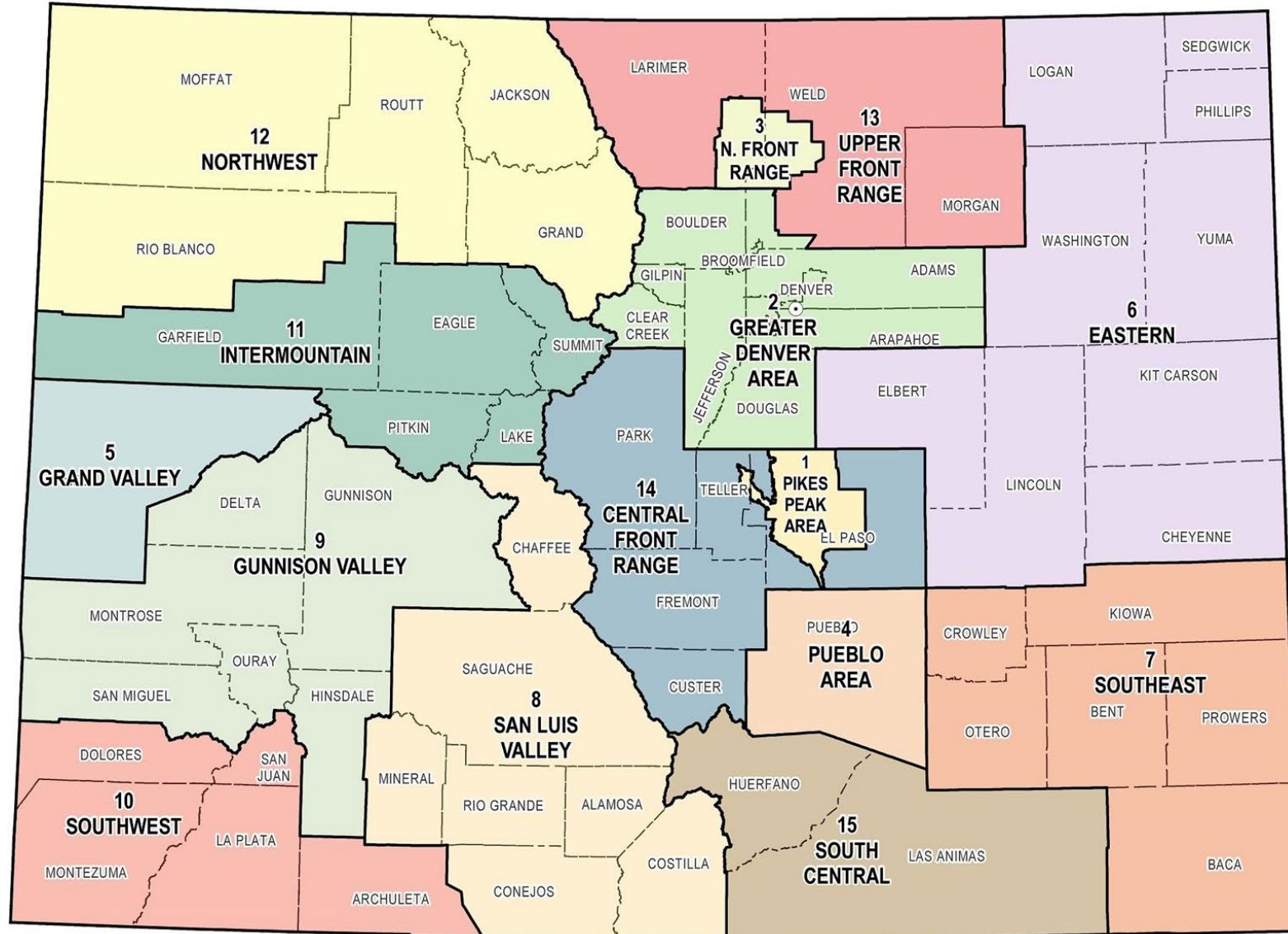




Pueblo County Project Priority Programming Process (4P) Meeting



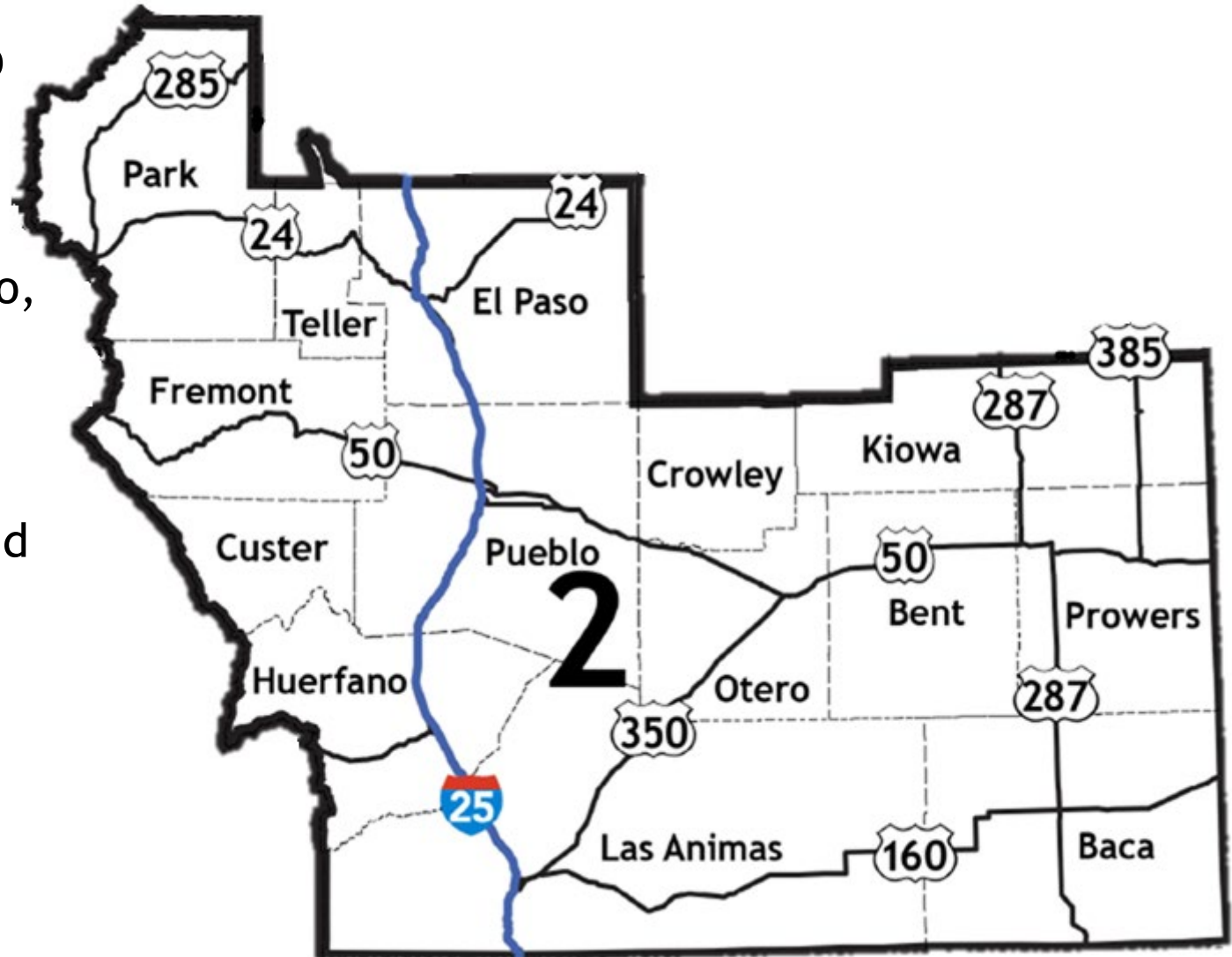
Transportation Planning Regions





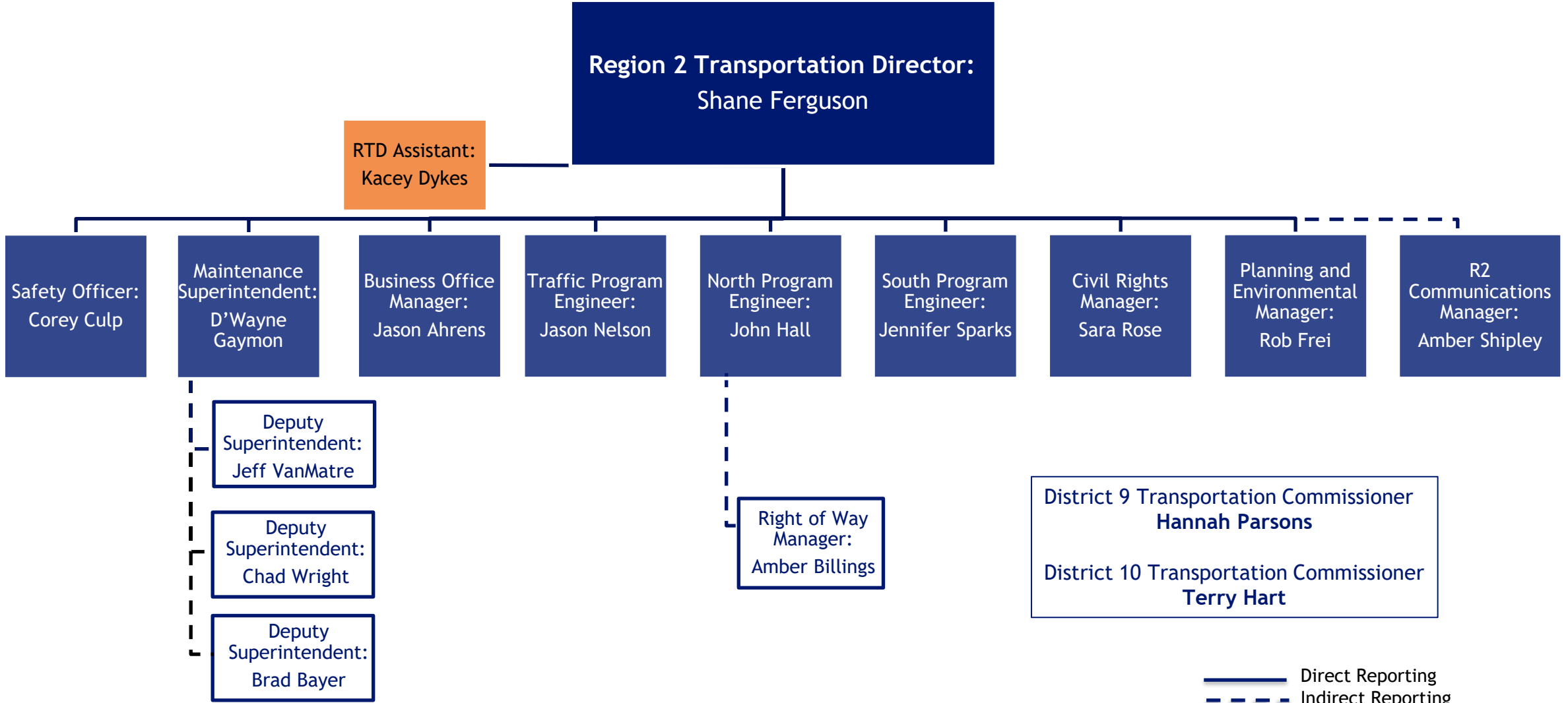
Region 2 At-a-Glance

- Includes 14 Counties within two Transportation Commission Districts
 - TC District 9 - Park, Teller, El Paso, and Fremont Counties (4)
 - TC District 10 - Pueblo, Custer, Crowley, Bent, Otero, Kiowa, Prowers, Huerfano, Las Animas and Baca (10)
- Comprised of:
 - 7,700 lane miles (approximately)
 - 194 buildings
 - 982 bridges





Region 2 At-a-Glance Regional Leadership



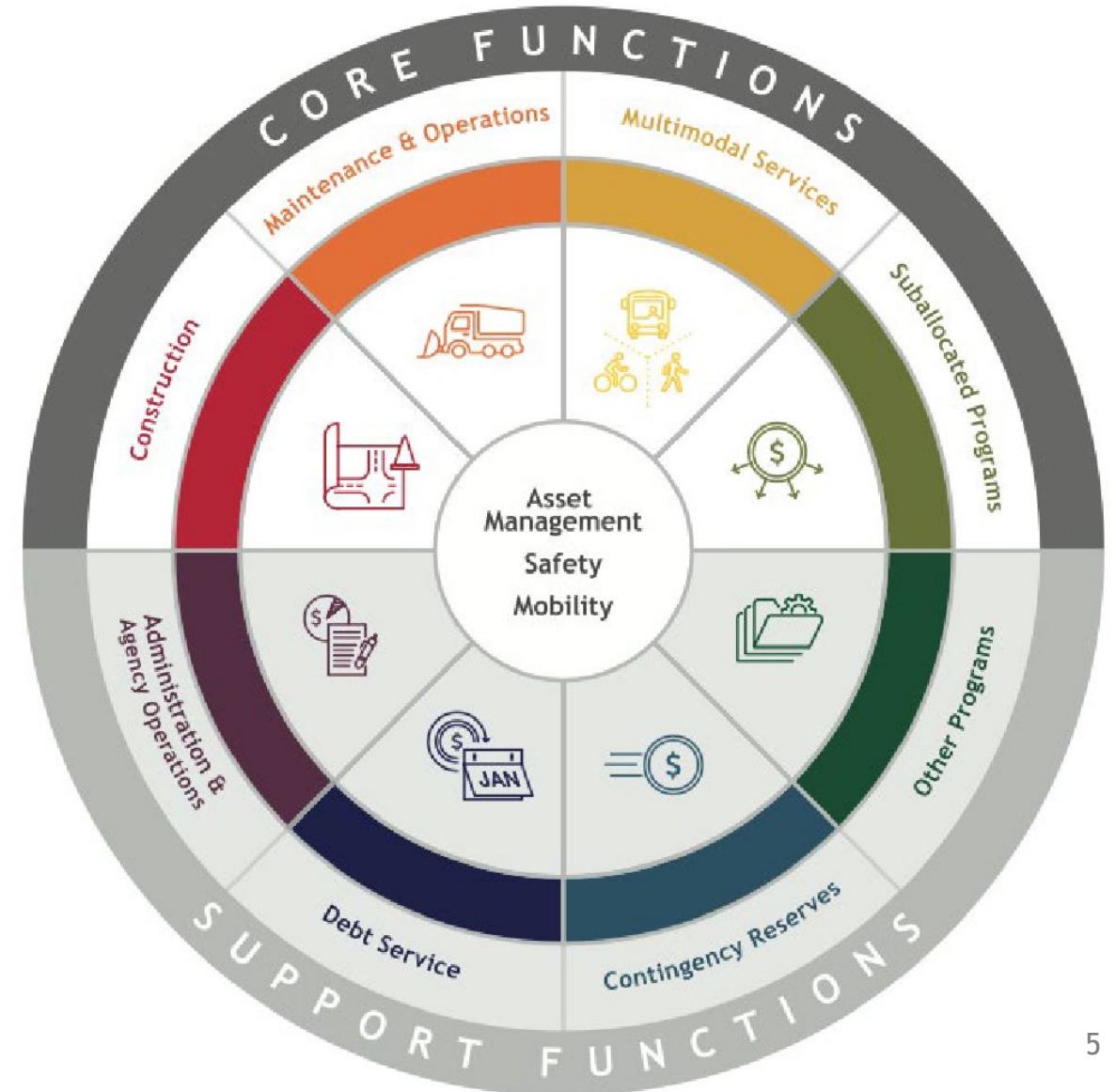
Direct Reporting
 Indirect Reporting



Who We Are - Statewide

CDOT has four core functions:

- Construction
 - Maintenance and operations
 - Multimodal services
 - Suballocated programs
- Each of these four core areas incorporate safety, mobility, and asset management. In addition to the core functions, the department also performs several key support functions necessary for its operations.





CDOT Funding Overview

Shane Ferguson
Region 2 Transportation Director



Where do funds come from?

FY 2024-25

\$2,063.8 M Total

Federal Programs 41.2%

\$851.1 million

18.4 cents per gallon paid at the pump, and federal General Fund

Highway Users Tax Fund

31.6%

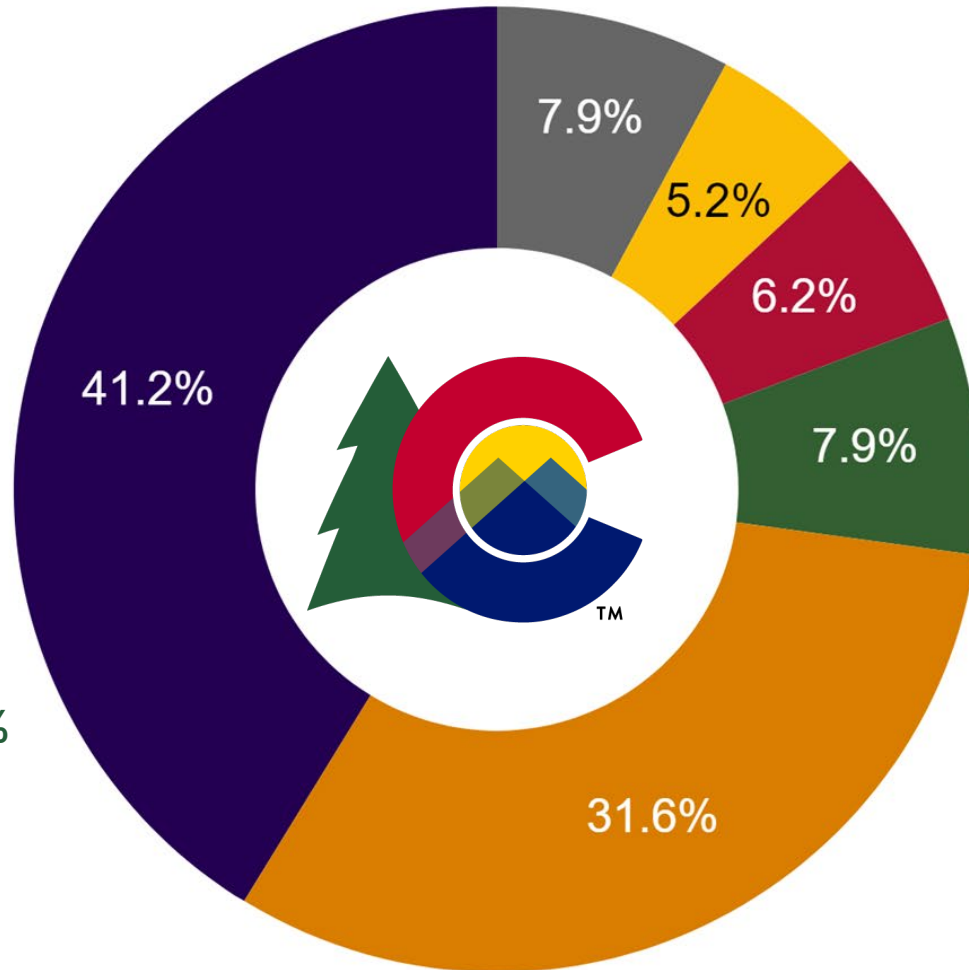
\$652.1 million

Fuel Taxes and Fees, vehicle registrations, traffic penalty revenue, FASTER, Retail Delivery Fee

Bridge & Tunnel Enterprise 7.9%

\$163.5 million

FASTER fees, Bridge Impact Fee, Retail Delivery Fees



Other State Funds 7.9%

\$162.2 million

Aviation fuel taxes, appropriated special programs, miscellaneous revenue, Clean Transit Enterprise, Nonattainment enterprise, Clean Fuels Enterprise

Legislative Initiatives 5.2%

\$107.5 million

General Fund Transfers to the State Highway Fund, Capital Development Committee funds

Colorado Transportation

Investment Office 6.2%

\$127.4 million

Tolling and managed lane revenue

Graph of Funding by Percentage



How are funds allocated?

