

# Colorado Transportation by the Numbers

MEETING THE STATE'S NEED FOR  
SAFE, SMOOTH AND EFFICIENT MOBILITY



JUNE 2018



Founded in 1971, [TRIP](http://TRIPNET.ORG)® of Washington, DC, is a nonprofit organization that researches, evaluates and distributes economic and technical data on surface transportation issues. TRIP is sponsored by insurance companies, equipment manufacturers, distributors and suppliers; businesses involved in highway and transit engineering and construction; labor unions; and organizations concerned with efficient and safe surface transportation.

## COLORADO KEY TRANSPORTATION FACTS

### THE HIDDEN COSTS OF DEFICIENT ROADS

Driving on Colorado roads that are deteriorated, congested and that lack some desirable safety features costs Colorado drivers a total of \$7.1 billion each year. TRIP has calculated the cost to the average motorist in the state’s largest urban areas in the form of additional vehicle operating costs (VOC) as a result of driving on rough roads, the cost of lost time and wasted fuel due to congestion, and the financial cost of traffic crashes.

Location	VOC	Safety	Congestion	TOTAL
Colorado Springs	\$ 702	\$ 388	\$ 850	\$ 1,940
Denver	\$ 739	\$ 377	\$ 1,190	\$ 2,306
Northern Colorado	\$ 547	\$ 728	\$ 405	\$ 1,680
Grand Junction	\$ 611	\$ 649	\$ 229	\$ 1,489
Pueblo	\$ 822	\$ 474	\$ 270	\$ 1,566
<b>Colorado - Statewide</b>	<b>\$1.9 Billion</b>	<b>\$2.1 Billion</b>	<b>\$3.1 Billion</b>	<b>\$7.1 Billion</b>

### COLORADO ROADS PROVIDE A ROUGH RIDE

Due to inadequate state and local funding, 40 percent of major urban roads and highways in Colorado are in poor or mediocre condition. Driving on rough roads costs the annual Colorado driver \$468 annually in additional vehicle operating costs.

Location	Poor	Mediocre	Fair	Good
Colorado Springs	37%	25%	16%	21%
Denver	40%	28%	1%	18%
Northern Colorado	25%	26%	17%	32%
Grand Junction	32%	21%	15%	31%
Pueblo	49%	23%	13%	16%
<b>Colorado Statewide</b>	<b>20%</b>	<b>20%</b>	<b>16%</b>	<b>44%</b>

### COLORADO BRIDGE CONDITIONS

Six percent of Colorado’s bridges are structurally deficient, meaning there is significant deterioration of the bridge deck, supports or other major components.

Location	Percent Structurally Deficient	Number Structurally Deficient	Total Bridges
Colorado Springs	5%	33	690
Denver	4%	51	1,331
Northern Colorado	6%	66	1,108
Grand Junction	3%	9	311
Pueblo	11%	29	264
<b>Colorado - Statewide</b>	<b>6%</b>	<b>488</b>	<b>8,717</b>

### COLORADO ROADS ARE INCREASINGLY CONGESTED

Congested roads choke commuting and commerce and cost Colorado drivers \$3.1 billion each year in the form of lost time and wasted fuel. In the most congested areas, drivers lose up to \$1,190 and more than two full days each year in congestion.

Location	Hours Lost to Congestion	Annual Cost Per Driver
Colorado Springs	37	\$ 850
Denver	52	\$ 1,190
Northern Colorado	18	\$ 405
Grand Junction	11	\$ 229
Pueblo	12	\$ 270

### COLORADO TRAFFIC SAFETY AND FATALITIES

Over the last five years, 2,595 people were killed in traffic crashes in Colorado. Traffic crashes in Colorado in 2016 imposed \$6.2 billion in economic costs. Traffic crashes in which roadway features were likely a contributing factor imposed \$2.1 billion in economic costs in 2016 – an average of \$515 per Colorado driver.

Location	Average Fatalities 2014-2016	Average Crash Costs
Colorado Springs	53	\$388
Denver	132	\$377
Northern Colorado	89	\$728
Grand Junction	19	\$649
Pueblo	15	\$474
<b>Colorado Statewide</b>	<b>548</b>	<b>\$515</b>

### TRANSPORTATION AND ECONOMIC DEVELOPMENT

The health and future growth of Colorado’s economy is riding on its transportation system. Each year, \$323 billion in goods are shipped to and from sites in Colorado, mostly by truck. Increases in passenger and freight movement will place further burdens on the state’s already deteriorated and congested network of roads and bridges.

The design, construction and maintenance of transportation infrastructure in Colorado supports 77,308 full-time jobs across all sectors of the state economy. These workers earn \$3.4 billion annually. Approximately 1.1 million full-time jobs in Colorado in key industries like tourism, retail sales, agriculture and manufacturing are completely dependent on the state’s transportation network.

