



# COLORADO

## Department of Transportation

Division of Transportation Development  
Multimodal Planning Branch  
4201 E. Arkansas Ave, Shumate Bldg.  
Denver, CO 80222

**DATE:** February 20, 2018  
**TO:** Transportation Commission  
**FROM:** Debra Perkins-Smith, Director, Division of Transportation Development (DTD)  
Herman Stockinger, Director, Office of Policy and Government Relations (OPGR)  
**SUBJECT:** Infrastructure for Rebuilding America (INFRA) Discretionary Grant Program

### Purpose

To discuss approach and potential projects for submittal by CDOT under the INFRA discretionary grant program.

### Action

Informational Only. Because the projects being proposed in this memo do not request any new matching funds from the Transportation Commission they do not require TC approval per PD 703.0.

### Background

Solicitation is currently open for the INFRA federal discretionary grant program. As is the case with other discretionary grant programs, significant matching funds above the minimum are required in order to be competitive. As such, the Transportation Commission will need to consider not only which projects to put forward, but also commit to providing matching funds, should an application be successful.

On December 21, 2018, the U.S. Department of Transportation (USDOT) announced the application process for the INFRA discretionary grant program. Eligible applicants (which can be state DOTs or state, local, and tribal governments, including transit agencies, metropolitan planning organizations (MPOs), and other political subdivisions of State or local governments) can submit up to three applications. Applications are due on March 4, 2019.

INFRA applications will be evaluated based on the following merit criteria and key objectives:

- Highway and freight projects of national or regional significance;
- Supporting economic vitality at the national and regional level;
- Leveraging Federal funding to attract non-Federal sources of infrastructure investment;
- Deploying innovative technology, encouraging innovative approaches to project delivery, and incentivizing the use of innovative financing; and
- Holding grant recipients accountable for their performance.

Additional information on funding amounts and match requirements include:

- \$902.5 million is available to be awarded in FY 2019 (total funding amount is subject to change based on FY 2019 appropriations, which have yet to be enacted).
- Awards will be made to both large and small projects. For a large project, the FAST Act specifies that an INFRA grant in Colorado must be \$100 million or greater. For a small project, the grant must be at least \$5 million.
- 10 percent of available funds are reserved for small projects, and 90 percent of funds are reserved for large projects.
- Not less than \$225 million (25%) shall be for projects in rural areas
- \$500 million of the \$4.5 billion authorized for INFRA grants over fiscal years 2016 to 2020 may be used for grants to freight rail, water (including ports), or other freight intermodal projects that make significant improvements to freight movement on the National Highway Freight Network. After accounting for FY 2016-2018 INFRA selections, approximately \$200 million within this constraint remains available.
- INFRA grants may be used for up to 60 percent of future eligible project costs.
- Total Federal assistance for a project receiving an INFRA grant may not exceed 80 percent of future eligible project costs.
- Construction must be started within 18 months of obligation.

### Details



After reviewing the INFRA notice of availability, staff worked with the CDOT Regions and planning partners to identify several potential projects (see *Attachment A - List of Candidate INFRA Projects and Descriptions*) and further screened those projects to identify those that are most competitive. Two candidate projects have been identified for the INFRA solicitation. *SH 13 - Rifle to Wyoming State Line (I-70 to I-80 Connector)* has been a prior submission from Colorado under the INFRA and BUILD discretionary grant programs. *US 287 Passing Lanes Oklahoma State Line to Kit Carson (Ports-to-Plains Corridor)* has not been submitted previously for discretionary grants. For additional information on these projects, please see *Attachment B - INFRA Discretionary Grant Program Presentation*. These projects, as well as the potential sources for matching funds are described in the following table:

Project Name	Applicant	Total Cost	INFRA	Match			
				Other Federal	Local	State	TC Request
<b>US 287 - Passing Lanes Oklahoma State Line to Kit Carson (Ports to Plains Corridor)</b> - Addition of passing lanes in three segments in the corridor. These include State Line to Springfield, Lamar to Eads, and Eads to Kit Carson.	CDOT	\$ 20 M	\$9.8M	\$4.5M (NHFP)	\$0	\$5.7M (FASTER Safety)	\$0
<b>SH 13 – Rifle to Wyoming State Line (I-70 to I-80 Connector)</b> - Reconstruction and improvements on SH 13 at three locations between Wyoming State line and the Town of Rifle.	CDOT	\$105M	\$21M	\$0	\$0	\$24M (RPP, Surface Treatment, and FASTER Safety)	\$60M (Prior Commission Commitment from SB 267)

As noted in this table, these projects have significant match already identified and do not require additional funding from the Transportation Commission.