FY 2024-25

\$2,063.8 M Total

Multimodal Services 3.3%
\$67.8 million

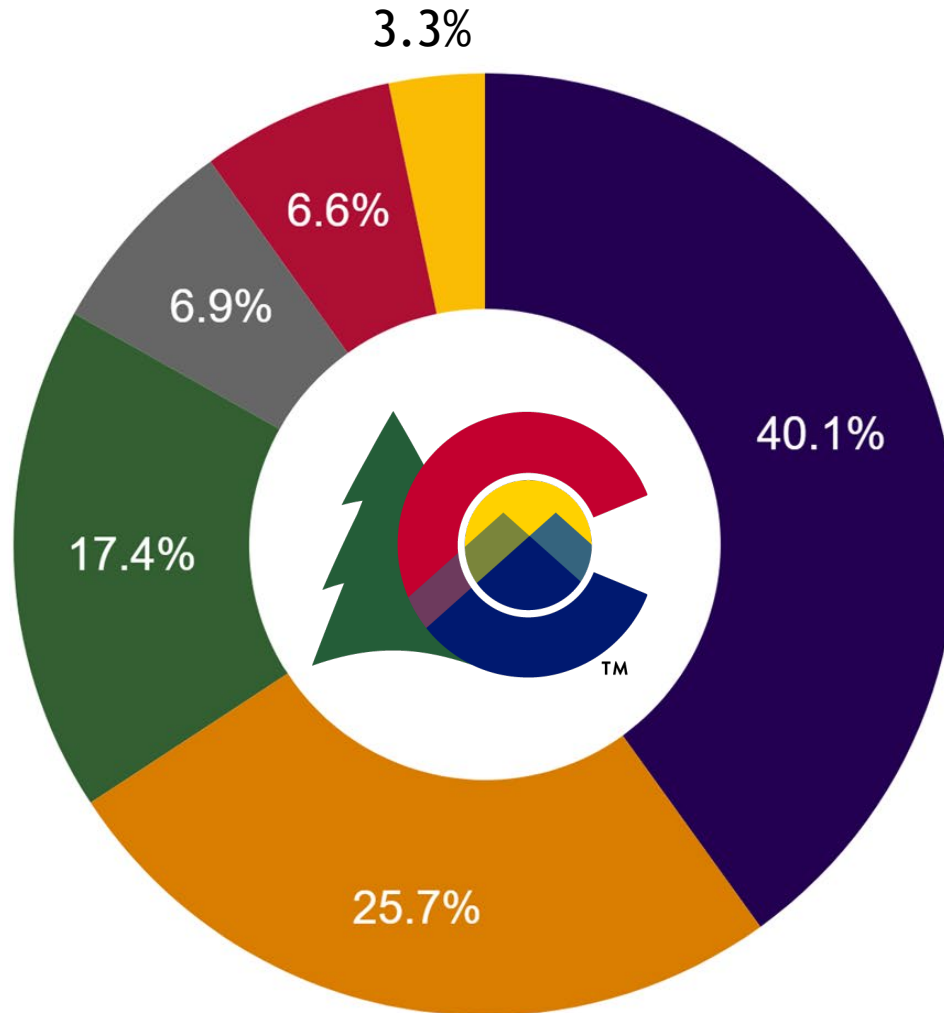
Innovative Mobility, NEVI, 10-Year Plan Projects (Transit), Rail Commission, Bustang

Administration & Agency Operations 6.6%
\$136.4 million

Appropriated administration budget, agency operations and project initiatives

Other Programs, Debt Service, Contingency Funding 6.9%
\$143.4 million

State safety education, planning and research, State Infrastructure Bank, Debt Service, Contingency and Reserve funds



Capital Construction 40.1%
\$826.9 million

Asset Management, Safety Programs, 10-Year Plan projects, Regional Priority Program

Maintenance & Operations 25.7%
\$530.5 million

Maintenance Program Areas, Strategic Safety Program, Real-time Traffic Operations, ITS Investments

Suballocated Programs 17.4%
\$358.8 million

Aeronautics funding, sub allocated federal programs, Revitalizing Main Streets

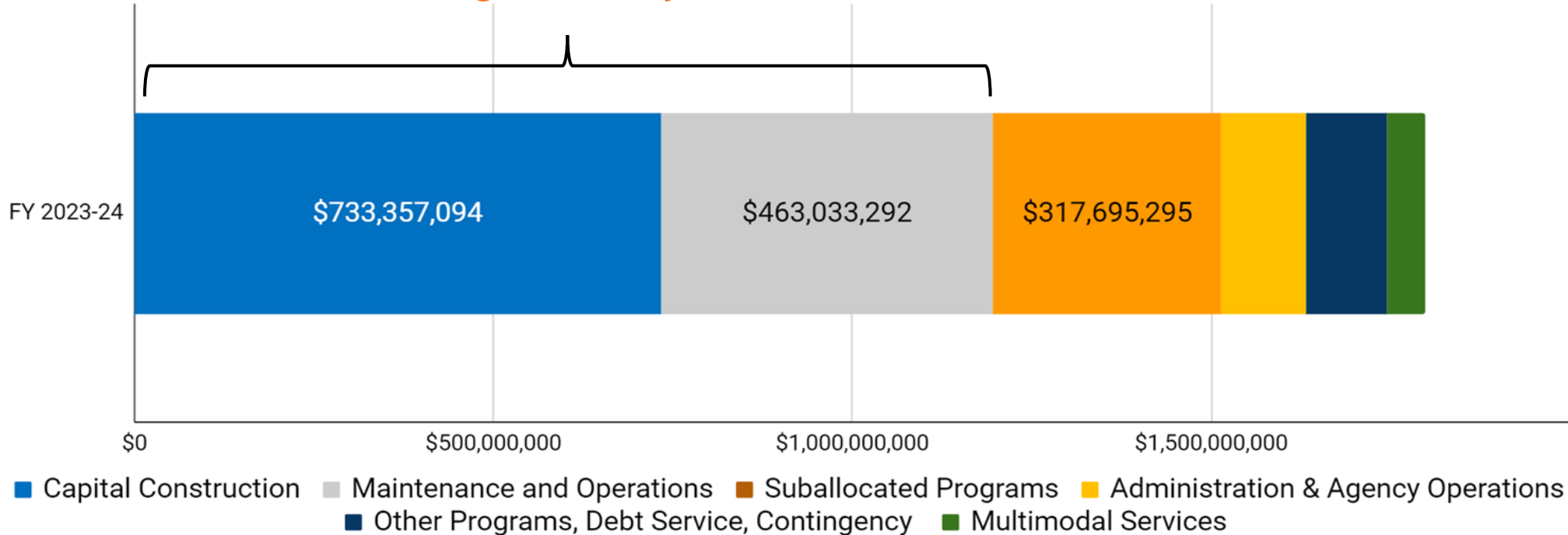
Graph of Allocation by Percentage



FY 2023-2024 Budget: Uses of Revenue

FY 2023-24 Uses

Asset Program & 10yr Plan



Region 2

Capital Construction: \$213.5M

Maintenance: \$43.2 M

Total Statewide -

\$1,797.5 Million



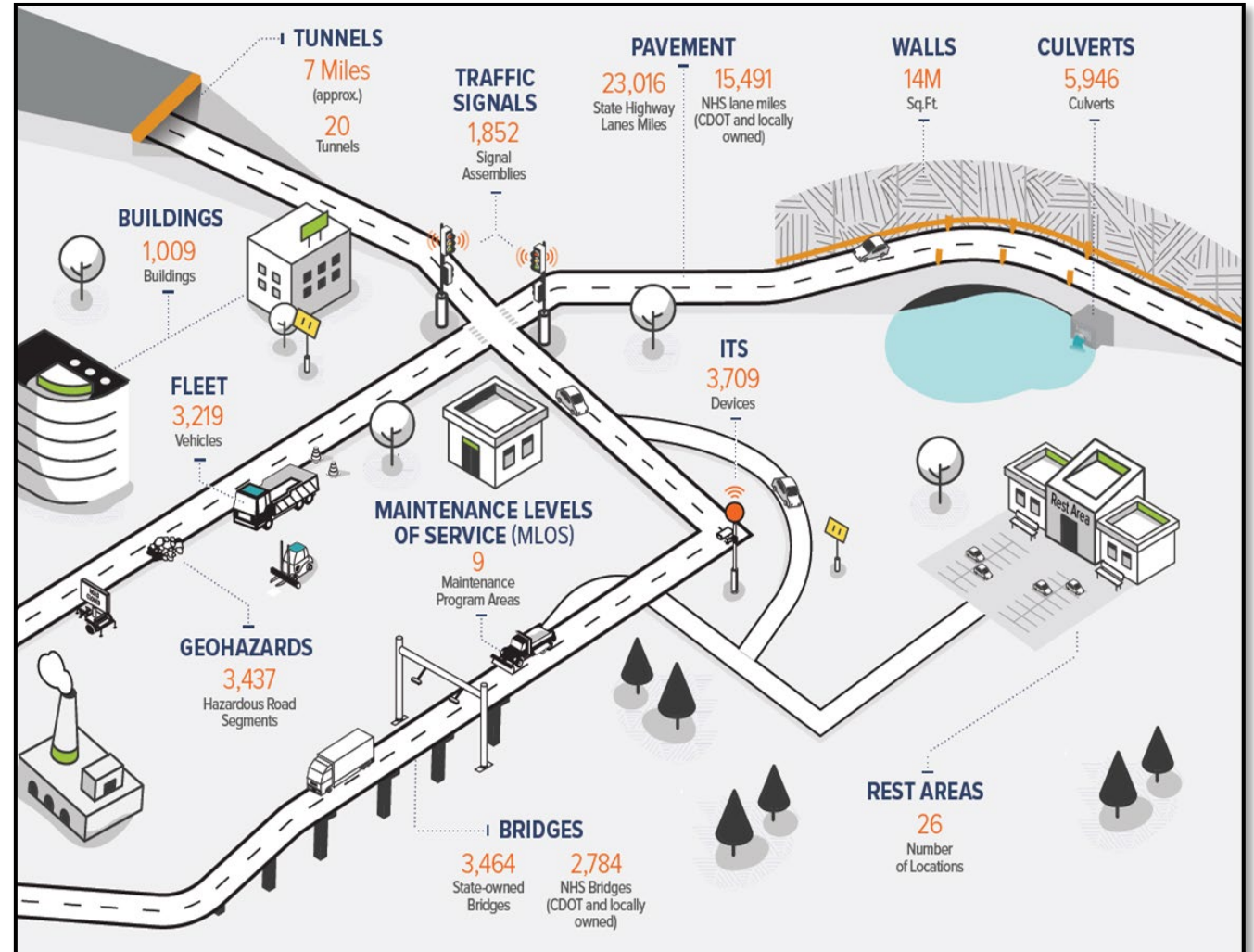
Assets
Shane Ferguson
Region 2 Transportation Director



Asset Management at CDOT

What is Asset Management?

- Asset management is about delivering the right projects for the right assets at the right times. It is about achieving the right mix of preventive maintenance, rehabs, and replacements.
- These approaches contrast with a “worst-first” approach, which simply replaces the worst assets without thought to treatments that extend asset life.





Transportation Asset Management Program History and Structure

TAM Program

- Began in 2012 to implement more data and performance-driven asset investments.
- Absorbed asset programs with dedicated annual funding allocation; for example, pavement, bridges, maintenance, and intelligent transportation systems (ITS).
- Also incorporated other asset classes that typically requested ad hoc funding from Transportation Commission.
- Maintains executive oversight and working committees.

12 Asset Classes

- Pavement
- Bridges
- Maintenance
- Intelligent Transportation Systems
- Road Equipment
- Buildings
- Culverts
- Tunnels
- Geohazards
- Walls
- Traffic Signals
- Rest Areas



Historical TAM Funding

Asset Class	Final Budgets										Planning Budgets			
	FY2013-14	FY2014-15	FY2015-16	FY2016-17	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27
Surface Treatment	\$238.8	\$235.2	\$235.9	\$252.1	\$231.4	\$225.4	\$222.0	\$223.2	\$223.3	\$224.6	\$225.6	\$229.0	\$233.0	\$233.0
Staff Bridge	\$58.4	\$53.3	\$40.0	\$36.6	\$43.2	\$25.9	\$32.6	\$27.0	\$37.3	\$37.3	\$38.3	\$38.3	\$38.3	\$38.3
Bridge and Tunnels Enterprise	\$115.5	\$114.9	\$124.1	\$126.6	\$112.2	\$116.2	\$117.4	\$120.2	\$125.3	\$145.3	\$152.6	\$162.0	\$182.0	\$192.0
MLOS	\$249.0	\$251.3	\$254.4	\$262.6	\$263.5	\$272.8	\$265.7	\$265.2	\$263.5	\$273.7	\$284.9	\$284.9	\$284.9	\$284.9
Buildings	\$11.3	\$20.8	\$12.9	\$21.4	\$17.5	\$20.2	\$17.6	\$18.1	\$16.7	\$17.8	\$17.0	\$15.5	\$15.5	\$15.5
Culverts	\$11.5	\$9.6	\$8.2	\$11.9	\$9.1	\$7.6	\$7.5	\$8.3	\$8.6	\$8.3	\$8.2	\$8.2	\$8.2	\$8.2
Tunnels	\$7.4	\$12.4	\$5.2	\$10.5	\$6.4	\$8.4	\$10.3	\$10.0	\$9.4	\$9.8	\$9.8	\$9.8	\$9.8	\$9.8
ITS	\$21.5	\$27.6	\$21.4	\$24.5	\$23.0	\$23.5	\$29.2	\$14.9	\$10.2	\$16.2	\$15.6	\$16.6	\$16.6	\$16.6
Road Equipment	\$20.9	\$20.9	\$18.4	\$26.4	\$23.0	\$26.8	\$22.1	\$21.6	\$22.0	\$21.5	\$21.5	\$21.0	\$21.0	\$21.0
Geohazards	\$9.0	\$9.1	\$9.2	\$11.8	\$8.5	\$8.4	\$9.7	\$12.3	\$10.1	\$10.0	\$9.7	\$9.7	\$9.7	\$9.7
Walls	\$0.0	\$0.0	\$2.4	\$10.2	\$4.6	\$4.6	\$5.1	\$5.5	\$5.4	\$5.8	\$5.7	\$5.7	\$5.7	\$5.7
Traffic Signals	\$0.0	\$0.0	\$5.7	\$16.9	\$12.6	\$14.8	\$14.6	\$15.1	\$12.5	\$9.2	\$9.2	\$8.2	\$8.2	\$8.2
Rest Areas	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$6.9	\$5.4	\$4.0	\$4.0	\$4.0
TOTAL	\$743	\$755	\$738	\$812	\$755	\$755	\$754	\$741	\$744	\$786	\$803	\$813	\$837	\$847
TOTAL MINUS BTE	\$628	\$640	\$614	\$685	\$643	\$638	\$636	\$621	\$619	\$641	\$651	\$651	\$655	\$655
TOTAL MINUS BTE and MLOS	\$379	\$389	\$359	\$422	\$379	\$366	\$371	\$356	\$355	\$367	\$366	\$366	\$370	\$370



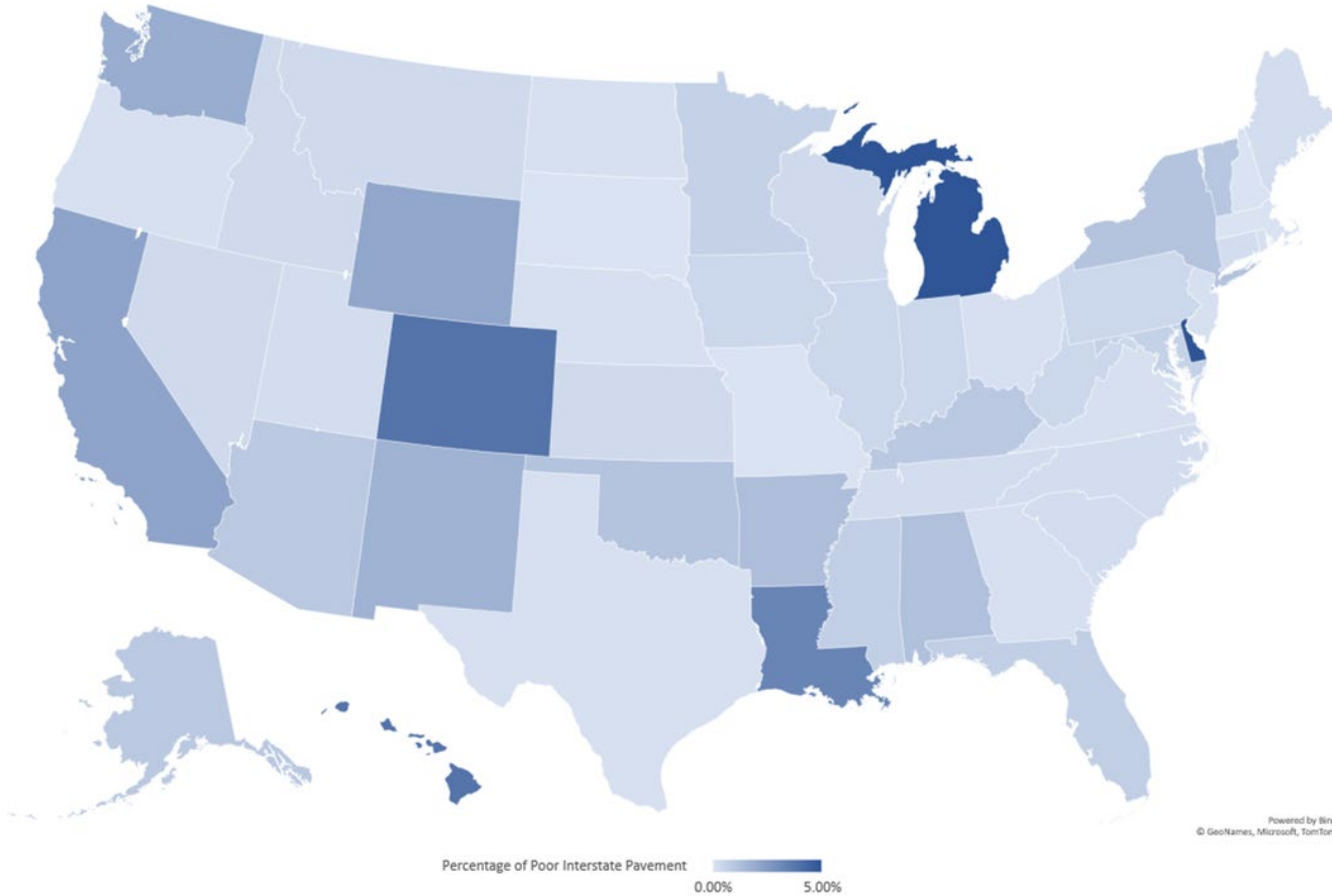
Policy Directive (PD-14): Performance Measures and Targets

Asset	PD-14 Measure	PD-14 Target	Current Performance
Pavement	Achieve or maintain 80% high or moderate Drivability Life for the state highway system based on condition standards and treatments set for traffic volume categories.	>80%	81%
Bridge	Achieve or maintain the percent of National Highway System total bridge deck area in poor condition below 10%.	<10%	3.43%
Maintenance	Achieve or maintain an overall MLOS B minus grade for the state highway system.	>B-	B+
Snow and Ice Removal	Achieve or maintain a LOS B grade for snow and ice removal.	>B	A-
Buildings	Achieve or maintain an average statewide letter grade for CDOT-owned buildings at or above 85% C or better.	>85%	48%
ITS	Maintain or decrease the average percent useful life of ITS equipment at or below 90%.	<90%	79.29%
Fleet	Maintain or decrease the average percent useful life of CDOT fleet vehicles at or below 75%.	<75%	68%
Culverts	Maintain or decrease the percent of culverts in poor condition (have a culvert rating of 4 or less) at or below 5%.	<5%	5.32%
Geohazards	Achieve or maintain the percent of geohazard segments at or above risk grade B at or above 85%.	>85%	76%
Tunnels	Achieve or maintain the percent of network tunnel length with all elements in equal or better condition that 2.5 weighted condition index at or above 75%.	>75%	50.47%
Traffic Signals	Maintain or decrease the percent of signal infrastructure in severe condition at or below 2%.	<2%	6%
Walls	Maintain or decrease the percent of CDOT-owned walls, by square foot, in poor condition (have a rating of 4 or less) at or below 2.5%.	<2.5%	4.44%
Rest Areas	Achieve or maintain an average statewide letter grade for CDOT rest areas at or above 90% C or better.	>90%	73%

In addition to the in-house measures above, pavement and bridges have two- and four-year National Performance Measure targets for the National Highway System.



