

Region 1 FASTER Safety Projects
February 18, 2010

DRAFT FY 11

| CATEGORY OR PROJECT | | AMOUNT | Proposed Ad Date* | CRITERIA | | COMMENTS | County | TPR |
|-----------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|----------------------|----------------------------|-------------------|----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|--------------|
| | | | | Compelling Safety | System Quality | | | |
| Intersection Improvements ** | | \$1,570,000 | | √ | | | | |
| 1 | SH 83 (Parker Road): North Russellville Rd Intersection Improvements (In partnership with Douglas County) | \$300,000 | May 2011 | | | Minor widening to provide southbound left turn, northbound acceleration and deceleration lanes. To be designed by Douglas County. A total of \$800K is needed if ROW acquisition's involved. | Douglas | DRCOG |
| 1 | SH 83 (Parker Road) at Indian Pipe Lane | \$400,000 | September 2010 | | | Add deceleration lane for northbound right turns to allow a third through lane and eliminate trap right (lane drop). | Douglas | DRCOG |
| 1 | SH 86 at Deerpath Road (MP 10.3) | \$400,000 | January 2011 | | | Minor widening to provide dedicated left turn lane in eastbound direction. | Douglas | DRCOG |
| 1 | I-70 West: Georgetown to C-470 Delineator Upgrades | \$350,000 | October 2010 | | | From MP 228 to 260. | Clear Creek, Jefferson | DRCOG |
| 1 | I-70 East Incident Management Plan Development | \$120,000 | N/A (Under NPS Contract) | | | Development of new Incident Management Plan (IMP) from Denver east to the Kansas border. | Adams, Elbert, Lincoln, Kit Carson | DRCOG / ETPR |
| ITS | | \$500,000 | | √ | | | | |
| 1 | US 6 & SH 119 Fiber Optics Backbone (PE/CE Phase) (16442) | \$500,000 | N/A | | | Public-private partnership for Construction phase. | Clear Creek, Jefferson | DRCOG |
| Safety Rail Improvements & Rockfall Mitigation | | \$680,000 | | √ | | | | |
| 1 | US 285: Turkey Creek - Median Barrier Upgrades & Rockfall Mitigation | \$500,000 | July 2010 | | | Replacement of 1.5 miles of badly damaged median barriers with new Type 7. Includes a rockfall chute at Parmalee Gulch. | Jefferson | DRCOG |
| 1 | US 6: Loveland Pass Guardrail Installation | \$180,000 | December 2010 | | | From MP 224 to 227. | Clear Creek | DRCOG |
| Mobility & System Efficiency/ITS | | \$7,600,000 | | | | | | |
| 1 | I-70 East: Tower Road to Colfax Avenue - Shoulder Improvements & Correction of Substandard Superelevation (16259) | \$3,900,000 | July 2010 | √ | √ | Widening of inside and outside shoulders to 12' to accommodate truck traffic. Will also correct the currently substandard superelevation. | Adams | DRCOG |
| 1 | I-70 East near Bennett - VMS Installation (Westbound) | \$300,000 | November 2010 | √ | | Install a VMS for real-time traveler information and incident management (I-70 East at MP 305). | Adams | DRCOG |
| 1 | I-25 South: Frontage Road Cable Rail | \$1,100,000 | February 2011 | √ | | Between mainline and frontage road near Tomah Road (2.5 miles in both directions; 5 miles total) from ~MP 173 to 177. May include an HES-funded VMS. | Douglas | DRCOG |
| 1 | Town of Georgetown - Roundabout | \$1,500,000 | March 2011 | √ | | Construct a roundabout at the intersection of 15th and Argentine Streets adjacent to the Visitors' Center, as identified in the Town's 2002 Gateway Master Plan. | Clear Creek | DRCOG |
| 1 | I-70 West: Moveable Barrier/Reversible "Zipper Lanes" (Feasibility Study, only) | \$500,000 | N/A (Consultant with CDOT) | √ | | Conduct a study to determine the feasibility of implementing a reversible travel lane on I-70 from Georgetown to Kermit's (MP 228 to 244). | Clear Creek | DRCOG |
| 1 | SH 9: Bike Path Overlay & Restriping from Alma to Fairplay (Possible partnership with Park County) | \$300,000 | April 2011 | √ | √ | Rebuilds and restripes a 1-mile shoulder stretch and creates a 4-mile off road path from MP 65.0 to 70.4. Would accommodate the large volume of bicycle traffic over Hoosier, Fremont, and Tennessee Passes. | Park | CFR |
| System Quality | | \$3,500,000 | | | | | | |
| 1 | SH 86: Kiowa-East Resurfacing | \$3,500,000 | February 2011 | | √ | Major rehabilitation from MP 23.5 to 33.0. | Elbert | ETPR |
| PE/Design & ROW | | \$1,700,000 | | | | | | |
| 1 | FY 12 Region 1 FASTER Projects Pool (10%) | \$1,700,000 | N/A | | | | | |
| Estimated R1 FY11 FASTER Safety | | \$ 15,550,000 | | | | | | |

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| | | | Compelling Safety | System Quality | | | |
| Intersection Improvements ** | \$5,100,000 | | √ | | | | |
| 1 SH 83 Access Improvements to Landscaping Supply/Commercial Driveway/CDOT Maintenance Building in Franktown | \$500,000 | September 2011 | √ | | Add turn lanes from southbound/northbound SH 83 less than one mile north of the junction with SH 86 at MP 51.8. | Douglas | DRCOG |
| 1 US 85 at North Meadows Extension - New Interchange (In partnership with Douglas County & Town of Castle Rock) | \$4,600,000 | April 2012 | √ | | Construct an interchange for the North Meadows extension over US 85 at the selected alignment from the EA. CDOT's contribution is for an interchange in lieu of an at-grade intersection. | Douglas | DRCOG |
| Mobility & System Efficiency/ITS | \$6,400,000 | | √ | | | | |
| 1 US 285 Truck Warning System: Aspen Park to Morrison (SH 8) | \$400,000 | November 2010 | √ | | Install rumble strips along the shoulders to warn drivers when drifting occurs, install flashing beacons and speed monitoring system to alert drivers, and upgrade signing (MP 239 to 248). | Jefferson | DRCOG |
| 1 I-70 West: Floyd Hill Wildlife Mitigation | \$500,000 | January 2011 | √ | | Install signs and other mitigation measures to prevent animal-vehicle collisions (MP 245 to 255). | Clear Creek, Jefferson | DRCOG |
| 1 I-70 West: Silverthorne to Bakerville - Active Traffic Management (Eastbound Downhill) | \$2,500,000 | October 2011 | √ | | Install ITS devices to actively manage speeds and traffic flow (MP 205 to 224). | Clear Creek, Summit | DRCOG / IMTPR |
| 1 I-70 West: Silverthorne to Bakerville - Active Traffic Management (Westbound Downhill) | \$2,500,000 | October 2011 | √ | | Install ITS devices to actively manage speeds and traffic flow (MP 205 to 224). | Clear Creek, Summit | DRCOG / IMTPR |
| 1 SH 91: Copper Mountain to Climax Mine - Shoulder additions or improvements as part of asphalt overlay project (Possible partnership with Summit County) | \$500,000 | October 2011 | √ | √ | Overlay is MP 12.2 to 22.5 but actual work locations to be determined. Includes contingency funding for possible stormwater or drainage work as well. | Summit | IMTPR |
| PE/Design & ROW | \$1,150 | | | | | | |
| 1 FY 13 Region 1 FASTER Projects Pool (10%) | \$1,150 | N/A | | | | | |
| Estimated R1 FY12 FASTER Safety | \$ 11,501,150 | | | | | | |

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| | | | Compelling Safety | System Quality | | | |
| Mobility & System Efficiency/ITS | \$10,300,000 | | √ | | | | |
| 1 I-70 West: Bicycle Path/Non-motorized Highway Bypass (Possible partnership with Jefferson County) | \$700,000 | February 2012 | √ | | Creates a 2.2-mile bicycle link between Exit 251/252 (El Rancho), Exit 253 (Chief Hosa) and Exit 254 (Genesee). This would allow cyclists to ride the entire 43 miles from Golden to Bakerville on roads or trails parallel to I-70 without having to enter the freeway. | Jefferson | DRCOG |
| 1 I-70 West: Silverthorne to Bakerville - Active Traffic Management (Eastbound Uphill) | \$2,500,000 | July 2012 | √ | | Install ITS devices to actively manage speeds and traffic flow (MP 205 to 224). | Clear Creek, Summit | DRCOG / IMTPR |
| 1 I-70 West: Silverthorne to Bakerville - Active Traffic Management (Westbound Uphill) | \$2,500,000 | July 2012 | √ | | Install ITS devices to actively manage speeds and traffic flow (MP 205 to 224). | Clear Creek, Summit | DRCOG / IMTPR |
| 1 I-70 West: Chain-Up Stations - Phase III (17137) | \$2,100,000 | September 2010 | √ | | Illuminate four (currently unlit) chain-up stations and double-post twelve Variable Message Signs in the medians at chain-up station location approaches. | Clear Creek, Summit | DRCOG / IMTPR |
| 1 US 285: Kenosha Pass to Fairplay - Add Passing Lanes & Widen Shoulders | \$2,500,000 | July 2011 | √ | | Specific locations to be determined (within MP 182-229). | Park | CFR |
| PE/Design & ROW | \$1,150,000 | | | | | | |
| 1 FY 14 Region 1 FASTER Projects Pool (10%) | \$1,150,000 | N/A | | | | | |
| Estimated R1 FY13 FASTER Safety | \$ 11,450,000 | | | | | | |

Region 2 FASTER Safety Projects
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| | | | Compelling Safety | System Quality | | | |
| Corridor Improvements | \$ 4,000,000 | | √ | | | | |
| 2 SH 12 West of Trinidad - Various Safety related features such as pullouts, shoulders, sight distance corrections and rumble strips | \$ 1,000,000 | March '11 | | | Minor improvements to high accident corridor with energy development, Area not likely to see major construction projects. | Las Animas | SC |
| 2 Install Fiber Optic lines within CDOT ROW along US 50 Corridor From Canon City to LaJunta and/or on I-25 from South of Pueblo to Trinidad. Expand "Smart Hwys" program | \$ 3,000,000 | January '11 | | | Installation of Fiber Optic lines on high priority corridors in order to improve communication with travelers via variable message signage and improve coordination/operations of traffic signals. Flexible to meet available funding levels. | Various | Various |
| Safety and System Quality | \$ 1,500,000 | | | | | | |
| 2 Construct Bike/Pedestrian facilities along US 50 in Canon City. | \$ 500,000 | April '11 | √ | | This facility will increase mode choice by providing safe bike and pedestrian facilities along a congested roadway. | Fremont | CFR |
| 2 SH 69 Westcliffe South - Shoulders, minor paving, or other safety improvements between Town of Westcliffe and airport. | \$ 1,000,000 | March '11 | √ | √ | Minor improvements in and south of Westcliffe to address multi-modal needs of new area residents. Area not likely to see major construction projects. | Custer | CFR |
| Intersection Improvement | \$ 1,000,000 | | √ | | | | |
| 2 US 24 & Elbert Road near Falcon - Improve intersection | \$ 1,000,000 | June '11 | | | Intersection requires additional turning lanes to reduce accidents. | El Paso | PPACG |
| Complete Interchange at Powers and Union | \$ 849,748 | | √ | | | | |
| 2 Design of New Bridges on North Powers Blvd. | \$ 849,748 | N/A | | | Design project for a pair of structures at Powers and Union Blvd to complete a partially constructed interchange on a Strategic Corridor. | El Paso | PPACG |
| Estimated R2 FY11 FASTER Safety | \$ 7,349,748 | | | | | | |

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| | | | Compelling Safety | System Quality | | | |
| Complete Interchange at Powers and Union | \$ 9,000,000 | | √ | | | | |
| 2 SH 21 (Powers) New Bridge over Union | \$ 9,000,000 | August-11 | | | Completes a Strategic Corridor interchange at Powers Blvd. & Union Blvd. This location has a high accident rate due to visibility issues that completing the bridges at this location will improve. | El Paso | PPACG |
| Safety and System Quality | \$ 4,017,939 | | √ | √ | | | |
| 2 US 50 Baltimore West- Provide accel / decel lanes for smoother flow and to reduce rear-end and left-turn collisions | \$ 4,017,939 | | | | Impacts 45,000 ADT in this urban section of the US 50 West Corridor. 3rd project in corridor improvement program. | Pueblo | PACOG |
| Safety | \$ 1,000,000 | | √ | | | | |
| 2 Replacement of span wire signals in Pikes Peak Region. SH 105 & McDonald, SH 16 & Safeway, SH 16 & Syracuse, SH 16 & Mesa Ridge and one more to be determined. | \$ 1,000,000 | | | | Replacements of several Span Wire signal systems with new Signal Poles and Arms to improve signal visibility and reduce accident rates. | El Paso | PPACG |
| Estimated R2 FY12 FASTER Safety | \$ 14,017,939 | | | | | | |

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| | | | Compelling Safety | System Quality | | | | |
| Safety and System Quality | \$ 14,017,939 | | | | | | | |
| 2 | Add shoulders and resurface SH 96 from mp 130.5 to mp 143.8 | \$ 10,000,000 | 7/1/2012 | √ | √ | Shoulders - HMA, embankment, culverts, signing, striping, seeding, mulching of SH 96 from Arlington to Haswell to enhance safety of bicyclists and motorists. | Kiowa | SE |
| 2 | SH 67 : Divide to Cripple Creek - Various safety related features such as pullouts, shoulders, sight distance corrections and/or rumble strips | \$ 1,000,000 | | √ | | Minor improvements to improve safety in a gaming corridor experiencing increased traffic. Area not likely to see major construction projects. | Teller | CFR |
| 2 | Signal replacement on SH 96 at Elizabeth, Greenwood, Grand, Court, Main Street, Sante Fe, and Portland | \$ 2,017,939 | | √ | | The project will replace signals to increase safe roadway operations. | Pueblo | PACOG |
| 2 | Region 2 Guard Rail project (median or shoulders) - Various locations on US 50 and I-25 | \$ 1,000,000 | | √ | | Install guardrail on heavily traveled corridors. This project would also be flexible to address various needs as funding source would allow. | Various | Various |
| Estimated R2 FY13 FASTER Safety | | \$ 14,017,939 | | | | | | |