**Advisory Committee Input**

*Statewide Transportation Advisory Committee (STAC)*

At the January 2019 STAC meeting, members reviewed candidate INFRA projects and voted to support the following projects for INFRA applications from CDOT:

- US 287 Passing Lanes - Oklahoma State Line to Kit Carson (Ports to Plains Corridor) (listed above)
- SH 13 - Rifle to Wyoming State Line (Rifle North) (listed above)
- Smart Fiber Infrastructure (See Attachment A)
- STAC also voted to support a local application (Adams County) for US 85 and 120<sup>th</sup> Avenue Interchange (See Attachment A)

*Freight Advisory Council Meeting (FAC)*

At the January 2019 FAC meeting, members reviewed candidate INFRA projects and committed to providing a letter of support to any of the projects listed above.

**Next Steps**

- March 4 - Submittal of INFRA applications

**Attachments**

- Attachment A: List of Candidate INFRA Projects and Descriptions
- Attachment B: INFRA Discretionary Grant Program Presentation





**Infrastructure for Rebuilding America (INFRA) Discretionary Grant Program  
Candidate Projects  
February 20, 2019**

**Region 1**

**I-270 and Vasquez** - Improvements at I-270 and Vasquez to address sub-standard cloverleaf configuration and to provide an on-ramp to I-270 from northbound Vasquez to eastbound I-270. Improvements to the interchange will also be realized through addressing operational issues at 56th, 60th Avenue, 62nd, and 64th Avenue, which currently contribute to operational problems at this interchange. Improvements will include Vasquez Blvd from 56th Avenue to 64th Avenue, especially addressing operational and safety issues at the five-legged intersection at 60th Avenue. Improvements will include reconfiguration of the intersections of Vasquez at 56th Ave, 60th Ave, 62nd Avenue and 64th Avenue.

**US 85 and 120th Interchange** - Grade separation of 120th Ave at US85 and UPRR. This will improve truck movement along both US85 and 120th Ave as well as improving rail mobility and safety by limiting the at-grade crossings. Project will close the UPRR crossing at 124th Ave. Includes turn lane and signal improvements at US85/112th Ave.

**Region 2**

**US 287 Passing Lanes State Line to Kit Carson** - Addition of passing lanes in three segments in the corridor. These include State Line to Springfield, Lamar to Eads, and Eads to Kit Carson.

**US 50 Realignment (Phase I of Lamar Reliever Route)** - As the last remaining major improvement on the Ports to Plains corridor in Colorado, this project involves the phased construction of a new, two-lane roadway on US 287 and the realignment of US 50 in Lamar. This project would focus on Phase 1, the realignment of US 50 to the South.

**US 287 Park Street South** - Reconstruction of US 287 in the City of Lamar (MP 77.284 to MP 76.436).

**I-25 Rehabilitation** - The project will rehab I-25 from Fountain Interchange (MP 128) to South Academy Interchange (MP 135) in both directions. The major work will include milling the existing pavement and overlaying the highway with concrete white topping. Other work will include traffic phasing, guardrail, signing and striping, and permanent stabilization

**Region 3**

**SH 13 - Rifle to Wyoming State Line (I-70 to I-80 Connector)** - Project will construct needed safety and mobility improvements by rehabilitating pavement, adding paved shoulders and passing lanes, straightening curves, improving substandard sections to meet 65 mph posted speed, and constructing facilities to reduce wildlife-vehicle collisions. In this section there were six fatalities just in 2017.



