

INTRODUCTION

This brochure provides a high level summary of key findings of the *Colorado 2040 Statewide Transportation Plan Executive Summary* (found at www.coloradotransportationmatters.com) adopted by the Colorado Transportation Commission in March 2015. The *2040 Statewide Transportation Plan* is CDOT's first web-based plan and is a combination of text, video, audio, and interactive presentations regarding the state of transportation in Colorado today, the challenges CDOT and its partners face, and how the Department will continue to make progress in the future. Data, comment features, and interactive maps give readers and users the tools to learn, explore, and continue a conversation with CDOT. This website also serves as a portal to other planning documents (Regional Transportation Plans, the *Statewide Transit Plan*, *Highway Safety Plan*, other transportation-related/modal plans, and technical memoranda) that were integrated into the *2040 Statewide Transportation Plan*.

OTHER MODES AND PLANS

CDOT is more multimodal than ever before. Once known as the



Department of Highways, it now has its own Division of Transit and Rail formed in 2009, and implemented its first transit service (interregional bus), Bustang, on I-25 between Fort Collins, Denver, and Colorado Springs, and on I-70 between Glenwood Springs and Denver, in July 2015.

Several modal plans, regional transportation plans, and those related to various transportation topics (for example, the *State Highway Safety Plan*, and the *Statewide Transportation Systems Management and Operations Plan*) are developed by CDOT. Elements of these plans were incorporated into the *Statewide Transportation Plan*. The visions for these plans are highlighted below. These plans are available at: www.coloradotransportationmatters.com.

Transit

The *Statewide Transit Plan* was completed in 2015.



Statewide Transit Plan Vision: Colorado's public transit system will enhance mobility for residents and visitors in an effective, safe, efficient, and sustainable manner; will offer meaningful transportation choices to all segments of the state's population; and will improve access to and connectivity among transportation modes.

Freight

The *State Highway Freight Plan* was completed in 2015. Development of a Multimodal Freight Plan is anticipated to begin in 2016.



State Highway Freight Plan Vision: The Colorado transportation system will support the economic vitality of the state by providing for the safe, efficient, coordinated, and reliable movement of freight.

Rail

The *State Freight and Passenger Rail Plan* was developed by CDOT in 2012. An update to this plan is anticipated to begin in 2016.



State Freight and Passenger Rail Plan Vision: The Colorado Rail System will improve the movement of freight and passengers in a safe, efficient, coordinated and reliable manner. In addition, the system will contribute to a balanced transportation network, cooperative land use planning, economic growth, a better environment, and energy efficiency. Rail infrastructure and service will expand to provide increased transportation capacity, cost effectiveness, accessibility, and intermodal connectivity to meet freight and passenger market demands through investments which include public-private partnerships.

Aviation

The *Colorado Aviation Systems Plan* was developed in 2011. An update is anticipated in 2018.



In support of CDOT's development of a forward-looking multimodal transportation system in the 21st century, the Colorado Division of Aeronautics shall promote partnering with its public and private constituents to enhance aviation safety, aviation education, and the development of an effective air transportation system through the efficient administration of the Colorado Aviation Fund. (Source: <https://www.codot.gov/programs/aeronautics>).

