



**COLORADO**  
Department of Transportation

# Transportation Legislation Review Committee

Sept, 2019



## \$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 \$30** MILLION  
IN FEDERAL  
GRANTS  
FOR TRANSIT  
OPERATORS

**OVER SEES**  
  
**\$53.7 MILLION**  
IN FEDERAL AVIATION  
GRANTS FOR AIRPORTS

**MAINTAINS**  
**3,447**  
  
**BRIDGES**

**OVERSEES**  
**28 BILLION**  
  
ANNUAL VEHICLE  
MILES TRAVELED

  
**OVER \$8** MILLION  
IN FEDERAL  
GRANTS FOR  
SAFE DRIVING  
PROGRAMS





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# US 36 - Project Update

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](mailto:US36Rebuild@gmail.com)

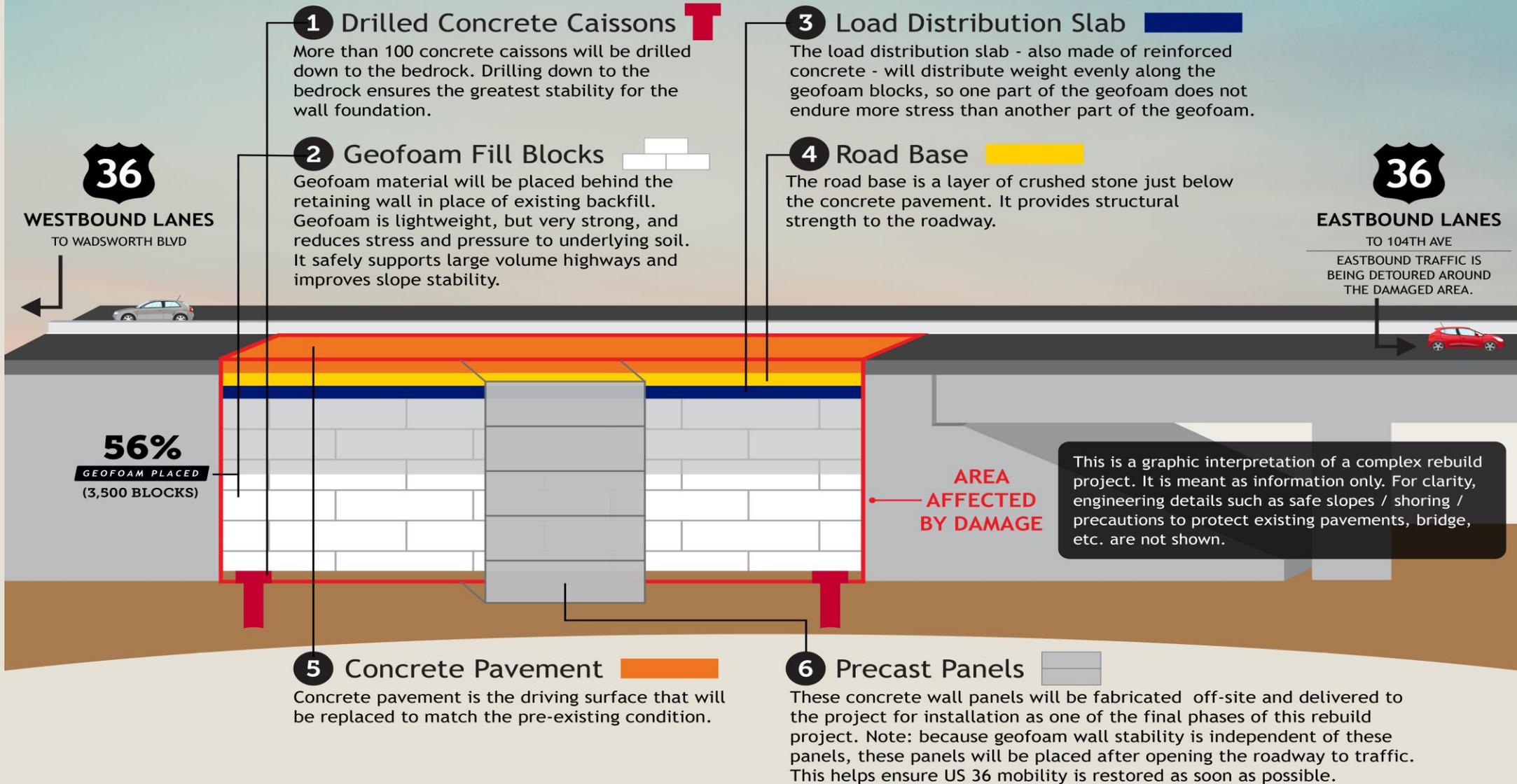
**Website:** <https://www.codot.gov/projects/eb-us-36-emergency-repairs>

