



COLORADO

Department of
Transportation

Colorado Association of Commerce and Industry

April 26, 2016



COLORADO
Department of
Transportation

CDOT RESPONSIBILITIES

3,454

BRIDGES

CDOT
MAINTAINS & OPERATES
23,000
 **TOTAL**
LANE MILES
OF HIGHWAY



**DIVISION OF
TRANSIT
AND RAIL**

ADMINISTERS FED/STATE
GRANTS AND OPERATES
BUSTANG

6.1 MILLION
MILES
PLOWED

PER YEAR

35 **MOUNTAIN
PASSES**
OPEN YEAR-ROUND

**AIRPORT
OPERATIONS**
INTERFACE WITH FFA



Source: Colorado Department of Transportation, 2014

\$1.43 BILLION BUDGET

Purpose

Provide Freedom, Connection,
and Experience through Travel



2015

Summit

Best Department of Transportation in the Nation

Peaks

Technology

People

System

Help Our People
with Technology

Improve Travel
Experience with
Technology

Internal
Customer
Focus

Improve
the Customer
Experience

Base Camps

Big Data

Develop
Leaders

Asset
Condition



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OUR CHALLENGE

continued growth

From
2013
to
2040



Population

+47%



**7.8 MILLION
COLORADANS**



Vehicle Travel

+47%



**41.8 BILLION
MILES TRAVELED**



**Avg. Traffic Delay
on congested corridors**

**2 to 3
TIMES**



**DURING
PEAK HOURS**
(if we do nothing)



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THEN AND NOW

per capita spending

1991

VS.

