

Appendix A – Public Involvement

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Regional Transportation Plan Outreach Process

Public participation is a key element to the transportation planning process. The 2035 Statewide Transportation Plan provides an opportunity for anyone and everyone impacted by transportation to provide input and make comments on regional transportation needs and solutions for the next 28 years. In addition to reaching out to citizens, a concerted effort was made to inform and include local elected officials and underserved populations in the planning process through several the opportunities described below.

These meetings covered all issues that were relevant to the development of the Regional Transportation Plan, from the development of Corridor Visions to public outreach to funding issues. The Regional Planning Commission provided a key element to coordinate plan development within their jurisdictions.

Information gathered from these studies and outreach efforts helped guide the development of the plan and are included in this appendix for the 2035 Statewide Transportation Plan.

The regional transportation plan outreach process is intended to provide the public with reasonable opportunity to participate in the development of the plan. Opportunities have been provided to the following groups:

- Citizens
- Affected public agencies
- Representatives of public transportation employees
- Freight shippers
- Private providers of transportation
- Representatives of users of public transportation
- Representatives of users of pedestrian walkways & bicycle transportation facilities
- Representatives of the disabled
- Providers of freight transportation services
- Other interested parties

Four primary events were scheduled to provide this opportunity:

- Pre Forum Meeting – gather preliminary information on emerging trends and issues that affect transportation plans
- Regional Transportation Forum – review transportation related documentation and other data and discuss how this may affect priorities
- Prioritization Meeting – assign priorities to Vision and Constrained plans
- Regional/Statewide Draft Plan Joint Review – opportunity to review and comment on both the regional and statewide plans prior to final adoption and publication

Pre Forum Meeting

Purpose

The Pre Forum meeting helped identify changes/trends in the region that might impact the transportation system or the priorities since the last RTP was completed. The primary purposes of the meeting included:

- How to make choices
- Data analysis to inform decisions
- Limited funds = Priority requirements
- Public / RPC Input

Format

The Pre Forum was approximately 2-1/2 hours in length. It featured a presentation about the planning process in general and the need for the update, background on the 2030 Plan, costs of transportation and general funding expectations as expressed in the 2030 Plan. The Pre Forum was a platform used to stimulate conversation about what will be discussed during the Forum meeting. Topics included:

- Changes in Population/Employment
- Driving forces in the Local/Regional Economy
- Transportation System Issues (Maintenance of the Existing System, Systems Connectivity, Congestion, Safety, Long Term Needs)
- Commuting Patterns
- Major Traffic Generators
- Natural Resource Development
- Recreation/Tourism Industry
- Integration of the Various Transportation Modes (auto, public transit, aviation, and rail) into an Effective System
- Funding for Transportation

Schedule

TPR	Date	Location	Address	Time
South Central	June 27	Trinidad	SCCOG – Learning Center 1225 Rosita.	10 a.m.

Pre Forum Notes

South Central TPR

Pre Forum Notes

June 27, 2006

Trinidad

Items discussed:

- Proposed new route connecting SH 12 to San Luis via Whiskey Creek Pass, Taylor Ranch
- SH 12 (Scenic/Historic Byway) – more local traffic, tourism/recreation, gas/oil development. Weston bridge under construction/width restrictions pushes heavy trucks to county road bypass. Road damage/safety issues. Passing lanes, turnouts, signage, intersection improvements needed. Could expand use of oil/gas impact fees for road maintenance/construction. Many new roads off SH 12 to drill sites. Concern about what happens when boom is over, roads remain, jobs gone
- CR 18.3 – Trinidad State Park – cut through traffic avoiding circuitous route into Trinidad take CR 18.3 across narrow dam to Starkville and I-25 south. Safety issues for pedestrians, road damage.
- Stockpile of coal at New Elk Mine may be moved by truck on SH 12 to Canon City and Pueblo since RR has been abandoned and tracks removed. Status of the abandonment is unclear.
- Rumors of New Elk Mine being reopened. Phased plan may include expansion of work force of 12-14 at wash plant to several hundred if mine goes into full production. Problem is lack of market for the type of coal which can't be burned in power plants but was historically used for iron production.
- Pinon Canyon – Ft Carson army training site – Traffic/caravans on I-25, SH 350. Concerns about potential expansion of training site that may require acquisition of ranchland (loss of tax base in already poor area. Truckers use SH 350 to bypass weigh station. (Col. Nixon)
- State prison at Beshoar Junction – employee expansion, commuting, new subdivision (1500 units?)
- Better information needed during construction projects – length of project, completion dates, detours, construction impacts to business. Expand use of VMS for construction, weather. Better public relations from CDOT
- Rural/urban conflict over funds
- I-25/Trinidad project – additional funds needed for NB structure. Traffic to be detoured to SB lanes until constructed, then switched for construction of SB. Headache! Highest priority for new state funding. May be advertised in July. Concern about current condition of bridges and ability to withstand additional loads.
- Two bridge projects under construction on SH 12 – Whiskey Creek and Purgatoire River. Traffic disruption, construction delays
- US 160 major tourism route

- Interregional public transportation needed between Trinidad and Walsenburg. Possibility to share resources
- Plans for new assisted living facility near VA hospital on US 160 west of Walsenburg

Pre Forum Presentation

Regional Transportation Forum

Purpose

The Regional Transportation Forums provided a significant opportunity for dialogue between leaders, planners and residents of the TPR. The format was designed to be interactive, including discussions about the process and exercises to stimulate conversation and allow other direct feedback. This departs from previous “open house” events in which participants were expected to review mounted displays, talk with planners, and leave comments - all on a come and go basis. For this event, participants remained for the entire session.

Information was presented as an electronic slide show. The goal was to provide the minimum background and data to assist in understanding the 2035 Plan and the maximum opportunity for discussion of Key Issues and Emerging Trends. A key outcome was to provide direction to CDOT on how to allocate scarce resources to growing needs.

The primary purposes of the meeting included:

- Review of 2030 priorities
- Discuss emerging regional issues and trends
- Determine audience’s preference regarding future priorities and issues
- Discussion of funding issues, needs, and solutions

Schedule

TPR	Date	Location	Address	Time
South Central	Sept 11	Trinidad	SCCOG – Learning Center 1225 Rosita	4pm - 7pm

Format

The Forum was approximately 3 hours in length. The meeting featured a presentation about the planning process in general and the need for the update, background on the 2030 Plan, costs of transportation and general funding expectations as expressed in the 2030 Plan. An innovative audience polling technique was used to electronically solicit preferences and opinions. In addition, an interactive exercise allowed meeting participants to “spend” a set allocation of funds on their preferences. Topics included:

- Changes in Population/Employment
- Driving forces in the Local/Regional Economy
- Transportation System Issues (Maintenance of the Existing System, Systems Connectivity, Congestion, Safety, Long Term Needs)
- Commuting Patterns
- Major Traffic Generators
- Natural Resource Development

- Natural Resource Development
- Recreation/Tourism Industry
- Integration of the Various Transportation Modes (auto, public transit, aviation, and rail) into an Effective System
- Funding for Transportation

Notification

Multiple forms of notification were utilized. Several weeks before the meeting, a letter signed by the RPC chair was sent to elected and appointed officials, planning and transportation staff of TPR municipalities, county commissioners, planning commissions and special interest groups, such as chambers of commerce, and other groups focused on transportation issues.

This was followed with a meeting notice and press releases to media outlets describing the purpose of the meeting and requesting attendance. In addition, CDOT, consultant and TPR representatives made numerous phone calls to potential attendees, describing the importance of the meeting and requesting attendance. A major effort was made to reach out to groups and individuals that have not historically participated in the planning process in great numbers, especially businesses and business groups, local and regional planning groups, alternative mode representatives, and elected officials beyond members of the RPC. Approximately 100 information letters were sent out; 166 formal invitations and numerous phone calls were made to personally invite individuals.

In addition, global invitations indicating the time and location of Forums at all ten TPRs were sent to:

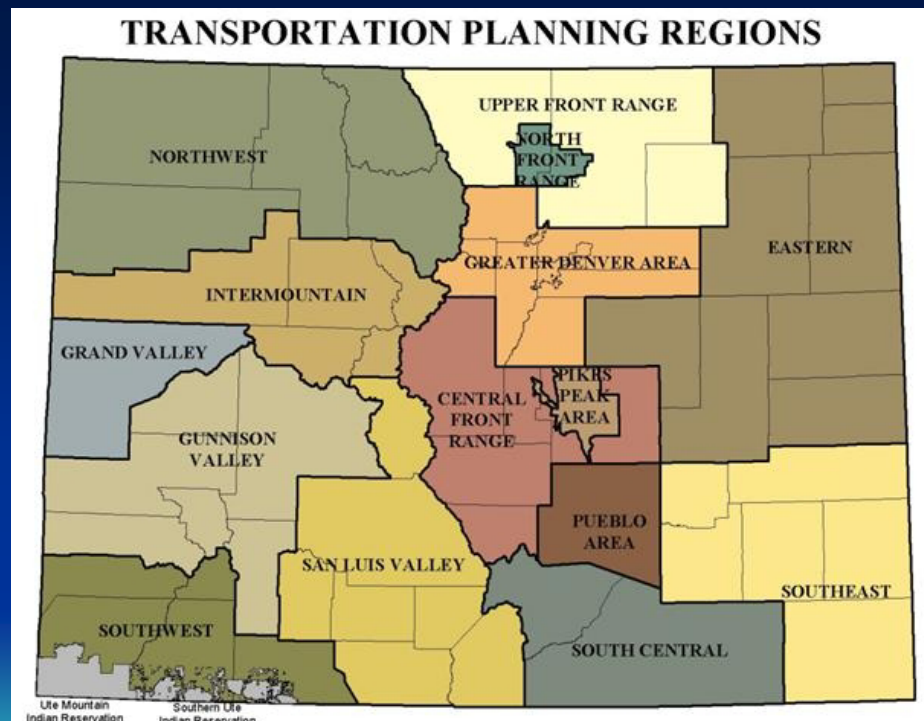
- U.S. Congressmen (7), U.S. Senators (2)
- State Senators and State Representatives– chairmen and members of House and Senate Transportation Committees (18)
- Federal and State Agencies – Federal Aviation Administration, Federal Transit Administration, Federal Highway Administration, Federal Railroad Administration, Environmental Protection Agency, National Park Service, Bureau of Land Management, U.S. Fish & Wildlife Service, Colorado Department of Local Affairs, U.S. Forest Service, and Colorado Forest Service (11)
- Colorado Transportation Commissioners (11)

Press Release

See next page for the press release sent out to all local newspapers and radio stations.

2035 Transportation Plan Update

South Central TPR
June 27, 2006



South Central TPR



Why Now?

- Meet SAFETEA-LU Requirements for 2009 STIP
 - ❑ Support economic vitality & efficiency
 - ❑ Safety
 - ❑ Homeland & personal security
 - ❑ Access/Mobility for people & freight
 - ❑ Environment
 - ❑ Energy Conservation
 - ❑ Quality of life
 - ❑ Consistency w/local planned growth and economic development
 - ❑ Intermodal connectivity efficient management & operation
 - ❑ System preservation
 - ❑ Environmental Justice (Race / Income)

Why Now?

- Resource Allocation / Funding Changes
 - ❑ Increase in system maintenance costs
 - ❑ Limited future construction funds
 - ❑ Focus on what IS attainable
- Integrate Transit
- Synchronize with MPO / STIP Schedule

Goals

- Update!
- Focus on Regional Trends
- Determine If/How Trends affect 2035 Plan
- Incorporate Trends in Corridor Visions & Implementation Strategy
- Improved Transit Plan integration

Purpose

- How to make choices
- Data analysis to inform decisions
- Limited funds = Priority requirements
- Public / RPC Input

Schedule

Pre-Forum / Data Collection	Summer 06
Regional Transportation Forum	Sept 06
Tech Report 1 – Major Trends	Oct 06
Forum Output / TPR Meeting	Nov 06
Draft Plan	Spring 07
Final Regional Plan	Dec 07
Statewide Plan	Jan 08

Major Components

- Demographic / Economic update to 2035
- Transportation System Analysis
 - Multimodal
 - Current conditions / 2035 needs
- Corridor Vision Updates (if required)
- Implementation Strategy
- Statewide Plan
 - 17 Technical Reports
 - Funding Scenarios

Regional Transportation Forum

- Identify date in September
- Purpose – public input
- Concept
 - Review summarized information
 - Interactive / general priorities
 - corridor / mode / safety / capacity / surface

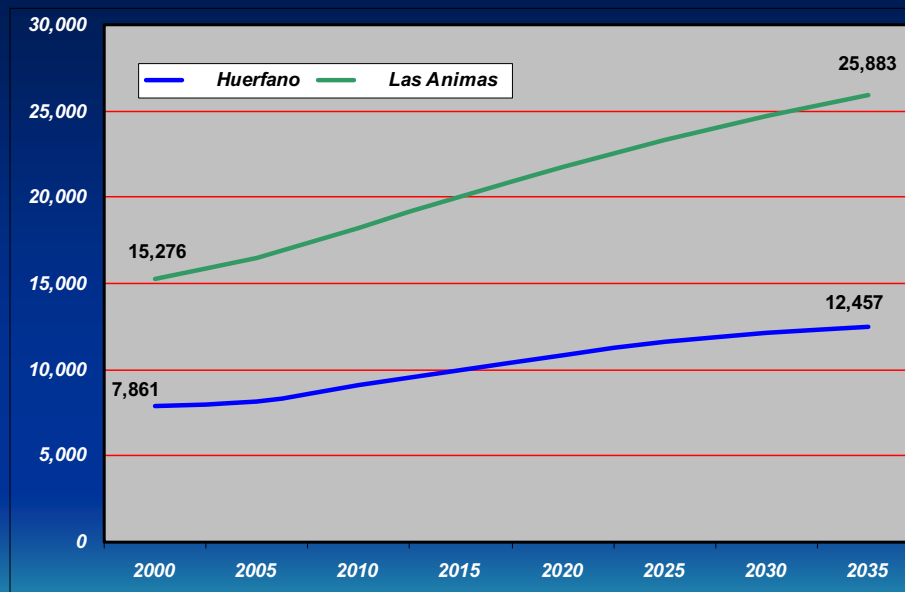
Regional Transportation Forum

➤ Who to invite ?

- ❑ Your constituents (we need your help to identify)
- ❑ Community leaders
- ❑ Business owners
- ❑ Modal interests
- ❑ Environmental groups

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Population Growth



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Other Issues ?

- Development
 - Residential
 - Economic
 - Resource
 - Recreation
- Major Traffic Generators
- Priority Changes
- Other ?

Contact

- Ed Hocker, URS Project Manager (Regional Plan)
719-533-7857
edward_hocker@urscorp.com
- Caroline Ekberg, Deputy Lead
719-268-7422
caroline_ekberg@urscorp.com
- Mike Felschow, LSC (Transit)
719-633-2868
mfelschow@lscs.com

- Recreation/Tourism Industry
- Integration of the Various Transportation Modes (auto, public transit, aviation, and rail) into an Effective System
- Funding for Transportation

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In addition, global invitations indicating the time and location of Forums at all ten TPRs were sent to:

- U.S. Congressmen (7), U.S. Senators (2)
- State Senators and State Representatives– chairmen and members of House and Senate Transportation Committees (18)
- Federal and State Agencies – Federal Aviation Administration, Federal Transit Administration, Federal Highway Administration, Federal Railroad Administration, Environmental Protection Agency, National Park Service, Bureau of Land Management, U.S. Fish & Wildlife Service, Colorado Department of Local Affairs, U.S. Forest Service, and Colorado Forest Service (11)
- Colorado Transportation Commissioners (11)

Press Release

See next page for the press release sent out to all local newspapers and radio stations.

Press Release

2035 South Central

Regional Transportation Forum

TIME FOR TEAMWORK! The South Central Regional Transportation Planning Commission announces an invitation to the **2035 Regional Transportation Forum**, which will provide an opportunity for the public to take part in their future.

The purpose of the forum is to gather public input on key transportation issues and emerging trends that are important considerations to developing a safe, efficient and effective transportation system. The input gathered at the forum will provide crucial information needed to develop the 2035 Regional Transportation Plan for the South Central Transportation Planning Region.

The South Central Regional Planning Commission needs your help in identifying key transportation issues and emerging trends to develop future transportation priorities. There are several examples of emerging trends and issues that may influence transportation priorities including:

- Changes in Population/Employment
- Driving forces in the Local/Regional Economy
- Transportation System Issues (Maintenance of the Existing System, Systems Connectivity, Congestion, Safety, Long Term Needs)
- Commuting Patterns
- Major Traffic Generators
- Natural Resource Development
- Recreation/Tourism Industry
- Integration of the Various Transportation Modes (auto, public transit, aviation, and rail) into an Effective System
- Funding for Transportation

An interactive polling system will be used to measure the audience's response to questions that will affect current and future transportation priorities. Everyone with an interest in transportation issues is encouraged to attend and participate.

Monday, September 11, 2006

Trinidad State Junior College Multi-Purpose Room

600 Prospect

Trinidad

Transportation Forum: 4:00pm-7:00pm

Any questions please contact:

Ed Hocker

Email: ed_hocker@urscorp.com

Mail: URS Corporation

9960 Federal Drive, Suite 300

Colorado Springs, CO 80921

Phone: 719.533.7858

Information Letter

July 26, 2006

The South Central Regional Transportation Planning Region has begun the process to update its regional transportation plan as part of a statewide effort to update the 2030 Colorado Statewide Transportation Plan. URS is the lead consultant brought on by the Colorado Department of Transportation to help the South Central Regional Planning Commission to prepare the 2035 regional and statewide transportation plans.