Bicycle and Pedestrian

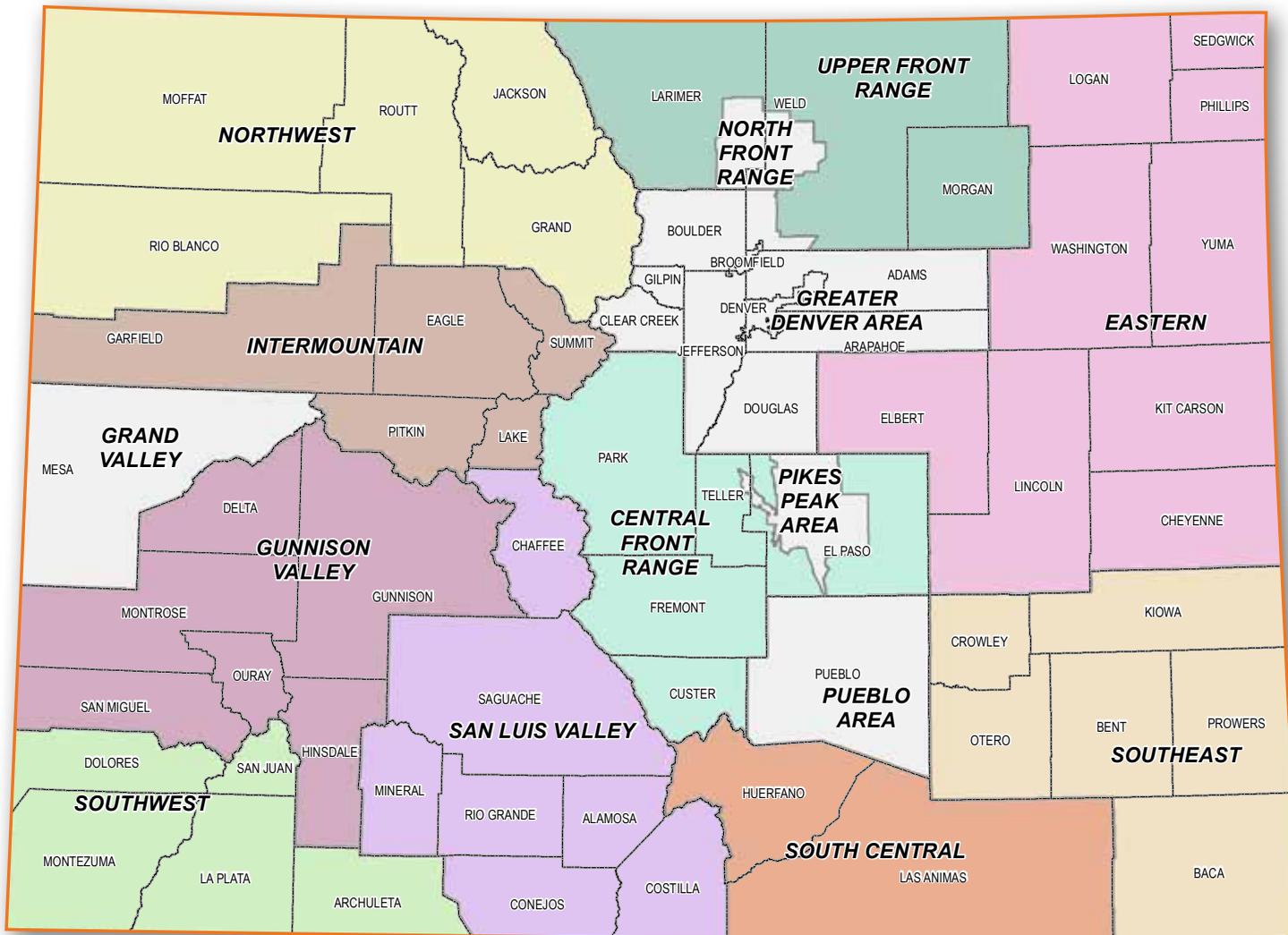
CDOT's first *Statewide Bicycle and Pedestrian Plan* was completed in 2012, and amended in 2015.



Statewide Bicycle and Pedestrian Plan Vision: The Department intends to increase bicycling and walking activity levels, for both transportation and recreational purposes, through both infrastructure projects and promotional programs, to help achieve the broadly established and supported economic, public health, environmental, and quality of life benefits.

COLORADO TRANSPORTATION PLANNING REGIONS

The map below highlights the 15 Transportation Planning Regions (TPRs) that include ten rural and five urban regions. The five urban regions are depicted in gray. The 15 TPRs each have developed their own regional transportation plans that are reflected in the *Statewide Transportation Plan*.



Source: Colorado Department of Transportation, 2014.

WHAT IS A STATEWIDE TRANSPORTATION PLAN?

CDOT's roadmap for the next 10 and 25 years is called the *Statewide Transportation Plan*. This plan identifies future needs for our transportation system and provides strategic direction to meet these needs. It also discusses ways to balance maintaining the system with expansion needs, the provision of more travel choices, and the need to increase the efficiency of the transportation system. The goals of the *Statewide Transportation Plan* are:

- **Safety:** Move Colorado toward zero deaths by reducing traffic-related deaths and serious injuries.
- **Mobility:** Improve mobility and connectivity with a focus on operations and transportation choice.
- **Economic Vitality:** Improve the competitiveness of the state economy through strategic transportation investments.
- **Maintaining the System:** Preserve and maintain the existing transportation system.