Each dollar spent on road, highway and bridge improvements results in an average benefit of \$5.20 in the form of reduced vehicle maintenance costs, reduced delays, reduced fuel consumption, improved safety, reduced road and bridge maintenance costs and reduced emissions as a result of improved traffic flow.

## INTRODUCTION

Colorado's roads, highways and bridges form vital transportation links for the state's residents, visitors and businesses, providing daily access to homes, jobs, shopping, natural resources and recreation. Modernizing Colorado's transportation system is critical to quality of life and economic competitiveness in the Centennial State. Inadequate transportation investment, which will result in deteriorated transportation facilities and diminished access, will negatively affect economic competitiveness and quality of life in Colorado.

To accommodate population and economic growth, maintain its level of economic competitiveness and achieve further economic growth, Colorado will need to maintain and modernize its roads, highways and bridges by improving the physical condition of its transportation network and enhancing the system's ability to provide efficient, reliable and safe mobility for residents, visitors and businesses. Making needed improvements to Colorado's roads, highways, bridges and transit systems could also provide a significant boost to the state's economy by creating jobs in the short term and stimulating long-term economic growth as a result of enhanced mobility and access.

This report examines the condition, use and safety of Colorado's roads, highways and bridges, and the state's future mobility needs. Sources of information for this report include the Federal Highway Administration (FHWA), the American Association of State Highway and Transportation Officials (AASHTO), the Bureau of Transportation Statistics (BTS), the U.S. Census Bureau, the Texas Transportation Institute (TTI), the American Road & Transportation Builders Association (ARTBA) and the National Highway Traffic Safety Administration (NHTSA).

## **POPULATION, TRAVEL AND ECONOMIC TRENDS IN COLORADO**

Colorado motorists and businesses require a high level of personal and commercial mobility. To foster quality of life and spur continued economic growth, it is critical that the state provide a safe and modern transportation system that can accommodate future growth in population, tourism, business, recreation and vehicle travel.

Colorado's population grew to approximately 5.5 million residents in 2016, a 29 percent increase since 2000.<sup>1</sup> Colorado had approximately four million licensed drivers in 2016.<sup>2</sup> From 2000 to 2016, Colorado's gross domestic product (GDP), a measure of the state's economic output, increased by 31 percent, when adjusted for inflation.<sup>3</sup> U.S. GDP increased 30 percent during the same period.<sup>4</sup>

From 2000 to 2016, annual vehicle miles of travel (VMT) in Colorado increased by 25 percent, from 42 billion miles traveled annually to 52 billion miles traveled annually.<sup>5</sup> Vehicle travel in Colorado increased 11 percent in the last three years (2013-2016).<sup>6</sup>

## CONDITION OF COLORADO ROADS

The life cycle of Colorado’s roads is greatly affected by the state and local governments’ ability to perform timely maintenance and upgrades to ensure that road and highway surfaces last as long as possible.

The pavement data in this report, which is for all arterial and collector roads and highways, is provided by the Federal Highway Administration (FHWA), based on data submitted annually by the Colorado Department of Transportation on the condition of major state and locally maintained roads and highways. Pavement data for Interstate highways and other principal arterials is collected for all system mileage, whereas pavement data for minor arterial and all collector roads and highways is based on sampling portions of roadways as prescribed by FHWA to insure the data collected is adequate to provide an accurate assessment of pavement conditions on these roads and highways.

Statewide, 40 percent of Colorado’s major roads are in poor or mediocre condition. Twenty percent of Colorado’s major locally and state-maintained roads are in poor condition and 20 percent are in mediocre condition.<sup>7</sup> Sixteen percent are in fair condition and the remaining 44 percent are in good condition.<sup>8</sup>

Twenty-seven percent of Colorado’s major locally and state-maintained urban roads and highways have pavements rated in poor condition and 11 percent are in mediocre condition.<sup>9</sup> Eight percent of Colorado’s major urban roads are rated in fair condition and the remaining 54 percent are rated in good condition.<sup>10</sup>

Fifteen percent of Colorado’s major locally and state-maintained rural roads and highways have pavements rated in poor condition and 27 percent are in mediocre condition.<sup>11</sup> Twenty-two percent of Colorado’s major rural roads are rated in fair condition and the remaining 36 percent are rated in good condition.<sup>12</sup> The chart below details pavement conditions on major urban roads in the state’s largest urban areas.<sup>13</sup>