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| | | | | Compelling Safety | System Quality | | | |
| Intersection Improvements | | \$ 591,000 | | √ | | | | |
| 3 | SH 139 and US 6 Intersection | \$ 591,000 | Summer 2011 | | | Construction of new signal and possible realignment of intersection. The design for this project was funded out of Hazard Elimination funding. | Mesa | GVMPO |
| Safety Rail Improvements | | \$ 2,030,000 | | √ | √ | | | |
| 3 | I70 MP 180-190 Vail Pass Type 4 GR Improvements. (this project was partially funded with \$670,000 of 2010 FASTER funding) | \$ 2,030,000 | Summer 2010 | | | Funding will be used to replace 13,000 LF of damaged Type 4 barrier with Type 7 barrier which meets AASHTO crash standards. Existing barrier is missing significant portions of concrete. | Eagle | IMTPR |
| Priority Culverts | | \$ 1,180,000 | | √ | √ | | | |
| 3 | SH 24 Critical Culvert at MP 151.6 | \$ 1,180,000 | Fall 2010 | | | This culvert is one of the top priorities on R3s critical culvert list. Proposed fix will be include lining with fusion welding of HDP. The 30' section at outlet has completely collapsed, and water is exiting from the ground approximately 30' from end. There is a large erosion trench around collapsed portion. | Eagle | IMTPR |
| Design/ROW | | \$ 1,000,000 | | | | | | |
| 3 | SH 13 North from SH 325 to Rio Blanco County line | \$ 250,000 | Fall 2013 | √ | √ | Design the first construction project to reconstruct the existing roadway including additional passing lanes and 8' of paved shoulders. This section has a 1.72 WHI which indicates that this segment of highway is performing below the statewide average in terms of safety when compared to similar highways. | Garfield | IMTPR |
| 3 | I-70 Game Fence | \$ 350,000 | Winter 2010 | √ | | Design several Game Fence projects for I-70 from Dotsero to Dowd and from Rifle to Silt. These locations were ranked #1 and #2 as a priority by the Colorado DOW. | Eagle/ Garfield | IMTPR |
| 3 | SH 133 Carbondale Shoulder widening | \$ 400,000 | Spring 2012 | √ | √ | Design of a shoulder widening project in Carbondale. SH 133 between Carbondale's Main Street and SH 82 has very limited shoulders. It has the Region's highest Volume to Capacity ratio (V/C=1.05) and added shoulders as well as strategically placed turn-lanes would vastly improve safety. This section has a 2.87 WHI which indicates that this segment of highway is performing below the statewide average in terms of safety when compared to similar highways. | Garfield | IMTPR |
| Shoulder Improvements | | \$ 7,029,294 | | √ | √ | | | |
| 3 | US 50 Shoulder improvements and passing lanes | \$ 7,029,294 | Fall 2010 | | | This is a full reconstruction of 4 miles with 8' paved shoulders. Five years of accident data shows this section has a 4.04 WHI which indicates that this segment of highway is performing below the statewide average in terms of safety when compared to similar highways. Data includes 65 Injury and 7 fatalities for this section of highway. Also there is a high percentage overturning and head-on accidents. | Gunnison | GVTPR |
| Estimated R3 FY11 FASTER Safety | | \$ 11,830,294 | | | | | | |

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| | | | | Compelling Safety | System Quality | | | |
| Intersection Improvements | | \$ 606,000 | | √ | | | | |
| 3 | SH 133 at Samuel Wade Rd. | \$ 606,000 | Winter 2012 | | | Hazardous intersection with a recent fatality and multiple broadside accidents. | Delta | GVTPR |
| Design/ROW | | \$ 1,212,000 | | √ | √ | | | |
| 3 | SH 13 Rio Blanco South to Cty. Line | \$ 600,000 | Fall 2011 | | | Design the next project to reconstruct the existing roadway to include passing lanes, add 8' paved shoulders and improve the intersection at Cty Rd. 5. This section of highway has a 2.37 WHI which indicates that this segment of highway is performing below the statewide average in terms of safety when compared to similar highways. | Rio Blanco | NWTPR |
| 3 | Region 3 FASTER Design Unassigned | \$ 612,000 | | | | | Various | Various |
| Shoulder Improvements | | \$ 10,309,880 | | √ | √ | | | |
| 3 | SH 141 Unaweep Canyon | \$ 3,121,000 | Fall 2010 | | | Resurfacing of the existing pavement with additional widening for shoulders and guardrail. This section of highway has a 4.16 WHI which indicates that this segment of highway is performing below the statewide average in terms of safety when compared to similar highways. The distribution of accident types is such that, on this section, there is a slightly higher percentage of the accidents having an injury or fatality. | Mesa | GVMPO |
| 3 | SH 131 South of Choke Cherry Lane | \$ 7,188,880 | Spring 2012 | | | Reconstruct 5 miles of the existing roadway; adding 8' paved shoulders and passing lanes. This section of highway has a 2.6 WHI which indicates that this segment of highway is performing below the statewide average in terms of safety when compared to similar highways. | Routt | NWTPR |
| Estimated R3 FY12 FASTER Safety | | \$ 12,127,880 | | | | | | |

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| | | | | Compelling Safety | System Quality | | | |
| Intersection Improvements | | \$ 1,794,880 | | √ | | | | |
| 3 | SH 82 and JW Drive | \$ 303,000 | Fall 2012 | | | Construction of intersection improvements, auxiliary lanes, realignment of approach roads, and signing upgrades to improve safety and operations | Eagle | IMTPR |
| 3 | SH 64 and Cty. Rd. 5 | \$ 303,000 | Fall 2012 | | | Construction of intersection improvements by adding auxiliary lanes for all turning movements to improve safety and operations. The current intersection serves the gas and oil industry and has a very high volume of oversize truck traffic. | Rio Blanco | NWTPR |
| 3 | I-70B - Rimrock Dr. | \$ 1,188,880 | Spring 2011 | | | Construction of Intersection and access improvements. The overall study corridor has an accident rate that is 60% higher than the statewide average. This section of highway has a 4.50 WHI which indicates that this segment of highway is performing below the statewide average in terms of safety when compared to similar highways. | Mesa | GVMPO |
| Railroad Crossing/Shoulder Improvements | | \$ 3,010,000 | | √ | √ | | | |
| 3 | SH 92 Stengles Hill RR overpass | \$ 3,010,000 | Fall 2011 | | | Construction of a Grade separated RR overpass and shoulder widening on SH 92. This section of highway has a 1.14 WHI which indicates that this segment of highway is performing below the statewide average in terms of safety when compared to similar highways. The data includes 24 accidents involving an injury and 1 fatality. This project will mitigate a high percentage of rear end and overturning accidents as well as improve sight distance and eliminate unexpected stopping situations. | Delta | GVTPR |
| Shoulder Improvements | | \$ 6,111,000 | | √ | √ | | | |
| 3 | SH 133 Carbondale Shoulder widening | \$ 3,711,000 | Spring 2012 | | | Shoulder widening project in Carbondale. SH 133 between Carbondale's Main Street and SH 82 has very limited shoulders. It has the Region's highest Volume to Capacity ratio (V/C=1.05) and added shoulders as well as strategically placed turn-lanes would vastly improve safety. This section has a 2.87 WHI which indicates that this segment of highway is performing below the statewide average in terms of safety when compared to similar highways. | Garfield | IMTPR |
| 3 | SH 13 Rio Blanco Divide | \$ 2,400,000 | Spring 2011 | | | Reconstruct existing roadway with the addition of 8' paved shoulders. Driving will be safer because the elimination of pavement edge drop-offs. This section has a 2.37 WHI which indicates that this segment of highway is performing below the statewide average in terms of safety when compared to similar highways. | Rio Blanco | NWTPR |
| Design/ROW | | \$ 1,212,000 | | √ | √ | | | |
| 3 | Region 3 FASTER Design Unassigned | \$ 1,212,000 | | | | | Various | Various |
| Estimated R3 FY13 FASTER Safety | | \$ 12,127,880 | | | | | | |

Region 4 FASTER Safety Projects
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| | | | | Compelling Safety | System Quality | | | |
| Signal Program Supplement - Intersections | | \$ 850,000 | | ✓ | ✓ | Supplements the \$170k / year signal program, which would only fund one signal every 2 years at current funding levels | | |
| 4 | New - SH 119 @ WCR 7.5 | \$ 350,000 | | | | Location has an accident history, and has been on the R4's signal list for years. | Weld | DRCOG |
| 4 | Refurbish - SH 52 @ Denver (Ft Lupton) | \$ 250,000 | July-10 | | | See attached photo, intersection has outgrown the capability of the span wire configuration | Weld | UFR |
| 4 | Refurbish - SH 52 @ McKinley (Ft Lupton) | \$ 250,000 | January-10 | | | To be advertized with Denver Ave signal resulting in an overall savings. The signal configuration will allow for future intersection improvements. | Weld | UFR |
| Intersection Improvements | | \$ 3,750,000 | | ✓ | ✓ | | | |
| 4 | SH 52 @ WCR 11 | \$ 2,250,000 | February-11 | | | Location is a high priority for Region Traffic and local entities. High accident rates. | Weld | DRCOG |
| 4 | US 85, Various Locations, Begin with the WCR 42 (Gilcrest) intersection | \$ 1,500,000 | February-11 | | | Construction funds, US 85 intersections are a high priority for UFR, at \$1.5M this is a multi-year need. | Weld | UFR |
| I-25 /SH392 Interchange Reconstruction | | \$ 2,500,000 | | ✓ | ✓ | | | |
| 4 | I-25 /SH392 ROW Acquisition | \$ 2,500,000 | July-10 | | | Early action phase - ROW acquisition can begin immediately, aligning the project for future construction. (Doesn't \$2.5M build the frontage roads too) Interchange has critical safety issues, hindering traffic flow. This moves the frontage road intersection, separating from the ramp intersections. | Larimer | NFR |
| SH 7 Safety Improvements | | \$ 3,000,000 | | ✓ | ✓ | | | |
| 4 | Lengthen CBC and Culverts and add shoulders at select locations | \$ 3,000,000 | | | | Extend drainage structures to provide a safety zone before drop-off from pavement edge, currently a zero tolerance situation. | Boulder / Larimer | DRCOG / UFR |
| Safety Rail Improvements | | \$ 3,000,000 | | ✓ | | | | |
| 4 | Median Cable Rail pool for I-76, US 85 Select locations | \$ 3,000,000 | | | | Install median cable at select locations to prevent cross-over accidents | Various | Various |
| Design/ROW (constr) | | \$ 2,719,945 | | ✓ | ✓ | | | |
| 4 | US 85, Various Intersections (FY12) | \$ 350,000 | | | | Rolling, multi-year project to improve intersections along US 85 between Greeley and Brighton | Weld | UFR |
| 4 | SH 52 at WCR 59 Intersection Improvement (Weld Central School) (FY13) | \$ 400,000 | | | | High use intersection, with Weld Central School in one quadrant. Estimate another \$750k for construction | Weld | UFR |
| 4 | Shoulders design to coincide with Surface Treatment projects (various) | \$ 100,000 | | | | Enables shoulder construction on existing surface treatment projects where safety impacts are demonstratable. | Various | Various |
| 4 | SH 34 @ Mall Road, Intersection Improvement (FY12) | \$ 500,000 | | | | Long-standing UFR project. Improve safety and mobility. | Larimer | UFR |
| 4 | US 287, North of Ft Collins to Wyoming (FY12) | \$ 369,945 | | | | Select locations based on Safety Assessment and coordination with Larimer County | Larimer | UFR |
| 4 | SH 66, WCR 17 to 19, includes bridge (FY13) | \$ 1,000,000 | | | | Combine FASTER with HES, Bridge and Surface Treatment to add shoulders and turn lanes, and to replace the poor rated structure. | Weld | DRCOG |
| Estimated R4 FY11 FASTER Safety | | \$ 15,819,945 | | | | | | |

