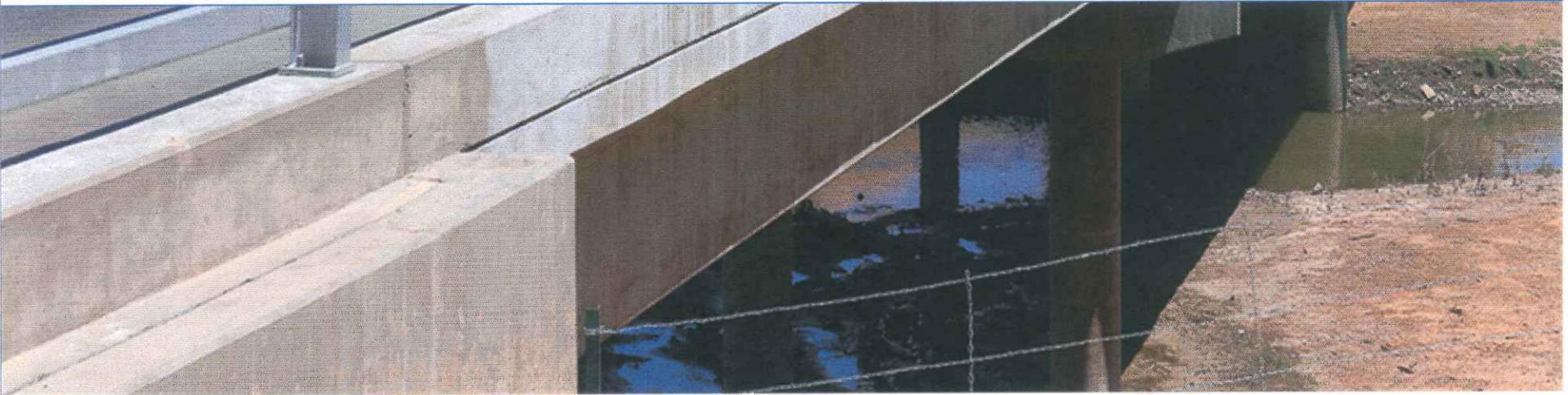




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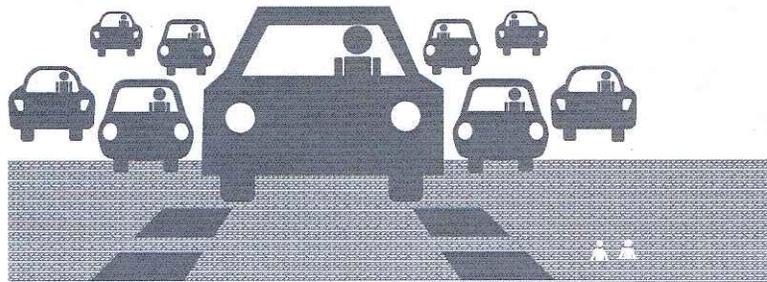
Presentation to TLRC

July 23, 2014



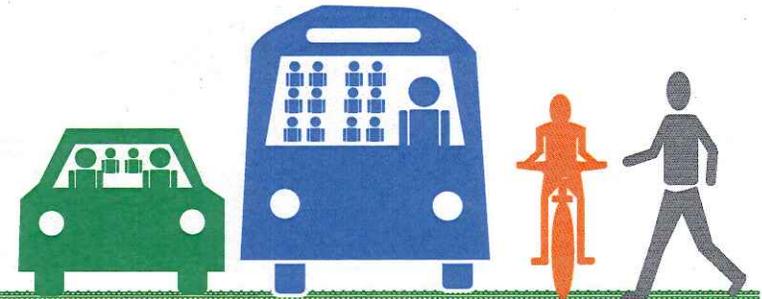
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OLD versus NEW TRANSPORTATION



OLD

- Build roadways for cars and trucks
- Add lanes when congested



NEW

- Increase choice in travel (transit, carpool, single occupant)
- Increase mobility through operational improvements
- Use pricing on new express lanes to manage travel reliability and growth
- Promote options for walking & biking