**Chart 1. Pavement conditions on major roads in Colorado’s largest urban areas.**

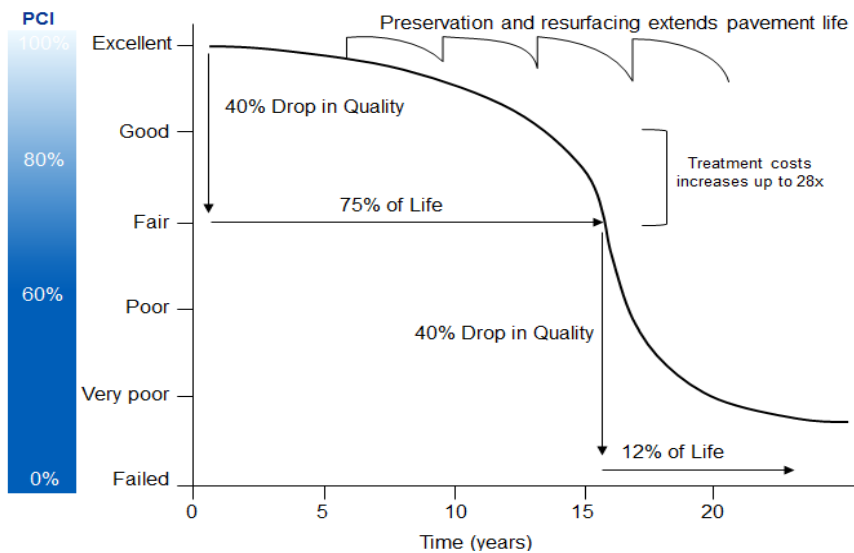
Location	Poor	Mediocre	Fair	Good
Colorado Springs	37%	25%	16%	21%
Denver	40%	28%	14%	18%

Northern Colorado	25%	26%	17%	32%
Grand Junction	32%	21%	15%	31%
Pueblo	49%	23%	13%	16%
<b>Colorado Statewide</b>	<b>20%</b>	<b>20%</b>	<b>16%</b>	<b>44%</b>

Source: TRIP analysis of Federal Highway Administration data.

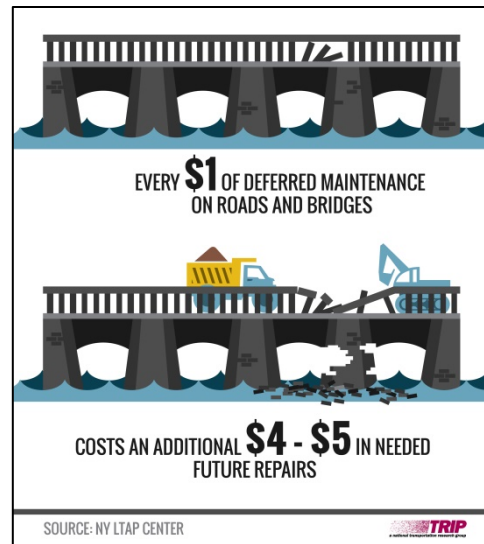
Pavement failure is caused by a combination of traffic, moisture and climate. Moisture often works its way into road surfaces and the materials that form the road’s foundation. Road surfaces at intersections are more prone to deterioration because the slow-moving or standing loads occurring at these sites subject the pavement to higher levels of stress. It is critical that roads are fixed before they require major repairs because reconstructing roads costs approximately four times more than resurfacing them.<sup>14</sup> As roads and highways continue to age, they will reach a point of deterioration where routine paving and maintenance will not be adequate to keep pavement surfaces in good condition and costly reconstruction of the roadway and its underlying surfaces will become necessary.

**Chart 2. Pavement Condition Cycle Time with Treatment and Cost**



Source: North Carolina Department of Transportation (2016). [2016 Maintenance Operations and Performance Analysis Report](#)

Long-term repair costs increase significantly when road and bridge maintenance is deferred, as road and bridge deterioration accelerates later in the service life of a transportation facility and requires more costly repairs. A [report on maintaining pavements](#) found that every \$1 of deferred maintenance on roads and bridges costs an additional \$4 to \$5 in needed future repairs.<sup>15</sup>



### THE COST TO MOTORISTS OF ROADS IN INADEQUATE CONDITION

TRIP has calculated the additional cost to motorists of driving on roads in poor, mediocre or fair condition. When roads are in poor, mediocre or fair condition – which may include potholes, rutting or rough surfaces – the cost to operate and maintain a vehicle increases. These additional vehicle operating costs (VOC) include accelerated vehicle depreciation, additional vehicle repair costs, increased fuel consumption and increased tire wear. TRIP estimates that additional VOC borne by Colorado motorists as a result of deteriorated road conditions is \$1.9 billion annually, or an average of \$468 per driver statewide.<sup>16</sup> The chart below details additional VOC per motorist in the state’s largest urban areas.

