

Colorado Department of Transportation's (CDOTs) SMART Act Hearing

Joint Transportation Committee
January 24, 2024

CDOT Mission and 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.

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.



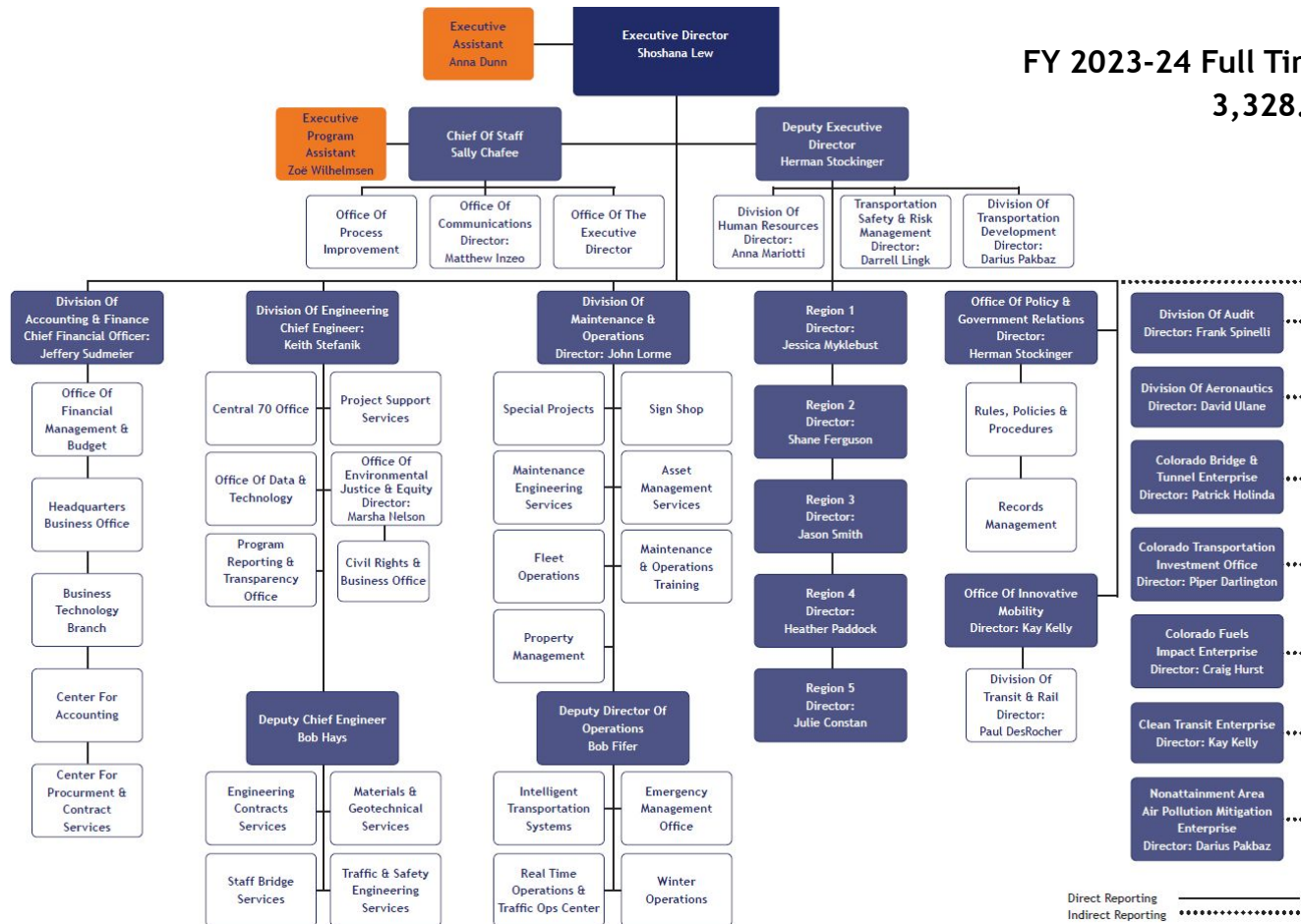
Helps maintain and monitor 278 avalanche paths.



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

CDOT Organizational Chart

FY 2023-24 Full Time Employees:
3,328.5



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.



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



CDOT FY 2023-24 Wildly Important Goals (WIGs)



Advance the safety of Colorado's Transportation System so all travelers arrive safely at their destination.



Ensure efficient use of taxpayer funds and efficient construction project delivery.



Reduce pollution from the transportation sector.

Advancing Transportation Safety

Reduce traffic-related fatalities and serious injuries in fiscal year 2024 by 15%, compared to the same month in fiscal year (FY) 2023.

Accountability and Transparency

Ensure that pre-construction and construction engineering costs for CDOT's Construction Program account for no more than 20% of total program costs in fiscal year 2024.

Clean Transportation

Reduce greenhouse gas and ozone-causing emissions from the transportation sector, in line with Colorado's Greenhouse Gas Pollution Reduction Roadmap targets by June 30, 2024.

Wildly Important Goal 1

Advancing Transportation Safety

Reduce traffic-related fatalities and serious injuries in fiscal year 2024 by 15%, compared to the same month in fiscal year 2023.



Deliver traffic safety outreach events focused on impaired driving and speeding.



Increase the number of paid media impressions for impaired driving and vulnerable road user public awareness campaigns.



Install speed feedback devices on strategic corridors.



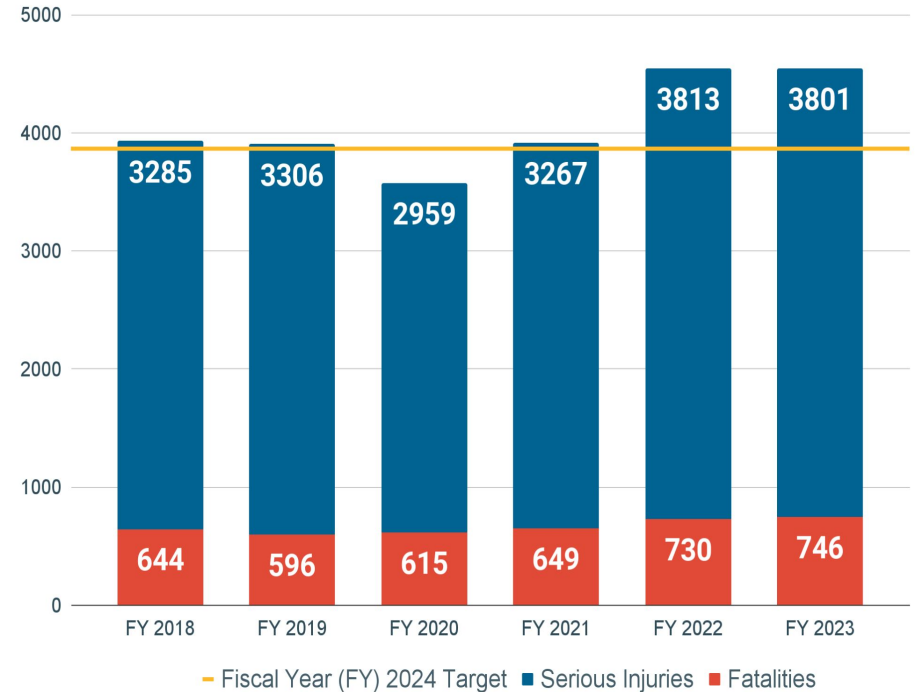
Install or upgrade guardrail devices at strategic locations to be compliant with the Manual for Assessing Safety Hardware.

