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Statewide Transportation Plan

Adopted August 20, 2020



COLORADO
Department of Transportation



CONNECTION. CHOICE.
COLORADO FOR ALL.

On behalf of the Colorado's Transportation Commission, I am excited to present Your Transportation Plan. This plan builds on the most expansive outreach process in the history of CDOT, which revealed a compelling vision about the future of transportation in Colorado. CDOT conducted more than 150 outreach events as part of developing Your Transportation Plan including community leader and county meetings, telephone town halls, stakeholder meetings and community events. Throughout these conversations, CDOT's team and the Colorado Transportation Commission have been struck by the uniqueness of each community, and by the common themes that emerge when talking about our transportation challenges.

Your Transportation Plan is built around a 10-Year Vision for Transportation in Colorado, which provides a detailed pipeline of projects that are required to address Colorado's transportation needs. The 10-Year Vision responds to what we heard from Coloradans with an emphasis on:

- Improving our interstates
- Relieving traffic, including with transit solutions
- Improving rural access
- Improving rural roads
- Addressing road conditions and maintenance

Your Transportation Plan also provides a long-term vision for transportation in Colorado over the next 25 years. However, we are issuing this plan during a time of tremendous uncertainty as our state and nation grapples with the COVID-19 pandemic. The pandemic has cut CDOT's budget, turned commuters away from transit and reduced the number of vehicle miles traveled by 30-40%. Like all Coloradans, we are trying to understand which of these changes are temporary and which, like changing attitudes and acceptance for work from home, might be permanent.

To address the transportation needs of the state, the Colorado Transportation Commission and CDOT have focused Your Transportation Plan around three key goal areas: Mobility, Safety and Asset Management, which is essentially taking care of our transportation system. We will measure our progress towards improvement in these three goal areas over time using a data driven and performance-based approach, ensuring our investments in transportation are made wisely.

Colorado's transportation funding is limited, and the 10-Year vision includes both funded projects and projects for which funding has not been identified. Events like the COVID-19 pandemic have made long-term funding uncertain, but Your Transportation Plan ensures that CDOT is ready to build if new stimulus or other funding arrives.

In addition to providing tangible improvements to the condition of our system, investing in transportation creates ripple effects across the economy, resulting in new jobs and economic growth. Ongoing transportation funding keeps the state competitive with neighboring states. This is essential in Colorado where the state relies on \$20 billion every year from the tourism industry. It is also essential for our freight related industries that connect Colorado businesses and products across the nation and around the world.

Your Transportation Plan addresses the transportation needs of all regions of our state, considers all modes of transportation, and meets the requirements of state and federal planning laws and regulations.

Thank you for your participation and interest in Your Transportation Plan and for helping CDOT to develop the kind of transportation system that Coloradans expect and deserve.

Sincerely,

Karen Stuart

Chairwoman of the Colorado Transportation Commission

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Acronyms

4P	Project Priority Programming Processes	ITS	Intelligent Transportation Systems
AV	Autonomous Vehicles	L RTP	Long Range Transportation Plan
BUILD Grant	Better Utilizing Investments to Leverage Development	MAP-21	Moving Ahead for Progress in the 21st Century Act
Bustang	Regional Bus Transit Service	MPO	Metropolitan Planning Organization
CDOT	Colorado Department of Transportation	MVRTP	Metro Vision Regional Transportation Plan
CMAQ	Congestion Mitigation and Air Quality	NFRMPO	North Front Range MPO
CO ₂	Carbon Dioxide	NHS	National Highway System
COVID-19	Coronavirus	NHTSA	National Highway Transportation Safety Administration
DEN	Denver International Airport	Outrider	Rural Bus Service
DRCOG	Denver Regional Council of Governments	P3s	Public-Private Partnerships
EJ	Environmental Justice	PACOG	Pueblo Area Council of Governments
FAST Act	Fixing America's Surface Transportation Act, 2015	PEL	Planning and Environmental Linkages
FASTER	Funding Advancements for Surface Transportation and Economic Recovery Act of 2009	PD	Policy Directive
FHWA	Federal Highway Administration	PPACG	Pikes Peak Area Council of Governments
FRPR	Front Range Passenger Rail	RTD	Regional Transportation District
FSAM	FASTER Safety Asset Management	RTP	Regional Transportation Plan
FSM	FASTER Safety Mitigation	SB	Senate Bill
FTA	Federal Transit Administration	STAC	Statewide Transportation Advisory Committee
GVMPO	Grand Valley MPO	STIP	Statewide Transportation Improvement Program
HOV	High Occupancy Vehicle	STSP	Strategic Transportation Safety Plan
HPTE	High Performance Transportation Enterprise	TIPs	Transportation Improvement Programs
HUTF	Highway Users Tax Fund	TPR	Transportation Planning Region
		VMT	Vehicle Miles Traveled

Welcome to Your Transportation Plan

Every four years, the Colorado Department of Transportation (CDOT) takes a fresh look at Colorado's transportation investment priorities and builds a transportation plan that helps deliver those priorities. While CDOT has delivered many of these plans over the years, for this plan - Your Transportation Plan - CDOT embarked on an effort to refresh transportation priorities based on firsthand input from community members across the state, creating a multimodal plan that is meaningful to every region of the state. Your Transportation Plan is a vision document that outlines what we want to achieve across our transportation system over the next 25 years.

The Plan was built around CDOT's 10-Year Vision to help address the critical multimodal transportation needs of community members and businesses. The 10-Year Vision for Colorado's Transportation System (Appendix A) is an important companion document to this Plan.

Before You Begin

In this Plan, you will see references to the 10-Year Vision for Colorado's Transportation System (Appendix A), which contains a specific list of projects categorized across five priority areas: Improving Our Interstates, Relieving Traffic, Improving Rural Access Statewide, Rural Paving, and Road Condition and Maintenance.

The 10-Year Vision includes the highest priority projects around the state. However, the outreach process to build this list identified many more projects important to CDOT's planning partners but beyond what the state can accomplish with expected funding levels. This larger project list can be found in the Corridor Profiles (Appendix E).

CDOT recognizes that this plan was issued during the COVID emergency, which brought dramatic changes to the way Coloradans live and work. Our transportation system changed as well. Vehicle trips dropped by nearly 40% and cities closed streets to cars; welcoming pedestrians and bicyclists to access these spaces safely. At the same time, emptier streets led to an unfortunate pattern of reckless driving (and fatalities) and transit ridership plummeted.

As you review this plan, we welcome your thoughts on whether and how the adjustments you made to your travel patterns during COVID caused you to think differently about our system today and what we want for the future. Your comments will help CDOT adjust to new transportation realities.

Elements of Your Transportation Plan Process



What is Included in this Plan?

Your Transportation Plan is a single plan that describes what we need to ensure all users of our system – no matter how they travel – reach their destinations safely. This Plan describes:

- How CDOT conducted extensive public and stakeholder outreach to every part of the state and the themes that arose.
- The goals and objectives for our transportation system to meet the needs of all Coloradans.
- How CDOT leveraged the public input and analyzed data to understand Colorado's economy, population trends, and transportation needs.
- The priority projects included in the 10-Year Vision (Appendix A) and how these projects were informed by the regional transportation plans from across the state. The statewide list of projects allows us to better understand the full extent of our transportation needs. With the current limits on transportation funding, CDOT won't be able to complete every project and address every issue. However, with the public's guidance on the critical

issues, we are in a much better position to identify the priority projects to advance as funding becomes available.

- CDOT's revenue sources and anticipated transportation investment strategy.
- How our transportation choices affect the environment, historically underrepresented populations, land use, and public health and how CDOT is addressing these effects.
- Steps CDOT will take to implement the Plan.

Transportation Planning:

- Identifies future needs for our transportation system
- Establishes a transportation vision and goals for the state and the types of projects and investments that will help achieve these goals
- Connects current and future funding realities to deliver an effective and efficient transportation system that works for Colorado today and in the future

Your Transportation Plan is a Performance-Based Plan

CDOT has developed performance measures to tell us how well we are meeting our goals. Projects and other strategic actions proposed in the Plan focus on helping CDOT meet the performance measures set for our transportation system. The Plan follows Federal Highway Administration and Federal Transit Administration requirements for performance-based planning. To address the transportation needs of the state, the Colorado Transportation Commission and CDOT have focused Your Transportation Plan around three themes:

Mobility: defined as access to high-quality transportation options that are reliable, affordable, and safe for all users.

Safety: defined as getting everyone home without incident whether driving, walking, biking, or riding other vehicles.

Asset Management: defined as taking care of the things that CDOT builds, keeps track of, uses, and maintains. This includes the condition of roads, bridges, equipment, and vehicles so Coloradans can get where they need to go safely and securely.

What Requirements did CDOT Follow in Developing the Plan?

The Plan follows Colorado's statutes and regulations on transportation planning. These direct CDOT to integrate and consolidate regional transportation plans and CDOT's systems planning into a long-range (20-year or longer) multimodal transportation plan that presents a clear, concise path for future transportation in Colorado. It also meets the requirements of federal transportation planning regulations, most recently updated as part of the FAST Act (Public Law 114-94 - FAST Act).

Your Transportation Plan is reviewed and adopted by the Transportation Commission, which is composed of 11 commissioners who represent districts across the state. Each commissioner is appointed by the governor, confirmed by the Colorado senate, and serves a four-year term. To aid in the development of this Plan and ensure active involvement of the Transportation Commission, a special subcommittee of the Transportation Commission was formed. This committee met monthly throughout the Plan's development.

"The Transportation Commission, together with CDOT, is pleased to provide this update on efforts over the past months to refresh our state's transportation plan through conversations with community members across the State of Colorado. It was gratifying to hear that many of the important underlying themes we have heard from community members and stakeholders in the past continue to be in the forefront of their thoughts today, even as circumstances change and evolve, especially the need to keep our system safe and in a state of good repair, concern about the impacts of congestion, and frustration with limited options for travel."

Karen Stuart, Chair, Statewide Plan Committee, CDOT Transportation Commission

Public and Stakeholder Outreach

Public Participation

Throughout the development of the 2045 Statewide Transportation Plan - Your Transportation Plan, CDOT sought input from the public. Our goals were simple: to hear directly from Coloradans about what they need from our state transportation system, to ensure that we are prioritizing precious taxpayer dollars in ways that best deliver on those needs, and to energize an ongoing statewide conversation about the vitality of transportation in connecting our daily lives. Over a five-month period from May 2019 to September 2019, CDOT staff members traveled all over the state to engage local, regional, and state-level stakeholders wherever they were - in person, over the phone, or online - to hear from as many community members as possible. This included:

Your
Transportation
Plan is the
most expansive
and inclusive
transportation
planning effort in
CDOT's history

81

Local Elected Official and Community Leader Meetings; Including 64 County Meetings and 2 Tribal Meetings

Averaged 2-3 hours each with local leaders to identify local transportation needs and ideas.

10

Transportation Planning Region (TPR) Input

Gathered input from Colorado's 10 rural TPRs throughout numerous meetings to inform the development of the Regional Transportation Plans.

15

Stakeholder Meetings

Held meetings to receive input from key stakeholder groups, including the military community, freight groups, business groups, and bicyclists.

5

Metropolitan Planning Organization (MPO) Input

Gathered input from Colorado's 5 MPOs through numerous meetings.

6

Telephone Town Halls

Hosted regional telephone town halls, an over-the-phone event where thousands of Coloradans asked transportation questions and participated in live polling.

36

Community Events

Set up booths and partnered with local planning organizations at community events to engage with attendees.

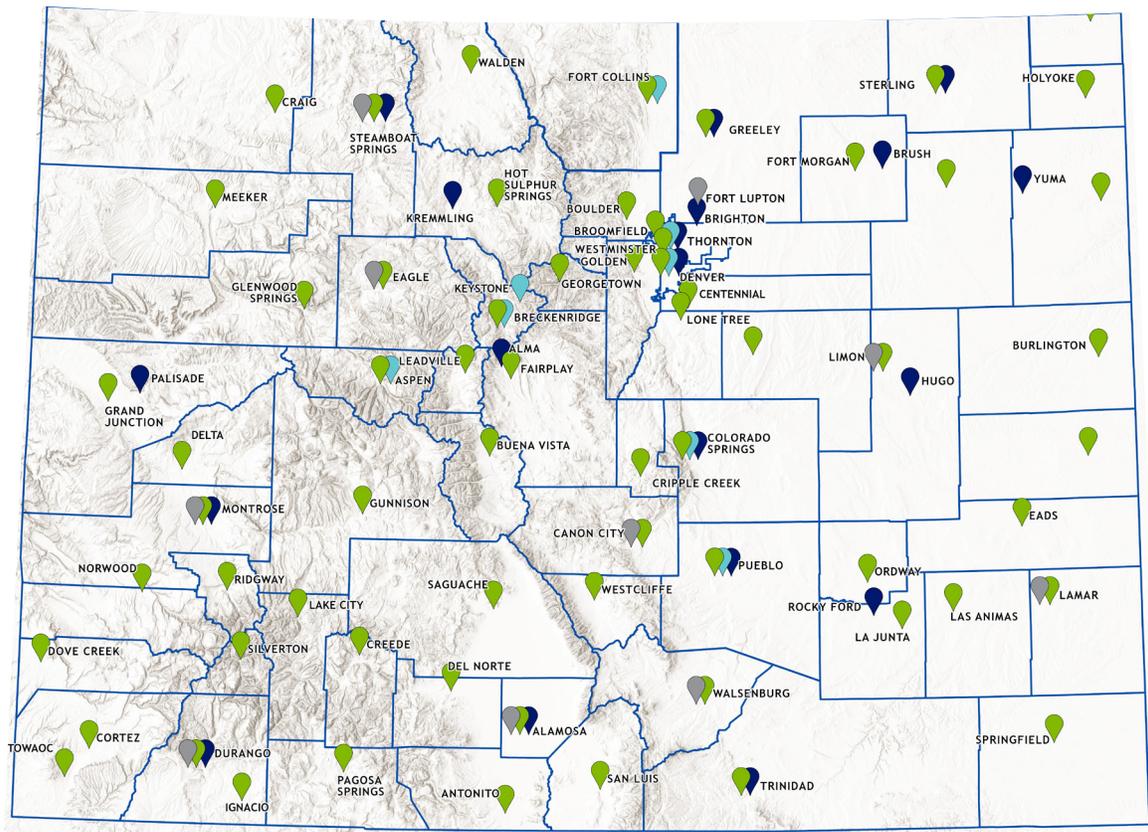
Public engagement efforts were made to be more inclusive by providing bilingual materials and online surveys and translators at events

Source: Midpoint Report, 2019

How We Gathered Input

WHERE WE'VE BEEN

Meetings were hosted with all 64 counties. Joint meetings are indicated on the map in the host city.



Public and Stakeholder Events
Source: Midpoint Report

As a result of this public outreach program, Your Transportation Plan is the most expansive and inclusive transportation planning effort in CDOT's history - reaching urban and rural communities and providing opportunities for feedback in multiple languages. The magnitude of this program can be measured by the following metrics:

9,079

Completed Surveys

17,305

Online Map Comments

15,000+

Website Pageviews

16,201

Telephone Town Hall Participants

1.2 MILLION+

Views on Social Media

3,500+

People Talked With at Community Events

81

News Stories

14.7 MILLION

Approximate Views of News Stories

More details on this input is included in Appendix B, Public and Stakeholder Involvement. Information on how traditionally underrepresented populations were considered in this Plan is available in Appendix H, Environmental Justice.

Stakeholder Involvement

Stakeholders provide specific input and insight into the perspective of their constituents and help identify what Coloradans want from their transportation system. All areas of the state were given equal opportunities to provide input into the planning program. Those involved in the development of Your Transportation Plan included:

- Ten rural Transportation Planning Regions (TPRs)
- Five Metropolitan Planning Organizations (MPOs)
- A Statewide Transportation Advisory Committee (STAC) consisting of elected or appointed officials representing the planning partners on key transportation planning issues
- Local elected officials and community leaders from all 64 Colorado counties
- Tribal governments including the Southern Ute Indian Tribe and the Ute Mountain Ute Tribe
- Federal Highway Administration & Federal Transit Administration
- Colorado Department of Public Health and Environment
- Other state agencies
- Other stakeholders and advocacy groups including:
 - Pro15
 - Freight Advisory Council
 - Colorado Motor Carriers Association
 - Colorado Board of Veterans Affairs
 - Colorado Public Interest Research Group
 - LiveWell Colorado
 - Veterans and Military Roundtable
 - Club 20
 - Public Health, Equity, and Transportation Taskforce
 - Public Health and the Rockies
 - Strategic Action Planning Group on Aging
 - Bicycle Colorado
 - Environmental Stakeholders
 - I-70 Coalition
 - Colorado Municipal League
 - American Association of Retired People Livable Communities
- Interested members of the public who participated in various outreach activities



Community members take online survey at the annual Kremmling Day celebration
Source: Midpoint Report, 2019

Voice of Colorado

Colorado's Your Transportation Plan uses clear language that is easy to understand and resonates with the public. To assist CDOT in this objective, CDOT formed a virtual focus group called the Voice of Colorado that included over 115 Coloradans from all parts of the state to help develop transportation terms and definitions that are easy to understand. This Plan takes into account the contributions of Voice of Colorado participants in ensuring concepts like mobility, safety, maintenance, and asset management are clearly presented.