Ranking the States: Poor Interstate Pavement



CDOT new estimate is ~ 3.3% poor

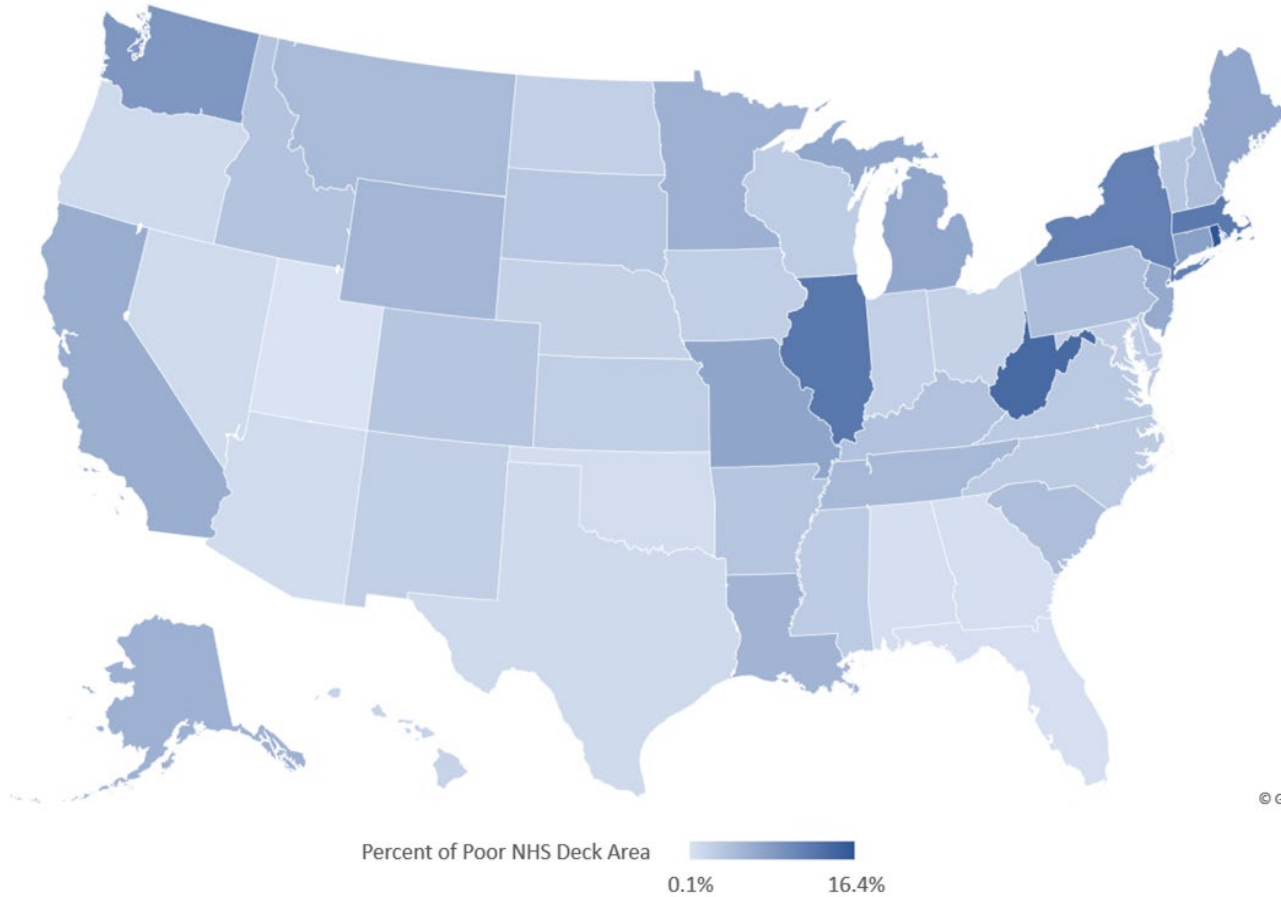
Rank	State	Percentage of Poor Interstate Pavement
1	South Dakota	0.00%
1	New Hampshire	0.00%
1	Missouri	0.00%
1	Massachusetts	0.00%
5	Georgia	0.10%
5	Texas	0.10%
5	Oregon	0.10%
5	Ohio	0.10%
5	Nebraska	0.10%
5	North Dakota	0.10%
5	Virginia	0.10%
5	New Jersey	0.10%
5	Rhode Island	0.10%
14	Utah	0.20%
14	North Carolina	0.20%
14	South Carolina	0.20%
14	Tennessee	0.20%
14	Maine	0.20%
14	Connecticut	0.20%
20	Nevada	0.30%
20	Kansas	0.30%
20	Wisconsin	0.30%
20	Idaho	0.30%
20	Montana	0.30%
25	Indiana	0.40%

Rank	State	Percentage of Poor Interstate Pavement
25	Iowa	0.40%
25	Pennsylvania	0.40%
25	Illinois	0.40%
25	West Virginia	0.40%
30	Maryland	0.60%
30	Minnesota	0.60%
32	Florida	0.70%
32	Mississippi	0.70%
34	Kentucky	0.90%
34	Alaska	0.90%
34	Arizona	0.90%
35	Vermont	1.00%
38	Oklahoma	1.10%
38	New York	1.10%
40	Alabama	1.20%
41	Arkansas	1.30%
42	New Mexico	1.70%
43	Washington	1.90%
44	Wyoming	2.10%
45	California	2.20%
46	Louisiana	3.30%
47	Hawaii	3.90%
47	Colorado	3.90%
49	Delaware	>5.0%
50	Michigan	>5.0%

*Based on 2021 poor Interstate pavement data



Ranking the States: Poor Bridge Deck Area



Rank	State	Percentage of Poor Bridge Deck Area
1	Utah	0.06%
2	Florida	0.47%
3	Georgia	0.53%
4	Alabama	0.55%
5	Oklahoma	0.75%
6	Arizona	0.89%
7	Nevada	1.04%
8	Texas	1.09%
9	Oregon	1.14%
10	Hawaii	1.86%
11	Ohio	2.04%
11	Nebraska	2.04%
13	Indiana	2.27%
14	North Dakota	2.28%
15	Iowa	2.35%
16	New Mexico	2.39%
17	Kansas	2.51%
18	Maryland	2.54%
19	Wisconsin	2.64%
20	Delaware	2.71%
21	Mississippi	2.79%
22	North Carolina	2.83%
23	Virginia	2.99%
24	South Dakota	3.28%
25	Colorado	3.44%

Rank	State	Percentage of Poor Bridge Deck Area
25	Vermont	3.44%
27	Arkansas	3.54%
28	Idaho	3.66%
29	Kentucky	3.81%
30	South Carolina	4.30%
30	New Hampshire	4.30%
32	Pennsylvania	4.38%
33	Montana	4.73%
34	Tennessee	4.95%
35	Wyoming	5.23%
36	Louisiana	5.47%
37	Minnesota	5.80%
38	Alaska	5.83%
39	California	6.22%
40	New Jersey	6.62%
41	Michigan	6.99%
42	Maine	7.08%
43	Missouri	7.13%
44	Connecticut	7.69%
45	Washington	8.77%
46	New York	11.34%
47	Massachusetts	12.17%
48	Illinois	12.37%
49	West Virginia	14.04%
50	Rhode Island	16.44%

*Based on 2022 bridge data, poor bridge deck area



Surface Treatment Program

Jennifer Sparks
Region 2 South Program Engineer



Why is Surface Treatment Important?

- The pavement program maintains the condition of Colorado's roadways using performance-based project selection.
- Region 2 receives ~ 22% ~\$50 M

Statewide Inventory:

- 9,100 Centerline Miles
- 23,000 Lane Miles
 - 4,000 Interstate
 - 7,000 High Volume
 - 6,000 Medium Volume
 - 6,000 Low Volume

Mobility and Accessibility

- Critical linkages between populated areas.
- Primary means for movement of people, goods, and services.
- Access to health care for remote communities.

Economic Benefits

- Facilitates industry/agricultural output.
- Enhances standard of living.
- Increases state's ability to compete nationally/globally.
- Essential to tourism.

Asset Value

- Program manages proper rehab/preventative maintenance to extend the life of pavements at a lower cost than reconstruction.
- Cost to reconstruct network would be unfeasible.



Pavement - Current Pressures

- Addressing “poor” pavement, as measured by FHWA, requires additional Interstate funding.
 - Historical Surface Treatments investment in Interstates was ~ \$40-50M per year.
 - Which has increased to:
 - ~\$64M for FY 25
 - ~\$87M for FY 26
 - ~\$110M for FY 27
- Aging Infrastructure
 - Much of system built in early to mid 1900s, with Interstates built largely in the 1960-70s. These roads have exceeded intended design life and require significant treatment or reconstruction.
- Traffic grew more than 50% on some stretches of Interstate in the past 10 years.





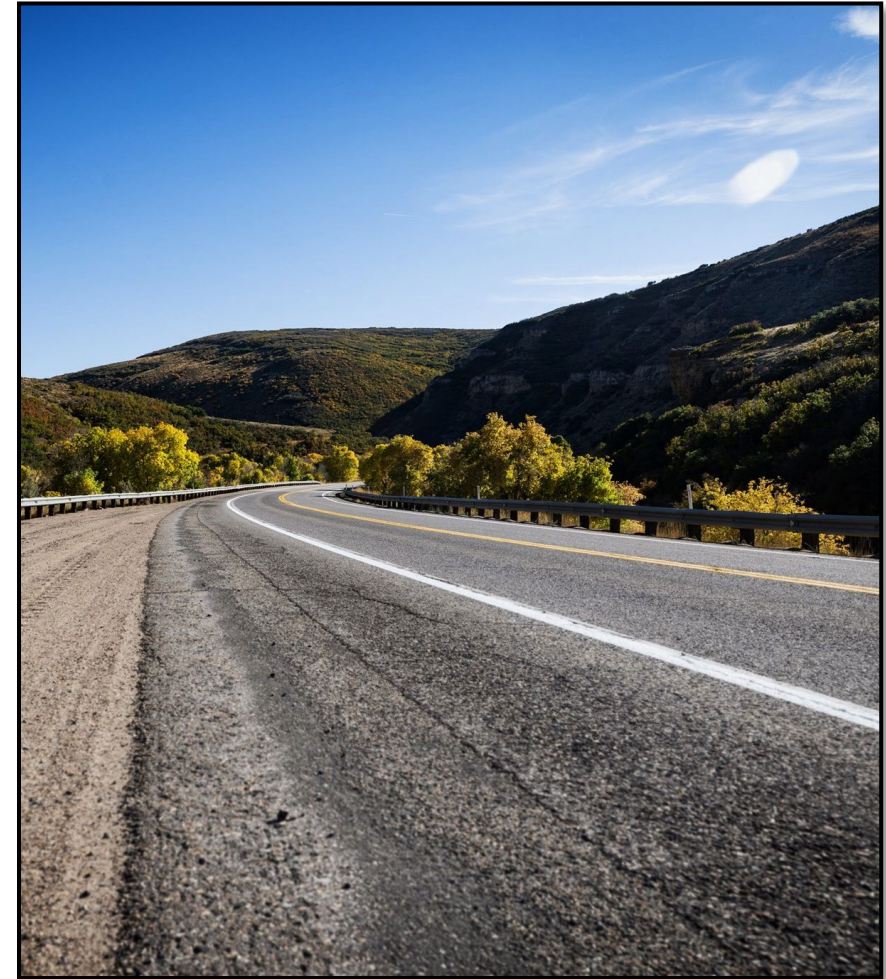
Pavement - Risks

Safety:

- International Roughness Index (IRI) values above 95 can lead to more crashes.
- Water collects in deep ruts or other depressions, increasing risk of hydroplaning.
- Deep ruts and deterioration can lead to lateral instability of passenger vehicles and motorcycles.
- Excessive and severe edge cracking (pavement "fatigue") and loss of pavement can reduce a road's passable width.

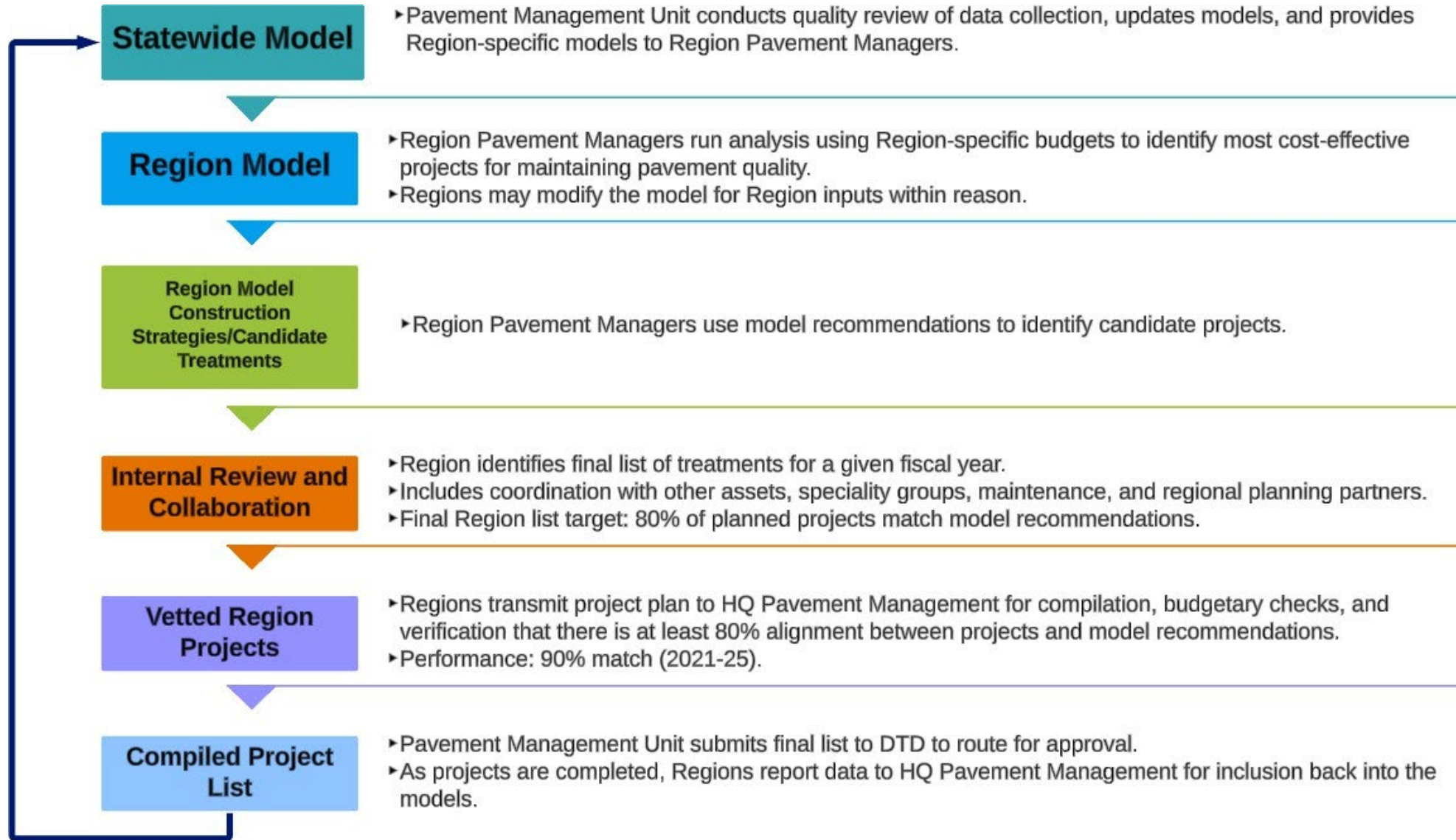
Financial:

- Not meeting federal pavement condition standards on Interstates may trigger Federal restrictions on investments.
- It's more expensive to maintain/achieve satisfactory asset condition once deterioration happens than to invest consistently.





Pavement: Project Selection





Recent and Upcoming Paving Projects Pueblo County

Surface Treatment Projects

Subaccount	Description	Cost (\$)	Status	Mileposts	Treatment Type
24846	US50A Overlay MP 296-309	\$22M	Design/Planned	296-309	Mill and Overlay, Bridge Rehab, Guardrail
25093	I25A Pueblo County Surface Treatment MP 64-79.6	\$28M	In Construction	64-79.6	Mill and Overlay, Bridge Rehab, Guardrail
25541	CO47A Preventative Maintenance MP 0-3	\$2.5M	In Construction	0-3	Micro-Surfacing
25859	I25A Pueblo Minor Rehab/PCCP Rehab MP 92-102.6	\$21.5M	In Construction	92-102.6	Mill and Overlay, Guardrail, PCCP Rehab
20751	US50C Overlay 4th to Baxter Road	\$1.6 M	Complete	0-7.37	Mill and Overlay, Bridge Rehab, Guardrail, ADA
21831	I25 Resurfacing MP 79.6-92	\$10.6M	Complete	79.6-92	Mill and Overlay, Micro-Surfacing, Guardrail
21832	Elizabeth Reconstruction	\$1M	Complete	N/A	Reconstruction, Mill and Overlay, ADA
23546	US50B I25 East Resurfacing MP 315.7-329.6	\$24M	Complete	315.7-329.6	Mill and Overlay, Bridge Rehab, Guardrail, ADA



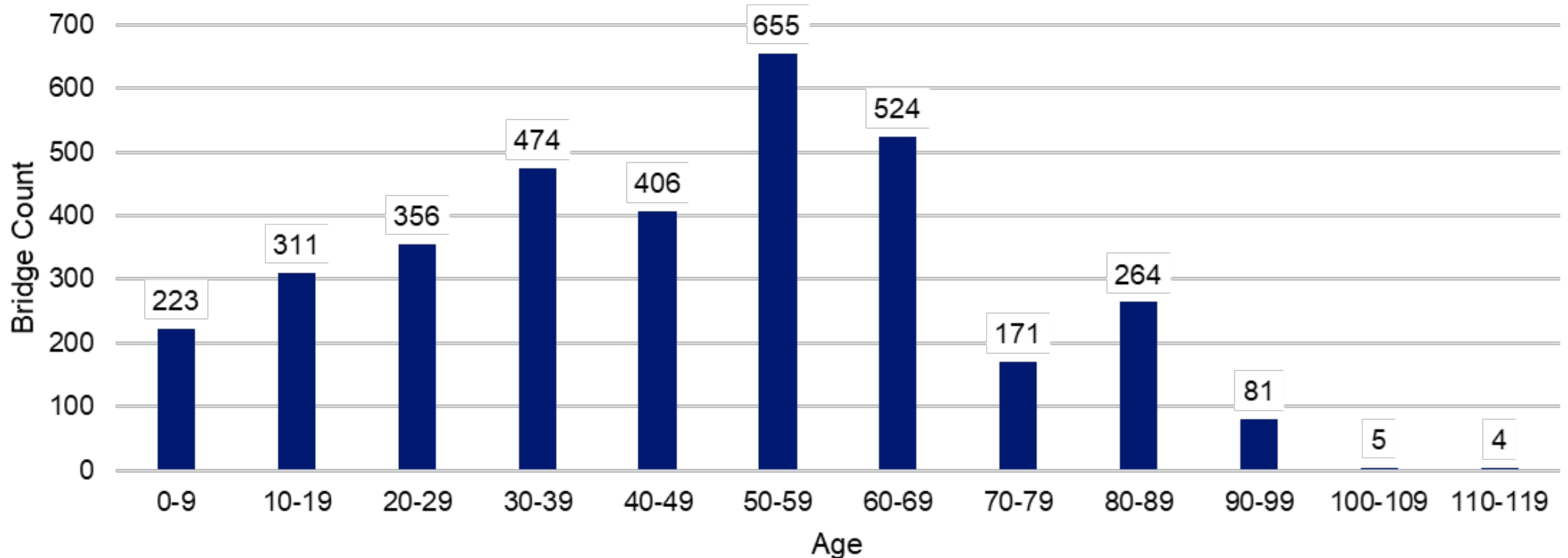
Bridges
Jennifer Sparks
Region 2 South Program Engineer



Bridges - Current Pressures (Statewide)

Almost half of CDOT's bridges are over 50 years old, which is the design life for older structures

CDOT-owned Bridges by Age





Bridges - Risks

Condition

- Preventive maintenance prevents faster deterioration.

Safety

- Not addressing scour-critical bridges can lead to increased probability of failure due to weather.
- Essential repairs after occurrence (e.g., falling concrete).

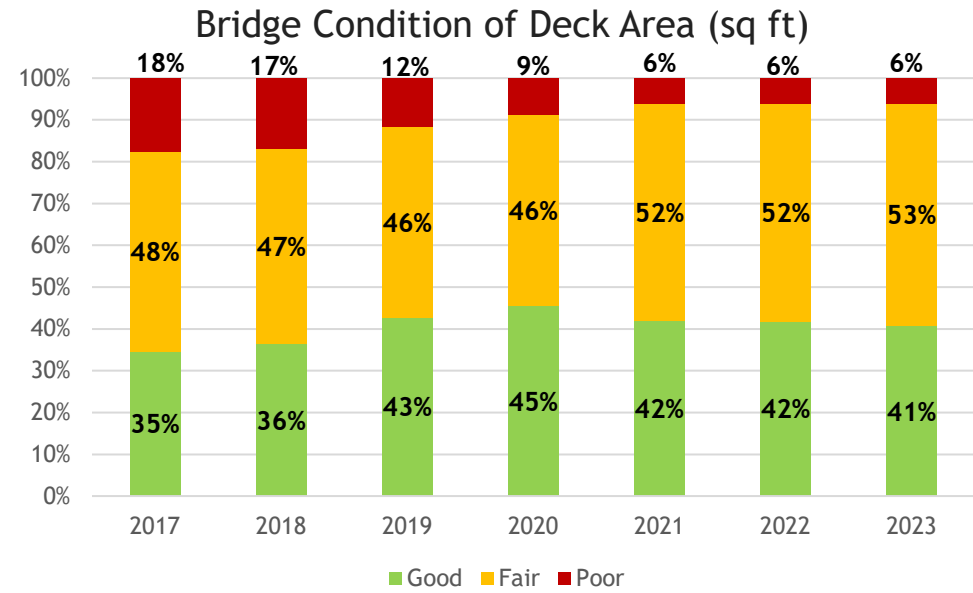
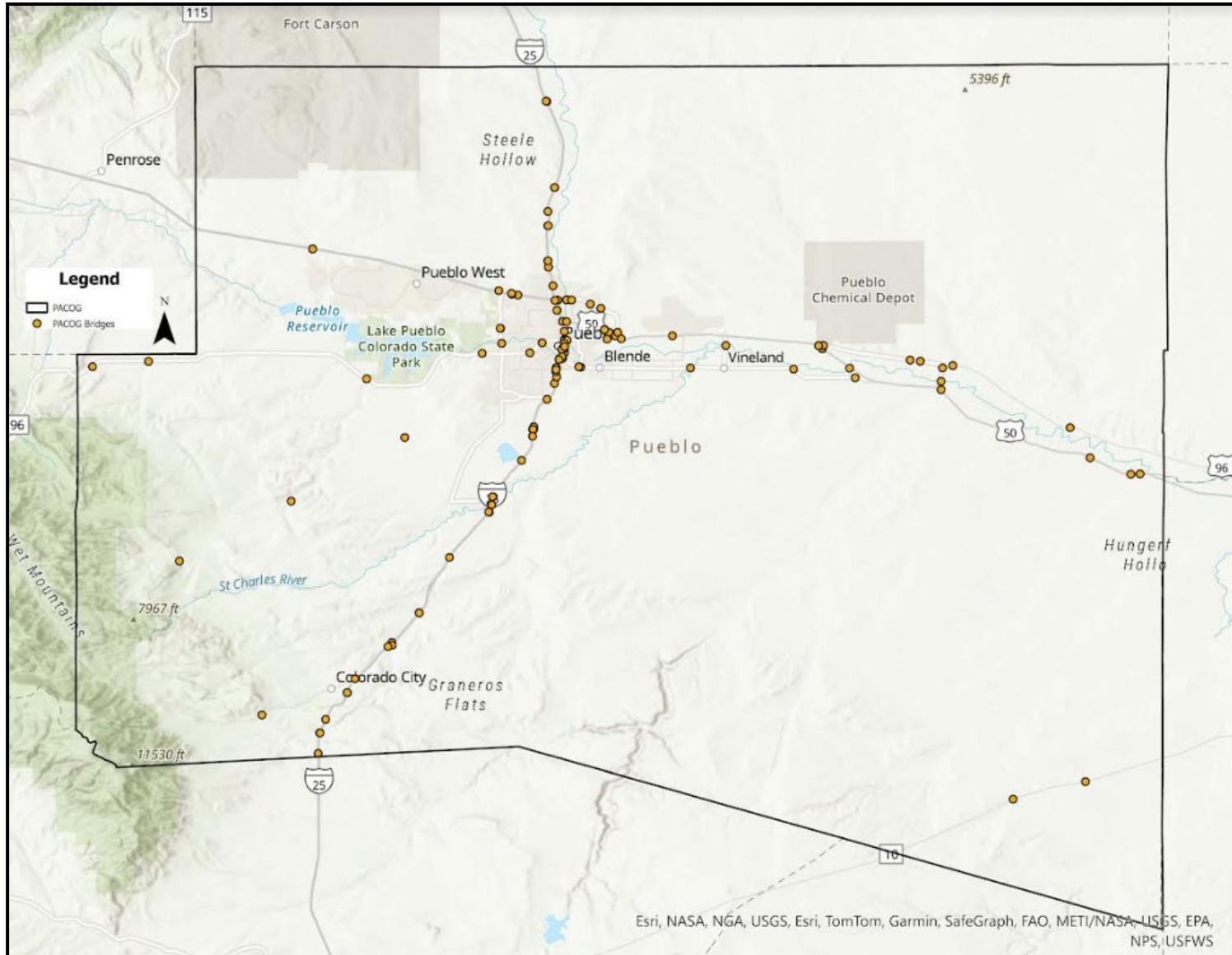
Financial

- If NHS bridges exceed federal requirements (not more than 10% Poor), use of federal apportionments may be partially restricted.
- Delays in repairing/replacing damaged joints or ineffective deck seals can lead to greater funding needs in the future.
- Load- and height-restricted bridges constrain trucking network.