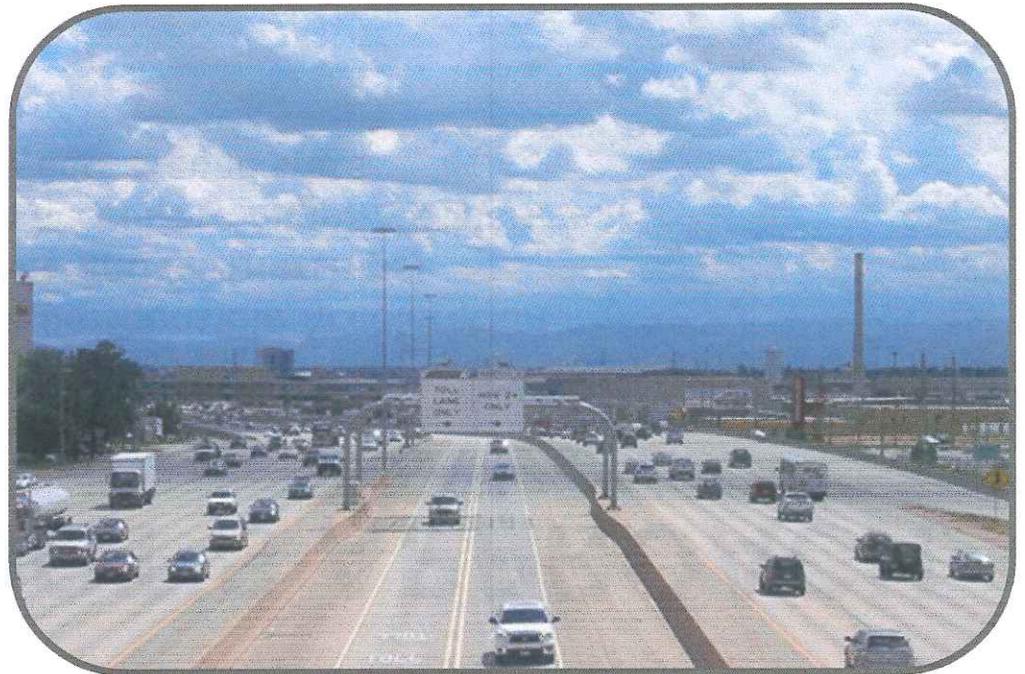


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CHOICE NEW CDOT STRATEGY

EXPRESS LANES

- Reduce delay on most seriously congested corridors
- Use toll pricing to manage congestion
- Maintain reliable travel times now and in the future
- Promote transit and carpooling (where viable)





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CDOT'S APPROACH



Launch RAMP (Responsible Acceleration of Maintenance and Partnerships)
Short-term to accelerate major corridors and other projects around state



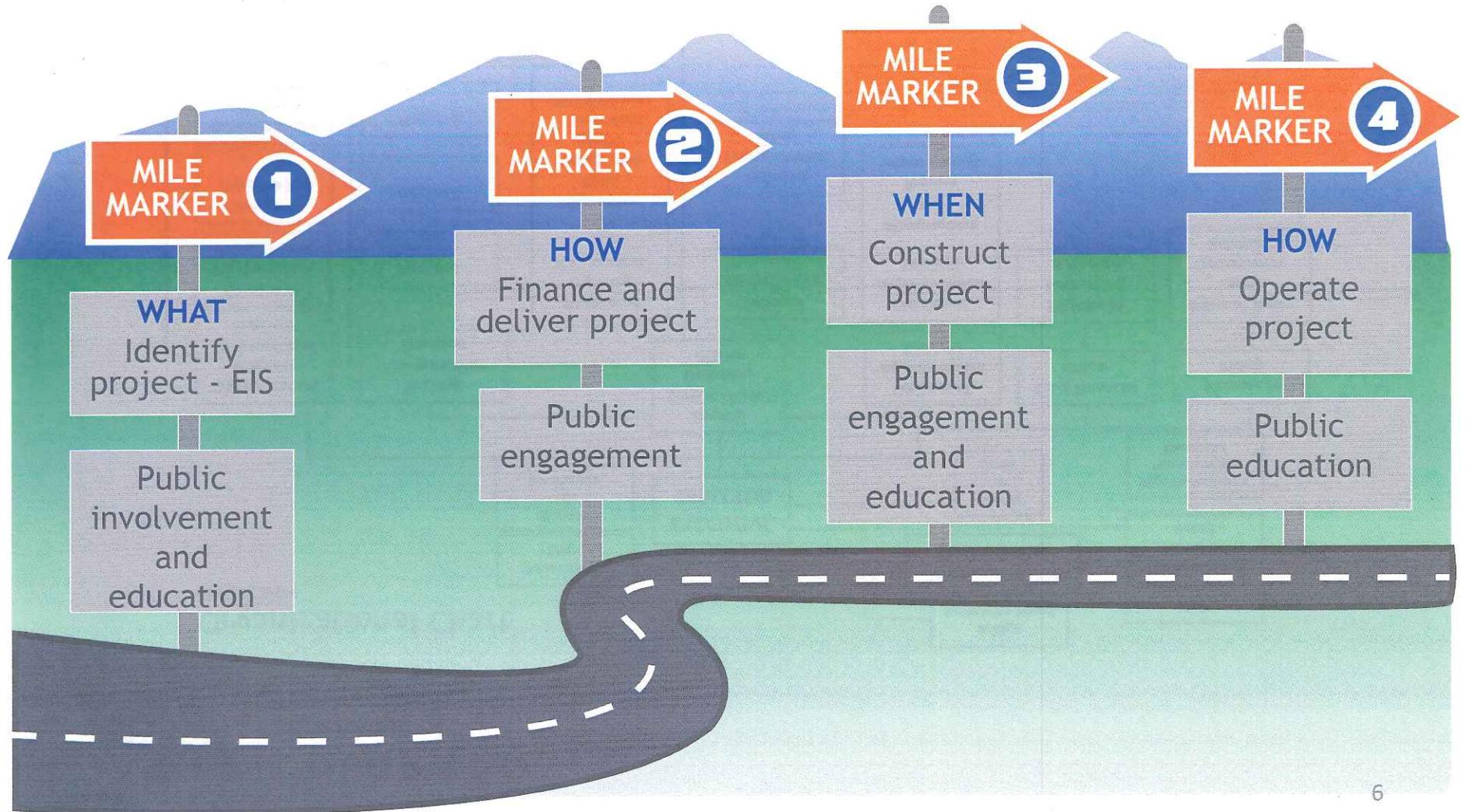
CDOT's Office of Major Project Development (OMPD) oversees corridors