Advancing Transportation Safety, 1 of 17

Colorado Statewide Fatalities and Serious Injury Fiscal Year (FY) Statistics

Successful completion of this goal provides:

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



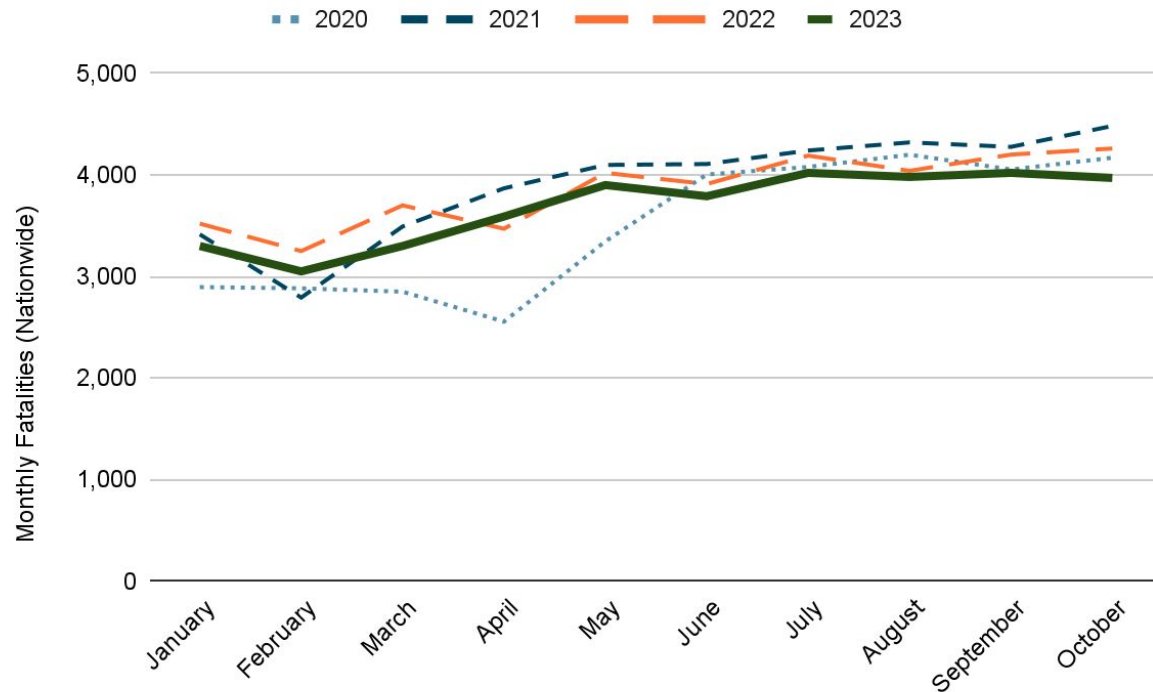
Advancing Transportation Safety, 2 of 17

Monthly Preliminary Motor-Vehicle Involved Fatality Estimates

Through October 2023, compared to 2022, traffic fatalities have:

- Decreased by 3% in Colorado
- Decreased by 4% nationwide
- Decreased by 12% or more in 12 states
- Increase of greater than 5% in nine states and the District of Columbia.

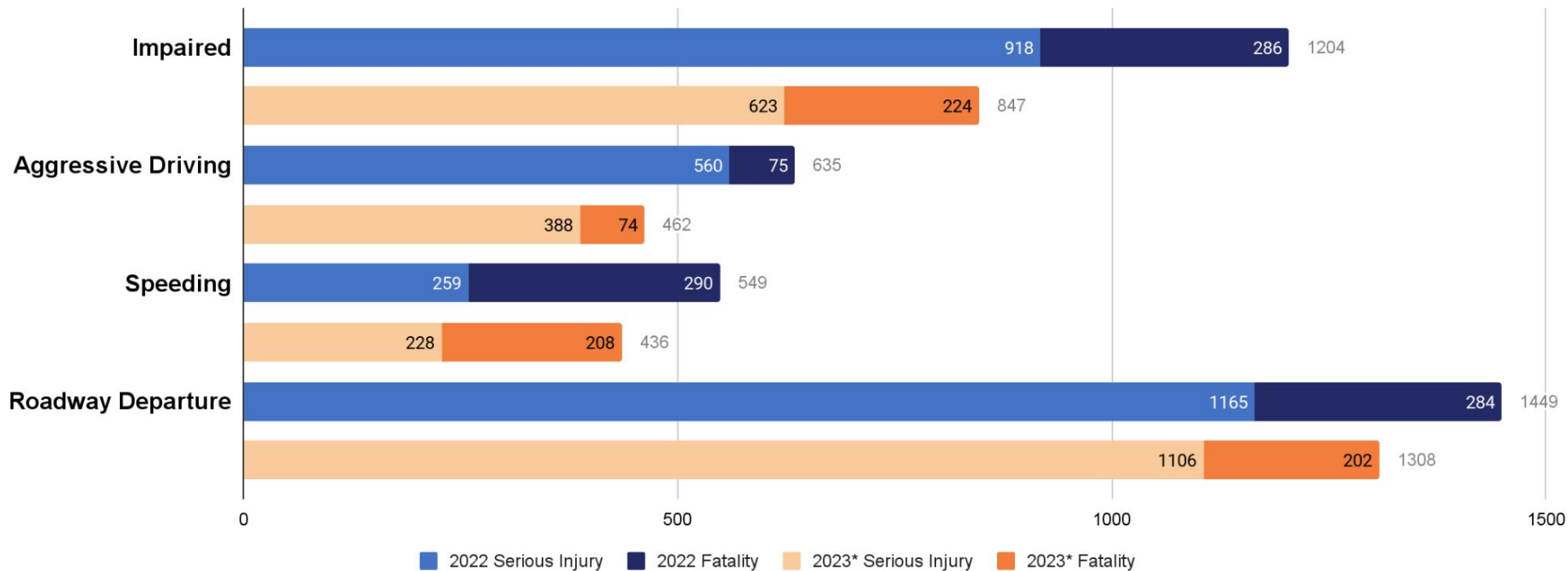
Note: This does not include Serious Injuries.



Source: [National Safety Council](#)

Advancing Transportation Safety, 3 of 17

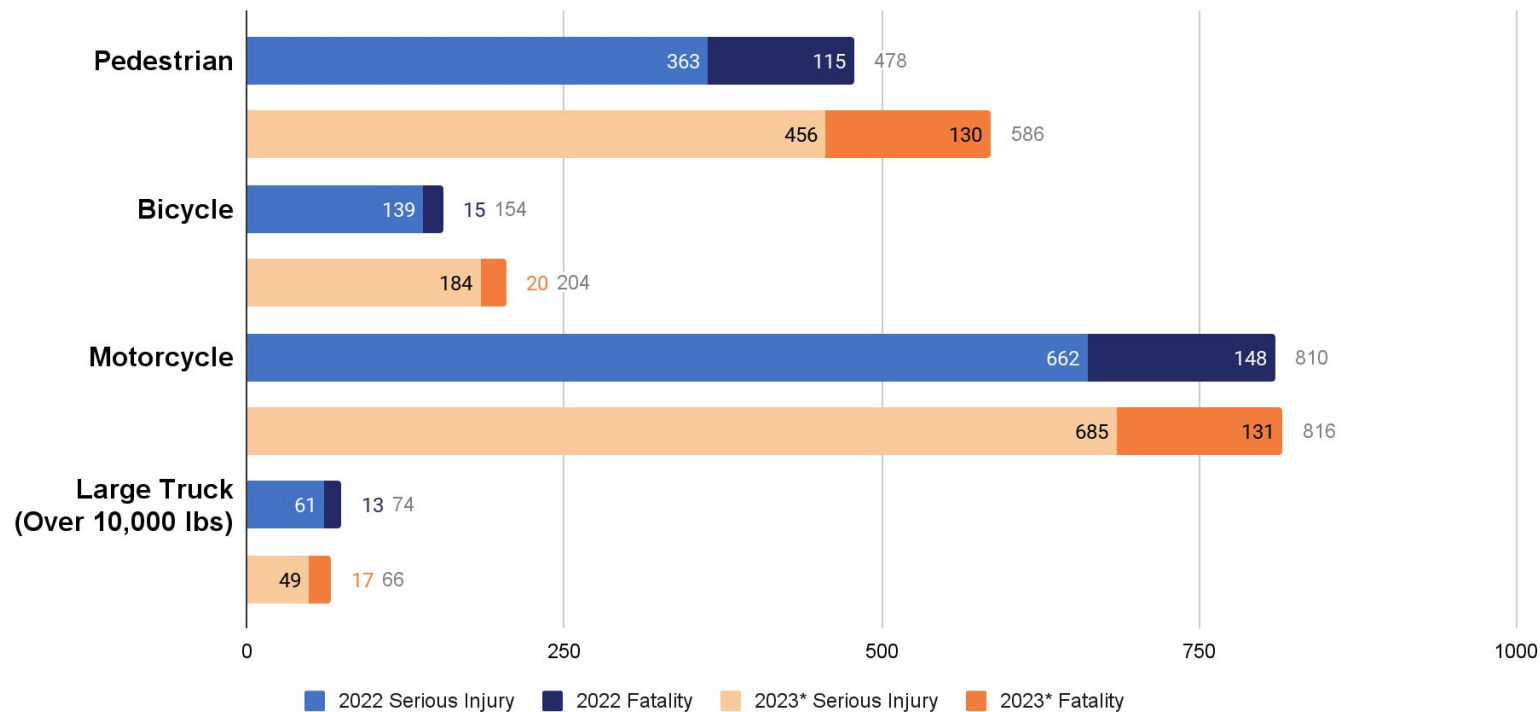
Causal Factors (Serious Injuries and Fatalities) - Calendar Year (CY) 2022 and CY 2023 Comparisons



*Note: 2023 data is considered preliminary

Advancing Transportation Safety, 4 of 17

Travel Mode Type (Serious Injuries and Fatalities) - CY 2022 and CY 2023 Comparisons