During this construction, safety is of utmost importance.



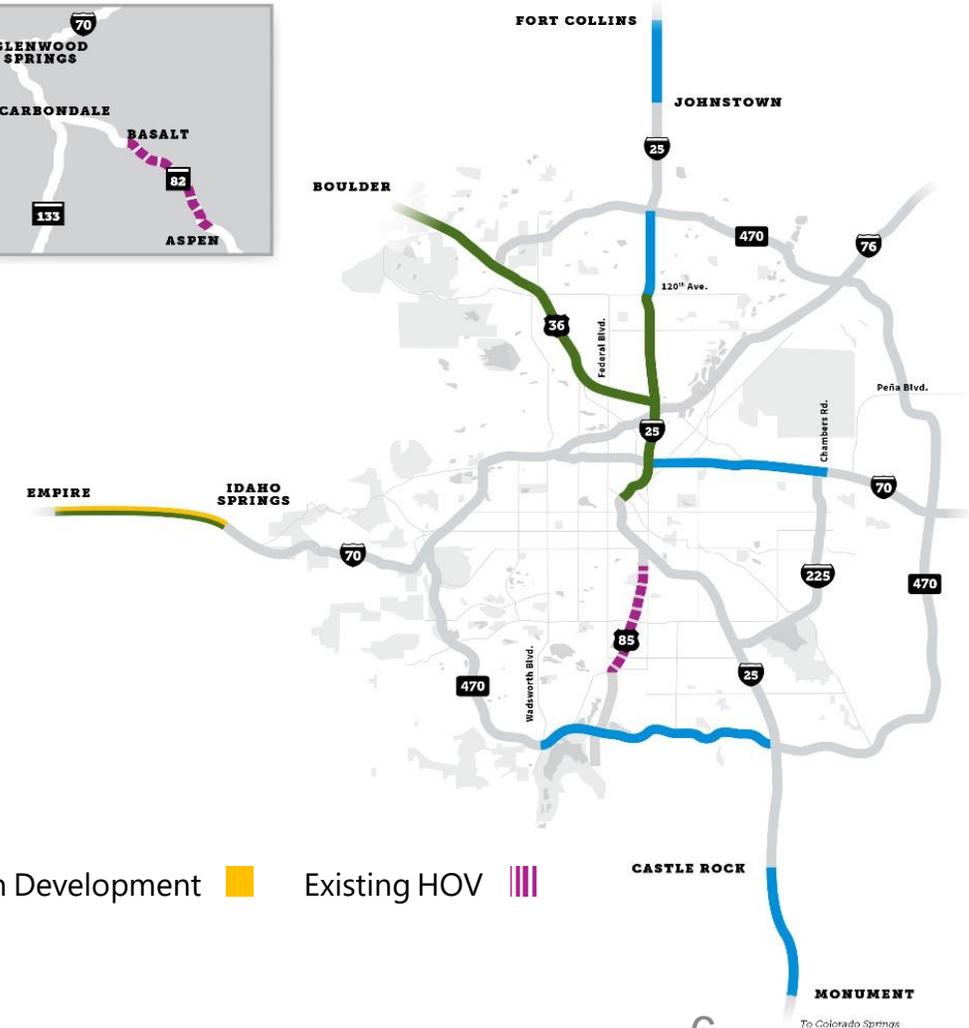
