER $8 MILLION
IN FEDERAL GRANTS FOR SAFE DRIVING PROGRAMS
CDOT and its contractor partner, Kraemer North America, have been hard at work rebuilding the eastbound US 36 wall. Geofoam installation began in August, and approximately 2,500 geofoam blocks have been placed.

More than 6,000 blocks of geofoam are expected to be used during this rebuild project.

Road realignment (original traffic configuration) by October

Hotline: 303-327-4028
Email: US36Rebuild@gmail.com
Website: https://www.codot.gov/projects/eb-us-36-emergency-repairs
During this construction, safety is of utmost importance.
EASTBOUND US 36 REBUILD PROCESS

1. Drilled Concrete Caissons:
   More than 100 concrete caissons will be drilled down to the bedrock. Drilling down to the bedrock ensures the greatest stability for the wall foundation.

2. Geofoam Fill Blocks:
   Geofoam material will be placed behind the retaining wall in place of existing backfill. Geofoam is lightweight, but very strong, and reduces stress and pressure to underlying soil. It safely supports large volume highways and improves slope stability.

3. Load Distribution Slab:
   The load distribution slab - also made of reinforced concrete - will distribute weight evenly along the geofoam blocks, so one part of the geofoam does not endure more stress than another part of the geofoam.

4. Road Base:
   The road base is a layer of crushed stone just below the concrete pavement. It provides structural strength to the roadway.

5. Concrete Pavement:
   Concrete pavement is the driving surface that will be replaced to match the pre-existing condition.

6. Precast Panels:
   These concrete wall panels will be fabricated off-site and delivered to the project for installation as one of the final phases of this rebuild project. Note: because geofoam wall stability is independent of these panels, these panels will be placed after opening the roadway to traffic. This helps ensure US 36 mobility is restored as soon as possible.

This is a graphic interpretation of a complex rebuild project. It is meant as information only. For clarity, engineering details such as safe slopes / shoring / precautions to protect existing pavements, bridge, etc. are not shown.
Lane Miles of Managed Lanes

- I-25 (20th to US 36): 12
- I-25 (US 36 to 120th): 12
- US 36 (I-25 to Table Mesa Drive): 32
- I-70 Mountain Express (Eastbound): 13
- C-470 (I-25 to Wadsworth): 30
- I-70 (Brighton Blvd to Chambers): 20
- I-25 (Johnstown to Ft Collins): 34
- I-25 (Monument to Castle Rock): 32
- I-25 (120th to E-470): 10
- I-70 Mountain Express (Westbound): 13
- Santa Fe Dr / US 85 (Mississippi Ave to Bowles Ave): 14
- CO 82 (Basalt to Aspen): 32

Operational Express Lane
- Express Lane Under Construction
- Express Lane In Development
- Existing HOV
Colorado has apx. 72 operational lane miles of Express Lanes.

Colorado ranks #6 of 11 states with Express Lanes.

<table>
<thead>
<tr>
<th>State</th>
<th>Operational</th>
<th>In Development</th>
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<tbody>
<tr>
<td>Texas</td>
<td>646</td>
<td>137</td>
</tr>
<tr>
<td>California</td>
<td>214</td>
<td>700</td>
</tr>
<tr>
<td>Virginia</td>
<td>196</td>
<td>55</td>
</tr>
<tr>
<td>Utah</td>
<td>144</td>
<td>0</td>
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<td>Florida</td>
<td>134</td>
<td>713</td>
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<tr>
<td>Colorado</td>
<td>72</td>
<td>132</td>
</tr>
<tr>
<td>Minnesota</td>
<td>61</td>
<td>20</td>
</tr>
<tr>
<td>Georgia</td>
<td>55</td>
<td>320</td>
</tr>
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<td>Maryland</td>
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<td>340</td>
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<td>Washington</td>
<td>28</td>
<td>48</td>
</tr>
<tr>
<td>North Carolina</td>
<td>0</td>
<td>156</td>
</tr>
</tbody>
</table>
Express Lanes are operationally successful; offering travel time savings, reliability, and speed benefits.

Proven to improve corridor congestion and delays during peak periods.

Have resulted in increased transit and mobility options.

Express Lanes have accelerated delivery of over $3B in projects that otherwise would have been significantly delayed.
Your Transportation Plan

Provide all areas of the state equal opportunity to provide input in the planning process.

Bring all modes and varying needs into a single statewide conversation.