**Chart 3. Vehicle operating costs per motorist as a result of driving on deteriorated roads.**

Location	VOC
Colorado Springs	\$ 702
Denver	\$ 739
Northern Colorado	\$ 547
Grand Junction	\$ 611
Pueblo	\$ 822
<b>Colorado - Statewide</b>	<b>\$ 468</b>

Source: TRIP estimates.

Additional vehicle operating costs have been calculated in the Highway Development and Management Model (HDM), which is recognized by the U.S. Department of Transportation and more than 100 other countries as the definitive analysis of the impact of road conditions on vehicle operating costs. The HDM report is based on numerous studies that have measured the impact of various factors, including road conditions, on vehicle operating costs.<sup>17</sup> The HDM study found that road



deterioration increases ownership, repair, fuel and tire costs. The report found that deteriorated roads accelerate the pace of depreciation of vehicles and the need for repairs because the stress on the vehicle increases in proportion to the level of roughness of the pavement surface. Similarly, tire wear and fuel consumption increase as roads deteriorate since there is less efficient transfer of power to the drive train and additional friction between the road and the tires.

TRIP's additional VOC estimate is based on taking the average number of miles driven annually by a motorist, calculating current VOC based on AAA's 2017 VOC and then using the HDM model to estimate the additional VOC paid by drivers as a result of substandard roads.<sup>18</sup> Additional research on the impact of road conditions on fuel consumption by the Texas Transportation Institute (TTI) is also factored in to TRIP's vehicle operating cost methodology.

## BRIDGE CONDITIONS IN COLORADO

Colorado's bridges form key links in the state's highway system, providing communities and individuals access to employment, schools, shopping and medical facilities, and facilitating commerce and access for emergency vehicles.

Six percent of Colorado's locally and state-maintained bridges are rated as structurally deficient.<sup>19</sup> This includes all bridges that are 20 feet or more in length. A bridge is structurally deficient if there is significant deterioration of the bridge deck, supports or other major components. Bridges that are structurally deficient may be posted for lower weight limits or closed if their condition warrants such action. Deteriorated bridges can have a significant impact on daily life. Restrictions on vehicle weight may cause many vehicles – especially emergency vehicles, commercial trucks, school buses and farm equipment – to use alternate routes to avoid posted bridges. Redirected trips also lengthen travel time, waste fuel and reduce the efficiency of the local economy.

The chart below details the number and share of bridges in the state's largest urban areas that are structurally deficient.

**Chart 4. Number and share of structurally deficient bridges statewide and in Colorado's largest urban areas.**



Location	Percent Structurally Deficient	Number Structurally Deficient	Total Bridges
Colorado Springs	5%	33	690
Denver	4%	51	1,331
Northern Colorado	6%	66	1,108
Grand Junction	3%	9	311
Pueblo	11%	29	264
<b>Colorado - Statewide</b>	<b>6%</b>	<b>488</b>	<b>8,717</b>

Source: TRIP analysis of Federal Highway Administration National Bridge Inventory (2017).

The service life of bridges can be extended by performing routine maintenance such as resurfacing decks, painting surfaces, insuring that a facility has good drainage and replacing deteriorating components. But, most bridges will eventually require more costly reconstruction or major rehabilitation to remain operable.

## TRAFFIC SAFETY IN COLORADO

A total of 2,595 people were killed in Colorado traffic crashes from 2012 to 2016, an average of 519 fatalities per year.<sup>20</sup>

Chart 5. Traffic Fatalities in Colorado 2012 – 2016

Year	Fatalities
2012	472
2013	481
2014	488
2015	546
2016	608
<b>TOTAL</b>	<b>2,595</b>

Source: National Highway Traffic Safety Administration.

Three major factors are associated with fatal vehicle crashes: driver behavior, vehicle characteristics and roadway features. It is estimated that roadway features are likely a contributing factor in approximately one-third of fatal traffic crashes. Roadway features that impact safety include the number of lanes, lane widths, lighting, lane markings, rumble strips, shoulders, guard rails, other shielding devices, median barriers and intersection design.

Colorado's overall traffic fatality rate of 1.17 fatalities per 100 million vehicle miles of travel in 2016 is in line with the national average of 1.18.<sup>21</sup> The traffic fatality rate on the state's rural roads is

disproportionately high. The fatality rate on Colorado’s non-interstate rural roads is more than double that on all other roads in the state (1.97 fatalities per 100 million vehicle miles of travel vs. 0.96).<sup>22</sup>

The chart below details the number of people killed in traffic crashes in the state’s largest urban areas between 2014 and 2016, as well as the cost of traffic crashes per driver.