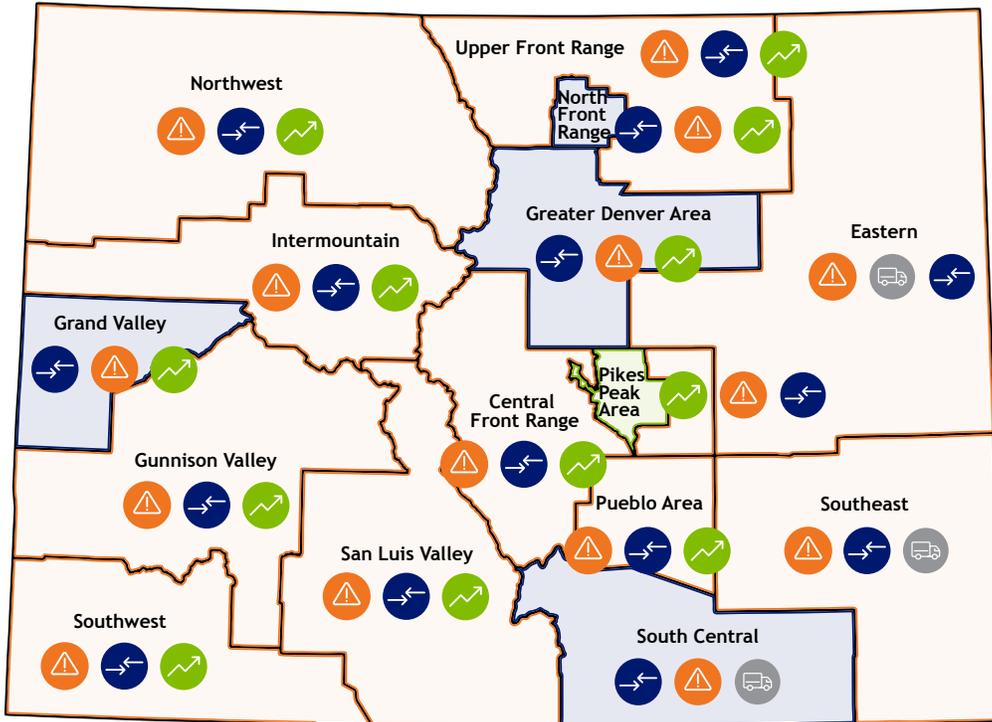


CDOT booth at Bike to Work Day in Civic Center Park in Denver
Source: Midpoint Report, 2019

CDOT conducted a survey to identify better ways to explain transportation-related terminology such as mobility, safety, and asset management. The results have been incorporated in this Plan.

What We've Heard: By Transportation Planning Region

The color of each TPR corresponds with that region's most identified topic, and each topic is arranged in priority order left to right.



The public outreach led to a wide range of feedback on Colorado's transportation trends and issues.



What We've Heard By Region
Source: Midpoint Report, 2019

The following three topics were identified as most important across the state:

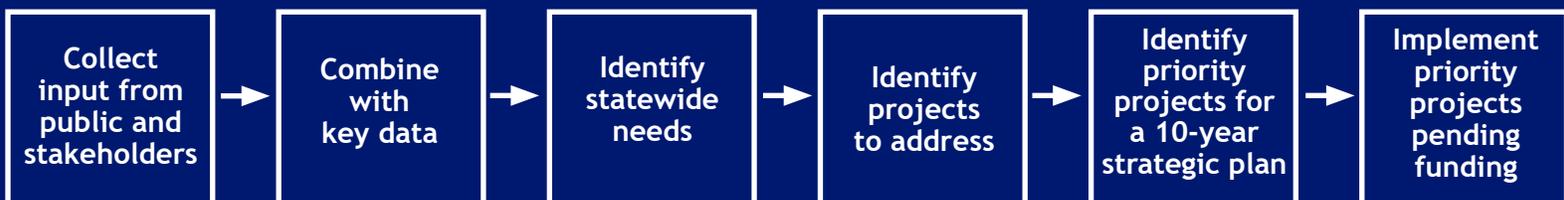
- Road Condition and Safety
- Growth and Congestion
- Lack of Travel Options

Other topics that were identified as important to Coloradans during the outreach program include:

- Freight Movement
- Air Quality
- Wildlife Collisions

Public input gave CDOT a better understanding of Colorado's economy, population trends, and transportation needs throughout the state. The public input also provided the identification of transportation needs on highway corridors throughout Colorado, which led to projects and strategies that address these needs. These projects and strategies were prioritized into the 10-Year Vision to help address the critical multimodal transportation needs of community members and businesses.

How Public and Stakeholder Input was Incorporated into the Plan



Draft Your Transportation Plan Review Period Outreach

In June 2020, CDOT released the draft version of the Your Transportation Plan with a 60-day review period. The public and stakeholders were given the opportunity to review and comment on the Draft Your Transportation Plan, prior to adoption by the Transportation Commission, to review the plan to see if it accurately captured their input. To promote the public comment period, CDOT conducted outreach to stakeholder groups and survey respondents who provided input in 2019, the general public via social media, and Spanish-speaking communities through targeted media outreach. CDOT also gave presentations about the Draft Your Transportation Plan to many stakeholder groups that were vital to the input received in 2019.

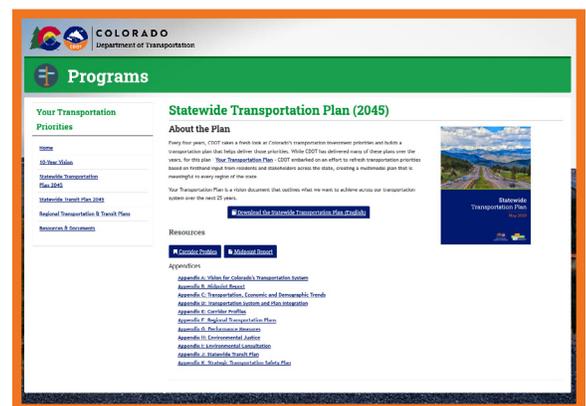
CDOT's outreach effort during the Draft Your Transportation Plan comment period resulted in **259 comments**

On social media, CDOT launched a campaign to highlight the topics that were identified as most important to the public and CDOT's plans to address them. A total of 21 social media posts were shared on Facebook and Twitter during the public comment period, encouraging community members to visit YTP.codot.gov and provide comments on the plan.

To reach the Spanish-speaking population in the state, all Facebook posts also ran in Spanish and were targeted to social media users that identified themselves as Spanish-speakers. CDOT also implemented a targeted media outreach strategy that completed six interviews with popular Spanish media outlets. The interviews resulted in radio, online, and social media coverage across the Denver metropolitan area, northern Colorado, southern Colorado and in mountain communities.

Interviews conducted in the Denver metropolitan area reached, on average, about 27,000 listeners per hour. An article also accompanied the video interview with El Comercio de Colorado online publication, which distributes 30,000 issues bi-weekly and reaches about 7,000 community members on Facebook.

CDOT's outreach effort for the public comment period ultimately resulted in 259 comments, exceeding the results from the last statewide planning effort.



Community members could provide comments on the Draft Your Transportation Plan online
Source: CDOT, 2020



A video interview with El Comercio de Colorado was posted on their online publication
Source: CIG, 2020

Goals

To address the transportation needs of the state, the Colorado Transportation Commission and CDOT have focused Your Transportation Plan on three key goal areas: Mobility, Safety, and Asset Management. Each goal area consists of a set of objectives and performance measures meant to measure concrete progress toward achieving each goal. To formulate the goals for the Plan, CDOT incorporated the performance measures from CDOT's existing performance measures framework (Policy Directive 14, frequently referred to as PD-14).

The three goal areas are defined as: Mobility, Safety, and Asset Management

Mobility:

Reduce travel time lost to congestion and improve connectivity across all modes with a focus on environmental impact, operations, and transportation choice statewide.

Safety:

The future of Colorado is zero deaths and serious injuries so all people using any transportation mode arrive at their destination safely.

Asset Management:

Maintain a high-quality transportation network by working to maintain a state of good repair for all assets and a highly traversable road network.

Mobility

Congestion is growing rapidly in multiple regions across Colorado. In addition, the state's population is aging, which means that multimodal mobility needs and demands are also increasing. Lastly, new mobility technologies present new opportunities and challenges. Mobility is tied closely to sustainability - Colorado's transportation system generates emissions that reduce air quality. Providing Coloradans with transportation options such as buses, trains, and safe bicycling and walking paths not only gives people more travel choices and reduces congestion, but also improves air quality. In this Plan, mobility goals are integrated into a set of proposed objectives:

- Reduce vehicle miles traveled (VMT) and vehicle emissions by one percent annually
- Increase the number of zero-emission vehicles in Colorado
- Increase the share of Coloradans commuting using multimodal options and improve ridership of rural and small urban transit agencies
- Increase system reliability and reduce traffic congestion
- Encourage transportation demand management strategies
- Increase access to transit
- Increase use of high occupancy vehicle (HOV) and managed lanes to encourage shared trips



Crew works on State Highway 7
Source: CDOT, 2020

Reliable Mobility:

- *Provides choices*
- *Provides access*
- *Gets people where they need to go – on time*

Safety

CDOT's safety-related objectives have the direct ability to save lives, prevent injury, and reduce costs associated with traffic-related deaths and injuries. Coloradans deserve a transportation system designed and operated to continue to keep them safe. In this Plan, safety goals are integrated into a set of objectives:

- Prevent fatalities and injuries
- Fund and install physical infrastructure increasing safety of travel
- Conduct community outreach and active public involvement in the prevention and management of crashes

For more information on CDOT's Strategic Transportation Safety Plan, see Appendix K.

Asset Management

CDOT and other transportation agencies must responsibly manage numerous assets, including roadways, bridges, tunnels, traffic signals, maintenance equipment, and fleet vehicles. Over time, these assets require continuous repair and upgrade to keep the transportation network safe and reliable for users. Using data-driven metrics to inform the improvements of infrastructure and other assets is key. In this Plan, asset management goals are integrated into a set of objectives:

- Improve drivability life, ensuring that roads last longer before needing to be repaired
- Maintain pavement quality
- Maintain assets in accordance with the State Transit Asset Management Plan and Risk-Based Asset Management Plan
- Using data-driven decision-making to maintain the transportation system

CDOT's safety-related objectives have the direct ability to save lives, prevent injury, and reduce costs associated with traffic-related deaths and injuries.

Safety Requires:

- *Engineering*
- *Education*
- *Enforcement*
- *Emergency Medical Services*

Did you know that CDOT maintains

- *9,100 miles of interstates and highways*
- *3,500 bridges*
- *20 tunnels*
- *1,900 traffic signals*
- *26 rest areas*

The proposed objectives associated with mobility, safety, and asset management that were developed for Your Transportation Plan are discussed in Appendix G, Performance Measures.

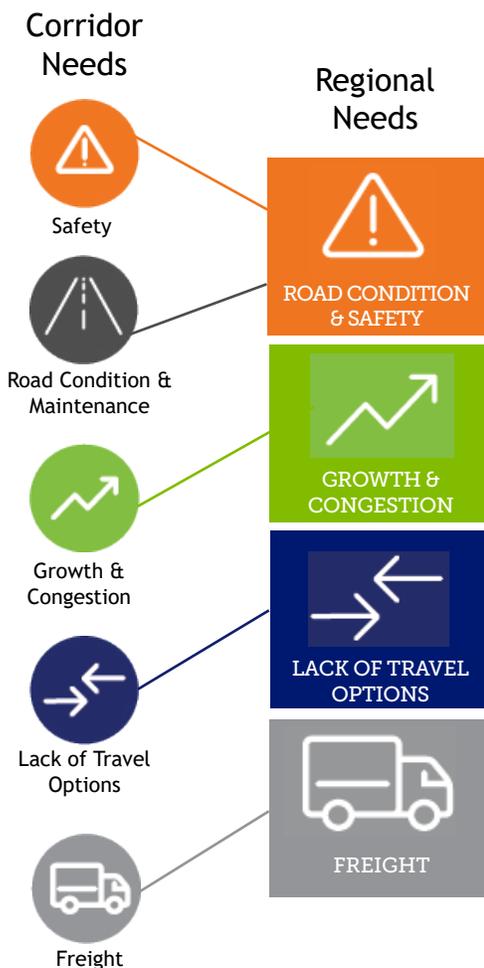
Corridor Profiles and 10-Year Vision

Identification of Transportation Needs and Corridor Profiles

The 10 TPRs developed a corridor profile and vision for each corridor within their region. Previous iterations of the RTPs and MPO plans included extensive work on the corridor profiles, and Your Transportation Plan builds on those efforts by updating the corridor profiles to reflect current key data findings and by incorporating feedback from the 9,000 surveys received through outreach efforts across the state.

Key data findings for each corridor included:

- demographic information
- shoulder condition
- elevated crash patterns
- congestion
- drivability life
- hazardous materials transportation routes
- resiliency
- redundancy
- bridge conditions
- economic factors including Main Streets, job concentrations, and freight



The corridor profiles establish a vision and needs for each corridor to help inform the projects needed at a regional level.

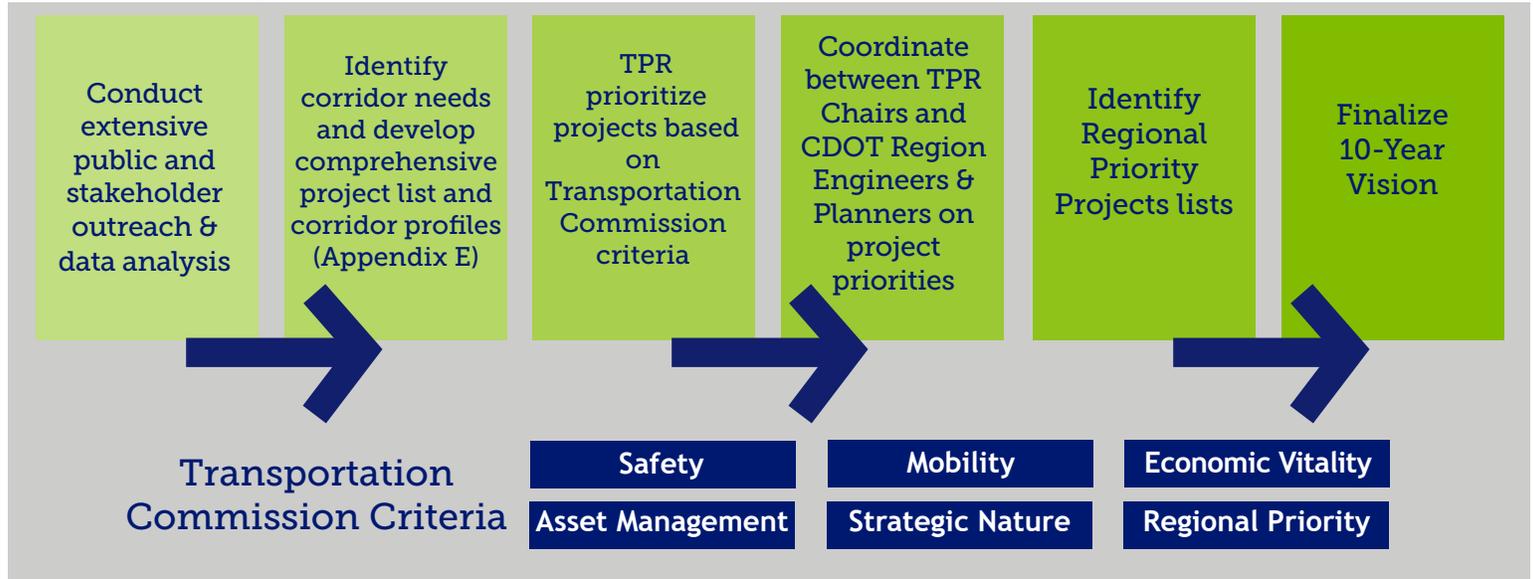
As part of the Your Transportation Plan public engagement effort, CDOT gathered public feedback, stakeholder insight, and key data to identify the transportation needs across the state and produced a grassroots developed project list that realizes Colorado’s vision for the future of transportation. The corridor profiles linked these key pieces of information to provide a roadmap for each corridor. Appendix E contains the updated 2045 corridor profiles for the 10 TPRs. MPOs develop their corridor profiles in a separate process, see Metropolitan Planning Organization and Regional Transportation Plan Integration on page 28.

The key data findings and results from outreach efforts on each corridor were used to identify needs at both the corridor and regional level. The corridor needs and regional needs are listed in the figure to the left.

Regional Project Lists

With a strong understanding of each corridor’s and region’s needs, existing project concepts were gathered from various CDOT plans and project lists. The project list for each TPR was then reviewed and compared to ensure corridor and regional needs were met. This led to a comprehensive multimodal project list for each TPR representing 25 years of potential project needs. The comprehensive multimodal project list within each TPR is located in the Corridor Profiles in Appendix E and includes over 1,100 projects. TPR members then worked with CDOT region engineers and planners to vet and prioritize projects and develop a consolidated regional Priority Project list that best serves each region. The Priority Project lists are a key component of each region’s RTP and span 25 years. The Top Priority Projects list for each TPR is located in the 2045 RTPs in Appendix F.

Process to Develop 10-Year Vision



Integration of Regional and State Needs into the 10-Year Vision

The 10-Year Vision reflects the highest priorities of the state, MPOs, and TPRs. The 10-Year Vision’s purpose is to create an implementation plan that best uses reasonably expected current and future funding to meet the needs identified by the state and the regions. CDOT used the Priority Projects list from each region and created five strategic focus categories that align with the statewide needs for the 10-Year Vision. Projects for bicycle and pedestrian improvements are included under the project categories: relieving traffic, improving rural access statewide, and rural paving. Projects for transit improvements are included under the project categories: improving our interstates, relieving traffic, and improving rural access statewide.



Improving Our Interstates

This project category includes any highway or transit improvements located on Colorado interstates. These projects address: growth and congestion, lack of travel options, and road condition and safety. The 10-Year Vision will invest funding, into improving the condition and efficiency of interstates with high levels of congestion and truck traffic. That means rebuilding pavement on I-70 East and I-76, delivering extra capacity and options on I-25 North, and tackling congestion bottlenecks across I-70 West, and the modernization of I-25 from state line to state line.

Relieving Traffic

The projects in this category include a mixture of highway capacity improvements, bicycle and pedestrian improvements, and transit expansion projects that relieve congestion in urban areas. The 10-Year Vision includes projects that will improve intersections and expand highway capacity at strategic locations. Investments in new mobility hubs that improve access to transit and carpooling and enhance and connect bicycle and pedestrian facilities are essential as capacity improvements without alternate transit and multimodal options will not relieve traffic congestion. Some of Colorado’s most congested highway segments will be widened and interchanges known for traffic backups and high crash rates will be reconstructed.



Improving Rural Access Statewide

This project category includes any highway or transit project that provides travel access within and between the state’s rural areas. The 10-Year Vision proposes projects that would add passing lanes, improve intersections, expand CDOT’s Bustang and Outrider services, and provide more revenue to local transit operators.



Rural Paving

Over the course of CDOT’s outreach effort we heard from rural communities across Colorado about the need to improve the condition of rural roads, and about the importance of freight routes to take products from farm to market. The first four years of the 10-Year Vision allocates 25 percent of all dollars to rural pavement condition – the largest single investment in CDOT’s recent history. CDOT proposes maintaining this focus throughout the decade, with over \$1 billion going toward rural roads between 2020 and 2030. This would repair 1,300 miles of rural pavement across the state. Many of these roads haven’t been repaved since the 1970s.