I would like to ask you to take a few moments of your time to help in identifying, from your professional perspective, developing issues and emerging trends that you believe are important considerations in developing a safe, efficient and effective transportation system for the South Central Transportation Planning Region.

As part of the process, the South Central Regional Planning Commission has scheduled a **Regional Transportation Forum on September 11, 2006 from 4pm-7pm at the Trinidad State Junior College Multi-Purpose Room located at 600 Prospect, Trinidad.** In addition to inviting the general public a special effort is being made to contact and bring to the table representatives from the public and private sectors such as yourself that play a policy and decision making role in the region. An important component of the Forum and the 2035 plan update process is the identification of key issues occurring in the South Central Transportation Planning Region that may affect transportation priorities. It is important to note that at this phase of the update, issues and trends and not specific projects are of most concern. The issues and trends will be used to develop future transportation priorities.

Specific trends and issues that may influence transportation priorities may include:

- Changes in Population/Employment
- Driving forces in the Local/Regional Economy
- Transportation System Issues (Maintenance of the Existing System, Systems Connectivity, Congestion, Safety, Long Term Needs)
- Commuting Patterns
- Major Traffic Generators
- Natural Resource Development
- Recreation/Tourism Industry
- Integration of the Various Transportation Modes (auto, public transit, aviation, and rail) into an Effective System
- Funding for Transportation

Please forward your response to our URS consultant by August 28, 2006 so we have ample time to prepare for the September Regional Transportation Forum.

Email: edward_hocker@urscorp.com

Mail: Ed Hocker

URS Corporation

9960 Federal Drive

Colorado Springs, CO 80921

Phone: 719-533-7858

I want to thank you in advance for helping in the development of the 2035 South Central Regional Transportation Plan.

Sincerely,

Edward Hocker

Invitation

2035 South Central Regional Transportation Forum

Time for Teamwork

Please join your colleagues in discussing key issues and emerging trends that you believe are important considerations in developing a safe, efficient and effective transportation system for the South Central Transportation Planning Region.

- ✓ Take an interactive poll about regional issues
- ✓ How does natural gas drilling affect transportation?
- ✓ What are the costs of transportation?
- ✓ Are some people underserved by transportation?
- ✓ What are your priorities for transportation improvements?

Hosted by your Regional Transportation Planning Commission

When: September 11, 2006

Time: 4:00pm-7:00pm

Location: Trinidad State Junior College
Multi-Purpose Room

Address: 600 Prospect
Trinidad, CO

Refreshments will be served.

ADA Accessible

Contact Ed Hocker (719)533-7858 edward_hocker@urscorp.com for more information.

Regional Transportation Forum Presentation

2035 Regional Transportation Forum

Time for Teamwork

South Central
Transportation Planning Region
September 11, 2006

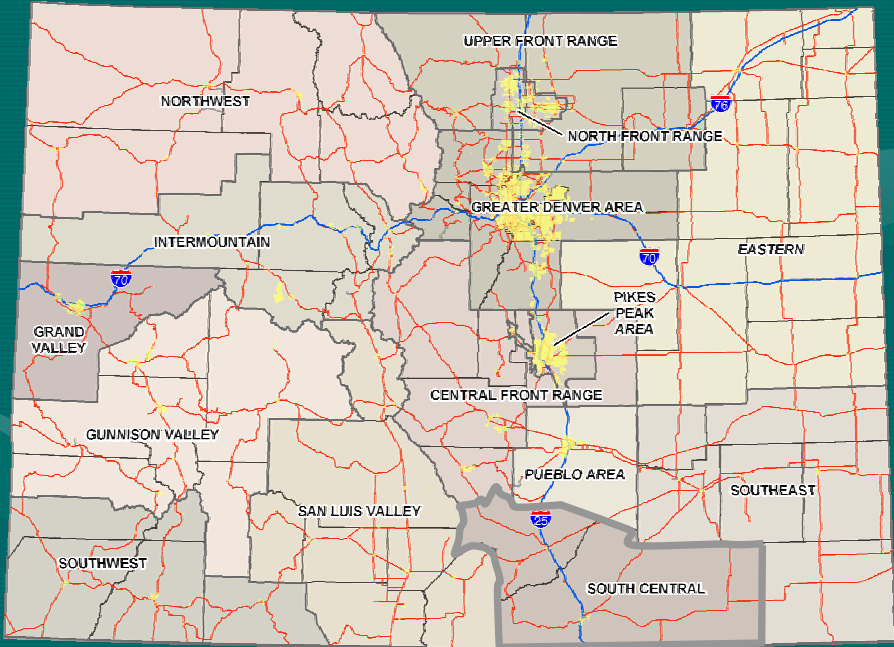
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Today's Forum

- Planning Process Overview
- Revisiting 2006 Telephone Survey (Audience Response)
- 2030 Plan Overview
- Current Transportation System
- Break
- Trends & Issues (Audience Response)
- Allocating Limited Funds
- Next Steps

2

Colorado Transportation Planning Regions (TPR)



South Central TPR



Why Update Now?

- Respond to future funding scenarios
- Focus on regional trends
- Develop near term Implementation Strategy
- Meet federal requirements for 2009 STIP

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Revisiting the 2006 Statewide Telephone Survey

6

2030 Plan Overview

- Top Issues
 - **Highway Mobility**
 - I-25 Reconstruction in Trinidad
 - US 160 thru Walsenburg
 - SH 12 connection to I-25 thru Trinidad
 - **Economic Development**
 - Depressed agriculture economy
 - Natural gas development – SH 12
 - Tourism – Trinidad / Highway of Legends / Santa Fe Trail
 - State Prison at Beshoar Jct – SH 350 / US 160
 - **Rail Issues**
 - Walsenburg RR Xing
 - Trinidad RR Xing
 - Colorado Wyoming Railroad abandonment west of Trinidad
 - **Aviation**
 - Trinidad Airport runway expansion for UPS
 - **Transit**
 - Expand regional transit options
 - **Freight**
 - Heavy truck traffic / Highway surface deterioration – all highways

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South Central Corridor Priorities 2030 Plan



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Accomplishments

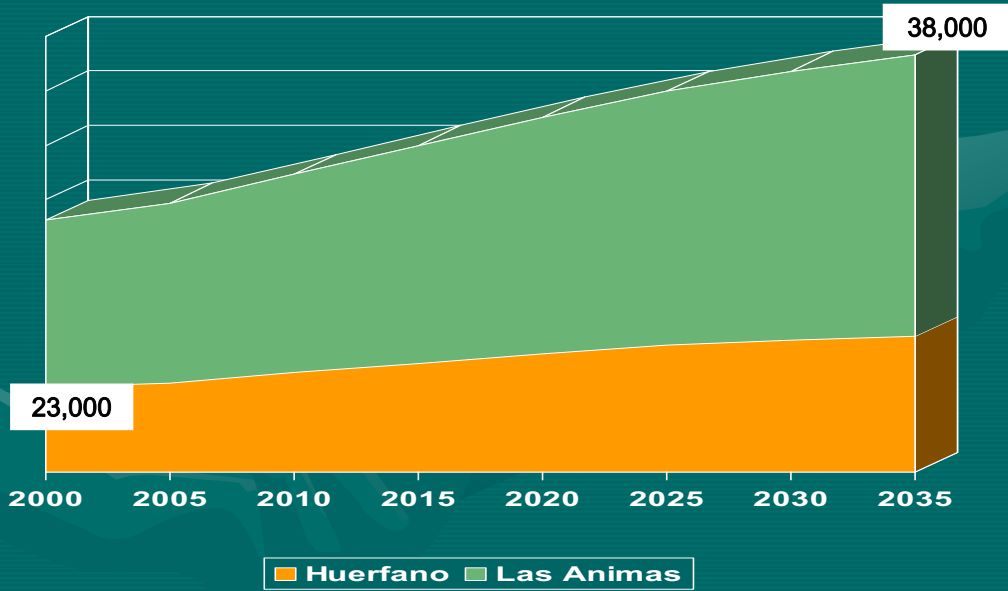
Major Projects 2005 - 2009

Over \$67 Million!

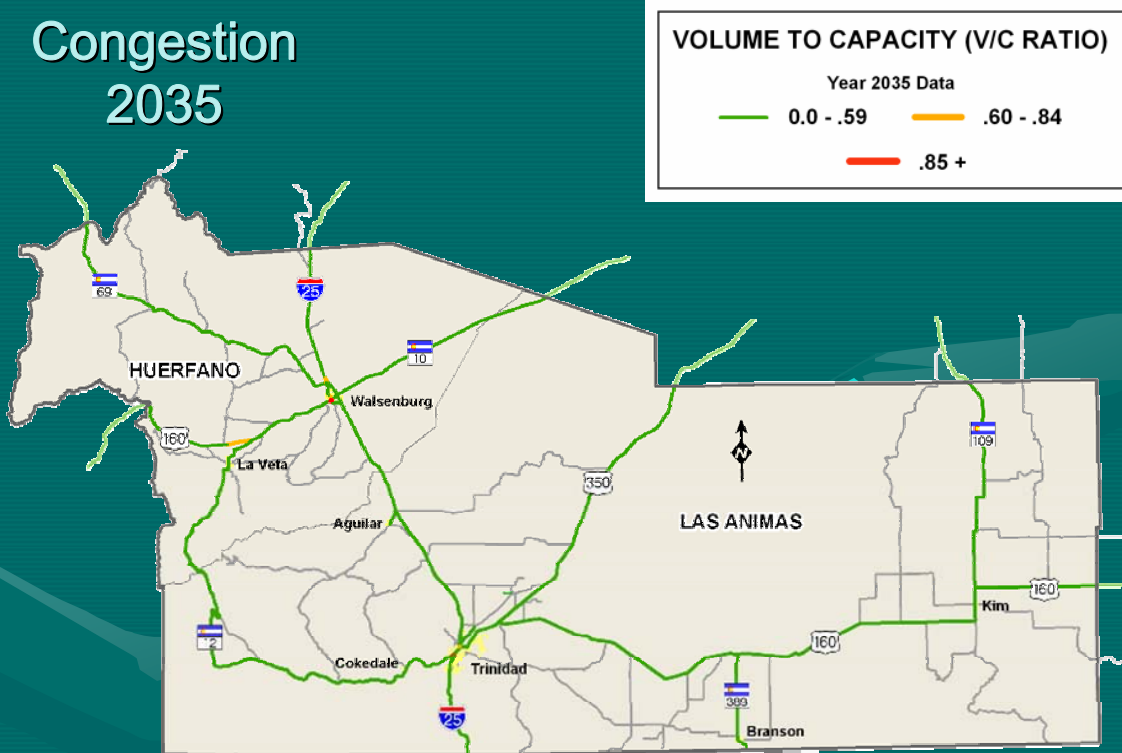


Current System Overview

Population Growth 2000 - 2035



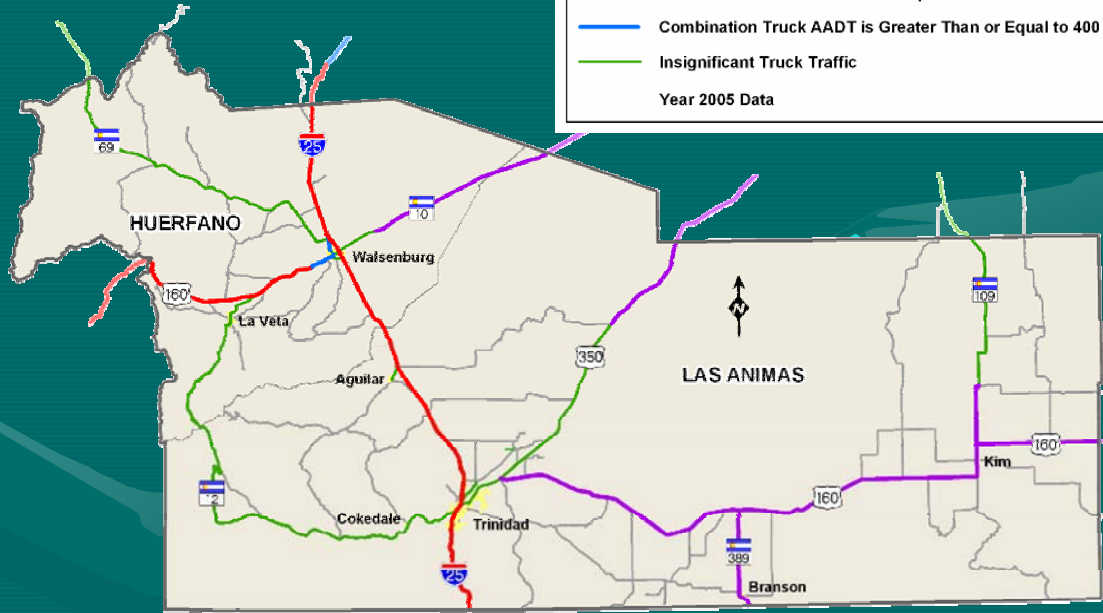
Congestion 2035



Significant Truck Traffic

SIGNIFICANT TRUCK TRAFFIC

- Combination Truck AADT ≥ 400 AND
Combination Truck AADT $\geq 10\%$ of Total AADT
 - Truck AADT is Greater Than or Equal to 10% of Total AADT
 - Combination Truck AADT is Greater Than or Equal to 400
 - Insignificant Truck Traffic
- Year 2005 Data



Roadway Surface Condition

ROADWAY SURFACE CONDITION

- Good
 - Fair
 - Poor
- Year 2004 Data



Safety

ACCIDENTS PER MILE

Averages for Years 1999 - 2003



Shoulder Width

SHOULDERS

Sections of Roadway with Non-Paved Shoulders or Paved Shoulders of Less Than 4 Feet



Bridge Condition

BRIDGE CONDITION

● Bridges with a Bridge Sufficiency Rating (BSR) of 50 or Less



Transit Provider Service Areas

PROVIDERS

■ South Central COG



Take a Break

- Back in 15 minutes



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Trends & Issues

Here is a set of questions concerning impacts to transportation from issues and concerns that have been expressed.

You will be asked to discuss each issue, then vote on a set of possible answers. After that we will have the opportunity to identify and discuss any other issues you would like.

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Other ?

- What other issues have a significant impact on the regional transportation system?

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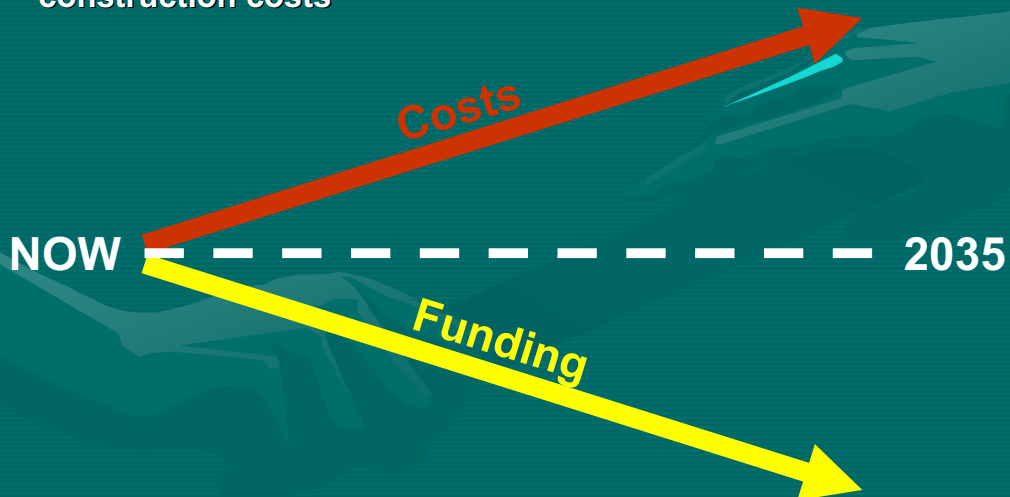
Allocating Limited Resources

In this section, you will be asked to allocate a given amount of funds to transportation activities in the transportation planning region. Funding amounts and estimated costs represent actual 2030 Plan needs and available funding for the TPR

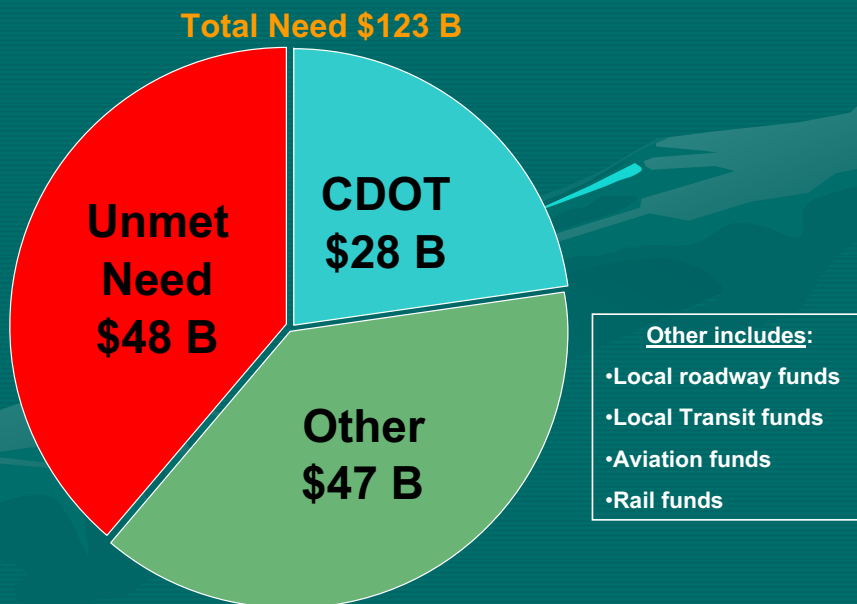
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Costs Are Up / Funding is Down

CDOT's projected revenue stream is expected to decrease sharply in coming years due to reductions in State and Federal funding and be impacted by increasing energy and construction costs



Cost to Sustain Existing System & Services 2030 Statewide Plan



System Performance 2030 Statewide Plan

Investment Category	Performance Level Sustaining Level \$123 B	Performance Level Current Investment \$75 B
Pavement	58% Good/Fair	32% Good/Fair
Bridge	96% Good/Fair	80% Good/Fair
Maintenance	B - Scale of A to F	F - Scale of A to F
Congestion	10% - Congested Miles	25% - Congested Miles
Safety	1.47 - Fatalities/MVMT *	1.47+ - Fatalities/MVMT

* Million Vehicle Miles Traveled

25

South Central - Background

- 412 miles of state highway – 45% are in Poor condition
- 2,600 miles of local roads
- 4 bridges needing replacement (on-system)
- 5 local transit agencies providing human services transportation
- Limited intercity bus – I-25 only
- 3 General Aviation Airports
- No Commercial Service Airport
- No passenger rail

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South Central - Background

- Population will grow from 23,000 to 38,000
- Jobs are expected to grow from 8,700 to 20,000
- Daily VMT will grow from 1.2 million to 1.8 million
- 11% of households have no vehicle available
- 16.5% of the population is below the poverty level

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Allocating Limited Resources

Here is the problem: The TPR has a total need of \$487 M.* You have an estimated 30-year transportation budget of \$180 M for the TPR. Where are your priorities?