**Chart 6. Average fatalities between 2014 and 2016 and crash cost per driver.**

Location	Average Fatalities 2014-2016	Average Crash Costs
Colorado Springs	53	\$388
Denver	132	\$377
Northern Colorado	89	\$728
Grand Junction	19	\$649
Pueblo	15	\$474
<b>Colorado Statewide</b>	<b>548</b>	<b>\$515</b>

**Source: TRIP analysis.**

Traffic crashes in Colorado imposed a total of \$6.2 billion in economic costs in 2016.<sup>23</sup> TRIP estimates that traffic crashes in which roadway features were likely a contributing factor in approximately one-third of all fatal traffic crashes, resulting in \$2.1 billion in economic costs in 2016 -- an average of \$515 per Colorado driver.<sup>24</sup>

According to a 2015 National Highway Traffic Safety Administration (NHTSA) report, the economic costs of traffic crashes includes work and household productivity losses, property damage, medical costs, rehabilitation costs, legal and court costs, congestion costs and emergency services.<sup>25</sup>

Improving safety on Colorado’s roadways can be achieved through further improvements in vehicle safety; improvements in driver, pedestrian, and bicyclist behavior; and, a variety of improvements in roadway safety features.

The severity of serious traffic crashes could be reduced through roadway improvements, where appropriate, such as adding turn lanes, removing or shielding obstacles, adding or improving medians, widening lanes, widening and paving shoulders, improving intersection layout, and providing better road markings and upgrading or installing traffic signals. Roads with poor geometry, with insufficient clear distances, without turn lanes, having inadequate shoulders for the posted speed limits, or poorly laid out intersections or interchanges, pose greater risks to motorists, pedestrians and bicyclists.

Investments in rural traffic safety have been found to result in significant reductions in serious traffic crashes. A [2012 report by TTI](#) found that improvements completed recently by TxDOT that

widened lanes, improved shoulders and made other safety improvements on 1,159 miles of rural state roadways resulted in 133 fewer fatalities on these roads in the first three years after the improvements were completed (as compared to the three years prior).<sup>26</sup> TTI estimates that the improvements on these roads are likely to save 880 lives over 20 years.<sup>27</sup>

### TRAFFIC CONGESTION IN COLORADO

Increasing levels of traffic congestion cause significant delays in Colorado, particularly in its larger urban areas, choking commuting and commerce. Traffic congestion robs commuters of time and money and imposes increased costs on businesses, shippers and manufacturers, which are often passed along to the consumer. Increased levels of congestion can also reduce the attractiveness of a location to a company when considering expansion or where to locate a new facility.

Based on TTI methodology, TRIP estimates the value of lost time and wasted fuel in Colorado is approximately \$3.1 million a year. The chart below details the number of hours lost annually for each driver in the state’s largest urban areas, as well as the per-driver cost of lost time and wasted fuel due to congestion.

**Chart 7. Annual hours lost to congestion and congestion costs per driver.**

Location	Hours Lost to Congestion	Annual Cost Per Driver
Colorado Springs	37	\$ 850
Denver	52	\$ 1,190
Northern Colorado	18	\$ 405
Grand Junction	11	\$ 229
Pueblo	12	\$ 270

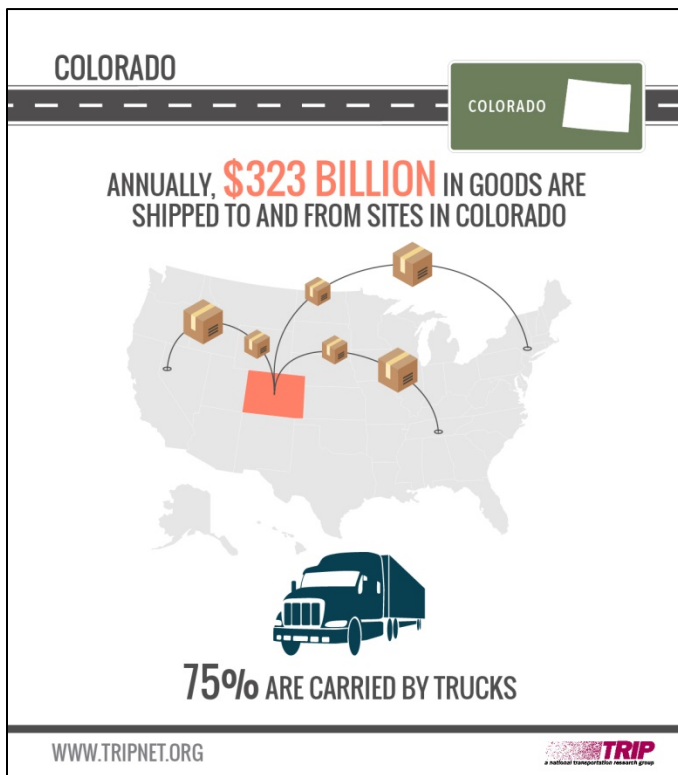
**Source: TRIP estimates based on Texas Transportation Institute Urban Mobility Report.**

### TRANSPORTATION AND ECONOMIC GROWTH

Today’s culture of business demands that an area have well-maintained and efficient roads, highways and bridges if it is to remain economically competitive. Global communications and the impact of free trade in North America and elsewhere have resulted in a significant increase in freight movement, making the quality of a region’s transportation system a key component in a business’s ability to compete locally, nationally and internationally.