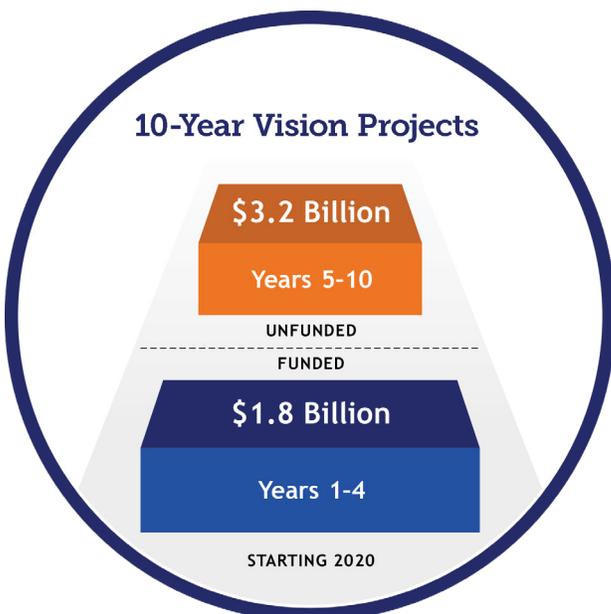
Road Condition and Maintenance

This project category includes highway and transit projects that are focused on ensuring a “state of good repair” across the system. The 10-Year Vision devotes approximately 50 percent of new funding received toward improving the condition of our roads, bridges, and other assets. These investments would reconstruct, rehabilitate, and repair hundreds of miles of pavement to good condition, extend the life of bridges around the state, and bring culverts, guardrails, and walls up to current standards.

CDOT’s 10-Year Vision would devote approximately 50 percent of new funding received toward improving the condition of our roads, bridges, and other assets.



Bustang expansion, Snowstang, extends service to ski resorts
Source: CDOT, 2020



10-Year Vision for Colorado’s Transportation System Funding

The 10-year Vision for Colorado’s Transportation System contains approximately \$5 billion in projects to further Colorado’s transportation vision and meet the statewide goal areas of mobility, safety, and asset management. Totalling \$1.8 billion, the five categories contain projects that are both funded¹ and planned for the first four years of the 10-Year Vision. The remaining years contain \$3.2 billion in projects that are unfunded, but planned and ready when future funding is identified. CDOT’s overall investment strategy is contained in the Investment Strategy section.

¹ For the purposes of the 10-Year Vision document, “funded” projects are those identified to receive funding from one or more sources provided by the state legislature (i.e., Senate Bill 1, Senate Bill 262, Senate Bill 267). CDOT has not yet received all of these dollars as they are subject to future year appropriations. Projects identified as “unfunded” have no currently identified funding source.

The Colorado Transportation Story

Your Transportation Plan has been developed around three goal areas – mobility, safety, and asset management – which are the priority consideration in the way CDOT plans for future transportation investments. To better tell the story of current conditions and future needs for these goal areas, the following key elements from various statewide modal and functional plans were reviewed and integrated into Your Transportation Plan:

- Population, economic, and transportation trends
- Issues and needs
- Policies and initiatives
- Other strategic actions

CDOT leveraged this analysis and projects developed as part of individual modal and functional plans to inform the 10-Year Vision for Colorado’s Transportation System. Transportation needs identified in these CDOT plans are summarized at the end of each section of mobility, safety, and asset management. For further details, including maps displaying Colorado’s transportation networks, refer to Appendix D of Your Transportation Plan.

MODAL PLANS

- Statewide Transit Plan
- Colorado Freight Plan
- Colorado Freight and Passenger Rail Plan
- Statewide Bicycle and Pedestrian Plan
- Colorado Aviation System Plan
- Colorado Statewide Intercity and Regional Bus Network

FUNCTIONAL PLANS

- Strategic Transportation Safety Plan
- Risk-Based Asset Management Plan
- Smart Mobility Plan
- Statewide Transportation Demand Management Plan
- State Emergency Operations Plan
- Colorado Downtown Streets
- Western Slope Wildlife Protection Study

Statewide Snapshot

Growth is Driving Increased Transportation Needs

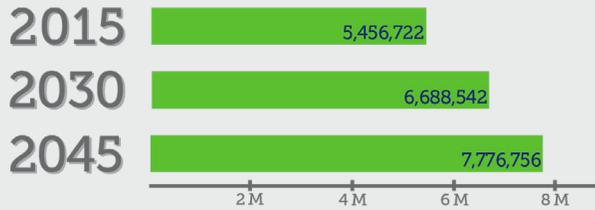
The daily lives of Coloradans depend on Colorado’s transportation system – to go to school, work, restaurants and shops, parks, and to access hospitals, to move freight and packages, and to connect businesses to suppliers and customers. The expanding need for multimodal options, such as bus, passenger rail, and bike and pedestrian facilities, is constantly evolving in response to population and employment growth, demographic shifts, technology advancements, and global crises such as climate change.

Every year, the average commuter in Colorado

- **Spends 2 days sitting in traffic**
- **Loses \$900 due to delays**
- **Burns an extra 19 gallons of gas**

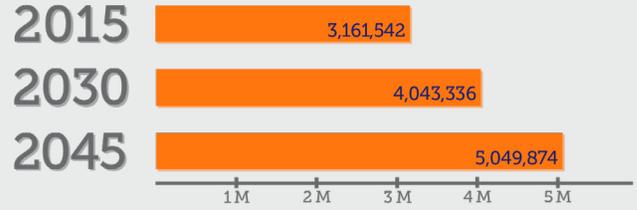
Growth in Colorado

COLORADO POPULATION GROWTH



a **42%** increase in Colorado's population is expected between **2015 and 2045**

COLORADO EMPLOYMENT GROWTH



a **60%** increase in Colorado's employment is expected between **2015 and 2045**

Source: DOLA

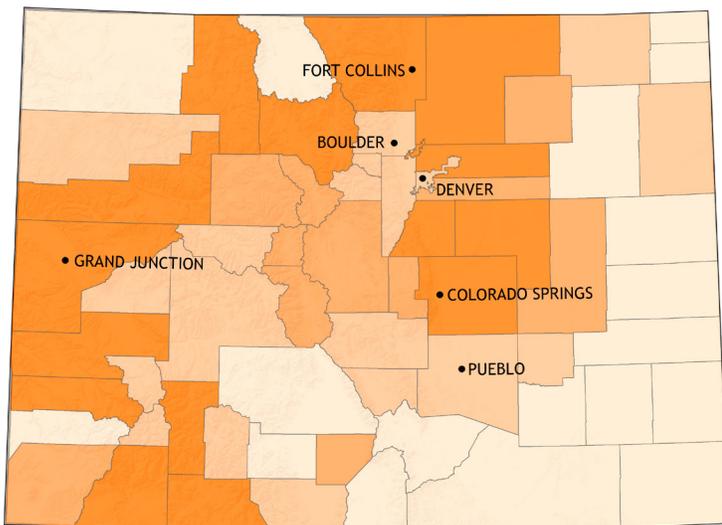
Growth is evident across all regions of the state; however, most newer community members are moving to the major metro areas, while the older adult population retires more in the rural areas.

As the population increases, so too does the distance many Coloradans need to travel between home and work, resulting in more vehicle travel. Higher VMT will cause severe increases in traffic congestion – especially on I-25 for long stretches of the day and on I-70 West on the weekends. Today, Colorado ranks 37th in the nation for traffic congestion, approaching the status of states commonly associated with the worst delays in the nation.

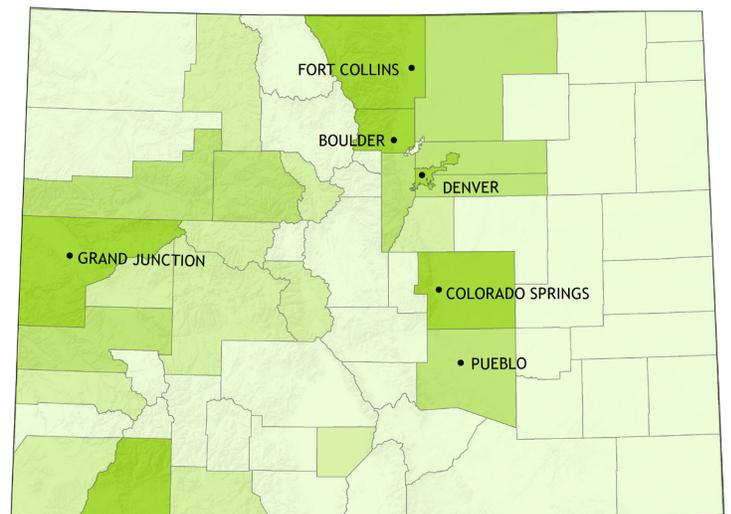


Congestion on I-25 at Greenland
Source: CDOT, 2020

Population and Employment Growth in Colorado



Population Percent Change between 2015 and 2045
 0% - 4% 5% - 11% 12% - 24% 25% - 74%



Employment Percent Change between 2015 and 2045
 0% - 4% 5% - 11% 12% - 24% 25% - 74%

Source: DOLA, 2020.

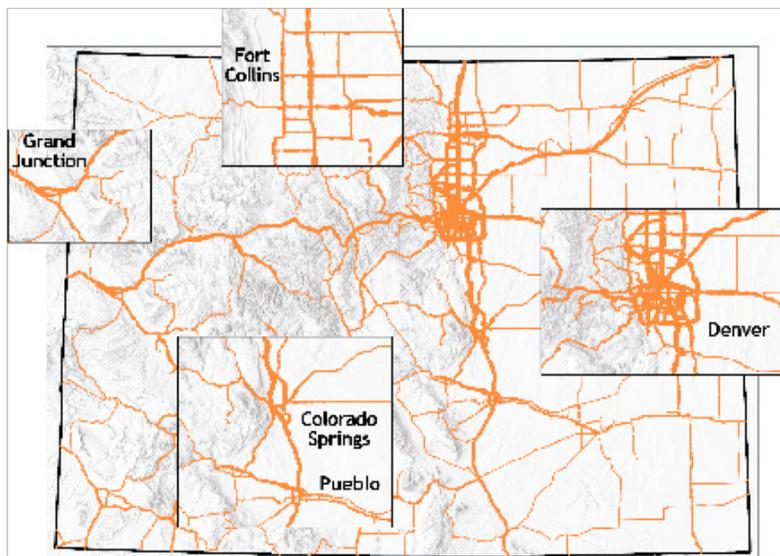
Mobility

The 10-Year Vision for Colorado’s Transportation System established a diversified project list to help achieve mobility goals. The types of projects and investments focus on the following categories: improving our interstates, relieving traffic, and improving rural access statewide.

Improving Our Interstates

Colorado’s interstates are the backbone of the transportation system, key to Colorado’s economy. However, as Colorado’s population and economy continue to grow, the roadway system is feeling the pinch of worsening traffic – not to mention the host of other concerns such as extreme weather and accommodating passenger vehicles, freight, and wildlife safely amid geologically tough conditions. Congestion on roads impacts their ability to connect goods and move people across the state and region. In addition to the interstates, investments on state highways and arterials can relieve congestion, provide travel time savings, and reduce travel costs. The 10-Year Vision will invest significantly to improve roadway condition and efficiency by, for example, improving intersections, widening bridges, adding passing lanes, and expanding capacity at strategic locations (i.e., I-25 North and I-70 West). In addition, the CDOT Performance Plan outlines a strategic policy initiative of reducing VMT by one percent per capita, and the Express Lanes Master Plan aims to provide travelers more reliable, predictable travel times by increasing the number of express lanes.

The map below shows Colorado’s most congested roadways.



Traffic congestion, in terms of travel time and fuel, costs Colorado **\$3.6 billion each year**

Note: The thickness depicts level of congestion
Source: CDOT 10-Year Vision, 2020



FREIGHT MOBILITY

Based on stakeholder input, CDOT has created a new Freight Office to elevate the importance of freight and proactively foster Department-wide freight coordination and collaboration. CDOT recognizes that the state’s freight network depends on not only individual components but also how intermodal facilities (e.g., such as rail terminals and distribution centers) connect to efficiently deliver needed goods and production materials. Intermodal connections include truck to/from rail, short-line to Class I railroad, and airport to/from truck. Many agricultural and natural resource producers are concerned about declining rail service, lack of access in some regions, and connectivity on short-line railroad routes.

CDOT will continue to partner with freight stakeholders to identify projects that expand intermodal connectivity, preserve future rail capacity, and optimize its efficiency. One particular project being explored is a new railway proposed by Utah’s Seven County Infrastructure Coalition, which would connect northern Colorado to the Uinta Basin in Utah.

Relieving Traffic

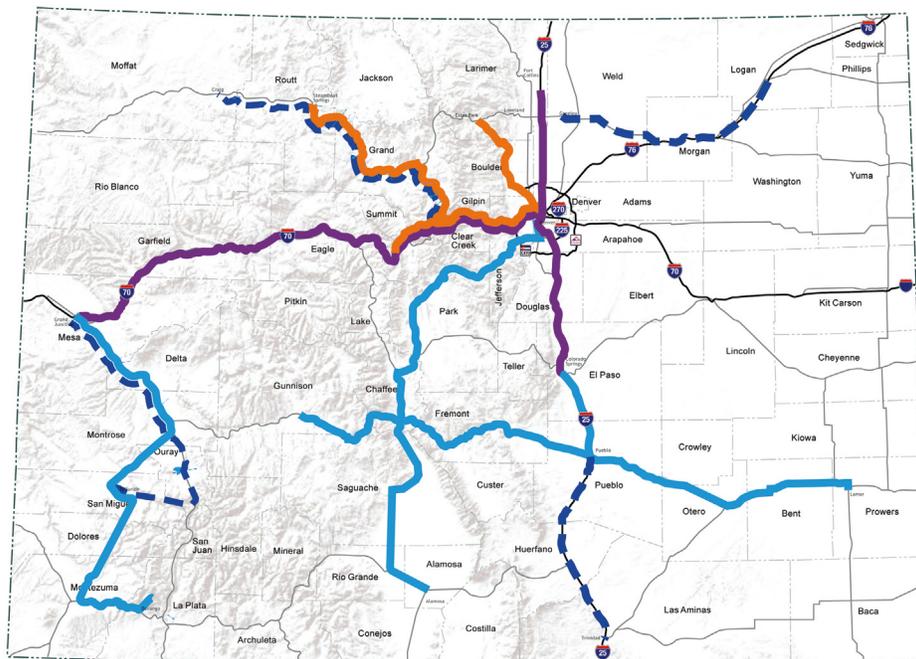
The solutions in this Plan include a mixture of highway capacity improvements and transit expansion projects. This includes projects that improve intersections and expand highway capacity at strategic locations, along with investments in new mobility hubs that increase access to transit and carpooling. Since the launch of Bustang in 2015, Outrider in 2018, and Snowstang in 2019, the ridership on Colorado's state-owned and operated interregional bus system has increased by more than 300 percent. Bustang operates on I-70 between Denver and Grand Junction and on I-25 between Fort Collins and Pueblo, while Outrider operates primarily in rural areas. Snowstang operates along I-70 on weekends between Denver and nearby ski resorts. Because there is growing recognition that Colorado cannot build its way out of congestion, CDOT aims to expand its Bustang and Outrider service (e.g., along I-70) to reduce vehicle travel time and demand and allow travel at more consistent and reliable speeds. CDOT will also continue to study improvements to connections with corridors in neighboring states.

QUICK FACTS

Colorado has:

- 47 Public Transit Providers
- 12 Interregional Bus Service Providers
- 22 Regional Bus Service Providers

Bustang, Outrider, and Snowstang Routes



LEGEND

- Existing Bustang Routes
- Existing Outrider Routes
- Snowstang Routes
- Planned 2021 Outrider Expansion Routes

Source: CDOT, 2020

Mobility Hubs and Multimodal Connectivity

Sometimes walking to a bus stop or train station is the most difficult part of a trip. CDOT is tackling this with the development of mobility hubs, which create a shared space for all modes of travel, ensuring first/last mile connections. Mobility hubs in dense urban areas may consist of more bicycle, pedestrian, other non-motorized, and transit-supportive infrastructure. Mobility hubs in suburban and rural areas would emphasize carpooling, interregional transit, and park-n-ride facilities. The amenities provided in any given mobility hub would vary based on the land uses around it.

Mobility hubs are envisioned every 10 miles along I-25 and every 30 miles along I-70. To help achieve this vision, the 10-Year Vision includes investments in new mobility hubs in urban and rural areas across the state. To leverage limited funds, CDOT will look for opportunities to create public-private partnerships and state to local government partnerships to plan, construct, operate, and maintain these mobility hubs.

Elements in mobility hubs:

- Electric vehicle charging stations
- Wi-Fi service for first mile/last mile services
- Bus shelters and stop signs
- Wayfinding signage
- Restrooms
- Car share
- Car and vanpool parking
- Ridehailing zones
- Safety phones
- Transit connections
 - Bustang or other interregional transit services
 - Local transit service
- Bicycle and pedestrian
 - Connections to sidewalks and trails
 - Scooters/bike share
 - Bike parking

Opportunities to Expand Passenger Rail

Expanding multimodal choices through Bustang and mobility hubs will serve as a precursor to the potential development of future enhanced service along I-25, including possible passenger rail, as well as other essential service corridors. Passenger rail along the Front Range could be a critical component of Colorado’s future transportation system. In 2017, the Colorado Southwest Chief Commission was legislatively repurposed to become the Southwest Chief and Front Range Passenger Rail Commission (Rail Commission). Facilitating the implementation and operation of Front Range Passenger Rail between Pueblo and Fort Collins, with future connections to New Mexico and Wyoming, is one of the Commission’s primary focuses, along with ensuring Amtrak’s Southwest Chief service remains in Colorado.