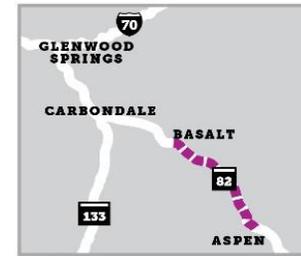
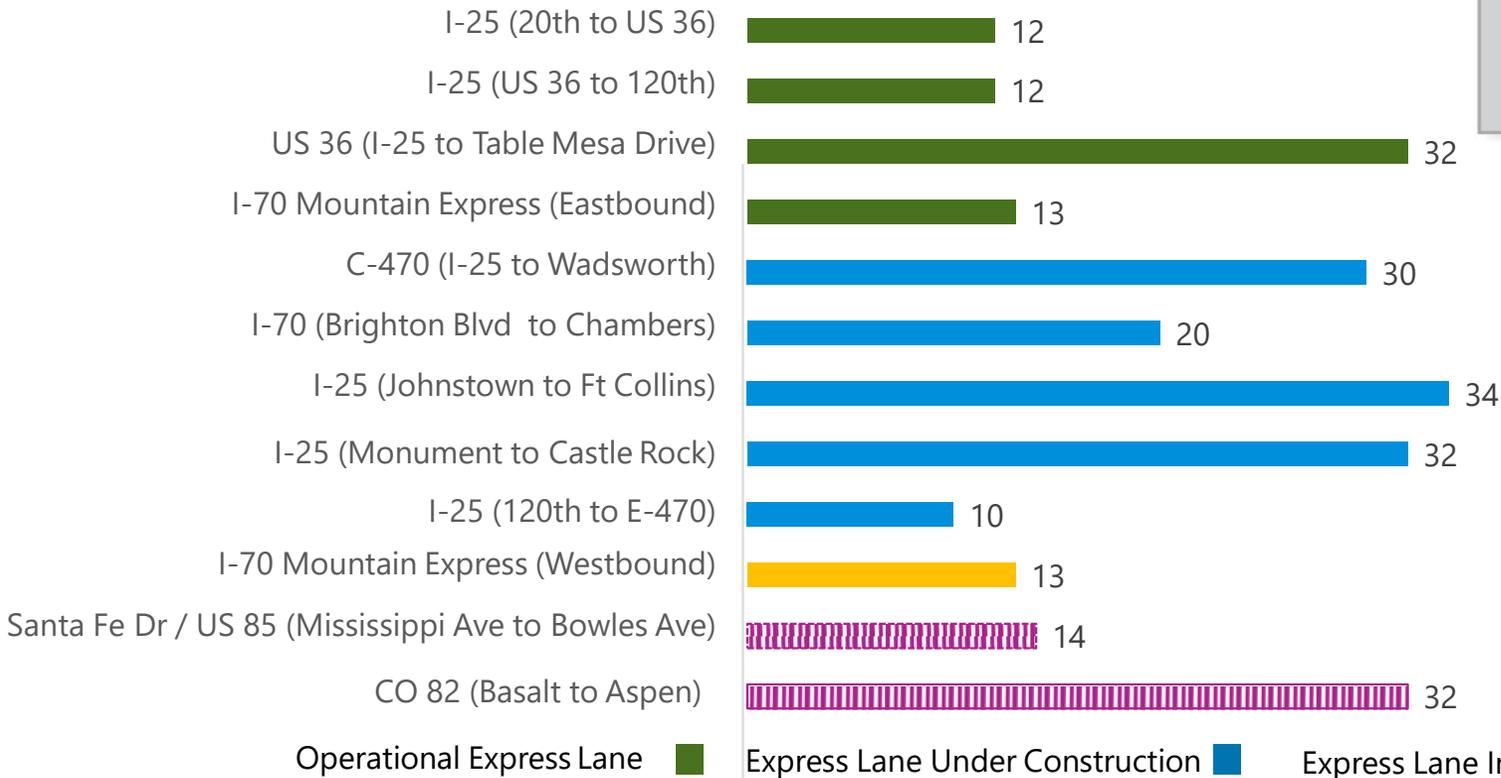