Work with HPTE, innovative financing arm, to determine viability of P3 for corridors
Working on initial Traffic & Revenue studies and Value for Money reports on each corridor



PUBLIC ENGAGEMENT



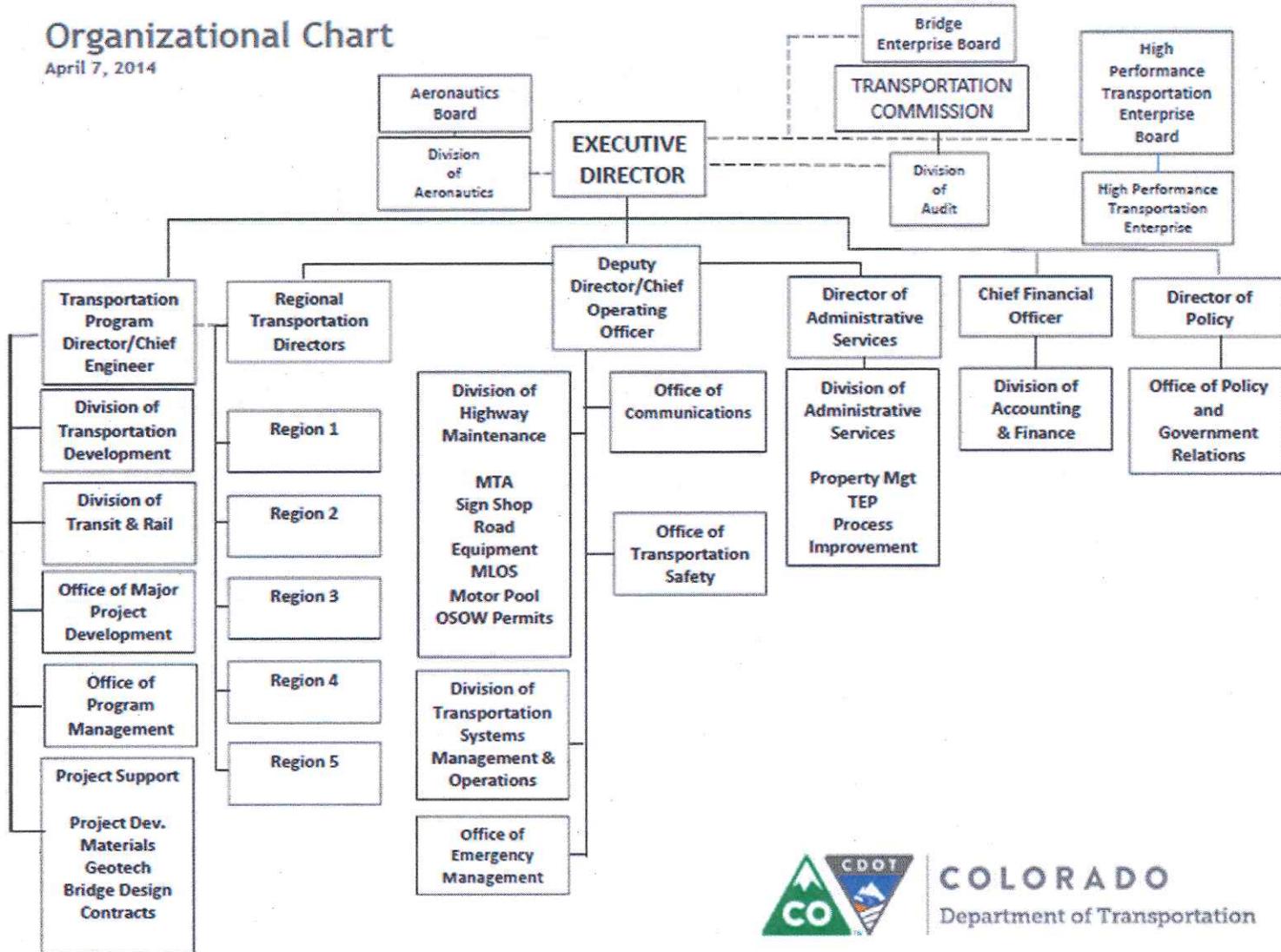


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Organizational Chart

April 7, 2014



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PROJECT UPDATES

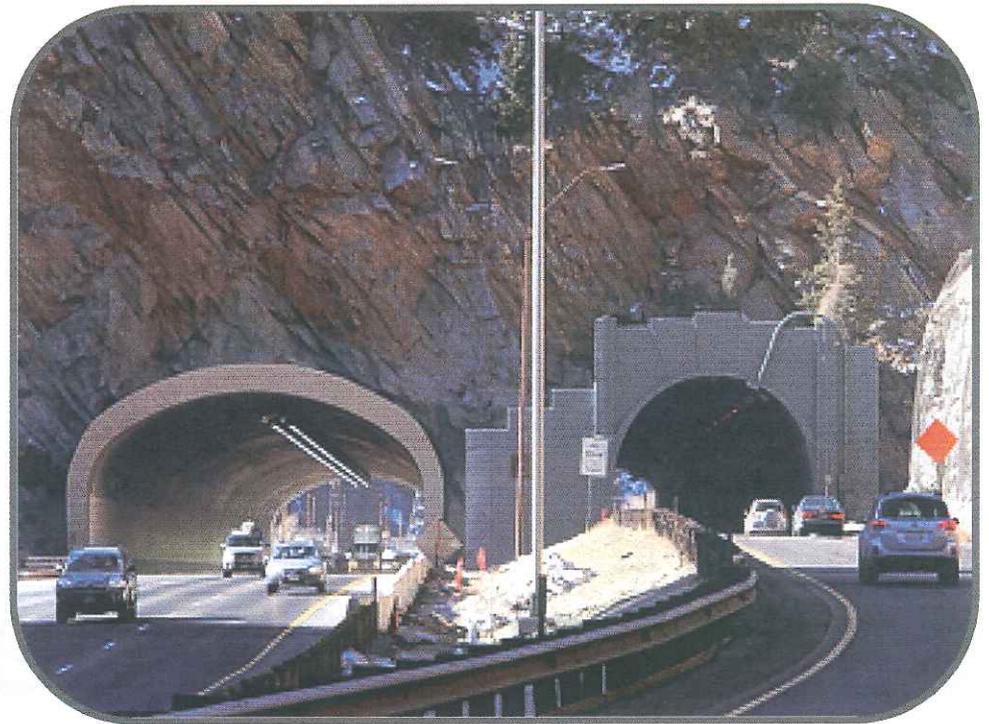
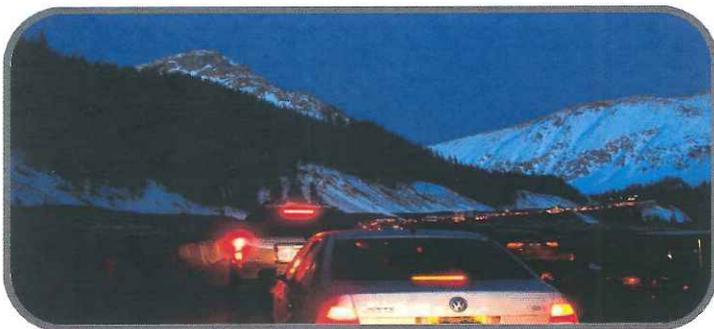
I-70 Mountain Corridor

Corridor Needs: \$11 billion (Long Range Plan)

Construction Activities:

- Eastbound Peak Period Shoulder Lanes (PPSL)
- Westbound Veterans Memorial Tunnels expansion
- Eastbound Veterans Memorial Tunnels expansion (completed in 2013)

RAMP: \$20 million (eastbound PPSL), \$55 million (westbound tunnel)





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PROJECT UPDATES

East I-70



Corridor Needs: \$1.8 billion (phased project)

Work: Reconstructs a 50-year old stretch of interstate; EIS proposes adding two tolled express lanes each direction from I-25 to Tower Road

Travel-time benefits in 2035 over “No Action” between I-25 & Tower Rd:

- **Express Lanes:** 17 minutes compared to 60 minutes
- **General Purpose Lanes:** 35 minutes compared to 60 minutes