2015

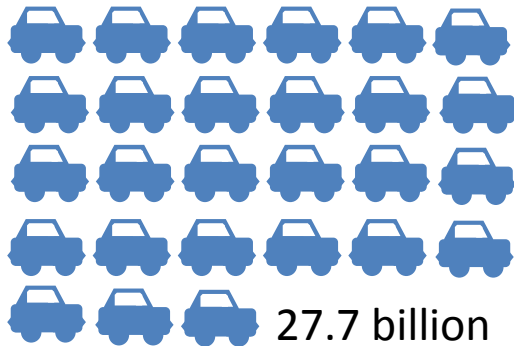


3.3 million



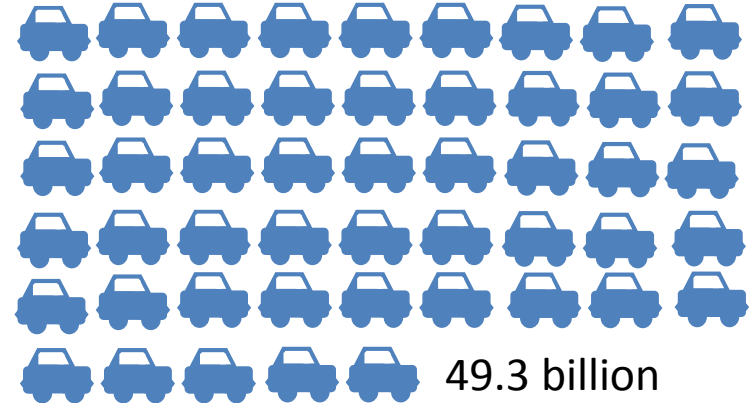
5.4 million

population



27.7 billion

vehicles miles traveled



49.3 billion

vehicle miles traveled

vehicle
miles
traveled



\$125.70/person

dollars
spent/person



\$68.94/person

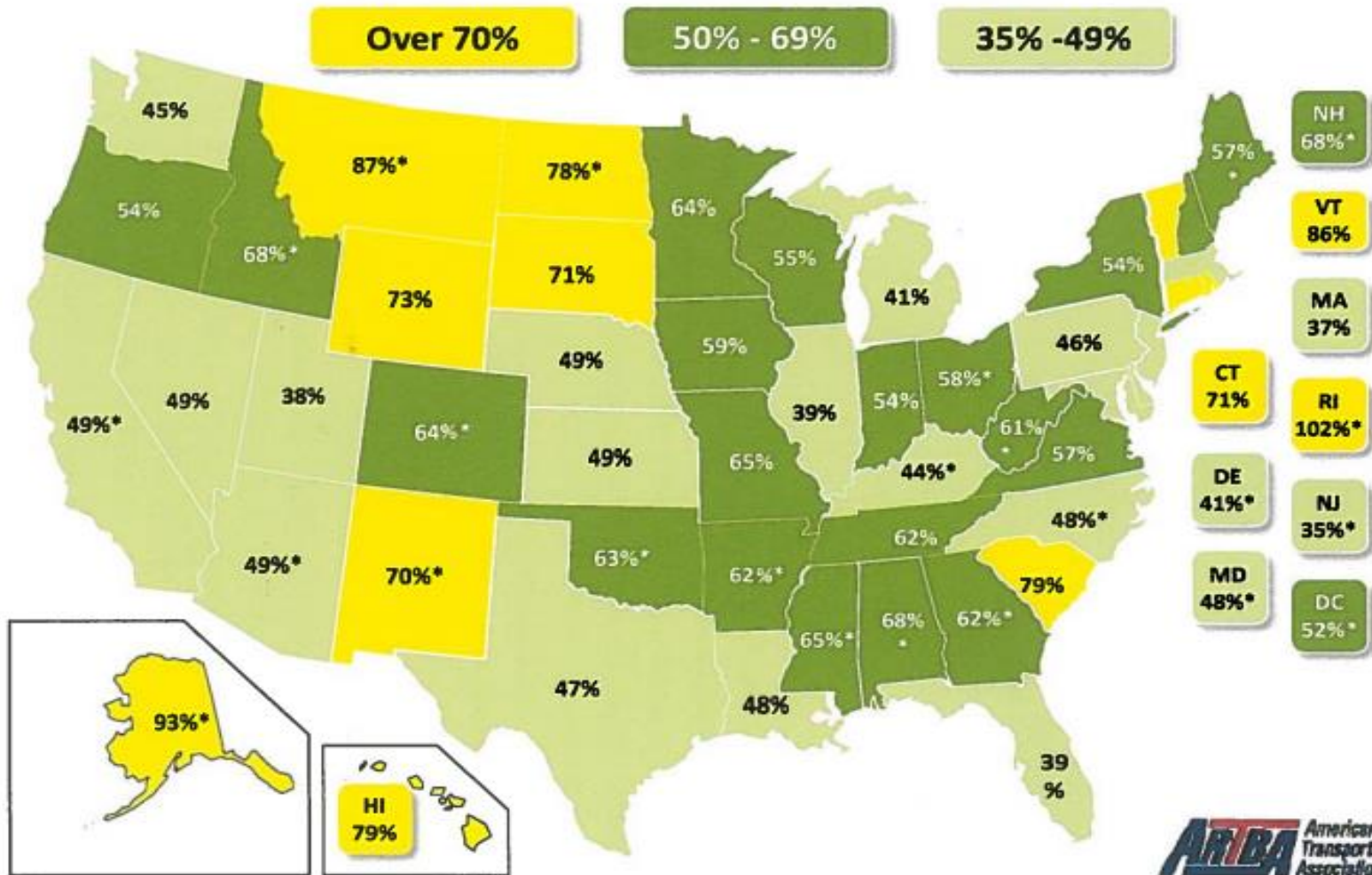
All dollar figures adjusted for inflation



