

# 7<sup>th</sup> Pot Corridor Accomplishments



Tony DeVito  
Region 1 Transportation Director  
September 10, 2010



# US 40: Winter Park to South of Berthoud Pass



**Purpose:** Operational efficiency; safety; mobility; resolving roadway deficiencies associated with snow storage; water quality and erosion control; slope stability; wetlands mitigation; wildlife passages; historic and visual resources



# US 40: Winter Park to South of Berthoud Pass



## **Safety Concerns:**

- Steep drop-offs
- Lack of guardrail
- No shoulders
- Avalanche hazard
- Landslide & rockfall hazards



# US 40: Winter Park to South of Berthoud Pass



**Benefits:** Social and economic impacts to recreational opportunities, tourism and the ski industry; CDOT/USFS partnership project

**Ability to Implement:** Provided a dedicated funding source

**Remaining Work:** Address Stanley Avalanche slide path, in partnership with US Forest Service;

Three miles down from top of Pass: Silt remediation, drainage improvements, shoulders, wetlands/fen, slope stabilization

# US 40: Winter Park to South of Berthoud Pass



*Before*



*After*

# US 285: Goddard Ranch Court to Foxton Road



**Purpose:** Increase capacity, enhance safety in a 14-mile section; mobility; replacing signalized intersections with interchanges

**Benefits:** Widened from a two- to four-lane highway; safety improvements; improving aesthetics

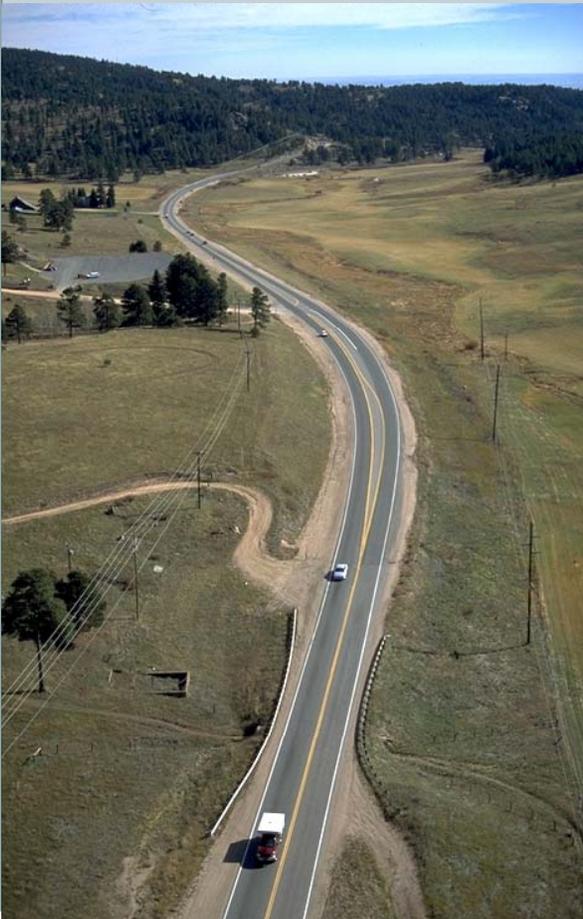


# US 285: Goddard Ranch Court to Foxton Road



**Ability to Implement:** Provided dedicated funding source  
*Before*

**Remaining Work:** Improved  
*After* shoulders and passing lanes (Foxton Road to Fairplay Road to Fairplay)



# I-70 East: Tower Road to Kansas State Line



**Purpose:** Concrete reconstruction; enhance safety; add full-width shoulders and embankments; drainage extensions

**Benefits:** Safety improvements; accommodate larger commercial vehicles (i.e., multi-axle/multi-trailer); create standard operational procedure for maintenance corridor-wide



# I-70 East: Tower Road to Kansas State Line



**Ability to Implement:** Dedicated funding source

**Remaining Work:** Three gap sections (one funded, two unfunded)



# 7th Pot CORRIDOR ACCOMPLISHMENTS

Tim Harris  
Region 2 Transportation Director



# Region 2 Strategic Corridor Accomplishments

- I-25/US 50/SH 47 in Pueblo
- I-25 So. Academy to Briargate (Colorado Springs)
- Powers Boulevard (SH21)
- US287 Campo to No. Kiowa County Line

# I-25/US 50/SH 47 Interchange



- Reconstruction of busiest interchange in Pueblo
- Reconstruction of US 50 and SH 47 from Dillon Dr. to Morris/Fortino, including access roads
- Construction of Dillon Drive to reduce interchange volumes
- Drainage improvements throughout the project area
- Completed in November, 2002.
- Total cost : \$70 million
- Reduced congestion at northern gateway to Pueblo
- Extension of corridor improvements westward remains a high priority

## **I-25/US 50/SH47 in Pueblo**

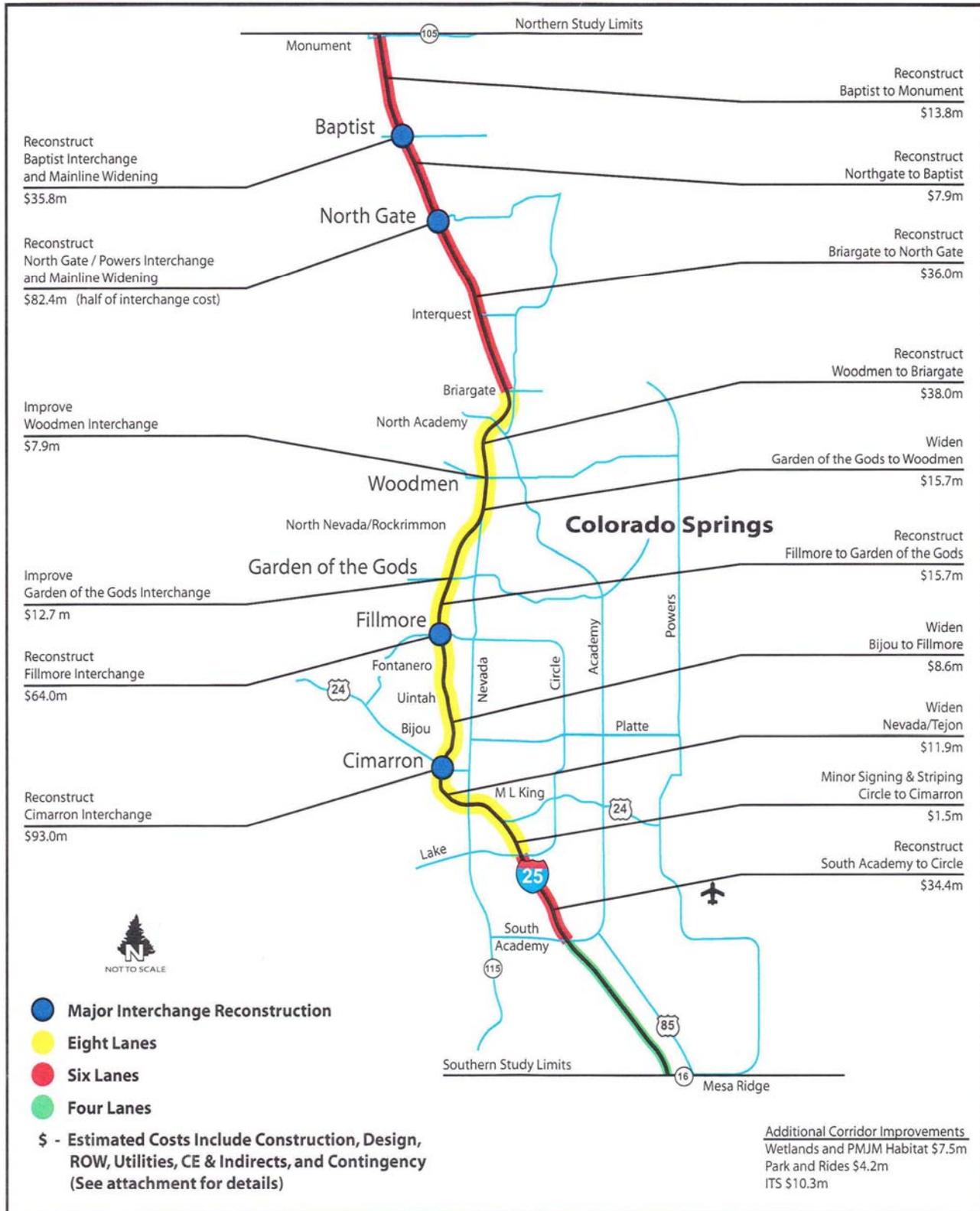
# I-25 South Academy to Briargate in Colorado Springs



- Reconstruction and Expansion of I-25 from 4-lane to 6-lane for 12 miles
- Reconstructed seven interchanges
- Replaced 12 structurally deficient bridges
- Sound walls, water quality features, pedestrian crossings, trail connections and corridor landscaping
- Total cost: \$180 million
- Eliminated daily traffic jams in central Colorado Springs

## I-25 South Academy to Briargate in Colorado Springs

# I-25 Corridor Improvements Required After COSMIX



# Powers Boulevard. (SH 21)

Improves nationally significant corridor by providing improved connections to military facilities and airport.  
Air quality and safety will also improve.