***Note: 2023 data is considered preliminary**

Advancing Transportation Safety, 5 of 17

Emphasis Areas



Safety Culture

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

Safe Roads

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

Safe People

- ✓ Bicyclists and 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, 6 of 17

Emphasis Areas



Acronyms

- Federal Highway Administration (FHWA)
- Funding Advancements for Surface Transportation and Economic Recovery act (FASTER)
- National Highway Traffic Safety Administration (NHTSA)



Safety Culture

Safety Culture



Established relationships with Colorado State Patrol and key agencies

Legislation and Policy



Regularly scheduled meetings to identify strategies and action items within our purview and influence

Data Management



Have developed safety dashboards and are using data as a culture to make informed safety decisions

Equity, Diversity, and Inclusion

- 2023 VRU Safety Assessment
- 2020 Strategic Transportation Safety Plan
- 2025 Strategic Highway Safety Plan
- 10-Year Plan
- Triennial Safety Plan

Funding

- FHWA Highway Safety Improvement Program (Federal) \$40 million per year
- FASTER Safety Mitigation (State): \$70 million per year
- NHTSA Grants (Federal): \$7 million per year

Advancing Transportation Safety, 7 of 17

Emphasis Areas

Safe Roads - Safety Infrastructure Approach



Core Safety Projects

- Foundational Projects
- 10 Year Plan
- FASTER Safety
- Highway Safety Improvement Program (HSIP)
- Over next 4 years

**226 FASTER/HSIP
Projects**

Shovel Ready Projects

- Beyond Core Projects
- Addresses Fatal Trends
- Implementation 2024 - 2025

29 Projects

Immediate Action Projects

- Implementation 2023 - 2025
- Quick-win projects to address 2023 crash patterns

38 Projects

Advancing Transportation Safety, 8 of 17

Emphasis Areas

Safe Roads - Speed Management Strategies



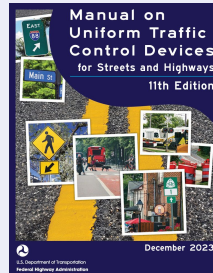
of speeds lowered on studies using new context approach (2019-2023)



Speed Feedback Signs Implemented by June 30th 2024 (50% increase)



Context Speed Limits: Compliant with the 2024 new Manual on Uniform Traffic Control Devices (MUTCD) 11th Edition



Work Zone AVIS**

Preparing for deployment in Summer 2024 to demonstrate feasibility, research technology, collect speed compliance data, and develop long term statewide program.

Goals



Reduce crashes within work zones



Reduce travel speeds along identified AVIS corridors



Reduce crash severity

AVIS**- Automated Vehicle Identification Systems

Emphasis Areas

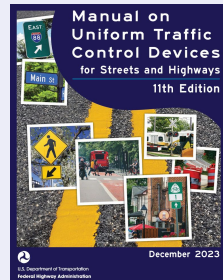
Safe Roads - Context Solutions for Speed Limits

Traffic Data Collectors



INRIX

- A. Roadway environment (such as roadside development, **number and frequency of driveways and access points, and land use**), **functional classification, public transit volume and location or frequency of stops**, parking practices, and pedestrian and **bicycle facilities and activity**;
- B. Roadway characteristics (such as **lane widths**, shoulder condition, grade, alignment, **median type**, and sight distance);
- C. **Geographic context (such as an urban district, rural town center, non-urbanized rural area, or suburban area), and multi-modal trip generation**;
- D. Reported crash experience for at least a 12-month period;
- E. Speed distribution of free-flowing vehicles including the pace, **median (50th-percentile)**, and 85th percentile speeds; and
- F. A review of past speed studies to identify any trends in operating speeds.



Advancing Transportation Safety, 10 of 17

Emphasis Areas

Safe Roads

ROADWAY DEPARTMENT

\$20 Million for Manual for Assessing Safety Hardware (MASH) Guardrail Upgrades

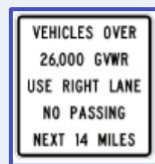


64 End Treatments



Approx. **36** Linear Miles

INFRASTRUCTURE



Initiating a move towards **symbolic signs**



Increased Striping width from 4 inch to 6 inch,
Edge and Lane Lines

PED/BIKE



Initiating Regional Prioritization Studies

Advancing Transportation Safety, 11 of 17

Emphasis Areas

Safe Roads - Regional Highlights



Region 1 - Federal and 42nd - Pedestrian (Ped) Actuated High-Intensity Activated CrossWALK (HAWK) Signal



Region 2 - Bailey US 285 Traffic Calming (Lane Reduction)



2023



2024



Region 3 - Glenwood Canyon Symbolic Sign Upgrades

Advancing Transportation Safety, 12 of 17

Emphasis Areas

Safe Roads - Regional Highlights



Region 4 - I-76 Morgan County Cable Rail Improvement Project



Region 5 - Cortez Public Right-of-Way Accessibility Guidelines (PROWAG)/Americans with Disabilities Act (ADA) Signal and Ped Pole upgrades

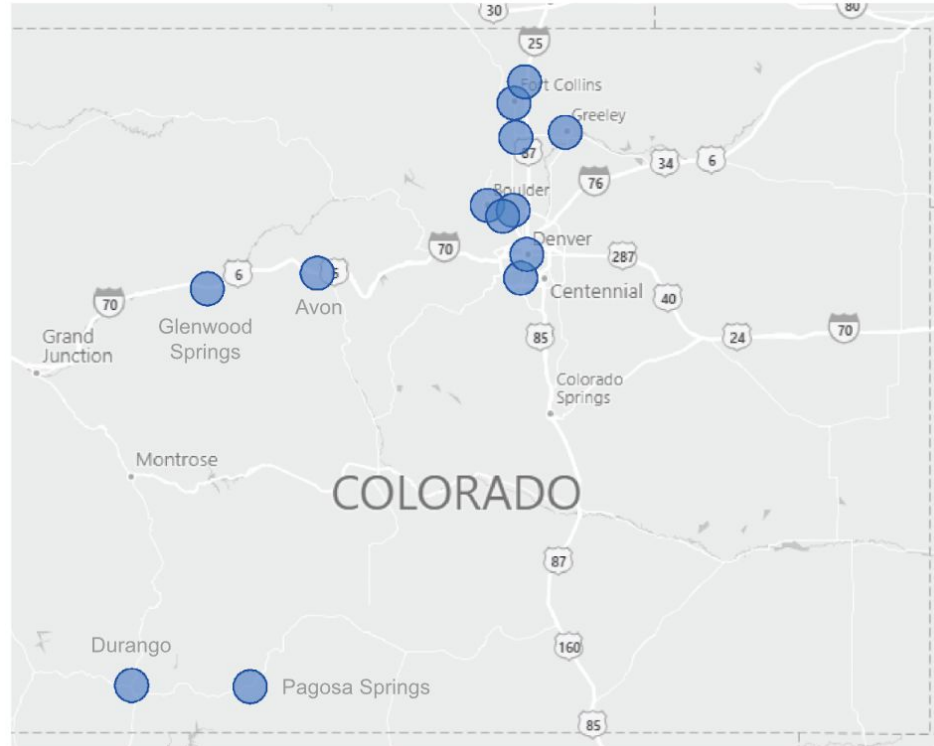


Region 3 - New Castle, Colorado - Contextual Speed Limits

Advancing Transportation Safety, 13 of 17

Emphasis Areas

Safe People



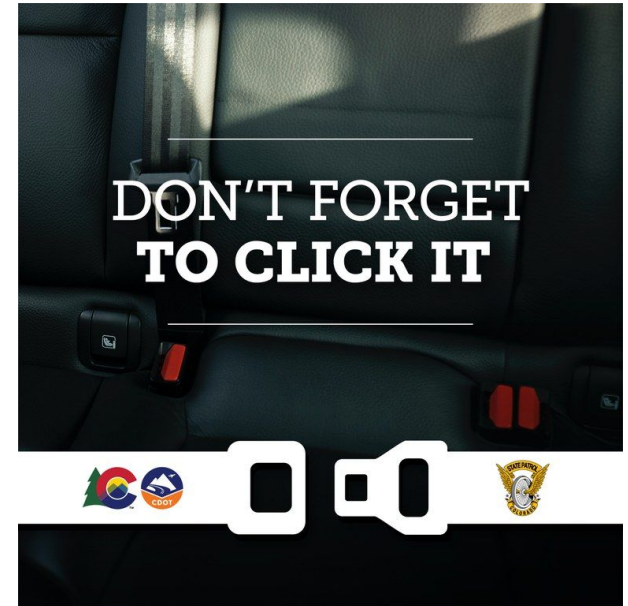
Vulnerable Road User Countermeasures

- ✓ Sidewalks
- ✓ Bicycle Lanes
- ✓ Road Diets
- ✓ Pedestrian Refuge Islands and Curb Extensions
- ✓ Crosswalk Improvements
- ✓ Pedestrian Hybrid Beacons
- ✓ Rectangular Rapid Flashing Beacons (RRFB)