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| | | | | Compelling Safety | System Quality | | | |
| Signal Program Supplement - Intersections | | \$ 1,150,000 | | √ | √ | Supplements the \$170k / year signal program, which would only fund one signal every 2 years at current funding levels | | |
| 4 | New - SH 119 @ WCR 5.5 | \$ 350,000 | | | | Location has an accident history, with projected increase in vehicles due to new high school north of intersection. | Weld | DRCOG |
| 4 | Three locations in Ft Morgan on US 34 | \$ 800,000 | | | | Supported by UFR and Ft Morgan due to high accident rates. | Morgan | UFR |
| Intersection Improvements | | \$ 5,500,000 | | √ | √ | | | |
| 4 | SH 34 @ Mall Road, Intersection Improvement | \$ 1,000,000 | | | | Construction, intersection is a high priority for Region Traffic | Weld | UFR |
| 4 | SH 119 @ Jay Rd | \$ 1,500,000 | April-11 | | | Includes transit and bike queue jump lanes, high priority for Boulder County | Boulder | DRCOG |
| 4 | SH 119 @ Niwot Rd | \$ 1,500,000 | February-11 | | | Includes transit and bike queue jump lanes, high priority for Boulder County | Boulder | DRCOG |
| 4 | US 85, Various Locations | \$ 1,500,000 | February-11 | | | Construction, intersections are a high priority for UFR, at \$1.5M this is a multi-year need | Weld | UFR |
| US 287, North of Ft Collins to Wyoming | | \$ 3,000,000 | | √ | √ | | | |
| 4 | North of Ft Collins, Spot Safety Improvements | \$ 3,000,000 | | | | Select locations based on Safety Assessment and coordination with Larimer County / in as placeholder - estimate may go up | Larimer | UFR |
| US 385 Shoulders and Intersections | | \$ 2,000,000 | | √ | √ | | | |
| 4 | Spot locations according to US 385 Study, Begin with US 385 at US 36 Intersection | \$ 2,000,000 | | | | The High Plains Highway study identified locations for improvement. This corridor carries a large volume of oversized commercial and farm vehicles on a narrow two lane facility. | | ETPR |
| Design/ROW (constr) | | \$ 2,997,959 | | √ | √ | | | |
| 4 | US 85, Various Intersections (FY13) | \$ 347,959 | | | | Rolling, multi-year project to improve intersections along US 85 between Greeley and Brighton due to modal conflicts, congestion and inadequate facilities | Weld | UFR |
| 4 | SH 402 at Paradise Acres Intersection Improvement (FY13) | \$ 1,500,000 | | | | Location identified by Region Traffic as having potential for increased accidents | Larimer | NFR |
| 4 | Pedestrian/Bike Underpass on Baseline (US 36), East of Broadway (FY13/14) | \$ 500,000 | | | | High number of peds cause traffic backups and accidents. Boulder partnering and will submit this for Enhancement funding. | Boulder | DRCOG |
| 4 | SH 42: Ped/Bike Path Underpass south of Paschal Street (FY14) | \$ 650,000 | | | | Provides safe connection from Park & Ride to FasTracks Station, Boulder County supplying \$600k of \$1.5M needed for construction in FY 14 | Boulder | DRCOG |
| Estimated R4 FY12 FASTER Safety | | \$ 14,647,959 | | | | | | |

Region 4 FASTER Safety Projects
February 18, 2010

DRAFT FY 13

| CATEGORY OR PROJECT | | AMOUNT | Proposed Ad Date | CRITERIA | | COMMENTS | County | TPR |
|-------------------------------------------|------------------------------------------------------------------------------|----------------------|------------------|-------------------|----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|------------|
| | | | | Compelling Safety | System Quality | | | |
| Signal Program Supplement | | \$ 850,000 | | √ | √ | | | |
| 4 | <u>Intersection location: Various Locations</u> | \$ 850,000 | | | | Supplements the \$170k / year signal program. There are currently 8 locations that warrant new signals, and 18 locations requiring upgrades. | Various | Various |
| Intersection Improvements | | \$ 5,000,000 | | √ | √ | | | |
| 4 | US 85, Various Intersections | \$ 1,500,000 | | | | Rolling, multi-year project to improve intersections along US 85 between Greeley and Brighton due to modal conflicts, congestion and inadequate facilities | Weld | UFR |
| 4 | SH 402 at Paradise Acres Intersection Improvement | \$ 1,500,000 | | | | Location identified by Region Traffic and Larimer County as having potential for increased accidents. | Larimer | NFR |
| 4 | SH 52 at WCR 59 | \$ 750,000 | | | | High use intersection, with Weld Central School in one quadrant. Estimate \$750k for construction | Weld | UFR |
| 4 | US 287 at SH 119 (Longmont) | \$ 1,250,000 | | | | Intersection is serving regional and local traffic resulting in congestion and a high rate of accidents. The \$1M will be partnered with Longmont and HES funds for this \$2.5M project. Longmont is completing the preconstruction activities. | Boulder | DRCOG |
| I-76 Diamond Grinding | | \$ 2,750,000 | | √ | | | | |
| 4 | Brush East | \$ 2,750,000 | | | | Concrete is structurally sound, but area is experiencing differential settling resulting in an extremely rough riding surface. This will improve the safety and extend the useful life of the roadway | Morgan / Logan | UFR / ETPR |
| SH 66: WCR 17 to WCR 19 | | \$ 2,250,000 | | √ | | | | |
| 4 | | \$ 2,250,000 | | | | Intersection improvements and shoulder improvements to coincide with bridge replacement project | Weld | DRCOG |
| US 385 Shoulders and Intersections | | \$ 1,750,000 | | √ | | | | |
| 4 | Spot locations according to US 385 Study | \$ 1,750,000 | | | | Improve intersections and spot locations that have identified safety issues. | | ETPR |
| Design/ROW (constr) | | \$ 2,047,959 | | √ | √ | | | |
| 4 | Shoulders design to coincide with Surface Treatment (FY14) | \$ 297,959 | | | | Given the presence of bicycles on -street in urban areas and large farm vehicles in rural areas, adding shoulders throughout the Region reduces modal conflicts. Including shoulders with surface treatment projects increases the roadway's safety while reducing pre-construction and construction costs. | Various | Various |
| 4 | SH 392 at WCR 23 Intersection Improvement (Full standard, fix offset) (FY15) | \$ 1,000,000 | | | | Intersection feeds the Windsor Industrial Park (Vestas, OC, Ethanol Plant) Weld County may begin design and partner with CDOT, and these funds would be used for construction. | Weld | NFR |
| 4 | US 287 at SH 392 Intersection (FY14) | \$ 750,000 | | | | Additional turn lanes and intersection improvements | Larimer | NFR |
| Estimated R4 FY13 FASTER Safety | | \$ 14,647,959 | | | | | | |

Region 5 FASTER Safety Projects February 18, 2010

DRAFT FY 11

| CATEGORY OR PROJECT | | AMOUNT | Proposed Ad Date | CRITERIA | | COMMENTS | County | TPR |
|----------------------------------------|-----------------------------------------------------|---------------------|------------------|-------------------|----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|--------|
| | | | | Compelling Safety | System Quality | | | |
| Intersection Improvements | | \$ 1,500,000 | | √ | | | | |
| 5 | SH 145 at Society Turn | \$ 1,000,000 | Spring 2011 | | | This project is ranked #3 in the Region 5 Intersection Study. | San Miguel | GVTPR |
| 5 | US 160 at Cat Creek Extension | \$ 500,000 | Spring 2011 | | | This project is ranked #4 in the Region 5 Intersection Study. | Archuleta | SWTPR |
| Shoulder Improvements | | \$ 858,462 | | √ | | | | |
| 5 | US160, Aztec Creek | \$ 858,462 | Fall 2010 | | | This funding will be used to add shoulders to projects scheduled for surface treatment. | Montezuma | SWTPR |
| Priority Culverts | | \$ 1,000,000 | | √ | | | | |
| 5 | US 50, M.P. 192.5 | \$ 1,000,000 | June-11 | | | Critical culvert near the Saguache / Gunnison County line. This culvert was identified as needing repair in a statewide inspection. The sufficiency rating is 18.8 on a scale of 100. | Saguache | SLVTPR |
| US 550, Ridgway to Colona | | \$ 5,500,000 | | √ | | | | |
| 5 | Construction of passing lanes, M.P. 115.5 to 117.05 | \$ 5,500,000 | 5/27/2011 | | | Project is the #3 priority identified by the TPR's. (A segment of the #1 priority, US 491 passing lane between Cortez and Towaoc, is constructed; the #2 priority, US 160 at CR 222/223, is fully-funded.) | Ouray | GVTPR |
| Estimated R5 FY11 FASTER Safety | | \$ 8,858,462 | | | | | | |

DRAFT FY 12

| CATEGORY OR PROJECT | | AMOUNT | Proposed Ad Date | CRITERIA | | COMMENTS | County | TPR |
|-------------------------------------------------------------|------------------------------------------------------|---------------------|------------------|-------------------|----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|--------|
| | | | | Compelling Safety | System Quality | | | |
| Intersection Improvements | | \$ 1,200,000 | | √ | | | | |
| 5 | US 550 at County Road 302 | \$ 1,200,000 | Spring 2012 | | | This project is ranked #5 in the approved Region 5 Intersection Study. | La Plata | SWTPR |
| Priority Culverts | | \$ 800,000 | | √ | | | | |
| 5 | US 160, Milepost 142.77 | Estimate \$400,000 | Spring 2012 | | | Critical culvert west of Pagosa Springs. This culvert was identified as needing repair in a statewide inspection. The sufficiency rating is 18.8 on a scale of 100. | Archuleta | SWTPR |
| 5 | US 160, Milepost 136.61 | Estimate \$400,000 | Spring 2012 | | | Critical culvert west of Pagosa Springs. This culvert was identified as needing repair in a statewide inspection. The sufficiency rating is 18.8 on a scale of 100. | Archuleta | SWTPR |
| Cribwall Replacement | | \$ 1,000,000 | | √ | | | | |
| 5 | SH 145, Mountain Village (Priority #1) | Estimate \$200,000 | Spring 2012 | | | Replacement of a failing cribwall. There is not a dedicated funding source for this type of work. | San Miguel | GVTPR |
| 5 | US 550, Milepost 89.6 (Red Mountain Pass) (Priority | Estimate \$600,000 | Spring 2012 | | | Replacement of a failing cribwall. There is not a dedicated funding source for this type of work. | Ouray | GVTPR |
| 5 | US 550, Milepost 88.54 (Red Mountain Pass) (Priority | Estimate \$200,000 | Spring 2012 | | | Replacement of a failing cribwall. There is not a dedicated funding source for this type of work. | Ouray | GVTPR |
| US 160, Passing Lanes between Monte Vista and Alamos | | \$ 4,323,979 | | √ | | | | |
| 5 | Construction of passing lanes, M.P. 222.4 - 226 | \$ 4,323,979 | 9/1/2012 | | | Project is the #4 priority identified for RPP funding by the TPR's. | Alamosa | SLVTPR |
| Estimated R5 FY12 FASTER Safety | | \$ 7,323,979 | | | | | | |

Region 5 FASTER Safety Projects February 18, 2010

DRAFT FY 13

| CATEGORY OR PROJECT | | AMOUNT | Proposed Ad Date | CRITERIA | | COMMENTS | County | TPR |
|------------------------------------------------------|-------------------------------------------------|---------------------|------------------|-------------------|----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|--------|
| | | | | Compelling Safety | System Quality | | | |
| Intersection Improvements | | \$ 1,447,958 | | √ | | | | |
| 5 | US 160 at 8th Street (Pagosa Springs) | \$ 1,447,958 | Spring 2013 | | | Project is ranked #7 in the approved Region 5 Intersection Study. (CDOT recently constructed median islands and other safety improvements at the #6-ranked location, US 160 at SH 17 in Alamosa.) | Archuleta | SWTPR |
| US 160, Passing Lanes between Monte Vista and | | \$ 5,876,021 | | √ | | | | |
| 5 | Construction of passing lanes, M.P. 222.4 - 226 | \$ 5,876,021 | September-12 | | | Project is the #4 priority identified for RPP funding by the TPR's. | Alamosa | SLVTPR |
| Estimated R5 FY13 FASTER Safety | | \$ 7,323,979 | | | | | | |

Region 6 FASTER Safety Projects
February 18, 2010

DRAFT FY 11

| CATEGORY OR PROJECT | AMOUNT | Proposed Ad Date | CRITERIA | | COMMENTS | County | TPR |
|------------------------------------------------------------------------------|---------------------|------------------|-------------------|----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|-------|
| | | | Compelling Safety | System Quality | | | |
| Geometric/Safety Improvements | \$ 8,700,000 | | √ | | | | |
| 6 University / Orchard NE corner -- turn radius adjustment for safety | \$ 250,000 | TBD | | | Identified in CDOT report of Locations with Potential for Accident Reduction. Higher than average crash rates for similar facilities (PDO and Injury). Still need ROW. | Arapahoe | DRCOG |
| 6 Arapahoe Rd / Revere Pkwy -- westbound right turn lanes / median improvmts | \$ 200,000 | TBD | | | Higher than average crash rates for similar facilities (PDO, Injury and Fatalities. 2 recent fatal accidents. Local match. | Arapahoe | DRCOG |
| 6 Arapahoe Rd / Peoria -- westbound right turn lanes | \$ 150,000 | TBD | | | Location of recent bicycle accidents. Improves access to FasTracks station and safe connection to nearby Ralston Creek Trail. Identified by DRCOG as a location of possible missing links in the bikeway network. Local match. | Arapahoe | DRCOG |
| 6 SH 93 Shoulders (See also Jeffco below) | \$ 5,000,000 | TBD | | | 2005 Safety Study identifies safety need for shoulders. Higher than average crash rates for similar facilities (PDO, Injury); pattern of broadside and sideswipe accidents. Aids both motorists and cyclists. | Boulder/Jefferson | DRCOG |
| 6 287 Lowell intersection improvements-- signal timing, double lefts | \$ 3,100,000 | TBD | | | Identified in CDOT report of Locations with Potential for Accident Reduction. Higher than average crash rates for similar facilities (PDO), particularly sideswipes. Local match. | Broomfield | DRCOG |
| Incident Management | \$ 1,200,000 | | √ | | | | |
| 6 VMS, C470 & Alameda (EB) | \$ 350,000 | TBD | | | Will provide incident management/chain up info for C470/I-70/US 6. Accident prevention and management. | Jefferson | DRCOG |
| 6 VMS, I-70 at Denver West (EB) | \$ 350,000 | TBD | | | Will provide incident management/chain up info for C470/I-70/US 6. Accident prevention and management. | Jefferson | DRCOG |
| 6 VMS, Southbound US 85 north of Mineral Ave | \$ 500,000 | TBD | | | Will provide incident management /info for C470. Accident prevention and management. | Douglas | DRCOG |
| Bicycle Improvements | \$ 1,775,000 | | √ | | | | |
| 6 Kipling Pkwy. Bike Underpass at West 56th Place -- design | \$ 275,000 | TBD | | | Location of recent bicycle accidents. Improves access to FasTracks station and safe connection to nearby Ralston Creek Trail. Identified by DRCOG as a location of possible missing links in the bikeway network. | Jefferson | DRCOG |
| 6 Cherry Creek Regional Trail underpass -- Arapahoe Road over Cherry Creek | \$ 1,500,000 | TBD | | | Addresses a missing link in the Cherry Creek/Colorado Front Range Trail, part of the regional bikeway network. Consistent with DRCOG bicycle plan. Possible local match. | Arapahoe | DRCOG |
| Lighting Improvements | \$ 510,000 | | √ | | | | |
| 6 U.S. 36 between 92nd Ave. and Church Ranch Blvd. Lighting Improvements | \$ 510,000 | TBD | | | This section of US 36 is identified in CDOT report of Locations with Potential for Accident Reduction, with specific mention of poor lighting as an issue. CHP currently uses portable lamps to provide adequate visibility in this area when responding to incidents. | Jefferson | DRCOG |
| Signals | \$ 1,600,000 | | √ | | | | |
| 6 Colorado Blvd / 14th Ave - Signal Improvements | \$ 300,000 | TBD | | | Identified in CDOT report of Locations with Potential for Accident Reduction. Much higher than average crash rates for similar facilities including (PDO, injury and fatalities). | Denver | DRCOG |

