

COLORADO'S QUIET CRISIS

Colorado's transportation system is our state's lifeline. It supports tourism, recreation, our workforce and the means for transporting goods and services throughout the state. A viable and reliable transportation system is essential to the health of our economy and the health of our communities.

Unfortunately, our bridge and highway system was never designed, nor is it currently maintained, to meet existing daily capacity and load demands. Nor does Colorado have the funds to fix the problem. Without increased resources, it will not be possible to maintain the current condition of our roads and bridges.



THE FACTS:

- › **Our system is aging.** Colorado roads were built and designed to last 20 years; our bridges 30 to 40 years. Yet, the state has 115 bridges that are 75 years old, highway sections that are 70 to 100 years old and interstate sections that are up to 50 years old.
- › **Our population is growing.** By 2020, Colorado's population is estimated to increase by 1.2 million, placing more pressure on an aging system.
- › **Demand for transit is increasing, up about 30 percent from last year.** Local transit systems are unable to meet demand and interregional transit is virtually non-existent.
- › **Bridges and roads are crumbling.** There are 126 structurally deficient bridges (and counting) in Colorado. Forty (40) percent of Colorado roads are in poor condition; 20 percent need to be completely reconstructed.

THE FUNDS:

- › **Funding is declining.** Since 2001, there has been a 38 percent decline in funding for highways.
- › **Costs are rising.** Due to inflation and rising construction costs, CDOT's buying power has plummeted. What CDOT could buy 15 or 20 years ago isn't even half of what it can buy today. In the last four years, the average cost of materials used for highway construction has increased by 43 percent.
- › **Revenues are restricted.** Due to constitutional restrictions, the state is prohibited from using existing state fuel taxes for transit. Instead of adding transit to corridors, CDOT can only pursue highway options.
- › **Tax structure is antiquated.** State and federal fuel tax rates are flat. Despite paying a lot for gas these days, your level of investment to Colorado's transportation system has remained the same since 1993.
- › **Facing an all-time low.** When you account for inflation, CDOT's 2009 budget will be at an unprecedented low.

THE COST TO COLORADO:

- › **Increased economic impacts.** The efficiency of Colorado's transportation system is critical to the health of the state's economy. Studies show that congestion on I-70 alone costs Colorado businesses more than \$800 million annually.
- › **Increased impacts to the environment.** Transportation accounts for 23 percent of all GHG emission in Colorado.
- › **Increased maintenance costs.** Driving on roads in need of repair costs Colorado motorists \$293 annually in extra vehicle operating costs, including accelerated vehicle depreciation, additional repair costs and increased fuel consumption and tire wear.
- › **Increased cost to our health.** Walking 1.5 miles a day leads to a 30 percent decrease in the risk of heart disease/stroke and diabetes. Yet 75 percent of trips one mile or less are made by car and only 15 percent of children walk or bike to school.

THE NEED:

We need viable and reliable investment in our transportation system to support the health of our economy and the health of our communities by...

- › Expanding Colorado's modal choices with flexible funding
- › Preserving existing assets
- › Fixing our crumbling bridges and roads
- › Reducing transportation's environmental footprint

THE ASK:

- › Join the transportation conversation.
- › Talk to your community leaders.
- › Educate others in your own community.
- › Invest in our future by investing in our transportation system.