Emphasis Areas

Safe Driving

- **Colorado Highway Safety Office (HSO) - \$14.5 Million budget in FY 23**
 - \$13 Million from 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



Advancing Transportation Safety, 15 of 17

Emphasis Areas

Safe Driving



CDOT Highway Safety Office - FY 2023 Results



13,800

Click It or Ticket Citations



7,907

Speeding Citations



7,966

Impaired Driving Arrests



106,772

High Schoolers Engaged in
Younger Driver Training Program



50%

Statewide Driving Under the
Influence (DUI) Arrests from
Highway Safety Office
(HSO)-Funded Enforcement

Advancing Transportation Safety, 16 of 17

Emphasis Areas

Safe Driving

FY 2024 Communications Office Campaigns

- Impaired Driving (Alcohol)
- Impaired (Cannabis)
- Seat belts (Enforcement)
- Seat belts (Awareness)
- Speed
- Distracted Driving
- Motorcycle (drivers)
- Motorcycle (riders)
- Pedestrian Safety
- Teen Drivers
- Child Passenger Safety

\$3.9 Million
HSO Funding



Advancing Transportation Safety, 17 of 17

Emphasis Areas

Post Crash Care



Colorado's TIM Mission

- Eliminate first responder casualties and secondary crashes
- Deliver plain language, interoperable communications
- Improve traffic flow and safety for all travelers and first responders on Colorado roadways
- Support Colorado's economy by reducing incident related delay

Colorado's TIM Goals

- Grow partnerships among responders and with the public
- Reduce human exposure to active traffic
- Reduce incident impact
- Improve TIM program delivery

Wildly Important Goal 2

Accountability and Transparency

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



Reduce consultant dollars charged for pre-construction and construction engineering activities in the CDOT construction program.



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



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



Ensure timely execution of CDOT's Construction Program and reduce costs associated with schedule delays by advertising projects on time.



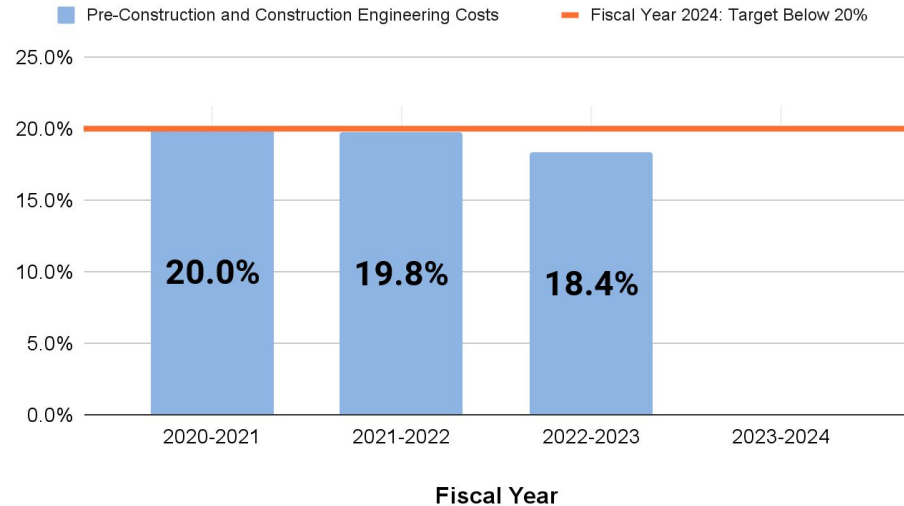
Ensure that CDOT construction projects are closed and de-budgeted within 12 months of final acceptance.

Accountability and Transparency, 1 of 2

Successful completion of the accountability and transparency goal provides:






- An efficient and effective construction delivery program that will maximize dollars directly spent on the transportation system.
- A positive impact on 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.

Pre-Construction and Construction Engineering Costs



Accountability and Transparency, 2 of 2

WIG Strategies, Comparisons, Progress, and Targets

Strategies to Achieve WIG	FY 23 Comparison	Progress Through December 2023	July 2024 Target
 <p>Reduce consultant dollars charged for pre-construction and construction engineering activities in the CDOT construction program.</p>	14.5% (5-Year Average)	8.9% (November 2023 Data)	Below 13.8%
 <p>Increase the percentage of hours charged by CDOT project delivery staff directly to construction and pre-construction projects.</p>	75.6%	78.6%	Above 80.0%
 <p>Increase the percentage of CDOT capital construction project managers that have completed the work hour estimate training.</p>	87%	71%	Above 90%
 <p>Ensure timely execution of CDOT's Construction Program and reduce costs associated with schedule delays by advertising projects on time.</p>	95%	100%	Above 95%
 <p>Ensure that CDOT construction projects are closed and de-budgeted within 12 months of final acceptance.</p>	96%	96%	100%

Historical Contractor Payments



Delivering CDOT's 10-Year Plan - Dashboard Transparency

Total Project Cost \$9,848 Million (M)	Total Strategic Funds \$5,819 M	10-Year Plan Projects 370
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Projects by Status

Status	Project Count	Percent
Planning	177	48%
Design	98	26%
Construction	40	11%
Complete	54	15%
On Hold	1	0%
Total	370	100%

Total Cost by Project Type

Project Type	Total Cost	Percent
Highway	\$6,713 M	68%
Highway, Transit	\$1,571 M	16%
Rural Paving	\$1,051 M	11%
Transit	\$513 M	5%
Total	\$9,848 M	100%

Strategic Funds by Project Type

Project Type	Strategic Funds	Percent
Highway	\$3,831 M	66%
Highway, Transit	\$838 M	14%
Rural Paving	\$862 M	15%
Transit	\$289 M	5%
Total	\$5,819 M	100%



Office of State Auditor (OSA) - Performance Audit Alternative Delivery Contracting Methods

Abbreviated Key Findings from Performance Audit (December 2021 through March 2023):

1. Ensure the CDOT has a consistent process for determining the most appropriate delivery method for construction projects and documenting the basis for its decisions.
2. Ensure CDOT consistently follows its procurement requirements when evaluating and shortlisting Construction Manager/General Contractor (CM/GC) proposals.
3. Ensure that CM/GC preconstruction contracts accurately reflect project terms and that staff manage the contracts in accordance with their termination dates.
4. Improve CDOT controls over CM/GC construction contract negotiations to ensure CDOT effectively negotiates CM/GC construction contracts in a way that is most cost effective and provides best overall value to the State.
5. Ensure that CDOT has the information it needs to assess whether projects delivered under alternative delivery methods have achieved the expected benefits of using these types of approaches.
6. Improve transparency for alternative delivery projects (project status updates on websites).
7. Ensure CDOT adheres to accountability and transparency expectations under the Colorado Open Records Act (CORA) when responding to CORA requests for alternative delivery projects.

Wildly Important Goal 3

Clean Transportation

Reduce greenhouse gas and ozone-causing emissions from the transportation sector, in line with Colorado's Greenhouse Gas (GHG) Pollution Reduction Roadmap targets by June 30, 2024.



Increase the percentage of total state highway miles within a 30-mile travel buffer of direct current fast-charging stations.



Increase the number of Colorado Scenic and Historic Byways classified as electric byways.



Increase the number of National Electric Vehicle (EV) Infrastructure grants awarded for projects within identified gaps on federally designated EV corridors in Colorado.



Increase the number of grants awarded from the E-Mobility Education and Awareness Grant program.



Increase the number of operational zero-emission transit buses.



Increase the expenditure of grant funds for active transportation, multimodal, and Transportation Demand Management.

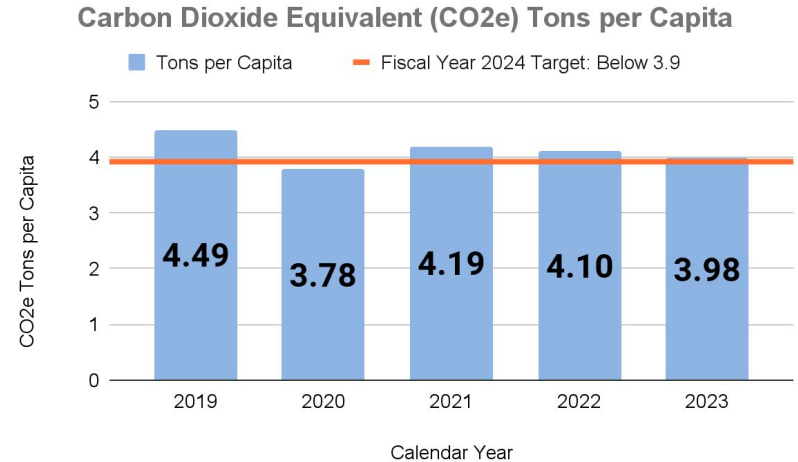


Clean Transportation

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, HB23-16, and the interagency Greenhouse Gas Pollution Reduction Roadmap.
- Progress towards the policy objectives within the Governor's statewide priorities of Health, Land use, and Energy and Renewables.