# Powers Blvd. Accomplishments



## Powers North (Woodmen to SH 83) (8.5 miles) (Cost \$82 Million)

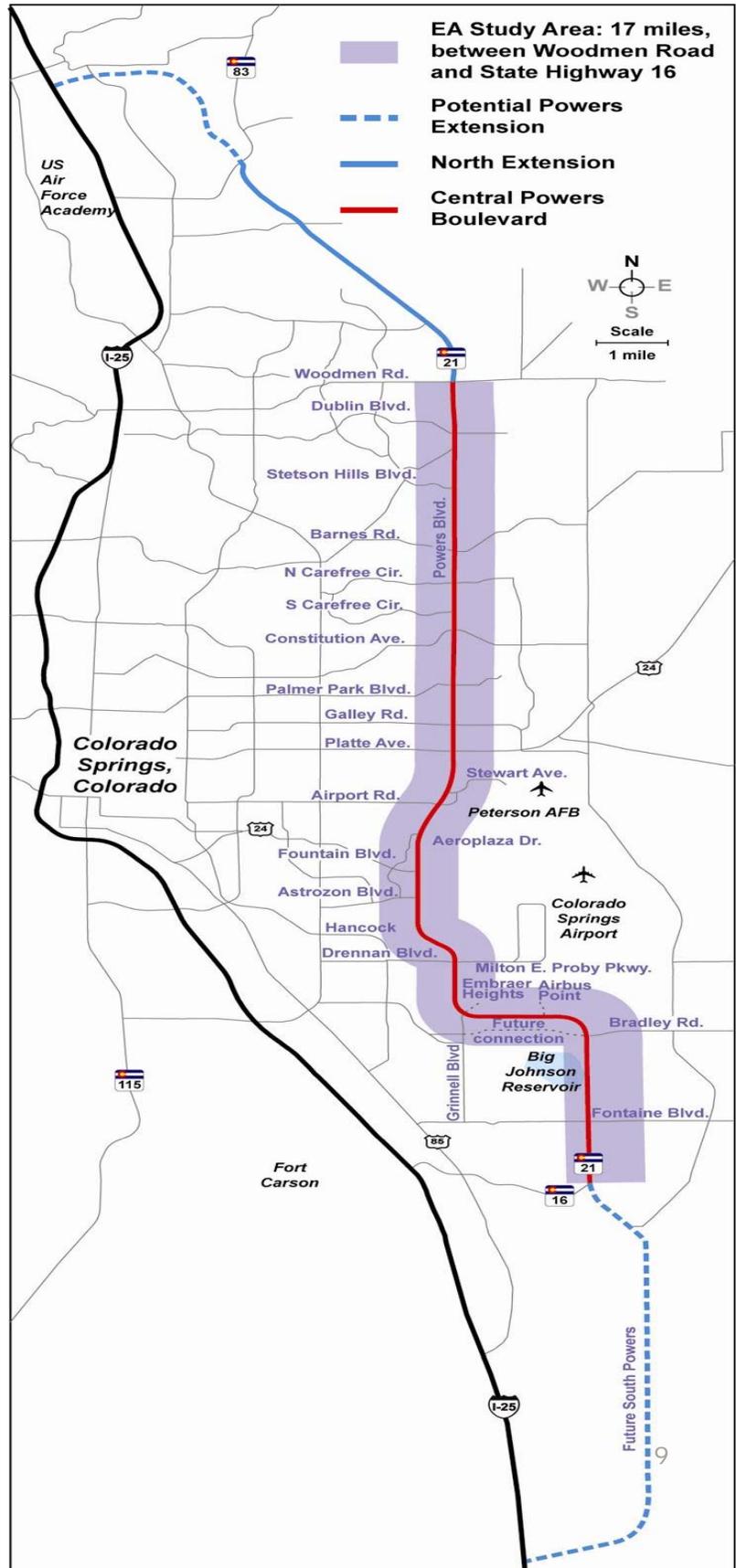
- Environmental Assessment completed in 1998
- Constructed 4-lane expressway with partial interchanges
- New interchange at Powers/Woodmen
- Funding approved to complete interchanges at Briargate, Union, and Pine Creek

## Powers Central (SH 16 to Woodmen) (17 miles) Cost to date \$41 Million

- New interchange at Powers/Platte.
- Environmental Assessment for ultimate improvements
- Purchased right of way for planned conversion from expressway to freeway with interchanges to replace at-grade intersections.

## I-25 and SH 16 interchange Cost \$65 Million

- Reconstructed interchange to address congestion at east entrance to Fort Carson.
- Phase 2 of Fort Carson interchange improvements is reconstructing the SH 85/87 interchange at SH 16. The project is expected to be completed by fall 2010.





**Ports to Plains:  
US 287 Oklahoma to North Kiowa  
County Line**

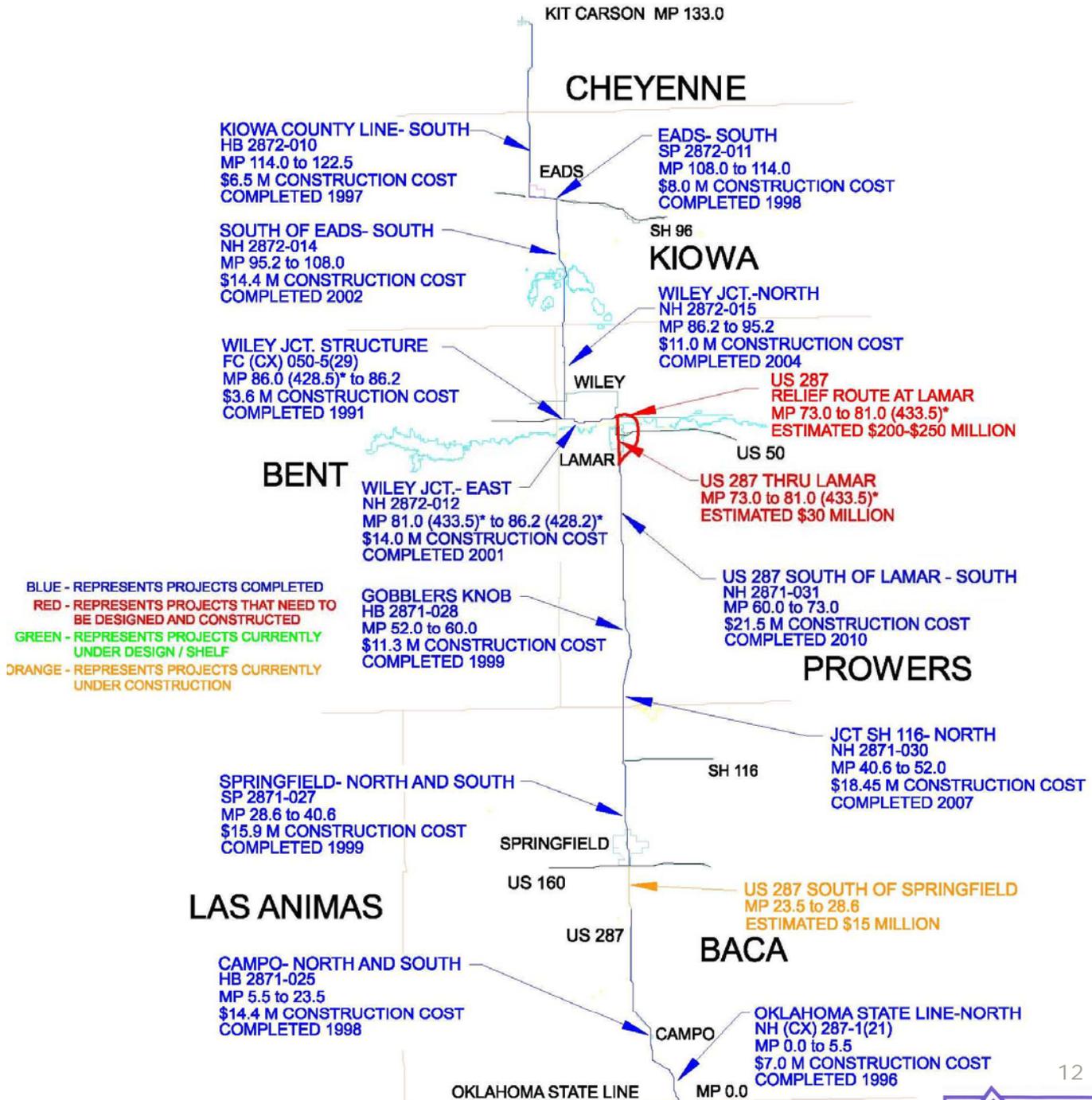
- Reconstruction of 133 miles of US 287 for improved performance under heavy truck loading
- Widened shoulders for safety
- Addition of some climbing/passing lanes
- Total cost \$143 Million