Region 6 FASTER Safety Projects
February 18, 2010

| | | | | | | | |
|----------------------------------------|-------------------------------------------------|----------------------|-----|---|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|-------|
| 6 | Colorado Blvd/13th Ave - Signal Improvements | \$ 300,000 | TBD | | Identified in CDOT report of Locations with Potential for Accident Reduction. Much higher than average crash rates for similar facilities including (PDO, injury and fatalities). | Denver | DRCOG |
| 6 | Colorado Blvd/12th Ave - Signal Improvements | \$ 500,000 | TBD | | Identified in CDOT report of Locations with Potential for Accident Reduction. Much higher than average crash rates for similar facilities including (PDO, injury and fatalities). | Denver | DRCOG |
| 6 | Signal Upgrade, SH 287 at 92nd Ave | \$ 500,000 | TBD | | Identified in CDOT report of Locations with Potential for Accident Reduction. Higher than average crash rates for similar facilities (PDO and injury), many turn related. | Adams | DRCOG |
| Median Cable Rail/Guardrail | | \$ 4,300,000 | | √ | | | |
| 6 | Region 6 Median Guardrail project | \$ 3,000,000 | TBD | | Improves safety across the region. Allows implementation of more advanced/safer guardrail for accident prevention. | Multiple | DRCOG |
| 6 | Median Cable Rail -- SH 270: I-25 to Ivy Street | \$ 1,300,000 | TBD | | Identified in CDOT report of Locations with Potential for Accident Reduction. 270 has a demonstrated pattern of overturning vehicle accidents. This improvement will minimize the severity of those types of crashes. | Adams | DRCOG |
| Estimated R6 FY11 FASTER Safety | | \$ 18,085,000 | | | | | |

DRAFT FY 12

| CATEGORY OR PROJECT | | AMOUNT | Proposed Ad Date | CRITERIA | | COMMENTS | County | TPR |
|----------------------------------------|-----------------------------------------------------------------------------------------------|----------------------|------------------|-------------------|----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|-------|
| | | | | Compelling Safety | System Quality | | | |
| Geometric/Safety Improvements | | \$ 14,000,000 | | √ | | | | |
| 6 | I-25 Central Corridor Operational Improvements -- 20th to Speer | \$ 13,000,000 | TBD | | | Identified in CDOT report of Locations with Potential for Accident Reduction. Higher than average crash data. Will improve bottleneck. | Regionwide | DRCOG |
| 6 | Leetsdale / Monaco Intersection -- Oper. Improvements (signals, ped/auto safety enhancements) | \$ 1,000,000 | TBD | | | Identified in CDOT report of Locations with Potential for Accident Reduction. Higher than average crash data. Adjacent to GW high school. | Denver | DRCOG |
| Bicycle Improvements | | \$ 2,260,000 | | √ | | | | |
| 6 | Kipling Pkwy. Bike Underpass at West 56th Place -- construction | \$ 2,260,000 | TBD | | | Location of recent bicycle accidents. Improves access to FasTracks station and safe connection to nearby Ralston Creek Trail. Identified by DRCOG as a location of possible missing links in the bikeway network. | Jefferson | DRCOG |
| Signals | | \$ 1,000,000 | | √ | | | | |
| 6 | Signal upgrade, SH93 & Iowa | \$ 500,000 | TBD | | | Identified in CDOT report of Locations with Potential for Accident Reduction. Pattern of turn approach sideswipe accidents. | Jefferson | DRCOG |
| 6 | Signal Upgrade, SH 121 at Cross Drive | \$ 500,000 | TBD | | | Identified in CDOT report of Locations with Potential for Accident Reduction. Significantly higher than average crash rates for similar facilities (PDO and injury). | Jefferson | DRCOG |
| Median Cable Rail/Guardrail | | \$ 2,000,000 | | √ | | | | |
| 6 | Region 6 Median Guardrail project | \$ 2,000,000 | TBD | | | Improves safety across the region. Allows implementation of more advanced/safer guardrail. | Regionwide | DRCOG |
| Estimated R6 FY12 FASTER Safety | | \$ 19,260,000 | | | | | | |

Region 6 FASTER Safety Projects
February 18, 2010

DRAFT FY 13

| CATEGORY OR PROJECT | AMOUNT | Proposed Ad Date | CRITERIA | | COMMENTS | County | TPR |
|-----------------------------------------------------------------------------------|---------------------|------------------|-------------------|----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|-------|
| | | | Compelling Safety | System Quality | | | |
| Geometric/ Safety Improvements | | | | | | | |
| | \$4,970,000 | | | | | | |
| Arapahoe Rd / Havana -- eastbound right turn lanes | \$170,000 | TBD | Yes | No | Identified in CDOT report of Locations with Potential for Accident Reduction. Pattern of approach turn accidents. Local match. | Arapahoe | DRCOG |
| Arapahoe Rd accel/decel lane btwn Havana and Joliet (southbound side) | \$300,000 | TBD | Yes | No | Identified in CDOT report of Locations with Potential for Accident Reduction. Pattern of approach turn accidents. Local match. | Arapahoe | DRCOG |
| Colfax Sheridan Intersection Improvements (signals, ped/auto safety enhancements) | \$2,000,000 | TBD | Yes | No | Identified in CDOT report of Locations with Potential for Accident Reduction. Significantly higher than average crash rates for similar facilities (PDO, injury and fatality). | Denver | DRCOG |
| Arapahoe Rd / Dayton signal improvements and right turn lanes | \$2,500,000 | TBD | Yes | No | Identified in CDOT report of Locations with Potential for Accident Reduction. Significantly higher than average crash rates for similar facilities (PDO, injury). Possible local match. | Arapahoe | DRCOG |
| Bridge Safety Not eligible for FASTER Bridge | | | | | | | |
| | \$10,000,000 | | | | | | |
| I-25 Santa Fe Bridge -- Elements not eligible for FASTER Bridge or BR funds | \$10,000,000 | TBD | Yes | No | A proposed flyover ramp at I-25 and Santa fe is a key safety component of the Santa Fe Bridge replacement project, but not eligible for funds targeted to bridge replacement. Will provide a much safer connection between these two major highways. | Regionwide | DRCOG |
| Bicycle Improvements | | | | | | | |
| | \$1,900,000 | | | | | | |
| C470 Multi Modal Path -- Grade Separation at Colorado Blvd | \$300,000 | TBD | Yes | No | Location of recent fatal bicycle accident. Heavily used bike facility located in an area of significant auto traffic. C470 trail identified by DRCOG as one of the key multi-use trails in the Denver region. Local match. | Douglas | DRCOG |
| C470 Multi Modal Path -- Grade Separation at Quebec Street | \$1,600,000 | TBD | Yes | No | Heavily used bike facility located in an area of significant auto traffic. C470 trail identified by DRCOG as one of the key multi-use trails in the Denver region. | Douglas | DRCOG |
| Signals | | | | | | | |
| | \$1,800,000 | | | | | | |
| Signal upgrade, SH121 & 92 nd Ave | \$500,000 | TBD | Yes | No | Identified in CDOT report of Locations with Potential for Accident Reduction. Significantly higher than average crash rates for similar facilities (PDO, injury). | Jefferson | DRCOG |
| Signal upgrade, SH 6 & 72 nd Ave | \$500,000 | TBD | Yes | No | Identified in CDOT report of Locations with Potential for Accident Reduction. Significantly higher than average crash rates for similar facilities (injury and fatalities). Pattern of roadside accidents. | Adams | DRCOG |
| Signal upgrade, turn lanes, SH22 (124 th) & US 85 | \$800,000 | TBD | Yes | No | Identified in CDOT report of Locations with Potential for Accident Reduction. Higher than average crash rates for similar facilities (PDO). | Adams | DRCOG |
| Median Cable Rail/Guardrail | | | | | | | |
| | \$800,000 | | | | | | |
| Median Cable Rail -- US 285, SH 470 to Kipling | \$800,000 | TBD | Yes | No | Identified in CDOT report of Locations with Potential for Accident Reduction. Significantly higher than average crash rates for similar facilities (PDO, injury and fatalities), with pattern of overturning vehicles. Improvements will minimize severity of those types of crashes. | Jefferson | DRCOG |
| Total Program | \$19,470,000 | | | | | | |

MEMORANDUM

DEPARTMENT OF TRANSPORTATION

Division of Transportation Development
4201 East Arkansas Avenue, Room 262
Denver, Colorado 80222
(303) 757-9525
FAX (303) 757-9656



TO: Transportation Commission

FROM: Jennifer Finch, Director, Div. of Trans. Development

DATE: February 8, 2010

SUBJECT: FASTER TRANSIT FUNDING OPTIONS WORKSHOP

CDOT will have at its disposal approximately \$5 million for transit grants in FY 2010 that is derived from the "local share" of HUTF. CDOT will also have about \$10 million for multimodal projects that is derived from the "state share", but these funds are for multimodal projects, not just for transit. Since the \$5 M must be a local transit grant program, our workshop will focus on options for this grant program. The same options could be considered for the \$10 M, but there may also be additional options to consider for the \$10 M, since it is not required to be a local grant program; this will be discussed at a workshop next month.

It has been suggested that CDOT should consider awarding at least the first year of available FASTER transit funding soon rather than wait until additional staffing of the new Division of Transit and Rail is in place. Attached is a paper that presents seven options for distributing the FY 2010 FASTER funding for transit. We outline each option and present the pro and con for each. We believe there are three factors that should be weighed heavily:

- First, we believe it is important to select an option that can be easily and quickly implemented, given that the projects will need to be identified at the local level, not from within CDOT.
- Second, we believe there is an expectation that there will be geographical equity in the distribution of funds, given that the funds are derived from the "local share" of HUTF. Consequently, we believe the selected option should ideally result in a wider distribution of funds. How the distribution is made must also consider the DRCOG and PPACG MOUs.
- Third, administration and contract management must be reasonable with current staff levels. Contracts should not be so numerous or complex as to result in a contract and monitoring burden before there is an adequate Division staff in place to manage them.

Base on the above factors, staff believes the first five options on the attached list should not be considered further. We understand there will be those who believe the simplest choice would be to use the existing SB 1 list, but we are concerned it would result in all funding being directed to just one region. We are bringing forth two of the options as the most feasible. We believe either Option 6 or 7 would be acceptable and could work, though we think Option 7 is preferable, based on the factors above.

Options for Awarding 2010 FASTER Funding

For a Local Transit Grant Program

This paper presents a variety of options for distributing the FY 2010 FASTER funding for transit. Among the major assumptions used in developing this list of options:

- Options listed below are only for distributing the \$5 million local grants funding, but could also be considered for the \$10 multimodal funding
- Funding is considered only for capital expenses, not for operating, administrative or planning expenses, due to HUTF restrictions
- This is a one-time, interim process, just for distributing the available 2010 funding. A distribution process for 2011 and beyond would be considered at a later date.
- All awards would require a “hard” local match of 20%. However, this is not a statutory requirement.

Option 1 Use FASTER Funds to Match FTA Discretionary Capital Funding (Section 5309)

- There are different forms of FTA Section 5309 discretionary capital grants coming annually into Colorado, providing over \$85 M in New Starts funding to Light Rail in Denver, and possible funding to BRT projects in Fort Collins and the Roaring Fork Valley, and \$2.5 M in Bus/Bus Facilities funding to about 25 transit operators through the CASTA/CTC Coalition.
- It's common practice for a number of states to provide all or a portion of the 20% local match required by FTA capital grants.
- PRO: Could reach a variety of transit agencies; reduces financial burden on locals at a critical time; locals could use the funds they otherwise would have committed to local match on the capital to pay operating expenses; it's an easily definable amount, based on a proportion of Federal award, and would not have to conduct an application process.
- CON: Smaller operators do not participate in the CASTA/CTC Coalition, so they'd be left out; participation in the CASTA/CTC Coalition requires payment of lobbying and administrative fees, so the perception would be that receipt of matching funds is limited to those who are willing and able to pay those fees—something staff considers unacceptable; this option would have a fairly uneven distribution of funds; some projects may not be ready to go anytime soon, while others might have already been matched.