Pueblo County - Bridges



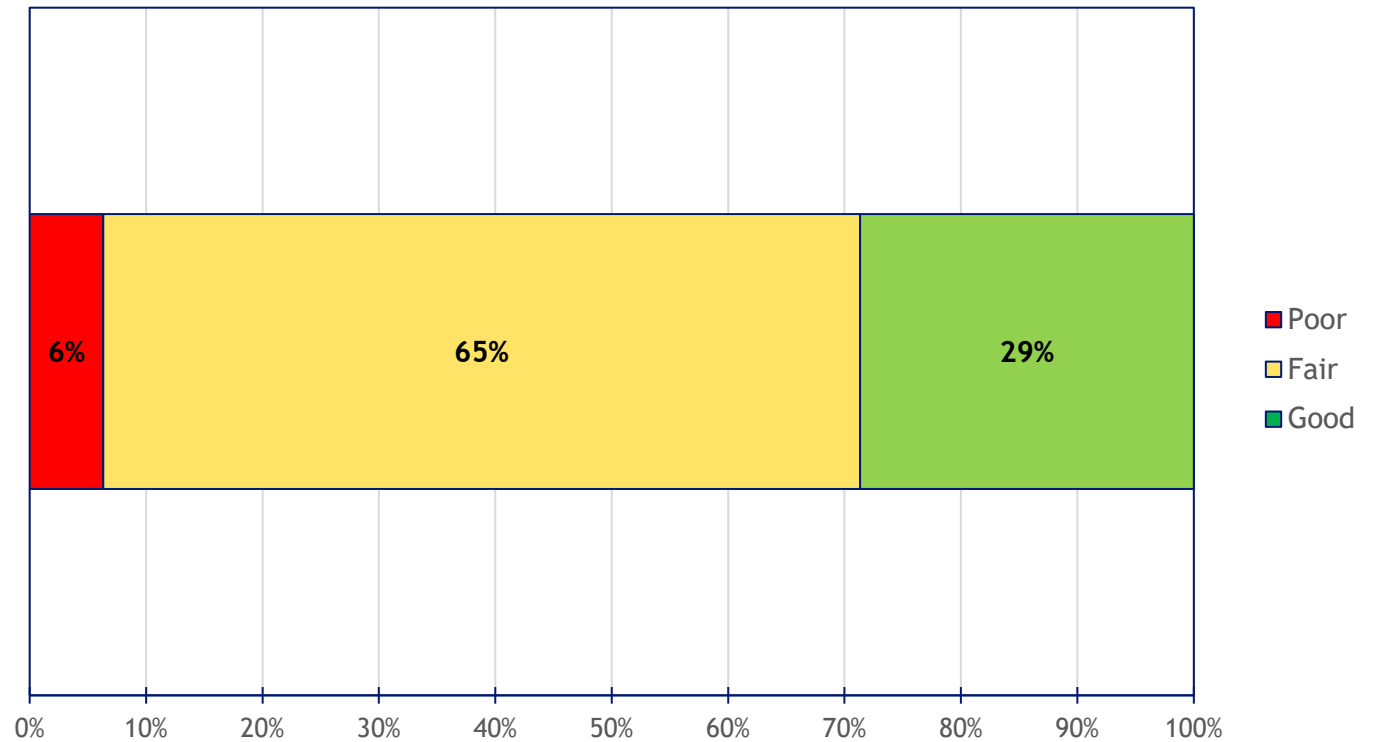


Bridges - Current Pressures

Essential Repair Findings (ERF)

- Repair needs identified during inspections that are deemed essential by the structure inspection engineer.
- Bridges are inspected and assigned condition based on the National Bridge Inspection Standards (NBIS).

Region 2 Bridge Conditions





Recent and Upcoming Bridge Projects Pueblo County

Bridge Projects

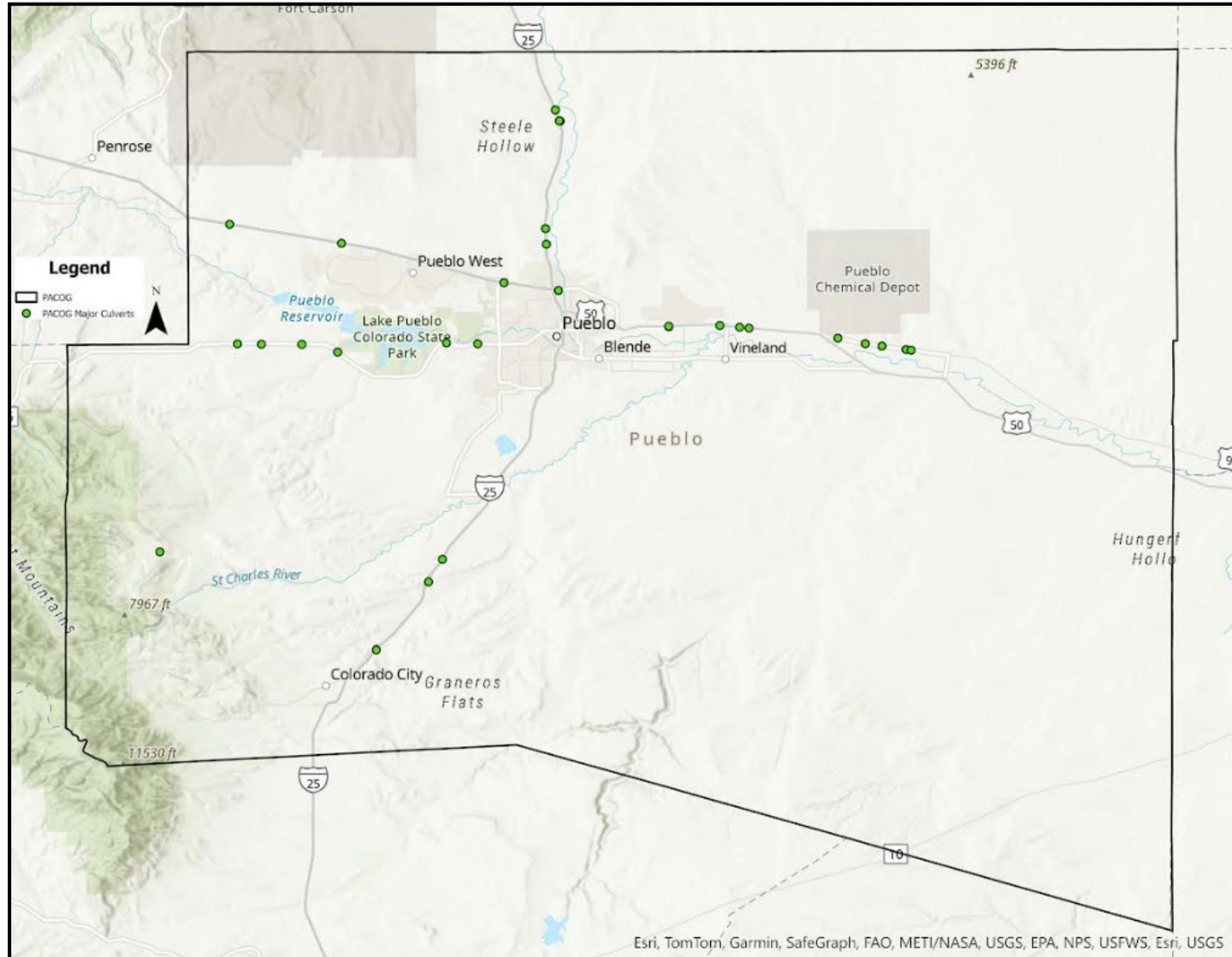
Subaccount	Description	Cost (\$)	Status	Structure #(s)	Feature Carried
22079	US50 and Purcell Drive Interchange	\$50M	Complete	K-18-NA	US50 over Purcell Drive
21642/24395	I25 Exit 104 Dillon Drive Improvements	\$14M	Complete		I25 E Frontage Road over Draw
19205	Ilex Design Build	\$122M	Complete	L-18-W, L-18-M, L-18-AQ, L-18-AU, K-18-AX, K-18-R, K-18-CK, K-18-CL, K-18-CI, K-18-CJ	I-25 over Indiana, US 50C, Ilex, Gruma, City Center. Northern and Mesa over I-25. US 50C over Arkansas River.
22481	US50B Scour Improvements MP 318	\$.6M	Complete	K-18-BZ & K-18-B	
23535/26237	I25/US50B Interchange Reconstruction	\$175M	Design/Planned	K-18-HD, K-18-HE, K-18-JA, K-18-JB, K-18-LA	US50 over Fountain Creek, RR, and I25
24799	I25 Exit 108 Purcell Blvd Interchange	\$35M	Design/Planned	025A107967BL	I25 over Purcell Blvd
25973	R2 SC Timber Bridge Retrofit	\$3M	Design/Planned		Thirteen Structures in four counties, 3 in Pueblo
26287/26288	K-18 BTE Structures (Planning Grant)	\$960k	Design/Planned	K-18-AD, K-18-BT	



Culverts
Jennifer Sparks
Region 2 South Program Engineer



Pueblo County - Major Culverts (4' - 20' diameter)





Culverts - Risks

Risks of Budget Shortfalls

Condition

- Without appropriate rehabilitation, conditions worsen and deterioration occurs.

Safety

- Increased probability and consequences of culvert failure during and after weather events.
- Safety is addressed via essential repairs or replacement after an event occurs (example: CO State Highway 9).

Financial

- Delays in slip-lining lead to greater funding needs as deterioration progresses.



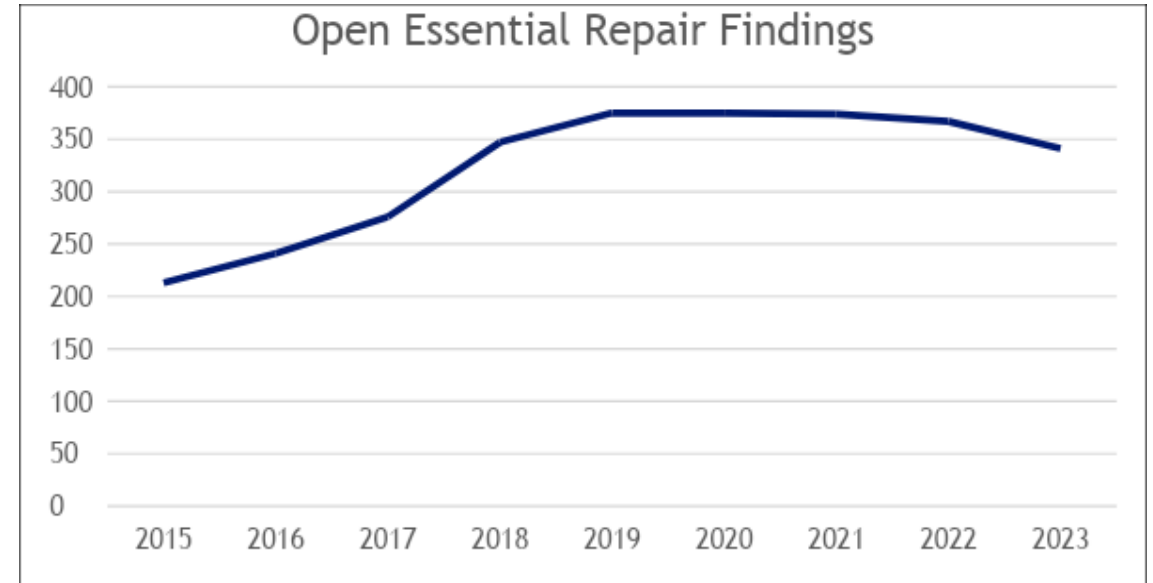
CO9 MP 15.9



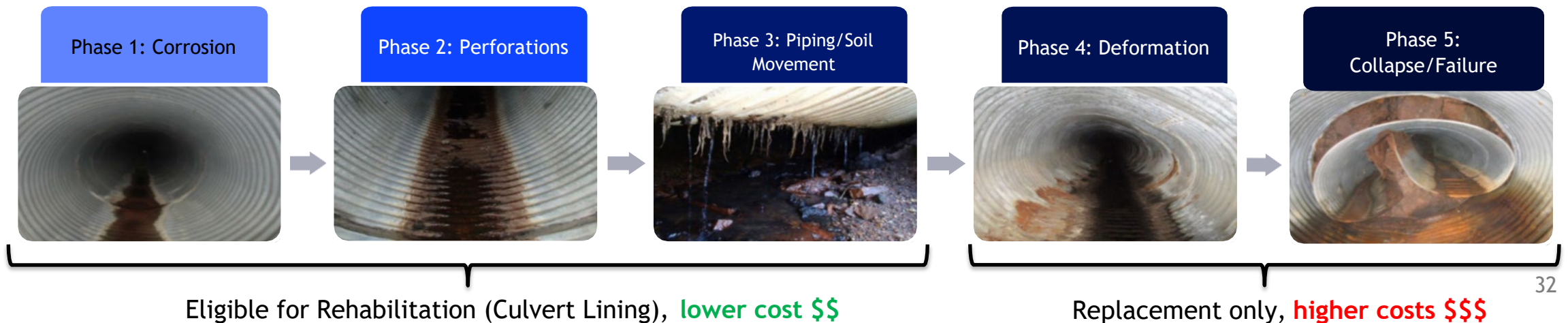
Culverts - Current Pressures

Essential Repair Findings (ERF)

- Primary list used in culvert project selection.
- Repair needs identified during inspections that are deemed essential by the structure inspection engineer.
- In the past four years, the trend of open essential repair findings have remained mostly static.
- ***More than half*** of the Essential Repair Findings are deteriorating Corrugated Metal Pipes.



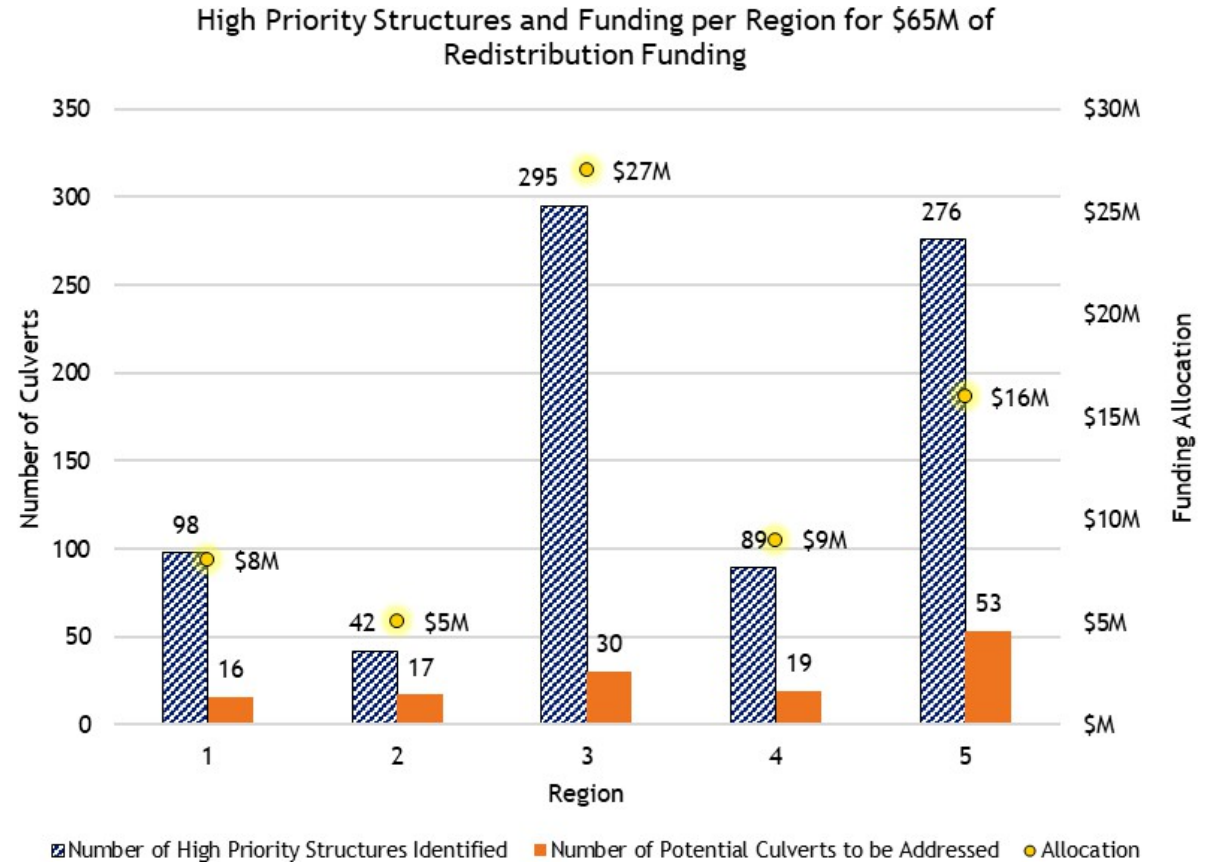
Phases of Corrugated Metal Pipe (CMP) Deterioration





Culverts: Future Projects

- \$65M in federal redistribution funds was allocated by Transportation Commission in October 2023 to address high-risk corrugated-metal pipes.
- These funds are projected to repair/replace 60 poor minor culverts, dropping the percentage of poor minor structures from 5% to 4%, allowing CDOT to meet the current PD14 metric. The majority of these funds will be used to repair non-qualifying structures (<48” in diameter).