** 2030 Plan*

Program Area	Needs *	Allocation
Mobility	\$ 135 M	\$?
Safety	\$ 31 M	\$?
Existing System Highway Reconstruction / Bridge Repair / Resurfacing	\$ 258 M	\$?
Alternative Modes	\$ 63 M	\$?
Total	\$487 M	\$180 M

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Costs of Transportation

- Today it costs about:
 - \$2.9 M to construct a mile of two-lane highway with shoulders
 - **10 miles = \$30 M**
 - \$900,000 to reconstruct & maintain one mile of highway in Good Surface Condition for 30 years
 - **33 miles = \$30 M**
 - \$60,000 to purchase a bus plus \$45,000 annually to maintain and operate for 30 years
 - **8 Buses = \$12.5 M**

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Allocation Exercise

- Place your “TransBucks” on the issues and areas of your greatest concerns
- More than one sticker may be placed at a location
- Maps
 - Congestion
 - Safety
 - Road Surface Condition
 - Transit Service Providers
 - Alternative Modes (Shoulders / Bike / Airports / Railroads)

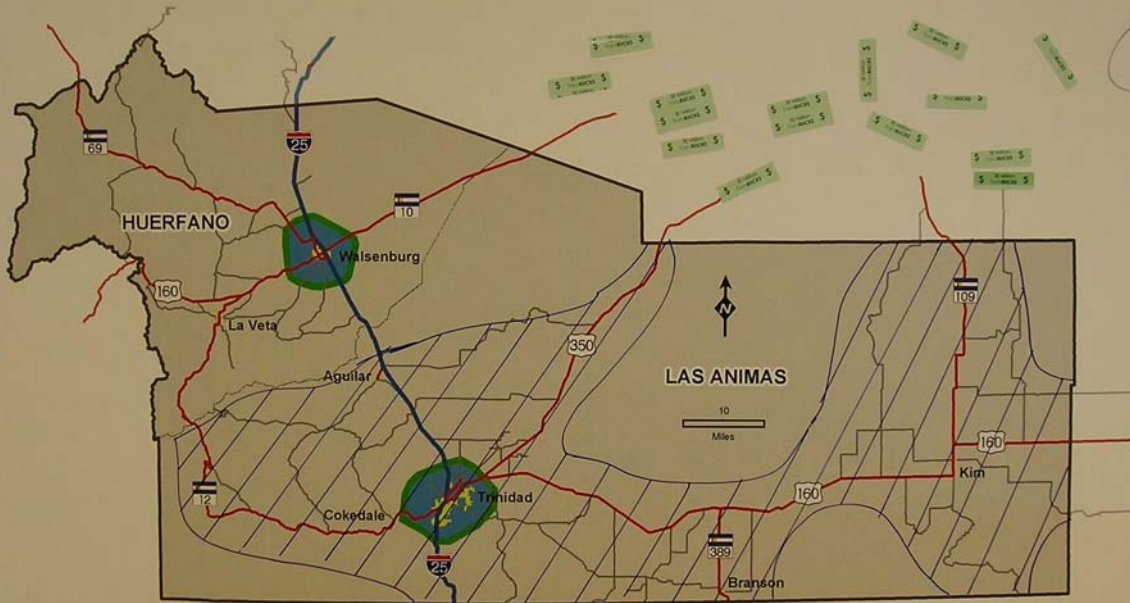
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Next Steps

Pre-Forum / Data Collection	Summer 2006
Regional Transportation Forum	Sept 2006
Forum Output / TPR Meeting	Nov 2006
Statewide Transportation Forum	Jan 16, 2007
Draft Regional & Statewide Plan	May 2007
Final Regional Plan	Oct 2007
Final Statewide Plan	Jan 2008

Transbucks Maps

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PROVIDERS

- South Central COG



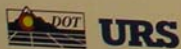
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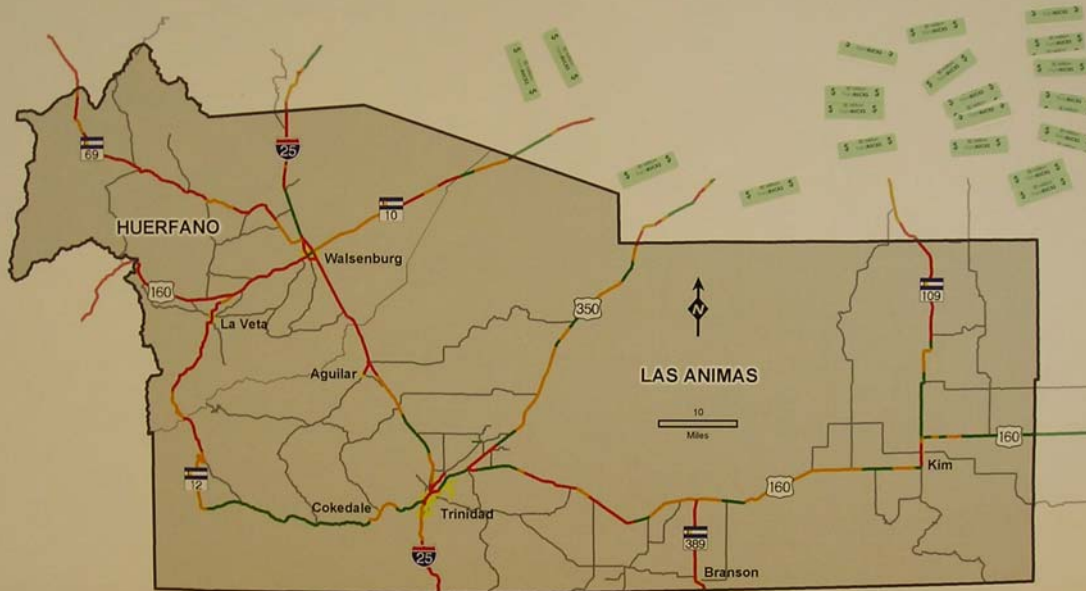


VOLUME TO CAPACITY (V/C RATIO)

Year 2035 Data

- 0.0 - .59
- .60 - .84
- .85 +

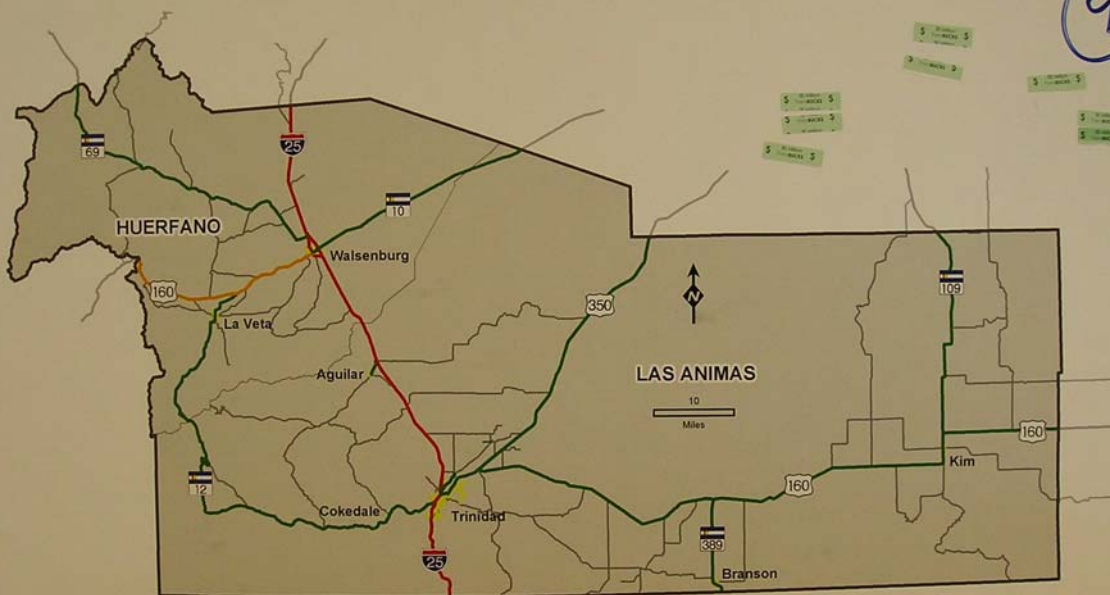




ROADWAY SURFACE CONDITION

- Good
- Fair
- Poor

Year 2004 Data

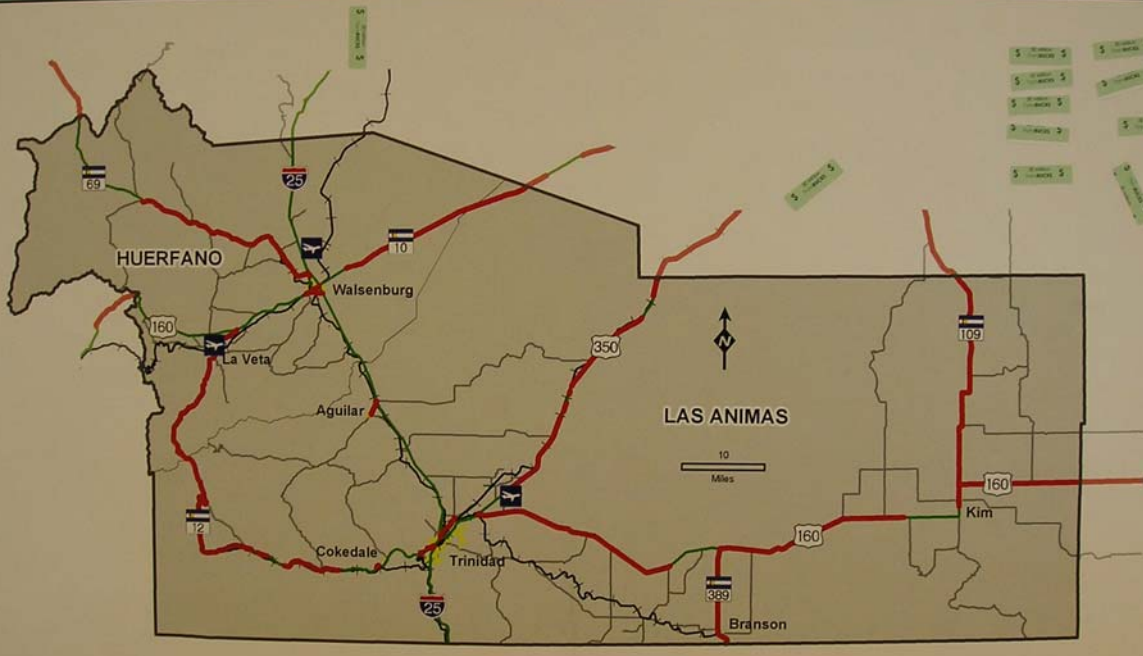


ACCIDENTS PER MILE

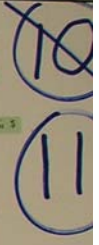
Averages for Years 1999 - 2003

- < 5.0
- 5.01 - 15.0
- > 15.0





- 5. ...
- 5. ...
- 5. ...
- 5. ...
- 5. ...
- 5. ...
- 5. ...



SHOULDERS

Sections of Roadway with Non-Paved Shoulders or Paved Shoulders of Less Than 4 Feet



Forum Notes

Meeting Minutes
South Central TPR Regional Transportation Forum
Sept. 11, 2006 at 4:00pm
Trinidad State Junior College in Trinidad, CO

The 2035 South Central Regional Transportation Forum was conducted on September 11, 2006 in Trinidad at Trinidad State Junior College. Eleven people attended from the public, along with three representatives from CDOT, one from FHWA, and three consultants.

The meeting format was a presentation along with interactive voting on questions embedded within the presentation. Refreshments were also provided. CDOT recently acquired electronic polling equipment that allowed the consultant to ask attendees to vote on several questions pertaining to the issues and trends of the South Central Transportation Planning Region (SCTPR). Five boards were also on display showing the 2035 estimated traffic congestion, alternative modes of transportation, transit, state highway surface conditions, and safety information.

The presentation began with a welcome from CDOT representative Rob Vinton and attendees introducing themselves. Rob then explained the purpose of the meeting was to solicit information from attendees regarding what their issues and concerns along with priorities for transportation in the SCTPR. A map of the SCTPR was presented and a description of the TPRs throughout Colorado. Next Rob provided an overview of the forum agenda. Rob wrapped up his presentation explaining that the update process is in response to future funding scenarios (which are expected to be substantially limited), focus on regional trends, develop a near term implementation strategy and meet federal requirements for the 2009 State Transportation Improvement Program (STIP).

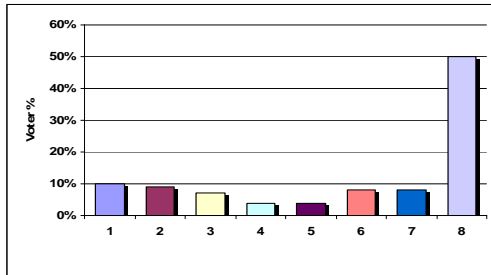
Then Mr. Hocker, the consultant project manager, explained that the purpose of the meeting was to solicit information from attendees regarding their issues and concerns, along with priorities for transportation in the SCTPR. Mr. Hocker explained that the update process is in response to future funding scenarios (which are expected to be substantially limited), focus on regional trends, develop a near term implementation strategy and meet federal requirements for the 2009 State Transportation Improvement Program (STIP).

Next, audience electronic polling devices were distributed with a description of their use. A test question was asked to familiarize attendees with the polling technology. This section of the program revisited some of the results of the CDOT Statewide Telephone Survey, conducted in January 2006. Attendees were asked to select responses to survey questions that were then compared to the responses of the original phone survey. Because attendees were not a randomly selected sample of respondents, it was explained that the results of the questions at the Forum, while not statistically valid for the larger population, would be taken into consideration during the planning process.

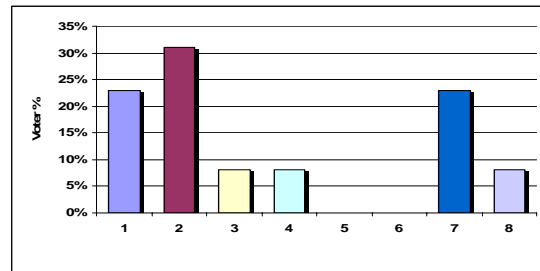
The first round of polling included three questions repeated from the telephone survey.

What is the most important problem or issue facing the state of Colorado?

1. Budget/taxes
2. Economy
3. Education
4. Growth
5. Illegal Immigration
6. Transportation
7. Water
8. Other



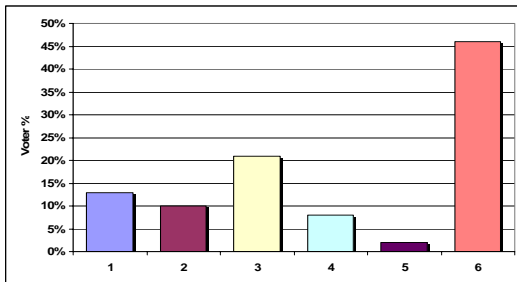
Phone Survey Results



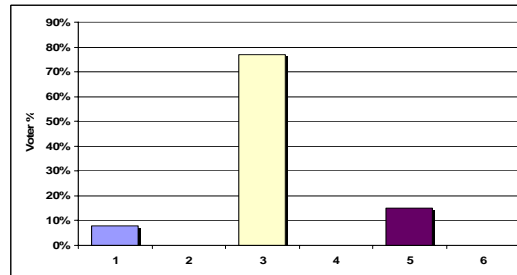
Forum Audience Results

Which of these is the most important transportation problem facing Colorado?

1. Traffic congestion
2. Public transportation
3. Road maintenance and repair
4. Construction delays
5. Other



Phone Survey Results

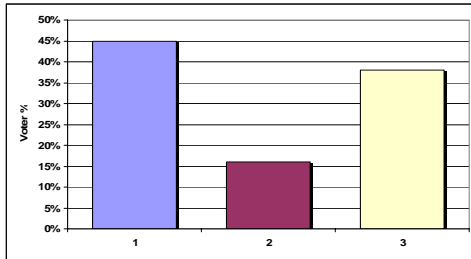


Forum Audience Results

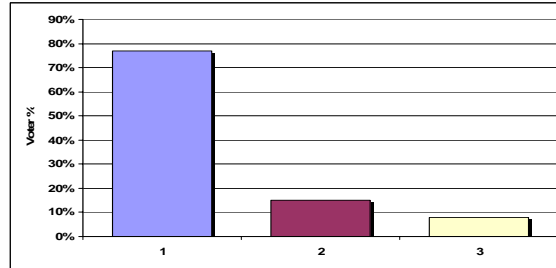
Which of these transportation needs – roadway maintenance, safety or travel options that address congestion – should get the highest priority?