Transportation Sector (On-Road Mobile) Sources



*Carbon Dioxide Equivalent (CO₂e) emissions are estimated using the environmental protection agency's (EPA's) Motor Vehicle Emission Simulator (MOVES3) and VMT estimates provided monthly from FHWA & CDOT traffic counts. 2023 data is considered preliminary and is subject to revisions.



GHG Planning Standard

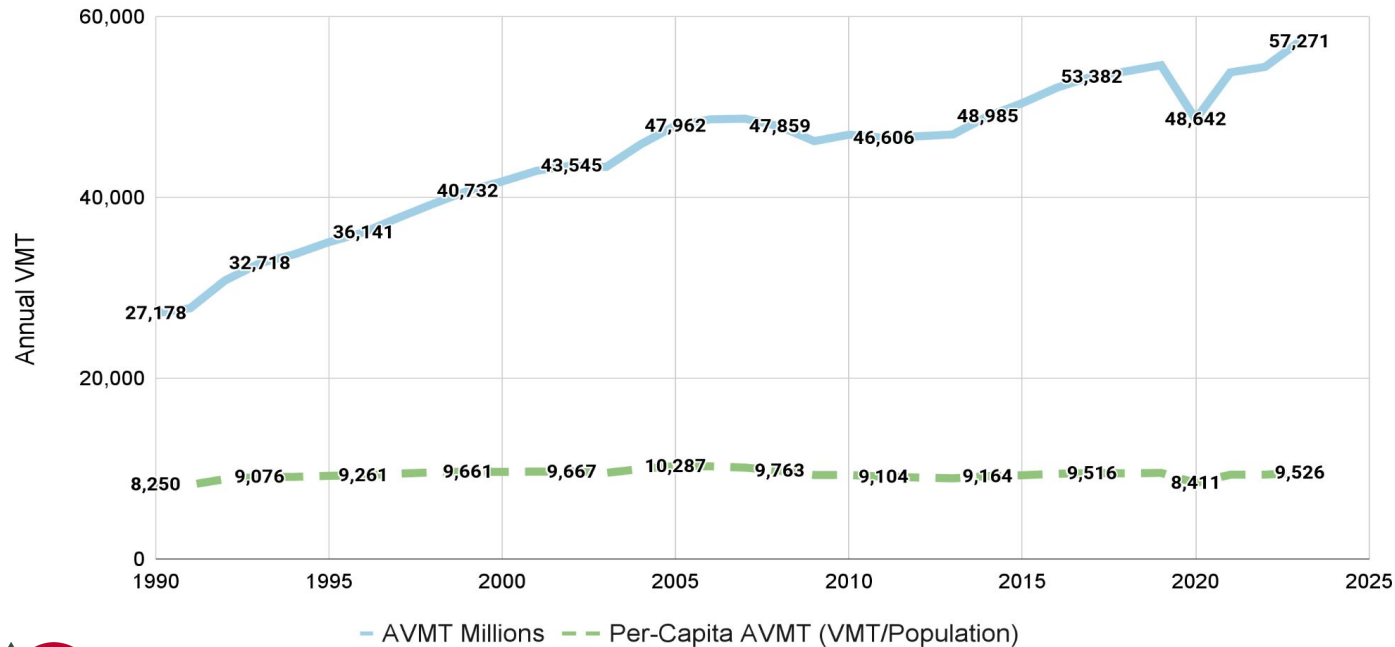
- GHG Planning Standard introduced in 2022 to encourage more travel choices, more multimodal options, and reduce GHG emissions through planning for the future transportation system.
- One policy effort, out of eight major efforts identified in the Colorado GHG Pollution Reduction Roadmap, that has a goal of collectively reducing GHG emissions from transportation sector.
 - Implementation of the planning standard is estimated to contribute 1.5 million metric tons (MMT) of GHG pollution reduction out of the total goal of reducing 12.7 MMT of GHG pollution from the transportation sector by 2030, as outlined in the Colorado GHG Roadmap.
- Results so far:
 - Inclusion of more multimodal transportation options in the state including bus rapid transit corridors and expansion of the Bustang Family of Services.
 - Larger share of transportation dollars going to multimodal transportation projects.
 - 117 of the 370 CDOT Ten-Year Plan Projects are transit projects or have transit elements.

Planning Standard GHG Reduction Results CDOT 10-Year Plan (2020-2030)	2025 MMT of CO ₂ e	2030 MMT of CO ₂ e	2040 MMT of CO ₂ e	2050 MMT of CO ₂ e
GHG Baseline	6.30	4.84	3.34	2.09
Required Reduction Amount per Planning Standard	0.12	0.36	0.30	0.17
Forecasted Reduction from 10-Year Plan Projects and GHG Mitigation Measures	0.30	0.37	0.31	0.18
Planning Standard Compliance Result	✓	✓	✓	✓

- ❖ The planning standard will help guide investment decisions in the next update of the state’s 10-Year Plan and new regional transportation plans from MPO’s over the next two years.

Colorado Vehicle Miles Traveled (VMT)

Trends for Annual VMT (AVMT) and Per-Capita AVMT in Colorado Since 1990



Colorado Population	
1990	3,294,473
2023	5,890,651
% Change	79%

National Electric Vehicle Infrastructure Plan

- Established by the Infrastructure Investment and Jobs Act (IIJA), the National Electric Vehicle Infrastructure (NEVI) formula program funding will provide \$5 billion over five years for states to deploy electric vehicle (EV) chargers along highway corridors.
- Colorado is expected to receive \$57 million over the next five years to create an EV charging network across the state.
- CDOT and the Colorado Energy Office (CEO) worked with partners and stakeholders to develop the state's NEVI Implementation Plan.
 - \$14 million in conditional awards in fiscal year 2023.
 - 32 projects were selected that will contribute to the expansion of Colorado's existing network of 957 fast-chargers.
 - Selected projects will add 172 publicly accessible chargers - an increase of more than 15%.
- Colorado now has a total of 16 federally designated EV corridors that will be eligible for NEVI-funded projects.

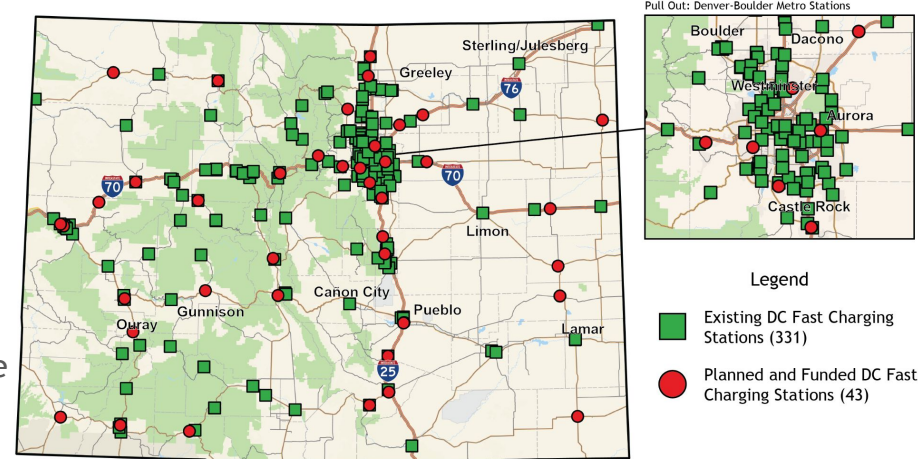


NEVI Round 1 Funding Awards

NEVI Awardees (13) and Locations (32)

- **Alta Convenience:** Bayfield and Fruita
- **Circle K Stores:** Colorado Springs and Pueblo
- **City of Pueblo:** Pueblo
- **eCAMION:** Maybell and Lyons
- **Electrify America:** Montrose
- **EVgo, LLC:** Strasburg
- **Francis Energy Charging LLC:** Seibert
- **Kum & Go, LLC:** Steamboat Springs, Rifle, and Wellington
- **Love's Travel Stops:** Buena Vista, Eads, Hudson, and Parachute
- **Phillips 66:** Thornton and Lakewood
- **Pilot Travel Centers:** Grand Junction and Monument
- **TA Operating, LLC:** Walsenburg
- **Tesla, Inc.:** Fort Collins, Highlands Ranch, Springfield, Cortez, Kit Carson, Wray, De Beque, Durango, Pagosa Springs, and Poncha Springs