The Rail Commission launched a Front Range Passenger Rail (FRPR) study in 2019 to develop an implementation strategy. This study is anticipated to be complete in 2021. The FRPR will help balance the state’s transportation network and provide multimodal options between major population centers along the Front Range. Although existing roadway right-of-way may limit future expansion,



Amtrak train pulling in to station
Source: Nate Vander Broek, 2020

BNSF Railway and Union Pacific Railroad are partners in efforts to advance FRPR and to negotiate potential shared use and interoperability of rail services. The Regional Transportation District’s (RTD) existing commuter and light rail system in the Denver-Aurora-Boulder area may also connect to future passenger rail service or potentially run on shared tracks or right-of-way. Sidings or passing tracks that allow trains to either overtake or pass one another in an area with only a single main line can provide track



AIRPORTS PLAY A MAJOR ROLE IN THE ECONOMY

Colorado has 66 airports, of which 14 are for commercial service and 52 for non-commercial general aviation. The updated 2020 Colorado Aviation System Plan aims to elevate overall system performance and serve as a guide for federal, state, and local airport improvement funding and priorities. Aviation needs in Colorado include fuel availability; hangar development and expansion; pavement reconstruction; and runway, taxiway and ramp improvements to support growing demand and larger aircraft. The plan also supports economic development goals. Colorado’s airports generate approximately \$36.7 billion in overall annual economic output. Denver International Airport, the fifth busiest airport in the country, served a total of 64.5 million passengers in 2018 and has the potential to become a major inland port.

capacity. The Transportation Commission adopted a directive, identifying criteria that helps to define rail corridors of interest to the state that can be considered as right-of-way for future rail projects. For example, the preservation of existing right-of-way subject to abandonment or sale can provide flexibility of future uses.

Improving Mobility with New Transportation Technologies

Innovation is infused in many areas across CDOT, allowing for creative thinking and the best use of new technologies in a variety of settings. CDOT is implementing smart mobility tools that use real-time information in traffic operations. CDOT is also exploring potential opportunities to better integrate transit data that would allow seamless travel across the state using multiple service providers. In addition, CDOT is working with other state agencies to improve air quality by reducing VMT and improving the efficiency of vehicles through tools such as electrification. For example, CDOT serves as the lead state agency in distributing Volkswagen Settlement funding to transit agencies to support transit electrification and will also support transit agencies in early planning in preparation for future electrification of their fleets. Refer to Appendix D of Your Transportation Plan for more details on emerging and advanced technologies, including connected and autonomous vehicles.

Enhancing Walking and Biking

The number of bicyclists and pedestrians in Colorado is high due to Colorado's favorable weather, beautiful scenery, physically active community members, and tourism. Colorado is the seventh most bicycle-friendly state in the US, with 26 designated scenic and historical byways, which include bicycle and pedestrian facilities. Bicycling greatly contributes to Colorado's economy with an estimated impact of \$1.1 billion annually, \$448 million of which comes from bicycle tourism by out-of-state visitors. Colorado also ranks third nationally in bike-commuting. To encourage more bicycling and walking in Colorado, CDOT will invest in bicycle and pedestrian projects that improve connectivity and help reduce congested roadways.

Improving Rural Access Statewide

Rural Colorado faces significant transportation challenges. Whether it is freight movements on the Eastern Plains or recreation tourism in the Rocky Mountains, Colorado's rural highways are in need of improvement. Senior citizens and veterans also need more options to reach basic amenities and medical care. About 66,000 veterans live in rural Colorado, and by 2045, the number of those 65 and older will increase by 29 percent.

To address these issues, the 10-Year Vision proposes to improve intersections, expand Bustang and Outrider services, provide more revenue to local transit operators, and add passing lanes to provide safe passage in mountainous terrain, particularly along corridors with high numbers of tourists and freight trucks. These investments in rural areas can have major beneficial impacts on business decisions and the competitiveness of Colorado's economies. In terms of freight, roadways in Colorado's rural communities carried 309.7 million tons of critical products and parcels valued at \$150.3 billion in 2019. Approximately 30 percent of all freight tonnage in the state and 19 percent of freight by value traveled on Colorado's rural roadways in 2019. In terms of tourism, the outdoor recreation industry delivers an economic contribution of \$62 billion to the state each year, and accounts for over 500,000 jobs in Colorado.



Vehicles driving along the San Juan Skyway
Source: CDOT, 2020



Pueblo Outrider Senior Resource Development Agency bus provides access
Source: Jeff Prillwitz, 2020

Mobility Needs in Colorado

The following list of needed improvements was developed from the statewide modal and functional plans.



Colorado Freight Plan

- Expand north-south connections
- Reduce congestion around bottlenecks on major interstate highways (i.e., I-25 and I-70) and key freight corridors (i.e., US 85 and US 287) in communities – increasing delays and physical constraints on goods movement impact delivery times, travel reliability, and costs for businesses and consumers and impact Colorado's economic competitiveness
- Provide access to the national network and short-line service in Eastern Plains and southern Colorado
- Use logistics-based land use and development (e.g., industrial parks and economic development zones) with efficient transportation connections, especially in rural areas



Colorado Freight and Passenger Rail Plan

- Add rail capacity to accommodate future freight demand and continue to study Front Range passenger rail
- Extend intercity or commuter rail service between Denver and Colorado Springs, and further north to Fort Collins and south to Pueblo
- Extend intercity rail service throughout the state and as far as Cheyenne, Wyoming, and El Paso, Texas
- Double track the Union Pacific belt line
- Acquire additional cars to add seating capacity to California Zephyr between Denver and Grand Junction
- Re-route the Southwest Chief through Pueblo and Walsenburg to Trinidad
- Construct loop track and connection track in the Windsor industrial park
- Support the construction of the proposed railroad that would connect Colorado with Utah's northeastern Uinta Basin
- Improve rail connections to Texas, Illinois, and California for Colorado's key industries



Statewide Bicycle and Pedestrian Plan

- Increase bicycle and pedestrian levels of service
- Increase the number of multi-use pathways
- Pursue projects nearby historically underrepresented populations; areas with high levels of tourism
- Promote recreational travel and induce mode shift to bicycling, walking, and transit
- Implement projects that promote students and staff walking and biking to school
- Pursue projects near dense employment and residential areas
- Enhance pedestrian comfort and safety where state highways act as Main Streets through communities
- Increase funding and development of the Non Motorized Counting Program to better understand bicycle and pedestrian movement across the state
- Pursue bicycle and pedestrian projects along scenic byways and projects that provide better access to public lands
- Incorporate bicycle and pedestrian facilities in new projects and develop these facilities to connect to transit services, mobility hubs, park-n-rides, and along congested highways
- Improve pedestrian infrastructure so that it is accessible for people with disabilities



Colorado Aviation System Plan

- Increase runway lengths, widths, and strength
- Improve maintenance and overall condition of primary runway, taxiway, and apron pavements
- Implement parallel taxiways
- Implement a vertical guidance approach to airports to increase accessibility and various support services
- Improve ground transportation and access to/from airports



Intercity and Regional Bus Plan

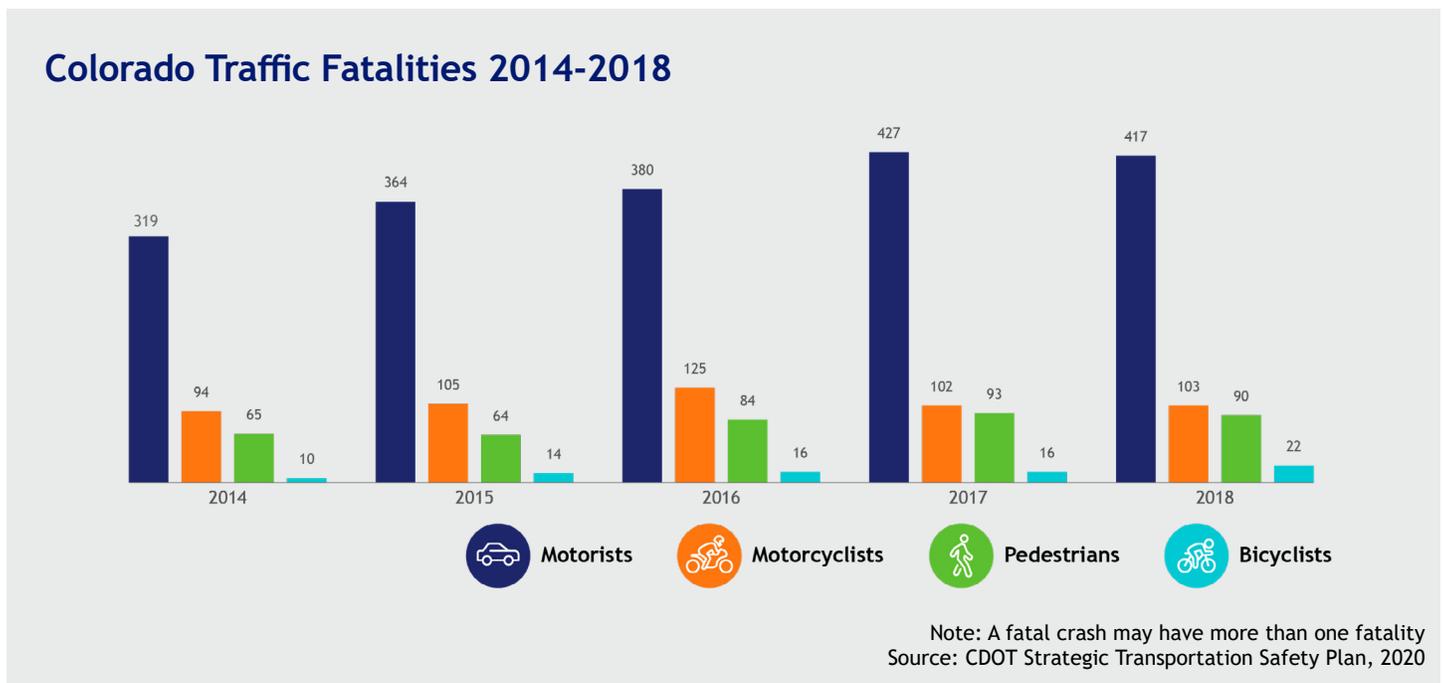
- Implement six new intercity routes throughout Colorado
- Formulate service planning studies covering travel corridors and corridor plans to assure solutions are effective at meetings stakeholder needs
- Implement four new regional/essential services routes
- Provide a framework for providing services through formulation of a Regional Network Plan
- Implement pilot program to study more flexible and affordable alternatives to expensive existing service
- Disseminate up-to-date transit travel information using new technology
- Create a means to share ticketing across multiple public and private providers
- Identify methods of cost and revenue allocation among state level programs using federal dollars
- Change financial management policies and consider how the Section 5311(f) program and FASTER funds work with local funding
- Develop internal management capacities for transit operations and monitor their effectiveness

Safety

Safety is inherent in every aspect of CDOT's work. It is also one of the three major goal areas of this Plan and the subject of a stand-alone plan known as Colorado's Strategic Transportation Safety Plan. Ultimately, reducing traffic fatalities and injuries requires improving our built environment (e.g. delivering projects in the 10-Year Vision), our operations, and human behavior.

Safety Goals Driven by Recent Crash Severity Trends

Between 2014 and 2018, the number of total crashes in Colorado increased from 115,566 to 122,186, an increase of six percent, and the number of fatal crashes increased from 451 to 582, an increase of 29 percent. Serious injury crashes remained relatively consistent with 2,625 in 2014 and 2,637 in 2018.



Several other noteworthy facts about the current state of transportation safety in Colorado:

- Since 2014, fatal crash rates per 100 million VMT increased from 0.92 in 2014 to 1.08 in 2018, a 17 percent increase.
- Pedestrian fatalities increased from 65 in 2014 to 90 in 2018, a 38 percent increase.
- Bicyclist fatalities went from 10 in 2014 to 22 in 2018, more than doubling.
- One in every 33 Colorado drivers will be in a crash this year.

Several factors contribute to the concerning levels of crashes and traffic fatalities, including roadway design, speeding, distracted driving, impaired driving (i.e., under the influence of prescription medications, alcohol, and/or drugs), and lack of seatbelt and helmet use. An analysis of 2018 collision data found that 96 percent of all fatal crashes were due to human error, impaired driving, speeding, disregarding a traffic device, or failing to yield the right-of-way.

One in every
33 Colorado
drivers will be in a
crash this year.

Approximately
32% of all crashes
occur between
2:00 pm and 6:00pm.

Source: CDOT Strategic Transportation Safety Plan, 2020

Time of day is another important factor that contributes to the number of crashes. Approximately 32 percent of all crashes and 27 percent of severe crashes during the 2014-2018 period occurred between 2:00 pm and 6:00 pm – not surprising as peak driving hours are during commutes. Crashes occurring between 6:00 pm and 6:00 am were more likely to be severe. The uptick in severe crashes at night is not entirely clear but could be attributed to drivers exhibiting more high-risk behaviors.

Sport utility vehicles and passenger cars account for the greatest proportion of severe crashes, but again, these vehicles account for the vast majority of vehicles on the road. However, while 2 to 3 percent of all crashes result in serious injuries or fatalities, crashes that involve motorcycles or bicycles are far more likely to have a severe outcome (24 percent). Pedestrian and bicyclist fatalities have increased while serious injuries have decreased or remained relatively flat.

Colorado’s Strategic Transportation Safety Plan

Saving lives is CDOT’s most important objective. CDOT has taken several steps over the last few decades to address safety issues on the state’s transportation system. Colorado’s Strategic Transportation Safety Plan (STSP), Appendix K of Your Transportation Plan, envisions zero deaths and serious injuries across the state and increased safety for all users. CDOT assembled a safety coalition of advocacy groups, as well as state and local agencies – including the Colorado Department of Public Health and Environment, Colorado State Patrol, and Colorado Department of Revenue – to work together to reduce deaths and serious injuries.

The Plan frames the policy discussion of safety based on four emphasis areas:

1 High-Risk Behavior

- Aggressive driving
- Distracted driving
- Lack of occupant protection
- Impaired driving
- Speeding

2 Users with the Highest Risk

- Motorcyclists
- Bicyclists & pedestrian
- Aging road users
- Young drivers
- Work zones
- Emergency first responders
- People with Disabilities

3 Severe Crash Mitigation

- Infrastructure (rural & urban)
- Crash reduction locations
- Intersections
- Roadway departures

4 Programmatic

- Data
- Safety programs
- Coordination & cooperation
- Emergency medical
- Service/law enforcement
- Legislation

CDOT has established multi-faceted strategies to address key safety issues on Colorado’s transportation systems; operating under the premise that no number of fatalities can ever be acceptable. Implementation strategies that focus on driver behavior include better driver safety education, enhanced data collection and processing to inform decision-making, and consistent safety messaging with the goal of reducing crashes. The 10-Year Vision focuses on both large- and small-scale safety improvements, such as meeting new federal design and installation standards/guidelines for guardrail and end-treatments, improving intersections to meet current ADA requirements and constructing new sections of passing lanes.

Types of safety improvements

- Intersection improvements
- Passing lanes
- Highway widening
- Shoulder widening
- Wildlife fencing
- Slow vehicle/truck pullouts
- Roundabouts
- Signal improvements
- Bottleneck reductions
- Pedestrian, bicycle, and bus stop improvements
- Information technology systems
- Roadway striping/widening



TRUCK PARKING IS CRITICAL TO DRIVERS AND OVERALL SAFETY

Improved truck parking is critical to the safety of truck drivers and the overall movement of freight. CDOT's truck parking assessment concluded that many segments within the eight critical freight corridors demonstrate a need for additional truck parking spaces, both currently and in the future. Numerous strategies will be explored for adding parking spaces, including: constructing new CDOT facilities; expanding existing CDOT facilities; and CDOT having appropriate role(s) in development of new truck stop facilities or expansion of existing facilities by private entities.

Coordination with Existing Safety Programs

CDOT oversees several programs that help realize STSP's vision of zero deaths and serious injuries across the state. These include but are not limited to:

Funding Advancements for Surface Transportation and Economic Recovery Act of 2009

In 2009, the Colorado State Senate passed Senate Bill 09-108, also known as the Funding Advancements for Surface Transportation and Economic Recovery Act of 2009 (FASTER), which allows the state of Colorado to raise revenue through vehicle registration fees and fines to support and expand transit, restore aging bridges, and improve overall safety on Colorado's transportation system. The bill annually generates approximately \$200 million for state transportation projects, \$27 million for city roads, and \$33 million for county roads. The FASTER Safety Program is tasked solely with addressing safety issues on Colorado's roadways and is subdivided into the FASTER Safety Asset Management (FSAM) and FASTER Safety Mitigation (FSM). FSAM provides funds to maintain road pavement, culvert repairs, rockfall mitigation, and other transit features that have clear safety benefits with continued maintenance. FSM identifies high-crash locations and provides state funds to provide safety improvements at these locations. In January 2016, the Transportation Commission implemented Policy Directive 704, "Policy Governing the Efficient Use of FASTER Revenue," providing additional guidance on allocating revenue from the 2009 FASTER Act to repair/replace structurally deficient bridges and improve highway safety at high-crash locations.

Safety Education and Enforcement Programs

CDOT leads various behavioral programs that target specific high-risk driving behaviors, such as impaired driving, speeding, and distracted driving. These programs also focus on populations that are at a high risk of being involved in a crash, such as young drivers, motorcycle riders, and vehicle occupants who do not use seat belts.

Hot Spot Program

This program distributes funding to assist in addressing high-priority or urgent highway safety demands or safety-related needs on other projects.

Highway Safety Improvement Program

This federal program provides a blend of federal and state/local funds for safety improvement projects with the potential to reduce crashes.



Project kickoff with FASTER funding
Source: CDOT, 2020

Safety Needs in Colorado

The following list of needed improvements was developed from the statewide modal and functional plans.