# EASTBOUND US 36 REBUILD PROCESS





## Lane Miles of Managed Lanes

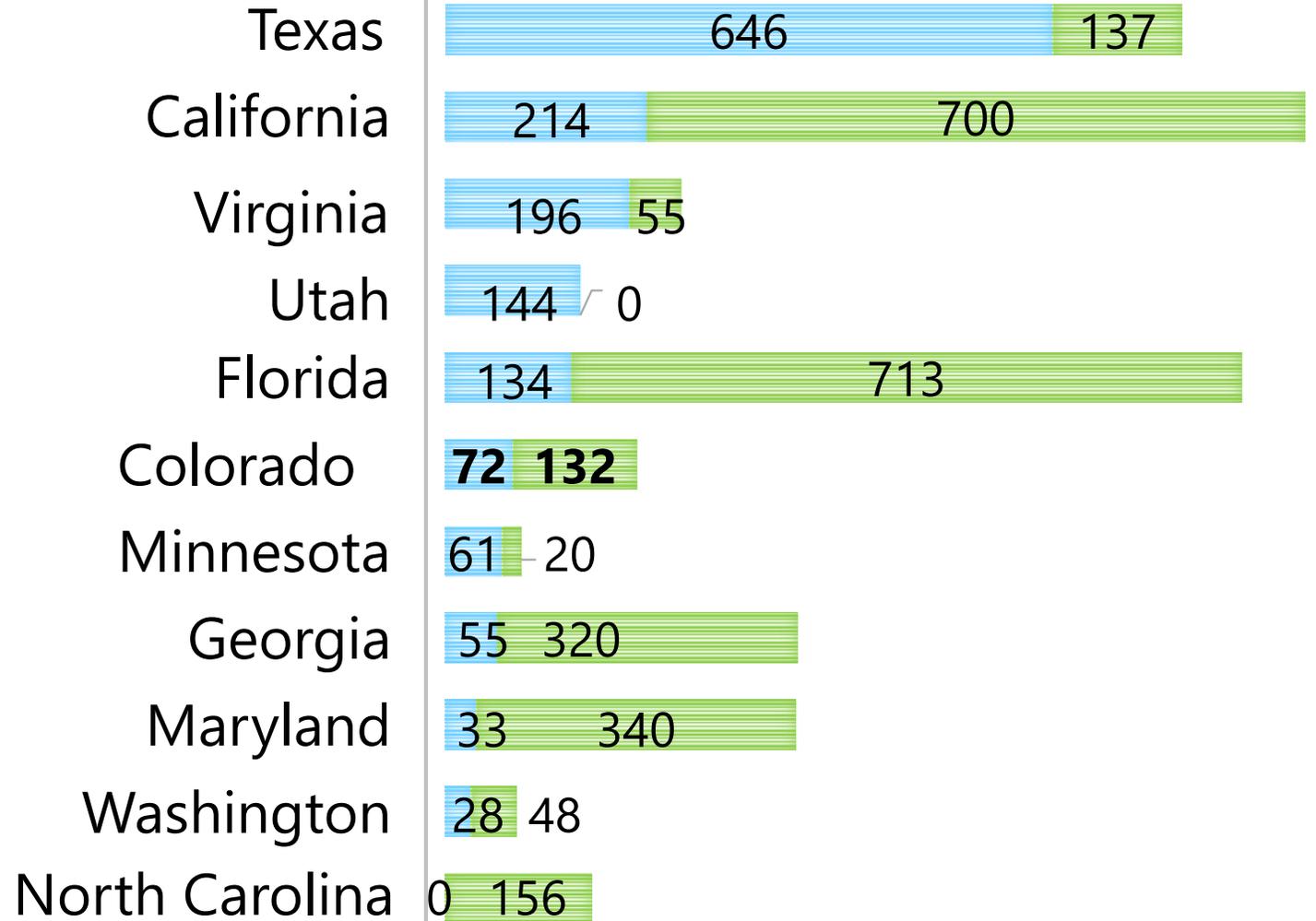




# Express Lanes around the US

Colorado has apx. 72 operational lane miles of Express Lanes.

Colorado ranks #6 of 11 states with Express Lanes.