Publicly Accessible Electric Vehicle Fast-Charging Network
January 2024

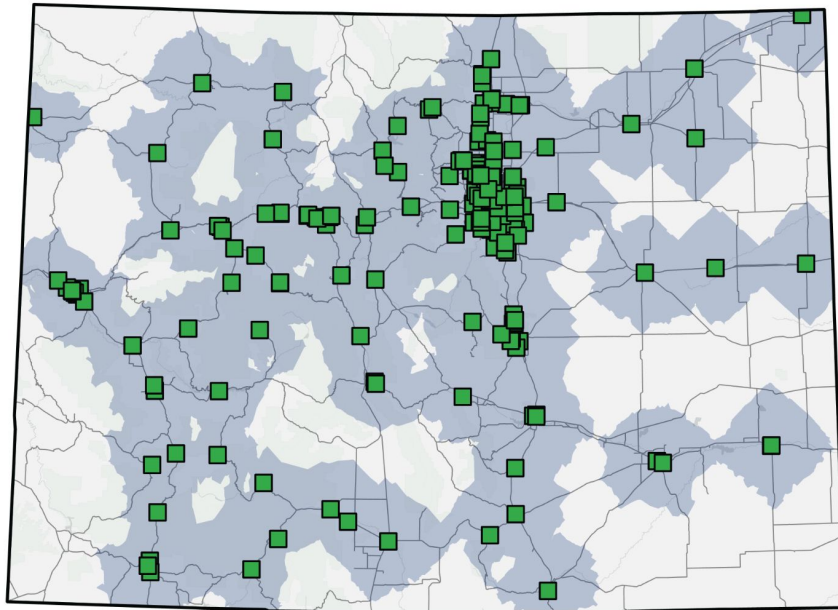


Data Source: United States Department of Energy (DOE)
Created: January 2024

The Colorado Energy Office (CEO) expects the chargers supported by the current Direct Current Fast Charging (DCFC) Plazas awards to become available by the end of 2025. Going forward, the CEO anticipates offering two DCFC Plazas funding rounds per year.

EV Fast-Charging Corridors

Publicly Accessible Electric Vehicle Fast-Charging Network 323 stations as of December 2023 (77% coverage)



State Highway Network

Total Road Miles
9,073

Road Miles Within a 30 Mile
Drive of a Fast Charger
6,988

% Coverage
77%

Legend

- DC Fast Charging Stations
- 30 Mile Driving Buffer
- State Highway Network

Data Source: US DOE

- 77% of the State Highway Network is within a 30-mile travel buffer of direct current fast-charging stations.
- 14 Colorado Scenic and Historic Byways classified as electric byways.

E-Mobility Education and Awareness

- CDOT developed the E-Mobility Education and Awareness Grant to support e-mobility education projects that will equip Coloradans with the information to make informed decisions and encourage the adoption of e-mobility.
- Provides financial support for projects that design, demonstrate, and/or disseminate e-mobility education and outreach events, materials, and programs across Colorado that expand public awareness and education around EVs and increase the public understanding of their benefits, capabilities, and availability.
- Program Goals
 - Support grassroots organizations in accelerating electrification efforts such as hosting community events
 - Increase Zero-Emission Vehicle (ZEV) knowledge within disproportionately impacted (DI) communities
 - Deliver science, technology, engineering, and math (STEM) education on the benefits of ZEVs
 - Provide educational and awareness programs to educate the public, including support for K-12



Expand Statewide Transit and Rail Services



Increase the number of **mobility hubs** in design, under construction, or completed and open to the public.



Increase the number of state highway **Bus Rapid Transit** Corridor projects in design or under construction.



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



Increase **ridership** for the Bustang Family of Services.



Develop a vision for **Front Range Passenger Rail**.



Identify additional corridors for future or **expanded passenger rail service**.

Mobility Hubs

Region 1

- I-25/SH7 Mobility Hub
 - ★ Opens in Quarter (Q) 2 2025
- Lone Tree Mobility Hub
 - ★ Opens in Q4 2025
- Castle Rock Mobility Hub
- Idaho Springs Mobility Hub

Region 2

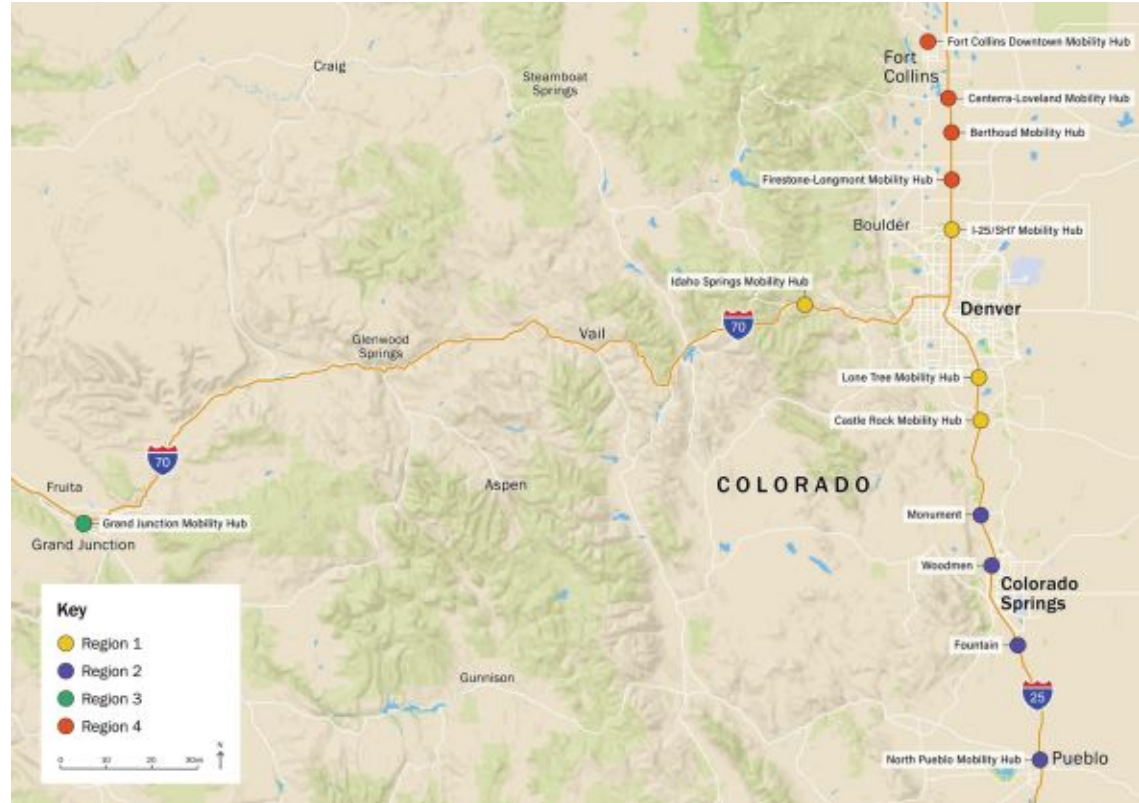
- Monument
- Woodmen
- Fountain
- North Pueblo Mobility Hub

Region 3

- Grand Junction Mobility Hub

Region 4

- Harmony Road Park-n-Ride
- Centerra-Loveland Mobility Hub
 - ★ Opens June 1, 2024
- Berthoud Mobility Hub
 - ★ Opens June 1, 2024
- Firestone-Longmont Mobility Hub
 - ★ Opens October 1, 2024



Mobility Hub: Centerra Loveland Station

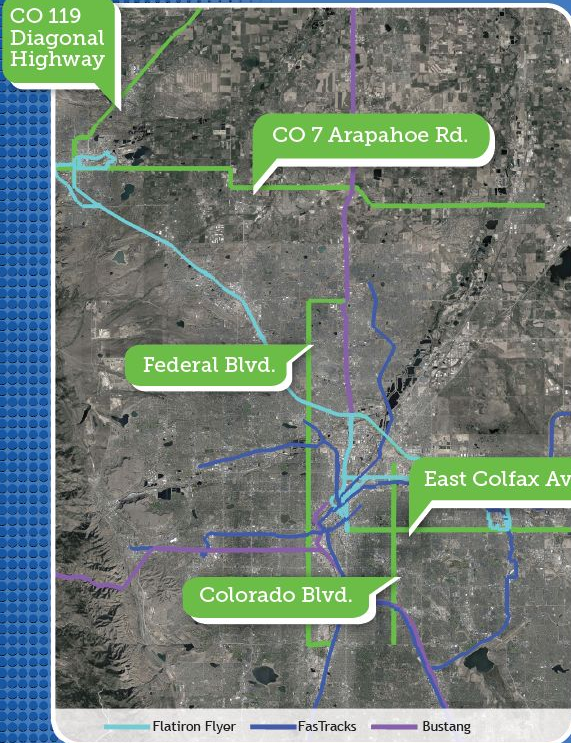
- Expected to open June 1, 2024
- Allows for a stronger connection between our Northern Colorado communities and the growing Front Range.
- Its design features the state's first protected bus slips in the middle of I-25 with a tunnel connecting riders to and from the bus platform.
 - Saves 15 minutes from the Bustang's commute.
- Lot includes 200 spaces for carpool and hub use, including future EV charging capability.