Colorado Freight Plan

- Implement safety improvements that reduce conflicts between trucks and passenger vehicles or obstacles
- Add passing lanes or shoulders of a minimum of 8 feet in rural areas
- Add additional truck safety ramps on steep grades
- Implement weather-related improvements
- Use technology to provide real-time information about safety and available parking
- Invest in safe, accessible truck parking and truck chain up stations
- Design roundabouts or other complex intersections on major truck routes with lower curbs, larger truck aprons, or greater radii
- Work with local governments to improve zoning and regional freight land use planning to mitigate incompatible development (e.g., schools, hospitals, dense residential developments) along or near rail operations due to the occurrence of noise, safety risks, and hazardous materials



Colorado Freight and Passenger Rail Plan

- Improve safety at railroad/highway at-grade crossings (e.g., add gates/flashers, widen crossings, traffic control, lights, bells)
- Provide pedestrian bridges over railroads
- Implement railroad overpass/underpass projects at locations where a new grade separation is needed or where an existing grade separation needs rehabilitation or reconstruction



Statewide Bicycle and Pedestrian Plan

- Compute the expected number of bike and pedestrian related crashes after implementing a given safety countermeasure at a specific site
- Add multi-use paths that separate bicyclists and pedestrians from motor vehicles
- Add shoulders to better accommodate bicyclists
- Enhance pedestrian crossings of state highways, particularly within communities



Colorado Aviation System Plan

- Improve snow removal and de-icing equipment
- Implement security-related enhancements, including safety/security fencing, community watch programs, emergency/security contact lists, and signage
- Improve on-site weather reporting
- Add facilities necessary to support patient and physician emergency transport needs



Intercity and Regional Bus Plan

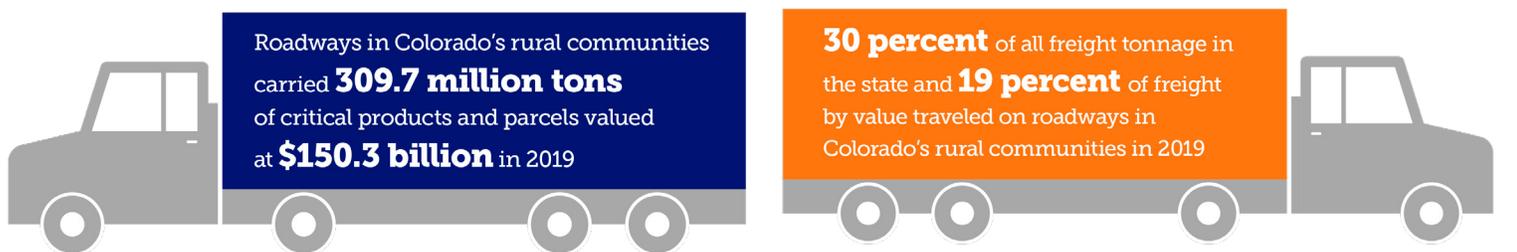
- Implement safety-related improvements such as 6 inch striping, new paving, cable guardrail, and rumble strips
- Repair, reconstruct, and replace bridges as necessary, especially deck area

Asset Management

The 10-Year Vision for Colorado's Transportation System established a diversified project list to help achieve asset management goals and focus on fixing roads and addressing road condition and maintenance. Similar to a home, it is much less expensive to maintain a transportation system in good condition than one in a state of decline. The 10-Year Vision would devote approximately 50 percent of new funding received toward improving the condition of roads, bridges, and other assets. These investments would return hundreds of miles of pavement to good condition; extend the life of bridges around the state; and bring culverts, guardrails, and walls up to standard.

Fixing Rural Roads

Over the course of CDOT's outreach effort, we heard from rural communities across Colorado about the need to improve the condition of rural roads and the importance of freight routes to take products from farm to market. We also heard frustration that, because their roads carry less volume than urban areas, CDOT's pavement models rarely direct scarce resources toward lasting rural road repairs.



Source: CDOT 10-Year Vision, 2020



Crew removed rock debris on State Highway 119
Source: CDOT, 2020

Recent data indicates that those frustrations are valid. In August 2019, a report by the Reason Foundation showed that Colorado has slipped to 47th in the nation when it comes to the condition of our rural pavement. Poor roadway conditions can increase wear and tear on vehicles, damage goods while in transit, and cause safety concerns. The first four years of the 10-Year Vision would allocate 25 percent of all dollars to rural pavement condition – the largest single investment in CDOT's recent history. CDOT proposes maintaining this focus throughout the decade by repairing 1,300 miles of rural pavement across the state. Many of these roads have not been repaved since the 1970s.

Improving the Condition of Our Roadway System

Colorado's infrastructure is as diverse as the state. Bridges span majestic canyons and rivers. Miles of pavement traverse our expansive plains and tunnels bore through the Rocky Mountains, connecting east to west. CDOT is committed to remaining at the forefront of asset management practices and technologies, and operates a robust asset management program that includes a dozen asset classes, including:

- Surface treatment
- Buildings
- Traffic signals
- Bridges
- Road equipment
- Walls
- Intelligent transportation systems (e.g., Roadway Weather Information System, Variable Message Sign)
- Culverts
- Tunnels
- Geohazards (e.g., landslides, avalanches, liquefaction)
- Rest areas
- Maintenance

The majority of CDOT's typical budget is devoted to maintaining Colorado's diverse infrastructure. For example, the Colorado Bridge Enterprise, formed in 2009, works to finance, repair, reconstruct, and replace designated bridges. It is funded by a bridge safety surcharge, imposed on vehicle registration based on vehicle weight.

Bridges in poor condition or with limited clearances or weight restrictions may require commercial vehicles to use alternate routes or operate with reduced loads. These constraints can add significant costs and travel time to businesses. Yet, the state has an extensive backlog of repair needs. Returning the system to a "state of good repair" would require an additional

\$200 to \$300 million per year. Based on the Colorado's Risk-Based Asset Management Plan, CDOT develops strategies to maximize how the Department's limited funding is applied to the right project, for the right asset, at the right time. The following framework guides the implementation of such new strategies.

- Improve data collection, integration, and analysis;
- Refine business processes, including risk processes and project selection and prioritization;
- Strengthen cross-asset collaboration; and
- Develop comprehensive employee training and tools.

Resilience of Transportation Assets

The 2013 flooding event along Colorado's Front Range caused severe damage to our roadway network, requiring more than \$700 million in repairs. While most of what CDOT does day-to-day is aimed at making our system stronger, following that event, CDOT began deliberately planning for resiliency to natural hazards. Every day the system faces threats large and small – like floods, high winds, avalanches, and rockfall. CDOT aims to ensure the transportation system is resilient – meaning it is better able to withstand the impact of these events and recover quickly when they happen. This is particularly a focus on key freight and tourist-based economic corridors.

CDOT is working to identify areas of the state system that are most at risk to losses from these kinds of events. CDOT is also exploring how data about risk and resiliency can help with making more informed decisions regarding future asset management and project prioritization. In particular, CDOT is targeting investments in resiliency when it makes sense from a cost / benefit perspective - where spending \$1 now averts a much larger long-term cost in the future. CDOT's increased focus on resiliency will also enhance the overall security of the transportation system.



Crew begins repairs after 2013 flooding event
Source: CDOT, 2020

CDOT is moving to incorporate risk and resiliency into all aspects of the project life cycle, including planning, asset management, project development and environmental review, project design, operations, and emergency management.

As part of this initiative, CDOT has developed a Criticality Map for key corridors and a tool for analyzing risks and options to make corridors more resilient.



MAINTAINING TRANSIT ASSETS

As part of the development of new mobility hubs, CDOT plans to improve bus stop and transit center amenities with the goal of making these locations well-lit, wheelchair accessible, and protected from the elements. Investing in bus maintenance, storage facilities, and operations also means that more buses can hit the road more quickly and spend more time serving passengers.

Asset Management Needs in Colorado

The following list of needed improvements was developed from the statewide modal and functional plans.



Colorado Freight Plan

- Rehabilitate or replace of structurally deficient bridges that are located along critical rural freight corridors—includes bridges with limited clearances or that do not meet minimum standards for condition or load-bearing capacity
- Address pavement in poor condition, which can increase wear and tear on vehicles, damage goods while in transit, and cause safety concerns
- Provide additional capacity or upgrades to truck parking areas, truck safety ramps, and passing lanes



Colorado Freight and Passenger Rail Plan

- Implement short-line improvement projects necessary to allow smaller railroads to effectively work with Class I railroads (BNSF, UP) and to better support local and state economic development; these projects mostly improve tracks and structures to support standard 286,000-pound rail cars or to allow higher operating speeds
- Reconstruct intermodal rail and park-and-ride facilities
- Provide siding and track extensions
- Reconstruct wye trackage or triangular junctions in which a triangular joining arrangement of three rail lines connects to each incoming line
- Mitigate rail capacity constraints, upgrade track conditions, and support industrial rail development
- Address vertical clearance of tunnels that limit the ability of rail to ship double-stacked shipping containers



Statewide Bicycle and Pedestrian Plan

- Repair state owned bicycle and pedestrian facilities and modify curbs and sidewalks to be ADA compliant
- Remove debris from and maintain the pavement quality of shoulders, bike lanes, shared paths, and other state-owned bicycle and pedestrian facilities for a smooth riding surface



Colorado Aviation System Plan

- Improve ground transportation services, on-site parking, and fueling services
- Establish master plan that is current within 7-10 years for all commercial airports
- Improve terminals, aprons, hangars, and maintenance facilities



Intercity and Regional Bus Plan

- Maintain bus stops and shelters
- Improve transit centers
- Maintain the state's fleet of intercity and regional buses
- Ensure accessibility for people with disabilities
- Identify sidewalk gaps to bus stops to ensure accessibility to people with disabilities

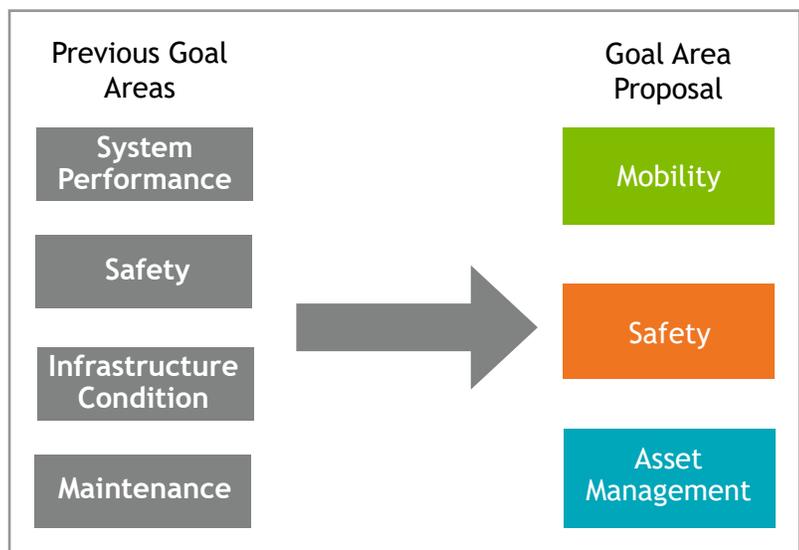
Performance Measures

CDOT measures its progress in achieving the goals and objectives of the Plan through a series of quantitative performance measures tracking progress on mobility, safety, and asset management. These performance measures are captured in Policy Directive 14 (PD-14) and performance reporting documents, copies of which are included in Appendix G.

CDOT's Performance Measures Framework through Policy Directive 14 is based on the goal areas of Mobility, Safety, and Asset Management.

CDOT's Performance Measures-Policy Directive 14

PD-14 is a Transportation Commission directive that integrates performance measures proposed in national funding authorization bills including Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation Act (FAST Act), as well as goals and initiatives from Colorado's Governor and CDOT's Executive Director. The metrics in the 2020 PD-14 encompass the categories of Mobility, Safety, and Asset Management. The graphic to the right shows the reorganization of the goal areas from the previous PD-14 (2015).



Reorganization of PD-14 Goal Areas
Source: CDOT

Each goal area consists of performance measures intended to provide clear targets for CDOT to achieve. Targets associated with performance measures include safety (fatality rates), infrastructure (pavements in good/poor condition, system and freight reliability), among others. A table with the full list of performance measures for each goal area is included in Appendix G.

National Performance Measures

Federal legislation has established a performance and outcome-based program for key elements of the transportation system. The objective is to invest resources in projects that will collectively make progress toward achievement of national goals. These performance measures include:

- Pavement condition on the Interstate System and on the remainder of the National Highway System (NHS)
- Performance of the Interstate System and the remainder of the NHS
- Bridge condition on the NHS
- Fatalities and serious injuries: both number and rate per 100 million VMT on all public roads
- Traffic congestion and delay
- On-road mobile source emissions
- Freight movement reliability
- Transit asset management
- Transit ridership performance

CDOT is required to set performance targets in support of these measures and coordinate with relevant Metropolitan Planning Organizations (MPOs) and public transportation providers when setting performance targets. CDOT will continue to set targets and track the federal performance measures, as discussed in Appendix G.

Other Performance Measures Documents

CDOT Performance Metrics Reporting

CDOT uses a wide variety of metrics to track progress towards the goal areas of mobility, safety, and asset management. Progress in implementing plan strategies is continuously monitored and reported on CDOT's website:

<https://www.codot.gov/performance>

Performance reporting and monitoring is used to communicate progress and performance to the public and planning partners, identify the need to make changes to performance objectives, and inform investment decisions including the development of the annual budget. Every year, CDOT issues a Safety Annual Report, which reports on transportation-related citations and arrests, fatalities, and fatal crashes, and includes the success of transportation safety-related projects throughout Colorado, with performance targets for each metric.

Performance on mobility metrics is tracked annually basis using a Congestion Report Card, which tracks average travel-time delay (the difference in travel time on highways in free-flow speed and traffic). Transit ridership and daily visitors to the trip-planning website COTrip.org are also tracked. Targets for all three metrics are maintained as well.

The Transportation Commission approves performance metrics and targets. CDOT provides an annual update to the Transportation Commission on the objectives and targets set in PD-14. CDOT reports on the National Performance Measures biannually to the Federal Highway Administration (FHWA). CDOT collects information on the performance of bridges, pavement, maintenance, buildings, Intelligent Transportation Systems (ITS), vehicle fleets, culverts, geohazards, tunnels, traffic signals, and walls, along with performance targets.

CDOT Annual Performance Plan

CDOT's annual performance plan for the fiscal year describes departmental organization and functions, as well as major transportation considerations and strategic policy initiatives. These initiatives focus on improving safety, expanding different modes of transit, and forecasting the need for transit projects over the next decade.

Colorado's Risk-Based Asset Management Plan

CDOT's Risk-Based Asset Management Plan communicates the agency's commitment to asset management to transportation shareholders and the public and identifies risks to its asset management program. Additionally, the Risk-Based Asset Management Plan identifies performance measures, targets, and gaps covering roadway and bridge conditions on all interstates, bridges, and NHS/state highways in Colorado to ensure they are safe and capable of meeting travel demands.

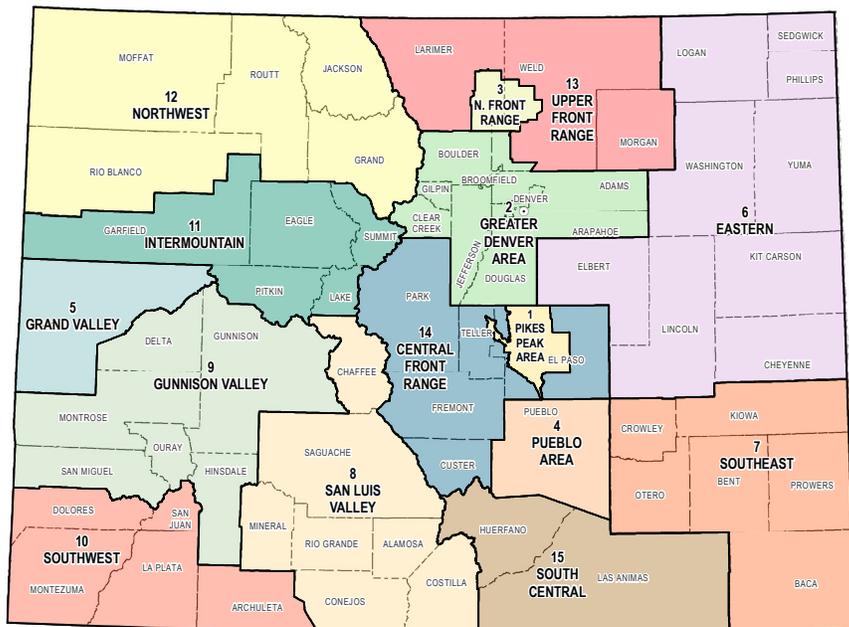


Crew works on repaving and other safety improvements
Source: CDOT

Metropolitan Planning Organization and Regional Transportation Plan Integration

Introduction

RTPs with a minimum 20-year time horizon are developed/updated by each of the state's 10 rural TPRs and by the 5 MPOs that serve larger metropolitan areas. MPOs develop their plans in cooperation with CDOT, while CDOT assists the TPRs in developing their regional plans. The 2045 RTPs for the 10 TPRs included extensive public engagement, including 36 community events and 81 local stakeholder meetings, that was used to identify a vision for the region, identify and prioritize needs, projects, and inform the 10-Year Vision.



MPO and TPR Boundaries Map
Source: CDOT

Metropolitan Planning Organizations

The five MPOs in Colorado are as follows: Denver Regional Council of Governments (DRCOG), Grand Valley MPO (GVMPO), North Front Range MPO (NFRMPO), Pikes Peak Area Council of Governments (PPACG), and Pueblo Area Council of Governments (PACOG).

Denver Regional Council of Governments

The DRCOG serves the greater Denver Region encompassing Adams, Arapahoe, Boulder, Clear Creek, Douglas, Gilpin, and Jefferson counties alongside the cities and counties of Broomfield and Denver. The most recent plan was the 2040 Metro Vision Regional Transportation Plan (MVRTP) adopted in May 2019. DRCOG is also in the early phases of developing the 2050 MVRTP to guide the region's future multimodal transportation system. Public outreach from summer/fall 2019 revealed that community members prioritize transit, sidewalks, bike paths, and safety improvements. Most counties within the region expressed that traffic congestion and delays are the most critical transportation challenge, followed closely by a lack of quality in transit services. Additionally, health and equity are concerns for the community.

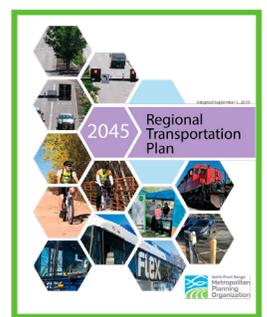
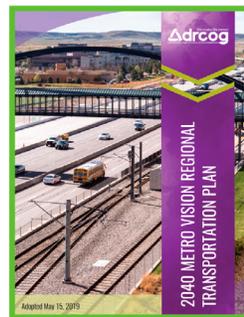
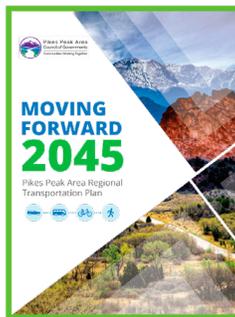
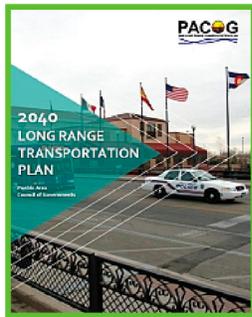
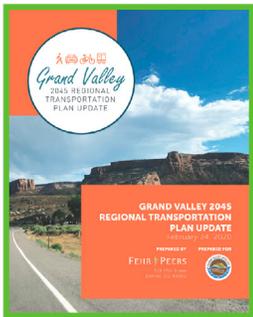
An MPO is a transportation policy and planning organization that is federally mandated and funded for populations over 50,000. It consists of representatives from local governments and other governmental transportation authorities.

