

Colorado Department of Transportation



TRAC PRESENTATION

IMPACTING TRANSPORTATION POLICY IN A
FISCALLY CONSTRAINED ENVIRONMENT

APRIL, 2011





CDOT's Aging System – Common Indicators

**127 of Colorado
Bridges are Rated
“Poor”**
(2007: 115 rated poor)



I-70 Viaduct Denver \$ 30 million
repairs (Underway)



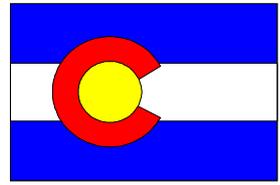
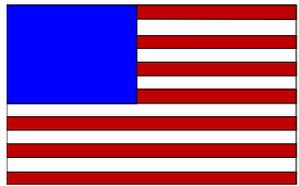
US 50 Shoulder
Improvements and Passing
Lanes in Gunnison County
(In Design)

**52% of Colorado
Highways are Rated
“Poor”**
(2007: 41% rated poor)



FINANCIAL OUTLOOK

Sources of Transportation Funding



18¢/gal.
Gasoline

24.4¢/gal.
Diesel

SAFETEALU



Vehicle registration fees
Including SB 09-108 FASTER
+ Other Fees & Tickets

22¢/gal.
Gasoline

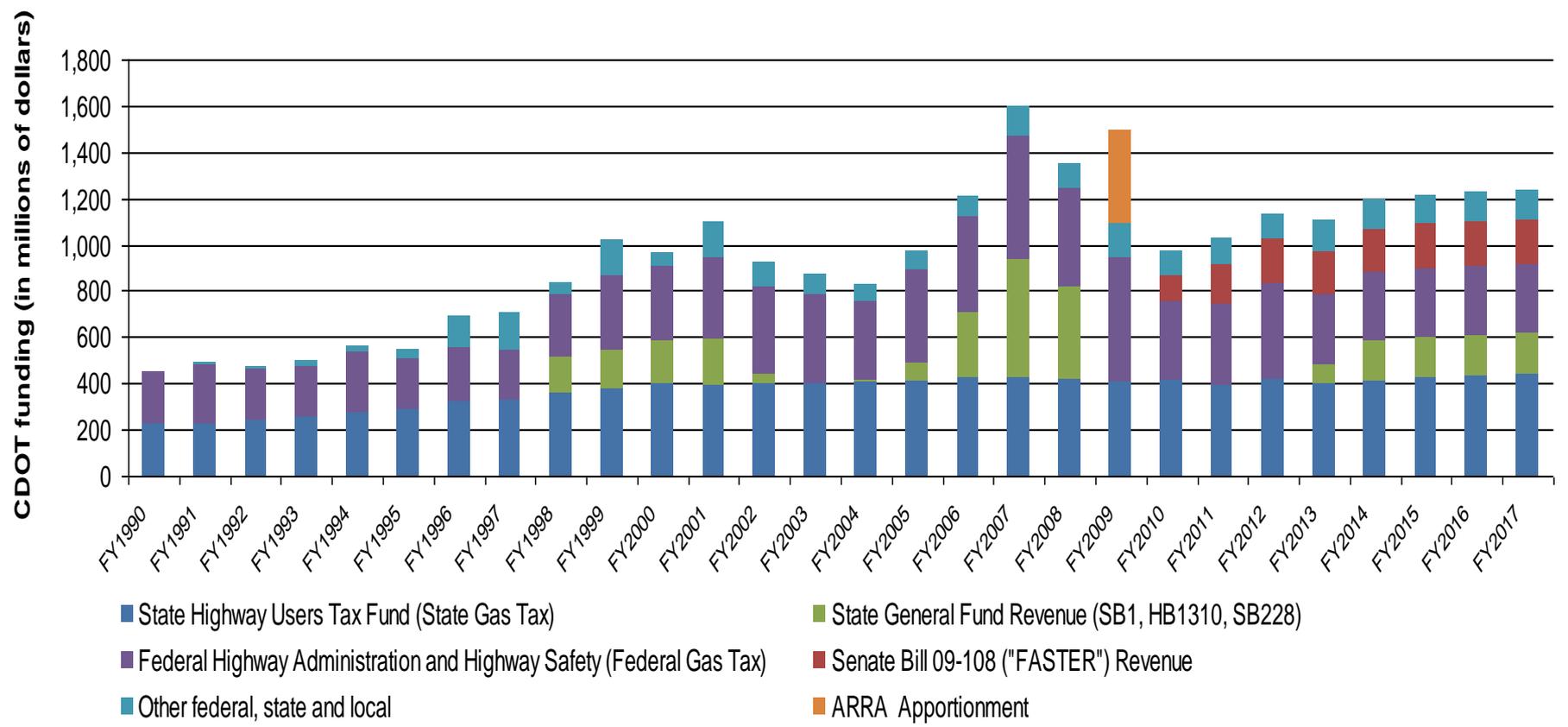
20.5¢/gal.
Diesel

SB 09-228
2% excess