1. Maintain and repair the transportation system

2. Improve safety
3. Provide travel options that relieve congestion



Phone Survey Results



Forum Audience Results

Next an overview of the 2030 Plan and existing conditions of the SCTPR was presented including:

- 2030 Plan corridor priorities
- Accomplishments in the TPR – major CDOT projects completed or underway between 2005 and 2009.
- Population growth estimates for 2035
- Estimated congestion for 2035
- Existing significant truck traffic
- Roadway surface condition – good, fair, poor
- Safety – accidents per mile
- Shoulder width (bicycle accommodations)
- Bridge condition – sufficiency rating of 50 or less

Mike Felschow of LSC, (transit consultant) then provided an overview of Transit provider service for the TPR. Mike described SAFETEA-LU changes that will now require human service providers and transit providers to coordinate within this planning process to be eligible for funding. Mike also described 5310 and 5311 funding sources.

The polling of attendees about their perceptions of trends and issues within the TPR was then continued. Comments and other discussion raised during this phase of the polling process are listed under the questions associated with specific issues, followed by the polling results.

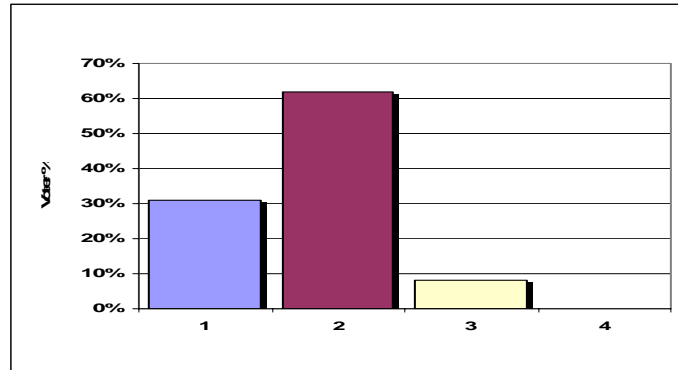
What improvements if any are needed to support growing residential and commercial areas east of Trinidad along SH 350?

1. Additional lanes
2. Intersection improvements (signals/turn lanes)
3. Better access control

4. Current conditions are adequate

Audience Discussion:

- US 160 also has a lot of heavy truck traffic and currently this section of US 160 has no shoulders.
- US 160 is a major truck route and is vulnerable to closure which could have severe impacts on truck and other traffic.



Forum Audience Results

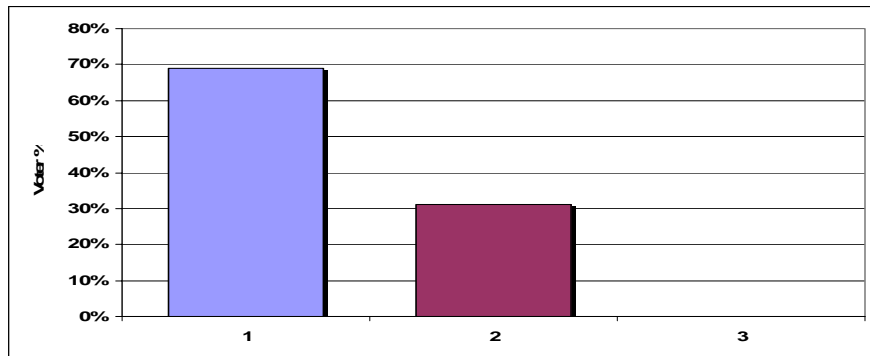
State Highway 12 west of Trinidad carries a variety of commuting, natural gas drilling and maintenance, tourist and other recreational traffic. How safe are conditions along this roadway?

1. Very unsafe
2. A little unsafe
3. Tolerable

Audience Discussion:

- SH 12 has approximately 400 trucks/day; truck traffic has accelerated, new counts are needed, especially at peak hour.
- Existing high school along this corridor; there are many safety issues, near misses not necessarily reported as accidents.
- 2500 new gas wells are anticipated in the near future which will mean more construction and other heavy truck traffic; gas industry drivers are running people off of narrow SH 12 – many safety issues.
- There seems to be little control over the gas industry; new employers are hiring a bigger workforce in effort to speed up gas extraction – these employers are not cooperative with local governments.
- Trucks hauling concrete, sand, compressors, rails, and other equipment are working around the clock
- Construction detours need to accommodate truck traffic and possibly have weight limits; the heavy equipment damages local roads and bridges.
- Rockfall mitigation along SH 12 is needed.
- Strategically located passing lanes would help improve the ‘risky passing’ situation.

- There is a large coal stockpile along SH 12; currently there is no rail service to get the coal out, meaning that if a market is found, it will move by truck, further congesting the corridor.
- Innovative solutions might include timing of shipments to avoid peak hour.
- The corridor should have a comprehensive study to analyze traffic, safety, access, and environmental issues in order to determine necessary improvements.



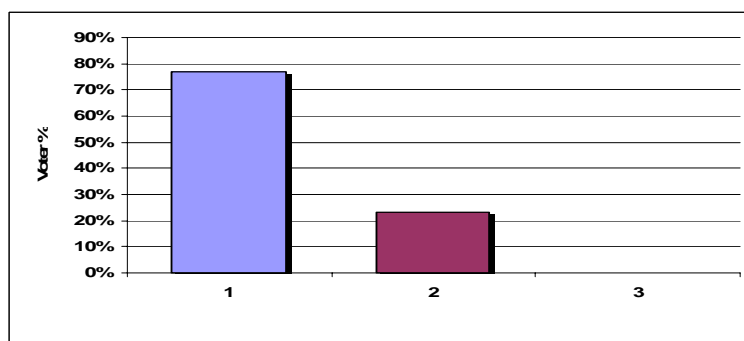
Forum Audience Results

State Highway 12 west of Trinidad carries a variety of commuting, natural gas drilling and maintenance, tourist and other recreational traffic. I think this highway is:

1. Very congested
2. Somewhat congested
3. OK

Audience Discussion:

- There has been an increase of bicyclists along SH 12, there are no shoulders/bike lanes, and this is a safety issue for both the cyclists and the motorist.
- SH 12 is classified as a Scenic Byway, but has many other competing uses.
- Connectivity to I-25 through Trinidad is difficult for trucks.
- A Corridor plan is needed to assess impacts and develop solutions.
- Primary concerns are from Trinidad to Stonewall.
- Access to developing commercial properties needs improvements.



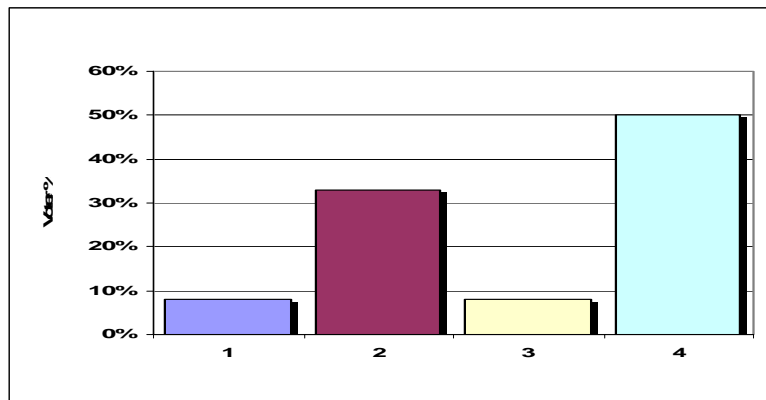
Forum Audience Results

Fort Carson often uses SH 350 to transport troops and equipment to the Pinon Canyon Maneuver Site. Military use of SH 350 may cause certain impacts to transportation. These impacts are primarily:

1. Safety related – I can’t pass the big rigs and they are too wide
2. Congestion related – I have to wait for slow moving convoys to pass
3. Traffic Operations related – The convoys have a difficult time navigating from I25 to SH350
4. Highway condition related – The additional truck traffic speeds up deterioration of the roadway

Audience Discussion:

- Pinon Canyon Maneuver Site expansion is not popular.
- Narrow bridge on SH 350 should be replaced due to heavier traffic.
- Truck traffic is growing in this area.
- Economic growth is not really anticipated if this site expanded especially since the previous expansion failed to deliver the promised economic benefits; very little local employment can be attributed to the site, since most employees are military and confined to the base; the Army brings everything it needs.



Forum Audience Results

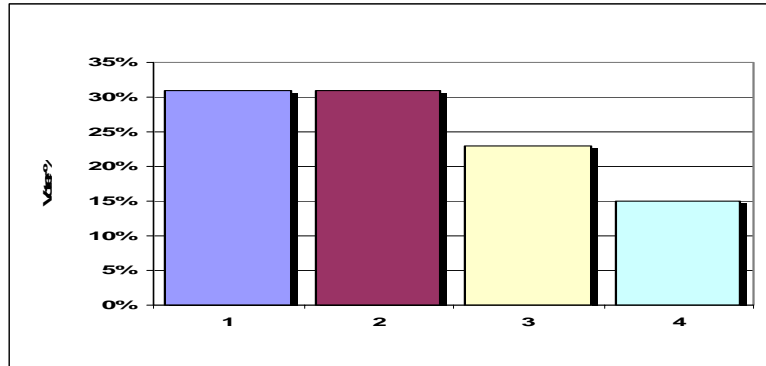
My opinion of the much talked about expansion of the army training site is (regarding economic development and transportation):

1. Difficult situation for the region due to loss of tax base
2. Undesirable due to loss of ranching lifestyle
3. Will help the area develop economically
4. May have unreasonable impacts to the highway system

Audience Discussion:

- See discussion above

- Approximately 76% of the audience believed that the negative outweigh the positive impacts.



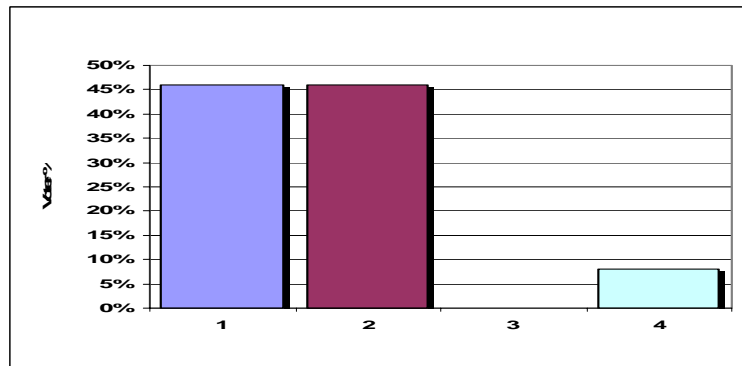
Forum Audience Results

Local public transportation (bus/van) serves seniors and the disabled in my community well:

1. Agree
2. Somewhat agree
3. Disagree
4. Don't know

Audience Discussion:

- Existing public transportation includes several human services providers – 1 major – 5 minor – All services should be coordinated with South Central COG.
- Service is good when/where offered; however need to expand weekday hours and provide service on weekends.
- Trinidad State Nursing Home also provides transportation to the elderly and disabled population to attend the Star Club Day Care Program; the program operates 5-days per week.



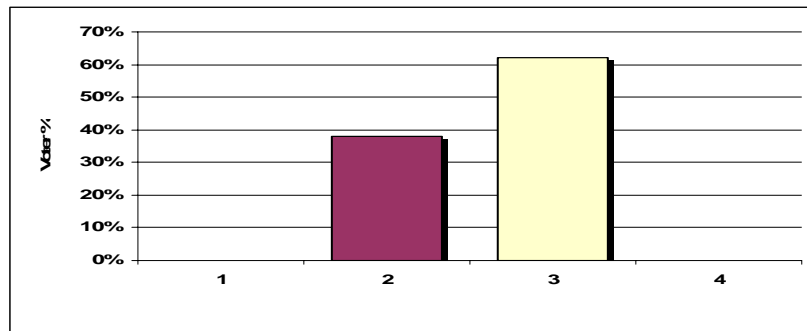
Forum Audience Results

Intercity public transportation (bus) serves my community well:

1. Agree
2. Somewhat agree
3. Disagree
4. Don't know

Audience Discussion:

- None



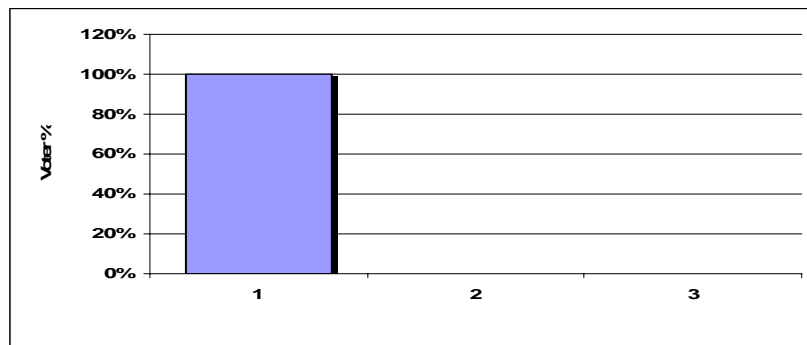
Forum Audience Results

I would like to see the return of passenger rail service on AMTRAK.

1. Agree
2. Disagree
3. Don't care

Audience Discussion:

- There is currently an unstaffed AMTRAK station in Trinidad.



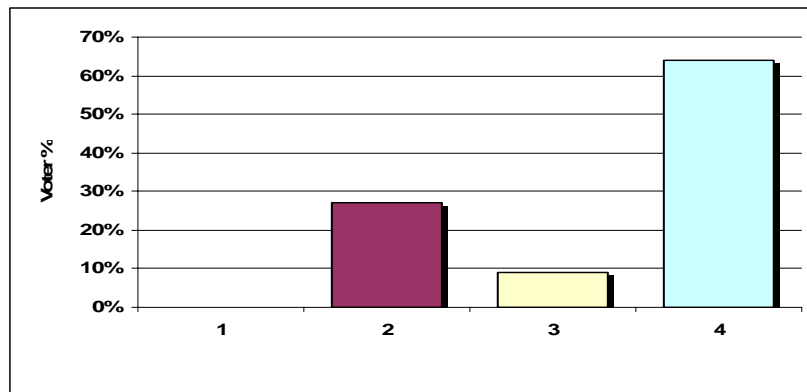
Forum Audience Results

Rail crossings without cross-gates on city streets may present a hazard or impede traffic. In my experience, these crossings are:

1. Not so hazardous
2. Impediment to traffic
3. Not an impediment to traffic
4. Both hazardous and an impediment

Audience Discussion:

- None



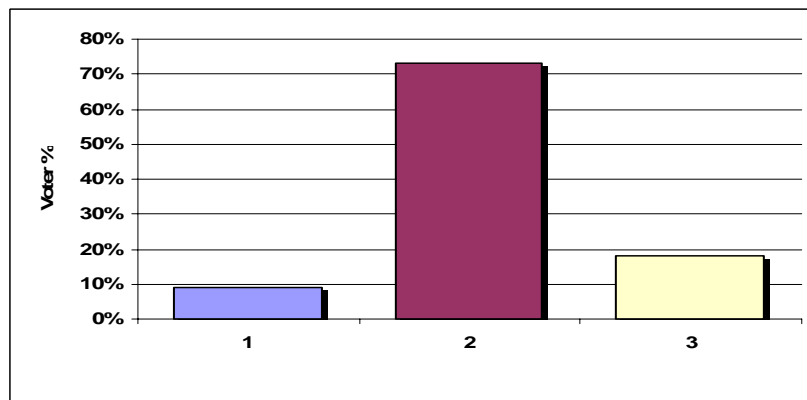
Forum Audience Results

The influx of new employees driving to the prison at Beshoar Junction:

1. Is a big problem
2. Some problem, but the roads can handle it
3. Could be partly addressed by providing public transportation or van-pool service

Audience Discussion:

- Most prison employees commute from outside county using I-25 and SH 350.



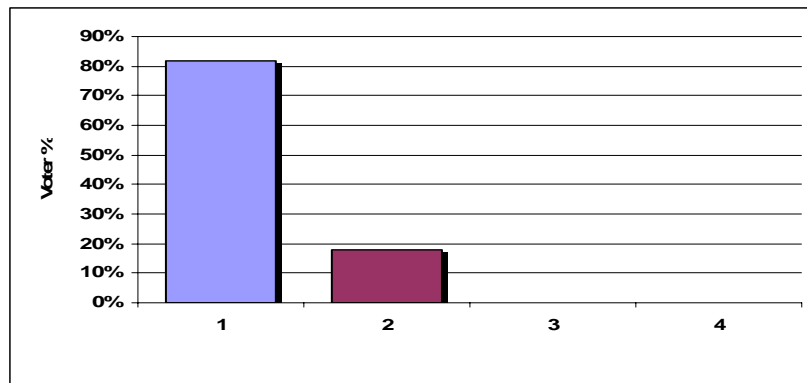
Forum Audience Results

The I-25 reconstruction project through Trinidad has presented a challenge to everyone because of some uncertainties about what and when this is happening:

1. This project is long overdue, but will really help
2. I need more information about the schedule
3. Can't get around town during construction
4. What project?

Audience Discussion:

- North Bound construction project goes to bid next week.
- Construction delays for southbound traffic are a big concern.
- Concerns over construction impacts revolving around access to businesses.
- Last construction project (ramp) put some small businesses out of business.
- Ice/weather concerns on elevated structure – dangerous.
- It took a long time to come to agreement on preliminary design.