## **US 287 Oklahoma to North Kiowa County Line**

# Region 2 Strategic Transportation Project, The 7TH Pot Program

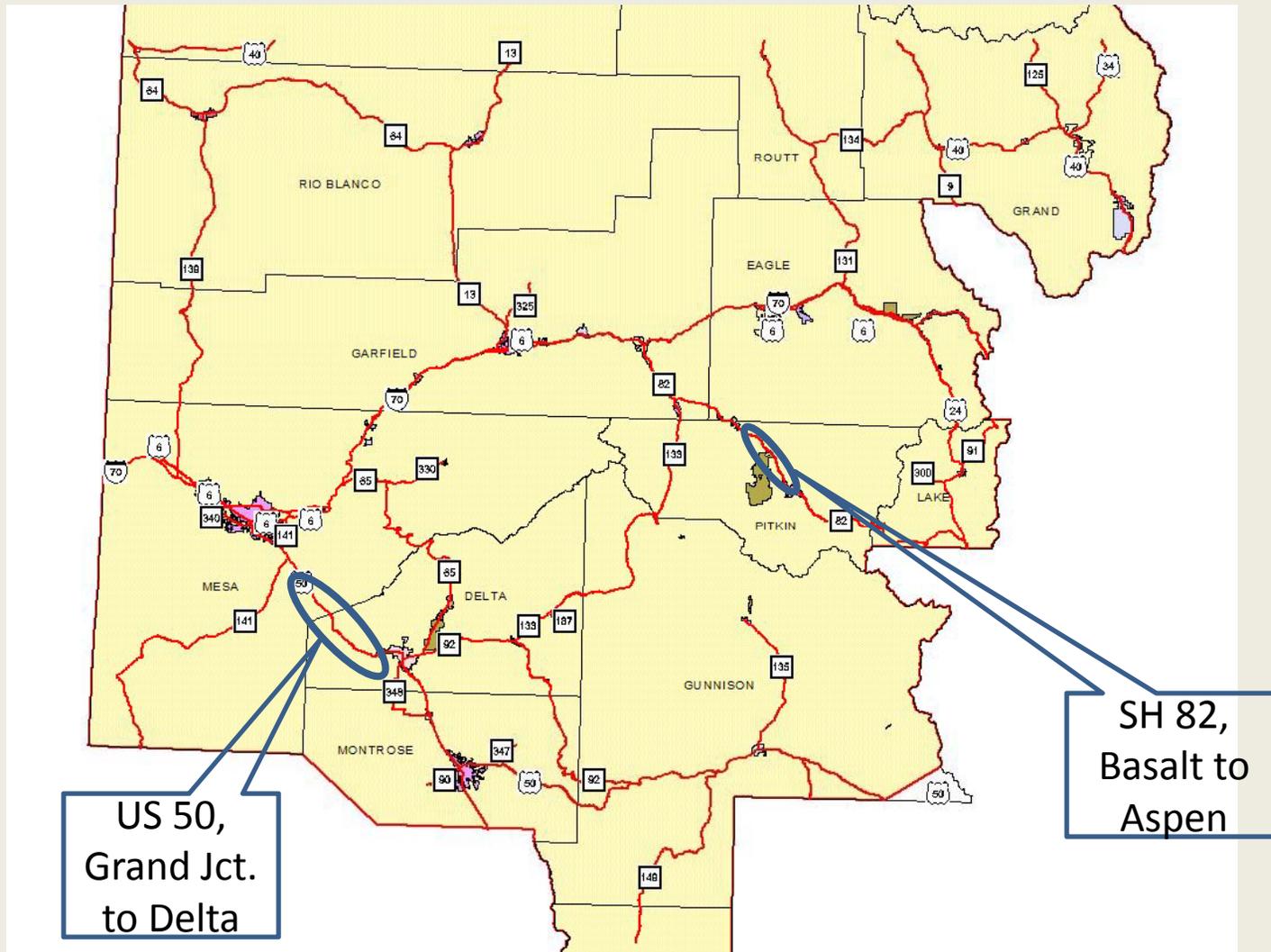
## US 287 - Campo to the North Kiowa County Line

The US 287 Corridor is a major north-south truck route through Colorado. Trucks account for estimated 75% of the traffic on this highway. The 133-mile portion of US 287 Corridor through CDOT's Region 2 runs from the Oklahoma State Line (mile post 0.0) to Kit Carson (mile post 133.0). High priority has been given to reconstructing the entire US 287 Corridor in concrete to provide for a more durable roadway with lower long-term maintenance. Approximately 80% of this segment has been completed to date (CDOT's fiscal year 2006). US 287 and I-70 have been designated as the state's official Ports-to-Plains Corridor routes. The transportation equity act for the 21st century (TEA-21) designated the Ports-to-Plains Corridor as one of the 43 "High Priority Corridors" on the National Highway System in 1991. Its importance is related to its direct connection with the Mexico border and the potential to attract and serve existing and future travel demands associated with the North American Free Trade Agreement (NAFTA) and international trade. The following illustrates the status of work being accomplished on the US 287 Corridor in Region 2.

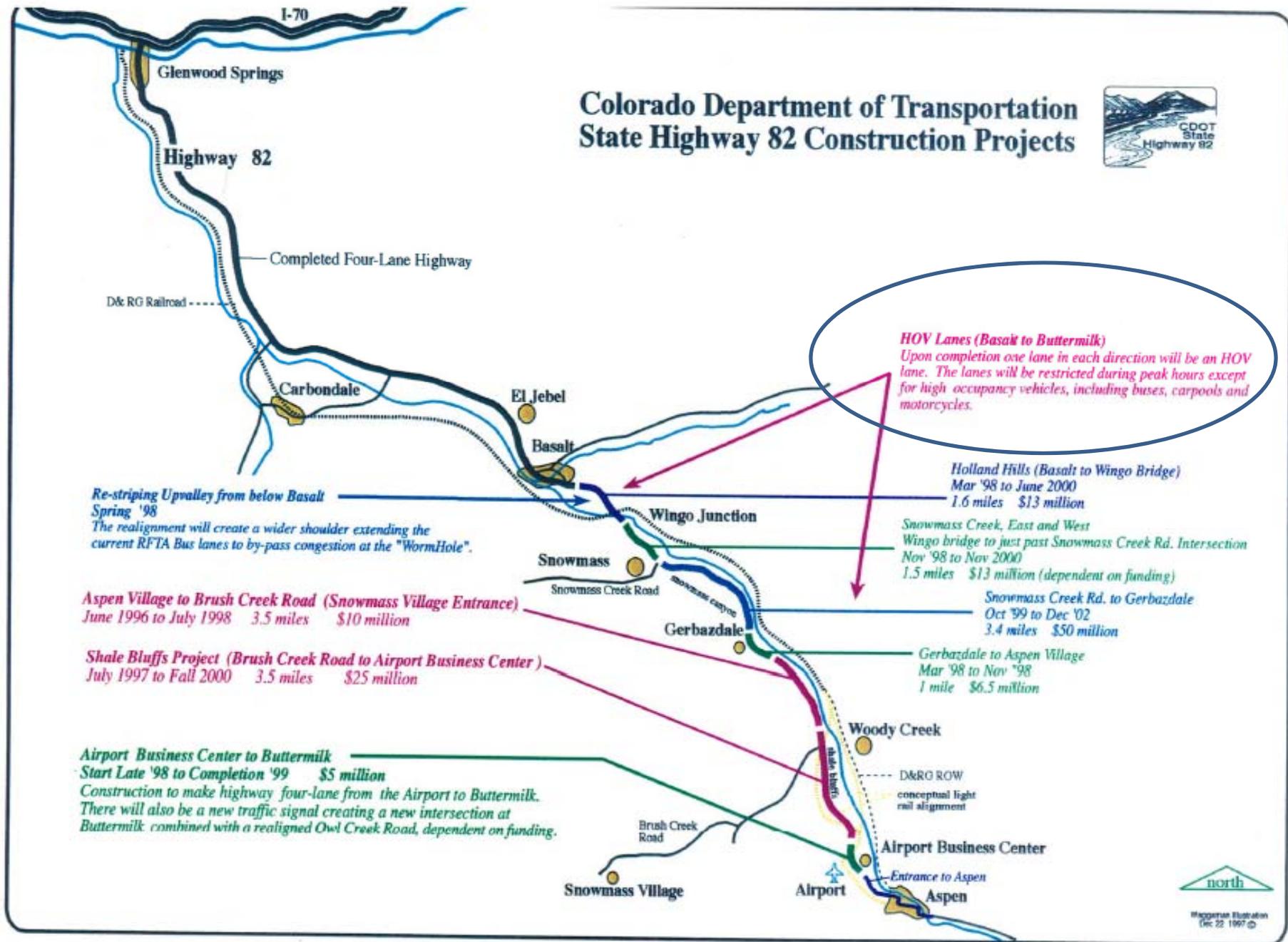


\* MILE POST REFERENCE FROM US 50 CORRIDOR

# Region 3 Completed 7<sup>th</sup> Pot Corridors



# Colorado Department of Transportation State Highway 82 Construction Projects



**HOV Lanes (Basalt to Buttermilk)**  
 Upon completion one lane in each direction will be an HOV lane. The lanes will be restricted during peak hours except for high occupancy vehicles, including buses, carpools and motorcycles.

**Re-striping Upvalley from below Basalt Spring '98**  
 The realignment will create a wider shoulder extending the current RFTA Bus lanes to by-pass congestion at the "WormHole".

**Aspen Village to Brush Creek Road (Snowmass Village Entrance)**  
 June 1996 to July 1998 3.5 miles \$10 million

**Shale Bluffs Project (Brush Creek Road to Airport Business Center)**  
 July 1997 to Fall 2000 3.5 miles \$25 million

**Airport Business Center to Buttermilk**  
 Start Late '98 to Completion '99 \$5 million  
 Construction to make highway four-lane from the Airport to Buttermilk. There will also be a new traffic signal creating a new intersection at Buttermilk, combined with a realigned Owl Creek Road, dependent on funding.