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FUNDING AND BUDGET

use \$2 federal for every \$1 state

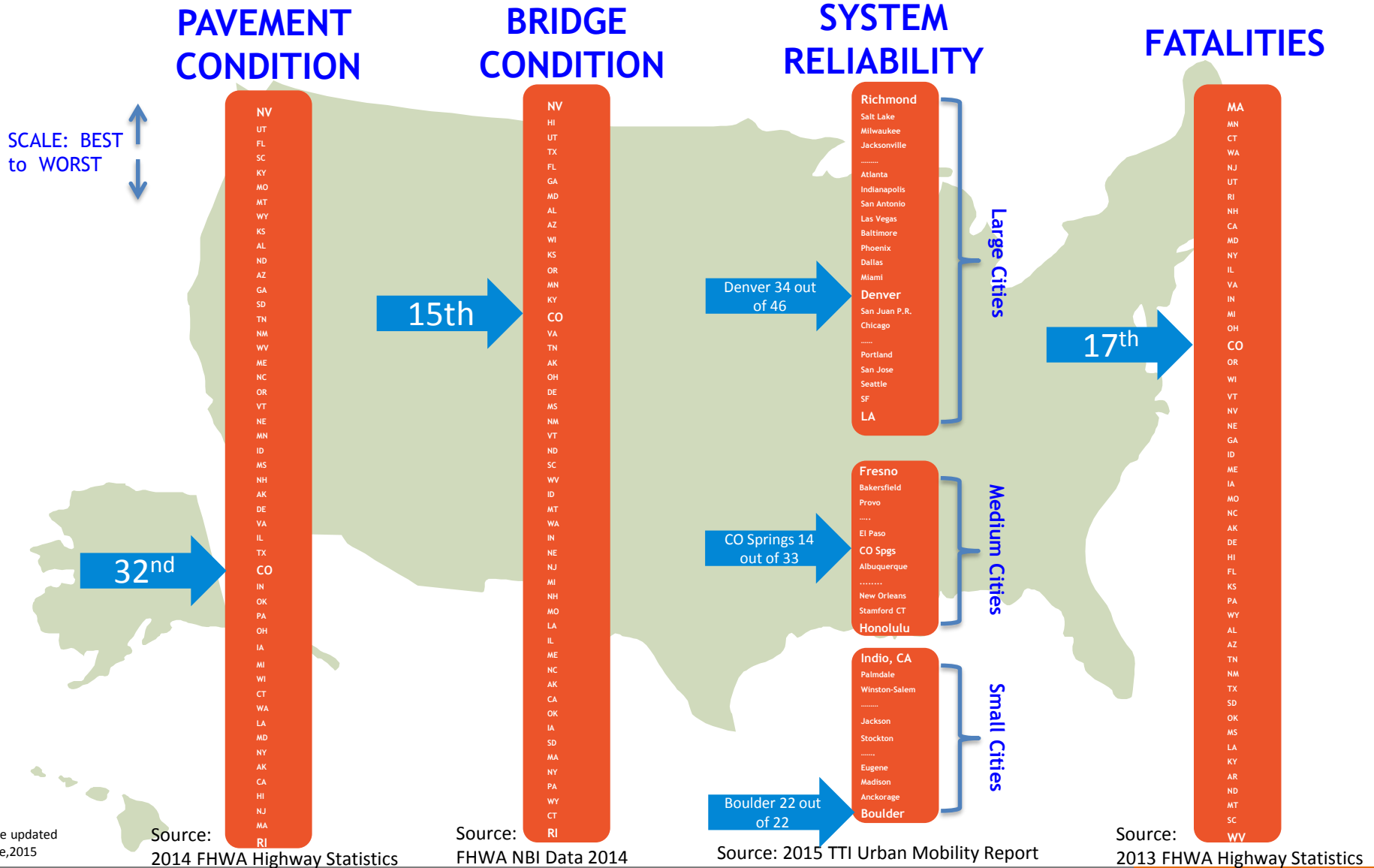


Source: ARTBA analysis of "FHWA Highway Statistics" data, total 10-year average 2001-2011 from Tables SF-1 and SF-2. The percent is the ratio of federal-aid reimbursements to the state and total state capital outlays and is indicative of the importance of the federal-aid program to state capital spending for highways and bridges. Does not include local capital spending. Federal highway reimbursements are primarily used for capital outlays, including construction, right-of-way acquisition and engineering, but are also used for debt service for GARVEE bonds.

* States that have issued GARVEE bonds before 2011.



WHERE DOES COLORADO RANK?