Give small projects equal consideration as large projects.

Identify what Coloradans want from their transportation system and what projects best deliver that vision.

The GOAL

- A 10-year strategic pipeline of projects, inclusive of all modes, informed both by a data-driven needs assessment and public and stakeholder input.
WHERE WE’VE BEEN

35  Community Events
10  Transportation Planning Region Meetings
64  County & Tribal Meetings
15  Stakeholder Meetings

WHO WE’VE REACHED

9,079  Survey Responses
16,201  Telephone Town Hall (TTH) Participants
17,305  Online Map Comments
15,000+  Website Pageviews
1.2 MILL. +3,500+  Views on Social Media People Talked to at Community Events

WHAT WE’VE HEARD | Statewide

Highest Priority Transportation Trends & Issues
See reverse for priorities listed by region

- Growth & Congestion
- Road Condition & Safety
- Lack of Travel Options

Source: 2019 Your Transportation Plan MetroQuest Online Survey
Colorado Ranks 36th in the Nation in Highway Performance

<table>
<thead>
<tr>
<th>Category</th>
<th>Rank</th>
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<tbody>
<tr>
<td>Rural Interstate Pavement Condition</td>
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<tr>
<td>Urban Interstate Pavement Condition</td>
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<tr>
<td>Rural Arterial Pavement Condition</td>
<td>27</td>
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<tr>
<td>Urban Arterial Pavement Condition</td>
<td>33</td>
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<td>Urbanized Area Congestion</td>
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<tr>
<td>Structurally Deficient Bridges</td>
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<tr>
<td>Overall Fatality Rate</td>
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<tr>
<td>Rural Fatality Rate</td>
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<tr>
<td>Urban Fatality Rate</td>
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</table>

https://reason.org/topics/transportation/annual-highway-report/
Multi-Modal Options Fund Update

Multimodal Options Fund
$96.75M

Rail Commission
$2.5 M

Multimodal Funds
$94.25M

State
$14.13M (15%)

Locals
$80.12M (85%)
Multi-Modal Options Fund Update

Transportation Planning Regions

Data Source: CDOT 2015
Created: January 2016
www.codot.gov
<table>
<thead>
<tr>
<th>Region</th>
<th>Project / Area</th>
<th>Rural/Urban</th>
<th>Total SB 1 / SB 267</th>
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<tr>
<td>1</td>
<td>I-25 Gap</td>
<td>Urban</td>
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<td>I-70 WB PPSL</td>
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<td>SH 13 Rio Blanco and Wyoming South</td>
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<td>SH 9 Frisco North</td>
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<td>US 50 Little Blue</td>
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<td>I-25 Seg. 5 &amp; 6</td>
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<td>I-70 Replacing Failing Pavement</td>
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<td>5</td>
<td>US 160 Towaoc Passing Lanes</td>
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<td>US 550/160 Connection</td>
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<td>Total Projects</td>
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<td>Preconstruction</td>
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<td>Asset Management</td>
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<td>ADA Improvements</td>
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<td></td>
<td>Transit/Multimodal</td>
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<td>$114.2M</td>
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<td>SW Chief/Front Range Passenger Rail</td>
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<td><strong>Total Programs</strong></td>
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<td><strong>Total Projects and Programs</strong></td>
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<td><strong>$844.9M</strong></td>
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<td></td>
<td>Highway</td>
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<td></td>
<td>Transit/Multimodal</td>
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<td><strong>$116.7M</strong></td>
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</tbody>
</table>
Implement ZEV standard to ensure access to more models, *(pickup trucks, SUVs, and affordable EV options)*, building on generous incentives such as the State tax credit and utility programs.

Engage transit agencies to continue to transition to electric transit buses, including education and awareness around barriers and funding sources (including VW Settlement).

Work closely with Colo. Energy Office to support charging infrastructure connectivity across the state (DC fast-charging corridors) and regional cooperation with neighboring states (REV West MOU).

Conduct S.B. 19-239, Emerging Mobility Impacts Study, engaging stakeholders to determine impacts of new mobility technologies.
Goals

Proactive in planning for impacts from a changing transportation industry.

Brings stakeholders together to study how to incentivize industry partners to mitigate the negative impacts and increase positive benefits of these new technologies.