Recent and Upcoming Culvert Projects Pueblo County

Culvert Projects				
Subaccount	Description	Cost (\$)	Status	Feature Carried
24569	US50C Drainage Improvements	\$5.5M	Design/Planned	Drainage improvements at 36th Lane
25874	I25 & CO12 Critical Culvert Repair	\$2.5M	Complete	I-25 A south MP 10.01, MP 16.44, MP 81.38, and MP 88.25. SH 12 MP 27.21, MP 64.40, and MP 66.90.
22100	US50C-23rd Lane Drainage Improvements	\$2.2M	Complete	Drainage improvements at 23rd lane



Traffic Safety & Engineering Program

Jason Nelson
Region 2 Traffic Program Engineer



Traffic & Safety

Region 2 Safety Program

- Administer FASTER & HSIP funding
 - CDOT Crash Data Dashboard
 - Project identification and prioritization
 - Traffic Asset Management
 - Operations Evaluation
 - 5-year crash history
 - Pattern identification
 - Proven Safety Countermeasures (FHWA)

Roadway Departure



[Enhanced Delineation for Horizontal Curves](#)



[Longitudinal Rumble Strips and Stripes on Two-Lane Roads](#)



[Median Barriers](#)



[Roadside Design Improvements at Curves](#)



[SafetyEdgeSM](#)



[Wider Edge Lines](#)

Intersections



[Backplates with Retroreflective Borders](#)



[Corridor Access Management](#)



[Dedicated Left- and Right-Turn Lanes at Intersections](#)



[Reduced Left-Turn Conflict Intersections](#)



[Roundabouts](#)



[Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections](#)



[Yellow Change Intervals](#)



Safety Funding Criteria FASTER

FASTER Safety Mitigation Program - State Funds

- Goal of reducing the severity and number of highway crashes and working toward zero deaths for all users
- Revenue comes from vehicle registration fees ~ \$40M/year Statewide
 - Annual average is approximately \$13M for R2
 - Allocated based on distribution of crashes on state highways weighted by severity
- Calculated using:
 - Level of Service of Safety (LOSS)
 - Benefit/Cost ratio of at least 0.25
 - Recent changes to scoring allowed for Systemic safety measures
 - Vulnerable roadway users, rural roadway departures, wildlife crash mitigation



Safety Funding Criteria

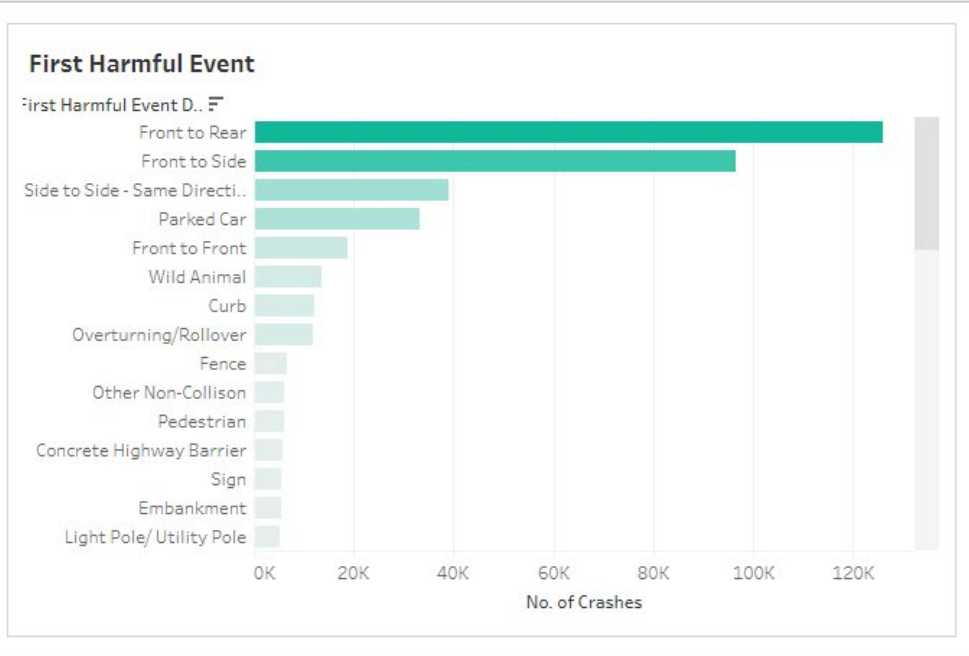
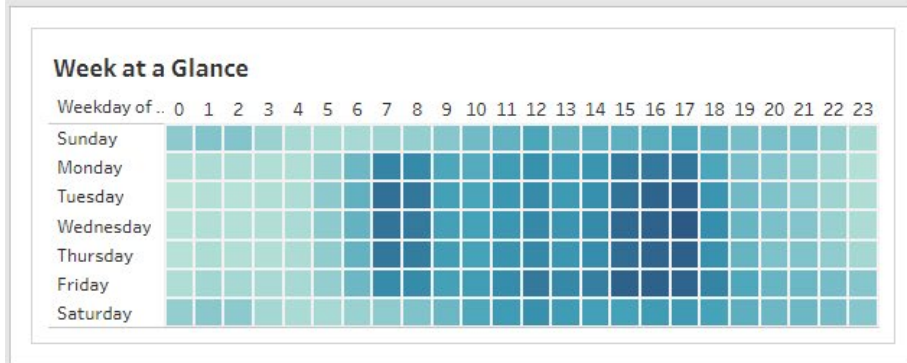
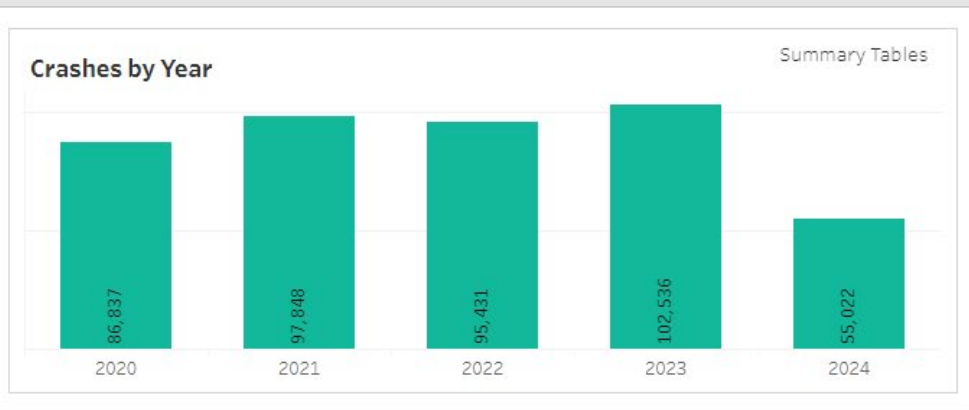
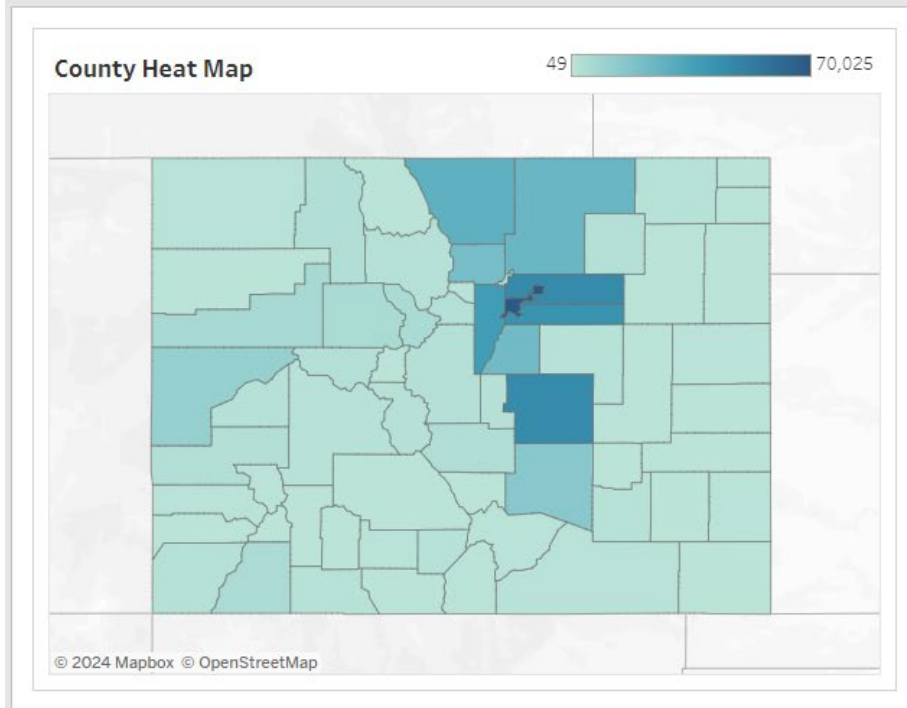
Highway Safety Improvement Program (HSIP)

Highway Safety Improvement Program - Federal Funds

- Goal of achieving significant reduction in fatalities and serious injuries on all public roadways
- Distributed to region based on the proportion of crashes on all public roads
 - \$70M/year Statewide
 - R2 gets around 17%
 - Annual average is approximately \$5.5M (50% Local/50% State)
- Local call for projects - priority given to off-system projects
- Calculated using:
 - Benefit/Cost ratio and systemic scoring criteria
 - Vulnerable Road Users (VRU) / High Risk Rural Roads (HRRR) focused only
- ~10-15% set aside for VRU or HRRR

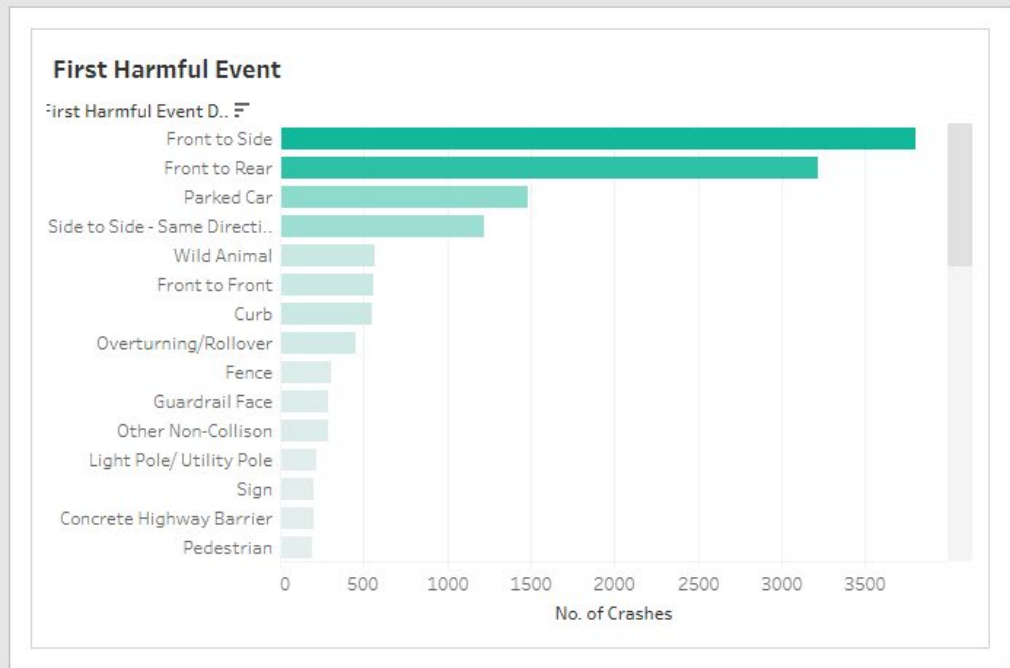
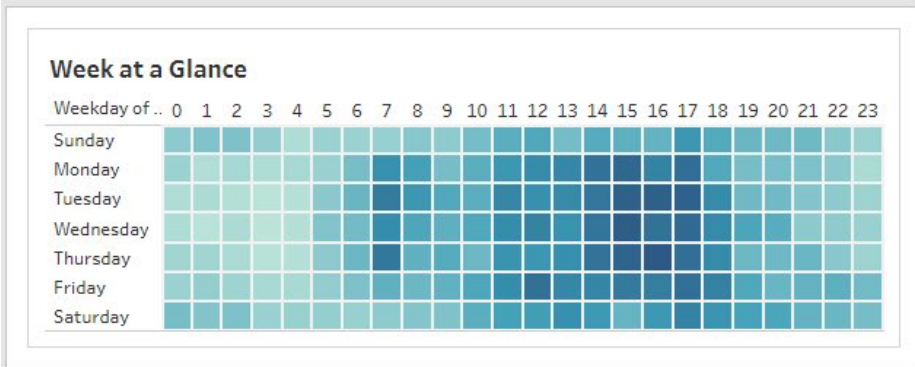
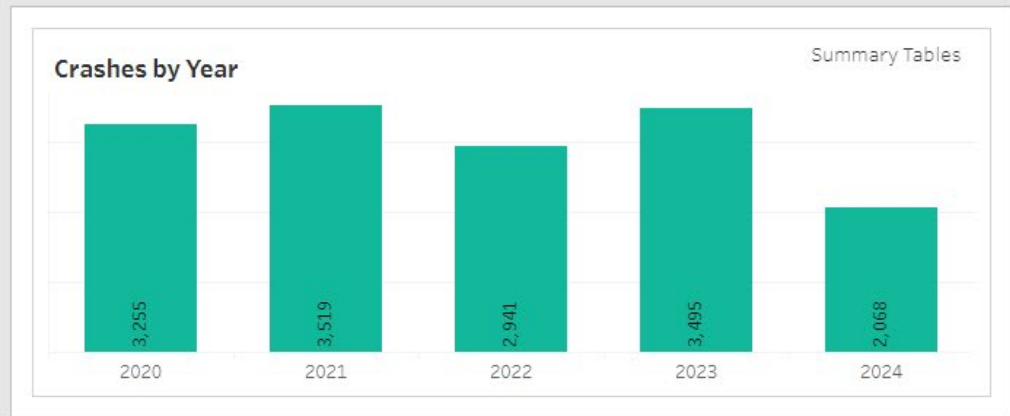
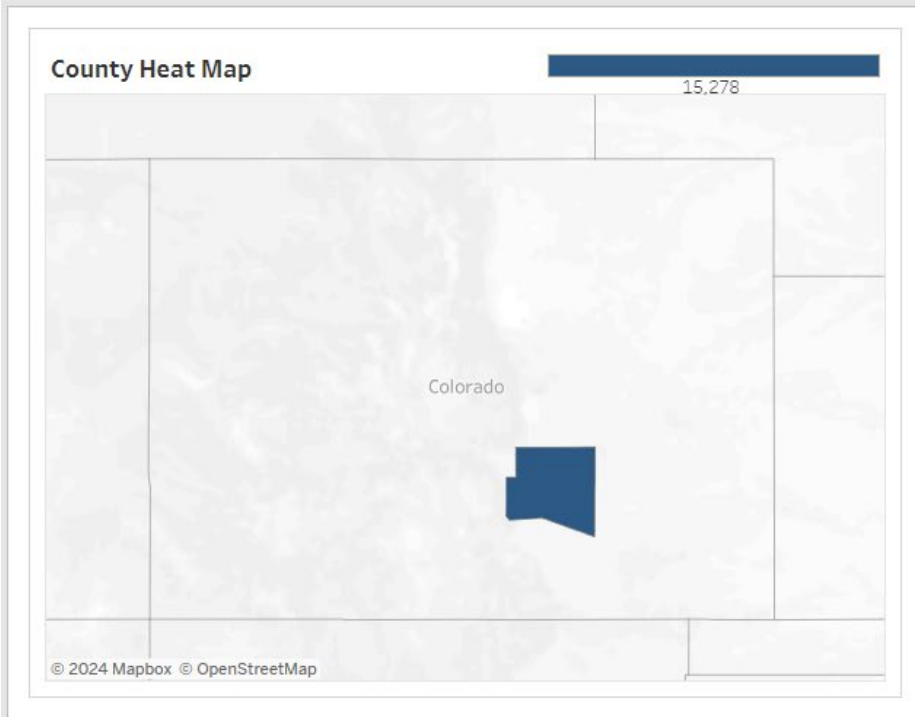


Statewide - Colorado Crash Data Dashboard Heat Map



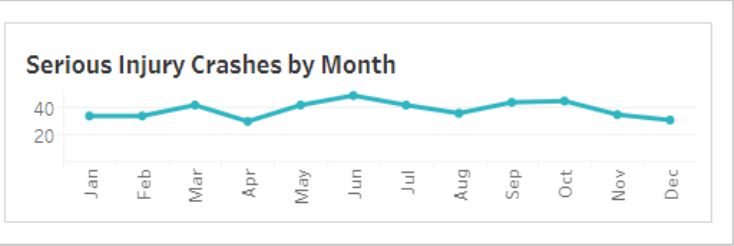
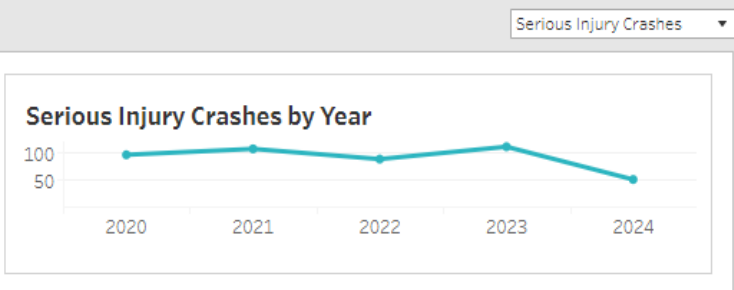


Pueblo County- Colorado Crash Data Dashboard Heat Map





Pueblo County - Colorado Crash Data Dashboard



136
fatal crashes

153.0
fatalities

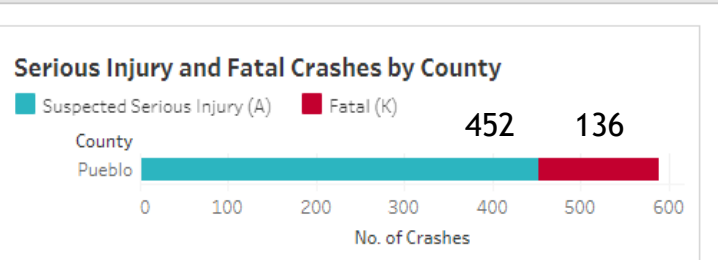
26.00
non-motorist fatalities

452
serious injury crashes

553.0
serious injuries

60.00
non-motorist serious injuries

15,278
total crashes



Advancing Transportation Safety

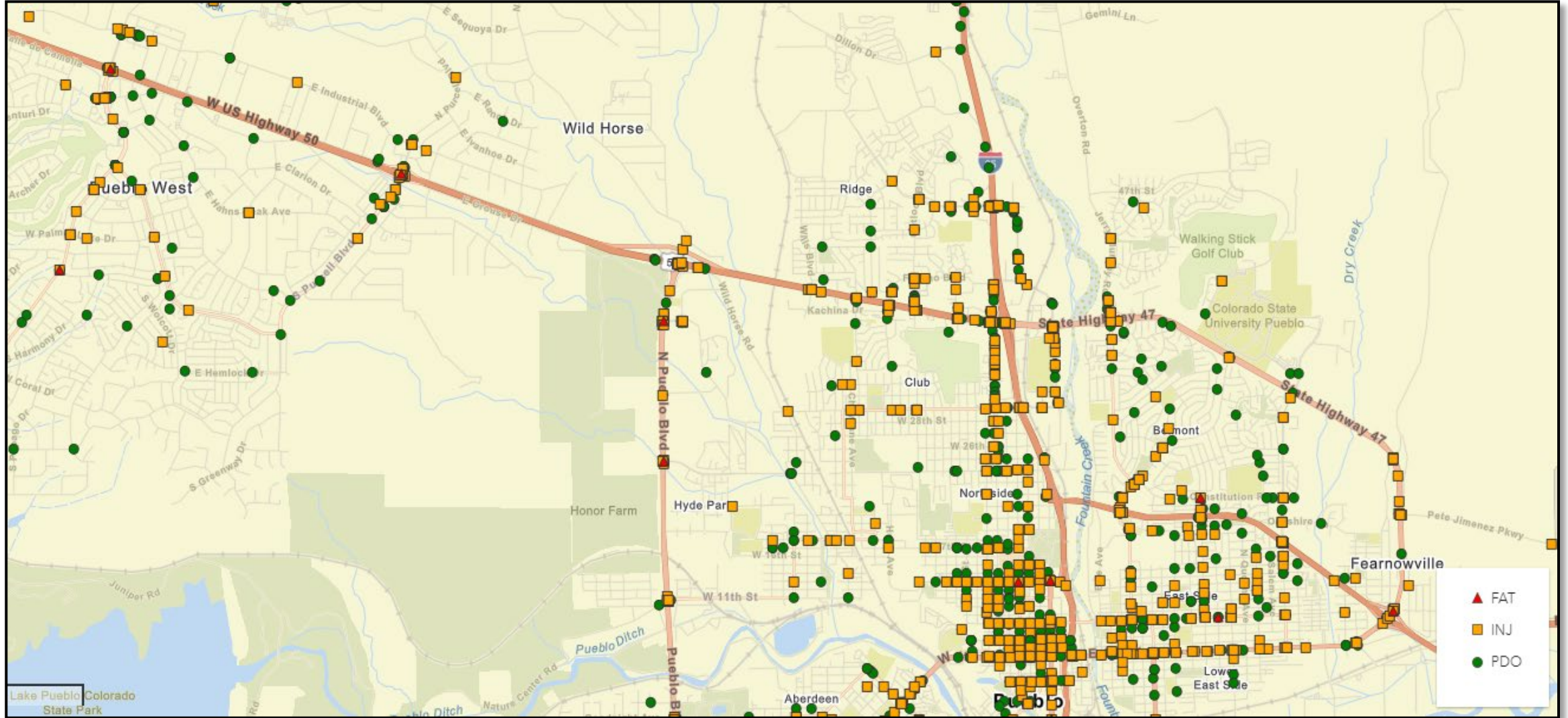
Goal:
In an effort to protect the traveling public, CDOT, and Colorado State Patrol will reduce the number of traffic-related fatalities and serious injuries in FY27 by 22.5%, Compared to the same month in FY23

Wildly Important Goal (WIG)	FY23 Baseline	FY25 Goal	FY26 Goal	FY27 Goal
Number of Fatalities & Serious Injuries	4,555	4,282	3,940	3,530

[Colorado Crash Data Dashboard](#)