**Holland Hills (Basalt to Wingo Bridge)**  
 Mar '98 to June 2000  
 1.6 miles \$13 million

**Snowmass Creek, East and West**  
 Wingo bridge to just past Snowmass Creek Rd. Intersection  
 Nov '98 to Nov 2000  
 1.5 miles \$13 million (dependent on funding)

**Snowmass Creek Rd. to Gerbazdale**  
 Oct '99 to Dec '02  
 3.4 miles \$50 million

**Gerbazdale to Aspen Village**  
 Mar '98 to Nov '98  
 1 mile \$6.5 million



Maggerson Illustration  
 Dec 22 1997

# SH 82 Basalt to Aspen



## Needs:

- 1992 peak hour traffic on SH 82 exceeded capacity.
- During peak times SH 82 functioned at a level of service "E" or "F".
- An additional 30 hours of driving time per year estimated for commuter traffic.

## Benefits:

- Upgraded portion now has adequate capacity predicted for next 20 years.
- Peak hour traffic on upgraded portion currently functions at level of service "B".
- Travel times on upgraded portion now remain consistent with expectation.
- V/C reduction through upgraded portion.

# SH 82 Basalt to Aspen



7<sup>th</sup> Pot Program funding benefits:

- \$3(M) per year Annual Regional allocation for SH 82 before 7<sup>th</sup> Pot.
- 7<sup>th</sup> Pot funding accelerated the projects.
- Basalt up to the Maroon Creek Roundabout were completed in 2004.

Remaining work in corridor:

- Entrance to Aspen; total estimated cost \$55(M).
- Airport Business Center to Aspen still functions at level “F” during peak hours.
- SH 82 Corridor is still a priority within the IMTPR.



# SP 4010 U.S. 50, GRAND JUNCTION TO DELTA FOUR LANE IMPROVEMENTS CONSTRUCTION TIMELINE



Tentative Completion Dates	Phase Description	Cost
June 1999	<b>PHASE 1 (COMPLETED)</b> Grand Junction to Whitewater April 1998 to June 1999 (FY 98) 9.5 km (5.9 miles)	\$9.4 million
June 2000	<b>PHASE 2 (UNDER CONSTRUCTION)</b> Whitewater to Kanab Creek April 1999 to June 2000 (FY 99/00) 7.4 km (4.6 miles)	\$8.0 million
with TRANS		
June 2004	<b>PHASE 3 (ON SHELF DEC. 1999)</b> Kanab Creek to Mesa/Delta County Line July 2002 to June 2004	\$14.3 million
June 2005	<b>PHASE 4</b> Mesa/Delta County Line to Escalante Canyon Road July 2003 to June 2005	\$9.4 million
June 2005	<b>PHASE 5</b> Escalante Canyon Road to Delta County Road G50 July 2003 to June 2005	\$9.6 million
June 2006	<b>PHASE 6</b> Delta County Road G50 to Delta Advance R.O.M. Acquisition 2000 - 2001 July 2004 to June 2006	\$10.0 million



\* Phase 6 may be advanced to construction replacing Phase 5 in this sequence.  
Total Spent \$70.0 million

10  
11  
12  
13

# US 50 Grand Junction to Delta



## Needs:

- Increased traffic volumes especially in trucks and recreational vehicles.
- Fatality rate was 3 times the State average for similar roadways.
- Significant portion of accidents involved 3 or more vehicles.

## Benefits:

- Fatality rate is below average for similar roadways.
- Near elimination of accidents involving 3 or more vehicles.
- The corridor now has adequate capacity for the next 20 years .

# US 50 Grand Junction to Delta

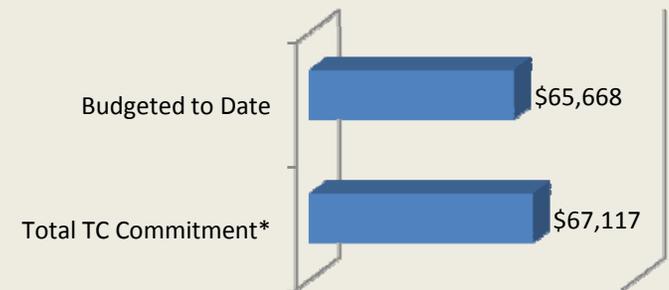


## Funding prior to 7<sup>th</sup> Pot status

- Projects started in 1996. High priority in 2 TPRs.
- Scheduled for completion in 2012.

## With 7<sup>th</sup> Pot Funding

- Every phase of the corridor was completed by 2004.



Thank You

Any Questions



### Project Benefits

**Concrete reconstruction = major system quality benefit**

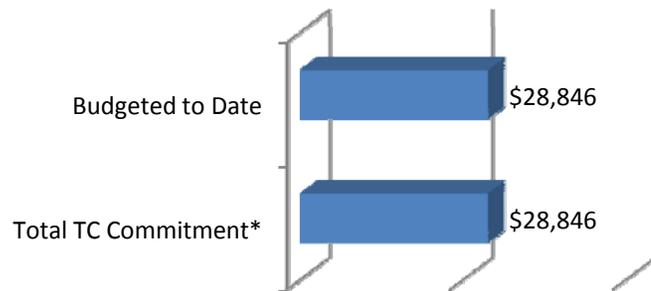
**Mobility = Heavy truck and tourism traffic, connects the front range with I-80.**

**Region 4 and the Upper Front Range TPR did not have the resources to construct this project.**

**Region:** 4 and 6  
**TPR:** DRCOG, UFR, and NFR

**County:** Broomfield and Weld  
**Location:** I-25 SH 7 to SH 66

**Final Phase Completed:** 1999  
**TC Commitment- % Funded:** 100%



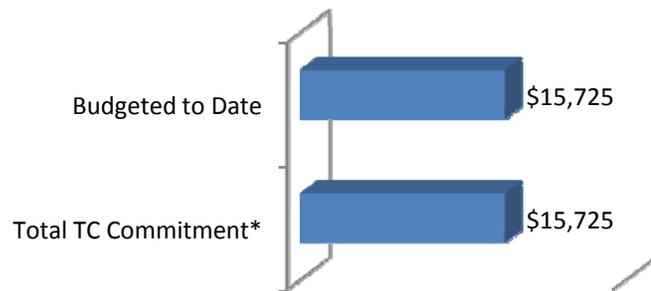
\*Per TC-1231 December 18, 2003



**Region:** 4  
**TPR:** North Front Range

**County:** Larimer and Weld  
**Location:** US 34 from I-25 to US 85 in Greeley (SH 257 to 71<sup>st</sup> Street)

**Final Phase Completed:** 1998  
**TC Commitment- % Funded:** 100%



\*Per TC-1231 December 18, 2003

## Project Benefits

**Mobility and Safety = Improvements on a Major Corridor, added two lanes with a separated median.**

**Safety = Eliminated issues with SH257 at-grade crossing.**

**Multi-Modal = Expanded shoulders to accommodate multi-modal traffic.**

**Mobility = Greeley was the only large metropolitan area without four-lane access to the Interstate System.**

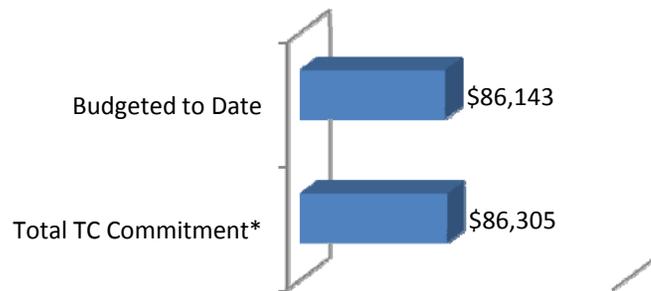
**7<sup>th</sup> Pot funding implemented this “Shovel Ready” project. Region 4 and our Planning Partners did not have the resources to construct this project.**



**Region:** 4  
**TPR:** DRCOG and North Front Range

**County:** Boulder and Larimer  
**Location:** US 287 from Broomfield to Loveland

**Final Phase Completed:** 2009  
**TC Commitment- % Funded:** 100%



\*Per TC-1231 December 18, 2003

### Project Benefits

**Mobility and Safety = Widened a narrow 2-lane road without shoulders to 4-lanes with 10-foot shoulders, added bypasses and access management**

**Reduced congestion through downtown Lafayette (2009 ADT: 27,000) & Berthoud (2009 ADT: 16,900).**

**Multi-Modal = Added shoulders to accommodate multi-modal traffic.**

**System Continuity = US287 now a 4-lane facility from Denver to Fort Collins**

**Region 4 and our Planning Partners did not have the resources to construct this project.**

**Was a “Recovery” project before recovery was cool – spawned economic development.**



### Project Benefits

**Mobility and Safety = Added two lanes, reconstructed interchanges and improved frontage roads.**

**Multi-Modal = Added shoulders to accommodate multi-modal traffic. Enlarged Park and Rides, 650 spaces now available.**

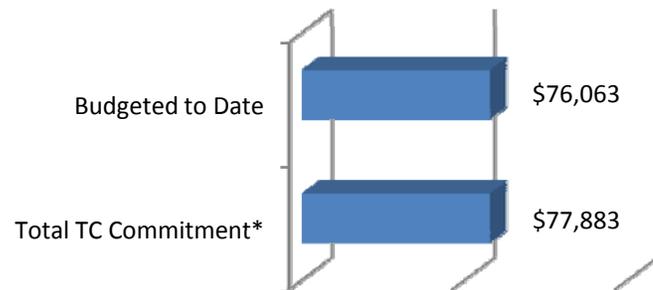
**System Quality = Remember, six lanes of traffic (4 on mainline and two on frontage rd) were reconstructed as part of the projects.**