Grand Valley MPO

The GVMPO serves Mesa County on Colorado’s Western Slope and is responsible for developing a multimodal RTP. The 2045 RTP, adopted February 2020, is an update from the 2040 Plan. Grand Valley’s long range vision contains the following: Travel in the Grand Valley will be on well-maintained roadways that are safe and accessible for people walking, biking, driving and taking transit, and will leverage partnerships and reliable funding sources for enhancing multimodal travel for users of all ages and abilities. The following goal categories will help to achieve this vision: active transportation, transit, regional roadways, safety, freight, funding, maintenance, and health.

North Front Range MPO

The NFRMPO serves portions of Larimer and Weld counties in northern Colorado. The entire NFRMPO region is included in the nine-county Denver-North Front Range 8-hour Ozone Nonattainment Area. Due to this air quality nonattainment status, the RTP must be updated every four years. The 2045 RTP is the most recent plan and was adopted in September 2019. The vision is “we seek to provide a multimodal transportation system that is safe, as well as socially and environmentally sensitive for all users that protects and enhances the region’s quality of life and economic vitality.”



MPO Regional Transportation Plans

Pikes Peak Area Council of Governments

The PPACG serves a 16 counties and municipalities in the greater Pikes Peak Area of Colorado. Their aim is to discuss issues that cross political boundaries and work together to address challenges and create strategies for action. One product of this collaboration is the 2045 Moving Forward Plan, adopted in January 2020. This long range transportation plan cites the following vision: create a sustainable multi-modal transportation system that meets regional mobility and accessibility expectations as essential elements of the Pikes Peak Area’s quality of life.

Pueblo Area Council of Governments

The PACOG is the designated MPO for the Pueblo area in Colorado. The most updated MPO plan is the 2040 Long Range Transportation Plan (LRTP), adopted in May 2016, which identified eight major goal categories for the region: safety, infrastructure condition, reduction of congestion, freight movement and economic vitality, system reliability, environmental sustainability, reduce project delivery delays, and multimodal transportation. Together these goals informed the PACOG’s project list. The PACOG is currently working on completing the 2045 LRTP, anticipating completion in July/August 2020.

Transportation Planning Regions

Colorado has 10 rural TPRs that develop and update RTPs every four to five years. These RTPs are developed in conjunction with the Statewide Transportation Plan and coordinate on public engagement. For the 2045 statewide and regional planning effort, extensive public outreach included stakeholder meetings, telephone town halls, community events, TPR meetings, and community leader meetings. CDOT worked with each TPR to coordinate on public engagement efforts and plan development. The RTPs are standalone documents that identify transportation needs and project priorities for each corridor in the regions, inform the Statewide Transportation Plan. All 10 RTPs are contained in Appendix F of the Statewide Transportation Plan. The 10 TPRs in Colorado include the Central Front Range, Eastern, Gunnison Valley, Intermountain, Northwest, San Luis Valley, South Central, Southeast, Southwest, and Upper Front Range.



2045 Regional Transportation Plans

Plan Integration

Due to federal regulations, CDOT is required to wholly incorporate the MPOs' plans into the Statewide Transportation Plan. Alongside federal requirements, the integration of the MPO plans and RTPs ensures a comprehensive planning process that best supports the diverse communities across Colorado. This multi-scaled approach identifies local and community challenges regarding the transportation network, as well as the larger statewide transportation trends and issues. This method of planning enables the Statewide Transportation Plan and the regional plans to address multiple levels of the transportation network, namely local, regional, and statewide.

Regional plan integration is key to delivering a comprehensive and cohesive look at transportation solutions that are customized to each region and also serve the larger statewide transportation network.

These plans also coordinate on several aspects such as public outreach, data analysis, and transportation needs identification. The RTPs inform the Statewide Transportation Plan by providing key data findings from the corridor profiles that inform the statewide needs, vision, future initiatives, and project prioritization. These corridor profiles can be found in Appendix E. The MPOs and TPRs worked with the Transportation Commission to align their projects with the Commission's guiding principles of safety, mobility, economic vitality, asset management, strategic nature, and regional priorities that are the basis for project selection within the state. Through this planning process, each region was able to identify how and what Transportation Commission's guiding principles

specifically mean to the TPR. Additionally, the MPOs' and TPRs' project priorities were discussed at joint meetings with the CDOT's Regional Transportation Director and the TPR Chairs from each region. These meetings enabled the TPR Chairs to advocate for the inclusion of their region's priority projects in the 10-Year Vision, a primary outcome of the Statewide Transportation Plan.

Moreover, this Statewide Transportation Plan is a performance-based plan that requires metrics to track progress over time. As the visions and goals of the RTPs are incorporated into the Statewide Transportation Plan, CDOT will coordinate with MPOs, the regions, and public transportation providers to set performance targets.

Tribal Coordination and Planning

Colorado is home to two federally recognized sovereign Tribal Nations: Southern Ute Indian and Ute Mountain Ute. The Southern Ute and the Ute Mountain reservations, the state's only Native American tribal lands, are located within southwest Colorado. Coordination with the Tribes mostly occurs through the development of the Southwest Regional Transportation Plan and coordination with

CDOT Region staff. The Tribes are also represented on the STAC. The Tribes are major economic forces, with their diversified tribal enterprises that provide employment for tribal members, as well as others in the region.

CDOT met with both the Ute Mountain Ute Indian Tribe and Southern Ute Indian Tribe in July 2019 to discuss the state transportation system serving Tribal Lands. The Ute Mountain Ute Indian Tribe transportation priorities include adding passing lanes and/or widening the highways on Tribal lands and adding shoulders and intersection improvements to improve safety. There is also a desire for more public transit to connect to local communities and into bordering states, such as Farmington, New Mexico. The Southern Ute Indian Tribe focused the discussion on safety issues at intersections, infrastructure improvements for cyclists and pedestrians in developed areas, and the lack of rural highway shoulders.

CDOT maintains a Tribal Coordination Plan and has formalized intergovernmental agreements with the Southern Ute Indian Tribe.

CDOT's Transportation Investment Strategy

Achieving CDOT's mobility, safety, and asset management goals requires smart transportation investments. CDOT relies on the base funding sources described below to maintain our existing system, achieve our safety objectives, and make modest strides towards reducing congestion and increasing travel options. The 10-Year Vision for Colorado's Transportation System reflects CDOT's investment strategy for new funding. While Colorado's transportation needs could total many tens of billions of dollars, the 10-Year Vision reflects a reasonable expectation of what funding levels CDOT might receive (based on recent legislative funding allocations) and can successfully deliver. CDOT will continue to revise and update this project pipeline so that as we move into the future we are always looking out a decade ahead.

Example Project Costs



\$850,000

One mile of major pavement rehabilitation of a two-lane rural road



\$810,000

One mile of safety improvements including striping, guardrail, and rumble strips



\$9.7 million

One mile of new interstate express lane and shoulder widening



\$2 million

Expand rural transit service in one county

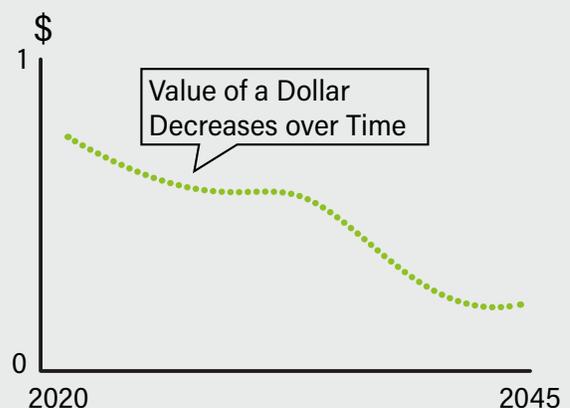
Recent Transportation Funding in Colorado: Limitations in CDOT's Base Budget

In recent years CDOT has focused first on taking care of our existing transportation system, with primary investments in asset management, along with safety, which is an important part of everything CDOT does. State (\$0.22 per gallon) and federal (\$0.184 per gallon) fuel taxes have not been increased since 1991 and 1993, respectively. Stagnant revenue sources, declining purchasing power of the current fuel tax rate, and increasing vehicle fuel efficiency have gradually diminished CDOT's ability to fund the maintenance and improvement of the state transportation system.

Highway Users Tax Fund

The Highway Users Tax Fund (HUTF) consists of state fuel taxes and fees associated with the operation of motor vehicles in the state. The State Treasurer distributes the HUTF proceeds among CDOT, counties, and municipal governments according to statutory formulas. State taxes on motor fuel make up the largest share of funding to the HUTF. Motor vehicle registration fees make up the second largest share of funding to the HUTF. Registration fees that go to the HUTF are based on the age and weight of the registered vehicle.

Reduced Future Purchasing Power



Short-term events like the COVID-19 pandemic may also reduce the funds available to CDOT for projects due to lower tax revenues.

FASTER Safety

FASTER was signed into law in 2009 and generates about \$200 million annually for state transportation projects across Colorado. This revenue is generated through several vehicle registration fees and fines established or increased by FASTER. FASTER established the Road Safety Fund to support the construction, reconstruction, or maintenance of projects that the Transportation Commission, a county, or municipality determine are needed to enhance the safety of a state highway, county road, or city street. The fund dollars are allocated based on a statutory formula: 60 percent to CDOT, 22 percent to counties, and 18 percent to municipalities. For CDOT, FASTER provides approximately \$80 million per year in safety funds.

FASTER Transit

FASTER supports transit projects with \$15 million every year based on a statutory set aside from the road safety surcharge revenue. FASTER transit dollars help maintain existing local transit systems, support regional bus transit service (Bustang) and rural bus service (Outrider), and determine the feasibility of a high-speed rail system. FASTER transit funds are split between local transit grants (\$5 million per year) and statewide projects (\$10 million per year).

High Performance Transportation Enterprise

FASTER also created the Colorado High Performance Transportation Enterprise (HPTE) in 2009 as an independent, government-owned business within CDOT. HPTE seeks out opportunities for innovative and efficient means of financing and delivering important surface transportation infrastructure projects in the state. It has the statutory power, among others, to impose tolls and other user fees, to issue bonds, and to enter into contracts with public and private entities to facilitate Public-Private Partnerships (P3s). Through tolled express lanes, HPTE has helped deliver more than \$3 billion in projects in the last five years. In fact, without express lanes as a financing tool, Colorado would have had to find an additional \$1.27 billion in funds to deliver the projects it delivered as of 2018.

Colorado Bridge Enterprise

The Colorado Bridge Enterprise was formed in 2009 as part of FASTER legislation. It operates as a government-owned business within CDOT with a purpose to finance, repair, reconstruct, and replace designated bridges. To accomplish this goal, a bridge safety

surcharge has been imposed on vehicle registration based on vehicle weight. Revenues from the bridge safety surcharge fee generate approximately \$100 million in annual funding.



Crew works on bridge repairs.
Source: CDOT, 2020

Federal Transportation Funding

In addition to state sources of funding, CDOT relies on revenue from the federal government. Federal funding for highway and transit projects primarily comes from the Federal Highway Trust fund, which is funded with federal fuel taxes. In recent years, fuel taxes have been insufficient to fully fund the Federal Highway Trust fund, and it has been supplemented by transfers from the federal General Fund. Several specific funding programs are part of transportation funding from the federal government. Two key specific programs are the Congestion Mitigation and Air Quality (CMAQ) Program and the National Highway Freight Program.

The Federal Transit Administration (FTA) provides financial and technical assistance to local public transit systems, some of which CDOT administers. FTA funding for local transit projects comes from the Mass Transit Account of the Highway Trust Fund. The National Highway Transportation Safety Administration (NHTSA) administers grant programs for state safety projects. This funding supports programs for state and community highway safety, traffic safety information systems, alcohol-impaired driving countermeasures, and motorcyclist safety.

CDOT's Base Budget

Currently CDOT's base annual budget is approximately \$1.5 billion as allocated in Figure 1. Of the \$627.8 million dedicated to capital construction, approximately \$325 million is related to asset management and \$128 million for safety program projects leaving only minimal investment for projects that increase mobility.

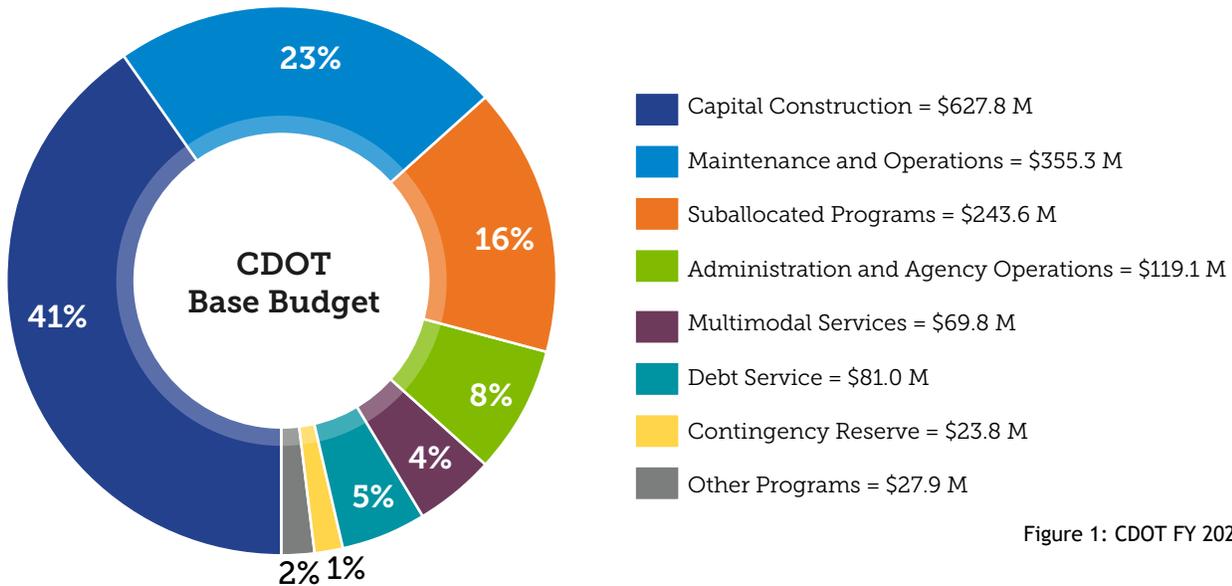


Figure 1: CDOT FY 2020 Base Budget
Source: CDOT

Colorado Legislature Adds Funds to Address Multimodal Transportation Needs – For Up to Four Years

In 2017, the Colorado Legislature passed Senate Bill (SB) 19-267, which allocated additional revenue to CDOT for a period of four years. Other legislative initiatives in the form of SB 18-001 and SB 19-262 set up transfers of funding from the State's general fund to transportation. Through the infusion of funding from SSB 18-001, SB 19-262, and SB 19-267, CDOT revenues for capital construction could remain elevated until 2023. These funding infusions allow CDOT to make critical investments across the state.

This additional funding increased CDOT's 2020 budget to approximately \$2.16 billion as illustrated in Figure 2, with new investments in capital construction projects and multimodal services.

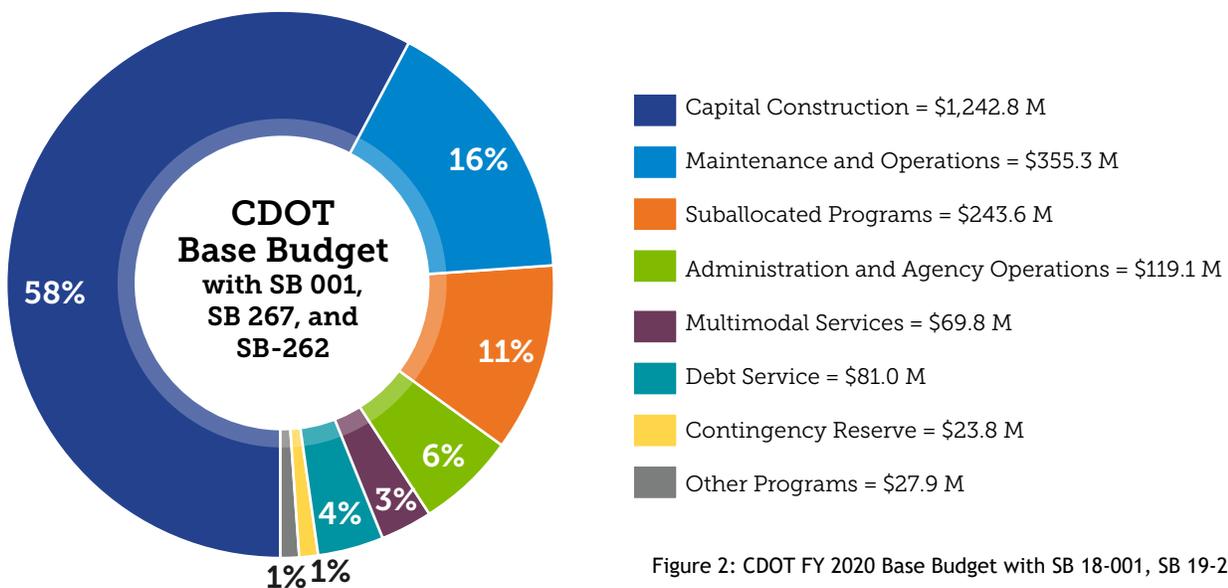
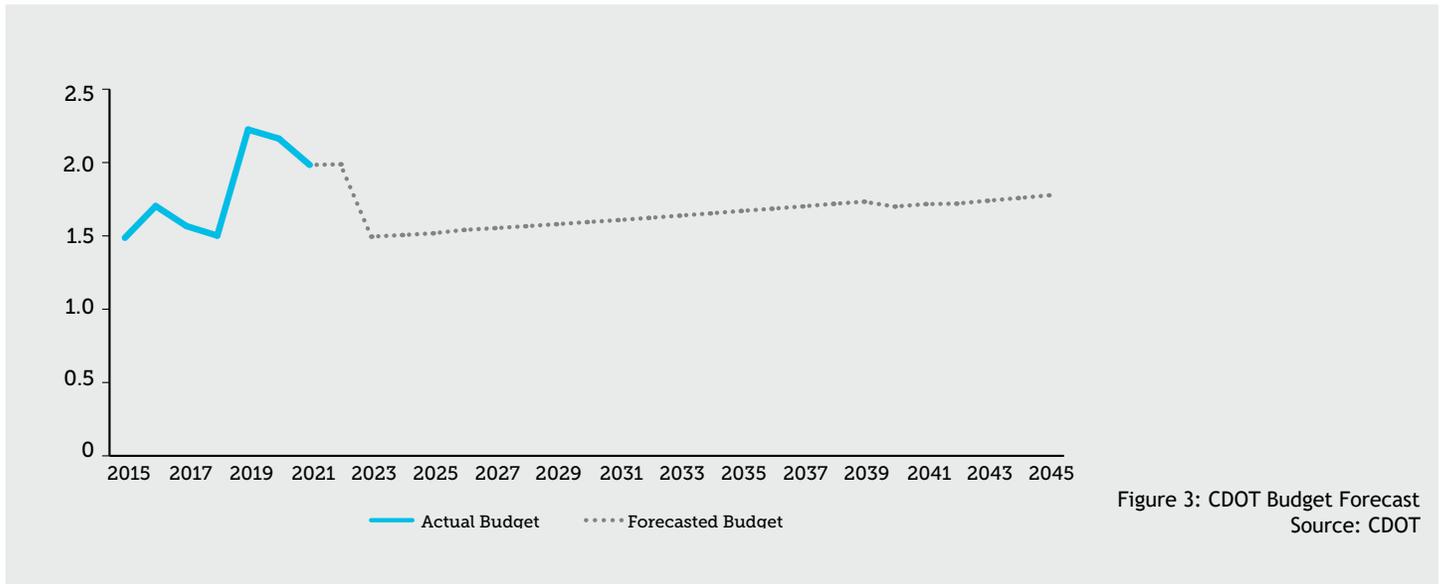


Figure 2: CDOT FY 2020 Base Budget with SB 18-001, SB 19-267, and SB-262
Source: CDOT

Long-Term Investment Needed to Build the 10-Year Vision for Colorado's Transportation System

Figure 3 provides a budget forecast for CDOT without additional long-term funding. Without additional long-term funding programs, CDOT's budget will revert back to historic averages. That, coupled with reduced purchasing power, means very little funding for projects beyond asset management and safety.