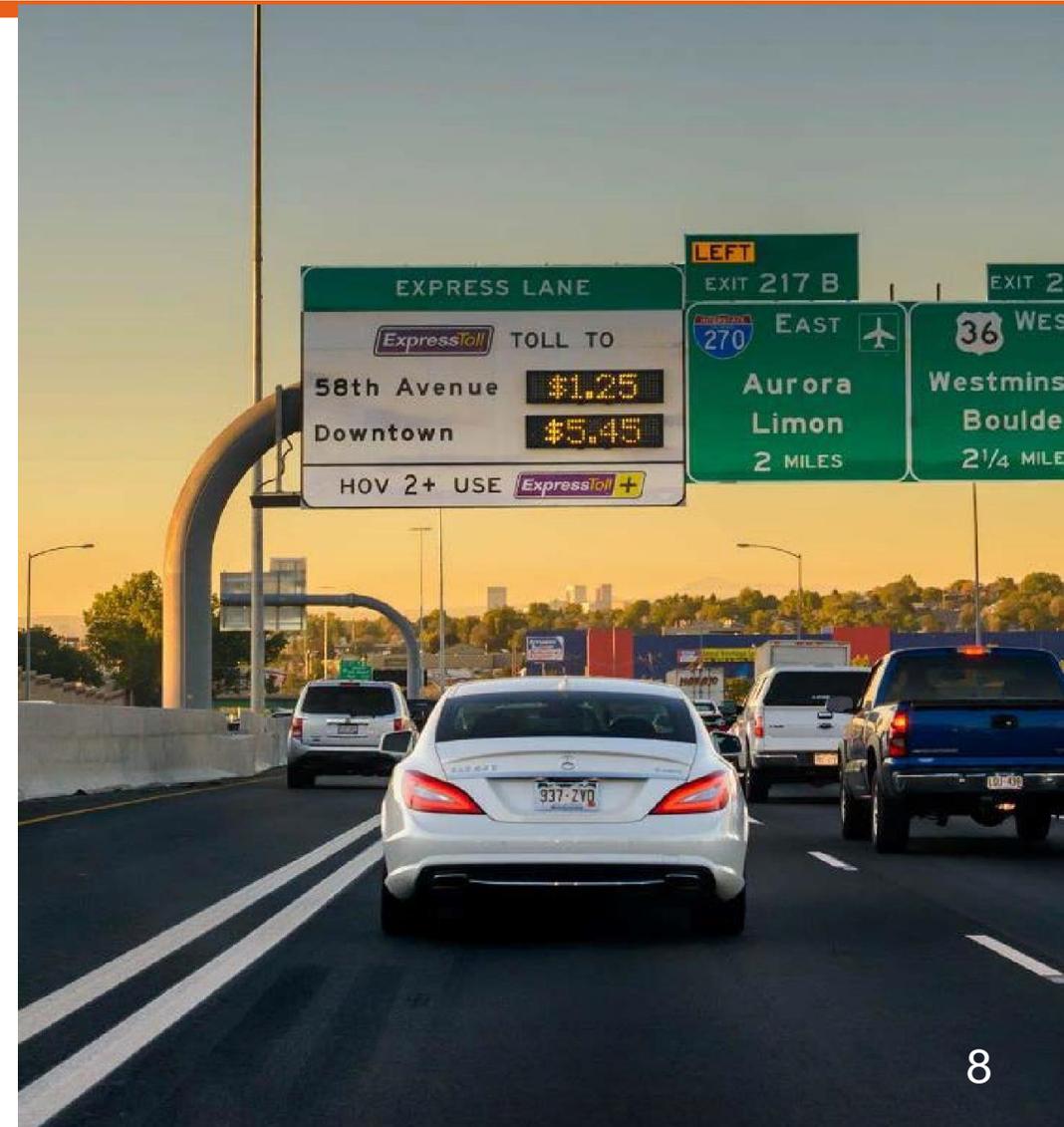
## Express Lanes takeaways

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.