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PROJECT UPDATES

C-470

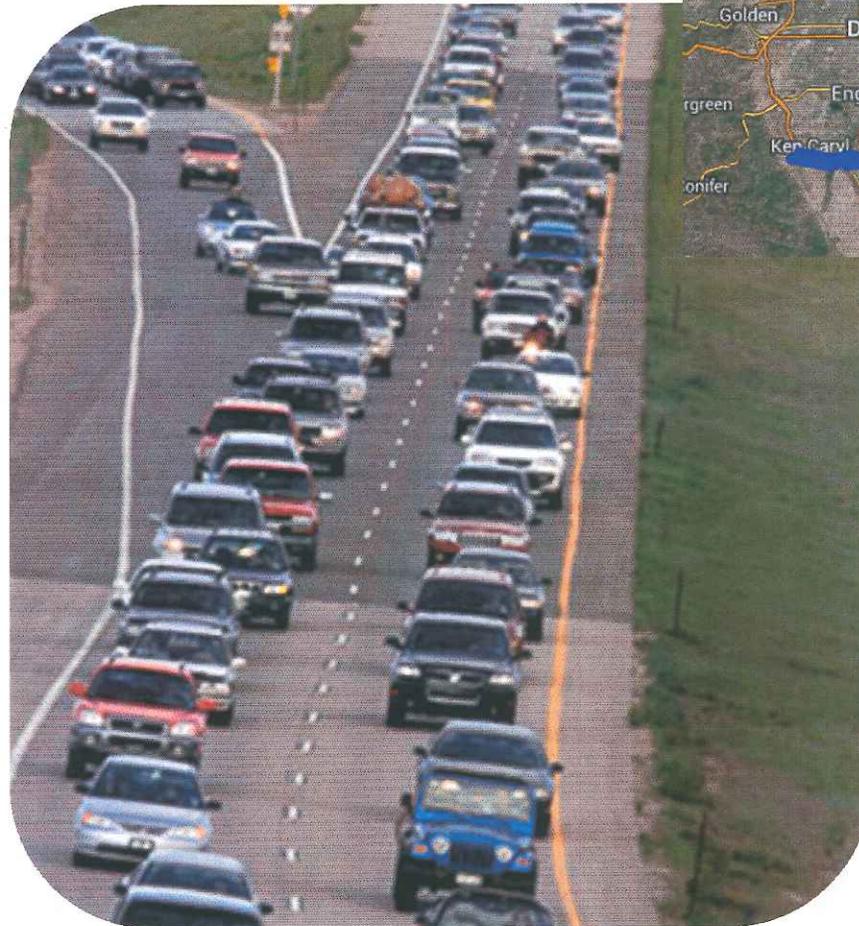
Corridor Needs: \$400 million

Proposed Project Cost: \$230 million

RAMP: \$100 million

Work:

- Adds new tolled Express Lanes
- Improves general purpose lanes from I-25 to Wadsworth





PROJECT UPDATES

North I-25

Corridor Needs: \$1 billion

U.S. 36 to 120th Ave.

- **Project Cost:** \$66 million
- **Work:** Adds new tolled Express Lane each direction from U.S. 36 to 120th Ave.
- **Benefits:**
 - **Mobility:** Reduces travel time 22% in express lanes, 10% in general purpose lanes
 - **Economic:** Supports continued economic growth along corridor
 - **Connectivity:** Links to existing I-25 Express Lanes

120th Ave. to E-470/SH 7

- **Total Cost:** \$55 million
- **RAMP:** \$55 million
- **Work:** Adds a new tolled Express Lane each direction I-25 from 120th Avenue to E-470/SH 7
- **Benefits:**
 - **Mobility:** Reduces travel time 25% in express lanes, 12% in general purpose lanes
 - **Economic:** Supports continued economic growth along corridor
 - **Connectivity:** Links to previous project and existing I-25 Express Lanes





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PROJECT UPDATES

SH550/Red Mountain Pass

Rockfall

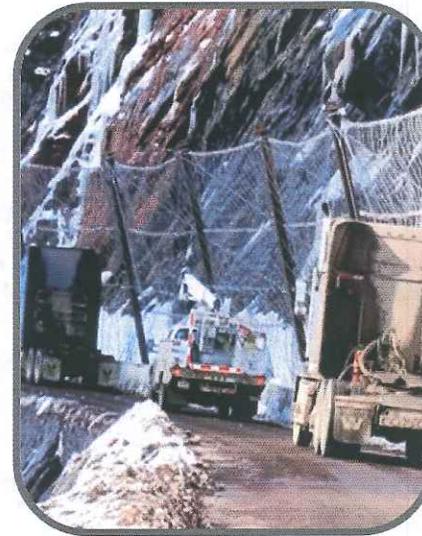
- January 12 - 15-foot slab the length of a football field shifted and collided onto a slope 900 feet above the highway, causing rocks and boulders to fall onto the highway below

First Phase - Emergency Work

- Governor declared the damage as an emergency, which allowed CDOT to tap federal emergency funds for highway repair

Second Phase - Rockfall Mitigation

- Installed 2,000 square feet of wire mesh on the slope (using a helicopter), in addition to existing 31,000 square feet of mesh
- Installed a rockfall fence mid-slope (painted to blend into the landscape)
- Patched, paved, and restriped the highway
- Fully open to the public on June 12