Option 2 Use FASTER Funds to Match FTA Formula Capital Funding (Sections 5307 and 5311)

- Again, it's common in a number of states to provide all or a portion of the 20% local match required by FTA capital grants.
- PRO: Same as those in Option 1.
- CON: There would be a smaller number of recipients, particularly since CDOT awarded very little capital funding in the 5311 rural program, because grantees were much more in need of

operating funds. Virtually all the Section 5307 funds awarded to the large urbanized areas is used for capital or capital related maintenance, but the small UZAs use their 5307 funding primarily for operating expenses, so they would qualify for far less funding than the large urbanized areas, resulting in an uneven distribution.

Option 3 Award FASTER funds based on conducting a new call for capital projects

- Announce the availability of funds for capital projects, along with criteria and selection process
- PRO: Could encourage smaller projects to somewhat match the smaller size of the available funds.
- CON: Would seem unnecessary to develop a new list given that the Transportation Commission adopted a list of capital projects in 2008 for SB 1 funding; could result in resentment among those who participated in that 2008 process. Developing new criteria and a selection process would be time consuming and difficult to implement quickly.

Option 4 Fund projects using the list developed for awarding SB 1 funds in 2009-2012

- Use the prioritized list of capital projects adopted by the Commission in 2008 (attached)
- Could either fund all or a major portion of the top 3 or 4 projects until all funds are expended, or fund just a portion of a larger number of projects.
- PRO: Strategic transit project list already exists and was vetted.
- CON: Existing list was developed when it was thought as much as \$70 M would be available for a 4-year period, rather than only \$5 to \$15 for one year, so the list contains large, costly projects. The top three projects would use up all \$5 M and only metro Denver would get funding. If projects are awarded only a portion of their needed funding, as a means of reaching other portions of the state, we would have to determine whether each of the projects could proceed with only a portion of their need. Reaches few transit operators, which seems to be counter to expectations of what would be done with these "local share" funds.

Option 5 Distribute funds statewide by formula

- Distribute funds to individual public transportation systems based on population or HUTF formula and require that funds be used only for capital projects.
- If there is an existing designated recipient of FTA funds, provide the funds to that organization. If there is more than one designated recipient or provider in a county, the county would be asked to distribute the funds.
- PRO: Easy way of returning to the locals their local share of the FASTER transit grant funds. Offers a wide distribution.
- CON: There are at least eight counties without public transportation. Some counties' shares would be so small that it would be difficult to make needed purchases. Some projects might not have capital needs, and could result in spending just for the sake of spending. Would result in multiple contracts to administer and oversee.

Option 6 Regional distribution by formula, project selection using existing planning processes

- How this option would work: CDOT would distribute the \$5 million regionally, based either on the HUTF formula, population or other factors. The Transportation Commission would adopt basic program eligibility and prioritization criteria. Requests for capital funding would be submitted regionally, and requested projects would have to be consistent with the Regional Transportation Plan. TPRs would meet with CDOT Regions to review the applications and prioritize the capital projects to be recommended for funding to the Commission. Technical assistance would be provided by existing transit staff until the Division of Transit and Rail is staffed.
- PRO: Would result in greater Region and TPR engagement in transit, as well as more transit operator engagement in regional planning. The number of projects would likely be reasonable to manage, certainly more reasonable than under option # 5. This distribution is more in concert with what seems to be the expectation for “local share” funds. This option could be used to fund both expansion and replacement rolling stock as well as other types of capital projects, including facilities and technical enhancements.
- CON: This process would require meetings and start-up time for the Regions and TPRs to get engaged in the selection process; this could be a problem during the upcoming construction season and particularly if a new “Jobs” bill is passed and provides new construction funding with a short obligation deadline. If this is a one-time process, funds could not be “banked” as a means of spreading the funds around in following years. This process, with small allocations for smaller regions, could result in only one expensive facility project being funded, or could result in only partial funding for smaller projects that might not be able to proceed in the future without additional funding. In general, construction and technology projects are more difficult to implement and monitor than rolling stock projects.

Option 7: Development of a rolling stock funding list

- How this option would work: CDOT would offer funds statewide for the replacement of rolling stock. Short applications would be submitted to staff. The Commission would adopt criteria that would focus on replacing rolling stock that was most critical, based on some combination of age and mileage factors, and which limited eligibility to rolling stock that had reached its useful life. Funds would be awarded based on mileage and age. In order to assure geographical equity, a minimum “floor” of funding would be established for each CDOT Region, provided it had eligible requests.
- PRO: This option is simple to administer, awards the funds quickly, and works well as a one-time process. It reflects the high ranking of the SB 1 “CDOT/CASTA Rolling Stock” project and the fact the Section 5309 award to the CASTA/CTC Coalition addresses only a fraction of the bus needs. This option could result in an equitable statewide distribution. Could more easily result in full expenditure of funds, without local agencies being given only partial awards and having to await additional funds to proceed.

- CON: This option doesn't address other capital needs (e.g., facilities) or expansion buses. It can be difficult to compare large, medium and small buses in a formula. While this option could result in an equitable statewide distribution, it could also result in just one operator receiving all the funds within a region if one operator had many old and high mileage vehicles. Rolling stock projects are easier to implement and monitor than construction and technology projects. Rolling stock projects might not be completed quickly, given that ARRA funding has created large back orders of buses.

TABLE A: SB 1 Phase 2 Final Project List November 20, 2008

| RANK | Score | Applicant | # | Project Description | Requested Distributions by Year | | | | Total Request |
|----------------------------------------------------------|---------|-------------------------------------|----|----------------------------------------------------------------------------------------|---------------------------------|-----------------------------|-----------------------------|---------------------------------|---------------|
| | | | | | 2009 Requested Distribution | 2010 Requested Distribution | 2011 Requested Distribution | 2012 Requested Distribution *** | |
| Strategic projects eligible for available funding | | | | | | | | | |
| A | Phase 1 | City of Longmont | | Design of FasTracks commuter rail extension into Longmont (from Phase I) | | \$4,000,000 | | | \$4,000,000 |
| B | Phase 1 | RTD | | RTD Access-A-Ride buses (from Phase I) | \$1,078,000 | \$1,655,000 | | | \$2,733,000 |
| 1 | 38.36 | Denver | 11 | DUS commuter rail facility to serve as hub for FasTracks, state and national rail svcs | | \$6,200,000 | \$6,200,000 | \$6,200,000 | \$18,600,000 |
| 2 | 37.48 | Pueblo (City of) # 1 | 31 | Purchase of two vehicles for expanded ADA accessible service | \$80,000 | | | | \$80,000 |
| 3 | 37.26 | Summit County | 38 | Construction of fleet maintenance facility adjacent to operations & storage facility | \$4,100,000 | \$3,100,000 | \$3,100,000 | | \$10,300,000 |
| 4 | 37.08 | CDOT/CASTA merged # 1 rolling stock | 7 | Replacement rolling stock based on competitive application process | \$2,000,000 | \$2,000,000 | \$2,000,000 | \$2,000,000 | \$8,000,000 |
| 5 | 36.61 | Roaring Fork Transit Auth. | 33 | Implement transit signal prioritization @ 6 key intersections to facilitate BRT | \$621,000 | \$1,211,000 | | | \$1,832,000 |
| 6 | 35.41 | DRCOG | 13 | Regional vanpool expansion program serving the Denver region | \$216,000 | \$190,080 | \$163,944 | \$180,341 | \$750,365 |
| 7 | 35.33 | Colorado Springs | 10 | Intermodal downtown transportation station for Mountain Metro | \$3,000,000 | \$9,000,000 | | | \$12,000,000 |
| 8 | 35.2 | Fruita/Grand Valley Transit | 20 | Multimodal transfer center near the Mesa Mall in Grand Junction | \$500,000 | \$500,000 | | | \$1,000,000 |
| 9 | 34.21 | Eagle County/Avon # 1 | 14 | Joint regional transit operations facility shared with Town of Avon | | \$6,000,000 | \$3,000,000 | | \$9,000,000 |
| 10 | 34.16 | RTD US 36 Queue Jump | 34 | Construct transit queue jumps at 4 intersections along US 36 to facilitate BRT | | \$1,200,000 | \$5,400,000 | \$5,400,000 | \$12,000,000 |
| 11 | 33.44 | Fort Collins # 1 | 17 | Expansion of Transfort bus maintenance facility in Fort Collins | \$846,248 | \$7,824,952 | | | \$8,671,200 |
| 12 | 33.38 | Winter Park | 43 | Purchase 2-3 buses for system transitioning from pvt resort to public | | \$400,000 | \$400,000 | | \$800,000 |
| 13 | 32.35 | Boulder County | 3 | Transit queue jump lanes at 3 intersections along Diagonal Hwy 119 | \$600,000 | \$1,400,000 | | | \$2,000,000 |
| 14 | 31.61 | CDOT # 2 | 8 | Implementation steps for passenger rail service and rail relocation | \$100,000 | \$100,000 | | | \$200,000 |
| 15 | 31.03 | North Front Range MPO # 2 | 28 | Regional transit plan to determine next steps for comprehensive mobility | | \$50,000 | | | \$50,000 |

TABLE A: SB 1 Phase 2 Final Project List November 20, 2008

| RANK | Score | Applicant | # | Project Description | Requested Distributions by Year | | | | Total Request |
|------|-------|------------------------|----|----------------------------------------------------------------------|---------------------------------|-----------------------------|-----------------------------|---------------------------------|---------------|
| | | | | | 2009 Requested Distribution | 2010 Requested Distribution | 2011 Requested Distribution | 2012 Requested Distribution *** | |
| 16 | 31.00 | Pikes Peak Area COG #1 | 29 | Regional combined schedule/dispatch center, serving as 1-stop access | | \$2,400,000 | \$800,000 | \$800,000 | \$4,000,000 |

Remaining Projects--will not be eligible for funding.

| | | | | | | | | | |
|----|-------|---------------------------|----|--------------------------------------------------------------------------------|-------------|-------------|-------------|-------------|--------------|
| 17 | 30.78 | Snowmass Village | 44 | Transit station to consolidate local & regional svcs, provide storage, offices | | | | \$5,000,000 | \$5,000,000 |
| 18 | 30.16 | Fort Morgan | 19 | Renovation of depot into intermodal facility serving buses, Amtrak | | \$100,000 | | | \$100,000 |
| 19 | 29.71 | Eagle County # 3 | 16 | Interregional transit center in Gypsum, serving as multimodal transfer center | \$400,000 | | | | \$400,000 |
| 20 | 29.38 | Pikes Peak Area COG # 2 | 30 | Purchase of 6 flex fuel and 3 hybrid vehicles to be available to providers | \$244,000 | | | | \$244,000 |
| 21 | 28.83 | North Front Range MPO # 1 | 27 | Replacement of 24 minivans for VanGo vanpool program over 4 years | \$120,000 | \$120,000 | \$120,000 | \$120,000 | \$480,000 |
| 22 | 28.46 | RTD West Corridor | 36 | Passing light rail tracks w of Fed Center to allow 10-min. headways | \$2,600,000 | \$4,000,000 | \$5,360,000 | \$2,510,000 | \$14,470,000 |
| 23 | 28.4 | Pueblo (City of) # 2 | 32 | Strategic and logistic analysis to plan a revamp & expansion of existing svcs | | \$200,000 | \$200,000 | | \$400,000 |
| 24 | 27.98 | Montrose County # 1 | 24 | Bus transfer center to be located in Montrose | | \$728,000 | | | \$728,000 |
| 25 | 27.45 | CDOT # 3 | 9 | Implementation plan for North Front Range commuter bus service | \$88,000 | | | | \$88,000 |
| 26 | 27.03 | Montrose County # 2 | 25 | New bus maintenance facility and offices to be located in Montrose | | \$936,000 | | | \$936,000 |
| 27 | 26.75 | Fort Collins # 2 | 18 | Replacement of eight heavy duty 40 foot coaches | \$2,547,200 | | | | \$2,547,200 |
| 28 | 26.65 | Castle Rock | 6 | Replacement of three vehicles to continue existing transit service | | | | \$195,000 | \$195,000 |
| 29 | 26.58 | Arvada | 2 | Feasibility study for transit circulator connecting with RTD Gold LRT Line | \$40,000 | \$40,000 | | | \$80,000 |
| 30 | 26.15 | Huerfano Las Animas COG | 21 | Study to determine future direction of transit program in south central CO | \$40,000 | | | | \$40,000 |
| 31 | 25.58 | Douglas County | 12 | Study to examine expanding svcs for elderly, disabled, at risk | \$115,000 | | | | \$115,000 |

TABLE A: SB 1 Phase 2 Final Project List November 20, 2008

| RANK | Score | Applicant | # | Project Description | Requested Distributions by Year | | | | Total Request |
|------------------------|-------|----------------------------------|----|-----------------------------------------------------------------------------------|---------------------------------|-----------------------------|-----------------------------|---------------------------------|----------------------|
| | | | | | 2009 Requested Distribution | 2010 Requested Distribution | 2011 Requested Distribution | 2012 Requested Distribution *** | |
| 32 | 24.9 | Mountain Village | 26 | Purchase 21 gondola cabins to increase capacity of gondola system | \$798,000 | | | | \$798,000 |
| 33 | 24.88 | RTD Bus Replacements | 35 | Replace 30 over-the-road coaches used for regional, SkyRide svc | \$11,760,000 | | | | \$11,760,000 |
| 34 | 24.78 | Longmont | 23 | Construct 2nd track Boulder to Longmt to ensure all-day FasTracks svc | | | | \$8,000,000 | \$8,000,000 |
| 35 | 24.46 | Steamboat Springs | 37 | Purchase, install 16 bus shelters on Hwy 40 in Steamboat Springs | \$320,000 | | | | \$320,000 |
| 36 | 24.08 | CASTA # 2 | 5 | Colorado transit economic impact study to quantify transit benefits | ** | | | | ** |
| 37 | 23.98 | Eagle County # 2 | 15 | Study to assess feasibility of regional rail system, I-70 Gypsum-Vail | \$200,000 | | | | \$200,000 |
| 38 | 23.8 | Adams County | 1 | Build RR grade separation to enable rail transfer center and p&r facility | \$2,500,000 | \$2,500,000 | | | \$5,000,000 |
| 39 | 18.13 | US 36 Mayors & Commrs. | 39 | Implement BRT on US 36 by extending existing HOT lanes ea direction | | | \$32,500,000 | \$50,000,000 | \$82,500,000 |
| 40 | 13.8 | I 25 Corridor Rail Hwy Coalition | 22 | Study of station locations & reqts for psgr rail from Fort Collins-Pueblo | \$500,000 | \$500,000 | | | \$1,000,000 |
| 41 | ** | CASTA # 1 | 4 | Replace & expand rolling stock for Colorado Transit Coalition members | | | | | ** |
| 42 | ** | Vail | 40 | Construct multimodal regl transit facility next to I 70 in Lionshead core village | | | | | ** |
| 43 | ** | Weld County # 1 | 41 | Purchase 4 buses for new transit svc in Johnstown, Milliken, Windsor | | | | | ** |
| 44 | ** | Weld County # 2 | 42 | ITS equipment for 1-stop calling center, dispatch, monitoring | | | | | ** |
| Total Requested | | | | | \$35,413,448 | \$56,355,032 | \$59,243,944 | \$80,405,341 | \$231,417,765 |

** The Vail and Weld County projects were withdrawn. CASTA #2 project did not meet threshold criteria. CASTA #1 merged with CDOT #1.