I-25 between the U.S. 34 and Crossroads interchanges



Bus Rapid Transit (BRT)

Where is CDOT building BRT?



Why BRT?

To meet the Colorado Transportation Commission's commitment to reduce greenhouse gas emissions, CDOT is building BRT on major arterials in the Denver Metro area. BRT will improve transit for existing riders and add high-quality service for new ones.

What is it?

BRT is a high-capacity, efficient bus service that incorporates elements of light-rail. These include stations, all-door boarding, purchasing tickets before riding, and in some locations dedicated bus lanes.

Who is involved?

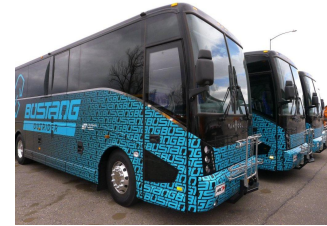
CDOT is working in partnership with the Regional Transportation District (RTD), the City and County of Denver, the Denver Regional Council of Governments (DRCOG), and local partners to deliver BRT.

How long will it take?

Planning and engineering, including evaluating environmental, social, and economic impacts, will occur over the next few years. Construction on the corridors will begin in 2024 and continue through 2030.

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



Bustang Expansion

Bustang Pre-Existing Services and Expansion Plans



Current Phase



Corridor	Pre-Existing Service	Phase 1 2023	Phase 2 2024	Phase 3 2025
I-25 North Fort Collins to Denver	6 Daily Round Trips Weekdays 2 Daily Round Trips Weekends	8 Daily Round Trips Weekdays 2 Daily Round Trips Weekends	10 Daily Round Trips Weekdays 4 Daily Round Trips Weekends	12-13 Daily Round Trips Weekdays 6 Daily Round Trips Weekends
I-25 South Colorado Springs to Denver	6 Daily Round Trips Weekdays 2 Daily Round Trips Weekends	8 Daily Round Trips Weekdays 2 Daily Round Trips Weekends	10 Daily Round Trips Weekdays 4 Daily Round Trips Weekends	12-13 Daily Round Trips Weekdays 6 Daily Round Trips Weekends
I-70 West Grand Junction to Denver*	2 Daily Round Trips Grand Junction and Denver 1 Round Trip Glenwood Springs and Denver 1 Round Trip Avon and Denver	4 Daily Round Trips Grand Junction and Denver* 1 Round Trip Glenwood Springs and Denver 1 Round Trip Avon and Denver	9-10 Daily Round Trips Grand Junction and Denver*	13-15 Daily Round Trips Grand Junction and Denver*

*Pegasus to supplement on weekends and holidays to the Mountain Corridor

New Bustang Transit Vehicles



- CDOT received 5 new over the road coaches in November/December 2023
- An additional 20 coaches will start arriving in Spring 2024



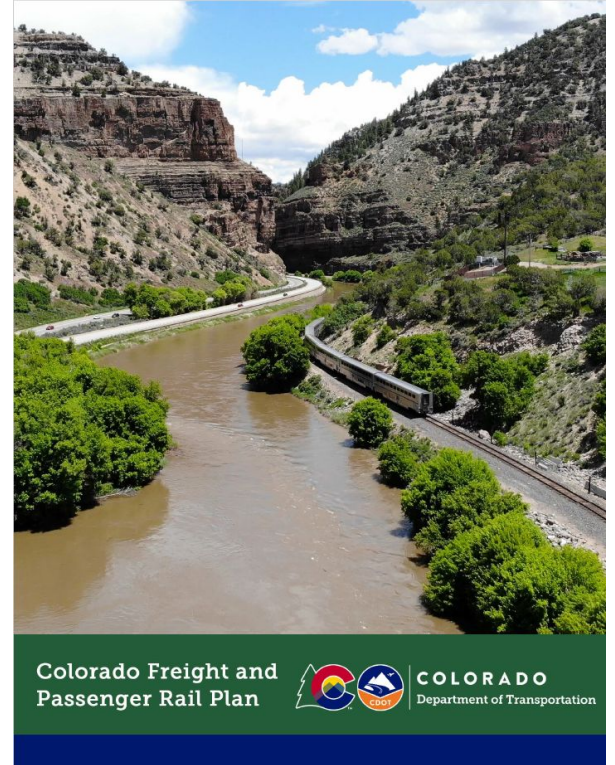
Statewide Transit - Local Partnership

- Federal BRT partners include Denver, Adams County, Westminster, Federal Heights, and RTD; along with a working group involving local jurisdictions, institutions, businesses, advocacy groups, and residents.
- Bustang planning and scheduling facilitates connections with local services, enabling local residents and visitors to travel further throughout the state using public transit.
- Mountain and Front Range Rail Service Development Plans (SDPs) emphasize local transit and Bustang connections in Scopes of Work.
- Station Area Planning for Rail involves a coordinated effort between technical experts and local authorities on siting stations.



State Rail Plan

- Positions Colorado for future grant, financing and policy opportunities
- Inventories potential future investments
- Key Goals include:
 - Advance Passenger Rail
 - Expand and Improve Rail Network
 - Improve Mobility and Connectivity
 - Preserve and Maintain Corridors
 - Foster Economic Vitality and Environmental Stewardship



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.

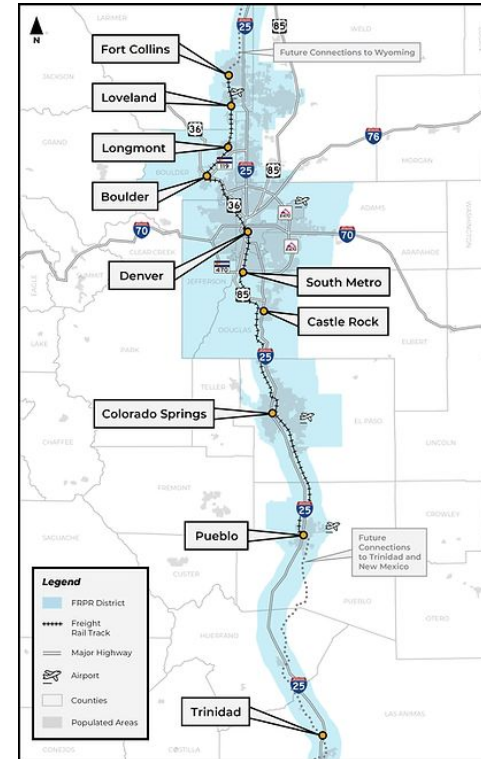


WHEN: The FRPR District is currently evaluating stations, service, infrastructure, operations, costs, and financing. The first train could be operational in the next 10-15 years.



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.



Mountain Rail

- Yampa and Fraser Valleys have indicated a desire for increased passenger rail options, with regional and statewide connections.
- Coal generation and mining is being phased out, leaving little freight traffic and the need to support a just transition.
- Union Pacific interested in increased passenger rail traffic along its Moffat and Craig subdivisions.
- Corridor Development this year will define service and position Colorado to compete for federal funding.



More Information

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

For more information on additional CDOT goals, view our [FY 2023-24 Performance Plan](#).