**Region 4 and the Upper Front Range TPR did not have the resources to construct this project.**

**Region:** 4  
**TPR:** DRCOG and Upper Front Range

**County:** Broomfield and Weld  
**Location:** I-25; SH 7 to SH 66

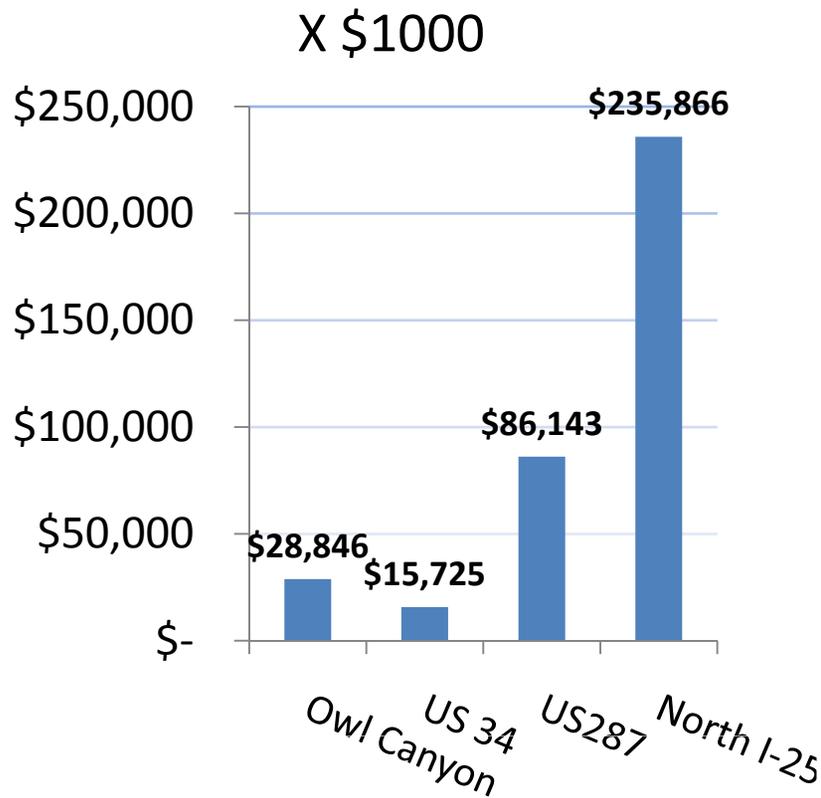
**Final Phase Completed:** 2010 (combined w / North I-25 MIS)  
**TC Commitment- % Funded:** 100%



\*Per TC-1231 December 18, 2003

# 7<sup>th</sup> Pot's Impact on Region 4

**7<sup>th</sup> Pot Funds Spent By Project  
1999 – 2010  
Constant 2000 \$**



**Region 4 RPP Funds  
1999-2010  
Constant 2000 \$ approximate**

X \$1000

Time Frame	Amount
1999 - 2004	\$175,698
2005 – 2009	<u>\$48,190</u>
<b>11-Year RPP Total</b>	<b>\$223,888</b>

Large RPP Projects	Amt (X \$1000)
SH 7 Cherryvale Rd to 75th St.	\$21,700
I-76 Various Projects	\$40,000
US 34 Business: SH 257 to 47th Ave	\$ 8,500
US34: Brush to Akron	\$35,000

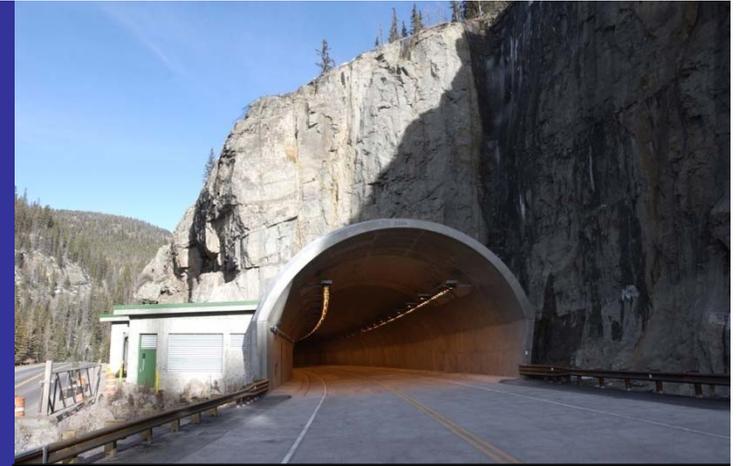
In YOE

**R4 7<sup>th</sup> Pot Spent to Date = \$366,580**

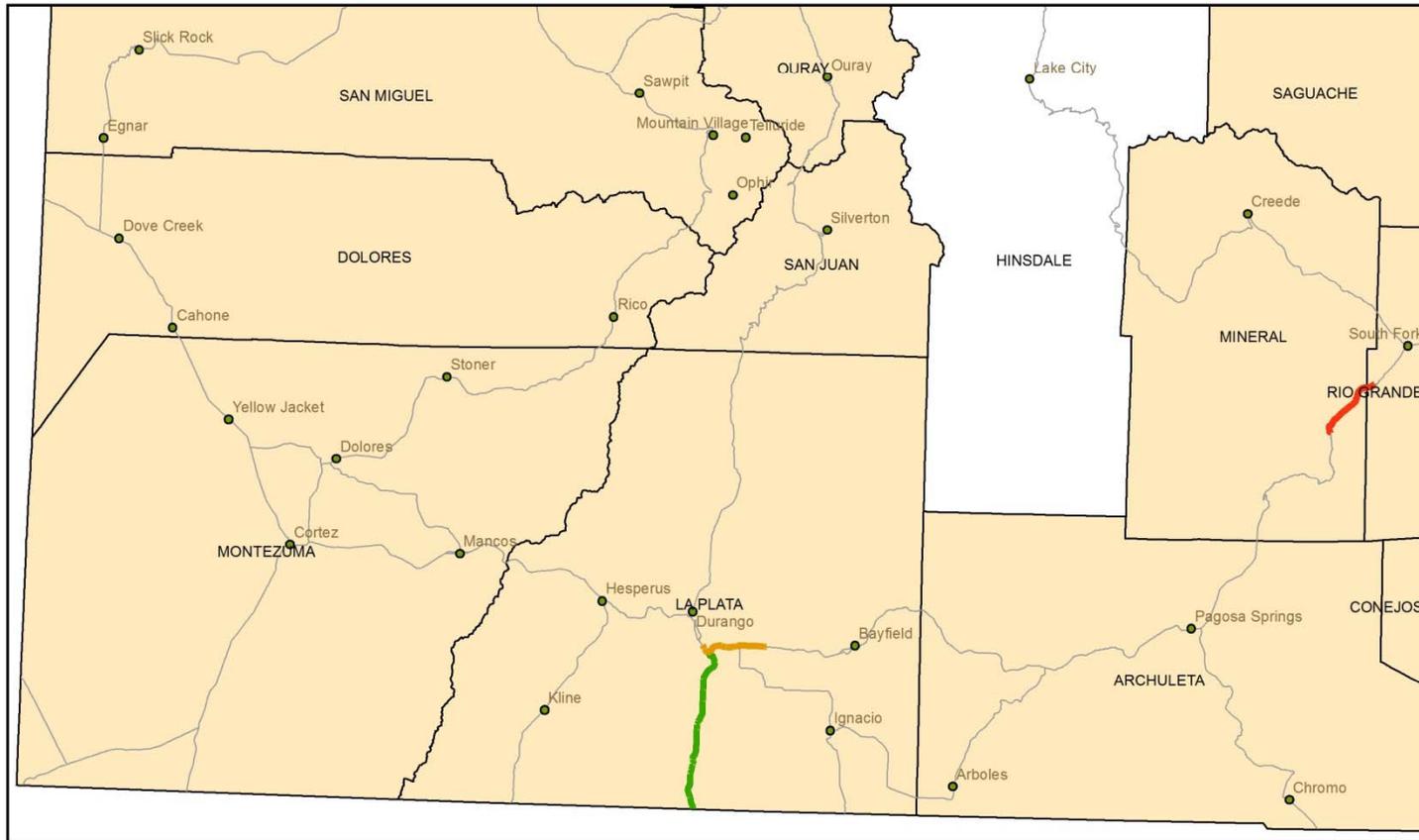


# CDOT Region 5 7<sup>th</sup> Pot Corridor Update

September 10, 2010



# 7<sup>th</sup> Pot Corridors in Region 5



## Legend

- CDOT Region 5
- US 160 SH 3 to Florida River
- US 160 Wolf Creek Pass
- US 550 NM State Line to Durango