*** Requested amounts for FY 12 are shown for illustrative purposes only. Funding for FY 12 projects is NOT being recommended.

MEMORANDUM

**DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION DEVELOPMENT**

4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9266
(303) 757-9727 (Fax)



DATE: February, 5th 2010
TO: Transportation Commission
FROM: Jennifer Finch, DTD Director
SUBJECT: CMAQ Program

CMAQ Funding Distribution for FY2012-2017

As part of the resource allocation for the FY 2012 to 2017 STIP, the allocation of CMAQ funds needs to be addressed. In September, 2009 the Commission adopted resolution TC-1766 to address the years FY10 and 11 with the intent that additional discussion occur regarding the distribution for the next STIP cycle. Meetings have been held with CMAQ recipients over several months to gain input and feedback on various allocation methods for FY2012-2017. During the last CMAQ recipient meeting on February 4th 2010, there was general acceptance of two scenarios.

Alternate resolutions have been included in your packet, one for each scenario, and discussion on this topic will occur both at STAC and at the February Commission workshop. In order to maintain the resource allocation and STIP development timeline staff is requesting a decision on the allocation of CMAQ funds at this month's TC meeting.

Both scenarios feature:

- A reserve, which is money set aside for the purpose of accommodating new non-attainment areas that are anticipated with new EPA non-attainment standards.
- A 50% population, 50% VMT formula allocation, except for in PM-10 areas.

Scenario A assumes a \$1 million total allocation for the five eligible rural PM-10 areas and weights ozone non-attainment areas at a higher level than attainment/maintenance areas in the funding formula. A minimum threshold of \$200,000 is established for any eligible CMAQ recipient.

Scenario E allocates CMAQ funds based on specific pollutants (Ozone, Carbon Monoxide, and PM-10). In Scenario E, 75% of the total federal CMAQ funds are directed to ozone, 15% of the funds are directed to CO, and 10% of the funds are directed to PM-10. Of the 10% PM-10 allocation, half would be distributed to eligible rural PM-10 areas, and half will be distributed to eligible urban areas. A minimum threshold of \$200,000 is established for any eligible CMAQ recipient.

CMAQ 2007 – 2008 CMAQ Report

DTD staff has prepared a 2007-2008 CMAQ Report, using CMAQ project data provided by our planning partners (DRCOG, NFRMPO, PPACG, & rural PM-10 CMAQ fund recipients) and CDOT HQ and Region Staff. FHWA requires CDOT to report expected emissions reductions for projects funded under the CMAQ program in the FHWA database. The CDOT CMAQ Report is prepared to evaluate the effectiveness of the use of CMAQ funds, in accordance with TC direction.

In FY2007-2008, \$52,654,114 was obligated to new CMAQ projects, resulting in an estimated statewide annual vehicle miles traveled reduction of 518,681,749 miles and a decrease in emissions as shown in the attached executive summary.

The CMAQ Report:

- Discusses the project improvement types and the distribution of funds for the 2007 and 2008 CMAQ projects in both the MPO and rural areas of Colorado;
- Reports the estimated emissions benefits for 2007 and 2008 CMAQ projects and assesses project cost-effectiveness at reducing emissions;
- Presents the estimated long-term benefits of CMAQ projects;
- Takes an in depth look at several CMAQ projects funded around the State that are reflective of typical projects funded by the CMAQ program in Colorado; and
- Discusses next steps and future considerations for the CMAQ program.

Scenario A

**Transportation Commission of Colorado
February 18, 2010**

Resolution Number TC-

WHEREAS, the Congestion Mitigation and Air Quality (CMAQ) improvement program was developed under the Intermodal Surface Transportation Efficiency Act (ISTEA), and was continued with the Transportation Equity Act for the 21st Century (TEA-21), and is currently being conducted under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); and

WHEREAS, the purpose of the CMAQ program is to provide a flexible funding source for transportation projects and programs that assist non-attainment and attainment/maintenance areas in meeting National Ambient Air Quality Standards (NAAQS); and

WHEREAS, federal regulations provide guidance on how to administer the CMAQ Program, while allowing the state to determine how funds will be allocated; and

WHEREAS, funding is available for both non-attainment areas (areas not in compliance with the NAAQS) and attainment/maintenance areas (areas that were formerly in non-compliance and are now in compliance); and

WHEREAS, pursuant to Resolution TC-807, approved January 20, 2000, \$1 million of CMAQ money was allocated to the five eligible rural PM10 areas; and the remaining funds were allocated to three eligible MPOs: the Denver Regional Council of Governments (DRCOG), Pikes Peak Area Council of Governments (PPACG), and North Front Range Transportation & Air Quality Planning Council (NFRMPO) based on a 50 percent vehicle-miles traveled (VMT) and 50 percent population formula; and

WHEREAS, in 2009, the U.S. Environmental Protection Agency (EPA) reported that the five rural PM10 areas, (Aspen/Pitkin County, Canon City, Pagosa Springs, Steamboat Springs/Routt County, and Telluride/Mountain Village) have been in attainment/maintenance since mid-2000, depending on the location; however, recent data shows an upward trend in PM10 levels in some rural PM10 areas; and

WHEREAS, on November 20, 2007, the EPA designated the nine-county Ozone Control Area consisting of the Denver metro area, North Front Range Planning area and portions of the Upper Front Range Planning area as Ozone non-attainment; and

WHEREAS, in January 2009, the Federal Highway Administration (FHWA) requested that CDOT revise its CMAQ funds allocation to include the ozone non-attainment areas; and

WHEREAS, in September 2009, Resolution TC-1766 was approved to address distribution of CMAQ funds for FY 2010 and FY 2011 and included \$1 Million of CMAQ funds to be allocated annually to the five eligible rural PM10 areas and the remaining funds to be allocated annually to DRCOG, NFRMPO and to UFRTPR for areas within the ozone non-attainment boundary and to all of PPACG, based on the 50 percent VMT/50 percent population formula.

WHEREAS, also pursuant to Resolution TC-1766, should CDOT receive up to \$5 million annually in additional CMAQ funds for FY 2010 or FY 2011 beyond those estimated in the December 2006 resource allocation, the additional funds will be distributed to the ozone non-attainment areas based on the 50 percent VMT/50 percent population formula; and

WHEREAS EPA is in the process of reviewing the current ozone standard and will establish a new standard between 60 and 70 parts per billion later this year; and

WHEREAS, the new standard may result in new areas becoming ozone non-attainment areas; and

WHEREAS CDOT recognizes the need to transition from the previous allocation system to a system that focuses on non-attainment areas while still preserving designated attainment/maintenance areas;

NOW THEREFORE BE IT RESOLVED, the Commission has determined that for state FY 2012 and FY 2017, CMAQ funds will be allocated in the following manner:

- CDOT will allocate a total of \$1 million of CMAQ funds annually to be divided equally between the five eligible rural PM-10 areas.**

- **The remaining CMAQ funds will be allocated to DRCOG, NFRMPO, and to the UFRTPR for areas within the ozone non-attainment boundary, and to all of PPACG, the CO attainment/maintenance area, based on the 50 percent VMT/50 percent population formula and will include a reserve calculated to accommodate potential new non-attainment areas. On an annual basis, CDOT will allocate the reserve to non-attainment areas that exceed the EPA national ambient air quality standards.**
- **The minimum threshold of annual funding to an eligible recipient will be \$200,000.**
- **For the distribution of those remaining funds, the non-attainment areas will be weighted by a factor of 1.5 in the funding formulas. The other areas that are in attainment/maintenance will be weighted at 1.0 in the funding formulas.**
- **Population and VMT will be updated annually for the 50 percent VMT/50 percent population formula. CDOT will determine VMT based on all roads designated as National Highway System (NHS), both “on and off” system. The most current Department of Local Affairs (DOLA) population estimates will be used for the funding formula.**
- **The CMAQ funds distribution resulting from this resolution is for planning purposes and initial budget allocations. The actual budget amounts allocated to the recipients will be adjusted so that the dollar amounts distributed reflect actual apportionments from FHWA.**

FURTHER, project selection will continue to be at the local level. MPOs, Rural TPRs, and CDOT will work cooperatively to select cost effective projects, including eligible CDOT and transit agency projects that provide meaningful air quality benefits.

FURTHER, CMAQ fund recipients will continue to report annually in writing to the CDOT staff on the effectiveness of their projects and CDOT staff will compile results into reports for the Commission and the FHWA. CDOT will continue developing performance measures for the CMAQ program, with input from external stakeholders. If performance measurement of the CMAQ program indicates concern about the effectiveness of the use of CMAQ funds, the Commission reserves the option for reviewing and altering the allocation formula.

FURTHER, this resolution supersedes Resolution TC-807, approved on Jan. 20, 2000 and establishes the allocation for CMAQ funds during the years FY 2012 through 2017.

DRAFT

Scenario E

**Transportation Commission of Colorado
February 18, 2010**

Resolution Number TC-

WHEREAS, the Congestion Mitigation and Air Quality (CMAQ) improvement program was developed under the Intermodal Surface Transportation Efficiency Act (ISTEA), and was continued with the Transportation Equity Act for the 21st Century (TEA-21), and is currently being conducted under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); and

WHEREAS, the purpose of the CMAQ program is to provide a flexible funding source for transportation projects and programs that assist non-attainment and attainment/maintenance areas in meeting National Ambient Air Quality Standards (NAAQS); and

WHEREAS, federal regulations provide guidance on how to administer the CMAQ Program, while allowing the state to determine how funds will be allocated; and

WHEREAS, funding is available for both non-attainment areas (areas not in compliance with the NAAQS) and attainment/maintenance areas (areas that were formerly in non-compliance and are now in compliance); and

WHEREAS, pursuant to Resolution TC-807, approved January 20, 2000, \$1 million of CMAQ money was allocated to the five eligible rural PM10 areas; and the remaining funds were allocated to three eligible MPOs: the Denver Regional Council of Governments (DRCOG), Pikes Peak Area Council of Governments (PPACG), and North Front Range Transportation & Air Quality Planning Council (NFRMPO) based on a 50 percent vehicle-miles traveled (VMT) and 50 percent population formula; and

WHEREAS, in 2009, the U.S. Environmental Protection Agency (EPA) reported that the five rural PM10 areas, (Aspen/Pitkin County, Canon City, Pagosa Springs, Steamboat Springs/Routt County, and Telluride/Mountain Village) have been in attainment/maintenance since mid-2000, depending on the location; however, recent data shows an upward trend in PM10 levels in some rural PM10 areas; and

WHEREAS, on November 20, 2007, the EPA designated the nine-county Ozone Control Area consisting of the Denver metro area, North Front Range Planning area and portions of the Upper Front Range Planning area as Ozone non-attainment; and

WHEREAS, in January 2009, the Federal Highway Administration (FHWA) requested that CDOT revise its CMAQ funds allocation to include the ozone non-attainment areas; and

WHEREAS, in September 2009, Resolution TC-1766 was approved to address distribution of CMAQ funds for FY 2010 and FY 2011 and included \$1 Million of CMAQ funds to be allocated annually to the five eligible rural PM10 areas and the remaining funds to be allocated annually to DRCOG, NFRMPO and to UFRTPR for areas within the ozone non-attainment boundary and to all of PPACG, based on the 50 percent VMT/50 percent population formula.

WHEREAS, also pursuant to Resolution TC-1766, should CDOT receive up to \$5 million annually in additional CMAQ funds for FY 2010 or FY 2011 beyond those estimated in the December 2006 resource allocation, the additional funds will be distributed to the ozone non-attainment areas based on the 50 percent VMT/50 percent population formula; and

WHEREAS EPA is in the process of reviewing the current ozone standard and will establish a new standard between 60 and 70 parts per billion later this year; and

WHEREAS, the new standard may result in new areas becoming ozone non-attainment areas; and

WHEREAS CDOT recognizes the need to transition from the previous allocation system to a system that focuses on non-attainment areas while still preserving designated attainment/maintenance areas;

NOW THEREFORE BE IT RESOLVED, the Commission has determined that for state FY 2012 through FY 2017, CMAQ funds will be allocated in the following manner:

- 75% of the total available CMAQ funds will be allocated to ozone non-attainment areas based on the 50 percent VMT/50 percent population formula and to a reserve calculated to accommodate potential new ozone non-attainment areas. On an annual basis, CDOT will allocate**

the reserve to those areas that exceed the EPA national ambient air quality standards for ozone.