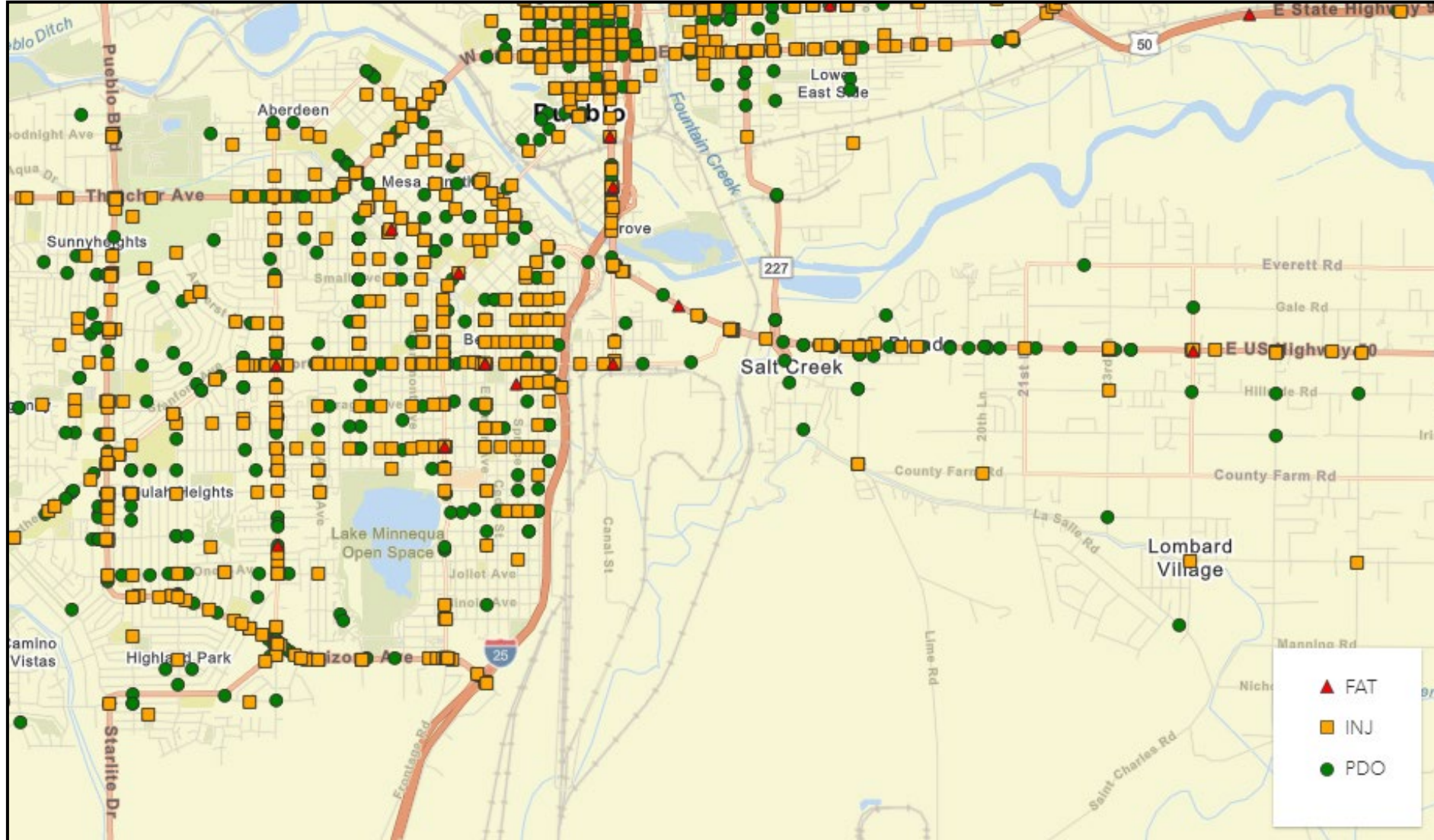


Pueblo County- Front to Side Crash Locations - North





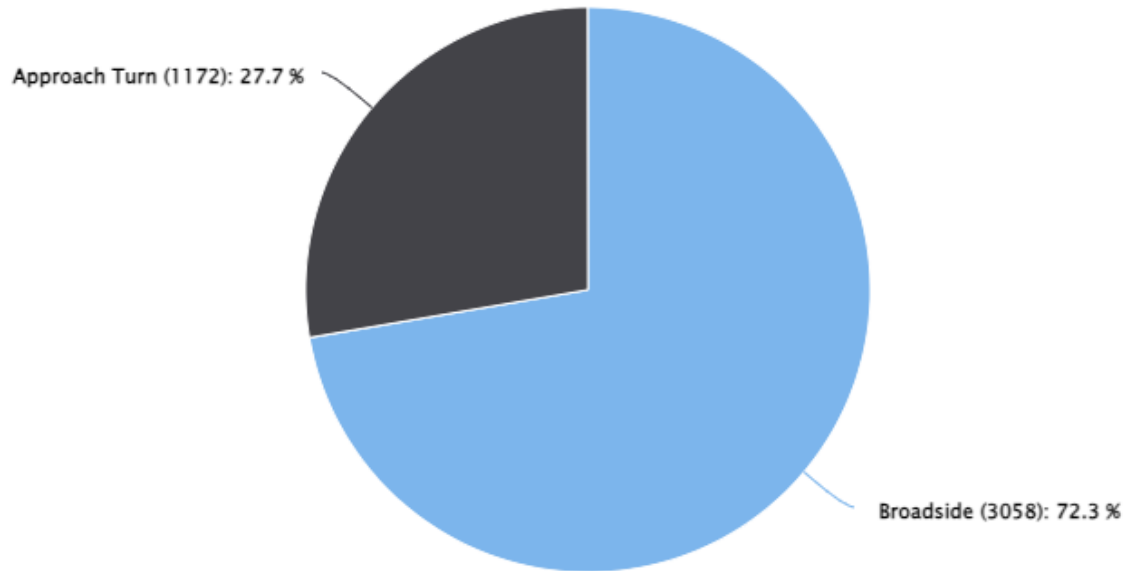
Pueblo County- Front to Side Crash Locations - South



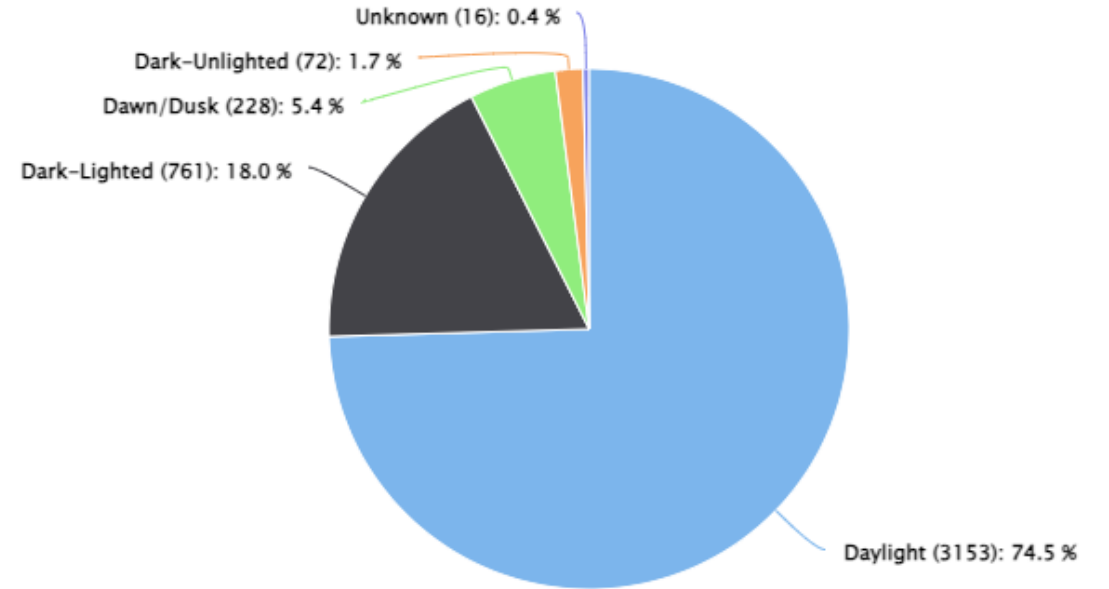


Pueblo County- Front to Side Crashes Contributing Factors

Crash Type



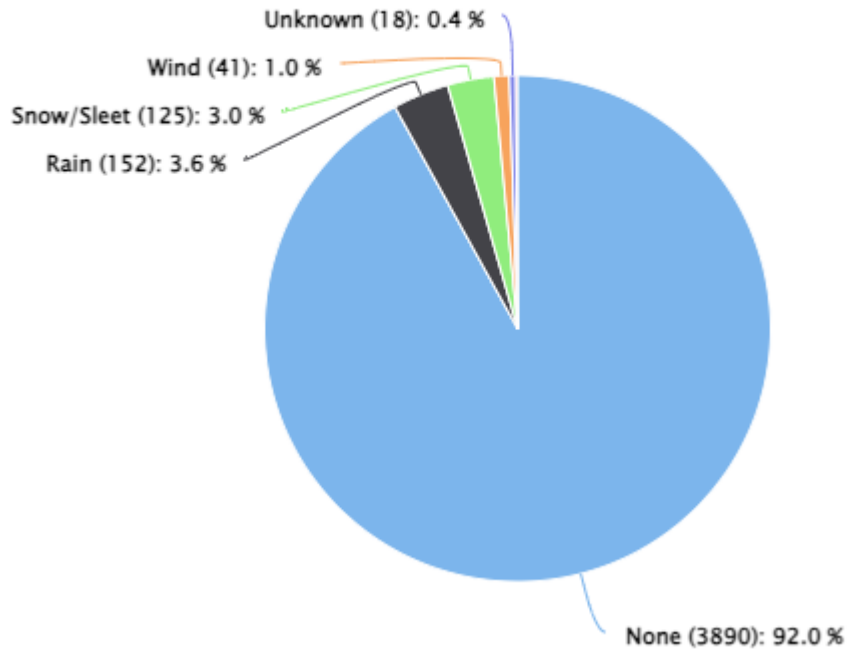
Lighting Conditions



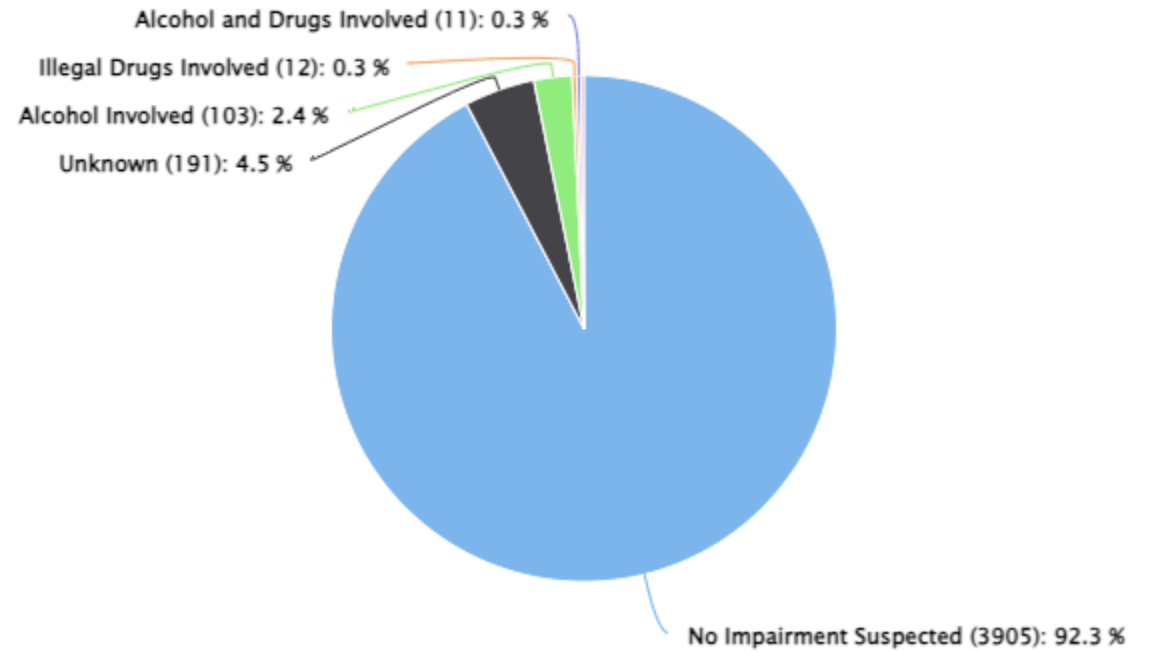


Pueblo County- Front to Side Crashes Locations - South

Weather Conditions



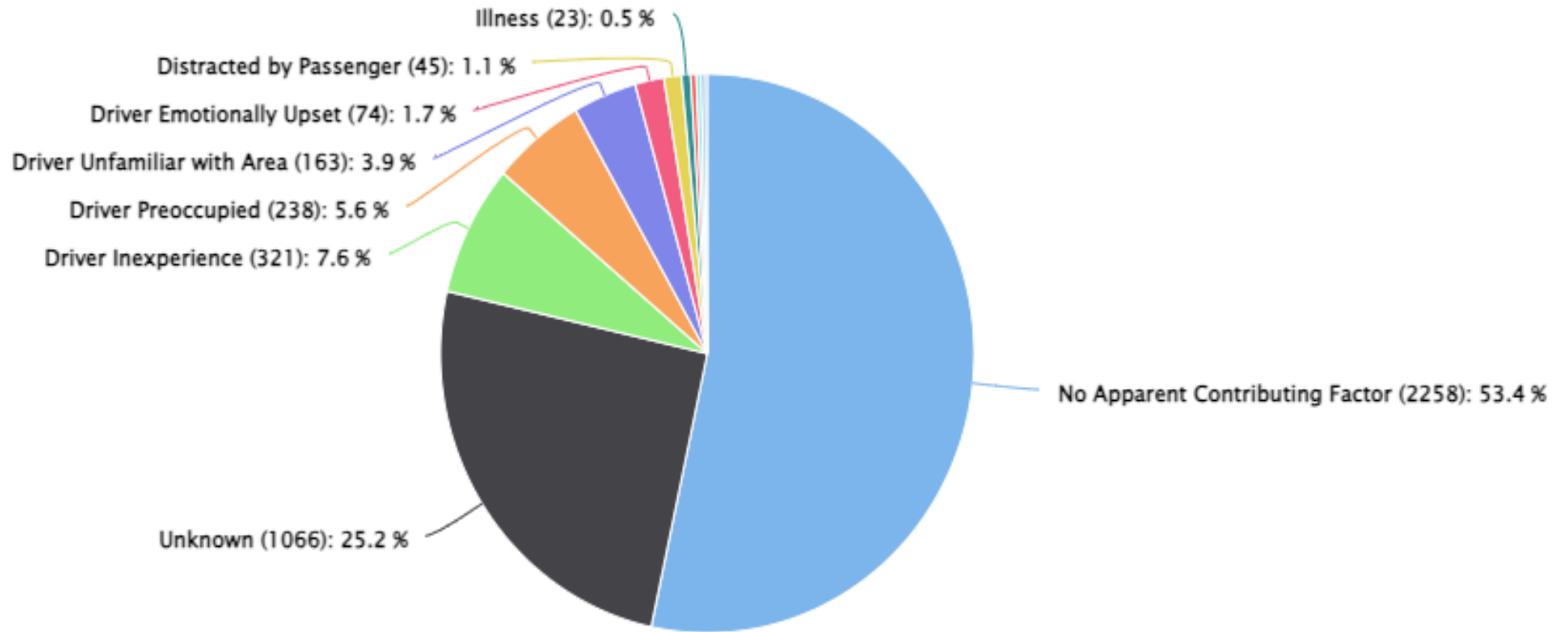
Condition of Drivers (Veh #1)





Pueblo County- Front to Side Crashes Locations - South

Human Contributing Factors (Veh #1)





Maintenance
Chad Wright
Region 2 Deputy Superintendent



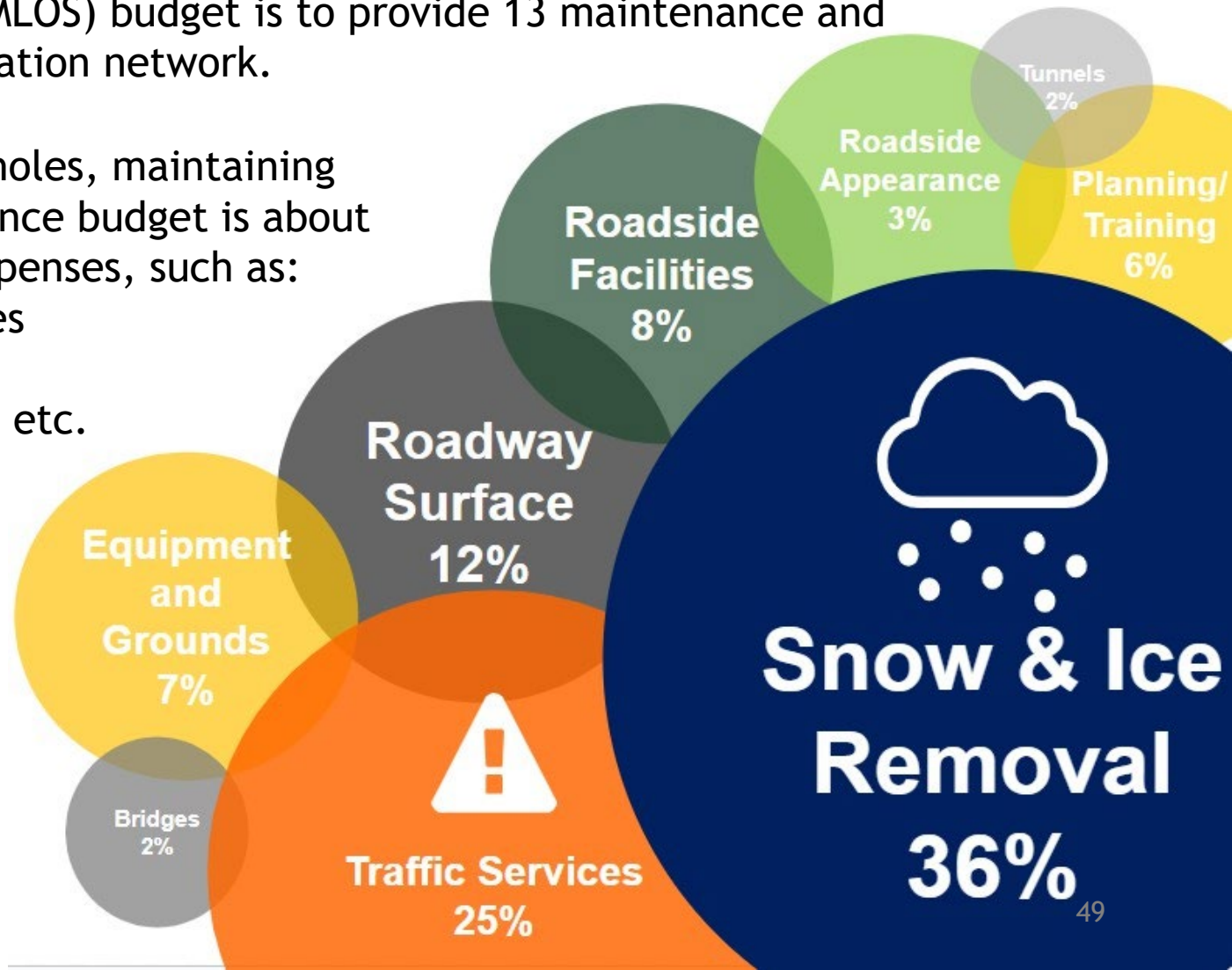
Maintenance - Statewide Overview

Anything of Value Requires Maintenance, but Winter Always Wins!

The purpose of the Maintenance Levels Of Service (MLOS) budget is to provide 13 maintenance and traffic sections with funds to maintain the transportation network.

