

COLORADO

Current Condition of Transportation:

- 38% of CO's major roads are in poor condition¹
 - ASCE road grade of D²
 - Costs each Colorado motorist \$572 a year in extra maintenance
 - A total of 4,068 lives were lost on CO's highways from 2009 to 2013³
- Vehicle travel on CO's highways increased 73% from 1990-2013⁴ while the state population grew by 57% in that time⁵
- 31% of CO's major highways are congested. ⁶
 - Congestion in America costs motorists \$121b annually in wasted fuel

Commerce:

- 68% of the \$125b worth of commodities delivered annually from sites in Colorado is transported by trucks on the state's highways⁷

Need for Federal Investment:

- Nearly 64% federal share of Colorado Highway Capital Program⁸
- National Interstate Backlog of \$185.24b on 47,575 miles of interstate⁹
 - National Highway System (NHS) backlog of \$424.5b on 227,224 miles of the NHS

FAST Act **————>** *What this does for Colorado*

Prioritize bridge reconstruction and safety:

- Expands funding eligibilities to bridges off the NHS in order to reach the growing number of deteriorating bridges:
 - CO's 529 structurally deficient bridges - 16% of Colorado's bridges are rated as structurally deficient or functionally obsolete¹⁰
 - Current ASCE bridge grade of C-¹¹

Improving Commerce:

¹ TRIP

² ASCE

³ FHWA

⁴ TRIP

⁵ US Census

⁶ TRIP

⁷ TRIP

⁸ ARTBA

⁹ AASHTO and FHWA

¹⁰ FHWA

¹¹ ASCE

- Over the life of the bill (FY2016-FY2020), CO will receive \$85,169,004 in addition to growth of the existing programs for freight.
- This new formula-based Freight Program will ensure federal dollars for the state by prioritizing spending on interstate for projects in the national economic interest.
- In addition to the National Freight Program, CO, through the Nationally Significant Freight and Highway Projects (NSFHP), a \$4.5 billion discretionary grant program, will be able to compete for funding to address major projects of high importance to a community, a region, or the country. This will provide much needed funding for projects that are too big to get off the ground due to constraints on traditional funding. Furthermore, NSFHP has a rural set-aside and equitable geographic distribution of funds. This will ensure a balance of where federal dollars are directed, making sure rural projects see the light of day as well as the major projects that will greatly benefit the national economy.

Long-Term 5-Year Certainty:

- Total share over 5 years of the FAST Act: \$3,430,130,471 that the state would not get otherwise.
- Major State Projects that can benefit from the FAST Act:
 - a. I-25 and Fillmore in Colorado Springs: expansion project that is a priority to alleviate congestion and improve safety for those traveling¹²
 - b. I-70 and Empire: paving out the shoulders in the westbound lanes of I-70 and Empire in the mountains¹³
- FAST delivers 5 years of certainty. 35 short term extensions since SAFETEA-LU have impeded on CO's ability to properly plan and budget for transportation projects.
- Building off NEPA reforms accomplished in MAP-21, DRIVE is cutting red tape and accelerating project delivery to increase CO's ability to efficiently finish projects.
- FAST gives CO the ability to prepare for the next 50 years. With a focus on innovation, CO can better deploy technology to improve the state transportation network.

¹² <https://www.codot.gov/projects/southi25expansion>

¹³ <http://www.9news.com/story/traffic/transportation/2014/05/29/colorado-road-projects-jeopardy/9708807/>