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PROJECT UPDATES

I-25/Cimarron Interchange

Proposed Project Cost: \$95 million

Work:

- Improved and extended acceleration/deceleration lanes for increased vehicle storage and safety (NB/SB I-25 off-ramps), widened shoulders, and improved curbs
- New I-25 bridges
- Improved interstate and interchange operations and safety
- Enhanced trail connections
- Improved water quality
- Aesthetic enhancements





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Transit & Rail

Interregional Express Bus

IX Bus Service

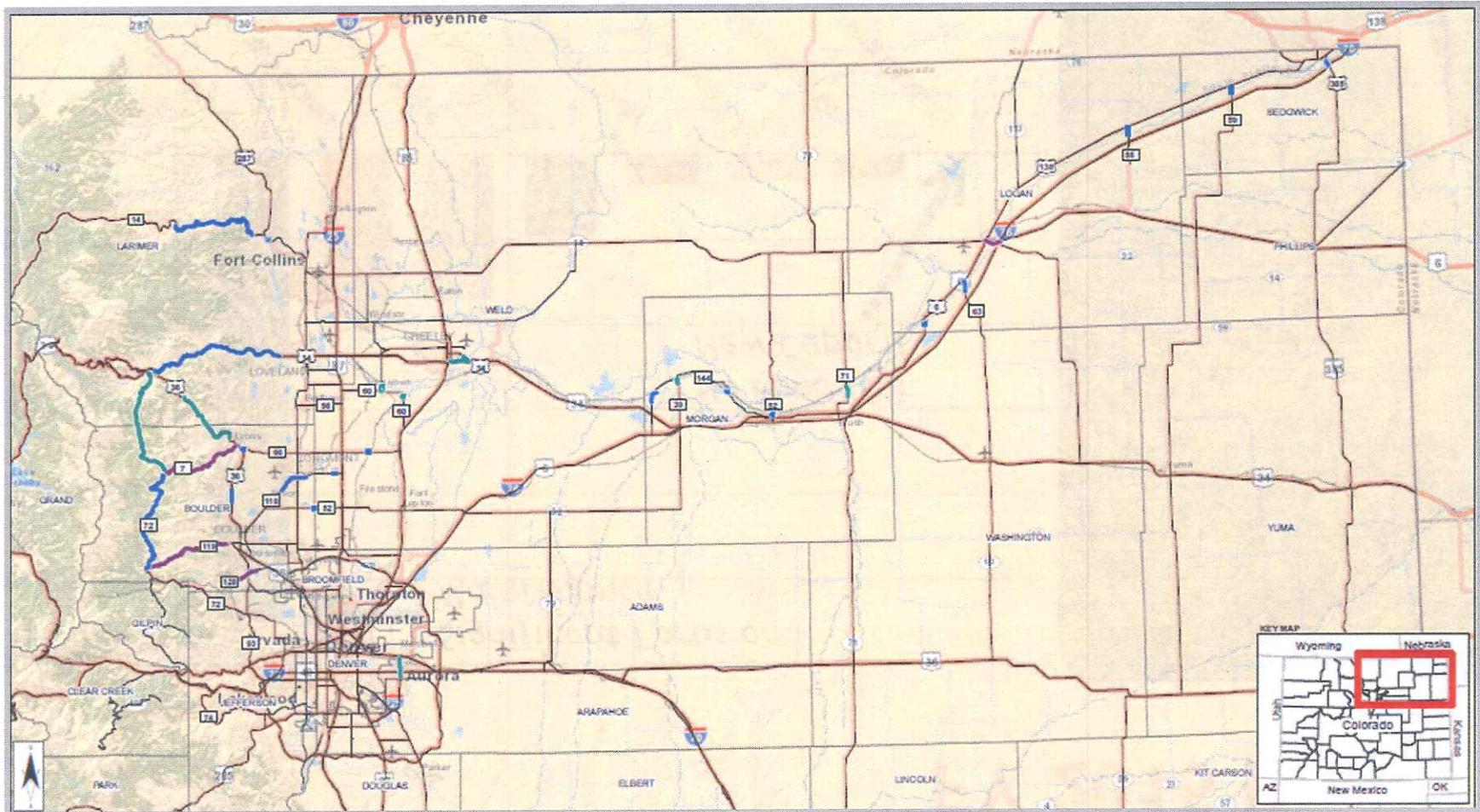
- CDOT-provided service
 - operated by a private contractor
- Faster Transit Funded
 - \$3m/year plus fare revenues
- 13 coaches (50 passenger capacity, restrooms, bicycle racks, free WiFi, ADA accessible)
- Connects the states 6 largest transit systems
- Utilize Denver Union Station as central HUB
- Spring 2015 Program Launch

One Way Trip	Fare
Ft. Collins → DUS	\$10 / trip
Colorado Springs → DUS	\$12 / trip
Glenwood Springs → DUS	\$28 / trip
Vail → DUS	\$17 / trip