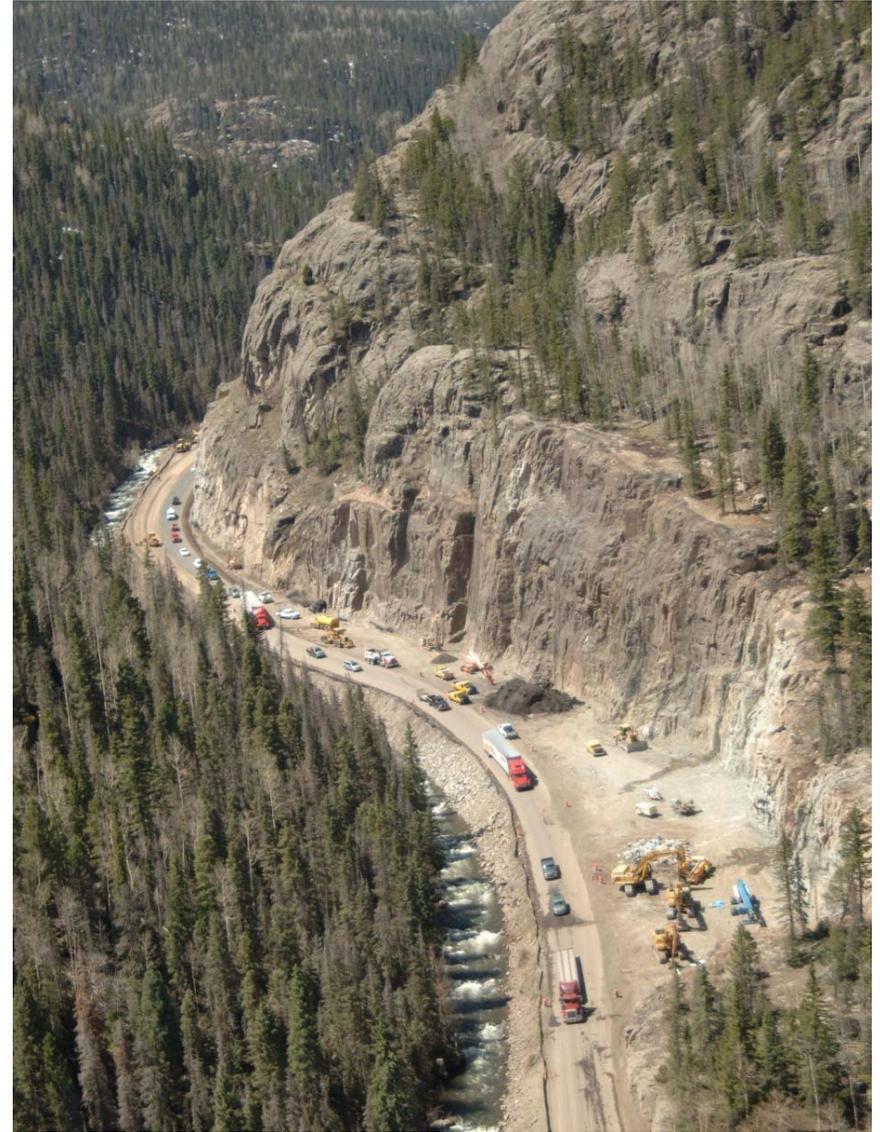
0 10 20 40 Miles

September 10, 2010



## US 160 Wolf Creek Pass Purpose and Need

- Improve safety to reduce number and severity of accidents
- Increase travel efficiency/capacity to allow for fewer delays associated with slow-moving vehicles
- Provide a facility which meets current standards for mountainous terrain and can accommodate capacity and safety for at least 20 years



## US 160 Wolf Creek Pass Benefits

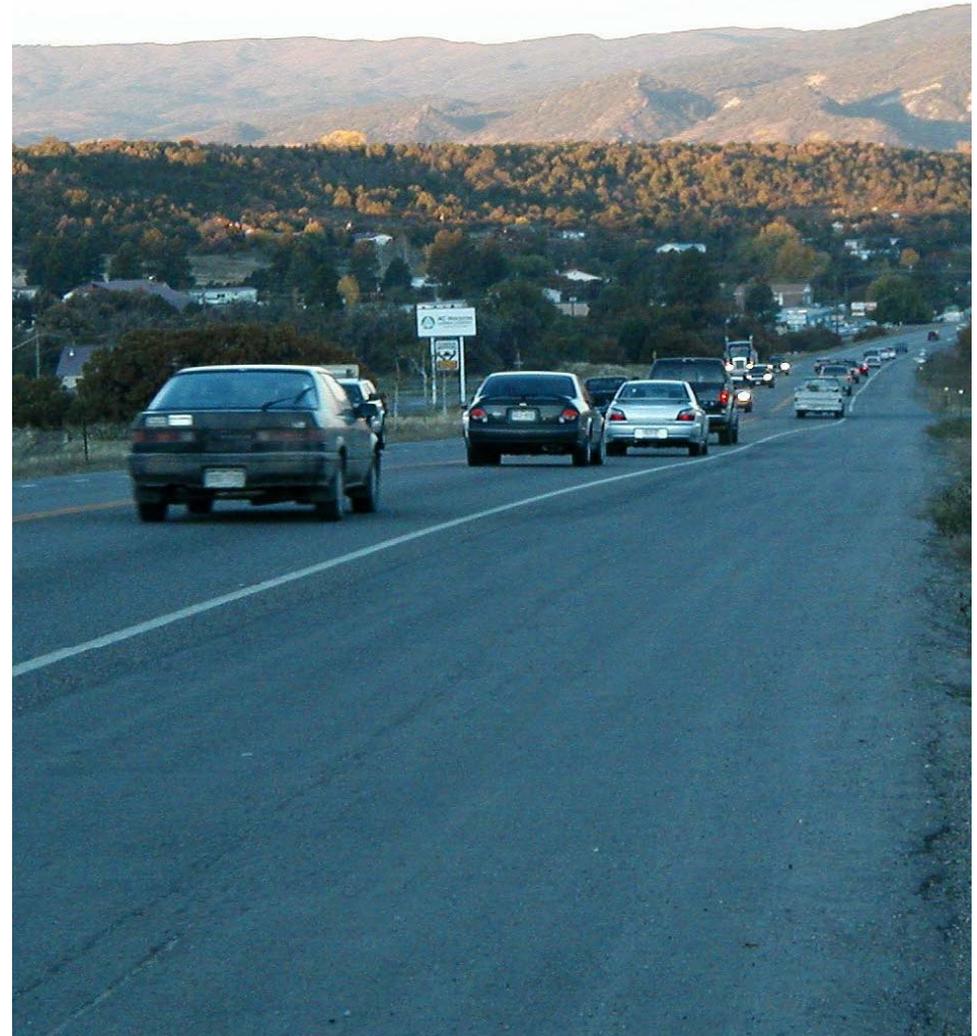
- 4 projects completed in corridor including a new tunnel, roadway reconstruction, widened shoulders, auxiliary lanes, passing opportunities and improved site distance.
- Approximately 3.5 miles improved (approx. 3.5 remaining miles in corridor)
- 69% reduction in accidents per year at most dangerous location



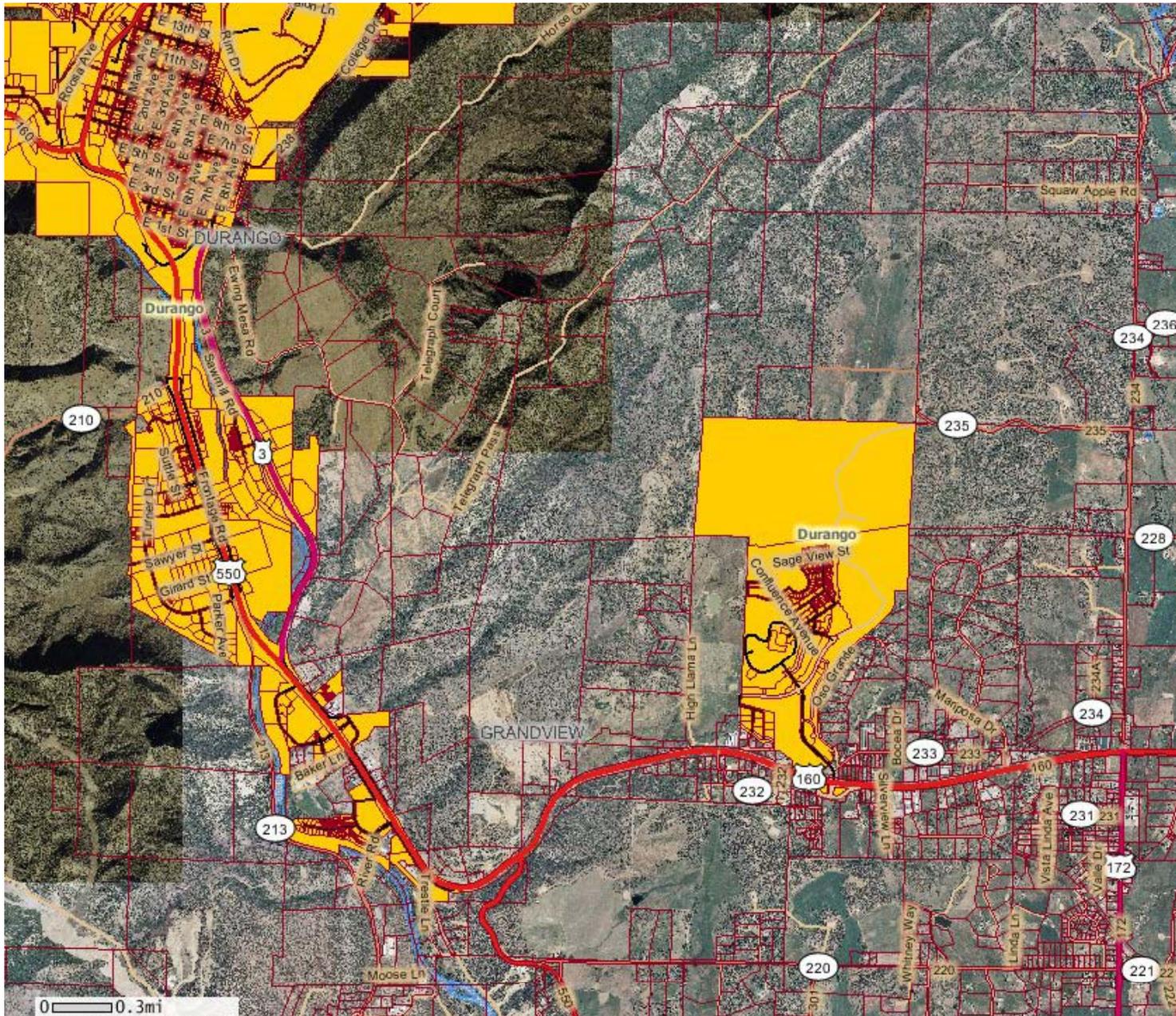
Construction of tunnel on Wolf Creek Pass