Businesses have responded to improved communications and the need to cut costs with a variety of innovations including just-in-time delivery, increased small package delivery, demand-side inventory management and e-commerce. The result of these changes has been a significant improvement in logistics efficiency as firms move from a push-style distribution system, which relies on large-scale warehousing of materials, to a pull-style distribution system, which relies on smaller, more strategic movement of goods. These improvements have made mobile inventories the norm, resulting in the nation's trucks literally becoming rolling warehouses.

Highways are vitally important to continued economic development in Colorado. As the economy expands, creating more jobs and increasing consumer confidence, the demand for consumer and business products grows. In turn, manufacturers ship greater quantities of goods to market to meet this demand, a process that adds to truck traffic on the state's highways and major arterial roads.



Every year, \$323 billion in goods are shipped to and from sites in Colorado, mostly by trucks.<sup>28</sup> Seventy-five percent of the goods shipped annually to and from sites in Colorado are carried by trucks and another 21 percent are carried by courier services or multiple-mode deliveries, which include trucking.<sup>29</sup>

The design, construction and maintenance of transportation infrastructure in Colorado play a critical role in the state's economy, supporting the equivalent of 77,308 full-time jobs across all sectors of the state economy, earning these workers approximately \$3.4 billion annually.<sup>30</sup>

These jobs include 38,512 full-time jobs directly involved in transportation infrastructure construction and related activities as well as 38,796 full-time jobs as a result of spending by employees and companies in the transportation design and construction industry.<sup>31</sup>

Transportation construction in Colorado annually contributes an estimated \$620.4 million in state and local income, corporate and unemployment insurance taxes and the federal payroll tax.

Nearly 1.1 million full-time jobs in Colorado in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the quality, safety and reliability of the state's transportation infrastructure network. These workers earn \$45.2 billion in wages and contribute an estimated \$8.2 billion in state and local income, corporate and unemployment insurance taxes and the federal payroll tax.<sup>32</sup>

The cost of road and bridge improvements are more than offset by the reduction of user costs associated with driving on rough roads, the improvement in business productivity, the reduction in delays and the improvement in traffic safety. The [Federal Highway Administration estimates](#) that each dollar spent on road, highway and bridge improvements results in an average benefit of \$5.20 in the form of reduced vehicle maintenance costs, reduced delays, reduced fuel consumption, improved safety, reduced road and bridge maintenance costs and reduced emissions as a result of improved traffic flow.<sup>33</sup>

Local, regional and state economic performance is improved when a region's surface transportation system is expanded or repaired. This improvement comes as a result of the initial job creation and increased employment created over the long-term because of improved access, reduced transport costs and improved safety.

Increasingly, companies are looking at the quality of a region's transportation system when deciding where to re-locate or expand. Regions with congested or poorly maintained roads may see businesses relocate to areas with a smoother, more efficient and more modern transportation system. Highway accessibility was ranked the number one site selection factor in a 2017 survey of corporate executives by [Area Development Magazine](#). Labor costs and the availability of skilled labor, which are both impacted by a site's level of accessibility, were rated second and third, respectively.<sup>34</sup>

## TRANSPORTATION FUNDING

Investment in Colorado's roads, highways and bridges is funded by local, state and federal governments. A lack of sufficient funding at all levels will make it difficult to adequately maintain and improve the state's existing transportation system.

The federal government is a critical source of funding for Colorado's roads, highways, bridges and transit systems and provides a significant return in road and bridge funding based on the revenue generated in the state by the federal motor fuel tax.