# Statewide Planning Process

## WHERE WE'VE BEEN



## WHO WE'VE REACHED



## WHAT WE'VE HEARD | Statewide

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

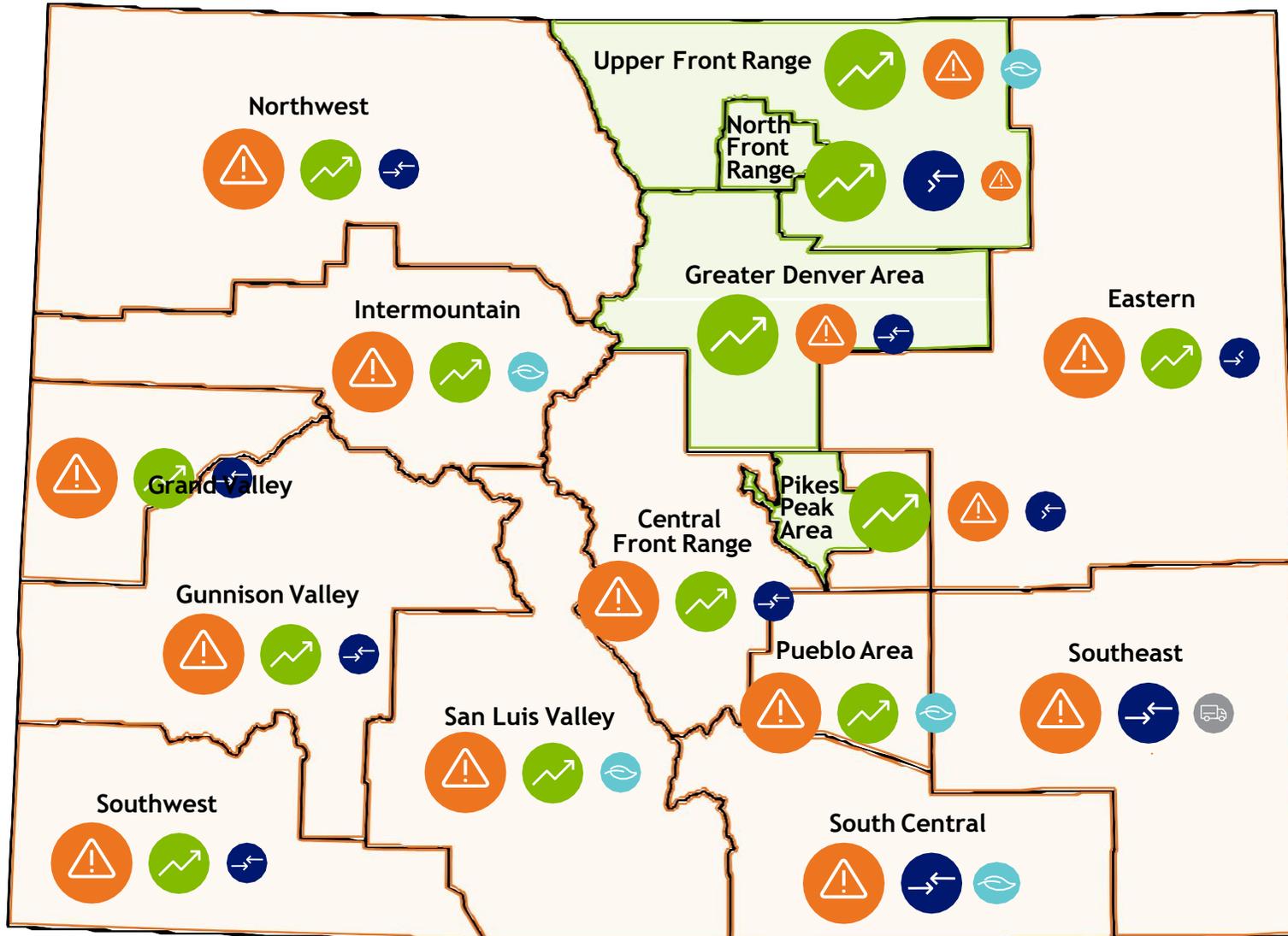


Source: 2019 Your Transportation Plan MetroQuest Online Survey



# What We've Heard | By Region

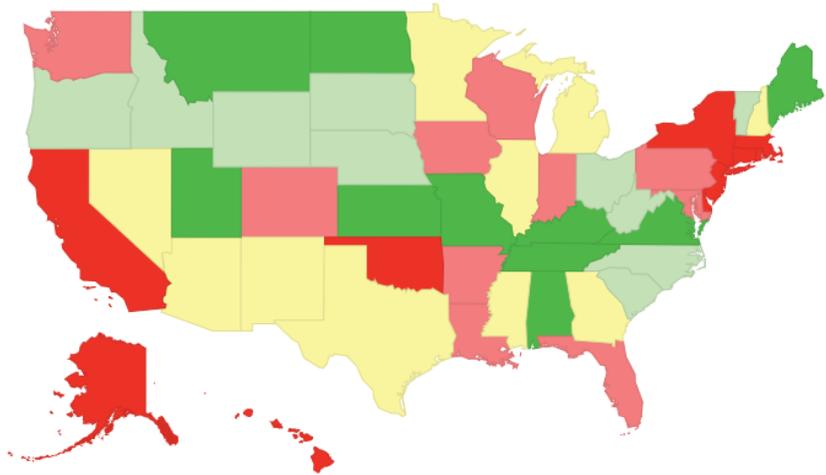