Crew works on rural paving along State Highway 86
Source: CDOT, 2020



Crew working at guardrail construction site
Source: CDOT, 2020

Investment through the 10-Year Vision for Colorado's Transportation System

<p><i>Mobility Investment</i></p>	<p>CDOT’s ability to invest in mobility improvements is primarily determined based on availability of additional funding beyond CDOT’s base budget, such as SB 19-267. The demands of rapid state growth create mobility challenges far in excess of available funding. CDOT cannot build its way out of congestion. As a result, mobility investments must be strategic and will focus on the categories of improving our interstates, relieving traffic, and improving rural access statewide. More details are included in the 10-Year Vision in Appendix A.</p>
<p><i>Safety Investments</i></p>	<p>Safety will remain part of everything CDOT does, and there are specific safety project funding programs at CDOT including FASTER Safety and the federal Highway Safety Improvement Program that CDOT will continue to implement as part of its core focus. Almost all of the projects considered for the mobility and asset management components of the 10-Year Vision (Appendix A) include a safety element. Safety investments will be tied to CDOT’s goal of moving towards zero deaths and to the specific safety performance measures included as part of PD-14 (Appendix G). CDOT will continue to invest in important safety programs and programmatic improvements such as education programs, shoulder improvements, 6-inch striping, rumble strips, guardrails, wildlife detection/crossings, and many other targeted improvements. The Strategic Transportation Safety Plan (Appendix K) also provides more detail on CDOT’s goals and investment plan related to the safety goal.</p>
<p><i>Asset Management Investments</i></p>	<p>CDOT prioritizes fixing existing facilities first and leverages two policies (PD-14 and PD-703) to set the overall asset management investment strategy. CDOT uses models and performance objectives set for every asset category in the CDOT system to prioritize which facilities receive treatment and when. CDOT and the Transportation Commission annually make tradeoff decisions on different assets and level of asset management based on data-driven decision-making models, performance measures, and policy. To ensure CDOT will pursue projects that align with what we heard from Coloradans, CDOT has organized asset management projects in the categories of rural paving and road condition and maintenance. More details are included in the 10-Year Vision in Appendix A.</p>



Roaring Fork Transportation Authority BRT bus to Aspen arrives at station
Source: RFTA, 2020

Beyond the 10-Year Vision – Transportation Investment 2030 to 2045

In the 10-Year Vision, CDOT has identified a specific list of projects for the next ten years, which ensure the department would achieve its multimodal goals. Beyond 2030, the Department’s overall focus on safety, asset management and mobility will ensure continued progress in these areas. However, CDOT’s base funding is not sufficient to allow our transportation system to meet all state and federal performance metrics over the long-term horizon of this plan (e.g. asset management as discussed in the box to the right).

Future Asset Management Investment Needed

If CDOT’s pavement program remains funded at its current level—about \$225 million per year—conditions on the state highway system are forecast to fall significantly from their current state. In 2018, 80 percent of lane miles of pavement on the state highway system had High or Moderate Drivability Life. Conditions are forecast to decline to about 60 percent by the year 2039 if current funding levels remain unchanged.

Drivability Life, CDOT’s measure for assessing pavement condition, is an indication in years of how long a highway segment will have acceptable driving conditions based on an assessment of pavement smoothness, surface cracking, rutting, and safety.

Environmental Consultation

In compliance with federal and state requirements, Your Transportation Plan has been completed in consultation with state, tribal, and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation. The main objectives of the environmental consultation were to:

1. Provide stakeholders and resource agencies with information on the locations and types of potential projects included in the 10-Year Vision.
2. Identify potential human and natural environmental issues and high-level mitigation strategies with projects in the 10-Year Vision that may progress into Planning and Environmental Linkages (PEL) or National Environmental Policy Act (NEPA) studies.
3. Build relationships among CDOT, local planning partners, and state and federal resource agencies.



Hawk lands on ITS pole off Interstate 25
Source: CDOT, 2020

CDOT completed a conceptual environmental analysis of the projects included in the 10-Year Vision using publicly available geospatial data from federal and state agency data sources to identify environmental resources. An ArcGIS online comment tool enabled resource agencies to comment on potential environmental impacts and mitigation. The tool included the following environmental resources: wetlands, air quality, water quality, floodways and floodplains, hazardous materials, big game crossings, historic resources, and alternative fuel corridors. These environmental implications have been shared with environmental advocacy organizations to leverage their local environmental resource knowledge and better understand public sentiment on environmental resources and issues pertaining to the projects.

Example: Historic Bridges

The environmental consultation process enables early identification of options for pipeline projects to avoid, minimize, or mitigate impacts to historic bridges. CDOT's alternatives analysis phase may consider avoiding impacts to the historic bridge if it remains viable; rehabilitating to minimize impacts; or applying mitigation measures such as replacing the structure with a bridge design and aesthetic from the era of the historic bridge.

Environmental Consultation Summary

As a result of this consultation process, CDOT received 62 comments from various state and federal regulatory and resource agencies, including:

- Bureau of Land Management, Uncompahgre Field Office
- Dillon Ranger District, White River National Forest
- Colorado Parks and Wildlife
- Bureau of Land Management, Grand Junction Field Office
- Bureau of Land Management, White River Field Office
- US Army Corps of Engineers (USACE)
- History Colorado

In broad terms CDOT received the following comments:

- Consideration of big game wildlife crossings that reduce wildlife/motorist conflicts
- Ensuring CDOT follows erosion and sediment capture best management practices
- Avoiding vertical drops or steep channel slopes adjacent to waterways to maintain passage for fish

Mitigation strategies that could address the concerns:

- Install wildlife under- and over-passes, fencing, and warning lights
- Provide permanent water quality facilities for new development or redevelopment
- Compensatory mitigation for permanent impacts on wetlands

Colorado's Equitable Transportation System



Equity Defined

EQUITY is when everyone, regardless of who they are or where they come from, has the opportunity to thrive. This requires eliminating barriers like poverty and repairing injustices in systems such as education, health, criminal justice and transportation.

Created by Laura Amaya
from Noun Project

CDOT views building a system that benefits all users as an important responsibility equal to the maintenance, safety, and mobility of Colorado's multimodal transportation system.

The 10-Year Vision and Your Transportation Plan were shaped through extensive outreach with historically underrepresented populations. Surveys of self-identified older adults, self-identified minorities, and self-identified persons with a disability revealed some of their major concerns. (Respondents were not asked to self-identify as low-income). The 10-Year Vision, along with the project pipeline, was tailored to ensure projects addressed the concerns of these communities. Consistent with these surveys, CDOT has incorporated resiliency into all aspects of the project life cycle. Further, the project pipeline emphasizes projects that improve safety, alleviate congestion, increase travel options, and serve the needs of all historically underrepresented populations.



Public Outreach & EJ

The public outreach program for Your Transportation Plan is the most expansive and inclusive in CDOT's history, using a range of methods to gather input from all Coloradans. Specific steps were taken to include historically underrepresented populations, such as meeting with stakeholder groups that advocate for these communities, providing a translator at pop-up outreach events, and issuing a Spanish language version of the online survey. The final Statewide Plan is also translated into Spanish.

Historically Underrepresented Population	Definition
Minority	<ul style="list-style-type: none">A person who is Black or African American, Hispanic, Asian American, American Indian, or Alaskan Native
Older Adult	<ul style="list-style-type: none">A person aged 65 years or older
Low-Income	<ul style="list-style-type: none">A person whose median household income is below the federal poverty guideline
Persons with a disability	<ul style="list-style-type: none">A person with a long-lasting physical, mental, or emotional condition

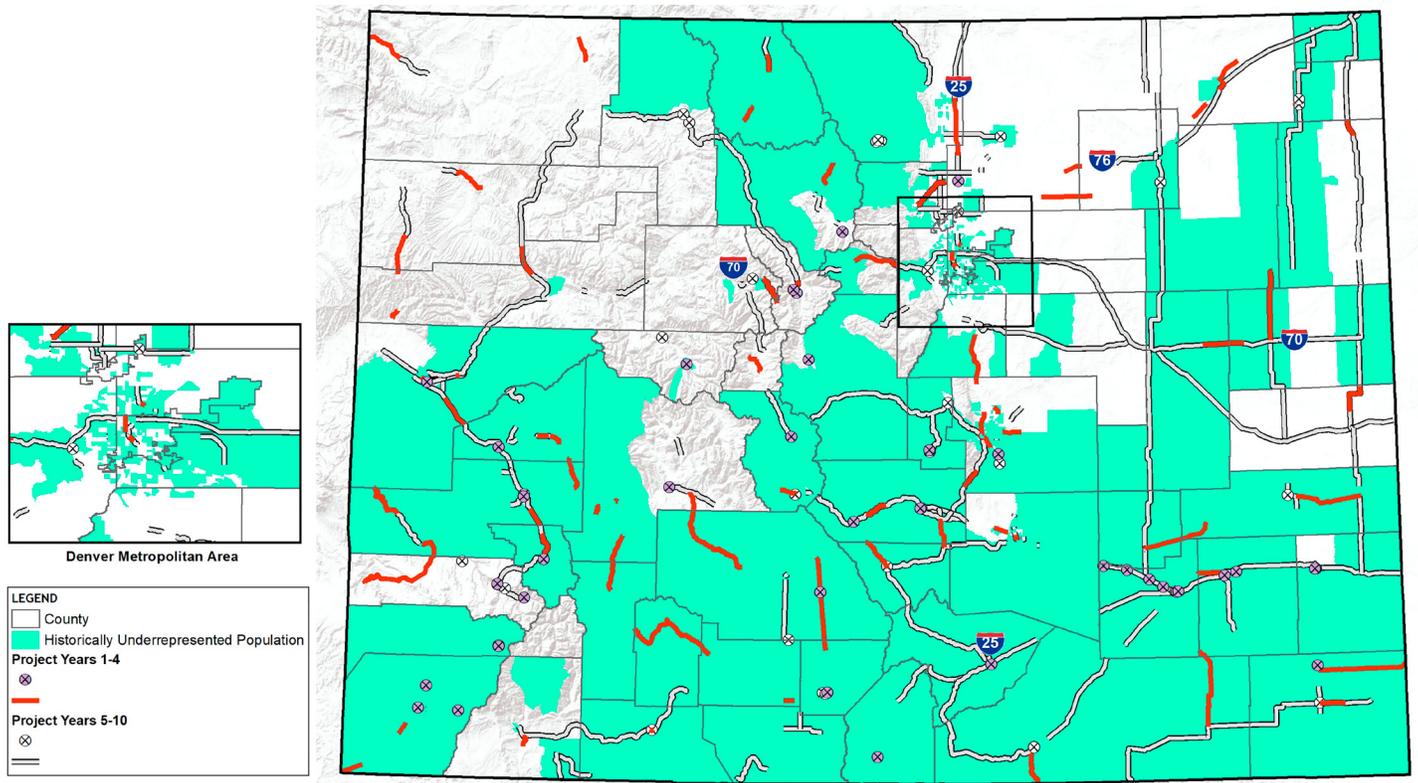
To honor CDOT's commitment to equity, CDOT looked at the census tracts containing the highest concentrations of historically underserved populations. By overlaying the projects in the 10-Year Vision with the census tracts containing the highest concentrations of historically underrepresented populations, CDOT analyzed how upcoming projects will affect these communities.

Broadly speaking, a project like improved or increased transit or roadway resurfacing provides a positive benefit to all communities. While not inherently detrimental, highway and roadway expansion have not provided the same type of benefits to historically underrepresented communities. This analysis found that the projects proposed will proportionally support the transportation needs of historically underrepresented populations.

Fifty-five percent of all pipeline projects in these communities provide clear-cut benefits through expanded bus service, pedestrian improvements, or resurfacing roads in rural areas, among other project types. This is comparable to the list of projects in Colorado overall, where 54 percent of pipeline projects provide the same clear-cut benefits.

The map below displays every census tract with at least one historically underserved community in the top quarter and the projects in the 10-Year Vision. Out of 1,249 census tracts in Colorado, approximately 587 (47 percent) have at least one historically underserved community in the top quarter. Further detail on the analysis performed can be found in Appendix H: Environmental Justice.

10-Year Strategic Pipeline of Projects in Relation to Historically Underrepresented Populations



Practices that ensure the equitable treatment and meaningful engagement of all people with regards to changes to the environment are defined as Environment Justice as defined by Federal Executive Order 12898 (1994).

Addressing Impacts to Historically Underrepresented Populations During Project Development

In project work, CDOT strives to mitigate adverse effects on historically underserved communities. This is done primarily during the project development phase and the NEPA process.

It is important to identify these populations from the outset, so that they can become involved and have a meaningful opportunity to participate during every phase of a project. Specialized outreach may be necessary based on the extent of anticipated impacts and stakeholder concerns. In addition, CDOT will need to determine whether language assistance measures are needed to ensure access to the process. Effective inclusion from the outset can help to identify potential adverse impacts early and provide project teams valuable time to respond.

If alternatives that are determined to create adverse impacts on a historically underserved population proceed, several mitigation measures can be deployed:

- Minimizing impacts by limiting the degree or magnitude of the action
- Compensating for the impact by providing substitute resources
- Reducing or eliminating impact over time by preservation or maintenance operations that consistently take place during the lifetime of action

Appendix H: Environmental Justice contains more on this analysis. The Public Health section on page 43 describes a range of programs and projects designed to promote public transit and sustainable transportation that would be beneficial for historically underserved communities, including developing mobility hubs, bike and pedestrian projects, and mobility management programs.

CDOT strives to mitigate adverse effects on historically underserved communities.



Bicycle and pedestrian projects are implemented statewide
Source: CDOT, 2020



County Express Public Transportation bus provides access
Source: Ken Mooney, 2020

Public Health

CDOT's Commitment to Health

Decisions and choices around transportation policies, planning, and infrastructure can have significant impacts on the health of all Coloradans. Investments are needed in zero-emission vehicles; non-motorized (active) transportation modes such as biking, walking, rolling, skating; and transit infrastructure such as buses and passenger rail. CDOT is targeting resources, enhancing partnerships, and ensuring a transportation system that allows healthy transportation for all Coloradans to more equitably access destinations.



Community members ride bicycles
Source: Bicycle CO, 2020

Healthy and Equitable Transportation

- Encourages reliable, safe, and cost-effective transportation choices to connect people to everyday destinations
- Emphasizes the importance of focusing on the movement of people rather than vehicles
- Increases active and public transportation options for all such as sidewalks, bike lanes, and trails
- Minimizes impacts on air pollution
- Provides access to parks, public lands, and recreation opportunities



Source: CDOT, 2020

Transportation Issues that Impact the Health of Coloradans

CDOT Related Plans and Policies that Support Public Health

SAFETY

In 2018, Colorado had 122,186 crashes on all roadways compared to 115,566 in 2014. The number of pedestrian fatalities increased 38 percent and the number of bicyclist fatalities more than doubled from 2014 to 2018.

CDOT's goal is to reduce motorized and non-motorized fatalities and serious injuries by 15 percent from 2020-2023. CDOT is developing comprehensive education campaigns for high-risk behaviors; pedestrian, bicycle, and older adult roadway users; children helmet laws; and other strategies.

PHYSICAL ACTIVITY

In 2016, combined overweight and obesity rates for 5 to 14-year old Coloradans were nearly 1 in 4, contributing to diabetes and heart disease.

Since 2005, CDOT has funded 255 Safe Routes to School projects to increase safer walking and bicycling routes to school. Also, by 2045, CDOT has planned for more than \$290 million in bike and pedestrian improvements to support active transportation statewide.

CONNECTIVITY TO EVERYDAY DESTINATIONS

Lack of travel options was one of the priority transportation needs identified in the 2019 CDOT statewide public engagement survey. Those surveyed not only wanted more travel options to improve connectivity but less polluting options.