This *Statewide Transportation Plan*, with input gathered from CDOT planning partners and the public, identifies goals, objectives, and system performance measures for the multimodal statewide transportation system. For more details on the objectives and performance measures, see the *Statewide Transportation Plan Executive Summary* at: www.coloradotransportationmatters.com.

WHAT IS CONSIDERED DURING THE DEVELOPMENT OF A STATEWIDE TRANSPORTATION PLAN?

CDOT examined various data to determine the state's multimodal transportation needs for 2025 and 2040, accounting for population growth, an aging population, changes in travel patterns and behavior, traffic congestion, preferred transportation modes, and the locations of key industry job growth. All of this information is then used to guide project selection and transportation investment decisions.



CHANGING DEMOGRAPHICS



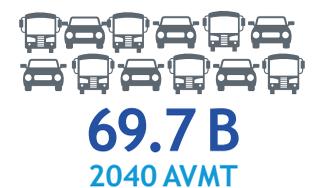
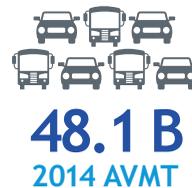
COLORADO EMPLOYMENT



MOST GROWTH IS OCCURRING ALONG THE FRONT RANGE & SELECT MOUNTAIN CORRIDORS

Source: Colorado Department of Transportation 2014, and Colorado State Demographers Office 2013.

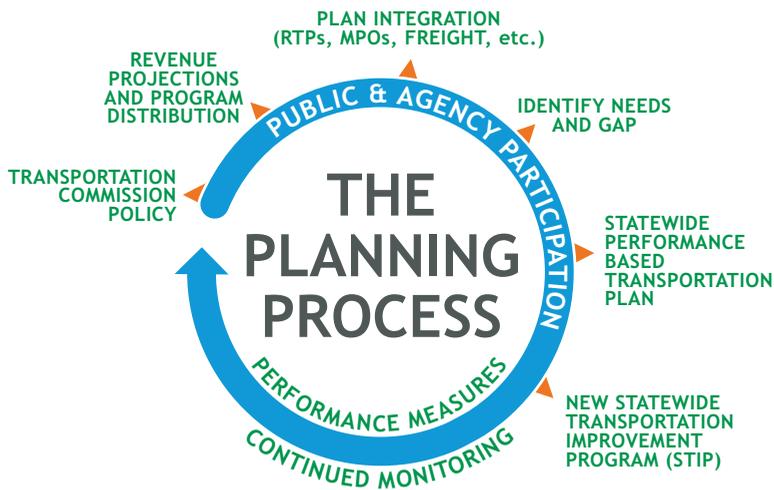
TOTAL ANNUAL VEHICLE MILES TRAVELED ON COLORADO STATE HIGHWAYS AND LOCAL ROADS 2014-2040



Source: Colorado Department of Transportation, 2014.

WHAT PROCESS IS USED TO DEVELOP THE STATEWIDE TRANSPORTATION PLAN?

The overall statewide planning process occurs every four to five years (with plan development taking roughly two years). However, CDOT employs a comprehensive, collaborative and continuing (3C) planning process. Once a statewide transportation plan is adopted, work begins on implementation, measuring progress, and identifying steps to take to prepare for the next planning cycle that includes periodic updates of plan information. Steps in developing the *Statewide Transportation Plan* are highlighted in the infographic below. For more details on the specific steps of the planning process and how frequently they occur see <https://www.codot.gov/programs/planning/planning-process>.



HOW WERE STAKEHOLDERS INVOLVED? WHAT DID CDOT HEAR FROM THE PUBLIC?