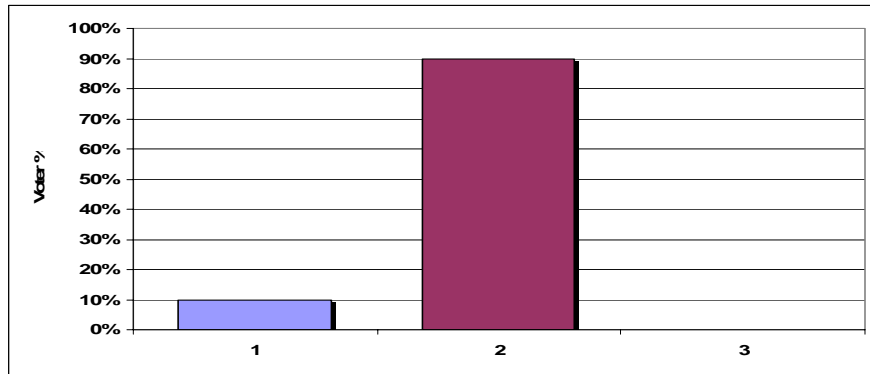
Forum Audience Results

I would use air passenger service at the airport if it were available.

1. Frequently
2. Sometimes
3. Not at all

Audience Discussion:

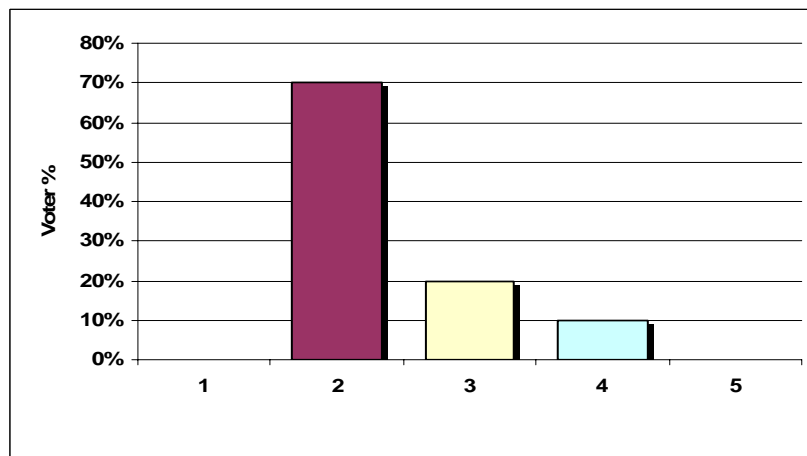
- There is one commercial user at airport, but the last passenger service was by Frontier in 1970s.



Forum Audience Results

What is the most important regional transportation issue?

1. Traffic congestion
2. Road maintenance
3. Safety
4. Public transportation
5. Other



Forum Audience Results

Other comments were solicited:

- Trinidad Lake State Park- CR 18.3 cutoff for gas and other trucks to avoid circuitous route through Trinidad; heavy truck traffic; heavy pedestrian traffic; big recreation area; big maintenance problems

Transportation Funding

An overview of the 2030 Statewide Plan was presented along with the associated funding shortfalls. Needs identified for the TPR were estimated in the 2030 plan to be about \$487 million while it was estimated that approximately \$187 million might be available to address those

needs. Updated funding projections for 2035 will be available by the end of the year, but are expected to be less than expected in the previous plan.

In order to get a better idea of the audience's preferences for future expenditures, an allocation exercise was conducted in which attendees were provided \$180 million in "TransBucks" to distribute among their priorities as represented on five maps displayed throughout the room. Available options included: Safety, Alternative Modes of Transportation (Shoulders, Airports, Railroads), Roadway Surface Condition, Transit Provider Service Areas, Congestion.

Allocation Exercise (\$180 M total available – 6 stickers x \$30 million denomination)

Surface Condition – 34%

Transit – 25%

Alternative Modes – 18%

Safety – 15%

Congestion – 8%

Prioritization Meetings

Purpose

The Prioritization Meeting was used to help assign priorities to corridors in the TPR. This input was used by the RPC to help determine what changes to the previous (2030) Plan were necessary. A follow-up meeting was scheduled to prioritize needs for the plan update within the context of available funding. The primary purposes of the meeting included:

- Review of 2030 priorities
- Assigned Primary Investment Category
- Prioritize corridor needs
- Assigned percentage of RPP funds to each corridor
- Prioritize Transit Projects
- Prioritize Aviation Projects

Schedule

TPR	Date	Location	Address	Time
South Central	April 4	Trinidad	SCCog Learning Center 1225 Rosita	1:00 p.m.-3:00 p.m.

Outcome

The Prioritization Meeting was held in Trinidad on April 4, 2007. The primary purpose of this meeting was to examine recommended changes to Corridor Visions and the 2035 Vision Plan (primary components of Technical Report 2 – Visions and Priorities) as a result of analysis of key issues and emerging trends throughout the region. The RPC examined the recommendations of the 2030 RTP, Pre Forum Meeting Notes, Technical Report 1 – Regional Systems, and Technical Report 2 – Vision, Goals and Strategies to update priorities and identify additional needs.

Draft Statewide/Regional Plan Joint Outreach Meeting

The Draft 2035 Plan was released in July 2007, incorporating as appropriate all input from the public and decisions by the RPC. After a period of review, the draft plan was presented at a public meeting in Trinidad on December 3, 2007. The meeting was held jointly with CDOT to enable review of the draft Plan at that time. This approach was useful so that attendees could see the regional plan in context with other regions and the state as a whole. Comments received at that meeting have been incorporated as appropriate in the final plan prior to its adoption by the RPC in early 2008.

Significant discussion items at the meeting included:

- Reconstruction of the I-25 northbound lanes in Trinidad is well under way. CDOT states that additional funds have been identified to apply to Phase II (southbound lanes) of the I-25 project. CDOT is optimistic that sufficient funds will be made available to complete the project in the next several years.
- The BNSF railroad company is exploring options to move operations from the Front Range to the east because of congestion, which as a result has slowed the railroad transport process. The meeting attendees strongly support the idea of commuter rail on the existing Front Range corridor. It was clarified that public funds would not be used to support new freight rail infrastructure, but that they could be used in the future to support passenger rail service.
- Many concerns were expressed for the SH 12 corridor. The issues are safety (narrow roads, lack of shoulders, rock fall, night visibility, and sight lines), impact of potential coal mine operations (increase congestion), coal bed methane gas development (congestion and road surface deterioration), school buses (need sufficient accel/decel and turn lanes). Traffic volumes are especially high during peak commuting hours (6-8 a.m. and in the evening). Due to constraints of the terrain in the narrow canyon, there is not lot of room to increase capacity. It is confined by the river, canyon walls, and existing structures.
- Concern was expressed for County Road 18.3 as it is not designed for current traffic volumes, especially in the State Park area and through the little town of Starkville. Truck and other traffic use the road as a shortcut from US 160 to I-25. The heavy traffic is not compatible with pedestrian, bicycle, and recreation traffic.
- Several attendees expressed concern about decreasing revenues available for major construction projects and that today's dollars will lose buying power over time. This makes it especially important to find new funding sources. A citizen expressed support for increasing state fuel tax or other revenue sources for state transportation funds.
- Rural Health: Many elderly or economically disadvantaged persons, especially those in poor health, may not have access to private transportation and have a need for public transportation to access healthcare and other services
- The Trinidad Historic District is a significant contributor to the regional tourism economy. It would be helpful to place signage on the Interstate to direct visitors to this area.

Press Release

2035 South Central

Regional Transportation Forum

TIME FOR TEAMWORK! The South Central Regional Transportation Planning Commission announces an invitation to the **2035 Regional Transportation Forum**, which will provide an opportunity for the public to take part in their future.

The purpose of the forum is to gather public input on key transportation issues and emerging trends that are important considerations to developing a safe, efficient and effective transportation system. The input gathered at the forum will provide crucial information needed to develop the 2035 Regional Transportation Plan for the South Central Transportation Planning Region.

The South Central Regional Planning Commission needs your help in identifying key transportation issues and emerging trends to develop future transportation priorities. There are several examples of emerging trends and issues that may influence transportation priorities including:

- Changes in Population/Employment
- Driving forces in the Local/Regional Economy
- Transportation System Issues (Maintenance of the Existing System, Systems Connectivity, Congestion, Safety, Long Term Needs)
- Commuting Patterns
- Major Traffic Generators
- Natural Resource Development
- Recreation/Tourism Industry
- Integration of the Various Transportation Modes (auto, public transit, aviation, and rail) into an Effective System
- Funding for Transportation

An interactive polling system will be used to measure the audience's response to questions that will affect current and future transportation priorities. Everyone with an interest in transportation issues is encouraged to attend and participate.

Monday, September 11, 2006

Trinidad State Junior College Multi-Purpose Room

600 Prospect

Trinidad

Transportation Forum: 4:00pm-7:00pm

Any questions please contact:

Ed Hocker

Email: ed_hocker@urscorp.com

Mail: URS Corporation

9960 Federal Drive, Suite 300

Colorado Springs, CO 80921

Phone: 719.533.7858

Information Letter

July 26, 2006

The South Central Regional Transportation Planning Region has begun the process to update its regional transportation plan as part of a statewide effort to update the 2030 Colorado Statewide Transportation Plan. URS is the lead consultant brought on by the Colorado Department of Transportation to help the South Central Regional Planning Commission to prepare the 2035 regional and statewide transportation plans.

I would like to ask you to take a few moments of your time to help in identifying, from your professional perspective, developing issues and emerging trends that you believe are important considerations in developing a safe, efficient and effective transportation system for the South Central Transportation Planning Region.

As part of the process, the South Central Regional Planning Commission has scheduled a **Regional Transportation Forum on September 11, 2006 from 4pm-7pm at the Trinidad State Junior College Multi-Purpose Room located at 600 Prospect, Trinidad.** In addition to inviting the general public a special effort is being made to contact and bring to the table representatives from the public and private sectors such as yourself that play a policy and decision making role in the region. An important component of the Forum and the 2035 plan update process is the identification of key issues occurring in the South Central Transportation Planning Region that may affect transportation priorities. It is important to note that at this phase of the update, issues and trends and not specific projects are of most concern. The issues and trends will be used to develop future transportation priorities.

Specific trends and issues that may influence transportation priorities may include:

- Changes in Population/Employment
- Driving forces in the Local/Regional Economy
- Transportation System Issues (Maintenance of the Existing System, Systems Connectivity, Congestion, Safety, Long Term Needs)
- Commuting Patterns
- Major Traffic Generators
- Natural Resource Development
- Recreation/Tourism Industry
- Integration of the Various Transportation Modes (auto, public transit, aviation, and rail) into an Effective System
- Funding for Transportation

Please forward your response to our URS consultant by August 28, 2006 so we have ample time to prepare for the September Regional Transportation Forum.

Email: edward_hocker@urscorp.com

Mail: Ed Hocker

URS Corporation

9960 Federal Drive

Colorado Springs, CO 80921

Phone: 719-533-7858

I want to thank you in advance for helping in the development of the 2035 South Central Regional Transportation Plan.

Sincerely,

Edward Hocker

Invitation



2035 Draft Statewide and Regional Transportation Plans Joint Public Outreach Open House

The South Central Transportation Planning Region and the Colorado Department of Transportation are hosting a meeting to present the Draft Regional and Statewide Transportation Plans and receive comments. Your input is valued.

Date: December 3, 2007
Place: Trinidad State Junior College
600 Prospect Street
Trinidad, CO
Time: 3:30pm – 6:30pm
(Presentation at 4:30pm)

FOR MORE INFORMATION:

Web: <http://www.dot.state.co.us/StateWidePlanning/PlansStudies/2035Plan.asp>
Project contact: Leah Ware (303) 757-9761
Email: 2035transportationplan@urscorp.com
Special ADA Accommodations: Leah Ware (303) 757-9761
Para información en español, por favor llame: Leah Ware (303) 757-9761

Presentation

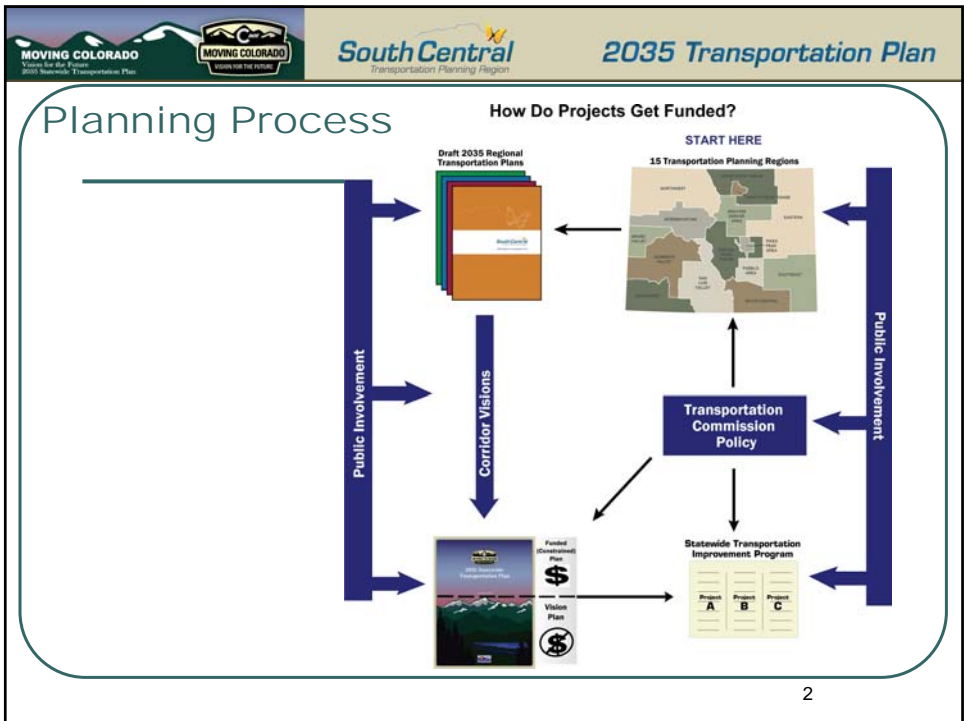




2035 Transportation Plan Joint Outreach Meeting

South Central TPR & Colorado Department of Transportation

1












2035 Plan Components

- Key Issues & Emerging Trends
- Vision Plan
 - Corridor Visions
 - Environmental Plans, Resources, Mitigation
- Funded (Constrained) Plan
- Midterm Implementation Strategies





3


Public Participation

Participants	Input
<ul style="list-style-type: none"> ● Decision Makers: Such as Colorado Transportation Commission, State and Local Elected Officials, and Indian Tribal Governments ● The Public: All citizens of Colorado have an opportunity to review and change priorities as needed ● Stakeholders: Such as Transportation Providers, private sector interests, advocacy groups and the public interested in transportation 	<ul style="list-style-type: none"> ● Provided input to the Transportation Commission Policy, Revenue Projections, and Resource Allocation ● Considered during the development of both Regional and Statewide Transportation Plans


4

Public Participation



February 2007 Joint Transportation Commission/STAC Workshop





March 2007 Statewide Environmental Forum

Outreach Activities

- Customer Survey** on Transportation Issues
- Regional Transportation Forums** on Key Issues and Concerns
- Statewide Transportation Forum** on Tough Choices to Stretch Transportation Dollars or Reduce Services
- Environmental Forum** to Identify Significant Environmental and Planning Concerns
- Security Workshop** to Discuss Issues with Agencies Involved in Operational Security Activities
- Transportation Commission and Statewide Transportation Advisory Committee * Meetings** on Transportation Issues
- Joint Public Meetings on Regional and Statewide Transportation Plans** to be Held at All Planning Regions


5







Schedule

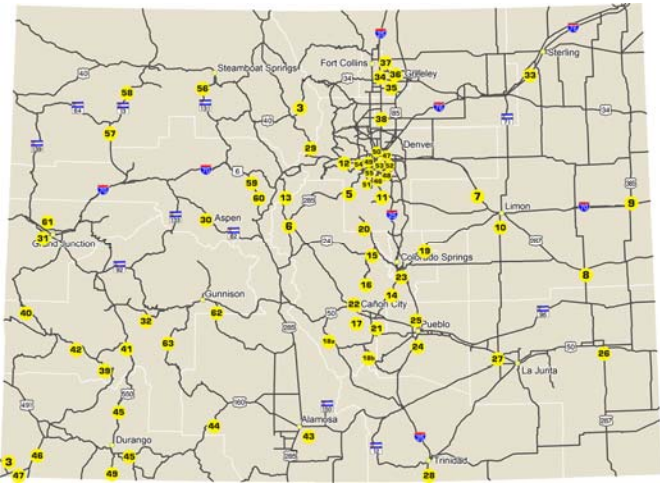
- Aug 20 - Draft Regional Plan Released
- Sept 20 - Draft Statewide Plan Released
- Nov 16 – Comments on Regional Plan Due
- Jan 4 – Comments on Statewide Plan Due
- January – Regional Plan Adoption
- February – Statewide Plan Adoption

6










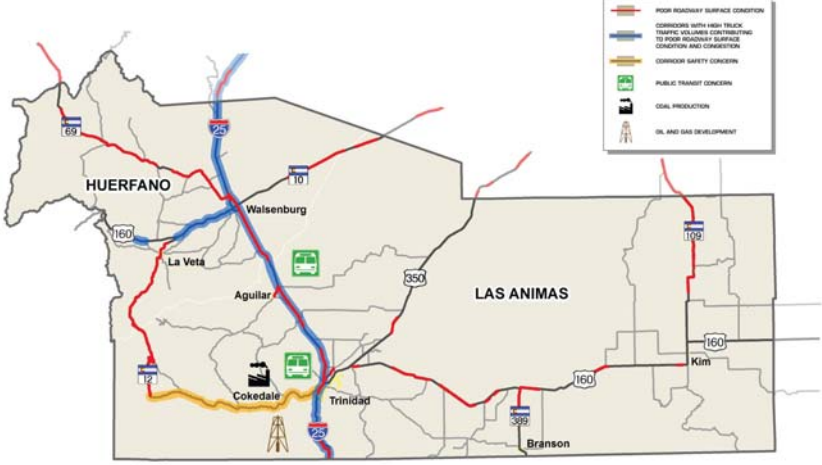
Recent Accomplishments









7









Key Issues & Emerging Trends



-  POOR ROADWAY SURFACE CONDITION
-  CORRIDORS WITH HIGH TRUCK TRAFFIC VOLUMES CONTRIBUTING TO POOR ROADWAY SURFACE CONDITION AND CORROSION
-  CORRIDOR SAFETY CONCERN
-  PUBLIC TRANSIT CONCERN
-  COAL PRODUCTION
-  OIL AND GAS DEVELOPMENT