- **15% of the total available CMAQ funds will be allocated to Carbon Monoxide (CO) non-attainment and attainment /maintenance areas based on a 50 percent VMT/50 percent population formula.**
- **10% of the total available CMAQ funds will be allocated to PM10 to non-attainment and attainment/maintenance areas. Fifty percent of the PM10 funding amount will be allocated to rural areas and divided equally among recipients and fifty percent will be allocated to urban areas and divided equally among recipients.**
- **The minimum threshold of annual funding to an eligible recipient will be \$200,000.**
- **Population and VMT will be updated annually for the 50 percent VMT/50 percent population formula. CDOT will determine VMT based on all roads designated National Highway System (NHS), both “on and off” system. The most current Department of Local Affairs (DOLA) population estimates will be used in the funding formulas.**
- **The CMAQ funds distribution resulting from this resolution is for planning purposes and initial budget allocations. The actual budget amounts allocated to the recipients will be adjusted so that the dollar amounts distributed reflect actual apportionments from FHWA.**

FURTHER, project selection will continue to be at the local level. MPOs, Rural TPRs, and CDOT will work cooperatively to select cost effective projects, including eligible CDOT and transit agency projects that provide meaningful air quality benefits.

FURTHER, CMAQ fund recipients will continue to report annually in writing to the CDOT staff on the effectiveness of their projects and CDOT staff will compile results into reports for the Commission and the FHWA. CDOT will continue developing performance measures for the CMAQ program, with input from external stakeholders. If performance measurement of the CMAQ program indicates concern about the effectiveness of the use of CMAQ funds, the Commission reserves the option for reviewing and altering the allocation formula.

FURTHER, this resolution supersedes Resolution TC-807, approved on Jan. 20, 2000 and establishes the allocation for CMAQ funds during the years FY 2012 through 2017.

EXECUTIVE SUMMARY

Purpose of the Report

Colorado relies on the Congestion Mitigation and Air Quality (CMAQ) Program as a flexible funding source to support a wide range of projects that improve the State's air quality, reduce traffic congestion, and support a multi-modal transportation system. In coordination with the CMAQ project sponsors, CDOT is required to produce an annual report containing the air quality and congestion benefits estimated for each new CMAQ project that receives funding during a given year. This report serves as the annual report for Fiscal Years 2007 and 2008.

The analysis of the CMAQ projects in the report provides a possible framework that may help Colorado's Metropolitan Planning Organizations (MPOs), Transportation Planning Regions (TPRs), municipalities and organizations with an interest in reducing traffic congestion and improving air quality strengthen their own analysis when considering projects for CMAQ funding. This report can also be used by the State as a resource to ensure effective implementation of the CMAQ program.

Context for the CMAQ Program in Colorado

Congress established the CMAQ program in the early 1990s under the Intermodal Surface Transportation Efficiency Act (ISTEA), expanded it under the Transportation Equity Act for the 21st Century (TEA-21), and continued it under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Federal CMAQ money is allocated to CDOT to fund transportation related activities or projects that contribute to a reduction in emissions for the following pollutants:

- **CO / Carbon Monoxide** (Caused by incomplete fuel combustion in motor vehicles);
- **NOx / Nitrogen Oxides** (Contributes to ozone formation in summer and brown cloud in winter);
- **VOC / Volatile Organic Compounds** (Caused by fuel leakage and contributes to ozone formation); and
- **PM-10 / Particulate Matter** (The PM-10 standard includes particles with a diameter of 10 micrometers or less. PM-10 equates to road dust and contributes to visibility problems in winter and brown cloud).

Recipients of 2007 and 2008 CMAQ funds include:

- **Denver Regional Council of Governments (DRCOG);**
- **Pikes Peak Area Council of Governments (PPACG);**
- **North Front Range Metropolitan Planning Organization (NFRMPO);** and
- **Five rural PM-10 areas** (Aspen / Pitkin County, Cañon City, Pagosa Springs, Steamboat Springs / Routt County, and Telluride / Mountain Village).

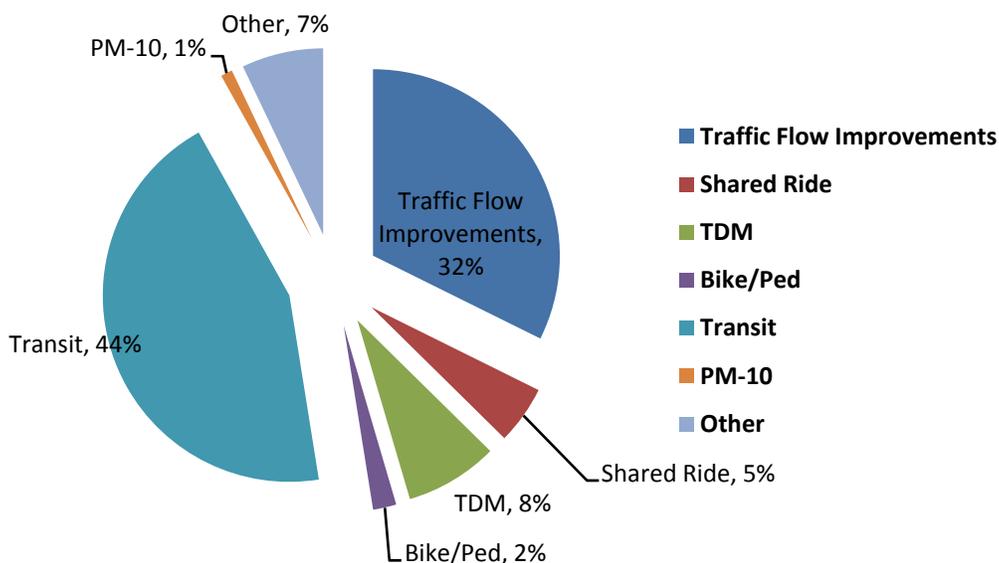
Project Categories and Funding Distribution

The Federal Highway Administration (FHWA) has traditionally grouped the types of projects eligible for CMAQ funding into the following categories:

- **Traffic flow improvements** (e.g., traffic signalization, freeway management, high-occupancy vehicle lanes);
- **Shared ride programs** (e.g., regional ridesharing, vanpool programs, park-and-ride lots);
- **Travel Demand Management (TDM)** (e.g., regional marketing, employee trip reduction programs);
- **Bicycle/pedestrian facilities and programs** (e.g. bike lanes and paths, encouragement and education programs such as Bike to Work);
- **Transit** (e.g., new bus services, new rail services/equipment, service upgrades/amenities, bus replacements, alternative fuel buses);
- **Other projects** (e.g., diesel engine retrofits, freight/intermodal projects, and other qualifying projects, including experimental pilot projects which are allowed under the law as demonstrations to determine their benefits and costs); and
- **PM-10 projects** (e.g., dust mitigation projects often involving paving, sweeping, and deicing activities).

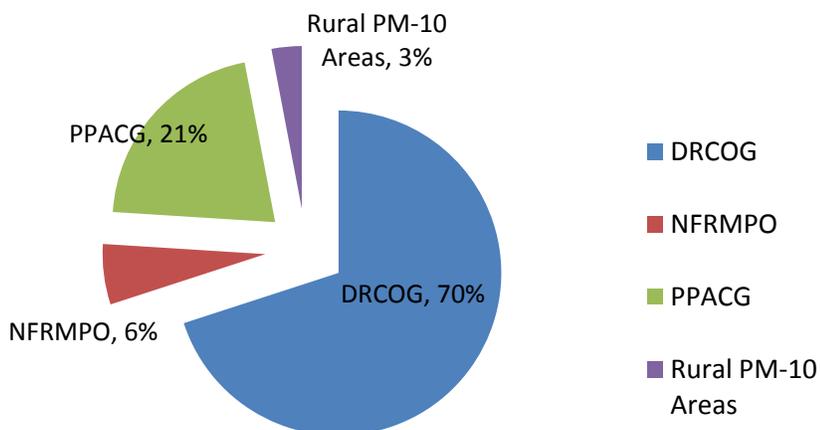
When reporting on their projects, the MPOs and project sponsors assign each project one of the above categories. See chart below for the breakdown CMAQ funds obligated by project category.

FY2007-2008 Total Federal CMAQ Funds Obligated by Improvement Type



There was a total of \$52,654,114 in CMAQ federal funds obligated to projects requiring a benefits report. The following chart shows the percentage of funds that went to each area.

Figure 2: FY 2007-2008 Total Federal CMAQ Funds Obligated by Area



Benefits of Projects on Air Quality and Congestion

The benefits data in the report reflects the CMAQ project sponsor’s best estimates of expected emissions and vehicle miles traveled (VMT) reductions during the first year following the CMAQ project implementation or completion. The benefit estimates reflect project specific factors and local conditions, such as park-and-ride lot utilization rates, vehicle trip lengths, and transit ridership levels on new services.

Many CMAQ projects, due to their small scale and localized nature, only yield small reductions in motor vehicle pollution and congestion levels. However, when the total project reductions are combined, the effects can be significant. See chart below for the 2007-2008 Emissions Reductions.

| Project Category | CO(kg) | VOC(kg) | NOx(kg) | PM-10 (kg) | Annual VMT Reduction (mi) | Funds Obligated |
|--------------------------------|-------------------|----------------|----------------|----------------|---------------------------|---------------------|
| <i>DRCOG TOTAL</i> | 10,753,365 | 553,139 | 509,625 | 111,657 | 353,594,933 | \$37,094,467 |
| <i>NFRMPO TOTAL</i> | 2,979,618 | 127,394 | 140,286 | 4,307 | 107,536,972 | \$3,195,702 |
| <i>PPACG TOTAL</i> | 2,580,267 | 76,422 | 83,158 | 2,375 | 57,499,844 | \$10,813,959 |
| <i>Rural PM-10 Areas TOTAL</i> | - | - | - | 495,873 | - | \$1,549,986 |
| STATEWIDE TOTAL | 16,313,250 | 756,955 | 738,949 | 614,212 | 518,681,749 | \$52,654,114 |

The analysis of CMAQ projects suggests that emissions reductions are being achieved across the wide range of projects funded in FY2007-2008. Projects that reduce VMT, such as bike/ped projects, shared ride programs, travel demand management programs, and transit improvements have positive impacts on congestion and air quality, especially during peak periods. The cumulative effects of traffic flow improvement projects also yield air quality benefits, namely by improving roadway level of service and intersection performance in specific locations. Over the long-term and in combination with other projects, projects such as bicycle paths and transit shuttles improve mobility by providing local connectivity, supporting transit-oriented development, improving the pedestrian environment and enhancing commuter choices.

Long-Term Project Benefits

Some CMAQ projects experience benefits that are expected to occur mainly in the short-term, while other projects have longer lasting impacts. Infrastructure projects, like park-and-ride lots, transit, and bicycle and pedestrian facilities often last for more than 10 years and continue to generate benefits over their life cycle. Long term projected benefits are shown in the table below.

| Non-attainment or Maintenance Area | CO (kg) | NOx (kg) | VOC (kg) | PM-10 (kg) |
|------------------------------------|--------------------|------------------|------------------|------------------|
| <i>MPOs</i> | | | | |
| Denver (DRCOG) | 137,337,863 | 9,431,581 | 9,009,063 | 718,320 |
| Fort Collins (NFR) | 7,726,292 | 326,061 | 296,055 | 10,042 |
| Colorado Springs (PPACG) | 13,121,784 | 185,190 | 169,285 | 5,325 |
| <i>Rural PM-10 Areas</i> | | | | |
| Aspen/Pitkin County | - | - | - | 300,381 |
| Steamboat Springs/Routt County | - | - | - | 525,595 |
| Telluride/Mountain Village | - | - | - | 716,210 |
| Pagosa Springs | - | - | - | 1,428 |
| Cañon City | - | - | - | 173,731 |
| STATEWIDE TOTAL | 158,185,939 | 9,942,832 | 9,474,403 | 2,451,032 |

Sample Projects

This report includes eight examples of CMAQ-funded projects/programs to demonstrate the range and variety of CMAQ projects in Colorado.

- Transportation Solutions, Designed to Ride Project
- GO Boulder, GO Smart Individualized Marketing Campaign
- Downtown Denver Partnership, Get Downtown Unconventionally
- Transfort, Fort Collins Diesel Retrofit Project

- PM-10 Mitigation in Cañon City
- DRCOG RideArrangers Program
- Real-Time Traveler Information Project, I-70 from DIA to C-470
- HOP Automated Transit Information System, Boulder Transit

Conclusion

The information presented in this report is intended to document the effectiveness of the CMAQ program in Colorado. This report is also intended to highlight the diverse projects funded by the CMAQ program and illustrate how the projects reflect regional air quality goals and transportation priorities.

MEMORANDUM

DEPARTMENT OF TRANSPORTATION

Division of Accounting and Finance
4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9262
FAX (303) 757-9656



DATE: February 17, 2010

TO: Transportation Commission

FROM: Heather Copp, CFO

SUBJECT: Allocation of Revenues for the FY 2012-2017 STIP and update of the 2035 Long Range Plan

Last month the Transportation Commission selected a revenue forecast to use for the FY 2012-2017 STIP and update of the 2035 Long Range Plan. This month we are asking the Transportation Commission for direction on how to allocate the revenues to the CDOT programs. Based on this direction, we will prepare a final document for review and approval at the March Transportation Commission meeting.