## Highest Priority Transportation Trends & Issues



- Road Condition & Safety
- Growth & Congestion
- Lack of Travel Options
- Air Pollution
- Moving Goods



## Colorado Ranks 36th in the Nation in Highway Performance



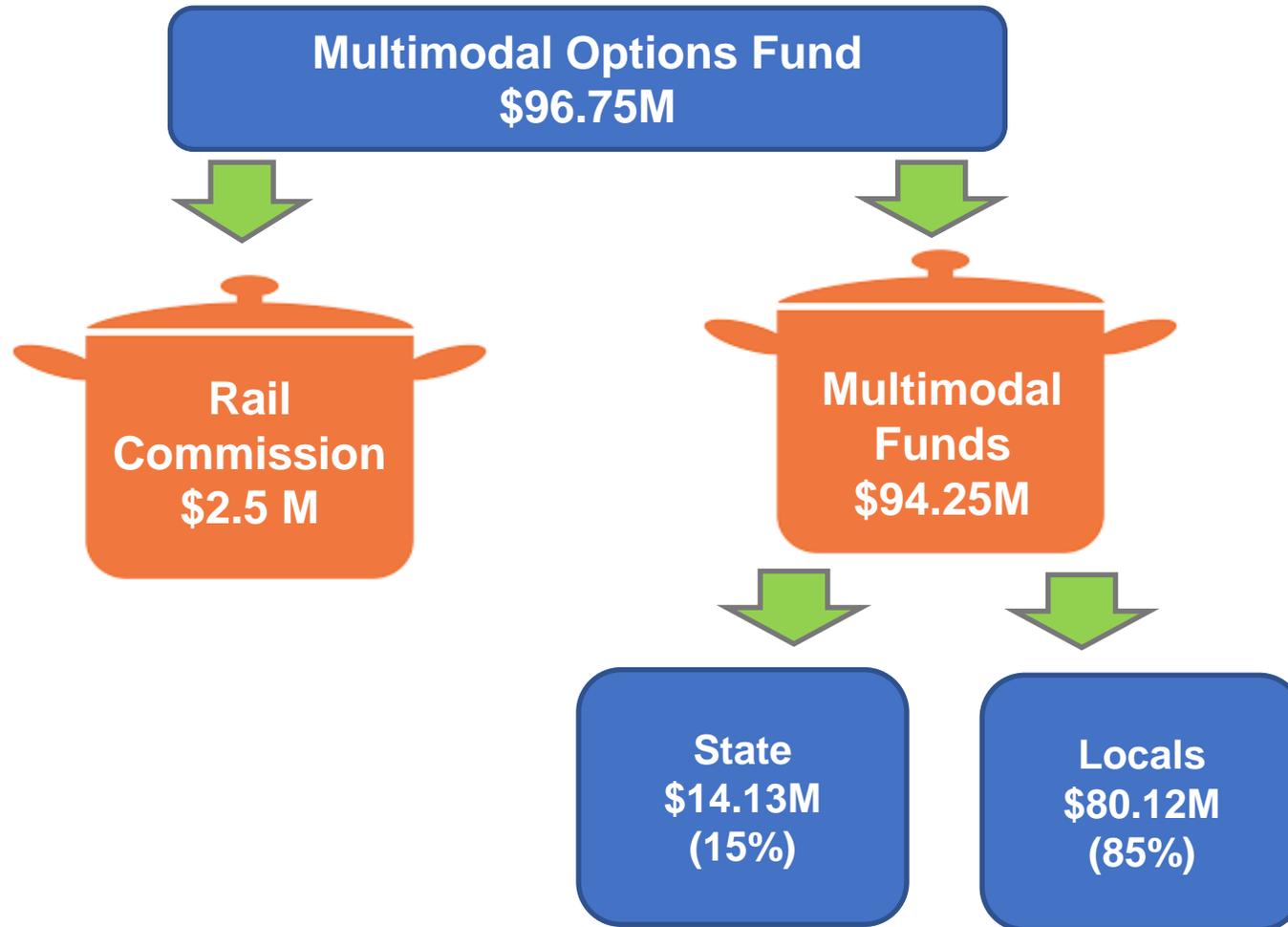
- Very Good 1-10
- Bad 31-40
- Good 11-20
- Average 21-30
- Very Bad 41-50