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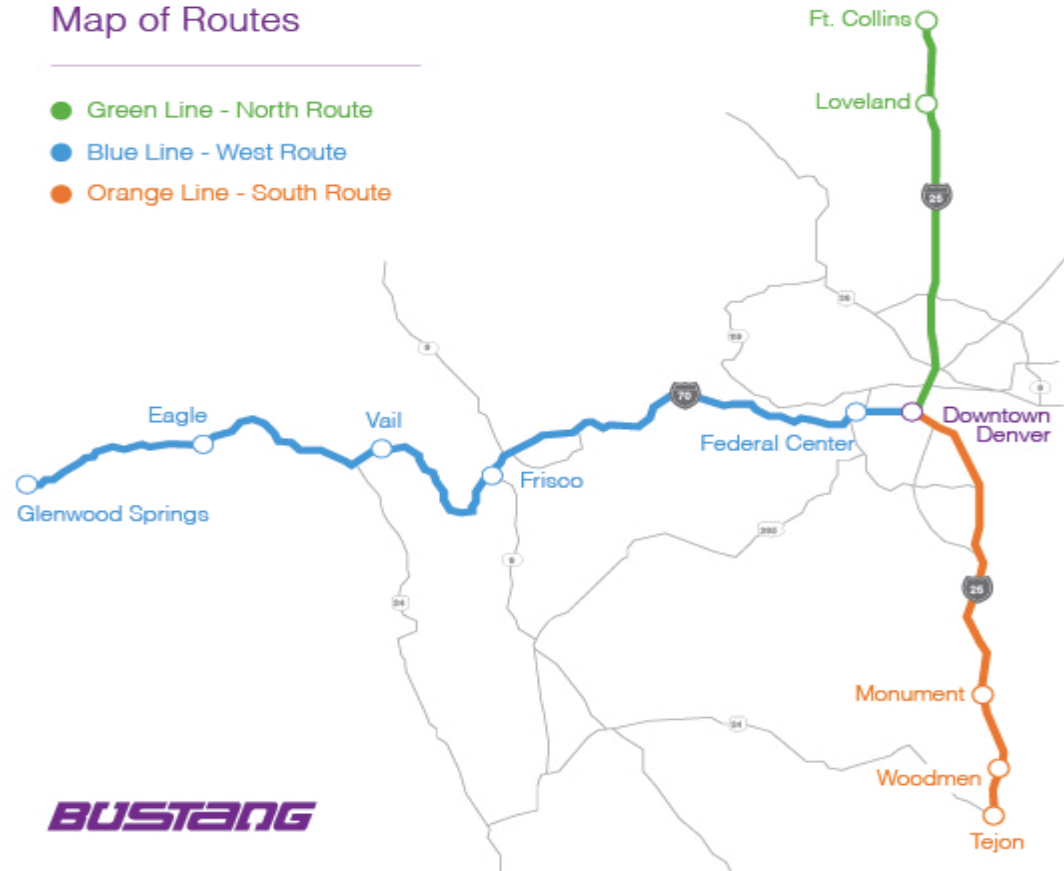
HEALTHY MULTI-MODAL SYSTEM

provides more options



Map of Routes

- Green Line - North Route
- Blue Line - West Route
- Orange Line - South Route



BUSTANG



ROAD 

The word 'ROAD' is written in a bold, grey, sans-serif font. To its right is a large, stylized 'X' logo composed of four parallel orange lines that intersect to form a cross shape.



WHY IS THIS IMPORTANT?

transportation impacts us all

Transportation and mobility are key contributors to quality of life and economic growth in Colorado.



A 10% decrease in traffic congestion results in a 1% increase in economic productivity.