Most federal funds for highway and transit improvements in Colorado are provided by federal highway user fees, largely an 18.4 cents-per-gallon tax on gasoline and a 24.4 cents-per-gallon tax on diesel fuel. Since 2008 revenue into the federal Highway Trust Fund has been inadequate to support legislatively set funding levels so Congress has transferred approximately \$53 billion in general funds and an additional \$2 billion from a related trust fund into the federal Highway Trust Fund.<sup>35</sup>

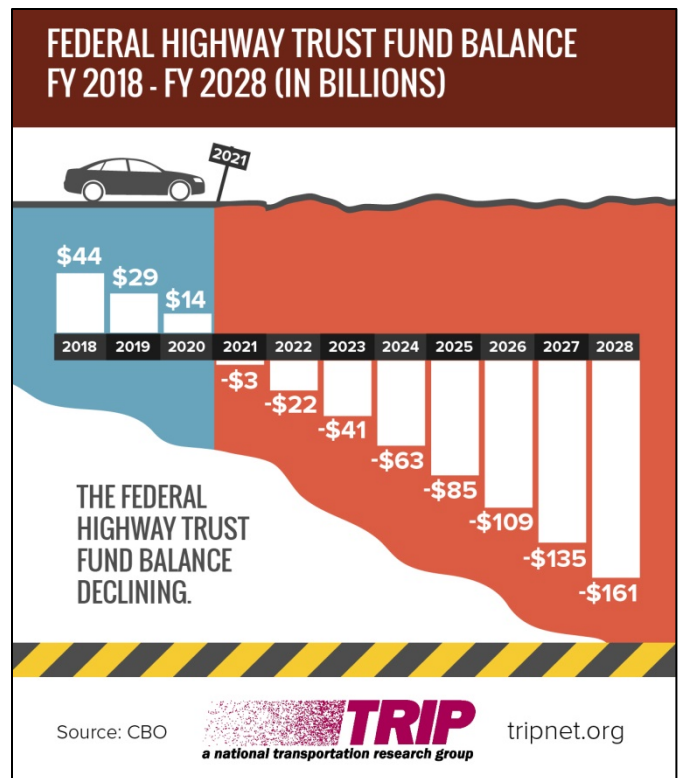
Signed into law in December 2015, the [Fixing America’s Surface Transportation Act \(FAST Act\)](#), provides modest increases in federal highway

and transit spending. The five-year bill also provides states with greater funding certainty and streamlines the federal project approval process. But, the FAST Act does not provide adequate funding to meet the nation’s need for highway and transit improvements and does not include a long-term and sustainable funding source.

The five-year, \$305 billion FAST Act will provide a boost of approximately 15 percent in highway funding and 18 percent in transit funding over the duration of the program, which expires in 2020.<sup>36</sup> In addition to federal motor fuel tax revenues, the FAST Act will also be funded by \$70 billion in U.S. general funds, which will rely on offsets from several unrelated federal programs including the Strategic Petroleum Reserve, the Federal Reserve and U.S. Customs.

According to the [2015 Status of the Nation’s Highways, Bridges and Transit: Conditions and Performance](#) report submitted by the United States Department of Transportation (USDOT) to Congress, the nation faces an \$836 billion backlog in needed repairs and improvements to the nation’s roads, highways and bridges.<sup>37</sup> The USDOT [report](#) found that the nation’s current \$105 billion investment in roads, highways and bridges by all levels of government should be increased by 35 percent to \$142.5 billion annually to improve the conditions of roads, highways and bridges, relieve traffic congestion and improve traffic safety.

President Trump released an infrastructure investment plan in February 2018 that would provide \$200 billion in new federal grants and loans over 10 years to leverage \$1.5 trillion in total



project spending nationwide on infrastructure, including surface transportation. The Trump administration’s funding proposal would rely on state and local governments to raise the additional \$1.3 trillion to access the increased federal funding. Boosting federal surface transportation spending will require that Congress provide a long-term and sustainable source of funding to support the federal Highway Trust Fund.

## CONCLUSION

As Colorado works to build and enhance a thriving, growing and dynamic state, it will be critical that it is able to address the state’s most significant transportation issues by providing a 21<sup>st</sup> century network of roads, highways, bridges and transit that can accommodate the mobility demands of a modern society.

Colorado will need to modernize its surface transportation system by improving the physical condition of its transportation network and enhancing the system’s ability to provide efficient, safe and reliable mobility for residents, visitors and businesses. Making needed improvements to the state’s roads, highways, bridges and transit systems would provide a significant boost to the economy by creating jobs in the short term and stimulating long-term economic growth as a result of enhanced mobility and access.

Despite the modest funding increase provided by the FAST Act, numerous projects to improve the condition and expand the capacity of Colorado’s roads, highways, bridges and transit systems will not be able to proceed without a substantial boost in state or local transportation funding. If Colorado is unable to complete needed transportation projects it will hamper the state’s ability to improve the condition and efficiency of its transportation system or enhance economic development opportunities and quality of life.

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## ENDNOTES

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<sup>1</sup> U.S. Census Bureau (2017).

<sup>2</sup> Highway Statistics (2016). Federal Highway Administration. DL-1C.

<sup>3</sup> TRIP analysis of Bureau of Economic Analysis data.

<sup>4</sup> Ibid.