8

Key Issues & Emerging Trends

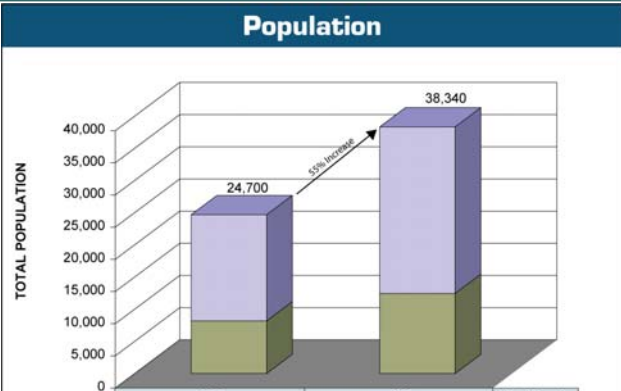
Growth	Community
<ul style="list-style-type: none"> Issues along SH 12 west of Trinidad: Congestion Safety Environmental Maintenance Energy development Truck traffic 	<ul style="list-style-type: none"> Organized strong opposition to the Army's proposed Pihon Cañon Maneuver Site expansion in Las Animas County Trinidad I-25 Viaduct project under construction in 2008 <ul style="list-style-type: none"> Concern that remaining money will be delayed Concern for negative effects to community and region Public transportation services provide a critical "quality of life" factor for those without access to automobiles Intercity transit options are limited but important for: <ul style="list-style-type: none"> Economic development Congestion relief Modal opportunities
System Quality	Safety
<ul style="list-style-type: none"> Reconstruction of the I-25 Viaduct in Trinidad Increase in volume of car and truck traffic accelerates the need for: <ul style="list-style-type: none"> Maintenance of the existing system Improved surface conditions Improved shoulders 	<ul style="list-style-type: none"> Connections through Trinidad on US 160 and SH 350 are difficult and dangerous

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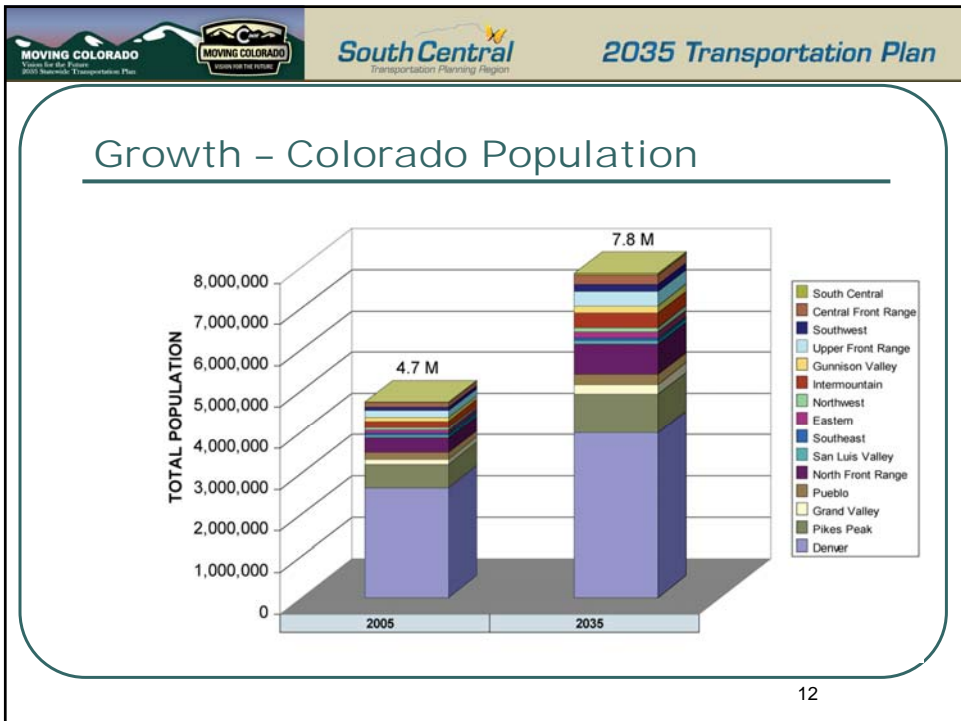
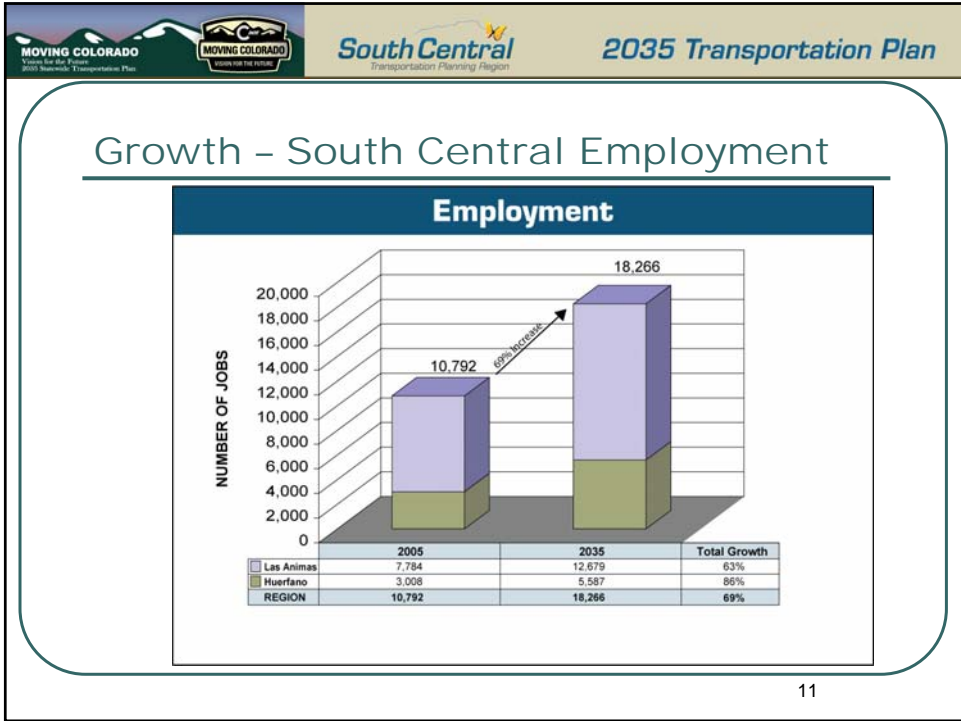
Growth – South Central Population

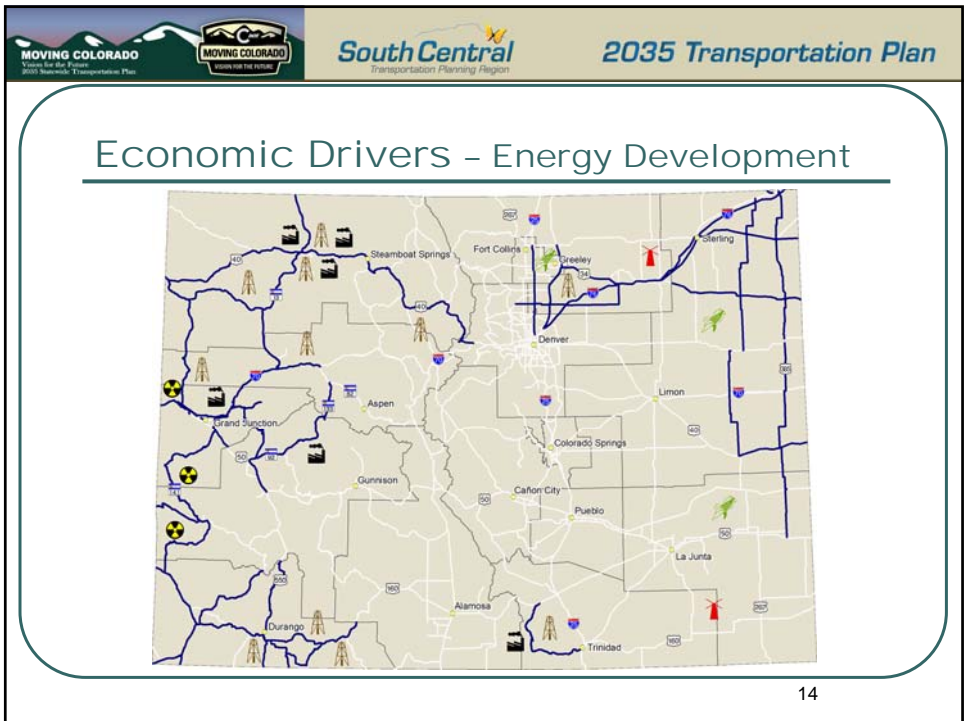
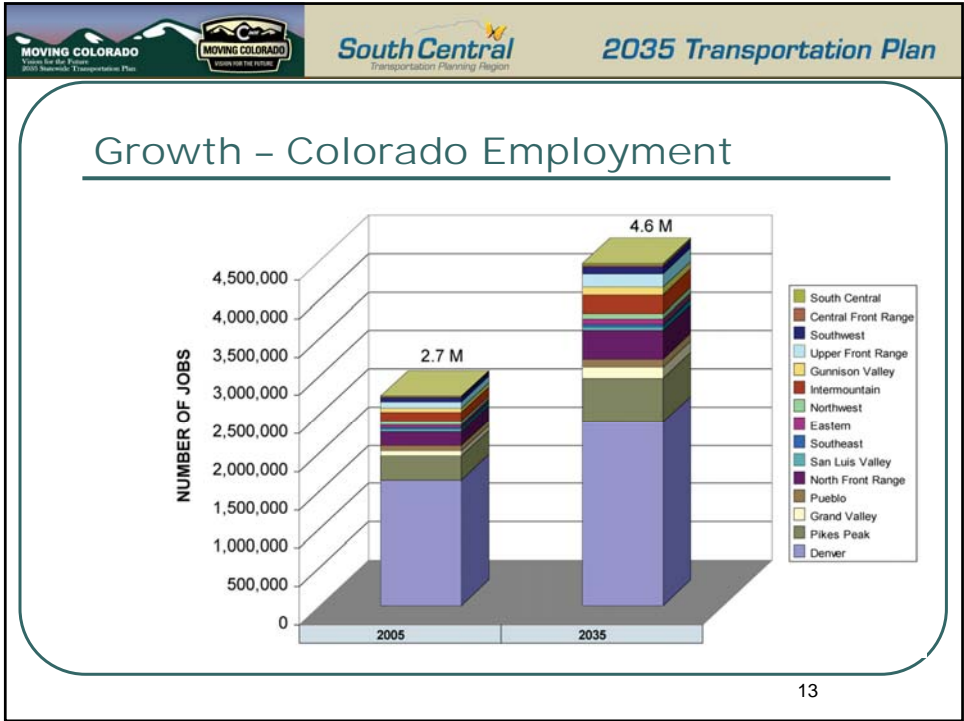
Population

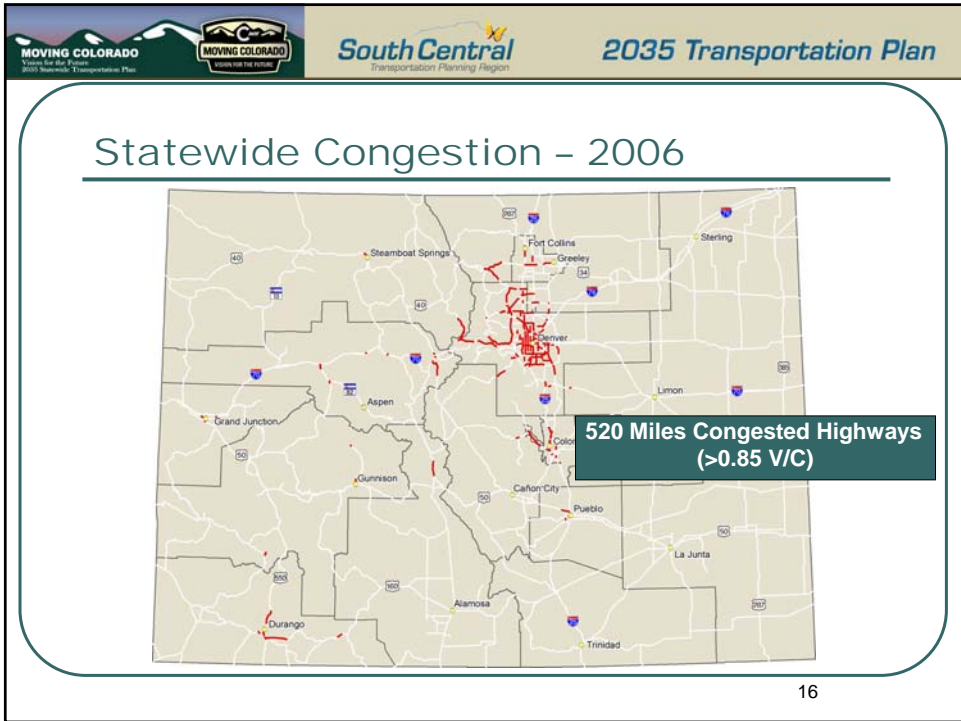
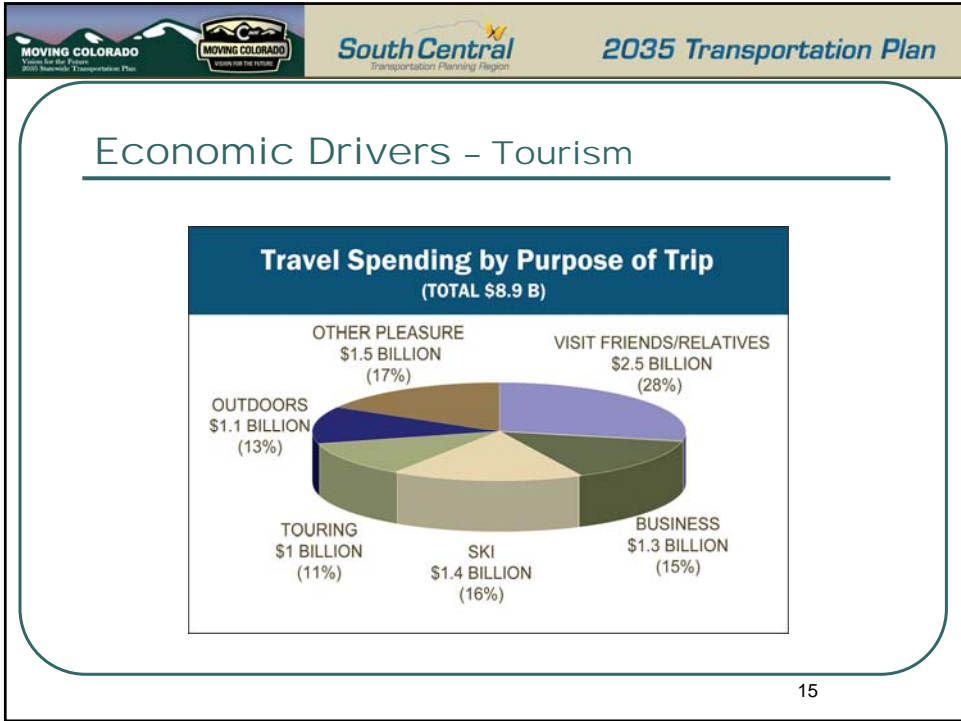