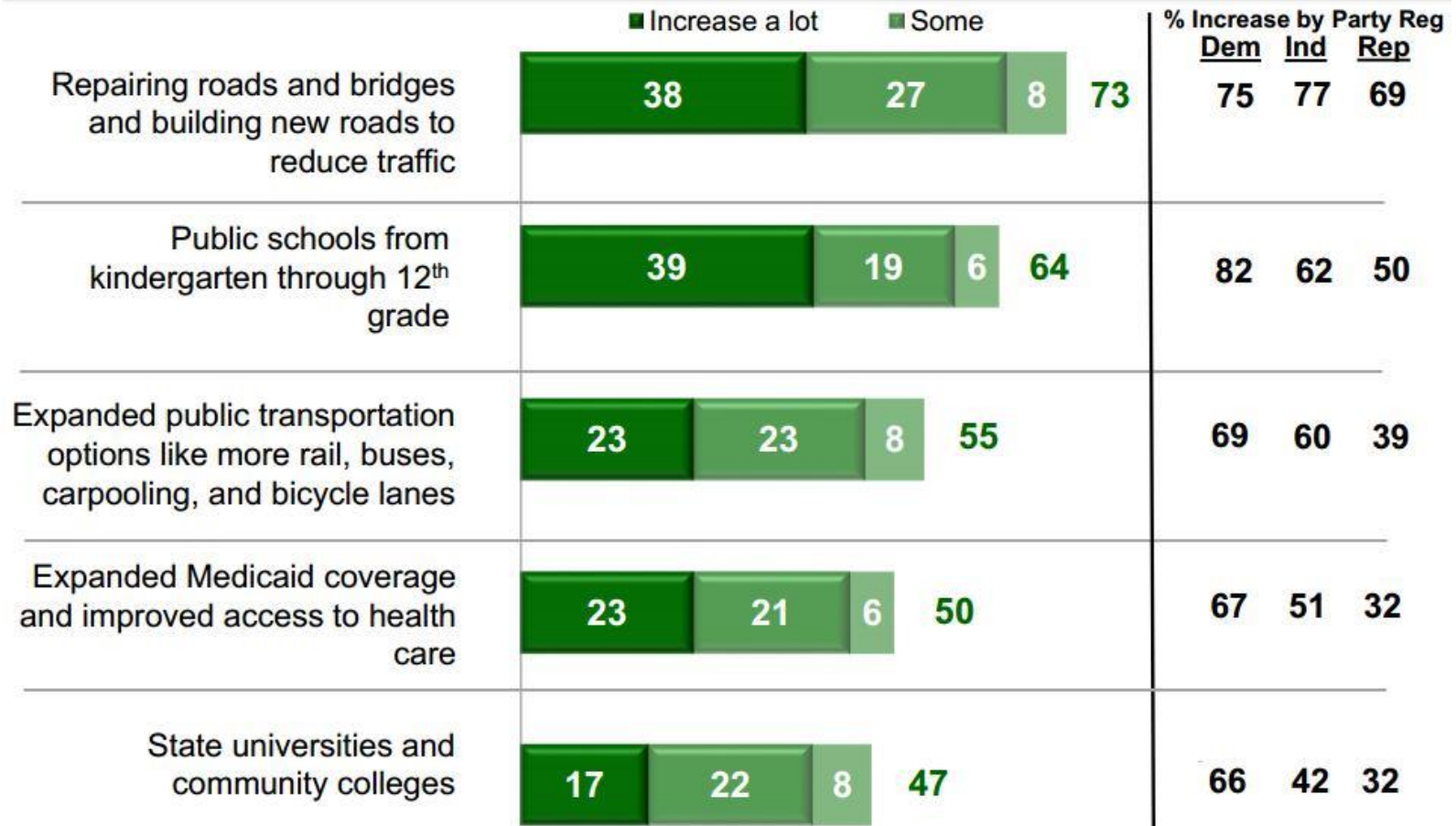


**TRANSPORTATION
MATTERS**

Colorado Contractors Association Polling Data, 2015

Roads and schools are the top priority for state government

Q2. Let me read you a few issues some people might consider higher or lower priorities for state government here in Colorado. For each one, please tell me if you think state spending for this should be increased, decreased, or kept the same.





S.B. 09-228 (~\$200/year for five years, beginning this year)

- TABOR refunds are expected to reduce those funds in year 2 by half, and eliminate the transfers in years 3-5.
- Making the Hospital Provider Fee (HPF) a statewide enterprise, or providing another mechanism to eliminate refunds would allow SB-228 funds to flow

Bonding

- Bond proposal is expected to return in 2016
- CDOT is receptive to bonding, but needs a stable additional revenue source to pay for the bonds

What Can You Do- Talk to Your Legislators!

- Support enterprise status to the HPF to help transportation and the General Fund
- Support new funding for transportation to pay for any new bonding proposal



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QUESTIONS?