Public involvement is a key component of the continuous planning process. CDOT partnered with the Transportation Planning Regions (TPRs) and Metropolitan Planning Organizations (MPOs), shown on the map on page 4, along with federal and state agencies and tribal governments, to gather input to use in the development of the plans. More than 60,000 people participated in public outreach activities. Outreach included: press releases, newspaper, radio, public access TV announcements, letters to the editor, the 2040 Statewide Transportation Plan Transportation Matters website, public surveys, environmental webinars, 16 telephone town halls, and public meetings with TPRs. This public input helped shape the *Statewide Transportation Plan* goals, objectives, and recommended Strategic Actions. Several key results from public outreach are shown below. For more details on the public involvement effort, see the Public Involvement Technical Memorandum available at www.coloradotransportationmatters.com.

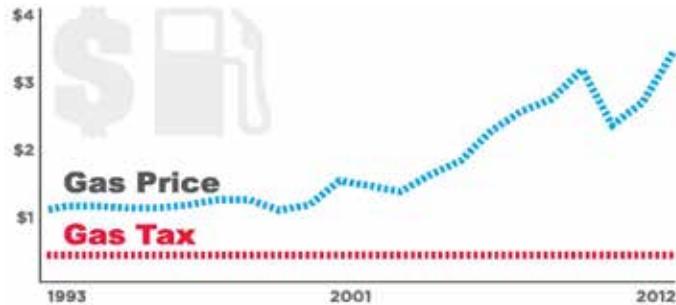
WHAT CDOT HEARD FROM PUBLIC OUTREACH

GOAL	PUBLIC OUTREACH RESULTS
SAFETY	<ul style="list-style-type: none"> Many Telephone Town Hall participants cited safety as their top priority for CDOT to pursue. A majority of public survey respondents statewide named “the safe movement of people and goods” as the most important goal of the transportation system.
MOBILITY	<ul style="list-style-type: none"> Surveys showed that most Coloradans believe transportation is important because it “moves people and goods safely.” Reducing congestion and increasing travel choice were also important concerns highlighted by the public surveys. Two recurring topics during the majority of the Telephone Town Halls statewide were the need for improved transit and better bicycle infrastructure.
ECONOMIC VITALITY	<ul style="list-style-type: none"> Public surveys indicated that Coloradans see a clear connection between their transportation system and the economic vitality of their area and the state. Job creation, commuting, freight movement, tourism, agriculture, and energy development were common topics of conversation statewide during the Telephone Town Halls.
MAINTAINING THE SYSTEM	<ul style="list-style-type: none"> Public surveys indicated that Coloradans’ top priorities in light of limited funding showed that maintaining the existing system and improving highway pavement were central concerns. The majority of questions and comments received during the Telephone Town Halls related to specific local highway maintenance issues, indicating the importance which Coloradans place on their travel experience.

WHAT ARE CDOT'S FUNDING SOURCES AND CONSTRAINTS?

FUNDING SOURCES

CDOT forecasts future revenues based on projected federal funding, population growth, vehicle use and turnover, and future fuel efficiency. The gas tax, CDOT's main source of funding, has a flat rate that hasn't increased in the past 20 years as shown in the graphic to the right. CDOT revenues have been hurt by decreases in state and federal gas tax revenue, which were 61 percent of all revenues in fiscal year 2013. Revenue is also decreasing due to more fuel-efficient vehicles and the elimination of state general fund transfers that CDOT received between 1998 and 2009. When adjusting for inflation and rising construction costs, CDOT's annual revenues have declined to pre-1991 levels.

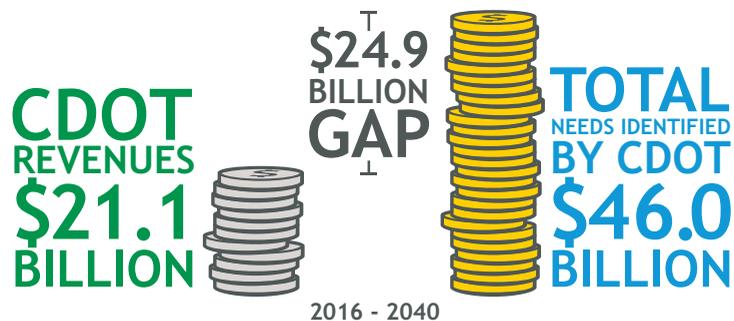


Gas taxes are the main source of funding for Colorado Highways. The price of gas has risen, but the tax per gallon—18.4¢ federal + 22¢ state—has remained the same since 1992.