**I-70 West - Vail Auxiliary Lanes** - Vail Pass auxiliary lanes and wildlife overpass, complete National Environmental Policy Act design and preliminary engineering for recommended third lane (both directions) to increase safety and mobility. Install permanent water quality features, and widen roadway.

**I-70 Dowd Junction** - Reconstruction and upgrade of I-70 Dowd Canyon Interchange for safety and operations.

#### **Region 4**

**SH 71 - Heartland Express** - Heartland Express connecting to the Ports to Plains and I-76. The diversion study showed that a 5 mile per hour increase on SH71 as well as congestion growing on the I-25 corridor would divert significant pass through truck traffic off the interstate. This project would add passing lanes, shoulders, turnouts and intersection improvements.

#### **Region 5**

**US 550- Animas Crossing** - The proposed US 550 Animas Crossing Project will improve the highway from approximately mileposts 2-7 with reconstructed roadway, widened shoulders, and repair of a structurally deficient bridge, the addition of a parallel bridge for two new travel lanes, new pavement, and improved intersections with county roads. The project will also construct wildlife crossings and deer fencing, and address rockfall issues at Bondad Hill which routinely shut down the highway.

**US 160 and SH 151 Wildlife Project** - The project will address safety issues associated with geometric and operational deficiencies of a roadway that was designed and built in 1954, and increase highway permeability and habitat connectivity for wildlife on a section of US 160 that directly bisects a critical migratory pathway for both deer and elk and is documented as one of the highest Wildlife-Vehicle Collision (WVC) zones within Colorado. This will be accomplished by the construction of 3 wildlife underpasses and 1 wildlife overpass.

**Wolf Creek Freight Safety Technology Deployment** - The project will install a fiber optic and electric power network to install Dedicated Short Range Communications (DSRC) Roadside Units, Weigh-in-Motion Technology and Dynamic Warning Signs, Road Sensor Systems, Variable Speed Limits, Cameras, and Variable Message Signs.

#### **Statewide**

**Smart Fiber Infrastructure** - Improve economic vitality through freight technology (V2X, weigh in motions, VMS, truck parking sensors, cameras, and weather sensors); support expanded access to Broadband; deploy life-saving innovative technology, such as V2X infrastructure; and support vehicle automation through advanced data collection and sharing by expanding 147 miles of Smart Fiber Infrastructure throughout Colorado. Corridors to be equipped with Smart Fiber Infrastructure are on I-25 from Walsenburg to the NM border (\$13.72M, 50 miles), I-76 from Sterling to the NE border (\$18.84M, 61 miles), I-70 from Grand Junction to the UT border (\$6.73M, 36 miles), and US 160 from Wolf Creek Pass to Bayfield (\$25M, 60 miles). These projects complete the strategic Interstate buildout of Smart Fiber Infrastructure that leverage previous large public-private partnerships that could not accommodate the construction to the State borders on these Interstates.



# Candidate INFRA Projects



**Transportation Commission**  
**February 20, 2019**



**COLORADO**  
Department of  
Transportation



# Agenda

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- INFRA Overview and Criteria
- US 287 - Passing Lanes Oklahoma State Line to Kit Carson (Ports-to-Plains Corridor)
- SH 13 - Rifle to Wyoming State Line (I-70 to I-80 Connector)
- Next Steps



# Infrastructure for Rebuilding America (INFRA) Overview

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- Federal financial assistance to highway and freight projects of *national or regional significance*
- Criteria and Key Objectives
  - Highway and freight projects of national or regional significance;
  - Supporting economic vitality at the national and regional level;
  - Leveraging Federal funding to attract non-Federal sources of infrastructure investment;
  - Deploying innovative technology, encouraging innovative approaches to project delivery, and incentivizing the use of innovative financing; and
  - Holding grant recipients accountable for their performance.