Maintenance encompasses striping roads, filling potholes, maintaining rest areas, and much more. The Statewide Maintenance budget is about \$285M annually and covers all direct and indirect expenses, such as:

- Salary and benefits for about 2,000 employees
- Rest area and building supplies
 - Toilet paper, rent, utility bills, trash bills, etc.
- Roadway materials
 - Salt/sand, deicer, asphalt, fence, etc.
- Equipment maintenance and repair
- Fuel costs



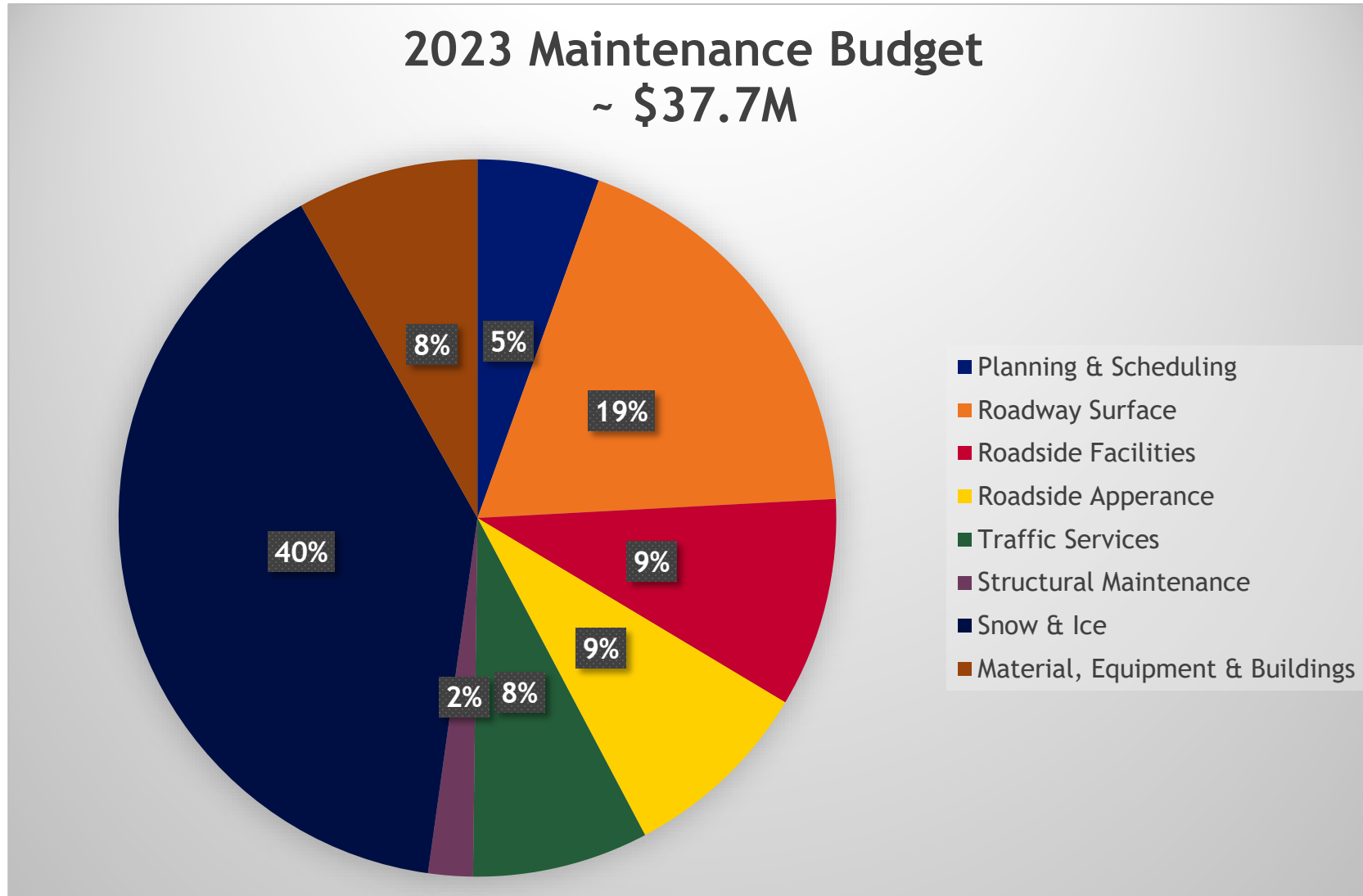
MLOS does not have annual cost of living adjustments

MLOS does not have an annual inflationary adjustment

Personal Services and OPS budget fluctuates annually



Region 2 Maintenance Budget





Region 2 Maintenance Responsibilities Calendar Year 2023



- 265 Maintenance Employees
- 3841 Center Lane Miles
- 53 Maintenance Patrols in 14 Counties
- 191 Maintenance Facilities
- 567 Pieces of Equipment
- 1003 Pieces of Axillary Equipment
- 445 Miles of Guardrail
- 982 Bridges
- 1500 Minor Structures
- Fence Maintenance, Sign Repairs, Delineation, Trash, Potholes



Region 2 Maintenance Successes

- 4,116 hours providing courtesy assistance.
- 1,030,828 miles of highway plowed, sanded and/or de-iced
- 69,206 linear ft of snow fencing.
- 502,726 linear ft of ROW or 3-wire fencing.
- 8,794 cubic yards of trash disposed of.
- 4,270 single post signs and 154 2-post signs replaced/repared
- 32,041 linear ft of guardrail replaced/repared.
- 40,445 linear ft of cable rail replaced/repared.
- 4 attenuators end treatments replaced/repared.
- 36,704 delineation devices replaced/repared
- 11,232 square yards of concrete & asphalt patched.
- 14,320 tons of asphalt laydown and used
- 330,878 gallons of cracksealing
- 15,117 square yards of bridge deck repaired.
- 12,195 miles mowed & 7,380 hours weekend whipping in ROW.
- 1,657 miles of shoulders, ramps, and flyovers broomed.
- 12,080 hours maintaining fleet



Winter Operations Cycle

Preparing/Operating

- ✓ Weather Forecasting
- ✓ Winter Storm Management (ICS)
- ✓ I-70 Augmentation Program
- ✓ Snowplow Operator Training (1600 Employees)
- ✓ Coordinate with State and Local Authorities
- ✓ Planning/executing event-specific response action (State EOC)
- ✓ RWIS Maintenance and Monitoring
- ✓ Fleet Equipment Maintenance and Calibration (All Patrols)
- ✓ Recruitment, development, and advancement of personnel both with permanent staff, temporary staff
- ✓ Acquisition of Winter Materials

Preparing/Recovering

- ✓ Strategies and Tactics Training (Leadership)
- ✓ Explosive and Howitzer Gunnery (Avalanche Crews)
- ✓ Fleet Equipment Maintenance and Calibration (All Patrols)
- ✓ Staffing / Shift Management (Leadership)
- ✓ Budget (Financial) Disbursements (MPA 400)
- ✓ Recruitment, development, and advancement of personnel both with permanent staff, temporary staff
- ✓ Acquisition of Winter Materials



Operating

- ✓ Weather Forecasting
- ✓ Winter Storm Management (ICS)
- ✓ I-70 Augmentation Program
- ✓ Pre-event Planning and Coordination
- ✓ Avalanche Mitigation Operations
- ✓ Operational Considerations (Safety)
- ✓ Winter Event Conditions Messaging (PIO)
- ✓ Stakeholder coordination (State)
- ✓ Fleet Maintenance (All Patrols)
- ✓ Environmental compliance
- ✓ Acquisition of Winter Materials

Operating/Recovering

- ✓ Weather Forecasting
- ✓ Winter (Spring) Storm management
- ✓ I-70 Augmentation Program
- ✓ Pre-event Planning and Coordination
- ✓ Avalanche Mitigation Operations
- ✓ Fleet Maintenance (All Patrols)
- ✓ Qualitative Evaluation (Seasonal AAR)
- ✓ Examine Significant Performance Shortfalls
- ✓ Post Winter Fleet Maintenance

The purpose of the CDOT Winter Operations Planning Cycle is to coordinate the efforts of the entire department to provide enhanced levels of service during winter weather events impacting the US Highway System in Colorado.



Operational Priorities

Safety of the traveling public! Removal of on road debris, incident response, guardrail/cable rail repairs, end treatments (attenuators), Signs, Traffic Signals. During winter months this includes snow and ice control.

Traveler and Freight Mobility and Economic Vitality

e.g., clearing blocked traffic lanes, speed and travel time, reliability of US Highway System

Infrastructure Preservation

e.g., state of good repair, cracks sealing, bridge maintenance, vandalism, etc.

Environment

e.g., de-icer controls and storm water runoff, HAZMAT Incidents, permanent water quality ponds

Livability

Off highway litter, trash, graffiti, homeless encampments, etc.)



Operations vs Maintenance



Environmental
Rob Frei
Region 2 Planning & Environmental
Program Manager



NEPA Clearance Types





Active Region 2 NEPA Studies

Environmental Assessments (EA)

- Environmental Assessment: US 285 Foxton Rd to Bailey. July 2004.
- I-25 Improvements Through the Colorado Springs Urbanized Area. Environmental Assessment. March 2004.
- I-25 and Dillon Drive/Eden-Platteville Boulevard Interchange Improvements. Environmental Assessment. January 2011.
- Powers Boulevard Extension North, Woodmen Road to I-25. Environmental Assessment. July 1997.
- Environmental Assessment for Powers Boulevard between Woodmen Road & SH 16 in Colorado Springs, CO. November 2009.
- US 24 West Environmental Assessment. May 2012.
- Environmental Assessment US 50 West: Wills Blvd to McCulloch Blvd (Milepost 313-307). May 2016.
- US 287 at Lamar Reliver Route. Environmental Assessment. August 2013.

Environmental Impact Assessments (EIS)

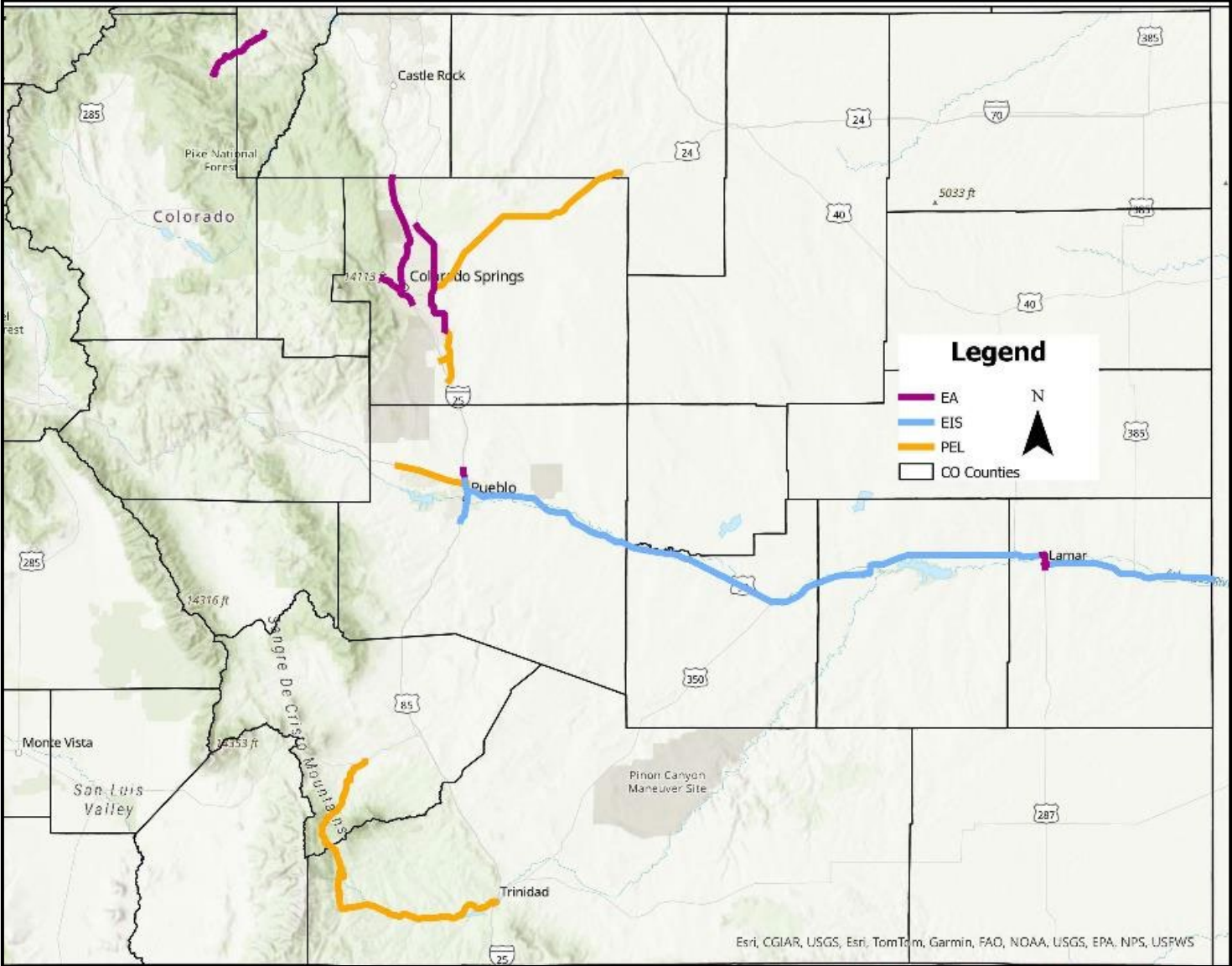
- I-25 Improvements Through Pueblo. Environmental Impact Statement September 2013.
- US 50 Corridor East Tier 1 Final Environmental Impact Statement and Record of Decision. December 2017.

Planning and Environmental Linkages (PEL)

- US 24 Planning & Environmental Linkages Study. March 2018.
- US 50 West PEL Study: Swallows Rd to Baltimore Ave. June 2012.
- Southern Mountain Loop Planning and Environmental Linkages Study. September 2020.
- South Powers Extension Planning and Environmental Linkages Study. TBD.

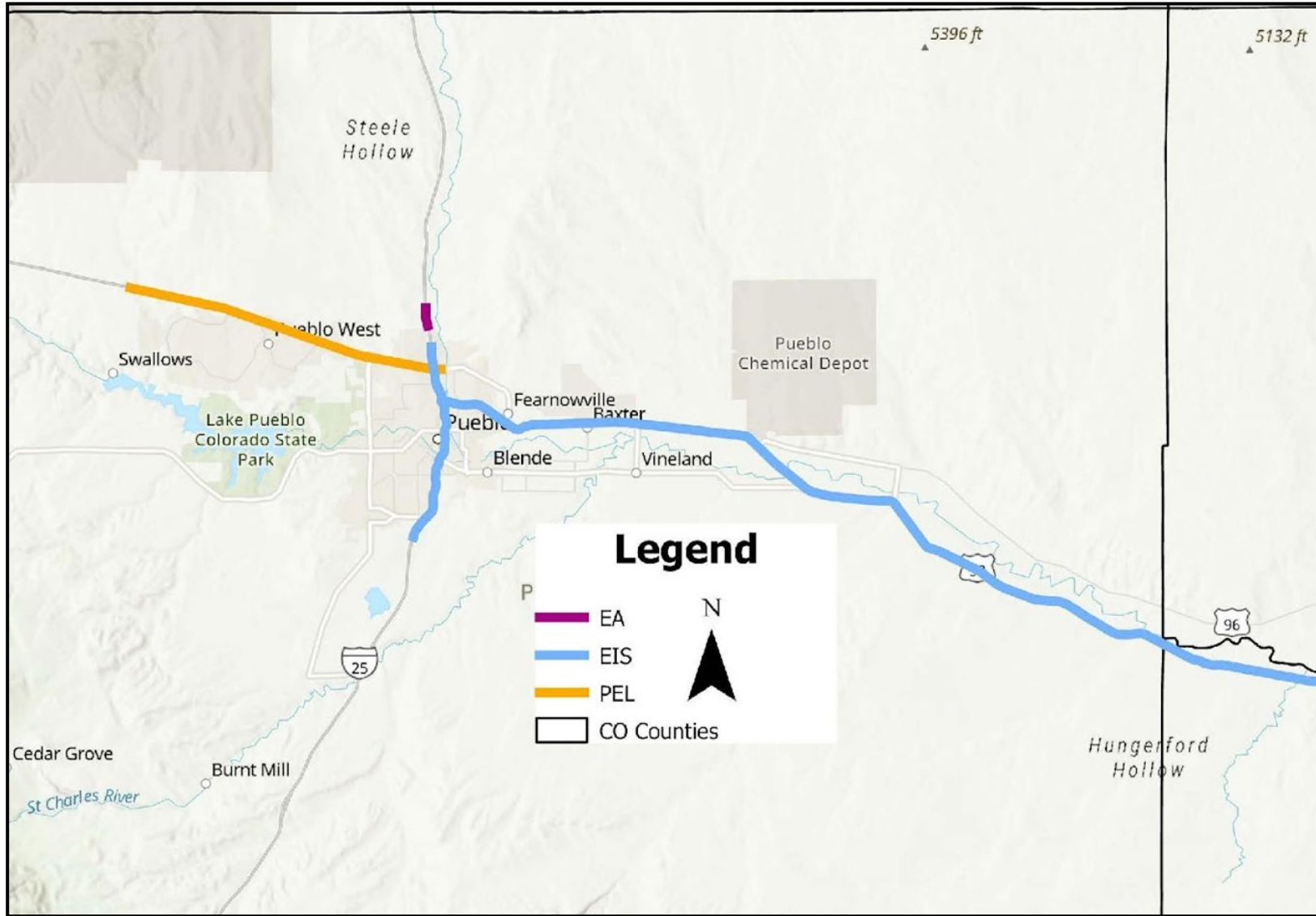


Region 2 NEPA Clearances





Pueblo County CDOT NEPA Studies





Pueblo County CDOT NEPA Studies

I-25 and Dillon Drive/Eden-Platteville Boulevard Interchange Improvements. Environmental Assessment. January 2011.

New interchange at I-25 and Dillon Drive. Phase I complete. Phase II to be completed 2024.

I-25 Improvements Through Pueblo. Environmental Impact Statement. September 2013.

Six lane I-25 from just north of 29th Street to Indiana Ave. Improve Safety by consolidating/removing interchanges, straightening I-25 through downtown, fix horizontal and vertical alignments and improve various interchanges. Extend Dillon Drive south from 26th to US 50B and Connect Abriendo Ave and Santa Fe Drive. Only improvements north of the Arkansas River have been approved.

US 50 Corridor East Tier 1 Final Environmental Impact Statement and Record of Decision. December 2017.

US 50 to become a divided four lane highway between SH 47 in Pueblo, east to the Kansas State line. Construct US 50 reliever routes around the eight communities east of Pueblo. Does not include Lamar as there is a separate EA for this action.

US 50 West PEL Study: Swallows Rd to Baltimore Ave. June 2012.

Recommends continuous 6 lanes on US 50 from I-25 to just west of Main McCulloch Blvd and transitioning back to a 4-lane highway going west. Upgrade many of the signalized intersections and provide new interchanges at Pueblo Blvd, Purcell Blvd, and Main McCulloch Blvd. Several projects have been constructed from this PEL resulting in 6-laning US 50 from just east of Purcell to I-25 and construction of the Purcell/US 50 Interchange.



Wildlife Mitigation Efforts

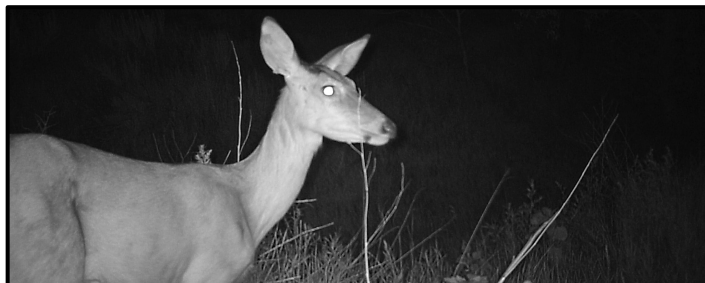
Scope:

- Reduce Wildlife Vehicle Collisions and increase highway safety. We are using results from the 2022 East Slope and Plains Wildlife Prioritization Study on future CDOT projects
- Collaboration with CSU - Pueblo for the I-25 and Raton Pass Wildlife Passage Study which ID wildlife collision hotspots from the NM/CO Border to Exit 11.

Present Mitigation Locations:

Region 2 was awarded \$1.25 M through Senate Bill 22-151 for two wildlife mitigation projects in 2022 (listed below).

1. SH 115 at Rock Creek (4 miles S. of Colorado Springs) - install nearly 2 miles of wildlife fencing and deer jump-outs.
2. I-25 and Raton Pass- Assess and devise wildlife mitigation efforts in response to NMDOT constructing a wildlife fence in NM.