# US 160 SH 3 to Florida River Purpose and Need

- Increase travel efficiency/capacity to meet current and future needs
- Improve safety for traveling public by reducing the number and severity of accidents
- Control access



US 160 east of Durango before improvements

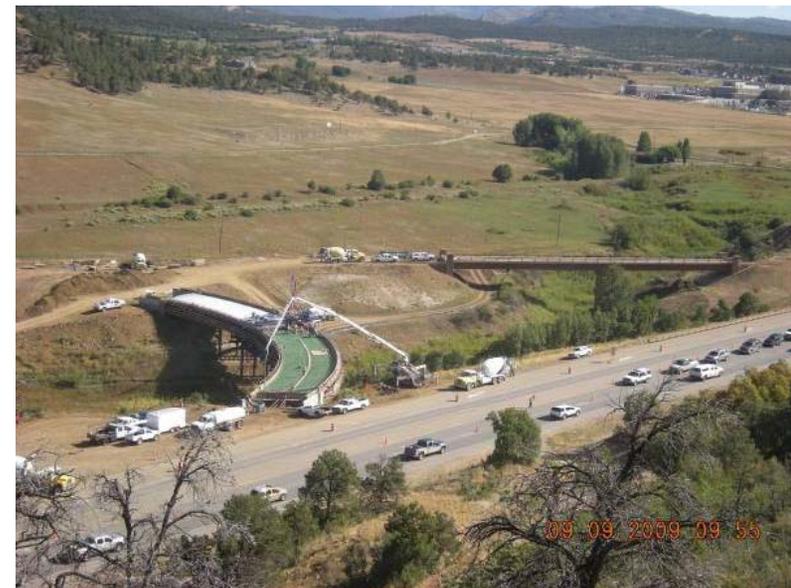


September 10, 2010  
 CDOT Region 5



# US 160 SH 3 to Florida River Benefits

- US 160 in Grandview widened from 2 lanes to 4 lanes for approximately 2 miles and turn lanes
  - ✓ reduced travel time on commuter route to Durango
  - ✓ reduced accidents in Grandview by 67%
- New interchange will address development along US160 including access to regional hospital. Interchange will be completed in 2011.



US 160 interchange and 4 lanes improvements

# US 550 New Mexico State Line to Durango Purpose and Need

- Improve safety for the traveling public by reducing the number and severity of accidents
- Increase travel efficiency and capacity to meet future needs
- Reduce access deficiencies that indirectly affect both safety and travel efficiency/capacity



US 550 near the New Mexico State Line before improvements

## US 550 New Mexico State Line North Benefits

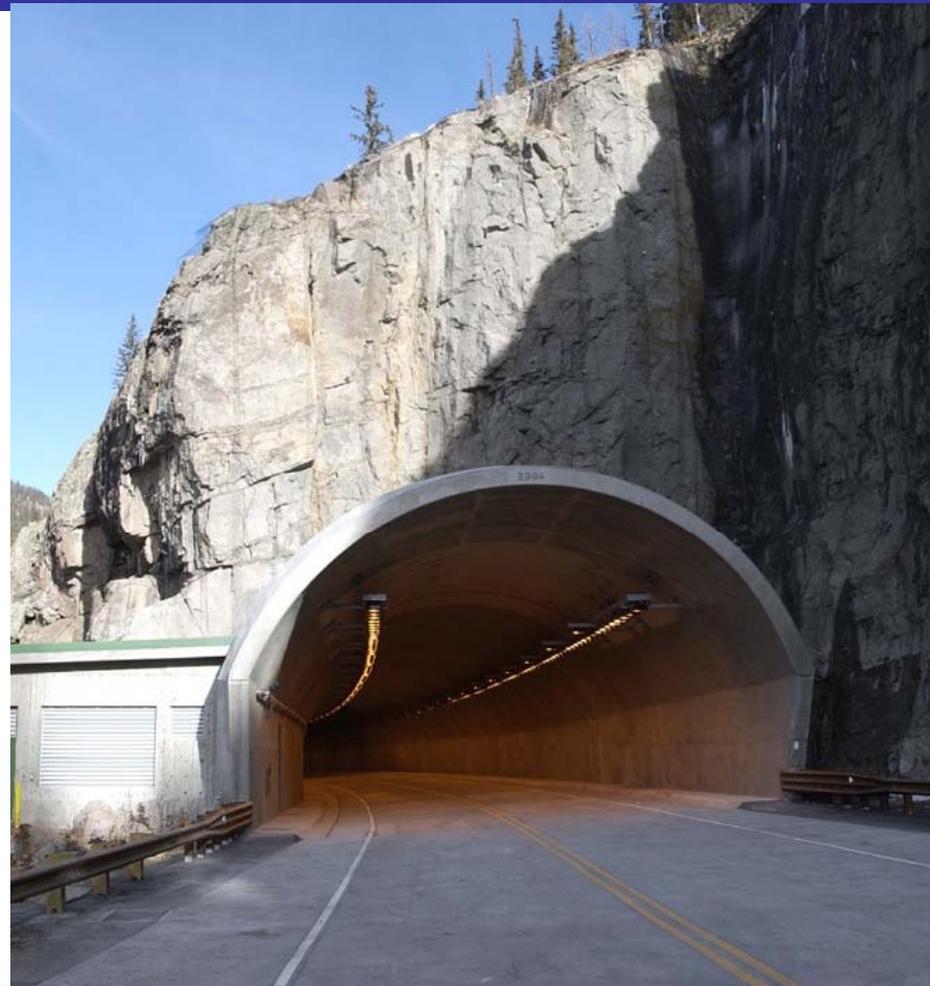
- Highway improved to 4-lane divided highway for 2.75 miles
- Improved safety and passing opportunities for commuters to Durango or Farmington
- All right-of-way is currently being acquired in the entire 15.4 mile corridor for future improvements



4-lane improvements near the New Mexico State Line

## Future TPR and Region Priorities in the 7<sup>th</sup> Pot Corridors

- US 160 Wolf Creek Pass: a \$42 million project that would complete improvements on the corridor is designed and on the shelf
- US 160 SH 3 to Florida River: draft 2012 to 2017 STIP includes RPP and FASTER Safety funding for a passing lane between Durango and Bayfield and some funding for right-of-way acquisition
- US 550 New Mexico State Line North: A project to construct a passing lane and intersection improvements on US550 and CR 302 planned as FASTER safety project next year



# REGION 6

## Completed 7<sup>th</sup> Pot Corridors



STAC Presentation  
09/10/10

# NEEDS ADDRESSED BY 7<sup>TH</sup> POT

- ◉ Capacity needs throughout the region
  - (I-25, C470, I-225)
- ◉ Lack of modal choice in major corridors
  - (I-25, US85)
- ◉ Unable to complete large projects due to limited funding
  - (Mousetrap, Santa Fe Corridor)
- ◉ Functionally Obsolete Infrastructure
  - (I-225/Parker, Mousetrap)



# REGIONAL BENEFITS FROM COMPLETED 7<sup>TH</sup> POT PROJECTS

- Added capacity throughout the region
  - (T-REX, C470 Extension)
- Added modal choice with light rail and HOV lanes
  - (Santa Fe Corridor, T-REX)
- Allowed completion of large ongoing projects that were faced with funding limitations
  - (Mousetrap, I-76/120th)
- Improved quality, safety and functionality of infrastructure
  - (I-225/Parker, I-25/US36/I-270)

# HOW DID 7<sup>TH</sup> POT HELP ACCOMPLISH THOSE PROJECTS?

- ⦿ Allowed ongoing projects hit with funding delays to move forward
  - (Mousetrap, Santa Fe Corridor)
- ⦿ Advanced important regional projects, providing the region with the benefits sooner
  - (I-225/Parker, C470 extension)
- ⦿ Allowed some projects to move forward that may not have been able to without 7<sup>th</sup> pot
  - (T-REX)



# HOW DO REMAINING CORRIDORS FIT INTO REGIONAL PRIORITIES

- Two 7<sup>th</sup> pot corridors remain in the region
  - (East and West Corridors)
- The other projects were all completed by 2008
- Projects extending from completed 7<sup>th</sup> pot corridors have been able to move forward within the region
  - (I-225 widening, I-25/Santa Fe and Alameda)

# CONCLUSION

- ◉ 7<sup>th</sup> Pot projects improved the capacity, quality and safety of the highway system in the region
- ◉ 7<sup>th</sup> Pot allowed region to advance important projects
- ◉ Allowed stalled project to move forward with new funding
- ◉ Allowed projects to advance that would not have been possible without 7<sup>th</sup> pot

# Implementation Guidance for FASTER State Transit Funding

Draft 9/7/10

FASTER provides \$5 million per year for local transit grants and \$10 million per year for multimodal, transit-related projects. The Commission has approved a process for distributing and awarding the \$5 M local transit grants funds using a regional allocation and prioritization process. The guidance below describes CDOT's process for soliciting, selecting and managing projects with the \$10 M FASTER State Transit funds.