Specific legislative direction for the Working Group

- Quantify carbon emissions produced by motor vehicles used for commercial purposes and how to reduce those emissions;
- Identify new or improved infrastructure to support zero emission vehicles and increased use of the new technologies and business models;
- Identify potential fees designed to mitigate the impacts of new technologies and business models in the transportation industry, incentivize zero emission vehicles, and multiple passenger ride sharing.
Project Schedule
SB19-239

Stakeholder Working Group Meeting # 1 June 28, 2019

Stakeholder Working Group Meeting #2
August 19, 2019

Stakeholder Working Group Meeting #3
September 26, 2019

Stakeholder Working Group Meeting #4
October 24, 2019

Recommendations and Report Due
November 1, 2019

Smart Legislative Hearing
January 15, 2020

Rulemaking
Spring to Fall, 2020
Chain Law Compliance

The Legislation

• All vehicles required to have alternative traction control devices during winter months.

• Adequate tire tread and tires allowed for travel under ‘traction law’.

• ‘Chain law’ means every vehicle needs chains or other traction device.

• CDOT approving other traction devices.

• Legislation asked CDOT and CSP to provide scenarios on what 100% compliance would entail.
Compliance Options

1. Parking Facilities Surveys - Education
2. Tire Tread Pre-Check Inspections
3. Enhanced Corridor Management/Secondary Offense Enforcement
4. Mainline Compliance Checks in Fair/Dry Weather Conditions
5. Mainline Compliance Checks for Big Winter Storms
6. Mainline Compliance Checks for All Winter Storms
7. Spot Compliance Checks at Interchange or Chain Stations.
<table>
<thead>
<tr>
<th>Option Number / Description</th>
<th>Complexity</th>
<th>Public Relations Campaign</th>
<th>Resources</th>
<th>Anticipated Costs</th>
<th>Potential Implications</th>
<th>Total Score</th>
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<td>Parking Facilities Surveys</td>
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<td>2</td>
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<td>2 Tire Tread Pre-Check Inspections</td>
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<td>3</td>
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<td>2</td>
<td>11</td>
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<td>Enhanced Corridor Management &amp; Secondary Offense Enforcement</td>
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<td>4 Mainline Compliance Checks in Fair/Dry Weather Conditions</td>
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<td>Mainline Compliance Checks for Big Winter Storms</td>
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<td>5 Mainline Compliance Checks for All Winter Storms</td>
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<td>4</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>24</td>
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<tr>
<td>Spot Compliance Checks at Interchange Ramps or Chain Stations</td>
<td>3</td>
<td>3</td>
<td>4</td>
<td>4</td>
<td>3</td>
<td>17</td>
</tr>
</tbody>
</table>

1 = easy; 2 = somewhat easy; 3 = medium; 4 = somewhat difficult; 5 = difficult
California

- Four levels of chain requirements

- “Chain control” checks on Donner Pass
  - When chains required CALTrans does inspections
  - Vehicles without proper tread, or equipment turned around
  - No inspections on NV side of pass (resource issue)
  - Inspections on CA side is possible because of logistics and resources dedicated to assist motorists (personnel and infrastructure)

Washington

- Four levels of chain requirements
- Similar to Colorado’s requirements
- Various requirements depending on severity of storm
- No inspection stations

Wyoming

- Seasonal requirements on vehicles over 10,000 GVWR
- Two levels: ‘hazardous’: vehicles must have chains or adequate tires
- ‘extremely hazardous’: chains required for all vehicles
- No inspection stations
Implementation of Audit Recommendations

Annual Spending

Implementing new monthly reporting on budget to actuals

Identifying improvements to business processes and system configuration to improve budget to actuals reporting process

Budget Transparency

Reorganizing budget and updating format to increase transparency and include all statutorily required elements

Incorporating roll-forward budget to provide complete, consolidated, and transparent view of the CDOT budget

Implementing new amendment process to more frequently amend budget to reflect updated revenue or changes in allocations
Implementation of Audit Recommendations

Fraud Detection

- Updating exception processes related to vendor tax identification numbers
- Deploying a risk and control analytics software program for fraud detection
- Completed a review of suspicious payment and vendor records - no instances of fraud were found

Construction Budget Debudgetting and Closure

- Developing guidance and procedures documenting project closure process and requirements to comply with SB16-122
- Implementing new reporting processes to track project closure
Master Task Order Contracts

Establishing a new procurement and clearance process

Implementing professional engineer review of contracts

Incorporating Master Price Agreements
All delegation agreements with OSC are now current