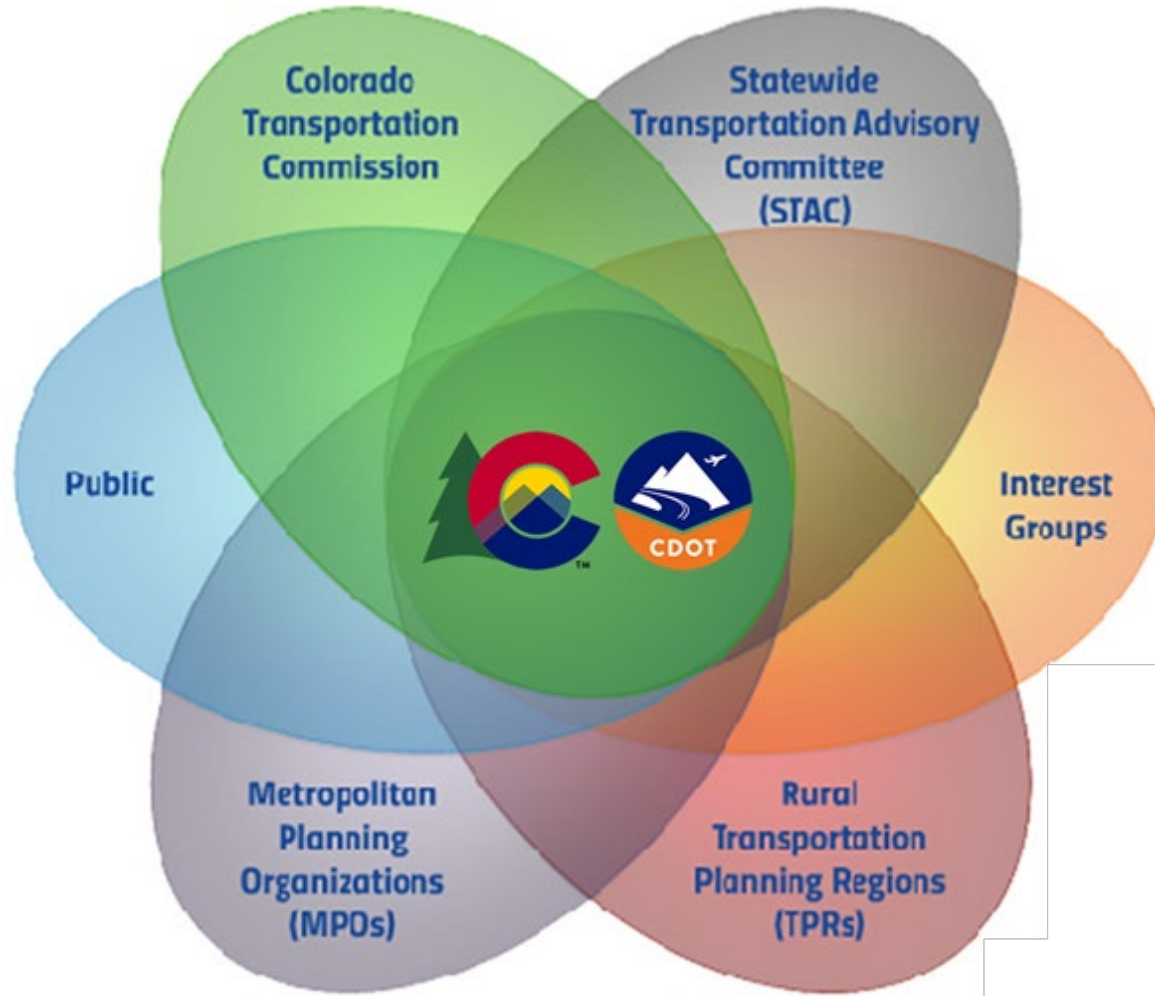




Planning
Geoff Guthrie
Region 2 Planning Supervisor

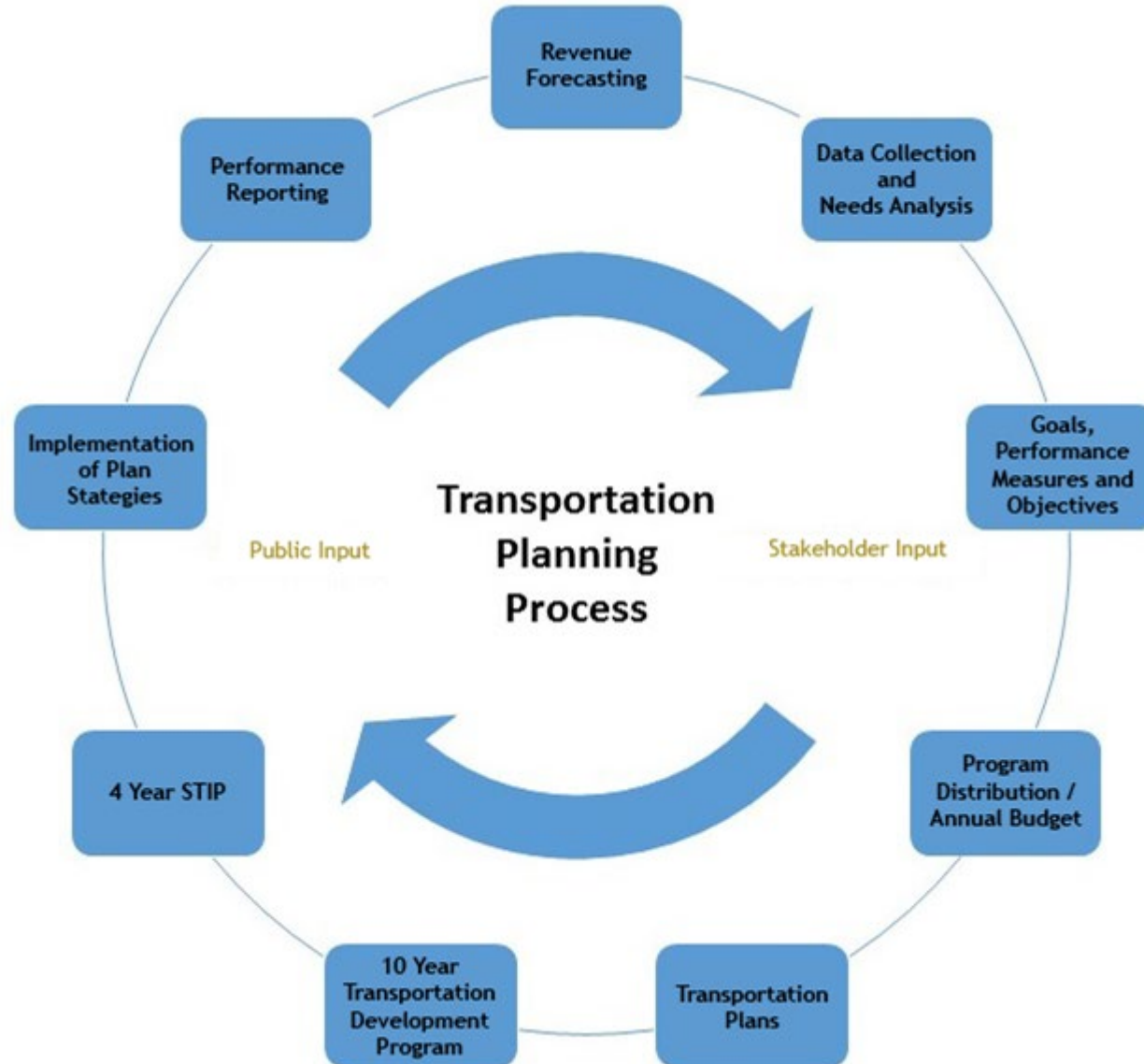


Transportation Planning





Planning Process

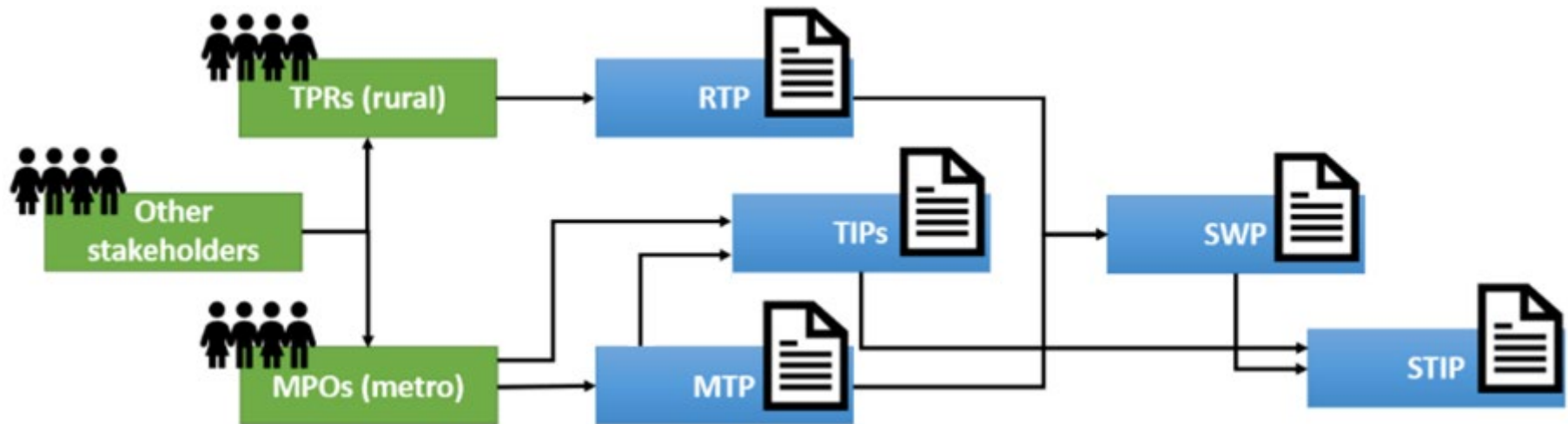




Transportation Planning Process

The transportation planning process:

- Is based on federal and state laws and conducted in cooperation with the state's 10 TPRs and 5 MPOs
- Includes the development of RTPs, the SWP, and the STIP





Next Steps

Updating CDOT's 2050 Statewide/Regional Plans:

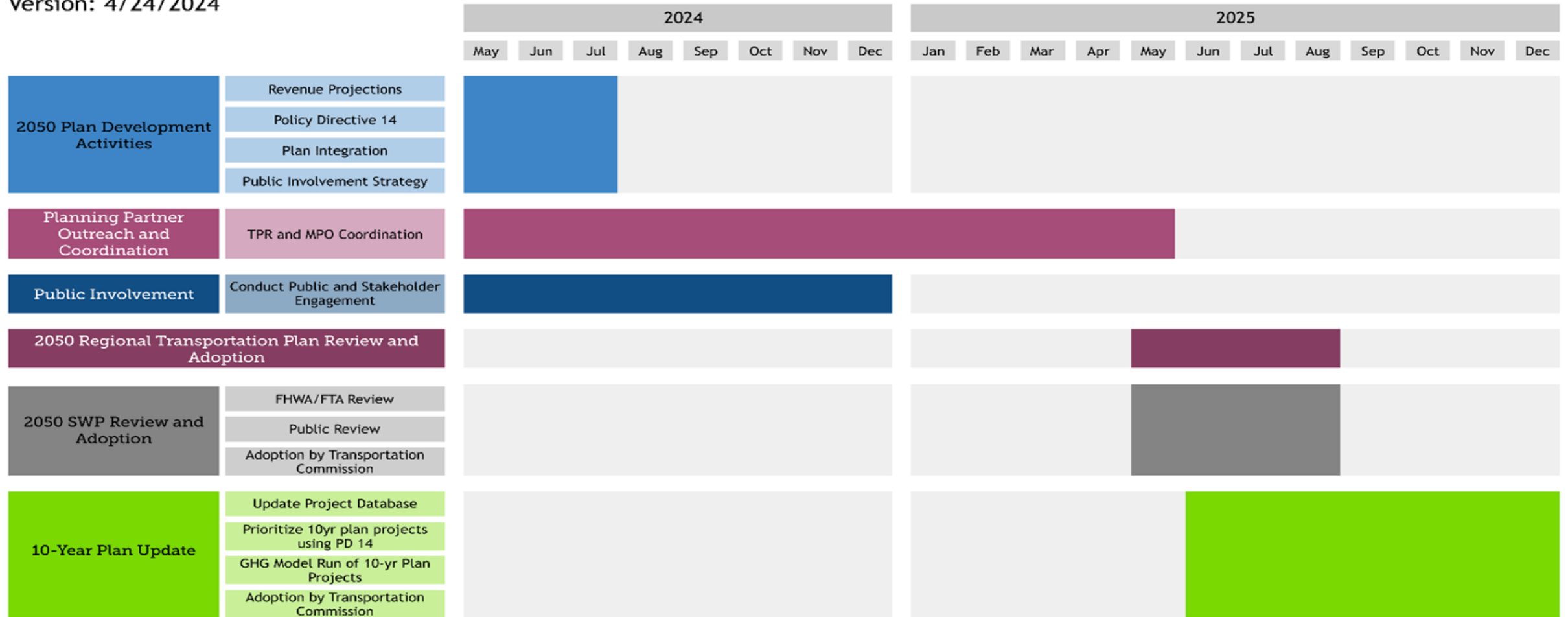
- CDOT will continue 2050 Statewide and Regional Transportation Plans Update; completion targeted for August 2025
- Upon completion of the 2050 LRTP, CDOT will begin updating the next 10-Year Plan
- The next 10-Year Plan will encompass FY27 - 36 timeframe



2050 Regional Transportation Plan Draft Timeline

DRAFT Condensed 2050 Statewide and Regional Transportation Plan Development Timeline

Version: 4/24/2024



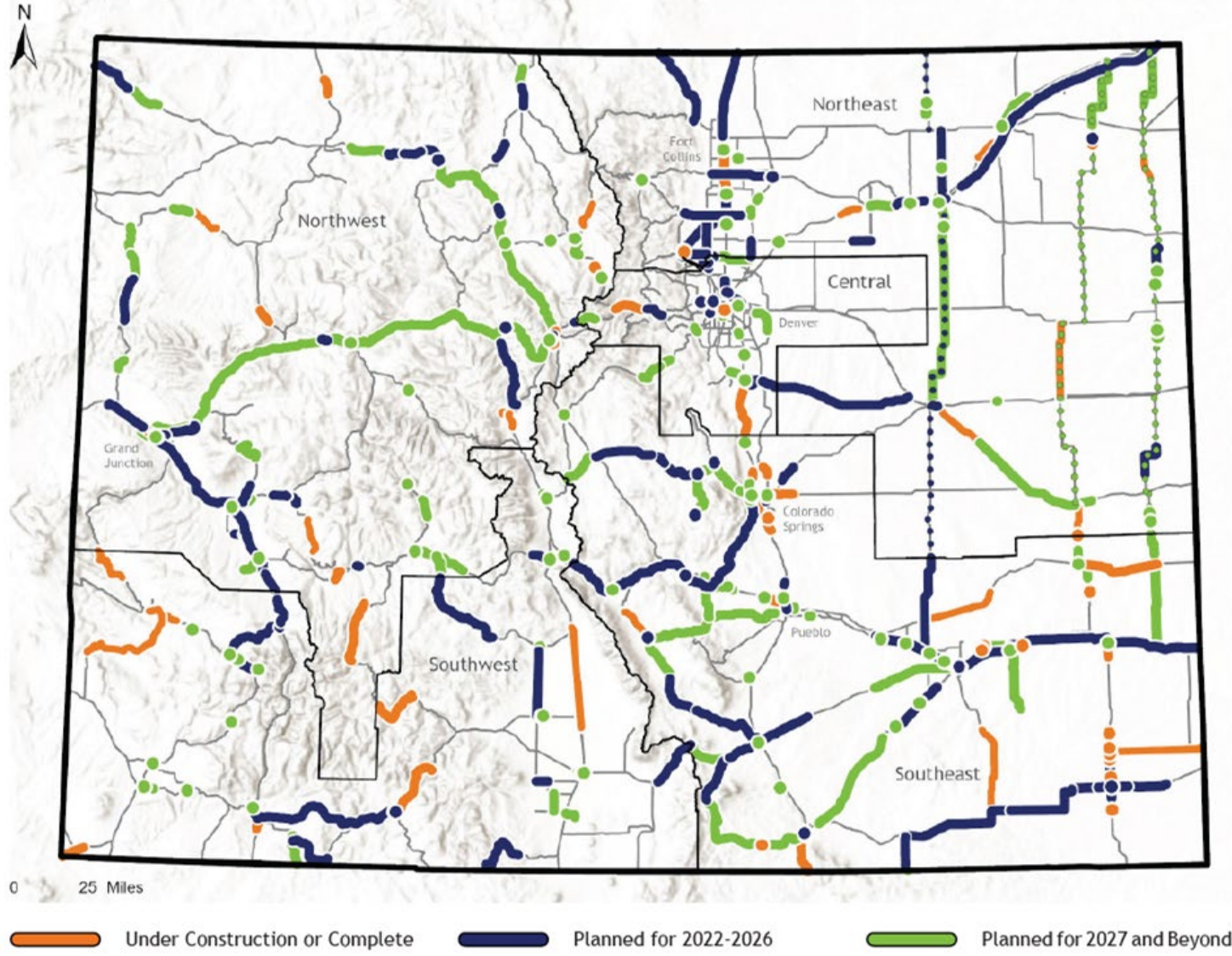


10-Year Plan Recap

Geoff Guthrie
Region 2 Planning Supervisor



Region 2: 10-Year Plan Projects



*Dotted line indicates rural paving improvements were at targeted locations along the corridor.



What is the 10-Year Plan?

- CDOT’s [10-Year Plan](#) is a statewide list of priority transportation projects compiled through the most “expansive and inclusive planning and outreach effort ever undertaken.”
- The 10-Year Plan:
 - Fixes roads and bridges
 - Is making the largest investment in rural roads in modern Colorado history
 - Advances multimodal investments that expand choice for Coloradans
- In September 2022, the Colorado Transportation Commission approved the 10-Year Plan Update (FY23-26) which allocated \$249.9 M to projects throughout Region 2!

Funding assumptions include:

- SB 267 COPs
- SB 260 HUTF
- SB 260 State MMOF
- STBG (IIJA)
- Carbon Reduction (IIJA)
- Flexible funding and specific funding for bridges and risk/resiliency (IIJA)
- Utilize financing to leverage additional federal funding



Pueblo County 10-Year Plan Highway Projects

Project Description	Project Type	Total Estimated Project Cost	Strategic Funding	Other Funding	Funded (FY19-22)	Funded (FY23-26)	Planned Funded (FY27+)	Project Status	Planning Project ID
I-25 through Pueblo New Freeway; Advancing Transportation Safety	H	\$172.9M	\$97.8M	✓	\$78.6M	\$19.2M		Design	0014, 2780
I-25 at Exit 104 - Dillon Drive Improvements	H	\$15.0M	\$8.8M	✓	\$5.8M	\$3.0M		Construction	2565
I-25 Exit 108 (Purcell Boulevard) Replace Single Box Culvert Crossing Under I-25	H	\$30.0M	\$11.0M	✓		\$2.0M	\$9.0M	Design	2562
US 50 and Purcell Drive Interchange	H	\$50.0M	\$38.9M	✓	\$38.9M			Completed	0009
Business US 50 Drainage Improvements at 36th Lane	H	\$7.5M	\$5.5M	✓			\$5.5M	Planning	2563
CO 47 Four-Lane Extension to US 50	H	\$8.0M	\$8.0M				\$8.0M	Planning	2561
CO 96 West of Pueblo	H	\$11.5M	\$11.5M				\$11.5M	Planning	2559



Pueblo County 10-Year Plan Transit Projects

Project Description	Project Type	Total Estimated Project Cost	Strategic Funding	Other Funding	Funded (FY19-22)	Funded (FY23-26)	Planned Funded (FY27+)	Project Status	Planning Project ID
North Pueblo Mobility Hub	T	\$6.0M	\$6.0M		\$6.0M			On Hold	2723
Pueblo Administrative and Maintenance Facility	T	\$20.0M	\$2.2M	✓	\$2.2M			Planning	2724
Outrider Improvements at Pueblo West	T	\$80K	\$80K		\$80K			Design	2726
Pueblo Transit Fixed-Route Bus/Vehicle Replacements	T	\$7.2M	\$7.2M			\$3.9M	\$3.3M	Planning	2566



USDOT & CDOT Grant Opportunity Examples

- [Transportation Alternatives Program](#) (TAP)
- [Revitalizing Main Streets](#) (RMS)
- [Safe Routes to School](#) (SRTS)
- [Office of Innovative Mobility](#) (OIM) Grants
 - Mobility Services
 - Electrification and Energy
 - Mobility Technology

CDOT Local Agency Contact:

Lachelle Davis

lachelle.davis@state.co.us

(719) 562-5516



More USDOT Grant Opportunities

Federal Discretionary Grants

- [Safe Streets for All \(SS4A\)](#)
- [Rebuilding American Infrastructure with Sustainability & Equity \(RAISE\)](#)
- How to Get Help for Preparing Grant Applications
<https://dlg.colorado.gov/grant-writing-assistance-program>
- Colorado Local Technical Assistance Program (LTAP)
<https://www.coloradoltap.org/ltap/default.asp>



Grant Opportunities

Federal Discretionary Grants

Contact:

Ajin Hu - FHWA Colorado Division Grants Program Manager

ajin.hu@dot.gov

(720) 963-3071

Matthew Jagow - CDOT R2 Safety Circuit Rider & Road Safety Audits (HSIP)

matthew.jagow@state.co.us

(719) 546-5751



County Feedback

We want to hear from you!

- Do you have a concern about safety in your area?
- Do you have a concern about pavement condition in your area?
- Do you have a concern about accessibility? (ADA ramps, bike/ped, etc.)
- Do you have any emergency services needs?
- Do you have any main street or school access concerns?

Share a comment:

<https://www.codot.gov/topcontent/contact-cdot>





Resources

Helpful Links:

- CDOT 10-Year Plan
<https://www.codot.gov/programs/yourtransportationpriorities/your-transportation-plan/assets/cdot10yearplan.pdf>
- CDOT Grant Opportunities
<https://www.codot.gov/programs/planning/grants>
- Discretionary Grants
https://www.fhwa.dot.gov/bipartisan-infrastructure-law/grant_programs.cfm
- CDOT Statewide Transportation Plan
<https://www.codot.gov/programs/yourtransportationpriorities/statewide-plan>
- CDOT Regional Transportation Plans
<https://www.codot.gov/programs/yourtransportationpriorities/regional-transportation-plans>



Additional Resources

Helpful Links:

- Planning Process

<https://www.codot.gov/programs/planning/planning-process>

- Bustang

<https://www.codot.gov/travel/bustang>

- Scenic Byways

<https://www.codot.gov/travel/colorado-byways>

- COTrip

<https://www.cotrip.org/home>

- Accountability Dashboard

<https://www.codot.gov/programs/yourtransportationpriorities/dashboard>



Thank you!

For questions or comments, please contact:

Geoff Guthrie
Region 2 Transportation Planning Supervisor
geoffrey.guthrie@state.co.us

719.251.0444