# Infrastructure for Rebuilding America (INFRA) Overview

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- \$902.5 million is available to be awarded in FY 2019
- Awards will be made to both large and small projects
  - Large projects are \$100 million or greater
  - Small projects must be at least \$5 million
- Eligible Applicants
  - State, local and tribal governments, transit agencies, port authorities, MPOs and other political subdivisions of State or local governments
  - 3 application limit
- Cost Sharing and Matching
  - INFRA grants may be used for up to 60 percent of future eligible project costs.
  - Total Federal assistance for a project receiving an INFRA grant may not exceed 80 percent of future eligible project costs.





# Additional Criteria

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- Readiness – Construction within 18 months of obligation (INFRA requirement)
- CDOT
  - Defined national and regional significance as: Interstate or multi-state support
  - Colorado Freight Corridor
  - In STIP or Development Program
  - Due to limited Commission Program Reserve funds, selected projects that do not need additional match from TC (or very minimal amount)



# US 287 - Passing Lanes Oklahoma State Line to Kit Carson (Ports-to-Plains Corridor)

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- **Description:** Add passing lanes on US 287
  - State Line to Springfield: NB 4.0 to 6.0, SB 23.0 to 25.0
  - Lamar to Eads: NB 94.0 to 96.0, SB 110.6 to 112.5
  - Eads to Kit Carson: Estimated Locations: NB 122.5-125.0, SB 120.0 -122.5
- **Location:** Rural (Region 2)
- **National / Regional Significance:** Ports-to-Plains (federally-designated High Priority Corridor); Multi-State; FHWA Primary Freight Network (Critical Rural Freight Corridor)
- **AADT:** 2,800 - 4,100 / 1,168 - 2,534 (41.7% - 61.8% Truck)
- **Average Annual Daily Oversize/ Overweight Permits:** 26



# US 287 - Passing Lanes Oklahoma State Line to Kit Carson (Ports-to-Plains Corridor)

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- **Support Economic Vitality:**
  - Critical Freight Corridor
  - Oversize / Overweight Corridor
  - Supports Regional Economy (Agricultural and Renewable Energy)
  - Route to Major Trade Destination - Texas
- **Project Readiness:** Construction Start Date April 2021
- **Other Considerations:**
  - Local, STAC, FAC, Ports-to-Plains Alliance, Oklahoma Support
  - Included in Colorado Freight Plan
  - Asset Management Project (Pavement)
- **Project Cost / Size:** Small Category (<100m)



# SH 13 – Rifle to Wyoming State Line (I-70 to I-80 Connector)

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- **Description:** Project will construct needed safety and mobility improvements by rehabilitating pavement, adding paved shoulders and passing lanes, straightening curves, improving substandard sections to meet 65 mph posted speed, and constructing facilities to reduce wildlife-vehicle collisions. In this section there were six fatalities just in 2017.
- **Location:** Rural (Region 3)
- **National / Regional Significance:** Multi-State; Connects Two Key Routes on FHWA's National Highway Freight Network (I-70 and I-80)
- **AADT / AADTT:** 2,700 / 380 (14.1% Truck)
- **Average Annual Daily Oversize/ Overweight Permits:** 2



# SH 13 – Rifle to Wyoming State Line (I-70 to I-80 Connector)

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- **Support Economic Vitality:**
  - Connects Two Key Routes on FHWA's National Highway Freight Network (I-70 and I-80)
  - Supports Regional Economy (Agriculture, Natural Resources, and Recreational/Tourism)
- **Project Readiness:** Construction Start Date April 2021
- **Other Considerations:**
  - Local, STAC, FAC, and Wyoming Support
  - Included in Colorado Freight Plan
  - Asset Management Project (Pavement)
  - Resiliency Project (I-70 Alternate Route)
  - Safety Project (Wildlife Mitigation and Truck Safety Hotspots)
- **Project Cost / Size:** Large (>100m)



# Project Funding



Project Name	Applicant	Total Cost	INFRA	Match			
				Other Federal	Local	State	TC Request
US 287 - Passing Lanes Oklahoma State Line to Kit Carson (Ports to Plains Corridor)	CDOT	\$ 20M	\$9.8M	\$4.5M (NHFP)	\$0	\$5.7M (FASTER Safety)	\$0
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## Next Steps

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- March 4 - Submittal of INFRA applications