Multimodal Transportation and Mitigation Options Fund (MMOF)

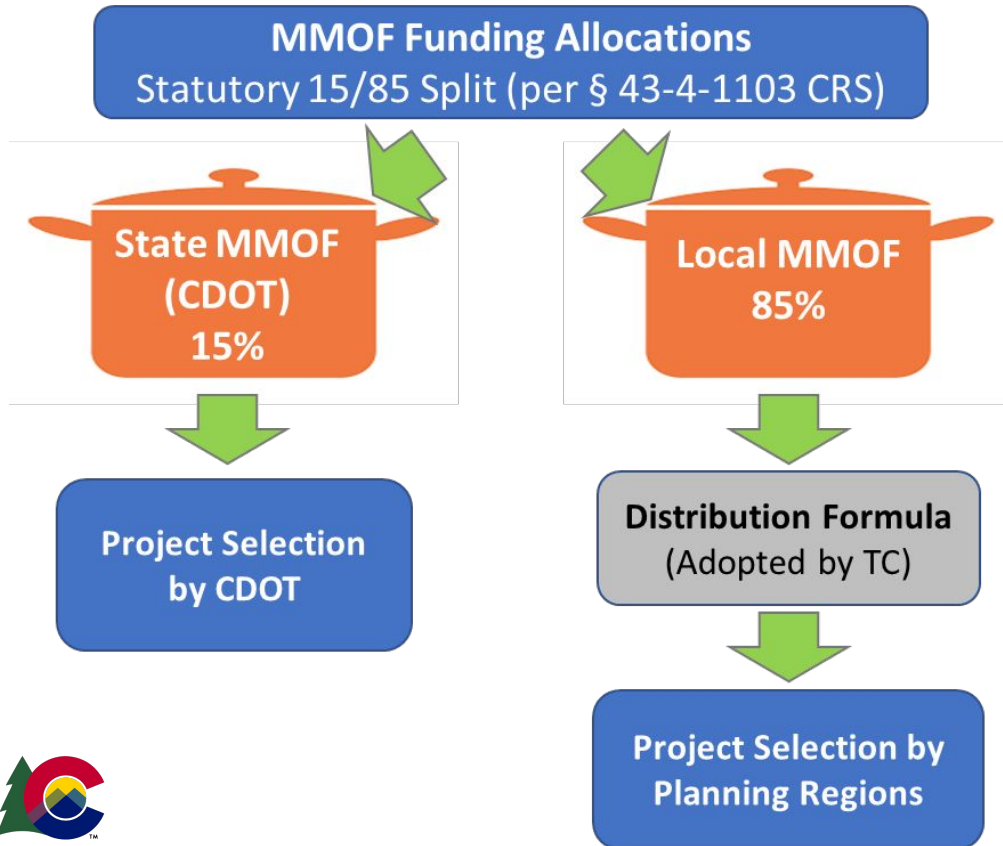
- State Legislature created MMOF in 2018 and provided a one-time allocation of state funding.
- Senate Bill 2021-260 then dedicated:
 - COVID Fiscal Recovery Funds (American Rescue Plan Act (ARPA)-State and Local Fiscal Recovery Funds (SLFRF), \$146 Million
 - FY21 State Surplus Revenues, \$108 Million
 - Annual Retail Delivery Fee revenue and General Funds through FY32 (average \$20 million per year)

Eligible MMOF Projects

Includes capital or operating costs for:

- Fixed route and on-demand transit
- Transportation Demand Management programs
- Multimodal mobility projects enabled by new technology
- Multimodal transportation studies
- Bicycle or pedestrian projects
- Modeling Tools
- GHG mitigation projects

MMOF Funding Allocations



- **State MMOF:** 15% of funds allocated to CDOT for projects selected by the Transportation Commission (TC)
- **Local MMOF:** 85% of funds allocated to the fifteen Transportation Planning Regions (TPR) by a TC-adopted formula; projects are selected by the TPR members, including transit

CDOT FY 2024-25 Budget Request

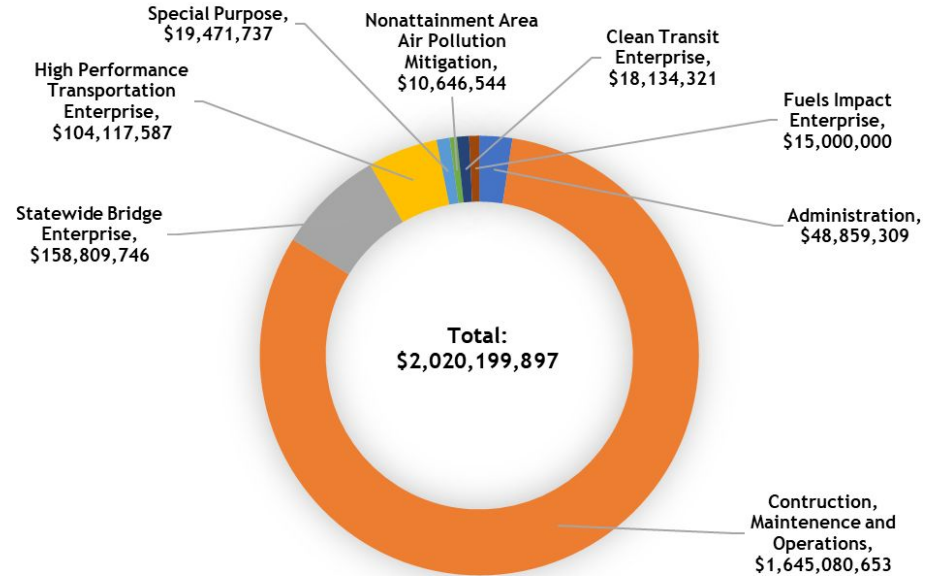
FY 2024-25 Budget Request Snapshot

FY 2024-25 Total Funds: \$2,020 M

FY 2024-25 General Fund Appropriation: \$0 M

FY 2024-25 full-time employees (FTE): 3,328.5

FY 2024-25 Budget Request



CDOT FY 2024-25 Budget Requests

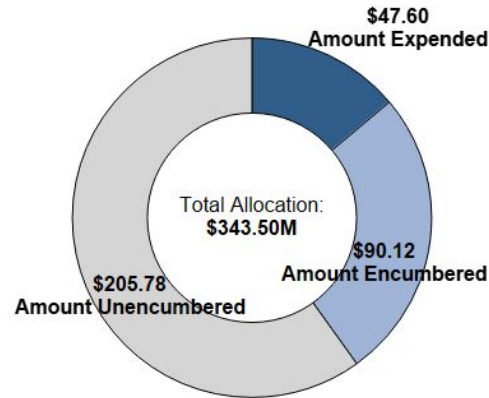
CDOT's FY 2024-25 Budget Request includes the following:

- CC-01 Wolf Creek Pass Avalanche Mitigation: \$5,000,000
- BA-01 Clean Transit Enterprise Spending Authority Increase Budget Amendment: \$8,231,933

Stimulus Funding Implementation, 1 of 2

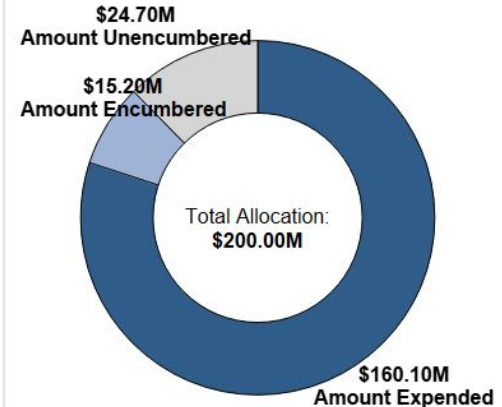
Overall Spending Status - CDOT

ARPA State & Local Fiscal Recovery Funds (SLFRF)



Direct to Agency Awards (DAA)

State Stimulus



Data as of 9/30/23

For ongoing updates, please visit Colorado's stimulus website: coforward.colorado.gov.

Stimulus Funding Implementation, 2 of 2

Stimulus Projects, Funding Sources, Allocated Amounts, and Expended Amounts

Project	Funding Source	Allocated Amount (millions)	Expended Amount (millions)
Shovel Ready Projects	SLFRF	\$159.5	\$41.6
Burnham Yard	SLFRF	\$0.5	\$0.5
Multimodal Transportation and Mitigation Options Fund	SLFRF	\$146.8	\$3.0
Front Range Passenger Rail District	SLFRF	\$14.5	\$0.8
Revitalizing Main Streets	SLFRF	\$22.2	\$1.7
Revitalizing Main Streets	State Stimulus	\$30.0	\$7.2
Shovel Ready/FASTER Backfill/Certificates of Participation (COPs)	State Stimulus	\$170.0	\$152.9
TOTAL		\$543.5	\$207.7

Legislative Agenda

CDOT's 2024 legislative items can be categorized into two sets of priorities:

- **Improving Road Safety**
- **Supporting Transit and Rail Expansion**

Regulatory Agenda

The Department plans to conduct a mandatory rule review of one rule this year:

- The Law Enforcement Assistance Fund (LEAF) Rules, 2 CCR 601-21
- In addition, the Department will open the Statewide Transportation Planning Rules, 2 CCR 601-22 pursuant to HB 23-1101 which required CDOT to conduct a review of the statewide planning process and the boundaries of the state's Transportation Planning Regions.

Previous Legislative Actions Requiring SMART Reporting

House Bill 22-1321 - Study of devices capable of assessing drug impairment of motorists

“The study shall investigate and evaluate the viability of devices that are capable of assessing cognitive and physical impairment of motorists to detect the presence of drugs other than alcohol during roadside sobriety investigations.” C.R.S. 42-4-1308(2)

Assigned to the CDOT Highway Safety Office for completion.

Study was conducted in Boulder, Colorado by the Traffic Injury Research Foundation. Link: [CDOT Cognitive Roadside Device Evaluation Study Final Report](#)

Questions?