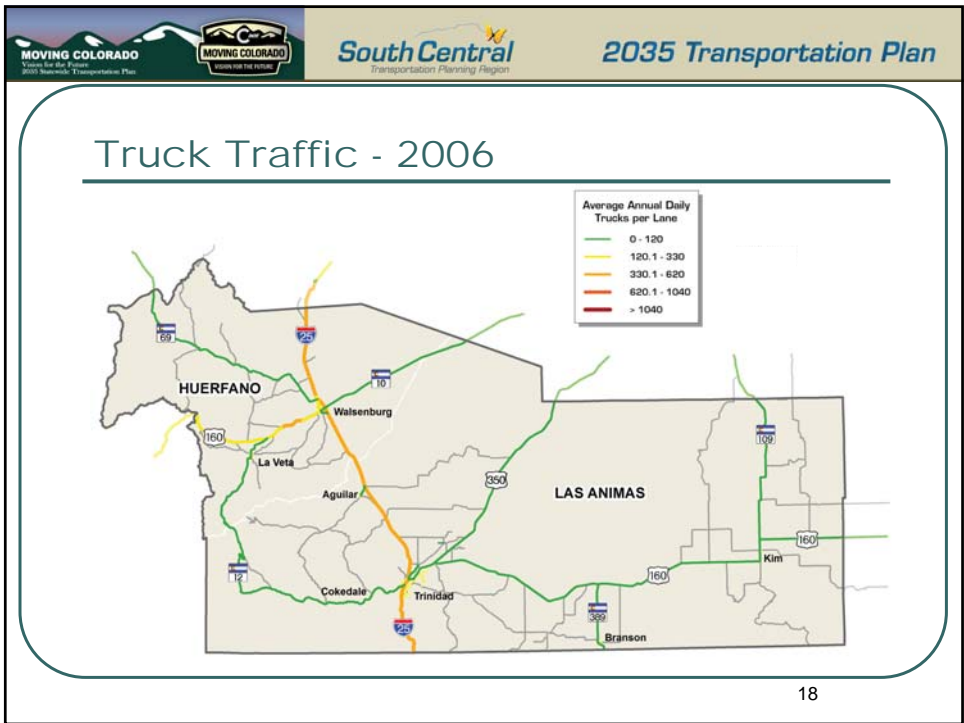
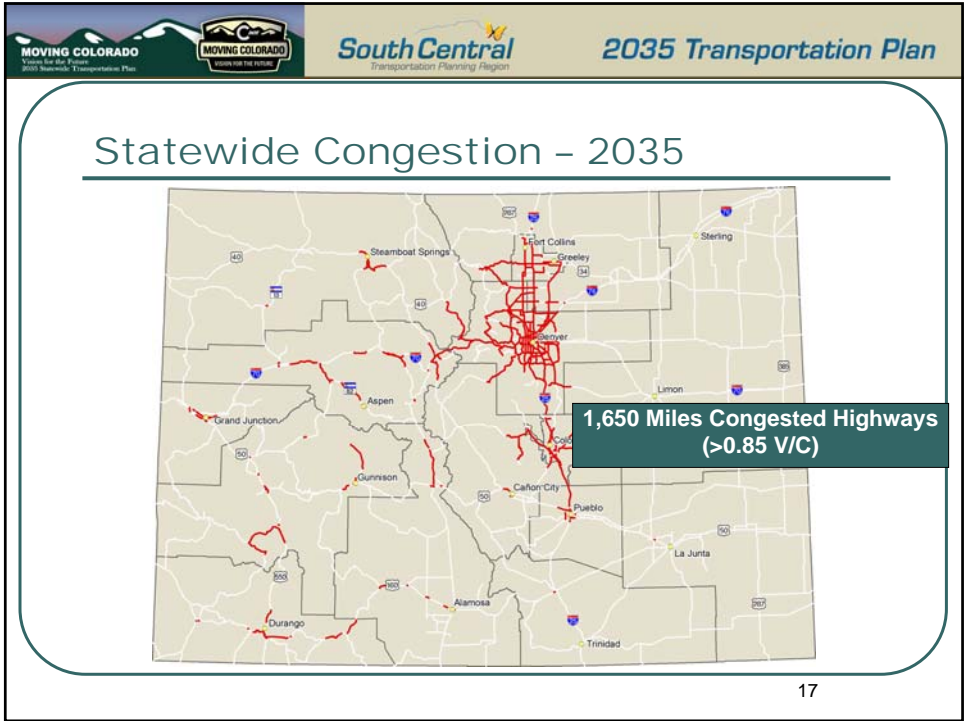
	2005	2035	Total Growth
Las Animas	16,517	25,883	57%
Huerfano	8,183	12,457	52%
REGION	24,700	38,340	55%

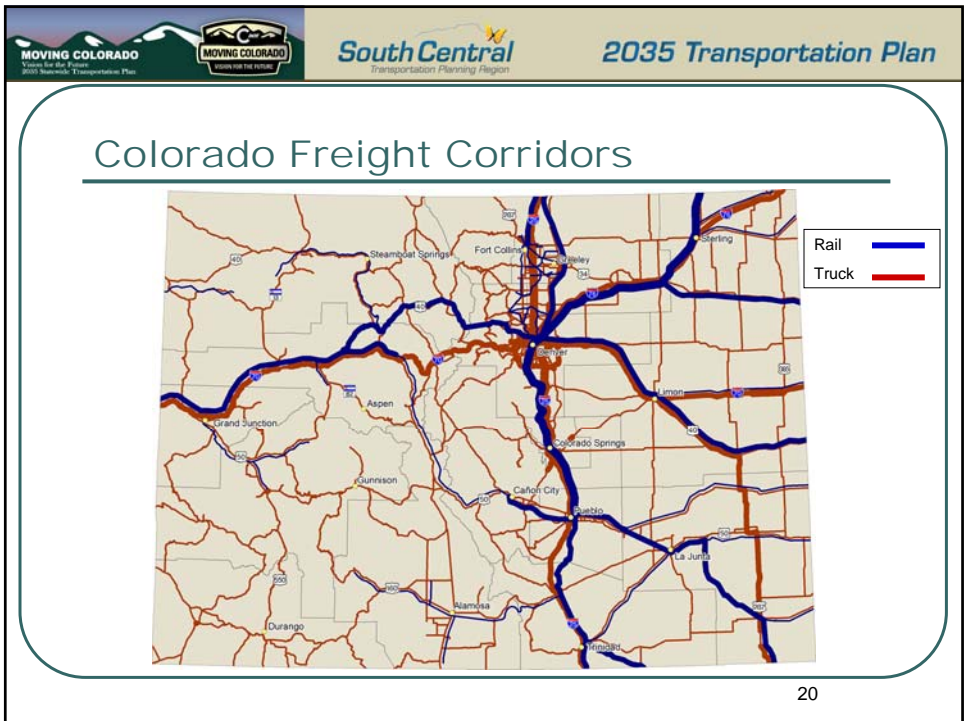
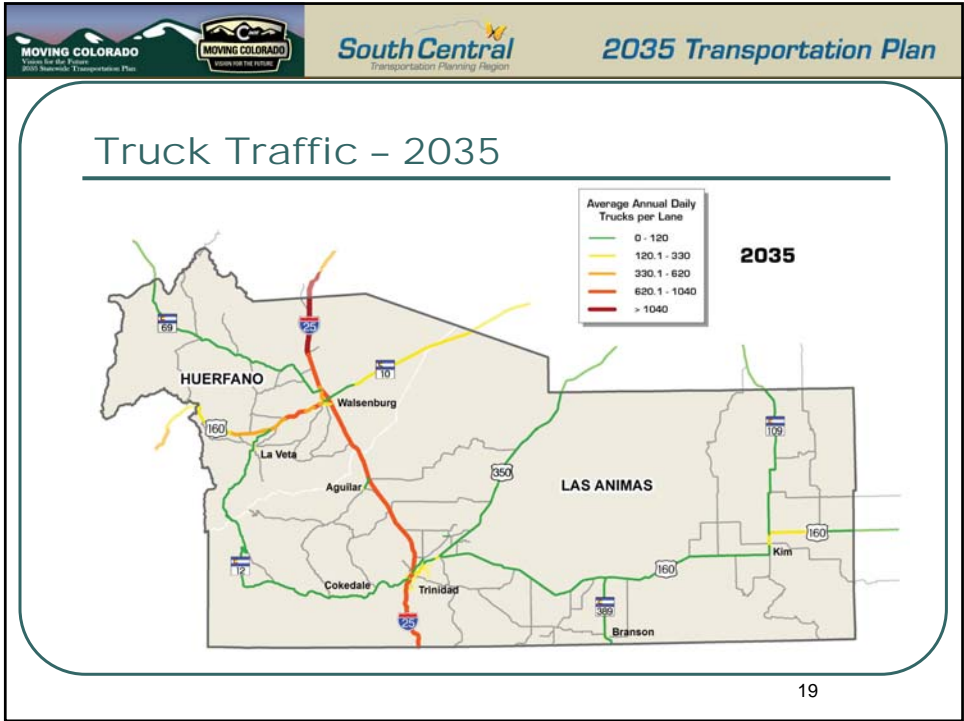
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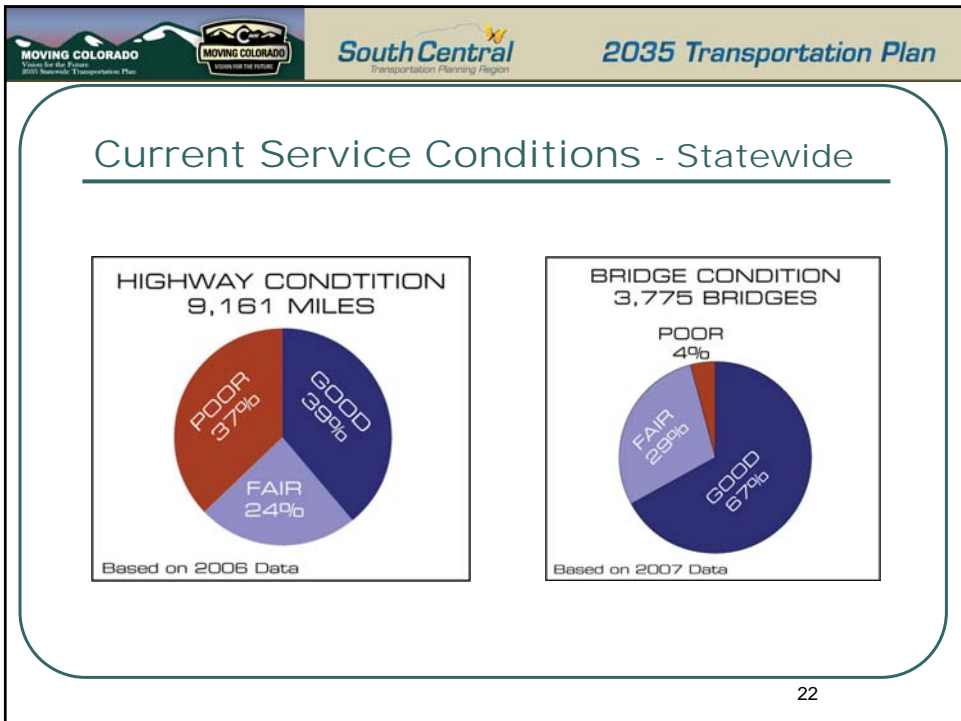
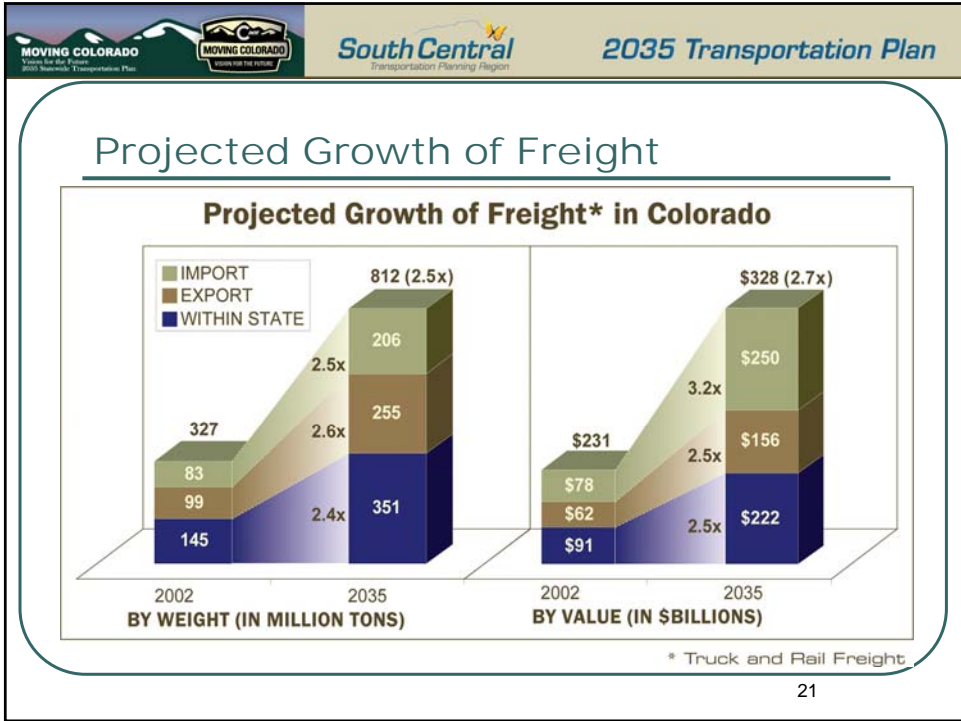


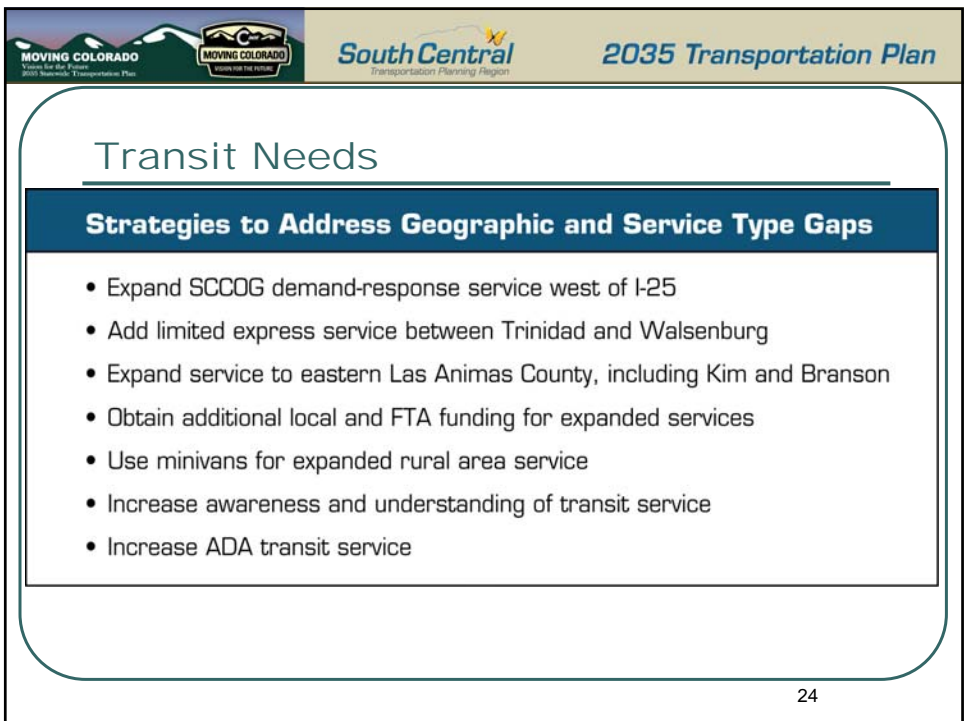
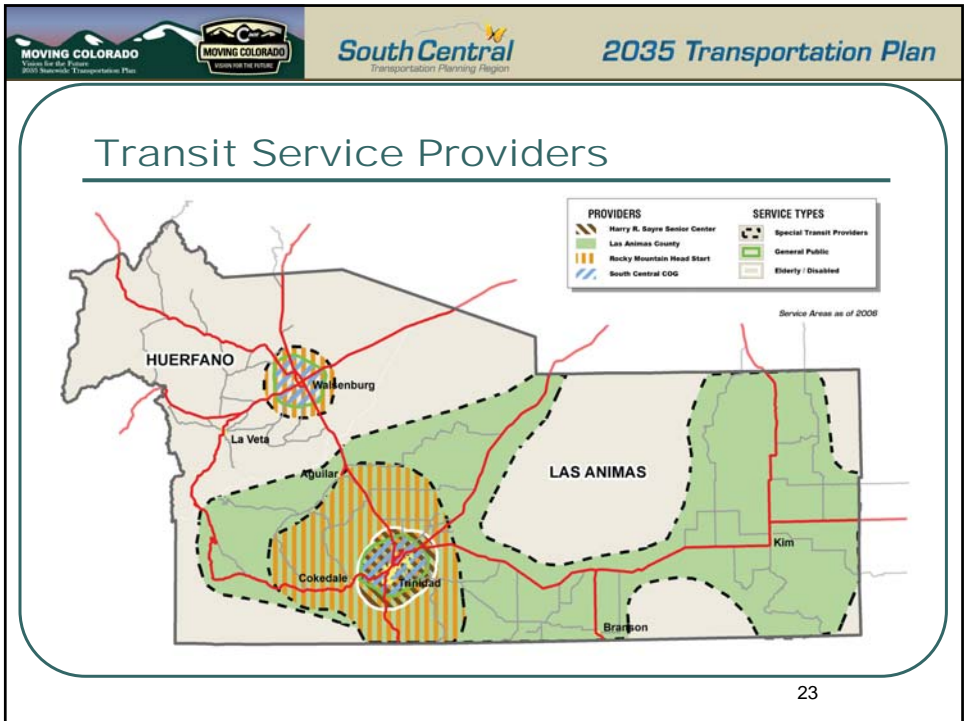

















Corridor Visions



Vision for the Future
2035 Statewide Transportation Plan



VISION FOR THE FUTURE

INTRO
STATEWIDE SYSTEM
REGIONAL PLANS
FEEDBACK & LINKS

Statewide System

Colorado's Statewide System draws from the Transportation Commission's guidance on corridor visions and locally developed regional visions. The Statewide System of Corridor Visions balances local, regional and statewide transportation needs and becomes the basis for an integrated transportation vision for all of Colorado. The Corridors are specific geographic areas encompassing state highways, local roads, and any number of transportation modes such as transit, rail, air, bicycle/pedestrian and carpooling/vanpooling options, by expanding the visions beyond just the highway segments. These multi-modal "corridor visions" now form the backbone of the 2030 Statewide Transportation Plan.