General Fund

Year to Year Funding

Actual

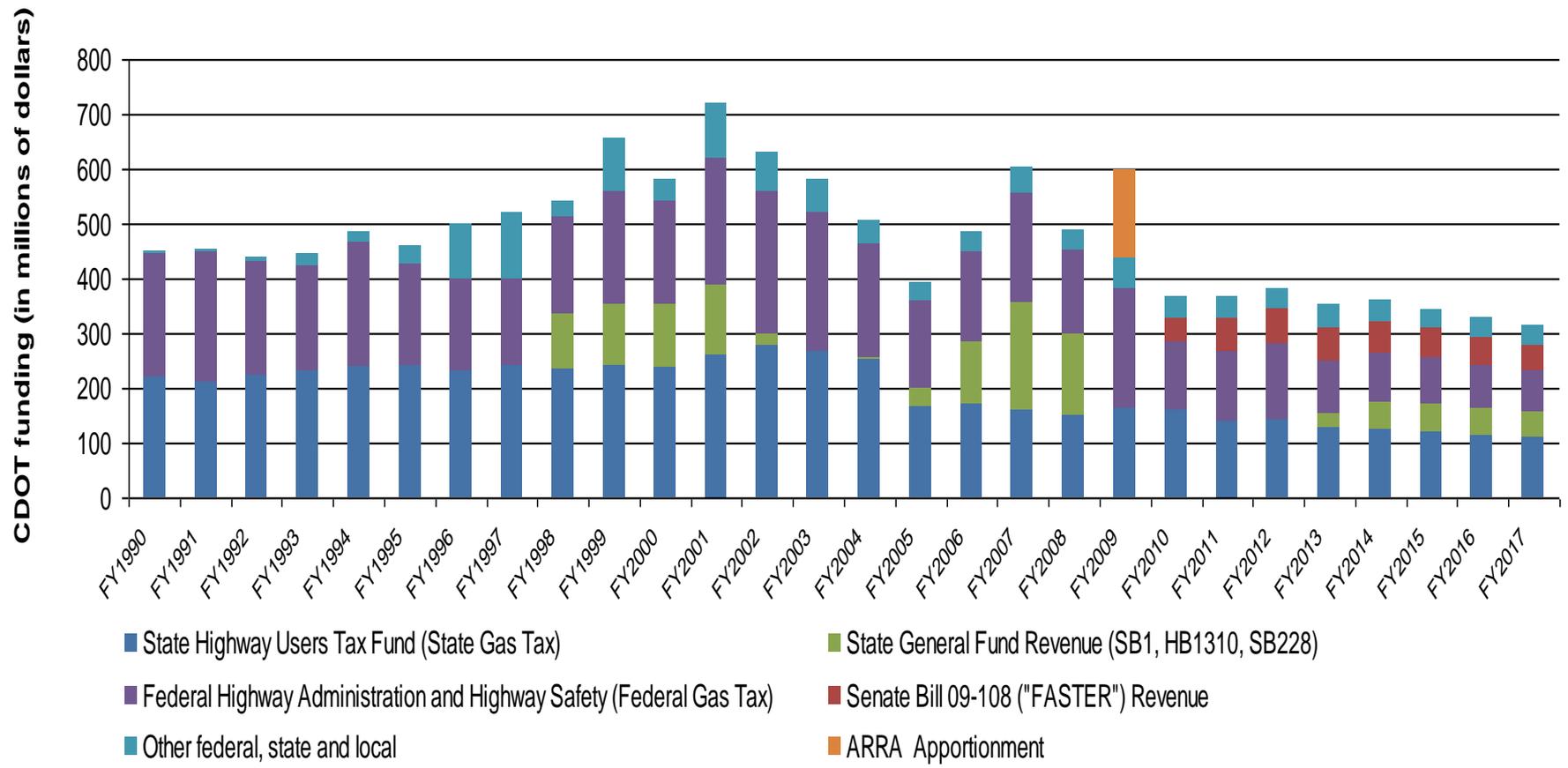
CDOT Funding Sources by Fiscal Year, Actual 1990-2010 and Projected 2011-2017



Year to Year Funding

Inflation Adjusted

Inflation-adjusted CDOT Funding Sources by Fiscal Year, Actual 1990-2010 and Projected 2011-2017





Federal Funding

7

- **Federal Surface Transportation Funding Levels**
- SAFETEA-LU (Highways and Transit Spending)
 - \$198.8 billion – Highways
 - \$45.3 billion - Transit
- New Authorization Bill (SAFETEA-LU levels of spending plus interest)
 - \$267.6 billion – Highways
 - \$55.9 billion - Transit



CBO Projections - Shortfall

8

- Highways

- 2012 - \$4.2 billion
- 2013 - **-\$8.8 billion**
- 2014 - **-\$22.2 billion**
- 2015 - **-\$35.3 billion**
- 2016 - **-\$48.1 billion**
- 2017 - **-\$60.3 billion**