We have attached two spreadsheets. The first is the base line that portrays the following:

- FY 2008 and FY 2009 allocations are based on actual revenues and actual allocations to programs
- FY 2010 and FY 2011 are based on budgeted revenues and budgeted allocations.
- We have consolidated FY 2008-2011 into one column for readability of the spreadsheet.
- For FY 2012- FY 2017, the following is true:
 - All programs are identical to the 2035 plan except the items shaded in blue or Strategic Projects. The items shaded in blue represent required allocations based on federal or state law and cannot be adjusted
 - For strategic projects, we have assumed the Transportation Commission's contribution of \$75 million each year and whatever funds are available from S.B. 09-228.
 - Each year there are funds remaining to be allocated to programs.

The second spreadsheet is Scenario #1. This is the staff's recommendation as to how to allocate the remaining funds in FY 2012-2017.

- For FY 2012:
 - Eliminate MIPP of \$10,882,546
 - Allocate \$5 million to ITS investments
 - Split the remaining \$51.1 million equally between Strategic Projects and Surface Treatment

- For FY 2013:
 - Eliminate MIPP of \$11 million
 - Allocate \$7.5 million to ITS investments
 - Allocate \$50 million to Surface Treatment
 - Allocate \$ 67.1 million to Strategic Projects

- For FY 2014:
 - Eliminate MIPP of \$11.3 million
 - Allocate \$10 million to ITS investments
 - Allocate \$50 million to Surface Treatment
 - Allocate \$ 23.1 million to RPP
 - Allocate \$ 46.1 million to Strategic Projects

- For FY 2015:
 - Allocate \$10 million to ITS investments
 - Allocate \$50 million to Surface Treatment
 - Allocate \$ 23.1 million to RPP
 - Allocate \$ 24.1 million to Strategic Projects

- For FY 2016:
 - Allocate \$7.5 million to ITS investments
 - Allocate \$50 million to Surface Treatment
 - Allocate \$ 45.4 million to RPP

- For FY 2017:
 - Allocate \$7.5 million to ITS investments
 - Allocate \$50 million to Surface Treatment
 - Allocate \$ 34.5 million to RPP

Due to there being more funds in FY 2012-FY 2017 and new programs such as FASTER, we will need to make adjustments to FY 2018-2035. The staff is recommending that to the extent possible we balance within programs. This will not be possible however with some programs. For example, the funding source for the Strategic Project program is non-existent after FY 2017. We are also recommending that if we have to add funds to a program that it occur in the earlier years of the plan such as FY 2018 – FY 2022 and if we have to take funds out of a program we do it in the later years of the plan such as FY 2025 – FY 2035. This hopefully will mitigate some of the impact for those entities that have to run air quality conformity against this plan.

The STAC will be reviewing the staff's recommendation on Thursday, February 11, and may have additional recommendations for the Transportation Commission.

If you have any questions regarding this information, please feel free to call my at (303) 757-9262.

Base:
2035 Plan Allocations based on Revenue updates in fiscal years 2008 - 2017 (Inflated)

| | FY2008 - 11 | FY2012 | FY2013 | FY2014 | FY2015 | FY2016 | FY2017 | FY2008 - 17 |
|---------------------------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|-----------------------|
| Revenue | 4,957,906,924 | 1,291,609,997 | 1,393,480,607 | 1,488,671,816 | 1,504,093,704 | 1,519,023,836 | 1,524,258,145 | 13,679,045,029 |
| System Quality: | | | | | | | | |
| Surface Treatment | 508,005,706 | 151,873,912 | 154,763,295 | 157,311,444 | 166,980,227 | 187,135,891 | 190,521,236 | 1,516,591,710 |
| Bridge On System - TC Determined | 73,492,034 | 18,297,926 | 18,646,042 | 18,953,045 | 20,117,950 | 22,546,325 | 22,954,195 | 195,007,517 |
| Bridge On System - Required Allocations | 113,819,878 | 24,069,686 | 24,799,071 | 24,799,071 | 24,799,071 | 24,799,071 | 24,799,071 | 261,884,919 |
| Bridge Off System - TC Determined | 19,142,190 | 4,833,570 | 4,925,529 | 5,006,626 | 5,314,347 | 5,955,825 | 6,063,568 | 51,241,657 |
| Bridge Off System - Required Allocations | 20,085,861 | 4,247,593 | 4,376,306 | 4,376,306 | 4,376,306 | 4,376,306 | 4,376,306 | 46,214,984 |
| Maintenance (MLOS) | 357,224,686 | 100,284,636 | 102,592,388 | 104,924,891 | 106,982,105 | 108,948,670 | 110,876,308 | 991,833,684 |
| ITS Maintenance | 34,761,447 | 7,736,436 | 7,735,970 | 7,729,503 | 8,054,727 | 8,858,210 | 8,858,737 | 83,735,030 |
| Tunnel Inspections | 588,665 | 178,425 | 178,415 | 178,265 | 185,766 | 204,297 | 204,309 | 1,718,142 |
| Transit Replacement Capital (Sec. 5310) | 7,925,507 | 2,076,657 | 2,139,586 | 2,139,586 | 2,139,586 | 2,139,586 | 2,139,586 | 20,700,095 |
| Total System Quality | 1,135,045,974 | 313,598,842 | 320,156,601 | 325,418,738 | 338,950,085 | 364,964,181 | 370,793,317 | 3,168,927,738 |
| Mobility: | | | | | | | | |
| Congestion Relief | 26,226,660 | 8,713,271 | 8,879,040 | 9,025,232 | 9,579,947 | 10,736,312 | 10,930,535 | 84,090,997 |
| Maintenance (S&I - MLOS) | 232,325,431 | 45,609,385 | 46,658,949 | 47,719,770 | 48,655,389 | 49,549,782 | 50,426,470 | 520,945,176 |
| ITS Investments | - | - | - | - | - | - | - | - |
| Enhancement | 46,034,084 | 11,592,515 | 11,943,803 | 11,943,803 | 11,943,803 | 11,943,803 | 11,943,803 | 117,345,614 |
| STP-Metro | 153,661,760 | 43,979,925 | 45,312,648 | 45,312,648 | 45,312,648 | 45,312,648 | 45,312,648 | 424,204,925 |
| Congestion Mitigation/Air Quality | 124,875,291 | 35,297,671 | 36,367,297 | 36,367,297 | 36,367,297 | 36,367,297 | 36,367,297 | 342,009,447 |
| Gaming Funds (Construction) | 22,139,247 | - | - | - | - | - | - | 22,139,247 |
| High Performance Enterprise | 7,238,780 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 | 22,238,780 |
| Aeronautics | 125,717,168 | 36,627,774 | 39,179,724 | 43,827,529 | 50,147,207 | 52,628,856 | 52,631,434 | 400,759,691 |
| Transit Mobility | 61,223,766 | 18,524,327 | 19,085,671 | 19,085,671 | 19,085,671 | 19,085,671 | 19,085,671 | 175,176,447 |
| Total Mobility | 799,442,187 | 202,844,867 | 209,927,132 | 215,781,949 | 223,591,961 | 228,124,368 | 229,197,859 | 2,108,910,324 |
| Safety: | | | | | | | | |
| Rockfall Mitigation | 15,060,604 | 3,248,016 | 3,309,809 | 3,364,305 | 3,571,084 | 4,002,138 | 4,074,538 | 36,630,493 |
| Hot Spots | 7,149,933 | 2,167,154 | 2,167,023 | 2,165,211 | 2,256,314 | 2,481,388 | 2,481,536 | 20,868,559 |
| Traffic Signals | 4,859,178 | 1,472,823 | 1,472,734 | 1,471,503 | 1,533,417 | 1,686,380 | 1,686,481 | 14,182,516 |
| Safety Surface Treatment | 21,172,744 | 4,966,432 | 4,966,132 | 4,961,981 | 5,170,759 | 5,686,558 | 5,686,896 | 52,611,503 |
| Maintenance (Traffic Ops - MLOS) | 239,267,618 | 66,989,516 | 68,531,081 | 70,089,178 | 71,463,384 | 72,777,038 | 74,064,688 | 663,182,503 |
| Safety Education | 32,353,995 | 4,301,867 | 4,390,140 | 4,420,535 | 4,455,764 | 4,475,766 | 4,487,997 | 58,886,064 |
| Railroad Crossings | 10,005,555 | 2,617,438 | 2,696,755 | 2,696,755 | 2,696,755 | 2,696,755 | 2,696,755 | 26,106,768 |
| Hazard Elimination | 49,988,942 | 19,017,102 | 19,593,379 | 19,593,379 | 19,593,379 | 19,593,379 | 19,593,379 | 166,972,939 |
| Safe Routes to Schools | 7,534,976 | 1,723,527 | 1,775,756 | 1,775,756 | 1,775,756 | 1,775,756 | 1,775,756 | 18,137,283 |
| Gaming Funds | 2,280,784 | - | - | - | - | - | - | 2,280,784 |
| Total Safety | 389,674,328 | 106,503,875 | 108,902,809 | 110,538,603 | 112,516,612 | 115,175,158 | 116,548,025 | 1,059,859,411 |
| Program Delivery: | | | | | | | | |
| Maintenance | 107,843,114 | 15,726,170 | 16,088,061 | 16,453,834 | 16,776,436 | 17,084,824 | 17,387,107 | 207,359,547 |
| Road Equipment | 63,990,939 | 12,319,490 | 12,318,747 | 12,308,449 | 12,826,335 | 14,105,800 | 14,106,639 | 141,976,398 |
| Capitalized Operating Equipment | 18,447,643 | 3,330,258 | 3,330,057 | 3,327,274 | 3,467,271 | 3,813,141 | 3,813,368 | 39,529,013 |
| Property | 31,288,079 | 6,939,459 | 6,948,491 | 6,976,514 | 7,258,160 | 7,899,392 | 7,936,990 | 75,247,084 |
| TC Contingency | 177,341,111 | 31,415,264 | 31,622,414 | 31,791,275 | 33,098,418 | 33,351,650 | 33,393,211 | 372,013,344 |
| Maintenance Incentive Program | 20,276,968 | 10,822,546 | 11,071,595 | 11,323,315 | - | - | - | 53,494,424 |
| Operations | 244,561,956 | 90,626,574 | 92,712,075 | 94,819,942 | 96,679,033 | 98,456,205 | 100,198,199 | 818,053,985 |
| State Infrastructure Bank | 2,487,521 | 2,084,946 | 1,715,638 | 1,310,654 | 893,210 | 902,465 | 909,850 | 10,304,284 |
| Transit (Administration and Operations) | 1,248,184 | 79,394 | 81,800 | 81,800 | 81,800 | 81,800 | 81,800 | 1,736,577 |
| Metro Planning - FHWA | 19,711,558 | 5,443,380 | 5,608,331 | 5,608,331 | 5,608,331 | 5,608,331 | 5,608,331 | 53,196,593 |
| Metro Planning - FTA | 7,735,043 | 2,034,564 | 2,096,218 | 2,096,218 | 2,096,218 | 2,096,218 | 2,096,218 | 20,250,698 |
| Total Program Delivery | 694,932,115 | 180,822,046 | 183,593,427 | 186,097,606 | 178,785,212 | 183,399,826 | 185,531,715 | 1,793,161,948 |
| Strategic Projects Program: | | | | | | | | |
| Debt Service | 671,962,668 | 167,989,630 | 167,993,575 | 167,991,475 | 167,992,700 | 167,991,075 | 130,364,625 | 1,642,285,748 |
| Strategic Projects | 49,098,898 | - | - | 60,878,096 | 63,646,221 | 66,511,646 | 106,941,988 | 347,076,847 |
| Strategic Projects - after 7th Pot | 796,651,675 | - | - | - | - | - | - | 796,651,675 |
| Strategic Projects Transit | 24,120,886 | - | 8,395,094 | 17,096,619 | 17,404,325 | 17,722,525 | 18,034,068 | 102,773,516 |
| Strategic Projects Earmarks | 6,962,066 | - | - | - | - | - | - | 6,962,066 |
| Total Strategic Projects Program | 1,548,796,193 | 167,989,630 | 176,388,669 | 245,966,190 | 249,043,245 | 252,225,245 | 255,340,681 | 2,895,749,852 |
| SB 09-108 (FASTER) Allocations: | | | | | | | | |
| FASTER Safety Programs | 149,759,079 | 94,358,578 | 96,856,862 | 100,064,812 | 103,720,793 | 105,750,139 | 106,880,613 | 757,390,876 |
| State Transit and Rail | 20,000,000 | 10,000,000 | 10,000,000 | 10,000,000 | 10,000,000 | 10,000,000 | 10,000,000 | 80,000,000 |
| Transit and Rail Local Grant Program | 10,000,000 | 5,000,000 | 5,000,000 | 5,000,000 | 5,000,000 | 5,000,000 | 5,000,000 | 40,000,000 |
| State Bridge Enterprise | 114,280,410 | 114,832,858 | 117,197,098 | 120,020,108 | 123,373,770 | 125,501,018 | 126,943,030 | 842,148,291 |
| Total SB 09-108 (FASTER) Allocations | 294,039,489 | 224,191,436 | 229,053,960 | 235,084,920 | 242,094,563 | 246,251,157 | 248,823,643 | 1,719,539,167 |
| Regional Priority Program | 40,868,167 | - | - | - | - | - | - | 40,868,167 |
| Earmark Contingency Allocation | 55,108,471 | 50,362,305 | 51,887,583 | 51,887,583 | 51,887,583 | 25,943,792 | 25,943,792 | 313,021,109 |
| Total Allocations | 4,957,906,924 | 1,246,313,002 | 1,279,910,181 | 1,370,775,588 | 1,396,869,260 | 1,416,083,729 | 1,432,179,032 | 13,100,037,715 |
| Remaining Amount to Allocate | (0) | 45,296,995 | 113,570,426 | 117,896,228 | 107,224,444 | 102,940,107 | 92,079,113 | 579,007,314 |