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Flood Recovery Work



Permanent Restoration Project - Ad. Year

2014 2015 2016

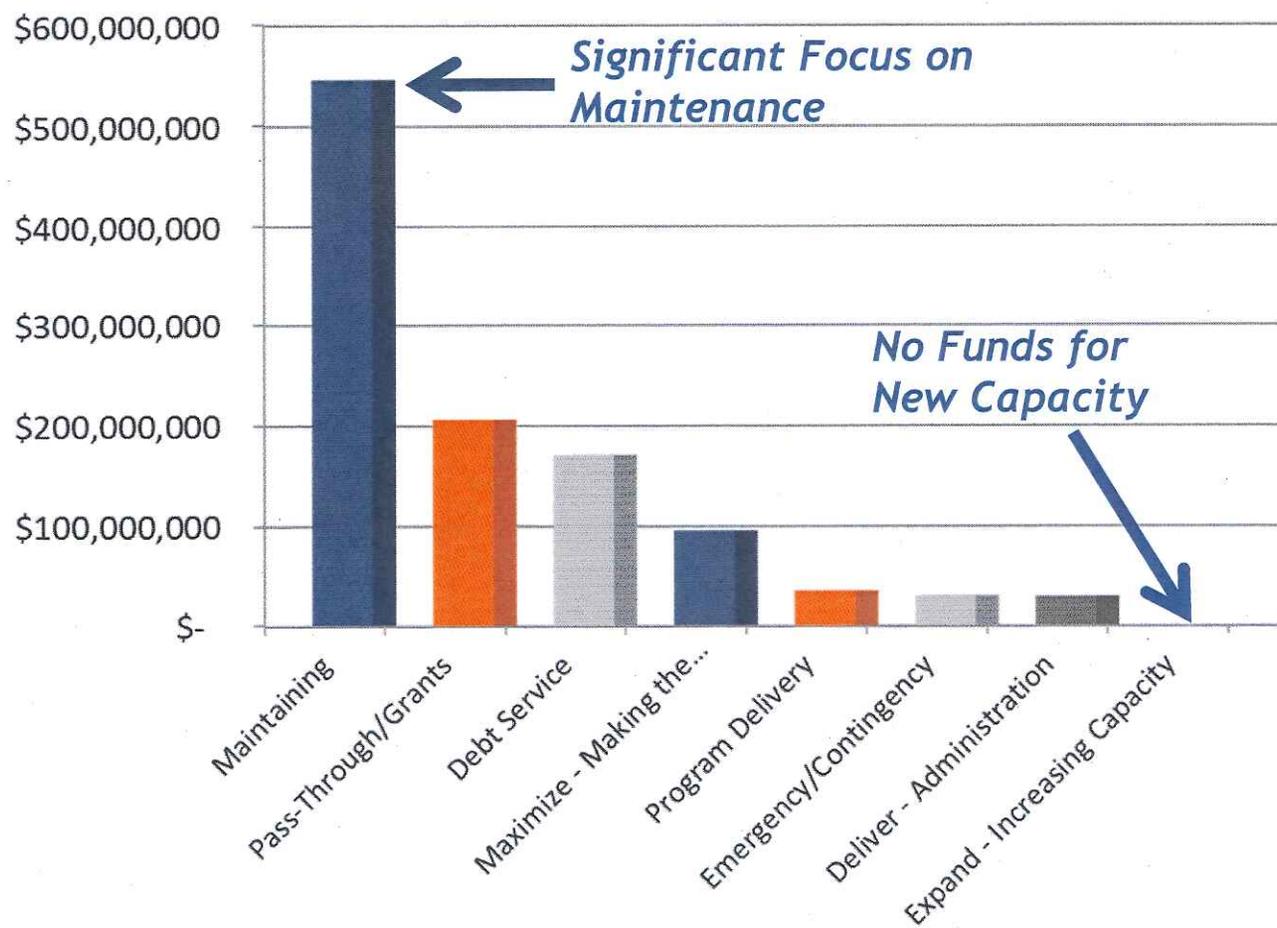
County Lines



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Funding & Budget

FY 2015 Budget



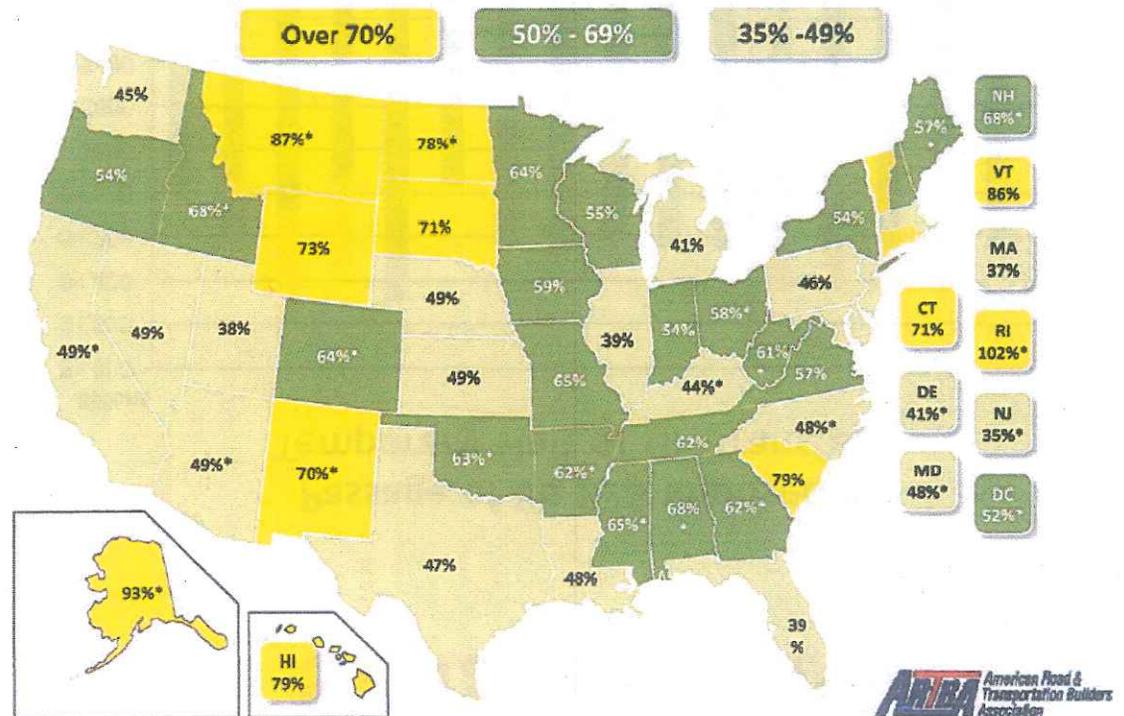


Funding & Budget

Federal Funding

Federal Highway Trust Fund

- States pay into the HTF through the federal gas tax (18.4 cents/gallon)
- Since 2008, federal apportionments from the HTF to state DOTs have been greater than revenue collected, thereby depleting the HTF faster than gas tax revenue is collected
- Congress has routinely provided temporary fixes by making one-time transfers to the HTF from the federal general fund
- In August, the HTF is once again anticipated to be depleted, unless Congress acts to refill the fund



