COLORADO

Current Condition of Transportation:
- 38% of CO’s major roads are in poor condition\(^1\)
  - ASCE road grade of D\(^2\)
  - 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 2013\(^3\)
- Vehicle travel on CO’s highways increased 73% from 1990-2013\(^4\) while the state population grew by 57% in that time\(^5\)
- 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 highways\(^7\)

Need for Federal Investment:
- Nearly 64% federal share of Colorado Highway Capital Program\(^8\)
- National Interstate Backlog of $185.24b on 47,575 miles of interstate\(^9\)
  - 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 obsolete\(^10\)
  - 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. 1-70 and Empire: paving out the shoulders in the westbound lanes of I-70 and Empire in the mountains13
- FAST delivers 5 years of certainty. 36 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, FAST 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/