Crafted by local communities, transportation groups, Colorado Department of Transportation (CDOT) and other stakeholders from 15 Transportation Planning Regions across the state, these visions examine more

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SC Vision Plan - What We Need (\$611 M)



Vision for the Future
2035 Statewide Transportation Plan






Primary Investment Category by Corridor

— Mobility	— System Quality
— Safety	



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2035 Transportation Plan

SC Vision Plan - What We Need

Corridor	Description	Total Cost* 2008 Dollars (\$000)			2035	
		Highway	Transit	Aviation	Primary Investment Category	TPR Priority
SH 10	I-25 (Walsenburg) to Pueblo County Line	\$43,391			System Quality	Medium
SH 12	US 160 (La Veta) to I-25 (Trinidad)	\$146,633		\$5,658	Safety	High
I-25 A	I-25 New Mexico state line to Pueblo County	\$94,419	\$13,233	\$27,797	Mobility	High
I-25 B	I-25 Business Route (Aguilar)	\$11,465			System Quality	Low
I-25 C	I-25 Business Loop (Walsenburg)	\$11,970			Safety	High
SH 69	US 160 (Walsenburg) north to Bent County Line	\$28,947			System Quality	Low
SH 109	US 160 to north to Bent County Line	\$22,444			System Quality	Low
US 160 A	La Veta Pass east to UPRR (Walsenburg)	\$31,079			Mobility	Medium
US 160 B	US 160 Business Loop (Walsenburg)	\$27,319			Safety	High
US 160 C	I-25 (Trinidad) east to Baca County Line	\$14,963			System Quality	Medium
SH 239	US 160 (Trinidad) to Rd. E (Trinidad)	\$3,517			System Quality	Low
SH 350	US 160 (Beshoar Jct) north to Otero County Line	\$55,361		\$26,579	System Quality	Medium
SH 389	CO/NM state line north to US 160	\$19,451			System Quality	Low
CR 18.3	SH 12 at Trinidad Lake State Park east	\$11,223			System Quality	Low
TPR	Community Based Transit		\$14,010		Mobility	High
* Vision costs include Constrained Costs		Sub-Total	\$522,182	\$27,243	\$62,034	
		TOTAL		\$611,459		

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2035 Transportation Plan

SC Constrained Plan - What We Can Afford (\$50 M)



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2035 Transportation Plan

SC Constrained Plan - What We Can Afford

Corridor	Description	Primary Investment Category	Regional Priorities Program %	2035 Constrained Total (\$000)			
				Highway	Transit	Aviation	Total
SH 12	US 160 (La Veta) to I-25 (Trinidad)	Safety	30%	\$3,787			\$3,787
I-25 A	I-25 New Mexico State Line to Pueblo County	Mobility	50%	\$6,311			\$6,311
I-25 C	I-25 Business Loop (Walsenburg)	Safety	10%	\$1,262			\$1,262
US 160 B	US 160 Business Loop (Walsenburg)	Safety	10%	\$1,262			\$1,262
TPR	Community Based Transit	Mobility	Transit		\$13,647		\$13,647
TPR	Three airports	System Quality	Aviation			\$23,500	\$23,500
SUBTOTAL				\$12,622	\$13,647	\$23,500	\$49,769

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2035 Transportation Plan

Midterm Implementation Strategies – South Central

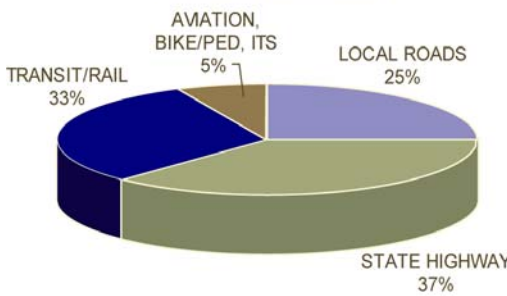
Corridor	Major Issues	Potential Strategies for Implementation
I-25 A – New Mexico State Line to Pueblo County Line	<ul style="list-style-type: none"> Heavy Traffic Volumes Modal options in the corridor are limited 	<ul style="list-style-type: none"> Complete reconstruction of I-25 in Trinidad Provide inter-modal connections Provide and expand transit bus services Improve ITS traveler info, traffic management & incident management
SH 12 – US 160 (La Veta) to I-25 (Trinidad)	<ul style="list-style-type: none"> Congestion Safety Roadway Deterioration System connectivity 	<ul style="list-style-type: none"> Complete a Corridor Optimization Study Improve geometrics Intersection improvements

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2035 Transportation Plan




Existing Revenue & Spending

Statewide Spending by Mode
2008-2035
\$76 Billion (2008 Dollars)



Mode	Percentage
STATE HIGHWAY	37%
TRANSIT/RAIL	33%
LOCAL ROADS	25%
AVIATION, BIKE/PED, ITS	5%

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Statewide System Performance







Total Plan Costs 2008-2035

INVESTMENT SCENARIO	Forecast Revenue	Cost to Sustain Current Performance	Cost to Accomplish Vision
TOTAL INVESTMENT* (2008 Dollars in Billions)	\$76B	\$139B	\$227B

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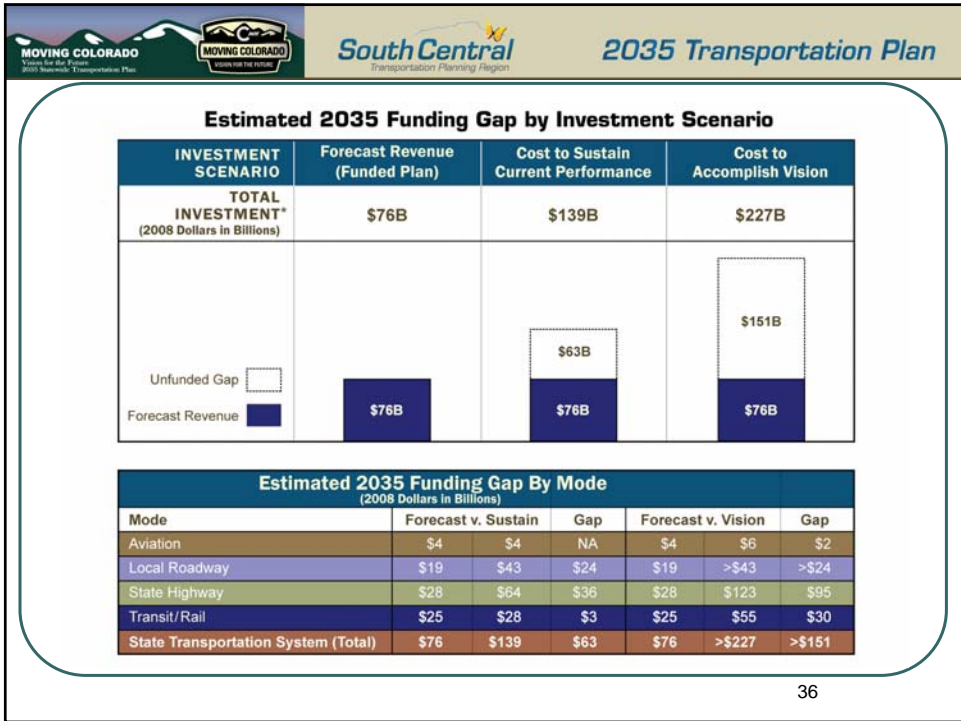
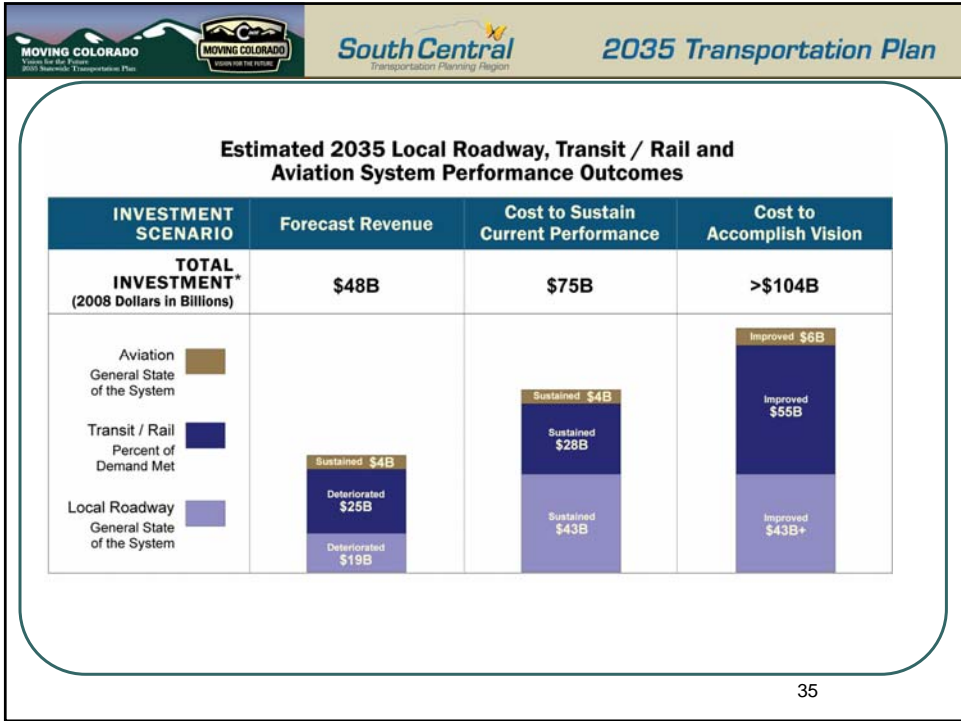




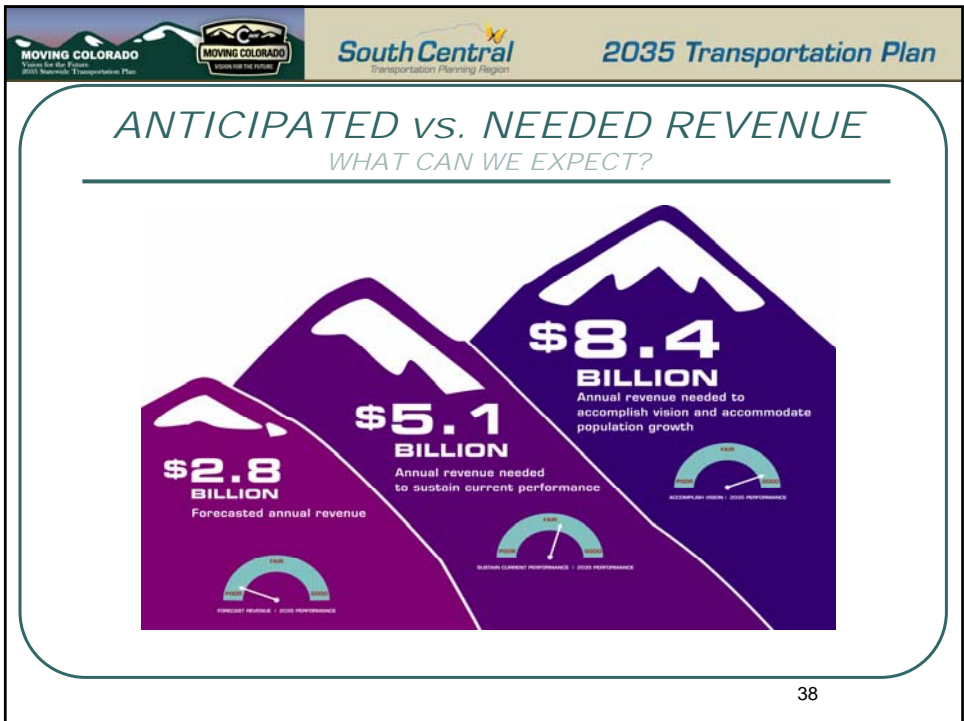
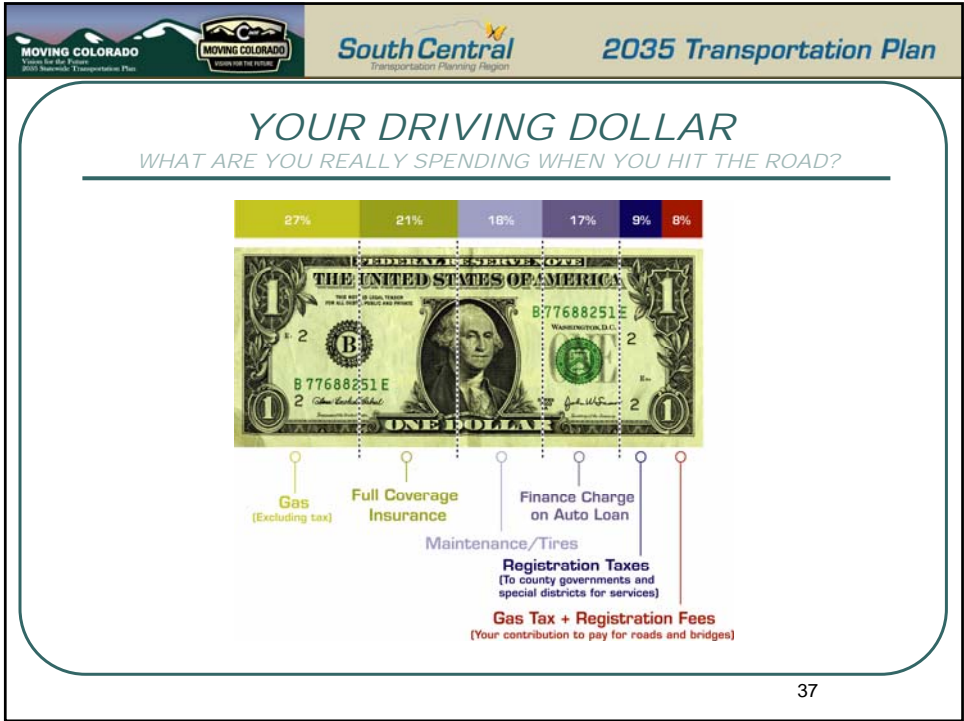
Estimated 2035 State Highway System Performance Outcomes

INVESTMENT SCENARIO	Forecast Revenue	Cost to Sustain Current Performance	Cost to Accomplish Vision
TOTAL INVESTMENT* (2008 Dollars in Billions)			\$123B
CDOT Highway Funds Only	\$28B	\$64B	
PERFORMANCE MEASURE			Corridor Vision Improvements / Modal Choices
Congestion** (Average minutes of daily delay per traveler in congested corridors)	70	22	<22
Maintenance Grade	F	B	B
Pavement Condition	 25% Good/Fair	 60% Good/Fair	 75% Good/Fair
Bridge Condition	 60% Good/Fair	 94% Good/Fair	 100% Good/Fair
Safety (Fatal crashes per 100M vehicle miles traveled)	1.24	1.00	1.00

**Congestion is one component of the mobility investment category

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MOVING COLORADO
Vision for the Future
2025 Regional Transportation Plan

MOVING COLORADO
Vision for the Future
2025 Regional Transportation Plan

South Central
Transportation Planning Region

2035 Transportation Plan

SUSTAINING OUR TRANSPORTATION SYSTEM

MAINTENANCE SAVES MONEY



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MOVING COLORADO
Vision for the Future
2025 Regional Transportation Plan

MOVING COLORADO
Vision for the Future
2025 Regional Transportation Plan

South Central
Transportation Planning Region





2035 Transportation Plan

VISIONARY CHANGE


AS POPULATION GROWS, SO DO TRANSPORTATION DEMANDS







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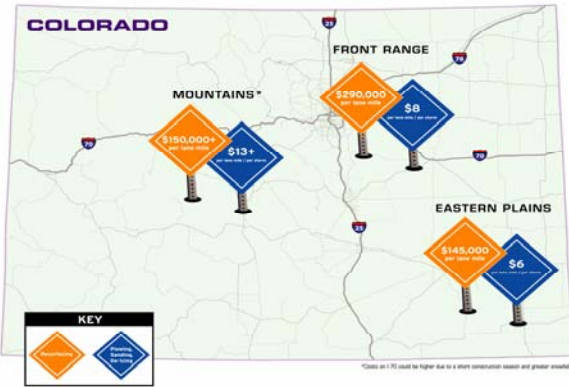
TOUGH CHOICES







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WHAT COSTS SO MUCH? THE COMPONENTS OF CDOT MAINTENANCE




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WHY DOES IT COST MORE?




Glenwood Canyon		Cost to Complete
1992		\$49 MIL
2006		\$1.5 MIL*
2016		\$1.9 MIL*



T-Rex		Cost to Complete
2006		1.7 MIL
2016		\$2.8 MIL*







I-25 COSMIX		Cost to Complete
2006		\$128 MIL
2016		\$268 MIL*



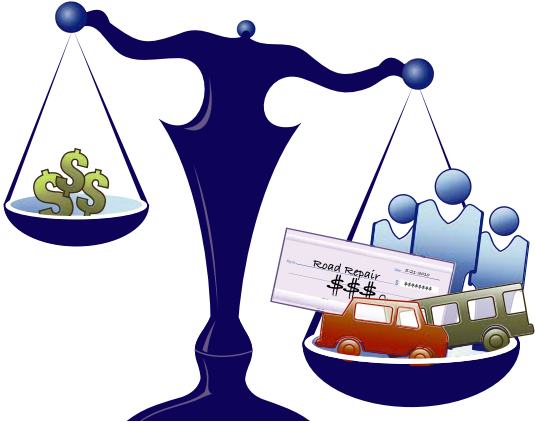
I-25 Trinidad Viaduct		Cost to Complete
2006		\$89 MIL
2016		\$129 MIL*

* Estimates based on Construction Cost Index

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MOVING COLORADO FORWARD



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Questions and Discussion

- Comment forms on table
 - Regional Plan by Dec 18
 - Statewide Plan by Jan 4
- 2035 Plan on Interactive CD
- RPC to Adopt Regional Plan by Jan. 31
- Email: 2035TransportationPlan@urscorp.com
- Statewide & Regional Plan online:
[http://www.dot.state.co.us/StateWidePlanning/PlansStudies/
2035Plan.asp](http://www.dot.state.co.us/StateWidePlanning/PlansStudies/2035Plan.asp)

Public Comments

One written comment was received requesting consideration of non-emergency medical transportation in rural and underserved areas of the South Central region.

The response letter identified where transit needs are identified in the RTP and referred the commenter to an additional document, the South Central Coordinated Human Service Plan, that outlines such needs and strategies in greater detail.