Source: Colorado Department of Transportation, 2013.

FUNDING CONSTRAINTS

CDOT requires approximately \$46 billion (in 2016 dollars) in funding over the next 25 years. \$20.7 billion in needs have been identified in the next 10 years to reach the plan's goals and objectives. Projected revenues will only cover approximately 46 percent of the projected needs for the next 25 years, with projected needs exceeding revenues by \$24.9 billion. For the next 10 years alone the funding gap is \$8.77 billion (roughly \$877 million per year). CDOT needs a long-term, sustainable source of revenue. For more details on CDOT's funding needs and gaps see the Needs and Gap technical Memorandum at www.coloradotransportationmatters.com.



Source: Colorado Department of Transportation, 2014.

WHAT IS CDOT DOING TO ADDRESS FUNDING CONSTRAINTS, NEEDS AND PRIORITIES?

CDOT is taking three key approaches to address funding needs and priorities that include:

1. **Implementing an overall investment strategy** by focusing on maintaining the system, expanding the use of cost-effective operational improvements to address traffic congestion, investing in focused capacity expansion, primarily through the use of managed lanes, and using performance measures and objectives to guide investment;
2. **Modernizing CDOT** by enacting several key program and policy changes to modernize business practices, and providing an organizational structure that is responsive to today's demands; and
3. **Identifying and Implementing Strategic Actions:** The *Statewide Transportation Plan* identifies a series of Strategic Actions to guide implementation of the plan and support achievement of goals and objectives. Strategic Actions for each goal area are identified on the next page. The plan also identifies Strategic Policy Actions to guide policy pertaining to sustainable funding sources, resiliency and redundancy, sustainability of the environment, and project selection.



Bicycle



Pedestrian



Highway



Aviation



Transit



Rail



Freight

STRATEGIC ACTIONS

The strategic actions are organized by *Statewide Transportation Plan* goal areas. These actions were developed keeping all transportation modes, represented in the graphic above, in mind. A high level summary of strategic actions is provided below. Emphasis of strategic actions includes implementing initiatives and programs that result in:

- **Safety:** Focusing on CDOT's eight Safety Focus Areas (e.g., aging and young drivers, bicyclists, impaired driving, etc.), and crash reduction by improving crash data collection and employing proven behavioral countermeasures, technology, or design.
- **Mobility:** Consideration and/or use of more systems management and operations planning, and implementing: Bustang (the interregional bus service), managed lanes, more multimodal improvements, and a bicycle and pedestrian inventory of the state transportation system.
- **Economic Vitality:** Considering economic benefits of projects such as job access, job creation, and cost savings, considering freight project criteria from the *State Highway Freight Plan* for projects, and investigating alternate revenue sources to fund transportation improvements necessary to maintain the state's economic competitiveness.
- **Maintaining the System:** Implementing the Drivability Life approach to pavement maintenance (Drivability Life is a measure in years of how long a highway will have acceptable driving conditions, as perceived by the user, being a function of smoothness, pavement distress, and safety), conducting more preventative maintenance on all of CDOT's assets (pavement, bridges, tunnels, culverts, walls, buildings, vehicle fleet, ITS equipment, and rockfall mitigation sites), and expansion of the Asset Management Program to systematically prioritize improvements for all assets and optimize investment decisions.

HOW CAN STAKEHOLDERS CONTINUE TO BE INVOLVED?

- **On-line Resources:** CDOT will use the web-based 2040 *Statewide Transportation Plan and Executive Summary* as a framework for continued engagement of the public and planning partners.
- **Continued Engagement Activities:** Public engagement will occur using a host of outreach methods throughout the next four years, leading to the

next *Statewide Transportation Plan* update. The focus will be on key current transportation issues and will be a collaborative effort with MPO and rural TPR planning partners.

- **Plan Progress Report:** CDOT will annually report on plan progress to the public and stakeholders on plan implementation, which will be updated and available on the www.coloradotransportationmatters.com website.

For more information or questions regarding the *Statewide Transportation Plan* contact the CDOT Statewide Planning Manager, Michelle Scheuerman, at 303-757-9770 or email michelle.scheuerman@state.co.us.

Statewide Transportation Plan Website