CDOT is developing mobility hubs statewide to provide many transportation options in one location, e.g., transit connections, car share, scooters and bikes to rent and park, electric vehicle chargers, all within a pedestrian-friendly environment. The hubs will connect regional Bustang and Outrider services with local transit to increase access in major destinations in rural and urban areas.

CLIMATE CHANGE AND ENVIRONMENT

Carbon dioxide (CO₂) is the largest greenhouse gas emitted by transportation sources. CO₂ causes temperatures to rise, heat waves, reduced snow pack and drinking water, increased air pollution and other health concerns. In 2020, the transportation sector is estimated to account for 33 percent of CO₂ emissions in Colorado. One round trip on CDOT's Snowstang bus can reduce 3.2 pounds of carbon emissions.

Colorado's governor has set a goal to have 940,000 zero-emission vehicles on the road by 2030, including cars, trucks, transit and school buses. Within 10 years, CDOT will also spend more than \$192 million across 60 transit projects statewide to improve walking, biking, mobility, air quality, and to combat climate change.

ACCESS FOR HISTORICALLY UNDERSERVED POPULATIONS, CHILDREN, PEOPLE WITH DISABILITIES, AND OLDER ADULTS

Not all Coloradans have equal access to different modes of transportation, e.g., low-income, people of color, and people with disabilities. Many people do not want to, are unable to, or cannot afford to drive. Access to affordable and convenient transportation is essential specially for employment, medical appointments, grocery shopping, and pharmacy visits.

CDOT funds approximately 15 mobility management and coordination programs throughout the state to help identify the most convenient, reliable, and affordable transportation options, especially to assist populations such as low-income, older adults, and people with disabilities to get to where they need to go.

Land Use

Land Use Decisions Affect Transportation

In Colorado, local governments are responsible for land use decisions. CDOT plays a role in land use discussions as these decisions affect our transportation infrastructure needs and costs. The siting of distribution centers and schools in rural and suburban areas is a good example of how land use can affect transportation patterns. Distribution centers generate a large amount of traffic related to the movement of goods and to commuting workers. Locating a distribution center away from a state highway or in a rural or suburban community may lead to congestion requiring future road expansion, greater asset management requirements, greater vehicle miles traveled, safety improvements, and new interchanges. Schools are also generators of activity on all school days and serve as important hubs of community activity. Locating schools away from existing development can lower land acquisition costs but increase costs related to safety improvements, traffic needs, and transit infrastructure where applicable. In both of these cases, consideration of transportation needs during the siting process is crucial, and involving CDOT and other transportation agencies in this decision-making may lead to better long-term outcomes. CDOT wants to proactively work with local officials to understand the benefits and drawbacks of land use decisions in terms of how they interact with the transportation system.

Land Use and Access Control

CDOT recognizes that state highways are vitally important to meeting the mobility needs of the public and that Colorado's quality of life and economic health depends on the safe and efficient interregional and interstate movement of people and goods. Where CDOT and its partners choose to put interchanges and other access points along our highways strongly influences how the development of land occurs and is supported. CDOT's PD-1601 provides a framework for managing the location, design, operations, and maintenance of interchanges on Colorado's state highway system.

CDOT's policy identifies two types of interchange proposals—projects on interstates or freeways (Type 1 proposals) and projects not on interstates and freeways (Type 2 proposals). The Transportation

Sample Study

Commute patterns in Colorado are varied and many Coloradans live and work in different counties. For example, Elbert County's commuting patterns are unique due to its proximity to the Denver Metropolitan Area, as well as to more rural counties in eastern Colorado. Only 12 percent of — about one in eight — Elbert County community members also work in Elbert County, while 64 percent commute to the Denver Metropolitan Area. Eight percent commute to El Paso County, and 16 percent commute to other counties, mainly in eastern Colorado. Land use decisions around where major housing developments are built in comparison to employment centers affect the amount of travel for workers.



Quick Glance Findings

Community members who live and work in Elbert County

12%

Elbert County workers who commute to the Denver Metropolitan Area

64%

Elbert County workers who commute to El Paso County

8%

Commission reviews and approves Type 1 proposals, and the CDOT Chief Engineer reviews and approves Type 2 proposals. Each interchange proposal is evaluated to determine its financial impacts, consistency with the regional transportation plan, and environmental effects including land use, prior to receiving approval. CDOT also develops Access Control Plans for many state highways and works with local land use officials and developers on permits for new highway access points (intersections and driveways). Opportunities to work with local officials, such as through the Planning and Environmental Linkages (PEL) process, early on in the development process can lead to better outcomes overall for municipalities and our transportation system.

Land Use and Its Link to Transportation and Air Quality

Within current land use patterns and transportation networks, Colorado’s population and economic growth are leading to more trips and more VMT on already crowded roadways. The VMT generated by critical institutions and business locations like schools, community centers, shopping and entertainment districts, business parks, and distribution centers depends on how they are sited in relation to existing transportation options and the residences of workers. When located far from existing transportation facilities, these facilities induce demand for travel. The resulting increase in VMT and traffic congestion has a negative impact on the economy and the environment. Vehicles are the largest source of greenhouse gas emissions and one of the two main contributors to ozone pollution and the worsening air quality problem.

To reduce congestion, improve air quality, reduce pollution, and mitigate the negative outcomes of Colorado’s growing transportation needs, CDOT addresses land use and transportation concurrently through several initiatives. On key corridors, CDOT is facilitating the development of traditional park-and-ride transit locations into “mobility hubs” that emphasize multimodal options and provide access to modes other than single-occupancy vehicle travel in coordination with local land use. The Colorado Main Streets Program gives communities a framework on which to focus their revitalization efforts and an incremental process to realize the vision for their downtown land use. Other land use coordination initiatives include coordination with the US military regarding their transportation needs and travel

model analysis that considers land uses and activities in modeling transportation needs.

Land Use and Mobility Hubs

The Mobility Hub concept as promoted by CDOT is intended to provide interfaces for multimodal connections throughout Colorado. As part of the development of new mobility hubs, CDOT is coordinating with local governments regarding the relationship between these transportation centers and local land use.

Land Use Coordination and Military Facilities

Military bases in Colorado include Air Force Academy Air Force Base in Colorado Springs, Buckley Air Force Base in Aurora, Cheyenne Mountain Air Force Base in Colorado Springs, Peterson Air Force Base in Colorado Springs, Schriever Air Force Base in El Paso County, Fort Carson Army Base in El Paso County, and Pueblo Chemical Base in Pueblo. Military bases have significant transportation needs for people and freight at all times of the day. CDOT coordinates with branches of the armed forces and veterans organizations to ensure that the existing and future needs of all military users are being met with appropriate transportation infrastructure. In July 2019, Governor Jared Polis participated in a roundtable discussion about the unique needs and priorities of the military community with an emphasis on serving the Pikes Peak region. This region is home to a large number of active-duty military personnel, and El Paso County is home to over 100,000 veterans.



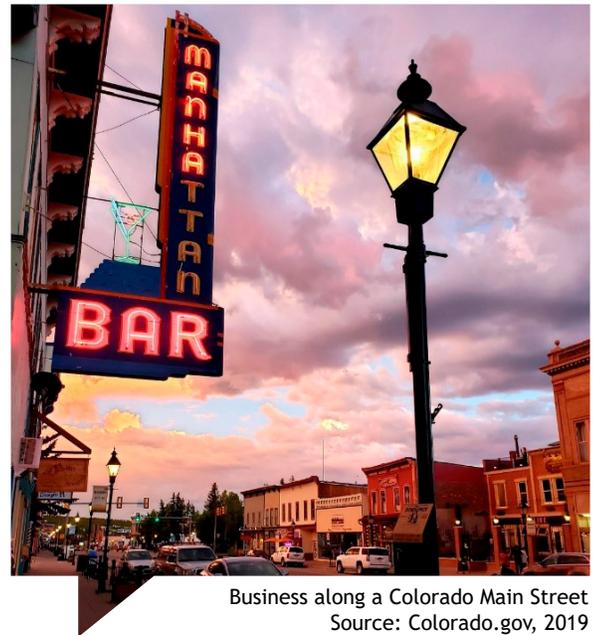
National Guard Thank You Celebration
Source: CDOT

CDOT is using the Better Utilizing Investments to Leverage Development (BUILD Grant) to fund a four-part initiative consisting of \$25 million of improvements in the Pikes Peak region, with CDOT, state, and local partners committing to fund the balance. In September 2019, a follow-up veteran’s forum was held by the PPACG to further assess the transportation needs of Colorado’s veterans. The Front Range Passenger Rail Study team has begun conversations with the Air Force Academy and Fort Carson about possible planning for future rail stations. Maintaining access to Colorado’s military infrastructure and serving the transportation needs of active duty military personnel and veterans are top priorities for CDOT.

Maintaining access to military infrastructure and serving the transportation needs of active duty military personnel and veterans are top priorities for CDOT.

Land Use Coordination and Main Streets

The Colorado Main Street Program offers support for community-led downtown revitalization by integrating multimodal transportation options with the main streets of towns in Colorado where people live, work, shop, and visit. The program recognizes that state and US highways are often the main streets for communities. CDOT has partnered with the Colorado Department of Local Affairs and Colorado Department of Public Health and Environment to provide a customizable framework for downtown streets, which focuses efforts, energy, and resources to enhance community vibrancy. It provides options for how to increase safety for all users across all modes of travel through creative and flexible design.



Business along a Colorado Main Street
Source: Colorado.gov, 2019

Land Use and the Travel Demand Model

CDOT’s Statewide Travel Model is a detailed, integrated modeling tool that begins with survey data showing what trips people make in a typical day, for what purpose, by what mode, and to what destinations. CDOT plans to deploy the next travel survey in 2021 to sample approximately 20,000 households. Key inputs to the model include:

- A detailed depiction of the state’s roads and transit facilities: essentially a road and transit map
- Each of the state’s households and people, individually, with each person described at the level of detail found in the US Census
- Each of the state’s jobs, classified into one of six types (for example, service or education)

Based on the survey data mentioned above, the model depicts all the trips made by each person, beginning at their home location, traveling to work, school, errands, social activities, etc., and returning again to their home. This structure ensures that the trips, traffic, and transit demand produced by the model arise directly from the state’s land use and its pattern. This model structure permits planners to examine different land use scenarios in future years, for example, varying the geographic pattern of development, the total amount of development, the mix of employment by job type, etc.

Implementation of Your Transportation Plan

The 10-Year Vision for Transportation in Colorado document (Appendix A) serves as the implementation road map for Your Transportation Plan. This section summarizes the implementation of the Plan through the five Strategic Focus Categories identified in the 10-Year Vision. CDOT will work with its planning partners and other state and local agencies through a variety of means to achieve the goals of the Plan. CDOT will also continue to seek public input as part of a continuous planning process.

Strategic Focus Categories

CDOT developed a series of strategic focus categories that were described earlier in the discussion of the 10-Year Vision for Transportation in Colorado and CDOT's investment strategy.



Improving Our Interstates



Relieving Traffic



Improving Rural Access Statewide



Rural Paving



Road Condition and Maintenance

These categories resulted from public and regional input and from consideration of Your Transportation Plan goals related to Mobility, Safety, and Asset Management. The focus of strategic activities will be driven by the implementation of the 10-Year Vision. Implementation actions around these categories will focus on the following:

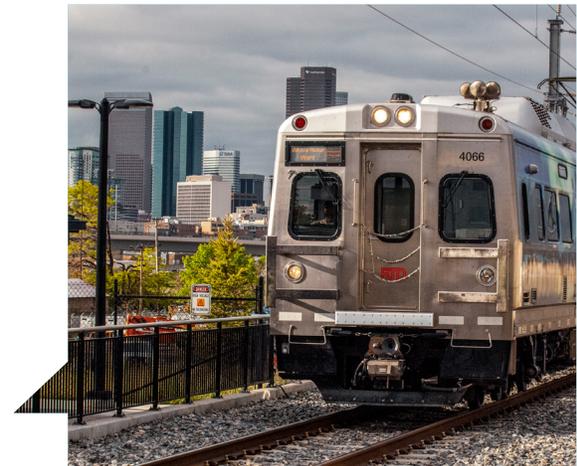
 **Improving Our Interstates:** This category includes any highway or transit improvement project located on a Colorado interstate.

- In the first four years of the 10-Year Vision, nearly 40 percent of funds are targeted toward modernizing I-25, which serves approximately 85 percent of the state's population. Other major capacity projects include a down-payment toward fixing Floyd Hill (a well-known choke point on I-70), a long overdue rebuild and widening of I-270, and a second phase of reconstruction along I-25 in Pueblo.
- In years 5 to 10 of the 10-Year Vision, 38 percent of the total unfunded project list is dedicated to the improvement of Colorado interstates. Projects continue work on our most congested corridors, while also reconstructing pavement along rural stretches of I-70, I-25, and I-76. Many sections of these interstates haven't seen significant work since they were first opened to the public decades ago.
- CDOT will implement initiatives from the Strategic Transportation Safety Plan, the Statewide Transit Plan, and the Colorado Freight Plan that enhance safety and mobility on the interstates.

 **Relieving Traffic:** This category includes any highway, transit, or bicycle-pedestrian project that contributes to the alleviation of congestion in Colorado's urban areas.



Construction on Interstate 25
Source: CDOT, 2020



RTD Commuter Rail heading into the city
Source: CDOT, 2020

- The first four years of the 10-Year Vision include a mix of projects that help move vehicles while improving access options beyond the single-occupant trip. Colorado’s most congested highway segments will be widened and interchanges known for traffic backups and high crash rates will be reconstructed. Investments also include new buses for Bustang and new mobility hubs where commuters can catch the bus or connect with a carpool.
- In years 5 to 10 of the 10-Year Vision, 53 percent of the total unfunded project list is dedicated to needed congestion relief. It continues the strategic investment in both road and transit infrastructure along the interstates, while addressing roads like US 285 that are feeling the impacts of overflow congestion from I-70.
- CDOT will implement initiatives from the Strategic Transportation Safety Plan, the Statewide Transit Plan, and the Colorado Freight Plan that enhance safety and mobility in urban areas.



SMART bus in the town of Mountain Village
Source: CDOT, 2020



Improving Rural Access Statewide: This category includes any highway, transit, or multimodal project that provides travel access within and between Colorado’s rural areas.

- The first four years of the 10-Year Vision improves stops and shelters for CDOT’s Outrider service at Lamar, Fort Lyon, Las Animas, La Junta, Swink, Rocky Ford, Manzanola, and Fowler. It also improves Outrider stops and shelters for Durango, Mancos, Cortez, Dolores, and Rico. It adds new sections of passing lanes in high-priority areas and completes reconstruction of CO 13 and CO 9.
- In years 5 to 10 of the 10-Year Vision, 20 percent of the unfunded project list would be dedicated to providing mobility options to rural Coloradans, including seniors and veterans. This includes dozens of new passing lanes and intersection improvements. It also encompasses ADA and pedestrian improvements and construction of the Southern Mountain Loop Trail between Walsenburg and Trinidad.
- CDOT will implement initiatives from the Strategic Transportation Safety Plan, the Statewide Transit Plan and the Colorado Freight Plan that improve rural access and safety.



Buses arrive at all points transfer center
Source: FHU, 2020



Crew working on rural paving
Source: CDOT, 2020



Rural Paving: This category includes any highway or transit project that improves the quality of rural roads.

- In the first four years of the 10-Year Vision, this includes the largest investment in Colorado’s rural road network in recent history. These investments will improve more than 500 miles of Colorado’s rural roads, some of which have not been comprehensively treated since the 1970s.
- In years 5 to 10 of the 10-Year Vision, 20 percent of the unfunded project list would be dedicated to improving crumbling rural roads. This includes a range of projects from repaving to full reconstruction. Investments would touch every corner of the state.



Crew seals cracks on Highway 7
Source: CDOT, 2020

- CDOT will continue to implement its Risk-Based Asset Management Plan for rural paving improvements outside the 10-Year Vision.
 - In years 5 to 10 of the 10-Year Vision, 70 percent of the unfunded project list would be dedicated to preserving and improving roadway assets. Projects would also address bridges, culverts, rockfall mitigation, and guardrails around the state.
-  **Road Condition and Maintenance:** This category includes any highway or transit project that will return our system to a “state of good repair.”
- CDOT will continue to implement its Risk-Based Asset Management Plan for ongoing maintenance of all of CDOT’s existing system.
 - In the first four years of the 10-Year Vision, this includes investments to help restore the Department’s focus on fixing the basics. Proposed projects are in direct response to public input stressing the need for improving the condition of our existing system. More than half of available funding will fix roads in both urban and rural areas.

During the coronavirus (COVID-19) pandemic, CDOT continued its commitment to provide the general public with a safe and reliable transportation system. CDOT continued to move forward with construction and maintenance projects to the extent possible during the pandemic. However, CDOT recognizes that there may be an impact to the implementation of projects in the future. As part of implementing this plan, CDOT will lead additional studies related to COVID-19 to improve resiliency of the transportation system and identify enhanced opportunities to deliver essential projects and programs.

Moving from Planning to Programming

CDOT, in conjunction with our planning partners, sets the course for the future to ensure Colorado’s transportation system can serve all users and compete in the global marketplace, while keeping up with population growth, economic needs, and quality of life needs. In accordance with federal guidelines, the planning process begins with visioning and development of both long-term and short-term goals and objectives, moves into the identification of major investment needs and priorities, and finally yields a statewide transportation plan, which is ultimately implemented by programming projects into the **Statewide Transportation Improvement Program (STIP)**. CDOT regularly coordinates with FHWA and FTA during this process. The 10-Year Vision was developed in tandem with Your Transportation Plan. It serves to bridge the gap between the 4-year STIP and the 25-year Statewide Transportation Plan.



Mock-Up of Highway Sign
Source: CDOT, 2020

Transparency and Accountability

Creating transparency and accountability structures that let the public see the progress on these projects and how dollars are being spent is just as important as establishing a project pipeline. CDOT is increasing project transparency through public reporting on project management and project costs. Community members deserve to know how the government is spending their tax dollars on projects. CDOT is rolling out new dashboards that show how each project is doing in terms of delivering on scope, schedule, and budget. New reporting will also show the breakdown of project costs so that the public can see where project dollars are going. These dashboards will go live in spring 2020, before the busy summer construction season begins.



TO LEARN MORE:

YourTransportationPlan.com