- Transit

- 2012 - \$4.7 billion
- 2013 - \$1.9 billion
- 2014 - **-\$1.4 billion**
- 2015 - **-\$4.9 billion**
- 2016 - **-\$8.4 billion**
- 2017 - **-\$12.1 billion**

A new 6 year authorization bill based on current law (with inflation) would require an additional \$75 billion in revenues

- **FASTER – SB 09-108**
- Provided state's first reliable, dedicated funding source for transportation
- \$10 million per year state grants
- \$5 million per year local grants
 - 85 projects
 - 45 organizations
 - 19 towns/cities
 - 14 counties
 - 7 non-profits
 - 3 govt councils
 - 2 transit authorities





Financial Outlook

10

- **Federal Funds**

- Fewer funds projected for highways and transit in next authorization bill if current trends continue
- What does this mean for transit & rail?

- **State Funds**

- FASTER is maintained, but no additional funding sources for highways or transit appear to be on the horizon
- Movement toward PPP, other innovative financing options as a means to provide capacity improvements
- What does this mean for transit & rail?



WHERE TO GO TO CREATE CHANGE, INFLUENCE POLICY

- Creates six-year transportation authorization (well, in theory...)
- Provides yearly appropriations to transportation, distributing federal gas tax dollars back to states and providing general fund dollars to transit
- Determines federal priorities each state must follow
- Determines the split between highways and transit



Governor / Legislature

13

- Governor appoints Transportation Commission
- Governor and Legislature approve legislation proposed by departments
- Governor and Legislature provide fiscal and policy direction for all departments of state government.



- **11-member CDOT governing body created in 1991**
(appointed by Governor and confirmed by Senate)

- Serve four-year terms
- Meet monthly



- Responsible for

- Setting overall fiscal and policy direction statewide via investment categories
- Short term and long-term priorities
- Budget & allocation of funds
- Adoption of Policies & Resolutions which set department direction
- Adoption of State Transportation Plan



Executive Management Team

15

- Executive Director & Deputy Director
- Chief Engineer & 6 Regional Directors
- Division Directors of DoHRA, DTD, Transit & Rail, Aeronautics, & CFO
- Head of Staff Branches, PR, OPRG & HPTE Director
- Responsible for
 - Recommending fiscal and policy direction statewide to Executive Director and Transportation Commission
 - Recommend Adoption of Policies & Procedures





POLICIES, PROCEDURES, & RESOLUTIONS



Policies & Procedures

17

- **Policy Directives**

- Adopted by the Transportation Commission and specifies organizational, Commission, departmental goals & policies

- **Procedural Directives**

- Adopted by the Executive Director and specifies how organizational goals and departmental decisions are to be implemented

- **Commission Resolutions**

- Any formal action taken by the TC comes in the form of a Commission Resolution and is voted on by the Commission.
- MOU on Resource Allocation- decide how the money gets distributed.



Do Policies and Procedures Matter?

18

- **Transportation Commission and Executive Director adopted Bike & Pedestrian Policy/Procedure, October 2009 and February 2010**
 - The purpose of these directives are “to promote transportation mode choice... for bicyclists and pedestrians on or along the state highway system...”
 - The directive states, “...needs of bicyclists and pedestrians shall be included in the planning, design, and operation of transportation facilities, as a matter of routine. A decision to not accommodate them shall be documented based on the exemption criteria in the procedural directive.”

- **US 160 Shaw Creek to Del Norte Project**

- 14-mile resurfacing through Del Norte was designed and constructed with ARRA funding. Bike and pedestrian components of the project replaced the existing curb ramps with ADA compliant ramps. The project also constructed bike lanes through town on both sides of the highway.
- Completion date: June 28, 2010
- Cost: \$5,165,043





Examples of Success

20

- Monte Vista Intersection Project will include sidewalks, ped improvements.
- Alamosa Mill and Fill: Surface treatment project included bike and pedestrian improvements, including ADA curb ramps and a west bound bike lane.
- SH 133 Carbondale: Currently there are no shoulders at this location; however, using the bike/ped policy requirements they are making efforts to design a safer bike/ped facility that will be detached from the main highway.
- SH 24 Chipseal Construction: Region 3 delayed starting this project until later in the summer in order to accommodate cycling activities along this corridor.
- SH 125 Michigan River Bridge: Current design efforts for this bridge replacement are taking the Bike/Ped and Shoulder policies into account by trying to make sure that there is adequate width on the bridge for shoulders or bike lanes.



Examples of Success

21

- US 6 and Wadsworth EA Interchange improvements included a bike/ped trail.
- SH 9 Frisco to Breckenridge EIS: Commitments for pedestrian crossings of highway and nice wide shoulders for bicyclists as part of the preferred alternative. A commitment for bus que jumping at traffic signals was also made.
- C470: In ARRA we did a concrete pavement restoration of the highway, and at the same time reconstructed a good stretch of the C470 bike trail that needed to be repaired.
- US 36 FEIS and ROD cleared not only the HOT / BRT elements but also included a commuter bikeway along the length of the corridor.



QUESTIONS, CONVERSATION