Category	Rank
Rural Interstate Pavement Condition	47
Urban Interstate Pavement Condition	28
Rural Arterial Pavement Condition	27
Urban Arterial Pavement Condition	33
Urbanized Area Congestion	37
Structurally Deficient Bridges	13
Overall Fatality Rate	23
Rural Fatality Rate	33
Urban Fatality Rate	32

<https://reason.org/topics/transportation/annual-highway-report/>



# Multi-Modal Options Fund Update







Region	Project / Area	Rural/Urban	Total SB 1 / SB 267
1	I-25 Gap	Urban	\$250.0M
1	I-70 WB PPSL	Rural	\$45.0M
2	US50A Pueblo West Purcell Interchange	Urban	
3	SH 13 Rio Blanco and Wyoming South	Rural	\$50.5M
3	SH 9 Frisco North	Rural	\$9.5M
3	US 50 Little Blue	Rural	
4	I-25 Seg. 5 & 6	Urban	\$96.2M
4	I-70 Replacing Failing Pavement	Rural	\$57.0M
5	US 160 Towaoc Passing Lanes	Rural	\$9.0M
5	US 550/160 Connection	Urban	\$54.4M
	<b>Total Projects</b>		<b>\$571.6M</b>
	Preconstruction		\$51.6M
	Asset Management		\$100.0M
	ADA Improvements		\$5.0M
	Transit/Multimodal		\$114.2M
	SW Chief/Front Range Passenger Rail		\$2.5M
	<b>Total Programs</b>		<b>\$273.3M</b>
	<b>Total Projects and Programs</b>		<b>\$844.9M</b>
	<b>Highway</b>		<b>\$728.2M</b>
	<b>Transit/Multimodal</b>		<b>\$116.7M</b>



# Strategies to Support Zero-Emission Vehicles

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.



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





## 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.





# Chain Law Enforcement Options

Option Number / Description	Complexity	Public Relations Campaign	Resources	Anticipated Costs	Potential Implications	Total Score
1 Parking Facilities Surveys	1	1	2	2	2	8
2 Tire Tread Pre-Check Inspections	2	2	3	2	2	11
3 Enhanced Corridor Management & Secondary Offense Enforcement	3	1	4	4	2	14
4 Mainline Compliance Checks in Fair/Dry Weather Conditions	4	3	4	4	3	18
5 Mainline Compliance Checks for Big Winter Storms	4	3	4	4	4	19
6 Mainline Compliance Checks for All Winter Storms	5	4	5	5	5	24
7 Spot Compliance Checks at Interchange Ramps or Chain Stations	3	3	4	4	3	17

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



# Chain Law: Other States

## 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 Debudgeting 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



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Questions?