This Guidance addresses six areas: (1) timeframe; (2) sponsor eligibility; (3) criteria for prioritization; (4) project eligibility; (5) selection methodology, and (6) project management and oversight.

**Background** The \$10 million for multimodal transit projects is derived from the "State share" of FASTER. The statute, in **43-4-206**, indicates the funds can be used "for the planning, designing, engineering, acquisition, installation, construction, repair, reconstruction, maintenance, operation, or administration of transit-related projects, including, but not limited to, designated bicycle or pedestrian lanes of highway and infrastructure needed to integrate different transportation modes within a multimodal transportation system, that enhance the safety of state highways for transit users."

Among the major assumptions used in developing this guidance:

- While the statute mentions the funding could be used for operating expenses, it remains the case that the State Constitution and its HUTF provisions take precedence over the FASTER statute. As was the case with the \$5 M local share, there is a lower risk in initially considering the use of these funds only for capital and planning expenses, not for operating expenses.
- Because the FASTER local transit funds are being awarded through the CDOT Regions, in cooperation with the TPRs and MPOs, it will be important for the Division of Transit and Rail to build on that arrangement with these multimodal transit funds, working in close cooperation with the Regions, MPOs and TPRs.
- The \$5 M for local transit grants comes from the "local share." The \$10 M comes from the "State share" so it would seem appropriate to use the funds for State projects that are multimodal, transit-related projects--that is, ones which are regional or statewide in nature and that "integrate different transportation modes within a multimodal transportation system." Otherwise, one could argue that the legislation would have simply set aside all \$15 M for local transit projects.
- The establishment of a DTR has been initiated but it will take some time to develop and identify a state vision, goals, objectives, and strategies to

be pursued to fulfill its legislative intent. Over the next 24 months State Rail Plan, HSR Connectivity Study, and Transit Plan will be completed to provide additional direction and guidance for transit and rail priorities within the State. In addition in the next several months a Transit and Rail Advisory Committee will be established to help guide the new Division.

- There is a need to make advantageous use of funds while DTR is being established yet not commit funds for a substantial period of time that could preclude advancing priorities as identified in studies that are still in their initial phases.

### **1. Timeframe**

- CDOT will program the \$10 million state share of FASTER for fiscal years 2010 through 2012. The available funding, after deductions are made for matching FRA grants and for the new Division of Transit and Rail (DTR), is as follows:
  - \$23.3 Million over 3 years
    - FY 10 = \$10 M less \$1.4 M to match FRA Studies
    - FY 11 = \$10 M less \$2.65 M for Division of Transit & Rail
    - FY 12 = \$10 M less \$2.65 M for Division of Transit & Rail
  - The FASTER State Transit funds will be programmed for FY 2010 through FY 2012, with an evaluation of the effectiveness of this implementation guidance to be conducted well in advance of FY 13. This review will be conducted in conjunction with the Department's evaluation of the FASTER local transit grants process.

### **2. Eligible Sponsors**

- CDOT is an eligible project sponsor for multimodal, transit-related projects, as are the same organizations allowed under the FASTER local transit program: public agencies, as well as public and private nonprofit agencies that offer either public transportation **or** "open door" specialized transportation (service for the elderly and disabled).
- CDOT Regions may sponsor and carry out projects, and are encouraged to do so. When a Region sponsors a project a 20% local match is not required, since the State would be carrying out the project.
- When the sponsor is a local organization a 20% local match must be provided along with a signed maintenance of effort agreement indicating overall transit spending will not be reduced as a result of these funds.

### **3. Criteria for Prioritization**

- All project requests will be identified as being statewide, interregional, regional or local in nature.
  - Statewide projects are those that provide services or benefits to a substantial portion of the state.
  - Interregional projects are those that provide services or benefits in more than one CDOT Region or more than one Transportation Planning Region. This would generally include intercity bus services, commuter routes between separate urbanized areas, and mobility management projects associated with the coordination of human services transportation.
  - Regional projects are those that provide services or benefits within one TPR but which serve more than two municipalities and traverse more than about approximately 25 miles, or that serve a significant portion of a region by connecting multiple communities.
  - Local projects are those that provide services or benefits within a local area.
- All four types of projects are eligible for FASTER State transit funding, but will be prioritized in that order.
- The same criteria used for evaluating and prioritizing the FASTER local transit grants, (criticality, financial capacity, financial need, project impacts, readiness) will be applied here. However, higher priority will be given to statewide, interregional and regional projects, in that order. In addition, higher priority will also be given to projects that are multimodal in nature.

#### 4. **Eligible Projects**

- The minimum project request shall be \$100,000. Exceptions may be granted for smaller rural projects and smaller vehicles, at a minimum of \$25,000.
- The funds may be used to match federal funds, just as they are under the FASTER local transit grant program.
- The types of projects that are eligible include but are not limited to:
  - a) Park and ride facility construction or improvements.
  - b) Technology improvements that enable enhanced transit services in high priority corridors, including signal prioritization and ITS.
  - c) Technology improvements that significantly improve the coordination of human services transportation by means of mobility management tools such as call centers.

- d) Wayfinding signage between modes (e.g., signage for intermodal facilities, intercity bus stations, Amtrak, park-and-rides, etc.)
  - e) Multimodal facilities, such as facilities that accommodate some **combination** of services of multi-regional or statewide significance, such as regional bus service, Amtrak, park-and-ride lot, and Greyhound/intercity bus service.
  - f) HOV, HOT, queue jump, and bus pull-out lanes, Bus Rapid Transit projects, and bus lanes
  - g) Rolling stock, transit stations and other transit facilities.
  - h) Bike racks, lockers and bike parking at multimodal stations.
  - i) Enhanced modal connections, such as trails, sidewalks and bike lanes leading to major transit stations, provided they have a transit connection and enhance transit ridership.
  - j) Any project eligible under the FASTER local transit program, which includes any items defined as capital expenses by the Federal Transit Administration (e.g., buses, facilities, and equipment), with the exception of land purchases and office-related equipment.
- The funds may be used for planning and studies, but no more than 10% of the available funding may be spent for this purpose.

## 5. Selection Methodology

- Successful selection and implementation of the projects will require a high degree of cooperation, coordination and collaboration between the CDOT Regions, the new Division of Transit and Rail, and the Division of Transportation Development.
- Projects must be requested through the existing 4P process now underway. However, statewide or interregional projects may not have been brought forward because it was not clear to which Region they should be presented; therefore, the Division of Transit and Rail will issue a call for such projects.
- Once project requests have been received, DTR, DTD and the Regions will confer to identify projects as either statewide, interregional, regional or local in nature; to discuss which other funding might be available, such as FTA funds; and to determine which projects seem best suited for State and local FASTER transit funding.
- There will not be a specific set-aside or targeted amount for statewide and interregional projects. The statewide and interregional projects that have merit would be funded with the State FASTER transit funds and, like the 7<sup>th</sup>

Pot, would not come out of what would otherwise be an allocation to a particular Region. The funds remaining after statewide and interregional projects are selected would be allocated to the Regions using the same formula as was used for the local FASTER funds. The formula consists of three components: the existing HUTF distribution formula to cities and counties aggregated by CDOT Region; the most recent population estimate by CDOT Region; and, annual performance data of the public transportation systems within the CDOT Region, which shall consist of total ridership, vehicle miles, and vehicle hours, as listed in the National Transit Database or other database acceptable to the Department. The distribution formula shall be based on the following ratio: 40% HUTF, 30% population and 30% performance.

- The CDOT Regions will select projects in consultation with DTR and DTD, with an emphasis on projects that are carried out by the Region, that improve multimodal connections, or that are regional in nature, insofar as local projects are intended to be assisted by the FASTER local transit funds program.
- The Transit and Intermodal Committee will provide oversight of the selection process.

## **6. Project Management and Oversight**

The FASTER funds would be administered based on project type. In general, Regions would contract and oversee construction-related projects using their Local Agency staff, while DTR would manage rolling stock, statewide and interregional studies projects, unless there were compelling reasons for another arrangement.