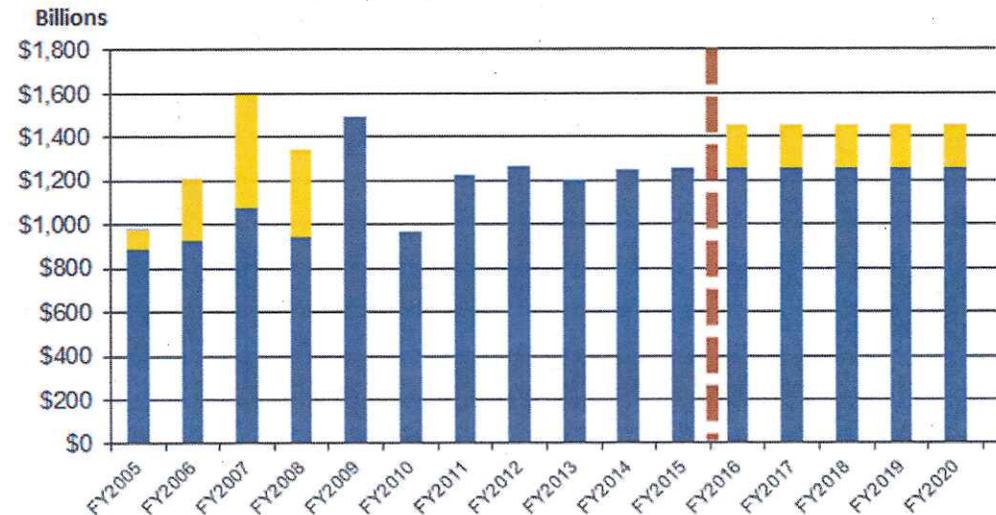


Funding & Budget

Senate Bill 09-228

- **2009** - General Assembly suspended General Fund transfers for transportation with transfers to recommence when the economy returned
- **Trigger** - When personal income growth reaches or exceeds 5 percent, automatic transfers are made from the General Fund to transportation, capital construction, and reserves
- **GF Transfers** - Approximately \$200 million will be transferred to CDOT in FY 2016 for high priority projects
 - 90% - highway/bridge projects
 - 10% for transit projects
 - Transfers will be halved or eliminated automatically if a TABOR refund occurs

Passage of SB 228 Imposed a Temporary Halt of GF Transfers



In the ten fiscal years prior to passage of SB 228, CDOT received an average of \$186 million/year from the General Fund for high priority transportation projects.