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- <sup>5</sup> U.S. Department of Transportation - Federal Highway Administration: Highway Statistics 2000 and 2016 and analysis of Federal Highway Administration Traffic Volume Trends (2016)  
[https://www.fhwa.dot.gov/policyinformation/travel\\_monitoring/tvt.cfm](https://www.fhwa.dot.gov/policyinformation/travel_monitoring/tvt.cfm)
- <sup>6</sup> U.S. Department of Transportation - Federal Highway Administration: Highway Statistics 2013 and analysis of Federal Highway Administration Traffic Volume Trends (2016)  
[https://www.fhwa.dot.gov/policyinformation/travel\\_monitoring/tvt.cfm](https://www.fhwa.dot.gov/policyinformation/travel_monitoring/tvt.cfm)
- <sup>7</sup> Federal Highway Administration (2017). Pavement condition data is for 2016.
- <sup>8</sup> Ibid.
- <sup>9</sup> Ibid.
- <sup>10</sup> Ibid.
- <sup>11</sup> Ibid.
- <sup>12</sup> Ibid.
- <sup>13</sup> Ibid.
- <sup>14</sup> Selecting a Preventative Maintenance Treatment for Flexible Pavements. R. Hicks, J. Moulthrop. Transportation Research Board. 1999. Figure 1.
- <sup>15</sup> Pavement Maintenance, by David P. Orr, PE Senior Engineer, Cornell Local Roads Program, March 2006.
- <sup>16</sup> TRIP calculation.
- <sup>17</sup> Highway Development and Management: Volume Seven. Modeling Road User and Environmental Effects in HDM-4. Bennett, C. and Greenwood, I. 2000.
- <sup>18</sup> Your Driving Costs. American Automobile Association. 2017.
- <sup>19</sup> Federal Highway Administration National Bridge Inventory. 2017.
- <sup>20</sup> Federal Highway Administration National Highway Traffic Safety Administration, 2012-2016.
- <sup>21</sup> TRIP analysis of National Highway Traffic Safety Administration and Federal Highway Administration data (2017). Data is for 2016.
- <sup>22</sup> TRIP analysis of National Highway Traffic Safety Administration and Federal Highway Administration data (2016).
- <sup>23</sup> TRIP estimate based on NHTSA report “The Economic and Societal Impact of Motor Vehicle Crashes, 2010 (Revised), 2016. P. 146.
- <sup>24</sup> Ibid.
- <sup>25</sup> The Economic and Societal Impact of Motor Vehicle Crashes, 2010 (Revised) (2015). National Highway Traffic Safety Administration. P. 1. <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812013>
- <sup>26</sup> Adding Highway Shoulders, Width, Reduce Crash Numbers and Save Lives (August 9, 2012). Texas Transportation Institute. <https://tti.tamu.edu/2012/08/09/tti-study-analyzes-roadway-improvements/>
- <sup>27</sup> Ibid.
- <sup>28</sup> TRIP analysis of Bureau of Transportation Statistics, U.S. Department of Transportation. 2012 Commodity Flow Survey, State Summaries.
- <sup>29</sup> Ibid.
- <sup>30</sup> American Road & Transportation Builders Association (2015). The 2015 U.S. Transportation Construction Industry Profile. [https://www.transportationcreatesjobs.org/pdf/Economic\\_Profile.pdf](https://www.transportationcreatesjobs.org/pdf/Economic_Profile.pdf)
- <sup>31</sup> Ibid.
- <sup>32</sup> Ibid.
- <sup>33</sup> FHWA estimate based on its analysis of 2006 data. For more information on FHWA’s cost-benefit analysis of highway investment, see the 2008 Status of the Nation’s Highways, Bridges, and Transit: Conditions and Performance.
- <sup>34</sup> Area Development Magazine (2018). 32nd Annual Survey of Corporate Executives: Availability of Skilled Labor New Top Priority. <http://www.areadevelopment.com/Corporate-Consultants-Survey-Results/Q1-2018/32nd-annual-corporate-survey-14th-annual-consultants-survey.shtml>
- <sup>35</sup> “Surface Transportation Reauthorization and the Solvency of the Highway Trust Fund,” presentation by Jim Tymon, American Association of State Highway and Transportation Officials (2014).
- <sup>36</sup> 2015 “Fixing America’s Surface Transportation Act.” (2015) American Road and Transportation Builders Association. <http://www.artba.org/newsline/wp-content/uploads/2015/12/ANALYSIS-FINAL.pdf>

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<sup>37</sup> United States Department of Transportation (2015). 2015 Status of the Nation's Highways, Bridges, and Transit: Conditions and Performance. Executive Summary, Chapter 8.  
<https://www.fhwa.dot.gov/policy/2015cpr/es.cfm#8h>